

Vol. XXXI No. 7

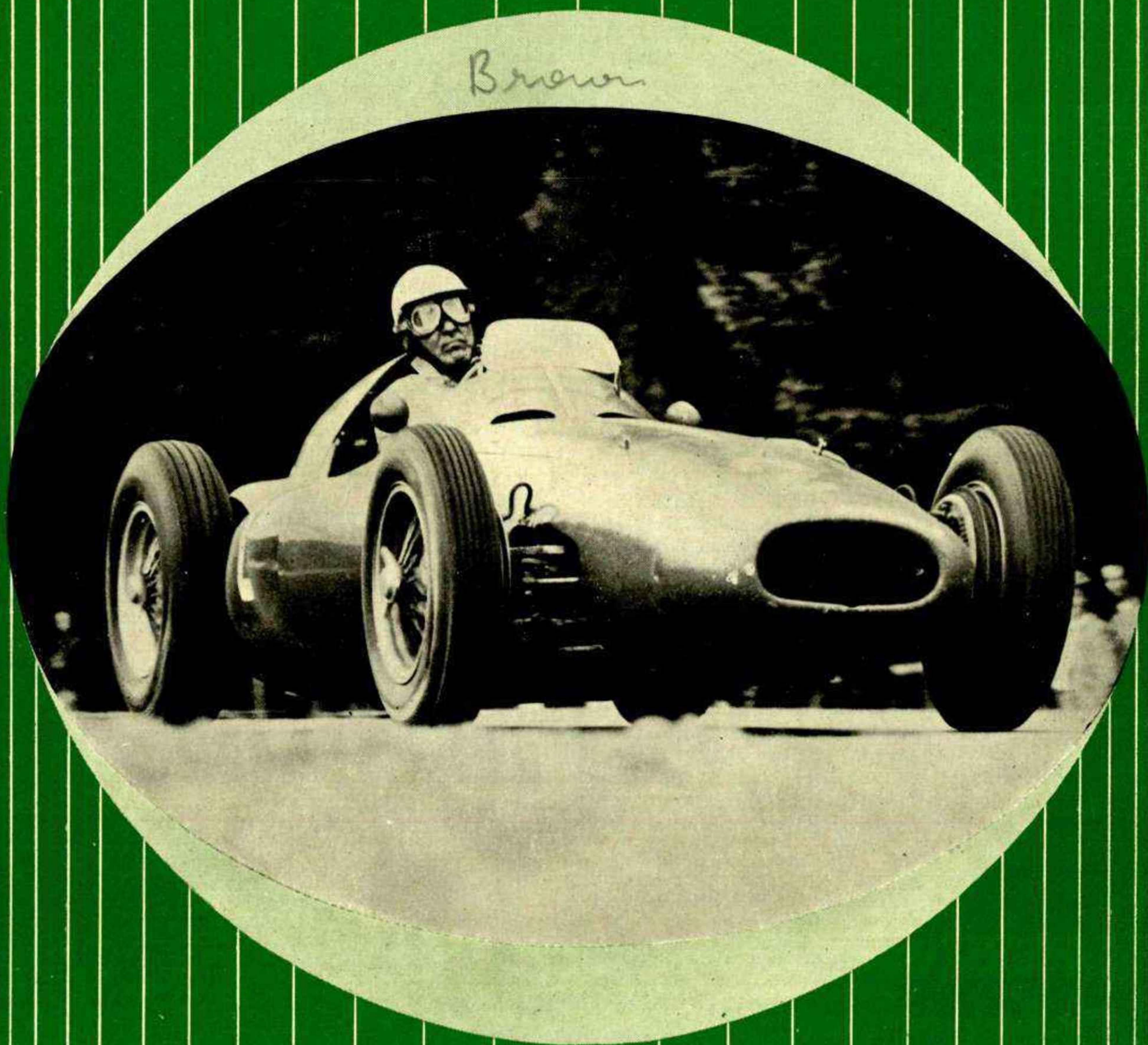
ONE SHILLING AND SIXPENCE

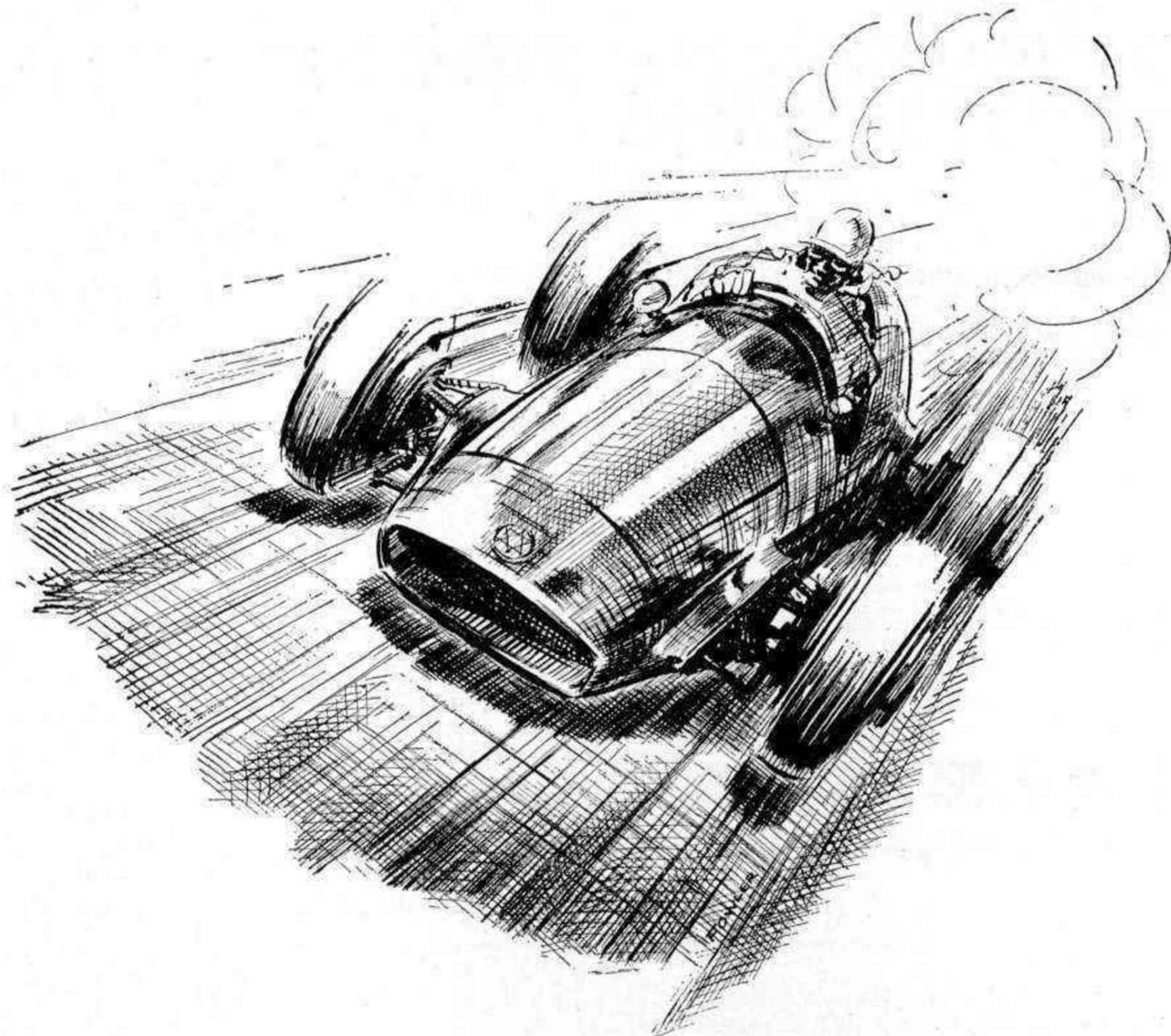
July, 1955

MOTOR SPORT

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31st YEAR OF PUBLICATION





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

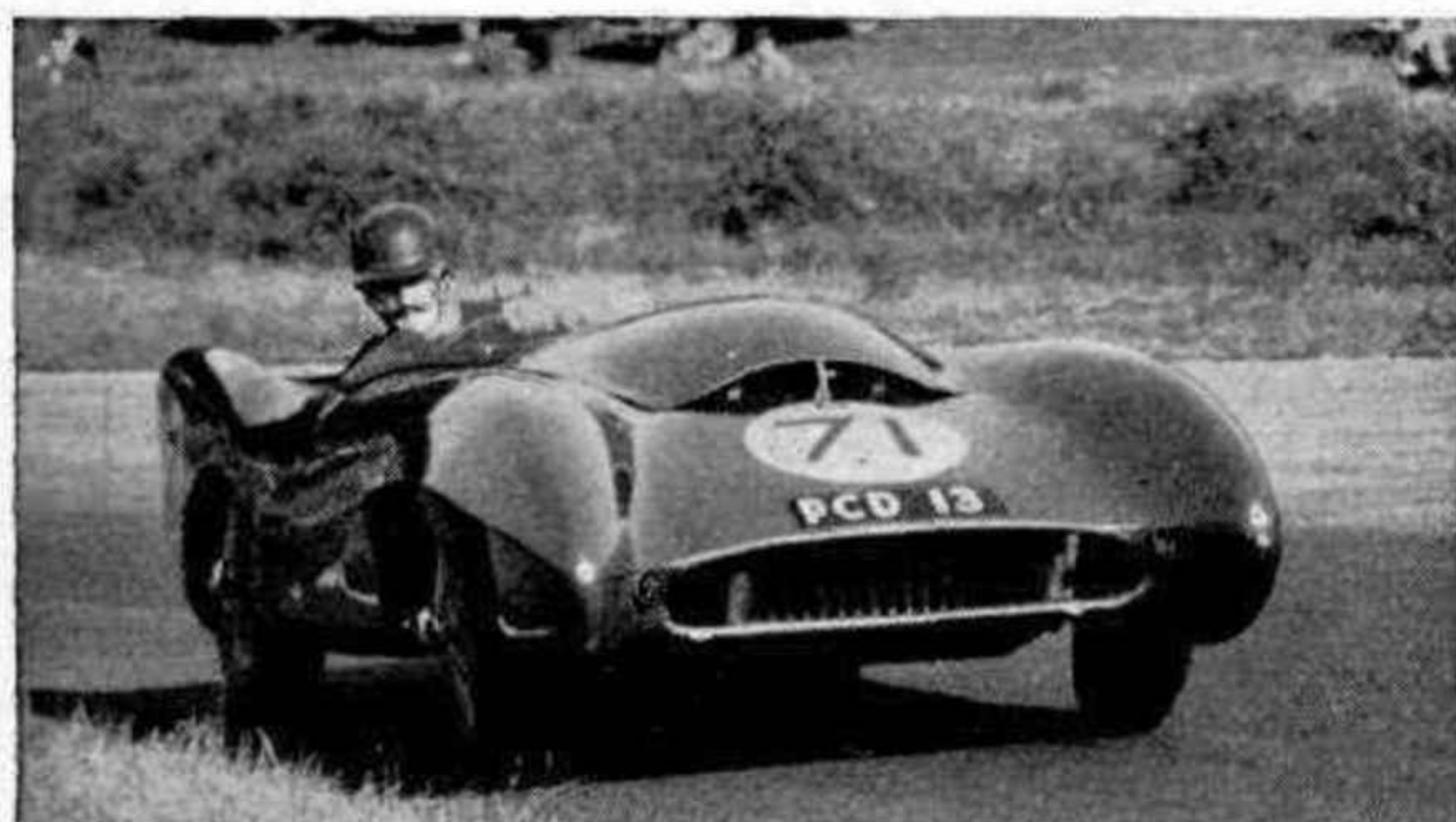
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 Part exchange and deferred terms. All the above are guaranteed and fully serviced.

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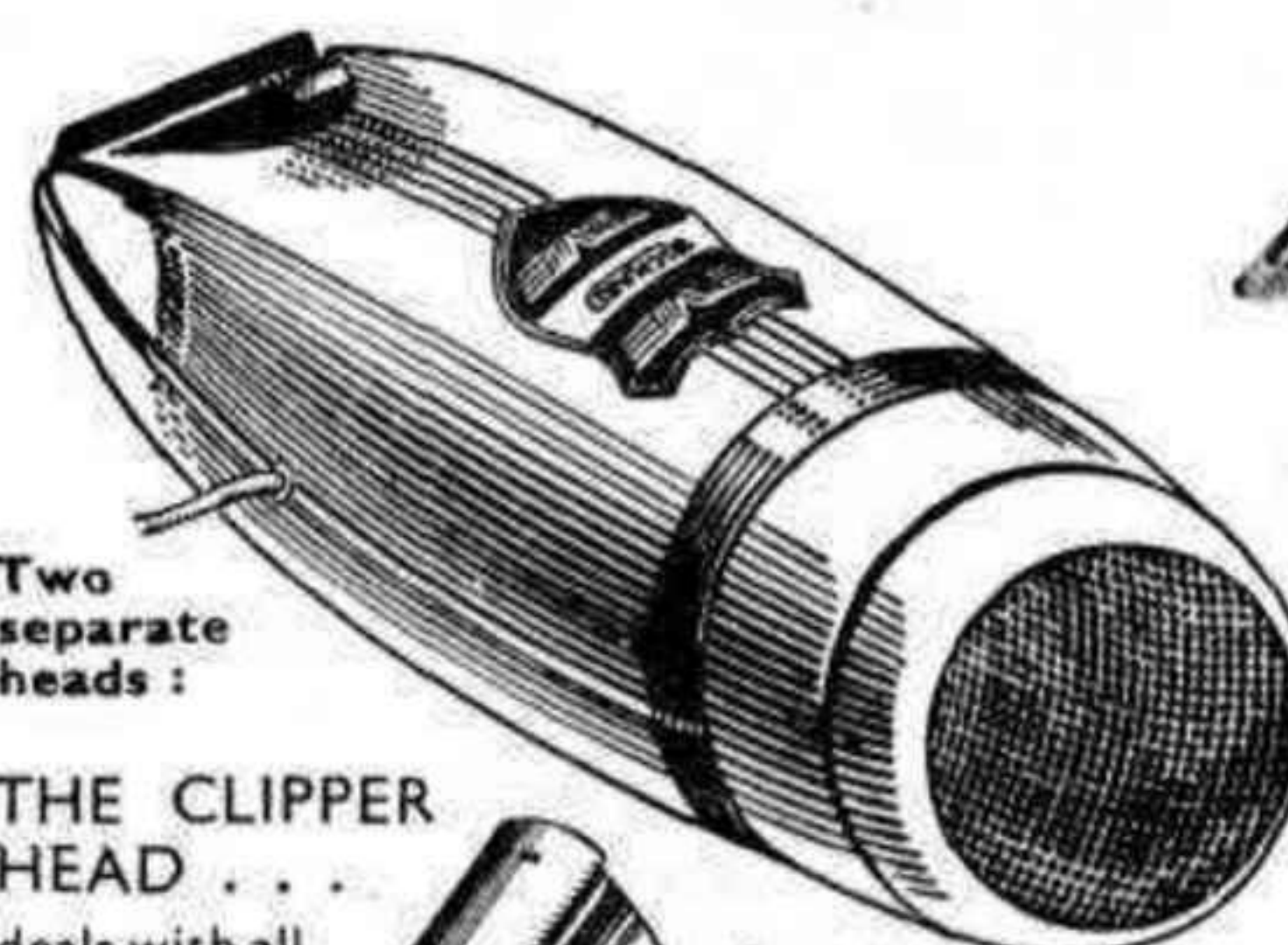
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The RICHARD double-headed electric shaver

£8.19.0

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will help you to "compete" at your best.

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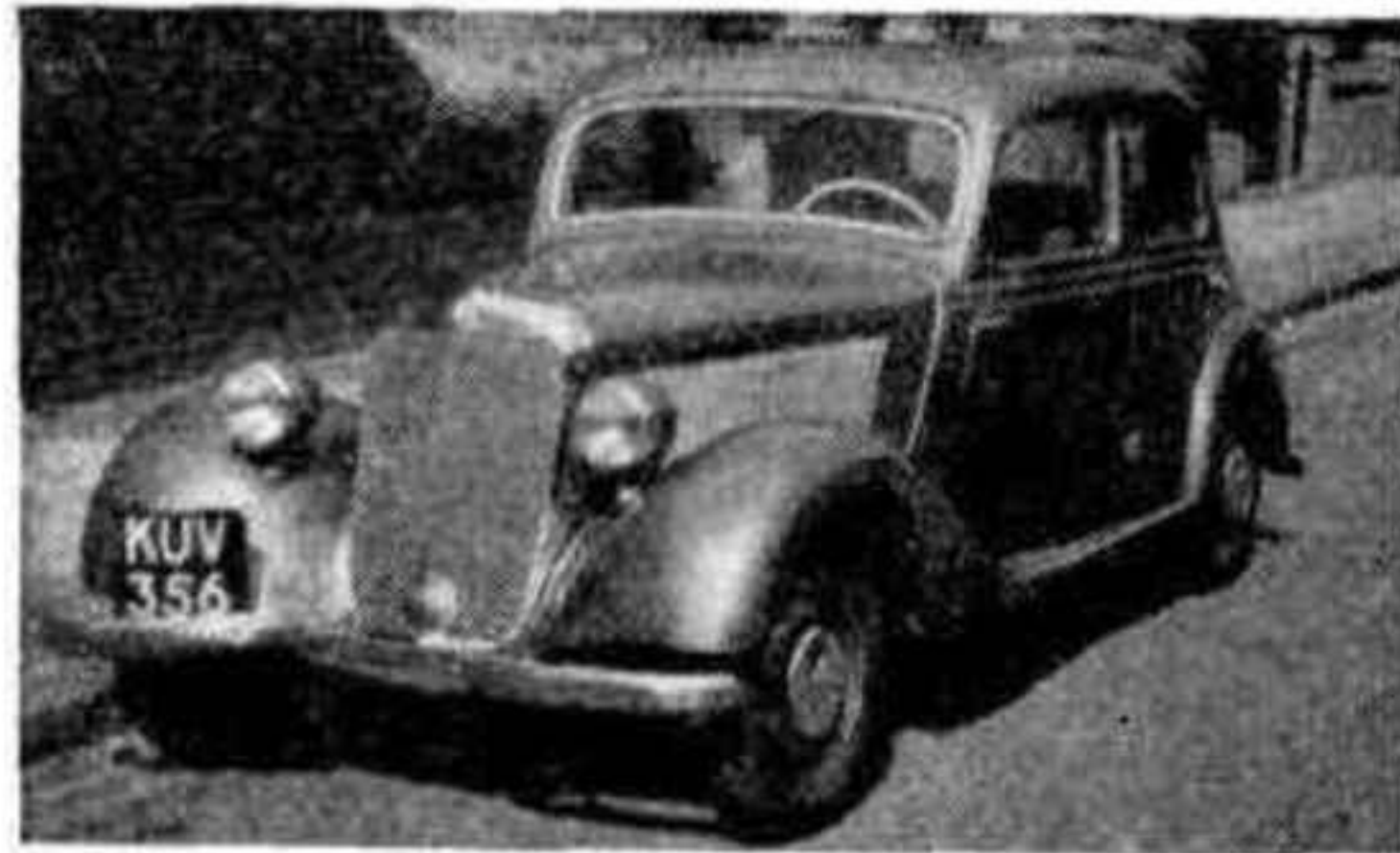
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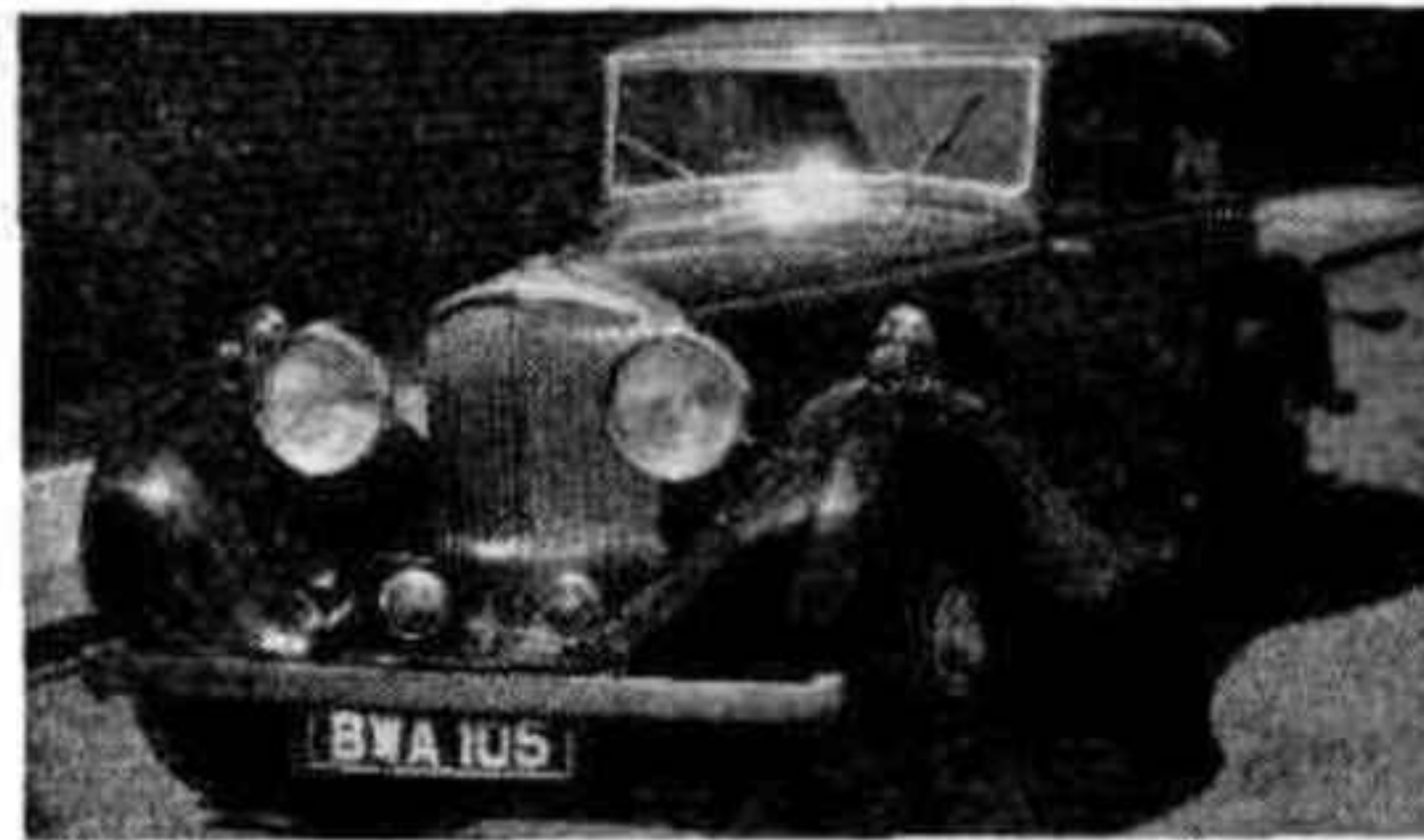
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ROVER Twelve, 1939, sports saloon, magnificent condition £345



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- JAGUAR Mk. V 2½ and 3½ saloons, specially selected examples from £545**

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Why do nearly 1,000,000 people drive the Volkswagen? Because quality always counts and the car is its own best advocate.

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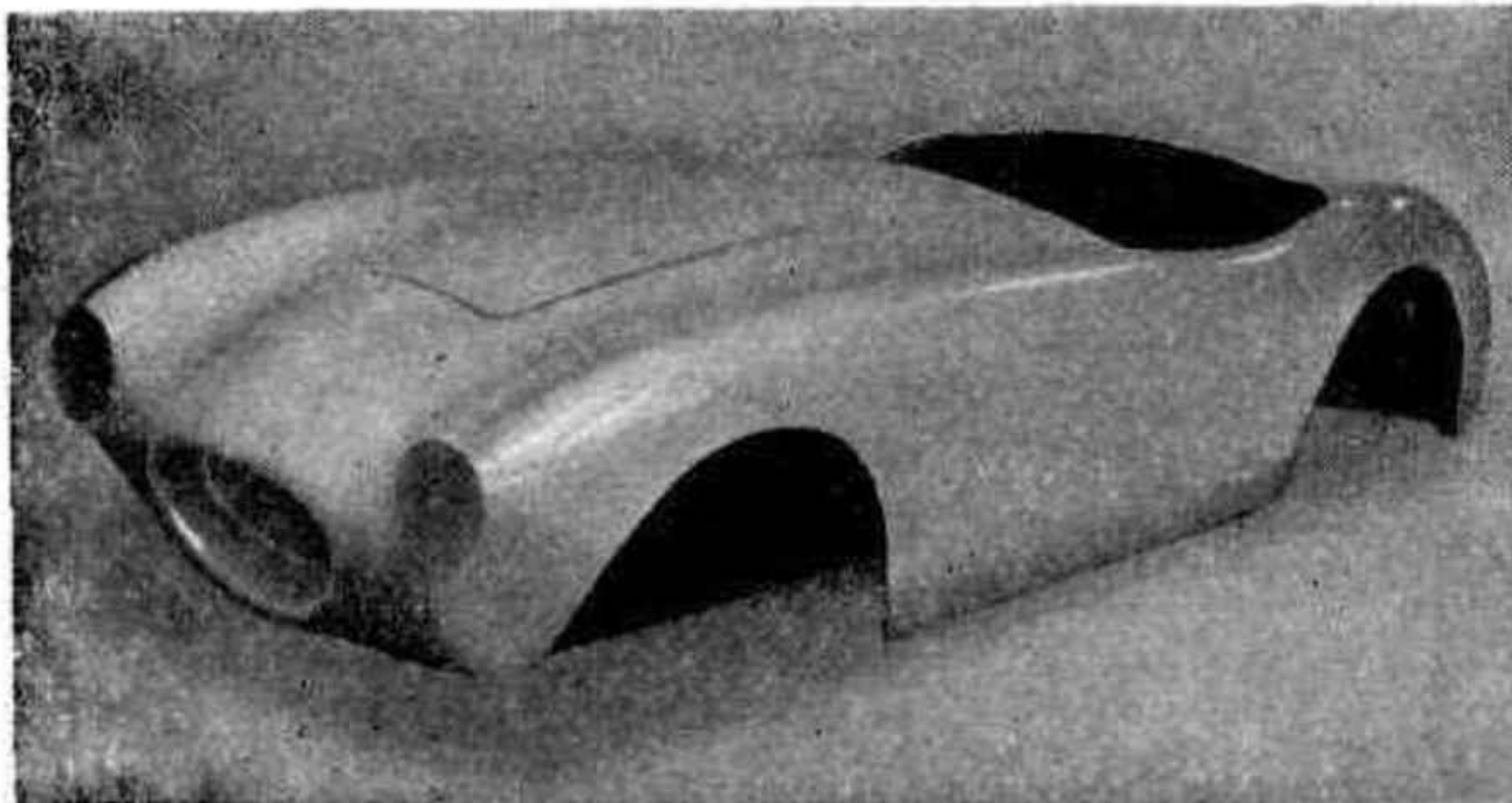
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Complete sets of Gaskets (copper-asbestos) for all models.
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Various body fittings, Windows, Doors, etc., for most types.

We offer a small number of B.M.W. tubular chassis bare, suitable for 55, 45 and 40 at £10 each to clear.
Also a quantity of road wheels for all types, wire or disc, from £2 10s. 0d. each.
A large quantity of fairly new 500/525/550 x 16 Tubes at 10s. each.

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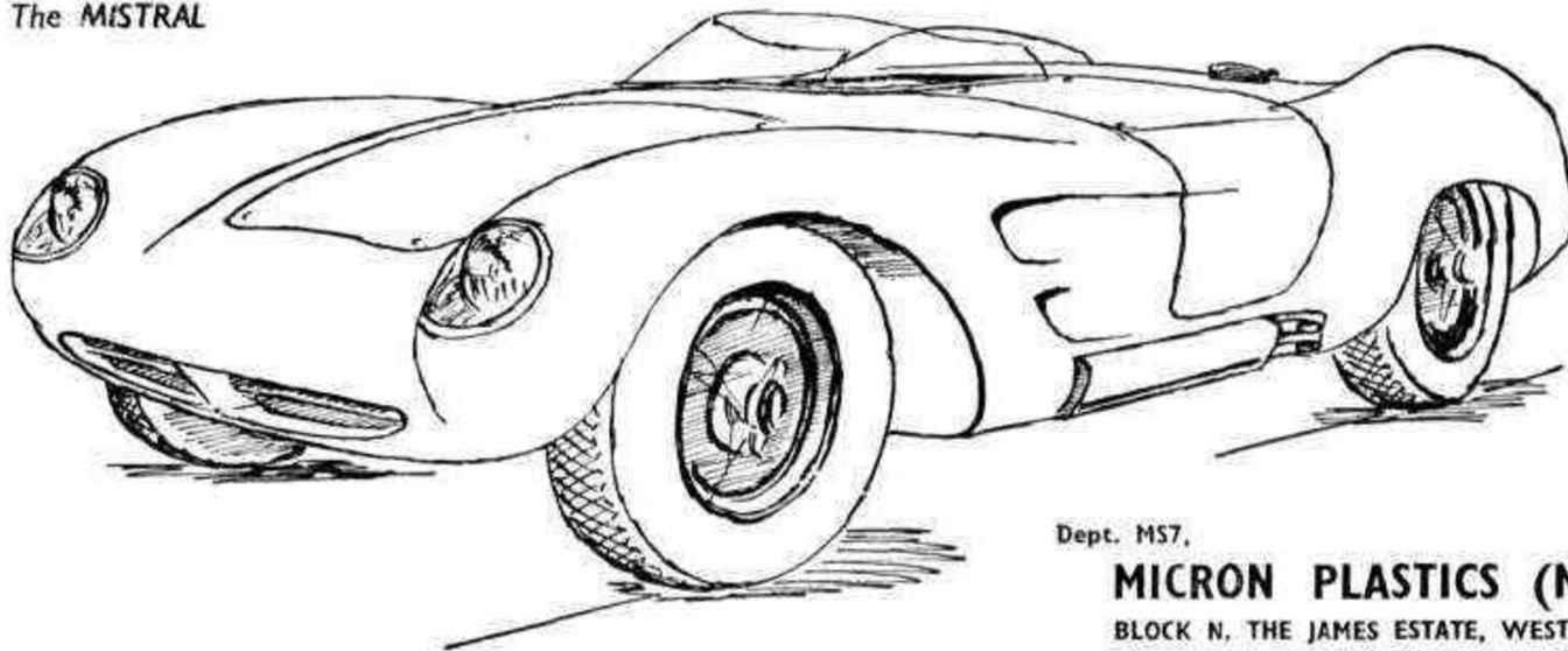
The STILETTO, shown trimmed. Body widths: Front, 54 in. Rear, 53 in. also the SCIMITAR, identical design, wheelbase 6 ft. 1 in. to 6 ft. 5 in.
The MISTRAL

FIBREGLASS BODY SHELLS

£49

Bare shell, untrimmed. For wheelbases of 6 ft. 11 in. to 6 ft. 9 in.

KITS for experimental work or body repairs: 12/6, 17/6, 28/6 and 45/-.



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Bare shell, untrimmed. Designed for Space-Frame or Twin-Tube-type chassis of 7 ft. 3 in. to 7 ft. 6 in. wheelbase.

Dept. MS7,

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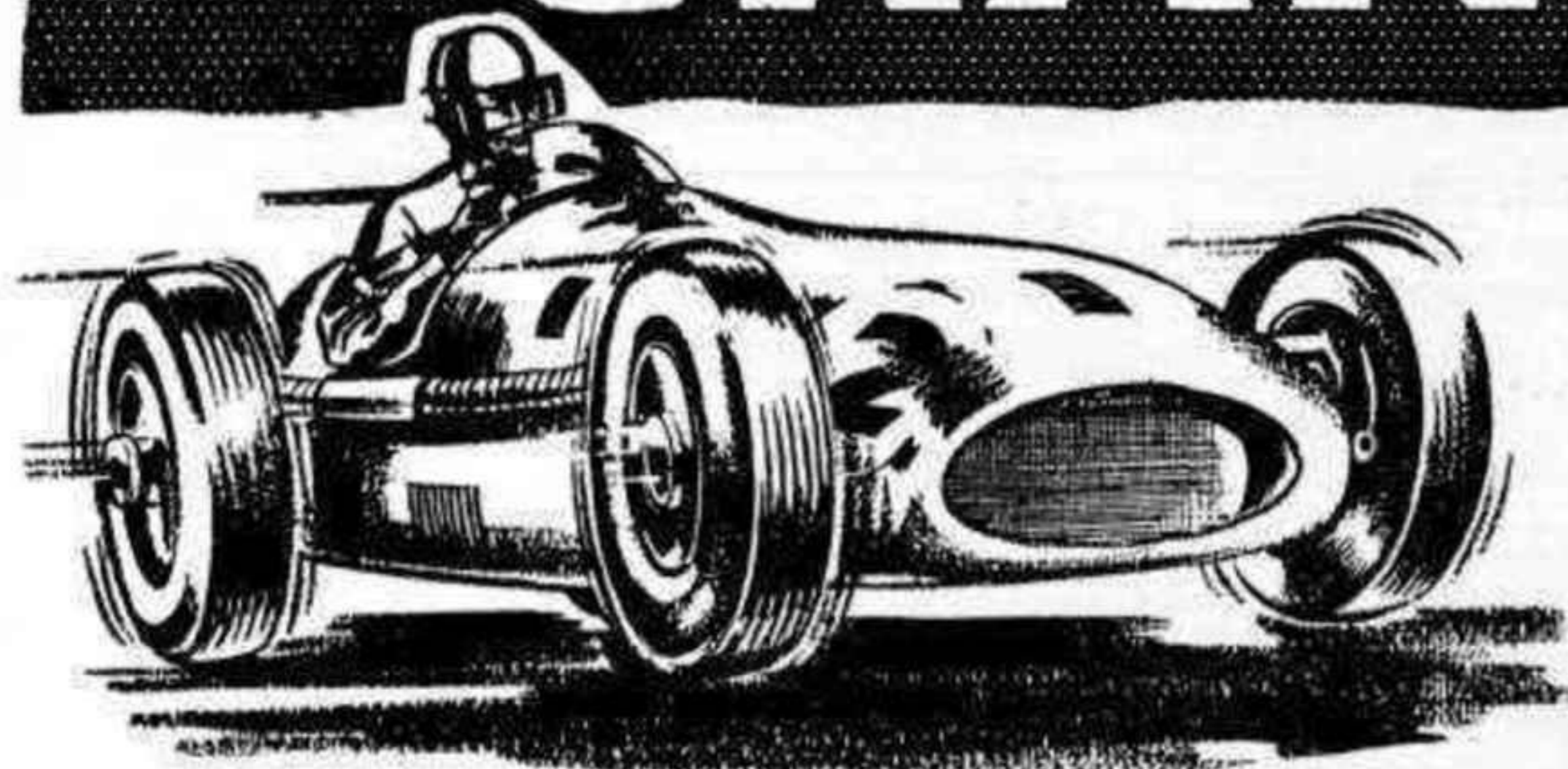
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AINTREE

R.A.C.

BRITISH

GRAND PRIX



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 SATURDAY JULY 16

11.00	—	500 cc. RACE	PROGRAMME	2.30 to 5.40	—	R.A.C. BRITISH
12.00	—	SPORTS CAR RACE		approx.	—	GRAND PRIX

RACING ORGANISED BY THE BRITISH AUTOMOBILE RACING CLUB

NOT BOOKABLE IN ADVANCE

	£ s. d.
STEEPLECHASE ENCLOSURE including Big Embankment ... Limited unreserved accommodation in the Canal Stand will be available at an additional 2s. 6d.	5 0
WEST ENCLOSURE ...	5 0

BOOKABLE IN ADVANCE

(or on the day, if available)
 Advance booking at the reduced rates will close at 5 p.m. on Wednesday, 13th July.

	In Advance	On the Day
	£ s. d.	£ s. d.
COUNTY STAND		
Reserved Balcony Seat (covered) or Reserved Roof Seat (uncovered) ...		SOLD OUT
Recommended Car Park—Central (situated within the course).		

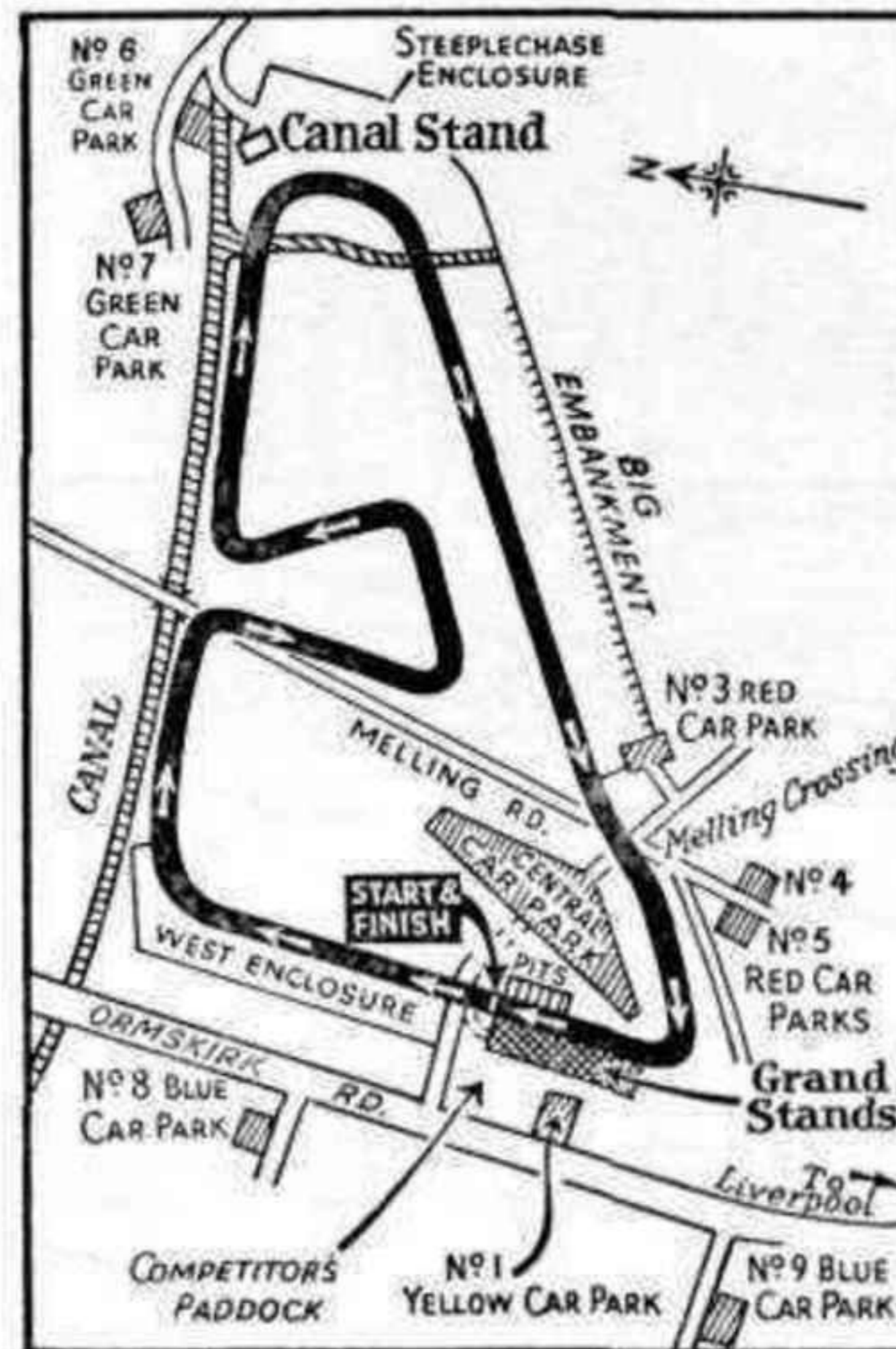
	In Advance	On the Day
	£ s. d.	£ s. d.
AINTREE AND TATTS STANDS		
Reserved Roof Seat (uncovered)		SOLD OUT
Recommended Car Park—Central (situated within the course).		
All Stand tickets include admission to the Promenade Enclosures.		

	In Advance	On the Day
	£ s. d.	£ s. d.
PROMENADE ENCLOSURES—Admission to the partly covered terraces in front of Aintree and/or Tatts Stands ...	1 2 6	1 5 0
Recommended Car Park—Central (situated within the course).		
All Stand and Promenade tickets include admission to the PADDOCK, but the number of spectators admitted at any one time will be limited.		

ADMISSION DETAILS

BOOKABLE IN ADVANCE
 (or on the day, if available)

	In Advance	On the Day
	£ s. d.	£ s. d.
COMBINED ADMISSION and on-the-course parking in the STEEPLECHASE or WEST ENCLOSURES.		
Car and all occupants ...	1 6 0	1 10 0
Motor-cycle combination and all passengers ...	1 0 0	1 3 0
Solo motor-cycle, driver and one passenger ...	13 0	15 0
Coaches (WEST ENCLOSURE only):		
Single-deck and all occupants ...	7 15 0	8 10 0
Double-deck and all occupants ...	12 5 0	13 10 0



CAR PARKS

Car Park locations are shown in the plan on the left. It is advisable to book in advance.

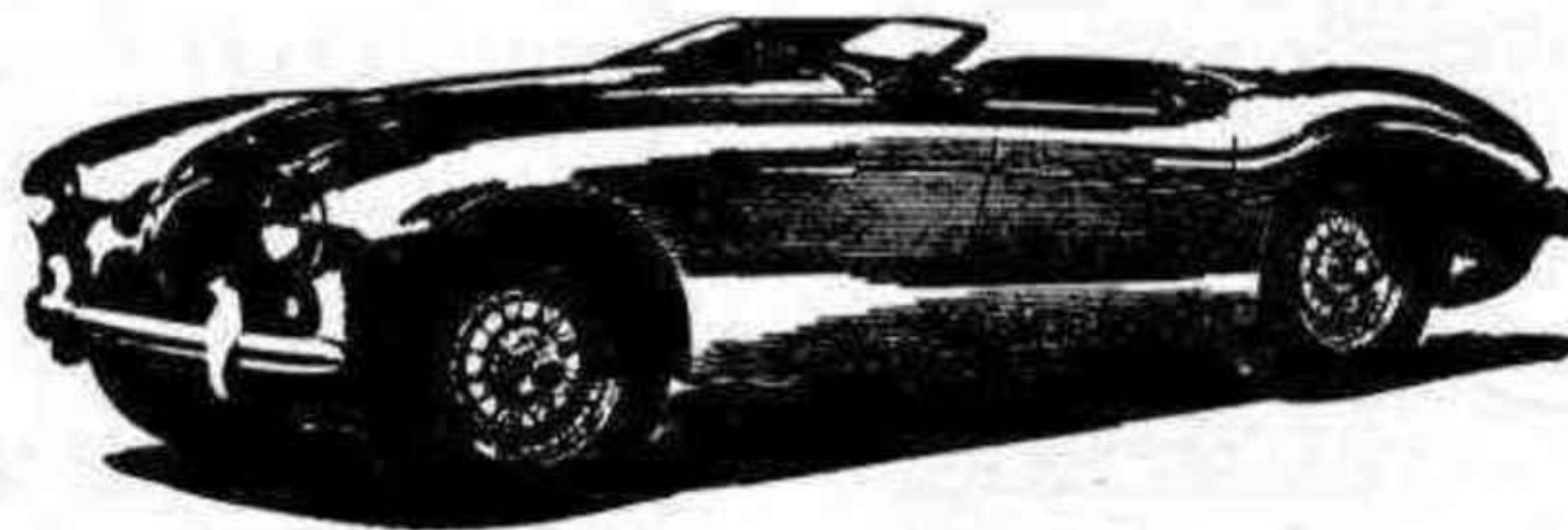
The CENTRAL CAR PARK is situated within the course—vehicles will not be able to enter or leave during racing.

No. 1 Yellow—County Stand patrons only ...	SOLD OUT
Central—Stand and Promenade patrons only ...	10 0 10 0
Pass-out checks will NOT be available for the following car parks:	
No. 3 Red ...	10 0 10 0
Nos. 4 and 5 Red; 6 and 7 Green; 8 and 9 Blue ...	5 0 5 0
Motor-cycles: Combinations at car rate; Solos at half car rate.	
COACHES	
Nos. 8 and 9 Blue only ...	10 0 10 0

Application for tickets should be made to the

AINTREE AUTOMOBILE RACING CO., LIVERPOOL 9

SPORTS CAR OF THE CENTURY
THE AUSTIN-HEALEY 100



110 m.p.h. ! 0-60 m.p.h. in 10.5 secs. ! 25 m.p.g. !

This superb car has everything the enthusiast wants ; speed enough and to spare ; sleek, smooth, aerodynamic beauty ; snug seating for two and a price that breaks all records for value.

PRICE £750 plus £313 12s. 6d. purchase tax

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An artist's impression of the big Pass and Joyce sign on busy Purley Way, Croydon at the corner of Mitcham Road.

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Also at Bourne Court, Bournemouth and 27, Peter Street, Manchester

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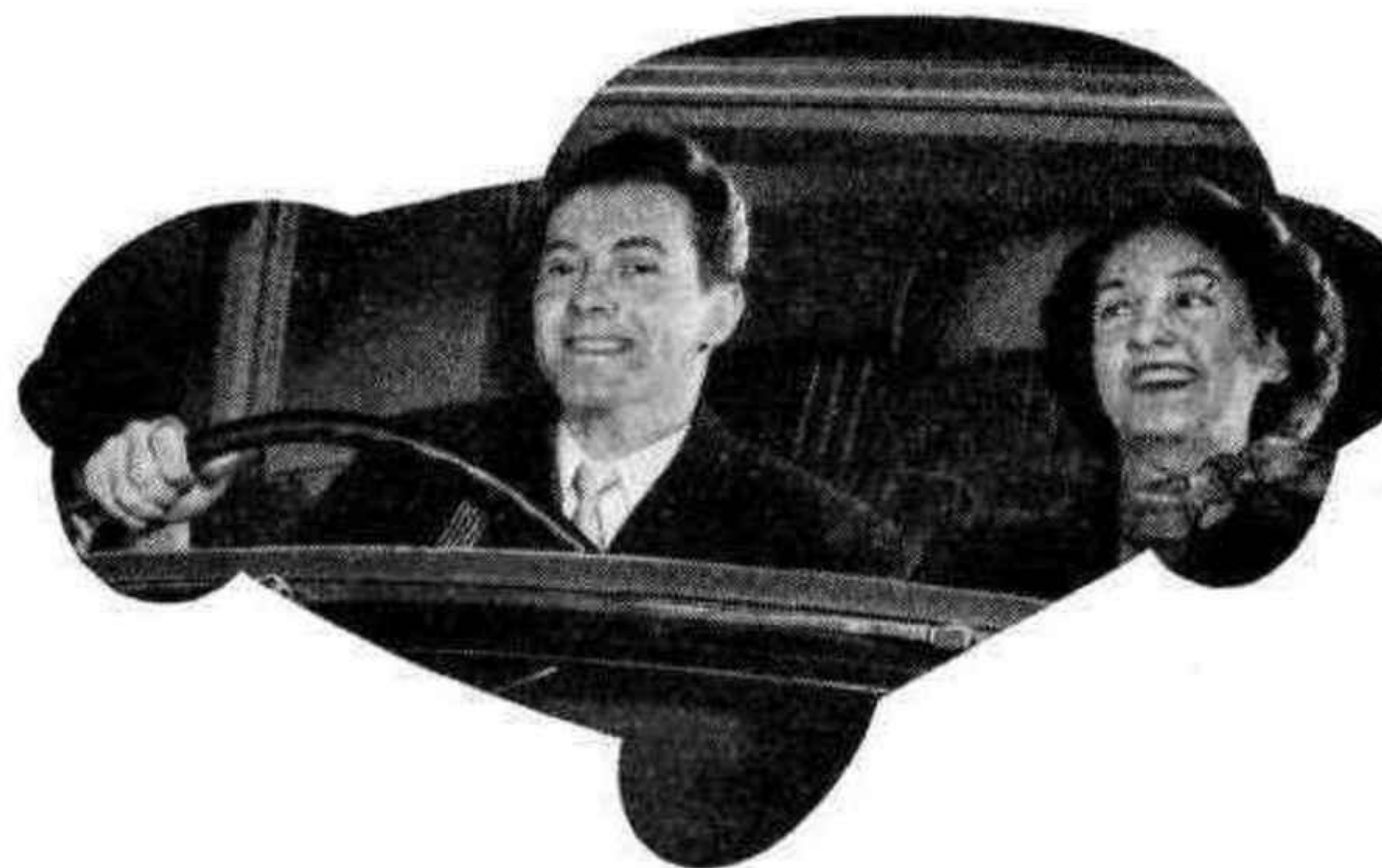


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- 1954 ARMSTRONG-SIDDELEY Sapphire saloon, radio, twin carburettors. Blue £1,325
- 1952 ARMSTRONG-SIDDELEY Hurricane d/h. coupe, Black £665
- 1954 AUSTIN-HEALEY 100 Sports, overdrive and heater. Blue £865
- 1954 COMMER Utility. Green £645
- 1954 FORD Zephyr d/h. coupe, radio and heater. Grey ... £945
- 1953 HILLMAN Estate car, heater. Grey £665
- 1954 HILLMAN Minx d/h. coupe, heater. Maroon ... £695
- 1955 JAGUAR Mk. VII Type M saloon, with overdrive. Pastel Green £1,495
- 1953 JAGUAR XK120 f/h. coupe, radio. Black £1,245
- 1954 JAGUAR XK120 d/h. coupe, radio. Green £1,295
- 1954 M.G. TF two-seater. Green £685
- 1954 RILEY Pathfinder saloon, radio. Grey £1,195
- 1951 RILEY 1½-litre saloon, heater. Black £765
- 1954 ROVER 90 saloon. Grey £1,235
- 1954 ROVER 75 saloon, radio. Green £1,125
- 1951 ROVER 75 saloon. Black £825
- 1952 STANDARD Vanguard Estate car, heater. Grey ... £695
- 1954 SUNBEAM-TALBOT Alpine Sports. Red £995
- 1951 SUNBEAM-TALBOT 90 saloon. Black £695
- 1954 STUDEBAKER Commander saloon, with overdrive, radio. Cream and red £1,625
- 1953 VAUXHALL Velox saloon. Black £695
- 1953 WOLSELEY 4/44 saloon, heater. Black £745
- 1952 WOLSELEY 6/80 saloon, heater. Black £595

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England's Leading Motor Agents

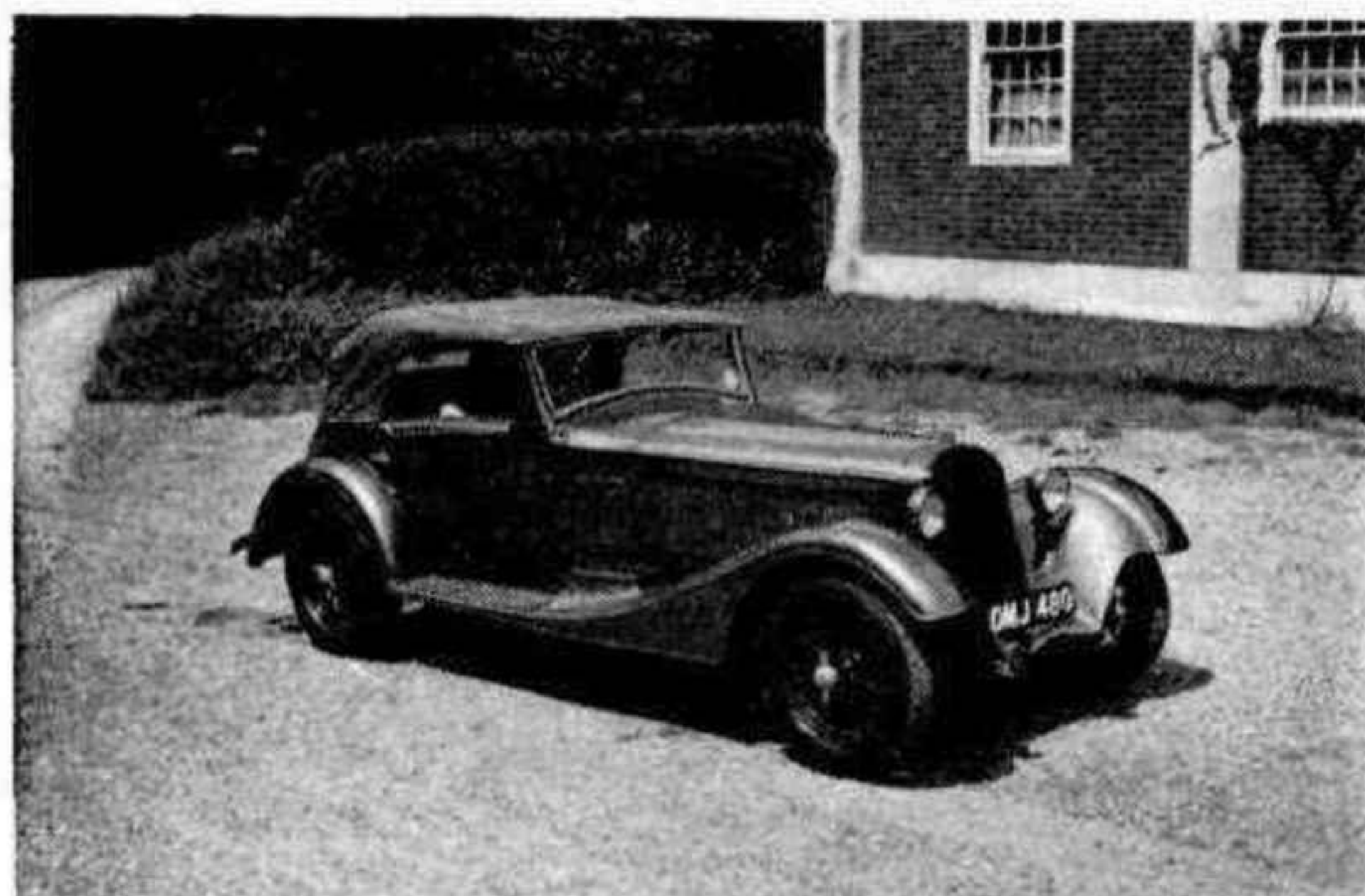
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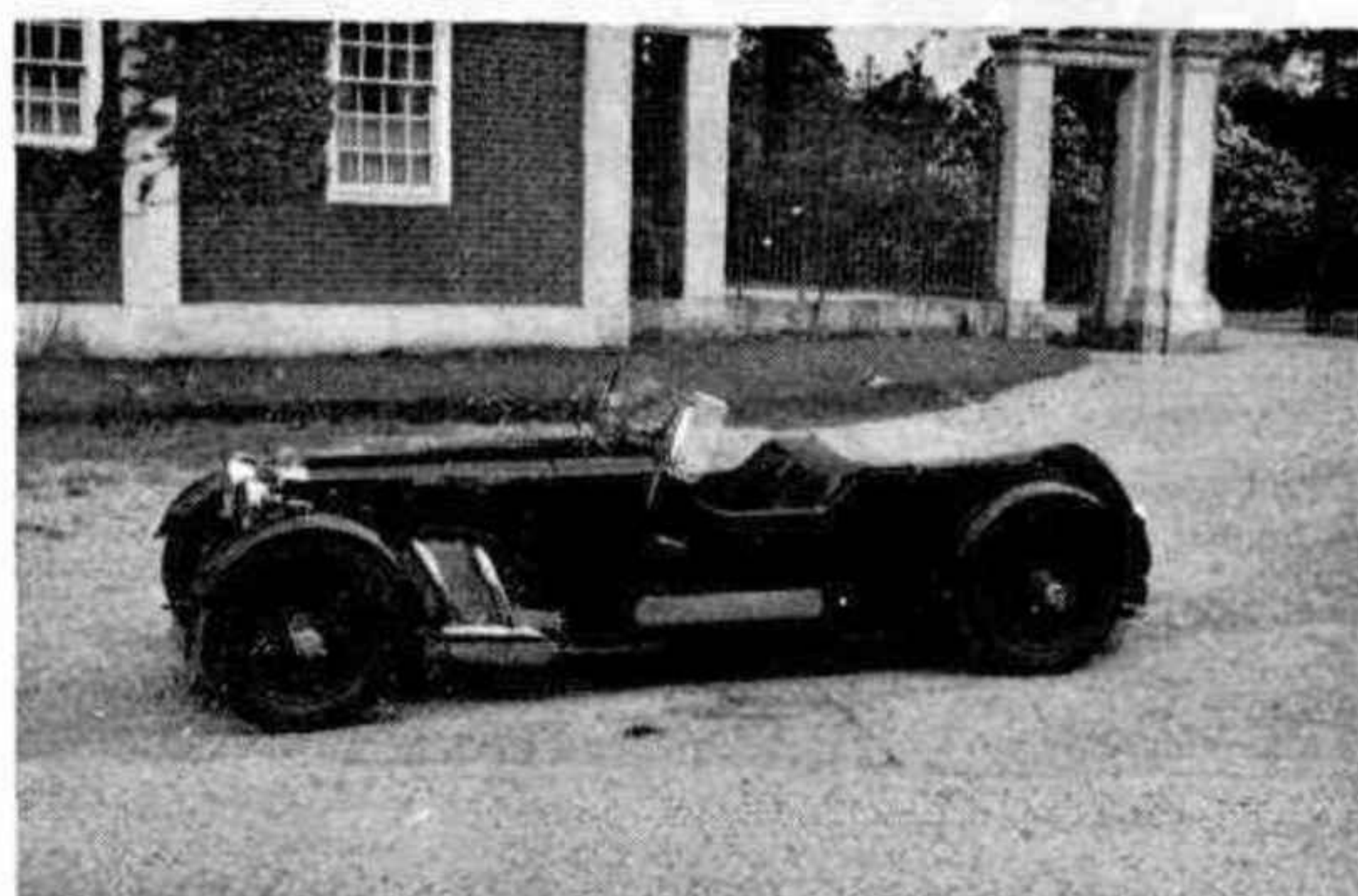
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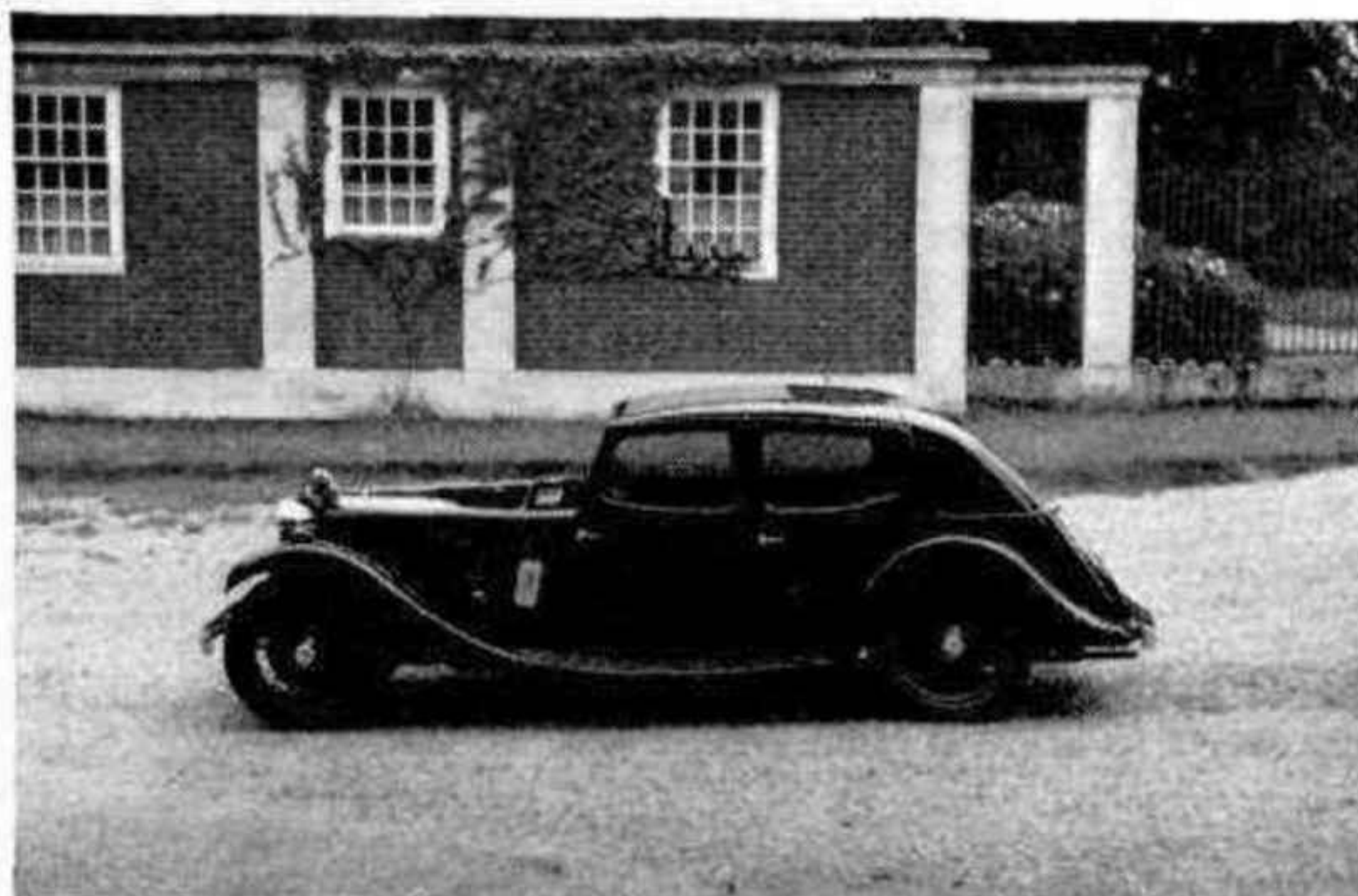
ALFA-ROMEO 1,750-c.c. SUPERCHARGED CASTAGNA DROP-HEAD COUPE. Believed small mileage from new. This model is cellulosed in dark grey with red wheels and grille. New battery, good tyres. Brilliant performance and the usual impeccable Alfa road-holding £245



1934 ASTON MARTIN 1 1/2-LITRE LONG CHASSIS 4-SEATER. This fine example is finished in British racing green, with newly plated lamps, reflectors, pipes, etc. Mechanically very good, having had much time and money spent on it by knowledgeable owner £335



HEALEY SILVERSTONE. This Le Mans-bodied E-type Silverstone Healey is fitted with the well-ried 2 1/2-litre Riley engine, specially tuned to give approximately 115 m.p.h. with vivid acceleration. A sound car in every respect, and fitted with five very good racing Dunlops £435



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THE NEW BORGWARD ISABELLA 1,500. We are area agents for these fine cars, which are beautifully finished, and include such features as built-in heating and demisting, room for six adults and all independent suspension, giving remarkable roadholding and stability. 85 m.p.h. and 35 m.p.g. Generous guarantee and H.P. terms. Write now for literature £806 (plus P.T.)

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- M.G.**—TC-type 2-seater, good condition, many extras. £355.
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- MORRIS**—1949 Minor convertible, very good little car. £365.

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We are interested purchasers of the better types of Continental and British sports cars, both open and closed. If you have a car of this type for disposal we invite you to contact us. A photograph would be of assistance, and our buyers can arrange to call throughout the British Isles.



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*90-95 m.p.h.

75 m.p.h. in Second Gear—30-40 m.p.g.—0-60 in 12 seconds—Amazing Stability—Grand Prix Car Handling—No Pitch—No Roll—Hands-Off Steering—One-Piece Feel—Dry Weight 8½ cwt.—Modern Appearance.

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Buy a Buckler Ninety and build your own Buckler Special. Tuned in accordance with our recommendations the above performance is obtainable with comfort, which is a revelation to pre-war sports-car owners. Where else can you obtain a sports car which will give real racing-car handling at even lower running costs than a baby saloon? A car in which you can successfully enter Club Races, Hill-climbs, Sprints and Rallies, etc., at weekends and at the same time obtain 30-40 m.p.g. on your daily journey. Bucklers were first in 1947 to offer multi-tubular frames for the home constructor. In the following seven years firms large and small have found it essential for success to base their really fast racing and sports cars on multi-tubular frames—AS EVER

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Sports Racing 1,172-c.c. SPECIAL

1st: 68.8 m.p.h., ARDMORE HANDICAP, New Zealand, 1955. Also fastest lap jointly with W. Webster (blown 2.3 Alfa).
1st: OHAKEA, New Zealand, 1,500-c.c. Scratch Race (Gordon Brown).
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2nd: NAKURU, Kenya, 1,500-c.c. Sports-Car Race (J. E. B. Hissey).
2nd: ELDORET, Kenya, Formule Libre Handicap (J. E. B. Hissey).
1st: SILVERSTONE, Eight Clubs' Team Race (Messrs. Liddell, Barrow and Worsley).
2nd: GOODWOOD (June 18th), 1,500-c.c. Sports (W. A. Liddell).
1st: ALTON TOWERS, Sprint 1,200-c.c. Sports (J. E. Prichard). Also 1955 successes at Kirkistown Irish Races (W. Park), Scottish Spring Autocross, 2nd B.T.D. (N. A. Kennedy), Tempsford (W. G. Marriott and P. Hampton), Brunton (W. A. Liddell), Lydstep (Geoff Tapp), Castel Farm Hill (C. D. F. Buckler and Geoff Tapp), Gosport (W. A. Liddell) and Silverstone.

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Mark XI: 1,172-c.c. 3-seater.
Mark XV: 2-seater, takes Morris Minor i.f.s., engine and rear axle.
Mark XVI: 2-seater, takes M.G. engine and rear axle; Morris Minor i.f.s. I.F.S. Conversions also fit Ford 8 and 10-h.p. and Popular Saloons—Close-ratio Gears—4.7:1 Crown-wheels and Pinions—Four-branch/Twin S.U.s—Racing Camshafts—Double Valve Springs—Goldtop High-compression Cylinder Heads—Remote Gear Controls.

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MATTERS OF MOMENT

LE MANS

The tragic accident involving so many spectators which happened in the early stages of this year's Le Mans 24-Hour Sports-Car Race at Sarthe calls for a strong and heartfelt expression of sympathy to all those whose relatives and friends were involved.

This, the worst disaster by far in the history of motor-racing, has touched-off some panic and irresponsible opinions in the daily Press, and it is necessary to take a calm and reasoned view of the matter.

That the race was continued after the accident has been a subject of criticism, yet he who ordered it to go on was undoubtedly wise, because a sudden cessation of racing would have concentrated spectators in the crash area, led to greater alarm and despondency, and jammed roads, apart from spelling, in all probability, the end of Le Mans.

The French Government wisely banned further road-racing in France until safety precautions had been investigated. That was sensible, but suggestions that all future motor-racing should be banned are farcical. Racing survived the calamities of Paris-Madrid, 1903, Brooklands did not close after crashes involving spectators in 1930 and 1938, and Le Mans will outlive this unhappy and terrible affair of 1955.

The Motor thinks that perhaps now is the time to abandon sports-car racing as at present practised, because it is becoming so fast as to be dangerous, and Lance Macklin, the British driver involved, according to the *News Chronicle*, wants stock-car racing at Le Mans, by which he doesn't mean what many newspaper readers will think he means!

This is the wrong attitude to take, surely, because Grand Prix racing involves extremely high speeds, now achieved at Le Mans, and the problem facing organisers is to render circuits safer for all forms of racing. Reverting to whether or not the race should have been stopped, let us remember that the 1952 Farnborough Air Display was not stopped, nor abandoned on the Sunday, following the accident there which killed 26 spectators, although on that occasion experimental aircraft (which presumably had not "passed the scrutineers") were diving at supersonic speeds over the heads of an unprotected crowd. That Show goes on and so must motor-racing; indeed, Farnborough Council still advocates "Speed-in-the-Air" in 7-in. letters on placards at the approaches to this town.

As to the race itself, it seems possible that the Fangio/Moss 300SLR Mercedes-Benz would have won had not Mercedes-Benz withdrawn this and the Kling/Simon car after Levegh's sad accident, because it was well in the lead (by two laps) and running comfortably within itself at the time.

The victory of Hawthorn and Bueb with the latest D-type Jaguar is creditable indeed, from both technical and "cockpit" aspects. From the technical because here is a car, not the largest in the race, possessing a decided "under-bonnet" similarity to the Jaguar Mk. VII saloon and XK140 sports car, which was used by Hawthorn to break up the opposition (it did this to the big Ferraris), during which it set a phenomenal lap record of 122.39 m.p.h., yet which then ran trouble-free through the 24 hours to win the race comfortably at 107.08 m.p.h. for the 2,594 miles it covered, with the

privately-entered D-type Jaguar of Swaters-Claes in third place—splendid indeed! From the "cockpit" aspect on account of the magnificent adaptation by Ivor Bueb to this very fast big car under highly-responsible and unhappily-tragic conditions, to which he graduated, with high honour, from nothing bigger than 1,100-c.c. experience.

By winning the 3-litre class and finishing second in the race as a whole, the Aston Martin so ably driven by Collins and Frère wiped out much past misfortune.

The finest performance of all, however, was that of the three Porsche cars which were placed fourth, fifth and sixth, behind far larger machines and beating so convincingly the 2-litre Bristols, a 2-litre Frazer-Nash, and the 2-litre Triumphs. This notable performance by these rear-engined 1½-litre cars with direct-air-cooling, driven by Frankenburg/Polensky, Seidel/Gendebien and Glockler/Juhan, thoroughly justifies their unconventional design and "dates"

those cars to which the water-jug has to be taken periodically. Type 550s, this brilliant Porsche trio had the four-camshaft engine which develops 110 b.h.p. at 6,200 r.p.m.—and, obviously, reliability to match this output. It was a foregone conclusion, not news, that they would beat the 1½-litre M.G. team, these cars finishing 12th and 17th, after losing Dick Jacobs' car in an accident.

Porsche also won the Index of Performance and the Final of the 21st Biennial Cup race.

The Bristol team finished high up (7th, 8th and 9th) and winner of the 2-litre class, albeit not trouble-free, with the Stoop/Becquart Frazer-Nash not far behind them, while the Triumph TR2s contented themselves with another demonstration of consistent reliability way back in the field.

British cars, then, did exceedingly well at Le Mans this year and the value of Jaguar's third victory (they won the 1951 and 1953 races) was emphasised by a sticker reading "Jaguar Wins Again at Le Mans" which appeared on Coventry advertising hoardings carrying Jaguar advertisements on the Monday following the race. The efficiency and reliability of the Heynes-designed 3½-litre twin-

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Front cover picture: FARINA ON FORM—The veteran Italian driver in 3rd place in the Belgian Grand Prix, in a 555 Ferrari. This great driver is since said to have retired from racing.

overhead-camshaft Jaguar engine has again been convincingly emphasised.

Backing up the great Porsche domination of the 1½-litre class (in which an Osca was fourth), Porsche were first and second in the 1,100-c.c. class, suffering none of the "vapours" which delayed the Cooper-Climax in that category, while D.B. took 750-c.c. honours.

Yet, when all is said and done, Le Mans this year is a race we would prefer to forget. But the Jaguar victory was, we hope, a tiny morsel of consolation to Bill Lyons for the death of his son, J. Michael Lyons, in a crash on the way to the race. To the bereaved through the Austin-Healey/Mercedes-Benz accident go the deep feelings of motor-racing followers the world over, with a special thought for the Levegh family. Levegh will be remembered always for his gallant lone attempt to beat Mercedes-Benz in the 1952 race and it is bitterly ironical that he should have died in one of these cars this year through no fault of his. In withdrawing their remaining cars as a mark of respect for the great French driver and the spectators who died with him, Mercedes-Benz acted correctly.

"With Moss in the Mille Miglia"

Sir,

May I be permitted to thank Denis Jenkinson for writing and MOTOR SPORT for printing the report on Stirling Moss' epic drive in the Mille Miglia—what a superb piece of motor-racing journalism it was!

Could this not be put into book form? I am sure it would have a ready sale. Already my copy of MOTOR SPORT has become almost unreadable having been passed from one enthusiast to another. All of whom are full of praise.

I am, Yours, etc.,

R. J. AYLING.

Droitwich Spa.

[The above is but one of many hundreds of letters and telephone calls we have received congratulating MOTOR SPORT on this article. On behalf of the author, we tender to the writers and callers sincere thanks for their congratulations—ED.]

Motor Sport Events for July

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

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
July 1st	Larne M.C.	King's Arms Hotel	Larne	Closed Trial	7.00 p.m.
July 2nd	Sunbeam Register	Crown Hotel, Albrighton	Wolverhampton	Treasure Hunt etc.	2.15 "
"	Royal Scottish A.C.	Rest and Be Thankful	Helensburgh	Hill-climb	2.00 "
July 2nd/3rd	Cemian M.C.	Phoenix Hotel	Basingstoke	Rally (R.)	10.00 "
July 3rd	Sunbeam Register	West Park	Wolverhampton	Concours d'Elegance, etc.	2.30 "
"	Evesham A.C.	Honeybourne Aerodrome	Evesham	Speed Trial (C.)	2.00 "
"	Sevenoaks & Dist. M.C.	Brands Hatch	Farningham	Sprint (C.)	1.30 "
"	Arbroath & Dist. M.C.	Arbroath Bathing Pool	Arbroath	Gymkhana (C.)	1.30 "
"	Severn Valley M.C.	Bell Lane	Shrewsbury	Rally (C.)	2.00 "
"	Chiltern C.C.	Stanley Hill	Amersham	Autocross	2.00 "
"	M.G. C.C. (S.W.)	Gusses Gorse	Salisbury	Autocross	1.30 "
"	NEWCASTLE & DIST. M.C.	CATTERICK CAMP	DARLINGTON	SPEED HILL-CLIMB (N.)	2.00 "
"	Lancashire & Cheshire C.C.	Eaton	Tarpoley	Autocross	11.30 a.m.
July 6th-10th	Veteran C.C.	Five-point start	—	Rally	11.00 "
July 7th	North Cornwall M.C.	Control Tower, Davidstow	Launceston	Driving Tests (C.)	6.30 p.m.
"	Jersey M.C.	St. Ouen's Bay	Jersey	Sand Racing	2.45 "
July 9th	M.G. C.C. (Scottish)	Dreghorn	Edinburgh	Knock-out Grass Hill-climb	2.30 "
"	Royal Scottish A.C.	Glasgow/Stirling	—	Veteran Car Rally	10.00 a.m.
"	750 C.C.	SILVERSTONE	TOWCESTER	RELAY RACE (N.)	1.00 p.m.
July 9th/10th	Blackpool & Fylde M.C.	64, Queens Promenade	Blackpool	Midnight Rally	Midnight
July 10th	Great Yarmouth & Lowestoft M.C.	Iron Duke Hotel	Great Yarmouth	Rally (C.)	9.00 a.m.
"	Manchester University M.C.	Five Ways Hotel	Manchester	Driving Tests	10.00 "
"	Winfield Joint Committee	Charterhall	Greenlaw	Race Meeting (R.)	2.30 p.m.
"	East Anglian M.C.	Snetterton	Norwich	Speed Trial	—
"	Herefordshire M.C.	"Red Lion," Pembridge	Leominster	Rally (R.)	9.30 a.m.
"	British Racing & S.C.C.	Brands Hatch	Farningham	F. III and Sports (C.)	2.00 p.m.
"	Lancashire A.C.	Clerk Hill, Whalley	Blackburn	Hill-climb	2.30 "
July 12th	Allard O.C.	Anchor Hotel	Shepperton	Concours and Social	7.00 "
July 13th	S.U.N.B.A.C.	Warwickshire	Birmingham	"Not-a-Trial"	6.30 p.m.
July 14th	Jersey M.C.	St. Ouen's Bay	Jersey	Sand Racing	7.00 "
July 16th	500 M.R.C. of Ireland	Kirkistown Airfield	Belfast	(R.)	2.30 "
"	Herts County Auto. & Aero. Club	Promenade	Ramsgate	Driving Tests	Afternoon
"	B.A.R.C.	AINTREE	LIVERPOOL	BRITISH GRAND PRIX (INT.)	11.00 a.m.
"	Forces' M.C.	Officers' Club	Tidworth	Rally (C.)	10.00 "
"	Middlesbrough & Dist. M.C.	Coatham Sands	Redcar	Race Meeting (C.I.)	4.30 p.m.
July 17th	Walsall & Dist. C.C.	Fieldhouse, Claregate	Wolverhampton	Evening Rally	3.00 "
"	Bolton Le Moors C.C.	"Ye Jolly Crofters"	Bolton	Rally (C.)	10.00 a.m.
"	West Essex C.C.	"The Three Jolly Wheelers"	Woodford Bridge	Rally (C.I.)	9.00 "
"	De Lacy M.C. of Pontefract	Pontefract Park	Pontefract	Gymkhana and Driving Tests (C.)	2.30 p.m.
"	English Electric Co. Ltd. M.C. & C.C.	Seighford Aerodrome	Stafford	Driving Tests (C.)	2.00 "
"	Old Merchant Taylors M.C.	Croxley Green	Watford	Regularity Rally	2.00 "
"	Herts County Auto. & Aero. Club	Promenade	Ramsgate	Driving Tests	Morning and afternoon
"	Circle C.C.	Water Tower, The Ridgeway	Enfield	Driving Tests (C.)	2.30 p.m.
"	Worcestershire M.C.	Henwick Training College	Worcester	Driving Tests (C.)	2.00 "
July 21st	JERSEY M.C.	BOULEY BAY	JERSEY	HILL-CLIMB (INT.)	—
July 23rd	Aston Martin O.C.	Silverstone	Towcester	One-make Club (R.)	11.30 a.m.
"	North Midland M.C.	Loxley House	Sheffield	Autocross	2.30 p.m.
"	Midland A.C.	Shelsley Walsh	Worcester	Driving Tests (R.)	2.00 "
July 23rd/24th	Thames Estuary M.C.	Chalkwell Park	Southend-on-Sea	Rally (R.)	9.00 "
July 24th	B.A.R.C. (Yorks)	Farnley	Leeds	Closed Gymkhana	2.00 "
"	Maidstone & Mid-Kent M.C.	Brands Hatch	Farningham	Sprint (C.)	12.30 "
"	Bugatti O.C.	Prescott	Cheltenham	Inter-Club (R.)	11.00 a.m.
"	B.A.R.C. (S.W.)	Barton Stacey Camp	Winchester	Gymkhana	2.00 p.m.
"	Sporting O.D.C.	London Gliding Club	Dunstable	Autocross	12 noon
July 30th	Newry & Dist. M.C.	Cranfield Airfield	Newry	Driving Tests	2.30 p.m.
"	Bentley D.C.	Silverstone	Towcester	Sprint (C. & R.)	12 noon
July 31st	Fylde M.S.C.	Station Road	Blackpool	Trial Touring (C.)	2.00 p.m.
"	Newcastle & Dist. M.C.	—	Newcastle	Treasure Hunt (C.)	2.30 "
"	Liverpool M.C.	Hare and Hounds Hotel	Huyton	Rally	11.00 a.m.
"	Fiat & Humber Registers	Hundred House	Stourport	Trial	11.30 "

LES VINGT QUATRE HEURES DU MANS, 1955

The Best Becomes the Worst

Le Mans (Sarthe), June 12th.

THE Le Mans 24-hour race gave promise of being a gigantic battle this year, and on the Tuesday and Wednesday before the race the cars were presented for scrutineering. The official scrutineering saw that the cars were as quoted on the entry forms and that they complied with all the regulations; it took place in the town of Le Mans and it was rather ominous that continual rain showers occurred throughout both days. The cars passed along a line of check points, each group of officials looking after one particular aspect of the regulations, and then the cars were placed on a patch of sawdust and the engines revved up to see if the exhaust system blew sideways or downwards. This last formality lost much of its point when the rain came for the sawdust became sodden and lay like sand, but nevertheless the informal party atmosphere of this piece of officialdom continued.

The regulations governing cars entered for Le Mans are complex in the extreme, with the result that thinly disguised Grand Prix cars can be entered under a dubious title of "prototypes," so that the entry of 70 cars that passed the scrutineering, of which 60 were actually to take part in the race, could be divided into three groups. There were the virtually standard sports cars, such as the three TR2 Triumphs, the Austin-Healey 100S, the M.G.s and the Frazer-Nashes; then could be grouped the racing/sports cars that could be purchased by keen types, such as Aston Martin DB3S, D-type Jaguars, 3-litre Monza Ferraris, 2-litre Maseratis, 550 Porsches, Cooper-Jaguar, Connaught, Kiefts, Lotus, Arnott, Osca and Stanguellini, each with their works models that were just that little bit different; and, finally, the "Grand Prix Formule Libre" cars, such as the 300SLR Mercedes-Benz, the 4.4-litre Ferraris, the Offenhauser-Cunningham, the V12 Lagonda, 450C Bristols, the 3-litre Maseratis, the 3-litre Gordini and the central driving-seat Panhards, D.B.s and Cooper 1,100. The first group, of standard sporting cars, looked most out of place among the rest of the cars.

The major issue, for the Grand Prix d'Endurance, as the free-for-all event is known, obviously lay between the best of the second group and the bigger cars in the third group, and the official title of the Le Mans race was apt for once, with the accent on "Grand Prix." Just how all the drivers were going to cope with the powerful machinery remained to be seen, but Mercedes-Benz were obvious favourites with three cars driven by the teams Fangio/Moss, Fitch/Levegh and Kling/Simon, while being only of 3-litres capacity they were also in a good position for the handicap classification or Index of Performance as it is known. The cars were virtually the same as used in the Mille Miglia, but had the addition of two new innovations. Remembering the experiments carried out in practice in 1952 with an air brake fitted to a 300SL coupé, the Stuttgart firm had incorporated this in their open two-seater SLR models. It took the form of a double skin across the full width of the tail of the car, just behind the driver's head, and this panel was hinged at the rear and raised to the vertical position by two hydraulic rams, like telescopic shock-absorbers. Power for this movement was supplied by a pump driven off the gearbox, the hydraulic pressure being sustained all the time the car was moving. A short lever protruding from the dashboard operated a valve that permitted the hydraulic pressure to go to one or the other side of operating pistons, depending whether the lever was moved into the up or the down position. This air-brake was intended to be used at the end of the Mulsanne straight, where the cars would be doing 175 m.p.h., and a toggle mechanism on the gear-gate automatically lowered the flap when second gear was engaged, that being the gear used for Mulsanne corner. Another innovation connected with braking was a system of oil squirts that could eject oil onto the linings of the drum brakes. Although this sounds absurd at first glance, there was reason. If a brake lining developed a rough spot and began to snatch or lock, a squirt of oil made it inoperative until the rough spot was worn away, for an inoperative brake was less dangerous than a locking one. Beside the air-brake lever were four push-buttons, one to each brake drum, for operating this device. Due to the air-brake flap across the tail the fuel filler was moved to the rear of the petrol tank, and in consequence had to have a long protruding neck in order to be at the same height as the top of the tank. The whole appearance of the SLR models was not pretty, but was functional.

In direct contrast the factory D-type Jaguars were sleek and smooth and certainly the best streamlined cars present, with longer noses than last year and the curved Perspex windshield blended very nicely into the headrest and tail fin. The whole finish of the Jaguars was superb and, claiming 275 b.h.p. and having a very low drag coefficient, they were the favourites where maximum speed was concerned. Fundamentally the same as last year's D-types, though now having a steel frame of square-section tubing, and retaining Dunlop "corners," which is to say disc brakes, wheels and tyres by that firm, they were clearly going to be in the running, though their driver ability was partly an unknown quantity. The three teams were Hawthorn/Bueb, Rolt/Hamilton and Beauman/Dewis, while, in addition, two production cars were in the hands of the Belgian team Swaters/Claes and the Americans Walters/Spear.

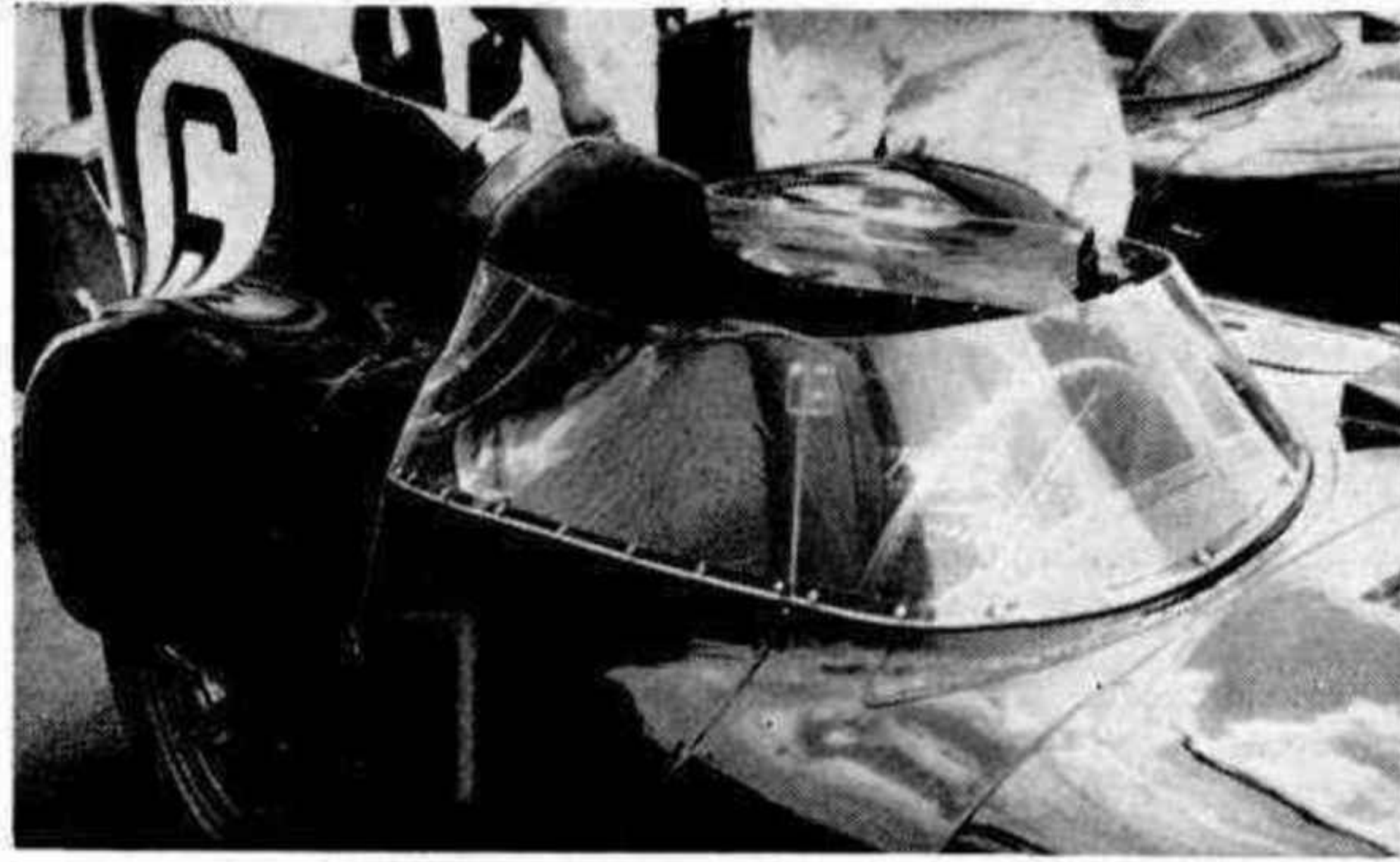
The third side of the leader triangle was the Ferrari team consisting of Maglioli/Hill, the last Pan-American race rivals, Castellotti/P. Marzotto and Trintignant/Schell. The three cars were identical, being six-cylinder 4.4-litres with engines modelled on the "Squalo" Grand Prix engine as regards valve angle and head layout, while the chassis was similar to the 750S Monza, having coil-spring and wish-bone i.f.s. and de Dion rear with a high-mounted transverse leaf-spring. New wide, heavily ribbed brakes were fitted and offset wheel rims allowed the whole brake to be in the air stream. The tail was full of fuel tank and an additional tank was fitted alongside the passenger seat, with a filler coming out of the near side of the body. Compared with its rivals the 4.4-litre Ferrari looked a monster, and by all accounts was one to drive, but if sheer power was going to count the Maranello cars were in the lead.

Not to be overlooked was the 4½-litre 12-cylinder Lagonda driven by Parnell/Poore, its engine unchanged from last year but having DB3S-type suspension front and rear coupled onto a light multi-tube frame that formed a box-like centre backbone to the car. This was another monster, but a nice friendly one. Somewhat less formidable, but nevertheless not to be overlooked, were the three works Aston Martins, driven by Collins/Frère, Salvadori/Walker and Riseley-Pritchard/C. A. S. Brooks, all three cars looking "the same as you can buy" but like the Lagonda fitted with Girling disc brakes and offset wire wheels, but having four-speed gearboxes in place of the Lagonda's five-speed one. Due to the offset wheel rims the Aston Martins had to have a valance attached to the body side to bring it out wider than the rims.

The two 3-litre Maseratis were the ones used at Monza recently and the teams were Behra/Musso and Mieres/Perdisa, but it seemed unlikely that they would have enough speed to cope with the bigger cars. Equally, the Cooper-Jaguar of the Whitehead brothers could



"BUILT-IN HEADWIND."—The hydraulically-operated air-brake of the Mercedes-Benz at Le Mans was most effective. Kling is seen slowing down for Tertre Rouge corner. The tall fuel filler is visible as are the two windows to give vision for the rear-view mirror. On the side of the body by the forward number can be seen the coloured identification light used by the team



AERODYNAMICS.—The cockpit of the factory team of Jaguars at Le Mans had the curved windshield moulded nicely into the headrest and tail-fin. A hinged flap behind the driver's head gives access to the fuel filler. This is the Hawthorn car with a few inches cut from the Perspex to afford better visibility, at the driver's request.

hardly be expected to deal with the giants, nor could the brand new 3-litre eight-cylinder Gordini of Manzon/Bayol, for it was barely finished when presented for scrutineering. The 3-litre Offenhauser engine in the Cunningham looked very pretty and the car was beautifully made, but could not be considered a serious rival to the top cars. The rest of the entry could only hope for class wins or attempt to beat the handicap formula, while those that finished last year could compete for the Biennial Cup.

The Austin-Healey of Macklin/Leston was a normal factory-prepared 100S, its shortened exhaust pipe with wide-mouthed end making it sound like a tractor when ticking over, while the TR2 models were so standard they made hardly any sound at all. Disc brakes were certainly popular, the Healey using them, two of the Triumphs having them on the front only and the third one on all four wheels, while the Lotus-Climax of Chapman/Flockhart used them, those at the rear being inboard. Of the other British entries, the Bristol 450s were now open with an enormous headfaring and tail, looking like a Grand Prix Connaught, and the drivers were Wisdom/Fairman, Keen/Line and Wilson/Mayers, with the Australian driver Brabham as reserve. Two production Frazer-Nash Sebring models were in the hands of Stoop/Becquart and Odlum/Vard, while the neat Le Mans M.G.s with 1½-litre B.M.C. engines were as standard as works cars can get and driven by Lockett/Miles, Jacobs/Flynn and Lund/Waeffler, the last a Swiss driver. Two Kiefts were entered, the sleek little 1,100 Climax-engined one of Rippon/Merrick and a rather tatty-looking one with 1½-litre Turner engine driven by Baxter/Deeley. A very well-finished but somewhat large Arnott-Climax was in the hands of Russell/Taylor, the first the well-known "500" driver and the second not the well-known "500" Taylor. To complete the very large contingent of British cars there were the 1½-litre Connaught of MacAlpine/Thompson and the little rear-engine Cooper-Climax of Wadsworth/Brown, looking like a Formula III car.

Of the rest of the entry there was an imposing array of six Porsche Spydors, all standard but prepared by the factory, and two entered by the firm, driven by Frankenburg/Polensky, Glockler/Juhan being 1,500-c.c. models, and a third, of Duntov/Veuillet, being a 1,100-c.c. model. A Swiss one was driven by Ringgenberg/Gilomen, a French one by Olivier/Jeser and a German one by Seidel/Gendebien. A lone 2-litre Gordini was that of da Silva Ramos/Pollet, and a well-worn 2-litre Maserati that of Tomasi/Giardini, while a rather ungainly looking special Salmson 2.3-litre was with Colas/Dewez, a French team. The usual row of Panhard flat-twin models were about the place, driven by drivers known and unknown, the D.B. versions being almost pure single-seaters, with an apology for a passenger's seat, the Panhard factory cars and the Monopole factory models making attempts to look like sports cars and less like aeroplanes. Included in the 750-c.c. class was the Nardi of Damonte/Crosetto, a twin-boom affair like Taruffi's record-breaking "Tarf," that should have never passed the scrutineers as a sports car or even a prototype sports car. Providing the passenger had no body, legs or arms, he could have been carried; but then Le Mans has always been a spectacle and it provided the "nonsense-writers" of the daily papers with much copy.

Wisely enough, the first practice period took place in the dark of

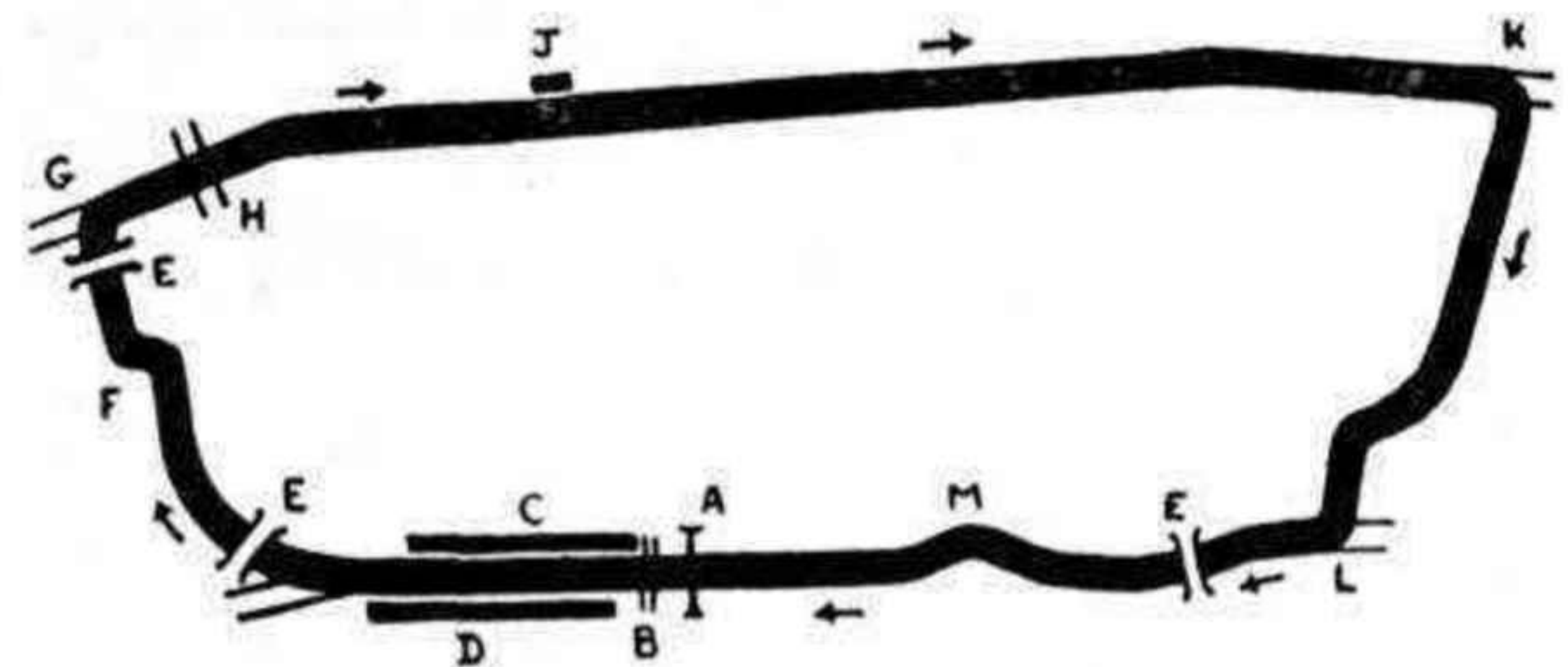
Wednesday evening, and straight-away drivers were intimidated into feeling their way round before trying to be too clever. Added to this the weather still drizzled slightly so that only the Grand Prix drivers pressed on. As speeds go up the road past the pits seems to get more narrow, and there were some hair-raising near-misses as fast cars went by at 130 m.p.h. and others drove slowly along looking for their pit among the blaze of lights and signs. Eventually the inevitable happened and Neubauer signalled Moss to leave the pit, driving the Fitch/Levegh car, just as a D.B. was coming in. The resultant crash did not hurt the Mercedes-Benz, apart from a dented tail, as Moss had the presence of mind to accelerate really hard just as he sensed the impact, but the D.B. bounced off into the side of the pit-counter and trapped Jean Behra and two press-men who were standing innocently by, with resultant damage to the French driver's leg that put him out of the race before he had started to practise.

The next night there were nearly two hours of daylight practice and speeds would have been enormous but a day of rain kept the track slippery. By the time it got dark a wind sprang up and the surface dried, and Mercedes-Benz began to go really quickly, reducing the lap record from 4 min. 16.8 sec. down to 4 min. 15.1 sec. There was still a lot of bumping and boring going on and the Lotus received a dent in the tail from a Porsche, and the Arnott smashed itself to pieces against the retaining wall just after the pits, the driver, Peter Taylor, being quite unhurt but the car was out of the race.

On Friday night a short period in the dark from 9 p.m. to 11 p.m. gave everyone a final opportunity to make sure their lights were right and that the cars were going well; a surprising number turned out, though Aston Martins were content to run only one car. Jaguars were seeing well with only two headlamps, though most people used additional spotlamps, there being no compulsion to use yellow bulbs this year. The 3-litre Gordini was at last screwed together and Bayol set off to see how it went; he had not gone for many laps when he overturned on the brow of the hill before the Maison Blanche S-bend, writing the car off completely and damaging himself seriously. Practice was held up for a time and when it resumed most teams had done enough, though the Porsches went round and round, seemingly trying to wear their cars out before the event.

From midday Saturday enormous crowds poured into the circuit and the complicated business of checking everything that is carried on the car and sealing the petrol, oil and water fillers went on, for Le Mans regulations are legion, and, apart from wheels and tyres, no spares or tools are allowed in the pits, all must be on the car, while no fluids can be taken on before 32 laps have been covered. During practice the Mercedes-Benz drivers had found that the air brake was useful on nearly all the corners and on some bends it was possible to go through without touching the foot brake, merely checking the speed with the air-brake. Consequently the automatic lowering mechanism on the gear-gate had been uncoupled and all control was by the dashboard lever. The usual pit paraphernalia of lap charts, signalling boards, illuminating lamps, jacks, wheels and tyres began to fill the pits, as well as the friends and relations of everyone connected or unconnected with motor racing, and as 4 p.m. drew near the sun was warm, the track dry, and a record Le Mans was expected.

The cars were lined up in echelon in order of engine sizes, with the Lagonda at the top of the line and Parnell, who was taking first



CIRCUIT OF THE SARTHE—LE MANS

Length: 13.492 kilometres.

- | | |
|---------------------|-----------------------------|
| A. Finishing line. | G. "Tertre Rouge" Corner. |
| B. Foot Tunnel. | H. Road Tunnel. |
| C. Pits. | J. "Hippodrome" Cafe. |
| D. Main Grandstand. | K. "Mulsanne" Corner. |
| E. Foot Bridges. | L. "Arnage" Corner. |
| F. "Esses" Corner. | M. "Maison Blanche" Corner. |

driving spell, nearest the starter's flag. Some of the confusion that reigns at Le Mans can be gathered from the fact that the Lagonda, at the head of the line of 60 cars, was opposite the Nardi pit and the Nardi at the end of the line was opposite the Lagonda pit, these two cars having the extreme ends of the pit-front.

Leaving the turmoil and confusion in the starting area, a quick trip was made across the centre of the circuit to the right-hand curve in the back straight, just after Tertre Rouge corner, and there the stillness of a warm summer afternoon was only broken by the "flap-flap" of a circulating helicopter and an occasional light aeroplane. Even on the stroke of 4 p.m. all was quiet and still, but a few seconds later the screaming roar of a pack of cars could be heard way off in the woods surrounding the "Esses" and then a red car appeared round Tertre Rouge and thundered down the straight, followed by another red one, then two Jaguars, and after that the road became filled with a mass of brightly-coloured cars with noises varying from the unholy scream of the Mercedes-Benz to the penetrating bang-banging of the D.B.s. After a while all was peace and quiet again and it was possible to reflect on what had just gone by. Castellotti was leading from Maglioli by sufficient distance for him to peer intently into his mirror to try and gauge how much lead he had gained through the first few bends; Hawthorn was hard behind Maglioli and then came Beauman. Salvadori was well up among the early numbers, in spite of having been 24 on the grid, Fangio was hemmed in somewhere about the middle of the field, and Rolt was surrounded by a mass of tiny blue cars, having muffed the start. Round they came again with Hawthorn now in second place, but Castellotti still way out on his own, and the rest followed in the order Maglioli, Walters, Beauman, Salvadori, Swaters, Levegh, Parnell, Collins, Trintignant, with Fangio fairly galloping through the traffic and Rolt doing likewise farther back. By the third lap Fangio was in fourth place and the next time round the leaders were lapping the little D.B.s and Panhards, so that what had been an empty quiet French route-nationale, now became a road full of fast-moving cars in a non-stop hurly-burly of overtaking, and the 1955 Le Mans race was well and truly under way.

By the end of the first half-hour the field began to sort itself out and some semblance of order began to appear. Castellotti was setting the pace with the 4.4-litre Ferrari, with Hawthorn and Fangio close behind, then came Maglioli, Walters, Levegh, Kling, Beauman and the two 3-litre Maseratis of Mieres and Musso close together, followed by Salvadori and Collins a length apart, and then Rolt, who was still making up for his bad start. During the next 30 minutes the notes read like this: "Fangio closing on Hawthorn," "Fangio right behind Hawthorn," "Castellotti still out on own," then "Fangio in second place, 4.50 p.m." and, immediately afterwards, "Hawthorn second at 4.55 p.m."—"Rolt on Beauman's tail."

Normally, in a 24-hour event, the happenings of the first few hours are of little importance, but by 5 p.m. it was obvious that Fangio and Hawthorn had lost interest in the Grand Prix of Endurance and were only interested in the Grand Prix, and, in fact, were reliving the Reims race of 1953, only this time Hawthorn had a British car with which to do battle with the World Champion. Only a few feet apart, the Mercedes-Benz and the Jaguar raced round the 13.492-kilometre circuit and in no time had swept straight past the Ferrari of Castellotti and were setting up new lap records time and again. This battle between the German car and the British car went on throughout the next hour and tended to absorb the whole interest of the race, even though there were 54 other cars using the same track. However, during the excitement of this fight, there was time to notice that Salvadori and Collins were still running close together, as were the other two Mercedes-Benz and the Porsches of Frankenburg and Glockler. MacAlpine had been keeping the Connaught in the slipstream of one of the Bristols and the 1,100 Cooper had led the 1,100 Porsche for a while. Rolt was now ninth, having started about 59th, and the slow Kieft-Turner was at its pits, while the Lagonda was not proving as fast as was anticipated. The Nardi had spun off the road at the far end of the course, and Mieres had broken his 3-litre Maserati's transmission.

At 6 p.m., just two hours after the start, there was only 2 sec. separating Fangio and Hawthorn, and they were a minute ahead of Castellotti. The Jaguar driver had made a record lap in 4 min. 6.6 sec., a speed of 196.963 k.p.h. (approx. 122.5 m.p.h.), and yet still the lead was changing frequently and there was no attempt to ease up. The pace was so terrific that there were only five other cars on the same lap as the leaders, these being, in order, Castellotti, Kling, Levegh, Rolt and Walters; Beauman and the rest being overtaken. The 2-litre Maserati was just managing to keep in front of the 2-litre Gordini, while the Porsches were going indecently fast and the Bristols were making no attempt to hurry or be hurried.

At 6.20 p.m. changes of driver and refuelling began, and Marzotto

took over from Castellotti and Poore from Parnell, while the two leaders, still only a second or two apart, were about to lap the other two Mercedes-Benz. The note at 6.30 p.m. reads that Hawthorn had dropped back a long way from Fangio, while Hill had taken over from Maglioli, and Kling had come round on his own, Levegh being missing. Suddenly, on the far side of the course, an ominous column of black smoke could be seen rising, obviously coming from the pit area, but no word was given of what had happened and even while walking back to the pit area there was little knowledge that a major catastrophe had taken place.

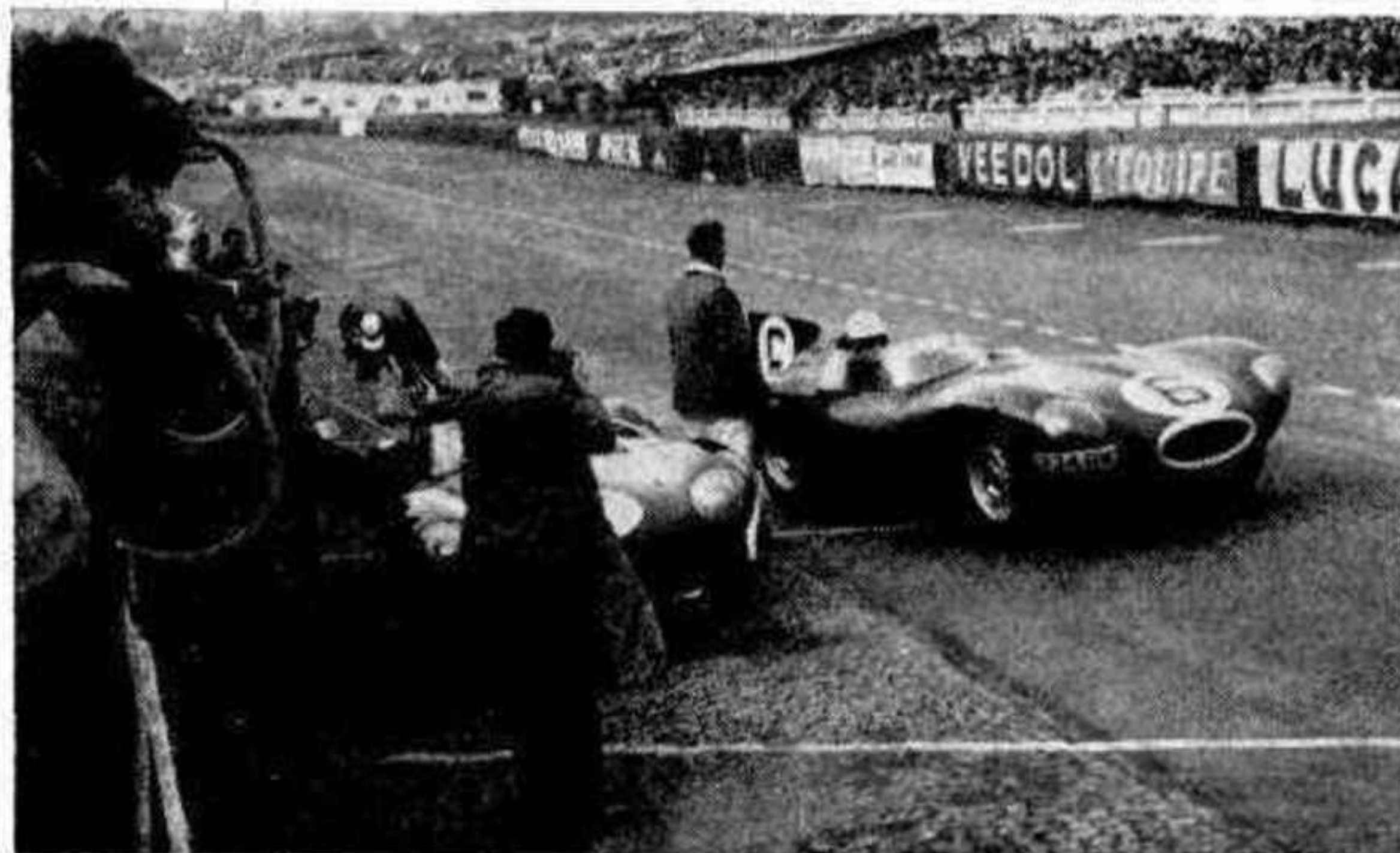
While making inquiries as to what had been happening, another column of smoke arose down by the Maison Blanch corner, and it was learned that Jacobs had overturned his M.G. and was badly injured. Meanwhile, the pit area was chaos, with police and officials trying to get injured people away to hospital. From the Aston Martin pit the rear half of the chassis frame of Levegh's Mercedes-Benz could be seen opposite on top of the earth embankment, the whole thing still smouldering after the enormous fire caused by the burst fuel tank and the magnesium sheet bodywork. The complete front suspension assembly, with the wheels, the inboard brakes and the chassis tubes had broken off the rest of the car when it struck the concrete wall of the foot-tunnel leading to the pits, and this assembly had swept through the massed crowds like a bolas, while the complete power unit had gone into yet another part of the crowd, and the resultant death roll was well over 80, while poor Levegh was killed instantly. Three cars had been involved, Hawthorn's Jaguar, Macklin's Austin-Healey and the ill-fated Mercedes-Benz. Accounts were obviously blurred as the human mind cannot take in everything that happens at 130 m.p.h., but Hawthorn had just lapped Levegh and Macklin before pulling into his pit, Macklin had swerved to avoid the Jaguar and the Mercedes-Benz had struck the retaining bank trying to avoid the Austin-Healey. They had all been travelling at different speeds, and the German car had bounced over the bank, onto the concrete wall and then split in two, the Austin-Healey spinning to rest, a battered wreck.

The race, as such, virtually finished at this point, for official news became non-existent, the scoreboard went completely haywire, and the Rolt-Hamilton Jaguar suddenly gained a full lap. Rumour was rife about every possible viewpoint of the terrible accident, and there were two factions, a rather hysterical one that wanted to stop the race there and then, and a more sober one that realised a sudden cessation of racing would cause panic not only among the crowds round the pit area but all round the circuit.

As the warm summer evening drew to a close the Fangio/Moss Mercedes-Benz was drawing farther and farther into the lead, still followed by the Hawthorn/Bueb Jaguar, the Maglioli/Hill Ferrari, the other two Jaguars, Musso/Valenzano Maserati and Kling/Simon Mercedes-Benz. The pace-making Ferrari had dropped out with a split cylinder block, the Cooper-Jaguar had lost all its oil pressure and the American Jaguar had ruined a piston. The Offenhauser-Cunningham was still going but slowly, and the leading Porsches were still being quite indecent by being 17th, 18th and 19th, just behind the 2-litre Maserati and Gordini and ahead of all the Bristols. The Odum/Vard Frazer-Nash had jumped out of top gear and bent its valves, and was behind the pits having a new head fitted as it was going to be driven home after the race.

As darkness came and lights were switched on a new set of rumours began to spread that Mercedes-Benz were awaiting news from Stuttgart as to whether they should continue racing or not, in view of the terrible casualties caused by their crashed car. A second of the big Ferraris went out with the same trouble as the first, and the Rolt/Hamilton Jaguar overtook Bueb and got into second place, though there was much argument as official bulletins were still few and far between, the scoreboard was not sure of itself, and the English loudspeaker news was in direct variance with the French announcements. Just after 2 a.m., when most people were at a pretty low ebb anyway and the effects of the crash were still making themselves felt, the two remaining Mercedes-Benz were flagged in and withdrawn. An official announcement said that the directors of Daimler-Benz had called a meeting in Stuttgart and decided to withdraw the remaining cars as an act of sympathy towards the many people involved in the terrible accident. At the time the Fangio/Moss car was well in the lead from the Hawthorn/Bueb Jaguar, while the other Mercedes-Benz was in third place, ahead of the Jaguars of Beauman/Dewis and Rolt/Hamilton. This withdrawal really took the last glimmer of interest from the race and as dawn broke a thin drizzling rain began which was the final and utter end of what had started out as a truly magnificent battle. Hawthorn and Bueb were now well and truly in the lead, the Jaguar running like a train and the second driver standing up extremely well to his first important race with a fast car.

The Lagonda had retired, having lost fuel from an unfixed filler cap



LE MANS TRADITION.—Pit work is synonymous with the 24-hour race, and Bueb is seen leaving in No. 6, having had the wheels and tyres changed, the fuel tank and gearbox filled. Behind the keen cameraman is the Rolt/Hamilton Jaguar with its gearbox seized, shortly before it was withdrawn. The crowd at the top of the photo are standing on the spot where the ill-fated Mercedes-Benz engine and front end landed, the remainder of the car landing on the embankment.

until it ran out on the wrong side of the course. Salvadori and Walker had burst the engine of their Aston Martin, and the Pritchard/Brooks one had broken its gearbox. The third Aston Martin was now in third place and on the same lap as the Musso/Valenzano Maserati which was second. The list of troubles went on and the heavy rain which fell at 6 a.m. did nothing to help; the 2-litre Gordini suddenly went woolly and appeared no more, while the third car of the Jaguar team had to retire due to sinking itself into the sandbank at Arnage during the night, Beauman being unable to dig it out. Chapman had also had a melee at the same place and was rather obscurely disqualified for dangerous driving.

Shortly before 7 a.m. the Rolt/Hamilton Jaguar was stuck at the pits with a seized gearbox, unable to get moving, and after a lot of probing about by the mechanics it was reluctantly withdrawn. While this was going on the leading Jaguar stopped for fuel and a complete wheel change, and having plenty of time in hand the precaution was taken of putting more oil in its gearbox. Still the

rain drizzled down, often having spasms of a downpour, and by mid-morning the Aston Martin of Collins/Frère was in second place, and then the Maserati clutch went and it suffered the same fate as the second Jaguar, having a healthy engine but unable to make use of it. The Offenhauser-Cunningham had been struggling round on top gear only, but had finally to give up with a tired engine. At midday on this dreary wet Sunday there were 21 cars left running and for four unending hours of rain they all went round and round until at 4 p.m. the race was thankfully finished with Jaguar still in the lead from Aston Martin, followed by the Belgian Jaguar and then three Porsches, three Bristols, a Frazer-Nash, and the lone Osca. All three Triumphs were running at the end, two of the new M.G.s, and the 1,100-c.c. Cooper just made it with a very ragged engine.

This 1955 Le Mans had been won by Jaguar at a new record speed, in spite of the poor weather conditions of the second half of the race, and altogether it was a fine demonstration of British reliability, by near-standard cars, but the general air at Le Mans was not one of overwhelming joy.

Results :
GRAND PRIX D'ENDURANCE—24 Hours—Dry Start, Wet Finish

		Kilometres	k.p.h.
* 1st :	J. M. Hawthorn/I. Bueb (Jaguar 3.5-litre) ...	4,135.380 ...	172.308
* 2nd :	P. Collins/P. Frère (Aston Martin 2.9-litre) ...	4,073.020 ...	169.717
3rd :	J. Swaters/J. Claes (Jaguar 3.5-litre) ...	3,986.930 ...	166.022
* 4th :	R. Frankenberg/H. Polensky (Porsche 1.5-litre) ...	3,829.720 ...	159.572
5th :	W. Seidel/O. Gendebien (Porsche 1.5-litre) ...	3,715.550 ...	154.815
6th :	H. Glockler/J. Juhán (Porsche 1.5-litre) ...	3,679.670 ...	153.320
* 7th :	P. Wilson/J. Mayers (Bristol 2.0-litre) ...	3,654.310 ...	152.264
8th :	M. Keen/T. Line (Bristol 2.0-litre) ...	3,641.380 ...	151.724
9th :	T. Wisdom/J. Fairman (Bristol 2.0-litre) ...	3,614.400 ...	150.600
10th :	J. R. Stoop/M. Becquart (Frazer-Nash 2.0-litre) ...	3,506.160 ...	146.090
11th :	G. Cabianca/S. Scorgbati (Osca 1.5-litre) ...	3,449.080 ...	143.713
12th :	J. Lockett/K. Miles (M.G. 1.5-litre) ...	3,353.910 ...	139.746
* 13th :	A. Duntov/A. Veuillet (Porsche 1.1-litre) ...	3,303.570 ...	137.649
14th :	N. Sanderson/J. Dickson (Triumph 2.0-litre) ...	3,263.310 ...	135.971
15th :	K. Richardson/H. L. Hadley (Triumph 2.0-litre) ...	3,263.150 ...	135.965
* 16th :	L. Cornet/M. Mougín (D.B. 745-c.c.) ...	3,177.890 ...	132.412
17th :	E. Lund/H. Waefler (M.G. 1.5-litre) ...	3,156.250 ...	131.510
18th :	G. Olivier/J. Jeser (Porsche 1.5-litre) ...	3,155.310 ...	131.471
19th :	M. Goodall/H. Brooke (Triumph 2.0-litre) ...	2,885.640 ...	120.235
20th :	L. Hery/G. Trouis (D.B. 745-c.c.) ...	2,815.140 ...	117.298
21st :	E. Wadsworth/J. Brown (Cooper 1.1-litre) ...	2,789.610 ...	116.234

Record lap : J. M. Hawthorn (Jaguar), 4 min. 6.6 sec.—196.963 k.p.h.
* Class winner.

Index of Performance Handicap :

1st :	R. Frankenberg/H. Polensky (Porsche 1.5-litre) ...	1.241 figure of merit
2nd :	J. M. Hawthorn/I. Bueb (Jaguar 3.5-litre) ...	1.232 "
3rd :	P. Collins/P. Frère (Aston Martin 2.9-litre) ...	1.228 "

TOMMY SOPWITH LEADS ON POINTS IN "MOTOR SPORT" BROOKLANDS MEMORIAL TROPHY CONTEST

In ideal conditions the B.A.R.C. ran off its 19th Members' Meeting at Goodwood on June 18th. Tommy Sopwith, starting with a nil-score in the MOTOR SPORT Brooklands Memorial Trophy contest, soared into the lead by winning three races. Driving his Cooper-Climax neatly, he won two scratch races, the first from Mackenzie Low in the Elva by 25.2 sec. at 78.54 m.p.h., with Liddell's Buckler-Climax third, and the other from Liddell, whom he beat by 31.4 sec. at 77.75 m.p.h., with Riley's Lotus third. Sopwith then got his Armstrong-Siddeley Sapphire through the field from the 40-sec. mark to win the Closed-Car Handicap at 69.28 m.p.h. from Clay's ugly but effective Healey and Foster's M.G. Magnette, Graham being awarded loud applause for his tricycling feats round the corners in his Austin A30. Sopwith's best lap in the Cooper-Climax was at 80.6 m.p.h.

The other star performer was George Abecassis, who, in a new, unpainted H.W.M.-Jaguar, won the 10-lap scratch race at 82.92 m.p.h. from Head's D-type Jaguar and Scott-Russell's Lotus-Bristol, and went on to finish third in one handicap and then win another from scratch at 83.51 m.p.h., lapping at 85.21 m.p.h.

The Ladies' Handicap saw Hazel Dunham in fine form in spite of dents inflicted on her A.C. Ace from a tail-slide into the chicane hurdles; she finished second to Lorna Snow's XK120 Jaguar coupé, which had 45 sec. start, and made fastest lap at 73.72 m.p.h. Lorna averaged 67.66 m.p.h. and Jean Bloxam's Aston Martin DB2 was third, while Mrs. Ashby led for three laps, handling her Wolseley 6/80 more neatly than her husband did subsequently.

R. Ireland re-passed Barrett's Buckler in the first handicap with his Simonized 1933 ex-Dixon Riley Nine, to win by 0.4 sec., both cars starting together, a maker's slogan thus refuted! Another old-timer, Watson's Alvis, was third. Parkin's Triumph TR2 pulled off the third 5-lap handicap from the "limit" mark, in spite of gyrating as it left the chicane on the first lap. It was chased

determinedly by Barthel's Aston Martin DB3. A. D. Brooks entered the chicane too fast and slid onto the grass and, continuing, left the course again at Madgwick on the last lap in his Frazer-Nash. Lusty's TR2 retired after a chicane incident, and Bailey's Allard after both door and luggage boot had sprung open. Abecassis, in finishing third, as recounted, took Head's Jaguar on the outside at St. Mary's and Scott-Russell's Lotus-Bristol on the inside at Madgwick! It was good to see John Heath driving again, in the other H.W.M.-Jaguar.

Abecassis won the last race in fine style, loud screaming of tyres denoting the H.W.M.'s passage. Applebee's Leonard-M.G. (which commentator McDonald Hobley called an A.C.) was second and Odoni's TR2 third.

The day's casualties consisted of Dennis' Austin-Healey, badly bent on the chicane wall in practice; Buss' TR2, less badly damaged in going head-on into the same wall after a tail-slide; and Sparrowe's glass-fibre special-chassis M.G. coupé, the shape of which was altered appreciably after it had dived right through the chicane. The drivers were unhurt save for Buss, who cut his lip. Slowest time of the day was probably made by Joan Winterbottom's TC M.G.! Very smart was Cunningham-Reid's black and white Lister-Bristol.

The leading placings in the MOTOR SPORT Brooklands Memorial Trophy contest, which will be decided at Goodwood on September 24th, are : T. Sopwith, 12 points; G. Abecassis, 10 points; M. Head, 9 points.

The latest addition to Minimodels replicas is a 5½-in.-long Sunbeam Alpine, with keyless "Startex" clockwork mechanism. The maker's address is Tennyson Road, London, N.W.7, and the price is 5s. 11d.

R. B. Bensted-Smith (Triumph TR2) won the Mobilgas Economy Run with 71.02 m.p.g. Class winners : B. Cumbers (Renault 750) 76.39 m.p.g.; C. Walker (Simca) 57.03 m.p.g.; H. Kendrick (Austin-Healey) 48.36 m.p.g. Amongst the retirements a Fiat 1,100 and a Buckler blew gaskets and a Standard Eight burnt a piston.



Congratulates

IVOR BUEB

on **4** fine firsts

Crystal Palace Race Meeting - Whit Monday

1st Redex Challenge Trophy 500 c.c.
Cooper
Using *Essolube Motor Oil*

ANERLEY TROPHY

1st Cooper-Climax • 72.28 m.p.h.
Using *Esso Extra and Essolube Motor Oil*

International Trophy Meeting Silverstone - May 7

1st 1500 c.c. class
Cooper-Climax • 88.43 m.p.h.
Using *Esso Extra and Essolube Motor Oil*

Goodwood Easter Meeting - April 11

1st Sports car race A (1100 c.c. class)
Cooper • 88.00 m.p.h.
Using *Esso Extra and Essolube Motor Oil*

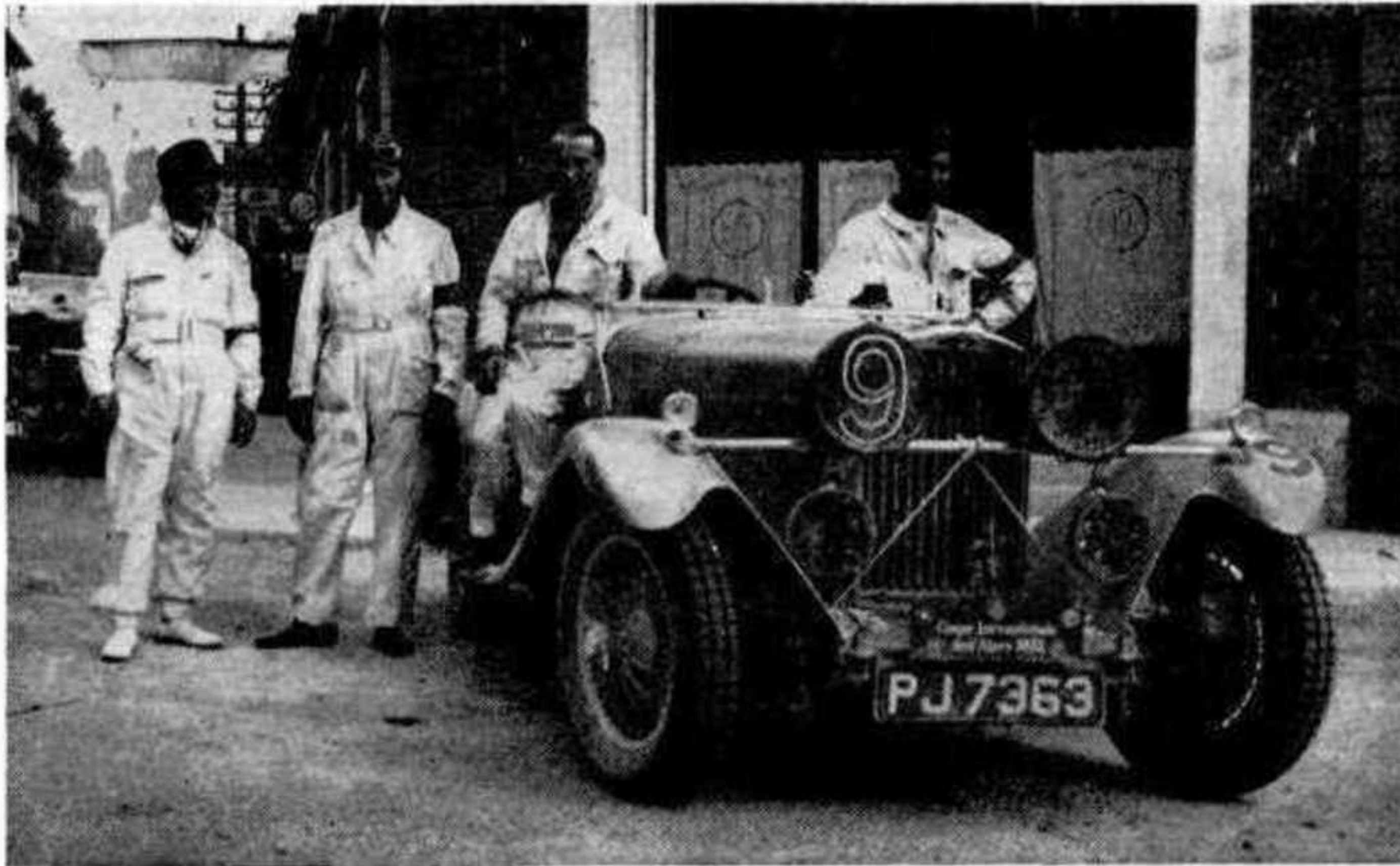
(Subject to official confirmation)

* All the cars in the above races were entered by the Cooper Car Company Ltd., and were serviced with Esso products including Esso Extra and Essolube Motor Oil... exactly the same superb Esso products you can buy from your local Esso Dealer.



THE ROOTES GROUP AND COMPETITION MOTORING

An Interview with Norman Garrad, Competition and Sales Manager of Sunbeam Limited, about the Lessons Learned and the Successes Achieved in Competition Events, with Special Reference to the Arduous Alpine Rally.



IT is particularly gratifying to find that four of Britain's "Big Five" motor manufacturers enter cars for competitions and consider that to do so pays excellent dividends, both from the viewpoint of publicity and technical lessons learned.

B.M.C. have returned recently to this sphere of activity, with Austin, Morris and M.G. entries in rallies and an M.G. team at Le Mans. Ford takes a prominent part with divers Dagenham models in rallies. Standard have Triumph TR2 entries in the leading rallies and sports-car races. Rootes, however, pioneered a return to competition work after the end of the second world war. For this reason, on the eve of this year's Alpine Trial, or Alpine Rally as it is now designated, we journeyed to Ryton-on-Dunsmore, near Coventry, to talk with Norman Garrad, Competition and Sales Manager of Sunbeam Limited, about his firm's interest in this form of motoring activity.

Norman Garrad served his apprenticeship—very thoroughly, for seven years—with the Arrol-Johnston Company, in what he would refer to as the "bow-and-arrow age." In 1928 he drove a supercharged sleeve-valve Arrol-Aster in the first Ulster T.T., the other being handled by E. R. Hall. They were interesting cars technically but, says Garrad, "they hadn't any brakes!" Becoming interested in the possibilities of diesel engines in the commercial-vehicle field Garrad went to Crossley's, and while there drove a Crossley saloon in a Monte Carlo Rally. Later he drove Talbot cars in trials and other events, eventually joining that concern.

At that period Georges Roesch was the designer and presiding genius at Talbot's and under his guidance the firm re-entered the field of competition motoring in 1930 and gained notable successes in racing. In 1931, besides further racing laurels, a team of Talbots finished 1, 2, 3 in their class in the Alpine Trial, the "105" model gaining a coveted Coupe des Glaciers. 1932 saw a repetition of this success, the team of "105" Vanden Plas tourers winning a Coupe des Alpes, the first British team to do so since 1914 and the first occasion on which a British team completed this strenuous International Alpine trial without loss of a mark. Garrad drove car No. 9. In 1933 Talbot rested on their laurels in this event, but in 1934 a team of three "105s" repeated the 1932 performance, finishing again *sans* loss of a single mark (a performance equalled only by four German teams and the Triumph team), the drivers being Tommy Wisdom/Mrs. Wisdom; H. Eaton/B. B. Higgins; W. M. Couper/G. Day.

Incidentally, Higgins was a works mechanic and Day was Talbot's chief tester, and to this day Garrad makes a practice of having works personnel in the team; in 1934 the Talbots covered 3,600 miles Dover-Dover at 1,700 m.p.g. of oil and 18 m.p.g. of petrol and

A LONG TIME AGO.—The Talbot 105 Vanden Plas tourer which Norman Garrad drove in the 1932 Alpine Trial, the year in which the Talbot team won the team prize, finishing without loss of a single mark. The others, from left to right of the picture, are Arthur Fox, who entered the team, the Hon. Brian Lewis (now Lord Essendon) and Playford.

were capable of reaching 4,850 r.p.m., or just over 100 m.p.h. in top gear.

* * *

When the Rootes Group bought up the Talbot Company just before World War II all competition motoring was considered taboo. However, when Garrad was demobbed he felt strongly that the then-current side-valve Sunbeam-Talbot, as manufactured at Ryton-on-Dunsmore, required strenuous testing on the Continent. The engineering section were sceptical, seeing in Garrad's requests merely a desire to try to break up their cars. But in 1947 Garrad persuaded them to let him "cover" the Alpine Rally for the Rootes Group paper *Modern Motoring and Travel* at the wheel of a s.v. Sunbeam-Talbot saloon. He took with him Douglas Horton and, as a representative of the Press, was able to follow the competing cars.

He found the 2-litre Sunbeam-Talbot of those days exceedingly dangerous to drive fast down the mountain passes, because of serious brake-fade. The shock-absorbers lasted only about 2½ hours, fuel vapourised in the pipe-lines, the gear-ratios proved unsuitable for Alpine work, third gear in particular being too low, the steering swivel-pins tightened up alarmingly, tyres gave trouble and power fell off badly at high altitude. All these matters Norman Garrad on his return was able to refer to a perhaps rather too complaisant engineering department.

All along, Bernard Winter, the Engineering Director, had listened sympathetically to Garrad's proposals and now he plunged enthusiastically into the task of rectifying faults which prolonged Alpine motoring had been found to reveal.

The brake-lining manufacturers were consulted and research proceeded through a range of Mintex linings to the present satisfactory Mintex M20, after different brake drums and increased diameter brakes had effected only a partial cure. The petrol pipes were re-routed to avoid heat, the gearbox was redesigned to provide better-spaced ratios, the settings of the Luvax, and of the Armstrong shock-absorbers now fitted, were carefully experimented with, and when the provision of greasers failed to obviate the stiff steering, new anti-friction materials were introduced for the steering-pivots. Stromberg coped ably with problems of carburation at high altitude. In other words, thanks to Norman Garrad the Sunbeam-Talbot 90 emerged as a car capable of upholding the prestige in the Alpine Rally and similar events established before the war by the London-built Roesch Talbot cars.

In 1948 Murray Frame took a Coupe des Alpes in the Alpine, but Garrad and Horton damaged the sump of their car so seriously on a road obstruction that the crankshaft played noisy tunes on it! They only just got the car home before the oil found a way out and this episode led to stronger sumps on production Sunbeam-Talbots and sump-protectors on all subsequent competition entries!

In 1949 a team of o.h.v. Sunbeam-Talbot 90 saloons was entered for the "Alpine" and although Citroën took the only Coupe des Alpes, Garrad, Douglas Cleese and the late Peter Monkhouse netted the Team Prize, a performance Rootes repeated in 1950 with a team of the new o.h.v. Mark II cars, driven by Murray Frame, George Hartwell and Garrad.

In 1951 came the advent of the enlarged 2,267-c.c. Sunbeam-Talbot 90 Mark IIA car, which in the absence of Garrad in the United



NEAR THE EDGE.—The Sunbeam-Talbot 90 Mk. IIA saloon of Murray Frame and John Pearman on its way to winning a Coupe des Alpes in the 1952 "Alpine."

States was handled by Leslie Johnson and Frame. A "Coupe" escaped them on this occasion. The following year a much-improved Sunbeam-Talbot 90 Mark IIA was ready, for many lessons had been learned as a result of "Alpine" participation. For example, oil surge in the sump (first met on the old Talbot 105s) had been dealt with by using a larger intake to the oil-pump and re-arranged sump baffles, tyres had improved, with Dunlop 90 and Fort covers available, and Lucas had co-operated nobly in obviating dynamo and starter-motor failures caused by overheating due to lack of ventilation and breakage of mounting brackets. Garrad now brought Stirling Moss and Mike Hawthorn into the team and, with Frame, they won three Coupes des Alpes in 1952, and took the Manufacturers' Team Prize. Moss had already driven for Rootes in the Monte Carlo Rally. The aforementioned practice of having works personnel in the cars was followed during this period, John Cutts going with Stirling, "Chips" Chipperton with Hawthorn, and John Pearman as Murray Frame's co-driver.

Garrad's long experience of the Monte Carlo and Alpine Rallies was obviously invaluable, and he looked after all the details of preparation and organisation, and knew countless useful dodges which assisted his drivers, while matters such as correct grouping of instruments, cold-air ventilation of vital engine components, seats giving proper support, etc., were a foregone conclusion before ever the team cars sailed. Oil leaks past axle oil-seals had been overcome, to the benefit of the brakes, and much better lighting equipment was available, the Lucas "Flamethrower" fog lamps having been developed largely due to requests by Rootes for such lamps.

Besides Moss and Hawthorn, Garrad now added Sheila van Damm to his team. A W.A.A.F. driver during the war and an amateur pilot, Sheila was persuaded by the publicity manager of the Windmill Theatre, which her father owns, to compete in a rally. Through T. R. Mulcaster, Editor of *Modern Motoring and Travel*, he approached Garrad and introduced Sheila at the 1951 Motor Show. Impressed more by Sheila's sincerity than by possible publicity, Garrad offered her a car for the 1952 *Daily Express* Rally. He noticed that, try as he might, Tommy Wisdom failed to shake off Sheila and her sister on the run, London to Harrogate, and throughout the Rally. Driving almost the entire distance single-handed Miss van Damm finished third in the ladies' class, although no one had bothered to give her any tuition for the special tests. Thus she gained her place in the Rootes' works teams, and after many try-outs with them and advice generously given by Stirling Moss and Peter Collins she went on the 1953 Monte Carlo Rally in a Hillman Minx with "Bill" Wisdom and Mrs. Fotheringham-Parker. Failure to understand the jacking system cost them the Ladies' Award, but Sheila again demonstrated her keenness, straining herself by attempting to lift the car.



NORMAN GARRAD,
Competition and Sales
Manager of Sunbeam
Limited.

Norman Garrad, no doubt largely as a result of his visit to the U.S.A., had persuaded Rootes, to introduce a fast open car. The result was the Sunbeam Alpine.

* * *

The idea behind the Sunbeam Alpine was to offer a strong, attractive-looking open roadster incorporating those engine and chassis improvements suggested by experience in competition events with the Sunbeam-Talbot saloons, which had resulted in Rootes being awarded the Dewar Trophy by the R.A.C. in 1952 for the most meritorious performance of the year.

The engine was given a revised cylinder head, the compression-ratio being raised from 6.45 to 1 to 7.42 to 1, the power output being increased from 70 b.h.p. at 4,000 r.p.m. to 80 b.h.p. at 4,200 r.p.m. A single Stromberg DAA36 downdraught carburetter was adopted, the ports cleaned up, a Burgess straight-through silencer used, located in the air-stream outside the chassis frame side-members, and a Lucas high-voltage sports-coil employed in conjunction with manual ignition control. Close-ratio gears, a stronger (8 ft. 1½ in. wheelbase) chassis frame, deeper radiator block and stiffer coil springs for the i.f.s. were other features incorporated in the Alpine cars, together with a ½ in. dia. instead of a ⅜ in. dia. anti-roll bar and harder settings for the R-type Armstrong shock-absorbers.

In production form last year's Sunbeam Alpine proved capable of 95/96 m.p.h. A Sunbeam Alpine Special with 8.0 to 1 compression-ratio and specially faired-in body was taken to Jabbeke in 1953 and achieved a speed of over 120 m.p.h. in the hands of Sheila van Damm, after which Leslie Johnson averaged 111.2 m.p.h. for an hour at Montlhéry, his firm of E.R.A. Ltd. having done much of the development work, under the direction of David Hodkin. (See *MOTOR SPORT*, May, 1953, page 232.)

It is interesting that, in developing the Alpine, tests (made initially by the simple expedient of holding a feather-duster on a broomstick over the bonnet!) showed that bonnet-top louvres possess little value as hot-air extractors and doors in the bonnet sides are far more effective. Incidentally, the front wing formation of the Sunbeam makes the installation of cold-air ducts especially easy and good use is made of these for the Alpine and Mark III saloon cars, supplemented by half-moon-shaped scoops behind the radiator grille of the Alpine.

A further example of development is the adoption for the Sunbeam Mark III of the 7.42 to 1 compression-ratio head evolved for the Alpine, which results in the excellent claimed maximum speed of nearly 94/95 m.p.h. from this £840 saloon, which now develops 77 b.h.p. at 4,100 r.p.m.

Reverting to the Alpine Rally, Moss, Collins, Frame, Johnson, the American Fitch (who was enormously impressed by the height of the Alps!) and Sheila van Damm took a team of six open Sunbeam Alpines through the 1953 "Alpine." Although they lost the Team Prize to Jaguar, four of the cars won Coupes des Alpes (Collins and Johnson retired) and on her first appearance in this now very fast and strenuous trial Sheila won the Ladies' Prize. Rootes naturally fielded a team of Sunbeam Alpines again last year and although the



THE ALPINE.—Stirling Moss cornering fast at St. Jean de Maurienne during the 1953 Alpine Rally, in which a team of new Sunbeam Alpines gained notable successes.

Team Prize was lost to Triumph, whom Garrad had advised in a friendly manner, Moss won a Gold Cup for three successive victories, in spite of trouble with the linkage of the steering-column gear-change.

For next month's "Alpine" Norman Garrad is preparing six Sunbeam Alpines, for he quite expects he may "lose" two of these during this hectic trial. We were able to visit the Competition Section, located in a quiet corner of the old Humber works at Stoke, where four of these cars were being prepared under the care of J. Ashworth, Foreman of the Competition Department, and his next-in-command, G. Spencer. The cars, bearing consecutive registration numbers, impress by being close to standard specification—they even have quite small cast-iron brake drums with normal finning. Special seats, giving better support and saving about 40 lb., are fitted, the ignition coil is mounted horizontally on the near side directly in a cold-air duct, with a spare coil beside it, and twin Zenith petrol-filters are fitted. The instrument panels are devoid of rev.-counters. Tests at Monza and in the Tulip Rally have decided Garrad to use Shell Multigrade oil; previous rallies have been run on Shell X-100 oil and Shell petrol. Experimental Dunlop tyres and a larger fuel tank placed just behind the seat in the capacious boot, to obviate a re-fuel at a vital part of the schedule, are other 1955 improvements and bonnet straps will be used. The engines, with the 8.0 to 1 compression-ratio of the Alpine



SHEILA van DAMM,
Woman European Rally
Champion.



G. MURRAY FRAME,
who missed a Gold Cup
last year by one-fifth of
a second.

Special, develop 90 b.h.p. and overdrive will be available to the drivers in all the gears. Lucas spread-beam headlamps will have stoneguards which can be swivelled away from the lamps at night.

The drivers for this year's "Alpine" cars will be Stirling Moss with John Cutts, Sheila van Damm with Anne Hall, Peter Harper with David Humphrey, G. Murray Frame with John Pearman, Jimmy Ray (who has formerly driven a TR2 Triumph) with Peter Reece (usually in a Ford), and Raymond Baxter, the B.B.C. commentator, with Leonard Miller. As usual, Norman Garrad will go along to "father" the boys and girls and attend to the myriad of details needing experienced attention. Moss, for example, will fly out after the French G.P. in order to rest before the Rally and will then fly to England for the British G.P. at Aintree.

Sheila van Damm will be determined to defend her Women's European Championship which she leads with 29 points (having finished first in the Monte Carlo Rally, first in the R.A.C. Rally, and second in the Tulip Rally to Greta Molander's Saab) from Nancy Mitchell (Daimler) who has 24 points (third in the Monte Carlo Rally, third in the R.A.C. Rally, and third in the Tulip Rally) and Greta Molander who has 15 points (sixth in the Monte Carlo Rally, non-competitor in the R.A.C. Rally, and first in the Tulip Rally).

It is clear that the great Rootes Organisation regards competition work as very good publicity and an essential means of developing



LEADING THE TEAM.—Stirling Moss and John Cutts in the Sunbeam Alpine which won a Gold Cup in last year's Alpine Rally. The road surface of the Passe Vivione underlines one of the reasons why this competition is one of the toughest in the rally calendar, and why participation therein results in better cars for everyday use.



TENDER TO THE TEAM.—Rootes Motors Equipe Sunbeam Alpine 3-ton Commer which carries spares and equipment to the start of important rallies.

its range of production cars. Norman Garrad rates the Sunbeam victory (Malling and Fadum in a Mark III) in this year's Monte Carlo Rally as worth many orders, probably in the region of 200 to 300 cars.

Apart from Sunbeam, Hillman and Humber cars are also entered and in 1952 the o.h.v. Humber Super Snipe made a high-speed run through fifteen countries in five days in the hands of Moss, Johnson, Cutts and Humphrey. In the same year a Super Snipe, driven by Hinchcliffe and Walshaw, established a new London-Cape Town record of 13 days, 9 hr. 6 min. Previous to this, earlier in 1952, Hinchcliffe and Bulman set the London-Cape Town record at 21 days, 19 hr. 45 min. with a Hillman Minx.

Successes in competition events are conveyed to the workers in the Rootes' factories by special bulletins, and lectures and film-shows about them are given—that Coventry is competition-conscious was brought home to us during the short drive from Ryton-on-Dunsmore to Stoke, for the Jaguar advertisements on the hoardings had stuck across them JAGUAR WINS AGAIN AT LE MANS, and this was the Monday after that race!

Although the Rootes Group does not contemplate entering its products for races, it did show its appreciation of Stirling Moss by presenting him with a seven-ton Commer racing-workshop, for which he was given a free choice of tools with which to equip it. Rootes also have their Equipe Sunbeam Alpine Commer three-ton van attached to the Competition Department, which attends the major rallies in which their cars are entered.



ANOTHER TOUGH TEST.—Stirling Moss, Leslie Johnson, John Cutts and David Humphrey starting on the "fifteen countries in five days" run in an o.h.v. Humber Super Snipe—a run which was completed in 90 hours.



STIRLING'S PRESENT.—As a mark of appreciation of Moss' services to them, the Rootes Organisation gave him this Commer travelling-workshop, here seen beside his well-known racing Maserati. The Commer has completed 92,000 miles in pursuit of motor races and is noted for its dependability and the comfort of its cab—ask Alf Francis!

Clearly, Norman Garrad believes, with his Directors, that "the rally car of today is tomorrow's production saloon" and the drivers he appoints with care born of long experience of the game will tell you that with this slogan he couples the firm motto, "No Excuses!" —W. B.



AND SO TO 1955.—Three of the six Sunbeam Alpines for this month's Alpine Rally in course of preparation. The top picture shows the specially large fuel tank installed to cut down refuelling stops.

RETURN TO STEAM

ON June 11th a very big crowd assembled at Appleford for the National Traction Engine Rally. This picturesque event was held at Mr. Napper's Bridge Farm, which luckily possesses an enormous field, and so provided a long course for the races and parking for hundreds of cars, amongst which the many vintage vehicles stood out, bright spots of colour amongst bulbous tin-ware. It even had a stream in one corner, from which the 23 competing engines could refill their boilers and water tanks.

This traction-engine rally provided a scene which only England could provide, and only the English enjoy so fully. From the engine park clouds of water-vapour and smoke drifted lazily into the overhanging branches of stately trees—until E. N. Shone's 1931 Sentinel rudely blew off pressure and sent us running from the resultant spray. In a nearby enclosure the Didcot silver band played appropriately, the raucous music from the p.a. having been stilled.

Earnest gentlemen wearing Press and members' badges—the reverse of which bore the inscription "Traction-engine racing is dangerous"—photographed the machinery towering above them, and the talk was not of two-stroke versus poppet valve, with a tear for the departed sleeve valve, but of slide valves, injectors and governors. The children rode, clusters of them, on two flat trucks, endowed with straw bales for seats, at 6d. a time, for a circuit of the course behind Dr. G. Romanes' small 1903 Wallis and Steevens engine, and there was a bookmaker and a fair with roundabouts and coconut-shies in full swing.

The engines themselves were the centre of attention. The entry consisted of six Wallis and Steevens, three each of Marshall, Sentinel and Burrell, two each of Fowler, Aveling & Porter and Foden, a Garrett and J. M. Edwards' Soame steam-car with V.C.C. plaque. The last-named was the oldest, the senior traction-engine being J. Quick's 1900 Wallis and Steevens, the youngest F. Rivers' 1934 Sentinel. As in motor-racing, so in traction-engine racing, two competitors had had trouble in practice, but after all-night work

the Royal School of Mines' 1919 Aveling & Porter was hustled to the field just before the start.

The rally was opened by Raymond Glendenning—he arrived in a helicopter, just to bring our minds back to the present, and as Phillips Electrical Ltd. were sponsoring the event, it naturally carried advertising for the Phillishave dry-shaver. While we waited for this aerial visitor the National Traction Engine Club enrolled members (associate membership costs only 6s. per annum), J. N. Maskelyne, of *The Model Engineer*, judged the engines for elegance with evident enjoyment, and J. S. H. Ward made very audible commentaries, announcing forthcoming traction-engine fixtures, from which, and a ladies' race in our programme sponsored by *She*, we appreciated that this new sport is growing apace. There may be many clubs, but surely none have such a suitable starter as the N.T.E.C. in P. Dunn, who is so tall no one could possibly false-start!

The crowd, as crowds will, invaded the course and no one could see very much, but none complained—it was that sort of an afternoon. R.E.M.E. radio contacts cracked jokes one to another *via* ultra-modern radio equipment, and over the heads of the spectators we saw L. C. Parris' 1932 8-h.p. Burrell "King George V," with big polished flywheel, easily beat the 7-h.p. Marshall and Fowler of A. C. Napper and G. Bancroft (the latter down in the programme as "mate"), an Aveling & Porter, with correct prancing-horse badge, win its heat from a Wallis and Steevens, a Foden out-race a later Foden. Then friends allowed us to listen to the Le Mans commentary, reality returned, and it seemed time to attempt to extricate the VW from the maze which had resulted from haphazard car-parking, and return home through the sleepy backways of Berkshire.

The Burrell Showman's Locomotive "King George VII," lamps ablaze, the Fowler "King Edward," the Wallis Patent Motor "Anton Belle," the Foden "Mighty Atom," the Wallis Expansion Engine "Eileen the Erring" and the rest went on entertaining a huge crowd which must have contributed handsomely to the Eye Bank at East Grinstead, thanks to this return to steam.—W. B.

.....

CARS AND THE U.S.A.F.

Sir,

I thought you might be interested in the list of cars purchased through the United States Air Force Post Exchange at Manston R.A.F. Station, Kent.

American servicemen stationed in the United Kingdom are treated as visitors for customs purposes and therefore do not have to pay purchase tax or import duty on cars of any nationality. The main restriction is that one cannot resell the cars in the United Kingdom except to other American servicemen, and then only if the owner is leaving the country or buying a more expensive British car.

	1954 to date 1955	
Austin	2	—
Austin-Healey	6	3
Ford (all models, Popular through to Zodiac)	38	12
Hillman	6	7
Jaguar	3	—
Morris and M.G.	12	—
Porsche	1	—
Standard and Triumph	21	3
Vauxhall	3	1
Volkswagen	24	16

I do not believe any American cars were ordered for delivery over here, although a good many servicemen bring their cars over with them. These too, must be taken out of the United Kingdom at the end of one's tour of duty, or sold only to another serviceman.

The Porsche in the 1954 figures, I am happy to say, is my own acquisition, a 1,500-c.c. Super Coupé.

I am, Yours, etc.,

STEPHEN F. WILDER (1st Lt., U.S.A.F.).

* * *

THE HUDLASS

Sir,

I was interested to see the name Hudlass appear in "Rumblings," your issue April, 1955, and to learn of the reader who encountered a

small two-door coupé with bull-nose radiator bearing a Union Jack and licensed as a Hudlass.

Your correspondent also referred to Hudlass as going out of business before 1910, as quoted by Doyle.

The Hudlass referred to by Doyle is my grandfather, Mr. F. W. Hudlass, O.B.E., M.I.Mech.E., Chief Engineer of the Royal Automobile Club from the days of the Automobile Club of Great Britain and Ireland in 1903 until 1947 when he retired and my father Mr. Maurice Hudlass took over the position which he still holds. Prior to joining the staff of the Club in 1903 my grandfather was an established manufacturer of petrol-engined cars and his first model completed in 1896 is considered by many to be one of the first petrol cars to be designed and manufactured by an Englishman, in this respect my grandfather was a contemporary of F. W. Lanchester. Although now in his eighty-first year he still drives his car daily.

The car seen by your correspondent was built by my father's brother, Mr. Leonard Hudlass, Transport Engineer to the Royal Automobile Club, it was completed in 1932 and has had continuous use since, myself having owned it since 1950.

Briefly for your information, it has a 1926 Riley radiator and engine driving through a Lanchester gearbox and a Model-T Ford rear axle of 1922 vintage. The chassis was designed and built by Mr. L. Hudlass but manufactured by Messrs. Rubery Owen.

If your correspondent lives in or near to London and cares to communicate with me I can arrange for him to see the car and have a run in it.

I am, Yours, etc.,

London, W.7.

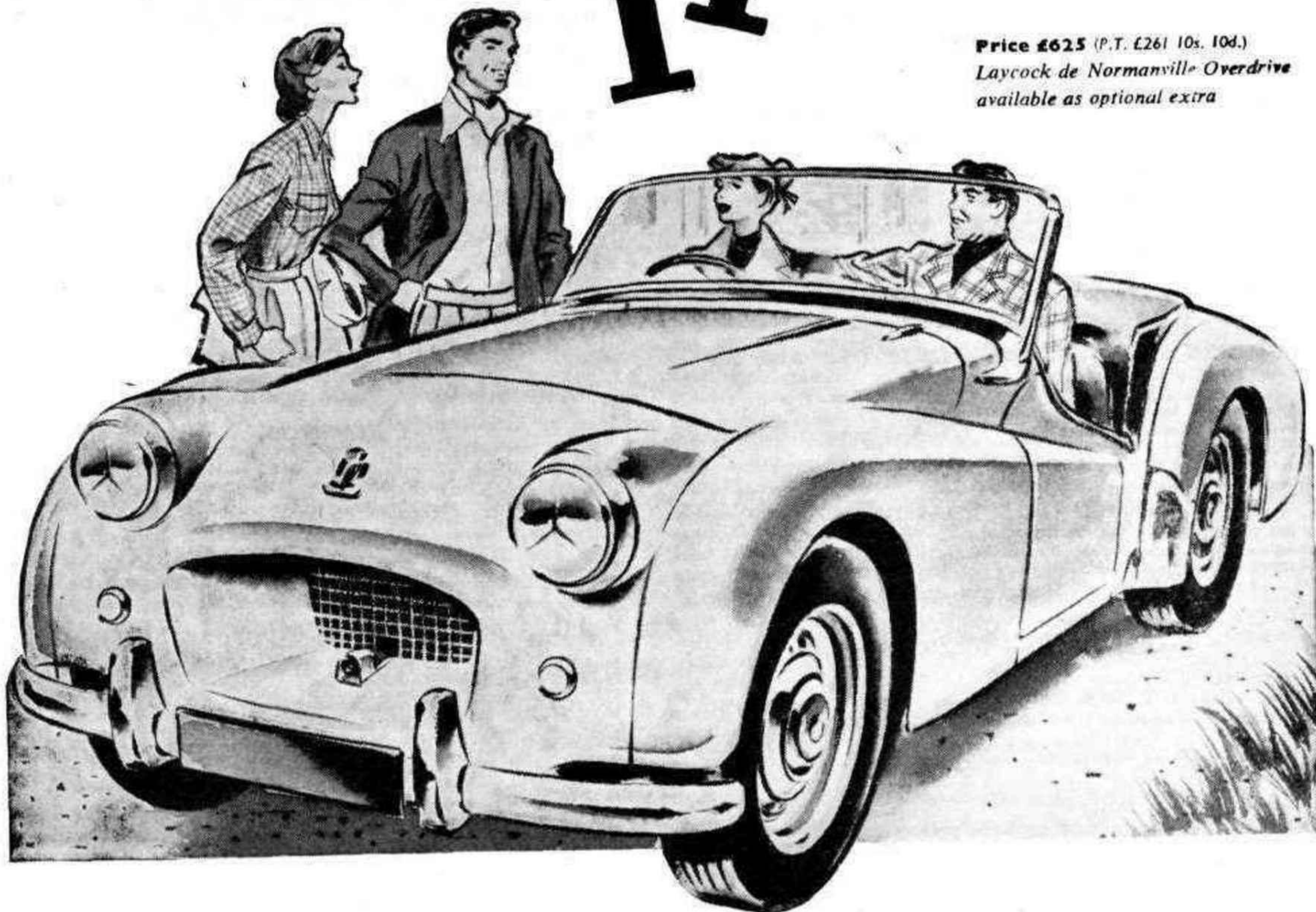
MICHAEL HUDLASS.

.....

Giving data about the racing at the popular Snetterton Motor Racing Circuit, a booklet "This Thing Motor Raving" has been published by Riches and Sear, Ltd., Quidenham, Norwich, for 1s., or 1s. 3d. by post. It contains topical articles by well-known personalities and historical material and pictures, as well as listing hotels convenient to Snetterton.

Here **IT** is!

Price £625 (P.T. £261 10s. 10d.)
Laycock de Normanville Overdrive
available as optional extra



You'll see it speeding along the highway; you'll notice how it becomes the object of admiration in the busy street; you can't help watching it manoeuvring so smoothly, so easily in city traffic . . . What is IT? It's the Triumph T.R.2—Britain's winning sports car, the car that has brought a new inspiration to motoring! Already its impressive record of achievements in the international sporting field puts it right ahead of its class. A car that inspires confidence the moment you ease yourself into the front seat because into it has gone all the skill, experience and craftsmanship of an organisation renowned for its long line of famous cars.

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REPORTS of RECENT EVENTS

DUNDROD (May 14th)

Provisional Results :

Champion Trophy :	
1st : W. Smith (C-type Jaguar), 1 lap handicap	86.79 m.p.h.
2nd : D. Titterington (D-type Jaguar), scratch	89.86 ..
Ulster Trophy (awarded to fastest finisher) : D. Titterington	
	89.86 ..
<i>Fastest lap : D. Titterington, 91.43 m.p.h.</i>	

MAIDSTONE & MID-KENT M.C. SILVERSTONE MEETING (May 14th)

Provisional Results :

750 Formula : 1st : D. Reece (Austin)	59.80 m.p.h.
1,172 Formula : 1st : M. McDowell (Lotus)	65.03 ..
1,500-c.c. Sports Cars : 1st : A. J. Nurse (Lotus)	63.05 ..
500-c.c. Racing Cars : 1st : Scott-Bloor (Cooper-Norton)	68.27 ..
Racing Cars up to 1,500 c.c. s/c., 2,500 c.c. non-s/c. : A. E. Marsh (Cooper)	69.16 ..
Sports Cars over 2,500 c.c. : J. C. Wick (Cooper Jaguar)	70.59 ..
Formule Libre : 1st : B. Berry (Jaguar)	70.08 ..
M. & M.K. M.C. Members' Handicap : 1st : A. McMillan (Cooper-Bristol)	71.69 ..
Sports Cars up to 2,500 c.c. : 1st : A. McMillan (Cooper-Bristol)	74.21 ..

LANCASHIRE A.C. MORECAMBE RALLY (May 14th/15th)

Provisional Results :

Best Performance : G. Parkes (Aston Martin).	
Best Performance (Production Touring Cars) : J. W. Waddington (Triumph TR2).	
Class Awards :	
Production Touring Cars up to 1,000 c.c. : R. Grant (Renault).	
1,001 c.c. to 1,300 c.c. : J. R. Crow (M.G.).	
1,301 c.c. to 2,000 c.c. : J. M. Pye (Hillman).	
Over 2,000 c.c. : A. C. Whatnough (Sunbeam).	
Modified Touring Cars : J. C. Wallwork (Ford).	
Production Sports Cars up to 1,600 c.c. : C. L. Kinns (H.R.G.).	
Production Sports Cars over 1,600 c.c. : A. L. Yarranton (Morgan).	
Team Award : Bolton Le Moors—Kinns, Snaylam, E. Vanner (Ford).	

BARBON MANOR HILL-CLIMB

Best Time of Day : P. S. Hughes (Tojeiro)	34.68 sec.
Best Opposite Class : H. C. Allison (Cooper-Norton)	35.19 ..
Best Time of Day (Westmorland M.C. Member) : J. W. Goodwin (Healey)	38.10 ..
Second Best Time of Day : Scott-Bloor (Cooper-Norton)	36.04 ..
Class Awards :	
Class 1 : Closed Cars up to 1,500 c.c. non-s/c. : J. H. Twentyman (Frazer-Nash)	39.16 ..
Class 2 : Sports Cars up to 1,250 c.c. non-s/c. : A. K. Howarth (A.K.H.)	39.32 ..
Class 3 : Sports Cars 1,251-1,750 c.c. non-s/c. : A. Ensoll (M.G.)	37.26 ..
Class 4 : Sports Cars 1,751-2,600 c.c. non-s/c. : H. L. Yates (Frazer-Nash-B.M.W.)	38.18 ..
Class 5 : Vintage Sports Cars up to 1,500 c.c. non-s/c. : H. Spence (Lea-Francis)	40.14 ..
Class 6 : Vintage Sports Cars Unlimited, non-s/c. : J. A. Williamson (Bentley)	38.89 ..
Class 7 : S/c. Sports Cars up to 1,500 c.c. : J. F. Gillham (Riley)	38.80 ..
Class 8 : Formula III (500-c.c. Racing Cars) : N. Utley (Kieft)	39.65 ..

HERTS COUNTY A. & A.C. WESTBROOK HAY HILL-CLIMB

Humphrey Cook Challenge Trophy (fastest time of day) : A. E. Marsh (1,100-c.c. Cooper-J.A.P.)	26.01 sec.
Fastest Time by Herts County A. and A.C. Member : A. E. Marsh	26.01 ..
Class A : Sports Cars up to 1,100 c.c. : R. Blake (G.B. Ford)	35.08 ..
Class B : Sports Cars 1,101-1,500 c.c. : A. L. Jones (Kieft-M.G.)	30.92 ..
Class C : Sports Cars 1,501-2,500 c.c. : H. M. Denton (Morgan)	31.43 ..
Class D : Sports Cars over 2,500 c.c. : G. Parker (Jaguara (S.))	28.12 ..
Class E : Racing Cars up to 500 c.c. : C. A. N. May (Cooper-J.A.P.)	28.38 ..
Class F : Racing Cars 501-1,500 c.c. : A. E. Marsh (Cooper-J.A.P.)	26.01 ..
Class G and H : Racing Cars over 1,501 c.c. : P. Stubberfield (Bugatti)	28.01 ..

750 M.C. DAWN HANDICAP RALLY

Best Performance : N. Crane (Morris Eight), 4 marks lost.	
Best Performance (Opposite Club) : H. Birkett (Thames) (Hants & Berks M.C.) 50 marks lost.	
Best Novice : R. Accibone (Morris Cowley), 191.	
Best Experienced Driver : G. B. Freeman (Morris), 95.	
Best Expert : R. Stokes (British Salmson), 54.	

PLYMOUTH M.C. LADIES' DAY EVENT (May 22nd)

Premier Award : Mrs. B. Peacock (Triumph TR2).
Second : Mrs. M. Hussell (Ford Anglia).
Third : Mrs. R. Davis (Ford Prefect).

SEVENOAKS & DIST. M.C. KENT RALLY (May 21st/22nd)

Outright Winner : E. N. Mason and Navigator D. W. Smith (TC M.G.).
Open Cars :
Over 1,250 c.c. : J. Bates (TA M.G.).
Under 1,250 c.c. : E. N. Mason (TC M.G.).
Closed Cars :
Over 1,500 c.c. : R. Bourne (Standard Vanguard).
Under 1,500 c.c. : J. Reeves (Austin A40).
Ladies' Award : Miss P. Reeves (Austin A40).
Team Award : "Midgets" (Mason, Bates and Hudspith).

NORTH MIDLAND M.C. SPORTING HILL-CLIMB (May 25th)

Fastest Time of Day : E. Harrison (Harford).	
Class A : Dr. T. L. Pilkington (Austin A30).	
Class B : A. Alldred (M.G.).	
Class C : K. A. Scales (Export Ford Anglia).	
Class D : R. Frolich (Porsche).	
Class E : J. Dalton (Austin Healey 100S).	
Class F : E. Hodgson (Vauxhall Velox).	

WORKSOP COLLEGE MOTOR SHOW (May 30th)

Specials : N. H. Coates.
Open Cars : D. Tranfield (Triumph TR2).
Closed Cars : K. Scales (Ford).

HEREFORD M.C. MAY DRIVING TESTS (May 29th)

Class 1 (Open Cars) : A. L. Yarranton (Morgan).
Class 2 (Closed Cars) : R. Foster (M.G. 1½).

LIVERPOOL M.C. JEANS GOLD CUP RALLY (May 28/29th)

1st : A. G. Imhof (Allard)	85.4 sec.
2nd : J. P. Baldham (Triumph TR2)	90.0 ..
3rd : G. R. Greenhalgh (Triumph TR2)	92.0 ..
4th : J. Broomby (Triumph TR2).	

INDIANAPOLIS (May 30th)

1st : Bob Sweikert (Zinc Special)	128.20 m.p.h.
2nd : Tony Bettenhausen (Chapman Special)	127.40 ..
3rd : Jimmy Davis (Bardahl Special)	126.30 ..
4th : J. Thompson (Schmidt Special)	125.64 ..

MOROCCAN RALLY

1st : Deschaseaux-Marteanu (Peugeot).
2nd : Lacaze-Grammatico (Simca).
3rd : Ostyn-Villard (D.K.W.).

FALCON M.C. TEMPSFORD SPEED TRIAL (Whit Monday)

Class 1 : 750-c.c. Sports : R. Finch.
Class 2 : 1,172-c.c. Sports : W. G. Marriot.
Class 3 : 1,300-c.c. Sports : H. S. Ladds.
Class 4 : 1,500-c.c. Sports : H. S. Ladds.
Class 5 : 2,000-c.c. Sports : U. M. Denton.
Class 6 : Unlimited Sports : J. A. Williamson.
Class 7 : 1,600-c.c. Saloons : J. R. Waller.
Class 8 : Unlimited Saloons : Dr. G. C. Shepherd.
Class 9 : Unlimited Closed Cars : R. G. Playford.
Class A : Racing Cars : F. J. Mays.
Class B : 1,100-c.c. Racing Cars : A. F. Rivers Fletcher.
Class D : Unlimited Racing Cars : A. F. Rivers Fletcher.
Specials : T. Davis.

DAVIDSTOW (Whit Monday)

Sports Cars up to 1,300 c.c. : E. Brandon (Halseylec)	75.94 m.p.h.
Sports Cars 1,301-2,750 c.c. : J. F. Rolls (Tojeiro-Bristol)	77.69 ..
Sports Cars up to 1,500 c.c. : E. Brandon (Halseylec).	
Sports Cars Unlimited : J. F. Dalton (Austin Healey)	79.69 m.p.h.
Formula III : R. K. Tyrell (Cooper)	78.19 ..
Formula I : L. Marr (Connaught)	85.54 ..
Production Cars : G. Tyrer (Jaguar)	79.52 ..
Formule Libre : S. J. Broad (Lotus-M.G.).	
<i>Fastest lap : L. Marr (Connaught), 89.88 m.p.h.</i>	

THE B.A.R.C. ALL-SPORTS-CARS MEETING AT GOODWOOD

Duncan Hamilton (D-type Jaguar) Wins 21-Lap Johnson's Challenge Trophy Race

A SUN DRENCHED Whit Monday rendered the B.A.R.C. International (*sic*) Goodwood Meeting, which, a vintage-car race apart, was confined to sports cars, exceedingly pleasant. Duncan Hamilton's D-type Jaguar led throughout to win the Johnson's (Wax Polish) Challenge Trophy Race very comfortably from Berry's similar Jaguar, Hamilton praising his mechanics for good preparation. The Ladies' Handicap turned out to be vastly exciting, Nancy Mitchell's Daimler Conquest Century rally saloon gaining a surprise victory. Much discussed was the Celebrities Race and critics should remember that similar "fun and games," such as a taxicab race, veteran-drivers' race and one-make races used to seem permissible at Brooklands. In fact, most of the celebrities drove hard, Chris Brasher (Jowett Javelin) and especially Jon Pertwee (D.K.W.) showing real skill, although no one could catch Richard Murdoch's "limit" 20/25 Rolls-Royce. We would rather not be driven by John Gregson, whose Hillman Minx convertible got nowhere, or by Lou Preager, who looked scared of his Ford Zodiac.—W. B.

SPORTS CARS UP TO 1,500 c.c. (10 Laps—Scratch)

Parnell, driving the Equipe Endeavour's Cooper-Connaught, led until the very last lap, when Colin Chapman, who had been hiding up the Cooper's tail all the way and profiting by Reg's locking wheels, came by on the right as Parnell followed E. Lewis' lapped Lotus-Climax out of the *chicane* and beat his rival on acceleration (and surprise?), to a narrow victory. McAlpine handled his aerodynamic Connaught splendidly but, after holding second place to half-distance and pressing Parnell, gave best to Chapman. Sopwith had his Cooper-Climax in fourth place, going very well, and as it resembled Parnell's Cooper commentator McDonald Hobley got them muddled up. Bicknell, sliding and rolling, held fifth place in his Revis-Borgward, but the rest were nowhere. Naylor's Lotus-Connaught retired.

1st : C. Chapman (Lotus-M.G.) 81.75 m.p.h.
 2nd : R. Parnell (Cooper-Connaught).
 3rd : K. McAlpine (Connaught).
Fastest lap : Chapman, 84.54 m.p.h.

SPORTS CARS UP TO 2,000 c.c. (10 Laps—Scratch)

Unfortunately, Hawthorn, who had flown home to drive a works Tojeiro, was a non-starter because a drive-shaft broke in practice. Michael Anthony really got his Lotus-Bristol going and led all the way after passing Scott-Russell's sister car on lap two. Anthony's Lotus has now been painted green, and the intakes for its triple carburettors poke through the bonnet-top, being covered with rubber caps when the car is not in use, whereas Scott-Russell keeps his intakes out of sight. The latter drew away on the straights from C. A. S. Brooks' works Frazer-Nash but gave best on lap five. Towards the end the Lotus engine became rough and Scott-Russell toured in, but still in third place. Behind him ran Rogers' Cooper-Bristol, his neat maroon and bronze car contriving to spin twice and continue only one place back, which Rogers promptly regained from Alan Moore's Lister-Bristol. David Hampshire, back in racing, drove J. V. Green's Lister-Bristol nicely, but A. D. Brooks spilt lots of *chicane*-fencing onto the course when his Le Mans Replica Frazer-Nash skidded. Rudd was applauded for holding some vicious slides at this point in his A.C. Ace and way back in the field Robinson's A.C. Ace gradually disposed of two Triumph TR2s. J. Fisher, A.J.S. and Norton T.T. rider, in his first car race, ran off the course in a Kieft-Bristol, before which he had to lean over to close the passenger's door.

1st : M. Anthony (Lotus-Bristol) 82.83 m.p.h.
 2nd : C. A. S. Brooks (Frazer-Nash).
 3rd : R. Scott-Russell (Lotus-Bristol).
Fastest lap : Anthony and Brooks, 84.37 m.p.h.

SPORTS CARS OVER 2,000 c.c. (10 Laps—Scratch)

Duncan Hamilton amused himself by pouring on the power out of the *chicane* each lap and holding his D-type Jaguar's subsequent vicious tail-slides, for he was nicely ahead of Berry's similar Jaguar—both *sans* tail-fin.

Excitement was provided by Wick (Allard driver Zwick, pre-war), who tried to take third place from test-pilot Protheroe's XK120C Jaguar on the last lap on the approach to Woodcote Corner. He did so, but ran straight on into the sandbank, damaging the nose of his ex-Whitehead Cooper-Jaguar. The Earl of Northesk and R. H. R. Thomas in their Jaguar XK120s hadn't a clue, the former having the good sense to retire, whereas the latter toured on, and Forbes, after skilfully cornering his 1936 Talbot-Darracq, eventually smote the *chicane* fencing. Everard retired in his DB3S Aston Martin, while the door of Bailey's Allard swung open, a possible argument in favour of doorless sports cars.

1st : J. Duncan Hamilton (Jaguar D-type) 83.72 m.p.h.
 2nd : R. E. Berry (Jaguar D-type).
 3rd : E. Protheroe (Jaguar C-type).
Fastest lap : J. Duncan Hamilton, 84.87 m.p.h.

VINTAGE-CAR HANDICAP (5 Laps)

This was a stirring spectacle, especially as Basil Davenport was reaching almost 100 m.p.h. down the straight in his 1920 200-Mile-Race-replica G.N. with V-twin engine of the chain-driven o.h. camshaft persuasion; he left Clutton's 1908 G.P. Itala until he "blew-up." Sir Francis Samuelson, himself vintage, led in his 1914 T.T. Sunbeam for three laps, then Sears' sister car, taken really fast through the corners, took the lead, but couldn't quite cope with the splendidly-handled and very fast and neat ex-Brian Twist, ex-Humphries 1927 Amilcar Six driven by J. Tozer, who cornered faster than many in modern cars had done. Very nice was Roberts' Type 43 Bugatti, a 1928 T.T. car, but we were sorry Forestier-Walker's Hispano-Suiza non-started, as we wanted to see its tulip-wood body. Graham drove an experimental Phantom II Rolls-Royce with boat-type body and Burton, McDonald, McKenzie and Vessey drove Bentleys, of which McKenzie's smoked and only McDonald's got into the money.

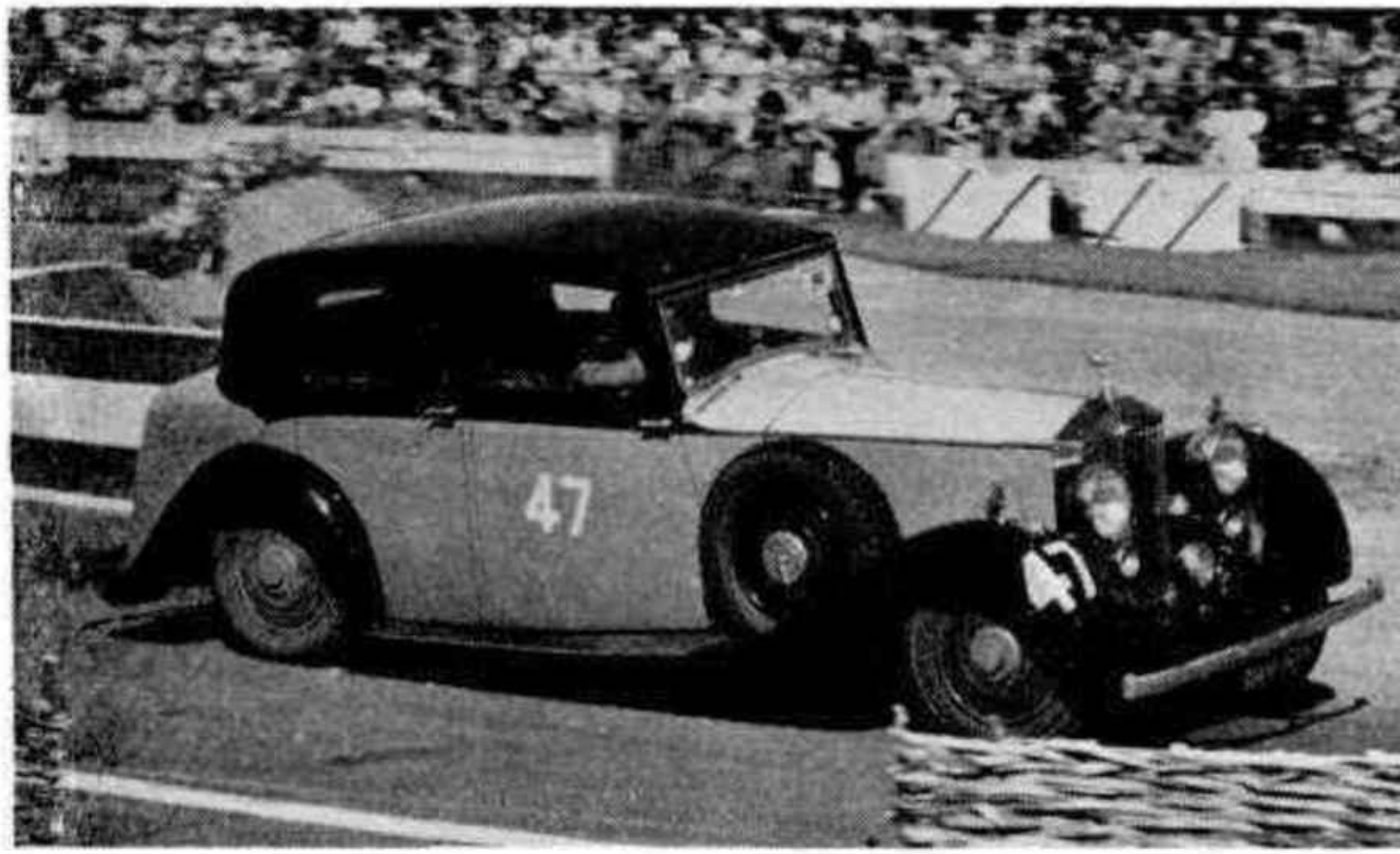
1st : J. Tozer (1927 Amilcar Six) 72.26 m.p.h.
 2nd : J. G. Sears (1914 T.T. Sunbeam).
 3rd : G. G. McDonald (1927 4½-litre Bentley).
Fastest lap : Tozer, 74.48 m.p.h.

LADIES' HANDICAP (5 Laps)

For three laps Mrs. Ashby, driving very neatly her first race, in a 16/80 Wolseley saloon, non-standard only by reason of a straight-through exhaust system, led, and duly received applause. But she couldn't hold off the back-markers, of whom Nancy Mitchell's Daimler saloon was trying to get past Jean Bloxam's DB2 Aston Martin and Mrs. Gibbs' special-bodied H.R.G. The last-named retired, Nancy got by, but Hazel Dunham was simply throwing her A.C.



IMPUDENCE BEATS DIGNITY.—In the Vintage-Car Handicap Basil Davenport's little V-twin G.N. left with Cecil Clutton's 12-litre Itala and led the older but larger car until Davenport retired. Note H. R. Godfrey, the "G." of G.N., with his hand on the G.N.'s bonnet and Clutton's "Persil" overalls.



ROLLING RICHARD.—Richard Murdoch's very large 1938 20/25 Rolls-Royce is driven purposefully through the chicane to win the Celebrities Race at nearly 50 m.p.h.

Ace through the chicane and experienced Jean Mortimer was coming up fast in her Austin-Healey. On the last lap Carol Fisher passed Mrs. Mortimer going towards Woodcote and, as she had shown no love of corners earlier in the race, no one was surprised when she spun. Unfortunately, she did this in the centre of the course, so that the near-side wing of the Austin-Healey struck the Kieft-Bristol, putting Jean Mortimer out of the race with victory in sight. Carol recovered and went on, not stopping afterwards, so that Jean was obliged to walk in to "interview" the Kieft driver. Nancy Mitchell, opposition conveniently removed, ran on to win, by a wheel, from Miss Dunham's Tulip Rally A.C. Pat Moss (M.G.) was unplaced.

1st : Mrs. Nancy Mitchell (Daimler Conquest) ... 64.57 m.p.h.
2nd : Miss Hazel Dunham (A.C. Ace).
3rd : Miss Betty Haig (A.C. Ace).

Fastest lap : Miss Dunham, 71.29 m.p.h.

The Celebrities 3-lap Handicap produced much good-natured fun and some good driving, Richard Murdoch, waving a bowler-hat in a rebodied 1938 20/25 Rolls-Royce saloon looking as big as a 40/50, tyres smoking as it rolled away from the chicane, winning at 49.27 m.p.h. from Chris Brasher's really well-driven Jowett Javelin and Brian Reece's smart red Sunbeam Alpine, which made fastest lap, at 62.07 m.p.h.

THE JOHNSON'S CHALLENGE TROPHY RACE (Sports Cars— 21 Laps)

A Le Mans start rather spoilt this, as Parnell's Cooper-Connaught was left for a long time on the starting line. Duncan Hamilton was never challenged for a moment and Berry ran in second place, pursued by Anthony's Lotus-Bristol and Brooks' Frazer-Nash. McAlpine had one of his best drives, the aerodynamic Connaught leading the 1½-litre class—there was little opposition but, more important, McAlpine was fifth in the race as a whole, cornering very cleanly and quickly. Chapman appeared to have had a biff from the Revis on the first lap, a dent appearing in the off-side tail-fin of his Lotus, and when Bicknell retired on lap four Colin shook his fist at him. Apart from the speed of the leaders, interest was lent when Hodges put his Griffiths-M.G. past Trimble's Austin-Healey going into the chicane, by the fast "solid" cornering of the Hon. R. Lindsay's old 2-litre H.W.M., and by Trimble when he held no fewer than four tail slides in his Austin-Healey as he left the chicane on lap five, on which Chapman retired. Lap seven saw Bailey's Allard retire and Sopwith's Cooper-Climax visit its pit, but otherwise the race continued mainly as a procession.

1st : J. Duncan Hamilton (Jaguar D-type) ... 84.41 m.p.h.
2nd : R. E. Berry (Jaguar D-type).
3rd : M. Anthony (Lotus-Bristol).

Fastest lap : J. Duncan Hamilton, 86.22 m.p.h.

2,000-c.c. Class :

1st : M. Anthony (Lotus-Bristol) ... 83.34 m.p.h.
2nd : C. A. S. Brooks (Frazer-Nash).

1,500-c.c. Class :

1st : K. McAlpine (Connaught) ... 82.39 m.p.h.

WHAT IS VINTAGISM ?

Sir,

Looking back through some old issues of MOTOR SPORT, I found (in the December, 1952, number) an illustration of a rather fine 2-litre Crossley. The caption stated : . . . a 1931 model, actually a year too young for true vintage classification . . .

Now, why ? The Vintage Club's restriction of interest to cars produced over a certain period of years ending in 1930 has always seemed to me to be a curious piece of dogmatism. By implication, it asserts that there have been no vintage motor years since 1930—which is sheer nonsense. Just as many bad cars were produced in the '20s as in the '30s, and just as many good cars—perhaps more!—were produced in the '30s as in the so-called "vintage" years. According to the lights of the self-styled Vintage Movement, there can be no such thing as a vintage Jaguar, yet who can deny that Jaguar cars have enjoyed some real vintage years in their comparatively short but distinguished history. Probably our Vintage Club friends include the post-war Jaguars, Aston Martins and other great motors in their oft-parroted classification "modern tinware"—a term which is as corny as it is ignorant.

An acquaintance of mine says that the Vintage Movement is a form of inverted snobbery. Another suggests that the whole thing is just a racket designed to boost the sales value of decrepit vehicles which happen to have been made during the "magic years." Perhaps these views are a little uncharitable, but this question of what-makes-vintage-tick is worth examination. One can readily understand the enthusiasm of the veteran devotees, who with infinite care and patience restore ancient carriages to a state closely approximating to their pristine glory. But this does not seem to be the principle guiding the efforts of many vintage monomaniacs, one of whom—known to me—gained the acclamation of his cronies by having a 4½-litre Bentley power-house installed in place of the original engine in his Blue Label tourer. This operation, carried out by a "Bentley expert" at considerable expense, presumably had the object of bringing the somewhat staid performance of the Blue Label a little nearer that of some of the modern tinware.

Certainly it is very difficult to solve this strange problem. Over a number of years I have mingled and conversed with the vintage boys, but all I discovered was the existence of several fairly common denominators :—

(1) The almost desperate conviction that there have been no "men's cars" built since 1930 (with the possible exception of a few Bentley monsters born in the early '30s).

(2) A tendency to rate the quality of any motor vehicle from the volume of noise emitted by the exhaust.

(3) An alarming ignorance of the wider facts of automobile engineering.

(4) A casual dismissal of modern motor racing as being "just a boring procession of machinery, lap after lap, round Silverstone and other places," and an eager willingness to watch elderly Bentleys and Bugattis doing the same thing, rather more slowly.

(5) An addiction to quaint headgear. (This is, of course, just a harmless form of exhibitionism comparable with the sartorial tastes of Teddy Boys, and has no real bearing on the main problem. Or has it ?)

So far, not one vintage fanatic has given me a single cogent reason for placing the so-called vintage years on a pedestal of such lofty height as to be unattainable by other years of motor car history. Perhaps some of your readers can enlighten me ?

Until they do, I shall hold to my view that the vintage movement is nothing more than besotted bigotry.

I am, Yours, etc.,

Romford.

E. RAWNIT.

[Before we leave Mr. Rawnit to the mercy of the 2,000 or so members of the V.S.C.C. we must point out that he, too, is rather ignorant of the facts. The V.S.C.C. was formed in 1935 and it was then that its sponsors stated that "no real motor cars have been built since 1930"—so Mr. Rawnit must search for "vintage" cars in the years 1930-1935. Since the war this club has recognised "Post-Vintage Thoroughbreds" to embrace the better cars of 1930-1939, although criticism might be made of some of the cars which they pass as such. The quaint headgear cult is that of rally crews in modern cars, surely ? And can it be that Mr. Rawnit has mistaken the B.D.C. for the V.S.C.C. ? After which, sir, we throw you to Tim Carson and his Committee . . .—ED.]

THE WHITSUN NATIONAL RACE MEETING AT SNETTERTON

BAD weather cleared at Snetterton in time not to spoil the West Essex C.C. racing on Whit Saturday, which consisted of nine short, snappy events.

The 10-lap Formula III race made the fans sit up, for Allison's Cooper led Jim Russell's Cooper and even looked steadier until, at the Esses on the last lap Allison, now with Russell virtually alongside, spun off on the outside, to roll backwards across the course with the front bonnet unsecured. Hall's Border Reivers' Cooper had been holding third place in front of Parker's Kieft and now ran home second, Allison restarting in time to finish before Parker. Russell averaged 80.81 m.p.h. on this hard-won victory but Allison made fastest lap, at 82.94 m.p.h. Anderson finished nursing the nose of his Staride-Norton.

The 1½-litre sports-car race promised entertainment. Colin Chapman's Lotus-M.G. had no trouble, however, in winning from Sopwith's Equipe Endeavour Cooper-Climax, the Lotus crossing the line 8.8 sec. ahead. Parnell was trying a Cooper-Connaught from the same stable but retired early, and Leston's non-aerodynamic Connaught was passed by Sopwith after the first lap, although it out-distanced Naylor's Lotus-Connaught. Russell was having a go in a works Cooper-Climax but on lap three slid outwards at the Esses and then across the course, to park neatly out of the way up a sand-bank. Chapman averaged 82.62 m.p.h. for the five laps and made fastest lap at 84.23 m.p.h., tyres howling through the corners. Hill's Turner indulged in a battle with Ladd's M.G., with much politeness as to who should lead at the Esses.

The 2-litre sports-car race was a gift for the talented Archie Scott-Brown, who lapped at 84.52 m.p.h. in the familiar Lister-Bristol and won at 83.33 m.p.h. Second and third places were again occupied by Sopwith's Cooper-Climax and Leston's Connaught, the gaps between the first three being, respectively, 5.6 and 2.0 sec. Parnell's Cooper-Connaught was now a non-starter and Chapman's aerodynamic Lotus-M.G., now driven by Jopp, didn't last a second race, retiring. Naylor was again fourth, Crook nearly "lost" his Cooper-Bristol at the Esses but held off Stoop's new Frazer-Nash, which was suffering from fuel starvation from the reserve petrol supply.

The unlimited-capacity sports-car race merely served to show the worth of Scott-Brown and the very-stable Lister-Bristol, which refused to slide even when Archie flung it through the Esses. This time he won at 85.96 m.p.h. and had increased his lap-speed to a remarkable 87.41 m.p.h., which was sufficient to leave Peter Collins in a works 3-litre DB3S Aston Martin 9.2 sec. behind at the finish. Stevens rotated at the Esses in the Vermin Stable's DB3S Aston Martin, and a moment later Lawrence's Jaguar XK120C went straight on at the same place. Taylor's coupé Jaguar XK120 toured along, being passed by Blond's XK120C in mid-Esse on lap five. W. T. Smith's Jaguar XK120C was third, 6.6 sec. behind Collins. Unfortunately, John Sommervail's Austin-Healey became master of its driver at the hairpin and ran infield, collecting and seriously injuring a flag marshal on the way and hitting a Ford Zephyr by which others were standing, inflicting further injuries on others, including a child spectator. The disc brakes probably locked-on.

We tipped C. A. N. May to win the F. III race for J.A.P.-engined cars, but after the first lap his Cooper fell back. Tony Marsh's Cooper displaced Iszatt's Cooper on the last lap, to win at 75.45 m.p.h., with May third. W. T. Smith's XK120C won the Jaguar race at 84.65 m.p.h. from the similar cars of Lawrence, and Blond the initial leader. Blond tried some brave late-braking into the hairpin, and lapped fastest, at 87.10 m.p.h., but Smith regained the ground lost on acceleration, back tyres well "alight."

The 10-lap Formula I race for the Curtis Trophy was, alas, a dull procession, the twelve entrants being reduced to a mere five starters and the Owen Maserati being amongst the absentees. Even Scott-Brown couldn't hold off Salvadori in the Maserati—although he *tried*! Salvadori won at 89.03 m.p.h., 1 min. 16.6 sec. ahead of the Lister-Bristol, with Sommervail's Cooper-Bristol third, Boulton's Connaught fourth and Gibson's Connaught fifth.

Two B.R.M.s graced the Formule Libre 10-lap race and Peter Collins seemed to have victory in his lap, and had set a new lap-record of 95.11 m.p.h., when he spun coming out of the hairpin on the sixth lap and damaged the near-side front tyre and suspension. Salvadori thus ran home the winner, at 90.72 m.p.h., in the Maserati,

which out-distanced an unhappy-looking Flockhart in the other B.R.M. by 14.4 sec., its acceleration not appreciably better than that of Cunningham-Reid's Lister-Bristol. The irrepressible Scott-Brown in his sports car was third, Smith's XK120C Jaguar fourth, and the old Spero 3-litre racing Maserati fifth.

Racing concluded with a 5-lap handicap for saloon cars in which Gelberg's 2½-litre old-model Riley came through to win at 65.30 m.p.h. from Woozley's DB2/4 Aston Martin and Foster's M.G. Magnette, fastest lap going to Woozley at 74.88 m.p.h., and Sopwith enjoying himself enormously in a Ford Zephyr which couldn't catch Everard's Ford Zephyr convertible.

* * *

Postscript: Although we journeyed up to the wilds of Norfolk on the Whit Saturday, traffic congestion wasn't serious on this pouring-wet holiday morning. After the meeting we repaired to Watton and ate alone in a deserted café in the main street (a tip to others for August 13th), and then took a quiet road through an Army-devastated plain and charming common-land back to Thetford. Thereafter the Fiat 1,100 made excellent time along that splendid highway A11 (neat litter-bins at each lay-by a good feature), until we left the spacious Norfolk scene for Cambridge. We saw the University town from its less charming aspect, but certainly Britain has fast highways going east-south-west in this area, only a delightfully "local" train at Foxton level-crossing halting us on the Cambridge-Royston-Baldock stretch, after which we crossed A1, and had a glimpse of Hitchin, which looked a pleasing town, before regaining familiar, still-uncongested territory from Luton onwards.—W. B.

AND NOW, AFTER "THE MOTOR-CAR IN FICTION"—CAN YOU REMEMBER MOTORING SONGS?

Sir,

I was greatly intrigued by the article in *MOTOR SPORT* for April, "Motoring in Fiction." But, sir, what about motoring songs? There have been some quite famous ones, and I have acquired a few on gramophone records. Perhaps the earliest of any note was about 1905, the famous "Oh, Flo, Where Shall We Go?", which was something about an American motor car.

Then in 1912 was the very famous one about the lover whose car broke down every time he had his girl in it and was squeezing her. "He'd Have to Get Out and Get Under, Get Out and Get Under His Little Automobile." It went on about every time he was giving her a squeeze, the darned old engine would seize. Then in 1925 there was "My Little Austin Seven," sung by the late Norman Long, and recorded by Clarkson Rose, a witty little song with several verses. In the thirties the late Ronald Frankau recorded a very saucy and witty one called "You Make My Wheels Go Round." But perhaps the best of the lot was a catchy tune in the show "Kissing Time," circa 1924, called "My Motors," which had a chorus which said:

"I've a perfect Motor Show,
A car for every girl I know,
For Daisy I always keep a Daimler
Vi has my Vaux-hall,
For Sue supreme I've a smart Sun-Beam
For Loue in the Swift I call;
With Rose in the Rover
We often go to Dover;
And a Mors I've got for Maude
And for Joyce I've a smart Rolls-Royce,
For the Wife . . . I've always got the FORD."

And in a second chorus he describes various types of car bodies he has for the various girls.

Then there was the famous "Girl in the Taxi," and later "I Heard a Song in a Taxi," sung by John Mills, and the "Taxi-driver's Serenade." And Stanelli recorded a splendid disc of tunes played on his fine collection of motor horns, which he still has to this day and appeared with on TV quite recently.

I am, Yours, etc.,

Knarborough.

G. A. SHAW.

BOOK REVIEWS

"Targa Florio," by W. F. Bradley. 164 pp., 5½ in. by 8½ in. G. T. Foulis & Co., Ltd., 7, Milford Lane, Strand, London, W.C.2. 15s.)

Having originated the idea of devoting a book to a classic race ("The 200-Mile Race of the J.C.C.," Grenville Publishing Co.), the writer is delighted to see that the veteran journalist W. F. Bradley has written a book on that romantic race, the Targa Florio.

This account of that astonishing race held regularly over the tough Sicilian circuits from 1906 to the present day is typical of Bradley, by which we mean that he writes in a manner, amply interspersed with anecdote, calculated to hold the interest of ordinary readers as distinct from that of avid enthusiasts who devour all motoring books as a matter of course anyway.

The author tells of how Vincenzo and Ignazio Florio, themselves picturesque figures, became interested in motoring and of how it came about that the first Targa Florio race was organised in 1906. Bradley is not, and never has been, afraid to introduce conversational sallies into his motoring accounts and race reports and if one is apt to wonder at a memory so retentive that the saying of celebrities of fifty years ago can be quoted *verbatim*, let us remember that if a history gains in interest by occasional lapses from strict fact there are many who will vote for thus embellishing the facts! Viewed, perhaps unfairly, in this light, "Targa Florio" is a very enjoyable book, in which the great drivers of the past live vividly on almost every page. Some repetition seems inevitable in motoring literature these days and Bradley's brilliant comparison of Nuvolari with Varzi is reminiscent of a similar chapter in his biography of Ettore Bugatti, while those fortunate folk who possess the 1922 bound volumes of *The Autocar* will find that Chapter 15 of "Targa Florio" is not new to them.

Here, then, is a book for lovers of the early motor races and especially will it appeal to lovers of Bugatti and Alfa-Romeo, whose stern battles over the dusty, mountainous Madonie circuit are excitingly portrayed.

Bradley gets the "local colour" and politics over particularly well and fresh facts are between the covers of "Targa Florio" for the sifting, as the tale unfolds of a race run under difficulties by sheer enthusiasm, Florio often entering his own race, and persuading his friends to do likewise, when entries had fallen below the customary number.

One of the better motor-racing books, this one is enhanced by some rare and extremely interesting photographs, although these are not presented in any particular relation to the text. Bradley is vastly entertaining—we still await eagerly a book on his full career as a motoring journalist, although he may be wiser to release this, instead, as separate titles—and he captures the atmosphere of the earlier days of motor-racing admirably indeed.

The later races in the Targa Florio series, from 1932 onwards, he glosses over in a single brief chapter, although his book contains comprehensive results-lists of all the races from 1906-1954.

Having every reason to praise this book, it still remains for someone to write a technical history of the Targa Florio races.—W. B.

"Daily Mail' Motoring Guide, 1955." Edited by Courtenay Edwards, 160 pp., 4½ in. by 7½ in. (Associated Newspapers, Ltd., Northcliffe House, London, E.C.4. 2s.)

Here again is this comprehensive *Daily Mail* annual, packed with articles by experts on all aspects of motoring and containing, on the sporting side, a chapter on motor-racing prospects by Courtenay Edwards, "How to become a Rally Driver," by Sheila Van Damm, "Aintree Prospects," by G. Grant, and data on the Vanwalls.

"Motor-Cycle Engines—Second Series." 64 pp., 8 in. by 10½ in. (Temple Press, Ltd., Bowling Green Lane, London, E.C.1. 3s. 6d.)

This book is excellent value for those who wish to have data, both textual and clearly-pictorial, at their elbows—and remembering that the Vanwall engine owes allegiance to motor-cycle practice, most of our readers will wish to do so.

The engines dealt with are: A.J.S. 7R, 347-c.c. A.J.S. and Matchless, A.J.S. and Matchless parallel-twins, Ariel Red Hunter, Ariel twin, B.S.A. Golden Flash, British Anzani, Douglas Dragonfly, Norton Manx 499 c.c. and 348 c.c., Panther 100, Royal Enfield Bullet, Triumph Terrier, Triumph Thunderbird, Velocette MAC,

Velocette MSS and Vincent Rapide. There are many drawings of details, but the exploded views of complete engines "make" this modestly-priced book.—W. B.

"The Driving Test Fully Explained," by F. S. Hollidge, 133 pp., 4½ in. by 7½ in. (Temple Press, Ltd., Bowling Green Lane, London, E.C.1. 5s.)

By a well-known author of books of this class, this work is very comprehensive, illustrated, and just the job for pre-test study by jittery wives and girl-friends.

"The Motor' Repair Manual—11th Edition." 181 pp., 4½ in. by 7½ in. (Temple Press, Ltd., Bowling Green Lane, London, E.C.1. 6s.)

At the present time, with repair labour charges of 10s. and 12s. an hour, it pays to work on the car oneself, and this manual is exceedingly useful as guide and mentor. It not only describes how to undertake major overhaul of engine, transmission, back axle and chassis, but covers electrical and bodywork repairs and possesses two appendices, dealing with useful workshop materials and how to trace engine troubles. In addition, workshop equipment, including the lathe, is described and soldering, case-hardening and brazing explained.—W. B.

Esso have issued a useful series of foreign phrase books for the motorist, those to hand covering French, Italian, Spanish and German. Each book, the cost of which is 6d., contains a map and is divided into sections for ready access to appropriate phrases. Thus, under "On the Road" we learn to say *Où puis-je trouver un bar?*; *Dove posso trovare un bar?*; *Donde encontraria un bar?*; or *Wo finde ich eine Bar?*

These attractively-arranged booklets also contain road-signs, conversion tables, touring hints and information on wines and are really splendid value. It should be emphasised that they are obtainable only from Esso depots and service stations.

The British Road Federation has issued an attractive book, "The Road Way to Safety," consisting of photographs and plans showing how sensibly-applied road reconstruction schemes (small roundabout costs £1,200, an elaborate one £11,400, a canal bridge £34,500) obviate accidents—the second book of its kind they have published. It is available free of charge from the B.R.F., 4a, Bloomsbury Square, London, W.C.1, on mentioning *MOTOR SPORT*. (When another book is contemplated the B.R.F. photographer should certainly include that shocking railway bridge with blind oblique turns at each end on a strictly two-track road, which lies between Pangbourne and Streatley on A329, where reconstruction has not been undertaken!)

The manner in which postal services and food supplies have been maintained during the disgraceful railway strike, with vehicles running very much below capacity and no private cars commandeered, suggests that less importance need be placed on the railway than we have been accustomed to believe. If every vehicle were fully laden on all journeys railways would be of even less importance, and if trunk motor roads were laid over the permanent way . . .! Certainly this strike may cost the British Railways dear, for the convenience of the road for human and freight transport will have been underlined for many, who in future will probably prefer to spend on petrol in preference to train tickets. To the B.R.F. we suggest a slogan: "Give Us the Roads and Dispense with Rails."

The Handbook of the Elstree Flying Club has been in great demand since it was reviewed in *MOTOR SPORT*, and we are asked to state that it is obtainable from Elstree Aerodrome, Herts, and not from the club's London office. On July 2nd there will be a meeting at Elstree from 3 p.m. to 5 p.m., with demonstrations, pleasure flights and an instructors' race. Admission by programme (1s.). Amongst the aeroplanes present will be a Battle of Britain Spitfire, early Mosquito, etc.

Go as far as you like . . .



everyone knows the "HM"
 means **higher mileage**

-and higher mileage means cheaper motoring!



AVON
H·M

'REGULAR' (with tube) 'AIRSEAL' (needs no tube)

A sign for Airseal tires. The sign says: "DON'T SAY TUBELESS - SAY Airseal NEEDS NO TUBE". Below that, it says "THE TYRE WITH THE 2-FOLD RIM SEAL". The text continues: "Far ahead in design and construction, the new Avon H.M. 'Airseal' not only gives you freedom from puncture hold-ups and bursts, but maintains its pressure even under the harshest treatment. The secret is its 2-fold rim seal where bead bases are a wedge fit to the rim contour, and where 5 air locking ribs are forced against the rim flange. Ask your dealer about the 'Airseal' now."

RUMBLINGS

The Cairo Motor Company announces a new Egyptian sports-racing car, to be known as the Phoenix 150 SR.

THE PHOENIX SPORTS CAR

The car has been built to the design of Raymond Flower, managing director of the Flower Organisation in Egypt, who is responsible for the Phoenix project. A 1,960 c.c. twin o.h.c. 4-cylinder engine with S.U. fuel injection, giving 145 b.h.p. at 5,800 r.p.m. and built by Turner of Wolverhampton, has been fitted to a lightweight tubular chassis with a de Dion rear axle designed by Lister of Cambridge. In the bodywork particular emphasis has been laid on aerodynamic flow and air-ducting, the result being a distinctive 2-seater open body in which simplicity of line is the keynote. The Company wishes to record its gratitude to the Hon. Fitzroy Somerest, who spent some months in Cairo during the winter, and in an entirely honorary capacity assisted in the design of the bodywork.

No one knows better than Raymond Flower (who has been since 1949 a regular competitor in the Alpine Rally and in 1953 and 1954 won the Series-Production Award in the Tourist Trophy) how difficult and costly it is to invade the precincts of the established sports-car manufacturers in International competitions, but the value of racing to design development and prestige is fully appreciated, and the appearance of the Phoenix in racing events will serve to underline the activities of the Flower Organization and the engineering progress of Egypt itself.

In due course, an inexpensive sports version of the Phoenix is planned, which will have similar lines and much of the performance of the 150 SR, but with a simplified chassis and engine, and bodywork more suitable for touring, probably manufactured in laminated plastic.

The name Phoenix springs from ancient Egyptian mythology, the Phoenix being a fabulous bird of great longevity, which consumed itself by fire at Heliopolis, and from whose ashes a new Phoenix arose. Those with a cynical turn of mind may relate this nomenclature to the fact that the Flower Organisation suffered severely in the burning of Cairo in January, 1952, when the main premises of the Cairo Motor Company, the E.A.S.T. Company and the Universal Motor Company of Egypt Ltd., were gutted, causing great damage evaluated at L.Eg.300,000—but the manufacturers prefer to see in the name Phoenix a symbol of renaissance and perfection!

The Phoenix sports-racing car is expected to be seen on July 2nd in the International Twelve-Hour Race at Reims, driven by Raymond Flower and Ernest MacMillen, and has subsequently been entered for various events in Britain and the Continent.

The specification of the Phoenix is as follows:—

Engine: Four cylinder twin o.h.c. (1,960 c.c.) with S.U. fuel injection developing 145 b.h.p. at 5,800 r.p.m. built by Turner (Wolverhampton).

Chassis: 3-inch round tubular side-members and cross-members with rectangular tubular uprights and differential, designed by Lister of Cambridge.



SCALE MODEL.—The lines of the new Phoenix 150SR sports car revealed in miniature.

Transmission: Salisbury hypoid differential unit.

Suspension: Equal-length front wishbones with long threaded king-pins and coil springs, enclosing direct-acting Woodhead Munroe shock-absorbers. De Dion rear and with twin parallel radius rods and sliding block coil springs enclosing direct-acting Woodhead Munroe shock-absorbers.

Brakes: 11-inch Girling 2 LS at front; Inboard single LS at rear. Twin master cylinders. Alfin drums.

Steering: Forward mounted rack-and-pinion.

Electrical equipment: Lucas 12 volt.

Bodywork: Light aluminium alloy, all-enveloping twin-tail-finned 2 seater.

Timed runs on closed circuits have a fascination of their own and a number have taken place since the war, such as the National Benzole-sponsored lappery of Goodwood for two rounds of the clock by a couple of small

TIMED RUNS AND RECORD ATTEMPTS Fords. On June 4th/5th another such attempt was made, at Snetterton, at a 24-hour speed/economy run. The participants were Jack Sears, A. E. Cleghorn, a one-armed trials-driver who is Competitions Secretary of the S.C.C. of Norfolk, and Dennis Allen, who is "Con-rod" of the *Eastern Evening News*. If they had a target at all it was to better the 1,291.4 miles set up at the same course on a 24-hour run by a Morris-Oxford, which averaged 54.67 m.p.h.

The car chosen was a new Morgan Plus Four with the 2-litre twin-carburettor engine, brought for the purpose from the Morgan works by Mr. Goodall. Alas, after 6½ hours' running a stub axle arm fractured, the steering track-rod came adrift and the attempt was ingloriously abandoned. Up to that time the car had covered 390.24 miles, an average speed of 65.2 m.p.h. Its consumption of National Benzole fuel worked out at 23.7 m.p.g.

This disastrous end to a run sponsored by the *Eastern Evening News*, and backed by the Morgan Company, National Benzole and Dunlop, was described dramatically in that paper, opposite an advertisement for "the cheapest 100-m.p.h. car on the road."

The intriguing thought arises that modern sports cars should be able to break British National records, even with the hazards to speed of bends and corners of existing circuits. For example, our National 24-hour record still belongs to S. F. Edge and his Napier, which in 1907 averaged 65.91 m.p.h. Moreover, the 24-hour National record has yet to be established in all the International capacity classes except class J (up to 350 c.c.) in which it stands as low as 21.44 m.p.h. (Edge never claimed a class record). Much the same applies to the 12-hour National class records, while many of the shorter distance records in the lower capacity classes stand at "interesting" speeds, capable of being raised by a good sports car, properly driven and organised, even over a "road" circuit.

International class records are mainly way out of reach of ordinary mortals in ordinary cars, having long ago been lifted to dizzy heights at Brooklands, Montlhéry and places like Utah and the Continental motor-roads, and are still being raised; but there are the National records you and I could attack with a reasonable chance of success, for the fun and satisfaction of doing so, and because trade-sponsored runs gain immensely with the increased stature of a record established, as distinct from merely a timed-run.

This being the case it is disappointing to learn that the R.A.C. will no longer recognise new British National records. The Competitions Department considers that "road" circuits are unsuited to such attempts. There is a further stumbling-block. The International Sporting Code insists that record attempts shall be made only on a specially-surveyed course unless on a licensed track; none of the British circuits is licensed by the R.A.C.

Since publishing a paragraph under this heading the Editor's museum-of-oddities has benefited materially, as recounted in the May issue, and he duly gives thanks.

SCAVENGER!

Other additions are an unused flexible roller bearing for the back axle of a 1912 model-T Ford, donated anonymously, the crankshaft from the R.B. (fore-runner of the Bertelli Aston Martin cars), some early Gordon Bennett picture postcards, etc. These have been placed with a Wolseley Viper cylinder block, piston, camshaft and valve, a valve and rocker from a 1914 G.P. Opel, the camshaft from Delage I, a valve from a 1919 Sunbeam Sixteen, a Crossley-Bugatti radiator badge, a G.N. radiator shell and mascot, the propeller from a 1918 Sopwith Salamander, a mysterious Parry Thomas crankshaft, possibly for a small V16 engine, and a Hispano-Suiza radiator so big that it dwarfs that for the "Alfonso" model. Small contributions thankfully received... [My wife remarks, "the smaller the better!"—Ed.]

GRAND PRIX DE BELGIQUE

A Demonstration of High Speed Driving

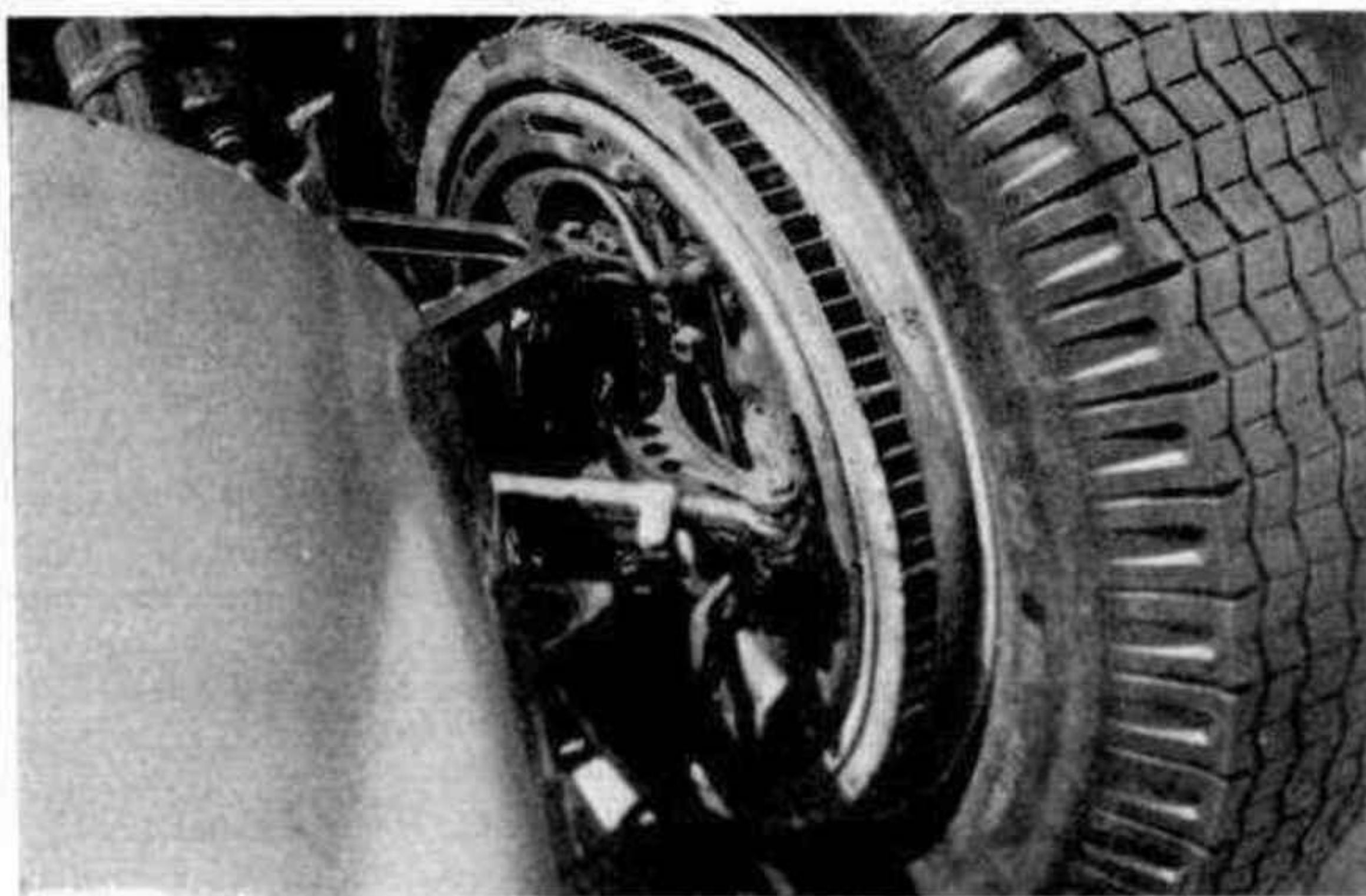
SPA, June 5th.

THE Royal Automobile Club of Belgium, who organise the Grand Prix on the hilly and wooded Spa-Francorchamps circuit, invariably prefer a small entry of top drivers to a large entry of assorted talent, and this year was no exception. Of the 15 entries only two were private owners, the rest being factory runners, while unlike many meetings race day was confined solely to the Belgian Grand Prix, which counted points for the World Championship.

Since last year some improvements had been made to the circuit, notably the complete resurfacing of the long, and previously bumpy, Stavelot curve, the wide tarmac road having a 12-in. edging of concrete flush with the road circuit. Thursday evening saw the first practice period take place and Mercedes-Benz and Ferrari were out in full force, the Stuttgart firm having three different cars, while the Italians had three Tipo 555 cars and one spare car of the older type, the 625 model. The Mercedes-Benz team consisted of a medium-length wheelbase car, with outboard front brakes, to be driven by Fangio, a similar length car with inboard brakes, for Moss, and a long-chassis car as the training-car which Kling, Uhlenhaut and the other two drivers all shared. The Ferrari team were in the unusual position of having three entries, four drivers and five cars, Farina and Frère were definite starters, while the third place lay between Trintignant, not fully recovered from his accident at Monza the previous week, and Schell, the practice times of these two deciding who would start. In spite of bruises and a stiff leg Trintignant was the faster, and Schell was retained as spare driver.

After the tragic loss of Ascari, the Lancia team were in an unhappy position and though they had two entries for the race, only Castellotti turned out, he having two cars to use in practice and choose the best. There never has been a surfeit of good Grand Prix drivers, but usually there were enough to go round, but nowadays the shortage is becoming acute and even the best cars have to stand idle at times. No Maseratis arrived in time for the first practice evening, and the list was completed by Hawthorn with the Vanwall.

From the start Fangio set the pace and the three Mercedes-Benz drivers and the engineer rang the changes on the different models throughout the evening, finally deciding that the car they had brought along as spare was actually the best suited to the circuit, all of them preferring the handling of the long-chassis car. Not having been to the Spa circuit since 1939 the team were finding out what the requirements were by hit-or-miss methods. The existing lap record for this high-speed circuit stood to Fangio with an Alfa-Romeo in 4 min. 22.1 sec. and Fangio had little difficulty in improving on this with the 2½-litre Mercedes-Benz, finally getting down to 4 min. 18.7 sec., a speed of 196.490 k.p.h. Moss achieved 4 min. 24.4 sec. and the only other driver to approach these two was Farina who did 4 min. 27.1 sec. with the new Ferrari, these cars now having long protruding nose



EXPERIMENTAL.—The spare Mercedes-Benz at Spa was fitted with outboard front brakes, as used on the ultra-short Monte Carlo cars. On the fast Belgian circuit this car was not a success and was used as a hack, covering more than 1,000 kilometres in practice. The mechanism of these brakes is similar to the inboard type, but narrower.

cowlings with a very small air-entry. Castellotti was feeling his way round the circuit for the first time, for the Belgian circuit is one full of very fast curves, the downhill ones being extremely difficult to take on the limit. Hawthorn was beginning to go well with the Vanwall when a pigeon got in his way and was scooped up into the radiator, fortunately without doing any serious damage, but shortly after that the water header-tank split and put a finish to his practice.

This first period was more a question of suiting the car to the circuit than serious starting-grid times, but on Friday evening things were different. With the exception of Claes, who was to drive Moss' Maserati, the whole entry was out for practice and things began to hum a little. Fangio now had a normal long-chassis Mercedes-Benz, Kling a similar car, and Moss the medium-length car with inboard brakes, and once more the German team began to set the pace, but very soon it was clear that Castellotti had really learnt his way round the circuit and the Lancia times began to diminish rapidly. Farina was also getting back into his real stride and was making the 555 Ferrari go as never before, while Behra and Musso were leading the Maserati attack very effectively. Using first one of the Lancias and then the other, Castellotti did very nearly a whole Grand Prix race during the evening, getting progressively faster and faster and finally recording 4 min. 18.1 sec. This caused a stir in the German camp, for earlier Fangio had done 4 min. 18.6 sec., and Moss had done 4 min. 19.2 sec. and they were resting content at that. It was now too late for them to have another go, so practice finished with Castellotti on top. Farina had got down to 4 min. 20.9 sec. and these four were way ahead of all the other drivers, the circuit showing where the real differences between car/driver combinations lay. Behra was not really at home on such a fast circuit, neither was Musso, while poor Mieres fell off a pit counter and twisted his ankle before he really got going at all. The new driver Perdisa, who had shone so well round the houses at Monte Carlo, was quietly finding out what real Grand Prix racing was all about and keeping company with Rosier at the end of the list of times. The Vanwall was in trouble again, this time with its gear-selecting mechanism, but before this happened Hawthorn had got down to 4 min. 33 sec. Having a car to spare the Mercedes-Benz team were using it for endurance testing and it was circulating continuously driven by the various team drivers, and in addition John Fitch was given the opportunity to drive it for a lap or two.

These two practice periods had been held under perfect summer conditions and the Saturday afternoon practice was looked forward to with great excitement, for it was expected that Moss and Fangio would try to deal with the time of Castellotti. However, it was not to be, for Saturday was a day of continual rain and there was no hope of anyone improving on their previous times. The practice Mercedes-Benz was still thrashed round by all the team drivers and Uhlenhaut, while on their own cars Moss and Fangio soon proved to be the fastest, until once more Castellotti got into his stride and put in a time between the two Mercedes-Benz. The respective times of Fangio, Castellotti and Moss were, 4 min. 53.1 sec., 4 min. 53.4 sec. and 4 min. 55.2 sec., with Kling next best in 4 min. 57.3 sec. and these were the only ones to get under 5 minutes in the pouring rain, which was some achievement, though Frère did an excellent 5 min. 02.1 sec. and Behra 5 min. 02.9 sec. Farina made no attempt to go fast, doing only a few laps just to get the feel of the course in rain, while the Vanwall was still in trouble. Before practice the Vanwall's owner had been driving it round the town of Spa and by the time Hawthorn got it to start serious practice the clutch had fallen apart. By Saturday evening everyone was very wet and gloomy and prospects for the race did not seem too good, but, as so often happens in Spa, race day was dry and warm, with some cloud keeping off the intense heat of the sun, so that conditions were pretty well perfect.

As the cars were placed on the downhill starting grid, it was the lone Lancia that had the pole position on the left of the front row, with Fangio and Moss alongside. Behind were Farina and Behra, then came Kling, Musso and Frère, followed by Hawthorn and Trintignant and in the back row, Perdisa, Rosier and Mieres, the last named driving in spite of his twisted ankle. Claes was a nonstarter as he broke the engine of the green Maserati while he was supposed to have been running-in some new bearings before the final practice.

As the flag was raised mechanics were still trying to push-start Musso's Maserati but it was proving obstinate and as everyone began to creep forward he was wheeled to the back of the grid. The flag

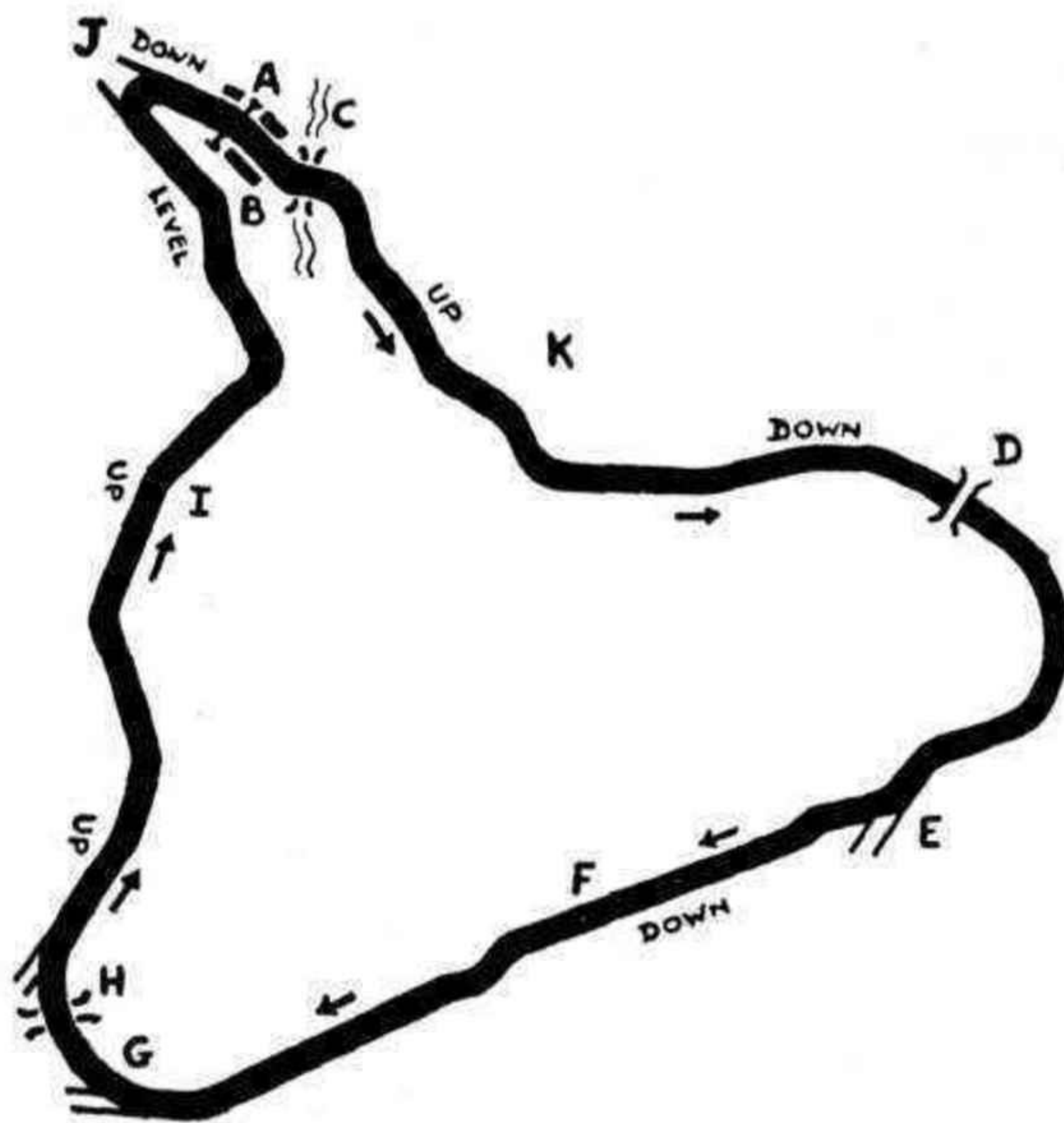
went down and in a cloud of dust and smoke the 13 cars shot down towards the river bridge before the climbing turn up into the Burnenville Forest. Fangio neatly flicked his car sideways as he went into the left-hand corner over the bridge, thus effectively stopping Castellotti cutting through on the inside and the order going up the hill was Fangio, Castellotti, Moss and Kling, the German driver having made a terrific getaway. Moss nipped past the Lancia before the end of the first kilometre and the two Mercedes-Benz set off on what was soon to prove to be a mere demonstration run. Around the 14.12 kilometres of the opening lap the old man of the Argentine really pressed on and Moss found there were places where Fangio went through on full throttle but he had to ease off just a little, and the result was that at the end of the lap Fangio was leading by nearly 3 sec. Castellotti just could not cope with this sort of driving, for doing a quick practice lap with a few gallons of fuel on board was very different from driving with full tanks, but nevertheless he was leading Kling and all the Maseratis and Ferraris quite comfortably. For fourth place a fierce battle began to develop between Kling, Behra, Farina and Frère, but the Italian Ferrari driver was really on form and he soon got away from the others and began to close up on Castellotti. After three laps Hawthorn was just holding on to the leading group, being in ninth place, while Mieres, Perdisa and Rosier were already well behind and Trintignant stopped at his pit to replace a plug that had literally split in two. Fangio was now nearly 6 sec. ahead of his team-mate and driving hard, while Moss was leading Castellotti by a comfortable 20 sec. and Farina was in the Lancia's slipstream.

Going into the left-hand curve before the final hairpin at the end of lap four Behra lost his Maserati and it spun round, bounced from one bank to the other and stopped in the right-hand ditch, very battered and bent, but with no damage at all to the driver. He quickly walked down to the pits, and the next time round Mieres stopped and handed his car over to his team-leader, who rejoined the race in ninth place, a long way behind the leaders. The two Mercedes-Benz went on in the lead, the gap between them growing each lap, but equally the gap between Moss and Castellotti also growing steadily. On lap nine the Vanwall began to blow oil out of its gearbox and Hawthorn stopped at the pits and withdrew, while Kling, Musso and Frère were battling furiously for fifth place, Trintignant following just behind, though a lap in arrears. At 12 laps, or a third of the total distance, Fangio had settled down 11 sec. in front of Moss, and Castellotti was still third, 31 sec. behind, having fended off the

attack by Farina, who was now a little way back, but firmly in fourth place. Frère had eased off a little, but Musso and Kling were fighting hard continually changing positions. Behra had obviously been somewhat shaken by his high-speed spin and was making very little headway in his second Maserati, being nearly a lap behind the leaders, while Trintignant, Perdisa and Rosier had already been lapped. On lap 15 Fangio was 14 sec. in front of Moss and he set up a new lap record in 4 min. 20.8 sec., though his young team-mate was lapping only fractionally slower, for the gap between them did not vary by more than a second, and with the exception of the duel between Musso and Kling the race had become a high-speed procession. On the next lap Castellotti failed to appear and he was reported having stopped at Malmedy corner in trouble. As though to consolidate his position once and for all, Fangio set up another new lap record just two-tenths of a second quicker than his previous one, at a speed of 195.057 k.p.h. (approx. 121 m.p.h.), and still Moss was only 13 sec. behind. With Castellotti out, Farina now took third place, but nearly a minute behind Moss, and the duel between Musso and Kling was now for fourth place, while Frère had dropped back and was settled in sixth position, still on the same lap as Fangio, whereas Behra was lapped by the two Mercedes-Benz cars shortly after this. At 20 laps Fangio began to ease and Moss closed up to within 5 sec. and, barring mechanical trouble, they had merely to tour round and win, for Farina was too far away to be a menace.

The Musso/Kling battle ended in them both overstressing their engines and the Maserati went woolly, which a change of plugs did not cure, and the Mercedes-Benz developed an oil leak and was withdrawn. The race as such was now over, and it was just a matter of watching some very good drivers show just how to take fast corners in a modern Grand Prix car. At lap 28 both the Mercedes-Benz and the Ferrari pits signalled their drivers to ease right up and tour in to finish, and the order was Fangio, Moss, Farina and Frère, these four all being on the same lap, while behind came Behra, Musso, Trintignant and Perdisa with Rosier bringing up the rear. Although by Grand Prix standards the leading four cars were touring they were still lapping in under 4 min. 30 sec. (over 116 m.p.h.).

So the final laps were covered and Mercedes-Benz made up for their Monte Carlo fiasco with a convincing victory, while Ferrari was greatly encouraged by having three cars start and three cars finish. The Maserati team just did not seem at home on such a fast circuit, in spite of their cars being fast, while Perdisa probably went away deep in thought after the praise that was bestowed on him after Monte Carlo. While Fangio, Moss and Farina received the applause they rightly deserved, it was Paul Frère, the Belgian driver, who was the "man of the day," having driven a very fine race in the new Ferrari, only his second outing with the car and the first time on a real Grand Prix circuit.



CIRCUIT: SPA-FRANCORCHAMPS (Belgium)

Length: 14.120 kilometres.

- A. Start and finish.
- B. Pits.
- C. "Eau Rouge" Bridge.
- D. Footbridge.
- E. Malmedy Corner.
- F. Masta Straight.
- G. Stavelot Corner.
- H. Road Tunnel.
- I. "Carriere" Corner.
- J. "La Source" Hairpin.
- K. Burnenville Forest.

Results:

BELGIAN GRAND PRIX—Formula I—36 Laps—509 Kilometres—Warm and Dry

1st:	J. M. Fangio (Mercedes-Benz)	... 2 hr. 39 min. 29.0 sec.	... 191.337 k.p.h.
2nd:	S. Moss (Mercedes-Benz)	... 2 hr. 39 min. 37.1 sec.	
3rd:	G. Farina (Ferrari 555)	... 2 hr. 41 min. 09.5 sec.	
4th:	P. Frere (Ferrari 555)	... 2 hr. 42 min. 54.5 sec.	
5th:	R. Mieres/J. Behra (Maserati)	... 1 lap behind.	
6th:	M. Trintignant (Ferrari 555)	... 1 lap behind.	
7th:	L. Musso (Maserati)	... 2 laps behind.	
8th:	C. Perdisa (Maserati)	... 3 laps behind.	
9th:	L. Rosier (Maserati)	... 3 laps behind.	

Fastest lap: J. M. Fangio (Mercedes-Benz), 4 min. 20.6 sec.—195.057 k.p.h. (new record).

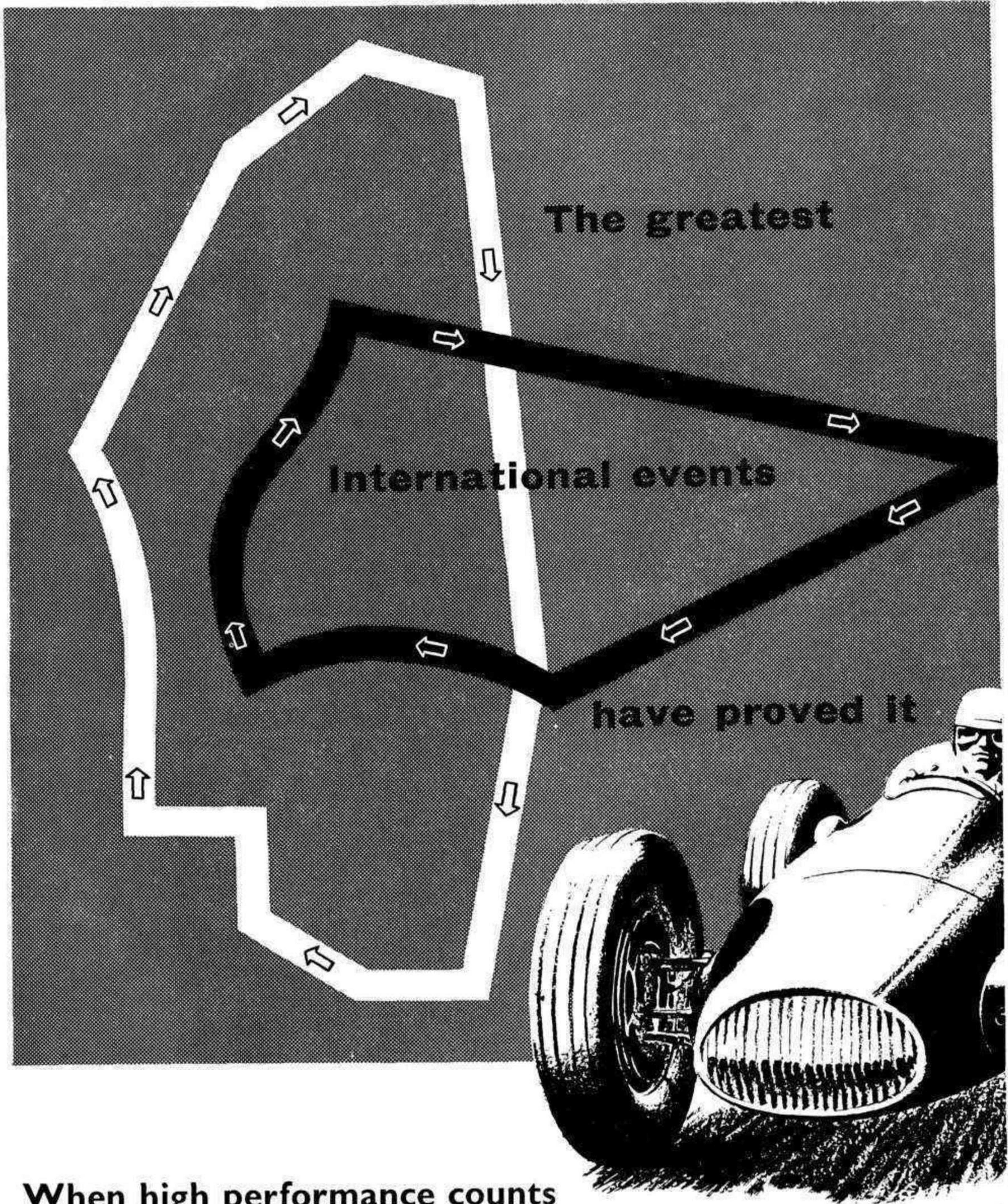
Retired: J. Behra (Maserati), lap 4; J. M. Hawthorn (Vanwall), lap 9; E. Castellotti (Lancia), lap 16; K. Kling (Mercedes-Benz), lap 22.

OULTON PARK FIXTURES

Oulton Park circuit is becoming a popular rendezvous for club race meetings. This year the Bentley D.C., N. Staffs M.C., the Lancashire & Cheshire C.C. and the V.S.C.C. have held such meetings, and the remaining fixtures are as follows:—

- July 2nd. Nottingham S.C.C.—Race Meeting.
- " 9th. Mid-Cheshire M.C.—Driving Tests.
- Aug. 27th. B.R.S.C.C. INTERNATIONAL CAR-RACE MEETING.
- Sept. 17th. Aston Martin O.C.—Race Meeting.
- " 24th. MID-CHESHIRE M.C. INTERNATIONAL GOLD CUP MEETING.
- Oct. 1st. Hagley & Dist. M.C.—Race Meeting.

Details are available from: Cheshire Car Circuit Ltd., 29, Eastgate Row North, Chester (Chester 21141).



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PICTORIAL

Le Mans 24-Hour Race Dutch Whitsun Racing at Goodwood, Snetterton,

Top left : PRODUCTION CAR.—The Triumph TR2 of Dickson/Sanderson leading Chapman in his aerodynamic Lotus in the opening stages of the Le Mans 24-hour race. The striped patterns on the headlamp are caused by sticky tape placed over the glass for an obscure enthusiastic reason, presumably to stop the glass falling out or to ward off flying stones. At night this is removed and anyway the spot-lamps would appear to be immune !

Top right : "MIMSERS."—At the rear of this gaggle of "little" cars can be seen the Jaguar of Rolt trying to find a way through on his opening lap after having difficulty getting away at the start.

Bottom : LE MANS WINNER.—Hawthorn in the winning D-type Jaguar seen passing the sandbank at the exit of Tertre Rouge corner, during his spirited battle with Fangio. Apart from detailed modifications, the Jaguars were similar to those used in 1954.



SPORT

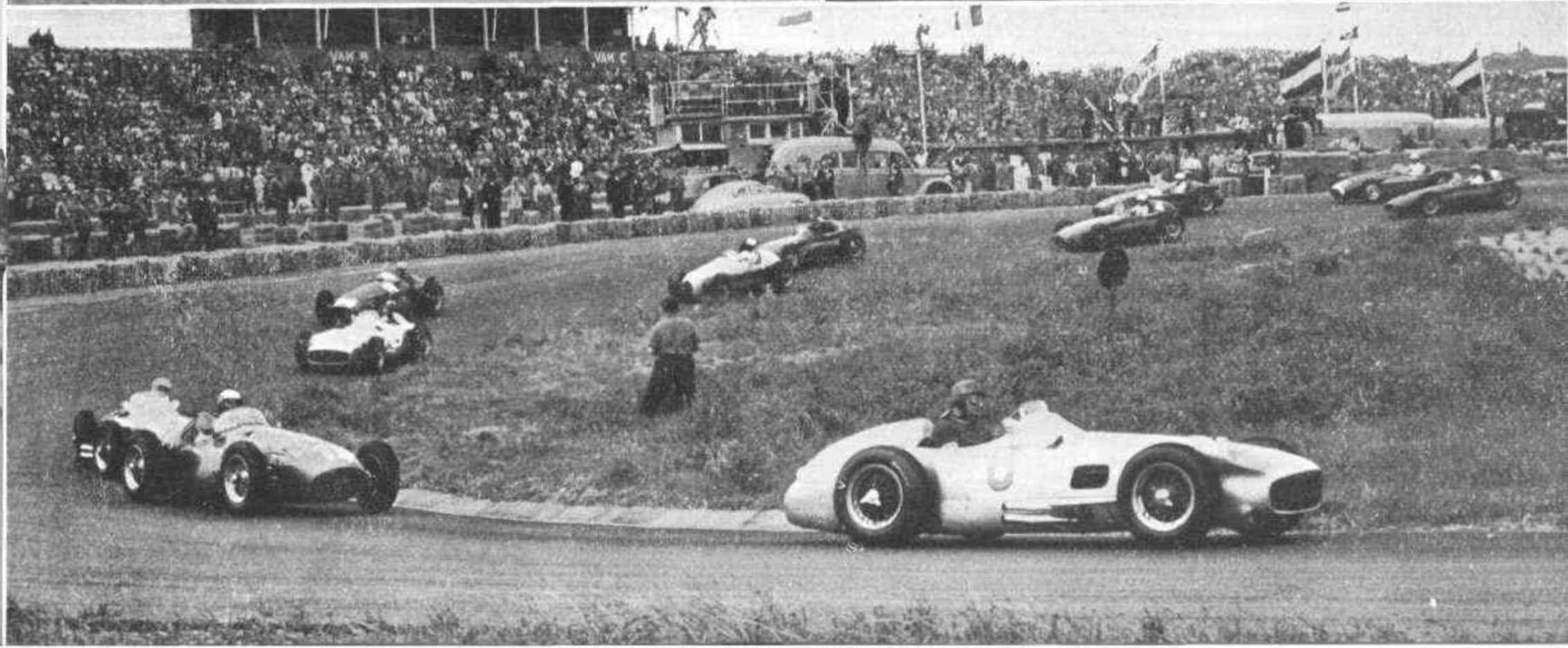
REVIEW

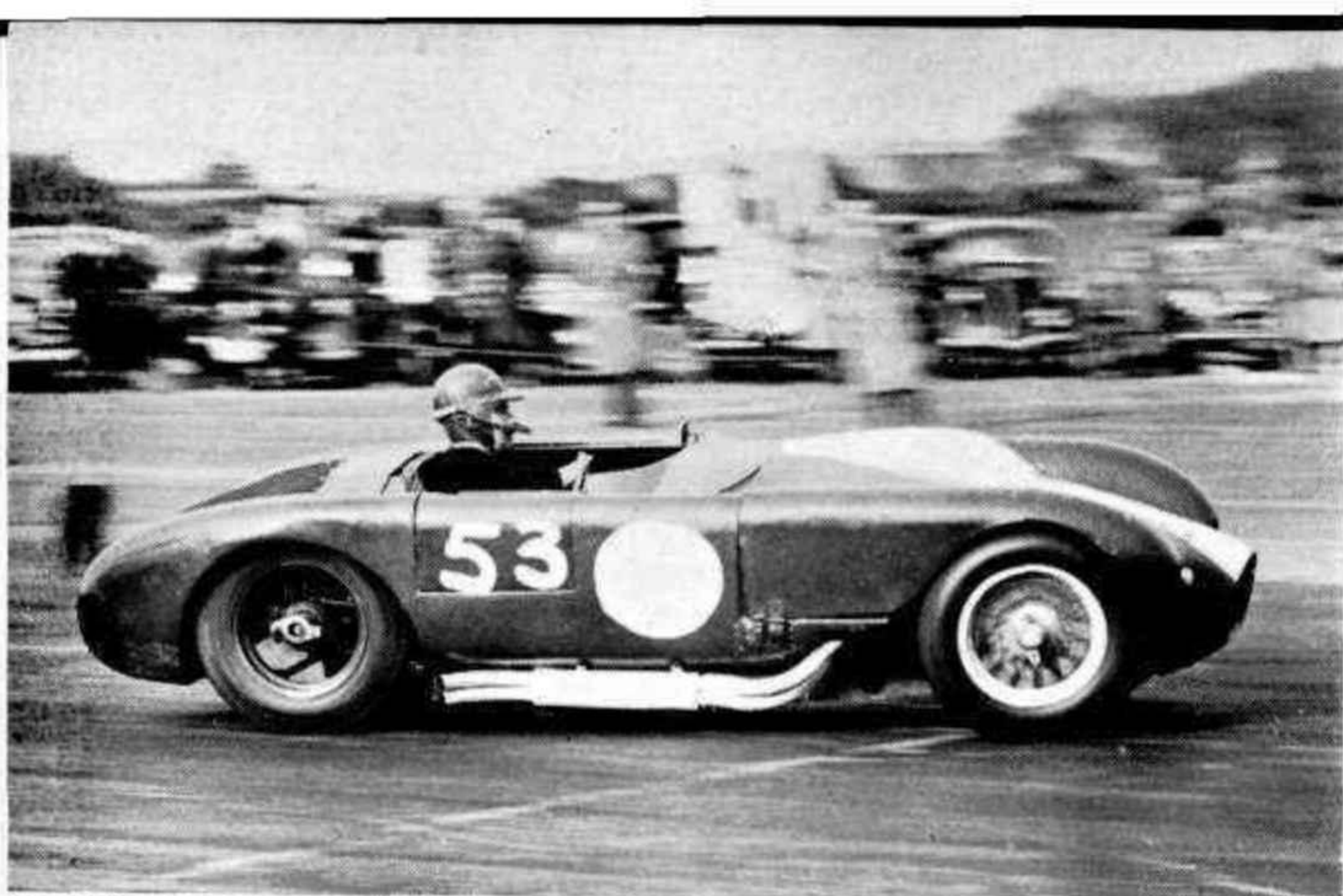
Grand Prix Belgian Grand Prix Brands Hatch and Crystal Palace

Top, left : A VERY GOOD DRIVE was put up in the Dutch Grand Prix at Zandvoort by Musso, whose Maserati was third to the Mercedes-Benz of Fangio and Moss.

Top, right : UNDERSTEER !—Hawthorn in the Ferrari, to which he has returned this year, on the corner behind the pits at Zandvoort.

Bottom : THE CIRCUIT AMONGST THE SAND DUNES.—Fangio (Mercedes-Benz) away to a good start in the Dutch Grand Prix, which he won at a canter. Following are Musso, Moss close behind him, Kling, Behra, Manzon, Hawthorn, Trintignant, Mieres, Peter Walker and Castellotti.

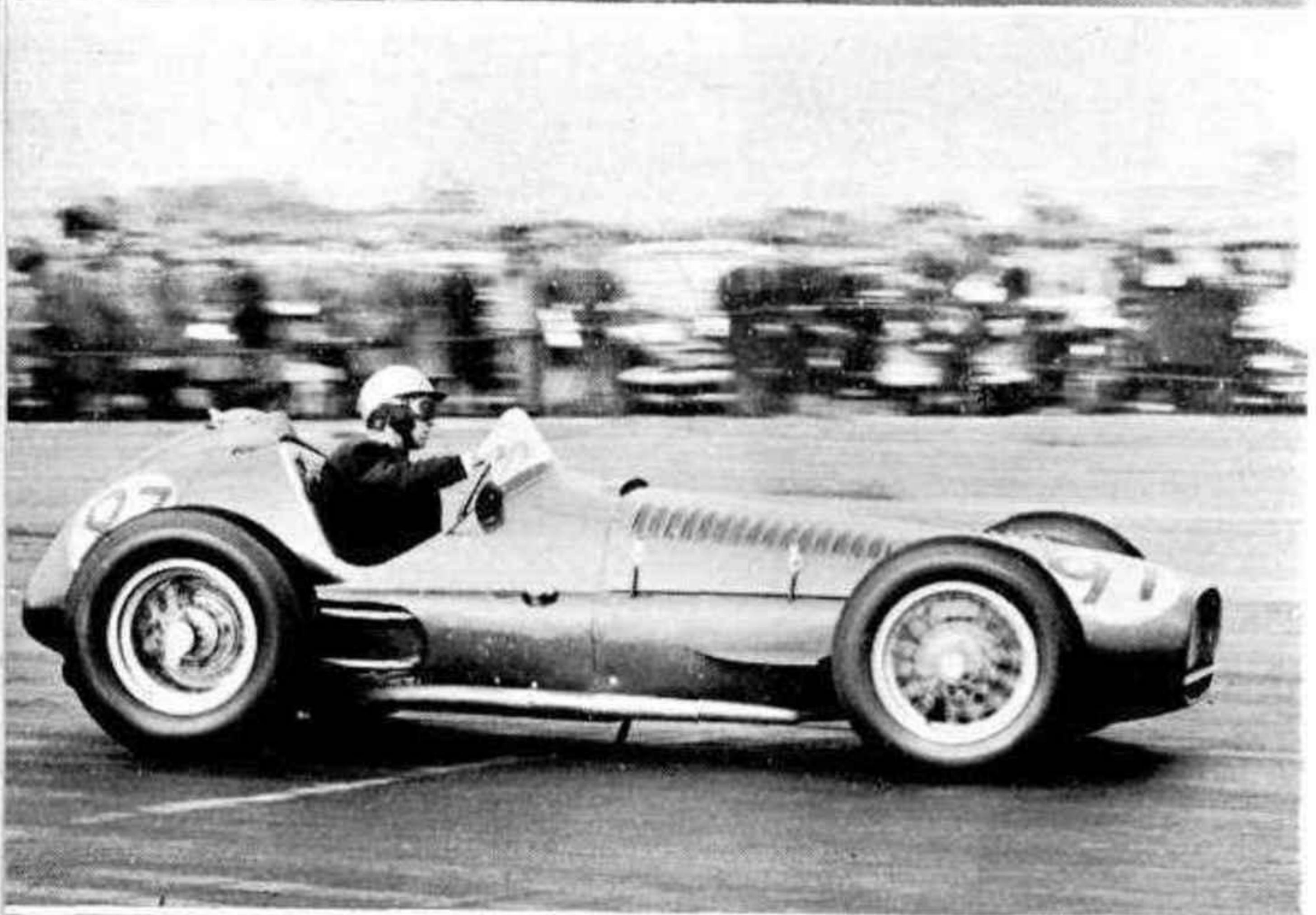




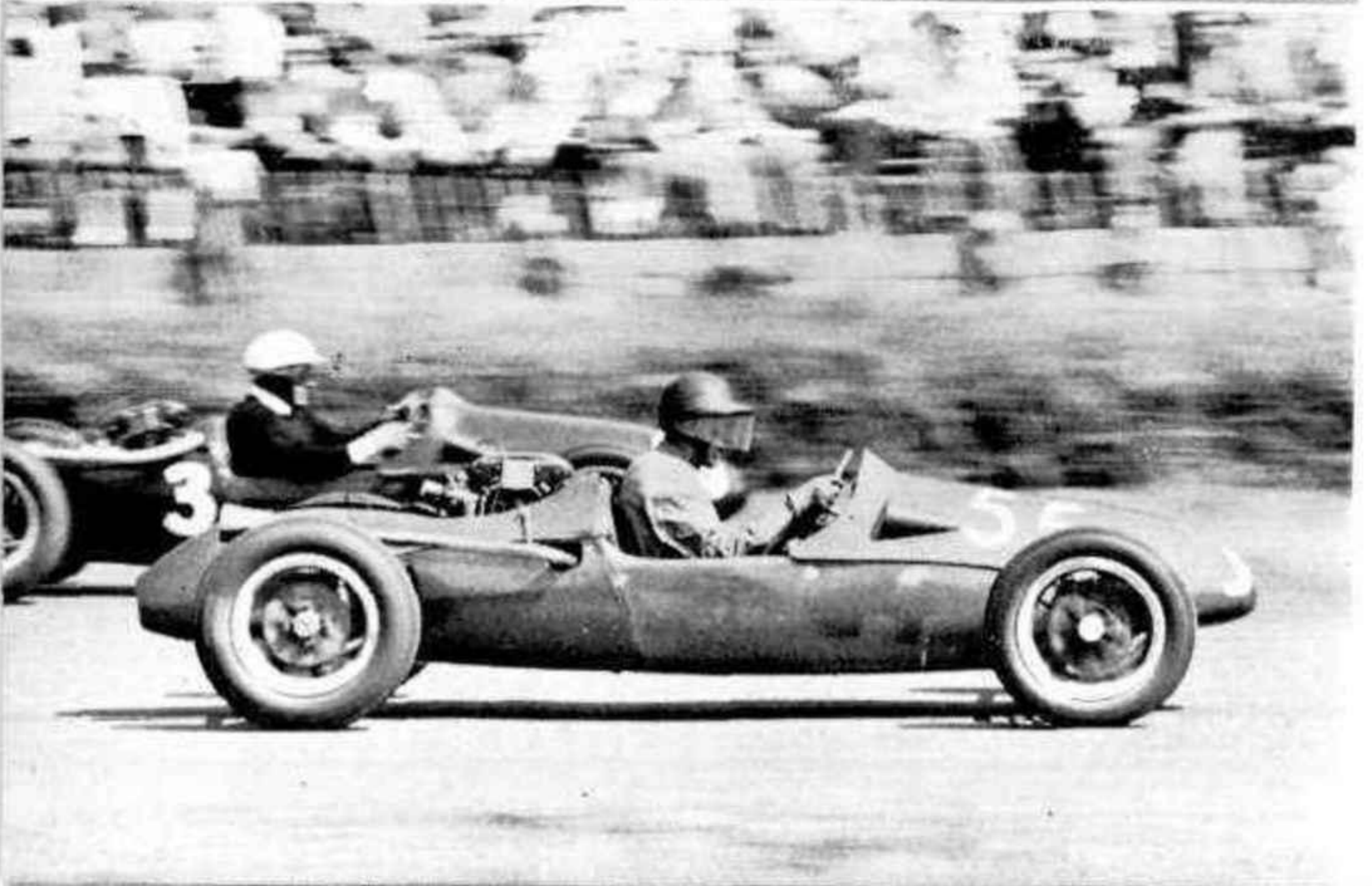
YET AGAIN! Archie Scott-Brown in winning form in the 1954 Lister-Bristol, this time at Snetterton.



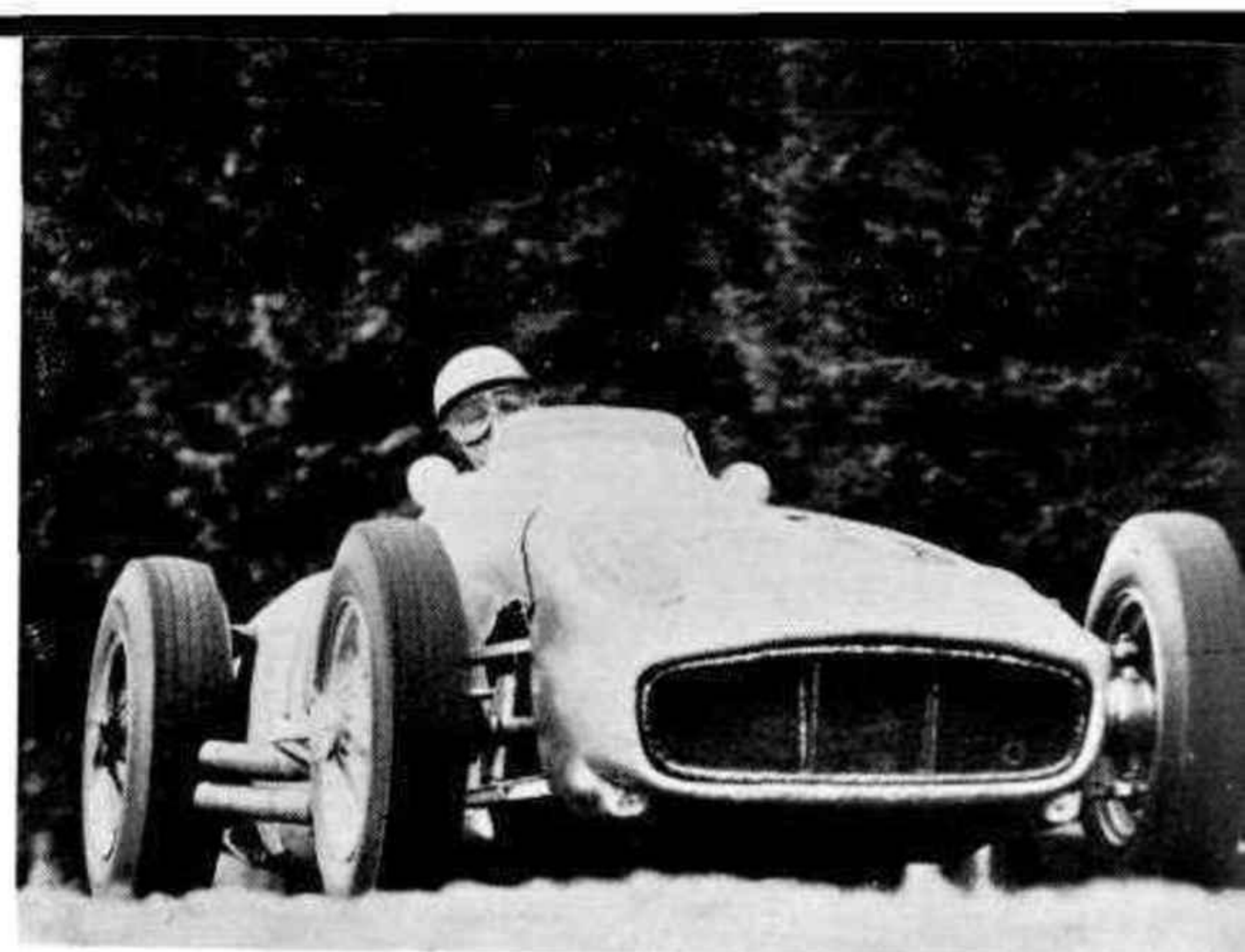
OUTCLASSED at Snetterton by Scott-Brown's Lister-Bristol, Peter Collins nevertheless tries hard in the Aston Martin DB3S.



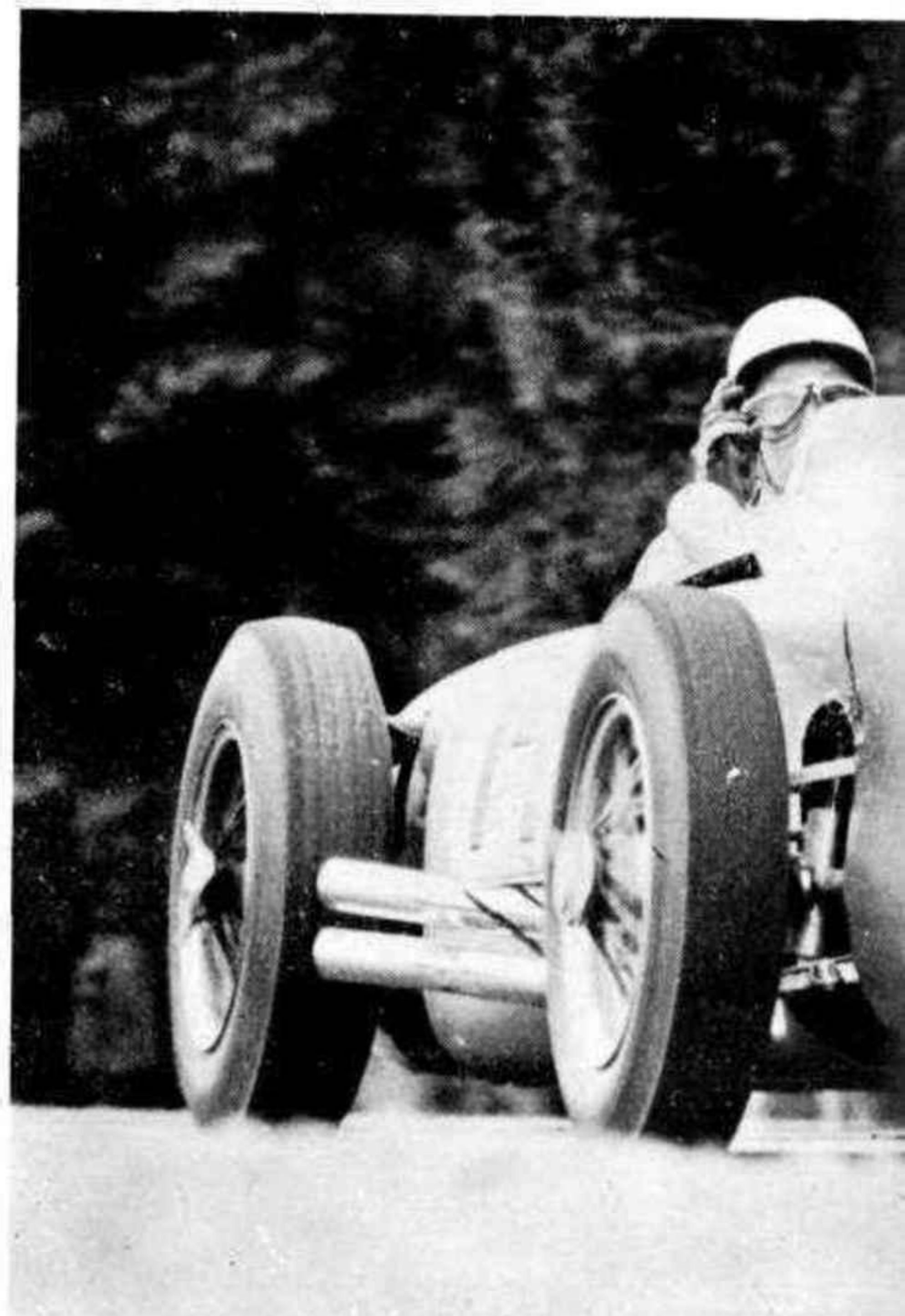
LAP RECORD BUT NON-FINISHER.—A minor collision put Collins (B.R.M.) out of action at Snetterton when he was leading the Formule Libre Race and had set a new lap record of 95.11 m.p.h.



FIRST LAP.—C. Allison ahead of J. Russell, both driving Coopers in the third heat of the Redex Challenge Trophy Race at the Crystal Palace on Whit-Monday. Allison won at an average speed of 69.15 m.p.h.



WINNER OF THE BELGIAN GRAND PRIX Fangio gave a fine, but unchallenged, demonstration driving in winning for Mercedes-Benz at Spa, where he set a new lap record of 195.057 k.p.h.



MAESTRO!—Stirling Moss finds time to wave to MOTORIST where he finished second to...

MUSSO IN MASERATI.—Out-paced in the Belgian Grand Prix, Musso was a couple of laps behind the leaders at Spa.





FAST CORNERING in Burnenville forest by Castellotti (Lancia), hotly pursued by Farina (Ferrari) during the Belgian Grand Prix.



DUNCAN'S RACE.—J. Duncan Hamilton led all the way from Berry, both in D-type Jaguars, in the Johnson Trophy Race at Goodwood. Anthony's Lister-Bristol was third.



LISTER v. FRAZER-NASH.—Scott-Russell's Lister-Bristol leads C. A. S. Brooks' Frazer-Nash at Madgwick during the Goodwood Whitsun Meeting.



FOR SPORT'S photographer while cornering the Mercedes-Benz at Spa, where Fangio in the Belgian Grand Prix.

OH, MY DEARS!—Carol Fisher's spinning Kieft-Bristol spoils Jean Mortimer's chances in the Austin-Healey (No. 70) in the Ladies' Race at Goodwood.



UNUSUAL SPORTS CAR.—The Lea-Francis-engined Arnott of J. Abbott performing at Brands Hatch on May 29th in the Fawkham Trophy Race, which was won by Les Leston driving a Connaught.

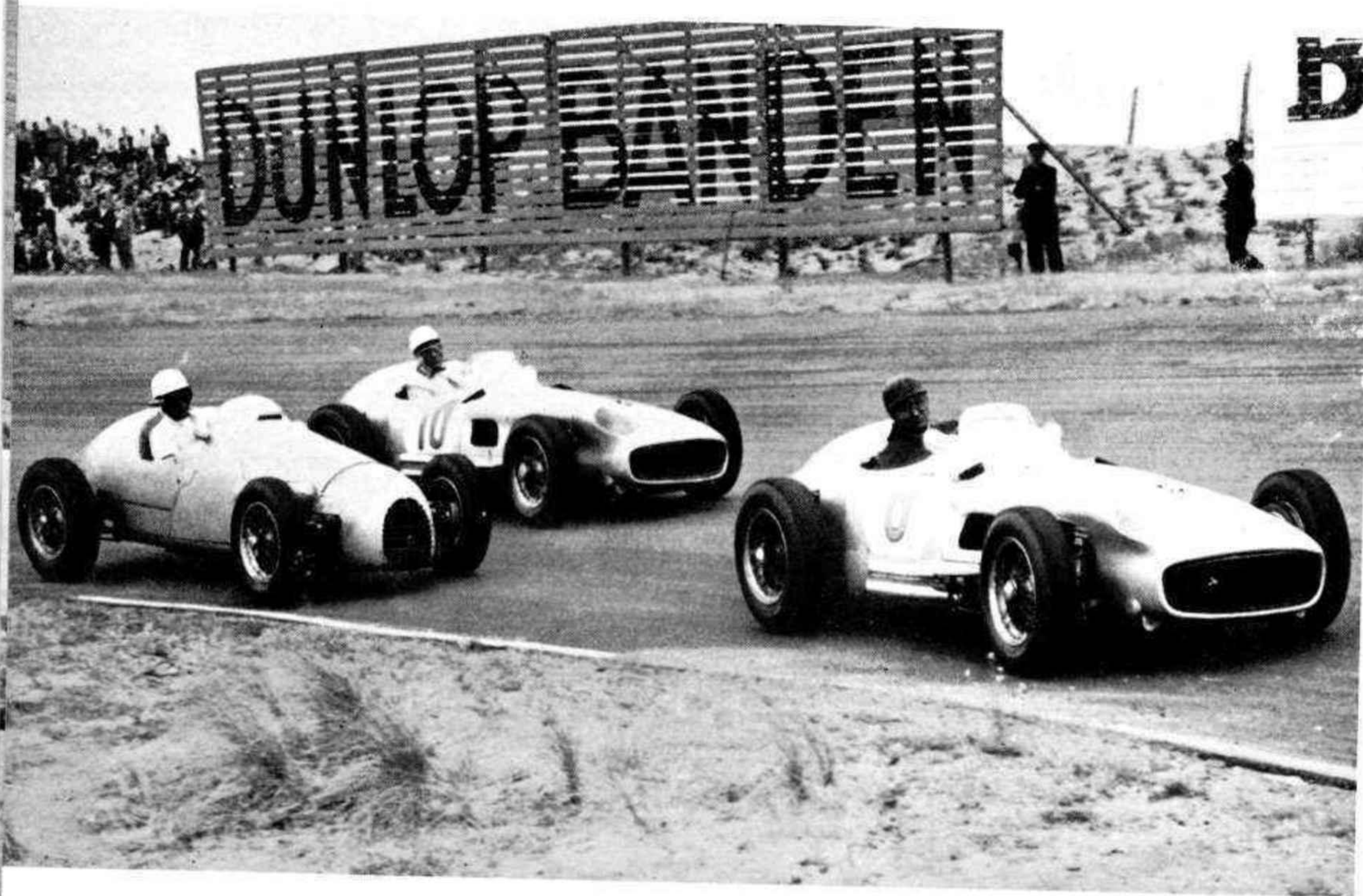
OVER THE VERGE.—Trintignant in the latest Ferrari at Spa, where he finished sixth, a lap behind the leaders.





SLEEK MONSTER.—Castellotti at speed in his 4.4-litre Ferrari 6-cylinder on the Mulsanne straight, showing off the nice lines of the Scaglietti-built body. In front of the rear wheel is an air scoop for the tyres and in front of that a large under-bonnet air exit.

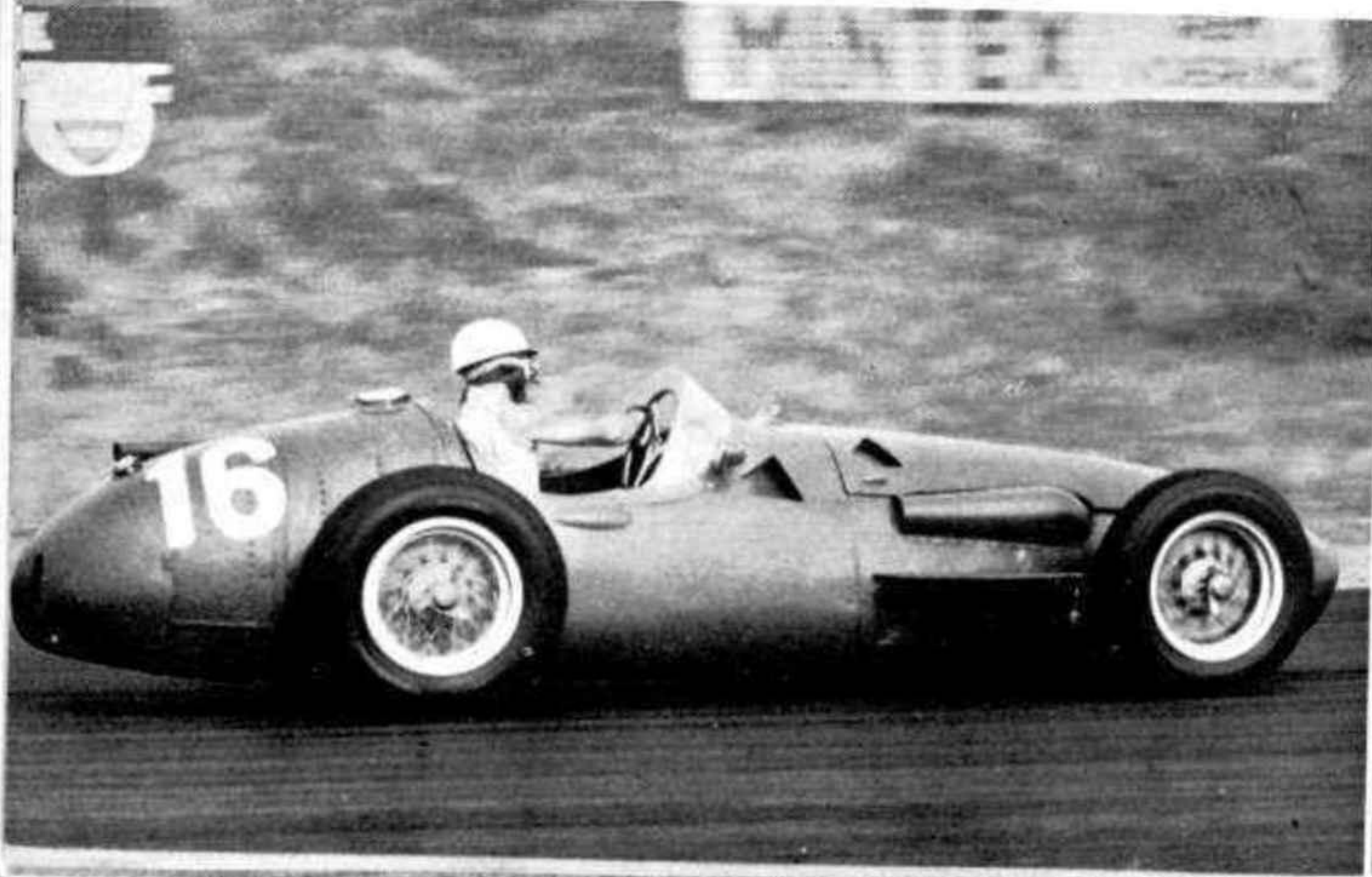
SPORTING CAR.—The Stoop/Becquart Frazer-Nash "Sebring" at full speed on the Le Mans back straight, the driver relaxed enough to wave to the photographer. After finishing tenth this car was driven home to England—a true sports car.

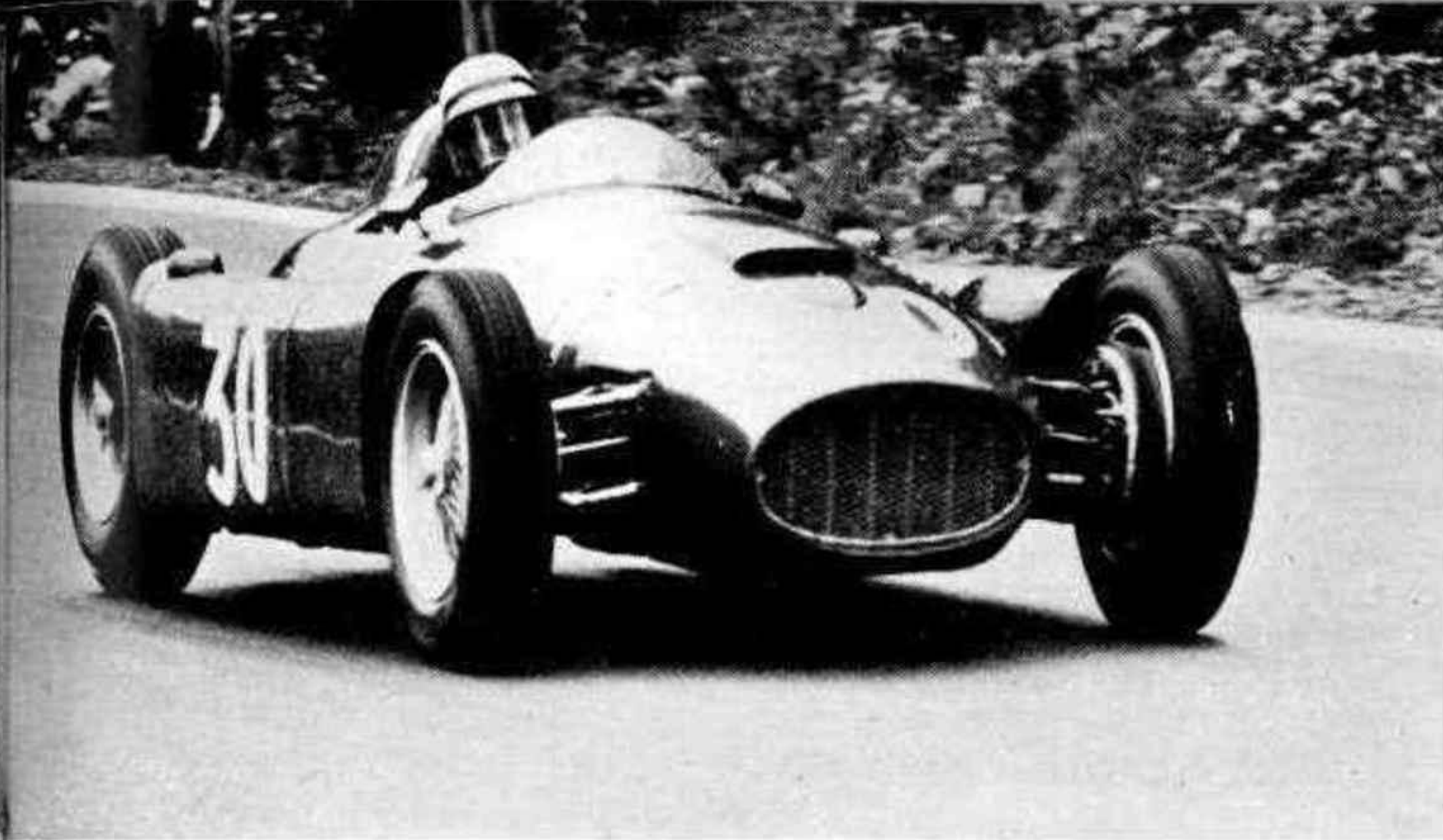


AFTERNOON OUT-ING.—Fargio and Moss were never challenged seriously throughout the Dutch Grand Prix. They are seen lapping Manzon's Gordini, which happened several times.

BARE-ARMED MASERATI DRIVER is Mieres, cornering at Zandvoort, where he finished fourth.

DRIVING STYLES AT ZANDVOORT.—Top, left: Behra; Top right: Kling; Bottom, left: Moss; Bottom, right: Hawthorn.





MORE LANCIA MISFORTUNE.—Castellotti broke down in the Belgian Grand Prix after lapping fastest in practice and thus obtaining a front-line position on the starting-grid.



OUTSTANDING DRIVE in the Belgian Grand Prix was that of Paul Frère, motoring journalist rather than racing driver, who finished fourth in his first race on this new Ferrari.

LEADER OF THE OPPOSITION.—Fangio leaving a corner during the Saturday-evening battle with Hawthorn at Le Mans, the 300SLR Mercedes-Benz leaning heavily outwards on its supple suspension. The missing panel to the rear of the front wheel has been left out to ease the problem should plug-changing have been necessary.



"GLOOMY SUNDAY."—The leading Bristol, driven by Wisdom/Fairman is seen on the wet Sunday morning of the Le Mans 24-hour race. Similar in character to the 450 saloons, this year's Bristols were open "single-seaters".

SPEEDY SPYDERS.—The 550 Porsches of Frankenburg/Polensky and Glockler/Juhan gave a wonderful display of high-speed reliability, running in close company for a great deal of the Le Mans race. Of six 550 models that started five finished, the leading car in the photo finishing fourth.





BELGIAN GRAND PRIX

5/6/55

1_{ST}

MERCEDES-BENZ

(J. M. FANGIO)

ALSO **2nd** MERCEDES-BENZ



THE MASTERPIECE IN OILS

B.R. & S.S.C.C. RACE MEETING, BRANDS HATCH (May 29th)

MOST of the 500-c.c. ace drivers were present and one or two interesting new cars arrived; the 1,200-c.c. class contained the varying types of Ford-engined machines which were competing against the increasing number of Coventry-Climax-engined cars. The 1,500-c.c. and unlimited sports-car races contained some extremely fast motor cars, notably the 2,157-c.c. Cooper-Bristol of Bob Gerard, the Lister-Bristol of Archie Scott-Brown and the ex-Colin Chapman Lotus M.G. driven by Austin Nurse.

The first race was for 500-c.c. cars and was run in heats with two finals and a consolation final; the remainder of the races were for 1,200-1,500-c.c. sports cars and J.A.P.-engined 500-c.c. cars. Heat one of this first race saw S. Lewis-Evans lead off closely followed by Ivor Bueb who eventually took the lead and kept it with Lewis-Evans, King and Cowley in his wake, although King fell back a little when his engine began to falter and his place was taken by Bicknell in the Revis; final order was Bueb, Lewis-Evans and Bicknell with 70.5 m.p.h. accredited to Bueb for this event. Heat two resulted in an easy win for Taylor at 69.86 m.p.h. followed by Raby and Fergusson, both in Coopers; the Martin of J. Brown started off well in first place but dropped back with engine trouble and Johnson in a Cooper retired. In heat three Don Parker in a Kieft was well established in the lead by the second lap followed by Tyrrell and then by Davis who finished in second place; Tyrrell and Wicken had a private duel, Tyrrell coming in third and Wicken fourth. Parker's speed was 69.82 m.p.h.

The consolation final started well with Jones in a Kieft leading, although he was soon overtaken by Brown in the Martin Special, D. Latchford was forced to retire with the old Iota; Lund with a Cooper-J.A.P. was third and Brown won the race. In the second final Ham in an Arnott and Bridger in a Kieft went off together towards Paddock bend, but Taylor in a Cooper-J.A.P. caught up with them and was first over the winning line with Bridger second; the first final of this "Sporting Record" Trophy Race was won by Ivor Bueb, but not without difficulty this time for the competition was very fierce, from Don Parker and George Wicken. Bueb and Parker kept changing places throughout the race with L. Lewis-Evans and Wicken fighting for third place; this was a very exciting event and Ivor Bueb certainly deserved first prize; he was followed by Parker, Wicken and Lewis-Evans in that order.

Race two was the J.A.P. race. Taylor and Iszatt were the first two to cross the winning line in this event, Taylor driving the J.A.P.-engined Cooper very well indeed and establishing a good lead before receiving the chequered flag. Scott MacArthur seemed to be having difficulties with his Mackson as did Fergusson and Mayne with their Coopers. G. M. Jones came third with a Kieft. The Farningham Trophy Race, scheduled as race three, was for the cars of any capacity supercharged or unsupercharged, and 15 laps had to be completed. This event resulted in a win for Bob Gerard in his Cooper-Bristol with Don Beauman close on his heels most of the way; Riseley-Pritchard retired with his Connaught and it was thought that Keen in the Cooper-Alta might have to do the same since clouds of smoke appeared from the bonnet at intervals, but he managed to keep going. The result of this race was first Gerard, Cooper-Bristol; second Beauman, Connaught; and third the works-entered Alta-engined Emeryson. Race four, the Whitsun Trophy Race, was open to sports cars with an engine capacity not exceeding 1,200 c.c. supercharged. This event showed how well the Coventry Climax-engined cars performed, although the Elva, driven by Mackenzie-Low, gave the rest of the field a run for their money because the L.R.G. overhead inlet cylinder-head with which it is fitted does incredible things in the way of power output. Ivor Bueb also won this race, at a speed of 65.11 m.p.h. and made a record lap at 67.43 m.p.h. The Elva was second and the Coventry Climax-engined Lotus driven by Hayles was third; I. T. Strickland in his Riley and C. Summers in a Ford-engined Arden had to retire. Race five, the Fawkham Trophy Race 15-lap event, was for 1,500-c.c. unsupercharged or 1,100-c.c. supercharged cars. This event started off with a duel between Leston in a Connaught and Austin Nurse in the Lotus M.G., the latter was leading for the first few laps, but Leston soon came up to the front and took over the lead in which position he remained until the end. Seaman in the Tojeiro M.G. and Abbott in the Arnott had fun dicing together and all went well until the Lotus of Austin Nurse broke a front-spring mounting causing the car to motor on to the grass verge near the starting line. Leston won this race at 67 m.p.h. Finally, race six, the Wrotham Cup Race for sports cars unlimited. Scott-Brown was the hero of this event driving the Lister-Bristol; he was first away from the start and held first place throughout the race and attained the

average speed of 68.64 m.p.h. Anthony's Bristol-engined Lotus came in second and the very queer sounding H.W.M., which was fitted with a Cadillac engine and driven by R. A. Page, came in fifth; an unfortunate incident which marred this race was the overturning of Denson's Triumph TR2 at Paddock bend—it was later learnt that he had escaped with jaw and facial injuries rather than those of a more serious nature which had been anticipated at the time. J. M. Tew had fun chasing the Triumphs, but it was rather obvious that his Frazer-Nash was faster on the straights and slower on the corners than the latter.

CRYSTAL PALACE (May 30th)

THE fine weather continued over Whit Monday for another of the B.R. & S.C.C. meetings held this time at the Crystal Palace circuit. The four-hour programme included the same types of event as were seen at Brands Hatch the day before, namely Formula I and III racing cars, sports cars up to 1,500 c.c. and unlimited.

The first race, the Redex Challenge Trophy Race, started at 2 p.m. with S. Lewis-Evans leading followed by Bueb and Hall all driving Coopers; Phillipson in a Staride and Raby in a Cooper battled valiantly together, but by the fourth lap Bueb was in the lead and meant to stay there, which he did, finishing in first place at 68.82 m.p.h. This was heat one of the 500-c.c. race; heat two was won by Taylor in a Cooper with Fenning in a Staride second. Taylor's speed was such that he drew away from the rest of the field quite steadily and Luke in a Cooper, at one time lying fourth, was unable to stand the pace and had to drop back a little. Heat three went to Allison at 69.15 m.p.h. in a Cooper with the Kieft of Don Parker in second place, Russell was doing well until he was overtaken by Parker on the fifth lap and George Wicken, previously lying rather far back in the field, pulled up into third place at the finish. The final of this Redex Challenge Trophy Race was a very spectacular affair for there were over twenty starters and few retired. Allison was off first with Parker second, but there were many changes in the remaining nine laps, Wicken and Bueb dived on lap four, but the latter drove on to first position in lap five and stayed there, Taylor received the black flag and had to return to the paddock with a loose oil tank and the Cooper of H. E. Douglas also had to retire with broken front suspension, final order then being Bueb first, with a speed of 69.02 m.p.h., Wicken second and Allison third. Another event for 500-c.c. racing cars was the Petit Prix which was won by Raby in a Cooper with Cowley, who drove well in this race, close behind him finishing second.

Now we come to the sports cars. A very good selection was to be seen in the paddock and coupled with such drivers as Alan Brown, J. Riseley-Pritchard, Don Beauman, Archie Scott-Brown, Bob Gerard, Peter Collins and Roy Salvadori it is not difficult to imagine that standards were high and competition great. The first event for these competitors was part one of the London Trophy Race won by Peter Collins in a Maserati at 71.47 m.p.h. with very little trouble at all from the other men behind him. This was a twelve-lap race and the Maserati just kept on gaining on each lap until Salvadori, lying second with another Maserati, and Gerard in his Cooper-Bristol, third, were some way behind; Webb in a Turner was unfortunate enough to overturn at Ramp bend when his brakes appeared to have locked on, but he was able to walk away. The Anerley Trophy Race for the smaller cars was event five on the programme. Ivor Bueb, once more the victor, received the chequered flag as he crossed the line with the Coventry Climax-engined Cooper with Leston behind him in a Connaught; third place was occupied by Austin Nurse in the ex-Colin Chapman Lotus M.G., rapidly repaired after front-spring trouble the previous day. The first two cars were a long way ahead of the rest and at one time Bueb did a lap at exactly 72 m.p.h. which was fast going, he thoroughly deserved his lap of honour at the finish for his average speed of 67.33 m.p.h. The Norbury Trophy Race and the London Trophy Race again produced some more fast motor cars. The former went to Scott-Brown in his Lister-Bristol, although Salvadori in a DB3S Aston Martin was in the lead for quite a few laps and had a comfortable lead until he spun round, allowing Scott-Brown to come through and take the lead. Alan Brown was third with the Cooper-Aston and Bayliss and Greig had fun chasing each other in their Triumph TR2s; best time was made by Salvadori with 71 m.p.h. and the winner's average speed was 68.81 m.p.h. Part two of the London Trophy Race, a 12-lap event, resulted in a Collins v. Gerard duel and although Gerard was unable to overtake Collins he just sat on his tail in the hope of finding an opening which, unfortunately for him, never came and Collins in his disc-braked Maserati walked away with the race at 70.38 m.p.h., Keen's Cooper-Alta coming third

A SMALL ITALIAN SALOON

The Fiat New 1,100 Provides Excellent Performance, Spaciousness, Quality and Economy

ON the Continent, where motorists are discerning, the Tipo 103 Fiat New 1,100 has an excellent reputation and a French contemporary awarded it high praise for all-round excellence. After using one of these little cars during a strenuous Whitsun week-end we approve strongly of this Italian representative of the small family saloon.

The Fiat is spacious, well-equipped and possesses better-than-average acceleration and speed, while it is notably economical. The 1,089 c.c. push-rod o.h.v. engine has a crisp exhaust-note and a willingness to match. It propels the car at an indicated speed of over 70 m.p.h. for mile upon mile without any apparent exertion but naturally calls for reasonable use of the lower gears in traffic and to promote acceleration. If the revs. have been kept up considerable hills can be taken in top gear, but otherwise the useful third gear must be employed; the engine tends to snatch at below about 30 m.p.h. in top speed, and prefers to run at over 40 m.p.h. in this ratio.

The gear-change is of the steering-column type, the slender lever protruding on the left of the column. It is one of the best of its kind, light, smooth and quick to use. It is spring-loaded towards top and third, and the knob has to be pulled out before reverse, which is beyond top, can be engaged. The clutch is light and reasonably smooth to engage.

The steering and suspension of this Fiat are interesting, inasmuch as the suspension, helical spring i.f.s. and $\frac{1}{2}$ -elliptics at the back, is soft and the steering low-g geared. Road-shocks are admirably absorbed, at the expense of some up-and-down motion and roll on corners, and a tendency to sway over bad surfaces, magnified because of the action of the back-axle. The steering, light normally, heavier towards full lock, asks three turns lock-to-lock. This combination of supple suspension and low-g geared steering would be expected to spoil the handling qualities of the car for fast drivers but, in fact, the Fiat corners nicely, oversteer never developing into a vicious roll-oversteer, and as it is exceedingly difficult to promote tail-slides even on wet roads the steering does not seem particularly low-g geared. The thin-rimmed, single-spoke wheel is set well away from the instrument panel, so that an excellent semi-Farina or Salvadori driving position can be adopted, while there is eager castor-action and only a trace of column judder or return-motion. Lost movement was confined to about 1 in. and the car can be "placed" confidently in "tight places," while the turning circle is useful, although the steering, as such, is not especially "precision," and lacks "feel." Towards full-lock a "clonk" is heard and some "give" felt, possibly the stops coming into action, but rather disconcerting. These qualities, then, add up to pleasant handling and it is customary to throw the Fiat at corners for the sheer fun of negotiating them fast, the 5.20 by 14 Pirelli whitewall "Stelvio" tyres scarcely protesting at all.



EXCELLENT ALL-ROUNDER.—The Fiat New 1,100 saloon is spacious, comfortable, exceedingly economical, yet exceeds 70 m.p.h., besides being well finished and well equipped.

The Fiat-Baldwin hydraulic brakes are sufficiently powerful and light to apply, but have rather an "all or nothing" effect in emergencies; they can be applied progressively but more skill than usual is then called for and if the Fiat 1,100 could be improved it is in this department; the brakes are silent, fade free in ordinary use and function "all-square."

The engine was completely forgotten during the test, for it needed no oil or water in a total of 1,009 miles, started easily given some choke and showed no sign of losing its tune, nor does it "pink" or run-on.

Engine temperature can be controlled by a blind brought into use to the required degree by pulling out a chain, the blind being rendered inoperative by pulling a knob above this chain, which then flies back into its tube with a vicious action, so that it is as well to keep your fingers clear. Under varied English climatic conditions we did not find it necessary to use the blind.

Maximum speedometer speeds on the lower gears are 25, 45 and 62 m.p.h., respectively. Any speed up to the indicated maximum of 75 m.p.h. seemed a happy cruising speed. So far as economy is concerned, over six gallons rather better than 37 m.p.g. was recorded—and during most of this mileage we were in a distinct hurry!—while the overall consumption was rather better than 39 m.p.g.—excellent indeed.

For a small car the Fiat offers ample personnel and baggage accommodation. Both seats are of bench type, so that six people can be carried if necessary and there is good luggage space, the spare wheel being mounted at the top of the boot on the off side. The boot lid is propped automatically after being fully raised, and its handle locks. The car's seats are covered in a pleasantly-patterned cloth, but do not possess centre arm-rests. The four doors are wide for easy entry and egress, but those at the front are hinged at the rear, whereas we prefer trailing doors. The body is free from major rattles; there was a slight squeak from the steering column. There is Securit safety-glass all-round.

Anti-draught screens are fitted at the back of the front-door windows, but there are no half-windows, while the back-door windows do not wind down fully. The door handles and interior appointments are of good quality, the window-winders rather low-g geared.

The two instrument dials are before the driver, and hooded. They comprise an 80 m.p.h. speedometer with total mileometer but no trip and an identical-sized dial comprising the fuel gauge with suitably pessimistic warning light and warning lights for lack of oil pressure and dynamo-charge and to remind the owner that the side-lamps are "on." The lamps are switched on by a tiny metallic tumbler switch and a long lever extending from the right of the steering column then selects headlamps, dipped or full-beam. A shorter lever above this lamps-lever operates the self-cancelling direction "flashers," for which there is a warning light, not troublesome at night, between the two dials. Switches matching the lamps-on-off switch control heater, instrument lighting (decently subdued) and dual wide-arc screen-wipers, the latter self-cancelling but noisy. Three large pull-out knobs deal with starter, choke and a mysterious function not apparent, a similar knob serving to bring in cool air, while a rather flimsy trigger-lever by the passenger on the extreme left, releases the lightweight bonnet panel (which has an effective safety-catch). There is, rather oddly, no normal cubby hole, the dash (which is painted to match the interior of the car and with plated embellishments is rather "showy") merely possessing a rather garish "Fiat 1,100" motif before the passenger, while a fuse-box lives nakedly beneath, but both front doors have long pockets and there is a lidless cubby-hole, sensibly inclined, for the driver, and parcels' shelf behind the back seat. The back doors have arm-rests; "pulls" depend from the roof, folding up when not held, and besides two of the usual roof-lamps, each with its own switch in the rear of the roof, the substantial rear-view mirror is illuminated, when the doors are opened if the switch is so set.

The seats are comfortable, although the driver lacks the lateral support afforded by a bucket-seat, and adjustment easy. First impression is of the dash being too far from the driver, but soon you become accustomed to this, and visibility is assisted by slender pillars to the large curved screen, both front "wings" being visible

when sitting upright. There is a degree of noise and resonance transmitted to the interior of the car, but little wind-noise.

The horn has a penetrating note (the button in the wheel centre carries the word "Fiat") there is an ash-tray on the dash-sill, but none for the rear-seat occupants. The small clutch and brake pedals are rather high-set; the accelerator is of lever-type.

The propeller-shaft tunnel protrudes into the front compartment and to a lesser extent at the back; the hand-brake lever is short and, being set on the passenger's side of this tunnel, is distinctly inaccessible—which could be embarrassing as well as inconvenient with girl-friends of short acquaintance sitting beside one. This brake holds well; operating on the transmission, a pleasingly individualistic feature, it permits the car to rock slightly when at anchor.

At night the Carello lamps give an excellent beam but cut off rather sharply when dipped.

The ignition key is detachable and the rather "tinny" doors have pull-out handles, the driver's lockable with a separate key, which also locks the luggage boot, in which, however, the key stuck. The fuel filler also locks. There is a large rear window, twin screen visors are provided, and, like the boot lid, the bonnet-panel is self-propping when raised.

Under the bonnet the rubber-covered battery, oil and water fillers, big air-cleaner, Fram oil-filter, dip-stick and brake fluid reservoir are extremely accessible; the plugs and Marelli coil rather less so.

We drove the Fiat 1,100 fast along Norfolk's excellent main roads, we crawled in the holiday traffic, we took it down by-ways and over those shocking approaches which seem inseparable from caravan sites, and it adapted itself admirably to these varied conditions.

Nicely upholstered (the ladies, in particular, liked the soft shades of green and fawn check of the seats), better appointed than is usual amongst Continental small cars, pleasant to drive, a distinctly willing performer, and able to go a long way on little petrol (the tank, too,

providing a commendably big range); the Fiat 1,100 is not only a thoroughly practical car, but one which feels likely to be dependable and to retain its tune over a big mileage. Although it has "square-rigged" lines, and a "tin-apron" at the front, it attracts much favourable comment because of its compact shape and unfamiliar appearance to English eyes. Rather costly in this country, this Fiat New 1,100 is a car for the discerning, and is available in faster TV form.

I rate it as one of the road-test cars I hated having to return.—W. B.

THE TIPO 103 FIAT NEW 1,100 4-DOOR SALOON

Engine : Four cylinders, 68 by 75 mm. (1,089 c.c.). Push-rod o.h.v.; 6.7 to 1 compression ratio; 36 b.h.p. at 4,400 r.p.m.
Gear ratios : First, 16.59 to 1; second, 10.23 to 1; third, 6.75 to 1; top, 4.3 to 1.
Tyres : 5.20-14 Pirelli Stelvio on bolt-on steel disc wheels.
Weight : 16 cwt., without occupants but ready for the road with approximately one gallon of fuel.
Steering ratio : Three turns, lock-to-lock.
Fuel capacity : 8.8 gallons. Range approximately 335 miles.
Wheelbase : 7 ft. 8½ in.
Track : Front, 4 ft. 0½ in.; rear, 3 ft. 11½ in.
Dimensions : 12 ft. 4½ in. by 4 ft. 9½ in. by 4 ft. 9 in. (high).
Price (in this country) : £563 10s. (£799 8s. 2d. inclusive of p.t.).
Concessionaires : Fiat (England) Ltd., Water Road, Wembley, Middlesex.

EIGHT-CLUBS AT SILVERSTONE
(June 4th)

THE annual Eight-Clubs race meeting at Silverstone opened with two high-speed trials, racing commencing after lunch.

The 750 Formula race saw Rees' car pass Stanley's inside at Woodcote in spite of furious front-wheel patter, to snatch a narrow-margin victory, Taylor's Austin also being only just in front of Harris' for fourth place.

Brackenbury's Formula Austin then just beat Morley's 3-litre Bentley to victory in a five-lap handicap, the vintage car so dwarfing the 750, and Morley's rearward vision reduced because the dickey-seat lid was up, that the Austin driver was heroic to pass the larger car at Woodcote. Mear's Austin and Lord Ebury's low-chassis 4½ Invicta completed a line-abreast finish, grand testimony to Bulmer's accurate handicapping. Lord Ebury then transferred to his elegant 4½ T.T. Bentley and ran away with a similar race, Bluebelle Gibbs' H.R.G. holding off Webbs' well-driven 1½-litre TF M.G.

The 1,172 Formula race was a victory for MacDowell's polished aluminium aerodynamic Lotus, after it had caught Whitehouse's Arden. Richards' well-driven normal Lotus was third, ahead of Lambert's Elva-like Lotus. Interesting was the Clare 90 with two united Fiat 500 chassis to provide all-independent suspension, Morris Eight brakes, and a weight of 8 cwt. Leech drove his Austin-Ford too slowly to blow out his Birkin-style scarf and Shankland's Buckler was even slower. The A.C. handicap saw Sturges' 1922 yellow Six two-seater, spoilt by modern wheels, lead impressively, even when a bonnet-side fell off, until swamped by faster stuff, of which de Mattos' original Ace spun and Standbridge's Ace won from the 5 sec. mark. The commentator thought Ferrari was running-in his Ace, Hurlock non-started, Nightingale's 1936 tourer suffered alarming front-wheel patter and McCusker's 1921 sports model was visibly spilling water.

A five-lap scratch race saw Nancy Mitchell's rally Daimler saloon run right away from a Jupiter and an A.C., the car rolling but remaining remarkably stable on the corners. Leo's Lagonda was last.

The Lagonda handicap was a triumph for the Rapiers, Lane's 1935 coupé winning, with Hill-Smith's 4½-litre second and Cocker's 1935 Rapier third. Newman's 3-litre did two laps barrelling a marker-tub. Lewis won a scratch race in the Ecurie Westover aerodynamic

Lotus, beating Stacey's normal Lotus and Dennis' Austin-Healey which led for the early laps, Lewis receiving a kiss from a charmer for a fine drive. Cocker's TA M.G. won another handicap, in which Hiam's Morgan Plus Four skilfully took Brierley's Jupiter on the inside at Woodcote, Scott's Arkley being exceedingly slow, and in the next race Moore's Morgan Plus Four became a three-wheeler after it won, shedding a back wheel at Woodcote, but was out again two races later. Hollingsworth drove a smart Jensen miniature 541 with Austin engine (now an A50) which Jensens once tried to tell us just doesn't exist(!) McMillan ran away with the 13th race in his Bristol Barb, which is the ex-Alan Brown F2 Cooper-Bristol with chassis widened and a Rochdale glass-fibre two-seater body, the weight given as 11½ cwt. Some sports car! Stacey's Lotus was second, Watson's battered Alvis third. An A.C. Ace won a scratch race, in which A. Bradley's Doretti indulged in dangerous spins, beating the Morgan and a TR2. W. Bradley's Frazer-Nash won a handicap and, finally, the impressive Bristol Barb held off Wick's larger-engined Cooper-Jaguar and Burn in the R.G.S.-Atalanta in a scratch contest. A good meeting, with few casualties, although Grant-Norton's A.C. Ace became bent in a High Speed Trial incident.

* * *

We made the journey up in a Hillman Minx California, which exhibited excellent liveliness for its size, although it was one of the last of the s.v.-engined examples. It possessed a tricky steering-column gear-shift due to vanishing synchromesh although only 7,000 miles "old" and a bad rattle from the rear off-side corner of the body, which was commendably spacious, although the bonnet juddered as if anxious to fly upwards. The return was accomplished in a Healey Elliot saloon, a car of vintage appointments and demeanour, with a nice remote-control gear-lever, good performance, and a prow reminiscent of a speed-boat. Both Hillman and Healey possessed a large area of glass to combat claustrophobic sensations.—W. B.

All the winners :

Race 1 (750 Formula) :	D. Rees (Austin)	...	...	60.55 m.p.h.
Race 2 (5-lap handicap) :	M. C. Brackenbury (Austin)	...	...	57.96 ..
Race 3 (5-lap, scratch) :	Lord Ebury (Bentley)	...	...	67.16 ..
Race 4 (1,172 Formula) :	M. G. H. MacDowell (Lotus)	...	...	69.08 ..
Race 5 (A.C. handicap) :	R. P. Standbridge (A.C. Ace)	...	...	70.94 ..
Race 6 (5-lap, scratch) :	Mrs. N. Mitchell (Daimler)	...	...	64.45 ..
Race 7 (Lagonda handicap) :	E. M. Lane (Rapier)	...	...	47.61 ..
Race 8 (5-lap, scratch) :	E. Lewis (Lotus)	...	...	72.91 ..
Race 9 (5-lap handicap) :	H. Cocker (M.G.)	...	...	57.87 ..
Race 10 (5-lap handicap) :	J. Moore (Morgan)	...	...	66.2 ..
Race 11 (5-lap handicap) :	A. McMillan (Bristol Barb)	...	...	78.87 ..
Race 12 (5-lap, scratch) :	R. P. Standbridge (A.C. Ace)	...	...	67.78 ..
Race 13 (5-lap handicap) :	W. Bradley (Frazer-Nash)	71.93 ..
Race 14 (5-lap, scratch) :	A. McMillan (Bristol Barb)	77.77 ..

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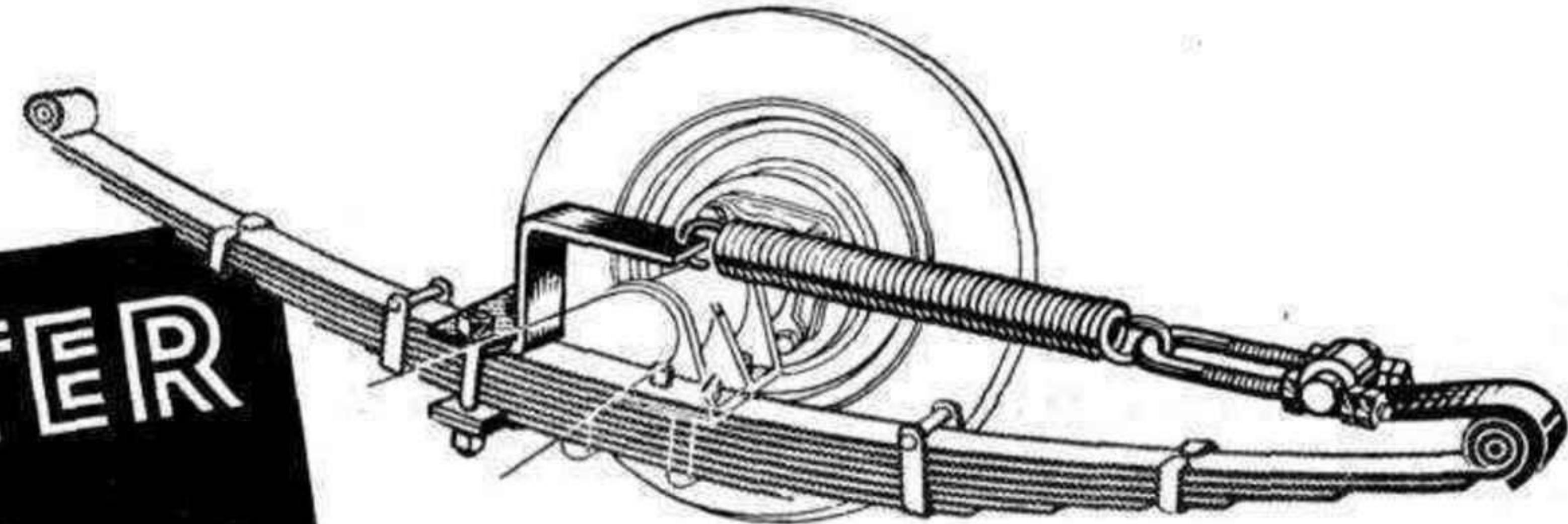


The springs on your car *do* tire ! You may not have noticed the change taking place, but, over a period of time, the weight of the car, road-shocks and abrasive grit tend to alter the camber of the springs. This means that the car 'sits down'—the body is lower, the mudguards come further down over the wheels. This change can seriously affect the performance and road-holding. Until now the only satisfactory solutions have been either to buy new springs or to have the old ones 'set up,' a costly business in time and money.

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“Absolutely, sir! These tyres have more than stood up to the claims made by Dunlop when they introduced Tubeless to this country a couple of years back.”

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SPORTING WEEKEND ABROAD

Whitsun.

THE number of motor races being held in Europe increases every year and at Whitsuntide this year things reached a complete *impasse*, for there were five events of equal importance due to be held on Whit Sunday. These were the Eifel Races at Nurburgring in North-west Germany, the Grand Prix des Frontieres at Chimay, in Belgium, the Grand Prix Supercortemaggiore at Monza, the 12 Hours of Hyeres, on the south coast of France, and the Grand Prix of Albi in the south-west of France. The first four events were all for sports cars, and Albi was for Formula I, and the problem was to decide which meeting to attend as MOTOR SPORT reporter, for while at times it is possible to lead a double life, a five-sided one was out of the question. As Whitsun-time is one of holiday, I finally decided to have a holiday instead of working and, my hobby being motoring and motor racing, I settled on visiting three out of the five events over the weekend. Preferring sunshine to rain, I chose the three southern races, that is, Albi Grand Prix, the 12 Hours at Hyeres and the Supercortemaggiore race at Monza, near Milan. As they were all being held on Sunday, May 29th, it was not going to be possible to see all three, but it was possible to watch practice for two of them and the actual race at the third.

Leaving Monte Carlo on Thursday afternoon, I headed westwards along the winding coast road to Hyeres, just near Toulon, the small Porsche being the ideal car for putting up a good average amongst holiday traffic. Practice at this meeting was not due until Saturday but, passing by, I took the opportunity of having a look round the circuit, seeing where it had been widened and resurfaced. Continuing on through Aix-en-Provence, along the poplar-lined straight from Salon, where Fournier tested the Mors during the dark ages of motor-racing, I stopped the night at Sete, the little fishing village on the Mediterranean coast. Next morning a cross-country run through the lower end of the Massif Central brought me to Albi before lunch, well in time for the afternoon practice. The entry for this race was not large, and consisted mostly of the "also-rans" who normally form the tail-end of a Grande Epreuve, and being the first afternoon of practice the drivers did not make any very great attempts to go fast.

Since the last Grand Prix at Albi the circuit has been shortened considerably, the two long legs of the triangular shape being eliminated and a new road joining across the middle. Viewing the old circuit as a large A with the crossbar dropped to the base of the legs, it has been re-formed with the crossbar, in the form of a new road, being back in its normal place and the ends of the legs removed. This has left the pits and grandstands as before, but has reduced the lap times down to less than 1½ minutes. One of the major reasons for shortening the circuit was that the long straights were lined with enormous trees whose roots spread out under the road, making it



SPECIAL CITROËN.—The special coupe constructed by the proprietor of the B.P. garage in Albi, as described in the text. Using Light Fifteen Citroën front suspension, drive and power unit, the resulting Gran Turismo coupe proved a rapid, if somewhat harsh, motor car in the best Italian tradition.

impossible to keep a 170-m.p.h. surface in place for long. Rather than remove all the trees the Albi Club decided to shorten the circuit. Of the twelve entries for the race only eight turned out for the first practice, and it was Rosier, with his Maserati, who recorded the fastest time, with Macklin driving Moss' Maserati, a fraction of a second behind. Moss was competing at Nurburgring for Mercedes-Benz, so he had loaned his complete Maserati outfit to Macklin. The Maserati of Bira was also present, but the Prince was feeling unwell and decided not to drive, so the car was loaned to Simon to do some laps with, as his own car was late in arriving from Italy. Levegh was driving Rosier's old 2½-litre Ferrari four-cylinder, and in addition there was Whiteaway with his H.W.M.-Alta and Young with his Formula II Connaught, now fitted with a 1954 H.W.M. 2½-litre engine. Just before the end of practice the Gordini team arrived, with the same three cars and drivers as they used at Monaco, and Bayol began to lap quite fast with the 1955 model. Manzon, on last year's car fitted with the new engine and disc brakes, did only a few laps before the engine made a "funny noise" and that was that, while Pollet in the earlier car was not very fast.

Practice ended with little prospect of any exciting racing taking place, and the overcast skies did nothing to invite one to stay and witness the actual race. With most of the factory drivers and fast independents at Monza or Nurburgring, the Albi meeting was suffering badly from both quality and quantity.

On the way to the meeting I heard the tragic news of the death of Alberto Ascari on the Italian radio, and altogether the Albi meeting was not the happy heat-wave of motor racing it had been in the past.

Before leaving the town, however, I was given a short demonstration "dice" in a special Gran Turismo coupé built by the owner of the B.P. Energic petrol station, where some of the racing cars were being kept. This car used a box-like frame built up from welded steel sheet, on the front of which was grafted a Citroën suspension, complete with front-wheel-drive, and the bottom suspension-arm was stiffened by an extra member forming a wishbone bracket. A Light Fifteen Citroën engine, with raised compression and double Weber carburettors, supplied the power, driving through a Citroën gearbox fitted with four speeds. Anchored to rear of the box-frame two large A-brackets suspended the rear wheels independently, the springing medium being short torsion-bars, while the brakes were Citroën. The whole car, including the body trimmings, was made by the owner in his own private workshop, and the one tested was the sixth of a range of prototypes, three more "production" models being under way, but no doubt by the time the third one is completed more modifications will have been added, as with all "home-brewed" "specials." Although the four-cylinder engine was rather rough and noisy in its manner of going, the car went up to an easy 90 m.p.h. and the general roadholding and ride was very good, giving no indication of f.w.d. The cornering, with the power "on," gave good results, aided and abetted by Michelin "X" tyres, running at very low pressure, as the whole car weighed a bare 16 cwt. For such a "one-off" type of car the general finish was remarkably good and the manner of going was distinctly Italian in its Gran Turismo harshness, but satisfying nevertheless.

Leaving Albi and its rather uninspiring Grand Prix race, a return was made over the 170 miles, back to Sete for another night's rest, and the next morning a quick 150 miles got me to Hyeres well in time for the practice for the 12-hour sports-car race. The 7.269-kilometre circuit is situated on the peninsula that runs out to sea from Hyeres and is known as the Golden Isle, being surrounded by bathing beaches. There was a distinct air of a super "club meeting" at this race and the entry ran from tiny D.B. Panhards to Monza Ferraris, but all were truly amateur and full of enthusiasm. Throughout the practice period a cross-wind was blowing dust and sand about but, in spite of this, everyone was getting down to some serious motor-racing practice and there was a marked contrast with the lethargic air of the racers at Albi.

Naturally, with such a wide variety of sports cars competing, the event was to include a calculated handicap as well as the normal category of the farthest distance in 12 hours for the outright winner, while there were also the usual capacity classes. The battle for the outright win was going to lie between Ferraris and Aston Martins, and these two marques were putting in the fastest practice laps. The Monza 3-litre Ferraris were being driven by the French pair Sparken/Picard and the Swiss/Italian pair Canonica/Munaron, while

new production Aston Martin DB3S models were being driven by Gaze/Mackay, Sulman/Brabham, Cosh/Cobden, these three cars forming an all-Australian team, and a fourth car was in the hands of the Whitehead brothers. Then there was the modified DB3 of Mann/Goodall and two very fast 2-litre Gordinis shared by Bourelly/Rinen and Milhoux/Blouin. Another English car was the Cooper-Jaguar of Bradnack, with Truman as co-driver, while French-owned 2-litre Maseratis and Porsche 550 models kept the interest going in the lower classes. Making its first appearance was a new 2-litre six-cylinder Osca driven by Chiron/Delpech.

Most drivers were practising hard, for the circuit was very fast and contained numerous high-speed corners which took a lot of learning, while the varied entry of fast and slow cars called for a great deal of attention when overtaking. By the time the first half of the practice session was over the circuit contained a very distinct air of some good racing going to take place, and after a half-hour break, to allow late-comers to reach the paddock on the inside of the circuit and anyone who had practised enough to leave, the pace continued. The faster cars were going past the pits at some 130 m.p.h., and the narrow road lined by straw bales provided a wonderful impression of speed. By 8 p.m. practice had finished and, while most of the competitors returned to their hotels or to the garages to make final adjustments for the 8-a.m. start next morning, I set off along the coast road towards my third motor-race meeting.

Winding and twisting along the Cote d'Azur, through St. Raphael, Nice and Monaco, I reached the Italian frontier shortly after midnight, to be greeted by a flood of neon light and soft music issuing from a nearby café. Apart from the centres of such towns as Monte Carlo or Nice, there is a noticeable tendency for France to be closed down and darkened by midnight and, crossing into Italy at that hour, the difference was most striking. The Italians, having discovered neon lighting, are not content with formal mauve-coloured strips, they make all manner of patterns and designs out of neon tube and with a multitude of different colours. Being the only car at the frontier at this hour, I had the feeling of entering a peculiar sort of fairy-land as I set off along the mountainous coast road, past the bright lights and soft music. Although the road was empty, every little village still seemed full of life, and even at 3 a.m., when I got to Genoa to stop for the night, there was no feeling of the hour being late, bars and cafés still being open with plenty of customers about. Day-time motoring in Italy is complete pandemonium and the relative emptiness of the trip from the frontier had been most peaceful, but in comparison with any other country at the same hour Italy was still overcrowded. Anyone who feels that Great Britain suffers from overcrowded roads should try motoring in Italy; if you can drive there without having accidents you can drive anywhere.

After a few hours' sleep I was awake again and the hard-worked Porsche was made to really scream its tyres along the winding and mountainous Autostrada from Genoa towards Milan, and then by normal roads round the north of the great Italian city to the Monza Autodromo. Here the Gran Premio Supercortemaggiore for sports cars up to 3 litres was to take place, and just as the amateur sports-car race at Hyeres was a noticeable step up from the dull Albi meeting, the Monza race was another step upwards. Here the entry was fully supported by the Maserati and Ferrari factories and this was the highest form of sports-car racing, a truly "blood and thunder" affair, with screaming Maseratis and booming Ferraris. Naturally, the tragic death of Ascari during practice had cast rather a cloud over the meeting and the public just did not turn up to watch the race. At most Monza meetings there are about ten Italians to every seat in the grandstand, but this time it was the reverse and a very small crowd was scattered round the course.

In spite of this, or maybe because of it, the competitors were all driving hard and the battle for the lead was severe. The distance was over 1,000 kilometres, which is 160 laps of the Monza circuit, and, apart from a lone 1,500-c.c. Ermini, the whole entry was composed of Maserati and Ferrari cars, of both 2 and 3-litre capacities. A very pleasant sight in the Ferrari team was Hawthorn sharing a car with Maglioli, for these two had won the race last year. They were supported by Taruffi/Trintignant, Schell/Carini, with factory cars; Landi/Cornacchia, Lucas/Silva Ramos, Musitelli/Luglio, Piotti/Cortese and Bornigia/Mancini with production 3-litre four-cylinder Ferraris. The chief opposition to the big four-cylinder cars was provided by three Maserati 3-litres, driven by Behra/Musso, Mieres/Perdisa and Valenzano/Bordoni, while there was a veritable horde of 2-litre Maseratis, the faster ones being driven by Bellucci/Ruffo, Graffenried/Giardini, Cacciari/Cabalen, while having their first outing in a car of this type were the two French rally drivers Houel and Jose Behra, brother of the famous Jean. Opposing the 2-litre Maseratis were the Mondial Ferraris of the brothers Leto di Priolo, Taramazzo/Anselmi and Dalla Favera/Buticchi.

From the word go it was the Ferrari of Hawthorn/Maglioli that set



MODERN 3-LITRE.—The six-cylinder 3-litre sports Maserati, with which Behra and Musso won the Supercortemaggiore race at Monza, is developed directly from the Formula I Grand Prix car. The general likeness to the smaller 2-litre sports car is clearly seen, though these 3-litre models have right-hand steering and a headrest.

the pace, but the big Maseratis were clinging on and giving no quarter, and after 20 laps there was less than 60 seconds covering the first five cars, which were in the order Hawthorn, Behra, Mieres, Bordoni and Trintignant, while Hawthorn had made fastest lap in 2 min. 04.2 sec., which is a time comparable with many Grand Prix cars at Monza; later Behra improved on this.

On the 49th lap Trintignant had a most spectacular accident when his Ferrari got onto the grass verge while overtaking another car, and it went end over end. Fortunately the French driver was thrown out and got away with a severe bruising, but the car was completely smashed. Almost immediately after this Bordoni had a brake lock on and his Maserati crashed into the workings of the new speed-track at the end of the back leg of the existing course. The battle for the lead continued between the Hawthorn/Maglioli team and the Behra/Musso one, in spite of changing drivers and refuelling, and by half distance the Maserati had taken the lead, but barely half a lap in front of the Ferrari. There was so little difference between these two cars and the four drivers that the issue of the race was relying on pit work, and one time Maserati would gain the advantage, another the Ferrari team would, and so the battle went on.

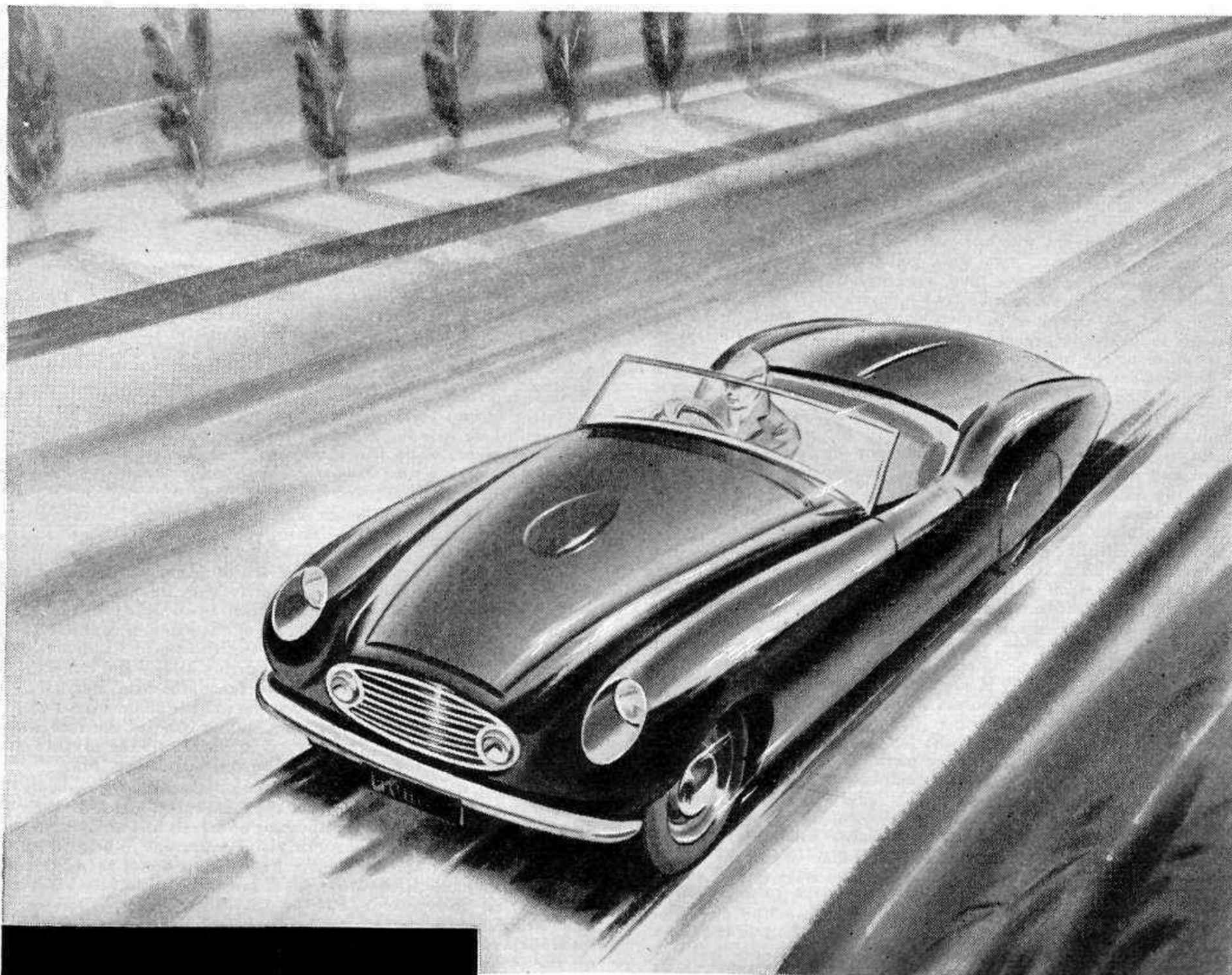
Having got the lead at half distance the Maserati was managing to keep it, but at no moment could the team relax, and after three-quarters distance a continued reshuffling of drivers had arrived at the situation of having Hawthorn in the Ferrari and Musso in the Maserati, with the result that the Englishman began to make up ground. In a panic Musso was flagged in and Behra put back in the car, and that arrangement kept the distance between the two cars to a fairly safe 1½ minutes. The whole situation now seemed settled, for Hawthorn could not gain on Behra, and as the last laps were reeled off the Italian police were lined up in front of the pits ready to control the crowds at the finish, and the Maserati mechanics began to pack up their tools and prepare to enjoy their victory. With only three laps to go Behra suddenly headed for his pit and, amidst leaping policemen and excited mechanics, he yelled for more fuel as the engine was cutting out on corners. A churn of fuel and a funnel was produced and the liquid flung into the tank while all eyes were on Hawthorn, who was streaking down the back straight, and as Behra rejoined the race the Ferrari was in sight, mere seconds behind. The Ferrari pit waved their car on furiously but it was no use, for Hawthorn too was running out of fuel and the engine was spluttering at high revs., and after 1,000 kilometres the two cars crossed the line a mere 17 seconds apart. The remaining 3-litre Maserati, driven by Mieres/Perdisa, was a steady third, while the searing pace had left the rest of the runners way behind.

After starting my Whitsun holiday at Albi on Friday afternoon with some rather dismal Formula I practice, it finished in a blaze of excitement on Sunday evening. Having motored more than 1,000 miles, Whit Monday was spent driving slowly across Switzerland amidst 10-m.p.h. Swiss motorists enjoying their holiday, while the following day was spent with the "bush telegraph," the "journalistic grape-vine" and "carrier pigeons" finding out what went on at Chimay and Nurburgring and the other two meetings which I had to leave early.

The Albi meeting resulted in a win for Andre Simon, while poor Macklin had an engine bearer break off on the borrowed Maserati

Continued on page 411

THE SAFER TYRE FOR THE FASTER CAR



SPEED **TYRE**

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



CLUB NEWS

S.T.D. REGISTER

The Sunbeam S.T.D. Register held a successful Talbot Rally at Seaford on May 29th, organised by Mr. R. Bilby, which was attended by the Talbot designer Georges Roesch. After a picnic lunch on the downs the cars were driven to a roped-off enclosure by the Martello Tower, where a Concours d'Elegance was judged by Commander Jack of the Seaford Town Council and W. Boddy, Editor of MOTOR SPORT. At the same time the Hon. Registrar, Mrs. W. Boddy, conducted a Quiz/Car Condition Competition. The results were as follows:—

Best Talbot up to Model 75 : H. A. Ward (1934 65 saloon), 82 marks.
 Runner-up : K. G. Langley (1934 75 saloon), 81 marks.
 Best Talbot, Models 90-110 : T. J. Mockridge (1937 105 saloon), 96 marks.
 Runner-up : A. H. Perriman (1937 110 saloon), 94 marks.
 Quiz/Car Condition : C. C. Bowker (1925 10/23 Talbot).
 Old-Talbot Prize : C. S. Burney (1924 10/23).
 Best Sunbeam or Darracq : I. MacInnes (1933 Sunbeam Speed Twenty d.h.c.).

The next event is the Wolverhampton Week-end, on July 2nd/3rd, which will include rally, treasure hunt and buffet-social on the Saturday and a parade and Concours d'Elegance at West Park, Wolverhampton on the Sunday. Many Sunbeam celebrities and fifty ex-Sunbeam employees have been invited to the buffet-social, which the *Express and Star* is sponsoring, and His Worship the Mayor of Wolverhampton, himself an ex-Sunbeam employee, has agreed to attend. Register headquarters will be the Crown Hotel, Albrighton.

HEALEY DRIVERS' CLUB

A meeting was held at the R.A.C. on June 3rd and the above-named club was inaugurated and temporary officers elected. For further information and entry forms please contact P. J. D. Langrishe, 1, Oakwood Avenue, Beckenham, Kent.

VOLKSWAGEN OWNERS' CLUB

At the A.G.M. at the "Clarendon" on May 5th the Editor of MOTOR SPORT was elected an honorary member of the club and he attended the next fixture on June 10th.

Hon. Sec. : R. D. Woolf, 40, Send Close, Send Road, Send, Surrey.

A social gathering was held on the evening of June 10th at the "Marquis of Granby," Esher. After the homeward-bound traffic streams caused by the rail strike had abated a simple but entertaining observation run was held, the winner receiving a chromium-plated exhaust-pipe extension and other successful competitors VW key-rings.

A S.E. Kent section of the club has been formed, with headquarters in Folkestone. Those interested are asked to contact Mr. Blundell, C. L. & H. L. Blundell Ltd., Christchurch Road, Folkestone.

V.S.C.C.

The Vintage Sports Car Club will celebrate its 21st birthday with a big rally of vintage and Edwardian cars at Goodwood on September 10th. Before this there is the Edwardian and Light Car Trial at Cheltenham on August 20th, followed by the Prescott Speed Hill-Climb on August 21st, and the Madresfield Rally on September 4th.

The Light Car Section now meets on the second Thursday evening each month at the Chequers Hotel, Eversley Cross, near Reading, under the tutelage of genial John Wrigley. On June 9th the assembly consisted of Wrigley's 1924 8/18 Talbot two-seater, David Small's bright yellow 1927 Jowett Chummy, which brought W. Boddy, Chairman of the Light Car Section, a 9/20 Humber tourer and a Bayliss-Thomas sports model of 1925, with the authentic tail having its pointed edge in the transverse plane.

Secretary : T. W. Carson, Brook Cottage, Bishop's Green, near Newbury, Berkshire.

VW's' SWEEPING SUCCESS IN LIMERICK M.C. RALLY

Out of an entry of 75, Volkswagen drivers had convincing successes in the recent Circuit of Munster Rally. S. Logan's VW won the event outright and these cars finished 1, 2, 3 in the class for saloons up to 1,300 c.c. and took the Team Award.

NIL DORETTI

Production of the Swallow Doretti sports car ceased last February.

A MULTI-GRADE OIL AT STANDARD PRICE

C. C. Wakefield & Company, Ltd., reveal that Castrolite, although selling at standard price, has, for some time, been an oil of multi-grade type. The range covered is SAE.20W, 20, 30.

In 1938 Castrol pioneered the trend towards lighter oils for easy starting, rapid circulation and lower petrol consumption. More recently, this trend has been accelerated, aided by an additive known as a "viscosity index improver." This additive has the effect of reducing the rate at which an oil thins out with rise in temperature. The advantage conferred is that a thin oil, ideal for starting under very severe winter conditions and for rapid circulation during the vital warming-up period, can now remain a safe and economical lubricant at all engine working temperatures.

A steady process of development, extending over a considerable period and having particular regard to the special needs of British motorists, has resulted in the new multi-grade Castrolite. This oil, it is stated, may be used to advantage in any car in good mechanical condition where oil consumption is not a problem. By covering the viscosity range SAE.20W, 20, 30, it is thin enough when cold to meet any climatic extreme occurring in the United Kingdom and thick enough when hot to give "Castrol XL" protection.

Wakefields expect that most motorists will continue to rely on Castrol XL but some will choose Castrolite either from personal preference for a lighter oil or because this grade is recommended by the makers of their cars.

In common with the other grades in the Castrol range, Castrolite is fortified with patent exclusive additives giving protection against oxidation and corrosive wear. Because, say the makers, these additives, including the viscosity index improver mentioned earlier, are correctly proportioned to one another and to the base oils, Castrolite is a "balanced" lubricant which does not go to extremes in any of its characteristics.



RECOGNISE HIM?—Another Quiz picture for you; solutions on a p.c. please, so that the Names of the Knowledgeable can be published next month. The only correct solution to the June Quiz came from C. Mann, of Cannon Hill, who identified Laurence Pomeroy. Everyone else voted Gonzalez.

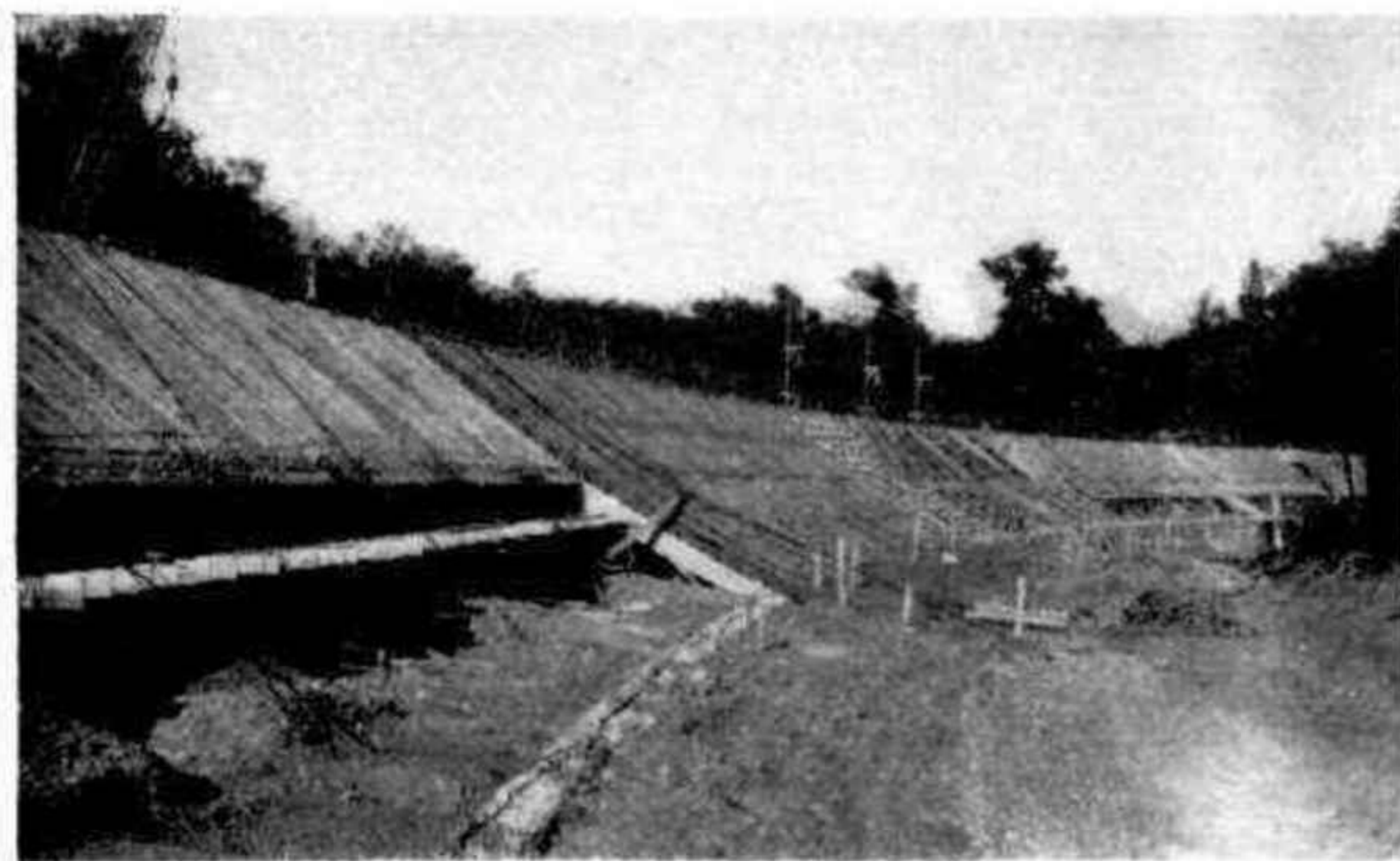
CONTINENTAL NOTES

THE past month saw the motor-racing world receive two very great setbacks. First there was the tragic death of Alberto Ascari, one of the greatest drivers of the present age, if not of all time, and, secondly, the indescribable tragedy at Le Mans, when the Mercedes-Benz of Pierre Levegh went into the crowd and killed more than 80 people, poor Levegh losing his life as well.

Ascari lost his life driving a sports Ferrari while practising for the Supercortemaggiore race at Monza, and only four days after his lucky escape from drowning when his Lancia plunged into the harbour at Monte Carlo. There are people who say that he was not fully recovered from that incident and should not have been driving the Ferrari, but whether that is true or not will never be known. The motor-racing world has lost one of its finest drivers, and no matter what the cause he cannot be replaced. Only 36 years old, Ascari was at the top of the Grand Prix field and only equalled by Fangio, though few people cared to state any difference between the two.

Starting his first race with a prototype Ferrari, built in 1940, Ascari began to make his name with Maserati cars when racing began again in 1946, later turning to Ferrari, with whom he had his greatest successes, becoming World Champion in 1952 and 1953, driving Ferrari cars. With the beginning of the new Formula I he left Ferrari and joined the new Lancia team, doing very little racing during 1954, but this year the Turin firm were well in their stride and Ascari was still at the top of his form, leading the team to victory in Turin and Naples and with a near-win in Pau. Having devoted his life to leading the new Lancia Grand Prix team, it is all the more tragic that he should have been killed in a sports Ferrari. If Ascari is not remembered as the greatest driver of the post-war era, he will certainly remain the greatest Italian driver of this age.

The catastrophe at Le Mans was one of those incidents that seem certain to happen once every so often, and while it was without doubt the worst accident in the history of motor racing, it is not possible to put the blame on to any particular person, or any particular circumstance. The drivers involved were all experienced sports-car drivers, and the public involved were all in their rightful places, apparently well protected from any accident, and everyone was open to the risks that are always attendant at a motor-race meeting. Full praise must be given to the French authorities, who, in reply to the hysterical screamings of the daily paper journalists, said that there could be no possible thought of banning motor racing on the public roads, for it was now not only vital to the world's motor industry, but was also an important part of modern civilisation. Because an aeroplane crashes, or two trains meet head-on, no one thinks of stopping flying or banning rail travel. Equally, because a sprinter in the 100 yards dies of heart failure, no one wants to stop athletic events. We who are interested in motor racing, either as a sport, a business, a science or a way of life, have



WELCOME SIGHT.—The high banking being constructed on the new speed track at Monza is growing fast and here is seen the northern turn, where nearly half the banking has been completed. Built of reinforced concrete, the centre of the banking is at ground level, the lower half being sunk below the normal level.

suffered a severe blow with this tragic accident at Le Mans, but we must stand firm against the unknowledgeable ravings of people who are not even interested in motor racing. There is much to be learned from this accident and, as Charles Faroux pointed out, we learned a lot from the ill-fated Paris-Madrid race of 1903 and we shall certainly not overlook any lessons to be learned from the Le Mans race of 1955.

* * *

Turning to more normal aspects of motor racing, the Maserati team thought up a very crafty move at the recent European Grand Prix. The head mechanic, Gino Bertocchi, was entered as reserve driver for the team of four cars, and for a time the reason for this was not clear. He can certainly drive a Grand Prix Maserati, and quite well at that, but for actual racing purposes there are others better qualified. However, when Jean Behra's car had trouble and came into the pits to be repaired, Behra got into the pit and Bertocchi and two mechanics worked on the car. The officials, recognising the head mechanic, as such, forbade him to touch the car while the other two were working on it, for the regulations permit only two mechanics to work on a car at the pits. Bertocchi's reply was that he was not a mechanic but the reserve driver and consequently was permitted to go on working. A very crafty move that gave Maseratis three pairs of skilled hands to work on a car in the pits and the regulations were not broken.

* * *

Earlier this season when looking at the workings going on at Monza I gained the impression that the new speed track was not going to have very much banking on the two large-radius turns, but another visit to the Autodromo has dispelled all such ideas. In less than two months the north turn has taken shape and the concrete banking is similar to that used at Brooklands and Montlhéry. It is built up on reinforced concrete piles and, to avoid the top edge having to be an undesirable height, the centre of the banking is actually at ground level, with the earth scooped out to permit the lower half of the banking to run below ground level. This will mean that a fast car will not have to climb up the banking as it enters, nor will it have to drop down when it rejoins the straight. Naturally, centrifugal force will propel the car upwards a certain amount, but it should make driving at high speed round the banked track a lot easier.

Another circuit that is receiving improvements is the Reims permanent circuit, which uses existing public main roads, in the same way as at Le Mans and Francorchamps. All these three circuits are improved each year and everything about them is of a permanent nature, but when racing is not taking place they are used by normal traffic, being part of the national road system. At Reims the line of pits have now been extended right up to the large Dunlop footbridge that crosses the track after the start. Built of concrete, with a balcony above, the thirty new pits will certainly ease the situation for the forthcoming 12-hour race. The only doubt about the new arrangement is that cars will be leaving the end pits to drive off into the long right-hand curve that is over the brow of the hill. Even the big cars arrive at this point at maximum speed and, if other cars are going to be joining the circuit at this point, it is going to call for great care on the part of all concerned.

* * *

It is always interesting to talk to an intelligent Grand Prix driver, one who is capable of analysing what he does in certain situations or the differences in handling between various cars. Many fast drivers do everything on reflex-action and afterwards are quite incapable of reconstructing incidents or techniques verbally. They know well enough what they did, but have no idea of why they did it; similarly they know which car is faster or easier to drive round a given bend but they have no idea why. When you have a driver who knows the reasons and the answers, and is capable of writing it all down on paper, then you have a valuable asset to the motor-racing world. Such a driver is the Belgian Paul Frère, and readers of *Les Sports* in Belgium, or *L'Equipe* in France, can have the very great satisfaction of reading Frère's own experiences under actual racing conditions. In the recent Belgian Grand Prix he finished fourth, driving a Ferrari Tipo 555, the new "Squalo," and he wrote that he was extremely content with the handling of the car. In practice he drove the earlier type Ferrari, and pronounced the new one better, giving sound technical reasons to add to his own personal

experiences. Ferrari has been struggling along with the "Squalo" for more than a year, trying to convince his drivers that it was a good car, but that it required a different technique of handling compared with the old one. Most of the drivers were not prepared to alter their preconceived ideas of driving, though Gonzalez began to master the car at the end of last season. Now Frère has been able to give his opinion of the car under racing conditions and supports Ferrari in the belief that for Grand Prix circuits there is not much wrong with the handling, providing the driver will adapt himself to the car.

In case anyone should think that Frère is merely a journalist dabbling at Grand Prix driving, one should remember his very fast practice laps at Nurburgring with the Grand Prix Gordini, his speeds round the Francorchamps circuit with impossible cars such as Chryslers, his win this year on the same circuit with a works DB3S, making new Monza Ferraris look slow, and only two weeks ago his brilliant second place, with Peter Collins, at Le Mans, again in a DB3S Aston Martin. While Frère can hardly hope to achieve the top rank among Grand Prix drivers, he can, nevertheless, drive fast enough to extend a modern racing car to the full and, being a first-class journalist, he is a valuable asset to the followers of motor racing. We have plenty of good journalists who can hardly drive, and many good drivers who can hardly write, but a combination of the two is rare indeed. In addition, he is a journalist who is not afraid to tell the truth, even if it goes against himself, for in the recent Belgian Grand Prix he was given the record lap at one point in the race, with a time of 4 min. 22 sec., and in a recent article he disproved the possibility of this. Throughout the race he had been lapping consistently in times around 4 min. 32 sec., knowing full well that he was never losing or gaining more than two seconds on any lap. The official timekeepers gave his lap time consistently at 4 min. 32 sec. or thereabouts, until at one point he did 4 min. 22 sec., and his next lap was 4 min. 42 sec. As his best practice time, on a clear, dry track, was only 4 min. 26 sec., the answer to the record lap by Paul Frère is obvious and he deserves every credit for pointing this out himself in one of his articles.

The timekeeper's job is indeed a thankless one and that more mistakes are not made is always a source of amazement, but at the recent Le Mans race, when the Levegh incident happened, Fangio was timed as having passed in front of Levegh's car, when in actual fact he was a long way behind it. Another difficulty that is always arising is when a skilled person such as Ugolini, the Ferrari team chief, or Geier, the Mercedes-Benz timekeeper, gets a lap time for one of their cars differing as much as two seconds on a 4½-minute lap from the official time. The official timekeepers have numerous cars to watch and they can only go by the numbers painted on the side, whereas the team chiefs know their cars and drivers intimately and are concentrating on one car alone. But nothing can be done about such things and the official times must always count, but there are often many rude words spoken quietly about the practice times at certain races.—D. S. J.



ELBOW ROOM.—In the past the 12-hour sports-car race at Reims has suffered from a large entry and not enough pits; now 30 new concrete pits have been constructed, extending the line right up to the Dunlop bridge on the brow after the start.

SPORTING WEEKEND ABROAD—continued from page 407

when he was a certain second. Horace Gould rushed out from England to drive Bira's Maserati and after muffing the start he got going well to finish third.

At Hyeres the expected Aston Martin/Ferrari battle resulted in a win for the Italian car driven by the Swiss/Italian team, with the complete row of Australian-driven cars following, though the brothers Whitehead had been well in the lead when their clutch packed up.

At Chimay the race was limited to sports cars and Claes was well in the lead on the last lap, driving a Monza 3-litre Ferrari, when he ran off the road and ditched it, letting the Swiss driver Musy win the race with his 2-litre Maserati.

At Nurburgring Mercedes-Benz gave a demonstration run with their 300SLR sports cars, Fangio finishing a few inches in front of Moss. They were supposed to be opposed by Farina with a 3.7-litre factory Ferrari but he could get nowhere near them, and Kling, who should have been third, went too fast and broke his engine, limping home fourth. In the 1½-litre Eifel class the East-Zone E.M.W. cars were out again and making a very good impression, but not sufficient to beat the combination of von Frankenburg and a 550 Porsche. Unfortunately he was a little way behind Kling when the latter's Mercedes-Benz broke and spilt oil and the Porsche was the first car to go in the ditch before the oil flag was flown, so the E.M.W. had an easy victory.

THE 13th SCOTTISH RALLY (May 30th-June 2nd)

- Production Touring Cars up to 1,000 c.c. : P. S. Hughes, (D.K.W. Sonderklasse)
- 1,000-1,600 c.c. : T. J. McGee (Fiat 1,100)
- 1,600-2,600 c.c. : R. Crawford (Riley 2½)
- Over 2,600 c.c. : R. W. Woolaway (Austin Westminster)
- Touring Production Cars and Special Series Production Cars up to 1,300 c.c. : B. W. Fursdon (Renault 750)
- 1,300-2,600 c.c. : R. K. N. Clarkson (Morgan, TR2 engine)
- Over 2,600 c.c. : W. L. Sleigh, Jr. (Jaguar XK 140)
- Production Sports Cars up to 1,600 c.c. : N. L. Paterson (M.G. TF 1,500)
- Over 1,600 c.c. : T. F. Fisher (Triumph TR2)
- Team Prize : M.G. Team of TF 1,500s : N. L. Paterson, E. R. Herrald, R. Kay.

FOR YOUR ADDRESS-BOOK

- Alvis 12/50 Register : R. H. Johnson, 399, Ley Street, Ilford, Essex.
- Bull-Nose Morris Club : E. A. Ferguson, 14/15, Magdalen Street, Oxford.
- British Salmson Club : J. L. Cope, Sandalbowe, 62, Westover Road, S.W.18.
- Dolomite Association (Triumphs) : 53, Baker Street, Potters Bar, Middlesex.
- D.K.W. O.C. : S. Williams, 35, Stanley Avenue, Beckenham, Kent.
- Fiat 500 Club : J. A. James, 71, The Grampians, London, W.6.
- Fiat Register : Capt. Liston Young, 13, Regent Street, Melton Mowbray, Leics.
- Humber Register : Lt. A. B. Demaus, The Lodge, St. Michael's, Tenbury, Worcs.
- Les Hommes a l'Hispano : Mrs. L. Bailward, 8, Brookfield, Highgate, West Hill, N.6.
- Magnette Register : H. J. Nicholls, 5, Ludlow Way, N.2.
- Rapier Register : G. D. Speight, 473, Manchester Road, Sheffield, 10.
- Renault O.C. : N. H. Atkinson, 7, Belle Vue, Hillrise, Greenford, Middlesex.
- Rover Register : T. L. J. Bentley, 11, Woodhall Drive, Pinner, Middlesex.
- Salmson Register : K. C. Radburn, 67, London Avenue, Coundon, Coventry.
- Sunbeam S.T.D. Register : Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Aldershot, Hants.
- Volkswagen Club : R. D. Woolf, 40, Send Close, Send Road, Send, Woking, Surrey.
- Wolsley-Hornet Special Club : J. L. McArthur, 3, The Bungalows, Hook Road, Amphil, near Romsey, Hants.

Results :

- GRAN PREMIO SUPERCORTEMAGGIORE—Sports Cars—1,000 Kilometres
- 1st : J. Behra/L. Musso (Maserati 3-litre), 5 hr. 41 min. 41.3 sec. 177.004 k.p.h.
- 2nd : J. Hawthorn/U. Maglioli (Ferrari 3-litre) ... 5 hr. 41 min. 58.5 sec.
- 3rd : R. Mieres/C. Perdiss (Maserati 3-litre) ... 3 laps behind.
- Fastest lap : J. Behra (Maserati), 2 min. 03.2 sec.—184.090 k.p.h.

ALBI GRAND PRIX—Formula I—314 Kilometres

- 1st : A. Simon (Maserati) ... 2 hr. 23 min. 22.1 sec. ... 131.432 k.p.h.
- 2nd : L. Rosier (Maserati) ... 1 lap behind.
- 3rd : H. Gould (Maserati) ... 2 laps behind.
- Fastest lap : A. Simon (Maserati), 1 min. 17.1 sec.—139.656 k.p.h.

12 HOURS AT HYERES—Sports Cars

- 1st : A. Canonica/G. Munaron (Ferrari 3-litre) ... 1,604.072 kilometres
- 2nd : F. Gaze/Mackay (Aston Martin DB3S) ... 1,602.305 ..
- 3rd : R. Cobden/Cosh (Aston Martin DB3S) ... 1,574.184 ..

EIFELRENNEN-NURBURGRING—Sports Cars—228 Kilometres

- 1st : J. M. Fangio (Mercedes-Benz 300SLR), 1 hr. 44 min. 52.9 sec.—130.4 k.p.h.
- 2nd : S. Moss (Mercedes-Benz 300SLR) ... 1 hr. 44 min. 53.0 sec.
- 3rd : M. Gregory (Ferrari 3-litre) ... 1 hr. 49 min. 33.0 sec.
- Fastest lap : J. M. Fangio (Mercedes-Benz), 133.1 k.p.h.

GRAND PRIX DES FRONTIERES—Chimay—Sports Cars—240 Kilometres

- 1st : B. Musy (Maserati 2-litre) ... 1 hr. 34 min. 01 sec. ... 152.615 k.p.h.
- 2nd : J. Herzet (Ferrari 2-litre) ... 1 lap behind.
- 3rd : R. Felhman (Alfa-Romeo 2-litre) ... 3 laps behind.
- Fastest lap : B. Musy (Maserati), 4 min. 12.7 sec.—154.855 k.p.h.

GROTE PRIJS VAN NEDERLAND

Fangio and Moss Demonstrate Another Tidy Grand Prix

Zandvoort, June 19th.

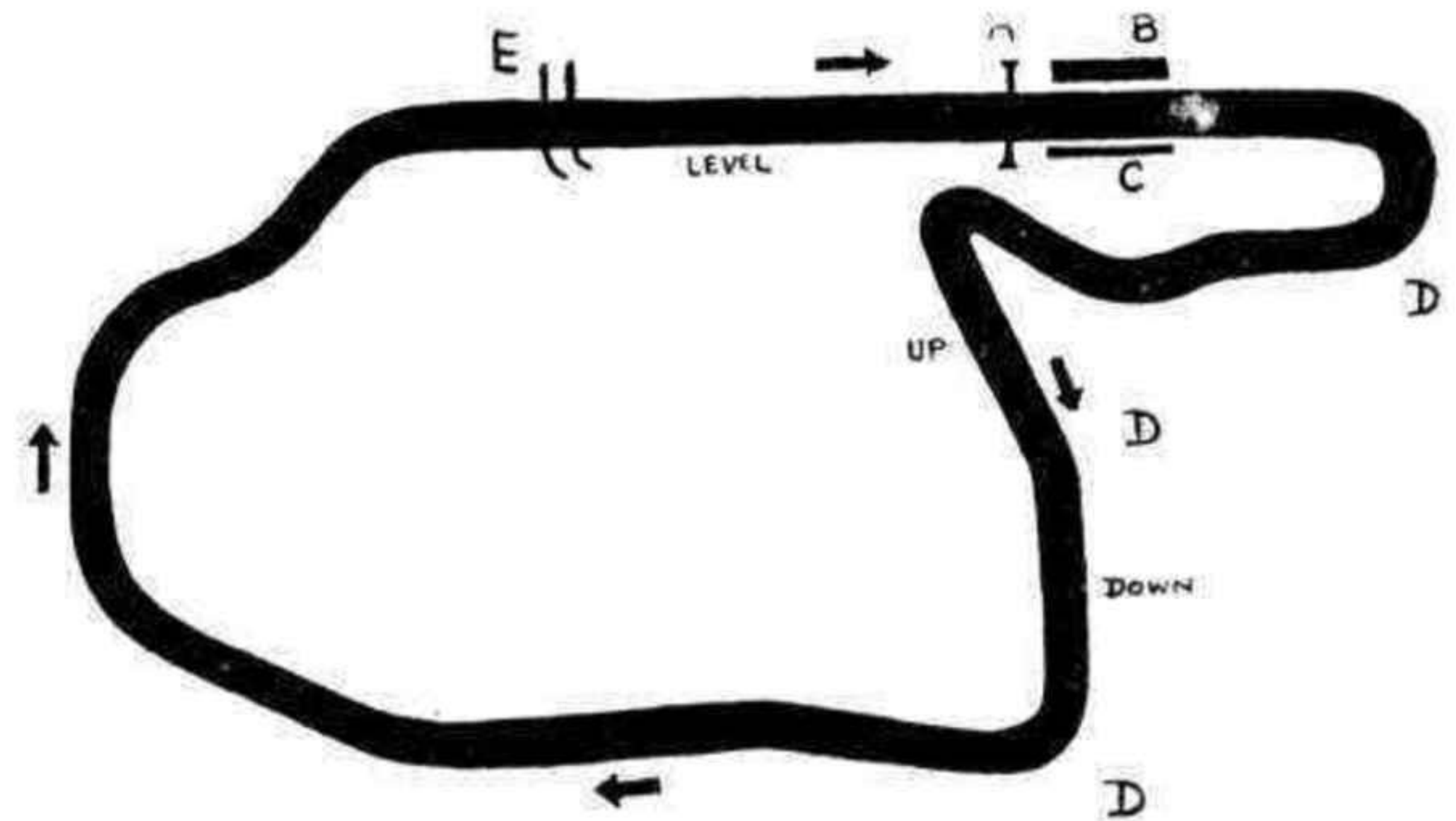
THE surface of the pleasant little 4.193-kilometre Zandvoort circuit having been put into good shape, the K.N.A.C. were permitted to organise a Grand Prix to count for the World Championship this year. A select entry of 16 cars arrived for practice, notable withdrawals being the Lancia team and the Vanwall team, and in consequence Castellotti and Hawthorn were signed up by Ferrari, and they formed a trio with Trintignant as Farina was said to have retired. All three were using the new Tipo 555, now going very well, and they had an earlier Tipo 625 as a training car. Mercedes-Benz were out in force, with Fangio, Moss and Kling, having an assortment of cars to choose from, there being the two types of ultra-short Monte Carlo cars and two types of medium-length cars, one with front brakes inboard and the other with them outboard. Three factory Maseratis, unchanged from Spa, were in the hands of Behra, Mieres and Musso, while Rosier had his private car, Gould was driving Bira's car and Walker was driving Moss' car. Another independent was Claes, using Rosier's old Ferrari, and the list was completed by the usual three Gordinis with Manzon, Pollet and da Silva Ramos.

Practice officially began on Friday afternoon but that morning Mercedes-Benz booked the track privately and tried out their various cars, so that after lunch they were well prepared. The Ferraris were behaving themselves, though they had the wrong axle ratios and hurriedly dismantled the rear end and changed the ratio, after which they went well. Maseratis seemed well prepared, both Mieres and Musso making good times, but Behra was content to feel his way round quietly, still suffering from his injured leg. Gordinis just had not got enough speed, but otherwise were contented enough, Walker was enjoying himself in a real Grand Prix car for a change, while Gould was finding out that there was more to Grand Prix racing than meets the eye. It was Moss who made fastest lap with 1 min. 40.4 sec., nearly 10 seconds faster than the old lap record, which was not surprising as it was held by a 2-litre Ferrari.

The next day things did not change much, though it was Fangio's turn to record fastest time with 1 min. 40.0 sec., a speed of 150.947 k.p.h. Ferraris got down in the 42s and then Hawthorn did a 41.5, while the surprise of the day was Musso, who had really got the circuit weighed up and did 1 min. 41.2 sec. Unfortunately there were no official times or announcements given out during practice so that no-one had any idea just how close the battle for the starting-grid had become, and the uninformed public nearly died of boredom. Eventually it was made known that the front row of the grid was to be occupied by Fangio, Moss and Kling, all in Mercedes-Benz, with Musso and Hawthorn in row two, followed by Behra, Mieres and Trintignant, then Castellotti and Walker, and the remainder of the sixteen starters behind, but by this time practice had finished.

Race day was warm and dry, with no sun, and but for a stiff breeze conditions were perfect. The start was one of the best seen for a long time and Fangio just managed to jump the flag sufficiently to get a length lead, but not sufficiently for anyone to complain, and this masterly touch put him into the lead at the first corner. Musso had followed him closely and got in front of Moss, so that the end of the first lap saw the Maserati sandwiched between the two German cars. Afraid that Fangio would go ahead and leave him, Moss made a big effort on the swerves behind the pits, drew alongside Musso and frightened him into lifting off a fraction of a second too soon for the right-hand bend before the sharp hairpin. This let Moss through and away he went, right on Fangio's tail. None of the Maseratis or the Ferraris could cope with these two and, lapping in 1 min. 44 sec., the "man and boy" proceeded to give a fine demonstration of Grand Prix driving, running round only a few feet apart.

Musso was driving splendidly, losing only a very little ground on the leaders and leaving the rest of the field far behind. Hawthorn was leading the Ferraris but was no menace to either Mercedes-Benz or Maserati teams, while Walker was leading the independents and all the Gordinis. He did this for only 2½ laps, for then one of the disc wheels cracked round the hub and only the ears of the hub cap stopped it coming right off. He was lucky to escape undamaged during the ensuing pirouettes. Pollet came into his pits for a brief moment, had a shouting match with Amedee Gordini, and then drove off again in a bad temper, and after 10 laps the order was Fangio, Moss, Musso, Behra, Kling, Hawthorn, Trintignant, Castellotti, Manzon and the rest. Castellotti was not really happy in the new Ferrari and all three cars were demonstrating the most fantastic understeer round the hairpin at the back of the pits.



CIRCUIT OF ZANDVOORT—HOLLAND

Length: 4.193 kilometres.

A. Start and Finish. B. Main Grandstand. C. Pits.
D. Spectator Embankments. E. Road Tunnel to Pits.

The two Mercedes-Benz were going steadily now at 1 min. 43 sec. and at lap 20 the order had not changed, though Hawthorn stopped at the pits for a moment, not satisfied with his gear-change, while Gould stopped to pour more oil into the gearbox, the casing having split. At lap 24 Kling disappeared, having spun off the road on one of the fast right-hand swerves on the back of the course, and then Gould spun on the hairpin, with a resulting pantomime while he tried to restart coasting downhill, then reversing up the course looking for somewhere to turn round. He eventually arrived back at the pits and retired, the crack in the casing losing oil too fast.

Although Moss was gaining a little ground on Fangio on the fast curves, he was losing it on the pit hairpin, being very ragged at times. He was driving a medium-length car with inboard brakes, while Fangio had the short car he drove at Monte Carlo, with the engine mounted forward; Kling had been driving the other short car that Moss used at Monaco. Round and round they went, gradually lapping the other runners, and were 17 seconds ahead of Musso at 50 laps, or half-distance, but the Italian was still driving very nicely and close enough for the Mercedes-Benz drivers not to relax or make mistakes. Mieres suddenly found new life and overtook Behra, driving with great verve, and two laps later Behra stopped to complain about his rear end but soon rejoined the race. By 60 laps, however, the two Mercedes-Benz had lapped Mieres, but they still could not really get away from Musso. Then some light rain came down, making the circuit slippery, and Musso dropped back a bit, even Fangio and Moss slowing to laps of 1 min. 50 sec. Trintignant broke his transmission on lap 67 and coasted in to the pits, and then the rain stopped and the track began to dry, but not completely and Musso spun on the pits' hairpin, but, keeping his engine running, he soon carried on, losing barely 30 seconds.

By 85 laps it was all over; the two silver cars were more than a minute ahead of Musso and they just had to tour home and win. As they lapped Hawthorn yet again he tried to keep up with them, but it was not possible and for the last few laps Moss was touring round most of the way in fifth gear, but got a bit of a fright when a plug oiled up and his engine began to pop and bang on the last lap. All was well and they finished a length apart, Fangio having led from start to finish yet again.

Results:

GRAND PRIX OF HOLLAND—Formula I—100 Laps—419.3 Kilometres—Cool			
1st:	J. M. Fangio (Mercedes-Benz W196)	2 hr. 54 min. 23.8 sec.	144.268 k.p.h.
2nd:	S. Moss (Mercedes-Benz W196)	2 hr. 54 min. 24.1 sec.	
3rd:	L. Musso (Maserati 250/F.I.)	2 hr. 55 min. 20.9 sec.	
4th:	R. Mieres (Maserati 250/F.I.)	...	1 lap behind.
5th:	E. Castellotti (Ferrari 555)	...	3 laps behind.
6th:	J. Behra (Maserati 250/F.I.)	...	3 laps behind.
7th:	J. M. Hawthorn (Ferrari 555)	...	5 laps behind.
8th:	da Silva Ramos (Gordini)	...	7 laps behind.
9th:	L. Rosier (Maserati 250/F.I.)	...	7 laps behind.
10th:	J. Pollet (Gordini)	...	8 laps behind.
11th:	J. Claes (Ferrari 625)	...	12 laps behind.
Fastest lap: R. Mieres (Maserati), on second lap, in 1 min. 40.9 sec.—149.601 k.p.h. (new record).			
Retired: P. D. Walker (Maserati), lap 3, broken wheel; H. H. Gould (Maserati), lap 22, split gearbox; K. Kling (Mercedes-Benz), lap 22, spun off; R. Manzon (Gordini), lap 45, rear axle; M. Trintignant (Ferrari), lap 67, gearbox.			

LETTERS from READERS

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

THE MOTOR CAR IN FICTION

Sir,

Your interesting article "The Motor Car in Fiction" does less than justice to the sleuth of Baker Street in his association with motoring. Although Sherlock Holmes was approaching the end of his long career during the formative years of the motor vehicle, he must have studied its development with some care. "His Last Bow" relates how Holmes was able to join, in 1914, the von Bork spy ring in the guise of one Altamont, an Irish-American automobile engineer, and even used the names of motor components as code-words in his double game. The story also tells us how, while on the way to the final showdown with the master-spy, the Ford of Holmes and Watson was nearly run down (whether by accident or design does not appear clear) by the 100-h.p. Benz limousine belonging to von Herling of the German Embassy; and it was in the same Ford that the triumphant detectives conveyed the chloroformed von Bork and his secret papers to Scotland Yard.

Leaving Baker Street aside, it is surprising that John Buchan's hero, General Richard Hannay, finds no mention. The General must have possessed the abilities of the first-class rallyist, and his admirers will recollect the nightmare journey through Asiatic Turkey in a broken-down Studebaker when he was in search of the Greenmantle, and also how, in "Mr. Standfast," he raced against time over the snow-bound Alps in a stolen Mercedes with information of the German 1918 offensive. And "The Island of Sheep" tells us that the General later settled down to retirement with a (presumably pre-1931) Bentley with which to pursue malefactors.

I am, Yours, etc.,

Isleworth.

R. J. MILLS.

Sir,

I put pen to paper after reading your excellent article, "The Motor Car in Fiction." I have read several of the books you quote in your article, and was struck by their authors' apparent knowledge of the well-known vintage cars. However, there is one author you do not mention who often has characters using vintage cars, that is Dennis Wheatley. One particular passage I enjoyed reading was in this author's book, "The Devil Rides Out," when the Duc de Richlieu drives across Salisbury Plain in his Hispano-Suiza with headlamps blazing to interrupt a Valpurgas Night Black Magic ceremony.

I am, Yours, etc.,

B.A.O.R. 15.

R. A. MORPETH.

Sir,

In your article of last month entitled "The Motor Car in Fiction," you make no mention of Lord Peter Death Bredon Wimsey and his open Daimlers. We know that they were christened "Mrs. Merdle" and that by the date of his marriage he was using the ninth of these machines. So far I have been unable to arrive at any conclusions as to which model it was that he favoured, but perhaps those wiser than myself can glean rather more detail.

I am, Yours, etc.,

Newbury.

K. W. ALLEN.

Sir,

Your "The Motor Car in Fiction" was a most welcome and enjoyable diversion, but I read on and on waiting in vain for a reference to my favourite fictional motor car: Leslie Charteris' wonderfully onomatopoeic "Hirondel" driven with great verve by "The Saint." Somehow I always imagined that this was really a V12 Lagonda Rapide. [See letter from Major King-Clark!—ED.]

All of which brings to mind Thomas Selby and Sarah breaking speed records between London and "Hurstpoint" in a drophead Lagonda in Warwick Scott's "Image in the Dust."

I am, Yours, etc.,

New York.

STANLEY NOWAK.

Sir,

Since reading the article in MOTOR SPORT entitled "The Motor Car in Fiction," I have read a book called "Live and Let Die," by Ian Fleming.

The second chapter begins as follows: "The grey Bentley convertible, the 1933 4½-litre with the Amherst-Villiers supercharger, had been brought round a few minutes earlier from the garage

where he kept it and the engine had kicked directly he pressed the self-starter."

The hero of this Secret Service story is a super spy named Bond (no comments) and he proceeds slowly through a murky London fog. "The slow drumbeat of his two-inch exhaust keeping him company."

About halfway through the 13th chapter, Mr. Bond is in America with a colleague named Mr. Leiter, and he is about to go for a ride in Mr. Leiter's car. I quote:

"Bond liked fast cars and he liked driving them. Most American cars bored him. They lacked personality and the patience of individual craftsmanship that European cars have. They were just 'vehicles,' similar in shape and in colour, and even in the tone of their horns. Designed to serve for a year and then be turned in in part exchange for the next year's model. All the fun of driving had been taken out of them with the abolition of a gear-change, with hydraulic-assisted steering and spongy suspension. All effort had been smoothed away and all of that close contact with the machine and the road that extracts skill and nerve from the European driver. To Bond, American cars were just beetle-shaped Dodgems in which you motored along with one hand on the wheel, the radio full on, and the power-operated windows closed to keep out the draughts.

"But Leiter had got hold of an old Cord, one of the few American cars with a personality, and it cheered Bond to climb into the low-hung saloon to hear the solid bite of the gears and the masculine tone of the wide exhaust. Fifteen years old, he reflected, yet still one of the most modern-looking cars in the world."

Another book I've read recently is "The Mint," by T. E. Lawrence. In the 16th chapter, "The Road," he describes a hair-raising dice on his big Brough with an aeroplane, a Bristol fighter. The scene is portrayed with absolute artistry, and whatever people say he wasn't, he certainly was a motor-cyclist. I will quote one remark:

"A skittish motor-bike with a touch of blood in it is better than all the riding animals on earth, because of its logical extension of our faculties, and the hint, the provocation, to excess, conferred by its honeyed untiring smoothness."

I hope some of this has been of interest to you.

I am, Yours, etc.,

Oxford.

CHARLES W. LEWIS.

[It has. A pity, however, the blower Bentley is dated at least a couple of years too late.—ED.]

Sir,

With reference to your article in the April copy "The Motor Car in Fiction," might I as a mere woman suggest a book. "No Lady in the Cart," by Ursula Bloom.

I am sure that many motorists have to have a sense of humour which will appeal, and also give the "males" an even more superior feeling over the weaker sex.

I am, Yours, etc.,

Lincoln.

PATRICIA BRENTNALL.

Sir,

I was very interested in your article "The Motor Car in Fiction" in the April issue of MOTOR SPORT.

Before the war I used to read about "The Saint" driving hither and thither with great *élan* in his cream and red "Hirondel." I often wondered what kind of car he had in mind until, one day in 1935 or 1936, on coming out of my dentist's house in Weybridge I saw, outside the pub next door, a cream and red 4½-litre Lagonda open tourer with the Saint emblem painted on the bonnet just aft of the radiator. I entered the pub and discovered that it was indeed Mr. Charteris' car. I have never been able to make up my mind whether I was satisfied or disappointed by the discovery—I think on the whole I would have been happier if the "Hirondel" could have stayed in my mind as my imaginary ideal motor car.

I look forward tremendously every month to the arrival of my MOTOR SPORT. It always comes wrapped up with my wife's *Nursery World*, but that isn't my fault!

I am, Yours, etc.,

Berlin.

REX KING-CLARK (MAJOR).

Sir,

Your enjoyable article "The Motor Car in Fiction" made me realise that you had made no reference to Miss Dorothy L. Sayers.

I knew her in the early 'twenties—just after her first thriller had been published—and its success made her feel that Lord Peter Wimsey should possess a car befitting his standing and nothing would dissuade her from a Double-Six Daimler which make he retained book after book. I also recall one of Miss Sayer's short stories which gave a most convincing and exciting account of a scrap up Watling Street between a Norton and a Scott Squirrel—Miss Sayers herself being a motor-cyclist and owning a Ner-a-Car at the time. She also, I remember, turned the incident of an air-lock in her petrol pipe to good use by making one of her "murderers" inject air into one of his victim's arteries or veins (I'm not sure which is correct) with a hypodermic syringe and thus puzzle everyone—except, of course, Lord Peter Wimsey.

I am, Yours, etc.,
"W. W."

Newcastle-on-Tyne.

Sir,

My contribution to your list in connection with the above is the Alvis in "Surregars Raft," by Peter Kenley.

I am, Yours, etc.,

Hereford.

JOAN L. ANDERSON (MRS.)

[This correspondence is now closed but our article has aroused so much interest we propose to summarise further letters in next month's issue.—ED.]

* * *

BUYING AND SELLING

Sir,

In reply to Mr. K. J. Campbell's letter about the difficulty of selling his Talbot, surely it is a well-known fact that the vehicle you have for sale is "an unpopular model of which not many were made and for which spares are practically unobtainable." Once it has changed hands it is transformed to a "rare and much sought after specimen," a metamorphosis which to me is both inexplicable and unpleasant.

May I add my praise of your outspoken journal and add a plea for more articles in the series "Cars I Have Owned"? I always hope to come across a picture or mention of my M.G. when it was nearly new.

I am, Yours, etc.,
R. D. GREENAWAY.

Brighton.

* * *

THE ROESCH TALBOTS

Sir,

During the year 1925 I took on the road my first motor car, a Talbot 8/18. Since then I have always been an ardent admirer of this famous marque and an owner of many models. I now run a good "105" specimen. I therefore consider I am well qualified to heartily support Wing-Commander Parmee and offer solace to Mr. K. J. Campbell.

Mr. Campbell can dry his eyes—he is by no means alone in his admiration of Talbots. The "105" I now own is my tenth Talbot, having over the years of my experience, possessed most models from the "8/18" (no differential) followed by various "14/45s," "65s," etc. My present model is 20 years old and is all I desire of a motor car, being in very near original condition. Past owners have not been busy with the paint brush outside or the varnish brush inside, and the electrical system has not had the usual additions of lighting flex and black tape. It has the following features, seldom found today:

Preselector gearbox with automatic change "going-up" and traffic clutch. Lubrication from engine with filtered oil.

Dynamotor at front of engine (no jammed starter or flywheel ring to wear).

Rubber-free water system.

Central lubrication system (no crawling about with grease-gun).

Knock-on, balanced Rudge wheels.

Chronometric speedo. and rev.-counter.

Complete and unfettered access to distributor, rockers, oil-filter, cut-out and junction box.

Quickly-removable radiator and water pump.

Built-in jacking system.

All these, and more, in addition to the usual Talbot precision steering, roadholding, braking, etc. Have we gained much from 20 years of progress?

A lot has been written about the famous Roesch Dwarfs. They have been blamed for many things, including the engine-gearbox-rear axle assembly, and many harsh words have been uttered about

this tie-up. They had brains, however, and indulged in commonsense practice. They intended the rear springs to be used as road springs, and not as engine power absorbers—hence the torque tube and the famous Talbot rear stability.

It is sad to see a famous name pass on, even if it has been misapplied for so long. Perhaps there is more to it than is at first evident. Could it be that some descendants of the Dwarfs have turned up at Coventry and scared the pants off the users of the immortal name?

Mr. Campbell writes that the marque is today without honour. No, Sir! Indeed, great honour is written in the *Autocar* of January 28th, 1955, page 124, wherein the performance of a Talbot 105, 19 years old, is compared with a Daimler Regency saloon. The following are extracts from *Autocar* test reports quoted:

	Talbot 105 Weight 36½ cwt.	Daimler Regency Weight 37 cwt.
0-50 m.p.h. ...	13.8 secs.	12.9 secs.
Max. speed ...	83.3 m.p.h.	85 m.p.h.
Consumption ...	17 m.p.g.	14-19 m.p.g.

(The Talbot having 500 c.c. less engine capacity)

Again, have we gained much from 20 years' progress? We have seen considerable weight reduction and the softening of suspensions, which has produced the modern ailment—rolling, tail wagging, etc. Judging from Press reports and photographs, the ease with which some modern cars can be turned base-over-head is alarming, and proves retrograde steps in design.

I am, Yours, etc.,

Ilford.

J. H. CLARKE.

Sir,

I write in support, and for the cheer, of K. J. Campbell as another fortunate owner of a Talbot 75 of Roesch design. Mine came from the enthusiastic hands of an engineer who was acquainted with Mr. Roesch himself, and who had gone to the trouble of rebuilding the car to as near the original new condition as was possible. Having owned, for my previous two cars, a Rolls Twenty, and a 2-litre Lagonda, I was very sceptical; but I am now a confirmed protagonist of this inexplicably neglected post-vintage thoroughbred marque.

With a dry weight of 28 cwt. (despite the loss and drag of a Roesch-modified Wilson-type gearbox) nought to fifty in 17 seconds enables her to "see-off" a large proportion of cars on acceleration. The top speed of 77 m.p.h. (timed) is reached quickly when rare opportunity allows it, and a very comfortable vibrationless 65 m.p.h. cruising gait is available. With hard driving, some 22 m.p.g. are covered.

This is the sports-saloon model, and she is faster than any of the 2-litre Lagondas I have met so far. I only wish she had the manual gearbox and a tourer body; in which case she would be formidable indeed with some 4 cwt. less mass to shift.

Maintenance is laughably easy, as there is a rod-operated sump drain connected to the dip-stick, and a one-shot pump forces sump-oil to all chassis points at the stroke of a small under-bonnet handle.

I am given to believe that spares (when required) are easily available since there is an active Talbot Register allied to that dealing with the superb Sunbeam, and at least three major commercial sources of spares are available around London.

I assume that the reason that one hears little (comparatively) about these cars is that they do not change hands as frequently as, say, 2-litre Lagondas. Compared to the latter, the materials and workmanship are almost as good, and the results (in terms of performance of cars in equivalent condition) better.

Incidentally, may I thank *MOTOR SPORT* for the excellent historical and technical series of articles on the Roesch Talbot, which were published some two years ago?

I am, Yours, etc.,
"75."

London, E.11.

* * *

GEAR RATIOS

Sir,

At last another person has realised the uselessness of the B.M.C. gearbox on the Morris Minor and Austin A30. It would be ideal for a Heavy Service Vehicle!

After the war I obtained a Morris Minor, a Mark II I believe. The engine and gearbox in that model were a joy to use. The third gear ratio gave you ample speed to overtake on the road. With this car I started to try my hand at rallies and I thoroughly enjoyed myself.

Now I have a Morris Minor with the B.M.C. o.h.v. engine and gear-

box. With this car there is no pleasure in driving at all. I have had to give up rallying in it as the gear ratios are quite impossible. Apart from the host of major and minor troubles I have had in 7,000 miles, I feel that the car has no right to hold the name of Minor, after the wonderful Mark II. It is a disgrace to an honourable name, and I am sure that there are many people, both in the trade and in the ranks of car lovers, who agree with me.

I am, Yours, etc.,
IAN LEWIS.

Kingston Hill, Surrey.

* * *
AUSTIN-HEALEY v. TRIUMPH TR2

Sir,

As an enthusiast and previous owner of one of the first TR2s in January, 1954, and now the proud owner of a 1954 Austin-Healey, I was surprised to read your Brisbane correspondent's remarks concerning the two models in competition. I admit my Austin-Healey is a "Le Mans" model with a manually-operated overdrive in top which is a delight, and extra, but even allowing for this I think there is such a marked difference between the models that I should never go back to a TR2.

In three months of ownership of my Austin-Healey nothing has so far extended me and only a few cars, including TR2s, have given serious challenge. The only car to outpace me in my TR2 was, however, an Austin-Healey!!

I mark the TR2 high on petrol consumption (32 m.p.g. over 7,000 miles against the Austin-Healey's 23), but this is the only main feature, apart from price, to which the Austin-Healey gives second best.

I can only assume that in Australia and New Zealand the surprising difference between the two models was due to their respective drivers!

I am, Yours, etc.,
L. A. BAILEY.

Ashford.

Sir,

Your correspondent, J. M. Trimble, in attempting to defend the merits of the Austin-Healey against the remarkable success of the TR2, surely makes out a most excellent case in favour of the TR2, for the following reasons:—

1. He concedes that both cars have a similar performance, but that the TR2 is quicker off the mark. Perfectly true, but whereas the Austin-Healey rates over 2½ litres, the TR2 does it with less than 2 litres.

2. His comments on the handling and cornering of the TR2 simply are not true. I may be biased, but Mike Hawthorn was not when he paid the car such glowing tributes for these very points, which he found excellent, in his test report in the *Sunday Express*.

3. The fact that the TR2 is already very well tested, and the Vanguard engine properly "hotted up" as one buys it "off the peg," assuredly commends itself much more to most weekend rally enthusiasts, than a car on which one has to spend considerable money on Le Mans modifications, and so forth, in order to put it to the use for which it was bought. This, in any case, brings the Austin-Healey into a high price range, so that any comparison with the TR2 is odious.

4. I can only claim to have once seen a TR2, and an Austin-Healey, on the same track at the same time. That was at the first spring meeting at Snetterton this year, in the race won so well by W. Scott Brown. The Austin-Healey, unfortunately, came to grief quite early in the race, finishing in a very undignified position off the track. The TR2 not only finished, but against such terrific opposition did very well indeed; its steadiness on corners and roadholding on the straight, in the capable hands of D. Scott, called forth much admiration.

Accepting Mr. Trimble's point that the TR2 is essentially a rally car, whereas the Austin-Healey is a circuit car: what better argument could there be in favour of the TR2?

There are rallies every weekend somewhere, but track events are still few and far between.

What I like so much about the TR2 is not only that it does much about the same as the Austin-Healey, where performance is concerned, but that it goes half as far again on a gallon of juice, costs appreciably less to buy, does not need over-drive to make it a sports car, has a real sporting gear-lever, and not a long spindly affair that reminds me of bull-nosed Morris days, and has, as all sports cars should have, a four-speed box.

The cutaway sides make handling at speed between the pylons so much easier than being boxed in by solid sides, which perhaps explains to some extent why, with all due respect to their skilful drivers, TR2s now dominate so many rallies in which they are eligible to compete.

Permit me to close by saying that despite the foregoing, there can be little doubt that both of these excellent little cars have done a great deal to raise our prestige in the sports-car field, to say nothing of their export value, and the fact that their performance is so similar can only be a good thing, and a stimulus to their respective makers and owners.

I am, Yours, etc.,
DONALD J. DUNCAN.

Welwyn Garden City.

Sir,

I should like to join in the recent spate of correspondence concerning the merits of the TR2 and the Austin-Healey.

Mr. J. M. Trimble fails to point out quite a few facts which, in my opinion, lift the TR2's status above that of the Austin-Healey.

While truly stating that their performances are very similar, he fails to take into consideration the fact that the engine sizes are 1,991-c.c. and 2,660-c.c. for the TR2 and Healey, respectively, thus the former would be racing in a lower and slower class than the latter (note the Austin-Healey 100S. in the largest class in the recent Mille Miglia).

A further point in the TR2's favour lies in the fact that it has a four-speed gearbox and overdrive against the three and overdrive of the Healey.

As for the handling, the TR2 seems to me to corner as well as the Austin-Healey when fitted with the competition springs available.

I appreciate Mr. Trimble's point that the power unit for the Triumph is only a tuned Vanguard engine but it gives the performance with reliability and helps to keep the price down to a minimum.

Surely the deciding factor in favour of the TR2 is the fuel consumption. It does thirty-five miles per gallon as against the twenty-five of the Healey.

I am, Yours, etc.,
L. THURKETTLE.

Sheffield.

* * *

IN DEFENCE OF TWO-STROKES

Sir,

May I hasten to reassure Major Vinning ("The Case for the Conventional") that DKW owners do not get as tired of mixing oil and petrol as he imagines. After 30,000 miles' experience with two of the two-cylinder cars, I now wonder how I could ever previously have been bothered with the messy business of periodical sump draining, to say nothing of curing oil leaks on old engines and the occasions when, for one reason or another, I have had to drive with one eye all the time on the oil gauge. And if ever I do feel that mixing is becoming a bit of a bind, I need only think of the long life of cylinder bores (no dry-wall starting, no "warming-up" on cold mornings) and the fact that the harder I drive the more oil goes where it is needed. Oil-in-petrol is not, as the Major's letter might seem to imply (intentionally or otherwise), an out-of-date survival from the days of his Levis, 30 years ago, but is still a most practical method of two-stroke engine lubrication.

Of course, I could point out that for use in this heathen country where ready-mixed petrol is not obtainable ex-pump (in spite of the increased use of two-stroke engines) the export DKW Sonderklasse is now being fitted with an instantaneous mixing device built into the petrol tank!

I leave the Citroën enthusiasts to deal with the views expressed on front-wheel drive, and I strongly support in advance all that they are going to say in its favour!

I am, Yours, etc.,
DOUG. LISTER,
DKW Owners' Club.

Newcastle-upon-Tyne

.....
EAST AFRICAN RALLY

This year's East African Rally or Safari lived up to its reputation as a tough event, the 2,500-mile route varying from sun-baked, dusty, corrugated main roads to muddy by-ways calling for chains to maintain wheel-grip, on which many cars retired, some stuck in swamps, others hitting dust-hidden boulders, one having a collision with a vulture which smashed the windscreen and injured the occupants.

The winner was a Ford Zephyr but it lost more points than the Volkswagen which finished second, the smaller car being penalised for a bent number-plate and missing headlamp protectors, so that its entrant is likely to lodge a protest. In any case, VWs, after an outright win in 1954, finished 1st, 2nd, 3rd and 4th in their class, 2nd and 3rd in overall classification, and won the Team Prize.

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- ALVIS, August 1933, 11.9 Firefly D.H. Coupé.** Pre-selector gears, excellent mechanical condition. Taxed and insured. £87 10s. Further particulars Robinson, 37, Kingsholm Road, Gloucester. [8035]
- MK. VII JAGUAR chassis, 1953, complete.** Perfect condition, running, XK120 engine, gearbox, Riley spares, service. 750 cc. O.H.C. engine, gearbox, all accessories, balanced crank, 5 mains, cheap to clear. Autospeed Garage, St. Mary's Road, Liverpool, 18. Tel.: Garston 6700. [8039]
- BENTLEY 3-litre, 1924, Red Label, short chassis,** 4-seater Tourer with body by Vanden Plas. £200 o.n.o. McCulloch, Eastcote View, Pinner, Tel.: 5166. [8040]
- WOLSELEY E.W. Special 14-h.p. Sports Saloon,** 1935. Body resprayed. Everything in 100% working order. Photo. £135. Flewellen, 57, Park Avenue, Chippenham. [8041]
- RILEY NINE Tourer. Rebuilt 1950. Excellent** Mechanical order. Twin carb. £50 o.n.o. Hull, 228, Norwood Road, March, Cambs. [8043]
- RILEY FALCON, 1 1/2, 1936.** Carefully maintained. well shod, new crown wheel and pinion. Black. £145 o.n.o. 62, Poyle Road, Tongham, Surrey. [8044]
- LANCIA ENGINE, 1940 O.H.C. 903 cc. Complete,** starter, dynamo, carb. What offers? Box No. J046, MOTOR SPORT, 15, City Road, London, E.C.1. [8046]
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- PARTLY COMPLETED Ford 10 Special. Axles,** tubular chassis, etc., available. What offers? Also very nice 28ft. mahogany launch by Gibb. Might consider part exchange. Wellington, "Allways," Kings Lane, Wrecclesham, Farnham, Surrey. [8051]

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- 1951 M.G. 1 1/2-litre Tourer. Export model, R.H.** drive, 4-seater, in excellent condition. Photo. Reasonable offer. Graham, 79, Yarborough Road, Lincoln. [8053]
- 1937/8 ROESCH TALBOT 105.** In excellent condition, exceedingly powerful. What cash offers? Goodrick, "The Dell," Station Road, Harlow, Essex. [8057]
- IDEAL FAMILY CAR, 1938 Hillman "80"** Wingham Cabriolet. Above average condition. £115. Tel.: VIC 9342. [8058]
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- MORRIS COWLEY, 1928, 2-seater Tourer.** Thoroughly sound throughout. Good brakes, steering and electrics, 100% waterproof. Exceptionally tidy and everything works, even the clock. Many years of reliable vintage motoring for £50. Nield, Crockway, Maiden Newton, Dorset. Tel.: Maiden Newton 369. [8063]
- SIZAIRE-BERWICK, 1923, 25/50, 4 1/2-litre,** two-seater with dickey. Only example of this vintage's dream car left in G.B. Details in May advertisement. Best offer secures. Johnson, Limpley-Stoke, Bath. Tel.: Limpley-Stoke 3159. [8064]
- COMPLETE SET London Motor Show Special** Issues, "Autocar" and "Motor," years 1921-1954 inclusive, 56 different, every show year covered. Best offer over £20. Box No. J065, MOTOR SPORT, 15, City Road, London, E.C.1. [8065]
- LAGONDA 2 litre, 1928, high chassis Speed** Model. Mechanically sound, body shabby. £100 o.n.o. Tel.: Elmsted (Kent) 298. [8067]
- 1938 V RILEY. A very rare bird, 18 h.p. 90** m.p.h., immaculate throughout. £245. Terms, part exchanges. Harry Davies Car Sales, Rogers Service Station, 359, High Road, N.W.10. Tel.: Willesden 7172. [8068]
- 1938 B.M.W. SALOON. A very fast and economical** car, in excellent condition throughout. £275. Terms, part exchanges. Harry Davies Car Sales, Rogers Service Station, 359, High Road, N.W.10. Tel.: Willesden 7172. [8069]
- 1936 AUSTIN 7 CABRIOLET. The car for a** handyman. A real bargain at £49. Harry Davies Car Sales, Rogers Service Station, 359, High Road, N.W.10. Tel.: Willesden 7172. [8070]
- COMPLETE SETS. "Talking of Sports Cars"** extracted "Autocar" 1940-1954, Nos. 1-354 (less seven), price £10. "In Their Day," "Motor" 1943-1946, Nos. 1-147, price £5. Box No. J066, MOTOR SPORT, 15, City Road, London, E.C.1. [8066]
- 1938 BRITISH SALMON 1.6-litre S.4D D/H** Coupé, reg. J.N.9203, 4/5-seater. Total mileage under 75,000. Excellent condition throughout. Twin O.H.C. engine, I.F.S., r. and p. steering. Ideal car for enthusiast with family. Photograph and full particulars to genuine enquirers. See also illustrated advert in "Motor Sport," June 1952. Ridsdale, Marton Avenue, Marton, Middlesbrough, Yorks. [8073]
- 1931 M.G. 18/80 D.H.C. New roof, chrome,** battery, tyres, rebore, etc. Good looker. £120 or exchange 4-seater. Box No. J074, MOTOR SPORT, 15, City Road, London, E.C.1. [8074]
- M.G. WIRE WHEELS complete, practically new** tyres, pairs of 550/16 and 600/16. T.C. Stage 1 cylinder head complete, valves, rockers, aluminium bonnet. Offers? 54, Hill Grove, Bristol, 7. Tel.: 625931. [8075]
- DELLOW MARK II (1954), 8,000 miles, 8 h.p.** head. Scintilla magneto, Zenith 30 V.I.G., accelerator-pump type carburettor with special inlet manifold, bunch of bananas exhaust manifold, close-ratio gearbox. Never raced. £475. Hyde, Kelstone Lodge, Repton, Derby. Tel.: Repton 223. [8076]

FOR SALE—continued

- ALFA-ROMEO unblown 1750 4-seater drophead** Coupé, twin cam. Has had valve through piston, but necessary replacements are included at the low price of £75. Chiltern Cars, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel.: Leighton Buzzard 2060. [8093]
- FORD 10 SPECIAL OR SIMILAR.** Minimum wheel base 6ft. 10in. Around £140. Brooke, Friends Favour, Upper Basildon, Reading. [8095]
- ALFA-ROMEO SPARES.** We have all spares for 1750 models. Chiltern Cars, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel.: Leighton Buzzard 2060. [8096]
- 1954 X.K. 120. D/H Coupé as new.** This was the second car of a most discriminating gentleman and is quite faultless, and the following facts are guaranteed and certifiable: One owner, under 10,000 miles, never been used in competition. Extras include: twin mirrors, wire wheels, twin exhausts, Michelin Special tyres and Lifeguard tubes. Price £1,295 o.v.n.o. Brown & White (Leeds) Ltd., Roundhay Road, Leeds, 7. Tel.: 43405. [8097]
- RILEY 9 SPARES.** 1933 front wings, instruments, headlights, petrol tank, S.U. petrol pump, manifold fitted twin carburettors, Lucas distributor. All as new. Also Kestrel 1 1/2 radiator—perfect. Tel.: Sloane 0926 for details. [8098]
- 1925 A.C. ANZANI 11.9 h.p. 2/3-seater and** dickey. Pretty vintage vehicle in splendid original condition. New hood and screens this year. Taxed. £110. Bolam, 8, Alexandra Road, Harrogate. Tel.: 2764. [8099]
- LESTER M.G. 1948.** Slim light alloy body, 12in. hydraulic brakes, terrific acceleration, 30-35 m.p.g., mechanically faultless. £285, or would exchange good post-war 5 cwt. van, preferably Ford. Cash adjustment. 115, Barnt Green Road, Rednal, Nr. Birmingham. Tel.: Hillside 2123. [8104]
- INVICTA 1932 12 h.p. Chassis No. L65.** Complete car, less sump, being broken up for spares. Write McCausland, 49, Cleveland Road, S. Woodford, London, E.18. Tel.: WAN 6426, after 7.30 evenings. [8106]
- SINGER LE MANS SPARES.** Engine, crank, hood, box, etc. S.a.e. Williams, 29, Raglan Gardens, Oxhey, Watford. [8107]
- ALVIS SPEED 25, Coupé. 1937 model, 60,000** genuine, laid up 1939-1946. One previous owner since new up to February, 1955, since when present owner has to relinquish for health reasons. Hood and two tyres worn. Mechanically perfect. Twin spots, dual ignition, excellent coachwork, grey, terrific performance, 16/18 m.p.g. £275. 1, Balmoral Gardens, Dundee. [8108]
- TWIN S.U. CARBS.** Morris Minor O.H.V. Derrington's, Delco Remy radio. 62, Lichfield Road, Sutton Coldfield. [8110]
- DELAHAYE, 1939. Type 148L, 4-door Sports** Saloon. Black/beige. Cotal gearbox, radio, Marshall lamps, history available. Exceptionally smart and fast. Bennetts, Engineers, St. Neots, Hunts. [8121]
- ROLLS-ROYCE 1938 REPLICA.** Beautiful drop-head foursome on 1929 "20" chassis. In immaculate condition, two spare wheels, tyres and tubes, one set new. White and black or sprayed to choice. 18 m.p.g., luxury motoring with no bills to pay out for years. Open to any examination. Owner bought rallyable car. £400. Baston, 127, Camden Road, London, N.W.1. [8112]
- 1934 MONACO CHASSIS, less engine and gear-** box. Sound and towable. £10. Baker, 3, Lansdown Road, Clifton, Bristol. [8111]
- RILEY 9 H.P. 1930.** Engine and mechanics good and reliable. Battery almost new, tyres fair, body very rough, very good runner apart from the rattles. £25. Tel.: Ripley 3289, before 6 p.m. A. V. Barrett, 9, Sandfields, Send, Surrey. [8113]
- M.G. 1934 N.A.** Breaking for spares. Reasonable prices. Write, A. Walls, 29, Sutton Road, Seaford, Sussex. [8114]
- ALVIS SILVER EAGLE, 1934 Sportsman's** Saloon. Good condition. £70. Tremlett, 71, Warren Road, Reigate. Tel.: 4264. [8115]
- 1938 M.G. V.A. 1 1/2 litre tourer, £250.** Excellent throughout. Recent extensive overhaul. Engineer owner purchased new car. 7, Bowen Avenue, Lanesfield, Wolverhampton. [8116]
- ROLLS 20, 1927, 4-seater drophead Coupé.** Superb condition, recent overhaul, 3 months' guarantee. £450. Hunt, 31, Britten Street, London, S.W.3. Tel.: FLAXman 0268. [8117]
- DAMAGED 1948 ALLARD.** Front axle and chassis U.S., otherwise components in good condition. What offers? 137, Barrowby Road, Grantham. Tel.: 429. [8119]
- FORD 10 VERY SPECIAL.** New chassis, brakes, suspension, etc. Professionally built Land Rover type body. Full weather equipment. All lights built in, also flashing indicators. £225. Broadbent, Ashacre, Holmbridge, Huddersfield. [8120]

FOR SALE—continued

AUSTIN 12 1928 TOURER. Original condition, sound. Spare reconditioned engine (unused) and other spares. Lot £27. Atkinson, Harecross, Long Framlington, Morpeth. [8141]

INVICTA 4½ litre drophead, four light, new engine recently fitted, new plastic hood, Armstrong hydraulic shock absorbers, A.V.C. dynamo, excellent tyres, A.C. fuel pump or autovac. £150. Tel.: SLOane 3742. [8142]

RILEY 9 MONACO, 1934. Preselector, £65 engine overhaul, taxed Dec. £100. Sykes, 517, Rayners Lane, Pinner, Middx. Tel.: Field End 8522. [8143]

RILEY BIG FOUR, 1938, Adelphi. Excellent 60,000, only 3,000, 80 plus and 26 m.p.g., overdrive. £250. Tel.: FINchley 2364. [8144]

VAUXHALL 14/40 1927 TOURER. New hood, insured to May, 1956. Best offer. Some old and rare motoring books for sale. Purkis, 4, College Hill Terrace, Haslemere, Surrey. Tel.: 1512. [8145]

RILEY IMP. The best example I have yet seen of this unique car. Immaculate condition throughout. Quick sale required as owner leaving for Malaya. £285. Farrant, Rosemerry, Budock, Falmouth. [8146]

1948 ALLARD model 71. L chassis with specially built drophead coupé body, completely weather-proof. 1954 engine 15,000 miles. Five nearly new tyres. High compression aluminium cylinder heads, competition exhaust manifolds, screenwash, heater, etc. A very fine car. Price £315. Richardson, Broadbridge Heath, Horsham. Tel.: Broadbridge Heath 37. [8147]

BENTLEY 3 litre open four-seater. Good running order. £175. Beasley, 39, Waxland Road, Hales-owen. Tel.: 1248. [8148]

RILEY SPARES. 1933 6 cylinder Alpine for sale cheap. 13, Colonnade, Woolston, Southampton. [8151]

B.S.A. 3-wheeler twin, 1932. Offered as spares. Tel.: Lee Green 9250. [8152]

SALE OR EXCHANGE for small car, Buick 1937 Saloon. Price £160. In perfect order. Details on request. Apply R. O'Neill, 133, Lancaster Road, Morecambe. [8153]

RAILTON 36/37, Straight 8 Sports Saloon. Excellent condition, appearance and performance. Repainted mushroom and red. New tyres, windtones, fog lamp, demister, built-in jacks, leather interior, 22 m.p.g. £185 o.n.o. 29, Howard Road, Dorking, Surrey. Tel.: Dorking 3461. [8154]

1934 RILEY KESTREL 9. New battery, kingpins, head lining. Nearest £130. Ebbs, 325, Grove Green Road, E.11. [8155]

M.G. T.A. Dismantled for spares. Ford 10 engine and box complete with all accessories. Recent regrind and diesel metal bearings, aquaplane induction and valve springs, twin S.U.'s 1½ downdraught. 1939 Triumph Dolomite spares. J. C. Taylor, High Street, Riseley, Bedford. Tel.: Riseley 228. [8156]

M.G. Brake and speedo cables, new, from 1931 to current models. At maker's prices. C.O.D. only. J. C. Taylor, High Street, Riseley, Bedford. [8157]

AUSTIN SEVEN SPECIAL. Coachbuilt aluminium Cambridge Motors body. Lowered chassis, oversize tyres, nearly new battery, hood and sidescreens, sound mechanically, not hotted up. Taxed and insured. £80. Tel.: CRE 0651. [8158]

BREAKING. Morris Cowleys, Morris Minors. Tel.: LAD 5203. [8160]

BREAKING. Austin 7's. Good tyres. Tel.: LAD 5203. [8161]

FOR SALE—continued

BENTLEY 1929 "4½" 2-seater. Somewhat stark but useful body. Ideal continental touring or camping. Engine No. 3444. Fast and flexible. General condition good. £195. Huxham's, Penn Hill Garage, Parkstone, Dorset. Tel.: 3644. [8162]

SPECIMEN VINTAGE ROVER 10 Sportsman's four-seater Coupé. Interior like a Victorian drawing room but without the aspidistra which was an optional extra. One owner until Nov., 1954. 100 per cent. mechanically and open to A.A. examination. In daily use. Taxed and insured, ready for immediate delivery. Drive away for £85. Mrs. Wilde, Tel.: Billingshurst 43 (Sussex). [8164]

ANZANI, complete except magneto. £15. Jenvey, Melplash, East Lane, West Horsley, Surrey. Tel.: East Horsley 3106. [8168]

VALE SPORTS SPECIAL. Fitted Morris 8 Series engine. Taxed, insured. New—propellor shaft, universal joints, Lucas head, stop and parking lights, ignition coil. Reconditioned—engine, steering, brakes. £160. Suchard, 46, Bloemfontein Road, W.12. [8171]

ALVIS 12/50 Atlantic Saloon, 1931. Mechanically good, interior excellent, body reasonable. Enthusiast maintained. £80 o.n.o. Evetts, Caspidge House, Bromsgrove. Tel.: 2131. [8172]

LAGONDA, 1931, 2-litre tourer in very good all-round condition. £150. Pearce, Rhianna, Warren Road, Liverpool, 23. [8173]

1921 INDIAN SCOUT and Sidecar. Excellent condition throughout. Interesting, practical transport for vintage enthusiast. £20. Worth much more. 454, Redhill Road, Kings Norton, Birmingham. [8174]

MARK VI LOTUS. Complete body and chassis as delivered from Lotus. All panelling completed with ex-back. Brackets for mounting "Ford 10" engine and gearbox, I.F.S. front axle attached, also rear axle, 4.7 with torque tube and prop-shaft, shockers all round. Panhard rod. "Ford 10" gearbox, c/r gears fitted. New "Ford 10" block and crankshaft. Rods. Set double valve springs. £375. Matrimony forces sale. Tel.: Silverthorn 3456, evenings. [8176]

FORD 8 ENGINE, just bored, £8 10s. 1932 Minor, O.H.V., £7. Spares available cheap. 11, Hall Road, Smallshaw, Ashton-under-Lyne, Lancs. [8177]

SINGER LE MANS. All parts available. Paris, 6, Fort Road, Halstead, Kent. Tel.: Sevenoaks 3769, evenings. [8178]

16/80 LAGONDA, 15.7 Crossley spares. Unworn 5.00/20 Michelins available. Parmenter, Little Prospect Farm, Monxton, Andover. [8180]

1931 HORNET CLEARANCE. Front and stub axles, 67s. 6d.; cylinder head, 47s. 6d.; crankshaft, 75s.; camshaft, 50s.; rear axle casing, 45s.; brake drums, 15s.; shoes, 10s.; back plates, 10s. Carriage paid. Hornet Spares Service, 14, Orchard Way, Luton, Beds. [8181]

FOR SALE—continued

1939 2 LITRE ASTON Drophead. Running in. Resleeved, new pistons, valve guides and springs, con-rods re-metalled, new guts to water pump, etc. Rev-counter drive pin requires fixing, also wiring needs attention. Good tyres and appearance. New situation unfortunately demands sober Saloon. £335 cash. F. Breaker, 296, Cowley Road, Cowley, Middx. [8179]

MARK VII 1952 JAGUAR FOR SALE. Birch grey, overdrive, heater, radio, showroom condition. Please apply to W. T. Flather Ltd. Tel.: Sheffield 41152. [8183]

BREAKING 2 litre (12.9 h.p.) Lagonda. All spares available. Engine, gearbox, back axle, etc. P.R.O., Tower Hill, Dorking, Tel.: 3426. [8184]

1938 16/4 RILEY ENGINE complete. Crankshaft, big-ends, etc. Reconditioned by Long-stalls. £60, or would separate. Tregoose, St. Columb, Cornwall. [8185]

RILEY SPARES, chassis, axles, speedo and brake cables, pistons, crown wheels-pinion, clutch thrusts, valves, gaskets, etc. Complete 9 h.p. engines and gearboxes (manual and preselector). Complete 12/6 engine, £15. Complete 1934 "Kestrel" 9 h.p. Saloon (damaged wing and screen), £40. Complete "Monaco" Saloon (less engine unit), 1933-4, £20. Arthur Bryden, 99-101, Wellington Road, Leeds. Tel.: 638310-38625. [8186]

S.S.1 SPARES. 2 half-shafts, 5 Rudge wheels, dismantled gearbox, radiator, starter and generator. Lt. Swanson, R.N.A.S., Yeovilton, Somerset. [8187]

J.2 M.G. with Ford 10 engine, gearbox. Body recently resprayed. Car-type wings, chrome good, four excellent tyres, new hood and sidescreens. A reliable economical car with ample "urge" and a very pleasing appearance. Only matrimony forces sale. £150. Hughes, 79, Shepherds Lane, Dartford, Kent. Tel.: 3504. [8188]

1926 LEA-FRANCIS 10 2-seater with dickey. All original. Mechanically very good. Very lively. Over 30 m.p.g. £65. Pywell, 96, Mulgrave Road, Sutton, Surrey. Tel.: VIGilant 3536. [8189]

VETERAN CARS. 1909 Clement-Talbot. Rebuilt, reupholstered, repainted. 12 h.p. Good tyres. £245. Reynolds Jackson, very original condition. Dog-cart body, 9 h.p. De Dion engine, £175. Burchell, 6, Meadow Way, Chigwell. [8190]

APRILIA, 1939. Beautiful Farina 2/4 drophead. £200 spent recently. £350 o.n.o. Little, Les Cotils, Holdfast Lane, Haslemere, Surrey. Tel.: HAS 840. [8191]

FORD R. axle, tube, R. arms, complete, £8. Minor 1931, bodyless, will break, £10. 1a, Rocky Lane, Liverpool, 6. [8192]

ROLLS 20, 1926, CABRIOLET. Recently resprayed, reproofed, reshod. £250. Seen at The Slade, University College, Gower Street, W.C.1, or at Whitehall Farm, Arborfield, Berks. J. Leland. Tel.: Arborfield Cross 203. [8194]

HILLMAN MINX, 1938, Drophead Coupé. Blue. good engine, two new retreads, £155. Caldwell, "Windrush," Copthorne, Sussex. Tel.: 290. [8195]

1936 1½ LITRE Riley Kestrel. Engine, dynamo and starter motor reconditioned, brakes rebuilt and relined and new shock absorbers, body poor. Offers around £100. 158, The Broadway, Wimbledon. Tel.: Liberty 1933. [8197]

M.G. 17.9 SALOON. In good condition. Howland, 8, The Pines, Guildford Road, Lightwater, Surrey. [8198]

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RILEYS

£265. 1936 1½-litre Lynx open 4-seater sports. In mint condition throughout. Recellulosed and fitted new hood, etc.; many extras.

£235. 1937 1½-litre Adelphi saloon. In beautiful order—the coachwork is spotless and looks most impressive in two-colour scheme of stone and green. Mechanically excellent and thoroughly sound.

£195. 1936 1½-litre Falcon saloon. A splendid runner and very good performance. The coachwork is both sound and smart.

£185. 1935 9-h.p. Kestrel sports saloon. This is a real gem—the engine is Special Series fitted Scintilla magneto and twin S.U.s. Manual gearbox. The appearance is superb and so is the performance.

£165. 14-h.p. 2-seater sports Special. This car is one of three that were specially built to compete in the Alpine Trial and we have an extract from *The Autocar* giving full details of its birth. It is fully road and weather equipped and is a most handsome car. This car is not to be confused with the usual "lash-up" so-called "specials," but is a specially designed and genuine Riley. Its performance is really cracking. Fitted Scintilla magneto and three carbs. Preselector box. Taxed.

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RILEYS

£175. 1937 9-h.p. Monaco Six Light saloon. Excellent engine and chassis and runs well. The coachwork is quite smart but not first class. Here is an opportunity to acquire a "big nine" at low cost, and it is taxed to December.

£155. 1935 9-h.p. Kestrel sports saloon. Not as smart as the one mentioned previously but a very good example. We have just fitted new pistons, etc., and remetalled the big-ends. We also fitted new timing gears with Fibrite centre wheel. The battery is new and also two tyres.

£145. 1932 9-h.p. Gamecock open 2/4-seater sports. A very genuine and smart little car. Runs superbly and looks grand. Taxed.

£145. 1936 1½-litre Falcon saloon. Very, very good mechanically and has a sound and smart body. The wings do need painting, but nevertheless a darn good car for the price. Taxed.

£165. 1934 Lynx 4-seater open sports. We are now fitting a completely overhauled "Nine" engine—4-speed manual box. The bodywork is very good as also the weather equipment, including new tonneau cover. Can be inspected here if the work is not finished by the time this appears.

● Telephone: SLO 8326/4426

FOR SALE—continued

ALVIS 1931 TJ, 12/50 2-seater. Four new tyres. 5,000 since crank grind, new hood. Fitted big-port head, twin S.U.s. Mechanically excellent, £130, o.n.o. South Nutfield Garage, South Nutfield, Surrey. Tel.: Nutfield Ridge 2289. [8273]

"WEDDING BELLS" cause sale of cherished Wolseley Hornet Special. Black 2-seater in truly delightful condition. £120 or reasonable offer. Anthony, 8, Neal Avenue, Braunstone Lane, Leicester. Tel.: 38551. [8275]

VINTAGE COTTIN ET DESGOUTTES sports 2-seater; white and red; in beautiful condition. 90 m.p.h. plus, fitted Stutz vertical eight engine and gearbox. Spare engine, clutch, gearbox, carburettor, dynamo, starter, nine spare tyres, three spare wheels. New hood and sidescreens. First £250. Photo available. Stutz vertical eight radiator and rear axle complete, £5 each. Tabley Garage, Knutsford, Cheshire. [8276]

RILEY KESTREL. Recent engine, gearbox overhaul. £175 or offer. Tel.: FOO 3939. 4, Walsingham Road. [8277]

1954 VOLKSWAGEN. Black. 10,000 miles. Loose covers and many extras. Maintained regardless. £590. 124, Knowle Road, Mirfield, Yorks. Tel.: 2106. [8278]

AUSTIN RUBY saloon, £85, good condition. 4a, Tudor Parade, Chadwell Heath, Essex. [8279]

ALVIS 12/50 ATLANTIC saloon, in first-rate condition throughout. Only wants seeing. £125 with spares. Field, 23, Tooker Road, Rotherham. [8280]

1951 DELLOW. Fully modified, superb performance and condition throughout (engine "Cromarded" 7,000 miles ago). £349. Specification, photo: Bowles, Angel Hill, Tiverton, Devon. (Re-advertised due to default.) [8281]

FORD-BUCKLER SPECIAL, 1952. Tubular chassis, i.f.s., 4.7 axle, fibreglass body, 4-branch exhaust, twin S.U.s, windtones, wipers, spotlight, fog-lamp, hood, sidescreens. £250, o.n.o. Owner graduated to TR2. Cornes, Tel.: Beddgelert 223. [8282]

AUSTIN SEVEN, 1954 engine, 1927 chassis, home-made body; fast. £30. Tel.: Imperial 2511. [8283]

FIAT, 1926, 10/15, Tipo 501 tourer. Mint condition; mileage 19,000. Nearest £100. Little used, ex-Govt. 3-litre o.h.v. dry-sump engine, suitable "special," £16. Box No. K284, Motor Sport, 15, City Road, E.C.1. [8284]

FORD TEN GEARBOX—have extracted two cogs but rest new. Bargain, £5, o.n.o. 109, Churchbury Road, Eltham, London, S.E.9. [8285]

NA MAGNETTE, supercharged, 4-seater, 1935. Original green cellulose and chrome excellent. Mechanically exceptional. Scintillating performance. Racing screens, rev.-counter, cigarette lighter, spot, twin stops, etc. New springs, Scintilla Vertex and other spares; original manual. Carefully maintained. £175. Harrison, 37, Abingdon Road, Finchley, N.3. [8286]

TALBOT DROPHEAD 14/65, 1935. Crash box. Mechanically excellent, maintained by Bland. Bodywork good, recent new hood and five tyres. £160 or offer. W. J. Iremonger, 28, Collingham Gardens, S.W.5. Tel.: Fremantle 8656. [8287]

1938 3½-LITRE JAGUAR 100. Coral red. Not a patched-up job, but in genuine original condition. Four new tyres. Checked by Jaguar engineers and found mechanically and bodily perfect. No better 100 in the country. No dealers, please. £425. Box No. K289, Motor Sport, 15, City Road, E.C.1. [8289]

ALVIS SPEED TWENTY, 1935, Charlesworth saloon. 78,000 miles. Paintwork and upholstery perfect and mechanically exceptional. Tyres good. One of best available. £260, o.n.o. Box No. K290, Motor Sport, 15, City Road, E.C.1. [8290]

RILEY NINE MONACO saloon. Very nice condition. £90. 116, The Grove, West Wickham. Tel.: Springpark 4450. [8291]

FOR SALE—continued

SUNBEAM TWENTY-FIVE, 1934, d/h. Good tyres. Been standing. Hood rotten. £35; exchange motor-cycle, or w.h.y.? Consider breaking. Howard, 2341, Coventry Road, Sheldon, Birmingham. Tel.: Sheldon 350. [8292]

ASTON MARTIN Mk. II 1/c. 506L, in immaculate condition. Probably fastest std. 1/c. in the country. Fitted spl. crank, late-type rods, Cromard liners, std. pistons, new valves and guides, timing chain, etc. Oil pressure 30 lb. hot; 26 m.p.g. Whole car as near faultless as possible and lovely to drive. Cheap at £325 but would consider suitable exchange. 47, March Street, Burnley. Tel.: 3816. [8293]

BENTLEY SPARES. 3-litre S.U. Slopers with manifold. Complete front axle. Steering. Radiator. Springs. "B" box. 6½-litre frame, etc. Also 12/40 Leaf spares. Edwards, 65, Upper Elmers End Road, Beckenham, Kent. Tel.: BEC 1564. [8295]

DELAGE SPARES for DI, DISS, including DI block, crankshaft, con.-rods and pistons. Bosch 4-cyl. magneto, pair halfshafts, oil pump, prop.-shaft, halfshafts, 20-in. Sunbeam wheels, etc. Tel.: Maida Vale 8804. [8310]

FOR SALE—continued

K.O. WHEELS, tyres, tubes, 700 by 18 Dunlop Forts, almost new, £6 c.p. Central Garage, Bagillt, Flintshire. [8294]

3/4 BENTLEY, short chassis, 3,000 miles since rebuild. First-class order. Highest reasonable offer. Details: Sedgwick, 62-3, Lionel Street, Birmingham 3. [8296]

FIAT 500, 1937, cabriolet. Red, grey upholstery. Above-average condition. Seen evenings/weekends. £165. Greenway Country Club, London Road, West Malling. [8297]

VINTAGE VAUXHALL, R-type 20/60. Smooth, quiet engine; maker's oil pressure. Body and upholstery excellent. Good hood and battery. Slight bladder trouble, and tyres only fair. Entirely original, with maker's instruction book. Enthusiast owner regretfully offers to good home for £75. Will meet genuine buyer anywhere South Coast. Tel.: Weymouth 2207. [8298]

1929 AUSTIN SEVEN open 4-seater. Good mechanical and bodily order. Everything works. £25. Box No. K299, Motor Sport, 15, City Road, E.C.1. [8299]

1927 BEAN 14-H.P. tourer, last registered 1933. £40. James, "Evenlode," Ash Road, Shepperton, Middx. [8300]

1934 RILEY 12/6, well shod, good condition, everything works; spare exhaust camshaft. £95, o.n.o. Gillingham, Poyntington, Sherborne, Dorset. [8301]

1937 VAUXHALL TWENTY-FIVE, d.h.c. Sound, powerful car. Exchange narrower car; sell £130. Tel.: Harrow 9737. [8302]

A.C., 1933, sports saloon 2-litre. Mechanically faultless, offered in exchange for large family car, suitable lady driver. Cardiff, Box No. K303, Motor Sport, 15, City Road, E.C.1. [8303]

1947 MODEL M.G., Type TC, sports 2-seater. Black. Extras. Oil nil. Superb condition. £330. Tel.: Melton Mowbray 533. [8304]

LAGONDA V12, 1940, short-chassis saloon. Blue, with red leather. 37,000 miles. Taxed year. Excellent condition. £600, o.n.o. Bracknell Motors Ltd., Bracknell, Berks. [8309]

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Riley and Sports-car specialists

- 1937 RILEY Kestrel** 1½-litre six light saloon, a very sound car. Choice of two at **£225**
- 1934 RILEY Kestrel** 9-h.p. crash box, a very bright and well-preserved original specimen **£165**
- 1936 RILEY Lynx** 1½-litre, 4-door sports tourer **£195**
- 1935 DELAGE D8** sports saloon. 2½-litre, 27 h.p. **£145**
- 1939 SIMCA FIAT 500**. This exceptionally fast little car is fitted with a specially tuned engine with a Siata overhead valve head and sounds very pleasing **£235**
- AUSTIN Nippy** sports two-seater, very neat and tidy, still carries one original tyre on spare **£135**
- 1939 FIAT 500** foursome convertible. Two-tone grey and new hood **£185**
- 1934 MERCEDES-BENZ 15.7** saloon **£85**
- 1938 LANCIA Aprilia** **£235**

EXCHANGES AND HIRE PURCHASE

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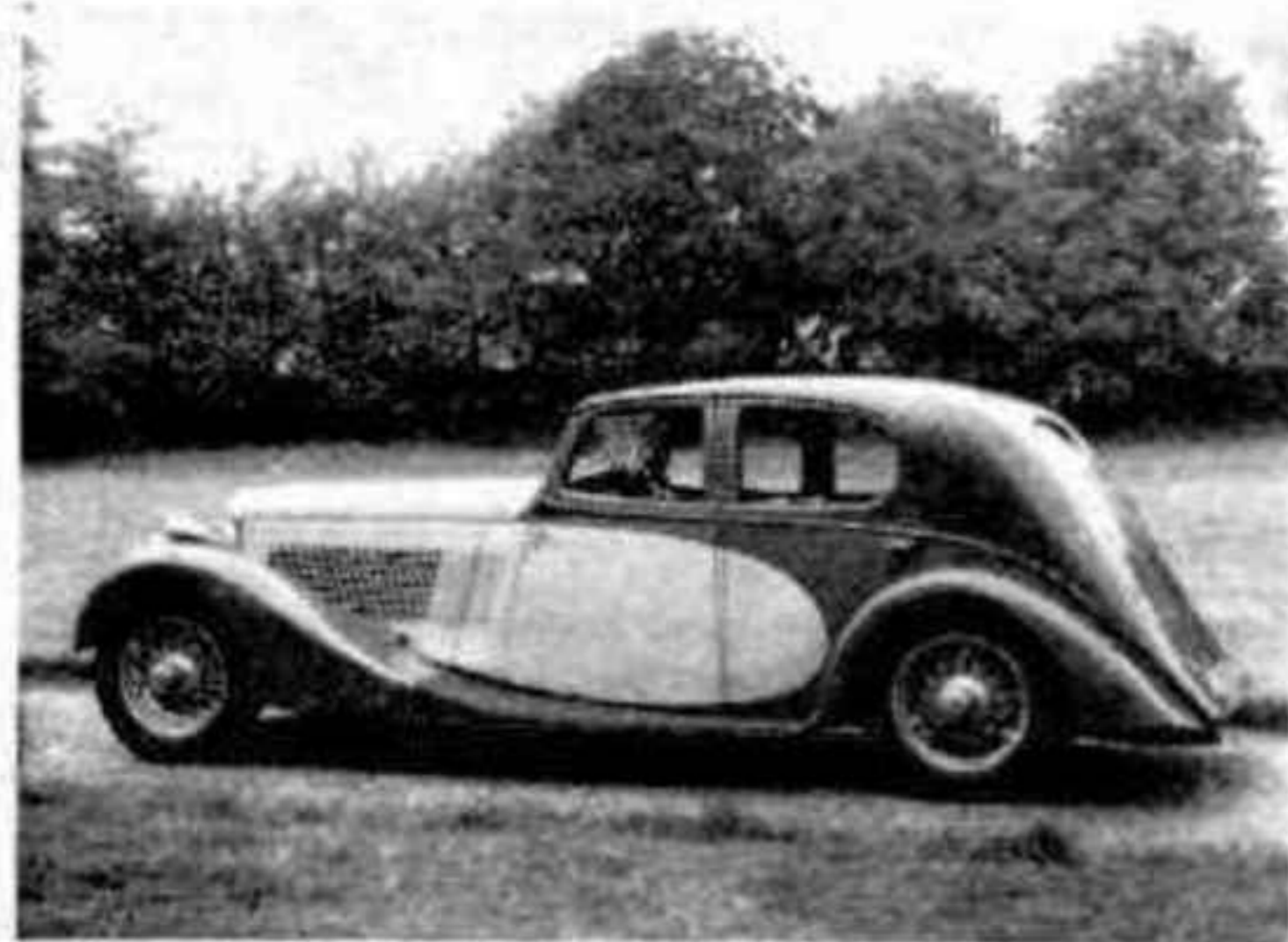
Many people are changing their mechanical brakes on Ford 10 specials to our hydraulic 2LS operation. WHY NOT YOU?

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ROLLS-BENTLEY 3½-LITRE

Condition immaculate in every respect. Complete works recondition, bills for £750. Will average 20 miles per gallon. Speed, 80 m.p.h. on third any time, any place, and a max. of just on the 100. Acceleration, 0-50 m.p.h. in 13 sec. A very nominal offer will be accepted of £550 or consider open sports/racing car part exchange, cash either way. Any trial, R.A.C. or A.A. examination, etc.

S. H. RICHARDSON

"THE MEADS," CHURCH ROAD, COWLEY, MIDDLESEX.

UXBridge 2062



FOR SALE—continued

J2 M.G. Jolly good condition. New tonneau cover, etc. Any trial. £125. Tel.: Uxbridge 2062. [8308]

1935 LAGONDA RAPIER 4-seater tourer. Laid up since 1950, extensive mechanical recondition immediately previous and body rebuild not quite completed. Very sound proposition if prepared to finish. Lying Oxford. Best offer secures. Box No. K311, MOTOR SPORT, 15, City Road, E.C.1. [8311]

LAGONDA 4½-LITRE sports pillarless saloon, Type M45. Exceptional body and mechanical condition. Twin S.U. carbs. and pumps, magneto and coil; telecontrols front and rear; well shod, and spotlessly maintained. Supreme comfort under all conditions yet 90 m.p.h. plus! Over £200 recently spent on complete overhaul, including brake linings. Any trial. £195 or nearest offer. Read, 39, Parkway, N.W.1. Tel.: Gulliver 1818 (day only). [8312]

MORGAN PLUS FOUR coupé, regd. Feb. 1955. Mileage 1,150. In perfect order and appearance. £725, guaranteed bargain. Write: J. Hudson, 22, Thornhill Avenue, Marsh, Huddersfield. Tel.: 6438, after 6 p.m. [8314]

1949 M.G. TC. Fitted new engine (9,000 miles). Numerous extras. Showroom condition. First £395 secures. Write: A. Hesselden, 18, Savile Park Street, Halifax. Tel.: 66518, evenings. [8315]

HARDSURFACED ROCKERS. M.G., Wolseley, 6s. each, others serviced. Rocker bushes, 5s. each; shafts from 15s. pair; valve guides, 3s. 6d. Also in stock, valves, springs, gaskets, king-pin sets, crown and pinions and many other items. S.U. exchange service and spares. Brake and clutch lining service. Large valves and 150-lb. springs for tuning XPAG. Exchange heads, blocks, cranks, etc. S.A.E. list. Thomson, 102, Kingston Road, Wimbledon, S.W.19. Tel.: Liberty 8498. Telephone up to 10 p.m. [8316]

DIATTO, 1925, Grand Sport, Type 30 2-litre 4-seater open tourer. The only one left, yet in immaculate condition. Good hood, screens, tonneau, etc.; good tyres (three new) and complete with enough spares to build another car; including chassis, 1½ engines, eight wheels, back and front axle, steering-box, etc., etc. This car has won many V.S.C.C. awards, having speed of 80 m.p.h. plus superb handling and brakes. Family additions causing reduction of vintage stable. £265 or nearest offer. Coote, 39, Parkway, N.W.1. Tel.: Gulliver 1818 (day only). [8313]

FOR SALE—continued

1929 BENTLEY SPEED SIX, Windover saloon. First-rate mechanical order, just rebored, new pistons, brakes, completely overhauled. Coachwork in excellent condition. £375. Quicke, Newton St. Cyres, Exeter. [8317]

RECONDITIONED V12 engine, ex-1936 Cadillac 160 b.h.p. at 3,400 r.p.m. Ideal "special." Carriage paid in U.K. £70. Box No. K318, MOTOR SPORT, 15, City Road, E.C.1. [8318]

DIESEL CONVERSION. 1936 Cadillac open tourer. Reconditioned Perkins P.6. 35 m.p.g., 70 m.p.h. with overdrive. Seats six with comfort. Very good condition, colour blue. Taxed. £400. Box No. K318A, MOTOR SPORT, 15, City Road, E.C.1. [8318A]

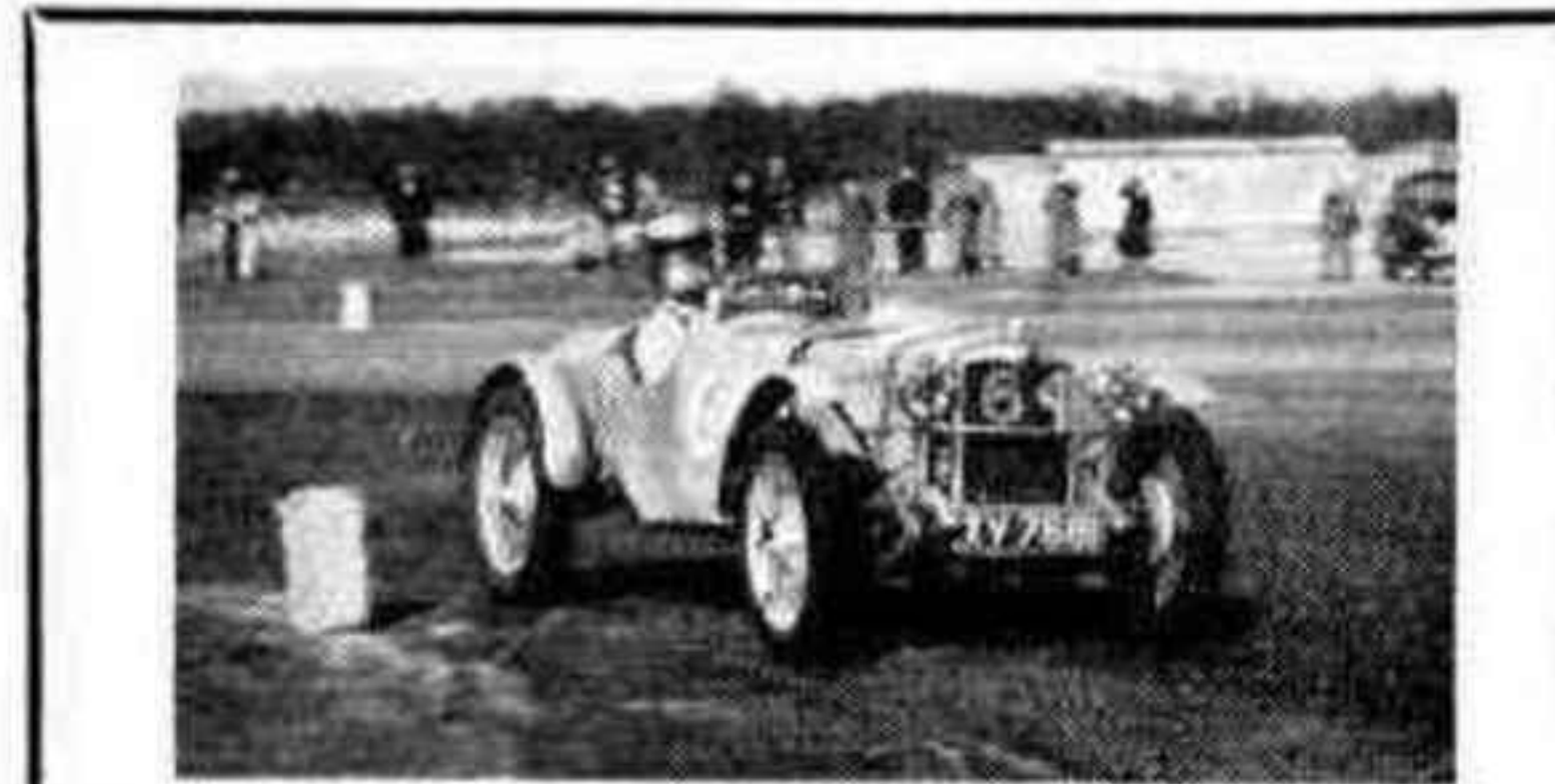


Photo by Charles Dunn

**Successful Competition
RILEY 1,100 c.c.**

Completely rebuilt 1952. Maintained in tip-top condition. Loads of spares.

£290

**HEAP, Meadows, Rectory Lane,
CHELMSFORD**

**ASTON MARTIN DB2/4
SPORTSALOON, 3-LITRE, 1954**

The above car is offered for sale with low mileage and in superb condition at a reasonable figure. Surely a car for the connoisseur. Seen by appointment.

Tel.: Colne 739 or 782

FOR SALE—continued

ZOLLER No. 5 SUPERCHARGER and all fittings, with spare barrel and vanes, with drive for 2-litre Lagonda. £12 10s. Chiltern Cars, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel.: Leighton Buzzard 2060. [8686]

SUNBEAM ALPINE CONVERSION with twin-choke racing Solex, induction and exhaust and inlet manifolds, as new. £20. Chiltern Cars, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel.: Leighton Buzzard 2060. [8687]

SOME NEW GENUINE M.G. spares for P model. Details on request. Beesley, "Sherlea," Oak Road, Dibden Purlieu, Hampshire. [8341]

INTERESTING 1928 MARK I Riley Nine tourer. Good engine, loads of spares. Will sell cheaply for rebuilding only. Box K325, MOTOR SPORT, 15, City Road, E.C.1. [8325]

M.G. 1936 2-SEATER PB. Bodywork, tyres good. Lively economical engine. £175. Tel.: Northwood 1011. [8326]

DIESEL ENTHUSIASTS. Available modernised huge Mercedes, Servo brakes, complete less engine. £50 cash. Write: Glebe, Bishopsteigton, Devon. [8327]

FAITHFUL SERVANT. 1929 Morris Cowley saloon. One owner 1929-51. Recent overhaul. New pistons, bearings, magneto, wiring, tyres. Repainted exterior; 32 m.p.g. at 38 m.p.h. Excellent condition throughout. Utterly dependable. Going to good home only. £70. Capt. Weeks, Whittington Barracks, Lichfield, Staffs. [8328]

DIESEL CONVERSION. Perkins P6 fitted to Armstrong Siddeley Six light saloon. North Staffs. Offers. Box No. K329, MOTOR SPORT, 15, City Road, E.C.1. [8329]

1939 FORD 8-H.P. Body rough. £35, also 1938 Morris 8-h.p. tourer parts. Cheap. Box No. K330, MOTOR SPORT, 15, City Road, E.C.1. [8330]

M.G. 1938 VA tourer. Good condition. £195, o.n.o. "Fircroft, Longhill Road, Chavey Down, Ascot, Berks. [8331]

M.G. VA tourer. Good condition all round. £185. Patey, 184, Portland Crescent, Stanmore, Middlesex. [8332]

SINGER, 1934 9-H.P. sports. Variety spares available. Rockliff, 281, Hobs Moat Road, Birmingham, 26. [8333]

RAILTON S/8, 1935 black sports saloon. Very good condition throughout, and reliable. Any reasonable offer. Brewers Garage, Nuneham Courtney, Oxford. [8335]

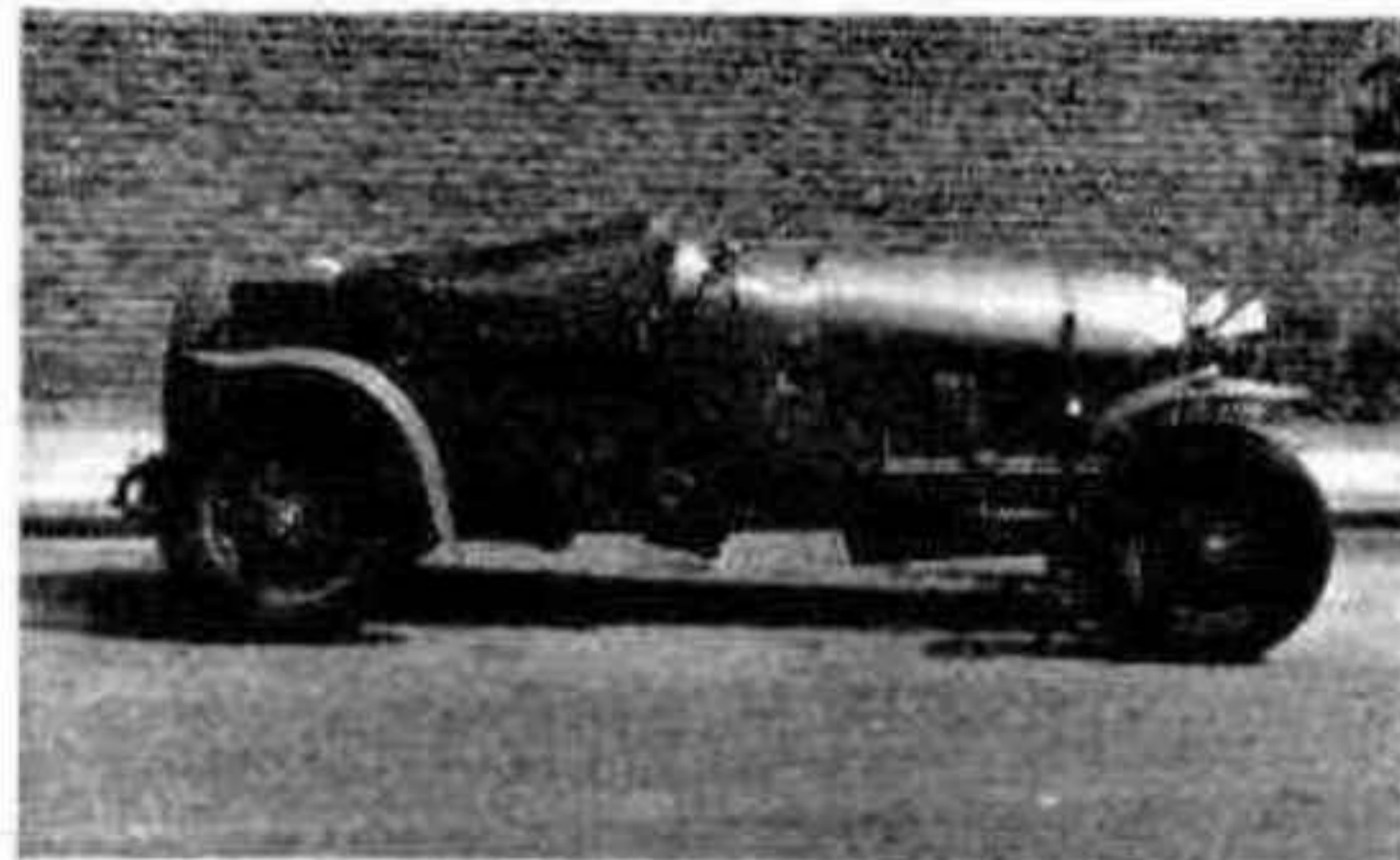
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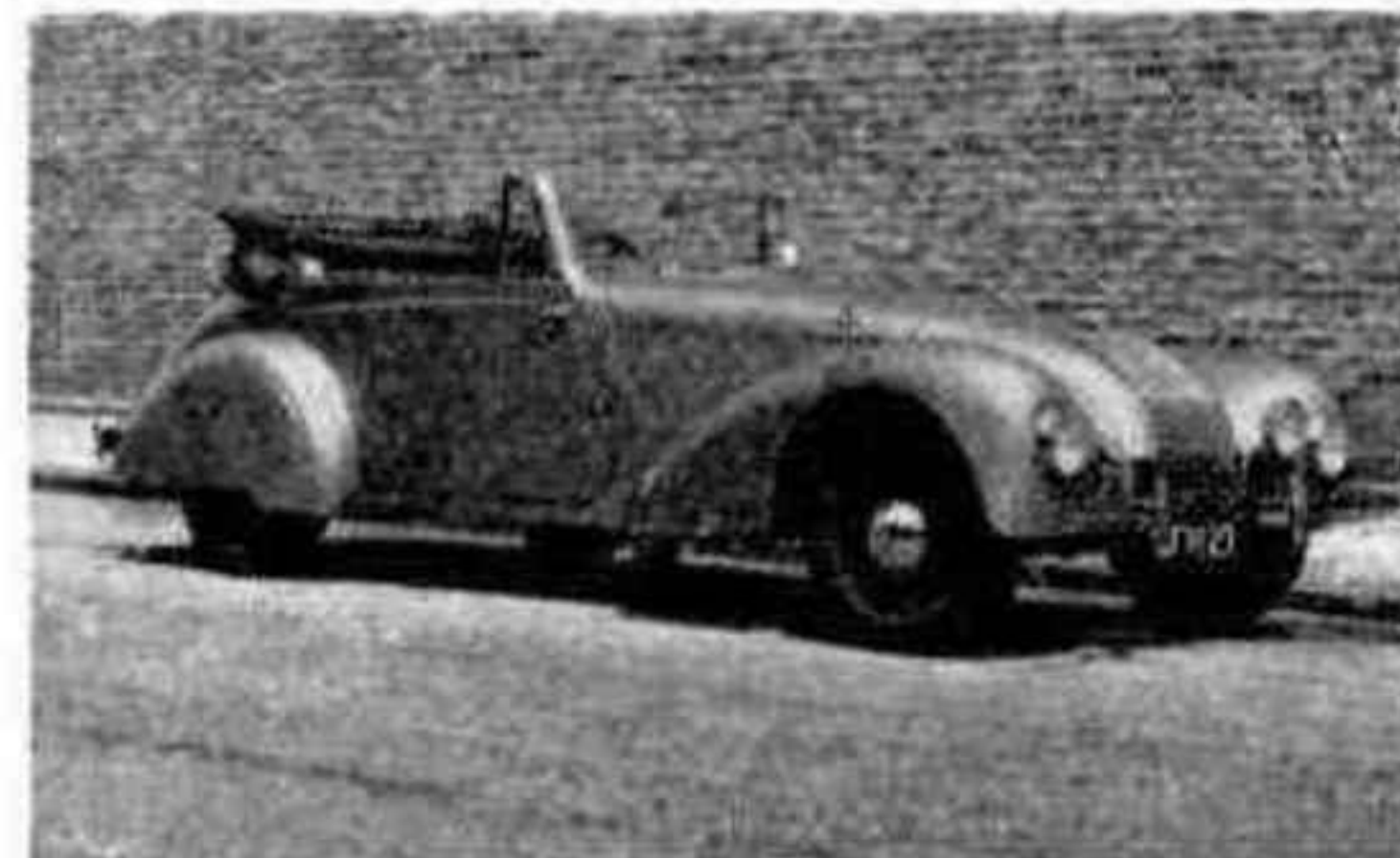
229, WEST END LANE, HAMPSTEAD, N.W.6.

Telephone: HAMPSTEAD 3430

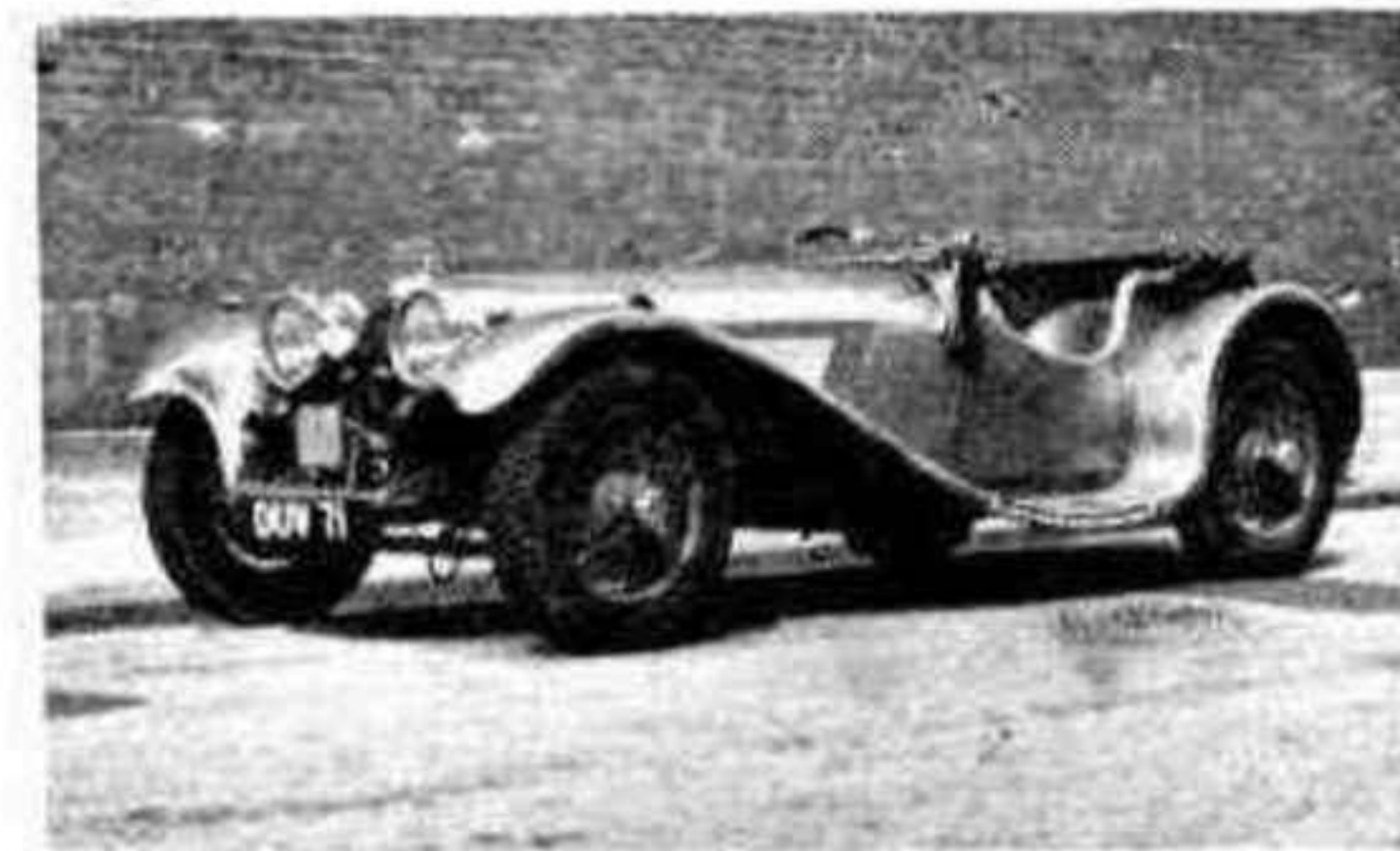
2 minutes W. Hampstead Tube Station, Bakerloo Railway. 28-159 Buses



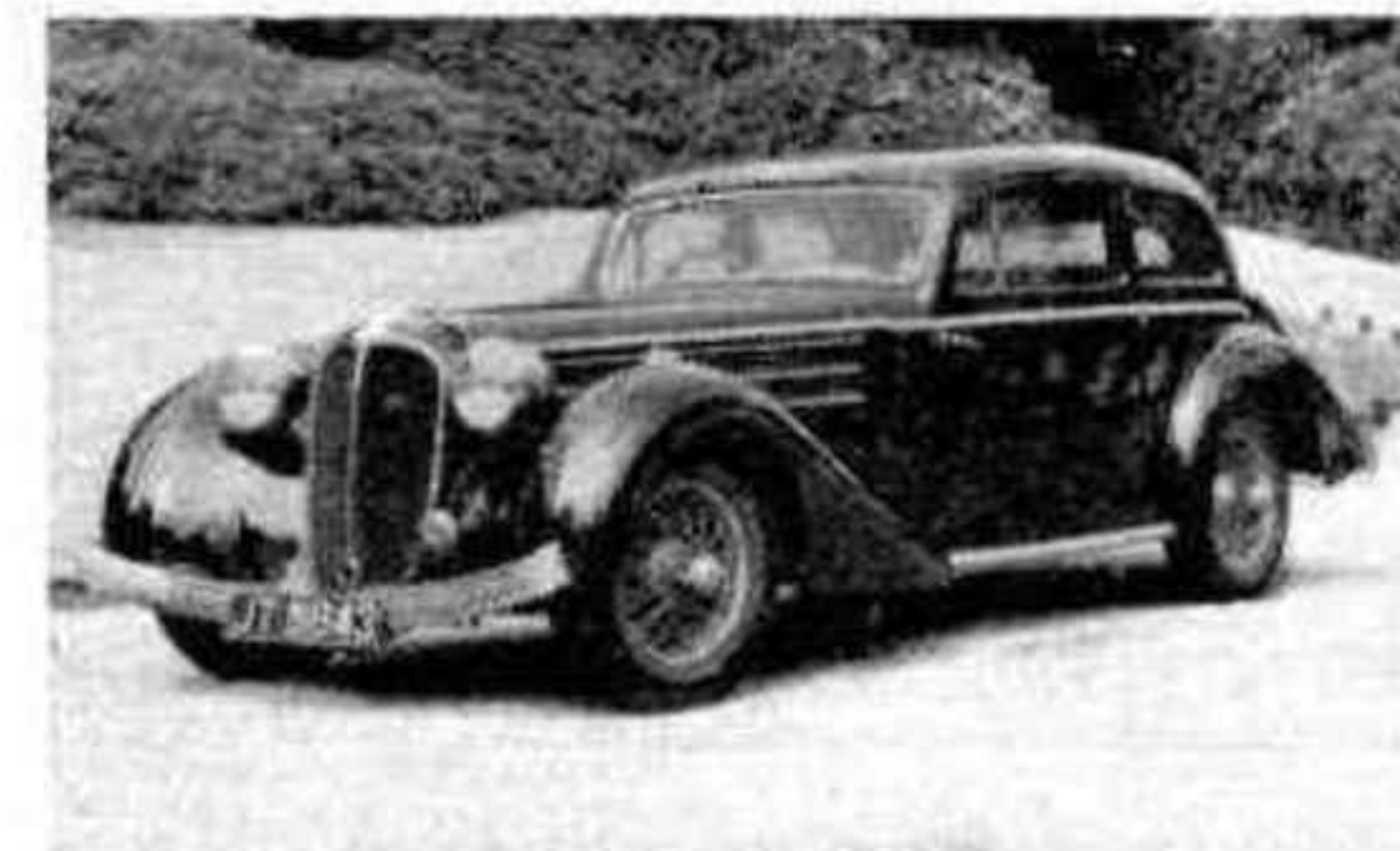
BENTLEY 3-LITRE, RED LABEL. 2-seater, rebuilt on one of the genuine rare 9 ft. chassis. 1927 engine with lightened flywheel, raised compression, late camshaft, twin S.U. pumps, virtually new twin S.U. carburetters, "C" box, 3.5 axle, short propshaft with H.C. couplings, Newton type dampers, rebuilt wheels, rear slab tank with quick filler cap, fold-flat screen, twin aeros, Bentley instruments, Marchal lamps, all chrome as new, an impressive car. Full history with £200 bills available.



1949 (MODEL) ALLARD 71M, 4-seat drophead coupé in pale blue with dark blue leather interior and hood. Steering column gearchange, excellent tyres, twin wing mirrors, spot lamp, twin tones, etc. The usual good Allard performance with economy. £340



S.S. 100, 2½-LITRE, 1937. Blue with red interior, fold-flat screen, twin aeros, good hood, complete sidescreens, P100 headlamps, twin windtone horns, "Flame-thrower," all tyres first class, body generally very sound but not pristine, hence the price of £260



1938 (LATE) DELAHAYE, TYPE 135M, 3-LITRE, 2-door saloon by Chapron of Paris. Manual gearbox, new engine fitted within last four years, three Solex carburetters. A genuine 100 m.p.h. car in excellent condition, giving a true Delahaye performance. £495

1936 MODEL BENTLEY 3½-LITRE, Park Ward sports saloon, lovely example. £475

1938 DELAGE D6/70 sports saloon, Cotal gearbox etc., beautiful car. £395

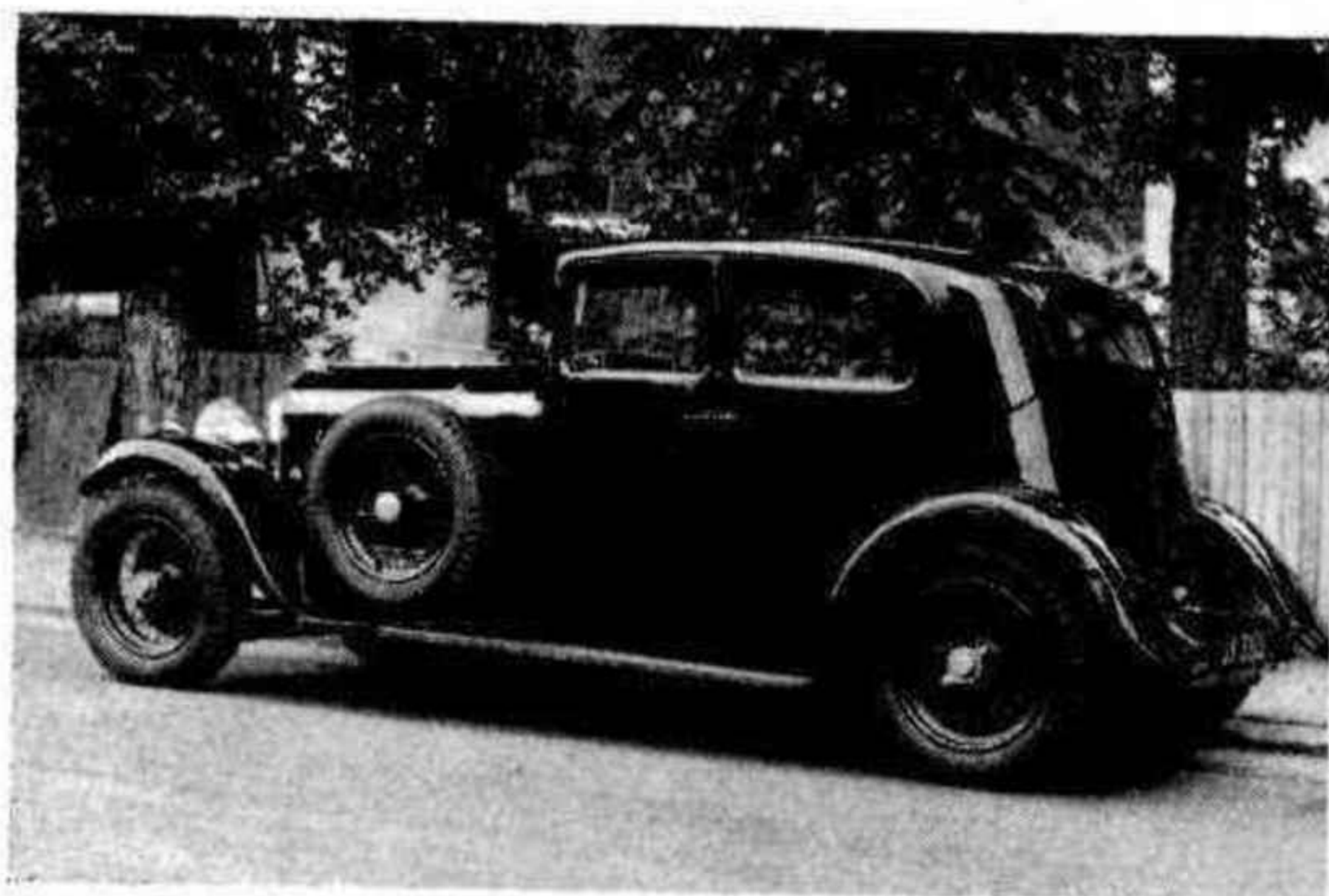
1938 LAGONDA 4½-LITRE drophead coupé, in first class order throughout. £495

Photos gladly sent on request.

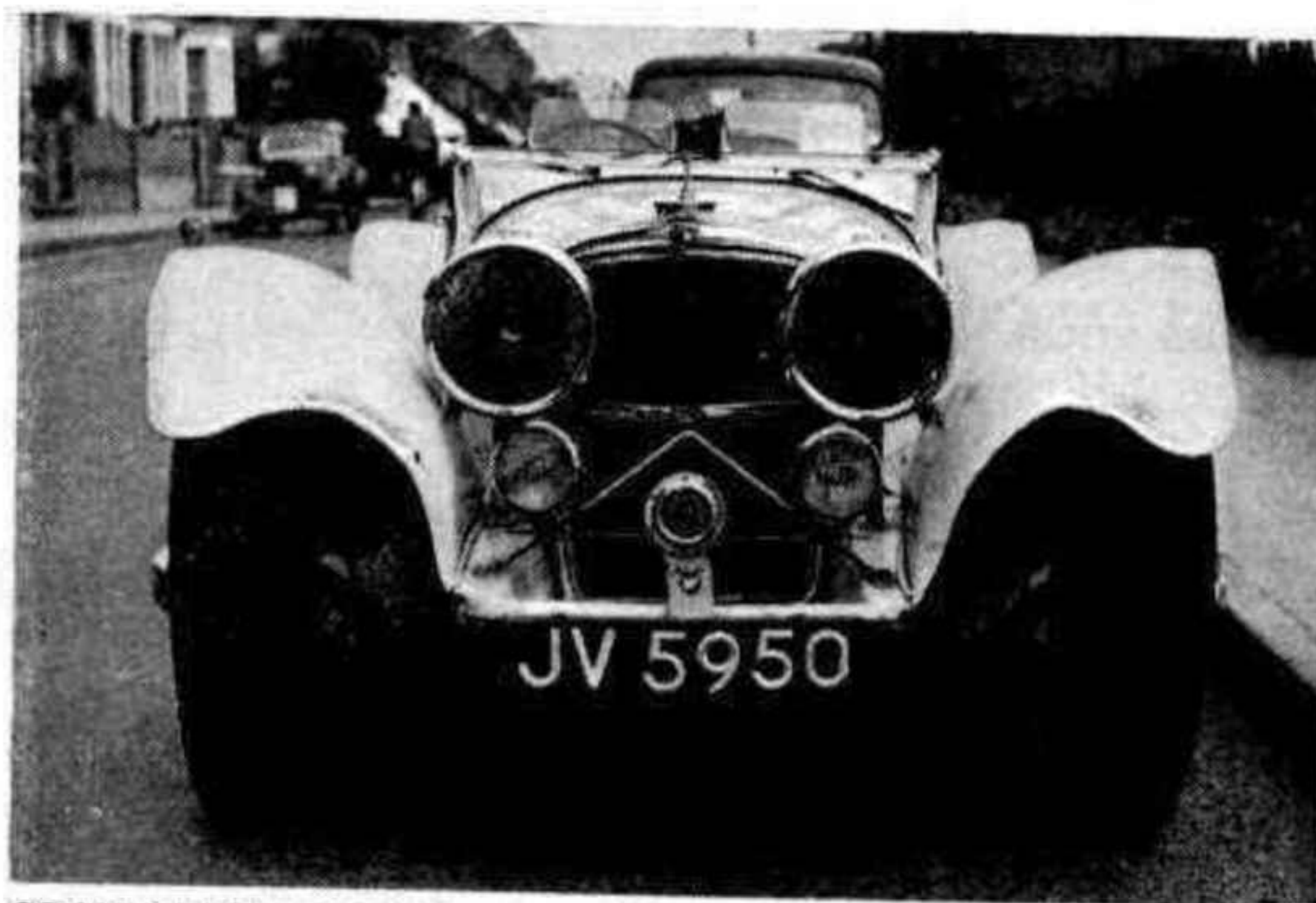
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of England Proprietor: JACK BOND, A.M.Inst.B.E.



BENTLEY 4 1/2-litre 1929/30 short-chassis close-coupled Continental sportsman saloon. This car is in immaculate condition throughout, both in the black cellulose and exceptionally clean brown leather interior with polished wood filets. It has recently been extensively overhauled and the work carried out includes new springs, shock absorbers, Hardy Spicer couplings, rad. core, carburettors overhauled, modified clutch and de-carbonised by McKenzies. Specially fitted 18-in. wheels, "D" type gearbox, chrome radiator. In superb condition throughout **£285**



SS.100 3 1/2-litre sports 2-seater. Engine just rebuilt and not yet run-in. Excellent cream coachwork. Fitted stone-guards, fold-flat screen, twin aero screens, full all-weather equipment, including full-length tonneau cover, anti-neighbour exhaust. Tip-top all round condition **£325**

ALVIS 12/70, 1940 sportsman saloon. The engine has recently been overhauled and the condition of the coachwork is truly immaculate. A very fine example of this much-sought-after model. Fitted new head lining and heater ... **£295**

ALVIS Speed Twenty, 1933 drophead coupe. Mechanically quite good, hood horrible, tyres good—hence the price of ... **£65**

ALVIS Speed Twenty-five, 1937 sports saloon. Excellent condition. Fitted radio ... **£195**

ALVIS Speed Twenty-five, 1937/38, Sportsman saloon. Very fine condition ... **£225**

ALFA-ROMEO 17/50 c.c., 16 h.p. foursome drophead coupe. Very fast and good-looking coachwork ... **£195**

ALFA-ROMEO 1 1/2-litre, supercharged 1,500 c.c. open 2-seater. Clutch just re-lined. Fitted new hood, tonneau cover and loose covers. New battery just fitted and quite a lot of work has recently been carried out by us on this very potent little Alfa ... **£250**

BENTLEY 4 1/2-litre, open 2-seater. This fantastic car has recently been completely rebuilt at a cost of some £1,400. It has many modifications, too numerous to mention, and the price is ... **£525**

B.M.W. 2-litre, 1937/38, foursome drophead coupe. Excellent condition. A new clutch has just been fitted ... **£215**

FORD Eight, 1946 saloon. One owner since new. Recently fitted reconditioned engine, steering, brakes, new tyres, battery, exceptionally clean ... **£245**

HUMBERETTE, 1914, open 2-seater. Recently completely rebuilt as brand new and original by a world-famous museum. A collector's showpiece ... **£250**

LANCIA Astura, first registered 1947, sportsman saloon by Farina. Superb mechanical condition. The cheapest Astura ever offered. Very fast yet amazingly economical ... **£285**

LAGONDA Rapide 4 1/2-litre, 1936, sportsman saloon. The coachwork of this car is absolutely immaculate and is finished in very pleasing shades of two-tone Dorchester grey, with unmarked maroon interior. This car has recently had an extensive overhaul and is in 100% mechanical condition. 20 m.p.g. The chrome and tyres are excellent and it will be very hard to find a better model at anywhere near the price I am asking of only ... **£295**

LAGONDA Rapier, 1934/35, 10 h.p. open sports 4-seater tourer. Exceptionally good mechanical condition and fitted high-compression pistons. A new hood is now being fitted ... **£185**

LAGONDA 16/80, 16 h.p., 1934/35, sportsman saloon. One owner till last year and the engine and crank have just been rebuilt. Immaculate cream coachwork. Showroom condition inside and out ... **£285**

MERCEDES 500K, 1936, cabriolet. Fitted 540K modifications. Exceptional mechanical condition ... **£350**

M.G. PA 8-h.p., open 2-seater. This car was the property of a member of my staff and has been more or less completely rebuilt in the last twelve months. The work carried out includes, complete engine rebuild, re-trimmed in black hide, new carpets, expensively re-sprayed in black and green, all parts re-chromed, new tyres, battery and fitted many extras. This is possibly the finest PA M.G. in existence today. 35 m.p.g., 80 m.p.h. This M.G. is in 1953 condition throughout and is being offered to the first lucky person to pay me ... **£245**

PACKARD, 1939, foursome drophead coupe. One owner since new. Fitted free wheel, steering column change and many extras. This car has just been re-sprayed and is in showroom condition throughout ... **£325**

RILEY 1 1/2-litre, 1937, sports saloon. Just re-wired and fitted new battery ... **£185**

ROLLS Twenty, 1928, saloon. Fitted late-type wheels. Exceptional mechanical condition ... **£165**

ROLLS Twenty, 1928, 2-seater drophead coupe with dickey. Engine just rebuilt and not yet run-in. Just re-sprayed, fitted new tyres ... **£285**

ROLLS Twenty-five, first registered July 1937, superb looking low-built sportsman saloon by Freestone & Webb. Two owners since new. 43,000 genuine miles only. Rolls maintained and Rolls history available. Fitted 12 in. Marchal headlamps. Complete original tool kit ... **£795**

ROLLS Twenty-five, 1934, very attractive sports saloon. Excellent condition. Fitted large boot ... **£585**

STANDARD Eight, 1948, open 4-seater tourer. Just fitted new battery and loose covers. Excellent condition ... **£265**

STANDARD Twelve, 1937, saloon. Excellent condition ... **£150**

TALBOT Fourteen, 1929, close-coupled 4-seater sports coupe. Excellent tyres, coachwork and mechanical condition ... **£50**

WOLSELEY Wasp, 9-h.p., 1934/35, saloon. Fitted heater and many extras. A good little runner ... **£65**

- ★ I have a large quantity of pre-war Rolls Twenty and Mercedes spares for sale.
- ★ I have the new 1955 Daimler Conquest roadster on show. A demonstration run will be gladly given to any prospective customer. This is, without a doubt, the smartest post-war sports 2-seater on the market today.
- ★ I always have a few vintage and veteran cars for sale which are not advertised. Full details on application.

★ I am the largest exporter of Classic cars in the world. I can handle shipping, banking, transportation, etc., for any prospective clients.

★ Hire-purchase terms—pre-war cars from 1/3rd down and balance over 18 months. Post-war cars from 1/5th deposit and balance over 2 years.

I URGENTLY REQUIRE TO BUY FOR SPOT CASH PRE-WAR THOROUGHBREDS AND POST-WAR SPORTS CARS OF ALL DESCRIPTIONS: I AM NOT INTERESTED IN KNOCK-KNEED HORRORS OR ANY OTHER MONSTROSITIES THAT CAN HARDLY DRAG THEMSELVES ALONG.

I can accept a few quality cars to be sold on a commission basis, provided they are up to my usual high standard.

WE ARE OPEN UNTIL 9 p.m. MONDAYS TO SATURDAYS AND 8 p.m. SUNDAYS

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FOR SALE—continued

AUSTIN 7 SPECIAL. 1935 lowered chassis, re-conditioned two bearing engine, red aluminium body, black tonneau, 5,000 miles since assembly, 49 m.p.g. 100 per cent. working order. Offers over £125. Tel.: Derwent 1829. [8196]

ERSKINE STARIDE, 1954 (Cost £850 new). 500 c.c. twin-cam Norton, superlative condition. Present engine approximately 600 miles in one season's racing, which included: Brands Hatch, 1st Juniors; Silverstone, 1st; Chester Sprint, F.T.D.; Silverstone 100 mile, 3rd against Lestern and Headlan. Price £450. Spare Barwell gas-flow engine (unused) which cost £325, available at £150. Molyneux, West & Co. Ltd., Flixton Road, Urmston, Lancashire, Tel.: Urmston (Manchester) 2771. [8190]

"H2O BOMB" water injection outfit, slightly used, £3. Box No. K191, MOTOR SPORT, 15, City Road, London, E.C.1. [8191]

ALVIS SPEED 25 V.D.P. Tourer, May, 1938. Exceptional condition. Largely maintained by Alvis Ltd. For full details Tel.: London Wall 4363 or write Pixley, Openwood, Tilford, Surrey. [8192]

SUNBEAM DAWN SALOON, 1934. Reconditioned starter, dynamo, New carb. Tyres good. No battery. A runner but body rough. £25 7s. Marlborough Road, Swindon, Wilts. [8194]

HARDSURFACED ROCKERS. M.G., Wolseley 6s. each, others serviced. Rocker bushes, 5s. each; shafts from 15s. pair; valve guides, 3s. 6d. Also in stock valves, springs, gaskets, king-pin sets, crown and pinions and many other items. S.U. exchange service and spares. Brake and clutch lining service. Large valves and 150 lb. springs for tuning XPAG. Exchange heads, blocks, cranks, etc. S.a.e. list. Thomson, 102, Kingston Road, Wimbledon, S.W.19. Tel.: Liberty 8498. Telephone up to 10 p.m. [8195]

LAGONDA 16/80 Pillarless Saloon, 1933. Engine recently sleeved, mechanically good, well shod. £75. Brynmoor, Low Moor Side Lane, New Farnley, Leeds. [8196]

GAMECOCK, 1932. Riley 9 2-seater. Crank grind, new c.w.p. 10,000 ago, good hood, screens, leather, carpets, Sound all round. £120. Box No. K197, MOTOR SPORT, 15, City Road, London, E.C.1. [8197]

90 M.P.H. £50. Registered Special. Riley chassis, 16 in. Girlings, 12 gallon tank, Ford V8, Scintilla, twin exhaust. Drive away, but no body. Tel.: ELM 7525. [8198]

LEA-FRANCIS. Dismantled "Ace of Spades" 2 litre O.H.C. All mechanical parts including Scintilla mag. and 6 K.O. wheels. No body or tyres. Offers? Taylor, 4, Hesketh Road, Sale, Manchester. [8199]

LAGONDA 2 litre 1928 Spares. Crankshaft and bearings, 4 conrods remetalled and fitted, 4 pistons. All good condition. Offers to Boorer's Garage, Worthing. [8200]

LAND ROVER, 1951. 30,000 miles private use. Excellent condition, original tyres, partition, heater, full Redex installation, Delco Remy. Exchange for something more in keeping with a brief-case. Bowden, St. Mary's, Otterbourne, Winchester, Hants. Tel.: Twyford 3116. [8201]

O.M. 2 LITRE 6 cylinder. Complete overhaul. New radiator grille, shackle pins, drums, steel linings. Pistons re-metalled throughout, clutch plate in perfect order, bills shown. New tyres. £200 spent on overhaul. Only two owners. £200 Box No. K202, MOTOR SPORT, 15, City Road, London, E.C.1. [8202]

ASTON-MARTIN 1½ litre, 1934. Le Mans Sports Saloon. £200 or first near offer, or would exchange for similar quality 2-seater, Conway, 19, Langdale Road, Preston. [8203]

£35. ALVIS T.B. 14.75, 1929. White tourer with dickey. Good general order, faults honestly disclosed. Riley. Tel.: BEC 0276. [8204]

2½ LITRE S.S. JAGUAR Sports Saloon, 1937. Tuned high compression engine giving outstanding performance. Mechanically extremely good, body sound but exterior paintwork not beyond reproach. £160. Riley. Tel.: BEC 0276. [8205]

RILEY SPARES. Privately broken 1935/6 12/4 Adelphi. All good bar differential. Kestrel replacement wood wheel arches and windscreen pillars. Riley. Tel.: BEC 0276. [8206]

P.A. M.G. 1934. Red four-seater sports. Engine transmission, chassis, brakes overhauled, new flared wings, body panels and battery. £200 o.n.o. Rowles, "Larksmead," Bank Drive, Shrewsbury. [8207]

"FORD SPECIAL." Regd. 1948. Austin 7 chassis, Ford 10 engine, 4.7 back axle. Taxed and insured. £125 o.n.o. Tel.: LIVINGSTON 4929. [8208]

1949/5 AUSTIN Humming Bird. £135. Mr. Julian, Meledor, St. Stephen's, St. Austell, Cornwall. [8209]

M.G. T.D. First registered July, 1953. 1951 model. Blue with beige upholstery. 20,000 original tyres, never thrashed, bashed or crashed. Radio, heater, mats, covers, etc. Any examination. Best over £450. F/L Radford, R.A.F., Little Rissington, Glos. [8213]

C. J. BENDALL

ALFA-ROMEO 1,750 twin-cam unblown, attractive and original 4-seater by Young, 1932. New hood, top overhaul, new valves, etc., just completed. Mechanical condition very fair. £185.

AUSTIN TEN 4-seater tourer, 1935, uninspired and only fair bodywork, but has new hood and tyres and had a complete engine recondition recently and is very sound. £75.

BELSIZE 13-H.P. 6-cylinder tourer. I have sold this car twice previously and it has given each of its owners really excellent service; it is sound, tidy and well shod, and has an excellent performance for a vintage touring car of this type. £60.

BENTLEY 3-LITRE SPEED MODEL, chassis No. 443, 1924; 1927 big-sump engine rebuilt, rebodied and re-registered 1936; attractive, well-built (probably V.D.P.) close-coupled 4-seater, nice hood and screens, painted B.R.G. The whole car in very nice order. £245.

BENTLEY 3-LITRE SPEED MODEL, original V.D.P. 4-seater, general condition very fair indeed; virtually unmodified; body leather-work particularly good; fair hood, etc. £225.

DAIMLER DOUBLE-SIX. One of the special super-sports underslung cars designed by Pomeroy and Reid Railton, 1931, but years ahead of its time in looks and no mean performer; most attractive 4-seater drophead coupé by Corsica, in very fair all-round order and nearly new tyres. We are doing numerous minor repairs, and with these done, the car is so unusual and attractive that its price of £175 is very low.

DELAGE D8, 1931, short limousine in very fair all-round order, excellent tyres, etc. Of good appearance and a real bargain at £55.

LAGONDA 3-LITRE Selector Special (Maybach gearbox), 1932; mechanically sound, it has one of the most attractive Continental-designed close-coupled sports 4-seater bodies ever put on this type of machine—it needs painting and new hood and a general tidy-up, but is a bargain at £100.

MARENDAZ SPECIAL 2-LITRE 2-seater, 1935, in very fair all-round condition. £55.

ROLLS-ROYCE PHANTOM I landaulette by Windover, in extremely sound and original condition; good paint, clean interior and excellent tyres. £95.

S.S.-JAGUAR 12-H.P. saloon, 1936; Jaguar-styling, but S.V. engine, mechanically fair, but body and paint poor, hence low price of £80.

SUNBEAM 20/60 sports 2-seater. Stark and home-made body, not unimpressive in looks and goes very well. £42 10s.

A quantity of spares at very moderate prices, including Alvis Silver Eagle engine (1930), complete with all auxiliaries; Alvis TJ 12/50 gearbox, diff. unit and set of wire wheels; Lagonda 3-litre engine and Z-type gearbox, also fits 2-litre; Invicta 4½-litre engine and front axle; Singer Junior (1930) engine, gearbox and rear axle, also radiator.

After personal experience extending over 7,000 miles of one of the nicest cars I have ever owned, I am pleased to say that I have now been appointed an agent for the **BORGWARD ISABELLA 1,500**, which I am quite convinced is, at £1,143, inclusive of P.T., the finest value on the British car market today.

With an extremely individual and well-styled appearance, yet seating six people in real comfort, and with ample baggage space, it has a maximum speed of over 85 m.p.h., will cruise indefinitely at 70 m.p.h., and yet will average over 34 m.p.g. driven hard. Its handling qualities are quite exceptional, and its standards of finish and detail work are unusual in this present age of motoring.

To all my past and present customers I extend an invitation to come and try this car, which must appeal to any discriminating motorist, no matter what his views on modern cars may be.

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FOR SALE—continued

1926 DELAGE D.1 Series 4, 14 h.p. chassis. Completely reconditioned engine to Standard. Sell whole or part. 94, Stocks Bank Road, Mirfield, Tel.: 2108. [8210]

FORD 8 SPECIAL. Built 1952. Recent recon. engine, four nearly new tyres, 40 m.p.g., good performance. Available after 3rd July. £95. 81, Ockley Road, Croydon, Surrey. [8211]

RILEY 9 SALOON, 1933. Excellent condition. £125. 35, Merland Rise, Tattenham Corner, Epsom, Tel.: Burgh Heath 3419. [8212]

"MOTOR SPORT," 1945-55. 100 clean copies. £4. Minx alloy head, £3. Johnson, 6, Broad Street, Brinklow, Nr. Rugby. [8214]

1½ LITRE O.H.C. Invicta engine, complete, 4 speed box. Spare head block, crankcase. £28. "Ayalam," Ongar Hill, Addlestone, Surrey. [8215]

£95 O.N.O. 1930 Lea Francis 2-Seater Sports 12-40. Very recently rebored (200 miles), Hepolite H.C. pistons, new little ends, etc., brakes relined. Six new tyres. Repainted B.R.G. G. Bullock, Plantation House, Eaves Lane, Cheadle, Stoke-on-Trent. [8216]

IMMACULATE M.G. T.A., Oct. 1937. Reconditioned engine September 1954. £235. Husband, 46, Langdale Terrace, Leeds. Tel.: 56377. [8217]

OUTSTANDING SERVICE. Bargain prices. S.U. carburettors fully rec'd. latest dash-pot types exchange, conversions any make, model, multi-carb. set-ups, advice tuning example lin. 50/-, 1½ in. 55/-. Variety Solex, Zenith, cheap, including double choke. New B.T.H. auto-advance anti-clock verticle magnetos with 14 mm. plat. plugs, £5 set. Trafficator and time switch sets, 35/-. S.U. 6v and 12v petrol pumps, 35/-. "Fortis" all-steel vices. State needs. New ex-R.A.F. 8-12 h.p. superchargers, £15 carr. paid, c.w.o. Parkes Autos, Woodview, Buckholt, Near Monmouth. [8218]

FORD TEN Trials Special. Good condition essential. Tel.: Altrincham 1234 Box No. K220, MOTOR SPORT, 15, City Road, London, E.C.1. [8220]

LANCIA APRILIA steering wheel, front drums, plug connections, interior trim, etc. Box No. K221, MOTOR SPORT, 15, City Road, London, E.C.1. [8221]

£550 ZEPHYR SALOON, 1953. One owner, black, red leather, heater, excellent condition. Tel.: Downland 4740. [8222]

VINTAGE 8-H.P. FIAT "509," 1926, 2-seater with dickey. Virtually one owner, faultless mechanically. Exceedingly well preserved specimen. £60. Peirce, 24, Charminster Avenue, Bournemouth, Tel.: Winton 483. [8223]

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UNUSUAL ATTRACTIVE CAR. A.C., professionally reconditioned regardless of expense. I.f.s. 2-seat coupé body. Small amount of work required to complete. £120 including many spares. Walker, Upton, Andover. [8229]

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SPECIAL. 2-litre 326 BMW. Engine 85 b.h.p., 16in. k.o. wheels, i.f.s. £250 or nearest offer. Apply: Standard Steel Works, Tinsley, Sheffield. Tel.: 41152. [8232]

SINGERS—1928, 1929. Two cars broken for spares. Smith, 9, Blackberry Lane, Sutton Coldfield, Warwickshire. [8233]

FOR SALE—continued

FRAZER-NASH, 1934 Meadows engine. Reconditioned throughout. Special professional body. £250. Purcell, 13g, Peabody Estate, Herbrand Street, W.C.1. [8346]

1936 MERLIN NINE in daily use. Owner posted overseas. £100, o.n.o. Tel. (evenings): MA1 5504. [8336]

M.G. PA AIRLINE coupé 2/3-seater. Recently cellulosed blue. Reconditioned engine (9,000), sound chassis. £160. Tel.: TUL 0631. [8337]

VALE SPECIAL, 1935. Reconditioned Ford Ten engine. £180. F/O. Whalley, R.A.F., Dishforth, Yorks. [8338]

1932 RILEY NINE 2-seater sports. Monaco chassis. Hydraulic brakes, special camshaft, polished ports, four-branch exhaust manifold, oversize inlet valves, double valve springs, twin S.U. 7:1 pistons, Brooklands gearbox. Good tyres, battery, rebuilt steering, new pins, bushes. Seen Looe first fortnight July. Darlington after. £150, or offer. Box No. K339, MOTOR SPORT, 15, City Road, E.C.1. [8339]

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RILEY MONACO, 1931. In regular use. Good tyres. Recent new c.w.p. Spare magneto. £45, or offer. 12, Pierrefondes Avenue, Farnborough, Hants. [8342]

RILEY NINE PARTS. Complete engine, gearbox, Reconditioned dynamo and magneto; complete head and 1931 Riley Nine Monaco with radio. c/o 76, Salford Road, Streatham Hill, S.W.2. [8343]

ONE HOUR DEMONSTRATION, 1952, 1,172 Special. Soft i.f.s., professional 2-seater body, tuned docile engine in perfect condition, c.r. box, 4.78 axle, economical cruising at 75 m.p.h. Designed for long distance touring home and Continent. Full instruments, rally-type clock, Dunlopillo seats, wrap-round rear window hood, tonneau, many extras. Ready for extended tour. For further details see my book, "One Off." Special reason for sale. £360. Havart, 39, Regent Road, Surbiton. Tel.: Elmbridge 2576 or Avenue 1657 (day). [8344]

ONE HOUR DEMONSTRATION. I apologise to all those enquirers who received no reply last month owing to circumstances beyond my control. All enquiries dealt with this time from third onwards. Havart, 39, Regent Road. [8345]

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FOR SALE—continued

DIFFERENTIALS, CHASSIS MOUNTING, 3 ratios. From L. A. Schofield, Peter Street, Yeovil, Somerset. [8334]

BENTLEY 3-LITRE open 4-seater. Registered 1951. Built from parts regardless of cost. Late-type engine, balanced crank, lightened flywheel, 3 mils, off block. Scintilla mags, Axial starter. Servo brakes. Just completed major engine overhaul including all new bearings. New battery, new hood. Reason for sale—Speed Six. Box No. K347, MOTOR SPORT, 15, City Road, E.C.1. [8347]

BENTLEY 4½-LITRE, 1931 coupé. Body rough, but an opportunity for enthusiast to acquire a late specification 4½ chassis at £150. Box No. K348, MOTOR SPORT, 15, City Road, E.C.1. [8348]

BENTLEY. Pair Scintilla GN½ magnetos. Works reconditioned and unused. £20. CAV-Bosch Axial starter. £12. Box No. K349, MOTOR SPORT, 15, City Road, E.C.1. [8349]

1½-LITRE LE MANS SINGER, 1935. Now dismantled, ready for complete rebuild. I lack space and time. Will deliver within 40 miles. Nearest £100. Hewett, 105, Rydens Road, Walton-on-Thames. Tel.: 6074. [8350]

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LANCIA APRILIA, 1937. Excellent mechanically; 35 m.p.g., no oil. £200. Skinner, 22, Sunny Close, Worthing, Sussex. [8352]

SUNBEAM DAWN, 1935, black saloon; i.f.s. Zeiss headlamps, modified cylinder head. Various spares, including Standard head. Taxed December. Drew, 6, Pedwell Lane, Ashcott, Somerset. Tel.: Ashcott 360. [8353]

MERCEDES TYPE 230. Excellent condition. Would exchange for open car or consider cash offer. Tel.: Hastings 7413 (evenings). [8354]

ALLARD, 1948, 4-SEATER tourer. 20,000 miles, Mercury engine, high compression alloy heads, Scintilla Vertex magneto. Brand new Vyanide hood, screens, tonneau cover. New batteries, 2 new Goodyear Eagles. Beautiful condition, exhilarating performance. £365. Truelove, 365, Eastern Avenue, Ilford, Essex. Tel.: Valentine 2056. [8355]

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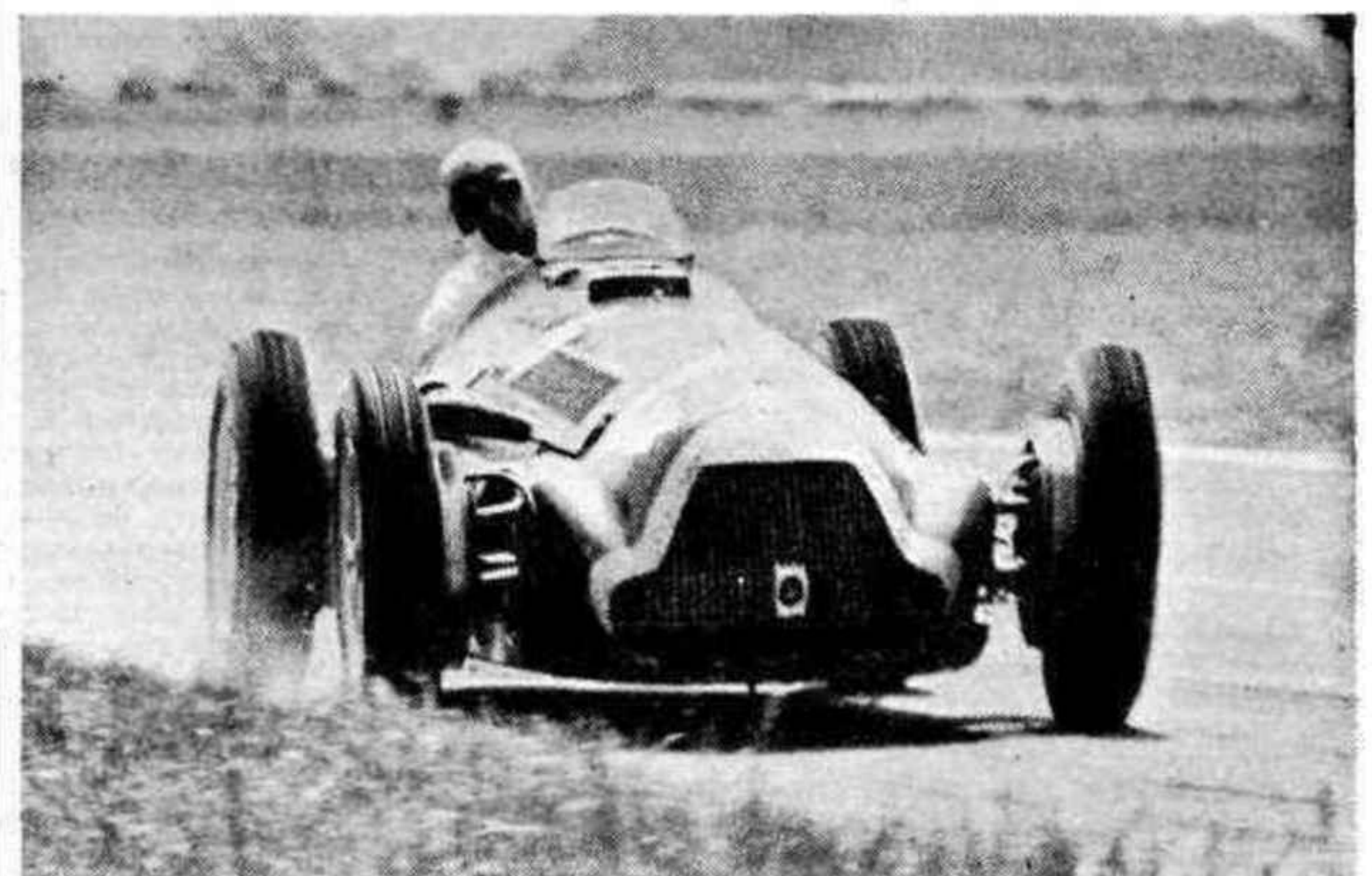
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ROLLS-ROYCE PHANTOM II short chassis Continental, 1934, model with very special Hooper all-weather body with disappearing hood and glass windows. This most unusual car is not yet run-in following rebore and the authenticated mileage is 92,000. It must be one of the best and most attractive Continentals available. We also have a specimen Bentley 4½ Park Ward saloon for disposal. Full particulars, photographs and appointments to view from Downton Engineering Works, Downton, Wilts. [8357]

LANCIA APRILIA 10-h.p. 2-seater sports. Well maintained, good condition; excellent tyres. £150, o.n.o. Billings, 5, Wildcroft Road, Coventry. [8358]

NA M.G., 1936, 4-SEATER. Good condition except tyres; taxed year. £175. Russell, 4, Bridge Road, Weybridge, Surrey. Away on holiday 9-17th. [8359]

ROLLS TWENTY (1926). Two Artillery wheels (fit size 33 tyres). Also two hubs (Artillery fittings) Parker, 46, Cliffe Road, Grantham. Tel.: 264. [8360]

COOPER MARK IV 4-stud J.A.P. car and engine. In excellent condition and ready to race. Few spares, trailer, etc. Any offer considered, or exchange car. Photo on request. Turk, 26, Ashford Road, Maidstone, Kent. [8361]

1934 SINGER NINE Le Mans; o.h.c. 2-seater. Red. Good body, engine, good and zipped tonneau; new carbs, balanced crankshaft, twin spares. Genuine 33-37 m.p.g., excellent acceleration. Owner unhappily being called up. £150, o.n.o. Tel (weekdays): Holloway, Woolwich 2044, Ext. 1404/26. [8362]

LANCIA APRILIA, 1937. Gearbox, rear and front suspensions, brakes and starter recently overhauled; decarbonised, new Michelins, new battery, radio, foglamp. Gunmetal and red vynide upholstery. £260. 22, Greenfields, Gnosall, Stafford. Tel.: Gnosall 369. [8363]

1950 M.G. TD TYPE. Excellent condition; equipped with radio. £498. Z. Crabtree & Co., Ltd., Kirkland, Kendal. [8364]

£50. 1928 SWIFT TOURER. Engine overhaul 2,000 miles back; body good; 30 m.p.g. Many spares. Geale, 53, Gospatrick Road, London, N.17. Tel.: TOT 4457. [8365]

1927 WILLYS KNIGHT 6-cyl. sleeve valve engine; dormant 8 months, towable. £25, or offers. Tel.: HOU 7609. [8367]

FORD TEN engine Special. High compression head, Aquaplane twin carburettor manifold, separate exhaust, etc. Hood. £150. Privately owned. Seen Moorlands Garage, Hindhead. Tel.: 656. [8368]

1936 RILEY 15/6 ADELPHI. What offers? 88, Mowleaze, Barwick, near Yeovil. [8369]

M.G. 11.9 ENGINE with pre-select gearbox. Complete. Good condition. £30. Box No. K370, Motor Sport, 15, City Road, E.C.1. [8370]

AUSTIN 12/4 saloon, 1935. Good condition. £80, near offer. Tel.: Upminster 4725. [8371]

RAILTON 4-SEATER SPORTS touring. good condition; ideal holiday car. £150, o.n.o. Box No. K372, Motor Sport, 15, City Road, E.C.1. [8372]

BREAKING RILEY, 1937 CAR for spares. Car fitted Rudge Whitworth wheels. Car complete less gearbox. Box No. K373, Motor Sport, 15, City Road, E.C.1. [8373]

M.G. MAGNETTE 2-seater in first-class condition all round. £150 spent on refurbishing. £200. Harris, 3, Culmington Road, London, W.13. Tel.: Ealing 3976. [8374]

NORTON (MANX) GEARBOX. Pair 5.75 by 16 and 6.00 by 18 tyres, tubes, 6v. sports coil. T-type M.G. dynamo, plus rev. counter drive. Benington, The Twitten, Crowborough, Sussex. [8375]

1925 BULLNOSE MORRIS COWLEY 4-seater touring. Recent rebore, new back axle, button starting. £50, o.n.o. Tel.: CANonbury 3404. [8376]

1938 ASTON MARTIN 2-LITRE drophead in good condition, with radio. £300, or offers. Box No. K378, Motor Sport, 15, City Road, E.C.1. [8378]

RILEY NINE 4-seater touring. Registered January, 1932. Twin carburettors, high compression pistons. Excellent condition. Grassick's Garage, Ltd. Tel.: Perth 71. [8379]

AUSTIN SEVEN sports. Good all-round condition, special body. Taxed. £40, o.n.o. Alston, 30, Chantry Road, Bishop's Stortford, Herts. [8380]

FRAZER-NASH, 1933 T.I. Replica. The well-known ex-works 1½-litre Blackburn-engined demonstration car AMD582. Good engine and bodywork. Just fitted new hood and tonneau cover. £225. Tel.: P. Berent, Hadlow Down 270 (near Tunbridge Wells). Full history available. [8381]

ALVIS SILVER EAGLE (1935—16.9-h.p.). Attractive, certainly bargain at £95. An "effective" motor car in best Alvis tradition; 22/23 m.p.g. may be expected on a run, with triple-carburettor performance. The vehicle is reliable and in sound, clean condition. Tel.: KEN 2444, Ext. 125 (between 10 a.m. and 5 p.m.), or LEE 8120 (after 7.30 p.m.). [8382]

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LAGONDA 16/80 pillarless saloon. Many spares. £150. Jenkins, 64, Milk Street, Bristol, 2. [8377]

ARMSTRONG-SIDDELEY TWENTY, 1934; taxed year, excellent mechanically; recent top overhaul. £90. Tel.: Redhill 321; evenings: Merstham 395. [8383]

RILEY PARTS. 4-cylinder 1,500-c.c. cylinder head, camshafts, timing gear, crankshaft, twin and single Zeniths, dynamo, starter, chassis frame, rocker-box covers, etc. S.A.E. to 1, Stanley Avenue, Wembley. [8384]

M.G. PA, 1934. Recent engine overhaul. New battery. £155, o.n.o., or exchange for Alvis Duck/Beetleback in comparable condition. 107, East Street, Bedminster, Bristol. [8385]

FRAZER-NASH Chain Gang Interceptor (1931). Recent complete rebuild, terrific performance; Meadows 4ED engine, twin S.U.s or Amals. Many spares. Business reasons. £150. Freeman, The Camp, Stroud, Glos. Tel.: Miserden 204. [8386]

VALE SPORTS 2/4-seater 8-h.p. Distinctive, lively car. £100. "Homestead," Orsett Heath, Grays, Essex. [8387]

ALVIS SPEED TWENTY Charlesworth saloon. Truly exceptional condition; open to closest scrutiny. Reg. 1934, but runs and looks better than most post-war tinware. £165, or exchange something economical and fast (m/cycle considered). Cash either way. Shields, 3, Plantation Drive, Hull. [8388]

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MONACO SPARES. Wings (excellent condition), gearbox, axles, 6-stud wheels, doors, radiators, springs; many other items. Offers? Barber, 43, Fields Road, Alsager, Stoke-on-Trent. [8390]

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£85, O.N.O. Singer Nine sports 4-seater. Red. Smart. New hood. Engine overhauled. Good battery, etc. Would take small saloon in part-exchange. Limond, 70, Havelock Road, Croydon. [8392]

1935 TALBOT 75 Airline saloon. Mechanically good, bodywork sound but trim poor. £75. New pair 6.00 by 19 Gold Seal Dunlops. £9. New pair 7.00 by 18 Goodyears. £15. Some vintage spares for 12/50 Alvis, 20-h.p. pushrod Sunbeam, pairs of vintage lamps, etc. Lloyd, The Close, Burcot, Oxon. Tel.: Clifton Hampden 234. [8393]

FIAT 750, specially rebuilt 1954 sports/racing 2-seater. Immaculate and beautiful appearance. Photo. Bargain. £295. 34a, Foregate Street, Worcester. Tel.: 2867. [8394]

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1950 MINOR CONVERTIBLE. Brand new hood, tyres, battery. Perfect throughout. Taxed year. £375. View any time. 5, Chandos Road, Chorlton-cum-Hardy, Manchester. Tel.: CHO 4389. [8396]

1938 TRIUMPH DOLOMITE drophead foursome. Custom coachwork. Excellent. Lovely. £175. Dr. Rosow. Tel. Epsom 2480. [8397]

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RILEY NINE LYNX, 1934. Engine, body, tyres Good. New pinion, races and pistons. Complete all-weather equipment. Flamethrower. Photo and further details. £150, o.n.o. Milnes, 37, Southfield Road, Duston, Northampton. [8399]

2½-LITRE SS 100 JAGUAR. Excellent condition. £295, o.n.o. Box No. K400, Motor Sport, 15, City Road, E.C.1. [8400]

1928 20-H.P. ROLLS, Park Ward saloon. Rough but a runner. £50. Box No. K401, Motor Sport, 15, City Road, E.C.1. [8401]

G.N. 1921 TOURING. Original mechanically, body rebuilt 1954. I.O.E. engine, new tyres, hood. Sell or straight swap character sporting car to accommodate family. 68, St. Anne's Road, London Colney, Herts. [8402]

RILEY LYNCOCK, 1933. Attractive 2/4-seater coupé. Body/chassis good. Timing-gears noisy; 38 m.p.g. at 45 m.p.h. £120. Tel.: Bletchley 652. [8403]

TALBOT SPARES for 14, 18, 105. Almost all spares for these models, including crown wheels and pinions. All inquiries answered. McCausland, 49, Cleveland Road, S. Woodford, London, E.18. Call or Tel.: WAN 6425, after 7.30 (evenings). [8404]

ALVIS, 1932, SPEED TWENTY. Complete car being broken up, every part for sale. Advertiser, 2a, Ernauld Avenue (opposite Granada), Barking Road, London, E.6. Tel.: WAN 6425, after 8 evenings. [8407]

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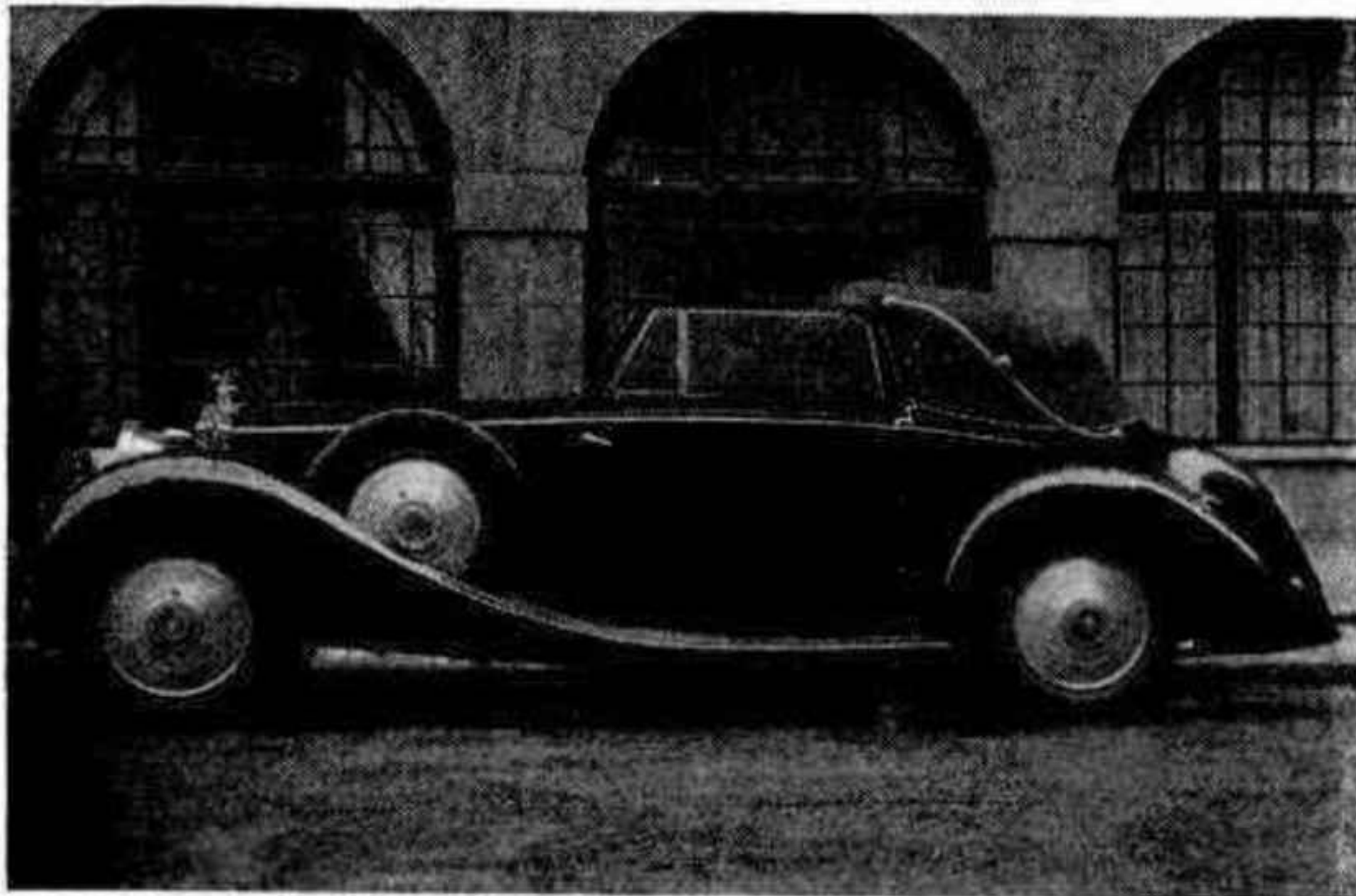
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ROLLS-ROYCE Replica (1940) three-position drophead coupe on the later type 21.6 chassis. Black with tan trim. Excellently maintained. A top and bottom decarbonisation has been carried out in the workshop. A sound and unusually attractive example of the marque, even though somewhat painfully slow.

£ 525

ROLLS-ROYCE 20/25-h.p. (1934) special-coachwork sports saloon by Park Ward with swept boot. Black with green trim. Complete overhaul by Messrs. Rolls-Royce Ltd. at Crewe less than 3,000 miles back. Detailed R/R history from delivery. Receipts for £600. A completely outstanding example and the best specimen of this series that I have yet seen or handled.

£ 550

ROLLS-ROYCE 20/25-h.p. (1933) owner-driver sun-roof sports saloon with boot by Hooper. Black with light-blue trim. Good history. R/R serviced. Detailed receipts over last ten years. Radio and heater. Very much above-average condition for this vintage.

£ 475

LAGONDA Series L.G.6 (1937) sports saloon by H. J. Mulliner. Black with green trim. Two owners. Warranted mileage of 48,000. In excellent order. Further details upon request.

£ 385

JAGUAR 1½-litre (1949) special equipment sports saloon. Radio, heater, screen-washer. Light green with dark green trim. One owner. 15,000 miles only. A practically faultless example in near-new condition.

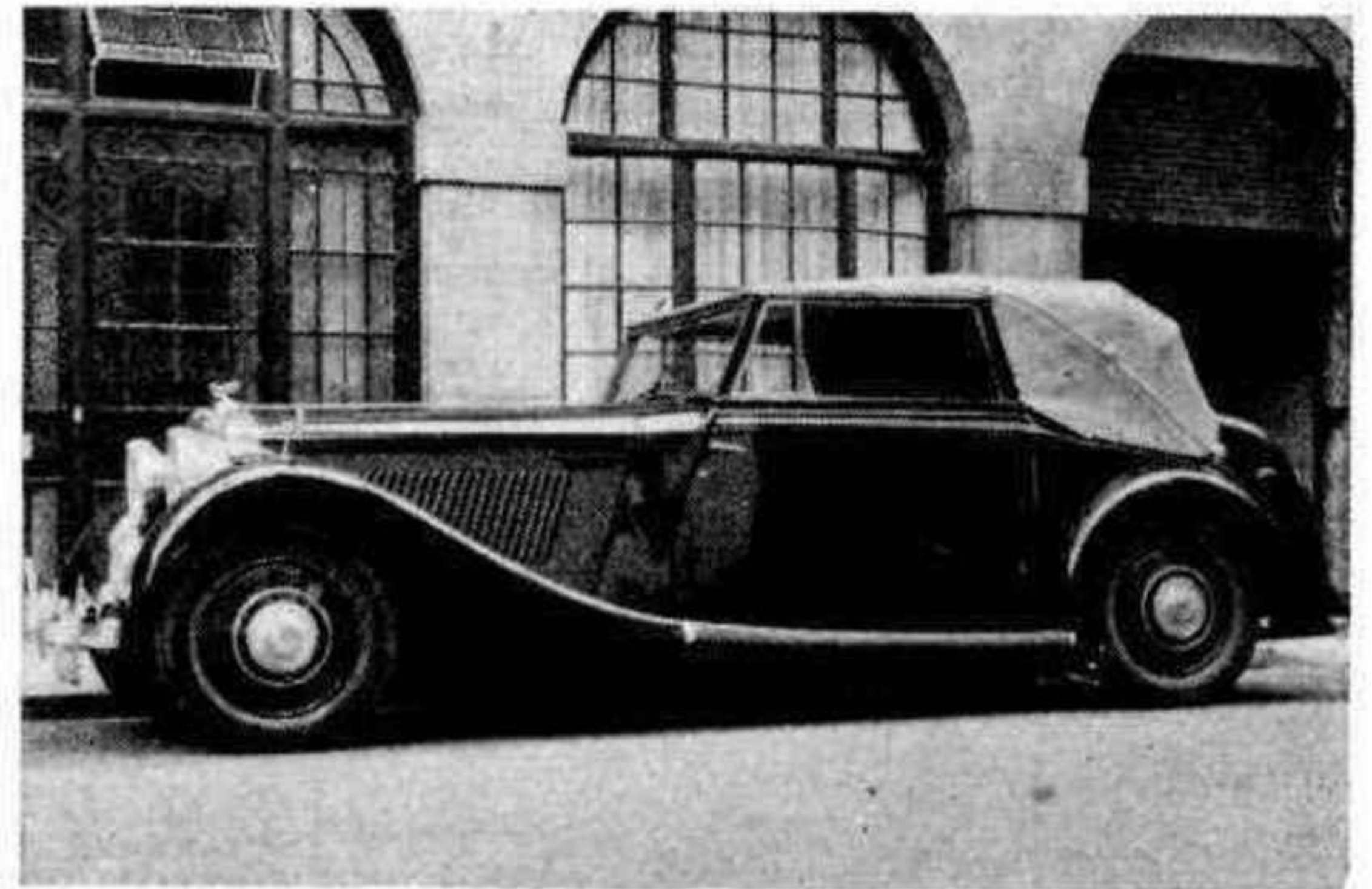
£ 450

ALFA-ROMEO (1932) 1,750-c.c. twin o.h.c. fixed-head foursome coupe by James Young. Grey-metallic with grey trim. Absolutely sound and with no vice. Engine specialist-rebuilt last year. Well shod and probably the best value that the relatively impecunious vintage enthusiast can obtain for his money at this time.

£ 200

WILLYS-JEEP. Post-war manufacture. In khaki. New engine. New seats. New tilt. Taken in part-exchange last month. Runs very well indeed and stops rapidly. Good hard-work hack.

£ 125



ROLLS-BENTLEY (1938) LS series 4½-litre three-position drophead coupe by Van den Plas. Dark blue with beige trim. One owner. 87,000 miles. Reputed R/B history but not to hand at the time of going to press. Condition very difficult to fault. Radio, heater. Thoroughly sound. Further details upon request.

£ 775

ROLLS-BENTLEY (1935) FC series 3½-litre sportsman's saloon by Park Ward. Black with fawn-cord trim. R/B history. Reborn 1953, since when 26,000 miles has been recorded. An excellent chassis, but the interior is not quite up to standard and this is allowed for in the price.

£ 475

Another Park Ward 3½-litre (1934) CW series which has had an abnormal amount spent on it very recently will be available during the second week of the month at a similar figure.

RILEY 2½-litre (1949) sports saloon. Black with fawn trim. Two owners. 39,000 miles. Recent overhaul with makers amounting to £92. Available receipts. Radio heater, screen-washers and all mod. cons. In good condition.

£ 525

RILEY 1½-litre (1935) Adelphi saloon in good order and condition. This was the property of a young officer, R.N., who was amongst those who had the misfortune to perish in the recent submarine disaster. He has left a young widow dependent. I have been asked, by a naval friend, to try and make a fair price of this Riley through the columns of MOTOR SPORT. Offers will be forwarded.

At the time of going to press I am negotiating the purchase of the following models: **ROLLS-ROYCE (1933)** foursome close-coupled drophead coupe by Gurney Nutting. **BENTLEY 4½-litre (1930)** tourer by V.D.P. in outstanding order. **AUSTIN PRINCESS (1950)**. One owner; 22,000 miles. **ASTON MARTIN DB2** saloon with Vantage engine. Further details will be forwarded upon receipt of enquiries.

AT THIS PARTICULAR TIME OF THE YEAR WE HAVE GREAT DIFFICULTY IN KEEPING ABREAST OF THE CURRENT DEMAND. WE WOULD, THEREFORE, GREATLY APPRECIATE DETAILS OF ANY WELL-CONDITIONED ROLLS-ROYCE, BENTLEY, LAGONDA AND AUSTIN PRINCESS MODELS WHICH ARE AT PRESENT ON OFFER. MR. SIMMONS WILL ATTEND ANYWHERE IN GREAT BRITAIN BY PRIOR ARRANGEMENT, AND WITHOUT ANY OBLIGATION WHATSOEVER.

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FOR SALE—continued

INVICTA 1½. Block and pistons. Unused since +.030 in. bore. £10. Tel.: Bletchley 652. [8404]
"VINTAGE CAR," Vol. 1, No. 1 to April, 1954. "Autosport," Vol. 1, No. 1 to Jan, 1954. Motor Sport, Oct, 1949, to date (4 years bound). Delivered 100 miles Portsmouth. £5, o.n.o., Dunhill, 41, Western Way, Alverstoke, Hants. [8408]

BENTLEY 3-LITRE, 1926. 4-seater tourer by V.D.P. Aluminium body, 9 ft. 9½ in. wheelbase. Engine rebuilt by specialists, 19-in. wheels, A box. Exceptional condition throughout. £225. Gill, 76, Mossfield Road, Birmingham, 14. [8409]

RILEY NINE MERLIN, 1936. New tyres. Twin and single carbs. Very smart. £100, o.n.o. Thornley, 86, Watery Lane, Redditch, Worcs. [8410]

SUNBEAM DAWN, 1934. Thoroughly good car, needs one wing repairing only, £45. New rear axle assemblies complete, early type A40, £15 each. Complete Salisbury rear axle assemblies ex-Austin Sheerline, £20 each as new. Propeller shafts new, A30, £1 10s. A40, £2. A70, £2 10s. A125, £2 10s. Austin-Healey, £3. Sets of new high-grade pistons -.040 in. and +.060 in. for Jaguar 1½-litre, £3 per set. Hardwick House, Studley, Warks. Tel.: Studley 521. [8411]

AUSTIN SEVEN SPARES, 1922-38. Very large variety. Triumph spares, 1934-40. Many parts, including Dolomite gearboxes and good Vitesse body. Jaguar spares and service all models, new and s/h parts in stock. Damaged and rough Jaguars bought. Austin-Healey wheels, new, £3 10s, with worn tyres, £4 10s. Riley 1½-litre estate car, 1948. Crashed but not severe, good mechanically. Body of rather poor construction. £150. Price, Three Shires, Bearwood, Birmingham. Tel.: Bearwood 1050. [8412]

AUSTIN SEVEN, 1936. Ruby tourer. Reconditioned engine, new hood, good tyres; Taxed, insured. 20, Hubbards Chase, Hornchurch, Essex. Tel.: Ingrebourne 270. [8413]

RILEY LINCOCK, 1933. Broken crankshaft. Breaking for spares, or consider offers for whole car. Spellman, Green Meadows, Little Chart, Ashford, Kent. [8414]

ALVIS FIREFLY TOURER, 1934. Can be inspected weekends Birmingham, or during week in Liverpool, or seen at speed en route Whitchurch-Newport Monday morning-Friday evening. £120. Write: Laing, 28, Tanhouse Farm Road, Solihull, Warwickshire. [8415]

1936 MORRIS EIGHT tourer. Ford Ten engine, 5,000 miles. £80. 1934 Minor as spares. £7 10s. 24, Gingham, Guildford. Tel.: 66861 [8416]

D.K.W. MASTER SUN saloon, 1938, 7-h.p.; 45 m.p.g. Engine overhauled. Good tyres. Nearest £120. Eades, 8, Ridge Close, Birmingham, 14. [8417]

M.G. PB immaculate 4-seater. Tonneau, hood; new king-pins, dynamo. £250, o.n.o. Consider exchange Volkswagen. Tel.: Burgess, Walton 4914. [8418]

IOWETT JAVELIN, 1948 (July). Black, heater, 30 m.p.g. and Volkswagen, registered 1948. Both good condition. Tel.: Chorley (Lancs.) 3289. [8419]

1938 FIAT 500 cabriolet. Reconditioned gearbox, new carpets, seats. Many spares. £140. 46, Sutherland R ad Brighton. Tel.: 20590. [8420]

M.G. TD, 1950. Cream/red. One owner. Excellent. £425. Turner, Cwmavon, Varteg, Mon. Tel.: Talywain 344. [8421]

SPEED SIX BENTLEY, 1930. Low mileage, short chassis Continental d.h.c. Beautiful lines in exceptionally fine condition bodily and mechanically. Bills £300. Not a penny need be spent; 5-mile trial and fullest details to genuine inquiry. £350. 22, Moss Lane, Sale, Cheshire. Tel.: Sale 1991. [8422]

MATILDA, charming well-preserved, 1928, Fiat 509A, 8-h.p. tourer; 36 m.p.g. Reliable, insured. Offers. 145, Walsall Road, Little Aston, Staffs. [8424]

VERY NIPPY Austin Nippy, 1935 type, specially tuned motor; mighty atom, gunmetal finish; chromium like new. Probably smartest in existence. £110. Smith's, 86, Chalk Farm Road, N.W. 1. Tel.: GULLiver 2767. [8425]

£65. WOLSELEY HORNET Special. New hood, tyres, single carb. Banks, Whyte Ladys, Harriets-ham, Kent. Tel.: 334. [8426]

1926 BULLNOSE MORRIS OXFORD saloon. Breaking. Enquiries: Ashby, Fleet Hargate, Spalding, Lincs. [8427]

LAGONDA PILLARLESS sports saloon, 21-h.p. First registered 1933. In good condition throughout. S.A.E. full details, photograph, etc. Delivery arranged if necessary. Bargain. £140, or exchange sports special. 54, Catherine Street, Swansea, Glam. [8429]

RILEY M.G. SPECIAL, 1949, TC M.G. body and radiator, etc. Professionally fitted in my own garage to 1½ Riley racing chassis. Registered 1951. £250 spent on complete engine overhaul—new crank—special rods—h.c. pistons—big valve head. Recellulosed cream—new plastic hood—screens and carpets—not yet run-in. Will accept £325, or nearest offer. The Beeches, Allerton Hill, Leeds, 7. [8430]

FOR SALE—continued

PRIVATELY-OWNED Delage D6/75 sports 4-door saloon. First registered late 1946. Finished black and silver. Small mileage. Superb condition throughout. Radio, etc. Photograph available. Accept £425. Taxed, or would consider smaller car in part-exchange if in good condition. Box No. K428, Motor Sport, 15, City Road, E.C.1. [8428]

1938 TA M.G. Reconditioned engine; reupholstered, new tonneau, sidescreens, resprayed, etc. First offer over £210. New TC block and pistons. Offers over £20. Jepson, Styal, Cheshire. [8433]

M.G. TD, 1951. Light blue body in excellent condition. Rebores and new bearings this winter. £430. Handy, Helles Officers' Mess, Catterick Camp, Yorks. [8434]

M.G. VA 1½-LITRE drophead coupé, April, 1940. Excellent condition, engine overhauled, replacement gearbox. Many interesting extras. £250. Tel. (Bristol): Long Ashton 3333. [8435]

ALVIS 12/50 S.D. Big port polished aluminium beetleback, 1927. Very good original condition. £140. Lt.-Cdr. Rabbit, E-in-C. Admiralty, Bath. [8436]

LAGONDA V12 limousine (Mulliner), modern lines; 24,000 miles. Immaculate. Must sell, nearest £385, exchange smaller/diesel. Holgate, "Frenches," Greenfield, Oldham. [8436]

ALFA-ROMEO S.O.H.C. 1,750 drophead, 1931. Unusually good condition inside and out. New Duaflex rings, valves, king-pins, brakes and shockers in last six months. Bills from T. & T. available; 29 m.p.g. £175. Townsend, Headley Court, Epsom. [8437]

1927 2-LITRE LAGONDA large family saloon. Bit shabby, but goes. Keys and instruction book. £35. Photograph available. Also many 2-litre Lagonda spares, all at reasonable prices. G. Brown, Glenross, Colhugh Street, Llantwit Major, near Cardiff, Glam. [8438]

A.C., 1937 15.7-H.P. pale green coupé with dickey seat. Excellent condition. £225. Write: Pinney, 103, Hampton Road, Redland, Bristol, or Tel.: 35526. [8439]

SINGER LE MANS, 1934. £100 and no messing. A little beauty. Owner bound overseas. Details: Hardy. Tel.: Vigilant 4616. [8440]

1941 FIAT 500 sports. Bodywork (Italian), many extras, excellent condition. £165. 14a, Margaret Street, Brighton. Tel.: 61784. [8441]

ALFA-ROMEO 2.3-litre 8c. supercharged 4-seater tourer. Very good mechanically and bodily. Open to any examination. Around £400. 25, Church Lane, Wistaston, Crewe. Tel.: 7501. [8442]

1934 RILEY IMP. Sprite engine. Brooklands box. Exceptional. £295. Hill, The Mount, Hatherton, Nantwich, Cheshire. Tel.: 7501. [8443]

1950 (SEPT.) DELLOW. Mileage 34,000; reconditioned engine. Black and red; new hood and tonneau. £250. Oliver, Lacey Green, Princes Risborough, Bucks. Tel.: Princes Risborough 368. [8444]

1934 SUNBEAM TWENTY-FIVE tourer. Bodywork excellent. Mileage approx. 61,000. At 47,000 engine completely overhauled, crankshaft reground, new rings, new valves. Clutch and brakes relined. Since, every part of the car has been checked. New coil. Battery new year ago. Tyres excellent. New hood this winter. OC 2859 is in perfect condition; a regular competitor in Register events over past three years. Price £175. Paget, Ivy Cottage, Wendover. Tel.: 3305 (evenings and weekends). [8445]

RILEY, 1934, KESTREL sports saloon, ivory, black. Preselector. Good appearance and bodywork. Sound mechanically. Many extras. £115. Senechal 9-h.p. Grand Sport 2-seater, complete but partly dismantled. Good tyres, wellbase rims £30. Riley spares, 1932-5. J. F. Taylor, 30, Hampden Road, High Wycombe, Bucks. [8446]

BIRMINGHAM. TRIUMPH Alpine Vitesse, 14 h.p. Overhauled, modernised, converted to beautiful competition car. L.P. tyres, double-dip headlights, etc. Mechanically perfect. New leather hood, sidescreens. Tastefully furnished in B.R.G. £260, o.n.o. 884, Chester Road, Erdington, Birmingham 24. Tel.: ERD 5569. [8447]

A.C. DROPHEAD foursome. Excellent condition, engine overhauled. Details on request. £135, o.n.o. Capt. Foley, "A" Camp, Barton Stacey, Winchester. [8448]

V8 MORRIS. Originally Isis 18-h.p., now fitted new Ford Thirty engine. Body aluminium all-weather by Gill. Has been in family since new and kept as new regardless. Ideal for fast towing or touring. Photo and fuller particulars on request. Start haggling at £85. Horton, 155, Henley Road, Ipswich. Tel.: 4980. [8449]

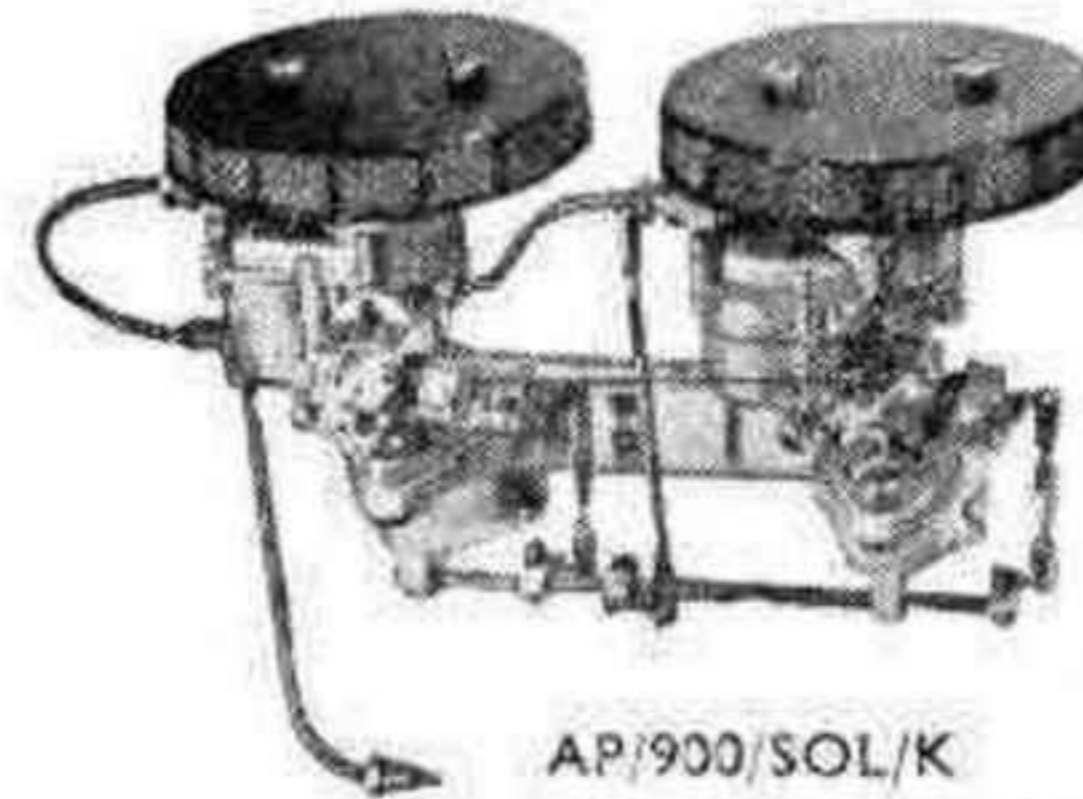
RILEY NINE SPARES: Sump; manifolds, 30s. each; timing wheels; flywheel/clutch; camshafts; starter; dynamo; early head with rockers, 70s. each; headlights, poor; con-rods, 10s. each; coil, 7s. 6d. Box No. K450, Motor Sport, 15, City Road, E.C.1. [8450]

ALVIS FIREFLY 1934 saloon. Sound and reliable, manual box. Also complete car of spares same year. £100 or offer for both, or would separate. "Birnam," Castle Hill, Duffield, Derbyshire. Tel.: Duffield 2115. [8557]

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FOR SALE—continued

BENTLEY, late 1929, 4½-litre open fabric V.D.P. Black. Full hood and side screens. Complete overhaul engine, clutch, starter and dynamo 6,000 miles ago. Perrot shafts reconditioned and brakes relined. Wings, bonnet, etc., re-sprayed. Engine room highly polished. 3.3 axle, fold-flat and aero screens. Very excellent condition throughout. Watts, 459, Streetsbrook Road, Solihull, Warwickshire. Tel.: SOL 2855 evenings. [8234]

M.G. T.D. 1953. In first-class condition throughout. One owner-driver. Lucas Laystall head. 1½in. twin S.U. carburettors. Marvellous acceleration. Not raced, low mileage. £575 for quick sale. Box No. K235, MOTOR SPORT, 15, City Road, London, E.C.1. [8235]

LAGONDA RAPIER, 1934, Hard-top Coupé in capital condition. During last 10,000 miles, coachwork completely rebuilt, engine overhauled, gearbox reconditioned and clutch plate relined. £180 o.n.o. Dunn, Coxlease Farm, Nr. Henley-on-Thames, Oxon. Tel.: Turville Heath 394. [8236]

SUNBEAM SPEED TWENTY Saloon, 1935. Excellent condition. £120 o.n.o. Tel.: Harefield 2103 Middlesex. [8237]

RILEY LINX 12/6. £110. Hibbert, 25, Chaucer Court, Portsmouth Road, Guildford. Tel.: 67008. [8238]

ALVIS 16.9 SALOON, 1934, Mechanically O.K. Good tyres, brakes relined. £80. 27A, Theodore Road, Lewisham, S.E.13. [8239]

TRIALS OR AUTOCROSS SPECIAL. 1,441-c.c. supercharged Vauxhall engine. Tubular chassis. Buckler c/r gears. Ford transmission. B.M.W. front suspension, steering. £125. 153A, High Street, Poole. [8240]

1927 MORRIS OXFORD Saloon, 13.9. Condition excellent in every respect. Eight new tyres, new radiator, dynamo, etc. £100. "Glencar," Park Avenue, Whitchurch, Shropshire. [8241]

CONSIDERABLE NUMBER of Lancia Dilambda spares. Engine, axles and frame, etc., etc. Thompson, 10, Weld Road, Southport. Tel.: 67365. [8242]

M.G. P.A. MIDGET, 1935. Grey. Good condition. New carburettors dynamo, tonneau cover. Taxed to end of year. £135 o.n.o. Tel.: Chippenham 2688. [8243]

TWO SCINTILLA MAGS, NV4s, C.W. and C.C.W., £6 10s. each. "Avarest," Lutterworth Road, Blaby, Leics. [8244]

ROLLS ROYCE, 1932, 20/25-h.p. Hooper Sportsman's Saloon with boot. 20,000 miles since complete engine overhaul. General condition fair. Present owner 18 years. £250. 10, Ashburton Road, West Kirby. Tel.: Hoylake 2023. [8245]

1935 LANCIA AUGUSTA Saloon. Damaged but repairable engine. What offers? 104, Fir Tree Road, Banstead, Surrey. [8246]

ALVIS FIREFLY 12-h.p. Saloon. Exceptional condition. Preselector, extras. Must sell. £75. Tosh, 32, Elm Row, Edinburgh. [8247]

1940 LLOYD 350 SPECIAL. Uncompleted body requires panelling. £40 or offer. 19, Malvern Road, Acocks Green, Birmingham. [8248]

ADVERTISER OFFERS £400 cash for Sports 2-Seater. Write in first instance. Keith, 242, Trinity Road, London, S.W.18. [8249]

BRACKNELL MOTORS LTD.
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LAGONDA V12, 1940, short-chassis saloon. Blue, with red leather. 31,000 miles. Taxed year. Excellent condition.

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1934 1½ saloon; recellulosed ... **£295**

1933 1½-litre Le Mans ... **£250**

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FOR SALE—continued

BREAKING 150 CARS. Ford Eight, 1936; no bodywork. 1936 Morris Eight; no bodywork. 1931-2-3 Jowett 7-h.p. Tel.: LAD 5203. [8258]
1933 S.S. TWENTY engine. Good runner. 1932 Austin Seven engine, £8. Tel.: LAD 5203. [8259]

JAGUAR SPORTS/RACING. Ex-works, ex-Newsome. Regd. 1951. Superb condition. Performance superior to XK120. Standing-start ¼-mile, 14.8 sec. £300 worth of spares include: racing diffs., front and rear twin wheels, spare head complete, pistons, clutch, exhaust systems, etc. £395 complete. Will export. "C" Garages, Stream Road, Kingswinford, Staffs. Tel.: 3304. [8262]

RILEY MERLIN, 1936. Mechanically sound, body fair. Taxed Dec. £150. Johnson, Tel.: Waterloo (Liverpool) 1787, after 7. [8263]

1936 ALVIS FIREBIRD 13.2 black saloon, exceptional throughout. £225, o.n.o. 194, Harrow Road, Wembley. Tel.: Wembley 9831. [8264]

CYCLE WINGS, domed and beaded, steel. Fronts, 10s. each; rears, 12s. 6d. each. Carriage and packing: pairs 4s., sets 5s. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [8265]

TYRES: Four nearly new 700 by 20 Dunlops, with tubes; cost £15, accept £8; four delivered, £30. Michelin 700 by 20, £5. Goodyear 600 by 19, 30s. India Super 600 by 21 "Lozenge" remould, £5. Bentley "gen" (£1 7s. 6d. advertised), 10s. Morten, 17, Howard Gardens, Cardiff. Tel.: 33529. [8266]

1934 ALVIS Speed Twenty sports saloon, 1,200 miles since major overhaul of engine, steering and brakes. Well shod, sound in wind and limb and warranted all over right. Price £285. For details of work done Tel.: Waldringfield 282 (near Ipswich). [8267]

A.C. SPECIAL sports saloon. One of the best examples of its type available. 58,000 miles since new, and one owner (chauffeur-driven) until December, 1954. Engine reconditioned 400 miles ago, brakes and steering checked and adjusted. New radiator 2,000 miles ago. Black coachwork and chromium, red hide upholstery, interior trimming and woodwork all in perfect condition. Excellent tyres, André telecontrol shockers, fog and reversing lamps. A very handsome and economical car. £325 (terms arranged). Kerry, 33, Ifley Road, Oxford. [8268]

RILEY MONAGO, 1934. Sleeved, high compression, twin exhaust camshafts, springs, carburettors. 30 lb. hot ("Multigrade"). Quiet preselector. Steering, suspension overhauled. Voltage regulator, extras. Tyres, battery, paintwork good. Taxed £120. Box No. K269, MOTOR SPORT, 15, City Road, E.C.1. [8269]

M.G. 2-LITRE foursome coupé, good condition, £140. Strode, 49, Manor Farm Avenue, Shepperton, Middx. [8270]

155-400 MICHELINS, two as new, three suitable remoulding. £8 the lot. Buyer collects. Berry, 63, Manley Road, Sale, Cheshire. [8271]

FRAZER-NASH-B.M.W., Type 40, 4-seater tourer. Excellent engine. £225. Owner going abroad. Tel.: Primrose 1762, or Box No. K272, MOTOR SPORT, 15, City Road, E.C.1. [8272]

WOLSELEY TWELVE, 1932, good condition throughout. Insured. £50. Wright, 3, West Street, Rogate, Petersfield, Hants. [8274]

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HANDBOOKS AND WORKSHOP MANUALS. Austin, Bentley, Bugatti, Chevrolet, Chrysler, Ford, Hillman, Jowett, M.G., Morris, Opel, Riley, Rover, Singer, Standard, Sunbeam, Vauxhall, Volkswagen, Wolseley, etc. Enquiries, stamp please. Catalogue 500 motoring publications, sixpence. Grays, Hurstpierpoint, Sussex. [8123]

BOOKS. "The Model T Ford Car." by V. W. Page, 1918. "Modern Steam Road Wagon" by W. Norris, 1906. "Motor Car Construction" by R. W. A. Brewer, 1917. Also copies of Bugatties, including some pre-war. Offers, Box No. K124, MOTOR SPORT, 15, City Road, London, E.C.1. [8124]

RILEY USED PARTS. 1927-8; 1932 Riley 9 saloon, perfect, £65. Chili Parlour Cafe, Hatfield, Herts. Tel.: 2863. [8128]

FOR SALE—continued

IMMACULATE LAMBDA (7th Series), 2½ years' restoration just completed. Tempted owner purchased Rolls. Seen Birmingham. £125. Consider offers. Box No. K126, MOTOR SPORT, 15, City Road, London, E.C.1. [8126]

BROOKLANDS Riley, 1929. Carefully maintained specimen, resprayed B.R.G., red upholstery, engine resleeved, new pistons, crankshaft re-ground, new battery, 4 new tyres, brakes re-lined. Offers around £175, or exchange saloon of same breed. Box No. K127, MOTOR SPORT, 15, City Road, London, E.C.1. [8127]

INVICTA BLACK PRINCE drophead Coupé. 1948 model. First registered 1950. This car is in superb condition and must be one of the most attractive cars for its price in the country. Finished two shades of grey, with maroon head. The Invicta has many accessories including both wireless and heater. Spare chassis, engine and other spares are included. Fitted with a brand new set of tyres. The whole car is in immaculate condition. Cost nearly £4,000 new. Our price £650. Day's Garage Limited, Lowestoft. Tel.: 1551/2. [8129]

M.G. T.B. MODEL. Green, many extras. Completely overhauled 1953 by M.G. works. Tel.: Alderley Edge (Cheshire) 3202. [8130]

H.E. 3-seater tourer, 1924. Original condition, excellent order throughout. £140. Tel.: GIP 5340 and REL 1143. [8131]

MURDER ON NYLONS. For Reluctant sale. G.N. Special. Fitted 11.9 Hotchkiss, F.N. front axle and brakes. Engine rebored. New dyno starter, wiring, tonneau seat, battery, tyres. Attractive appearance. Resembles T.T. Replica. Aeroscreen, outside exhaust, starter, fast, ideal for enthusiast. Genuine reason for sale. £70. Darley, 334, Wickham Road, Croydon. [8132]

£50 O.N.O. Complete Austin 7 Sports chassis, requiring only body. I.F.S. Reconditioned engine, 4-wheel braking and many extras. Powell, 38, Havelock Road, Luton. Tel.: 2161. [8133]

NOVEMBER, 1936. Alvis Speed 25 Charlesworth sports Saloon. Bills available for £262 spent 1,500 miles ago, quite exceptional, £295. Austin 8 Tourer, registered 1946, very good, £175. Standard 8 Tourer, registered 1946, very good, £250. 1938 Triumph Vitesse sports Saloon, £110. Clairmonte Bros. Ltd., 49, Park Road, London, N.8. Tel.: MOUNTview 5285. [8134]

FOR SALE—continued

SHORROCK SUPERCHARGER, S.U. carburetter, excellent condition, off M.G. XPAG engine. Offers to Box No. K135, MOTOR SPORT, 15, City Road, London, E.C.1. [8135]

M.G. J2 Fair condition, numerous spares. £120 o.n.o. P. Whitmore, 48, Manor Road, Milborne Port, Sherborne, Dorset. [8136]

MORRIS MINOR, 1934 s.v. 2-seater. Good runner, 40 m.p.g. £60 o.n.o. Tel.: Uxbridge 2896. [8137]

A.C. 1934, DH/Coupé. Good running order, any trial, £125 o.n.o. Aisop, c/o Mowlems Camp, Sunbury-on-Thames. [8138]

1½ JAGUAR CHASSIS. Reconditioned engine, gearbox, springs, shockers, etc. New wheels, tyres, ready for body. Will separate. Offers. Tel.: Waxlow 3828. [8139]



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CAR RACING GLOVES No. 807. Well-ventilated wrist gloves, soft, supple cape leather palms, stringbacks. Cool wearing, giving delicacy of touch.

CRASH HELMET No. 254. Latest-type helmet. Strongly made; very light in weight. **£5.5**

Sizes 6½-7½ in. Weight 1½ lb.




Matching VISOR for No. 254 - - £2.5.0

CONTINENTAL RACING OVERALL in lightweight poplin or medium-weight drill. Neat smart appearance. Zip front, zip pockets. Sizes 34-44. Large variety of colours stocked, including pale blue, green, black, etc. Also available for ladies. State type preferred. **£4.10**

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TOULMIN MOTORS OFFICIAL M.G. STOCKISTS

343, STAINES ROAD, HOUNSLOW, MIDDLESEX Telephone : HOUNSLOW 2238 & 3456

FOR SALE—continued

KD M.G. MAGNETTE 4-door saloon, resprayed, recent overhaul, £120, o.n.o. 18, Midland Road, Rushden, Northants. [8452]

BENTLEY 4½, 1929, narrow close-coupled open 4-seater; cycle wings and slab tank. Fabulous appearance and condition. £285. Also Speed Six 2-seater, £145. H.R.G., 1937, 2-seater sports, bargain, £165. Booth, 55, Headingley Lane, Leeds 6. Tel.: 54795. [8453]

RILEY, 1936 model Kestrel 12/4. Resprayed grey. Decoked, new pins, running-boards, sunshine-roof, springs, clutch. Good tyres. Extras. 25 m.p.g. Enthusiast owner, deceased. £200. 77, Leamington Crescent, South Harrow. Tel.: Byron 6548. [8454]

1936 RILEY FALCON, condition excellent; new car forces sale. £200, o.n.o. J. Winchcombe, "Brynawelon," Gwbert-on-Sea, Cardigan. [8455]

AUSTIN 750 SPECIAL for sale. Built in 1948. Details, Pullen, Lythe Bank, Selborne, Hants. [8456]

ALVIS CROWN-WHEEL and bevel pinion, perfect condition. Tel.: Gillingham 81088. [8457]

CITROEN TWELVE saloon, 1939, excellent condition, new tyres. 86, Coychurch Road, Bridgend. Tel.: 952. [8458]

SPECIAL ? £30, Prefect 1939. Poor body, sound engine, Girtings, etc. Rhodes, 11, Annan Street, Denton, Manchester. [8459]

1934 RILEY NINE Monaco. Sound mechanically. New brakes, hubs, steering, wheels, exhaust system, lights last year. Body indifferent. £80, willing to haggle. New car reason for sale. 6, Hamlet Road, Chelmsford. [8460]

AUSTIN EIGHT tourer. F.R. '46. Reliable, robust. 40 m.p.g. at 40 m.p.h. Much money spent—hood, brakes, back axle, g.b., engine, etc. All faults disclosed. Reluctant sale—"bought bigga-banga." Best offer over £110 secures. 23, Ridgmont Road, St. Albans. [8461]

TALBOT 75, wants attention, preselector, £30, or will break. Brigg, 13, Park Avenue, Keighley, Yorks. [8462]

MORGAN 1939 4/4 2-seater. Overhauled throughout; radio, body, tyres, 100%. Must sell, £225, o.n.o. 16, Woodland Road, Rock Ferry, Cheshire. [8463]

1934 RILEY 1½ Kestrel. T. & I. Immaculate. £175, o.v.n.o., or exchange Alvis Speed Twenty, similar condition, cash adjustment. 41, Mayfair Avenue, Chadwell Heath, Essex. [8464]

D.K.W., 1939, drophead foursome. 50 m.p.g. Resleeved block and German pistons fitted. £160, o.n.o. Call after 7 p.m. Lane, 14, Friars Stile Road, Richmond. Tel.: RIC 5293. [8467]

FOR SALE—continued

1934 RILEY LINCOCK. 35 m.p.g., negligible oil. 10,000 since rebore. Mechanically very good, maroon/black body good. Oilcoil, filter, fog-lamp, defroster. Three tyres almost new. £125, nearest. New car arrived. Ross, Padua, Linden Avenue, Wellington, Shropshire.

YOUR FRIENDS may have an S.S. 100, but have they the "100" drophead? Immaculate 1939 model reluctantly offered. Coachbuilt body, reconditioned engine 3,000 miles; £200 overhaul last six months, bills to show. A super 2-seater for the connoisseur. Photos. Trickett, Dale View, Bradwell, Derbys. [8466]

A.C. DROPHEAD, 1936. Completely rebuilt; over £200 spent in past six months. Now in v.g. condition. Details and photographs available. £150. Box No. K468, MOTOR SPORT, 15, City Road, E.C.1. [8468]

P.R.H. racing car, less engine; see MOTOR SPORT, March, '53. Write to Preston, 59, Woodford Road, Bramhall, Cheshire. [8469]

ALVIS SPEED TWENTY saloon, 1935. Nice condition throughout. Comprehensively insured until April, 1956. £175, o.n.o. Rogers, 1, Beatrice Avenue, Burnley, Lancs. [8470]

1937, TYPE 55 FRAZER-NASH-B.M.W. 2-seater drophead cabriolet. New radiator, king-pins and petrol pump. Taxed to December. £240, o.n.o. Grimes, "Balholm," Locke's Ride, Ascot, Berks. [8472]

FORD TEN engine, excellent condition, starter, manifold, carburetter, distributor. £23, o.n.o. Austin Seven spares. Greenway, 17, Mill Lane, Steeton, Keighley, Yorkshire. [8473]

S.U. ELECTRIC petrol pumps, twelve 12-volt, eight 6-volt; excellent condition. £2 each, postage 1s. 6d. or c.o.d. Box No. K474, MOTOR SPORT, 15, City Road, E.C.1. [8474]

INTERESTING AUSTIN 12/4 saloon, excellently shod, aluminium body, coil; 26+ m.p.g. Also Austin Seven, 1933, saloon, body roughish, rest first rate. In daily use; each £45, o.n.o. "Kithyra," New Road, Griffithstown, Pontypool, Mon. Tel.: Griffithstown 250. [8475]

SPARES. 1938 Singer Nine, 1935 Morris 8/4 tourer, 1933 Austin Seven, 1931 Rover Ten. J.A.P. B.S.A. 3-wheeler bits. Box No. K476, MOTOR SPORT, 15, City Road, E.C.1. [8476]

SPARES AVAILABLE for Sunbeam, Bentley, Lagonda, Wolseley, Alvis, Rover, Morris, Austin, Ford and many others. One reconditioned engine for Alvis 16.95 Silver Eagle, one Lanchester Ten, one Rover Fourteen; outright sale or exchange. Fielding, Lerry Garage, Talybont, Cards. Tel.: 79. [8497]

FOR SALE—continued

RAILTON STRAIGHT EIGHT. All models, also new and secondhand spare parts, reconditioned engines. A-One Motors (London) Ltd., Tel.: Tate Gallery 0192 and Vandyke 5181. [8495]

VERY FAST M.G., 1933 J2, fitted recon. engine, including new twin S.U. carburetters. Finished B.R.G., chromium fittings; very attractive car. £125. Smith's, 86, Chalk Farm Road, N.W.1. Tel.: Gulliver 2767. [8496]

TALBOT, 1934, 95, Darracq-bodied black saloon. This car is in excellent condition throughout. Modern lines with enclosed boot. Photograph. £85, o.n.o. Bishop's Barn Farm, Woodmancote, Emsworth, Hants. [8498]

1929 SUNBEAM 3-LITRE, twin-cam, super-sports tourer, excellent condition and appearance. Magnificent motoring. £160. L. Gavin, Tel.: Gerrard 3700, office hours. [8499]

M.G., 1936, KN pillarless saloon, clean, original cellulose. Reconditioned engine, brakes relined, new king-pins, wheel bearings, springs, good tyres. £165. Barn Cottage, Hayes Lane, Kenley. Tel.: Uplands 8937. [8501]

PB M.G., just resprayed metallic blue. New wind-screens, reconditioned carburetters, engine overhauled. £160, o.n.o. Photos. 165, Grove Lane, Denmark Hill, S.E.5. [8502]

JOHN BLAND OFFERS—1927 Renault 9/15-h.p. tourer, good hood and side-curtains, brakes relined, dynamotor and magneto overhauled, £35. No reasonable offer refused for Talbot 1937 B.D. 75/105 saloon, body in good condition, complete glass and upholstery. 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [8503]

LAGONDA 4½ saloon, 1935. Well shod. Lucas P100s. Really good example. £180. 35, Kinnerston Street, S.W.1. Tel.: Sloane 5424. [8504]

VINTAGE AUSTIN 12/4 2/3-seater, with dickey. Excellent condition. £110, o.n.o. Mac, 32, Selwyn Road, New Malden, Surrey. Tel.: MAL 1573. [8505]

RILEY, ARMSTRONG, Lanchester, Daimler, preselector gearbox specialists. Repairs or complete overhauls. Smithway Engineering, 34, Sullivan Way, Elstree, Herts. Tel.: Elstree 3155. [8506]

WOLSELEY WASP, 1935, 9 h.p., sound running order, good tyres. £70. Dudney, 1, Fay Cottages, Faygate, Horsham, Sussex. [8507]

JOWETT coupé, 1929. New front tyres, battery. Smart, good runner. £35. Kemp, Moreton-hampstead. [8508]

1949 AUSTIN SPECIAL, Ford Ten engine, l.f.s. £65 or exchange. Box No. K509, MOTOR SPORT, 15, City Road, E.C.1. [8509]

THE HALFWAY GARAGES (PADWORTH) LTD.

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BUGATTI TYPE 46S

The ex-Peter Hampton supercharged 5-litre coupe with sliding head, close-coupled coupe by Young of Bromley. This car has had very complete overhaul, and is of course immaculate inside and out. This elegant machine possesses wonderful acceleration and is thoroughly reliable. Tyres are practically new. Two spare wheels. Tools. Taxed year.

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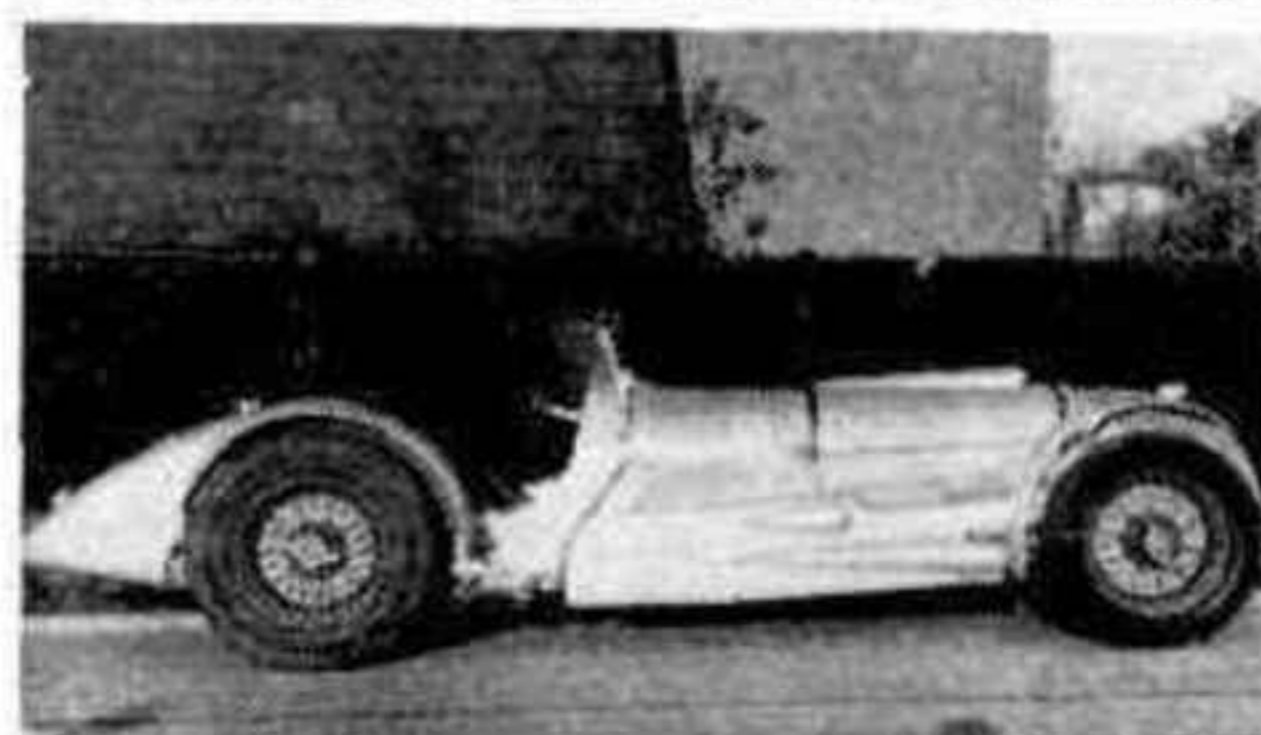
HISPANO-SUIZA 12-CYLINDER

A close-coupled fixed-head coupe by Henri Binder of Paris, on the fabulous 75-h.p. V12 chassis. Another car in Concours d'Elegance condition which has been maintained regardless of cost. The stupendous acceleration and servo brakes are almost unbelievable for a car of this era. Tyres, chromium, paintwork, leather and ebony woodwork are in keeping with the traditions of this, one of the world's most exclusive cars.

£565 only

Another V12, with body by Fernandez et Darrin.

4.3-LITRE ALVIS 2-SEATER



150 b.h.p., 8.25-l c.r. triple d.d. Solex. Dry sump. 3.8-l axle. 115 m.p.h. Racing tyres. Full road equipment.

Standing ¼-mile ... 15.85 sec.
Prescott ... 50.07 sec.
8 awards from 9 meetings last season.

Engine now dismantled and having complete overhaul. Including reground crank, new high-duty metal mains and big-ends, etc. Should then be ready for full season's events without further expenditure.

£465

DELAGE D6 FIXED-HEAD COUPE

This early (1930) 6-cylinder Delage is in very good order throughout. The engine was recently overhauled at a cost of £70 odd. The body has had an indifferent respray and in general does not do justice to the excellent mechanical condition.

£125

ROLLS-ROYCE 20/25

One of the handsome Owen sedanca drophead coupes on the smaller Rolls-Royce chassis. This car has a very good history and is at present having a new clutch fitted. A complete engine overhaul was carried out not long ago by Rolls-Royce main agents.

£595

AERO DROPHEAD COUPE

Interesting 2-cylinder 2-stroke 4-seater convertible on the lines of a D.K.W. Fully independent. New tyres. Practically new condition bodily. Registered 1949.

£295

ALSO :

Rolls-Royce 20-h.p. Replica ...	£390
1949 Bristol 400 saloon ...	£825
1937 Bentley 4½ saloon ...	£775
1955 Borgward D.H.C., new ...	£1,475
1949 Allard D.H.C., taxed year ...	£295
Lincoln V12 coupe, needs attention ...	£65
M.G. 2-litre D.H.C., overhauled ...	£185
1937 Frazer-Nash-B.M.W. 2-seater ...	£245

FOR SALE—continued

CORD, MODEL 8.10, 2-seater, drophead. Needs £25 spent on gearbox, otherwise perfect. Spares obtainable. £225, o.n.o. Tel.: Richmond 1536. [8510]

£100, O.N.O.—Daimler 3½ sports saloon, swept tail, very good, sun roof, P100s. Black. Sale owing default purchaser (see April M.S.). Photo. Tel.: Western 6336. [8511]

FIAT 1,500 engine unit, reconditioned by engineer-enthusiast, dynamo, starter, carburetter, petrol pump, clutch unit, reconditioned gearbox, spare starter, pair rear springs and many other spares. 153, Billing Road, Northampton. Tel.: 2264. [8512]

DELAGÉ D6 classical sports saloon, excellent condition. New timing bearings and tyres. Spares available. Exchange or £100. Wright, 9, Lindsay Road, Hampton Hill, Middx. Tel. (daytime): MOL 1380, ext. 46. [8513]

TALBOT 105 V.D.P. tourer, black/red. Very fine condition throughout, recent complete engine overhaul. Many new components. 90+ m.p.h., 18/20 m.p.g. £135. Hertfordshire. Box No. K514, Motor Sport, 15, City Road, E.C.1. [8514]

ASTON MARTIN INTERNATIONAL 4-seater sports, in excellent condition throughout. Very good oil pressure, five good tyres, chrome and cellulose, leather upholstery, etc., very clean. Fitted slab tank, twin wipers, all-weather equipment. Taxed. £165 or offer, would exchange. Preston, 16, Preston Avenue, Eccles. Tel.: 1027. [8515]

1,750 AND 1,500 ALFA spares available cheaply: Wheels and excellent tyres, most engine and chassis parts. Gunn, 70, Albert Road South, Malvern. [8516]

TATRA 1,100-C.C. cabriolet, £245, o.n.o. L.H.D. 1948 ('52 regd.). 19, Fairholme Road, Ashford, Middx. Tel.: 4309. [8517]

1936 M.G. MAGNETTE 4-seater; 10,000 miles since complete engine overhaul, new king-pins, bushes, etc.; hood and sidescreens new last year; bodywork excellent. £165. 12, Clerkenwell Crescent, Malvern, Worcs. Tel.: Malvern 2562. [8518]

M.G. 14/40, in excellent condition, good tyres, 4-seater tourer body. Ideal for this season's motoring. £55, o.n.o. 1931 Speed Twenty Sunbeam, in really nice condition, fitted 5-seater D.H.C. body with large boot. A bargain at £60, o.n.o. Tel.: Lee-on-Solent 79143, extension 259 (office hours). [8519]

1936 2½-LITRE JAGUAR saloon. Good tyres. Body fair, engine noisy but a good runner. £55. 1923 Model-T Ford lorry. Spare engine and wheels, tyres, tubes, etc. £50. Gillbrook Engineering, Woodbury, Devon (daytime); Tel.: Exmouth 2883 (evenings). [8520]

TALBOT 65, 1934, £25; almost gift. Mech. excellent; new carb., pump, battery, engine overhauled. Ideal spares. Tel.: Hove 49608. Box No. K521, Motor Sport, 15, City Road, E.C.1. [8521]

LANCHESTER TEN, 1934. All spares available. Also two anti-clock mags., overhauled, perfect; suit Meadows, etc. Tel.: Richards, Kempsey (Worcs) 207. [8522]

1928 ALVIS 12/50 wide 2-seater, with dickey. Excellent throughout. Oil 25 p.s.i. hot. New hood, screens. £75. Many spares (extra). 24, Styvechale Avenue, Earlsdon, Coventry. [8523]

FRAZER-NASH, 1933 T.T. Replica. Extremely good and perfectly original. Engine overhauled, sprockets bushed. New tyres, battery and hood. Seen London, Cornwall July 3-17, or Lancaster by arrangement. £225. Smith, 12, Scarsdale Villas, W.8. Tel.: WES 6786. [8524]

1928 SUNBEAM 23-H.P. tourer. Four good tyres. Running on road last year. Hussey-Freke, Wroughton House, Swindon, Wilts. [8525]

AMILCAR SURBAISSE. Good condition throughout. In regular use. Two new tyres and battery, polished axle. Lots of spares. Offers near £70; no deferred payments please. Potts, The Hostel, Colnbrook, Bucks. [8526]

1934 SINGER NINE, running order. £40, or would break up. Bond, Sunnybrae, Upper Pine-wood Road, Ash. Tel.: Ash Vale 2393. [8527]

FORD PREFECT, 1939. Mechanically excellent, body fair; daily use. Also new tubular chassis to suit (cost £40). £150. Also spares. 14, Duncroft Avenue, Coventry. [8528]

GOOD HOME urgently wanted for Austin Sixteen saloon, 1929. Exceptional condition, one previous owner. Everything original and working. Seen any time. £70, o.n.o. Gurr, 2, Chapel Field, Potter Street, Harlow, Essex. [8529]

M.G. MAGNA 4-seater. Recent rebore; good tyres, oversize rears. Hood, screens. Toulmin oil seal. Fog-lamp, windtones. Photograph. Any demonstration. £120, o.n.o. Day, 28, Townshend Street, Hertford. Tel.: VIG 4656. [8530]

ALVIS SPEED TWENTY D.H.C. New clutch, speedo. and hood; well shod. Reliable. £110. Also 1935 Silver Eagle saloon, £50. Routledge, Scholes, Leeds. [8532]

RILEY NINE KESTREL, 1936. Good running order. £85, o.n.o. Hart, Hill Farm, Little Gransden, Sandy, Beds. [8534]

FOR SALE—continued

WOLSELEY DAYTONA SPECIAL 4-seater sports, in beautifully original condition all round. Enthusiast maintained. Colour cream, with red trim. Does 30 m.p.g., very fast. £130, o.n.o. Tel.: Mr. Day, MAC 1321. [8531]

M.G. TA. Tyres good, overall tonneau, new springs, radiator reconditioned; recent engine overhaul; luggage grid. £220, o.n.o. Turner, Tel.: Theydon Bois (Essex) 2050. [8533]

BARGAIN. Best offer over £55, 9-h.p. Amilcar Grand Sport, 1927. Fast, reliable, economical. Taxed and insured. Cole, 13, Chartham House, Weston Street, London, S.E.1. [8535]

ALVIS, 1934, 11.9-H.P. Firedly saloon. Good engine. £120. Tel.: AMB 3313. 21, Manor House, N.W.1. [8536]

L.R.G.-FORD SPECIAL, 1951. Twin carbs. Good condition. £185. Ackland, "Blenheim," Sticklepath, Barnstaple. [8537]

MERCEDES-BENZ 18-H.P. limousine, 1936. Independent suspension, overdrive. Beautifully preserved, original upholstery; body good; mechanically sound; 20 m.p.g. £195, o.n.o. Giles, The Bartons, Elstree. Tel.: Elstree 3996. [8538]

M.G. PA, 1935, 2/4. Immaculate throughout, resprayed, rechromed 1955; crank ground 1954; good tyres. £165. Tinsdell, Main Avenue, Totley, Sheffield. Tel.: 70583. [8539]

SINGER BANTAM SPARES: 1937 cylinder head, engine spares; 1933 clutch, flywheel, gearbox. 10, Thorpe Street, Walkden, Manchester. [8540]

RILEY NINE KESTREL, 1934. Recond. dynamo, carbs. New battery. Manual box. £115. IP, "Craven Arms," Binley, Coventry. [8541]

RILEY MERLIN, 1936. Excellent condition. £165. Taxed. 11, Hunts Close, Writtle, Chelmsford. [8542]

1924 ROLLS TWENTY transmission, complete, £15. Delaney Garage, Patching, Sussex. Tel.: 72. [8543]

AUSTIN SEVEN 2-seater. Make ideal "special." Neat body in excellent condition. Slab tank. Electric pump. Engine overhauled. Good tyres, steering. Brakes relined. New battery, king-pins, windscreen, wiring, etc. Good hood but no sidescreens. £49, o.n.o. Tel.: MAL 4041. [8544]

ALVIS SPARES: Speed Twenty, 1935; Crested Eagle, 1937; most parts including Crested Eagle body; engines complete; wheels and tyres, P100s, etc. All excellent condition. No time for rebuilding. The Orchard, Wooburn Green, High Wycombe. [8545]

FRAZER-NASH-B.M.W., TYPE 45, sports tourer. Recent major overhaul. One previous owner. Performance with economy. £165. Ellis-Robinson, Wychwood, Good Easter, Chelmsford, Essex. [8546]

SUNBEAM COUPE, 1931. Runner. Cheap to enthusiast. Offers. Shead, 55, Mayplace Road East, Bexleyheath, Kent. Tel.: Bexleyheath 954. [8547]

A.C. ACE, 1933, 2-litre, excellent condition throughout; two new tyres; brakes completely relined; 25 m.p.g., 80 m.p.h. Seen London July 12-17. £150, o.n.o. Burnett, Woodside, Bridge Road, Bristol 8. [8548]

FIAT 500 cabriolet, 1937, good condition, reconditioned engine and gearbox, new hood and batteries. Over £100 spent on renewals. £160. Young. Tel.: Henfield 71, evenings. [8549]

£195—ALVIS Speed Twenty, 4-seat tourer, special V.D.P., i.f.s.; P100s. Outstanding appearance and performance. London. Box No. K550, Motor Sport, 15, City Road, E.C.1. [8550]

ROLLS-ROYCE TWENTY, 1936 Replica, owner-driven 4½-seater black saloon, with brown leather upholstery. Handsome car (semi-swept tail) in good condition. Ideal for young professional or business man wishing to create a considerable impression at the small capital outlay of £250. Box No. K551, Motor Sport, 15, City Road, E.C.1. [8551]

ALVIS 12/50, 1926, TE. Excellent condition, polished aluminium, very tidy and smart; 28-30 m.p.g.; rally equipment; £135. Also 1939 Sunbeam-Talbot drophead coupé; smart car, recent £200 overhaul; £275. Stretton, Cobblers Corner, Kidderminster. [8552]

LATE 1937 FIAT 500, recon. engine, new gearbox innards. £150. Tel.: HAR 4704 or LIV 7353. [8553]

TALBOT 75, 1933, coupé, engineer-enthusiast maintained. Genuine reason for sale. £50. 49, Ivor Road, Sparkhill, Birmingham. [8554]

A.C., 1923, 12-H.P. 2-seater. Just finished rebuild, now in excellent condition. Polished aluminium body. Host of spares. Best offer over £50. Milner, St. Merryn, Padstow, Cornwall. [8555]

1954 FORD TEN Special. Aquaplane manifold. S.U.s and valve springs. Ports enlarged, rebored, Wolseley Hornet gearbox. Boxed reinforced Austin chassis. Lotus-type split front axle. Ford Girlings, D-type axle. 5.00 by 16 rears. Professional tubular frame body. 10-gallon slab tank. Recently sprayed B.R.G. 9 cwt. Everything in good order. £200. Cost more than double. Jack Hill. Seen West Motors, Watford. Tel.: 6596. [8596]

FOR SALE—continued

£250—1927 RED LABEL 3-litre, short chassis, occasional 4-seater. New hood, exhaust system, tyres. Attractive body. Resprayed. Tel.: Molesey 6140. [8594]

LANCIA DILAMBDA. 4-seater tourer body by Corsica Coachwork, resprayed 1954; new batteries, good hood and sidescreens. A very pleasant motor with truly vintage handling. £120, o.n.o. J. Kahn, 350, Chelsea Cloisters, Sloane Avenue, S.W.3. Tel.: KNI 1911, before 9.30. [8609]

ONE OWNER, 1931 Rolls-Royce, 25-h.p. Mechanically excellent. Brakes relined, new valves and battery. Tyres, upholstery, good. Taxed December. £225. Tel.: Guildford 67446. [8672]

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SPARES. Dismantling 1946 Austin 8, 1935 Standard 8, 1947 Humber, 1933 Armstrong 12, 1933 Vauxhall 20, 1936 Renault 12, 1939 Ford 22, 1937 Ford V8, 71A Austin 12/4 1934. Weald Engineering Co., Charing Hill, Charing, Kent. Tel.: Charing 313. [8105A]

BODY SHELLS. Austin A30, Consul, Hillman Mk. 6, Morris Minor tourer 1951, Ford Zephyr and 1955 Ford New Anglia. Damaged, repairable. Various body parts, all makes. Doors, wings, grills. Send us your enquiries. Weald Engineering Co., Charing Hill, Charing, Kent. Tel.: Charing 313. [8105B]

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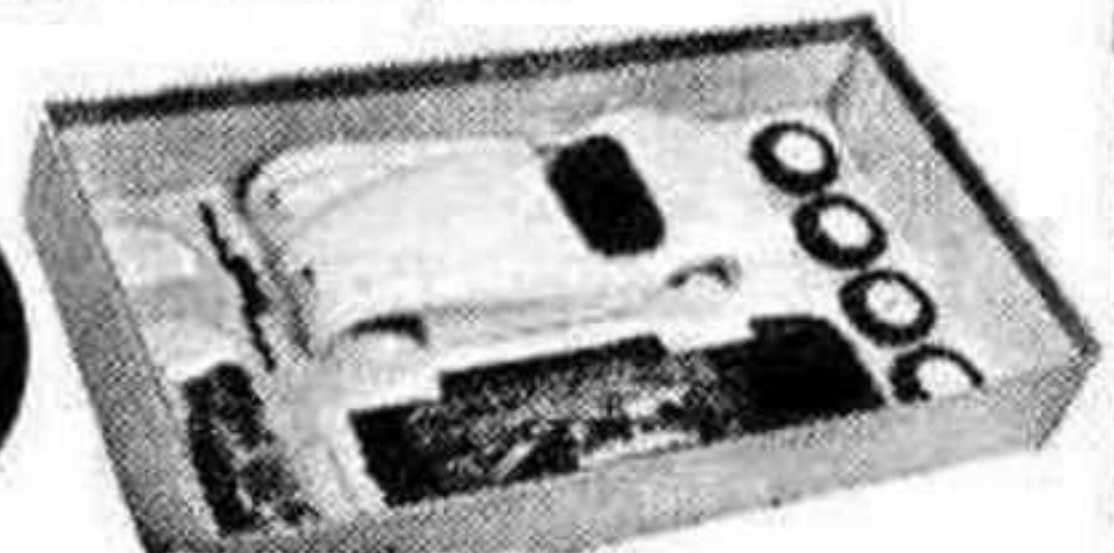
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MISCELLANEOUS—continued

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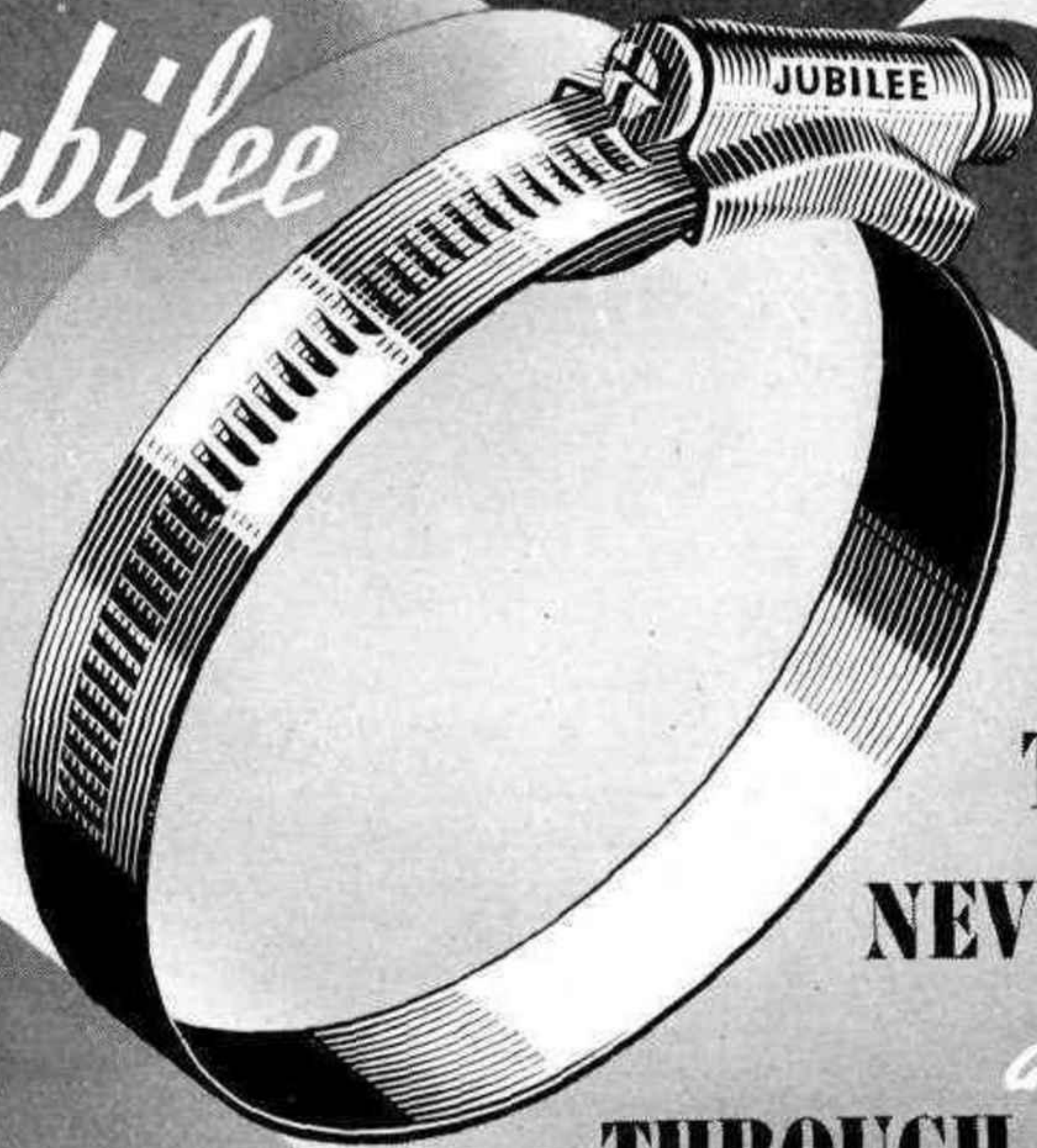
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