BROWN

Vol. XXXII No. 9 ONE SHILLING AND SIXPENCE September, 1956

MOTOR SPORT

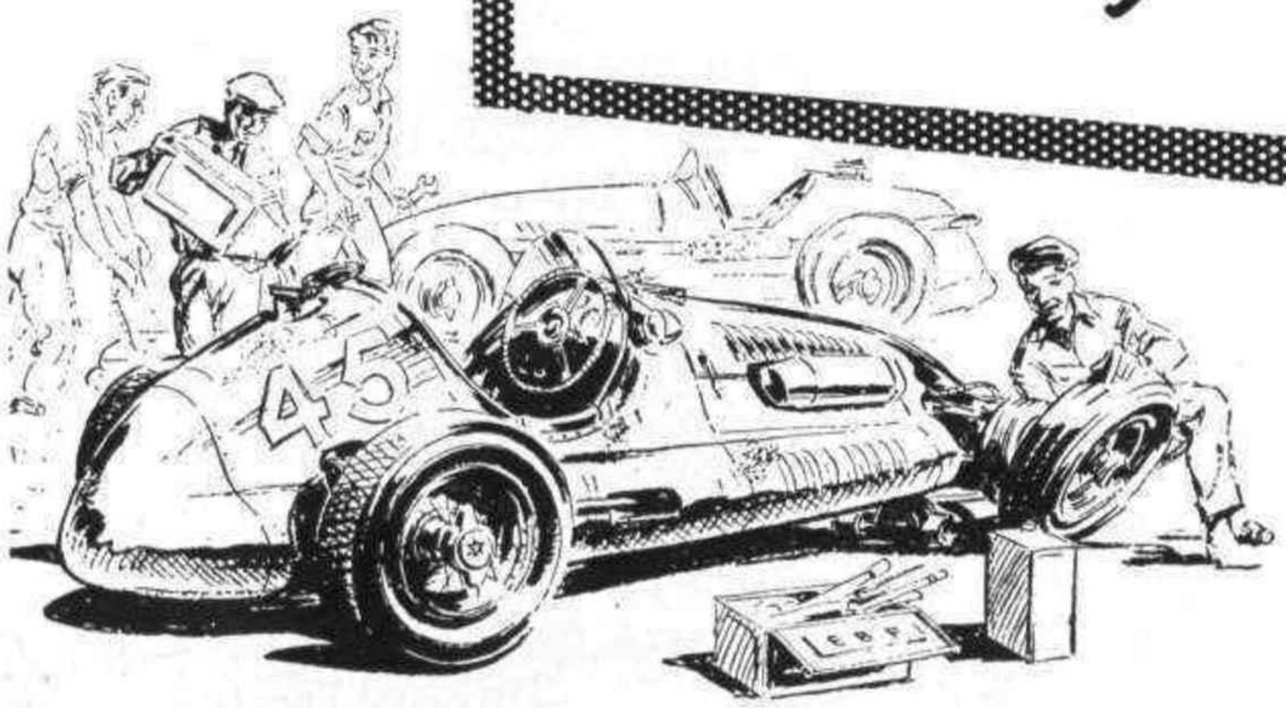
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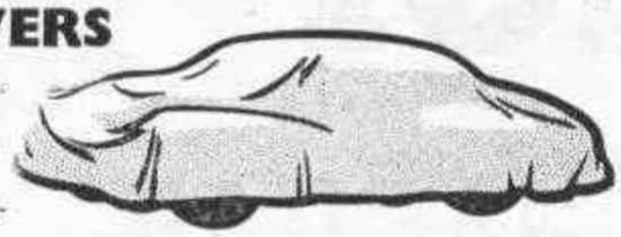
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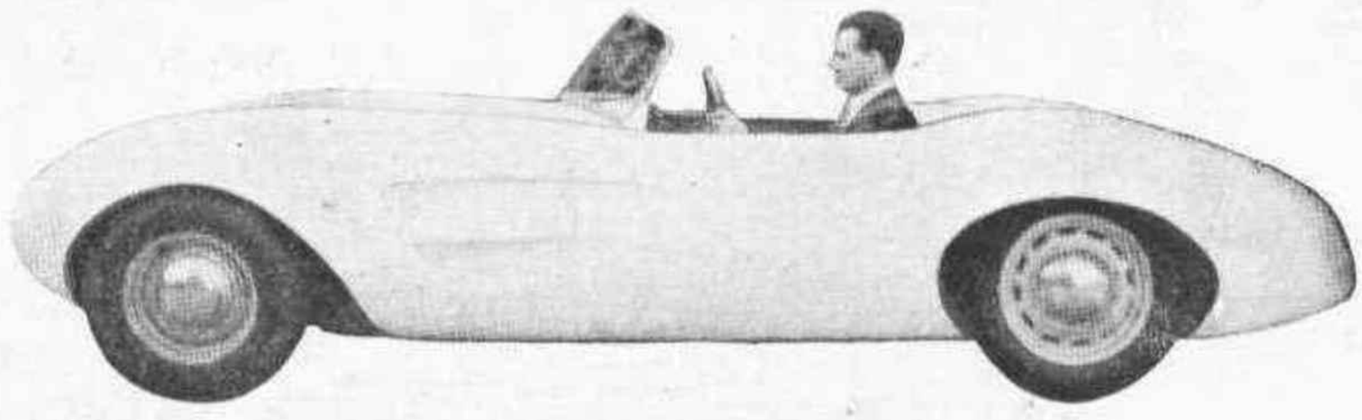
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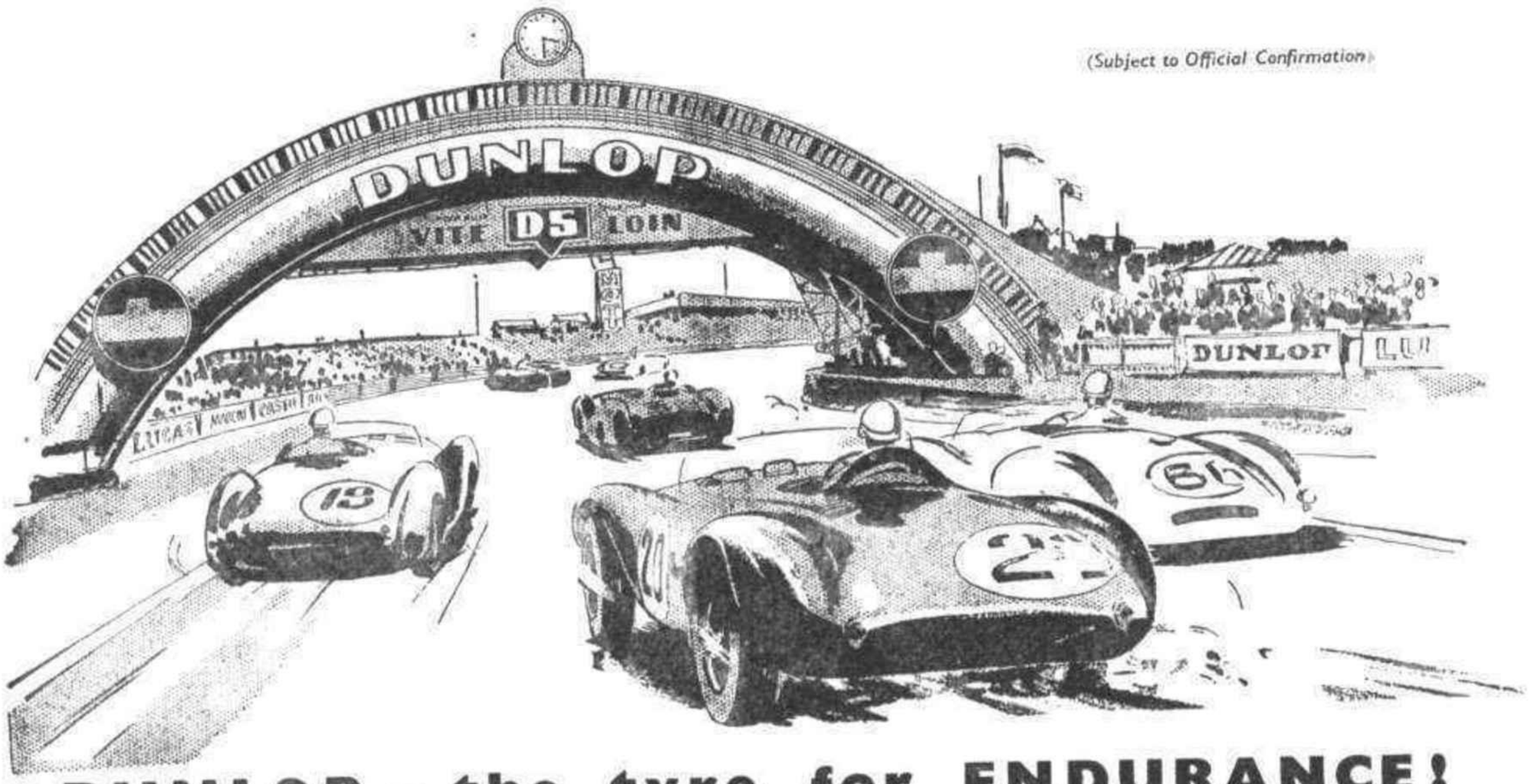
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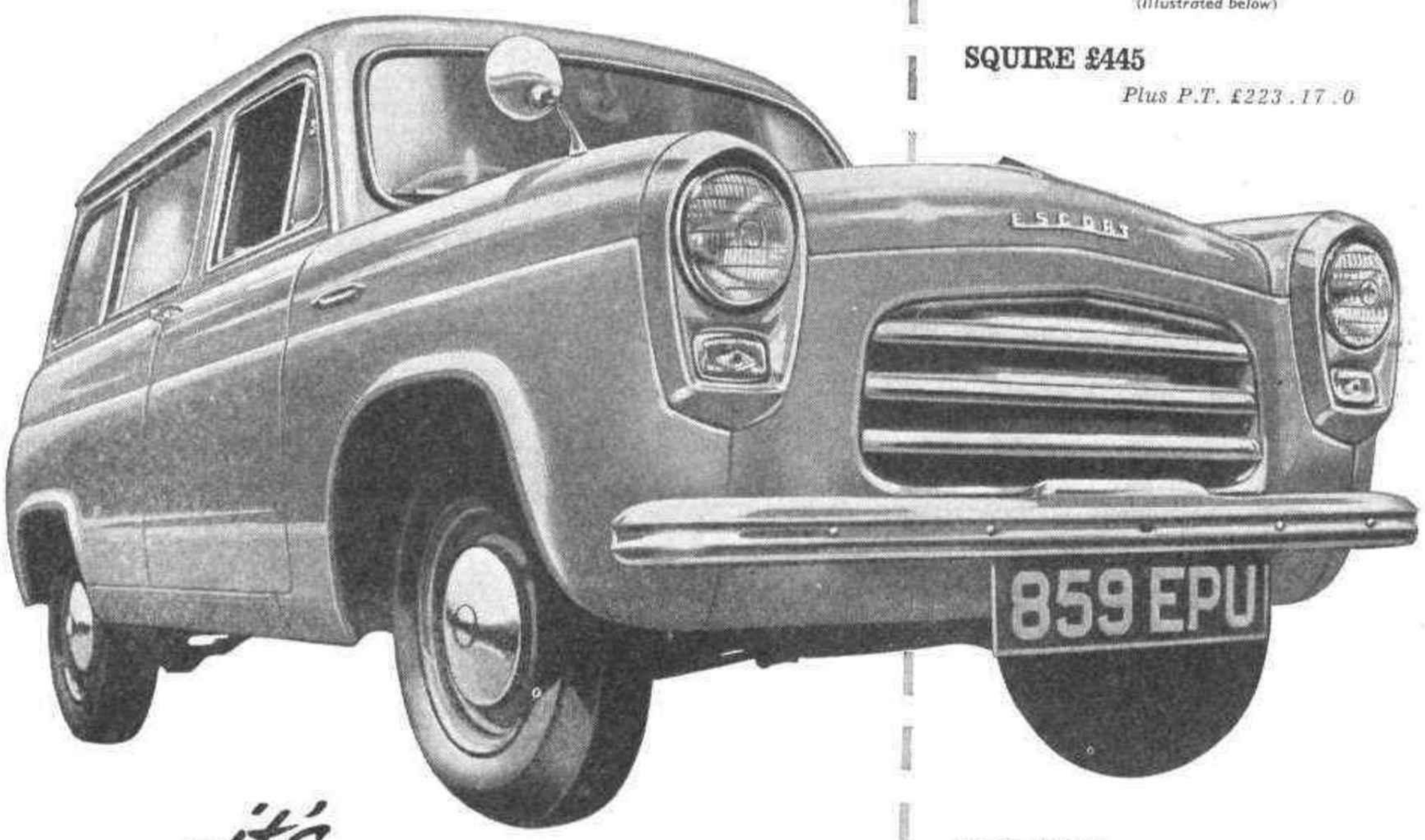


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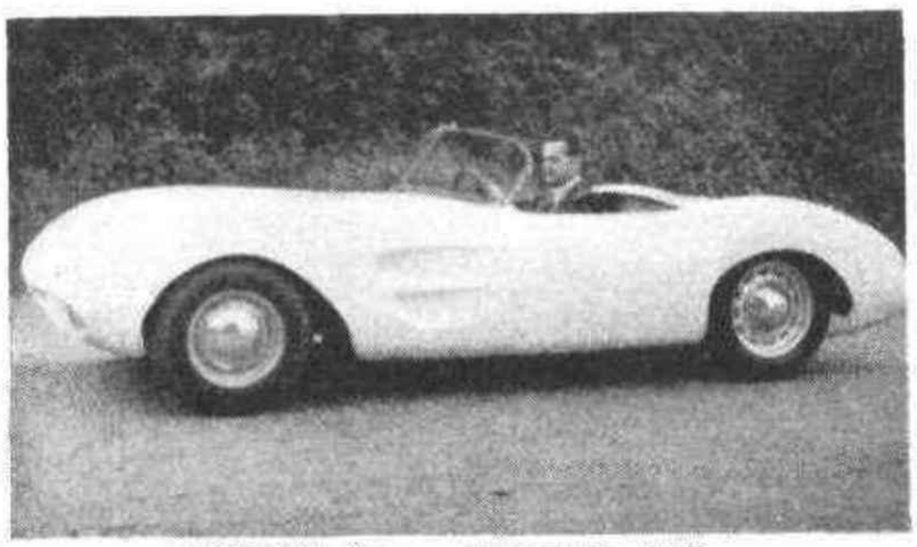
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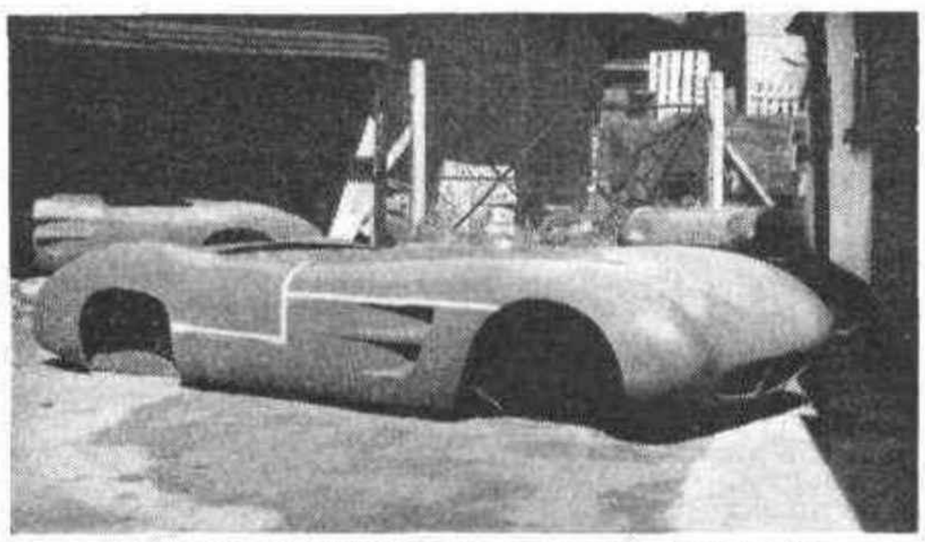
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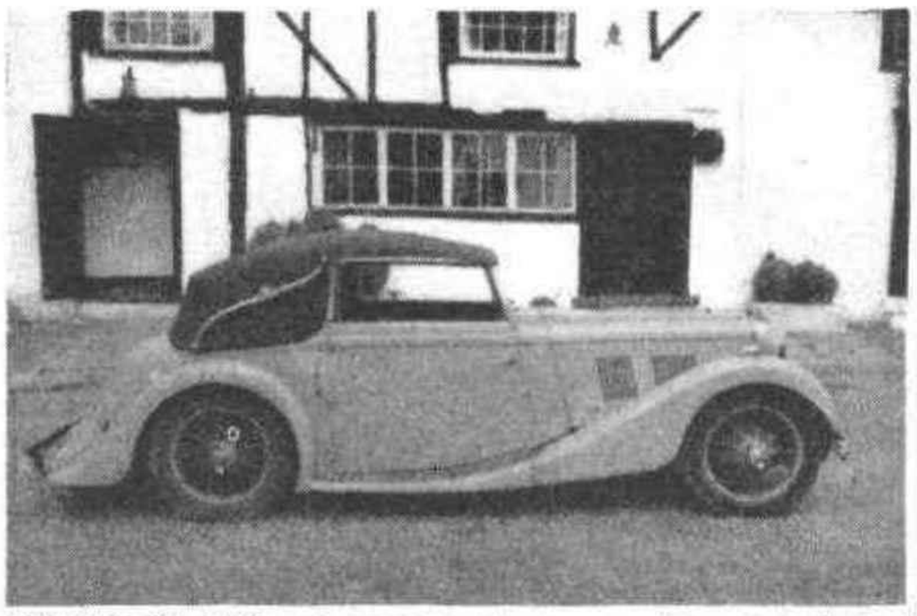
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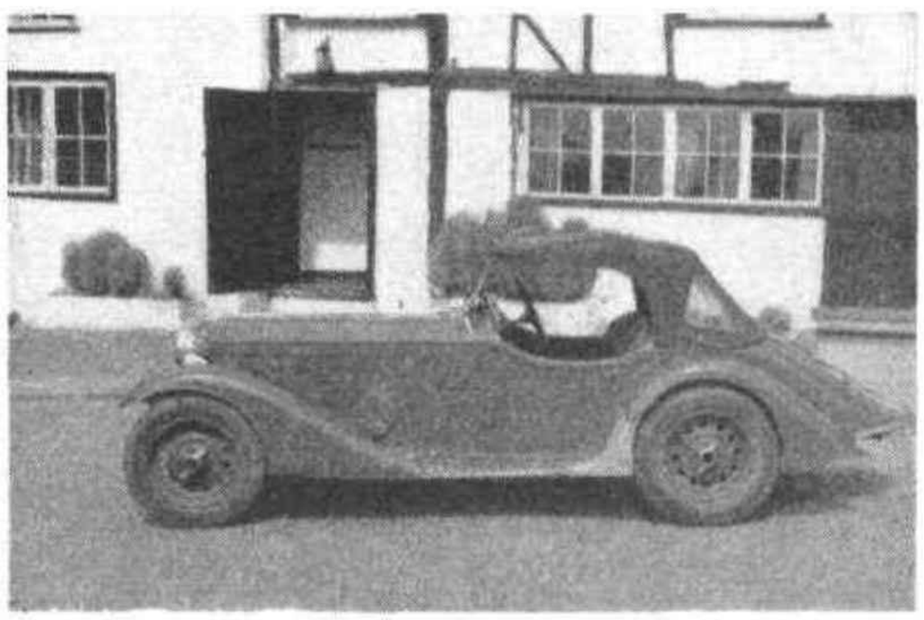


1947 M.G. VA 1½-litre foursome drophead coupe. Attractively finished in beige with red leather upholstery. With its general running economy and good performance this is an ideal car for the sporting family motorist **£175**

M.G. TA Special 1,100-c.c. 2-seater, fitted with TC-type engine 9,000 miles ago, which is sleeved to 1,082-c.c., and fitted with shell bearings, gas-flowed head and other modifications; 16-in. rear wheels and twin 16 in. spares. Capable of over 80 m.p.h. with economy **£195**

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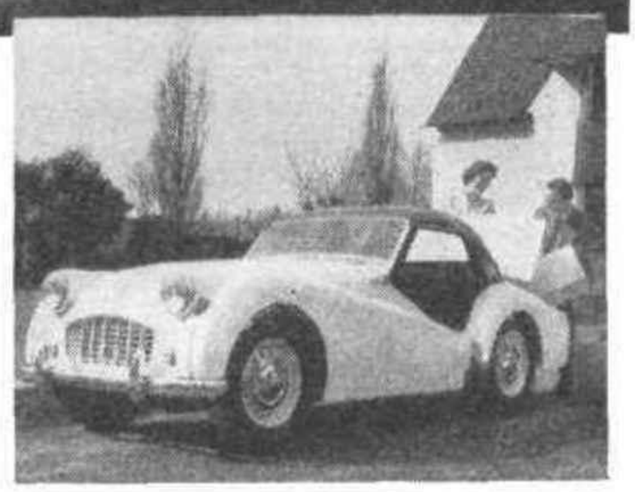
1934 ALVIS SPEED TWENTY Charlesworth saloon. Black with red upholstery and red wheels. In above average condition for its year, and has very recently had an extensive engine overhaul **£110**

SPARES — See our classified advertisement in this issue.

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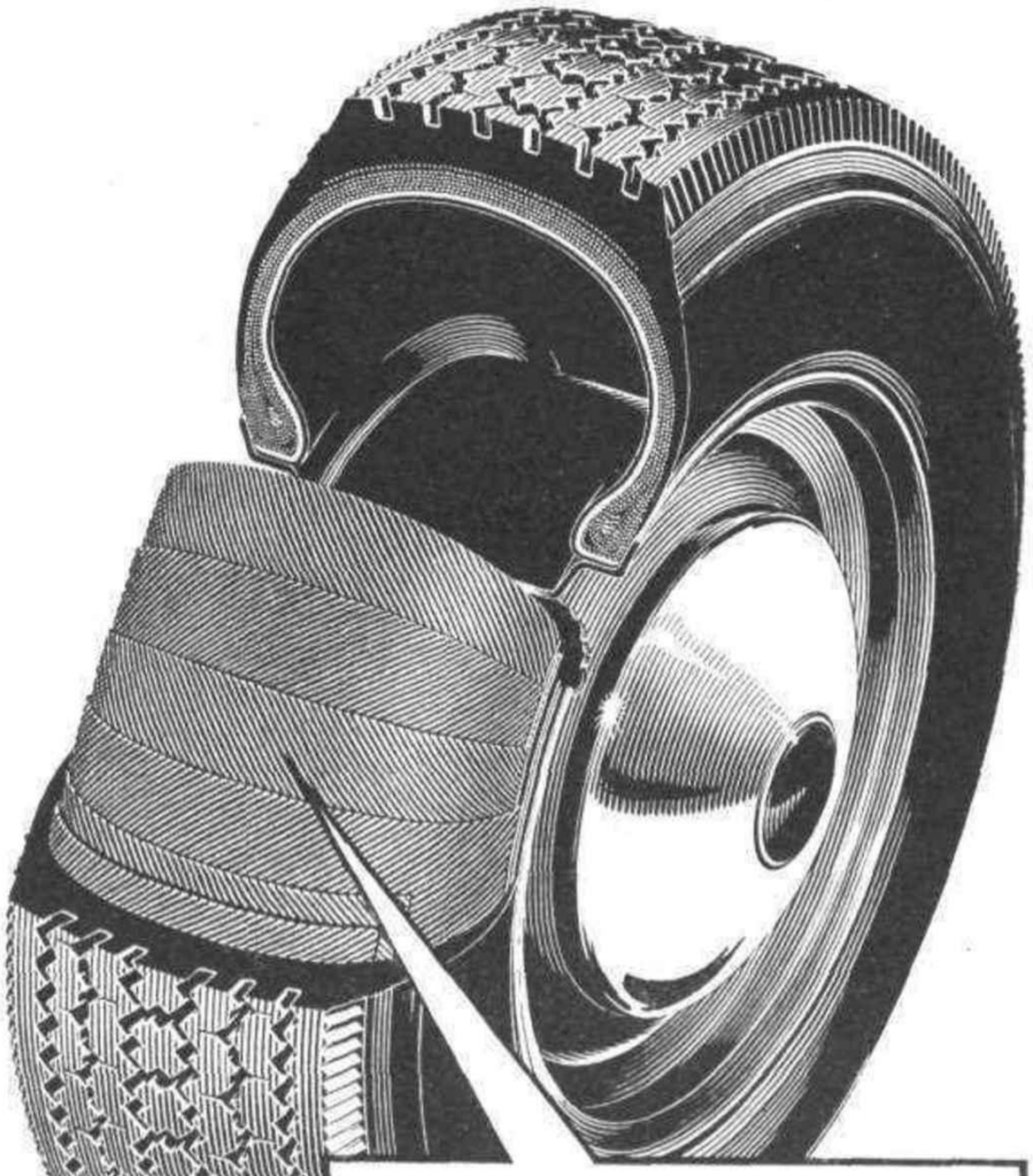
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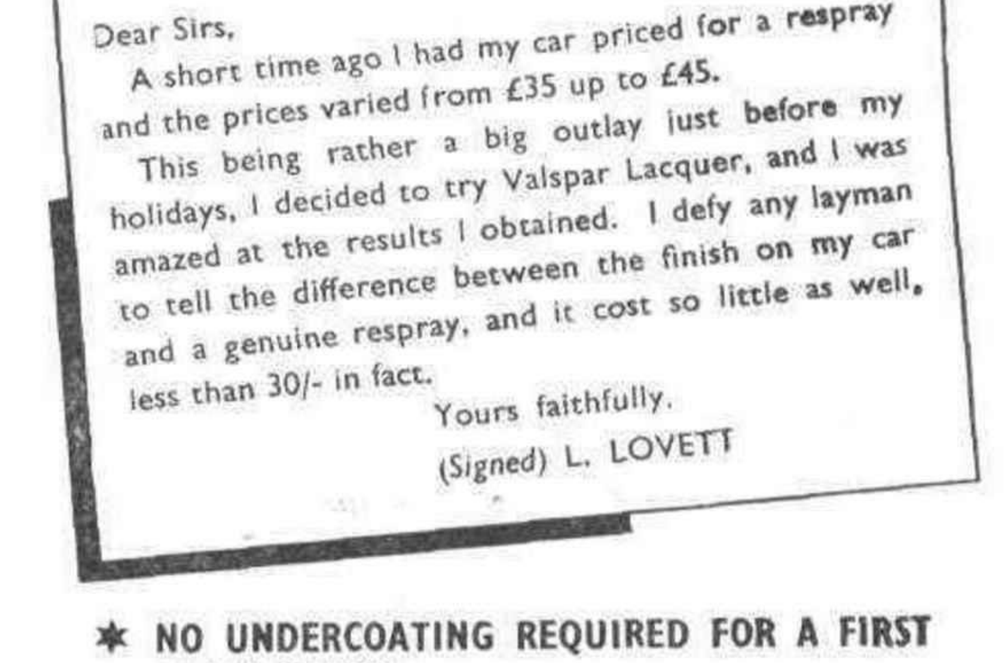
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VOL. XXXII No. 9 RENAULT FREGATE, ROVER 90 AND SUNBEAM RAPIER ROAD-TEST REPORTS SEPTEMBER, 1956

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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MATTERS OF MOMENT

WELL DONE, ECURIE ECOSSE!

We were very pleased indeed when the lone Ecurie Ecosse D-type Jaguar crossed the line victorious in this year's 24-Hour Race at Le Mans, so ably driven by Flockhart and Sanderson, and so, we imagine, were all this country's genuine enthusiasts.

In the first place, David Murray and his men from North o' the Border richly deserved this success. Murray, after personal retirement from racing after a nasty accident, hit upon the happy idea of forming a team of sports-racing cars which would represent Scotland and would be driven, as far as possible, by Scottish drivers. How well he has put his plan into action! Although we believe he has little need to make money out of motor racing, being associated financially with a certain warming liquid, he very properly decided that Ecurie Ecosse should be run on a serious business footing. Murray made another very sensible move when he secured the services of "Wilky" Wilkinson, who had previously tuned the Maserati Murray raced, and set him up as a Director of the Edinburgh garage where the team Jaguars were to to be tuned and serviced. "Wilky" came to the forefront of British racing engineers before the war, at the Evans family's Bellevue Garage, where they believed firmly in the "careful preparation and clean overall" creed and made various M.G.s win an enviable collection of silverware. What's more, Wilkinson, when allowed to "have a go," drove rather faster than his employers!

Murray made yet another wise decision in buying for his purpose the best of the British sports cars. All of which has added up to winning at Le Mans this year, upholding Jaguar prestige when the cars from Coventry were eliminated and in trouble and leading home a car from the "works" Aston Martin team driven by drivers of potential World Champion calibre.

So we say, "Well done, Ecurie Ecosse!" and are the more pleased to do so because the boys from over the Border are so universally popular and well-liked.

Now the Ecurie Ecosse Jaguars are for sale and we wish David Murray as much and greater success with whatever project he is entrusting to Wilkinson in 1957.

NOT ON SUNDAY

It is fantastic and farcical that in this enlightened age the Lord's Day Observance Society should be able to intimidate the country into calling off sport on Sundays. Yet this is what it has done, bringing a successful lawsuit against innocent promoters of a motor-cycle scramble and causing the august R.A.C. to announce that in future no permits will be issued for Sunday meetings to which paying spectators are admitted.

Although it is traditional in this little island not to hold Grand Prix and other important races on a Sunday, many excellent speed events, notably the Prescott Hill Climb, Brands Hatch races and similar fixtures, have taken place on the Sabbath, thus giving those workers who are unable to attend racing on Saturdays an opportunity of seeing at least some competition motoring on their day of leisure. It is probable that if our major F.1 and sports-car meetings were held on Sundays bigger gates would result than are obtained at present.

The R.A.C. has a responsible position to uphold as the body controlling motor sport in this country. It may have been wise temporarily to rescind Sunday permits, inasmuch as, incredible though it seems, to issue them is to become an accessory to law-breaking. But we hope the R.A.C. will reassure us and tell us what action it is taking to have changed a hopelessly antiquated Act which has for some ridiculous reason boomeranged into motor racing at a time when this sport has never been more popular, its curtailment on Sundays thus having a far-reaching effect.

Who is behind the L.D.O.S? How many members has it and what are their ultimate aims and objects? Why should amateur officials have been picked upon and fined for doing something hundreds of their fellow men have been doing in all innocence, and in ignorance of an Act of 1700, for the past 50 years or more? Why, oh why, is it the motorist who yet again has to suffer?

These are questions all who enjoyed Sunday sport are asking. Shifting Sunday "dates" to Saturday deprives them of watching a sport they love, nor will this ease the pressing problem of the overcrowded calendar. The R.A.C. Competitions Department should fight the L.D.O.S. until reason prevails, the Act in question is repealed, and freedom restored.

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Front cover picture: THE MASTER IN ACTION.—Juan Manuel Fangio adopts a relaxed position when driving a new long-nosed Lancia/Ferrari to victory in the difficult German Grand Prix at Nurburgring.

THE NOVEMBER ISSUE WILL BE PUBLISHED, DURING THE MOTOR SHOW, ON OCTOBER 23rd

Motor Sport Events for September

★ **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
Sept. 1st ...	Newry & Dist. M.C.	Cranfield Airfield	Kilkeel	Race Meeting (*C.*)	3.0 p.m.
,, ...	S.U.N.B.A.C.	Silverstone	Towcester	Race Meeting (*R.*)	11.30 a.m.
Sept. 2nd ...	Cumberland S.C.C.	Keswick	—	Rally (*R.*)	9.30 a.m.
,, ...	Coventry & Warwicks M.C.	The Sportsman's Arms	Coventry	Rally (*C.*)	10 a.m.
,, ...	Swansea M.C.	Fairwood Aerodrome	Swansea	Driving Tests (*C.*)	—
,, ...	Snetterton M.R.C.	Snetterton	Thetford	Race Meeting (*R.*)	2.00 p.m.
,, ...	Vintage S.C.C.	Madresfield Court	Malvern	Rally (*C.*)	12.30 p.m.
,, ...	Weybridge M.S.C.	The Three Frogs	Ripley	Rally (*R.*)	10.30 a.m.
,, ...	Marconi A.C.	Rivenhall Aerodrome	Witham	Driving Tests (*R.*)	12.30 p.m.
,, ...	Cheltenham M.C.	Cheltenham	—	Rally (*C.*)	10.00 a.m.
,, ...	Veteran C.C.	Hull	—	Scarborough Run (*C.*)	9.30 a.m.
,, ...	West Essex C.C.	Lamb's Garage	Woodford	Rally (*R.*)	9.00 a.m.
,, ...	Bentley D.C.	Firle Hill	Eastbourne/Lewis	Hill Climb (*C.*)	—
Sept. 6th ...	Jersey M.C. & L.C.C.	Bouley Bay	St. Helier	Hill Climb (*C.*)	2.30 p.m.
Sept. 8th ...	B.A.R.C.	GOODWOOD	CHICHESTER	RACE MEETING (*NAT.*)	—
,, ...	BUGATTI O.C.	PRESCOTT	CHELTENHAM	HILL CLIMB (*INT.*)	12 Noon.
,, ...	Sporting O.D.C.	London Gliding Club	Dunstable	Rally (*C.*)	2.00 p.m.
,, ...	Knowldale C.C.	—	Rochdale	Rally (*C.*)	9.30 p.m.
Sept. 8th/9th	R.A.F.A.	Chester	Shrewsbury	Rally (*C.*)	10.00 p.m.
Sept. 9th ...	Fiat 500 Club	Heston Airport	Hounslow	Rally and Gymkhana	12 noon
,, ...	Westmorland M.C.	Kendal	—	Trial (*C.*)	1.30 p.m.
,, ...	Circle C.C.	Waterloo Place	London, S.W.1	Driving Tests	—
,, ...	West Cumberland M.C.	The Cloffocks	Workington	Rally (*C.*)	2.00 p.m.
,, ...	Darlington & Dist. M.C.	Croft Aerodrome	Darlington	Speed Trials (*R.*)	2.30 p.m.
,, ...	Morecambe C.C.	Leighton Hall	Carnforth	Hill Climb (*C.*)	2.00 p.m.
,, ...	Romford E.C.C.	Stapleford Aerodrome	Abridge	Hill Climb (*R.*)	2.30 p.m.
,, ...	Old Merchant Taylors' M.C.	"Durrants"	Croxley Green	Regularity Rally (*C.*)	2.00 p.m.
,, ...	Harlow & Dist. A.C.	New Hall Farm	Harlow	Acceleration Test (*C.*)	2.30 p.m.
,, ...	M.G.C.C. (Midland)	Honeybourne Aerodrome	Evesham	Driving Tests (*C.*)	2.0 p.m.
Sept. 14th/15th	Rolls-Royce Ltd.	Crewe	—	Rally (*C.*)	11.60 p.m.
Sept. 15th ...	Bristol M.C. & L.C.C.	Naish House	Portishead	Speed Hill Climb (*C.*)	2.00 p.m.
,, ...	Aberdeen & Dist. M.C.	—	Aberdeen	Gymkhana (*C.*)	2.30 p.m.
,, ...	Peterborough M.C.	Silverstone	Towcester	Race Meeting (*R.*)	12.30 p.m.
Sept. 16th ...	Mid-Cheshire M.C.	White Barn Hotel	Cuddington	Rally (*C.*)	10.00 a.m.
,, ...	Bedford A.E.C.	Church Farm, Wendy	Royston	Driving Tests (*C.*)	3.00 p.m.
,, ...	Alvis O.C.	Royal Huts Hotel	Hindhead	(*R.*)	11.30 a.m.
,, ...	Burnham-on-Sea M.C.	Huntworth Gate Garage	Bridgewater	Rally (*C.*)	2.30 p.m.
,, ...	Worcestershire M.C.	Pixham Farm, Callow End	Worcester	Autocross (*C.*)	2.00 p.m.
,, ...	S. Wales A.C.	Caster Hill Climb	Bridgend	Hill Climb (*R.*)	2.00 p.m.
,, ...	B.A.R.C. N.W.	Chorley	—	Rally (*C.*)	11.00 a.m.
,, ...	B.A.R.C. S.W.	Brunton Hill Climb	Andover	Hill Climb (*C.*)	2.00 p.m.
,, ...	North London E.C.C.	Heston Aerodrome	Hounslow	Driving Tests (*C.*)	11.00 a.m.
,, ...	Bullnose Morris Club	—	Oxford	Annual Rally	12 Noon.
,, ...	A.E.R.E.	Harwell	Didcot	Driving Tests (*C.*)	2.00 p.m.
,, ...	Midlands M.E.C.	Honeybourne Aerodrome	Evesham	Sprint (*C.*)	2.00 p.m.
,, ...	Nottingham S.C.C.	Mallory Park	Leicester	Race Meeting (*R.*)	1.30 p.m.
,, ...	Wolverhampton & S. Staffs. C.C.	Pigot Arms	Pattingham	Driving Tests	2.00 p.m.
Sept. 19th ...	Airedale & Pennine M.C.	George & Dragon	Apperley Bridge	Courtesy Rally (*Open*)	2.00 p.m.
Sept. 20th ...	Jersey M.C. & L.C.C.	St. Owens Bay	St. Helier	Sand Racing (*C.*)	2.30 p.m.
Sept. 21st ...	Bristol M.C. & L.C.C.	The Mauretania	Bristol	Film Show	8.00 p.m.
Sept. 22nd ...	MID-CHESHIRE M.C.	OULTON PARK	TARPORLEY	GOLD CUP RACE MEETING (*NAT.*)	11.00 a.m.
,, ...	B.A.R.C.	Goodwood	Chichester	Members' Meeting	—
Sept. 22nd/23rd	De Lacy M.C. Pontefract	Park Gates	Pontefract	Rally (*C.*)	10.00 p.m.
,, ...	Mid-Surrey A.C.	Leatherhead	—	Rally "200"	9.00 p.m.
,, ...	West Hants & Dorset C.C.	Bovington Camp	Wareham	Trial (*R.*)	12 Noon.
,, ...	Yorkshire S.C.C.	Croft Airfield	Darlington	Sprint Meeting (*C.*)	2.00 p.m.
Sept. 28th/29th	East Anglian M.C.	3-Point Start	—	Rally (*R.*)	—
Sept. 29th ...	Southsea M.C.	Purbrook	Portsmouth	Rally (*C.*)	—
,, ...	B.A.R.C.	Aintree	Liverpool	Members' Meeting (*C.*)	—
,, ...	Renault O.C.	—	Tring	Rally (*C.*)	2.30 p.m.
,, ...	WINFIELD J.C.	CHARTERHALL	BERWICK	RACE MEETING (*NAT.*)	2.45 p.m.
Sept. 29th/30th	Lancashire & Cheshire C.C.	2-Point Start	—	Rally (*R.*)	7.30 p.m.
Sept. 30th ...	Hagley & Dist. M.C.	Staverton Airfield	Cheltenham	Speed Event (*R.*)	1.00 p.m.
,, ...	Riley M.C. (N.E.)	Ross Bros. Garage	Ilkley	Rally (*C.*)	2.30 p.m.
,, ...	C.S.M.A.	—	Cheltenham	Trial (*C.*)	11.00 a.m.
,, ...	Galloway M.C.	Market Hill	Castle Douglas	Rally (*C.*)	10.00 a.m.
,, ...	Berwick & Dist. M.C.	Winfield Aerodrome	Berwick	Sprint (*R.*)	2.00 p.m.
,, ...	Romford E.C.C.	Stapleford Aerodrome	Abridge	Driving Tests (*C.*)	2.30 p.m.
,, ...	Sporting O.D.C.	Tempsford	Bedford	Sprint (*C.*)	2.00 p.m.

NOTE: The November Issue will be published on the 23rd October

(Items for the November Events Table should be sent to MOTOR SPORT before the 3rd October)

INVENTION

In our Enthusiast's Directory in the July issue we attributed the invention of the pneumatic tyre to John Boyd Dunlop. Recently we received a letter from a reader related to a certain Robert Thompson of Stonehaven, Aberdeenshire, who experimented with pneumatic tyres and took out a patent in 1845. He experienced trouble in obtaining materials for research but continued working on solid tyres for tractors. The pneumatic tyre was in advance of its time at this period since bicycles were not in common use. The idea was dropped for 40 years before being re-invented by Dunlop. Born in 1822, Robert William Thompson died in Edinburgh, aged 53. He also invented the fountain pen.

THE SWEDISH GRAND PRIX

Ferrari Monopoly and Manufacturers' Championship Win

KRISTIANSTAD, *August 12th.*

LAST year was the occasion of the first really big race in Sweden and the Kungl Automobil Klubben dealt with it so well that this year the F.I.A. granted them permission for the race to be included in the series for the Manufacturers' Championship for sports cars. Once again the rectangular circuit at Kristianstad, in the south of Sweden, was used, widened in places since last year and with some of the more severe humpbacks removed. There being only two manufacturers who count for anything in the series of races held for the championship, namely Ferrari and Maserati, the entry list for the Swedish race was almost entirely Italian. The only ray of hope from Great Britain were three private D-type Jaguars, no works cars from Coventry, nor from Feltham, being entered.

Having things all their own way, the two Italian teams played a sort of schoolboy game where the two leaders made up sides, on the one hand there being Ugolini with 10 drivers gathered round him and on the other hand Scularti with 11 drivers on his side. Ugolini had five 300S Maserati sports cars to deal out, as well as a new 4½-litre V8 model, while Scularti had three 12-cylinder 3½-litres and two four-cylinder 3½-litres for his "side." The "Modena Tridents" were Moss, Behra, Taruffi, Schell, Maglioli, Villoresi, Musy, Godia, Bonnier and Simon, while the "Cavalli Rampantis" were Fangio, Castellotti, Collins, Gendebien, de Portago, Hill, Trintignant, von Trips, Hawthorn, Hamilton and Manzon.

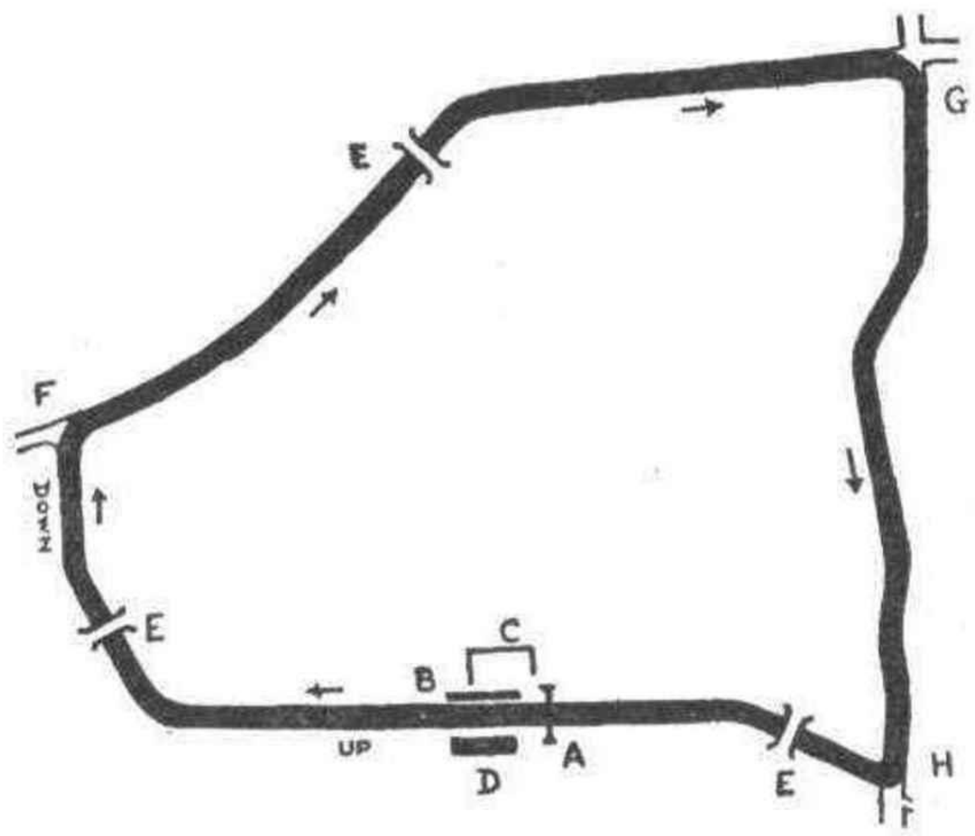
During the two practice sessions on Friday and Saturday before the race everyone in each team drove all the team cars, and neither team manager really decided who was going to pair with whom. Being over a distance of 1,000 kms. there had to be basically two drivers to one car, with a limit of three hours maximum at one stretch for any one driver. It was quite permissible to change any driver to any car in the team at any time during the race, whether his original car was still running or not, so that the event was obviously going to be one between team managers. The Ecurie Ecosse were going quietly about their business with two D-type Jaguars and Flockhart, Sanderson, Titterington and Lawrence as drivers, while the two Whiteheads were sharing Hamilton's private D-type Jaguar. None of these could cope with the Italian teams, for this was an out-and-out free-for-all race with no hampering restrictions. To make the field up to a reasonable number there were four Monza Ferraris, a 4.5-litre 12-cylinder, one of the fabulous "Argentine" 4.9-litre 12-cylinders, a "Testa Rosa" 2-litre, an Austin-Healey 100S, a Mondial Ferrari and five Porsche Spyders, all this lot being privately owned.

During the practice the Maserati team thrashed round in their new "monster," the 4½-litre V8, and it went very fast but suffered from insufficient brakes. This brand new car was the chassis used in the Mille Miglia with 3½-litre six-cylinder engine fitted, now modified as to suspension geometry and fitted with the new power unit for which it was originally designed. The V8 is virtually two enlarged 2-litre blocks and heads, each with twin camshafts, and in the centre of the vee are four double-choke Weber carburetters specially made for the engine. Running at 6,100 r.p.m., this vast power plant produces 360 b.h.p. and proved to be remarkably trouble-free, though installation of the oil tank and pipelines caused a great deal of leakage, swamping the back of the car in oil. The car looked more or less like a normal 300S except for an enormous bulge on top of the bonnet that was as high as the windscreen, the driver looking along one side of this. The reason for the bulge was the height of the carburetters and intake pipes above the engine, while under the bonnet there was little room to spare with twin ignition units and water and oil pumps all mounted on the front of the crankcase. Four short stub pipes protruded from each side of the car, just behind the front wheels, and though this monster went very fast it was one of the ugliest racing/sports cars perpetrated for a long time.

At midday on Sunday there was a strong wind blowing and the sky was dull as the two teams assembled their ranks. The private owners hoped they would both blow each other to bits, letting some unsuspecting pair win, for on the result of this race hung the result of the Manufacturers' Championship. The start was Le Mans type, with the sensible modification of putting the fastest cars, not necessarily the largest capacity ones, at the head of the line. Leading off for Maserati, all on 3-litres, were Moss, Taruffi, Villoresi, Godia and Musy, and for Ferrari were Collins, Trintignant and von Trips with 12-cylinders and Hawthorn and Castellotti had four-cylinders. For the Ecurie Ecosse Titterington and Flockhart led off, the latter with the Le Mans winning car, and Peter Whitehead led off in the green Jaguar. As far as the factory teams were concerned, nobody really knew who would take over which car after the first driving spell, whereas the poor private owners had no choice.

Collins was first away and all but two of the 27 starters got away, Gilberte Thirion having trouble starting the Ecurie Belge Porsche and Rouselle having difficulty with the Monza Ferrari from the same stable, both getting away before the leaders had covered more than half a lap. A long line of red cars screamed past on the opening lap, led by Collins, with Moss, Hawthorn, Musy, Trips and Villoresi following on. Taruffi was missing already, and so was Flockhart, it transpiring later that the Jaguar had locked its brakes and slid into the Maserati, Flockhart being able to drive back to the pits later and continue; poor Taruffi having to walk back. Castellotti had not made a very good start and was working his way through from midfield to his proper position in fifth place, but apart from this nobody looked capable of passing anyone, the procession going round and round, with a total of 153 laps to cover. After the first hour of this procession the only change was that Hawthorn overdid things momentarily and let Trips get past into third place behind Collins and Moss, while the leading Ferrari was blowing out smoke from the off-side exhaust manifold due to a small leak dripping on to the pipes. It did not seem to be serious as Collins was continuing to lap in 2 min. 28 sec., looking quite calm, this being about his average practice time, so it was obvious that everyone was pressing on even though the gaps between cars remained fairly constant.

Godia went off the road before very long and was pushed back on by the locals, and later he stopped and handed over to Bonnier, but the Swede did not get far before the car packed up. Musy retired with a broken gearbox and Flockhart gave the dented Jaguar to Sanderson. Just before 2 p.m. the leaders began to make routine stops for fuel and driver changes, and as refuelling had to be done with funnels and open churns there was plenty of excitement. Trintignant in sixth place gave over to Phil Hil, and Collins to Gendebien, during which time vast quantities of oil were poured in and Moss went by into the lead, followed by Trips, Hawthorn and Castellotti in that order. Hawthorn made a brief excursion into the undergrowth, so that when he handed over to Portago clods of earth



KRISTIANSTAD CIRCUIT

Length : 6.537 *kms.*

A. Start and finish.
B. Pits.
C. Paddock.
D. Grandstands.
E. Footbridges.
F. "Rabelov" Corner.
G. "Fredrikslund" Corner.
H. "Fredriksdal" Corner.

and grass dropped off the bottom of the car, and at 2.30 p.m., after 60 laps, Moss and Trips both made pit stops. The Maserati took on fuel and oil and had the rear wheels changed, and Behra set off without losing the lead. Meanwhile the Trips car took on fuel and oil and Collins took over, and last of all Castellotti stopped and handed over to Fangio.

All these major stops were spread over some 45 minutes and when all the pandemonium had died down Behra was in the lead for Maserati, followed by Fangio in a four-cylinder Ferrari, Collins on a 12-cylinder, Gendebien in the 12-cylinder that was still losing oil, Hill on the remaining 12-cylinder and Portago on the other four-cylinder. The rest of the runners were nowhere at all, though two Swedish drivers, Lundgren and Kvarnstrom, were doing well with a Monza Ferrari, and Nottorp and Andersson were running very regularly with the vast 4.9-litre Ferrari. The Ecurie Ecosse pit stops were as neat and quick as at Le Mans, and Lawrence had taken over from Sanderson on the Le Mans winner, while Titterington handed over to Flockhart.

What looked like being a long procession suddenly turned into confusion, for Behra ran out of brakes and made two stops for adjustments, Gendebien found the oil leak getting worse and stopped to refill, letting Manzon have a go. However, he did not get far before the engine protested about having been run with low oil level and stopped with a bang. Collins and Hill both went off the road due to the resultant oil patch, and Portago was sideways on for a long while, during which time Flockhart managed to avoid him by a small margin. Hill motored on through the shoulder-high corn until he found a way back on the road, and Collins lost much time trying to get out the way he had gone in. All this resulted in Fangio taking the lead, with Hill second, Portago third and Collins fourth. The Maserati team were now right out of things, though Schell was fifth in the car Villoresi started with and Behra was struggling round in sixth place. Flockhart then suffered a real Brockbank of an engine blow-up when a rod broke, and Ugolini decided to put Moss into the Villoresi/Schell car to try and improve on their poor fifth place. The pit stop was a classic, for fuel and oil were put in while the rear wheels were changed. Everyone got in everyone else's way, fuel was slopped about all over the place, one mechanic was tripped up by another lifting the jack at the wrong time, and amidst shouting and screaming, pools of oil, petrol and water Moss eventually got away. Then Behra decided he was getting tired of driving without brakes and came in for Villoresi to take over. There was another petrol and oil splashing episode, with gallons of petrol all over the car and the ground, and then suddenly there was a "boomph" and the whole lot was on fire. The Italians turned and fled and but for the prompt action of the fire brigade, who were ever at the ready, the whole pits might have gone up in smoke. After a few tense seconds all was peace again and the Maserati lay under a heavy covering of foam and most of the pit staff had been foam-covered as well. The explosion had split the tank of the Maserati so it was wheeled away into the dead-car park.

Moss was making no ground at all on the Ferraris and even when they began another series of refuelling stops he could not improve on his fifth place. The order was Fangio, Portago, Hill and Collins, and by 5 p.m. all the Ferraris had undergone another change of drivers. Castellotti took over the leading car, Hamilton took over from Portago, Trips went back into his own car from Collins, and Hill returned his car to Trintignant. By the time all this shuffling had been completed the order was Castellotti, Trintignant, Trips and Hamilton, in, respectively, four-cylinder, 12-cylinder, 12-cylinder and four-cylinder Ferraris, and in the meantime Moss had disappeared down an escape road at high speed with no brakes whatsoever on the Maserati. Sanderson had withdrawn the remaining Scottish Jaguar with a horrid noise in the rear axle, and this left the Swedish-driven Monza Ferrari in fifth place. Then Castellotti came by making gesticulations and while his pit crew were trying to decide what he meant the engine blew up on the far side of the circuit, so now the order became Trintignant, Trips, Hamilton, with the Swedish Ferraris and the D-type Jaguar following on but a long way back.

It was all over now and Ferraris slowed their remaining cars to be sure of completing the last hour of racing, and with the race in the bag and victory in the Manufacturers' Championship the Ferrari team ticked off the last laps of this not very exciting race. Of the other cars, the Porsche Spyders just went on and on as they have a habit of doing, the Picard/Vidilles Monza Ferrari retired with a broken gear-change mechanism, the Belgian one wrecked its engine, and the Austin-Healey of Flower/Somerset just went round for 1,000 kms. trying to keep out of the way of everybody, even the Porsches.

Results :

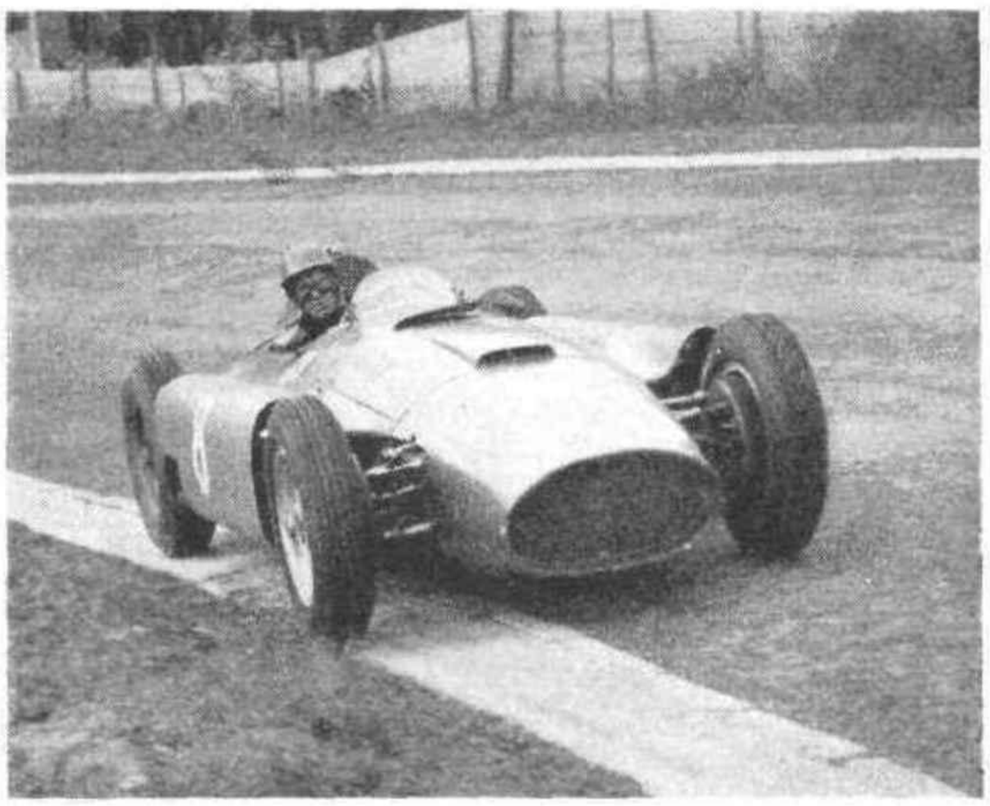
SWEDISH GRAND PRIX—1,000 Kilometres—Sports Cars—Dull and Dry

1st :	M. Trintignant/P. Hill (Ferrari 12-cyl.)	6 hr. 33 min. 47.7 sec.	153 laps
2nd :	W. v Trips/P. Collins (Ferrari 12-cyl.) ...	6 hr. 34 min. 27.6 sec.	153 laps
3rd :	J. M. Hawthorn/A. de Portago/J. D. Hamilton (Ferrari 4-cyl.)	6 hr. 34 min. 36.7 sec.	152 laps
4th :	J. Kvarnstrom/E. Lundgren (Ferrari Monza)		148 laps
5th :	A. Borgefors/C. Hammarlund (Ferrari 4½-litre)		147 laps
6th :	S. Nottorp/I. Andersson (Ferrari 4.9-litre)		145 laps
7th :	P. Whitehead/A. G. Whitehead (Jaguar D-type)		145 laps
8th :	R. v Frankenberg/W. Buff (Porsche Spyder)		138 laps
9th :	R. Tappan/O. Persson/H. Mackay-Frazer (Ferrari TR) ...		138 laps
10th :	B. Martensson/B. Martensson (Ferrari Mondial)		138 laps
11th :	P. Nocker/W. Seidel (Porsche Spyder)		134 laps
12th :	Mlle. Thirion/C. Dubois (Porsche Spyder)		133 laps
13th :	G. Kaiser/H. Herrmann (Porsche Spyder)		125 laps
14th :	R. Flower/F. Somerset (Austin-Healey 100S)		123 laps

Fastest lap : P. Collins (Ferrari 12-cyl.), 159.981 k.p.h.

N.B.—No average race speeds were given by the organisers.

CONTINENTAL NOTES



Peter Collins using all of the track and some of the grass at Spa on his winning drive.

FOR many years now it has been a popular misconception that the top Grand Prix drivers handle their cars in impeccable fashion, always placing the wheels to within fractions of inches of the edge of the road, or skimming their hub caps past walls so close that it is difficult to see daylight between them. When a top Grand Prix driver is going fast yet in his own time, then this is fairly true and last year when Fangio and Moss gave innumerable demonstration runs with the Mercédès-Benz cars we had some excellent opportunities to watch this precision. Today, however, things are quite different, for both these drivers, and indeed all the others, are having to try much harder, especially in practice periods for Grand Prix races, with the result that some of the apparent polish has gone from their driving. With all the Grand Prix cars being of much nearer equality the top drivers have to pinch fractions of seconds wherever they can and it is a common thing to see them putting a front wheel across the edge of the grass, and often a back wheel as well. At Nurburgring it is most instructive to go round the circuit after a big race when all the top drivers have been there, for the edges of that track are lined by small grass banks about 6 inches high and where the tyres have been rubbing the bank the grass has gone, leaving the bare earth exposed. Studying this gives a first-class impression of how a real racing driver uses every available inch of the road, and through a series of bends you can see the marks made by the sides of the tyres first on one side of the road and then on the other as the driver takes all the bends with as little deflection from the straight line as possible. On other corners that have a peculiar tightening-up effect, or climbing or falling characteristic,



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OULTON PARK, AUGUST 18th, 1956

Daily Herald International Trophy

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2nd ASTON MARTIN
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and call for a special line through them, this bank rubbing gives an excellent illustration of the exact line taken by the masters of our sport. During practice for the Belgian Grand Prix at Spa there was a similar opportunity to watch the top boys really trying and see how they took a front wheel across the corner, raising a small cloud of dust and stones, while at Monaco this sort of thing resulted in a buckled wheel or white marks on the tyres, for there the edges of the circuit are not soft. At first sight this business of putting a wheel over the edge looks untidy, but after a few laps and studying at different corners, you realise that it is on occasions like this that the real masters are displaying their art to its utmost. On a given corner with a limit of say 100 m.p.h., when they look polished and smooth, going to within ½ inch of the edge with consistency, then they are probably taking the corner at 95 m.p.h. When record laps begin to appear and they put the front wheel over the edge, making the dust and stones fly, then the chances are that they are going at 105 m.p.h. The real skill comes on subsequent laps when you see they are going over the limit exactly the same amount each time and in exactly the same place each time, all at a higher speed than when they were looking polished. When you then see a slow driver cutting the edge of the corner the chances are that you will notice he is a different amount over the edge each lap, and more often than not at a slightly different place each lap.

Watch the top drivers when they are out for a lap record, or are making up time and you will see that the outward and easily seeable polish has disappeared, but closer scrutiny will reveal that a far greater skill is being displayed, even though it may look untidy to the casual eye. It is easy to be untidy, but difficult to be consistently untidy and in the same way it is easy to drive at nine-tenths of the limit of adhesion but very difficult to drive on a wavy line fluctuating on both sides of the limit. It is when the top drivers are playing around the edge of the limit that their driving techniques are well worth watching. To see Fangio, Moss, Hawthorn, Behra, Collins, Scott-Brown, Castellotti and the rest going over the limit and then regaining control, and doing this two or three times in one corner, is to see real artistry at work. To see Joe Soap going over the limit is to see an accident in the making, and that is a very easy thing to see.

In the car world there is a special sort of jargon for talking motor racing, but in the motor-cycle world this jargon is much more extensive, and I think much more expressive, so that among motor-cyclists it is possible to describe very accurately any situation that exists by using their own special language, some of which has passed down through the years, other expressions being made up to suit the occasion. A good example is the description of a man cornering on a racing motor-cycle; if he leans over at a reasonable angle, thus taking the corner at a fair speed he is considered to be " trying "; if he goes a bit faster and the footrest nearly touches the ground then the condition is described as " having the bicycle down on the footrest "; the next stage is where he is going faster than seems possible so that the footrest seems to have disappeared into the ground and his head and shoulders are getting close to the ground, and this is described as " laying it over on his ear " and the subsequent development of this is the delightfully simple observation that the rider is " ear-holing," which is then transformed into " earoling," which indicates that Fangio and the boys are driving over the limit of adhesion and using all their skill to bring the car back onto the adhesion limit.

Another expressive remark is when a rider s taking a corner with the twistgrip throttle wound fully open, for the bicycle is considered to be " on full noise " and then if the next man closes the throttle just a fraction, he is considered to have " rolled the top off." Other expressions describe different riders' temperaments and especially their mental attitudes when racing. The sort of rider who will try as hard as possible from the fall of the flag, even though his rivals may have faster machines, is considered to be " tigering," this being developed from the appearance of a wild tiger who will come out fighting against overwhelming odds. In the Grand Prix world there are many first-class drivers who simply refuse to " tiger," and equally there are many who are never happier than when they are, notably Schell and Scott-Brown, while the World Champion himself is one of the greatest " tigers " in the game. Recently I had occasion to watch a racing motor-cycle going by at very high speeds and I remarked that it was going very fast. A well-known factory rider replied, " Oh aye, its on its way "; I could not have wished for a more simple and accurate description of the impression I had gained. Such gems are perfect in their application and sum up in simple, yet special, language exactly what is happening, though who originates such remarks or thinks up special words for the vocabulary of jargon, no one really knows, it is all a pleasantly combined effort of a relatively small group of people with an overwhelming passion for the sport of racing, whether with cars or motor-cycles. Amongst what might be termed super-enthusiasts this jargon becomes natural conversation, the joy being that the lay-public or luke-warm enthusiast has little idea of what it is all about.

* * *

Recently I was cruising at close on 90 m.p.h. along a German Autobahn when I had that interesting experience of realising that I was gaining nothing on the car in front of me. After a few more miles and some traffic checks I closed up to find, to my chagrin, that it was a family four-seater saloon Borgward Isabella TS. As we accelerated away up to our high cruising speed again I was rather horrified to discover that my lovely little 1,500-c.c. Porsche coupé was not really making very much impression on the rather bulbous 1,500-c.c. four-seater saloon until we arrived at the Borgward's maximum which appeared to be about 92 m.p.h. This caused me to think, and with a friend who was accompanying me we fell to discussing the outstanding cars of 1956, not so much from the point of view of brand new designs, but of developments of existing designs. The Borgward TS was obviously high in our list, for outwardly it resembles the normal Isabella saloon, the 1,500 TS insignia on the back being about the only way of recognising the car. The sort of cars we discussed were those that had taken a great stride forward, as distinct from sideways, in technical development without changing the basic design, and those which had been done by the parent factory and put into full production. We were not including " souped up " models by private owners, for some of the improvements made on Ford productions by outsiders are truly phenomenal. What we discussed were the steps forward made by the parent firm's own design and development engineers, and with very little hesitation we awarded our diploma to Alfa-Romeo for producing the Giulietta Sprint Veloce version of the normal Giulietta Sprint. Externally the SV resembles the Sprint, the engine capacity is unchanged, the suspension layout is identical and so on, but the way the SV goes is out of all proportion to its tiny 1,300-c.c. engine. Race performances this year by the Sprint Veloce in private hands have been outstanding and it can happily take on cars of almost twice the engine capacity. There has been no magic about the development work, merely a sound basic design being improved to give nearly 90 b.h.p. in production form and roadholding and steering of the highest possible order. Alfa-Romeo may not be competing in races any more, but the technical staff are not asleep and the way they have produced the SV to monopolise the small Gran Turismo class has been a real eye-opener. Trying hard to defend the name of Porsche in this conversation I had to admit that in the 1,300-c.c. category the Stuttgart car was a thing of the past, but it was agreed that the Carrera Porsche was a worthy step forward in the 1½-litre category. Outwardly a normal pushrod-engined Porsche and a Carrera, with its four-camshaft Spyder-type engine, are identical, so here was another good example of the type of development work on a sound basic design, that we thought counted as outstanding for 1956. In a different category but on the same lines we put the Renault Dauphine, for using many of the fundamental design features of the 4 c.v. Renault the Billancourt firm have made a wonderful step forward with the new model. To Fiat we awarded a small prize for the sheer brilliance of turning the 600 model into the Multipla, which can take six people on 600 c.c., and for the subsequent commercial version with a van body that carries untold quantities of goods.

This discussion turned into a most amusing game of thinking up examples and then defending them against the other person's onslaught of reasons why it was not considered progress in development forwards. We discussed many examples, such as the A90 Austin-engined Healey, the XK120 development programme until the XK140 and the C-type to the D-type, the Mercedes-Benz 300 to 300S and 300SL, and many others, some of which we decided would have been better to have been left alone and some that progressed violently backwards when the research and development department got their hands on a basic design. It was an amusing pastime and an instructive one and when we finally left the Autobahn we were still convinced that Alfa-Romeo had produced the " plum " of 1956, but also that the Borgward TS is an embarrassing motor car to come up against when in your own idea of a fast car.—D. S. J.

MAIDSTONE & MID-KENT M.C. SPEED TRIALS, BRANDS HATCH
(August 19th)

750 Formula :	N. H. May (Austin)	52.15 m.p.h.
1,172 Formula :	E. H. Broadway (Lola)	60.73 "
Sports 1,500 c.c. :	S. F. Pile (Aston Martin)	60.05 "
Saloon 1,500 c.c. :	S. Wilder (Porsche)	60.02 "
Sports 2,500 c.c. :	C. Freeman (Aston Martin)	62.00 "
Saloon 2,500 c.c. :	J. Patten (A.C.)	58.03 "
Sports 3,000 c.c. :	Miss P. Burt (Aston Martin)	51.65 "
Saloon 3,000 c.c. :	Miss P. Burt (Aston Martin)	61.50 "
Sports Over 3,000 c.c. :	P. J. Sargent (Jaguar)	60.11 "
Saloon Over 3,000 c.c. :	A. G. Playford (Jaguar)	59.00 "

LES VINGT QUATRE HEURES DU MANS, 1956

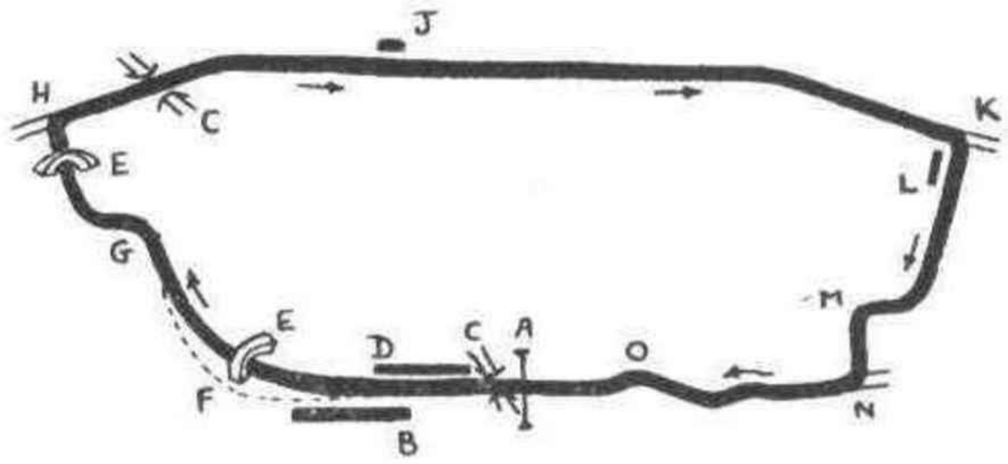
Scotland Wins Economy Race

LE MANS (Sarthe), *July 29th.*

THE most outstanding thing about the 1956 Le Mans 24-hour race was the fact that it was run under an entirely new set of rules, and in consequence could not count towards the manufacturers' championship. This meant that it had to stand on its own and rely on tradition for its success. Every year the Le Mans race is controlled by hundreds of regulations, mostly connected with the conduct of drivers and mechanics throughout the 24 hours, but this year some stringent new rules put a different aspect on the whole event before it began. Most important was the limitation of an engine capacity of 2½-litres for cars that were experimental, while any cars over this capacity had to be standard production models. The first rule produced an interesting group of experimental machinery, while the second group contained a large number of regulation dodgers. Regulations are always worded to allow the greatest freedom of interpretation, and by "standard production" it was agreed that 50 such cars should have been made, laid down, or provision for making laid down. That delightful competition-department phrase, "optional extras as shown in the catalogue" came in for a great deal of overtime, during the entering of such cars as the team of factory Jaguars, with long-nose bodywork, special cylinder heads, fuel injection and experimental front brakes, while the Aston Martin DB3S cars, with 12-plug heads, disc brakes and new-type bodies stretched the meaning of the act to its limit. Apart from this normal routine of regulation dodging, which had been part of the lure of Le Mans since the very beginning, and is always accepted as part of the fun, there were two new rules which caused a lot of anguish. The first demanded a full-width screen and tonneau cover of flexible material, and the second insisted that no car could refuel before 34 laps had been covered, and also no subsequent refuelling could take place at intervals of less than 34 laps. Added to this was the real sting in the regulation, which was that 130 litres (approx. 29 gallons) was the maximum tank capacity allowed, and at fuel stops a maximum of 120 litres (approx. 26½ gallons) would be allowed. In simple words everyone had to do 34 laps on 120 litres of fuel, which worked out at approximately 11 m.p.g. with nothing to spare for emergencies, so most people aimed at a minimum of 12 m.p.g. Naturally the small cars were sitting pretty, while the Jaguars and Aston Martins, Ferraris and Talbots were doing plenty of worrying. The windscreen regulations were complied with in various ways, from the honest laminated shield and steel framework on the Sebring Frazer-Nash to minimum size sheets of bent perspex on some of the small cars. These screens brought their problems for some were arranged to let the drivers look over the top, turning the screen into a piece of regulation frontal area, and others were honest full-width screens which the driver had to look through and on these the screen-wipers really had to work. Many optimists expected wipers to operate on curved perspex and the result in the wet night was one of stark horror and danger for the drivers caused by almost nil visibility. The works Jaguars had to detune their engines in order to get the fuel consumption required, and in practice one car had a piston collapse, presumably through weak mixture, while Aston Martins found extra economy but the loss of 400 r.p.m. by removing the air box around the Weber carburetters. The 2½-litre Ferraris proved to be very economical and were able to richen up from their original mixture, and the Maserati-engined Talbots could see little hope of completing the first 34 laps on the fuel allowed, let alone subsequent distances. The standard Jaguar D-types were sitting fairly comfortably on fuel consumption, but were down on speed over the factory cars. Practice was limited to only two sessions, and most of the time was spent worrying over this consumption question, so that though the track was much faster than last year, no one could make use of all their speed, everyone in fast cars having to feather-foot down the long Mulsanne straight and run as much as 1,000 r.p.m. under the permissable maximum, pulling absurdly high top gears.

For interest of machinery the group of 2½-litre prototypes provided fine entertainment, headed by the three Ferrari Testa Rosa models, with enlarged four-cylinder engines of 94 by 90 mm., driven by Hill/Simon, de Portago/Hamilton, and Trintignant/Gendebien. The star drivers of Ferrari, Fangio and Castellotti were both feeling ill after their visit to the damp climate of England, and Collins was under obligation to Aston Martin. Hamilton joined the Ferrari team as soon as he was fired from the Jaguar team, through disobeying orders at Reims. Aston Martin entered a worthy prototype machine, labelled the DBR1/250, to be driven by Parnell/Brooks, and this had an 83 by 76.8 mm. version of the DB3S engine fitted in a space-frame of small diameter tubing. Front suspension was normal Aston Martin practice, while de Dion was used at the rear with longitudinal torsion bars and a Watts link location for the de Dion tube. The rear axle and 5-speed gearbox were in unit, the gearbox shafts running transversely across the frame, input from the propshaft being by bevel gears. This gearbox/final drive unit was a massive affair, having its own oil-circulating pump, oil radiator and tank, the pump being mounted externally on the end of the gearbox mainshaft. Girling disc brakes were fitted all round, those at the rear being mounted at the hubs. The fuel tank occupied the rear of the tail, behind the axle assembly and the spare wheel lay flat above the axle. The whole car was much smaller and lower than the well-known DB3S and full marks go to Aston Martin for producing this interesting newcomer. Gordini entered two 2½-litre prototypes, both having old-fashioned Gordini chassis, with i.f.s. and rigid rear axles, one being fitted with a six-cylinder engine and the other with an eight-cylinder, these being petrol-burning derivatives of his Grand Prix engines. The six-cylinder was driven by Manzon/Guichet, and the eight-cylinder by Silva Ramos/Guelfi. Talbot entered two prototype 2½-litres, being the chassis displayed last year at the Paris Salon, of simple double-tube construction with i.f.s. and half-elliptic sprung rear axle, and to these were fitted 2½-litre six-cylinder Maserati engines identical to the current Grand Prix engines. Attached to these engines were 4-speed gearboxes as used on the A6G sports Maseratis, and the drivers were Behra/Rosier, Lucas/Zehender. The 2-litre class contained Testa Rosa Ferraris driven by de Changy/Bianchi of the Equipe Belge, Meyrat/Tavano and Picard/Tappan, as well as the Stoop/Gaze Frazer-Nash. In the 1½-litre class there were two factory Porsche RS1500 models, the type with space-frame and low-pivot axle at the rear, and these were fitted with coupe tops and driven by Herrmann/Maglioli and von Frankenberg/von Trips. The Team Lotus entered a single 1½-litre Climax-engined car, basically Mark XI, but with a wider cockpit to comply with the regulations, and the drivers were Chapman/Mackay-Frazer. From Cooper came a new Climax 1,100 with two-seater cockpit, right-hand steering and modified chassis frame with a single tube between driver and passenger, but much more a sports car than before. This was running under American colours, in the hands of Bentley/Hugus. The Team Lotus also entered two 1,100-c.c. Climax cars identical to the larger-engined car, and driven by Allison/Hall, and Bicknell-Jopp. For the rest of the 49 starters, the 750-c.c. class contained assorted Panhards and DBs, Renault Specials, and two Stanguellinis with independent suspension all round by wishbones and rubber bands.

The prototype race could be considered one part of the Le Mans race, the 1½-litre class another part, the Index of Performance between the small cars a third part, and the ultimate winner from a fourth race between the large cars providing they could all cope with the



Length : 13.461 *Kilometres.*

A. Start and Finish.
B. Main Grandstands.
C. Road Tunnel.
D. Pits.
E. Footbridge.
F. Old Circuit.
G. "Esses" Corner.
H. "Tertre Rouge" Corner.
J. "Hippodrome" Cafe.
K. "Mulsanne" Corner.
L. Signalling Pits.
M. "Indianapolis" Corner.
N. "Arnagi" Corner.
O. "Maison Blanche" Corner

SIX FIRSTS

VANDERVELL

1951	JAGUAR
1952	MERCEDES-BENZ
1953	JAGUAR
1954	FERRARI
1955	JAGUAR

1956



JAGUAR



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fuel economy problem. The Jaguars, both factory and private, were easily the fastest cars on the course and though the two DB3S Aston Martins from the factory were driven by Moss/Collins, Salvadori/Walker there was little hope of them being able to go fast enough. The first pair ran with the air-box on the carburetters and kept their fingers crossed over fuel consumption, and the second pair played safe and suffered the 400 r.p.m. rev. drop. Providing the engines could stand the strain of weak mixtures, the 24 hours looked like proving a walk-over for the Jaguars, with Hawthorn/Bueb, Frere/Titterington and Fairman/Wharton as drivers, and as these were aided and abetted by Flockhart/Sanderson with the Ecurie Ecosse D-type, and Swaters/Rouselle with another D-type from the Equipe Belge, everyone sat back for a 24-hour Jaguar demonstration run, similar to the 12-hour demonstration at Reims earlier in the month.

As the traditional Le Mans run-and-jump start took place, rain was falling and it was Hawthorn who set the pace, way ahead of all the opposition. On the second lap the whole aspect of the race was altered, for Frere spun on entering the Esses, Fairman spun in avoiding him, and de Portago slid sideways into Fairman. Frere's car was badly bent, Fairman struggled back to the pits where the chassis was found to be broken, and de Portago had his oil tank split and could not get farther than Whitehouse before the engine seized. In one fell swoop two possible winners were eliminated and after only four laps Hawthorn came into the pits with a misfire. In less than 30 min. the complete Jaguar team was in trouble, two cars eliminated and the third having trouble with the fuel injection system, which took over an hour to cure. This left the Ecurie Ecosse Jaguar to uphold Coventry honours, and right nobly it did this, for by 5 p.m. it was in the lead and for the rest of the race it was a game of cat-and-mouse between Flockhart/Sanderson and Moss/Collins. While Flockhart was driving he was able to keep ahead of Moss and after 34 laps when Collins took over, the Aston Martin he made up ground on Sanderson, who took over the Jaguar. Then the next 34 laps saw the position reversed and the result was that the Scottish Jaguar had the race under its kilt, providing they played their cards wisely. With David Murray in charge of the time-keeping and Wilkie Wilkinson in charge of the pit stops, they could hardly go wrong. These two cars were the only ones in the race, though race was the wrong word, for the Jaguar lapped regularly with nearly 1,000 r.p.m. in hand, while the Aston Martin was driven as hard as possible, with an eye on the fuel gauge. Some idea of the absurdity of the situation can be gained from the fact that after the first pit stop the Jaguar needed only 117 litres of fuel to fill the tank, while the Aston Martin did the last lap of its session on petrol vapour. In order to economise Moss and Collins were going into neutral long before the end of Mulsanne straight and coasting as much as possible, while on occasions they were tucking in behind the works Porsches down the straight and using their slip-stream to save fuel. They had no hope of beating the Jaguar, especially as the D-type had some fuel consumption and speed in reserve. Interest turned to pit stops, and the Scottish team excelled, while the Belgian team also dealt with their car in a very slick manner. The Aston Martin of Salvadori/Walker held a steady third place and then came Hill with the first 2½-litre prototype, already driving without a clutch after only two hours of racing. By no stretch of imagination could the 1956 Le Mans race be considered exciting, for only the 1½-litre and smaller cars were able to be driven anywhere near their limits, and the two Porsches proved masters of the 1½-litre class, though not quick enough to beat the DB of Laureau/Armagnac in the Index Handicap.

The filthy weather made the circuit very treacherous, especially where it had been re-surfaced and on the white and yellow safety lines, which had become like strips of ice in the rain. An innovation which removed congestion from the pit area was the sighting of signalling pits just after leaving Mulsanne corner, these being coupled by field telephone to the main pits, so that drivers could take the finishing straight without the need to look for pit signals. This was a first-class arrangement and it worked perfectly throughout the 24 hours, reducing much of the chaos in the pit area, while the provision of new double-decker pits, with the lower ones for working and the upper ones for drinking, also made for greater safety around the pit area.

Eventually the trouble on the number one Jaguar was cured and it began to run perfectly and from then on Hawthorn and Bueb drove really hard, doing their utmost to make up for the delay, but even though they lapped faster than anyone on the course there was no hope of them catching the leading cars. Throughout the night conditions were terrible, with rain and mist, and driving at all, let alone racing, was a nightmare, drivers coming off duty with their eyes extended on stalks, and soaked through. Just why the pneumonia rate does not rise at Le Mans time is unexplainable, and how drivers can take a quick two or three hours sleep and then go on again defies explanation. Drivers at Le Mans have a strange inward urge that makes them keep going the whole while the cars can be driven, and even when the mechanical parts let them down they somehow summon extra energy to push the wretched thing home for help.

For most of early Sunday morning the rain continued and then by 8 a.m. the weather repented, the sun came out and the circuit dried, but for many this was too late. Either the engines had succumbed or the transmissions had given out, or the drivers made mistakes and crashed. Most of the way round the circuit there were wrecked cars, though happily only one accident proved fatal, that being to Frenchman Hery, whose Panhard went over the wall at Whitehouse, into the garden of that building. Lucas had crashed at the Esses, and later Stoop did the same thing, de Changy had a brake lock at Mulsanne and the Ferrari rolled itself over, Walker crashed just under the Dunlop bridge when the Aston Martin was lying fourth, a Panhard and a Stanguellini collided just after Whitehouse, Meyrat spun his Ferrari at the same place in the dark, and left it abandoned across the road and Glockler in a Porsche Carrera ran into it, both cars being demolished, a 750 c.c. Osca also rolled over at Whitehouse and was left abandoned in a nearby field, and so the list of runners was depleted. Added to this were mechanical failures, such as the broken rear axle on the Behra/Rosier Talbot, the gearbox on the experimental Aston Martin, a con.-rod on the 1,500 c.c. Lotus, the clutch on the eight-cylinder Gordini and so on, while unluckiest of all was Allison, who hit a dog on the Mulsanne straight and retired with a ruined radiator and only a dead dog to show for all his efforts.

Of those still running the Cooper was running with only three brakes, a pipe having split and a repair effected by disconnecting it and flattening it, the 1,100 c.c. Lotus of Bicknell and Jopp was going well, but not quick enough to get anywhere on Index, the Monopole Panhards had succumbed, leaving a DB in command of the small cars, and all the while the dark blue Jaguar from Scotland was comfortably holding its lead, followed by Moss and Collins, unable to do anything about it. Only one Ferrari remained, that of Trintignant/Gendebien, the Hill/Simon car having broken its transmission. The 1956 Le Mans was proving to be a real endurance test and as each hour passed it was a question of which cars were still left running. Each time a count was made another one would be missing and finally by the time 4 p.m. was reached on Sunday afternoon there remained only 14 cars out of the 49 starters still running and care and economy had given victory to the Ecurie Ecosse.

Results :

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

		Kilos	*k.p.h.*
* 1st :	R. Flockhart/N. Sanderson (Jaguar D-type)	... 4034.929	168.155
* 2nd :	S. Moss/P. Collins (Aston Martin DB3S) ...	... 4018.630	167.443
3rd :	M. Trintignant/O. Gendebien (Ferrari TR)	... 3937.811	164.067
4th :	J. Swaters/F. Rousselle (Jaguar D-type) ...	... 3816.671	159.028
* 5th :	R. v. Frankenberg/W. v. Trips (Porsche RS)	... 3792.248	158.010
6th :	J. M. Hawthorn/I. Bueb (Jaguar D-type)	... 3759.887	156.662
* 7th :	R. Bicknell/P. Jopp (Lotus/Climax 1,100)	... 3397.665	141.569
8th :	J. Bentley/E. Hugus (Cooper/Climax 1,100)	... 3383.779	140.991
9th :	C. Bourillot/H. Perroud (Maserati 150S) ...	... 3293.812	137.242
*10th :	G. Laureau/P. Armagnac (DB Panhard) ...	... 3103.347	129.306
11th :	J. P. Vidilles /M. Thepenier (DB Panhard)	... 3020.898	125.871
12th :	A. Hechard/R. Masson (DB Panhard) ...	... 2955.751	123.156
13th :	R. Bourel/R. Slotine (Porsche 1,300S) ...	... 2851.646	118.819
14th :	Dumazer/Campion (VP Renault)	... 2820.830	117.535

Fastest lap : Hawthorn/Bueb (Jaguar) 4 min. 20 sec. — 186.383 k.p.h.

* Class winners.

Index of Performance Handicap :

1st :	G. Laureau/R. Armagnac (DB Panhard) ...	1.166	figure of merit
2nd :	R. v. Frankenberg/W. v. Trips (Porsche) ...	1.159	"
3rd :	J. P. Vidilles/M. Thepenier (DB Panhard) ...	1.135	"

LE MANS MUSINGS

By its performance, once the injection trouble was overcome, the Hawthorn/Bueb Jaguar would have certainly won the race had it not been delayed at the pits.

The Ferrari drivers had to look through their perspex screens and this necessitated a large fly-screen half-way along the bonnet ; this, however, caused terrible wind buffeting in the cockpit and the drivers broke them off at the pit stops, preferring a messy screen and a comfortable cockpit. The wipers merely made the mess even messier.

Chapman fitted his 1,500 c.c. car with an MGA gearbox, a normal B.M.C. B-type unit, but even this gave way under the torque strain of the Climax unit. When the big-end bolt broke, designer Harry Munday shook his head sadly, for he had warned Climax about enlarging the 1,100 c.c. unit before he left the firm.

The 1,100 c.c. Cooper and 1,100 c.c. Climax finished almost within sight of one another after 24 hours ; just like a British club meeting.

The factory Porsches had the coupe tops screwed on to the tail of the normal Rennsport body, which is in turn bolted to the chassis. The only access to the engine compartment is through tiny panels in each side which allow removal of jets and plugs. Supreme confidence ? The Maglioli/Herrmann car spoilt this demonstration by dropping a head off a valve to the detriment of the accompanying piston. In practice this car had jumped out of third gear and the rev.-counter indicated 8,900 r.p.m., so maybe the damage was started then.

The factory Talbot-Maseratis looked enormous by comparison with other 2½-litres. It seemed that smallness is unknown at Suresnes.

The DBR1/250 Aston Martin ruined one transmission in practice and the spare one in the race. For sheer noise this sports car would stand well in a Grand Prix. It was undoubtedly *the* 1956 Le Mans noise.

Chapman's team of three Lotus-Climax cars deserve full marks for the excellence of their turnout ; a credit by any standards.

Once more Hamilton failed to do any driving for the Ferrari team, as did Wharton.

Wisest decision of all was made by the Scuderia Maserati who did not enter the 24-hour Le Mans race as it was not in the World Championship series. It gave their racing department a much needed breather.

The XK140 coupe of Bolton/Walsham was quietly minding its own business and keeping out of the way, only to be disqualified for refuelling after 33 laps instead of 34 laps.

Biggest menace during pit stops are photographers and film makers. On more than one occasion mechanics were delayed by these people being in the way, Aston Martin actually suffering from British photographers being in the way.

Unusual to see a 300SL blow up. The Einsiedel/Metternich car disappeared making horrid noises from its engine.

The Bourillot/Perroud Maserati 150S actually lasted 24 hours, but maybe because clutch slip was limiting them to 6,000 r.p.m.

Le Mans was still Le Mans, but this year it was not a great Le Mans; it had a mediocre air about it.

SINGER O.C.

Due to recent changes on the Committee of the Singer Owners' Club the Hon. Secretary is now Miss M. E. Green of Derek Mead, Derek Road, Maidenhead, Berkshire. All enquiries regarding the Club should in future be sent to Miss Green.

FOLDEX

Well known for their ingenious but practical approach towards improved maps for motorists and other tourists, Foldex, Ltd., of 45, Mitchell Street, London, E.C.1, have recently introduced " Cellographic " maps. These are maps with a brilliant shiny surface on both sides. They are practically indestructible given normal usage, outlast paper or lined examples and can easily be kept clean. A " Chinagraph " pencil can be supplied with each map so that notes and information such as routes, inns, restaurants and favourite bye-ways can be marked on the surface and any such temporary information can later be removed by merely wiping off. Available for Great Britain and foreign countries, " Cellographic " maps are priced at approximately 8s. 6d. per section with a board cover and 17s. 6d. with leather cover. Chinagraph pencils are 1s. 6d.—I.G.

ACOUSTOL OILS, LTD.

Since the end of the first world war the Merseyside firm of V. L. Farthing & Co., Ltd., has been connected with the sale of special lubricants marketed under the brand name " Acoustol." A completely separate company has now been formed, due to rapidly increasing sales, under the name Acoustol Oils, Ltd., 327-329, Tower Building, Liverpool 3.

A sample of Acoustol VSA, a special blend of 100 per cent. Pennsylvanian oils for all-year-round sports car use, was tried by MOTOR SPORT. This oil is specially designed for use in high performance cars, when it retains its body at abnormally high temperatures, yet remains free flowing when cold. When in use, the oil temperature readings appeared normal, but a distinct improvement was felt when starting from cold, the engine fired promptly and only a very short warming-up period was required before driving off at moderate speed at normal oil pressure. Priced at 12s. 6d. per gallon for the Special and 15s. for the VSA (20/30) for high-speed work. Supplied in varying grades, these oils deserve some investigation on the part of the discerning motorist.—I. G.

BENTLEY D.C. SILVERSTONE (August 4th)

Bentleys of all shapes, sizes and ages were to be seen at the recent Club meeting at Silverstone. In the morning unkind weather prevailed for the sprints, but later in the day more amenable conditions presented themselves for the handicap events.

M. D. Hollis performed well with his 3-litre model in the sprints. The later handicap races included Lagonda and Aston Martin cars as guests and special events were included for them. Patsy Burt again tried hard with her DB2-4, but D. V. Greaves made the most of his handicap in his Le Mans Aston Martin and so won this Aston Martin handicap.

Hero of the Vintage Car Handicap was M. J. Harris in the diminutive Ulster Austin Seven, which performed splendidly, but J. A. Walker in a 4½-litre Bentley was somewhat speedier as the last lap came up. L. S. Michael, in the 1936 Team Lagonda, won the All-Comers Handicap Race.

Results :

Standing Start ¼-mile Sprint :
1st : Miss P. Burt (Aston Martin DB2-4) ... ... 16.70 sec.
5-Lap Scratch Race. 3-litre Bentleys :
1st : D. M. Hollis ... ... 59.25 m.p.h.
Gordon Alexander Memorial Trophy. 10-Lap Scratch. 4½-litre Bentleys :
1st : G. G. McDonald ... ... 69.10 m.p.h.
5-Lap Lagonda Handicap :
1st : Lord Dunleath ... ... 65.08 m.p.h.
5-Lap Bentley Handicap :
1st : H. P. Holden ... ... 60.94 m.p.h.
5-Lap Vintage Handicap :
1st : J. A. Walker (4½-litre Bentley) ... ... 57.64 m.p.h.
10-Lap Bentley Handicap :
1st : A. K. McCosh ... ... 61.99 m.p.h.
5-Lap Aston Martin Handicap :
1st : D. V. Greaves (1½-litre) ... ... 61.62 m.p.h.
10-Lap All-Comers Handicap :
1st : L. S. Michael (4½-litre Lagonda) ... ... 65.72 m.p.h.

BUCKINGHAM AND DISTRICT M.C.

Forthcoming events organised by this Club are as follows : September 2nd, " Hors D'Oeuvre " (130 mile rally) ; September 27th, Club Dance. October 7th, Skid Pan. October 25th, Film Show. Particulars of this enterprising Club from M. W. Hawksby, The Swan Inn, Great Horwood, Bucks.

BRANDS HATCH (August 6th)

Vintage, Veteran and Grand Prix cars were to be seen in between showers of rain at Brands Hatch on August Bank Holiday Monday. New lap records were set up by J. Brabham (Cooper) in the Formula Libre event with 74.90 m.p.h. and R. Bicknell (Lotus-Climax) in the Sports-Car Class with 73.66 m.p.h.

Roy Salvadori cracked two ribs when he ran into a marshal's post, but he later went on to win the Formula II event in the new Monoposto Cooper. Ivor Bueb took the honours by coming in first in the Formula III second heat by beating George Wicken. Mike Hawthorn won the Television Trophy for sports cars with the experimental large bore Lotus-Climax.

Sir Francis Samuelson, a regular competitor in Brands Hatch Edwardian events, won the Veteran and Edwardian Handicap in his 1914 T.T. Sunbeam, so vanquishing Laurence Pomeroy's Vauxhall.

BERWICK AND DISTRICT M.C. BORDER RALLY (October 14th)

The character of this event remains the same as in previous years, *i.e.*, hoping to find the winner on the road, using only one test in case of ties, the organisers each year have managed to increase the number of entries; last year there were about 55 starters. To bring the timekeeping on to an efficient basis as possible, one will find Gibson Rally Clocks (as used in this year's R.A.C. Rally) at all controls.

Awards remain the same—£20 to the outright winner and £5 to each class winner, plus three trophies.

The total distance is approximately 200 miles, starting at Berwick-on-Tweed at 8.31 a.m. and finishing at Kelso (Roxburghshire) at 4 p.m.

M.C.C. NATIONAL RALLY (November 8th-10th)

In general, the Rally will follow last year's lines, *i.e.*, starting points from Manchester, Kenilworth, London, Bathpool (near Taunton), Cardiff, Glasgow and Norwich, all converging on Harrogate and thence by a new route through the North of England, the Lake District and Wales to the finish at Hastings.

Competitors will start on Thursday morning, November 8th, and reach Hastings on Saturday morning, November 10th.

There will be several tests *en route*, as well as at the finish.

Total distance will be approximately 1,200 miles, to be covered in 48 hours, including stops for meals.

XVIII GROSSER PREIS VON DEUTSCHLAND — *Fangio Again*

ADENAU (Eifel), *August 5th*

PROBABLY the most outstanding thing about the German Grand Prix was the fact that no British cars were entered. Not one of our Grand Prix teams made an entry which was not only surprising, but depressing as well. It was left to Italy, the real home of Grand Prix racing, to make up the bulk of the runners for one of the toughest events in the World Championship series. The Nurburgring itself is sufficient test to prove a sound car, but to race round it for 22 laps calls for terrific stamina from the drivers. Ferrari entered a full team of five Lancia/Ferraris, driven by Fangio, Collins, Castellotti, de Portago and Musso, the last-named making his first re-entry into racing since his crash in the 1,000-kilometre race back in May. All the cars were the now standard type, with small pannier tanks strapped onto the cockpit sides and the main tank in the tail, with the body spreading out the full width of the car between the wheels and having the exhaust pipes inside these hollow side pieces, and ending in four megaphones on each side. Opposed to this powerful team were three works Maseratis, to be driven by Moss, Behra and Perdisa, these all being normal carburetter 250/FI models. Gordini entered two of his eight-cylinder cars, with Manzon and Pilette as drivers, and the rest of the field was made up by private owners and private Scuderias. The Centro-Sud team entered Schell on their Maserati and Scarlatti with their old 2-litre Ferrari, while Maglioli had the Scuderia Guastalla Maserati and Villoresi was to drive Piotti's similar car. Rosier, Gould, Halford, Salvadori, Godia and Volonterio were all driving their regular Maseratis, so that the bulk of the entry of 19 cars emanated from Modena.

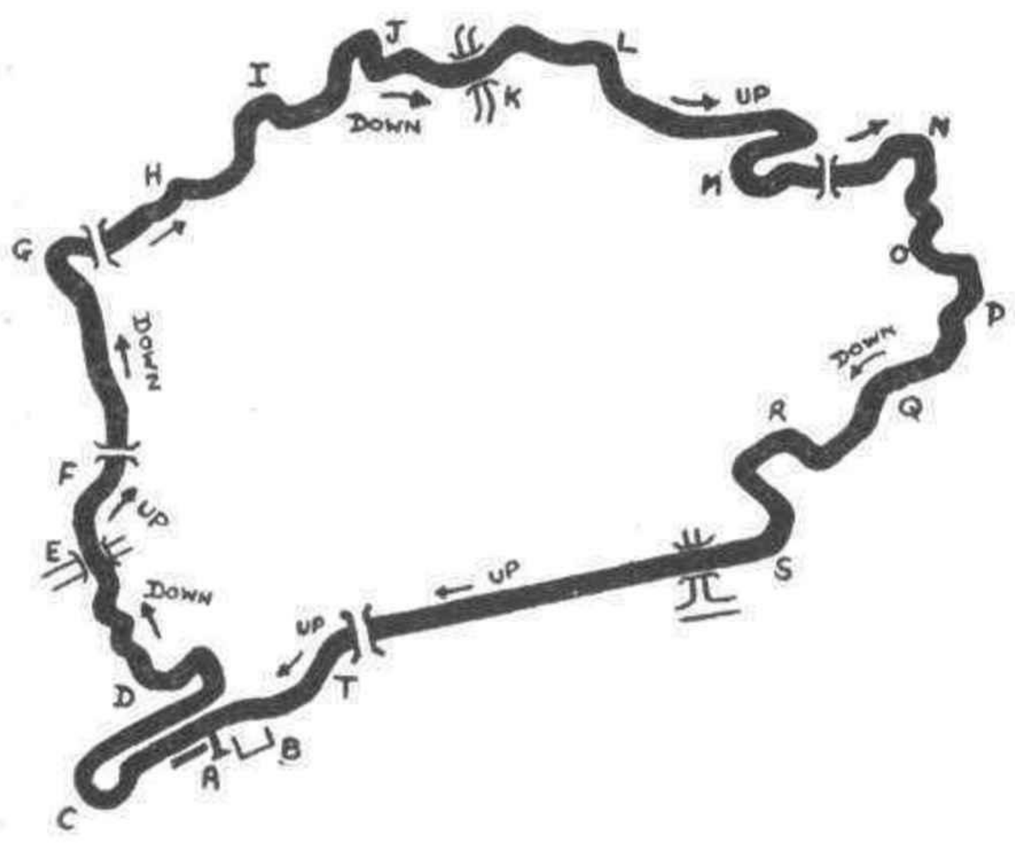
There were three practice periods, all of sufficient length for new drivers to learn the difficult circuit, but on each occasion it was either raining, or the track was still damp, so that no one was able to go at all fast by comparison with the possibilities of the cars. Ferraris were having some engine bothers, and had to use the spare units they had brought along, while de Portago could not understand his slow lap times until he discovered that the back of the chassis frame was broken off. This entailed stripping all the cars for inspection and welding gusset plates around the shock-absorber mountings to prevent any further breakages. The Nurburgring is guaranteed to break up the best cars, and the Lancia/Ferraris were no exceptions, this being their first visit to the track. For a change the Maseratis were proving quite reliable and their only trouble was grounding at the bottom of some of the sharp dips, so that the front suspensions had to be set up to give more ground clearance.

By sheer luck the Lancia/Ferraris were proving the ideal cars for the Nurburgring, the handling being right for the twisty nature of the circuit, and the power and torque being in the right place, so that at no time were any of the Maseratis able to record lap times approaching those of Fangio and Collins. The old man was right on form and in spite of the wet track was hurling the car through the bends in beautiful slides, while the young man was making everyone sit up and take notice by doing exactly the same and at just the same speed. These two were easily the fastest and recorded 9 min. 51.2 sec. and 51.5 sec., respectively, with Castellotti third with 9 min. 54.4 sec. As no one else managed to get below 10 min. it was clearly going to be a Ferrari walk-over if the damp conditions prevailed. The official record for the Nurburgring was still standing at 9 min. 52.2 sec., recorded by Herrman Lang in 1939 and, though many people had improved upon this in practice and unofficial training, it had never been bettered during a race, so that the times of Fangio and Collins on a damp track indicated that the record would probably fall officially this year. Last year during an unofficial training day Fangio and Moss had recorded under 9 min. 35 sec. with the W196 Mercedes-Benz and the day before practice for this year's race Fangio had been timed at 9 min. 26 sec., but all this was naturally not official and could only be taken as hearsay and borne in mind as pointers for what might happen. The only driver to run into trouble during practice was Pilette who went off the road and bent the front of the Gordini and bruised his knee badly, while Piotti practised with his own car as Villoresi did not arrive until Saturday evening.

After all the damp and wet days before the race, race day itself turned out fine and dry and not too warm, and when the cars lined up on the wide starting grid in rows of four-three-four-three there were some changes to notice. The first row held Fangio, Collins, Castellotti, followed by Moss who had been practising with a pair of Maseratis, the long-nosed, high cockpit model from Spa and a brand new one, with similar long nose and ducted radiator, and he decided to use the older chassis as the new one was no improvement. This was not surprising as it was identical in design, merely being another 250/FI car, but brand new. Behra was sticking to the car he had been using all the season, and Perdisa was to have driven a normal-bodied works car; however, in the sports-car race preceding the Grand Prix he crashed mildly and was not feeling fit so the factory car was handed to Maglioli, the Guastalla car being a non-starter as a result. The crashed Gordini had been straightened out and Andre Milboux took Pilette's place at the wheel, making his first attempt at Grand Prix without even a lap of practice in the Formula I car. For the rest, everyone was present and Villoresi took Piotti's place on the back of the grid alongside Volonterio.

Collins made a terrific start and led the field away into the first bends of the opening lap, but Fangio soon got by and led the two young British drivers, for Moss was right alongside Collins. However, the Maserati could not cope with the Lancia/Ferrari on this circuit and when they reached the straight at the end of the lap Fangio and Collins drew away. Until then they had been in a bunch and Castellotti had been trying to get past Moss, but overdid things and spun on a downhill bend, restarting again at the end of the field. Salvadori was going extremely well and holding on to Behra, scrapping for fourth place, followed at some distance by de Portago, then Maglioli, Musso and Schell in a bunch and then Halford leading the rest, which included Castellotti thrusting his way along trying to make up for his mistake. At the end of this opening lap there was the unusual sight of four cars pulling into the pits, Villoresi for a change of plugs, Manzon to retire with a broken front suspension, Gould to fix a loose throttle, and Scarlatti to repair his gear change, and when all was over and quietness descended Volonterio came touring past.

There was no doubt now that the Lancia/Ferraris were in a similar position to Mercedes-Benz in last year's Grand Prix races, and once more it was Fangio who was in control with a young British driver sitting on his tail learning all about Grand Prix racing. Last year it had been Moss, this year Collins, and Fangio is old enough to be father of both of them. Round and round went the two cars in



NURBURGRING

Length : 22.810 kilometres.

A. *Start and finish of pit area.*
B. *Paddock.*
C. "*Sudkerve.*"
D. "*Hatzenbach.*"
E. "*Quiddelbacher-Hohe.*"
F. "*Flugplatz.*"
G. "*Aremberg.*"
H. "*Fuchsrohre.*"
I. "*Kallenhard.*"
J. "*Wehrseifen.*"
K. "*Breidscheid.*"
L. "*Bergwerk.*"
M. "*Karussel.*"
N. "*Hohe-Acht.*"
O. "*Essbach.*"
P. "*Brunnchen.*"
Q. "*Pflatzengarten.*"
R. "*Schwalbenschwanz.*"
S. "*Dottinger-Hohe.*"
T. "*Tiergarten.*"

neat formation, though Collins was not always neat in his cornering while keeping up with his leader, and behind them Moss sat comfortably in third place, neither gaining nor losing ground. As Fangio rounded the Sudkerve, Moss appeared over the brow of the Tiergarten and it was pretty obvious that there was going to be no motor racing, merely a processional demonstration. Although this appeared dull to spectators, it was far from dull for the drivers, for the Nurburgring is one long nine-tenths dice from start to finish, even in a slow sports car, let alone a Grand Prix car, so that this was an event for the drivers and not the public, even though 100,000 of them had turned up to watch. Salvadori was sitting nicely in fifth place, but on lap three decided the engine would blow up if he carried on so he stopped and hastened away to drive on the morrow at Brands Hatch. Castellotti was down on power and stopped to complain to his mechanics, while Milhoux was having trouble keeping all eight cylinders working on the Gordini. With there being no possibility of a close race the German Grand Prix turned into an endurance feat and on lap four Maglioli retired with his steering seized solid and Gould did likewise with rapidly falling oil pressure. Musso stopped on lap six to see if his engine was really alright and then Castellotti came in and retired, the loss of power being due to a faulty magneto. Although the race appeared to be a procession, the leaders were not hanging about and Fangio, Collins and Moss all broke the old 1939 lap record well and truly. Fangio did 9 min. 48.1 sec., Collins 47.6 sec and Moss 46.6 sec., but then on the next lap Fangio replied with 9 min. 45.5 sec. (140.1 k.p.h.). On this lap, the eighth, Schell stopped with his radiator boiling merrily and Halford went by into seventh place, driving remarkably well for his first serious Grand Prix. Volonterio also stopped at his pit, mostly for a drink of water it seemed. As Musso was not fully recovered from his broken arm and was not going too well, Ferraris signalled him to come in on lap nine so that Castellotti might take over. However, when Fangio arrived at the end of that lap he was alone, and Collins arrived slowly and stopped at the pit. In the general commotion that followed Castellotti was all ready waiting for Musso to arrive and did not realise that Collins was nearly unconscious and had been lifted from the car. All he saw was a red Lancia/Ferrari stopping, a driver being removed, so he leapt in, only to find he was in the wrong car, for then Musso arrived as had been planned. Collins was still nearly unconscious so that without knowing exactly what was going on Castellotti took over from Musso and rushed off. After a time Collins recovered and was able to explain what had happened; in holding the car on the starting line with the handbrake the cable had caught up on the main fuel line leaving the rear tank and as the race progressed it chivvied its way through, the leaking fuel sending fumes into the cockpit. Smelling fuel, but hoping it was alright Collins had carried on, not realising the doping effect the fuel was having on his brain until he found himself changing from second gear into fifth gear, and bumping the edge of the road in a dazed sort of way. Before it became too late he decided to stop and the sudden cessation caused him to virtually pass out. This little drama had let Moss into second place and the inevitable Behra into third position, followed by de Portago, Castellotti in Musso's car, Halford, Schell and the rest more than a lap behind the leader. Lap 10 saw Fangio make another lap record in 9 min. 44.9 sec. and he was a comfortable 18 sec. ahead of Moss, but not really gaining anything. Halford stopped at his pit to report the loss of his twin tail pipes from the exhaust system and was told to continue on the stub manifolds while the pipes from Gould's retired car were removed.

The pit area was still a scene of great activity, for Collins recovered remarkably quickly from his asphyxiation and at the end of the 11th lap de Portago stopped and handed his car over so that Collins might try and catch Behra. At the end of lap 13 Behra ran into trouble with a broken tank strap and a temporary repair was effected at the pit, during which time Villoresi decided he wanted to call at the pits, but seeing mechanics busy on Behra's car he drove off again. Halford stopped to see if Gould's exhaust system would fit, but as Maseratis are hand made, the brackets did not line up, so he continued to run on the stub pipes. While Behra was helping to fix his fuel tank Collins went by in the de Portago car, moving into third place, and then Behra was off once more before Halford appeared. Villoresi never returned to the pits, stopping out on the course with a broken engine and there were now only nine cars left running, for Schell had found the reason for his boiling was a broken water pump and Castellotti spun off once more and this time stalled his engine. On lap 15, with another seven to go, Halford stopped to take on more oil, as the flange on the outlet pipe was leaking, and Collins in his efforts to catch the leaders overdid things on a downhill bend and spun off into the trees, climbing out unhurt but unhappy. On the next lap Milhoux was forced to give up the unequal struggle with the misfiring Gordini and Halford was given the black flag and disqualified. After driving surprisingly well Halford was lying fourth overall, a lap behind Fangio, but it transpired that he had spun out on a quiet part of the course and had been push-started by outside helpers. When he eventually stopped he was practically unconcious from the exhaust fumes entering the cockpit from the two short stubs and he had to be worked on by the medical men for a long time before he recovered, all of which was an unfortunate ending to a good first attempt on the Nurburgring.

Fangio was now drawing away a little from Moss and the gap widened to 28 sec., while the old man still broke lap records with a time of 9 min. 41.6 sec. and on the last two rounds Moss crossed his fingers for a horrid grinding noise started up in the transmission. In order to ease the loads he coasted round many of the corners in top gear and managed to nurse the car in to the finish, still in second place, behind the reigning World Champion and in front of Behra, these three being the only ones on the same lap. Behind them came Godia, having driven a regular steady race, but suffering from stomach sickness all the while, and Rosier a little farther back, having run a train-like race which once again paid off. So far back that he was almost out of sight came Volonterio in his old rigid-rear-axle Maserati. It had not been an exciting German Grand Prix, but certainly had been a murderous one from the mechanical viewpoint, and though Ferraris have the most potent car in Grand Prix racing at present, they are far from reliable, only one out of five finishing.

NURBURGRING NATTERS

Fangio is now 45 years old and in Grand Prix racing is still on top; after the German race he leads the Championship with 30 points, ahead of Behra and Collins with 22 points.

Behra took delivery of a nice new toy at the Nurburgring—a Porsche Carrera; he was most impressed with the wonderful finish on both outside and inside. When it is run-in he should be impressed with the way it goes.

Moss found 22 laps of the Nurburgring in a Grand Prix car one of the toughest drives he has made. The Maserati mechanics could hardly believe it possible that during practice they did not change a single engine or a single axle ratio. Missing Le Mans was a wise move.

Nice to see private-owners Halford and Gould taking the Nurburgring seriously on their first visit. Both arrived many days before practice and thrashed round in private cars, learning the way.

Ferraris also paid a pre-race visit to the track to sort out gear ratios and power curves.

The Hawthorn nonsense was badly dragged about by Press and Radio, to say nothing of Television. A pity personal animosity cannot be kept personal and not be flogged before the lay public.

After the race de Portago thought Collins should have pushed their car back on the road and continued in the race. To prove the impossibility of this they both went and collected the car and it needed Collins' Ford Zephyr and many hands to get the Lancia/Ferrari out of the trees. The Zephyr then towed it back to the paddock.

Results :

9th GERMAN GRAND PRIX—22 Laps—501 Kms.—Warm and Dry.

1st : J. M. Fangio (Lancia/Ferrari V8) ...	3 hr. 38 min. 43.7 sec. ...	137.8 k.p.h.
2nd : S. Moss (Maserati 250/FI)	3 hr. 39 min. 30.1 sec.	
3rd : J. Behra (Maserati 250/F1) ...	3 hr. 46 min. 22.0 sec.	
4th : F. Godia (Maserati 250/F1) ...	2 laps behind.	
5th : L. Rosier (Maserati 250/F1) ...	3 laps behind.	
6th : O. Volonterio (Maserati)	6 laps behind.	

Fastest lap : J. M. Fangio (Lancia/Ferrari), lap 14, in 9 min. 41.6 sec.... 141.2 k.p.h.

Retired : R. Manzon (Gordini), lap 2, suspension; G. Scarlatti (Ferrari), lap 2, gearbox; R. Salvadori (Maserati), lap 4, engine; U. Maglioli (Maserati), lap 5, steering; H. Gould (Maserati), lap 5, oil pressure; E. Castellotti (Lancia/Ferrari), lap 7, magneto; P. Collins (Lancia/Ferrari), lap 10, broken fuel line; E. Castellotti (Lancia/Ferrari of Musso), lap 13, crashed; H. Schell (Maserati), lap 14, broken water pump; L. Villoresi (Maserati), lap 14, engine; P. Collins (Lancia/Ferrari of de Portago), lap 15, crashed; A. Milhoux (Gordini), lap 16, engine; B. Halford (Maserati), lap 17, disqualified.

Among other races held before the German Grand Prix on the Nurburgring, there was a very interesting seven-lap event for 1½-litre Rennsportwagen, or racing/sports cars. This event received a more international factory entry than the Grand Prix itself and could be taken as an excellent foretaste of what the 1957 Formula II might resolve into. The Porsche factory entered four of their 1956 RS models, with space-frames, modified Spyder engines, and low-pivot rear axles, driven by Herrmann, von Trips, von Frankenberg and Maglioli. The Eisenach factory entered four A.W.E. 1½-litres, driven by Barth, Rosenhammer, Thiel and Binner. From Italy Maserati entered two de Dion-sprung, five-speed gearbox, factory Maseratis, driven by Behra and Moss, and Perdisa on an earlier model, and from England the Cooper factory entered two works Cooper-Climax cars driven by Salvadori and Brabham. Milhoux

had the works Gordini and to make up the field there were three private owners, Hicks and Piper with Lotus and Power with a Cooper, all being 1,100-c.c. Climax-engined cars.

Practice had suffered from dampness, as with the Grand Prix cars, but the front row was impressive, consisting of Moss (Maserati) in 11 min. 45.1 sec., Barth (A.W.E.) 46.8 sec., von Trips (Porsche) 47.5 sec. and Behra (Maserati) 48.9 sec. Behind came Herrmann, Maglioli and Perdisa, and Salvadori was in the third row, along with the Gordini. Here were five factory cars all potential Formula II models, and when the flag fell it was the British Cooper which out-accelerated them all and led into the Sudkerve. The Gordini's clutch burst as Milhoux changed into second gear, and the rest of the field chased Salvadori away on the opening lap. Trips took the lead, only to burst his engine, and this let Herrmann get in front, with Barth a few inches behind; then came Salvadori with Moss pushing hard to keep up, the Cooper being much faster along the straight. On lap two Herrmann still led from Barth, while Moss got past Salvadori, but could not get away and then came Maglioli, Frankenberg, Behra, Thiel, Brabham, Rosehammer and Binner, as fine a collection of mixed 1½-litre racing/sports cars as one could wish to see. On the fourth lap Barth's engine broke and this left Herrmann an easy leader, and he made no mistakes and finished comfortably in the lead. Perdisa went off the road and Behra could not cope with the Porsches, while Moss was still being troubled by the Cooper which Salvadori was hurling about in a highly exciting-looking manner, having some difficulty with feeble rear shock-absorbers. The Maserati was not running as well as it could, and was hopelessly undergeared, going to 7,900 r.p.m. on the straight and still not holding the Cooper for speed. Herrmann and the Porsche were undisputed winners, but Moss made a last lap effort to rid himself of the embarrassing little Cooper and set a new lap record for 1½-litre sports cars in 10 min. 13.3 sec., a time that would have been good in a Formula I car. Porsche remained king of their own track, but there was a great deal of tumult and shouting going on behind them, so that they cannot rest on their laurels if they are to continue to lead the 1½-litre class.

Results :

1½-LITRES RACING/SPORTS CARS—7 Laps—160 Kms.—Fine.

1st : H. Herrmann (Porsche RS) ...	... 1 hr. 13 min. 26.6 sec. ...	**130.5 k.p.h.**
2nd : S. Moss (Maserati 150S) ...	... 1 hr. 13 min. 29.8 sec.	
3rd : R. Salvadori (Cooper-Climax)	... 1 hr. 13 min. 41.6 sec.	
4th : R. v. Frankenberg (Porsche RS)	... 1 hr. 14 min. 05.9 sec.	
5th : U. Maglioli (Porsche RS) ...	... 1 hr. 14 min. 08.5 sec.	
6th : J. Behra (Maserati 150S) ...	... 1 hr. 14 min. 08.7 sec.	
7th : J. Brabham (Cooper-Climax)	... 1 hr. 17 min. 41.7 sec.	
8th : E. Binner (A.W.E.)	... 1 hr. 21 min. 07.4 sec.	

Fastest lap : S. Moss (Maserati), 7th lap, in 10 min. 13.3 sec....133.9 k.p.h.

BANK HOLIDAY RACING AT MALLORY PARK

Temperamental weather prevailed at the Nottingham S.C.C. Race Meeting at Mallory Park, near Leicester, on August 6th. Big event of the day was the 20-lap Formula Libre event, which was won by Brian Naylor in his Lotus-Maserati after a hard battle with Tony Marsh in the Cooper-Climax. D. J. Strange struggled on valiantly to win the 500 c.c. 15-lap final in driving rain, which poured down incessantly during this event. J. Coombes also had a successful day in the Lotus, taking first place in two of the sports-car races.—I.G.

EVENT 1. 7-Lap heat for 500 c.c. Racing Cars.

D. J. Strange won this event in his Cooper-Norton. Burnard and Truman had a good ding-dong battle for many laps ; one of the unfortunates was C. G. Summers, whose Norton engine decided to put a con.-rod through its crankcase.

1st : D. J. Strange (Cooper-Norton) ... ... 78.82 m.p.h.
2nd : D. Truman (Cooper-Norton).

EVENT 2. 10-Lap Race for Sports Cars up to 1,200 c.c.

L. I. Bramley (Lotus-Climax) was hard-pressed by Tony Marsh in the Cooper-Climax for five laps when his Lotus was forced to retire to the paddock, leaving an open victory for Marsh.

1st : E. E. Marsh (Cooper-Climax) ... ... 77.29 m.p.h.
2nd : G. W. K. Schueler (Cooper-Climax).

EVENT 3. 7-Lap heat for 500 c.c. Racing Cars.

J. L. Rowbotham shot into the lead in the J.L.R.-J.A.P. at the start of this event, but Parker's Cooper-J.A.P. soon caught up, took the lead on the bottom straight and gained first place, with Rowbotham and Phillips following in his wake.

1st : J. R. S. Parker (Cooper-J.A.P.) ... ... 66.50 m.p.h.
2nd : J. L. Rowbotham (J.L.R.-J.A.P.)

EVENT 4. 10-Lap Race for Sports Cars, 1,201-1,500 c.c.

Nine laps of this race saw Brian Naylor's Lotus-Maserati leading, but on the last lap Coombes steamed past him to take first place. Taking part in this event was an old friend, namely the ex-Nurse Lotus SAR 5 with a smart finless body, driven by R. F. Bloxam.

1st : J. Coombes (Lotus) ... ... 72.39 m.p.h.
2nd : B. Naylor (Lotus-Maserati).

EVENT 5. 10-Lap Race for Sports Cars, 1,501-,2700 c.c.

Star turns here were N. Campbell-Blair in a Cooper-Bristol and Austin Nurse, looking quite fit after his accident at Silverstone on July 14th, driving the latest Lister-Bristol fitted with his old engine. J. McKechnie spun his Morgan off on the third lap opposite the paddock entrance, but restarted with outside assistance. Bailey's Austin-Healey retired on lap two after dynamo trouble incurred in the previous race.

1st : N. Campbell Blair (Cooper-Bristol) ... 74.06 m.p.h.
2nd : A. J. Nurse (Lister-Bristol).

EVENT 6. 15-Lap Consolation Final for 500 c.c. Racing Cars.

Many retirements depleted the field in this event. Amongst the bent cars in the paddock later were Bennett's and Barak's Coopers, with Robson and Plummer being towed in after the finish. Hett's Cooper-Norton led the field well and made the fastest lap at 77.63 m.p.h., as well as taking first place.

1st : R. H. R. Hett (Cooper-Norton) ... ... 74.42 m.p.h.
2nd : H. S. Howlett (Cooper-Norton)

EVENT 7. 10-Lap Race for Sports Cars over 2,700 c.c.

A Campbell-Blair, Marsh, Coombes contest. Campbell-Blair held the lead throughout but was hotly pursued by Marsh, Coombes and later Naylor, who succeeded in reaching only second place in front of Marsh. Coombes retired on his 9th lap.

1st : N. Campbell-Blair (Cooper-Bristol) ... 78.51 m.p.h.
2nd : B. Naylor (Lotus-Maserati).

EVENT 8. 20-Lap Formula Libre.

Naylor and Coombes were running neck-and-neck for the first nine laps, Naylor leading, but Tony Marsh crept up on the scene, and held first place for a number of laps when Naylor dropped back temporarily, Marsh later dropping to second place as the Lotus-Maserati regained the lead. There were many retirements throughout this race as mechanical trouble dogged the cars and the rain which came on halfway through hampered the drivers.

1st : B. Naylor (Lotus-Maserati) ... ... 72.95 m.p.h.
2nd : A. E. Marsh (Cooper-Climax).

EVENT 9. 15-Lap Final for 500 c.c. Racing Cars.

D. J. Strange brought off a well-deserved victory in view of the heavy rain. W. A. Towse, in a similar car, was second.

1st : D. J. Strange (Cooper-Norton) ... ... 69.48 m.p.h.
2nd : W. A. Towse (Cooper-Norton)

EVENT 10. 15-Lap Race for Sports/Racing Cars up to 1,500 c.c.

The rain stopped in time for this concluding event in which Coombes staved off a determined attack for first place from Naylor and Marsh. The only mishap to occur was when M. G. F. Dickens got into difficulties outside the paddock entrance, hit a barrier and bounced across the track, the driver scrambled out unhurt but the Tojeiro M.G. had a somewhat second-hand appearance after this contretemps.

1st : J. Coombes (Lotus) ... ... 72.09 m.p.h.
2nd : B. Naylor (Lotus-Maserati).

POLICE IN RENAULTS

Renault are justifiably pleased that their cars were placed 1st, 2nd, 3rd, 5th and 6th in the XI Inter-police Rally, which this year was held in France, finishing at Montlhèry, and in which only 13 finished out of 23 starters. The winner was a Renault Dauphine driven by Guillaume and Touze, with 3,812 points, second place being taken by another Renault Dauphine driven by Dugue and Dallot (3,607 points), while a Renault 750, in the hands of Duredon and Tricot was third (3,547 points). The car which broke up a Renault grand slam for the first half-dozen places was a Volkswagen, these cars finishing in 4th, 7th, 8th, 11th and 12th places. The remaining places were secured by Goggomobils — the Continental police are obviously rear-engine minded ! High average speeds were called for in the Auvergnes and Alps.

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(*Photo by A. Hollister*)

LOTUS SALAD

by

David Scott-Moncrieff

AUTHOR IN LOTUS.—" *Nowadays, when Bunty is on the starting-line, a still small voice murmurs in his ear ' you're not only an old man, you're a very silly old man to go on doing this sort of thing.' "—D.S.-M. This is the original 750 c.c. Lotus-Austin, now owned by David Scott-Moncrieff.*

MOST chaps very soon learn that, while any form of sporting motoring may be sanctioned during the courting period, it is definitely not compatible with married life. A family saloon for transport and that's it.

My wife, Averil, is the exception. She liked to drive Bugattis as fast as they would go, even if, sometimes, she went motoring the less usual way up. It is hardly necessary to add that this Bugattisme put us in the most apalling financial jams. The last one, caused by the disintegration of a roller-bearing crankshaft, involved a bill from Molsheim that put us out of motor racing for two years.

When at last we recovered, we drew up a short list of motor cars which would give the same fun for a lower maintenance cost. Finally, after the third bottle, we decided on a Lotus. At that time it was believed that a Mark VI could be built for an outlay of about £450 on bits and pieces. I did some costing, but gave up when the sum total exceeded £600 as we did not have that much money.

So we went to see Colin Chapman who had, I think, at that time, supplied the parts to build about a couple of dozen cars. I told him that I thought his chassis was technically superior to almost everything, but that, much as we would like a Lotus Mark VI, we could not afford to build one. Chapman reacted immediately and produced, with the same apparent ease that a conjuror produces a rabbit out of a hat, a charming young man called Robin Howard, who had built a very good one with a 1,172 c.c. Ford engine, and then didn't want it after all.

I drove it back to the Midlands from London and fell in love with it at once. I felt that it was, like the Mercedes 300SL I had driven in Germany (they were hardly in production at that time), a car that was with you the whole time, but I couldn't help feeling that if there had been a good deal more power the Lotus would have been rather tail happy on wet surfaces.

Next day when Averil went to go motoring the cylinders were full of water. The much vaunted aluminium cylinder head was found to have assumed the shape of a fairly steeply-curved rainbow. We had it milled flat and it promptly did it again. So we threw it away and fitted a Ford Eight head which cost two bob secondhand. The performance was no worse, and, if anything, slightly better.

We ran the Mk. VI with the 1,172 c.c. engine in about a dozen events and had relatively little trouble. At Rest and Be Thankful the Buckler high second gear kept jumping out in practice. So I spent half the night, with the help of a Polish welder, constructing the sort of appliance that might be made for a disabled driver for Averil to hook round her knee and hold the gear lever in second. I don't think she was quite bottom of her class but needless to say she did not make a very good time.

The only other serious trouble is that the back-end has twice chewed up. This seems a fairly common occupational disease in Loti. The reason is that the taper pin holding the tail shaft of the pinion to the prop.-shaft, shears. The splines are then free to " work " and eventually twist off. However, with a new crown and pinion costing £7 10s. this does not present a very serious financial hazard.

But there was one inescapable snag. Whatever you do to a 1,172 c.c. Ford engine, you can't get more than something slightly in excess of 40 h.p. out of it. Here again Chapman was wonderfully helpful. He told us exactly what to do and most religiously we did it. But, whatever we did we could not squeeze much above 80 m.p.h. on the flat.

Our final outing in 1955 was the Six Hour Relay Race. The other cars in the team all ran into trouble, but Averil's Lotus-Ford went round and round as reliably as any steam engine. She carried most of that race on her back. In spite of this fine effort, however, it was quite clear that we were getting nowhere at all with a 1,172 cc. Ford engine.

We considered an o.h.v. head, but this would take us out of the Formula into a class with cars infinitely more powerful than an o.h.v. 1,172 c.c. Ford could ever begin to be.

We did not have the three hundred quid plus necessary to install a Climax engine, so we bought an XPAG (1,250 cc.) M.G. engine. Ted Lund, who, after all these years, knows as much about M.G.s as anybody, was entrusted with its installation, and a very good job he made of it. We hoped to have it ready for events at the tail end of the season. *But we were unaware of the incredible fact that it is far, far easier to get spare parts for an obsolete* 1927 *G.P. Bugatti, than for a* 1955 *B.M.C. product.*

We had been unable to get a gearbox with our secondhand engine, so we ordered a new one (a T.F.) from the makers. It took months to come. Just think of that; B.M.C., the largest automobile building corporation in the country, unable to supply one gearbox for a current model; I can only hope that Sir Leonard Lord reads this, seeks out the man responsible, and kicks his backside till it resounds like a gong.

What with one thing and another of this ilk we did not get the Lotus back till the spring of this year, and, I must say, we were delighted with it. The only fly in the ointment was that the extra power given by the 1,250 c.c. M.G. engine made the tail distinctly tricky on wet surfaces. But, before we had a chance to tackle this, we had a fresh calamity. As you probably know, on most B.M.C. products the gudgeon-pin is nipped by a bolt located in the connecting rod. These bolts, unless specially treated, are apt to slack off or break, with pretty far-reaching results. We had barely finished running in and Averil was motoring modestly at 4,000 r.p.m. when it happened. We were lucky and got away with a bent con.-rod, a broken piston and a slightly damaged block.

As there are very few events nowadays which run a 1,250 c.c. class, almost always lumping everything together under 1,500 c.c., we decided to rebuild as a 1,446 c.c. T.F. So we darted down to Abingdon to see Eric Blower, who has been simply wonderfully helpful all through. He is a chap of encyclopaedic knowledge and acts as technical liaison between customers and works. This is similar to what Kling, the racing driver, now does at Stuttgart.

The TC head, we learned, does not fit the TF 1,446 c.c. block. This did not surprise us very much, but, what did was that *there was not a single head to fit this last year's model in the M.G. stores*; It really does not seem surprising that overseas buyers foam at the mouth at the mere mention of those three letters B.M.C. In the end they found us a Vaun cross-flow head that had been used for one or two tests only.

Now, we thought, we shall be motoring again soon. But it did not work out as easily as that. When we were at Abingdon we ordered a new crankshaft. There was not a lot of room left in the car so we arranged to have it sent on by passenger train. One whole week elapsed between the time it was ordered and paid for in advance, and the time it was dispatched. Then, after this brilliant piece of stores efficiency British Railways promptly lost it!

It is not by any means the first time that British Railways have lost goods consigned to me, so I know the drill pretty well. It is not the very slightest use complaining at a low level. You simply get the stock reply: "We have sent a telegram about it." A B.R. telegram takes anything from 24 hours upwards to get answered, and, certainly as far as I have found, never produces results. If you want to see your bits and pieces inside a month or six weeks, you must get on to the head boy for parcels traffic for your district. You will find him invariably a person of the greatest helpfulness and charm. He is also a man of considerable importance within the structure of the railways. When he picks up his telephone things happen. I learned this long ago when a Type 51A Bugatti consigned to me in Scotland was irretrievably lost for three weeks. The underlings just said they didn't know where it was, I got on to the big shot and, within 14 hours the van containing the Bugatti was found (it had been shunted up a siding near Carlisle) and coupled on to the next passenger express, a privilege normally only available to Royalty. It was, I thought, a charming gesture.

As soon as British Railways had discovered and delivered our crankshaft, we ran into fresh trouble. But this time we had the B.M.C. stores system to reckon with, a much more difficult proposition. With the crankshaft, I ordered, naturally, a complete set of big-end bolts. A curt note was enclosed to say that the M.G. works had not got any. I made the rounds of half-a-dozen B.M.C. Main Dealers before I located any. I don't know what they do when they overhaul engines. I can only suppose that they replace the old ones. The big-end bolts, when we did eventually get them, pulled out like chewing gum long before the requisite tension was reached with the torque wrench. I must give the M.G. people full marks about faulty material, however. On those rare occasions when such material was supplied, they always, immediately on receipt of a 'phone call, have despatched the same day, without fuss or argument, replacements free of charge, by passenger train, always provided, of course, that they had them in the stores.

Anyway, after a few more troubles, we've got it together again and the 1,446 M.G.-Lotus bids fair to be a charming little sports car.

But in my chase after bits and pieces I sampled quite a good cross-section of the stores system of B.M.C. dealers. My local concessionaires, Peppers, I finally gave up as hopeless when they quoted me one week to get some standard ignition parts from Lucas at Birmingham, barely fifty miles away. The Stafford distributors have had a half-shaft and one floorboard for my 8-h.p. Morris van on order for seven weeks so far, and up to the time of writing "can't say when they will come." As there are literally thousands of 8-h.p. Morris vans on the road this could not be more disgraceful. The stock reply I have had on all occasions is "Other people have been waiting much longer than you." This seems to me no excuse at all, merely an additional irritant. I can't help contrasting it with Lloyds, the Stafford Ford agents, who (this was the first time I had ever dealt with them) telephoned every Ford dealer within a 60-mile radius till they found a bit I wanted. And, what's more, they didn't even charge me for the calls. . . .

I had a long chat with Oscar Stevenson, manager of Kennings, B.M.C. concessionaires. This is what he says "We are in this business to make money and it does not pay us to carry large stocks of spares just in case someone needs one in a hurry." My contention is that if, as a recent law case revealed, there is a differential of 200% on the cost of spare parts, B.M.C. can afford to maintain an efficient spares service. Alternatively, if, as Stevenson maintains, the distributors cut of 200% does not justify the holding of considerable stocks, the manufacturers should make it worth their while.

Then there is another debatable point. There is a very considerable profit on the sale of new cars. Are the concessionaires justified in regarding this as clear profit, or should a small portion be allocated towards the amortisation (i.e., writing down in the books) of existing stocks of spares so that they can remain on hand for the benefit of customers who like, or have, of necessity, to keep their cars for several years? I am but a lone voice crying in the wilderness and it is unlikely that Sir Leonard and his co-directors would take the slightest notice of my insignificant writings. But just take a look at the export figures, now that the gilt is off the gingerbread of the post-war boom. There is writing on the wall, for all to see.



(Photo by Charles Dunn)

SPECIAL versus PRODUCTION MODEL.—"Averil, in her Lotus-M.G. had a terrific dice at the A.M.O.C. Silverstone Meeting with two M.G.-MGAs. She beat one and the other just put it across her. This is a most interesting picture, as it shows how the M.G. leans over and the Lotus does not."—D.S.-M.

Let's leave this rather disagreeable subject and get back to the Lotus, or rather Loti, for, last year I acquired Colin Chapman's original 750 c.c. Lotus. Since the time that Chapman sold it, this grand little car has had rather a hard life, and with all the bothers in connection with my wife's Lotus, not nearly enough work has been done on it. The first trouble that manifested itself was a tendency to break valves, but I think that we have got over that one. The two big headaches at present are the cooling—she boils like a tea kettle the whole time—and the designing of a new manifold. When the 750 Formula was brought in it outlawed siamesed-ports with tongues projecting into them. The problem now is to design a new manifolding which complies with the Formula and still maintains the same power. It looks as if I shall have to borrow Uhlenhaut's sodium-cooled slide rule for that one. At present the little car has to run with the 1,172 c.c. boys, and although I can, occasionally, catch one or two of the slower ones, we have little hope of doing any good. Apart from this the car generally is in a somewhat tatty condition and will need many, many hours spent on tidying oddments. It has the makings of the most fascinating seven-fifty I have ever known and promises several years of extremely cheap motor racing. It is also the most admirable road car and can be driven to meetings instead of being transported on a 12-m.p.g. truck. Being so small and light it does a very honest 50 miles to the gallon on the road. I think I shall keep it for a decade or so till Colin wants it for a place of honour in his Bond Street showrooms and offers me a Mark XXXIX Lotus in exchange.

To return to Averil's 1,446 c.c. Mark VI. I should like to conclude by recording two occurrences which may be of use to other Lotus owners. A week or two back both our stub-axles snapped off with finely crystallised fractures. When I told Colin he said that I had naughtily omitted to change them every two years. I didn't know this: perhaps some other Lotus owners don't either. So if you didn't know count quickly up to two and if the age of your car exceeds this change 'em immediately. Being basically Ford they are both cheap and easily obtained.

The other thing is that we couldn't think why we couldn't get maximum revs. out of our engine and there was a flat-spot big enough to play billiards on. This turned out to be because we had bolted the carburetters direct on to the manifold and the engine vibration joggled the petrol in the float chambers around, thus upsetting carburation. We cured this with a thick neoprene joint. This should not be nipped too tight and is secured by bolts with Simmons or similar self-locking nuts.

BOOK REVIEWS

"Gas Turbines and Jet Propulsion," 6th Edition, by the late G. Geoffrey Smith, M.B.E. Revised and enlarged by F. C. Sheffield. 412 pp. 8½ in. by 5½ in. (*Iliffe & Sons, Ltd., Dorset House, Stamford St., London, S.E.*1. 35*s.*)

Much attention is focused at present on the possibilities of the gas turbine for road vehicles, while in the air jet propulsion is established as highly successful. It behoves the student and all those with enquiring minds to probe the mysteries of these new forms of propulsion, however much they may lament the coming demise of the reciprocating, i.e., piston, engine.

No better way of doing this is available than by studying this comprehensive Iliffe volume. It is notably complete, as to text and illustrations, and covers in simple language, backed by formulae where necessary, the first principles, history and development and present design of gas-turbine and jet-propulsion units, together with discussion of the pros and cons of the old form of i.c. propulsion against the new, propeller against jet. Problem units are described in detail, and future applications are discussed, including the gas-turbine for road vehicles.

The Foreword is by Sir Harold Roxbee Cox, Ph.D., D.I.C., D.Sc., M.I.Mech.E., F.R.Ae.S., F.Inst.F., F.I.Ae.S., who was Director of the National Gas Turbine Establishment from 1946 to 1948, and a useful appendix to this 6th edition covers early British developments in the gas-turbine field.

This is literally the standard reference work on this important and topical subject and should not be missed.—W.B.

"A.B.C. of American Cars," by John Dudley. 56 pp. 6¾ in. by 4 in. Soft covers. **"A.B.C. of Continental Cars,"** by John G. Watt. 64 pp. 6¾ in. by 4 in. Soft covers. **"A.B.C. of British Roads,"** by J. A. Hughes. 88 pp. 6¾ in. by 4 in. Soft covers. (*Ian Allen, Ltd., Hampton Court, Surrey.* Each 2*s.* 6*d.*)

Here are three more of Ian Allen's useful pocket-size reference books. The titles are self-explanatory and that on British Roads is to be especially recommended, for it explains in full the numbering system of our roads, how they are signposted, and why, what areas different roads serve and even has chapters on roads in retrospect, today and in the future, and there is a complete list of all A roads, divided into their nine zones, and a table of ferries in England, Scotland and Wales.

All three of these little books are well illustrated. A few errors of spelling and of omission creep in, but at the price of half-a-crown each what can you expect? They are truly fascinating books to collect and to which to refer.—W.B.

"Racing Sports Cars," by Louis Klemantaski, A.I.B.P., A.R.P.S., and Michael Frostick. 61 pp., 10 in. by 7¼ in. (*Hamish Hamilton Ltd., 90, Great Russell Street, London, W.C.*1. 15*s.*)

This book, naturally mainly photographic, is a follow-up of the co-authors' previous work "Drivers in Action." It is, perhaps, not quite so attractive as that book from the viewpoint of action pictures of great drivers, but it gains in the diversity of its subject-matter. Frostick, who wrote the text, bravely devotes a chapter to the involved question of "What is a Sports Car?" He deals with it skilfully and makes the present-day racing sports car seem fully justified, but I think he misses a point by not suggesting that the trend towards sleeker bodies for competition sports cars began when riding mechanics were abolished—in the days when they rode in races like the Ards T.T. and "Double Twelve" at Brooklands. Full-width bodies and screens made faint sense, but afterwards, not. Also, what a pity Klemantaski did not put in a picture from those days of a sports car racing with its hood up, to remind the rising generation of those heroes who crouched beneath and bravely hung on to threshing fabric for the opening laps of the earlier sports-car classics. Moreover, the odd rules governing the first of the Tourist Trophy series might have been useful ammunition to fire at those who dislike today's very fast, virtually racing-car sports machinery!

However, space for the text is rather at a premium to allow for the splendid collection of Louis Klemantaski's Leica/Ilford photographs. They show well-known drivers in action, intimate pit-shots, with some very interesting special illustrations such as those showing the evolution of Jaguar, Mercedes-Benz, Ferrari, Aston-Martin and Cunningham sports-racing cars and a comparison of racing and sports versions of Talbot, Gordini, Mercedes-Benz, Connaught and Cooper. There are pictures of drivers intimately engaged in "Le Mans starts," night-racing shots, cockpit views, and many original ideas in word and picture, with only a faint suggestion that in some cases caption has been adapted to picture.

In only two instances have wheels and people's heads been cut off by exigencies of space, a matter I sometimes hear MOTOR SPORT's Continental Correspondent arguing with our photographer! Klem does not push his Mille Miglia with Collins down the reader's throat, showing only one picture of it, but that a fascinating action view of a town approach as seen through the windscreen at 100 m.p.h., but he does occupy the frontispiece, in characteristic Leica-in-action posture.

Naturally, this book suffers in comparison with the motor journals in not being absolutely up-to-date, so that reference to Salvadori's sports Maserati causes momentary mental confusion, so rapidly do fashions change in modern motor racing. While the many D-type Jaguars depicted do not have the latest thin-section tail fins. However, a page is devoted to pictures of Ecurie Ecosse, a coincidence, for obviously the book was completed before the Scottish stable's great success at Le Mans, yet this inclusion provides a happily topical touch.

A good book, a "different" book—and what a blessing that is in today's welter of more and more "new" motoring books!—W. B.

"B.A.R.C. Year Book, 1956." 116 pp., 8¼ in. by 5½ in. Soft covers. (*British Automobile Racing Club, 55, Park Lane, London, W.*1. 5*s.*)

Rather late in the season this hardy annual has appeared, a resumption, as it were, of the Brooklands B.A.R.C. Year Books of pre-war memory. It naturally contains much B.A.R.C. data, such as a review of that club's 1955 season, articles by Hawthorn on Goodwood and Moss on Aintree, a list of the principal race winners at the 1948/55 B.A.R.C. meetings, full B.A.R.C. race results (Goodwood, Aintree and the Crystal Palace) for last season, lap records and speed tables for these circuits.

The book also has a broader appeal, as information on Continental circuits, how to get to them, results of 1955 races thereat, etc., is included, while special articles cover the new Grand Prix Formulae and Automobile Gas Turbines. Quite a number of pictures go to make up the dollar's worth and of these the plum goes to that showing Stirling in the throes of being hugged by Mirabelle Topham. —W. B.

"Rallies, Trials and Gymkhanas," by David Hebb and Arthur Peck. 159 pp., 11¼ in. by 8½ in. (*Channel Press, Great Neck, New York.* $5.)

This ambitious book, as its title explains, covers almost every aspect of motor sport, naturally from the American angle. It is crammed with useful hints and hunches for U.S. competitors in such events and, from them, drivers and navigators in this country should be able to pick up much of value. The Concours d'Elegance, preparation for and participation in, is not overlooked and there is a comprehensive chapter on how to stage a rally.

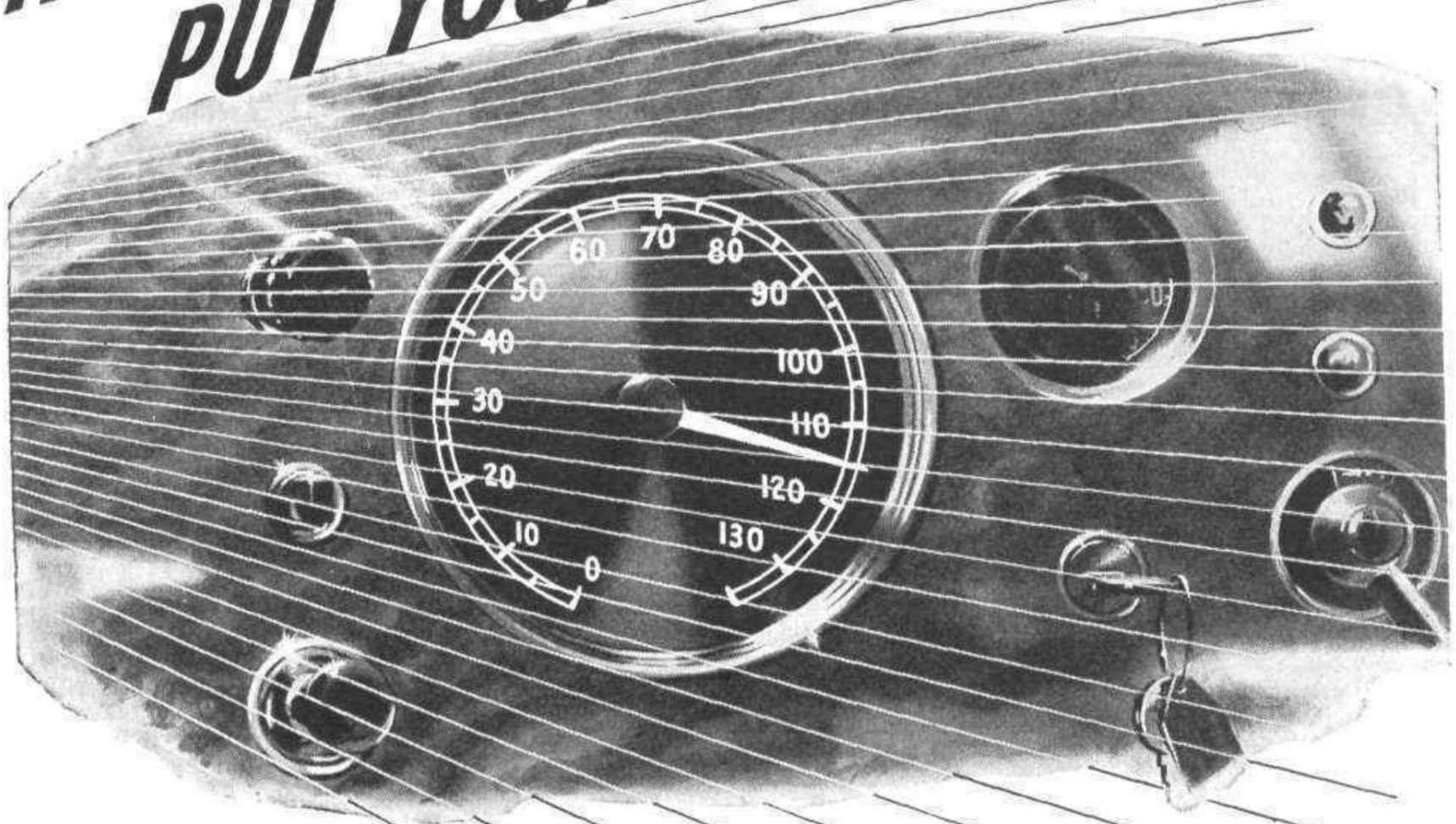
Instead of photographs, excellent and live pen-and-ink sketches are used, together with many diagrams and plans. These, and the high quality reproduction, should make this a book much sought after in America; each copy contains a loose distance/m.p.h. calculator card.—W. B.

"Journey to the Land of Fire," by Jacques Cornet and Henri Lochon. Translated by Mervyn Savill. 184 pp. *Robert Hale Ltd., 63, Old Brompton Road, London, S.W.*7. 16*s.*)

Travel books should entertain by presenting the reader with a desire to "see what happens next" on journeys interesting and adventurous. This "Journey to the Land of Fire," which is an account of how two Frenchmen travelled some 30,000 miles through the greater part of the three Americas, returning to France via Africa in a 2 c.v.-Citroën, certainly does, even if it is written rather "telegraphically." Good illustrations enhance the story and after reading it, one's admiration for the little air-cooled f.w.d. Citroën is enormously enhanced. The omission of a map of this adventurous journey seems a sad oversight.—W.B.

The Dunlop Rubber Co. has issued an attractive booklet called **"The Racing World"** which is a guide to the more prominent racing circuits, each of which gets an outline map with the corners named and a facing page describing an historic episode which happened at that particular circuit. The circuits covered are Silverstone, Monaco, Aintree, Spa, Goodwood, Le Mans, Indianapolis, Reims, Nurburgring, Brands Hatch, Zandvoort and Monza, the book running to 25 landscape pages, 6 in. by 8¾ in. In addition the flag signals and international racing colours are depicted in colour. This is just the job to enhance your enjoyment of what remains of this season's, and next year's, motor racing. Copies are obtainable free, on mentioning *Motor Sport*, from the Advertising Manager, Tyre Division, Fort Dunlop, Erdington, Birmingham, 24.—W.B.

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Years of motor racing experience have gone into the construction of this tyre—the kind of experience that's made *Pirelli* a famous name in the motoring world. It's built to stand the strain of rapid acceleration. The tread is patterned for road holding, for fast cornering and really *fast* driving. It is designed expressly for use on the road. It is built to resist effects of centrifugal force and rising temperature. It's made for speeds of 85-120 m.p.h. It's the Pirelli *Speed* tyre.

P.271

THE EDITOR ATTENDS A—

WOLVERHAMPTON RE-UNION

AT THE WHEEL OF A

RENAULT FRÉGATE AMIRAL SALOON



BEST OF THE SUNBEAMS in this year's Concours d'Elegance at the annual Sunbeam S.T.D. Register Wolverhampton Week-End was R. F. Hudson's splendidly original 1922 Fourteen tourer. The judges were well-known ex-employees of the old Sunbeam Motor Company.

(*Photo by "Express & Star"*)

ONCE a year it is my pleasure—unless I can think of a convincing excuse—to accompany my wife to Wolverhampton on the occasion of her Sunbeam S.T.D. Register week-end in this not unpleasant Midlands town.

This time the occasion was rendered interesting because at the last minute my good friend Mr. Ronald, who quietly but effectively looks after Renault publicity in this country, was able to provide a Frégate Amiral Duotone saloon for the pilgrimage. I write "at the last minute" deliberately, for a freak storm on the Thursday evening had flooded the telephone cables, so that up to the time when I met my wife off the train at Waterloo I was unable to telephone the Western Avenue factory of the Régie Renault to enquire if the previous pressman had returned the Amiral to them.

It was on the off-chance that it awaited us that we turned into the factory on our way north and, indeed, were able to exchange the Volkswagen for the larger and rather faster French car.

The car we were to try had the new "square" four-cylinder 88 by 88 mm. (2,141 c.c.) Etendard engine, which gives the useful output of 77 b.h.p. and develops maximum torque (121 ft./lb.) at a modest 2,200 r.p.m., or at 300 r.p.m. lower than did the older 85 by 88 mm. power unit, which in any case gave but 97 ft./lb. maximum torque.

First impressions of this Renault, as we transferred our baggage and impedimenta to it, were its handsome appearance and its remarkably generous accommodation for both passengers and luggage. In spite of its full six-seater interior dimensions and a luggage boot both wide and deep, Renault claim that the body shape was evolved after wind-tunnel tests with the result that drag co-efficient works out at 0.25, comparable to that of many sports cars. To this they attribute the economical running of the Frégate Amiral and Grand Pavois cars. I had no opportunity in the course of the 520 miles I covered in the car to take an accurate fuel consumption check, for the week-end hardly proved a holiday, but certainly it was in the region of 25 m.p.g. or better, which seems to confirm the maker's figure of 28 m.p.g. at a steady 50 m.p.h.—good indeed for so spacious a vehicle, powered with a willing engine of more than 2-litres capacity.

Leaving London on A40 at what would at one time have been regarded as early in the afternoon, with most people still at their desks and work-benches, we found the traffic already piling up at the notorious crossing of this road with the North Circular (where a fly-over crossing is a necessity now and will be imperative within the next two years). Until Stratford-on-Avon had been negotiated the going along this two-track highway was pretty shocking, especially as we encountered "abnormal loads" proceeding happily along at anything from 10 to 25 m.p.h. without police escort—which recalled a letter received recently from a justifiably aggrieved reader who wanted to know why such flagrant departures from dimensions set down in the Use and Construction Act are allowed. (I pondered about this again on the Saturday evening, when, in South London, Mr. Pickford blocked a through route for mile after mile and drove calmly through the "no entry" side of a traffic island, hooting a passage against oncoming cars, when to turn normally would have proved impossible with his gigantic, overhanging load.)

Taking the route Alcester, Redditch, Bromsgrove, Stourbridge, we reached our destination for the night, the "Crown" at Bridgnorth, along uncongested roads. The old bogy of eating in England after 7 p.m. had reared its head when we stopped at the instigation of an appealing sign "Grills," only to be met with blank refusal to serve food, accompanied by a stony stare, while the "heavies" I had worked so hard to pass went streaming by. However, full marks to the Foxlydiate Hotel near Redditch, which cheerfully served a good *a la carte* dinner at the now standard charge for this type of meal of 9s. a head.

By this time I had a very high regard for the Renault Amiral. Its independent suspension by coil springs of all four wheels gives a comfortable ride that is outstanding for its "level-keel" cornering. Perhaps this is rather hard suspension, for over rough going some judder is transmitted through the body, but the splendid roll-free cornering is full compensation and this is a car that those with queezy stomachs should find tolerable. The steering wheel is set well clear of the dash and although it calls for nearly 4½ turns, lock-to-lock, it is smooth and positive, so that if rather a lot of wheel twirling is necessary, the car handles nicely for its size, besides having a turning circle which would make a taxi blush. The tyres, which were 5.75 by 6.00/6.40 Goodyear Super Cushion tubeless, do not draw attention to ambitious cornering and the Bendix-Lockheed brakes are light, progressive and of more than average effectiveness, so all-in-all I enjoyed my hurried week-end drive. The steering wheel transmits some judder, but little return motion, and the amount of castor-action is sensible. The handbrake lever is buried rather far under the dash on the right and can pinch the ungloved hand, but it holds reassuringly.

On English roads the Amiral has two minor disadvantages. In the first place, it appears to be over-geared, because although Renault claim a maximum speed of 85 m.p.h. with six persons and 220 lb. of luggage aboard, and Mr. Ronald tells me he has seen 90 m.p.h. on the speedometer, I seldom got much more than 65 m.p.h. along the available clear bits of road, unless I stirred matters to extremes in the lower gears. That brings me to the other shortcoming, which is that the all-indirect gearbox is virtually three-speed, with an overdrive-top. Now the willing engine takes this overdrive-top from really low speeds without protest, so the driver goes into it frequently; then, to get back, it is necessary to tweak the right-hand steering column lever into normal top, whereupon an upward movement into second is usually required. There is no reason why the overdrive to second change-down should not be made, except that the "round-the-bend" movement of the lever calls for concentration. The synchromesh is easy to beat, resulting in mild crunch, and first

gear position is close to normal top, causing further confusion. All-in-all, the big Renault has a gear shift better suited to the long straight routes of the Continent than the rolling roads of England, although this does not condemn it in the eyes of the enthusiastic driver, while its good acceleration largely offsets the aforesaid reluctance to hit the "eighties" along short straights.

The equipment and appointments of this car, which sells in England for £1,244 17s., appealed to me as practical and in good taste. There is a wide-arc 100 m.p.h. speedometer before the driver with trip and total mileage recorder, and dials recording water temperature (170° F.), fuel contents, dynamo charge and time. This complete instrumentation is augmented by a hand ignition control amongst the buttons on the dash. The doors, all of which trail, have no pockets but arm-rests are plentiful, the front centre one protruded somewhat when stowed, however; the bench seats are comfortable but the cubby hole is shallow and its lid "tinny." Two circular interior lamps are provided, which turn to switch on or off, one being operated by opening a door. On the right of the steering column is a lever working the flashing direction indicators and on the left the usual convenient Renault twist-lever controlling the lamps, including off and near-side parking lamps and headlamp dipping, only no indication is given as to which position does what. The half horn-ring turns with the wheel but is supplemented by a centre push, which had a habit of falling into the driver's lap in moments of stress. On the test car there was full ventilating, heating and demisting equipment and screen-washers, etc. Twin anti-dazzle visors are provided and my wife liked the mirror fitted to her's—incidentally, the very next car tested, a British product, was similarly equipped. The in-built headlamps have concave glass and give a good but too concentrated beam.

The unusually large sloping screen and sloping side pillars give good visibility, slightly marred by the position of the self-cancelling wipers and some reflection from the dash, and the big rear window is pleasant to have. I will spare you the minor details, as a previous road-test report appeared in MOTOR SPORT in June, 1953. Incidentally, on the occasion of the present test I never had time to open the bonnet, so obviously the engine required no oil or water. The front doors have ventilator windows and the main windows call for 3½ turns of the handles, up-to-down, the rear windows, which don't wind fully down, 3 turns. The luggage boot houses the spare wheel vertically on the left and the jack, etc., on the right, so that delicate suitcases need some protection. The lid locks automatically as it shuts; it has an automatic stay to hold it up, which has to be manually released, and the boot is automatically lit when the lid is opened.

In this excellent French family car, then, we came to Bridgnorth, that fascinating hill-town, where you drive literally through the town hall (built in 1652) to reach your hotel, directed by polite "please" signs erected by the A.A.

In the morning I noticed the two weathervanes on this aged town hall pointing in opposite directions, either because they have seized up or the atmosphere was unusually still. I perceived the sagging main beams of the "Swan," an old hostelry flanked, alas, by T.V. aerials, and discovered that the Railton taxi of the night before, with unusually vast saloon body, had vanished, its place before our hotel now occupied by a clothes stall, at which well-dressed small boys in school caps were laying out the towels and trousers. On the Continent this would, I suppose, have occasioned comment, as would the sight of a vintage small car (in this case a 9/20 Humber two-seater) labouring up the hill out of High Wycombe the evening before, or a name as unusual as "Billy Bun Lane" that I spotted later that day in Wolverhampton—yet we hadn't crossed the Channel. I was also pleased to see, on the corner of another old building in the market square, an arrow pointing to Volkswagen service. I didn't see any similar facilities for cars of Britain's Big Five advertised in remote Bridgnorth!

On the Saturday morning I dutifully drove to the Park Hall Hotel at Wolverhampton, which proved ideal for assembling cars for a rally, as well as serving excellent food and having a very obliging proprietor—the only reason we hadn't stayed there was because good things are difficult to share and all the rooms were taken.

Even at the comparatively early hour at which we arrived, C. A. Purdy's 1931 Sunbeam Twenty Five saloon was there already. This fine specimen of the Wolverhampton *marque* had come the 220 miles from Milford Haven the previous day and was to win the Age/Distance Rally. This car was purchased new by the present owner's grandfather, who always had a Sunbeam, buying a fresh one every five years. By the time this one was due for replacement the Sunbeam Company had ceased production, so it has remained in the family ever since. It is in a very nice state of preservation, but the engine was rather liberally daubed with aluminium paint, which is perhaps why it didn't net the beauty prize as well. A smart Talbot 75 and a Sunbeam Dawn were also early arrivals and gradually other rally competitors began to come in, R. C. Carter's always-welcome 1921 23/60 Sunbeam, with its enormous closed body getting in just before zero-hour, whereas C. F. South's 1913 12/16 Sunbeam tourer arrived a few minutes too late to qualify, as he had paused to buy a map for the afternoon's frivolities after arriving in Wolverhampton the previous evening—bad luck indeed.

The first appearance of Sqdn. Ldr. Millar's 1927 twin-cam 3-litre Sunbeam from Gainsborough was quite an event, because while others were searching for one of these rare cars, Millar saw an advertisement in a local paper and, for a considerable bag of gold, acquired a delightfully original tourer, which makes all the right noises, has the original Claudel-Hobson carburetters and exuded a potent scent of burnt castor-oil.

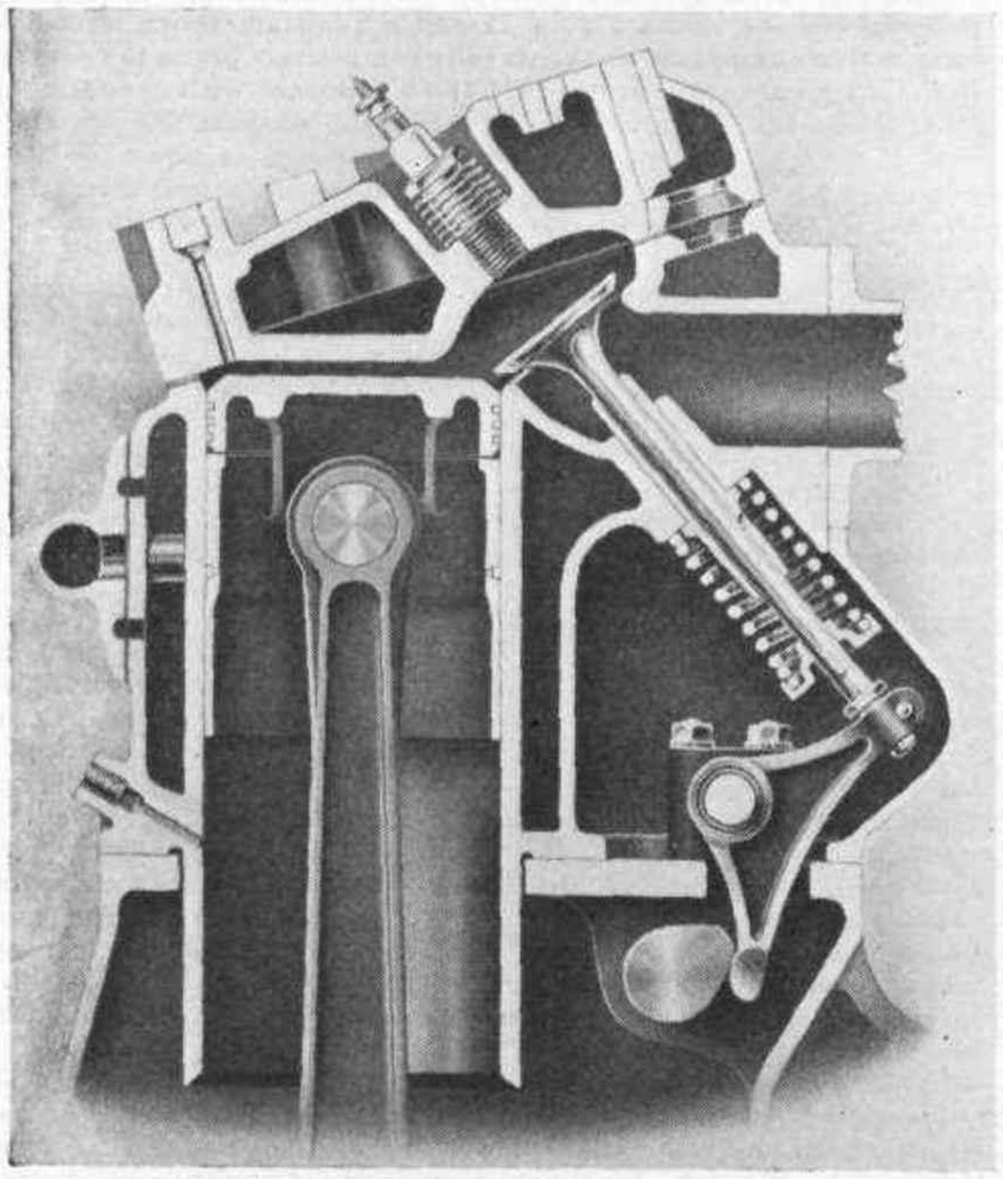
The afternoon was devoted to a Navigational Run organised by John Coombes, who owns a 1932 Sunbeam Sixteen saloon, as is only right and proper for one whose late father was Publicity Manager to the Sunbeam Company in the nineteen-twenties, and whose mother has many fascinating mementos and memories of those days. We set off in the usefully brisk Frégate to see some of the fun but, meeting Sqdn. Ldr. Millar at half-distance, became fearful, as organisers do, of not being back in time to clock people in, so that we retraced our route even faster. The winner proved to be F. W. Joyce, who thinks nothing of driving his immaculate Sunbeam Speed Twenty up to Wolverhampton each year, returning on the Saturday night to milk his cows in Gloucestershire and coming back for the Sunday's activities. His son proved a skilful navigator, as he has done before, but C. Paget, driving a rare open 1934 Sunbeam Twenty-five, ran them close, his charming wife navigating. Gordon Strauss was a competitor in his 1932 Sunbeam Twenty saloon, his navigator another South African who had arrived in England the day before!

In the evening everyone foregathered at Guy Motors' canteen at Fallings Park, gay with Esso balloons, which had been placed at the Register's disposal by kind permission of Mr. Sydney S. Guy, M.I.Mech.E., M.S.A.E., for a giant reunion of old Sunbeam employees and members. Guy Motors make Sunbeam trolley-buses and Mr. Guy was the youngest Works Manager in England in the days when he held that position "with the Sunbeam," from 1908 to 1914, under the great Louis Coatalen. Incidentally, during that period the annual profit of the Sunbeam Company rose in rapid increment from approximately £20,000 to some £148,000, whereas previously it had never topped £7,000. Mr. Guy's predecessors had been T. C. Pullinger and Angus Shaw and he was succeeded by C. B. Kay. He left to form his own company and evolved a novel form of inclined side-valve cylinder head in 1917 which offered the advantages of the o.h.v. combustion chamber while retaining the simplicity of the side-valve unit, this type of head being used for Guy commercial vehicle engines up to about 1935, until diesel engines were adopted, and also for the Guy V8 private car—and if anyone knows where one of the latter is to be found today Mr. Guy would like to hear from them .....

There was some difficulty in persuading the ex-Sunbeam employees, whose presence, representing almost every conceivable trade, was largely due to the enthusiastic efforts of Frank Bill, to tear themselves away from looking at the Sunbeams and join in the re-union festivities, which included drinking free beer donated by Butlers, solving a Sunbeam Quiz (winner, Mr. Coombes), taking part in a free raffle (winner, Mrs. Lund), and recalling old times. Mrs. Boddy took the chair and called upon Mr. Sydney Guy to open the meeting. He kept everyone amused by his light-hearted reminiscences. He told us how he had arrived in a two-cylinder surface-carburetter Lanchester to apply for a job at Moorfield at the age of 24, conscious



A HANDSOME TRAVELLING COMPANION.—The Renault Frégate Amiral Saloon proved a useful car during the Editor's pilgrimage to Wolverhampton. It is notable for spaciousness, a very level ride, even when taking corners fast, and good brakes, but the gear-lever positions keep the driver busy on English roads.



INGENIOUS.—The cylinder head evolved by Mr. Sydney S. Guy in 1917 and used for the Guy V8 private car just after the Armistice and for nearly two decades on Guy commercial vehicles. It combined the efficiency of the o.h.v. head with side-valve accessibility. Compare its combustion-chamber shape with that of the modern Rover i.o.e. head shown on page 556.

that he had the wrong make of car and no money. Soon he had the right car, for the firm gave him a job and lent him a Sunbeam test chassis with a box of ballast in the back. He was promoted Works Manager, and left Sunbeam to form Guy Motors, with the late Mr. Stan Bayliss as Chairman. In the late 'twenties Mr. Guy continued to use a black-fabric Sunbeam Sixteen saloon with cream wheels, of which there were hundreds on the road, so that he once mistook a stranger's for his own, coming out of Wolverhampton Station, with embarrassing results. Times became hard and Sunbeam, Briton, Clyno, Turner, Star, A.J.S. and other local companies failed, but Guy Motors managed to continue, although a bank loan of £140,000 had to be arranged on one occasion, Algy Webb going to London to hold Mr. Guy's hand.

Mr. F. Howarth, for many years Works Manager at Sunbeam, spoke next, recalling that he met Mr. Guy in about 1905, when he was Manager of Humber's repair depot; work started at 6.30 a.m. in those d ys and Mr. Guy expected you to be punctual. He paid tribute to Mr. Bill Potten, who had come up from London to join the party, this being his birthday—he was 84. Mr. Howarth said he retains a warm affection for the old cars, owning a 1904 Wolseley. It was then the turn of Mr. J. E. Sambrook to amuse us by pulling Mr. Guy's leg in maintaining that he was a strict disciplinarian. Mr. Sambrook joined the Sunbeam Company as a coach-trimmer in 1912, became Chairman of the Works Committee and was prominently ass ciated with the bowling club, athletic and cycling branch, social club and the works military band—activities which, perhaps, explain the lack of labour disputes and disturbances in that faraway age. He recalled the sporting gun which the workmen presented to Mr. Guy on his retirement as Works Manager on May 31st, 1914. Frank Bill concluded this short speech-session: Frank joined Sunbeam as a lad and was in the racing department for nearly 20 years, during which time the cars from Wolverhampton won the 1921 T.T., 1923 French Grand Prix and Cobb finished third in the 1929 500 Mile Race. He rode as mechanic in many American races, experiencing Indianapolis at the age of 19, and was put in charge of experimental aero-engine testing the following year. He received severe injuries when Christaens crashed a racing Sunbeam and was killed outside the works when preparing for the 1919 Indianapolis race and walks with a crutch to this day. He was meeting many old friends on this memorable occasion, some of whom he hadn't seen for over 30 years and Mrs. Boddy made him a presentation as a mark of appreciation of his work in bringing so many of his old Sunbeam colleagues together. Mrs. Boddy then concluded this part of the reunion by thanking Mr. Guy for his hospitality, remarking that surely this was the only time when so many employees belonging to a bygone age have gathered together after so long a lapse of time.

Very much later we found ourselves back in Bridgnorth, having been most hospitably entertained at his home in the early hours by Mr. Guy's son, Robin, who is responsible for the development of Guy commercial vehicle prototypes and who drives a 1938 4¼-litre Bentley with rare open bodywork.

It seems that many interesting documents had been inspected and anecdotes enjoyed by members, because when they assembled on the Sunday, tales were being exchanged of crates of elusive brand-new Sunbeam spares located somewhere in the Midlands and of instances of the fine workmanship which went into the old Sunbeam cars, even to the rigid inspection of the threading of the rods used for the hand-brake ratchets, and so on. Mr. South was delighted to be able to give short rides in his 1913 Sunbeam to Mr. Hugh Rose, the well-known Sunbeam designer and Mr. Sinclair Bough, the oldest of the Sunbeam executives, who had patented many of the features of this 12/16 model.

After lunch on the Sunday a police-escorted parade, led by South's Edwardian Sunbeam and J. C. Pearson's 1919 four-cylinder Sunbeam 16 tourer, took place through Wolverhampton, the long line of Sunbeams and Roesch Talbots pausing, for sentimental reasons, outside the Moorfield factory. Mrs. Coombes, incidentally, had previously pointed out to us the "seaplane gate" and "packing-case lane" of 1914/18 memory. It could have been good publicity had Sir William Rootes led the parade in a Sunbeam Rapier, but he and other members of the Rootes Group were unable to accept the invitation, so the Renault made a very handsome substitute.

The Concours d'Elegance was held, as before, in West Park, where we were allowed to back the cars onto the grass verge—the close co-operation of the Chief Constable of Wolverhampton is one reason for the continued success of this happy rally and re-union. The cars were judged by a very appropriate team, composed of Mr. W. Kemball, late of the Sunbeam Sales Department, Mr. A. Ireland, who used to be in charge of the Final Road-Test Department, Col. Cozens, one-time Sales Manager, and Mr. V. L. Nicholls. They finally awarded the first prize to R. F. Hudson's splendidly original 1922 Sunbeam Fourteen tourer, which just beat C. F. South's beautiful 1913 12/16 tourer which has won so many Concours d'Elegance prizes, with another previous Concours winner, F. W. Joyce's 1934 Speed 20, a very close third.

It was pleasing to see Bill Perkins, so well known as an old Sunbeam racing mechanic and driver, present with his recently-acquired 1932 Sunbeam 16 saloon, while the yellow coachwork of G. Hughes' 1933 Sunbeam Speed 20, lent a welcome touch of colour.

While the judging was taking place a big crowd of interested spectators examined the cars and two fine old-school Bentleys circulated the area—I felt faintly sorry for their owners, inasmuch as if the B.D.C. should stage a return to their cars' birthplace, they would be compelled to go only as far as Cricklewood instead of adventuring to Wolverhampton. An anonymous Sunbeam towing a caravan also put in a brief appearance.

The best parties break up eventually and so we came home, the roads unexpectedly uncongested until past Aylesbury (we were heading for London), when the 20-m.p.h. crawl from there to the Watford By-Pass defied (polite) description. Finally, the children on board, the last lap was done in good time, the comfortable riding, capacious Renault an excellent car for a task of this nature.

By the time I had returned the Renault on the Monday morning it had left the impression that this great French manufacturer offers an excellent medium-capacity family car, greatly improved in its present form, which has merits which should appeal to many motorists outside France.—W. B.

SUNBEAM S.T.D. REGISTER WOLVERHAMPTON WEEK-END
Results:

Age Distance Rally: 1st prize (five-gallon drum of Sternol oil): C. A. Purdy (1931 Sunbeam 25); 2nd prize (cut glass): R. Webster (1934 Sunbeam 25); 3rd prize (Cassell's book voucher): R. C. Carter (1921 23/60 Sunbeam).

Navigation Run: 1st prize (Cassell's book voucher): F. W. Joyce (1934 Sunbeam Speed 20); 2nd prize (cut glass): C. Paget (1934 Sunbeam 25); 3rd prize (wrench, donated by J. Coombes): R. de Burgh Wilmot (1934 Sunbeam Dawn).

Concours d'Elegance: 1st prize (*Express and Star* tankard): R. F. Hudson (1922 Sunbeam 14); 2nd prize (cut glass): C. F. South (1913 12/16 Sunbeam); 3rd prize (cut glass): F. W. Joyce (1934 Sunbeam Speed 20).

Prize for Most Interesting Car (C. F. South tankard): A. Rawlings (1928 14/45 Talbot).

Prize for Oldest Car (cut glass): C. F. South 1913 12/16 Sunbeam).



Le Mans 1956

1st JAGUAR (Ecurie Ecosse)

(subject to official confirmation)

Congratulations to Ecurie Ecosse, Ron Flockhart and Ninian Sanderson on their great win. This is the 4th Jaguar win at Le Mans in 6 years and the tenth Le Mans won by cars equipped with MINTEX brake liners.

You can rely on MINTEX

No better liner was ever fitted to a brake shoe.

MINTEX BRAKE AND CLUTCH LINERS ARE MANUFACTURED BY BRITISH BELTING AND ASBESTOS LTD., CLECKHEATON, YORKSHIRE, AND ARE OBTAINABLE FROM LEADING GARAGES THROUGHOUT THE COUNTRY.

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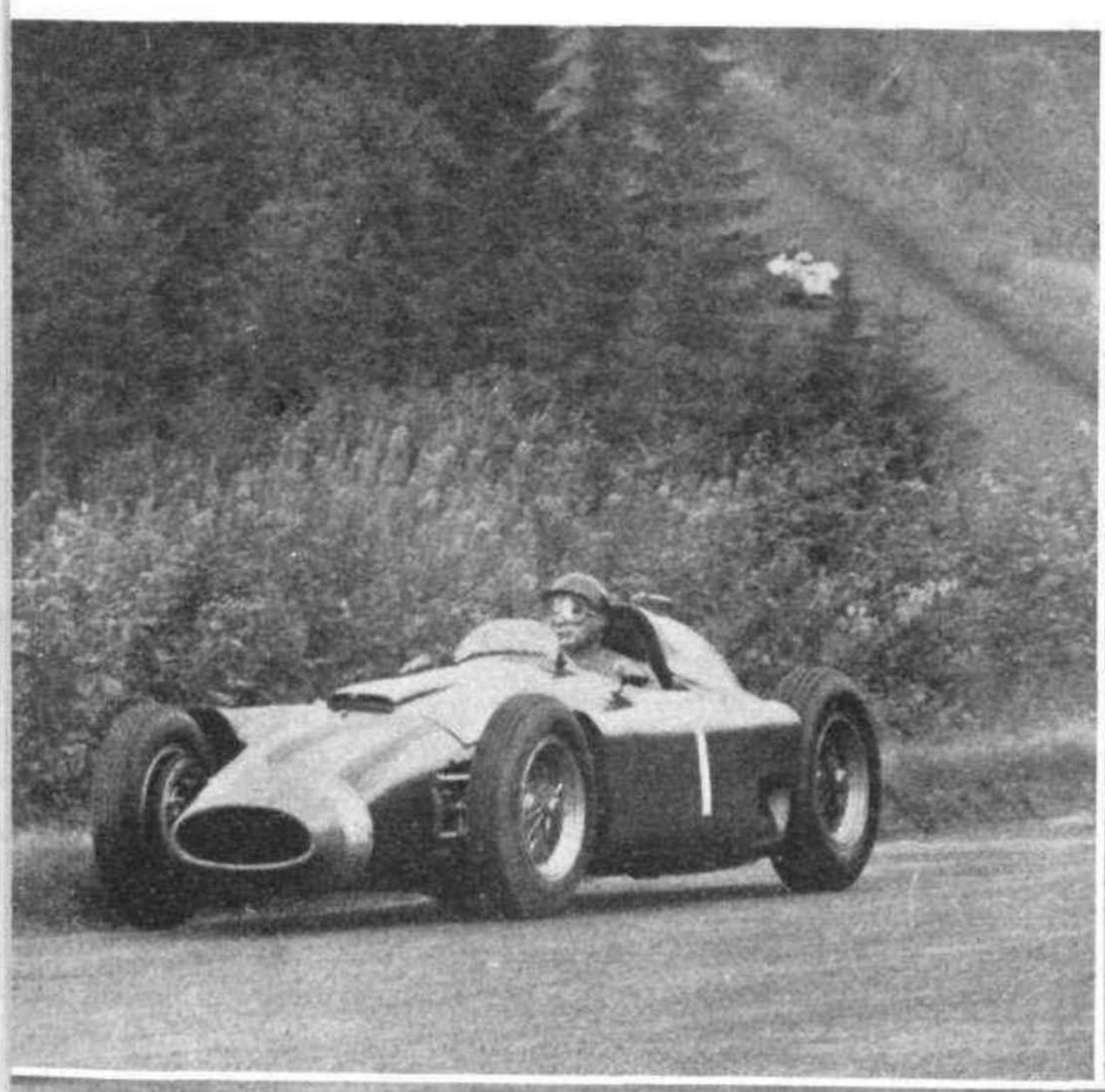
24-Hr. Race, Le Mans

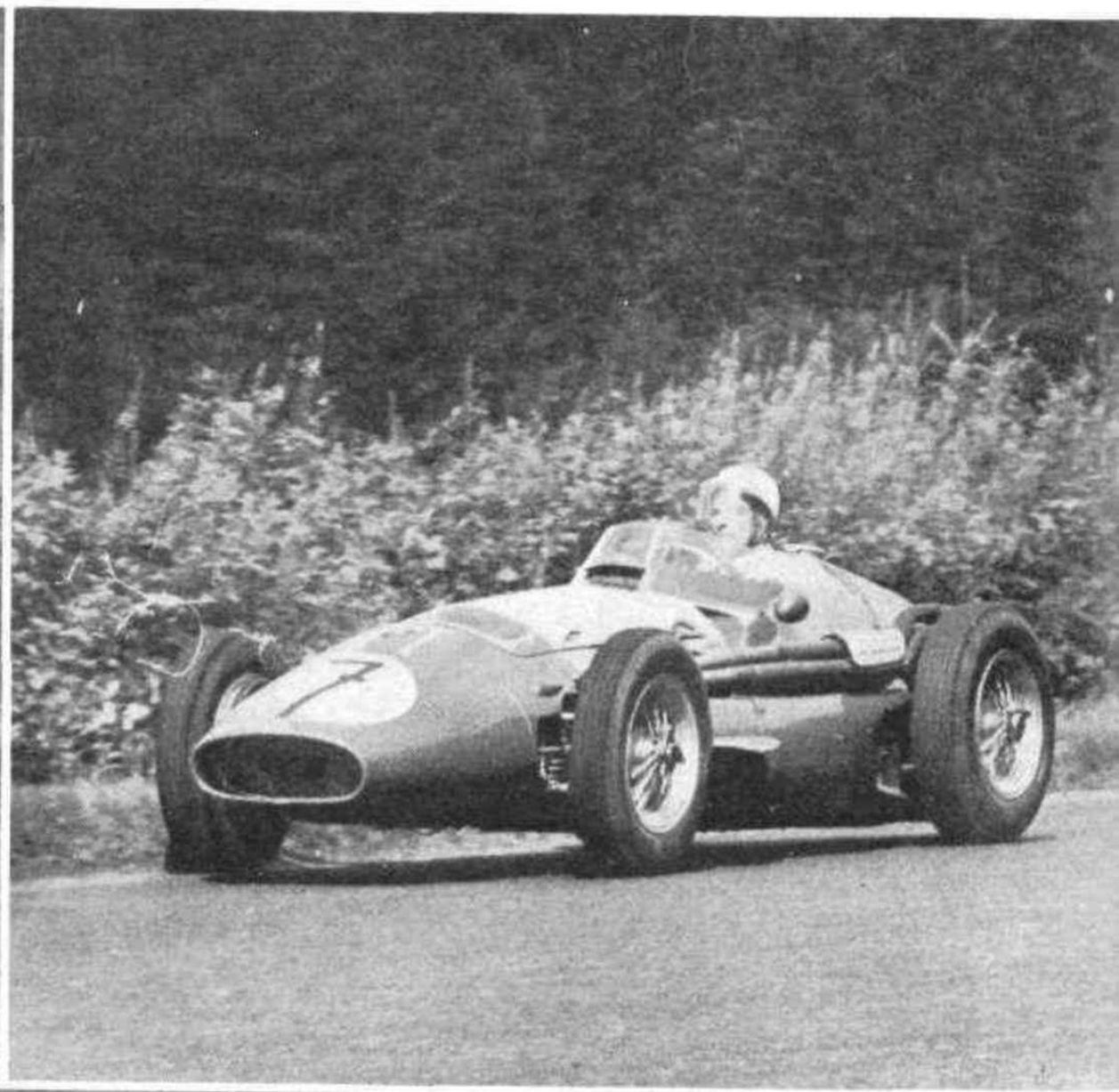
Great Auclum Westbrook

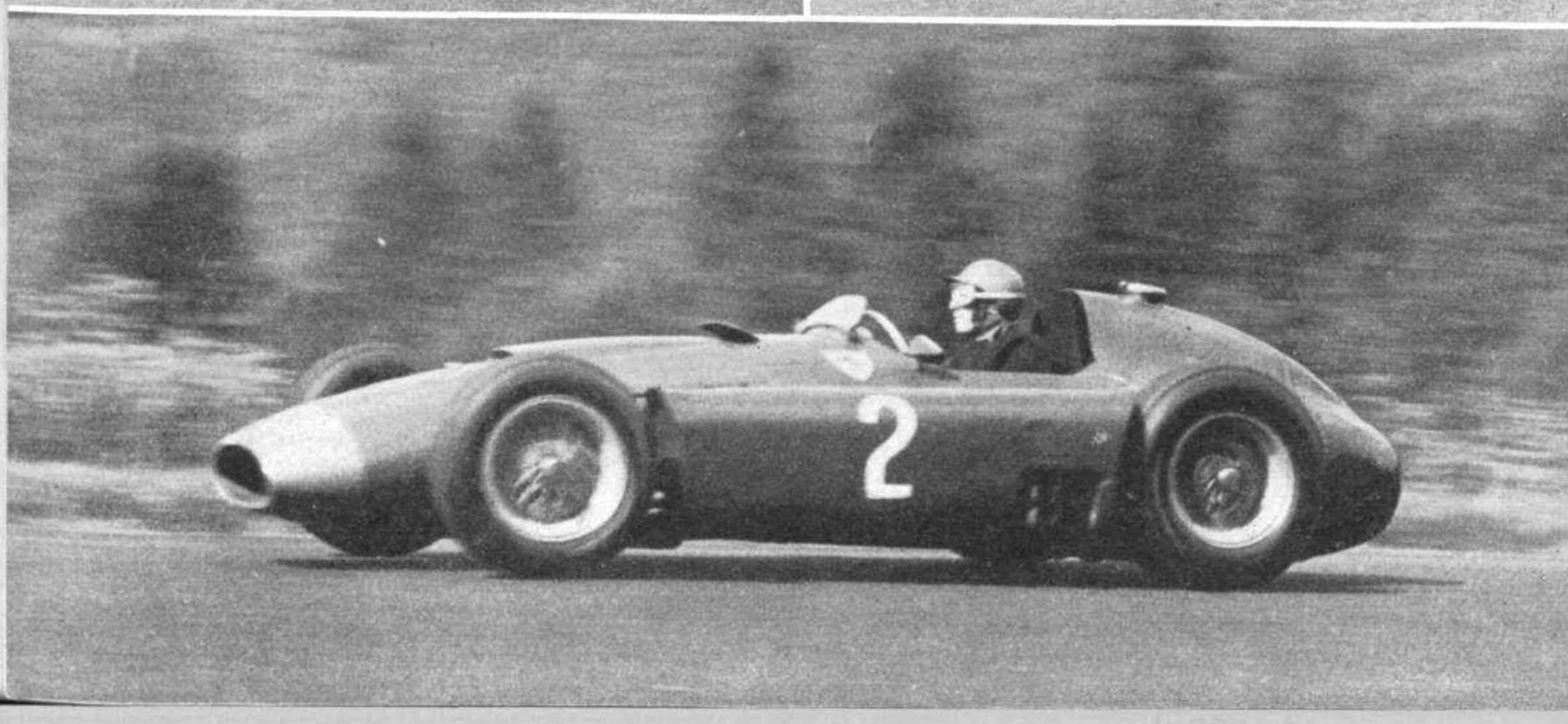
Top, left : Fangio is seen clipping the grass verge in his Lancia/Ferrari during his victorious drive at the Nurburgring. To the right can be seen Collins in a similar car descending the steep slope to this curve.

Top, right : Moss was easily the fastest Maserati driver at Nurburgring but not fast enough to deal with the opposition, though he did not lose much ground. This is the long-nose ducted-radiator car that appeared at Spa.

Bottom : Collins in the Lancia/Ferrari sitting comfortably in second place in the German G.P. until a broken fuel line caused his retirement. For this race the cars were fitted with extensions to the radiator cowling, these being painted various colours for pit recognition. In front of the windscreen is a scoop for cold air to the magnetos and for the cockpit.







SPORT

REVIEW

German Grand Prix

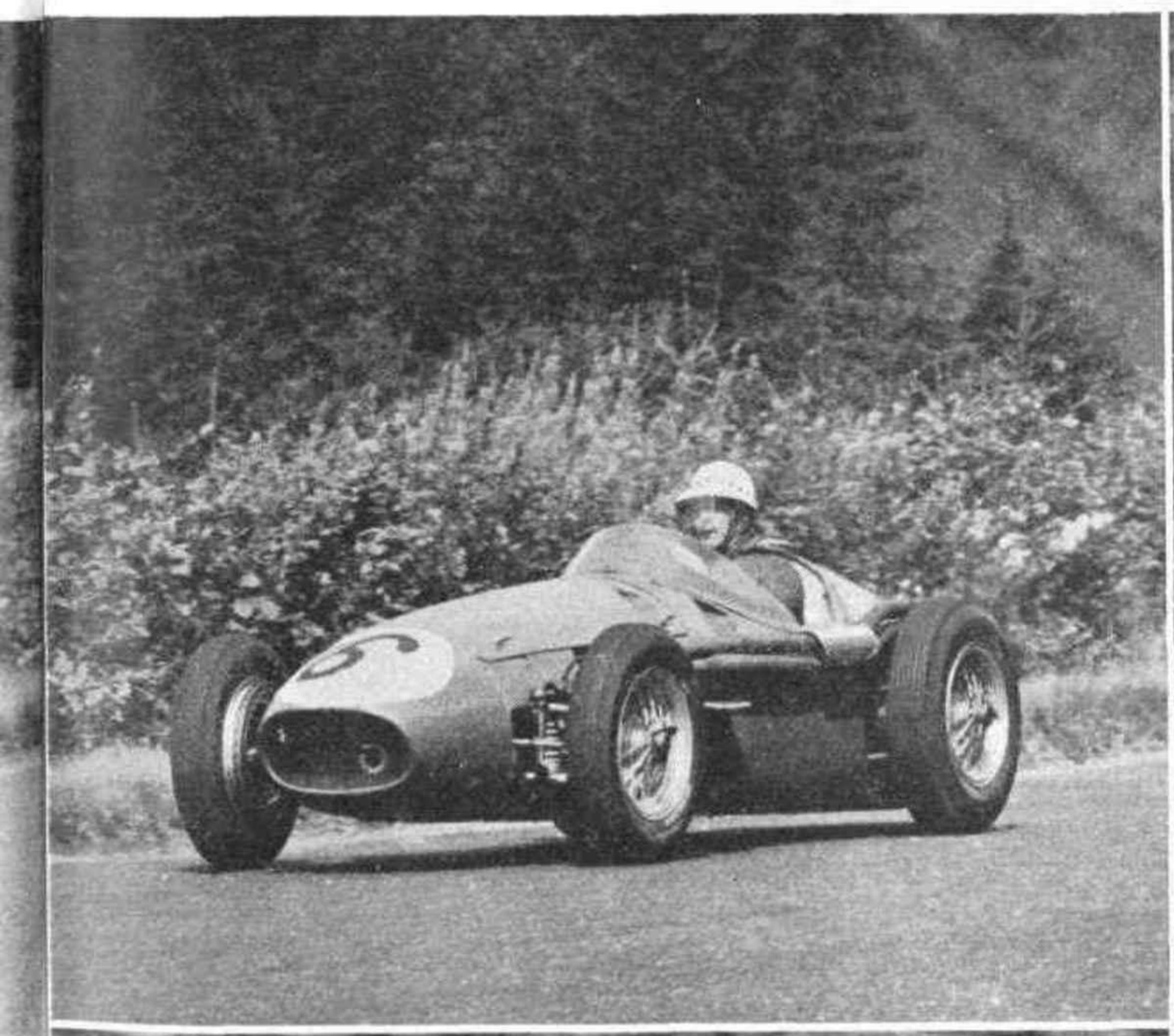
Hay Mallory Park

Top, left : Behra in a normal works Maserati ran a steady race at the Nurburgring, once more finishing third in a World Championship event in spite of a pit stop to refill the fuel tank.

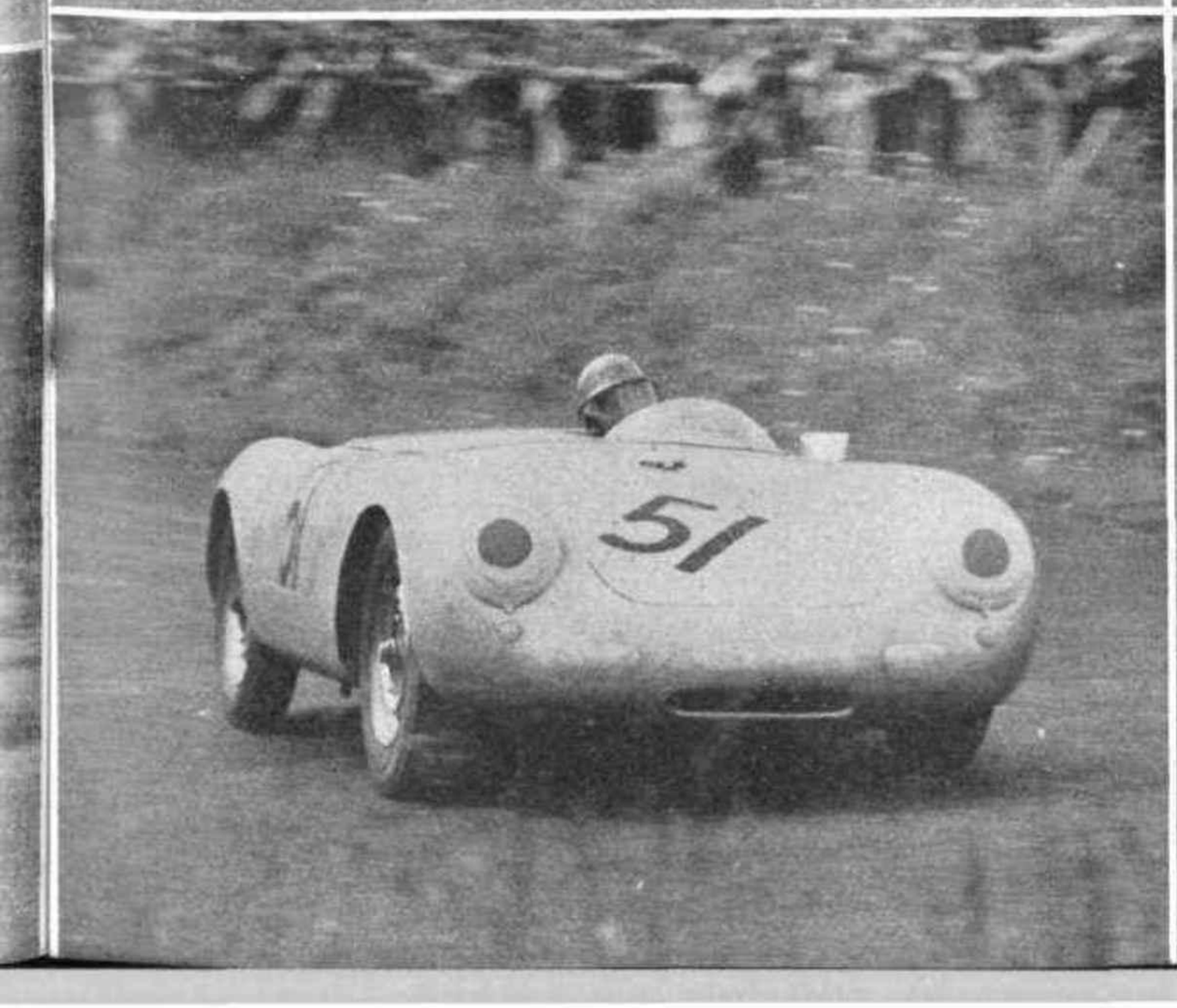
Top, right : Portago in the fifth works Lancia/Ferrari is seen rounding one of the many climbing turns on the Nurburgring. Later Collins took over this car and then spun off into the trees.

Bottom, left : The new Porsche RS driven by Herrmann won the seven-lap sports-car race that preceded the German G.P. The opening in the front is for air to the oil radiator, while on each side are openings for air to the front brakes, covered over in this instance because of likely rain.

Bottom, right : The 1,500-c.c. Cooper-Climax works entry driven by Salvadori made a wonderful impression on its first visit to the Nurburgring, and after battling with Moss in a works Maserati finished in a worthy third position.

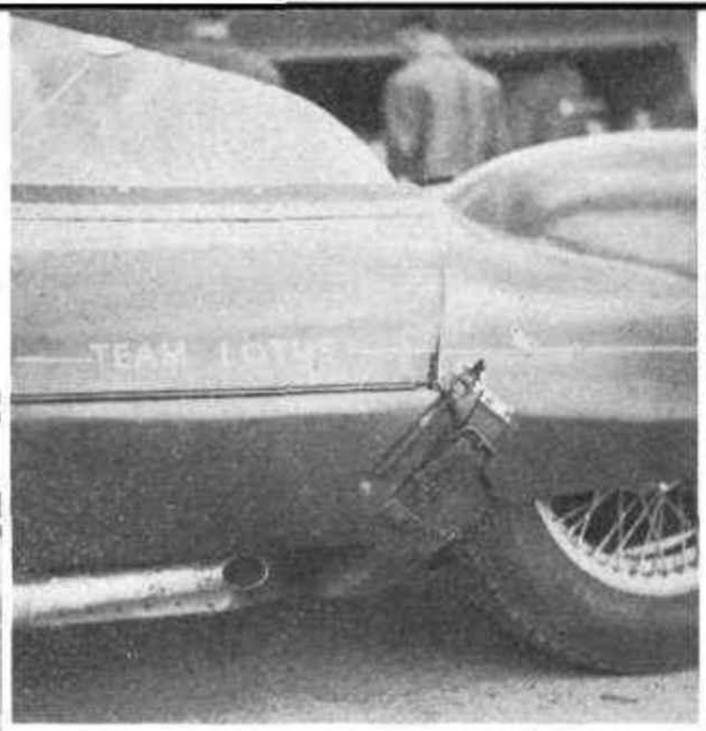


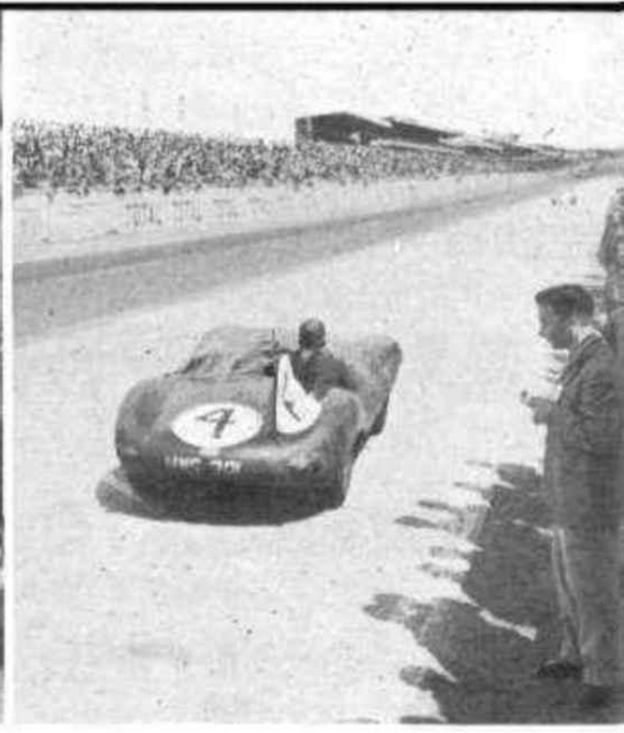












Left : The tail of the factory Lotus cars was secured by straps as well as by spring clips. The pure English "Team Lotus" was a nice touch.
Right : The Ecurie Ecosse pit work on the winning Jaguar was first class, and the car is seen rejoining the race after a routine fuel and change of driver.

The winning D-type Jaguar, driven by Flockhart and Sanderson, is seen passing through Whitehouse bend on Sunday morning when its victory seemed assured.

LES VINGT QUATRE

One of the few true sports cars that needed little modifying to comply with the 1956 Le Mans regulations, was the Sebring model Frazer - Nash of Stoop and Gaze.



The factory Porsche RS1500 cars, developed from the well-known Spyder models, combated the full-width screen regulation by fitting a coupe top on to the normal racing body.



The start, with Moss well on his way in the Aston Martin and the enlarged pit road. The double decker Press grandstand down the circuit

Left : The Cooper-Climax had right hand drive, but the hump on the tail necessitated mounting the rear view mirror above the windscreen.

Right : To avoid air swirl behind the full-width screens, Jaguar, Frazer-Nash and D.B., fitted tonneau covers to the top of the screen. This is the Sebring Frazer-Nash.

The Monopole-Panhard factory cars had to undergo a complete change from previous Le Mans cars, no longer having central driving positions. As with Porsche, a coupe was preferred to open cockpit with full-width screen.









Left : The factory Porsches had recognition lights mounted on the roofs of the Rennsport coupes.

Right : The factory Ferraris protected their headlamp in the hours before darkness with sheets of brown paper and sticky tape.

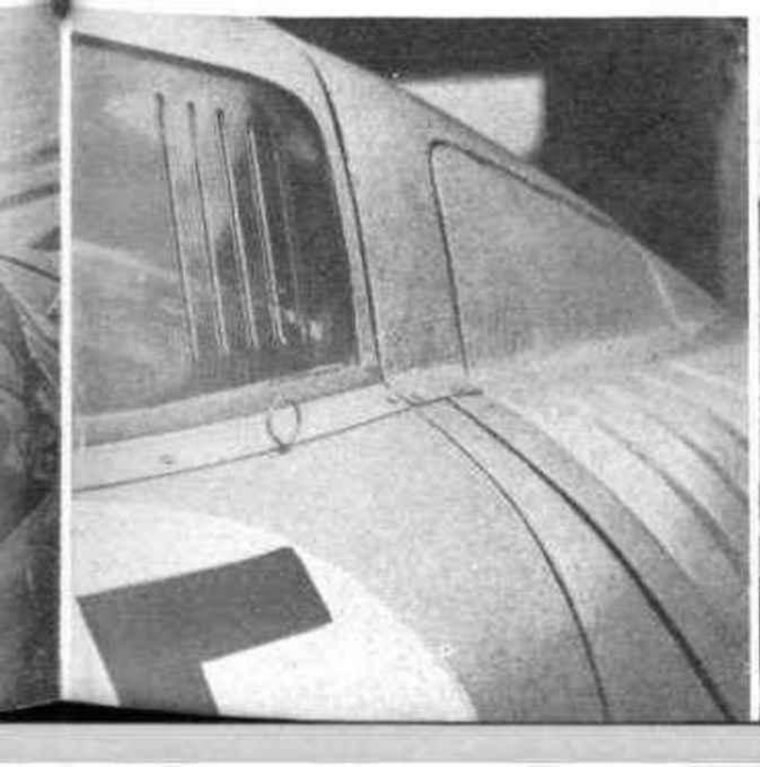
HEURES DU MANS 1956



while the works Jaguars have barely moved. Note the wider track and remains unmoved from 1955 while the pits have been moved bodily towards Whitehouse corner.

Left : The Porsche coupes had a simple wire ring pulling out of the door for operating the lock and air vents in the perspex side panels and hinged panels in the tail for getting at carburetters.

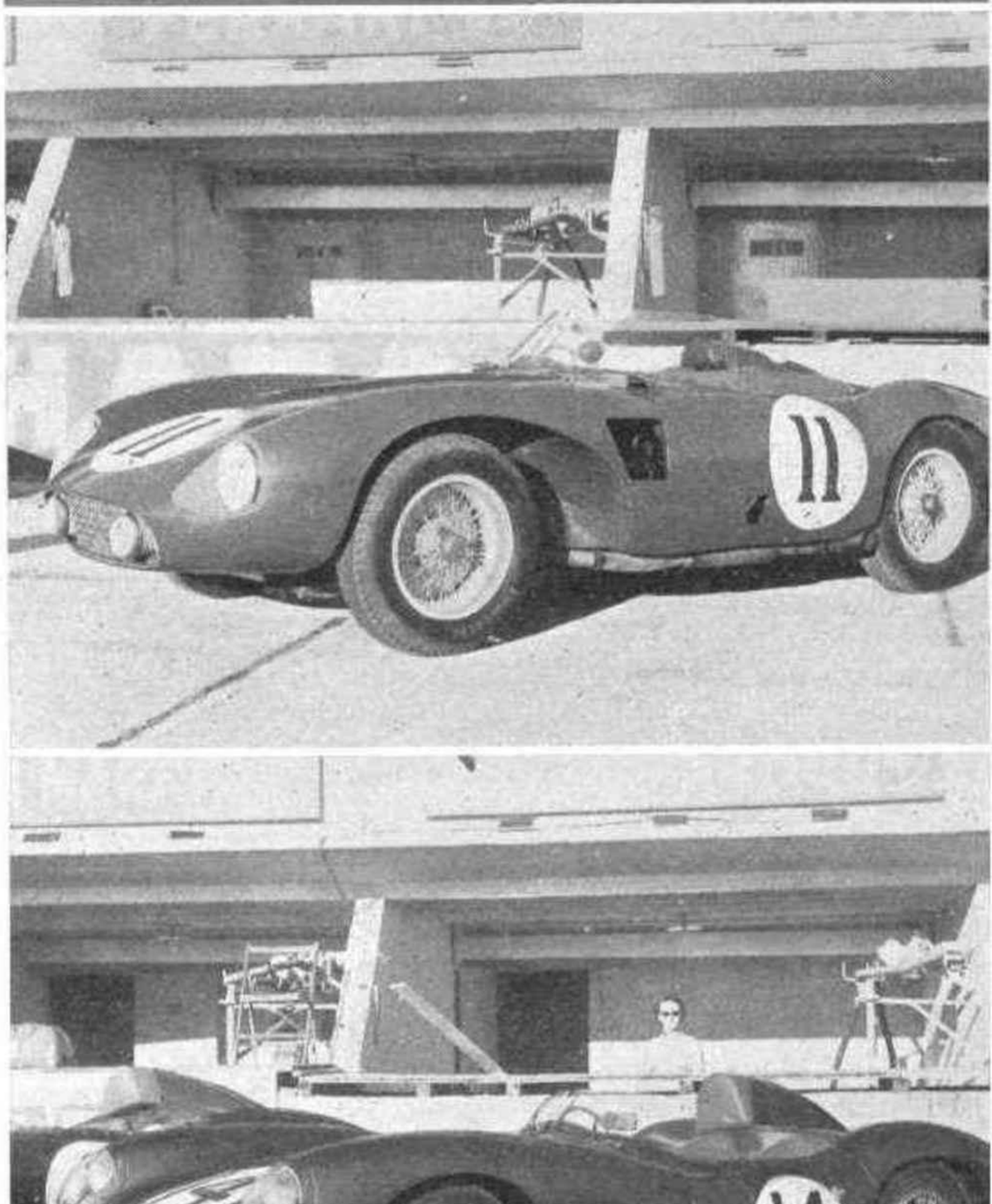
Right : Wiper blades being ineffective on perspex, Aston Martin fitted a panel of laminated glass into the main screen in front of the driver.







The Porsche RS1500 of Frankenberg and Trips ran like a small clock to finish fifth overall, though not quite fast enough to win the Index of Performance handicap.

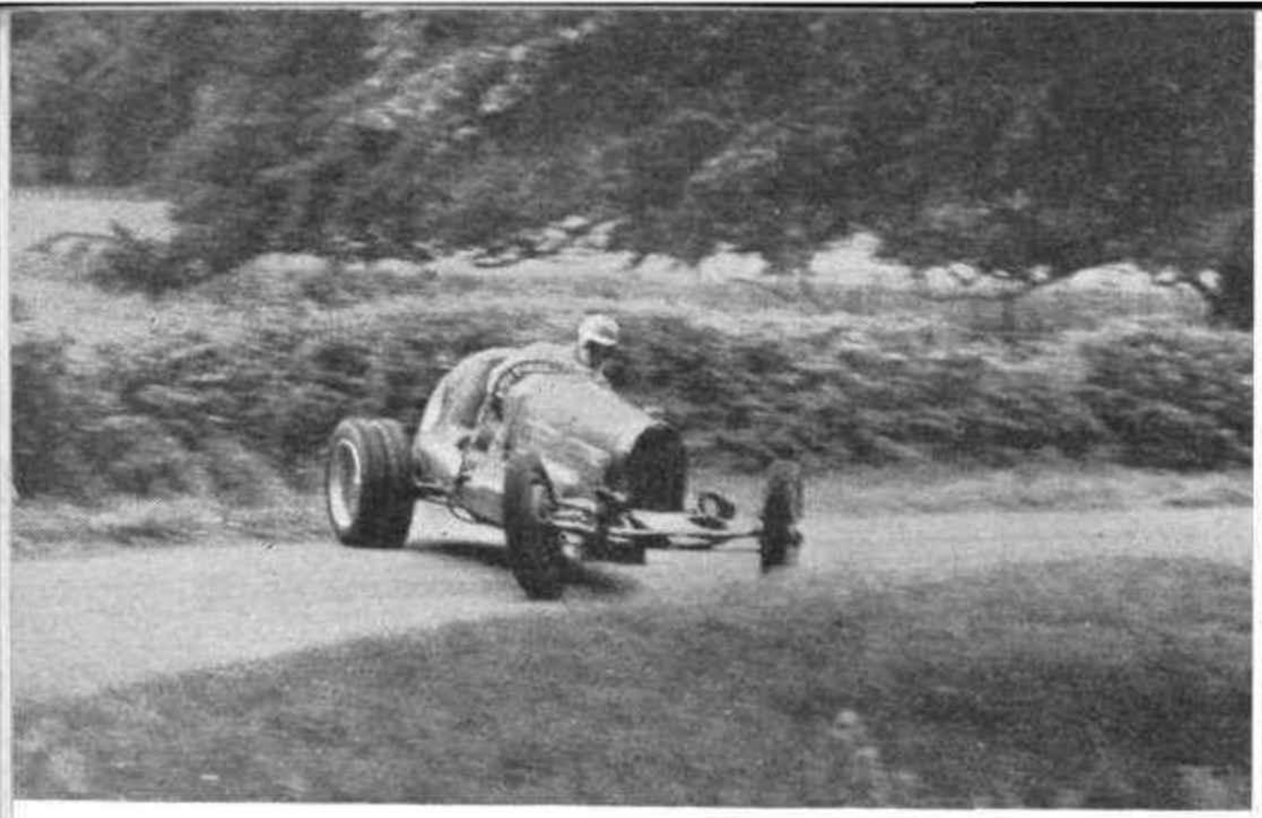


The factory Ferraris were 2½-litre versions of the Testa Rosa models with body by Carrozzeria-Touring, that competed in the Supercorte-maggiore race.



The new Aston Martin DBR1/250, a 2½-litre prototype model, with space-frame and 5-speed gearbox mounted in unit with the differential. The greatest impression at Le Mans was the exhaust note of the six-cylinder engines.

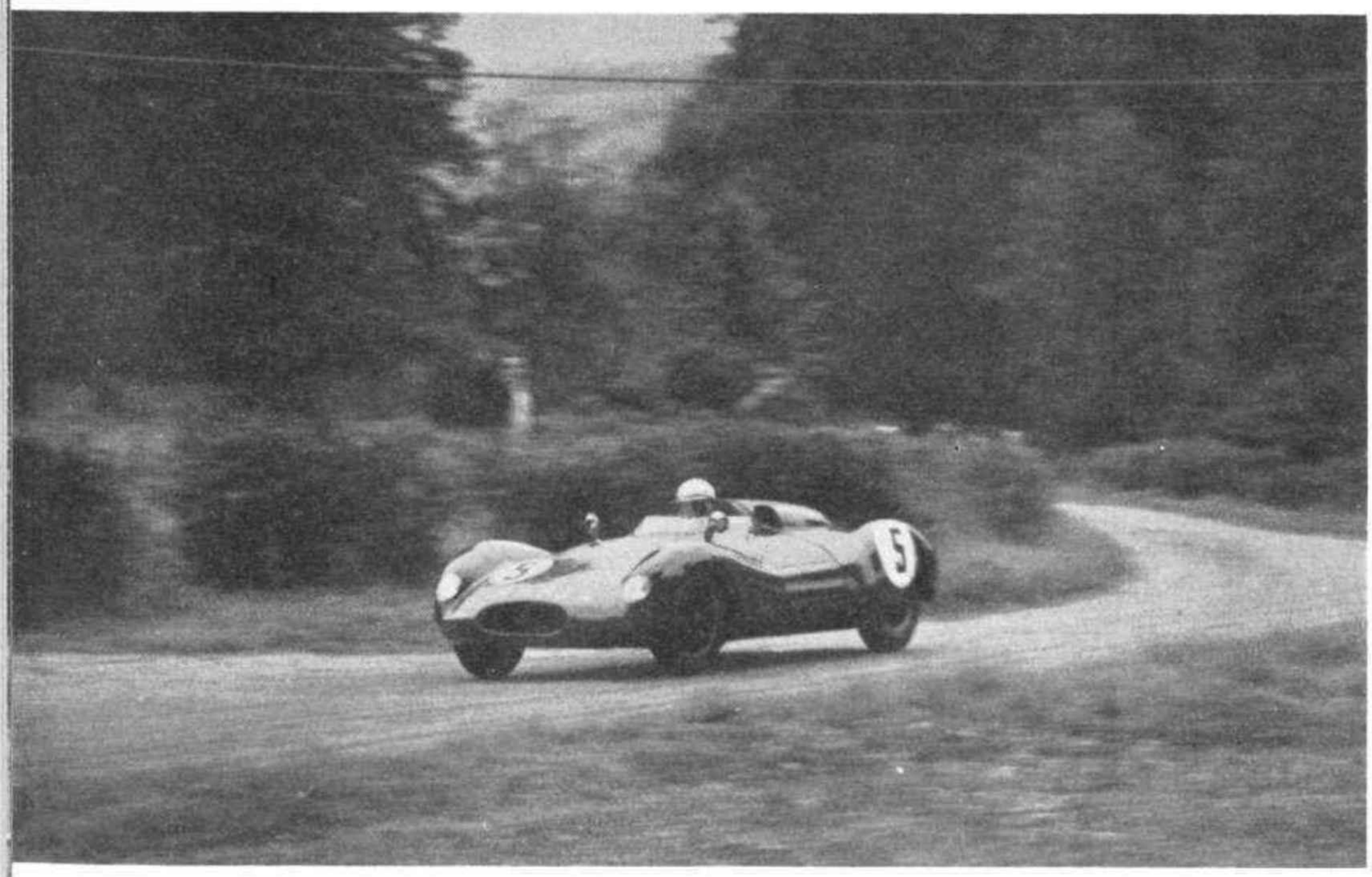
The factory Talbot entry was a 2½-litre chassis, with i.f.s. and ½-elliptic rear suspension, fitted with a Talbot-built Maserati engine identical to the six-cylinder Grand Prix unit.



SIX WHEEL DRIFT.—P. J. Stubberfield in action with his Bugatti at the Herts County Automobile & Aero Club hill-climb meeting at Westbrook Hay on July 21st.



ON MY LEFT PLEASE.—K. Ralphs about to be overtaken by J. B. Wagstaff and C. W. Lawson during the 10-lap sports-car race organised by the Nottingham Sports Car Club at Mallory Park on August 6th.

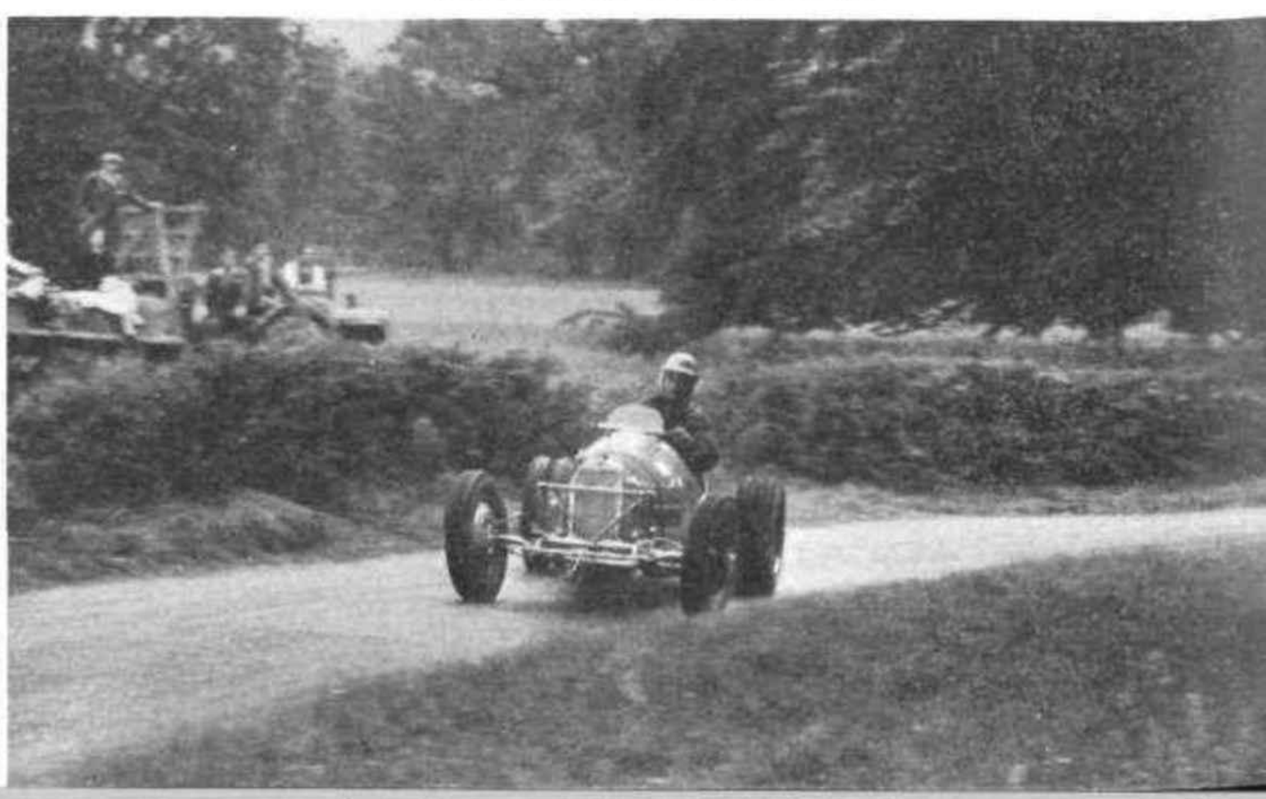


THE SUMMIT.—G. R. B. Clarke driving his Cooper-Climax during the Herts County Auto and Aero Club Westbrook Hay meeting. Here seen approaching the finishing line, Clarke made a fast ascent in the up to 1,100 c.c. sports-car class.

FOLLOW THE DOTS.—The class-winning Jaguar XK120 of L. Sears at Great Auclum Hill Climb on August 4th. The banked bend affords an excellent viewpoint for studying styles of driving.



WAVY WAYS.—J. M. Perkins sliding his Bugatti gently at Westbrook Hay. D. Haig's Cooper succeeded in beating the Bugatti by over a second in this racing car class.



"DAILY HERALD" INTERNATIONAL TROPHY

OULTON PARK, *August 18th.*

RAIN has been known to fall. Rain has been known to fall at Oulton Park. The weather surpassed itself on August 18th, however, when almost continuous rain spoilt the B.R.S.C.C. *Daily Herald* International Trophy Meeting.

Sports cars and 500-c.c. racing cars were scheduled to run in the seven-hour programme, but before the lunch interval rain began to fall heavily, causing floods at Knicker Brook and so delaying the start of the final heat of the *John Bull* Trophy Race for 500-c.c. cars. The duration of the *Daily Herald* 56-lap International Trophy Race was cut by 16 laps; likewise the *Sporting Life* Trophy race was cut from 25 laps to 10 laps because of the driving rain and floods.

The first heat of the *John Bull* Trophy race got off to a flying start at 11 a.m. on a wet track but with no rain falling. Robinson's Cooper led the field in to Old Hall Corner, but Stuart Lewis-Evans was first out, closely followed by Russell and Bridger, all in Coopers. Lewis-Evans kept increasing his lead lap by lap, being given "thumbs-up" signs from his pit as he passed. Meharey and Eccles, and Hale and Haigh, all had private battles in the midst of the fray, but Lewis-Evans had a very easy win from Jim Russell, who took an appreciable time to appear over the horizon after the winner had long since passed.

Heat two, again of ten laps duration, saw Don Parker and Ivor Bueb lead almost from start to finish, Henry Taylor intervening from time to time in second place, trying very hard indeed to keep up with and overtake the leader, which he did for a short spell on the fifth lap. P. J. Mutton, in an Iota unfortunately overturned at Old Hall Corner through poor visibility, but he climbed out unhurt from underneath the car.

The final heat for this trophy, delayed by flooding, took place at 3 p.m. Russell and Lewis-Evans leapt off together and kept very close to each other for eleven of the twelve laps. The final lap, however, saw Lewis-Evans just take first place as both cars came down the finishing straight past the pits almost neck and neck. An exciting finish. Don Parker took third place after Bridger had held this post for seven laps, then being forced to retire. This was no disgrace, however, for 12 others also had to give up. Jim Russell made the fastest lap at 75.41 m.p.h.

Then came the big event of the day. The *Daily Herald* International Trophy. After further delay and investigation of flooded areas by the R.A.C. Steward, Clerk of the Course and other officials, Stirling Moss showed that he was game for anything and struck off into the lead in the Aston Martin with an almost uncanny disregard for the appalling conditions that prevailed. C. A. S. Brooks, Reg Parnell and Roy Salvadori, all driving works DB3S Aston Martins, followed in line astern, but Moss had an enormous lead even by the second lap and he continued to gain ground every time round. Cunningham-Reid (H.W.M. Jaguar) and Archie Scott-Brown (Lister) were lying fifth and sixth respectively by the 15th lap, both going steadily, Moss lapping Archie on his 20th lap. The Moss, Brooks, Parnell, Salvadori procession remained to the finish, a fine Aston Martin success, somewhat diminished, perhaps, by the last minute decision of the Ecurie Ecosse not to race their Jaguars in this event. The Belgian entered Ferrari and Jaguar were disappointingly slow.

Sports-car exponents were catered for by the *Sporting Life* Trophy Race, reduced to 10 laps from 25. Moss, driving Les Leston's Cooper-Climax, once more soon took control of the situation after the terrifying mass of cars had slithered for position at Old Hall Corner, stop lights winking merrily. Colin Chapman, down to start on the front row of the grid, failed to appear before the fall of the starter's flag, having sheared a universal joint in his Lotus, so robbing the the community of another star turn in the Lotus *v.* Cooper dice.

M. G. H. Macdowell and Ivor Bueb in Coopers, struggled along so close at one time that they touched one another, but with no ill-effects. Less fortunate were Salvadori and Hawthorn, Salvadori "navigating blind" at Knicker Brook behind Hawthorn's Lotus, Hawthorn spun off and overturned, suffering slight shock. Hall and Allison in Loti came in second and third respectively.

So ended one of the wettest motor races on record, a tribute to the determination of British drivers and organisers.—I.G.

Results:

Daily Herald International Trophy Race: 1. Stirling Moss, 76.99 m.p.h.; 2. Tony Brooks; 3. Reg. Parnell; 4. Roy Salvadori (all Aston Martins); 5 (and winners of the 2-litre class), Archie Scott-Brown (Lister); 6. Peter Blond (Jaguar). Fastest lap: Moss 78.39 m.p.h. Ten Laps, Sports Cars up to 1,500-c.c.: 1. S. Moss (Cooper), 75.69 m.p.h.; 2. K. Hall (Lotus); 3. C. Allison (Lotus); 4. J. Brabham (Cooper). Final: 1. Lewis-Evans (73.94 m.p.h.) 2. Russell; 3. Parker; 4. D. Boshier-Jones (all Coopers).

750 M.C. SIX-HOUR RELAY RACE

SILVERSTONE, *August 18th.*

THE Relay Race is pleasant because it is different. Before the war the Light Car Club held such a race at Brooklands; this, too, had an atmosphere of its own, besides being excellent training for amateur drivers. I recall the keen anticipation I always felt after reading about this race in *The Light Car*—then a splendid full-size weekly with the famous photographic cover and devoted entirely to 1,500-c.c. cars—and discovering that cars normally seen only in sprints were to be unleashed for furious lappery of the Track. The present 750 M.C. Relay Race, conceived by H. Birkett, is equally distinctive. Although it had National status this year, the teams still bore delightful names such as "Stuttgart Academicals," "Dusseldorf Wednesday," "Scuderia Throttolo Bendori," "Flotsam" and "Jetsam." The entry list disclosed cars, formed into 25 teams, from DB3S to Ford vans and showed a stalwart J. Burn to be managing no fewer than three of these teams. The regulations, scorning Le Mans hysterics, announced that "the pit area is particularly dangerous . . .", while rule 13 was devoted to competitors' life-policies! Unquestionably, the Relay Race has character.

This year the entry was down by ten teams and although this is a 750 M.C. fixture only one team each of 750 and 1,172 Formula cars entered, the need for a National licence debarring many club drivers. If you ask what C-type Jaguars, Porsche Carreras and vintage Invictas have to do with a club founded to foster the Austin Seven, you are just being awkward!

Under heavy cloud, with a gale-force wind blowing, the first cars got away, and after an hour Team Lotus led from Simpson's M.G. team and the Bendori Ford Tens. At their first sash-change D. A. Wilcock's TR2, of the Chiltern C.C. team, collected a straw bale when coming to the pits and was subsequently called to the Clerk of the Course's "study." The Elva Fords were having a bad time, one burning-out an exhaust valve; the side-valve alloy-head Ford Thames of J. Miles and C. Andrew proved faster than the Elva Fords, the latter team reduced mostly to a single car. The scratch team was also in trouble, Kyffin's DB3S retiring with back-axle failure in the first hour and a C-type Jaguar being delayed by gearbox trouble, so that most of the running was done by Flint's and Edwards' hard-sprung E.R.A.-Jaguar. Some drivers spun at Woodcote, including Ken Richardson (TR3), others collected grass elsewhere and Utley's Frazer-Nash lost a front wheel, but generally the race was without incident, interest rather reduced by the small field. The crowd was small, too, but those who braved the unpleasant weather saw the race resolve into a battle between Dick Jacobs' M.G. Magnette saloons, watched by the Neubauer-like figure of Marcus Chambers, N. Barclay's "Shuttlecock" Triumphs, and the 750 Formula team, ably led by the remarkably-fast David Rees in his twin-S.U. Austin Special, backed up by M. Harris' well-known vintage Seven. The crowd clapped a splendid late sash-change between these two, when a loose distributor lead had to be replaced on Rees' car.

An hour from the end the gallant 750s led from the M.G.s and Triumphs, but in the final hour the consistent M.G. Magnette team scored, winning by a lap from the Triumphs, the 750 team a popular third, with the "Bendori" Ford team on the same lap largely by reason of the splendid running of their Thames van! A fine sight was Armstrong lapping fast in a doorless Ford butcher's van for the L.M.B. team, this van having alloy head, huge d.d. carburetter, a cracked block sealed by Wondarweld, and eventually coming in with a battery "short." Another novel feature of this race is that "stopping money" is paid, but this time there were no crashes and only one small claim for this welcome financial help.—W. B.

Results:

1st: M.G. Magnette team—Rumsey, Edmondson, Waller, Foster, Clarke: 183 laps.
2nd: Shuttlecock's team of Triumphs—Barclay (TR3), Johanson, Corbett and Gold (TR2s): 182 laps.
3rd: 750 Formula team of Austin Sevens—Rees, Harris, Lawton, Pacey: 181 laps.

MOUNTAIN KING

Bolzano—Mendola.
1st: G. Cabianca (Osca 1,500 c.c.) ... 10 min. 47.8 sec.
Bologna—S. Luca.
1st: G. Cabianca (Osca 1,500 c.c.) ... 1 min. 24.2 sec.
Coppa Dolomiti.
1st: G. Cabianca (Osca 1,500 c.c.) ... 3 hr. 1 min. 31.4 sec.
Tour of Calabria.
1st: G. Cabianca (Osca 1,500 c.c.) ... 6 hr. 56 min. 52 sec.

CASTROL WINS

3-LITRE CLASS

at LE MANS

DAVID BROWN

1ST ASTON MARTIN

WAKEFIELD Castrol MOTOR OIL

THE MASTERPIECE IN OILS

THE V.S.C.C. "SECOND SILVERSTONE"

J. Stuart (E.R.A.) and G. G. McDonald (Bentley) the Outstanding Drivers.

Dunham's Alvis Wins Twice.

THE Vintage Sports-Car Club was lucky on June 28th, on the occasion of its Silverstone Race Meeting, for the rain which rendered the track very non-adhesive for the first two races soon ceased and there were no accidents, providence working overtime, perhaps, during the Relay Race.

There can be no doubt about the continued popularity of racing in vintage cars, because not only was this the V.S.C.C.'s second Silverstone meeting this year, but they also held a successful Oulton Park race meeting, as reported in our last issue.

In the first of the many 5-lap Handicaps, Lisle's neat 4-cylinder, side-valve, Amilcar led for much of the distance but Lazarus, driving the ex-Mackworth 1933/4 Talbot 105, came through the field strongly to win on the last lap at 59.12 m.p.h. Bradley's 1930 4½-litre Bentley also passed Lisle's very stable Amilcar, these cars being, respectively, 2nd and 3rd. Peter Binns, in the scratch Riley 9, made fastest lap, at 61.98 m.p.h., to finish 4th.

Fast stuff came out for the next 5-lap Handicap, a foretaste of the All-Comers' Dice to come, and the work which Stuart had to do to keep his ex-Gerard E.R.A. on the track was marvellous to behold—someone called it playing Badminton with the steering wheel. He slid across the immediately-post-Woodcote finishing line to take second place behind Dunham's excellent Brooklands-lean Alvis, which won at 64.34 m.p.h. Stuart did a deserving fastest lap at 72.36 m.p.h. and Quartermaine's nice 30/98 Vauxhall, with cooling scoops for its front brakes, was third, ahead of Williamson in the Wilkinson E.R.A. Sowman, in Spero's ex-Bira 3-litre Maserati, now for some reason with BARDAHL painted in white capitals behind "Maserati" on its bonnet, lasted but a lap, the Ecurie T.N.C. Clutton Amilcar Six was off-colour for once, and Freeman's Aston Martin had an excursion across the Woodcote grass, while Shively, leading for two laps from the "limit" position, was using the blower of his white 36/220 Mercedes-Benz out of the corners. Alack, Burton's Bentley dropped a valve.

What should have been a 5-lap Frazer-Nash and G.N. "Chain Gang" Handicap became a Frazer-Nash-only race when the scrutineers took a dislike to the back hubs of the fascinating A.C.-G.N. Pugh's Frazer-Nash was absent, having melted its centre main bearing. The field, however, was a credit to the F.-N. Section of the V.S.C.C. and included the Anzani cars of Thirlby and Barber, the latter's with a long tail. The diversity of body shapes was reminiscent of Brighton beach! Thirlby led for two laps, was passed by Day's fast 1932 car, then did a very spectacular slide at Woodcote, stopping the marshals' pulses as it rolled backwards across the road and dropping to 9th place. Afterwards David happily took photographs of his skid marks. Le Clair's smoking 1933 car now became 3rd, but on the last lap Skirrow's 1930 machine beat it into second place. Davy's car, single headlamp turned sideways, averaged 57.18 m.p.h. Fastest lap was made by Geoghegan. at 62.38 m.p.h. Chivers in Ashley's car retired. Col. Archdale made a first appearance in something rather un-'Nash-like, as its radiator was way out in front of the tubular axle, which was sprung on a transverse leaf spring, with strut-type shock-absorbers.

The fourth race was the 10-lap All-Comers' Scratch Race and excellent fare it was. Stuart got off well and upheld his Oulton Park promise by leading all the way, his E.R.A. averaging 73.11 m.p.h., after more hard wheel-twirling. The tank appeared to be losing fuel but all was well. Vessey drove his usually stylish race in the splendid *monoposto* Alfa-Romeo, holding second position but seeming to misfire a little, with Alex Pitts in Broad's E.R.A. "Remus" closing on him, in spite of the E.R.A. having gone straight on at Becketts on the second lap. The faster cars in the field were well bunched and Spero got the Maserati through well, from eighth on lap one to fifth at the finish, doing fastest lap of the day at 77.39 m.p.h. McDonald came in with loss of oil-pressure, a bit puzzled because a bird had hit the Bentley's radiator and the cloud of feathers looked like smoke, while Schellenberg's ex-Whale 8-litre Bentley eased up to spare a stiff engine while in eighth place.

The fifth race, again a 5-lap Handicap, was a brisk affair, with Davies' f.w.d. Alvis swamped after four laps by the back-markers, Eastick's 2-seater 1930 4½-litre Bentley, lamps ablaze, winning at 64.96 m.p.h. in a rousing *finale* from Le Clair's 1933 Frazer-Nash and the Alvis, Bradley's long 2-seater 1930 4½-litre Bentley, with large fuel tank behind its dickey, experiencing simply *furious* front axle patter into Woodcote and fourth place. Quickest lap was accomplished by Walker's scratch 1929 4½-litre Bentley, to the tune of 67.47 m.p.h.

The next 5-lapper was for gentler stuff. Hawksby's very smart 1926 12/25 Humber 2-seater-with-dickey, which had had its back axle oil warmed up professionally by running it jacked up beforehand, received 2 min. 38 sec. start but was soon swamped, Lisle's Amilcar looking a likely winner until Harris' very fast and well-driven Austin 7 went by. Harris won at 59.68 m.p.h. in a car which looks more 1934 than 1929 and has twin Amal carburetters, Bowdenex brakes, 5.00-15 back boots, and a remote-control gearbox. The 1927 Amilcar and Day's Frazer-Nash were, respectively, second and third. Harris also did fastest lap, at 60.81 m.p.h., in a field which included a twin-cam Salmson, Bentleys, Rileys, including Batho's 4-seater Nine, Beavis' Nine with smart but non-original tail, and an odd-bodied Brooklands chassis Riley 9. Liston Young sportingly ran his Fiat 509 tourer and Lockhart made the usual fascinating noises with his Peugeot-J.A.P., which, however, disliked some new high-octane fuel which had been fed to it. Haig's Riley retired. Hanlon drove a rare 1929 Riley Nine 2-seater.

The 10-lap Vintage Sports-Car Scratch Race was stern stuff, McDonald (Bentley) braking late and leading all the way, from Walker in the "Bluebelle" Bentley and Lawrence in his special 2-seater 1928 Bentley, until the last-named came in after six laps, to give third place to Ainsworth's 1930 4½-litre Invicta, pursued at close quarters by Quartermaine's 30/98 Vauxhall which, in spite of needing firm applications of its outside hand-brake, took the younger car on the outside of Woodcote on the run-in; McDonald averaged 68.95 m.p.h. and did a lap at 70.52 m.p.h. The class winners were: 1,100 c.c.—Le Gras (Treen Riley); 1,500 c.c.—Brown (Frazer-Nash); Over 1,500 c.c.—McDonald. Halkyard again drove his very sporting 1929 Austin 7 Chummy, which, *sans* screen and going up to astronomical revs., is delightfully standard and vintage, even to a short-lever, gated 3-speed gearbox, but is steadied by strut-type front shock-absorbers.

Dunham's Alvis, braked late, scored its second win in the eighth race, this time at 69.91 m.p.h., from Freeman's understeering 2-litre Aston Martin and Tozer's Amilcar Six. Mason's Bentley used water and finished behind Durdin in the ex-Binns 30/98 Vauxhall. The Aston Martin gave its driver "moments"—but then he was lapping fastest of the field, at 71.29 m.p.h. A splendid sight was Dr. Pinkerton in the ex-Heal 1910 chain-drive 10-litre Fiat, but a 1 min. 25 sec. start only enabled him to lead for three of the five laps.

Walker came up well to win the last 5-lap Handicap at 66.57 m.p.h. (best lap, too, at 67.78 m.p.h.) from scratch in his Bentley, coming sideways over the line. Bradley's Bentley came into Woodcote level with Newman's 3-litre Lagonda on lap four but, braking later, took second place ahead of Richards' Alvis Speed 20, Noble's Alvis Silver Eagle also passing the Lagonda. Barlow's 1925 3-litre cycle-winged Bentley insisted on squealing its tyres at Woodcote, Harris drove very fast, but Norton's Riley, the Talbot 105 and Keeling's Riley retired—the last-named, a 1929 racing Nine with vertical Powerplus blower, had made very nasty noises all afternoon.

During the interval while the Relay Race was being marshalled, FitzPatrick gave a demonstration run in his 1908/12 Metallurgique-Maybach and so fantastic was its pick-up that we hope one day Douglas will be able to send us some acceleration figures.

During the Relay Race we imagine Tim Carson took the R.A.C. Steward off for a beer—at all events it would have been prudent to do so, although no actual collisions occurred. As Neve's 1914 T.T. Humber had run a big-end as a result of fracturing an oil-pipe at Oulton Park, Hawksby's 12/25 took its place in the Humber team. This team and the 14/40 Vauxhalls were on limit—nice to see three 14/40s, of which Brooke's was an alloy-bonnet tourer, May's a very nicely original 2-seater, and Powell's a tourer endowed with cycle front wings and short running boards. By the speed of Winder's Humber racer and Goodman in Winder's 9/28 powered 8/18 Humber Chummy the Humber team kept ahead until it was the 12/25's turn, when this vintage small car proved no match at all for May's Vauxhall. The Frazer-Nash D team (Brown, Archdale, Le Clair) caught the other Frazer-Nash team, which had had 25 sec. start, to win at 60.87 m.p.h., and the Invicta team, starting with the F.-N. D team, came in third.

An excellent dose of vintagery—but, alas, the only Edwardian car competing was Dr. Pinkerton's Fiat.—W.B.

IX GRAN PREMIO BARI

A Maserati Benefit

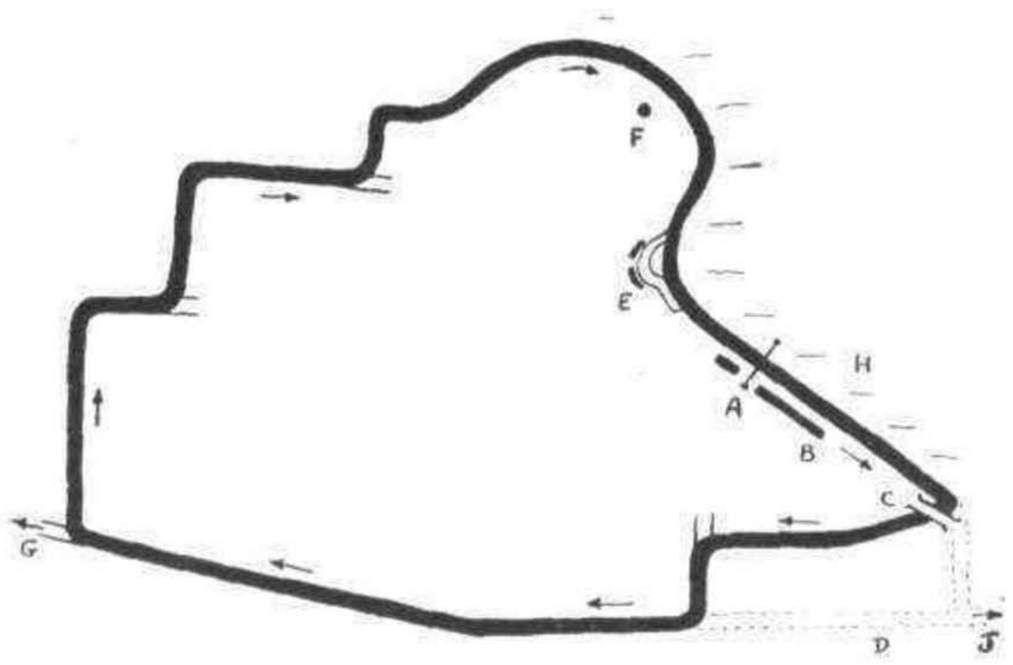
MOTOR racing through the streets of a town is a thing that is fast dying out, which is a very great pity, for somehow true road racing is connected with everyday roads with all the attendant hazards of kerbs, tramlines, walls, lamp-posts and trees. The continual modifying of many circuits until such things have completely disappeared, so that almost anyone can race with very little skill required is a retrograde step. Italy is one of the few remaining strongholds of real " men's circuits " and Bari is one of the last remaining supporters of this traditional type of motor racing. In Bari one motor race is held each year, but when it is, the whole town enters into the spirit, which is not surprising, as most of the officials of the Automobile Club of Bari are also high dignitaries of both the town, which is a sea-port on the Adriatic coast, and also of the Province of Bari.

Long before the event the town and its surroundings are covered with advertisements for the race, and apart from the gigantic poster illustrated on the accompanying page, the harbour wall has the name of the race and the date painted along its length, and " Gran Premio Bari 1956 " formed from pink Neon tubing is mounted outside the club headquarters.

Scrutineering was due to take place the morning before practice and when trying to turn up one of the main streets a white-clad policeman politely pointed out that all traffic was prohibited for the morning as the " verifiche dei veicoli e controllo documenti per lo Gran Premio " was taking place. In the afternoon one section of the town was completely closed, some sections of tramlines were covered with tarmac, straw bales protected the more important parts of the town buildings, and the Grand Prix of Bari was in full swing.

Not having sufficient money in the kitty to promote a Formula I event, the club held two short races for sports cars, one for cars up to 2-litres and the other for cars over 2-litres. The Maserati and Osca factory sent teams of official drivers, while Ferrari decided not to support the event with a full complement, leaving private owners to defend the Maranello honours. In order to provide a more interesting circuit to previous years, the races were run clockwise instead of anti-clockwise, while the only long straight was reduced in length by the addition of another twisty road by-passing one corner of the old circuit. In the interests of safety the pits were situated in an area completely separate from the circuit, drivers having to leave the road by way of a by-pass and rejoin it by a service road, the whole area being well before the start and finish area.

Because of the intense heat of southern Italy, the races were started at 10 a.m., and the 2-litre class raced over 27 laps, it being allowed that the first five cars in this race would compete in the bigger event held afterwards. Behra and Perdisa were driving factory Maserati 200S models, the first driver with a de Dion sprung car, with ducted radiator, tapering nose cowling, 5-speed gearbox and the oil tank in the cockpit, while the second driver had an earlier chassis with ½-elliptic rear suspension, the oil tank alongside the radiator, but with similar four-cylinder engine and 5-speed gearbox. Villoresi and Cabianca were on factory 1,500 c.c. Osca four-cylinders, as used at the Supercortemaggiore race, Munaron, Cortese, Starabba and Carini had normal Testa Rosa Ferraris and there were 150S Maseratis driven by Isabelle Haskell, the American girl, de Tomaso and Tak, while Giardini and Signorina de Filippis drove A6G Maseratis. To complete the list there was Anthony with his Lotus-Bristol and a German driver with a home-made Porsche Special. The two works Maseratis were quite unbeatable and Perdisa was really at home on this twisty road circuit, leading Behra for a time and even when he was passed he hung on grimly, dicing like a madman the whole way, so that the two Modena cars dominated the race, fighting a running free-for-all battle the whole way, victory finally going to Behra. Nearly half a minute behind, Villoresi and Cabianca were dicing together for 3rd place, the little Oscas sliding round the corners in a most impressive manner, while the rest of the runners did their best to keep up. The Osca battle stopped when Villoresi had a front brake pull-off spring come unhooked and had to stop at the pit to have it repaired, and this let Munaron into 4th place, leading all the Ferraris. Anthony was rather outclassed on this " hairy " circuit and after running at the end of the field, eventually retired with a broken front-spring mounting. The American girl went out with a broken half-shaft and the Italian girl had engine trouble.



CIRCUIT OF BARI. Length : 5.55 kilometres.

A. Start and Finish. *D. Old Circuit.* *G. Road to Foggia.*
B. Grandstands. *E. Pits.* *H. Harbour.*
C. Footbridge. *F. Lighthouse.* *J. To Bari Town.*

The big race was over 36 laps, and Moss and Taruffi had factory 3-litre Maseratis, while similar cars were driven by Bordonix and Musy, and Piotti was in his 3½-litre model. There was one works 3½-litre four-cylinder Ferrari, driven by de Portago, and Wharton, Meyrat and Mackay-Frazer were driving 3-litre Ferraris. The American driver, Phil Hill, should have driven his 3½-litre engined Monza, but it blew up in practice. To complete the big cars were Hamilton with a D-type Jaguar, A. G. Whitehead with his DB3S Aston Martin, Bonnier with his " Disco-volante " 3½-litre Alfa Romeo, Bellucci with an old 3-litre Gordini and Tak with a 300SL. After a short rest the 2-litre Maseratis of Behra and Perdisa were ready for another race, as were the Ferraris of Munaron and the six-cylinder Maserati of Giardini, the Osca team deciding not to race again, even though Cabianca had qualified. The modified Bari circuit proved to be ideally suited to the 2-litre Maseratis and only the imperturbable Moss could get away from them, leading the race throughout with his typical smooth and easy style. Behind him Behra and Perdisa fought another fierce duel, leading Taruffi with the 3-litre car and all the rest of the runners. The D-type Jaguar was hopelessly outclassed on this twisty bumpy circuit and the Aston Martin was no better off. The works Ferrari might have proved serious opposition had not de Portago been elbowed into the straw bales during the scuffle on the opening laps, and though he got going again there was no possibility of him catching up and he finally succumbed to falling oil pressure. Wharton started off well and was leading the private owners, but then a shock-absorber broke on the rear and he slowed progressively, while in contrast Hamilton started slowly and speeded up as he became more accustomed to the bumps. Musy drove a neat and tidy race and though lapped by Moss he was first private owner to finish, behind the four works Maseratis. There was no opposition to Moss, who always seems to be on form, and by the 36th lap he was almost a full lap ahead of his team-mates, having made fastest lap of the day and led from start to finish. Bonnier and Mackay-Frazer appeared to be very evenly matched, in spite of having widely differing cars, but the Alfa Romeo ruined its clutch and the old Ferrari 750S overheated, so they both dropped out. Whitehead's Aston Martin broke its gearbox and Piotti had the 3½-litre Maserati go woolly very early in the race.

By very early in the afternoon the racing was over, and the oppressive heat caused everyone to relax until the prize-giving in the evening. After an excellent banquet on the open terrace of a seafront hotel, prizes were distributed to almost every competitor, these taking the form of cups, silver salvers, ornaments and trophies of all descriptions. Apart from the winners, there were trophies for the first and last retirements in each race, the competitor who had come the greatest distance and the longest serving club official ; in fact, a trophy for everyone with a reasonable excuse. The whole atmosphere and organisation of the Bari races was one that could well be repeated by other organisers and was a good example of the sport of motor racing at its best. Unfortunately the present-day attitude of factories, drivers and organisers, of money-grabbing and commercialism without giving anything in return, makes motor racing a sordid affair at times, but a meeting like the 9th Grand Prix of Bari does much to alleviate the wrongs of other races. Long may the sea-port and Province of Bari flourish.

Results on page 560

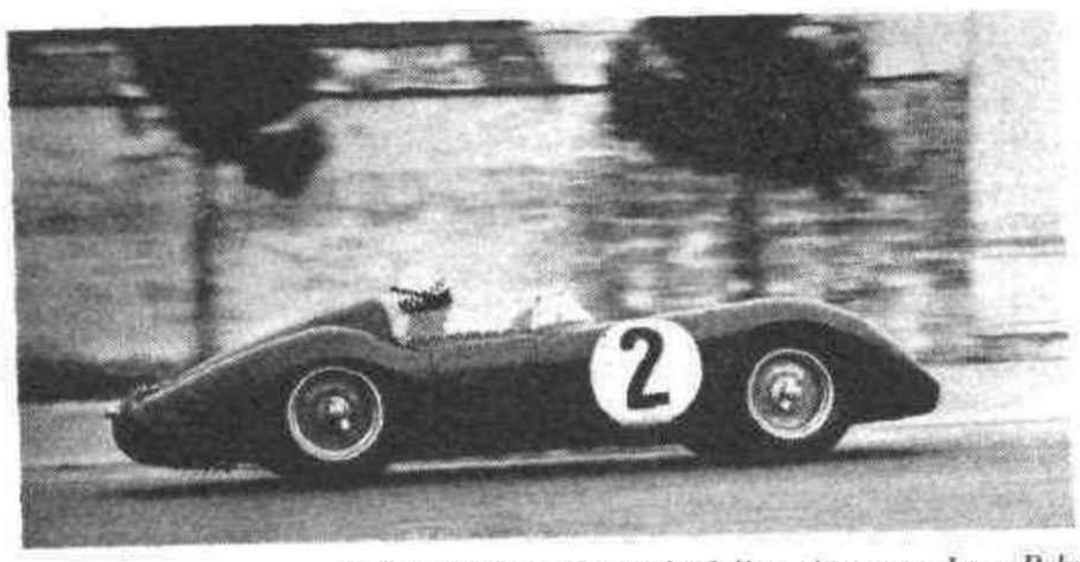
IX GRAN PREMIO BARI

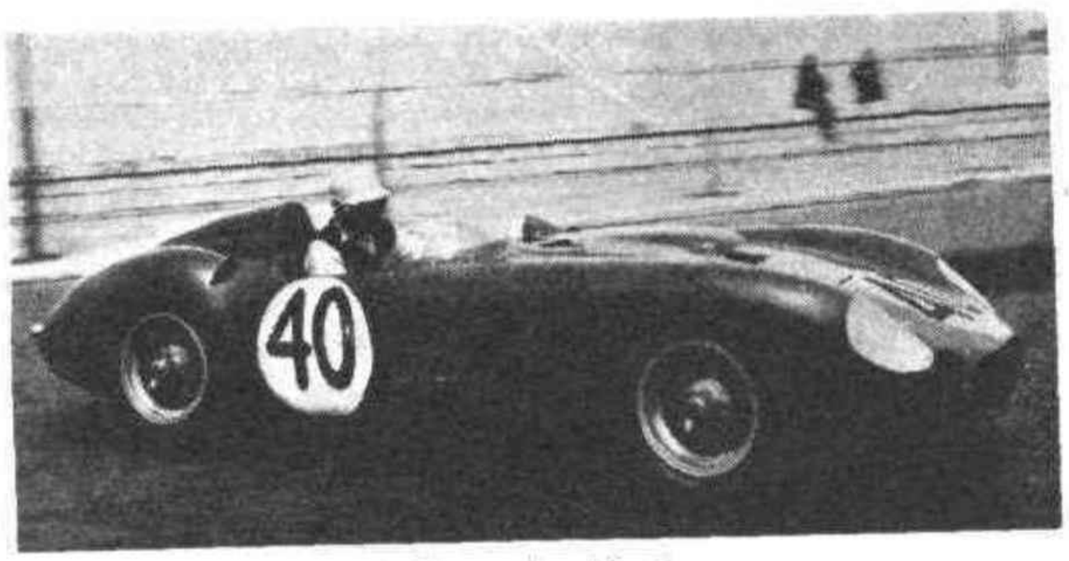


Residents and visitors in the southern Italian town of Bari were well informed that some motor racing was to take place by this enormous wooden poster erected among the palms on the sea front.



Keener members of the community could read more details of who was coming to drive from the posters stuck on walls and buildings all over the town.





Left : The winner of the 2-litre class was Jean Behra, seen in the latest factory 200S Maserati ; this view of him speeding along the harbour front shows the low and tapering lines of this new car.

Right : In the over 2-litre race, the factory 300S Maseratis were little faster than the smaller models, and though Moss was first, Taruffi, who is seen here, could do no better than fourth, behind Behra and Perdisa on the smaller cars.

The town of Bari is really used for the motor racing, and scrutineering took place in one of the main streets, public and traffic being diverted by wooden barricades and police. Here are the two works Osca 1,500 cars being admired by an enthusiastic crowd.



The Bari circuit is one of the few remaining true road races, and this view of the over 2-litre race shows the field dashing down a side street off the main road round the harbour front.





ONE OF BRITAIN'S FINE CARS—

THE ROVER 90

A Compact 90 m.p.h. Saloon of Outstanding Luxury and Refinement, Possessing Good Performance and Very Complete Equipment. First-class Construction and High-quality a Feature of this Well-known British Car.

FASTEST OF THE ROVER RANGE, the "90," like the smaller-engined "60" and "75," carries on, as few other modern cars do, Britain's reputation for quality construction, while possessing performance adequate for coping with the congested roads of the present day.

ONE of the pioneer firms in the Midlands, the Rover Company at first tried its hand at a variety of different models, some simple, some complex, settling down after 1933 to a range of beautifully made and finished cars of notable refinement. This trend is well maintained in the present 60, 75 and 90 Rover models.

The Rover 90, which we had the pleasure of testing for a week in July, if not entirely in the high-performance category, is the version which will interest the majority of our readers, for its luxurious appointments and very complete equipment are allied to a maximum speed exceeding 91 m.p.h., acceleration of the 0-50 m.p.h. in under 14 sec. order, and brisk general performance from what is essentially a compact car having a wheelbase of 9 ft. 3 in.

From observation on British roads the present popularity of the modern Rover is readily apparent and after driving a "90" for 350 varied miles it was easy to see why this is so. Here is a car typically British in its interior appointments, so carefully constructed and finished as to merit the designation "scaled-down Rolls-Royce," with a six-cylinder, 93 b.h.p. F-head 2.6-litre engine able to deal effectively with this Island's shockingly inadequate roads, yet selling for under £1,552 complete with overdrive, radio, and bucket front seats as on the test car. If the owner forgoes these three extras the price falls to a very modest £1,418 17s. 0d.

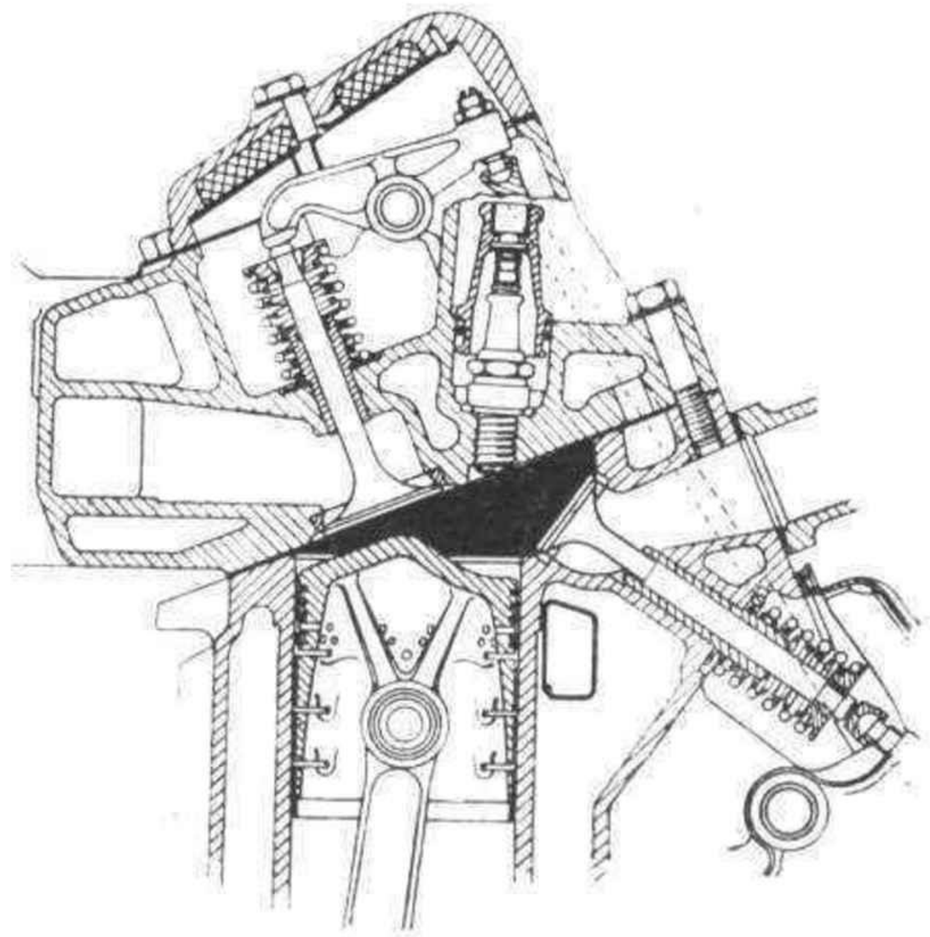
Technically, this Rover 90 is inspiring. The engine has the special i.o.e. inclined aluminium alloy head with "downstairs" exhaust valves and push-rod operated o.h. inlet valves seating on Brimocrome inserts. The camshaft is driven by silent double-roller chain and uses an hydraulic automatic tensioner. The crankshaft is a massive fully-counter-balanced nickel-chrome steel forging, with rubber-mounted harmonic vibration damper, running in copper-lead main bearings. The lubrication system feeds each cam on the camshaft separately and an oil-jet from each connecting-rod sprays the cylinder bores. Cooling is by pressurised radiator, pump and four-blade fan. The special V-crown pistons, in conjunction with the unusual combustion chamber shape, both valves inclined, enables this 73 by 105 mm. power unit to develop 93 b.h.p. at 4,500 r.p.m. on a compression ratio of 7.5 to 1, and using a single S.U. carburetter, so that extreme octane-rated fuels are not required.

The drive passes through a 9 in. diameter single-plate clutch, the ball-bearing thrust race of which is completely sealed, so that it is immersed in clean oil and requires no attention throughout the life of the car. The gearbox provides four speeds forward with synchro-mesh on the three upper ratios and the propeller-shaft is divided, with a rubber-mounted centre bearing to absorb whip and vibration. It is coupled to a semi-floating, spiral-bevel back axle, having a ratio of 4.3 to 1.

The separate chassis frame is of welded box-section steel, the power unit being three-point suspended on floating rubber bushes and the body insulated by special rubber mountings. Front independent suspension is by double wishbones and helical springs, rubber bushes being incorporated at the link-joints, which deadens noise which would otherwise be transmitted via the road wheels and obviates the need for lubrication. At the back, half-elliptic leaf springs carry the axle, each one being enclosed in a sealed, lubricant-packed gaiter. Double-acting hydraulic telescopic shock-absorbers of anti-aeration type are used all round.

Particularly noteworthy is the employment of sealed oil reservoirs which lubricate the steering swivel-pin bushes and need replenishment only once in six months, thus cutting down to a minimum the points on the Rover chassis requiring manual lubrication; in fact, there are only four points to which the grease-gun should be applied every 3,000 miles. Another feature which indicates that the modern Rover has been designed by practical motorists is the location of the 12-volt Lucas battery under the back seat cushion, where it is unharmed by engine heat.

The braking system again emphasises the individuality of approach employed by the Rover design team. Girling two-trailing-shoe brakes are used at the front, this type of shoe being notably resistant to fade and self-adjusting. The drums measure 11 in. by 3 in. and to overcome the absence of leading-shoe self-servo action, on the Rover 90 a Clayton-Dewandre vacuum-servo is used, with the refinement of a reserve vacuum tank.



INLET OVER EXHAUST.— The special light-alloy cylinder head of a special layout employed also for Rolls-Royce and Bentley cars.

The free-wheel, which has long been a Rover item, is retained, with driver control, on the "60" and "75" cars, but is not used on the "90." Instead, a Laycock-de-Normanville overdrive is an optional extra. Operating in top gear, it raises the final drive ratio from 4.3 to 1 to 3.34 to 1 by a flick of a steering-column lever. Again, you come upon a refinement, for Rover incorporate a relay switch which automatically ensures that the change from overdrive to normal top gear only takes place when the throttle is slightly open, thus eliminating snatch on engagement, special fuses ensuring that the main wiring circuit is protected and that a short circuit in the relay switch will not cause a sudden reversion to direct drive.

ON THE ROAD.

Early impressions on taking over the Rover 90 are that here is a delightfully luxurious, quiet car and one which gets along faster than it appears to be travelling. The engine is virtually inaudible when idling, so that the presence of the dynamo-charge warning lamp at tick-over suggests that it has stalled, until a little vibration from the gear lever contradicts this impression. Acceleration is smooth and brisk and even in overdrive-top the car pulls away smoothly from 20 m.p.h. and when cruising at 70 m.p.h. the impression is of running at about 45 m.p.h. Bottom gear is noisy in a vintage manner, but the higher ratios are subdued and in top gear only a whisper from the S.U. accompanies increases in speed. To this very acceptable silence is allied a smoothness of travel akin to free-wheeling and absence of body rattles. Although the ventilatory/heater fan isn't particularly noisy, switching it on mars slightly the ghostly progression of this refined motor car; it is, of course, required only at low speeds or when stationary.

The character of the suspension and steering may not appeal entirely to those who habitually regard their motoring as a "dice," but is suited to the majority of Rover owners. By this, we mean that the steering is spongy and heavy in overcoming considerable castor action, and the roll when cornering considerable. On the other hand, from being very heavy when manoeuvring, the steering lightens up appreciably for normal cornering. It is geared 3¾ turns, lock-to-lock, but as the lock is generous, no impression of particularly low gearing is imparted, while violent castor action spins the wheel through the driver's hands after acute corners. This is sensitive steering, in that a great deal of road-wheel return motion is transmitted over really bad surfaces; in main road travel this is scarcely noticeable and the action becomes rather "elastic," while the firm suspension causes very appreciable column shake and body judder to be transmitted.

The three-spoke spring steering wheel is sensibly small (17 in. in diameter) and has excellent finger-holds. Some lost-motion was evident after 17,000 miles' wear. There is to some degree a sense of driving a heavy "pre-war" style car and the faint understeer characteristics are accompanied by rather vague front wheel adhesion when quick steering-wheel movement is made. The ride is generally comfortable, with the exception of the aforesaid judder of bonnet, body and steering when bad potholes or corrugations are met, and the supple suspension is rather sensitive to changes of road surface, while the presence of a rigid back axle is felt at times. On braking the nose dips, but to a subdued degree. Although the tyres on the test car were correctly inflated at the back and were some 3 lb./sq. in. on the high side at the front, a good deal of scream was occasioned when cornering quickly or braking sharply.

The driver is comfortably seated in a bucket seat having 1½ in., up and down, front to rear adjustment, as well as the usual fore and aft adjustment, while the squab angle is adjustable by spanner. This seat never became "hard" after long spells at the wheel and even without resort to the numerous arm-rests, offers good support. The treadle accelerator and brake pedal are light to operate, the clutch pedal needing firmer pressure.

The long central gear lever, with small knob, cranked back towards the driver, is a pleasure to use, its rather casual feel when it is waggled with the engine off belying its positive action when used in earnest. It is an unusual lever, hinged ahead of the remote control and it is yet another Rover refinement, as an agent can adjust it to individual requirements. It selects the gears firmly and decisively, there being good synchromesh, and is conveniently to hand. Reverse is selected by pushing the lever quite definitely over beyond the first gear location. The brakes of the Rover 90 call for acclimatisation. They are really extremely powerful with moderate pedal pressures, but there is a delay action, felt as lost motion at the pedal, which renders them sudden rather than fierce. Otherwise, they are vice-free in action, although this delay makes progressive braking a matter of practice, and there is the faintest trace of noise from the shoes, converted into tyre noise in heavy applications. One feature we do wish to criticise, and that is lack of servo assistance and therefore absence of emergency retardation except for supermen with considerable leg power, should the engine stop. This is due to lack of suction for the servo-booster and was known in vintage times on cars so fitted. True, Rover provides a booster tank, which is supposed to provide for two normal stops. In our experience it only gave one such stop and even steadying the car on the pedal thereafter converted powerful braking to a helpless feeling of having negative control. Should one wish to coast downhill, or should the engine cut as the main fuel supply needs alteration to reserve, the effect could be unpleasant and might be disastrous. The unusual right-hand brake lever, with "shepherd's crook" handle, is very nice to operate, holds securely, and does not impede entry or egress through the driver's door.

Overdrive-top selects very smoothly and so silent is the engine that, in the absence of a rev.-counter, it is difficult at first to decide which top gear is engaged. 70 m.p.h. is a very easy cruising speed for the "90," with 75/80 m.p.h. coming up easily time and again on British main roads. In the indirect gears, indicated maxima are 28, 45 and 68 m.p.h., respectively, after which sudden and violent valve bounce sets in. The speedometer is about 5 per cent. fast, so that this adjustment should be made for true speeds. The engine possesses no vices and starts very promptly. In the course of a total test mileage of 665 it used about 7½ pints of oil.

Petrol consumption, using benzole fuels, came out at 23.2 m.p.g. over varied types of driving. This represents a range of 266 miles. An excellent feature is the provision of a dash-located switch for bringing in approximately 1½ gallons as a reserve supply, according to the handbook—alas, this supply lasted less than 20 miles when we resorted to it.

IN DETAIL.

It is in the common-sense layout and generosity of its detail appointments that the Rover 90 abounds in "static" appeal to supplement its impeccable road manners.

The screen and window sills are of selected walnut, so highly polished that sun-glare from the upper section of the dash is sometimes troublesome. Alone in this area is the small, noisy Jaeger clock. The instruments and minor controls are on a metal panel, reminiscent of an aircraft control panel, in front of the driver. On the left of this is a 100 m.p.h. Jaeger speedometer with trip and total mileage recorders, its balanced transparent needle giving clear, steady readings. It is matched, on the right, by a dial incorporating water temperature (normally at a shade over 75° C.), ammeter, and petrol-level readings, the last-named also indicating sump oil-level when a small adjacent button is pressed. There is a detachable ignition-key, separate from the boot-lid key, but locking the driver's door, and a neat small starter button. Above these is a turn-knob for switching on the lamps, after which side or headlamps are selected from a Continental-type lever protruding from the right-hand side of the steering column, although dimming is still done from a floor-switch by the clutch pedal. A longer lever above this lamps-lever controls the self-cancelling direction-flashers. On the left of the steering column is the small lever, in a quadrant, for selecting overdrive-top gear when it is moved down. Between the two main dials are bright warning lamps for choke-out and not-needed (this by thermostat control), low oil-pressure and ignition warning, while subdued lamps tell of headlamps main-beam and flashers in use. Between these windows is the petrol-reserve control. Neat white lettering on the black knobs or facia matching the white figures on black instrument dials. There is rheostat control of the instrument lighting, the screen-wipers are self-parking below the screen sill (their motor is rubber-mounted) and screen washers are provided.

A subsidiary panel below the radio, which is a high-quality H.M.V. set with rod aerial, carried the heater and ventilator quadrants for car and screen, fog-lamp button, heater-fan button and toggle-type mixture control which can be locked home, and also a knob which opens to any required degree the scuttle ventilator flap. Without going into detail, it can be said that the heater/ventilator/demisting arrangements are very comprehensive and sensibly laid out. The bonnet lock is a toggle-lever by the driver's right hand, clearly labelled like the other levers, and the bonnet is very easy to open, but needs propping up.

Before the front-seat passenger is a big and exceedingly deep "cave"-type lined cubby-hole with lockable wooden lid, and under this is a slide-out tool tray most comprehensively and nicely fitted out. Near this is a swivelling concealed ash-tray. The steering wheel (which, curiously, had a faint trace of up-and-down play on the column), carries a sensible full-circle horn-ring, of small diameter so that it is not inadvertently operated.

Matching this comprehensive dash layout are armrests on the front doors which are adjustable for height by operating small levers beneath them—an outstanding refinement. There are also armrests on the front bucket seats the latter can be brought together when they are adjusted to accommodate three persons. The back seat has

THE ROVER 90 SALOON

Engine : Six cylinders, 73.025 by 105 mm. (2,638 c.c.). Push-rod operated, inclined o.h. inlet valves ; inclined side exhaust valves. 7.5 to 1 compression ratio. 93 b.h.p. at 4,500 r.p.m.
Gear ratios : First, 14.506 to 1 ; second, 8.785 to 1 ; third, 5.923 to 1 ; top, 4.30 to 1 ; overdrive top, 3.34 to 1.
Tyres: 6.00 by 15 Dunlop tubeless on bolt-on steel disc wheels.
Weight : 1 ton 9 cwt. 1 qr. 14 lb. (without occupants, but ready for the road, with approximately two gallons of petrol).
Fuel capacity : 11½ gallons (approximately 1½ gallons in reserve). Range approximately 266 miles.
Wheelbase : 9 ft. 3 in.
Track : Front, 4 ft. 4 in. ; rear, 4 ft. 3½ in.
Dimensions : 14 ft. 10¼ in. by 5 ft. 6⅝ in. by 5 ft. 3¾ in. (high).
Price : £945 (£1,418 inclusive of purchase tax), with extras as tested, £1,551 3s. 10d., inclusive of purchase tax.
Makers : The Rover Company Ltd., Solihull, Birmingham, England.

an especially wide central armrest, with side rests on the doors. A good receding-type central mirror is fitted.

Upholstery is in pleated leather and the carpets are of good quality, with heavy felt underlays. Even the legs of the front seats have carpet bags round them. The propeller-shaft tunnel protrudes only slightly into the back compartment. Here, excellent reading lamps are fitted, one on each side, each with its own switch on the appropriate centre door pillar, opening a back door bringing on the lamp on that side. When a front door is opened a useful flood of light is cast downwards from the dash sill. Twin anti-dazzle visors of excellent transparency are provided, the front seat passengers' incorporating a vanity mirror. Spring-loaded " pulls " are fitted for the back seat passengers and all four doors, of which the front pair trail, have hinged metal pull-handles. The front doors have ventilator windows which close onto the sliding window frames, so that when open, no sense of obstruction is imparted. All the door windows wind fully down, those at the front calling for just over two turns of the handles, those at the back just under two-and-a-half turns. Amongst this comprehensive equipment is a reversing lamp operated automatically by the gear lever. Door pockets are *not* provided, but there is a useful, if shallow convex shelf behind the back seat.

The luggage boot offers very fair accommodation, with the spare wheel in a separate, lockable compartment below, although its floor slopes downwards towards the back. Only the handle of the wheel-brace intrudes, to the possible detriment of sealskin suitcases. The lid has over-centre hinges and as it opens the interior is automatically illuminated. The handle hinges up unless locked and when locked the petrol supply is rendered tamper-proof, because before the flap over the filler-cap in the near-side back wing can be opened a tiny lever, hidden under loose felting, has to be operated. Alas, this lever has to be moved again to lock the flap, which can be tiresome if the boot-lid has been inadvertently closed. The fuel filler is small and cannot take a can and even a funnel requires supporting ; its cap is secured to it.

Excellent is the provision of tiny extra safety latches for the back doors to prevent children opening them ; the doors can still be opened from the *outside* when these are in use. Indeed, all about the Rover you find practical commonsense details which add up to a highly individual quality car. Here is the place to remark on the excellent handbook which comes with the car—this is so often an indication of the soundness of the vehicle itself.

In appearance the Rover is rather portly, but when sitting in the driving seat it gives the impression of being a slim car. Some people may not like the square " boxes " in which the headlamps are recessed or the small exposed sidelamps, but it should be remembered that the Rover makes no concessions to post-war trends, except where these improve its efficiency or effectiveness in operation. Our preceding remarks on handling may give an unfavourable impression in some quarters and certainly these characteristics savour to some extent of those possessed by far more expensive, faster vehicles of the immediate pre-war and early war-years period. The point is that the Rover 90 is a fast and rapidly-accelerating car, but it is not a sports or even a high-performance car in the full sense of that term.

Rather does it appeal by reason of its quiet air of quality, its refined running, and its ingenious and generous equipment and appointments, while handling and performing more than adequately for long-distance business motorists forced to use our overcrowded roads.

Even now the attractions of this long-established Birmingham-built car are not exhausted. There is the elaborate sound-damping by the use of sound-absorbing sprayed-on material and heavy felt floor coverings, the technical feature of a water-heated, thermostatically-regulated inlet manifold; pre-treatment of the body with a phosphoric acid cleaner before five sprayed undercoats of specially-checked paint and a final coat are sprayed on, then hand-polished and wax-treated; the many light-alloy panels employed, which with corrosion protection, spell long life ; and—another sensible minor detail—straps to hold the boot-lid when bulky objects necessitate it being left unlatched.

Under the bonnet the water and oil orifices are accessible, the dipstick particularly so. A neat panel depicts the location of wiring fuses and junctions, the firing-order is stamped on the exhaust manifold, and brake reservoir and screen-washer bottle are easily topped up.

Finally, it is complementary to the Rover's high quality that the doors, like those of a certain German people's car, shut easily only when a window is open !

How the Rover Company manages to sell the car at a basic price of £945 we do not know ; if the writer had £1,500 to spare he would certainly want a " 90 " in his garage beside a smaller, more economical hack and a faster, more "dicable" sports car. The large number of Rovers on the road provides visible proof of their excellence and it is an ideal business man's car, dignified, restful in which to travel, and being long-wearing, a good investment. With tax officials trying to weed out £3,000 vehicles, Rover sales should increase in future—as they richly deserve to do—for this is one of those honest British productions you feel instinctively that you can trust and enjoy. —W.B.

BRITISH DESIGNER OF VOLKSWAGEN ENGINE ?

A correspondent to a weekly contemporary stated that he had been told by a Volkswagen dealer that the original design of the engine of this car emanated from Britain, or was at any rate the work of a British engineer. He suggested that if this were true it was a pity British manufacturers had " missed the boat " by failing to develop it, but that if the story had no foundation then such " very subtle sales propaganda " should be debunked immediately. The latter course our contemporary was delighted to adopt, footnoting its correspondent's letter " There is no truth whatever in the statement."

However, a fortnight later it published a follow-up letter from Erwin Tragatsch, who states that he knows positively that the basic Volkswagen design was that of the Englishman, Walter William Moore, who, according to Mr. Tragatsch, was responsible for the design and prototypes between 1929 and 1935 when with the N.S.U. Company in Germany. After N.S.U. had abandoned the project, the late Dr. H. Ing. Ferdinand Porsche took over the drawings and prototypes to further develop the design of the Volkswagen.

Moore used to be head of the Norton racing department before the war and he then went to N.S.U. and designed the famous blown parallel-twin racing engine used in the N.S.U. T.T. and G.P. motor-cycles. So he may well have been responsible, either wholly or in part, for the brilliant air-cooled flat-four engine of the Volkswagen which, in addition to its obvious immunity to a deep-freeze or a heat-wave, has the advantages of rapid warming-up, giving long-life in the hands of owners, such as doctors, forced to make lots of stops between short runs, immunity from hydraulicing should a gasket fail, low weight due to absence of water-jackets, radiator and coolant, precise control of oil-temperature because an oil-radiator can be set in the thermostatically-controlled cooling-air-stream (enabling 4.4 pints of oil to suffice, with practically no loss of lubricant between sump drainings), and a clean engine exterior consequent upon the dictates of the cooling system requiring a sealed engine compartment.

Thus another accusation against VW, that they are trying to bolster up sales here by falsely claiming a British designer, looks as if it has been burst wide open, and the Humber engineers who once reported that the Volkswagen was a pretty useless design were being rather unpatriotic !—W. B.

TWO SPEED HILL-CLIMBS

HERTS COUNTY A. & A. CLUB WESTBROOK HAY
(JULY 21st)

Good hill-climb venues are few and far between but those that do exist receive considerable support from competitors and public alike. Westbrook Hay is to the Herts County Automobile and Aero Club what Prescott is to the Bugatti Owners' Club, it is situated near Kings Langley and the event this year received National status for the first time, being the fourth actual occasion on which the club has used the hill.

The 650-yard course consists of an uphill run all the way with two bends. The record time for the hill previous to this event was held by Tony Marsh in an 1,100 Cooper (25.59 secs.) but he succeeded in bettering his own time again (25.05 secs.) in the same car and so retaining his F.T.D. title for the hill. Fastest lady driver was Miss Pauline Brock (29.77 secs.) in a Cooper. 500 c.c. cars were well represented and a reasonable entry of the larger cars was to be seen.—I.G.

Class A. Sports cars up to 1,100 c.c.

The class record for this group was previously held by R. W. Evans, Nordic Special (34.90) but many competitors bettered this figure considerably. Tony Marsh's best time here being 26.80 secs. in the Cooper Climax followed by A. Owen in a similar car.

1st Tony Marsh, Cooper Climax (26.80).
2nd A. Owen, Cooper Climax (28.04).

Class B. Sports Cars 1,101 to 1,500 c.c.

I. Walker's Ford and Hazel Dunham's M.G.A. returned good times but Prior's 1,250 c.c. Lotus M.G. made off with the honours.

1st R. N. Prior, Lotus M.G. (30.38).

Class C. Sports Cars 1,501 to 2,500 c.c.

This category resulted in a TR2 versus AC dice; Odini and Mayman in TR2s, Patten and Walker in AC Aceca's with Bristol engines, and Miss M. Hornby, AC Ace, trying to outpace Mrs. Mayman driving a Morgan with TR2 engine. J. Rudd in the ex-Tony Crook Frazer-Nash outpaced the remainder however, with W. S. Parke second in the Tojeiro-Bristol.

1st J. Rudd, Frazer-Nash (29.26).
2nd W. S. Parke, Tojeiro-Bristol (30.22)

Class D. Sports Cars over 2,500 c.c.

Heavy metal began to ascend the hill rather rapidly at the start of this class. First into sight was R. Munro's Meadows-engined Invicta with preselector gearbox; this interesting car fitted experimentally in 1937 with a Gardner diesel engine took 34.59 secs. to reach the finishing line on its first run. J. Gardner succeeded in spinning his Le Mans modified Austin-Healey on his second run, so becoming entangled with the barbed wire, but no serious consequences resulted. N. A. Wood and D. Worrell were responsible for conducting the Aston Martin-engined R.G.S. Atlanta up the hill safely, a task which they carried out nobly. Another awe-inspiring sight was P. Woozley's Allard leaving the line; this J2X model has the Chrysler Firepower engine, making a getaway from the start rather difficult although the owner managed to proceed without any wheelspin or other lost motion. Finally E. P. Scragg made a clean climb in the ex-Tony Gaye H.W.M.-built, D type-engined, Alta Jaguar, to take the class record from G. Parker's Jaguarra.

1st E. P. Scragg, Alta Jaguar (27.17).
2nd P. Woozley, Allard (27.40).

Class E. Racing Cars up to 500 c.c.

Austin May made fastest time in this event in a Cooper-Jap, followed by Henry Taylor in a Cooper-Norton. Messrs. Goodearl and Bond made speedy ascents in the diminutive Monaco-Jap.

1st C. A. N. May, Cooper-Jap (27.81).
2nd H. C. Taylor, Cooper-Norton (28.31).

Class F. Racing Cars 501 to 1,500 c.c.

It was in this class that Tony Marsh made the new course record of 25.05 secs. for the hill. W. D. Knight was one sec. behind taking more time at the first bend where the car snaked a little. Rivers Fletcher also made a steady climb in 26.38 secs. in the ex-Brandon Mk. V 1,100 Cooper-Jap.

1st Tony Marsh, Cooper-Jap (25.05).
2nd W. D. Knight, Cooper-Jap (26.05).

Class G. Racing Cars 1,501 to 2,500 c.c.

The two most interesting machines to watch in action in this category were G. D. Pick's H.R.G. and the well-known Aston-Butterworth driven jointly on this occasion by Club Officials D. A. Wilcocks and C. P. Tooley. The H.R.G. is similar to a Bugatti from astern having twin rear wheels and a pointed tail, it was formerly owned by Sir Clive Edwards and is fitted with a Lea-Francis engine coupled to an E.N.V. Gearbox. The Aston-Butterworth performed well but misfired somewhat after the driver lifted his foot from the throttle at the first corner, the engine taking some time to recover its breath, after which it would snap into a high-pitched crackle and soar to the summit.

1st C. P. Tooley, Aston-Butterworth (27.79).

Class H. Racing Cars over 2,500 c.c.

A Bugatti versus Bugatti versus Alta Finale. Perkins and Stubberfield in supercharged 2.3 litre 35 B Bugattis and F. A. Norris in the Alta Special. All three either snaked or spun on the first corner and Norris took to the grass at the finish, neatly by-passing the bewildered *Motor Sport* photographer.

1st F. A. Norris, Alta Special (26.71).

GREAT AUCLUM

For many years a favourite haunt of the Hants & Berks M.C., the Great Auclum hill-climb course again featured in the fixture list on August 4th. The narrow twisting ¼-mile climb provides many hazards for the over-zealous competitors especially at the low-lying banked corner; faster times were recorded by those who kept close in at this bend, rather than following right round the banking. Tony Marsh again succeeded in breaking his own course record (20.94 sec.) with 20.60 sec. in the 501-1,100 c.c. racing-car class, driving his Cooper-J.A.P.—I.G.

CLASS 1. Sports Cars up to 1,300 c.c., unsupercharged.

Tony Marsh (Cooper-Climax), keeping in close at the banked corner to start with and sliding out gently, later recorded a time of 21.62 sec. on his first run, best time in this class. J. M. Le Gras (Riley), came downhill very quickly, but ran out of urge on the up-gradient, after going perilously near the edge, and had to be pushed off the course.

1st: A. E. Marsh (Cooper Climax) ... 21.62 secs. (First Run)
2nd: H. C. Taylor (Cooper Climax) ... 22.07 secs. (Second Run).

CLASS 2. Sports Cars, 1,301-1,800 c.c., unsupercharged. Up to 1,300 c.c. supercharged.

Tommy Sopwith, on his first run, bettered the class record by over a second in the Mk. XI Lotus, but on his second run he ran out of gears soon after the start and coasted to a halt off the track, later to reverse back up to the paddock, crunching noises coming from amidships.

1st: T. Sopwith (Lotus) ... ... 22.97 sec. (First Run).
2nd: T. G. Cunane (Lotus M.G.) ... 24.09 sec. (Third Run).

CLASS 3. Sports Cars, 1,801-3,000 c.c., supercharged.

W. S. Perkins made a rapid ascent in his 328 B.M.W.-engined Lotus and so did J. R. Rudd in the smart black Frazer-Nash.

1st: W. S. Perkins (Lotus B.M.W.) 23.47 sec. (Second Run).
2nd: J. R. Rudd (Frazer-Nash) ... 23.54 sec. (Third Run).

CLASS 4. Sports Cars, 3,001 cc. upwards, unsupercharged: 1,801-3,000 c.c., supercharged.

A Jaguar class. Schueler and Clarke, in a 140 coupe, and Hunt and Sears in a 120, vied with each other for best times, the honours going to Sears.

1st: L. Sears (Jaguar XK 120) ... 25.47 sec. (Third Run).
2nd: R. Hunt (Jaguar XK 120) ... 26.01 sec. (Second Run).

CLASS 6. Racing Cars, up to 500 c.c.

Best time in this class was made by Austin May in a Cooper J.A.P.

1st: C. A. N. May (Cooper J.A.P.) 22.04 sec. (Second Run).
2nd: H. C. Taylor (Cooper Norton) 22.19 sec. (Third Run).

CLASS 7. Racing Cars, 501-1,100 c.c.

It was in this class that Tony Marsh made f.t.d. in the Cooper-J.A.P., taking the course record with him at the same time. Rivers-Fletcher also made an excellent run up in 21.85 sec.

1st: A. E. Marsh (Cooper J.A.P.) ... 20.60 sec. (Second Run).
2nd: A. F. Rivers-Fletcher (Cooper J.A.P.) 21.80 sec. (Second Run).

CLASS 8. Racing Cars, 1,101-2,000 c.c.

The Buckler 90, driven by C. D. Buckler and G. E. E. Tapp, seemed rapid enough, but kept scraping its undercarriage on the ground at the banked corner and smoke seemed inclined to pour from the cockpit at the slightest provocation. The sound of a trio of E.R.A.s sent a buzz of excitement through the spectators as J. Stuart, John Broad in "Remus" and D. R. Good in the ex-Billy Cotton car appeared. A new class record was established by Good, who made a very fast run. Stuart's E.R.A. took the record for noise, beating the Bugattis at one of their own games.

1st: D. R. Good (E.R.A.) ... ... 22.49 sec. (second run).
2nd: J. Stuart (E.R.A.) ... ... 22.63 sec. (third run).

CLASS 9. Racing Cars, 2,001 c.c. upwards.

Peter Stubberfield bettered his own record in this class by .49 sec. in the 35B Bugatti. J. M. Perkins with his Bugatti was, however, unable to beat D. Haig's 1,132(S) Cooper.

1st: P. J. Stubberfield (Bugatti) ... 22.34 sec. (Second Run).
2nd: D. Haig (Cooper) ... ... 22.63 sec. (Second Run).

BANK HOLIDAY RACING AT THE CRYSTAL PALACE

J. K. Hall (Lotus-Climax) Wins August Trophy Race. G. A. Naylor's 1934 Lagonda Rapier Wins Two Races.

THE B.A.R.C. was fortunate on August Bank Holiday, because torrential rain in the morning ceased in time for the afternoon programme of racing which they organised at the Crystal Palace for the L.C.C.

Feature of the afternoon was the August Trophy Race for 1,100-c.c. sports cars without superchargers, run in two 10-lap heats and a 15-lap final of the 1.39-mile course which, edged by hard walls, is very different from an airfield's wide open spaces. The first heat attracted ten starters, all in Lotus-Climax cars, except for Moore's Cooper-Climax. Stacey had a twist-grip throttle control on the gear-lever but never got a chance to twist it effectively, because his car jibbed on the line. The Cooper led away, but on the second lap Allison and Hall went by and Lumsden's Weber-carburetted Lotus Mark II went past on the inside at Ramp Corner. The race then became a procession, but excitement was maintained because at times Hall got very close to Allison, until, on lap seven they were neck-and-neck, with Hall going into the lead the next time round, to win by 0.2 of a sec., at 68.93 m.p.h. Lumsden was third, comfortably ahead of the Cooper, with Marriott's Mark VI Lotus next, its Stage II engine tune proving its worth, aided by excellent driving, and Hewitt's de Dion, disc-braked Lotus Mark IX a close sixth. Allison's team-Lotus car with M.G. gearbox made fastest lap on the still slippery circuit, at 70.88 m.p.h. Harris spun at the glade and the cautious B.A.R.C. excludes those who motor-race in this manner.

In the second heat Ellis (Lotus-Climax) led all the way in a field of ten, but he braked noticeably early for the corners and averaged only 64.8 m.p.h., tying with Zervudachi for fastest lap, at 66.02 m.p.h., the latter having flown from Egypt to drive his smart blue Lotus-Climax, its engine in Stage I tune. Jersey driver, A. Owen, in the Montlhéry record-breaking Cooper-Climax, took East African McNaughton's ex-Mackenzie Low Elva-Ford on lap five, but otherwise the race was processional. Fifth place went to Lawrence's hard-sprung M.G., which is an ex-" Musketeer " car, now with six Amal carburetters, six exhaust outlets, a three-branch water intake from the top of a special radiator and a one-piece glass-fibre body detachable in 3 sec. Snusher's E.J.S.-Climax finished sixth; it has home-conceived chassis and brakes, and also uses a glass-fibre body. Alas, Clarke's new Lotus-Climax retired.

A stern attempt by Allison to catch Hall enlived the final and at times the two Loti were exceedingly close, but three laps from the end they began to lap slower cars, which obliterated any chance Allison might have had of getting to grips with the leader. So Hall won the Trophy and £100, averaging 70.95 m.p.h., but Allison again had the consolation of making fastest lap, at 72.73 m.p.h. Lumsden was again third, just ahead of Hewitt, who had made valiant but unsuccessful attempts to get his Mark IX Lotus past, while Marriott drove outstandingly in his older Lotus, passing Moore's Cooper at Ramp, the Cooper promptly repassing, only to lose its oil-pressure, so that Marriott came in sixth behind Stacey, his driving loudly clapped. This time Ellis' more cautious driving told, although he spun at New Link, so that he headed a bunch of back-markers, of whom Owen took Dix on the inside at Ramp, only to damage his car on the banks of the Glade. The Elva-Ford, which had emulated a steam car during its heat, lost all its water.

The five-lap Ladies' Handicap was interesting, Jean Bloxam being lent an M.G. Magnette saloon by Gelberg after her Aston Martin had given trouble. She had never driven an M.G. before but, given 75 sec. start, she led all the way, to a 55.87 m.p.h. victory. Hazel Dunham's M.G.-MGA and Gillian Spooner, who drove a Triumph TR2 really well, both caught Mrs. Naylor's Lagonda on the last lap, and all four finished ahead of cautious Rosemary Seers in the Cooper-Zephyr. Mrs. Ashby, who makes a Wolseley saloon go so fast at Goodwood, retired in the Leco-M.G., which has a narrow tubular ladder-chassis, 1½-litre M.G. engine and i.r.s. by transverse leaf-spring, wishbones and jointed drive shafts.

Patsy Burt was handicapped out of it on scratch but made quickest lap, at 64.65 m.p.h., the neat belt of spanners she wore not signifying any trouble with her Aston-Martin DB 2/4. The commentators tried hard to remember if Mrs. Naylor really had lapped Brooklands at 100 m.p.h. on a motorcycle, obviously having forgotten what a B.M.C.R.C. Gold Star was awarded for; her springless Norton had to go round at all of 100 m.p.h. to gain this coveted award.

Sports-Car Race "A," over seven laps, brought out the " heavy metal," of which Protheroe's Tojeiro-Jaguar had made fastest practice lap, 1.8 sec. slower than Moss' sports-car lap record. Kyffin's ex-works Aston Martin DB3S, once driven by Collins, got away promptly but in a lap Protheroe had gone by, to gain a clear lead. Behind came a bunch of five, Trimble's ex-Ecurie Ecosse C-type Jaguar coming through to third place, hard-pressed by Stacey's Lotus-Climax, Allison fifth and Lumsden sixth. Protheroe won by 4.6 sec., at 68.68 m.p.h., after a lap at 71.08 m.p.h. Speedway-rider Thackwell's Cooper-Climax retired with loss of oil-pressure.

Sports-Car Race " B " was a clear victory for Bristow's M.G. Special, with 1,489 c.c. M.G engine, having twin S.Us. and oil-cooler, coil springs and wishbone i.f.s., and a neat all-enveloping body. At the finish it had a lead of 10.6 sec. from Patten's Bristol-engined A.C. Aceca, having averaged 64.27 m.p.h. and lapped at 66.62 m.p.h. Ferrari's A.C. Ace, for some reason wearing a Scuderia Ferrari insignia, was third, in front of the E.J.S.-Climax and steaming Elva-Ford, but Mallock's Austin-Ford stole the race, passing the E.J.S. out of Ramp on one lap and being cornered with immense verve, yet looking safe, no matter how it was yanked about. Less safe was Conn's Austin-Healey, which overtook Ashby's Leco-M.G. before the Glade, then spun in front of it, both cars being damaged. Twelve contested the 7-lap Vintage Car Handicap, of which only eight were vintage cars. This was a procession, Naylor's limit 1934 Lagonda Rapier leading all the way from Morley's 1925 two-seater 3-litre Bentley and Greaves' 1936 2-litre Le Mans Aston Martin, with Brown's Frazer-Nash doing its utmost to close. But it was an exciting procession, for Mulholland's 1936 team 4½-litre Lagonda wildly pressed Eastick's ex-ambulance 1930 4½-litre Bentley without getting by, and Freeman in the scratch 1936 Spa 2-litre Aston Martin drove fiercely to catch and dispose of Lawrence's odd-bodied 1928 4½-litre Bentley, having to lap at 64.48 m.p.h. to do so. In a close finish Naylor won by 0.6 sec., at 56.94 m.p.h., one m.p.h. faster than the modern M.G. which won the Ladies' Race, and the only retirement was Cuff-Miller in Fitzwilliam's blown 1930 2.3 Alfa-Romeo, although Bill Mason's splendid 1930 4½-litre Bentley had been having a bout of plug trouble. Binns had bent the Riley's front axle in practice, but was now going well, catching Bader's Brooklands Riley Nine, which only a short time before had a van body! Morley, incidentally, threatens to put his father's 4½-litre engine into his Bentley.

Having won the Vintage Race, Naylor's Lagonda Rapier kept ahead all through the 5-lap Invitation Handicap, this time averaging 57.97 m.p.h., to win from Trimble's XK120C Jaguar by 5 sec. Naylor never got it into top gear, doing some 7,000 r.p.m. in third along the straights; this dual victory rewards Naylor and his wife for much hard work put in on this special-bodied Rapier. Protheroe made fastest lap of the day, at 73.16 m.p.h., and Gillian Spooner (TR2), again drove splendidly, catching Hazel Dunham (M.G.-MGA).—W.B.

BARI G.P.—continued from page 554.

Results:

IX GRAN PREMIO BARI—Sports Cars up to 2,000 c.c.—150 Kilos—Very Hot

		k.p.h.
1st: J. Behra (Maserati 200S)	1 hr. 11 min. 16.7 sec.	—125.912
2nd: C. Perdisa (Maserati 200S)	1 hr. 11 min. 36.1 sec.	
3rd: G. Cabianca (Osca 1,500)	1 hr. 13 min. 10.5 sec.	
4th: G. Munaron (Ferrari T.R.)	1 lap behind	
5th: F. Giardini (Maserati A6G)	1 lap behind	
6th: F. Cortese (Ferrari T.R.)	1 lap behind	
7th: G. Starabba (Ferrari T.R.)	1 lap behind	
8th: L. Villoresi (Osca 1,500)	2 laps behind	
9th: H. Tak (Maserati 150S)	3 laps behind	
10th: H. Busch (Porsche Special)	7 laps behind	

Fastest Lap: J. Behra (Maserati) on 26th lap in 2 min. 33.7 sec.—129.175 k.p.h.
Retired: I. Haskell (Maserati) drive shaft; P. Carini (Ferrari), engine; A. de Tomaso (Maserati), oil pressure; M. T. de Filippis (Maserati) engine; M. Anthony (Lotus), suspension.

Sports Cars over 2,000 c.c.—200 Kilos—Very Hot

		k.p.h.
1st: S. Moss (Maserati 300S)	1 hr. 30 min. 52.4 sec.	—131.682
2nd: J. Behra (Maserati 200S)	1 hr. 33 min. 02.1 sec.	
3rd: C. Perdisa (Maserati 200S)	1 hr. 33 min. 06.2 sec.	
4th: P. Taruffi (Maserati 300S)	1 hr. 33 min. 21.99 sec.	
5th: B. Musy (Maserati 300S)	1 lap behind	
6th: J. D. Hamilton (Jaguar D)	2 laps behind	
7th: F. Bordini (Maserati 300S)	2 laps behind	
8th: K. Wharton (Ferrari Monza)	2 laps behind	
9th: H. Tak (Mercedes-Benz 300SL)	4 laps behind	
10th: P. Meyrat (Ferrari Monza)	6 laps behind	

Fastest Lap: S. Moss (Maserati), on 30th lap, in 2 min. 28.9 sec.—133.942 k.p.h.
Retired: L. Piotti (Maserati), engine; H. Mackay-Frazer (Ferrari), overheating; F. Giardini (Maserati); G. Munaron (Ferrari); L. Bellucci (Gordini); J. Bonnier (Alfa Romeo), clutch; A. G. Whitehead (Aston Martin), gearbox; A. de Portago (Ferrari), oil pressure.

RUMBLINGS

FORMULA TWO PLANS

Cooper have got away to a good start in the race to build cars to next year's Formula Two, for unsupercharged 1½-litre racing cars. Keen competition is anticipated, albeit with most of the British contestants using Coventry-Climax engines. Lister expects to have a F2 Lister racing towards the end of this month, a delay in the supply of brake parts having held up the project. He will use a space frame made of 1 in. by 18 g. and ¾ in. by 18 g. steel tubes, designed to weigh a mere 30 lb. Girling disc brakes will be fitted, inboard at the rear and of very low weight, and a normal but low *monoposto* body of non-enveloping type will complete the F2 Lister, stress calculations for which were made at a Cambridge laboratory. Ultimately the twin o.h.c. Climax engine will be installed.

A. J. Butterworth tells us that he is continuing with his F2 A.J.B swing-valve engine, about which nothing has been heard for some appreciable time. Apparently the latest version weighs in the region of 227 lb. and develops 120 b.h.p. at 5,800 r.p.m. on a 9½ to 1 compression-ratio, giving 116 lb./ft. torque and 193 b.m.e.p. at 5,000 r.p.m. Five of these 1½-litre A.J.B. engines were in course of assembly and a further batch of a dozen has been provisioned for.

* * *

A NEW BRITISH HIGH-PERFORMANCE CAR

As MOTOR SPORT announced exclusively last March, Aston Martin have a new tubular-chassis version of their 2½-litre DB model. The new car, known as the DBR1/250, has a multi-tube chassis frame of small-diameter chrome-molybdenum steel tubing. Front suspension is by the usual trailing links and transverse torsion bars, Porsche-fashion, while at the rear a de Dion axle is suspended on lateral torsion bars and located by Watts linkage, a 5-speed gearbox being integral with the final drive. Girling disc brakes are fitted and the wheelbase is 7 ft. 6 in. A magnesium-alloy panelled two-seater body, using a light-alloy tubular framework cloaks the main frame and the engine has dry-sump lubrication, a 9.2 to 1 compression-ratio and Weber carburetters. Quite a motor car!

* * *

—AND A NEW BRITISH ECONOMY RUNABOUT

In the past we have enthused over Continental economy vehicles such as the air-cooled Citroen 2 c.v., Isetta and Goggomobile and have expressed a wish that there existed a British counterpart. The Astra is an attempt to fill this need. It is a product of the well-known British Anzani Engineering Co. Ltd., of Hampton Hill, whose engines have gained fame in aeroplanes (remember Bleriot ?), motor-cycles and cyclecars. The Astra is powered by an air-cooled 60 by 57 mm., 322 c.c. two-cylinder two-stroke engine mounted at the back. This Anzani power unit has a crankshaft-driven cooling fan, rotary-valve mixture admission and is lubricated on the petrol system. It gives 15 b.h.p. (more than a vintage Austin Seven) at 4,800 r.p.m. and drives via a multi-plate wet clutch and enclosed primary chain to an Albion 3-speed and reverse gearbox with forward ratios of 17.3, 9.0 and 5.63 to 1. Final drive is by another chain to a differential unit from which Layrub-jointed halfshafts convey the drive to the independently-sprung wheels. Front suspension is also independent, by swing axles, Girling hydraulic suspension units being used front and back.

The Astra is a four-wheeler, running on Dunlop 20 by 4 tyres, the wheelbase being 6 ft. 2 in. The brakes are 7 in. Girling hydraulic, and a 12-volt battery provides for the Siba dynastarter and 7 in. headlamps. The body is a van-type utility of light-alloy panels over a steel frame, with wood framing at the back and a fully-lined interior. Perspex sliding side windows and hammock-type seats are used and the price of this new economy car, which sounds exceedingly promising, is a modest £347 16s. 0d., inclusive of purchase tax. Spare wheel and petrol tank live under the front bonnet, the fuel range claimed being about 240 miles, while the Astra is said to be simple to maintain, with few lubrication points to possess a 22 ft. turning circle for easy parking, and to weigh not a lot more than six hundredweight.

* * *

THEY SAY . . .

" We would state our firm conviction that no amount of dolling-up and face-lifting is going to make an uninspired or dated (British) model competitive after the Earls Court Show this autumn "—From an Editorial in *The Autocar* of August 3rd.



AT LAST!—A British car with air-cooled engine at the back and independent-suspension all round, the 322 c.c. Astra economy runabout, which sells for £347 16s. 0d. in the form shown, inclusive of p.t.

" I am sorry to be unkind to the Sunbeam Rapier, but I do not feel that it can inherit the great Sunbeam sporting tradition."—Michael Brown writing in *The Autocar*, on defining a sports-car.

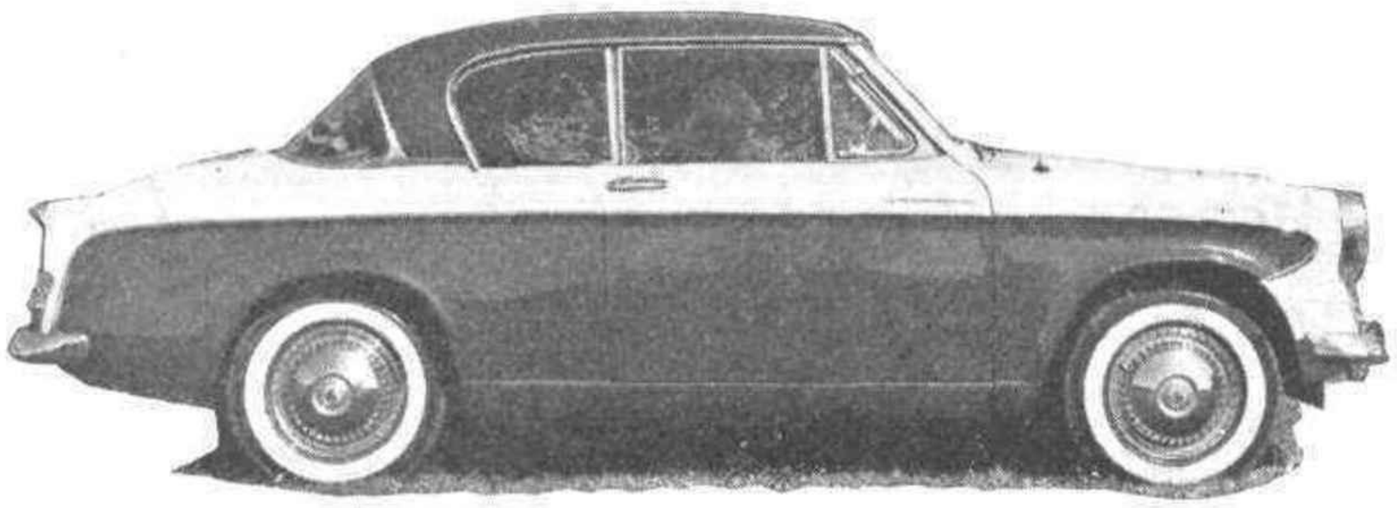
" My personal view of the Rapier is that it carries the wrong badge. Comfortable, even during all-night and all-day stages, reliable and economical, as well as very smart, our car showed only touring acceleration up to a maximum very little beyond 80 m.p.h., and with a more touring exhaust note would have seemed an excellent successor to the 12 h.p. Humber Vogue which was marketed in pre-war years. Calling it a Sunbeam and advertising it as a sporting car is, I fear, liable to sell it to folk who really want something faster . . . "—Joseph Lowrey, B.Sc., writing in *The Motor*, dated August 15th, 1956.

DAME ETHEL LOCKE KING, D.B.E.

It is with sorrow that I heard that Dame Ethel Locke King, D.B.E., died, aged 92, on August 5th. Dame Ethel gave the greatest possible encouragement to her husband when he undertook the formidable task of building the motor course on his vast Weybridge estate in the autumn of 1906. After Mr. Locke King's death in 1926 she ran Brooklands Track for 10 years. Her spirited handling of her Ford V8 30 coupe—always, I seem to recall, on permanently-attached trade number plates—when she was 80 years of age, was possibly the least of her accomplishments, yet one that enthusiasts cannot fail to admire. Dame Ethel gave me every possible assistance when I embarked on the task of compiling *The Story of Brooklands* and when I wrote commiserating with her on bureaucracy having closed the motor course she replied characteristically that she and her husband always believed that the future of motor-racing was in the hands of the young, and that she did all she could to allow the impetus of youth to have full range at Brooklands, until she became too old to carry on. I think this gallant lady—she was then over 70 years of age—who was so willing not to curb the high-spirits of the younger generation, was saddened when Brooklands was sold without any attempt being made by the motor trade, the clubs or the racing fraternity to save it. Let us, now that she has passed away, spare her at least a moment's gratitude.—W.B.

THE SUNBEAM RAPIER

A Road-Test Report on a Rootes Group 1.4-litre Two-Door Saloon Possessing Brisk Performance, Good Appointments and Economy of Petrol



SMART.—This sideview of the Sunbeam Rapier emphasises the distinctive lines of this lively saloon, the "Gay Look" colour scheme, wrap-round back window, slotted wheel discs and hooded headlamps contributing to the car's attractive appearance.

AT last year's London Motor Show the Rootes Group exhibited its Sunbeam Rapier saloon, a car which was intended to offer the same performance as the well-established, rally-victorious Sunbeam Mark III while being a more compact and economical vehicle, with an engine developed from that of the well-known Hillman Minx.

To meet the interest aroused, MOTOR SPORT published a special article last April on the development of the new Rapier. Naturally, the Editor was anxious subsequently either to confirm or correct the impressions which a very brief run on that occasion had imparted and to publish a road-test report on the Rapier in order to comply with numerous requests received from readers—many potential Overseas buyers—for more details of this latest vehicle to bear the illustrious name of Sunbeam. The earliest date on which we were able to obtain a test car was during July but, unfortunately, oil soon began to drip ominously over the radio and on to the floor of the front compartment of that car, while performance checking was rendered impractical because the throttle either stuck wide open or else would scarcely open at all. Another car was requested and, after delays because two Press Rapiers were involved in accidents, we duly got away to a fresh start last month, the mileage driven by the writer in the two cars amounting to 744.

Performance and Handling

On the road the Sunbeam Rapier is both pleasing and disappointing. It has a very lively engine, the revs. rising promptly in response to the throttle, which will run up to 6,000 r.p.m. in the indirect gears. A switch-operated Laycock-de-Normanville overdrive operates in top and third gears, so that the driver has a choice of four upper ratios with which to play. Some enterprise in this direction results in deceptively high average speeds being accomplished, especially as acceleration is in the order of 0-50 m.p.h. through the gears in 15 sec. and a s.s. ¼-mile in under 22½ sec. The overdrive switch moves at a touch and thus there is little time for the driver to adjust engine speed to suit engagement or disengagement, so that jerkiness usually accompanies selection of overdrive-top or reversion to normal-top gear. The engine is sufficiently flexible to pull away in overdrive-top from about 1,300 r.p.m., equal to 24 m.p.h. in top and less than 20 m.p.h. in third, but acceleration in these high ratios is impaired, normal top and third being called for if the driver is in a hurry. The engine, however, makes its presence heard above 3,000 r.p.m. and is noisy and slightly rough from 4,000 r.p.m. onwards, so that, having accomplished the desired brisk acceleration, there is every incentive to go back into overdrive-top or third, the driver being thus kept notably busy. As the car weighs over a ton, top-gear acceleration is not outstanding.

The gear-lever is of steering-column type, on the left, spring-loaded towards third and top-gear positions, and with reverse engaged, past second, by pulling out the knob. It is no better than most of its type and second gear is sometimes difficult to locate, although the upper gears engage smoothly. Incidentally, resting a hand on the lever when it is in top or third gear with overdrive selected automatically causes normal-top to engage, which one feels isn't intentional. But then the modern car is a wondrous thing: for instance, the handbook says that if overdrive fails on no account must you reverse, and that first gear should be engaged occasionally "to prevent it becoming stiff from disuse"! The gap between top and overdrive is a matter of 5.22 to 1/3.95 to 1, representing a drop of 1,043 r.p.m. when cruising at 60 m.p.h. as this is equivalent to 4,281 r.p.m. in normal top gear. The effect of an average driver selecting overdrive is considerable load on the back axle and a jerk which passengers with sensitive stomachs seem to find unpleasant, or even disastrous. So far as speed is concerned, the gaps are again appreciable, for whereas in normal third not much more than 50 m.p.h. is possible, if overdrive is used this maximum rises to a shade over 70 m.p.h. Similarly, in normal-top gear the maximum is approximately 80 m.p.h., whereas in overdrive-top 90 m.p.h. can almost be reached under good conditions and 85 m.p.h. held for considerable distances, given a long run to work up speed. On normal English roads 80 m.p.h. is about the practical limit, but the engine cannot be overdriven in overdrive-top, so that if 90 is attained downhill no anxiety need be felt. The lower gear ratios could have been spaced more effectively, especially as first is an emergency starting gear only.

The steering and handling qualities are difficult to analyse. On dry roads the Rapier corners fast in a very pleasant manner, the tendency being mild understeer changing to a very faint oversteer leaving a corner, due to considerable roll taking place. This is certainly not vicious roll-oversteer and the balance between under and oversteer is commendable, although, correctly inflated, the Dunlop tyres protest on acute corners, even at speeds as low as 20 m.p.h. On wet roads the wheels lose adhesion rather early and the safety factor becomes open to question. That we are not biased in this is confirmed by the impression of a contemporary, which reported: "While the car will get round corners quickly, the driver is left in some doubt as to his security if he drives near the limits of adhesion. The steering is accurate, yet at the same time it lacks feel, and the suspension permits more roll—together with a feeling of flexibility—than is desirable in a car of the Rapier's performance." These handling and braking characteristics, one feels, may be a contributory cause of three works Rapiers coming to disaster in this year's Alpine Rally (in which, however, one of these cars won the "standard" 1,600-c.c. category) and of Press gentlemen having accidents in them.

The suspension, with which these cornering characteristics are tied up, is rather soft. At low speeds the road wheels transmit vibration to the steering wheel and road wheel noise through the body-chassis structure; at higher speeds this smooths out, although at 50 m.p.h. it is still troublesome, but considerable up-and-down motion is then experienced. The steering, which calls for 2¾ turns lock-to-lock, is unpleasantly heavy for parking and not much lighter at speed, although the tyres were correctly inflated. Road-wheel return motion is scarcely transmitted but vibration is felt by the driver. There is useful castor action. There is a lack of "feel" between the steering wheel and the road, and the action is rather low-geared, which is unfortunate, because the car is slow to respond to changes of direction.

The 9-in. Lockheed 2LS brakes are none too convincing, a combination of lost motion and the need for fairly heavy pressure, together with a "hard" feel between shoes and drums, being experienced. However, applied in emergency fashion at moderate speed, there is reasonable stopping power and no vices show up; when used from high speed something suspiciously like fade intrudes. A return spring could be heard expanding when the pedal was depressed. The hand-brake consists of a very sensible lever lying almost horizontally to the right of the driver's seat, pleasant and effective to use.

Visibility is good, both front wings being just in sight of the average driver, while the pillarless door windows and wrap-round back window render the interior pleasantly light. The central rear-view mirror is adequate, if slightly restricted.

The front bucket-seats provide unusually good support and their

squabs fold almost flat to facilitate easy entry to the back seat of the two-door body. A wide gearbox tunnel intrudes into the front compartment, so that the pedals are off-set to the right of the driver's seat, the driver's clutch foot resting on the dimmer button. In the back compartment the tunnel is narrower and carries a lidded ash-tray. The clutch and throttle action is light but the pendant pedals are rather flimsy.

Summing up, the Rapier is an 80/85-m.p.h. four-seater saloon which is pleasant to drive fast providing discretion is used on wet or difficult roads, when useful average speeds are accomplished in a willing manner.

Minor Controls and Equipment

The Rapier is well equipped and many features display a refreshing individuality of approach.

There is a crash-pad before the front passenger and a subsidiary one for the driver, but it is rather droll that the wiper control knob and sharp overdrive switch are permitted to protrude through it. Matching 3½-in. A.C. speedometer (reading to 100 m.p.h., with total and decimal trip mileage recorders) and 6,000-r.p.m. rev.-counter (with red segment at 5,500-6,000 r.p.m.) are set side by side above the steering column, their red-tipped white needles moving steadily across the black dials in the same plane when overdrive is in use. High set in a panel on the centre of the dash are four 1¾-in. dials recording, from left to right, water temperature (normally 170 deg. F.), fuel contents, oil pressure (normally 37 lb./sq. in.) and ammeter reading. They are very easy to read and, a Rootes' speciality, all dials are calibrated in litres, kgs. and k.p.h. as well as in the English equivalents, a useful feature for those who cross the Channel. Three labelled white knobs above the radio control choke (which also opens the throttle), lamps, and cigarette lighter, the fourth space being for the ignition key. Here another practical feature is found, for the key can be turned to the left to allow the radio and heater fan to function while the ignition coil is out of action, and it is thus preserved from overheating. Having provided this refinement, however, the designer allows the wipers to work only with the ignition on. Turning the key to the right starts the engine, Continental fashion. The ignition key also locks the doors, but a separate key locks the big, lined, under-dash cubby-hole and the luggage-boot lid, so that luggage and small items are rendered tamper-proof yet the car can, if required, be driven by garage or hotel staff. Continental influence is found in the door-locking arrangements. The front doors can be locked by pushing down buttons on their sills, but these locks disengage automatically when the doors are slammed, so that while it is possible to lock oneself in the car, the owner is never locked out. Exit is possible through either door when locking the car, as both have key-type locks, these, and the boot-lid lock, possessing rain covers. Twin anti-dazzle visors are fitted, the passenger's carrying a vanity mirror, as every passenger's visor should. These visors can be detached from clips and swung round to combat side glare but they are not transparent.

The two-spring-spoke steering wheel carries a half-horn-ring, but as this turns with the wheel it is not always where one expects to find it! The direction-flashers self-cancel and are controlled by a convenient little lever on the right of the steering column. Subdued warning lamps are used for flashers, headlamps-full-beam and ignition. A clock is not fitted as standard (time for a "Timex"!) and no door pockets are provided, but there is a wide shelf behind the back seat and a dash shelf, partly obstructed by the radio loud-speaker, before the driver.

The trailing doors have ventilator windows, stiff to open, with mediocre catches. The flimsy handles of the main windows are tedious to operate, as they call for eight turns up-to-down. An excellent arrangement is that the pillarless rear windows swing down completely into the body; the handles require five turns, up-to-down. The driver's door has a folding metal pull, a small arm-rest on the opposite door being shaped for the same function. There is a tray-type ashtray incorporated in the heater-box. A central roof lamp is used, its switch convenient for the front seat occupants, while it lights automatically as the doors are opened. The Rapier is essentially a four-seater, as the back-seat cushions are separate, with a hard area between them, on to which a rather feeble arm-rest drops, apart from the presence of the propeller-shaft tunnel. Curved armrests are incorporated at the side of the back seats.

Excellent two-speed, self-parking wipers are fitted, controlled by a knob on the dash, and Ekco or H.M.V. radio and a Smith's heater are available as extras, the latter having twin slide controls, of which the right-hand one operates the fan. Under the heater box is a tiny tumbler-switch for the dash lighting. Independent of the heater, a control under the dash shelf, notched to give three settings, brings in a fresh-air supply. The radio aerial cannot be extended from within the car. The luggage boot is of generous proportions, although the spare wheel is carried vertically therein. The lid of the boot springs partially open when the handle is turned and its dual props release automatically when downward pressure is applied. The bonnet is opened merely by moving a catch at the front, the usual interior control being sensibly omitted. The bonnet has over-centre hinges and rises to reveal a packed engine compartment. The oil and water fillers, Lucas battery and Tecalemit oil filter are, however, readily accessible, and the dip-stick only slightly masked. There is a servicing data plate on a shelf on the off side, Shell being the only oil recommended. The Stromberg downdraught carburetter has a huge A.C. air-cleaner, and the cooling system incorporates a four-bladed fan. The plugs of Nos. 3 and 4 cylinders appear to be hopelessly masked by the distributor and horizontally-mounted Lucas coil.

The body suffered from a few minor rattles. It is styled in the Continental manner and finished in the usual Rootes' two-colour "Gay Look." The first car we had for test was red and grey, the second one honey-beige and grey, the latter colour-combination meeting with considerable disapproval, especially as the upholstery and trim were in blue and grey with brighter blue front-seat covers! The roof lining is of easily-washable material, the upholstery is in leather, there are carpets, front and back, and rubber mats for the front occupants' feet. The Rapier has neat, close-moulded bumpers, a roof gutter, slotted wheel discs, hooded 7-in. Lucas headlamps, a chromium-plated exhaust tail-pipe and an external quick-action petrol filler-cap on the back panel, as distinctive features. It is difficult to fill the petrol tank from a can, as rally drivers may need to do. Dunlop tubeless tyres are standard equipment, but the spot-lamps on a badge bar, supplied on earlier versions of the Rapier, have apparently been deleted. After some 7,000 miles the plated beading along the dash shelf was beginning to break away, while the window in the passenger's door was a trifle out of alignment.

The second Rapier was used to visit the seashore, a trip spoilt by gale-force winds but cheering to the writer because he encountered a vintage Hispano-Suiza at Petersfield, and a vintage Alvis and two Citroen 2 c.v.s. at the same house, both in the same colour scheme, at Selsey. On the following day it was driven fast to Bristol and on to Weston-super-Mare and back. With increasing familiarity some fast driving on wet and dry roads was accomplished, the Rapier being quite happy when "thrown about," although the aforesaid handling qualities in combination make it rather tiring to drive rapidly. A fuel consumption check showed the commendable economy of the high-compression engine, 31.6 m.p.g. of National Benzole being achieved, using overdrive liberally but maintaining high average speeds. Driven thus the engine does not pink on good fuel or run-on, nor was any water or oil required, while it starts promptly from cold, given a little choke. At Weston-super-Mare, although this was mid-August, a biting wind was driving sand over the seafront and causing the girls to take their swimsuits to the swimming pool, which smacks of transporting coals to Newcastle. The road from Bristol to this convenient seaside resort is generally excellent, two black spots being narrow, steeply-humped bridges over—British railways! Returning *via* Wells, Frome and Warminster, the Somerset scenery is strongly to be recommended, and a parked 4½-litre Bentley was sighted some way before Cheddar, where we gave the famous Gorge a miss because it seemed likely to be infested with crawling baby saloons. Incidentally, going places from the centre of Bristol isn't easy, because only the outskirts of this West-Country town seem to be signposted.

All in all, the Rapier, which costs £1,047 17s. inclusive of p.t., served us well on this long week-end.

Postscript.—In retrospect this Sunbeam Rapier, which was introduced at the last Earls Court Show, is more of a "hotted-up" Hillman Minx than a Gran Turismo or sports saloon. This is particularly true in view of the excellent performance of the Hillman New Minx, as the following figures illustrate:—

	Maximum speed	*Mean top speed*	*Speeds in indirect gears*	0-50 *m.p.h.*	40-60 *m.p.h. in third gear*	*s.s. ¼-mile*	*Fuel consumption*	*Weight*	*Price with p.t.*
Sunbeam Rapier	85.0 m.p.h.	77.5 m.p.h.	25, 32, 53, 70 m.p.h.	14.9 sec.	13.7 sec.	22.4 sec.	31.6 m.p.g.	21 cwt.	£1,043 17s. 0d.
Hillman New Minx ...	82.7 m.p.h.	77.5 m.p.h.	24, 36, 60 m.p.h.	17.6 sec.	16.8 sec.	23.5 sec.	34.3 m.p.g.	19¼ cwt.	£773 17s. 0d.

Both cars have practically the same overall dimensions and the same wheelbase and track. Both use basically the same " square " 1,390-c.c. engine, that of the New Minx developing 47½ b.h.p. at 4,600 r.p.m., that in the Rapier 57½ b.h.p. at 5,000 r.p.m. The New Minx has the added convenience of four doors. The gear ratios of the New Minx appear to have been more happily chosen, being 17.04, 11.8, 7.12 and 4.77 to 1, compared to the Rapier's 16.64, 12.9, 7.79, 5.89, 5.22 and 3.95 to 1. Altogether the Hillman New Minx seems to be a very bright family car which rather overshadows its " hotted-up " companion. We have not yet driven it, so the above figures are taken from a contemporary road-test report. Using the same source, it is interesting to consider whether, regarding the Rapier as a tuned-up version of the New Minx, the increase in performance is as great as for similar cars of Continental origin. Taking the Fiat 1,100 as a good example, we find that when tested in 1953 in normal form this small Italian saloon developed 36.6 b.h.p. at 4,400 r.p.m. and that the 1954 Turismo Veloce version gave 50 b.h.p. at 5,200 r.p.m., the respective compression-ratios being 6.7 and 7.6 to 1. Figures for these Fiats and for the Rapier are :—

THE SUNBEAM RAPIER SALOON

Engine : Four cylinders, 76.2 by 76.2 mm. (1,390 c.c.). Push-rod overhead valves; 8.0 to 1 compression-ratio; 57½ b.h.p. at 5,000 r.p.m.
Gear ratios : First, 16.64 to 1; second, 12.9 to 1; third, 7.7 to 1; overdrive-third, 5.89 to 1; top, 5.22 to 1; overdrive-top, 3.95 to 1.
Tyres : 5.60 by 15 Dunlop C.T. tubeless on bolt-on steel disc wheels.
Weight : 1 ton 1 cwt. 7 lb. (without occupants, but ready for the road, with approximately ½ gall. of petrol).
Steering ratio : 2¾ turns, lock-to-lock.
Fuel capacity : 10 gallons. Range approximately 316 miles.
Wheelbase : 8 ft. 0 in.
Track : Front, 4 ft. 1 in.; rear, 4 ft. 0½ in.
Dimensions : 13 ft. 4½ in. by 5 ft. 0¾ in. by 4 ft. 10 in. (high).
Price : £695 (£1,043 17s. inclusive of p.t.). With extras as tested, £1,097 18s. 6d.
Makers : Sunbeam-Talbot, Ltd., Coventry, England.

	Maximum speed	*Mean top speed*	*Speeds in indirect gears*	*0-50 m.p.h.*	*40-60 m.p.h. in third gear*	*s.s. ¼-mile*	*Fuel consumption*	*Weight*	*Price with p.t.*
Fiat 1,100	76 m.p.h.	75.5 m.p.h.	19, 35, 56 m.p.h.	19.8 sec.	—	24.5 sec.	36.2 m.p.g.	16 cwt.	£869 12s. 0d.
Fiat 1,100 TV	84 m.p.h.	80.5 m.p.h.	22, 40, 60 m.p.h.	14.1 sec.	11.7 sec.	22.2 sec.	33.5 m.p.g.	16⅝ cwt.	£1,126 7s. 0d.
Sunbeam Rapier	85 m.p.h.	77.5 m.p.h.	25, 32, 53, 70 m.p.h.	14.9 sec.	13.7 sec.	22.4 sec.	31.6 m.p.g.	21 cwt.	£1,043 17s. 0d.

Although the New Minx is closer in performance to the Rapier than the Fiat 1,100 is to the Fiat TV, it is seen that the Fiat TV is a match for the Rapier in all save speed in the latter's overdrive third gear, in spite of the Fiat having but a 1,100-c.c. engine. This is probably due to the lighter weight of the Italian car and, indeed, the lower-end acceleration of the Rapier is rather disappointing, being inferior to that of the Ford Taunus 15M family saloon, which also licks the Rapier by a second over the s.s. ¼-mile. Although the Sunbeam Rapier has some endearing qualities, we rate it as rather disappointing, in respect of handling and performance, and not such an outstanding car as the Sunbeam Mk. III, on which MOTOR SPORT was pleased to bestow considerable praise in its road-test report of August, 1955.—W. B.



FRONTAL ASPECT.—The picture opposite shows the close-moulded bumper and wide grille which incorporates the direction flashers, on the Sunbeam Rapier.

SUNBEAM S.T.D. REGISTER WORTHING RALLY (AUGUST 4th).

A successful rally was held on August Bank Holiday Saturday, with a Concours d'Elegance, a police-led parade and gymkhana-type tests in Homefield Park for cash prizes donated by the Worthing Rotary Club. A local beauty queen rode in the 1912 Talbot of F. M. Wilcock which won the Concours d'Elegance. The spectators chose for the winner of a prize the driver and crew most appropriately dressed for a seaside week-end, J. Smythson and passenger winning, aided by raincoats, ladies' umbrellas and a hot-water bottle(!), from P. C. C. Moores and family, who had brought only one umbrella!

Results :

CONCOURS D'ELEGANCE

1st : F. M. Wilcock (1912 12/16 Talbot two-seater).
2nd : Sqdn.-Ldr. A. C. M. Millar (1927 twin-cam 3-litre Sunbeam tourer).
3rd : Wing-Comdr. H. Hamilton (1930 Sunbeam Sixteen saloon).

GYMKHANA TESTS

1st : C. Alcock (1925 14/40 Sunbeam tourer).
2nd : J. Smythson (1935 Talbot 105 saloon).
3rd : F. M. Wilcock (1912 12/16 Talbot two-seater).

All three dead-heated and the results were based on a " Le Mans start and stop-astride-a-line " re-run.

VINTAGE RALLY

On September 9th a rally open to members of the Humber and Fiat Registers, Light Car Section of the V.S.C.C. and Vintage M.C.C. starts at 11.30 a.m. from the Hundred House Hotel, Great Witley, Worcs. Some of the route is that on which the Economy Car Trials of 1924/25 were held. Details from the Humber Registrar, " The Lodge," St. Michaels, Tenbury, Worcs.

AUTOPLAX PLASTIC KITS

Automobile Plastics are marketing some very useful glass-reinforced Plastic Kits. These are sold in six sizes, prices ranging from 17s. 6d. plus postage to £15 postage free.

The range of repair and construction work that can be done with this versatile material seems to be almost unlimited. The resin base will adhere to wood or metal, which means that damaged car bodies and rotted wood can be repaired cheaply and easily. The simplicity and clarity of the instructions make the kits usable by anybody, and with labour costs as high as they are it is worth trying to do the job yourself.

A descriptive booklet can be obtained, free of charge, from Automobile Plastics Co. Ltd., 62, High Street, Barnet, Herts.

HOLT

Similar fibreglass kits are available from Douglas Holt, Ltd., Holborn, London, or from Halfords Stores. Marketed under the name of " Cataloy," the kits comprise self-curing filler in powder and liquid forms, glass wool and ribbon. Successful tests were carried out on car bodywork and a garage drain; both were extremely successful, a rock-hard repair being effected in a matter of hours. Kits are available from 18s. 6d. upwards.—I.G.

" THE AERITE "

A new lightweight tyre-pressure gauge named " The Aerite," of German design, having an adjustable zero and a needle stop for easy reading on clock-face dial. It is being made available in this country by Messrs. Walter & Dobson, Ltd., of Bailey Street, Sheffield, 1, manufacturers of tyre-pressure gauges and pumps.

LETTERS from READERS

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

IN PRAISE OF THE ROVER

Sir,

I was very glad to see Mr. Napier's letter about the popularity of Rovers in France published in your May issue. I would certainly endorse his remarks and add that one also sees a considerable number of these cars bearing the "TT" temporary registration plates, a fact that serves to underline the popularity of the marque with foreign visitors, quite a few Americans being among their number.

I spent a few weeks in Scandinavia recently, and was most impressed by the number of Rovers that were to be seen bearing the local licence plates. The Swedes, normally addicted to the products of Stuttgart and Detroit, not to mention Wolfsburg, seem to take kindly to these rugged, smooth-running, though somewhat uncomely machines, and the fact that they are bought at all is a tribute to their worth since Swedish roads are rough, to say the least. In Norway, road conditions are worse and the number of Rovers about is correspondingly greater. There must be more to this than the Viking Ship badge, so long the Rover insignia, even though this must needs delight the present-day descendants of the ancient Norsemen!

Now, the Rover is not a sports car even within the widest interpretation of the term, but there are facets to its character which are bound to have an appeal to the enthusiast-driver. A great many miles at the wheel of a fairly early "75" have shown me that it is far from the staid family conveyance that I originally imagined it to be, and that it possesses charm and worth in a satisfying blend of first rate engineering and extremely good manners. The handling, like beer, is an acquired taste; front-heavy and clumsy at first, one soon becomes accustomed to the pronounced understeer and very careful attention to the tyre pressures—28 in front and 24 aft—banishes tyre squeal and induces confidence and equanimity in the timid and the exasperated. The drill for quick cornering is simple: start turning the wheel earlier than normally and don't lift the right foot. The bend will then be taken in a level, unflurried fashion that will surprise as well as delight. The gear-change takes a little getting used to, be it admitted, since only top and third are graced with synchromesh and the lack of a rev.-counter allied to a high level of silence from the engine makes accurate judgment of layshaft speeds a fairly difficult task at first. But what a joy this gearbox is, with its vintage noises in bottom and reverse and silky action. A glance under the bonnet reveals the odd-shaped, well-finished, unobtrusive engine that propels this heavy car in no mean manner, provided that the revs are kept well up, and it is a satisfying piece of machinery.

Good taste is evident in the interior of the car wherever you look, and the plain minor controls have a pleasing, individual functionality so conspicuously lacking in most modern British cars. True, there are a few minor rattles and the rear seat tends to slide forward at times, leaving a space between the squab and the seat that cigarette packets fall into and coat tails get caught in, but apart from this there have been no other complaints in the car's very hard life. The battery never seems to need topping up, thanks to its position under the rear seat which is the only one for this vital component. In direct contrast to this is the almost constant bone dry state of the battery of the Rover's stablemate, a car which has this unit mounted on the scuttle where it merrily fries away all its distilled water in its own private oven under the bonnet.

The freedom from minor and major servicing bothers, the precision-built feel of the car, the lack of irritation from rattles and the like, the awe-inspiring smoothness of its progress, and the solidity of its build as well as the excellent finish of the paintwork and all its components combine to spell satisfied ownership to the Rover owner. These qualities, hidden or unobtrusive for the most part, make the Rover firm and faithful friends in whatever part of the world it goes to. Would that more firms in this country strove to emulate this fine example of British craftsmanship, and abandoned their slavish and unsuccessful imitations of the machines they make so well in Detroit.

I am, Yours, etc.,

London, N.W.11. D. A. Stockland.

[This letter will no doubt be read in conjunction with the Rover 90 road-test in this issue. The present Rover 75 has synchromesh on second, third and top gears.—Ed.]

A LAND ROVER IN NEW ZEALAND

Sir,

I have long been meaning to write and say how much I appreciate the forthright views and breezy style of Motor Sport. I have been particularly interested in comments and correspondence on the Volkswagen. This make has not long been on the market in this country, but is becoming very popular here in both car and commercial versions. After regularly reading Motor Sport, I nearly bought one myself, but as my home is on a 25,000-acre island, with narrow, hilly roads, I felt the high top gear would not be entirely suitable. Also, I like a bit more room in the back seat!

I finally picked on a Land Rover, partly because it is one of the few cars in this country which have no long waiting list; owing to its agricultural uses there are no import restrictions on this class of vehicle. After eight months of varied use I am still delighted with it, and would be interested to know if any other readers of Motor Sport have had experience with them.

To my mind the Land Rover combines the advantages of "vintage" suspension and build with those of modern brakes and engineering features. On good roads, although unable to cruise easily at more than 50 m.p.h., one can maintain a commendable average by virtue of the excellent cornering and braking. The brakes, in fact, are the best I have ever tried, and I now find that the comparative lack of stopping power of other modern cars is quite disconcerting!

The 2-litre Rover engine gives very lively acceleration up to about 40 m.p.h., but after that the very large frontal area and un-aerodynamic shape naturally take their toll. Travelling fast on main roads, petrol consumption is around 23 m.p.g., but this drops to 16 m.p.g. on short runs and cross-country work around the island.

Off the beaten track, the Land Rover, with four-wheel-drive, mudgrip tyres and high/low ratio transfer box appears to go almost anywhere, taking deep mud, wet clay roads, rocky tracks and fantastically steep climbs in its stride. Beyond the disintegration of the windscreen wiper mechanism, I have so far had no troubles worth mentioning. The only points I don't like are the shoddy design of a few minor controls and the fact that taking down or re-erecting the canvas hood is a major undertaking. Also, it is a particularly dusty vehicle; this is a big fault in the conditions for which it is intended.

Thanks again for an excellent publication, and keep up the good work!

I am, Yours, etc.,

Auckland. John Watson.

[The Land Rover is one of Britain's better vehicles and its ingenious technical features make it of interest under the Motor Sport heading, so we are glad to publish Mr. Watson's experiences with one of these vehicles in New Zealand.—Ed.]

* * *

A T.T. SUGGESTION

Sir,

As a regular reader of Motor Sport, I would like to express my regret at the decision to discontinue the Tourist Trophy Race on the Dundrod circuit. This unfortunate announcement is a great blow to the many enthusiasts in the province, many of whom have continually supported the race since the days of Kaye Don and Caracciola. I am even informed that a number of sports racing cars have been purchased specifically with this race in view. These include three Loti and at least one Cooper-Climax.

The main reasons given for the cancellation of the race were:—

(1) The lack of sufficiently experienced drivers; (2) The number of casualties at last year's event; (3) The unsuitability of the circuit.

I have found what I think to be the remedy to most of these problems. This is the only way in which a "safe" race could be held:—

(1) The race should be run on two separate days; (2) It should be run in three classes: (a) Under 1,000 c.c. (on Friday afternoon); (b) 1,000-2,000 c.c.; (c) Over 2,000 c.c., limit 4,000 c.c.

These three races would last 3½ hours each. As they are short, each car would only require one driver; this would divide the number of necessary drivers by half. The fact that there would be three races would mean that this fraction could be cut again by 33 per cent. and so only 17 per cent. of last year's number would be required.

This arrangement would also prevent a repeat of last year's disaster, because the situation caused by having a pack of cars travelling at different speeds would not arise. It would also render

the course comparatively safe, for with the barring of novice drivers, Dundrod would be as safe as any other British circuit and safer than most on the Continent.

Hoping for a return of " our " T.T.

I am, Yours, etc.,

Bangor, Co. Down. C. J. P. RADCLIFFE.

* * *

BUGATTI *versus* BENTLEY

Sir,

Mr. Ronald K. Hunter's letter has probably caused much amusement among Bugattistes. Fancy trying to repudiate the fact that the Bugatti is a superbly designed and constructed motor car, and in comparison the Bentley is a heavy, trundling monster!

By quoting a few race results, Mr. Hunter hopes to convince us that the Bentley sailed to victory with a field of Bugattis trailing miserably behind. He tells us that nothing but a good handicap will beat a Bentley, so let us take the first race mentioned, the 1928 six-hours. Curzon (Bugatti) led the race until he retired with ignition trouble, but one was left with the glorious picture of Campbell in another Bugatti taking the lead and holding it until he burst a tyre. After this delay he retired when his fuel filter broke. The two Bugattis were out of the race, so there was a chance for the Bentleys. In the second race quoted, the 1928 T.T., Campbell again led with a Bugatti, and was still in the lead when a fire broke out as he was refuelling. Water was used on the fire, causing it to spread, and so Campbell was out of the race. Curzon, in the light of this incident, retired when he developed a fuel leak. We need go no further—Mr. Hunter's list of results may be dismissed as worthless.

There are several facts which must be stated and accepted: (i) The Bugatti has won more races than any other make of car; (ii) In the '20s, the Bugatti won more races than all other makes put together; (iii) The Bugatti gained the World Championship in 1926 by winning 1,047 races in this and the preceding year. 806 first places were gained in 1927.

It is easy to compile a list of track events in which Bentleys and other cars appeared victorious, for " E.B." was not interested in such events. He maintained that the true test of a car was an event run on the roads. Here the Bugatti reigned supreme—it won the Targa Florio five times in succession.

Mr. Hunter says nothing could beat a Bentley. The best this marque could do at Le Mans was a win with a 6½-litre car at 75 m.p.h. A few years later a Bugatti with an engine half the size set a record of 85 m.p.h. Two years later, another Bugatti increased this to 86 m.p.h., and it remained unbroken until 1950. Further figures and comparisons are, I think, unnecessary.

If Mr. Hunter will admit he is prejudiced and realise that the Bugatti is superior in every way (except comfort!) to any other car of its time (and to many later ones), this controversy can be ended. I will conclude by quoting from *Continental Sports Cars*, by W. Boddy. Ettore Bugatti was " the designer and creator of some of the most beautiful fast cars ever conceived, and of the world's most consistently successful car."

Vive la mèmoire du Patron!

Vive le suprème Bugatti!

Vive le pur sang!

I am, Yours, etc.,

Kidderminster. JOHN M. BELL.

* * *

AMERICAN CARS

Sir,

As a regular reader of your periodical for the last 20 years may I trespass on your space for the first time to give you some impressions of the current Detroit passenger cars?

At present I own and drive a 1955 4½-litre Chrysler Plymouth; my previous machine was a VW. Previously I owned three Chevrolets in a row, in East Africa. I was brought up pre-war on: 1933 M.G.J2, 1935 Aston Martin, 1936 SS100, 1931 4½ Blower Bentley, 1932 sloping rad. Lagonda, 1938 Frazer-Nash-B.M.W., 1939 Jensen and then a Railton.

Why do I now stick to the Detroit Dragons?

(*a*) Mechanical silence from 0-100 m.p.h.; (*b*) Vivid, effortless acceleration; (*c*) Unfailing reliability and low maintenance costs over a large mileage; (*d*) Advanced styling and mechanical specification; (*e*) Toughness and longlevity under extreme conditions; (*f*) Roominess for passengers and their luggage, or luxurious comfort if you prefer it.

Cornering? Fix H.D. Shockers all round, and H.D. coil springs up front and feel the difference.

When British motor manufacturers contrive to build a car that will hang together like a yank, or the continental boys manage to smother the general racket set up by their power units, then perhaps I will desert the chromium-plated Bulldozers from Detroit for something better; they are not perfect.

I am, Yours, etc.,

Chagford. J. F. C. WELLINGS.

* * *

BRITISH SALES IN EUROPE

Sir,

The British motor industry is rapidly losing ground on export markets, but with very few exceptions the big manufacturers appear to adopt a policy of dictating what the purchaser shall have rather than giving him what he wants. Neglect of this peculiar market is the principal cause of the lack of interest in British cars on the Continent, plus total lack of publicity and virtually non-existent service facilities.

It must, of course, be emphasised that the one single fact which is at present the great danger of the industry in Britain is the credit squeeze coupled with purchase tax. Some British manufacturers, to offset declining sales, have increased prices but this can only be a very short term palliative to the problem.

It appears that at the moment when motor transport is becoming " democratised " Government policy is to create further privileged classes by artificially inflating the prices of cars. This may be fiscally sound but commercially disastrous to the interest of the industry not merely on the home market but also in regard to export policy.

It was most interesting, as a British resident in France, to listen to the broadcast on Thursday, May 10th, given by representatives of Rootes, Renault, Volkswagen and the American Automobile Association. Dr. Nordhoff's rebuke to the British about commercial practice was fully justified. It is disgusting to see how British industry, when beaten hands down by foreign competitors, shrieks out about " unfair competition."

One thing became crystal-clear during this broadcast which may be a key to our problems. The Rootes representative saw the increase in sales to workers as chiefly represented by sales of second-hand cars. The French and Germans see this as a vast new market and are making new cars to meet the market. Is this a case of class-conscious snobbery in the British Motor Industry or just short-sighted policy? It remains a fact that only amongst the British does one continue to hear the announcement of ownership of a car in terms which suggest that footmen in livery are also in attendance. In Continental Europe, ownership of a car (and a *new* car at that!) is becoming more and more as accepted as radio-ownership in Britain.

Britain! For the sake of your bread and butter, *take off the blinkers now*!

I am, Yours, etc.,

Bois Colombes. W. M. HOLDSWORTH.

* * *

TR2 OR A-H100?

Sir,

Having read with interest the various comments over the past few months concerning the TR2 I feel that my experiences over the last 18 months of ownership might be of interest.

First, there has been only one serious breakdown. This happened when both rear wheels locked solid (speed 25 m.p.h.) and was caused by a bolt head coming adrift from the crown wheel and jamming the pinion. The car was off the road for five weeks waiting for spares, and despite telephone calls to the main dealers, and the works, were seemingly unobtainable. However, bolts and locking washers from another make were fitted.

There is no doubt that the Austin-Healey is a better car; no one who has an eye for line and balance could deny this. But for economy and price (the performance is about the same) my vote goes to Triumph, despite the fact that with the hood up, it rattles like two skeletons, and the exhaust sounds like a lorry going uphill in bottom gear with a hole in the silencer.

I am, Yours, etc.,

Llandudno. PETER J. OLIVER.

* * *

SALES TO AMERICA

Sir,

It has been my very good fortune to spend the last six months in Canada, with occasional visits to the United States of America. During this time I have noted some Canadian views on the British car which I find extremely pertinent to our export drive, if such it can be called.

It would appear that there are three very definite sales fields:— (*a*) The competition-proved sports car; (*b*) The quality luxury car; (*c*) The family car.

The first type of car has immense appeal to the younger generation, but is used almost exclusively for trials, rallies and stock-car racing. Probably rather more so in the U.S.A. than in Canada.

The second type of car has a limited sales appeal which is roughly equivalent the world over. But, a word of warning here, let our manufacturers be absolutely certain that Canadian climatic conditions are fully considered—they are not at present.

The third type of car is frankly considered far too small, underpowered and doesn't impress the housewife, who, it must be admitted, is the prime sales factor in these countries. However, there is a growing demand for a second car in this field and it is here that our normal cars can be sold with considerable success. They have most that is required in this category except accessories necessary for the climatic conditions, which incidentally should be specifically designed and fitted as standard. What do I mean? Well, what good is a trafficator that freezes up for six months of the year?

The manufacturers must also realise that only advertising sells the goods in these markets, so let them make use of the ease of parking, slick through the traffic, low gas consumption properties of the British car.

Summing up, it can be said that the British car manufacturers can sell their cars in increasing quantity on the North American continent only if they concentrate on producing models for that continent and do not export cars designed primarily for the British home market. These models must then be sold with a full advertising campaign of their real qualities and not merely their name and past record.

Incidentally, the Healey-designed Nash Metropolitan possesses each and every one of the points made, and yet practically no one over here knows that it has an Austin engine.

I am, Yours, etc.,

Ottawa. R. L. Bowers (*R.A.F. F/Lt.*)

* * *

THE NEW ROAD TRAFFIC BILL

Sir,

It would appear that we (the British) are a long-suffering nation. Excellent this may be, in some ways, but it has its disadvantages. Despite our democratic form of Government, we are frequently being shackled with unnecessary rules and regulations pushed through Parliament as the easiest solution to a particular problem that has arisen.

Attention has been drawn, in some measure, both editorially and by Mr. N. H. Fowler, in the July issue of Motor Sport, to the plight this country is likely to be in if the new Traffic Bills become law. Mr. Fowler mentions the uneducated public prejudice likely to be produced by the Government's attitude to older cars. This prejudice is confirmed by a letter from Mr. Edward Russell of Glasgow, appearing in the *Sunday Express*. He wishes to scrap 50 per cent. of all vehicles built previous to 1947, declaring, I quote them to be "unsafe, a menace to drivers and public alike." He also claims among other things that this will stimulate demand for the products of the British Motor Industry.

This claim is not only ignorant but false. Let the B.M.I. be quite clear on this; if the Bill before Parliament becomes law, the motoring public of this country will be drastically reduced. Thousands will no longer be able to afford a car, whose value will deteriorate so rapidly, being completely worthless in nine or ten years and very difficult to sell in five or six years. Also, they will have to pay extravagant fees for parking, because once established in London, parking meters will spread rapidly over the country. This will make most trade representatives, to mention one section of the public only, car-less, as what firm is going to pay 12s. or more for parking expenses every day?

Those who do buy a 10-year-old car for next to nothing will soon find the cost of maintaining it in "official" condition so crippling that they will be forced to give in.

The Bills will undoubtedly clear our neglected, congested roads of private cars and force transport on to the railways, but at what cost to the nation's trade it is dreadful to contemplate.

Motoring will again become the prerogative of the rich and "motoring for the millions" a forgotten dream.

Therefore not only must the Motor Industry strongly attack these Bills, but also British Industry as a whole, for costs will rise steeply.

Can we not get together somehow? What are the R.A.C. and the A.A. doing about it? Where are our great organisers? This threat must not become reality!

I am, Yours, etc.,

Lewes. H. P. Wright.

ACCELERATION—AIRCRAFT *versus* CAR

Sir,

As an Elizabethan pilot whose hobby is cars, I think I may be able to help Mr. Carver, who expressed an interest in the comparative acceleration of aircraft and car.

Mr. Carver was correct in admiring the acceleration of the Elizabethan, although the figures were obviously approximate, but in fact the acceleration does not match up very favourably to a Grand Prix car.

This is due to a number of facts such as propeller slip, lower b.h.p. per cwt. figure, and others brought about by the fact that an aircraft is, of course, out of its element on the ground.

To obtain exact figures I carried out some tests and the results were as follows:—

First Case: With throttles opened as quickly as possible without causing "blowback" or "surge."

(*a*) Airborne at 115 k.t.s., *i.e.*, 132 m.p.h.
(*b*) Power from each engine at 100 k.t.s. was 2,350 b.h.p.
(*c*) Headwind component 10 k.t.s., *i.e.*, 11.5 m.p.h.
(*d*) A.u.w. of aircraft 52,972.92 lb.

The acceleration from 0-132 m.p.h. was 35 sec., but the most rapid part of this was in the last 5 sec. when the aircraft was virtually airborne, and the air speed indicator jumped 15 k.t.s. on 17.25 m.p.h. This is due to the enormous amount of power lost through "propeller slip" and drag of heavy ancillaries on the engine. When one considers that at maximum power on take-off the Elizabethan only produced approximately 10 b.h.p. per cwt. as compared to over 20 b.h.p. per cwt. of a Grand Prix car the aircraft's acceleration is very good.

To demonstrate, the amount of difference in weight and propeller slip, etc., make to the aircraft's performance, a take-off was timed at the low weight of 49,623.5 lb., an increase of nearly 1 b.h.p. per cwt. At the same time the throttles were opened until there was no boost or depression in the manifold, the brakes were then released and the throttles opened fully. The acceleration time from 0-132 m.p.h. was 30 sec. As this is the take-off procedure used when take-off distance available is limited, it will be seen that this figure cannot be improved on, to a great extent.

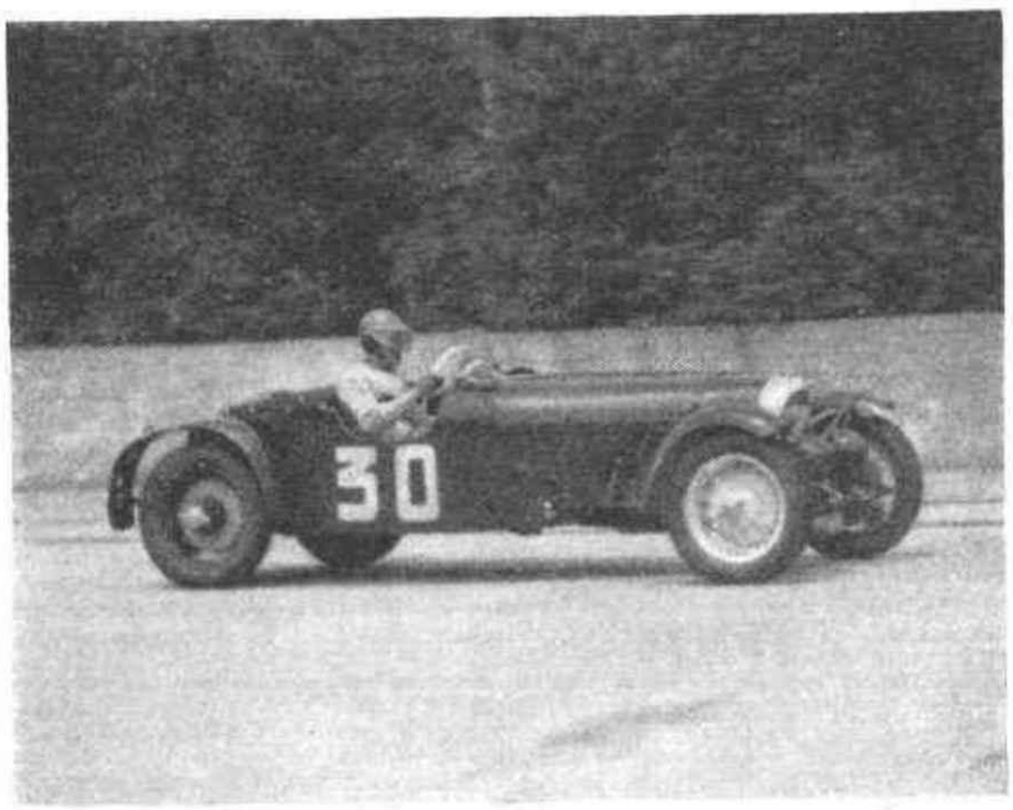
I think that this is about as far as any comparison can be undertaken, the objects being so different. One might as well try to compare the acceleration of a fish with a rabbit.

I hope this has interested Mr. Carver in its basic form, personally I find accelerating from 0-50 m.p.h. in 10½ sec. in my Wessex converted VW much more exhilarating—and from only 3 b.h.p. per 1 cwt. too!

I am, Yours, etc.,

T. S. C.

[This correspondence has been very interesting but is now closed. —Ed.]



QUIZ PICTURES are popular and here is one to test to the utmost your knowledge of motor-racing history. No prizes are offered but please give make of car, driver and race on a p.c. by September 15th, so that we can publish the Names of the Knowledgeable in the October issue.

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FOR SALE

T.A. M.G., black/blue. Good condition throughout. £215. "Adastra," Clifton Hampden, Oxon. [6611

TRIPLE SOLEX 11-40PAI-2, almost new, perfect order. £18. Bargain. Birch, 100, Mona Road, W. Bridgford, Nottingham 84717. [6616

BENTLEY, 1925, 3-litre long chassis shortly available. Must sell. Haggle from £150. Particulars from Gathergood, School House, Flixton, Bungay, Suffolk. [6615

1939 CONTINENTAL family sports saloon, fast, economical. Real sound order throughout. I.F.S. Alpha red. £150. 3, Beechwood Gardens, Slough. [6620

MERCEDES-BENZ, 1951, Type 170S L.H.D. Super quality 4-seat drop head cabriolet de luxe. Radio, etc.. Cost nearly £2,000. Still immaculate. £650 or nearest accepted. Reply Box No. B.621. [6621

RILEY 9, 1932. Good engine, rough brake body. Seen London. Will break. £35. Wilson gearbox, ex Alvis 12/50, with fittings. £10. Riley speedo and cable, £4. 19 in. six-stud wheel, 15s. Steering col., 30s. Box No. B.623. [6623

1920 ROLLS ROYCE Silver Ghost sports 2-seater. In first class condition and very smart appearance. All original accessories, instruments, etc. Two new tyres, instruction book and tools. Taxed. £75 o.n.o. J. E. Manasseh, 57, Campden Hill Road, W.8. [6625

TAXI, MORRIS, 1936. Excellent condition and appearance. £25. Carpenter, LIB 3875. [6627

1936 ROVER 14 sports saloon, good condition. Bargain, £75. Phone evenings, Lloyd, Weybridge 2476. [6628

RILEY NINE Special, regd. 1945, 2-seater. Hood, sidescreens, few spares. £130 o.n.o. Carrington, 10, Brighton Road, Southport 66916. [6630

1940 FIAT 1100. Fast; 38 m.p.g. Reliable; mechanically sound. Clean interior. Offers over £175. Peter, 27, St. George's Road, Kingston, Surrey. [6631

M.G. P.A. CHASSIS and body, less engine and gearbox. £20. J.2 and P engine and gearbox parts. S.A.E. for lists. Soper, 160, Harrogate Road, Leeds 7. Tel.: Leeds 684020. [6634

"MOTOR SPORT," 1952 to 1955. "Autocar," 1951/55. Complete; perfect. £4. Joll, 55, High Street, Keynsham, Bristol. [6635

BULLNOSE MORRIS, 1926, saloon. Good runner. Nearest £45. 43, Windsor Road, Bosconbe, Hants. [6636

S.S.100 JAGUAR, 1938, 3½-litre. Excellent all round condition; finished Alfa red; very smart and fast. New front axle, brakes, tyres, etc. Genuine reason for sale. 84, Conran Street, Harpurhey, Manchester 9. £280 o.n.o. Phone: COL 1828. [6637

£185: MORGAN 4/4, 1938. I.F.S., 7.1 C.R. H.P. arranged. 143, Lincoln Avenue, Whitton, Middx. [6638

ASTON MARTIN, 1½-litre, 1931, open 4-seater. Very attractive motor car in exceptionally good condition. Outside exhaust pipes, otherwise standard. £250. Borrington, 8, Westgate Road, Rugby. Phone 2473. [6639

B.S.A. SCOUT, 10 h.p., 1937, 4-seater with crashed front axle. Offers to Conway, Courtlands, Park Avenue, Farnborough, Kent. 'Phone: Farnborough 3618. [6640

B.M.W. 2-LITRE ENGINE, and tubular chassis, excellent. Offers around £70. C. Ralphs, 5, Waters Upton, Wellington, Shropshire. [6642

TRIUMPH ROADSTER 2000, 1949. Polychromatic green. Mileage 54,000. Excellent condition. Full history. £375, no offers. Box No. B.643. [6643

SINGER NINE Le Mans Coupé. All parts available. S.A.E. for full list. Box No. B.644. [6644

FOR SALE—*continued*

1954 BUCKLER SPORTS, 1172 c.c., Ford engine. Smart aluminium body, colour red. £280 o.n.o. Horsley, 23, Abercrombie Road, Fleetwood, Lancs. [6646

DELAGE SALOON, 1929, D.R. One owner from 1930. Licensed only 7 years since then. Very good tyres; 300 miles since engine overhaul and repaint. *Seen Windsor. Offers around £120.* Box No. B.647. [6647

ALLARD, 1948, 71K, 2-seater. V.G.C. £275. Invicta, 1930, 4½, 2-seater, partly rebuilt, easily finished, good. £150. 1939 Hillman 14 saloon, resprayed, taxed, in daily use. £125. 1946 Ford V.8 Utility, strong roomy. £70. Offers considered, or exchange Jaguar X.K. Moor Grange, Beeford (Tel. 246), Driffield, E. Yorks. [6648

THE FOLLOWING CARS available for enthusiast: 1939 Lagonda Rapide C.12 Tourer; grey, with grey hide interior. £375. 1937 Lancia Astura, Italian racing red; rather fast, being a special short chassis 2-seater. £250. 1929 Bentley 4½-litre Vanden Plas; over £300 spent on mods and overhaul. £250. 1933 M.G. Magna, red; rather unitdy but in good running order. £85. 2a, Breck Road, Liverpool 4. [6649

ASTON MARTIN, long chassis, Le Mans tourer, 1933. Body, upholstery, excellent; engine complete rebuild 10,000 miles ago. £190 o.n.o. Laing, Gate Helmsley, York. [6650

M.G., 1940, Model T.B. B.R.G. Work done in two years: Engine, carbs., 4.8 axle, springs, batteries, dynamo, starter, steering, brakes, S.A.s, P.V.C. hood and screens (red), etc. Extras: Double dip lamps, grid, 16 in. rears, twin spares, Bluemells, etc. V. good cond. £275 o.n.o./exchange A/Healey. 1934 Riley 9 h.p., Kestrel engine, 9,000 miles after rebuild; body poor but complete; cheap. Also T.C. parts; engine, gearbox, axle, instruments, wheels, etc. Reasonable offers. 88, Dartmouth Avenue, Westlands, Newcastle, Staffs. [6651

FIAT ENTHUSIASTS. For Sale: 1500 de luxe saloon; exceptional condition throughout; £315. 508 C 1100 de luxe saloon, general condition very good; £165. Contemplate exchange Volkswagen. Williams, Waln Hill Road, Corley Moor, Coventry. Phone: Allongley 403. [6653

ROLLS 20 2-door fixed head sports coupé, 1929, clean, tidy, undated. 21 m.p.g. £165. Fivegates, Llanllechid, Caerns. [6654

RAILTON DROP HEAD COUPE, 1937, completely rebuilt and fitted with reconditioned Perkins P.6 Diesel and Humber gearbox at a cost of nearly £600. A brand new E.N.V. 3.2 : 1 axles also fitted, and the chassis has been reconditioned throughout. The bodywork has been rebuilt, including building the head lamps into the wings, new trimming, all woodwork repolished, new hood with plastic rear panel, and resprayed. A specimen car only run 1,000 miles. £425 or near offer. C. A. Sadler Ltd., Langley, Nr. Birmingham. [6655

ALVIS FIREFLY, 1933, 12 horse, d.h. coupé. Black, red wheels, knock-on, red upholstery. Engine, crash box, reconditioned as new, not yet run in. Two new batteries, new petrol pump, tyres, bodywork and hood excellent, some spares. Taxed and insured. A very smart and sound thoroughbred motor car with good and economical performance. Photographs on request. Offers to Alan Ensoll, Low Grange Garage, Trunk Road, South Bank, Middlesbrough 58353. [6657

ALVIS 26 H.P., 1939, Charlesworth saloon. Engine 100%, body good; photographs available. Offers. de Jonghe, North Street, Barrow-on-Soar, Leics. [6659

VINTAGE 1926 SUNBEAM Tourer. Original condition, B.R.G., excellent bodywork. Mechanically sound, brakes, dynamo and radiator overhauled. Spares. £100 o.n.o. Boone, 3, Coniston Gardens, Sutton. Tel.: VIGilant 4460. [6661

FOUR 700 x 19 retreaded Dunlop racing covers, tubes. Offers invited. 4½-litre Bentley radiator, £20. Slopers £10 pr. Lightweight "armchair" racing seat, Dunlopillo, green hide, £4. Morten, Little Chirkenhill, Leighsinton (tel. 232), Malvern. [6662

1½-LITRE B TYPE E.R.A. R9B. Ex Shawe-Taylor. *Probably the finest example of this historic* marque, noted for its reliability. Maintained regardless of expense by original E.R.A. mechanic. Placed in almost every event in present owner's hands. Price, including spares, twin rear wheels, quick-lift jacks, trailer, etc., £595. For further details and photographs: T. T. Carson, Shornhill Farm, Withington, Cheltenham, Glos. Coverley 200. [6664

LANCIA APRILIA used spares. Two inverted link chains and set sprockets. £3 cash. Plowman, Chapel Lane, West Bergholt, Colchester. [6666

MORRIS 8 Series E and Z spares. Engines, 4-speed gearbox, axles, springs, wheels, etc. Details from Slights, "Moorlands," Wetherby Road, Knaresborough, Yorks. [6671

FOR SALE—*continued*

FRAZER NASH, 1932. Deflector head, Meadows engine only just run in; hydraulic brakes. £165. Mogador 2158. [6667

TRIUMPH T.R.2, 1954, in excellent condition. Competition suspension, tonneau cover, leather upholstery, heater. £650. Mogador 2158. [6668

JENSEN, 1938, 3½-litre sports saloon, twin S.U.s, overdrive. *Some work required. £120. H.P.* arranged. Lamb, "Stanelton," Woodards View, Shoreham-by-Sea, Sussex. [6672

FOR A LARGER ALVIS. Exceptional Alvis 12/60 saloon plus financial adjustment. Crown Inn, Dishforth, Yorkshire. [6674

M.G. M Type modified. Slab tank, hydraulic brakes. Very fair condition. About £55. Faircloth, 91, Broughton Road, Thornton Heath, Croydon, Surrey. [6675

LEA-FRANCIS 16/70 engine, auxiliaries, radiator, rebuilt B.T.H. GA6-H3 magneto, body parts, for sale. P-type Typer chassis frame wanted. K. Poynter, 5, Faversham Road, Beckenham, Kent. [6676

RILEY BASED SPECIAL, Salmson 90. Bored, bearings, valves, guides, oil pump, 1,050 miles ago. Shattock fibreglass body, cream; 5 ft. bench seat. Reg. 1954. £200. 45, Ernest Road, Carlton, Notts. [6680

LEA-FRANCIS, 1928, 12/40, taxed and insured. Two hundred miles since £80 engine overhaul (the lot). 30 m.p.g. Financial cires compel sale, offers. Moseley, 54, Haydon Road, Didcot, Berks. Didcot 3253. [6681

M.G. 1½-LITRE V.A. 4-seater tourer, 1937. Excel- £50. "Selborne," Manchester Road, Heywood, Lancs. [6683

TRIUMPH SOUTHERN CROSS, 1935, 2-seater tourer. In excellent original condition. 10.8 h.p., 32 m.p.g. Free wheel, slab tank, twin spares. B.R. green; spare engine and gearbox. £160. Blake, Brook Cottage, Shrewton, Wilts. Shrewton 289. [6684

FIBREGLASS BODYSHELLS: Choice of four models, from £47 10s. S.A.E. for details: Rochdale Motor Panels & Eng. Ltd., Hudson Street, Rochdale. Phone 47233. [6685

1927 ALVIS 12/50, 4-seater tourer, original and complete. Splendid condition. Fast, with 27 m.p.g. Taxed and insured. £95, Hopkins, 29, Trevor Square, S.W.7. *KNI 4832.* [6686

BREAKING DAIMLER 20, 1936 Engine seized, otherwise all parts good condition. Orme, 32, Normanton Lane, Littleover, Derby. Tel.: 45048. [6687

A REALLY IMMACULATE 1937 Wolseley 12 h.p. History from new, genuine 32,000 miles only. Engine reconditioned, and car recellulosed black and lined three months ago. Five new Michelin tyres fitted, twin stop/tail lamps, and wing mirrors, defrosters, Lucas long range spot lamp, etc. All chrome work and interior in beautiful condition. This car must be seen and tried to appreciate its exceptional appearance and performance. £200. Phone: Enfield 1036; Evenings Enfield 7855. [6688

RILEY STELVIO, 1934. Pair of front springs, £1 10s. each; pair of splined hub half-shafts, £3 each; crown wheel and pinion, some small chips off outer edge of crown wheel, otherwise sound, £5. Box No. C.689. [6689

M.G. P.A., 1935. Compression 7 : 1. Good condition. Resprayed 1955. Taxed. £135. Box No. C.690. [6690

ASTON MARTIN 2-litre 4-seater, 1937. Many later mods. Twin outside exhausts, torque rods, etc. In suberb condition. £350 or offer. Stenlake, Fairway, London Road, Rockbeare, Devon. Phone (day): Exeter 55372; (night) Whimple 457. [6691

DAIMLER 3½-LITRE Straight Eight Sports Saloon, 1936. Overhauled and mechanically excellent. General condition and tyres good. £200. Any test. Redgrave, Framfield, Sussex. [6692

1935 ALVIS FIREBIRD Saloon, mechanically sound, in running order. Best offer accepted. 33, Walton Street, Oxford. Tel.: 56284. [6693

REALLY IMMACULATE FIAT 1100 Pillarless Saloon, Nov, '38. Resprayed, reconditioned engine fitted; 600 miles since. £225 o.n.o. Back from holiday 6th August. 8, Plymouth Avenue, Brighton. [6694

1936 ALVIS FIREBIRD Saloon, mechanically sound, new c.w.p., clutch; body fair. £70, offers. Wood, Slitting Mill, Rugeley, Staffs. [6695

PEUGEOT 203, October, 1954. Excellent condition; carefully used and maintained by lubrication engineer. 13,000 miles; many extras. Owner anti-rust fiend. 9, Half Edge Lane, Eccles, Manchester. Eccles 2599. [6696

PRE-WAR CITROEN 12 Saloon in specimen condition. Pollychromatic green. One principal owner. Enthusiast maintained since new. New battery, excellent tyres, low oil consumption, radio, spot lamps, heater fittings, etc. £150, no offers. No dealers, please. Part exchange for good post-war saloon considered. Seen Surrey. Box No. C.698. [6698

NOTE: The November issue will be published on the 23rd October

(Final date for Classified Advertisements—12th October)

FOR SALE—*continued*

RILEY 12-4 FALCON, 1936, in good general condition. £100 or offer. Dr. Spellman, Graylingwell Hospital, Chichester. [6697

ASTON MARTIN, 1933, S/chassis, Le Mans B.R.G. Engine overhauled; clutch, dynamo renewed. £210 o.n.o. Cobham 579. [6699

RILEY KESTREL SPRITE, recent engine/gearbox overhaul, new battery, good tyres. £160. Balcombe, Prestonville, Caterham Drive, Old Coulsdon, Surrey. [6700

M.G. MODEL T.A. Red, good condition all round. Radio. £180 o.n.o. Smith, 31, Buccleuch Avenue, Clitheroe. Tel.: 886. [6701

RILEY USED PARTS: 1936 Hillman 10 Saloon, £45. 1935 Austin 10 Saloon, £35. 1936 Riley 12 Saloon, £75. Chili Parlour, By-Pass, Hatfield, Herts. Phone: 2863. [6712

M.G. K.1 ENGINE complete. Broken crankshaft, otherwise perfect. What offers? Walton 6453. [6713

AMILCAR 1927 Grand Sports. Sheared prop. shaft. What offers? Box No. C.715. [6715

MORRIS MINOR Convertible, October, 1955. Fully modified and in perfect condition. H.M.V. radio, heater, windtones, washers, Marshall supercharger, flowed cyl. head and ex. manifold, special rockers, valves and springs; high ratio rear axle, high lift cam. A very fast car. Docile for town work. £675 o.n.o. J. C. Taylor, High Street, Riseley, Bedford. [6716

M.G.s DISMANTLED for spares: J.2, P.A., T.A. Special M.G. T.D., first regd. 1955; slight fire under bonnet. £410. J. C. Taylor, High Street, Riseley, Bedford. [6717

RILEY ENTHUSIASTS: 1936 Adelphi; leather; sound smart body, new (today) battery, new tyre, rest good. Not driven over 50 m.p.h. since £80 rebore, remetal, etc. (new oil pump), taxed insured. Allez vous to Riviera no qualms. £145. Sunshine roof. 12, Powis Villas, Brighton. (Tel.: 24603.) [6718

ALFA-ROMEO, 1930, 1750 c.c. 4-seater, Drophead. Photos available. 20-25 m.p.g. About £200. Lieutenant Barber, R.A.F. North Weald, Epping, Essex. [6719

1939 JAGUAR 3½-litre D.H. Coupé in black with leather upholstery. Good tyres. Smart appearance. £99. Whiteley & Creasy Ltd., Werrington, Peterborough. [6720

1930 LANCIA DILAMBDA Wayman Saloon. Engine, etc., and body in good condition. For view, tel. Footscray 1623. Offers. Box No. C.721. [6721

ALVIS 12/50, 1931, Beetleback. New tyres, battery, dynamo, side-screens, weatherproof. Engine just decoked. 30 m.p.g. Genuine reason for sale. A very fine, handsome car. £130. Box No. C.722. [6722

RILEY KESTREL, 1937. Excellent condition. Any trial, inspection welcomed. Red exterior and interior. £250. "Advertiser." Montebello Hotel, Ilfracombe, N. Devon. [6723

M.G. MODEL T.A. SPARES: One pair carburettors; one pair 19 in. wheels, tyres and tubes complete; one gearbox (casing damaged); four knock-on hub caps (re-chromed as new); one starter motor in good order. £10. Buyer to collect. Kempster, The Music Shop, Witney, Oxon. [6724

DISMANTLING 1927 SUNBEAM 20 h.p. 10, Blue Bridge, Halstead, Essex. [6727

1933 JOWETT, basis of special. Resprayed, wheels new shock absorbers, also many other new parts. £25 complete. 6a, Carlton Road, Romford. Phone: 0121. [6728

160 "MOTOR," "AUTOCAR," '35-'40, £10. Vols 1, 2, "Car" (1902), £10. Others; Show Nos., etc., 1900-1940. Similar wanted. Lambert, 347, Gertrude Road, Norwich. [6729

INVICTOR 1931, 4½-litre, in show-room condition. First class job all round; new engine, outstanding performance. £175. Landshop Garage, 59, Caversham Road, Reading 2067. [6730

FORD "V-8" SPECIAL, regd. 1952. Twin exhaust, 16 in. Girlings, Scintilla mag., new hood, battery, wiring, lights, fitted jacks, leather seats, continental wheel discs, new alloy body in grey undercoat. £125. J. Elleox, 11, St. Philips Road, Surbiton. Tel.: Elmbridge 0647. [6733

INVICTA, 4½-litre, 1931. Engine, body and performance excellent. £250 o.n.o. Portman, 7, *Claremont* Avenue, West Timperley, Cheshire. Sale (Manchester) 6421. [6734

LEA-FRANCIS, 1928, 12/40. In superb condition throughout. Fully taxed, insured May, 1957. Complete with many spares, front and rear axles, hubs, camshaft, valves, spare head, etc. £110 or offer. Hart, Dell Lane, Little Hallingbury, Bishops Stortford, Herts. [6735

1933 LAGONDA Engine, 3-litre, 21 h.p., reconditioned. Complete, £45. Wardle, Cuttholme Farm, Ashgate Road, Chesterfield. [6736

FIAT 503 Tourer, 1927. Total mileage 14,000. Laid up 22 years. Excellent condition. 30 m.p.g. Good tyres, handbook. £130 o.n.o. Hobday, 4, Gregg Hall Crescent, Lincoln. [6737

RARE STUTZ, Engl. coach built, 1936, perfect. Radio, resprayed, overhaul, spares, book. Would exchange. Photo/details, FLAxman 8738 or Box No. C.742. [6742

FOR SALE—*continued*

1932 RILEY 9 Saloon. Very good runner. Bargain. £59. Dicks Car Sales, Exeter Road, London, N.W.2. GLAdstone 6303. [6738

1947 M.G. T.C., black, red leather. 1955 works reconditioned 1288 c.c. engine and Servais exhaust giving 60 b.h.p. New battery March, 1956. All Dunlop tyres excellent. Full length tonneau, twin stop/tail lamps, fire extinguisher, water temperature gauge, and small quantity spares. One experienced middle-aged owner since 1950. Bills since 1952 available. Genuine car in exceptional condition. Taxed to December. Mileage 61,000. Price £375. Rose, 50, Well Road, Otford, Sevenoaks, Kent. [6739

AS NEW: Chorrocks supercharger for Minor, but also suitable up to 1500 c.c. Armitage, Staffs. 201. [6740

B.S.A. SCOUT reconditioned engine, worm and wheel, excellent 450 x 18 tyres. Many other spares. Green, 2, Rothes Road, Dorking, Surrey. [6743

1933 M.G. "L" TYPE 2/3 open sports. Phillips radio, new radiator, dynamo, battery, half-shafts, hubs, hub races, three new tyres, pins and bushes. 28 m.p.g., 70 m.p.h. plus. £140. 12, North View Avenue, Tilbury, Essex. [6745

ZEPHYR, LATE 1953. Overdrive, radio, heater, complete with full rally equipment and many spares, including C. & P., front suspension, springs, half-shafts, etc. Tuned but unmodified, and can run as standard production car. Wonderful performance and handles well. Many extras. No snags. £600 or nearest. Seen London by appointment. Owner awaiting Jaguar. Heckfield (Hampshire) 97. Box No. C.746. [6746

SAD OWNER selling 1951 Jaguar XK Sports for nuptial reasons. Car is works maintained and in excellent condition. Fitted wireless, heater and new detached hard top. Offers to Box No. C.747. [6747

TALBOT 110, 1937. Excellent condition, overhauled in April, 1956. Engine and body sound. Fitted tow bar. £150 o.n.o. Buchanan, Cholwell, Mary Tavy, Tavistock, Devon. Telephone: Mary Tavy 307. [6748

ALVIS 12/50, 1930. One owner 17 years. Original condition. Excellent bodily and mechanically. £100 or offer. Ramsden, 11, Walton Street, Oxford. [6749

BRISTOL 401, 1950. Black, cream leather. 65,000 miles since new. Works reconditioned engine fitted 61,000. Full history available. Excellent condition throughout. Price £985. Write: H. Rorke, Britannia Street, Barnsley, or Phone: Barnsley 2732, daytime only. [6750

1938 VICTOR RILEY Saloon, recent new kingpins, radiator, two tyres, wiper, respray, gearbox overhauled, taxed December. £155. One, Dunspring Lane, Barkingside, Ilford. [6751

1,000 HANDBOOKS, workshop manuals, motoring books. Catalogue 1s. Enquiries, stamp. Gray, Hurstpierpoint, Sussex. [6752

SINGER LE MANS 12.9 engine, gearbox, 3 S.U.s, also Alvis Firefly chassis for sale. Clayton, Dalmeny, Melford Road, Sudbury, Suffolk. [6753

100 M.P.H. INVICTA, 1932, 2/4-seater, in good condition. £250 o.n.o. Details from Hayhoe, The Oaks, Court Woods, Newton Ferrers, Devon. [6754

1927 3-LITRE BENTLEY. Green. Photos and particulars on request. And spare "A"-type gearbox. After 6 p.m. 36, Barnfield Road East, Davenport, Stockport. [6755

TRIUMPH 7, 2-seater tourer, 1930. Good condition. New tyres, tax, ins. £50. Harvie, Creaton 329. [6756

DELAGE D.I. AND D.I.S. All engine spares, including dynostarter, also differential unit. Also Standard 8, 1938, complete less body. Structurally and mechanically sound. Good basis for special. Must sell the lot. Best offer secures. Beebee, 10, Wyvern Road, Sutton Coldfield, Warwickshire. [6758

H.R.G. 1100, 1948. Pampered. £350 gives enthusiast right to scrutinise. MARyland 3140 after 6 p.m. 118, Osborne Road, E.7. [6759

TRIUMPH GLORIA Sports Saloon. Smart, fast car. £30 for quick sale. Write or call evenings, 27, Conduit Road, Plumstead, S.E.18. [6760

AUSTIN ULSTER. Original condition, supercharged, close-ratio gearbox, Ricardo head. £75 engine overhaul, new tyres, respray. Offers? FIN 1301. [6761

1926 HUMBER 12/25 2-seater Coupé. Running, taxed. £45. T.B. Ash, Rockfield, St. John's Road, Buxton. [6763

M.G. SPECIAL 1250 c.c. o.h.v., tubular chassis. New: batt., electrics, instruments. Ford front suspension, alloy body, 4.6 axle. No reasonable offer refused. Bexleyheath 1609. [6764

1934 SINGER LE MANS. Completely dismantled for spares. Available after 5 p.m. Tel.: Dunstable 211, extension 39. 154, High Street South, Dunstable, Beds. [6765

LAGONDA RAPIER, 1936, 4-seater tourer. 6,000 miles since 1954 Laystall engine overhaul. Gearbox overhaul 1955. Rewired and new battery 1956. Mechanically perfect. Good performance. £225. Heath, 95, Hainault Road, Chigwell, Essex. Hainault 83. [6768

FOR SALE—*continued*

ARNOTT SUPERCHARGER KIT complete for S.V. Morris Minors, very good condition, £20, or with 1953 Reg. Morris Minor tuned and in very good condition, £360. "Little Orchard," North End, Ditchling, Sussex. [6771

RILEY KESTREL NINE, 1934. Manual box, twin carbs. Good condition generally. £95 o.n.o. Suthers., Richmond Road, Lee-on-Solent, Hants. [6769

ALVIS, 1929, 14/75 D.H.C. This rare car, now fully restored, is well worth seeing. £140. Wanted —Firefly Tourer. Boadicea, Austin 12/4, 1933, family barouche, has placed rod through crankcase. Spare engine awaits fitting. Repainted. £25 chance for the impecunious. Cooper, Thursley, Surrey. Elstead 2114. [6770

1930 BENTLEY 4½-litre Black Label Drop Head Coupé by Carlton. Showroom condition. £375 o.n.o. London area. Box No. C.772. [6772

RILEY 12-4, 1937. One previous owner. Complete reconditioning during past five years. DXV666 is for sale to similar Riley enthusiast at £195. 73, Exeter House, Hallfield, Paddington. Ring AMB 5771 for appointment. [6773

SINGER LE MANS Coupé, 1935. Many extras: new battery, indicators, silencer, S.U. carbs., rings and back axle. £120. FOX 0543 after 6 p.m. Write or call, 50, Peplins Way, Brookmans Park, Herts. [6774

F. W. (FREDDIE) DIXON clearing before moving. Pair Andre shockers, 3½ disc, £2. Pair Armstrong extended length 10¾ in., £2 10s. Various steering wheels, new 6v. S.U. petrol lift, £2 5s. 1¾ in. S.U. carburettor, £4. Riley 6-stud wheels as new, £2 10s. each. Anti-clockwise 4-cylinder Vertex, £4. Miscellaneous quick release filler caps, 20s. each. Miscellaneous Riley 6 head gaskets, 10s. each. Many S.U. spares. Plate for fitting 4 carbs. Riley Nine, 10s. "Ardverness," Wray Common Road, Reigate. [6775

S.S.1, 1935. Remains of a beauty going for a song. Rebuild or spares. Gibbons, "Ingleside," Guildford Road, Woking, Surrey. [6776

PAIR 1949 MINOR front wings as new, £4. Five TR2 wheels, discs, embellishers, £10. Two pairs S.U. 1¼, 1¾, £9. Unused twin S.U. with manifold A.30 or Minor, £8. Unused D.P.X.2 dynamometer 125 b.h.p. 7,000 r.p.m., £50. 110, Burton Road, Derby. Tel. 47331. [6777

LEA FRANCIS sports 2/4-seater 1½-litre Aug. 1948. Genuine mileage 36,000. 32 m.p.g. Heater, fog and spot lamps. Beautiful condition. £325. Miller, 491, Bury New Road, Kersal, Salford 7. [6778

1938 MORGAN 4/4. Excellent performance. Owner emigrating Africa. £185 o.n.o. 11, Prickley Wood, Hayes, Kent. [6779

STARTER AND DYNAMO. Overhauled as new. For Fiat 500. Offers for both or either in writing to: Collier, North Moreton Lodge, Dideot, Berkshire. [6780

70 IN 3RD. Very fast modified VW. Twin exhaust system, carbs.; h.c. heads, fully balanced, special brake, clutch linings, etc. 34—40 m.p.g. H.M.V. sliding roof, seat covers, etc. £650. 4, Chigwell Rise, Chigwell, Essex. HAInault 2255. [6781

FIAT 600, 4,000 miles only, heater, underseated, twin mirrors. Light grey. £130 under list at £490. Must have open car, prepared exchange H.R.G. (late), Jowett Jupiter. Box No. C.782. [6782

750 SPECIAL, Built 1956. Usual mods. Space frame construction. Strong immaculate body. Tuned engine not yet run in. Taxed, insured for year. Many spares. £99. Nuptials force sale. Chinery, 31, Caenwood Road, Ashtead, Ash 2509. [6783

MERCEDES-BENZ. 3.8-litre L.H.D. Foursome Coupé. First regd. 1941. In perfect condition. Black and grey, fitted overdrive, independent suspension, six good tyres, new battery. Any inspection welcomed, would consider exchange smaller car. £375. Cobb, West Chaldon, Dorchester, Dorset. [6784

M.G. P.A. prop-shaft. As new condition. Box No. C.785. [6785

JOWETT JUPITER 1,485 c.c. Special tubular chassis. Fibreglass body, full weather equipment. Around £300. Seen London. Box No. C786. [6786

1926 ROLLS 20, open tourer, bodywork and tyres good, engine overhaul required, to be seen near Edinburgh. Offers. Box No. C.787. [6787

LE MANS ASTON-MARTIN, open 2/4-seater, *good condition, engine recently overhauled.* Box No. C.788. [6788

ENTHUSIAST'S MORRIS EIGHT TOURER, 1938, complete with Centric Supercharger and all fittings. Copperised head, aero springs, etc. Many spares, whole car in good condition. Any trial. £125. "Smudge," 47, Park St., Thame, Oxon. [6789

M.G. Workshop Manual £1. "P" Type Inst. book 17/6. "K" Type clutch cover, floating, and pressure plates with toggles £1. Wright, 27, North Street, Ilkeston, Derbys. [6790

RILEY FALCON saloon 1½-litre, 1935. Pre-select gearbox, good tyres. A bargain car at £70 o.n.o. Franklin, 6, Lye Green Rd., Chesham. Phone 8689. [6792

M.G. M-TYPE, 4-speed box, tyres very good, new C.W.P., spares, £65 o.n.o., or exchange larger car. 73, Althorp Rd., Luton, Beds. [6793

Box No. Address: "Motor Sport," 15-17, City Road, London, E.C.1.

FOR SALE—*continued*

FORD 10, 1936, mechanically sound. Dismantled or complete. 35, Tynings Lane, Aldridge, Staffs. [7000

1934 SINGER LE MANS Coupé. Thoroughly overhauled. Bills shown. Jly fair. £65. 22, Fairfields, Great Kingshill, High Wycombe, Bucks. [7003

"GREEN PEA." One of the vintage Aston Martin team cars. Hand-built in the Kensington workshops with special 1½-litre S.V. Coventry Simplex engines. Registered 1925. In sound condition throughout. £100. Swindlehurst, Ashbourne Rd., Leek, Staffs. [7004

TALBOT 75, 1935 Saloon, in good condition throughout. Mileage of 44,000 believed genuine. £120 o.n.o. Davies, 15, Rayners Gardens, Swaythling, Southampton. [7005

SINGER LE MANS 9, Fixed-head Coupé, 1933. Recently coach-painted. Engine 2,000 miles since complete overhaul. Clutch relined, new gearbox bearings, universals rebushed, differential replaced. Excellent tyres. £60. Wardle, 1, Riversleigh Avenue, Lytham, Lancs. [7006

A MANS MOTOR, 1953 (July). Atlantic Hard-top. Well maintained and serviced, blue. Radio, heater, Servais, rimbellishers, Marchal; new tyres (two tubeless). Crack in screen. £525. Maybe H.P. Pollard House, Lingfield. Phone 75. Business, LIB 7362. Away 8th/15th. [7007

H.R.G. 1500, 1949. This car is well above average condition. Good tyres, engine recently overhauled and new hood fitted. Best offer over £400. Write S.A.C. Monk, M.T. Section, R.A.F. Oakington, Cambs., or phone Ruislip 2366 weekends. [7008

£135. LANCIA APRILIA. 1938-9, in running order, but requires work on body to finish. Callers only any day except Saturdays. Bacon, 136, Kettering Road, Northampton. [7009

ALVIS SPEED TWENTY Sports Saloon, 1935. New c.w. & p., king pins, timing chain. Good tyres, bodywork respectable. £75 or exchange. Wife desires less potent machinery. W.h.y.? 59, Elizabeth Road, Brentwood, Essex. [7010

M.G. TC, 1949, red. Excellent condition throughout. £385 o.n.o. Freeman, Tyle Hall, Latchingdon, nr. Chelmsford, Essex. Phone: Latchingdon 321. [7011

PARAMOUNT 2/4-SEATER, Ford 10 h.p. engine (7,000 miles), hydraulic brakes (relined), new hood 30-35 m.p.g. £240 o.n.o. Might exchange Dellow. 225, Rochester Way, S.E.3. [7012

BENTLEY 3-LITRE, 1927, Red Label V.D.P. 4-seater Tourer. Original. Body, interior, tyres, good. New battery. Weather equipment. £240 o.n.o. Gillam, Butleigh, Glastonbury, Somerset. [7013

1936 B.S.A. SCOUT, 2-seater, cycle-type wings, recent engine overhaul. Oil coil, downdraught Solex. £50 o.n.o. Evenings; Ruislip 6931 [7014

INTERESTING PIECE of Vintage American ironmongery, viz., 1924 1,000 c.c. Harley-Davidson. What am I bid? Box C.015. [7015

AUSTIN 7 SWALLOW, 1931, 2-seater, Sports. Fast, reliable, economical, good condition throughout. £125 o.n.o. Eames, 220, Ashcroft Road, Luton, Beds. [7016

AQUAPLANE Superhead and Plugs, 100.E, Anglia, 2,000 miles. £7 10s. "Simms," Canford, Brook Lane, Haywards Heath. [7017

12/40 LEA-FRANCIS Tourer. 1927; bodily excellent but rather noisy. £45. Leighton, 22, Oaks Avenue, S.E.19. GIP 3184. [7018

£50 O.N.O. A.C., mechanically perfect, 25 m.p.g. Oil nil. New Battery. Good appearance. Taxed December. Box No. C.019. [7019

SPORTS CAR SPARES. Dismantling 1937 2½-litre Jaguar, good tyres. Triumph Glorias, Dolomites and Vitesse. Parts for 10, 14 and 16 h.p. models. Some Singer Le Mans parts available. After 9th September, Paris, 6, Forts Road, Halstead, Kent. Telephone Sevenoaks 3768, evenings, weekends. [7020

1938 FORD 10, Tourer. Mechanically excellent, recent reconditioned engine, new crownwheel and pinion. Bodywork tidy. £110. H.P. can be arranged. Gillbrook Engineering, Woodbury, Exeter, Devon. [7021

RILEY KESTREL 12/6, in excellent condition. Photo available. £90 o.n.o. Hanlon, 334, Dollis Hill Lane, London, N.W.2. Gladstone 3610. [7022

1951 AUSTIN A90 ATLANTIC Sports Saloon. Colour grey. One owner, chauffeur maintained. Genuine mileage, 27,000 only. Radio and heater. Cost £1,400. Owner purchased new Buick. Would consider an exchange for utility in equally good condition or sell £450. Peter Weaver (Automobiles). Tel.: Melton Mowbray 533. [7023

FORD 10 4-SPEED GEARBOX CONVERSIONS, £6 10s., using any M.G., Wolseley or Morris box. Ideal for Ford-M.G. conversion. 1,250 c.c. Morris 10 h.p.; O.h.v. engines, gearboxes, with everything. £23, carr. extra. Austin 7: Ulster low rake steering column, £3; enlarged inlet valve conversion, £2 10s.; I.F.S., 3-4 £8, 3-9 £9; lowered suspension, front £2 10s., rear £1; manifolds, D.D. S.D., 35s.; D.V. springs, 12s.; machined cyl. heads, 15s.; flywheels, 10s. Send for lists. Carr. extra. Bowden Engineering Co., Ottery St. Mary, Devon. Tel. 391. [7027

FOR SALE—*continued*

FRAZER NASH ANZANI, 1925, four-speed, aluminium body; new battery, good tyres. £85 o.n.o. Maitland, 23, Mount Echo Avenue, Chingford, E.4. SIL 3358. [7024

1926 MORRIS COWLEY. Engine, complete overhaul; new clutch, gearbox, magneto, £12. Front axle complete, £2. 12v. lighting set, 25a. charge, £5. F.O.R. Will exchange any for screwcutting lathe or aneroid barometer. Parnall, Steel, Whitfield, Hexham, Northumberland. [7025

ALVIS 12/60 4-seater Sports Tourer. Original. Crank and cylinders 12,000 miles. Factory S.U.s 3,000 miles. 30 m.p.g., 80 m.p.h. £150. Box No. C.026. [7026

MERCEDES-BENZ, 170U. Reconditioned engine. Resprayed grey. Continental steering. New king pins and bushes. Good codition. First registered 1955. £145, nearest secures. Kershaw, Springpark 1018. [7028

RILEY 9 MONACO, 1933/4, good running order. £45 or will break. Many other spares. Stephenson, Greenwaye, Plumpton, Penrith, Cumberland. [7029

BENTLEY 3½-LITRE, 1936, Sports Saloon, in really sound order; over £600 repair account. Beautiful black cellulose. Tuned 24 m.p.g. Radio, etc. £375. Terms privately arranged. BAY 3345. [7030

TRIUMPH SUPER SEVEN and plenty more in cracking conditions. £25. CRO 3011, after 6 THO 5166. [7031

ALVIS 17 H.P. SALOON, Silver Crest, 1937. Excellent condition. £125 or offers. Terms arranged. Pavilion Garage, Warwards Lane, Selly Oak, B'ham. Phone Selly Oak 0140. [7035

J2 M.G., Ford 10 engine, 3,000 miles, fitted J2 gearbox, Dellow valve springs, high compr. 75 m.p.h., 36 m.p.g. New tyres, chrome. £140. Ford 8 gearbox, £4. 75, Salterton Road, Exmouth. [7036

LAGONDA RAPIER, 1934, 4-seater Sports Saloon. Good mechanical condition, five good tyres, preselector gearbox, low petrol consumption. £175. Telephone (evenings), Loughton 6961. [7037

P.100s, pair fair condition. £5 o.n.o. Ambler, 7, Somerton Road, Bristol 7. [7038

M.G., TYPE SA, 2-litre Saloon. Looks and runs like £700. Price £75. Six-foot owner married 5-foot wife who cannot reach pedals. Evenings. Model Stadium Village Way East, Rayners Lane, Harrow. [7040

GARAGE CLEARANCE. S.U. 12v. pumps £1. 6in. Raydot £1. Alvis 25.6 1937 road springs 30s. each. Axle complete with brakes, high ratio 4.1 : 1, £16, or diff. unit £12. Half shafts £2 each. Prop. shaft 30s. Steering box and front suspension 90s. Radiator £5, complete. Box No. C.041. [7041

ALVIS CRESTED EAGLE, 1938. Mileage only 47,000. Excellent mechanically, good general condition. £180 o.n.o. Mrs. Flintoft, Ellerstang, Castleton, Yorkshire. [7042

RILEY MERLIN, 1½-litre, 1936. Rebored April, brakes relined, new battery. Spare head, many accessories. Well cared for. Owner sails 24th October, will part reluctantly 21st-22nd October. £145. Call, write or phone. D. V. Marsh, Glan Mor, Ocean Road, Hart Station, Hartlepool. Tel. 6358 home; 2171 work. [7043

BORED WITH EXCESSIVE COMFORT. Want 750 or 1172 Special for my 1938 Citroen 15. 2, Princes Avenue, Liverpool 8. ROYal 3994. [7044

£395 COOPER-M.G. 1500 c.c. 2-seater, 1952 (June). Little used, as new. Attractive, comfortable, reliable and docile. Hood, etc. Suitable road, rallies or speed events. Grand Prix roadholding and XK120 performance. Exchange considered. Brown, 126, Marsden Road, Burnley. Tel. 4336 (evenings). [7045

1928 ROLLS TWENTY. Hooper OD Saloon. Mascot. Original. Handbook. Mechanically excellent, body fair. £100. Flanagan, Brianston, Merrilocks Road, Liverpool 23. [7046

HUMBER 14/40, 1927, Saloon, as original. Mileage only 22,000. Engine reconditioned. Recellulosed to original blue/black. Completely rewired. New tyres all round. All brass and nickel revarnished. Only needs headlining to complete. Not run in. Lost interest. V.S.C.C. member. £75 or offer, or exchange. Munton, Orchard Cottage, Seal Chart, Sevenoaks 61207, Kent. [7049

BREAKING 1938 2½-LITRE JAGUAR. Gearbox. Butterworth, Manor Thatch, Upwey, Weymouth. [7051

SINGER LE MANS Sports Coupé. Sound little car with good engine and transmission; three good tyres; quite presentable appearance. Steering box needs complete overhaul. £55. TC M.G. cylinder head, with new 150-lb. springs, £7 10s. Alfa-Romeo 1750 c.c. supercharged engine, very special, offers. Large quantity of M.G. Magnette spares, including very good "K" short chassis. Also Riley 9 spares. Chiltern Cars, 11a, Water Lane, Leighton Buzzard, Bedfordshire; telephone Leighton Buzzard 2060. [7052

ALLARD K4. probably the best conditioned example of this very workmanlike 4-seater Tourer in the country. In B.R.G. and really immaculate. £300, no offers. Hyde-East, 8b, Wood St., Kingston. KIN 8866. [7057

FOR SALE—*continued*

RIDICULOUSLY CHEAP AT £110—no offers. Bentley 3-litre D.H. Coupé, overhauled. Attractive, sound. Please write to 4, Alswick Cottages, Buntingford, Herts. [7053

ROLLS ROYCE PHANTOM I Short Chassis Continental, 1928. Owner-driver. All weather. Excellent history and condition. £165. HOL 6124. [7054

DELAGE 1924 14 H.P. Tourer, 25 m.p.g. £90. 44, Parkhead Road, Sheffield. [7055

M.G. PA Tourer, mechanically good, battery dynamo; body fair, poor hood. Taxed. £85. Humber Utility, ex-W.D., sound. £25. Atkinson, 3, Bache Avenue, Chester. [7056

TWO-LITRE A.C. Fixed Head Coupé. Excellent example, rare model. Engine relinered, new pistons, clutch, water pump, etc. A.C. works this summer, reconditioned dynamo, new universals. All bills. Triple S.U.s, P.100s, fog lamp, washers, good tyres, 85 m.p.h., 26 m.p.g. Sale due college September. £295. London, Box No. C.058. [7058

RILEY NINE KESTREL, 1934. Preselector, resleeved. Excellent for its age. £90. Box No. C.059. [7059

M.G. PB AIRLINE Coupé. Runs beautifully, looks smart. Bodywork needs little attention. £175. Mars, 24a, Portland Place, London, W.1. [7060

M.G. "L" MAGNA 2/4-seater, 1935. Excellent tyres, very good reliable condition. Fast, yet 33 m.p.g. £115. Newman, Normansfield, Birdham Chichester. [7061

1952 FORD 10 SPECIAL. Alloy Dellow-type body. Engine reconditioned 6,000 miles. Sound little car. £135 o.n.o. Photograph available. Dubois, 3, Lancaster Avenue, Hadley Wood, Herts. [7062

1936 ALVIS FIREBIRD D.H.C., Mechanically very good but needs new hood. Also 1931 12/50 Shooting Brake, very sound but engine needs attention. What offers? Wanted: control rods, etc., for s/c. gearbox ex Firefly. Fairhurst, Shobdon. [7063

HEALEY SILVERSTONE, late '50, E Type. Immaculate condition. Tuned engine. £450 o.n.o. Phone CUN 2648. [7064

BENTLEY BARKER Sports Saloon, 1934. New clutch just fitted. Excellent condition. Equipped with heater and screen washer. Good tyres and battery. £335 or exchange Vintage Tourer. Clissold, Peterbrook, Birmingham 14. Phone: Maypole 2116. [7065

HOTCHKISS, 1939 MODEL, Paris Nice Saloon. Engine just completely overhauled. Wonderful condition and performance. £165. Clissold—see above. [7065

£90. 1934 RILEY 6/12 KESTREL. New big-ends, rings, king pins, battery, etc., or exchange Alvis 12/50. 42, Old Chester Road, Bebington, Cheshire. [7066

3½-LITRE LAGONDA, black, pillarless Saloon, excellent condition. Private owner, impressive car. Box No. C.067. [7067

14/45 TALBOT SPECIAL, B.R.G. Good tyres. Insured. Looks potent. £65 o.n.o. Darnton, Lammas House, Meadrow, Godalming, Surrey. [7068

M.G. PA, 1935, red. Excellent appearance and used daily. £130, including many spares. Taylor, 86, Bury New Road, Ramsbottom, Lancs. [7069

SPECIAL SERIES RILEY MONACO, 1933, converted to brake. Rebored, crank, bearings, brakes, 11,000 miles. C.w. & p. 100. Dual-carbs. 70 m.p.h. 33 m.p.g. Battery terrible, gearbox oilseals needed. Tyres good. Taxed, insured. Reason, Messerschmitt. Photos. £55. Also JAP 1100 o.h.v. w/c. pots, rad., carb., mag. Turner, Windhill Close, Bishop's Stortford, Herts. [7070

RILEY 9, 1934, engine, clutch, starter, etc., £12. Another, 1932, complete but dismantled, resleeved, £9. Will separate. Also B.T.H. magneto, starter, manual box 12/6 clutch; cheap. Dudney, Fay Cottages, Faygate, Horsham. [7071

ASTON MARTIN INTERN.—LE MANS Special, 1932, 1½-litre, red, 4-seater. Stored during war. Reconditioned engine. New: tyres, battery, upholstery, hood and tonneau. A.M.O.C. Concours condition. £275. Box No. C.072. [7072

1937 500 FIAT, good condition, mechanically sound engine using very little oil. £110. Evenings, 50, Swan Road, West Drayton, Middx. [7073

SINGER LE MANS Sports 2-seater, 1935/6. £125. Excellent condition. 15,000 miles since installing reconditioned engine. Five new tyres. Going abroad. Middlebrook, Fulton, Spring Hill, Lincoln, or Tel. 10424 office hours. [7074

1911 DE DION BOUTON Racing Car. V.C.C. dated. £250. Galling, Homestead, Menston, Yorks. [7075

1935 RILEY 12/4 KESTREL, resleeved, crank ground, etc. (10,000 miles), new king pins this year, brake drums skimmed, new linings. Exchange Morgan Three-wheeler Twin, with cash adjustment either way, or sale. 53, Kingsley Avenue, Hounslow, Middx. [7076

UNFINISHED SPECIAL. Modified A.7 chassis, fibreglass body (Scimitar), Lockheed hydraulic brakes, 2 new tubeless tyres, Ford engine and gearbox. £100. Owner going abroad. Tel.: Malden (Surrey) 5097. [7078

Box No. Address: "Motor Sport," 15-17, City Road, London, E.C.1.

FOR SALE—*continued*

1937 LANCIA APRILIA, a connoisseur's car; resprayed grey, reconditioned engine and hardly any mileage since complete overhaul; hosts of extras too numerous to list here; engineer owned and maintained. £295. O'Neill Bros., West Hendon Broadway, N.W.9. Hendon 8629. [7077

M.G. SPECIAL, 939 c.c., reg. 1956. Very attractive 2-seater. 16in. wheels, Lucas lights, fog, flamethrower, spare rear axle, etc. Worth seeing £200. All letters answered. 2, Alecto Road, Alverstoke, Gosport, Hants. [.079

RARE VINTAGE 1930 STANDARD AVON Special No. 3 2-seater. 35+ m.p.g. Very little oil. Offers over £40. Photo, etc., Tipple, Pleasure Farm, Swanmore, Southampton. Droxford 182. [7080

RILEY ADELPHI, 1937. Taxed, running, body tatty. £37 10s. o.n.o. Bell, 28, Laycock, Keighley. [7081

1937 M.G. VA. Owner going abroad. Good condition throughout. New Vyanide hood, screens and small tonneau (£18). Carefully maintained, over £100 spent. £200, no offers. Marshall, "The Ark," Birdham Canal, Chichester, Sussex. [7082

328 F/N. B.M.W., 1938. Exceptionally fine specimen in original order. Unmarked coachwork. Mechanically sound. £375. Box No. C.083 (Midlands). [7083

MISTRAL FIBREGLASS BODY, moulded-in bulkheads and wheel arches. Cost £87. Accept £65. Ford 10 parts: Axles, wheels, gearbox, etc. S.A.E. for list. 18, The Warren, Heston, Middlesex. [7084

RILEY IMP, 1935. 1st class condition, no oil. Smartest and probably the fastest model on the road. Make ideal clubman's car. Details, photo and reason for sale to genuine enquirer. No dealers. £310 o.n.o. Box No. C.085. [7085

1946 SPECIAL, 14 h.p. o.h.c., i.f.s., 14-in. finned drums, knock-ons. £55 o.n.o. Photo. 208, Smalley Hill, Heanor, Derbys. [7086

RILEY NINE, 1934, KESTREL. Dismantling. All parts available. 124, Holmesdale, Terrace, Cardiff. Telephone: 31160. [7087

ROVER 12, 1939 model. Perfect mechanical condition. Luvax oiling system, free wheel. New wing, flooring, front axle, king pins, etc. Wilts. £160 o.n.o. Write Box No. C.088. [7088

1925 SWIFT. Excellent original order. £55. Wanted TA M.G. or something similar. P. Davie, Kings Mead, Stock Road, Ingatestone, Essex. [7089

HEALEY ABBOT Drophead, 1952. Superb condition throughout. £675. Or exchange good XK.120, 500 x 22 tyre, new, £5. McEwen, Great Longstone, nr. Bakewell, Derbyshire. Tel.: G.L. 227. [7090

RILEY NINE LINCOCK, fair condition. £30. Orpington 22049, after 7 p.m. [7091

750 AUSTIN SPECIAL, 1956. Rebuilt dropped chassis, small rears. Reconditioned engine, old Ford, raised compression, double springs, lightened flywheel, remote control. Unusually attractive professionally styled alloy body, sprayed M.G. green. Photos, further information, to genuine inquirers. T. & I. £120 o.n.o. S.A.E. Evershed, Sandy Cottage, Mayfield, Sussex. Tel.: Mayfield 3274. [7092

1937 MODEL ALVIS, Mayfair body, Speed Twenty. Nice car throughout. 80 guineas. Newark Avenue Garage, Peterborough 4106. [7093

A.C., 1939, D.H.C. Good throughout. £160. 37, Thynne Street, West Bromwich, Staffs. [7094

BRITISH SALMSON 12 4-seater Tourer, in very good order. £100. Erith 3513, evenings. [7095

1947 M.G. TC. Fair condition. First reasonable offer. 26, Queens Road, Farnborough, Hants. [7096

£100 AND A PINT SECURES comfortable, reliable motoring in my 1936 Riley Falcon. Respectable looking machine with first-class mechanical history. LAD 1777. [7097

LANDLADY DEMANDS SALE, either Vintage 10 h.p. Swift Tourer or 8 h.p. Vale 2-seater. £50. Springfield Cottage, Fleet End Road, Warsash, Hants. [7098

CITROEN L.15. Excellent. Late 1948. £330. Howard 1770. 38, Hillview Gardens, Cheshunt. [7099

M.G. TA, 1939. Exceptional. Reconditioned throughout; new crank, bores std. 16 in. wheels, F/tonneau, windtones, Resprayed red. Fast and economical, 32-35 cruising 50-60. £240 o.n.o. Details: Singleton, 2, Mercers Road, London, N.19. [7100

HUMBER 14/40 Tourer, 1928. Running order and mechanically sound. Original body in good condition. Some restoration work done. Must sell. About £20. Baldwin, 149, Little Sutton Lane, Sutton Coldfield. Four Oaks 738. [7101

M.G. J-TYPE, 1932. Good running order. Will part for £65. Phone Hayes 3455, after 6 p.m. [7102

AUSTIN 7 SPECIAL. Suit enthusiast. Offers. After 5.30 p.m. Sutton, Hadlay End, Yoxall, Burton-on-Trent. [7103

RILEY 9 2-seater Special. Many spares. £80. Grey, 65, High Street, Redcar, Yorks. [7105

OFFERS FOR SET LUVAX SHOCKERS, chrome bumper, spring, ex 2-litre M.G. Box No. C.106. [7106

FOR SALE—*continued*

LAGONDA 14/60, 1927. Vee-screen Saloon. Fawn and black. Red leather upholstery. One of the five known to the Lagonda Club. Complete with keys, instruction book, tools and some spares. For private sale only. £100 or near. G. A. Brown, Glen Ross, Llantwit Major, nr. Cardiff. [7104

LAGONDA RAPIER, 1935, D.H. Foursome Coupé. By Tickford, £70 overhaul. £160. Meadows, 70a, Upper Richmond Road, Putney, Vandyke 6332. [7108

RILEY KESTREL 12, complete reconditioned chassis, £50. Details from Hodkinson, Dryburgh Avenue, Sharples, Bolton. [7109

RILEY 9 & 12, Chassis, axles, engines, gearboxes, crown wheel & pinions, pistons, valves, gaskets, etc. Complete Riley repair service. Arthur Bryden, 99-101, Wellington Road, Leeds 12. Tel.: 638310-638625. [7110

JAVELIN (JOWETT) CRANKSHAFT, std. size, 1947-9 type. £7 10s. Arthur Bryden, Leeds 12. [7111

1930 ROESCH TALBOT 14 2-door Saloon. R.H. gear lever, mechanically sound, body poor. £30. Knightsbridge 1717. [7112

1931 ALVIS 12/60 B.B., in excellent condition throughout. £130 or nearest. 65, North Street, Pembroke Dock. Tel. Pembroke Dock 286. [7113

T.R.2 ENGINE in 1952 Morgan +4. 100 m.p.h., 30 m.p.g. 1954 mods. £425. Mutch, Otterspool Farm, Liverpool 17. Tel. Garston 1191. [7114

FORD 1172 SPECIAL, Smart 2-seater Sports, red. Fast, economical. Aqua-toned. Close ratio box. Full weather equipment. Spares. £195. Adcock, 4, St. Michaels Avenue, Gedling, or Tel. Nottingham 43103 (business hours). [7115

MELONCHOLY MORGAN, 1929, adapted for later s.v. JAP. Repainted, rewired, redintegrated. Haggle starts £25 2s. 8d. Also 1½ o.h.v. w.c. JAPS, £7 10s. Kimberley, Penmanor, Finstall, Bromsgrove. [7116

VERY SPECIAL FIAT 508 for reluctant sale. 30,000 miles at 45 m.p.g. with 996 c.c. Laystallised engine since rebuild in 1951. All. homebodied 4-seat Tourer. Carries anything reliably anywhere. Modern electrics, carburettion, fully instrumented. Bargain at £75. Over £20 unused spares available. Barratt, 46, Beech Lane, Earley, Reading 81831. [7117

1937 LANCIA AUGUSTA Saloon. Good throughout, £150. Terms possible, exchange considered. 31, Newcastle Road, Liverpool 15. Telephone Sefton Park 4722. [7118

1947 HURRICANE D.H. COUPE. Excellent condition throughout. Fast and silent (manual gears). £265, or H.P. Scott, 64, Borough Road, Altrincham. Tel. 4648. [7119

RILEY 2½-LITRE BIG FOUR ADELPHI Saloon. 1938. Manual gearbox and overdrive. Good condition. £180, or part exchange Mark V Jaguar. Tel.: Walton-on-Thames 579. [7120

CITROEN, 1939, LIGHT 15. In really excellent condition. Black. Notek, windtones, etc. Emigrating December. £150 o.n.o. 215, Colne Road, Burnley, Lancs. [7121

THE LAST OF THE MOGGIES, 1952 F. Super 3-wheeler Sports. Ford 10 motor. 45 m.p.g., 75 m.p.h. B.R.G., hood, sidescreens. £5 tax. H.P. available. Durham, Hiram Drive, East Boldon, Co. Durham. [7122

£16 10s. CREDIT NOTE with Vintage Autos, Bayswater. Any reasonable offer considered. Poole, Tel. Sanderstead 5938. [7123

THREE 1937 LANCIA APRILIA ROADWHEELS. Offers. Dr. Nicol, Rectory Road, Lowestoft. [7124

ALVIS SPEED TWENTY, 1934, D.H. New batteries. Reliable. £100. Tel.: Wanstead 9835. [7125

RILEY 34 MONACO, Engine, etc., O.K., preselector gear not. Towable. Offer to Middleton, PR1 2143. [7126

LANCIA ARDEA, 1940, pillarless Saloon (similar Aprilia but smaller). Professionally fitted tuned Ford 10 engine, retaining Lancia gearbox. Very lively performance with real economy. Interior and exterior exceptionally good. Thoroughly sound and well maintained. £215. Poyser, Old Rectory Court, Marks Tey, Colchester. [7127

ASTON MARTIN SPARES, Short chassis frame, body, complete front axle, front and rear springs, gearbox, rad., 21 in. wheels, three good tyres, cycle wings, steering column, M.G. Spares: Gearbox, K-type crankshaft, K and F steering columns, wheels, P-type rods, hubs, stub axles, etc. Hudson 8 gearbox, dismantled. Singer 6-cylinder Marine engine. Gearbox ex speed boat. Three carbs. In perfect order. S.A.E. Farmer, 10, Delaware Road, Portsmouth. [7128

SPECIMEN 1934 S.S. JAGUAR. Well maintained, recent engine overhaul, good tyres, battery; upholstery, fittings excellent. Knock-on wheels. Genuine bargain. £100. Phone Gerrards Cross 3939. [7129

TRAILER, EASY LOADING, for 500 car or similar. £20. 35, Tynings Lane, Aldridge, Staffs. [7001

£50 O.N.O. M.G. "M"-type, 1931. Reliable and lively. Excellent tyres, new battery, dynamo overhauled. Must sell, no space to keep. Box No. C.130. [7130

FOR SALE—*continued*

RILEY 9, Fabric Saloon, 1932. Fast, reliable, sound. £45. Also 1933 9 Saloon, misfires badly. £25. BAY 3345. [7032

MOST UNUSUAL VAUXHALL LIGHT 12/6 Sports Tourer. One owner only from new (not l.f.s.). Car is in excellent mechanical condition, uses no oil, 35 lb. oil pressure hot. Six good tyres, new battery, good hood, sidescreens, windtones, spotlight. Paint cream and red. 1934 model. Would exchange S/A motor cycle, cash adjustment either way. Sell £130. Williams, 1, Clarendon Place, Colledge Road, Kemptown, Brighton. Phone, 6-8 p.m., Brighton 22596. [7131

1954 LAGONDA 3-litre Tickford Saloon, duo grey, red upholstery. Wonderful condition. £1,650. London. Box No. C.132. [7132

1940 CITROEN ROADSTER, excellent condition throughout. 15 h.p., 25 m.p.g. £200 or part exchange. Butchers Arms, Sonning Common, nr. Reading (Kidmore End 310111). [7133

1946 M.G. TC, B.R.G. Garage owner maintained. Immaculate. Complete overhaul. Screen washer, seat covers, new tyres, battery. For quick sale, £325. Brown, Plaistow Cottage, Lingfield, Surrey. Lingfield 120. [7134

ALVIS 12/80 1931 Saloon, good condition and running order. First £75. Jordan, 19, Parkdale, Wolverhampton. [7135

COMPULSORY TESTS — OLD CARS. Faulty brakes or steering will put that Vintage Bentley off the road. Owners—are you going to suffer? Buyers—this can be your chance to get a snip. Only the uninitiated find brake adjustment a bugbear; elimination of steering wear is simple. There are 60,000 words on maintenance in the 20s. set of Instruction Books for 3-litre, 4½-litre and Speed Six. 7s. 6d. Buyers' Guide included free. Overhaul instructions available. For details write: Vintage Bentley Service, Box No. C.136. [7136

T.R.2, 1955, white, £685. T.R.2, 1954, overdrive, £599. 1949 TC M.G., red, £375. 1946/7 Competition Sports Lea Francis, 100 b.h.p., B.R.G., £365. 1951 Dellow, £295. 1954 Morris Minor Convertible, £445. 1936 PA M.G., £165. Hire purchase and exchange. Jones Garage, Syston, Leicester. Syston 86257. [7137

AUGUSTA, 1936. Complete engine overhaul 3,000 ago (bills). Resprayed B.R.G. Very smart. Private sale (London/Essex) due acquisition Company tinware. Details, Box No. C.138. [7138

FIAT 1100, 1948, two-tone pillarless Saloon. Near perfect bodily and mechanically, 78,000 miles. 35 m.p.g. on Weber sports carb. One gallon oil suffices for change plus 3,000 miles. Fram, rimbellishers, windtones, etc. Photo to genuine enquirers. Can't afford car as well as wife, so have returned to motorcycling fraternity. £320 o.n.o. 37, Beverley Road, Bromley, Kent. Hurstway 1920. [7139

EX-LORD HOWE 500 F.I.A.T. (December 1939) Topolino Saloon. S.I.A.T.A. conversion. Very fast indeed. Chromium luggage carrier, screen, washers, etc. Immaculate throughout. £295. D. C. Pitt, Rodborough Common, Gloucestershire. [7140

ALTA O.H.V. CONVERSION for Morris Minor. Brand new. List price plus carriage. Box C.141. [7141

O.H.V. MORRIS MINOR ENGINE and Gearbox. Small mileage only. Perfect throughout. £65. Box C.142. [7142

ALFA ROMEO 2,500 c.c. SUPERLEGGERA, 3 Weber carburettors. In 100% condition throughout. Engine, front suspensions brakes, just overhauled. £725. T. W. Hollidge Ltd., KINgston 6201/2/3. [7143

£445. 1952 A90 ATLANTIC Hardtop Saloon. Radio and heater. Two lovely cars, one poppy red, one black. Exchanges and hire purchase. Motomiles, 1143, Ringwood Road, Bear Cross, Bournemouth, Hants. Northbourne 567. [7144

£385. HEALEY SILVERSTONE Road Equipped 2-seater. Registered 7/3/1951. Most attractive fast car in scarlet. Exchanges and hire purchase. Motomiles, 1143 Ringwood Road, Bear Cross, Bournemouth, Hants. Northbourne 567. [7145

JAGUAR 1½-LITRE, 1947, Saloon, black, red hide interior. Good condition all round. Radio, Ace disks, etc. £325. Willing to part exchange for potent sports saloon, 45, needing attention body, etc. Crashed car considered if repairable. Potter, 43, Tillett Road, Norwich. [7146

ROLLS, '32, 20/25 WENDOVER Limousine. £280 o.n.o.; or Wife, '32 model, £280,000. One must go. 5, Cunningham Park, Harrow. Tel. HARrow 7164. [7147

BRITISH SALMSON 12 Saloon, 1935. Offers. Exchange sports car. "Goodthought," Chappel, Colchester. [7148

LAGONDA RAPIER D.H.C., 1935. Extensive overhaul last 12 months. Really good nick. £175 o.n.o. 5, Pickering Road, Trench, Wellington, Shropshire. [7149

BENTLEY, 3½-LITRE PARKWARD, Series B.N., 1934. Very sound condition. £325, no offers. Hudson, The Grange, The Reddings, Cheltenham. [7150

BULB HORNS, used, 12s. 6d. each. One pair Lucas sidelamps, ex 1924 Humber, 12s. 6d. T. B. Ash, Rockfield, Buxton. [7151

Box No. Address: "Motor Sport," 15-17, City Road, London, E.C.1.

FOR SALE—*continued*

M.G. T.A. Tickford. Breaking for spares. Crash damage R.H.S. body. 10,000 miles since complete overhaul. Engine G.B., carbs., axles, wheels, etc. Also T.D. block, crank, etc. S.A.E. for list. Waring, Hadfield House, Cononley, nr. Keighley. [6791

J TYPE M.G. New hood, sidescreens, five good tyres. Good order throughout. In daily use. £135. Chrestien. Tel.: Ninfield 364. [6794

1953 MK. II DELLOW, fitted with enveloping fibreglass body in 1955. Aquaplane conversion, twin Zeniths, 8 head, 40 m.p.g., 8,000 mls. approx. Upholstered in red, body silver grey, good tyres and battery, new hood. Excellent condition, t. and t. £290 o.n.o. Hall, 51, Woodcock Dell Ave., Harrow. Arnold 2080. [6795

ROAD AND TRIALS SPECIAL, Only just run in. Ford 10. Complies R.A.C. regs. Very full equipment. Extras include hood and screens. Ley 4785 or Box No. C.796. [6796

M.G. 1949 T.C. Good condition throughout. £375 o.n.o. Owner having firms car. Phone: Buckhurst 1528. [6797

WOLSELEY, 1940. 25 h.p. coupé. 20 m.p.g. Sound throughout. £160. Beaumont, Halcombe Farm, Dulverton, Somerset. [6802

1926 BEAN 13.9, Excellent mechanical condition. Modest mileage. £40. Lucas, 15, Wilton Grove, Wimbledon, S.W.19. [6804

1920 ROLLS-ROYCE Phantom I. 40-50 7-seater saloon. Maroon and grey. Excellent mechanical order. £85. Exchange considered. Jeffries. Phone: Oadby 499 (Leicester). [6805

LAGONDA RAPIER, as previously advertised, very good general condition. 2-str. sports. 80 m.p.h., 33+ m.p.g. Must sell. £150 o.n.o. Any takers? G. G. Bullock, Plantation House, Eaves Lane, Cheadle, S.O.T., Staffs. [6806

ALMOST VINTAGE, 1931 Triumph 8 2-seater. Sound, new magneto, battery; 5 tyres, seats ladder nylon, needs little fixing to run. No time myself, exams coming. £20 will haggle. Cowlin, 26, Oval Road, Rugby. Evenings, tel. 2931. [6807

COMPLETE TAILOR-MADE COVER in heavy weatherproof black reverse white material to fit modern Rolls-Royce or Bentley. Absolutely unused and as new. Price 20 gns. Howes, Flat 3, 197, Park Road, Peterborough. Phone 6016. [6808

ENTHUSIASTS. Raymond May's conversion. Fitted xyphyr. 3 carbs. Speed acceleration. Exchange and cash adj. or offers. Cheap. Goodall, Chapel Rd., Grassmoor, Chesterfield, Derbyshire. [6809

2½-LITRE JAGUAR saloon, radio, heater, twin spots, windtones, beige hide upholstery, '38, looks '48, goes like '58. £165. 1, Albert Road, Walthamstow. [6810

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Ford 10 h.p.—M.G. **4-speed Gearbox Conversion Kits.**

Cast Alloy Bellhousing, incorporating engine mounting. All new Ford parts. **£15 . 0 . 0**

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Penn Lane Garage, Tamworth-in-Arden, Solihull, Warwicks. **Wythall 3368**

FOR SALE—*continued*

SINGER LE MANS coupé, 1934. 4,000 since complete rebore. New crown wheel, pinion, battery. Four excellent tyres, good bodywork. £95. Day: 16, St. Johns Wood Court, N.W.8. Cunningham 3639. [6811

1931 12/50 ALVIS 2-seater. No hood or windscreen. Good running order. £43 o.n.o. Thomas, Moat Farm, Loughborough. [6812

LEA-FRANCIS, 1948 1¼-litre 2/4 sports tourer. Excellent condition, many extras, fast, economical. £335. 15, Wensley Grove, Harrowgate. Tel. 2554. [6813

NEW M.G.A. Sports 2-seater for immediate delivery. White with black trim. Part exchanges and H.P. terms arranged. £961. The Central Garage (Henley) Ltd., Henley-on-Thames. Phone 555/6. [6814

BENTLEY, 3½ Park Ward, 1934. 4-door saloon. Excellent condition. Instruction manual. £285. Archer, "The Frythe," Copie, Beds. Phone: Cardington 350. [6815

COMPLETE NEW front suspension and front cross member for projected racing car (project dropped). Minx wish-bones, etc., Sunbeam-Talbot stub-axles, etc., cost over £80 trade. Any reasonable offer. Butterworth Engineering Ltd., Grove Gardens, Frimley, Aldershot. Camberley 1092. [6816

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Many used spares for all models at competitive prices. New replacement 9-h.p. crown and pinions, **£7 10s.**; twin inlet manifolds, **45s.**; brake cables, **18s. 6d.**; valve guides, **4s.** each; valves, **9s. 6d.**; valve springs, **7s. 6d.** set; gasket sets, **14s.**; H.C. head gaskets, **8s.**, solid copper, **17s.**; king-pin and bush sets, all models, **47s.**; universal bushes, **4s. 11d.** each; postage extra on all items. *S.A.E. please, inquiries.*

A few selected cars always in stock. Available now, choice of two **Sprite** 2-seaters from **£265,** 1934 **Lynx 9-h.p.,** 1937 **Kestrel/Sprite** saloon, 1937 **Kestrel 1½-litre** saloon, and many others.

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(Opposite Alperton Piccy. Stn.) Wembley 3345

FOR SALE—*continued*

1933 WOLSELEY Hornet Special. Quantity of spares for disposal. 43, Bournside Rd., Cheltenham. [6817

M.G. V./A. 1½-litre 1939 Drophead. New hood, battery, king-pins, etc. Mechanically excellent. £235 or offers. Thompson, Much Wenlock, Shropshire. Tel. 218. [6818

DISMANTLING TALBOT 75, 1933. All parts available. New carb., £5. Rebuilt radiator, £5. Chrome P.100's, £6. P.80's, as new, £12. 19, Leigh Ave., Marple, Stockport. [6819

ALVIS 12/50. Sports saloon, 1927. Excellent original condition. £95. Also two 550 x 20 new retreads, £4 each. Duff, 20, Old Lodge Lane, Purley. UPL 0326. [6820

SUNBEAM, 1928. Tourer, circa 28 h.p. Jells, Willowbrook, Tinacre Hill, Wolverhampton. [6821

M.G. SPARES. Dismantling J.2., P.A., F. and L. types, K.N. and N.A. Magnette: several good chassis frames, cylinder heads, blocks, crankshafts, radiators, wheels, springs, shock absorbers, S.U. pump, slab tank, etc. 4-seater P.A. body swept wings, L. type body swept wings, 600 x 16 wheels new and unpainted, P.A. headlamps, Uxbridge 2062 after 7 p.m. or week-ends. [6822

M.G. LUGGAGE CARRIER, twin spare locking nut, Jaguar wheel (new) with 5.50 x 18 tyre and tube. Wrapped 4.50 x 19 Gold Seal and tyresole. 4.50 x 19 x 6 part worn tyres, new ultra-low first and second gears for T.A. box. Best offers. Carlisle, 43, South Parade, Bramhall, Ches. Tel. 122. [6823

RENAULT 750, late 1953. 45 m.p.g. Unmarked. £385. Larger car considered. Terms arranged. 45, Shirehall Park, N.W.4. HENdon 1648. [6824

ROLLS-ROYCE 25/30 drophead £500. 20/25 sports saloon, 1935, exceptional condition, £425. 1929 Twenty O.D. saloon, £95. 1933 O.D. saloon, £280. I can usually supply a "20" in running order but needing restoration or rebodying at around £60. J. B. M. Adams, Great Gidding, Huntingdon. Winwick 216. [6833

AUSTIN A.70 16 h.p. engines used with accessories. Ideal for special or replacement unit. £22 10s. Overstrand Motors Ltd., 62, Cottage Grove, London, S.W.9. BRIxton 2330. [6836

I AM NOT, unfortunately, going abroad, neither am I impecunious so perhaps only those people with not less than £200 will ask for details and photograph of my rebuilt, modified, Alvis S.E. 16.95 two-seater sports, which was re-registered in 1952 and has since motored only 5,000 miles. Please write to R. Cox, 33, Grosvenor Court, Vicarage Road, London, E.10 or telephone RIV 4666 by day or LEY 8574 after 6 p.m. [6838

ALFA-ROMEO 1,750 Twin o.h.c. Unblown, 1928. Short chassis 2-seater. Recellulosed Alfa red. Several vintage successes by previous owner—A. R. M. Hopton (Oulton 66 m.p.h., Prescott 55 sec.), who developed car considerably: Raised comp. 7 : 1; rebored, fitted Specialloids '55. Mains and ends renewed this year—40 lb. hot. Con-rods crack-tested, radiused and polished, whole engine balanced in unit. Combined with twin S.U.s, beautiful multi-branch exhaust system and light weight (16 cwt.), produces exceptional consumption (28-30 m.p.g.) and acceleration (standing ¼ 19.58, 0-50 10 sec.). Clutch, brakes relined. Hydraulic dampers. Good hood; tonneau. New front tyres, Dunlop racing rears. Good battery, instant starting; proved equally suitable for holidays or daily use—perfectly tractable and requiring no special maintenance. Tremendous aesthetic appeal, legendary steering and roadholding. In fact, all that an Alfa should be, plus. Change of location and vocation necessitate a most painful sale. Spare tyres, wheels, etc., English handbook. **£350.** Photos, trial to *genuine* enquirers. BAY 6182. **H. A. MORTEN, 50, St. Petersburg Pl., W.2**

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156 HIGH ROAD, FINCHLEY, N.2. — TUD. 9272 — 2 MIN. E. FINCHLEY STATION

FOR SALE—*continued*

MORGAN 4/4, 1949 (Nov.) 2-seater, beautifully finished B.R.G. Extensive overhaul, engine, gearbox, etc. (Bills available). Excellent tyres, extras. Fast, reliable. £385. " Westgate," Babraham Rd., Cambridge. [6837

SINGER LE MANS 4-seater Sports. Rebuilt 1951 with Ford engine and transmission. £90. 37, Ridgemount Avenue, Coulsdon. Downland 4087. [6848

750 SPECIAL BUILDERS. " A7 Textbook," 4s., post free. Send for free lists of Dante speed equipment. Sporting Motorist's Agency, 76b, Amhurst Park, London, N.16. [6849

M.G. SUPERCHARGED SPECIAL. Basically Magna but with I.F.S. and other refinements. Stark but attractive professional body. Recent major engine overhaul, five good tyres; lively motor car. Photograph available. £150 o.n.o. Tel.: PAL 7967. Nieto, 2, Lakenheath, Southgate, N.14. [6852

ASTON MARTIN 1939 2-litre 4-seater tourer. Engine reconditioned by Friary Motors. Excellent tyres, te'e control, shock absorbers, superb Girling brakes, mohair hood, zip tonneau, Marschal headlights. Chrome, paintwork, carpets, upholstery, etc., outstanding. Recent Concours award. Taxed year. £425. Consider exchange. 16, Preston Avenue, Eccles. Tel.: 1027. [6853

RILEY FALCON 1935, 12/4. Good condition, sound, well shod, taxed year end. Selling to make room for larger and later edition. £95. Lawson, 85, Gisburn Road, Barnoldswick, Via Colne, Lancs. [6854

3½-LITRE BENTLEY 1935 4-seater fixed head foursome coupé, body by Barker. Ride control, most attractive body lines. Property of company director. £450 o.n.o. Sunnyhill 3359. [6855

TYRES: Three good 450 x 19 Dunlops and tubes, 50s. each. 1,500 ditto. W. Barnes, Ic, Venner Road, Sydenham. Phone: 7469. [6856

FRAZER-NASH, Boulogne T.T. Replica, 1932; excellent example, practically rebuilt, very potent. Four E.D. deflector head, Laystall resleeve, new Martletts. Not yet run in. Extra heavy Laystall crank, lightened flywheel, large mag., fibre timing gear, new radiator block, battery, hood, etc. Many spares, including two unused 5.00 x 19, chains, etc. £250 or near offer. Herring, 97, Tyrwhitt Road, Brockley, S.E.4. [6857

ALVIS SILVER CREST 17 h.p. 1938 saloon. I.F.S., good tyres, battery, body sound, brakes relined. Sell cash, h.p. or exchange smaller Rover, Citroen, Lanchester or W.H.Y. Small cash adjustment either way. 5, Ashwell Road, Bygrave. Tel.: Baldock 2142. [6858

FOR SALE—*continued*

1951 MORRIS MINOR CONVERTIBLE, Derrington twin S.U. conversion. New Vynide hood, tyres, balanced wheels, undersealed; extras. Immaculate condition. £375. 11, Church Green Road, Bletchley, Bucks. Phone (evenings before 7 p.m.) Bletchley 58. [6859

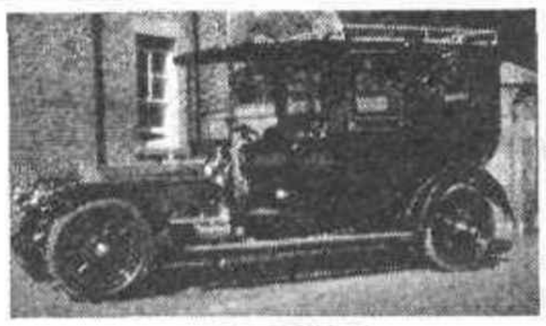
1935 LAGONDA M.45 Saloon. Excellent engine, transmission, body good, recellulosed. Best offer around £100 secures. Phone TOD 338 first, please. Kelsey, Holebottom, Todmorden, Lancs. [6860

1949 HEALEY fixed head coupé occasional 4-seater. Genuine 29 m.p.g., excellent condition. £395 o.n.o. or exchange Jaguar 2½ Mk.V. 92, Coburg Road, Dorchester. [6861

FORD 1172 SPECIAL. Two S.U.s, 4-branch exhaust, racing valve springs, raised compression, etc. Completed this year. Twin spare wheels, Ridemaster and tele. shockers. Potent yet economical. £150 o.n.o. 55, The Avenue, Alwoodley, Leeds. Tel.: Leeds 678138. [6862

JAGUAR 1½-LITRE 1939, Mechanically perfect. Heater. Honestly recommended for enthusiast. £155 o.n.o. 12, Caversham Avenue, North Cheam, Surrey. Fairlands 9811. [6864

4½ LAGONDA Pillarless Saloon. July, 1934. Believed original. Very good condition throughout. Dual ignition, telecontrols, instruments. All complete. Four good tyres. £160 o.n.o. Wyatt, Westfield, Sussex. Hastings 51385. [6866



FOR SALE

1910 SILVER GHOST

Chassis No. 1365

500 Gns. o.n.o.

Box No. P112, " Motor Sport," 15 City Rd., London, E.C.1.

FOR SALE—*continued*

ALLARD 71K 2-seater, red. This car has been carefully maintained. £40 overhaul by Allards, with new steering column, drag links, track ends, etc., new clutch, wheel, bearings. Also fitted Allard high compression heads. Some fittings re-chromed. Appearance tip-top. £295. 29, Charlwood Road, Putney 8930. [6863

TO CLEAR: 1½-litre Jaguar spares. Two o/s front wings, two bonnets, rear axle, front axle (beam bent), gearbox (needs attention), steering column, one road wheel. Also Humber 12 h.p. 1934 gearbox. Offers. S.A.C. Wood, Hut X43, 2 Wing, R.A.F. Weeton, Nr. Preston, Lancs. [6865

DEC. 1936 VAUXHALL 14 F.H. Coupé. Re-con. engine, front suspension, body sound. £100. Also 1934 14 cylinder head. £4 10s. Shadwick, 4, View Close, Harrow, Middx. [6867

1950 LLOYD 650 cc. 4-seater sports. Resleeved; unused past two years. Exchange offers invited. Box No. C.868. [6868

SUNBEAM DAWN BREAKING. Engine (new pistons, timing, little ends, 1,238 miles ago), but less crank, otherwise perfect. £12. All other spares including body spares available cheap. S.a.e. enquiries. Green, 316, Alvechurch Road, West Heath, Birmingham 31. [6869

SINGER LE MANS Spares, including engine less head. £10. 37, Mayfield Road, Southampton. Tel.: 55314. [6872

M.G. 1937 2-litre sports saloon. Good condition £115 o.n.o. 265, Ash Road, Shepperton. Chertsey 2536. [6874

FORD V8 Drophead Coupé fitted Columbia two-speed back axle. Large wheels and tyres, Hartfords, 12v. lighting. £160. Foster, White Horse Cottage, Thong, Nr. Gravesend, Shorne 318. [6875

RILEY FALCON 12/4, 1936. £60 o.n.o. Good tyres, engine and gearbox. Body fair. Used daily. 58, Alan Road, Heaton Moor, Stockport. [6876

RILEY SPARES: Breaking 1936 5-seater 12/4 Wolseley 12, 1931, saloon, £16. Lighting plant, 250v., £25. Haywards Cottage, Blackwater, Camberley, Surrey. Telephone Yateley 3151. [6877

WOLSELEY E.W. SPECIAL, Beautiful engine, interesting dash, body fair, weather equipment efficient but primitive. Many extras and bills. Start mild haggle at £75. Caton, ENT 5848. [6926

ULSTER AUSTIN. Outstanding all-round condition, with 5 excellent tyres, new hood and tonneau; many engine mods; brisk performance; quantity of spares. To be seen to be appreciated. Offers. Phone Hamble (Hants) 2172. [6928

THE HALFWAY GARAGES (PADWORTH) LTD.



LAGONDA V12 short-chassis drophead coupe. This is a really wonderful example of one of the world's greatest cars. Bottle green, with grey hood and leather. Green tartan covers. I.F.S. Lockheed brakes. Ride control. Short-stroke overhead camshaft engine developing 185 b.h.p. at 5,500 r.p.m. Over 100 m.p.h. in third. Nearly 120 in top. New tyres. Comfort in the luxury class, with unsurpassed performance. **£525**



PORSCHE 1,300 convertible. Apologies to the previous owners whose photograph we are using—they are now happily motoring a 1,500! This delightful little car represents motoring at its best; 40 m.p.g., over 90 m.p.h., and the superlative steering, braking, roadholding and finish for which these models are famous. It is right-hand drive, and finished metallic grey, with blue leather and hood, which is fully disappearing in one movement and, when erected, completely draughtproof and watertight. Extras include twin spotlamps, windscreen washers, steering lock, etc., and the car has very recently had new bearings in the gearbox, new wheel bearings, new battery and relined brakes. Faultless mechanically, and offered at **£975.**

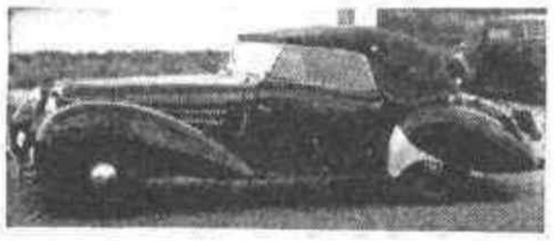


ROLLS-ROYCE PHANTOM II saloon. This very good-looking, very close-coupled saloon, surprisingly has a winding division, although obviously intended for an owner-driver. Perhaps this was the solution to the back-seat driver! There are bills to show that the car has been very well maintained, and it is mechanically in very good order, although first registered in 1933. Engine, brakes and transmission are excellent, and many extras are fitted. Tools and instruction book are with the car, which will give years of pleasure without further outlay than the modest purchase price of **£295.**

ALSO IN STOCK:

Bugatti Type 55, twin cam, supercharged	**£1,250**
1938 Lagonda LG6 saloon	**£395**
1951 Dyna Panhard competition saloon, 745 c.c.	**£295**
1928 Bentley 4½-litre saloon	**£125**
1937 Rolls-Royce Phantom III, ex-Royalty	**£525**
1948 Jaguar 2½-litre 100. Very rare ...	**£495**
1955 Austin-Healey, as new throughout	**£815**
1937 Frazer-Nash-B.M.W. cabriolet, 2-litre	**£135**
1938 Lancia Aprilia drophead coupe. Very fast	**£235**
1935 Delage D8 2-seater. Very glam.! ...	**£195**
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1939 Jaguar 2½-litre saloon. Good ...	**£165**

Many other cheaper cars available from £20



DELAHAYE 135M drophead coupe. This magnificent machine has a very good-looking French body, with fully disappearing hood. It is finished in black cellulose, with maroon hood, and natural pigskin upholstery. The three-carburetter 3,660-c.c. engine guarantees lightning acceleration, which can be made the best of by using the Cotal gear-change. Many bills are with the car, together with the maker's instruction manual, and it will certainly exceed 100 m.p.h. with ease. Excellent order throughout. **£395**



BENTLEY 3½-LITRE Park Ward saloon, 1936. A very fine example of one of the last of the smaller Bentleys, often preferred to the 4¼. Very few owners, all doctors, and in original condition, even to tools, instruction book, and fitted suitcases. An exceptionally well-looked-after car, in superlative mechanical condition, and an engine clean enough to delight the most meticulous owner. Fitted heater, extra lamps, etc., and steers and feels a really thoroughbred machine. **£495.**

BATH ROAD, PADWORTH, NR. READING, BERKS. Telephone: WOOLHAMPTON 505/6

FOR SALE—*continued*

MARENDAZ SPECIAL, 1935, 12.9 h.p. New radiator, clutch, carburettor; good tyres. £84, offers or exchange. 47, Sharmans Cross Road, Solihull, Warwickshire. [7152

M.G. TF Stage II. 34 m.p.g. Concours d'Elegance condition. Spare unused. Every extra. Ashford, 15, Scarborough Road, Hornsey, N.4. [7153

ALVIS FIREFLY Saloon. Good mechanical condition, very good tyres. £85. 49, Great Plumtree, Harlow, Essex. [7154

DISMANTLING: Rolls Ph.1 & Ph.2; Alvis 11.9, 20, 25; Armstrong 19.5; Singer Bantam, 1938; Austin taxi, 1937; Morris 16, 18. Other spares in stock. Dordoy Motors, Darby Street, Cartwright Street, Stepney, E.1. Phone: ROYal 4092; Private, TOT 9305. [7155

HORNET OR SPECIAL OVERHAULS? Valves, Guides, Gaskets, etc. Lists, S.A.E. Hornet Spares Service, 14, Orchard Way, Luton. [7158

1934 S.S. 4-seater Sports Saloon, 16 h.p.; 6-cyl. engine; fair condition. £40 o.n.o. Martin, Oast House, Itchenor, Chichester. Birdham 251. [7159

SUNBEAM SPEED TWENTY, 1935. D.H.C. Aluminium body repainted two-tone. Tyres, battery, excellent condition. Mechanically perfect. Handbook. 24 m.p.g. Very attractive car. Photo with pleasure. S.A.E.s please. £150 o.n.o. 9, Southbrook Road, Leyland, Lancs. [7160

'34 12 H.P. MORRIS SPECIAL. Spare '36 engine, gearbox. Front, rear hydraulic axles, steering assembly, five wire wheels. Reconditioned S.U. carburettor, pump. £25. Reconditioned 30 Vig. 50 Zeniths on Aquaplane manifold. £10. 109, Churchbury Road, Eltham, S.E.9. [7167

A.C., 1924, ROYAL 2/4-seater. 48,000 miles only. Aluminium body, good hood. New battery and tyres (inc. 2 spares) fitted 3,000 miles ago. Recent overhaul includes new pistons, valves, diff., half-shafts, brake linings, complete re-wire and dynamo service. With a variety of odds and ends inc. new spare high-geared worm drive and crown wheel. Original tools and manuals. £110. Easy terms. KNI 4692. [7168

M.G. PA, 1934. Engine complete with accessories, but broken crankshaft. Sell separately or complete. Also M Type engine. Box No. C.169. [7169

M.G. J2. Four new tyres, hood, mains. Sprayed cellulose B.R.G. £95. Phone FOR 2783 after 8 p.m. [7170

1½-LITRE M.G. VA, Less bodywork. Meticulously rebuilt. £90. 29, Church Road, Richmond, Surrey. [7180

PERFORMANCE AND ECONOMY—Rolls-Bentley 3½, 1934, Sports Saloon. Top mechanically, beautiful finish. 90-95 genuine, yet 22 m.p.g. at 60. Heartbroken emigrating. Any trial. Seen B'ham 7-9 Sept. Nearest £390. 7, Keats House, Churchill Gardens, S.W.1. [7185

1953 AUSTIN A40 D.H. Coupé, two-tone colour. Radio, heater, white walls. Mechanics good. £525 o.n.o. Phone, after 7 p.m., EDMonton 6337. [7201

AUSTIN 7 SPECIAL (partly dismantled) and 26 h.p. Chevrolet Station Wagon. Offers. S.A.E. please. Anderson, 13, Windsor Avenue, Blaby, Leicester. [7202

£57 10s. 1935 4¼-LITRE LAGONDA Saloon, uses no oil. Taxed year. Most impressive appearance and performance. In daily use. 29, Howard Road, Dorking. Tele. Dorking 3461. [7203

AUSTIN 750 C.C. SPECIAL, Alloy body, engine overhauled, new tyres, battery, S.U. pump. Needs hood. Good looker and goer. £65 o.n.o. 18 Clarendon Rise, Lewisham, S.E.13. [7204

EXCEPTIONALLY GOOD LOOKING ALVIS, 1936, S.E. Enthusiast maintained. Genuine 65,000 4-seater D.H.C. Complete history. Offers. 5, Ashburnham Court, Daws Lane, N.W.7. MIL 6508. [7205

JAGUAR, 1950, MARK V. Radio, heater. Black, red leather. Splendid appearance and mechanical condition. £445. Wilcox, Nailcote Lodge, Duggins Lane, Tile Hill, Coventry. Phone: Tile Hill 66496. [7206

AUSTIN 7 SPORTS SPECIAL. Recon. engine, new tyres, body good. Offers. 61, Beechwood Road, Luton. Phone 3782. [7207

F.N/B.M.W., 1938, 2-litre, 4-seat D.H. Cabriolet. Engine overhauled. Bills. Resprayed. Whole car good condition. 25 m.p.g. Terms. Exchanges. Hall's, 258, London Road, Croydon 8447. [7208

TRIUMPH VITESSE 14.60. Chromard liners, engine rebuilt by Atlas. Excellent condition. £190. Gadd, 36, The Causeway, Chessington, Surrey. [7209

ROLLS-ROYCE Saloon body (post-war). Complete wings, bonnet, carpets, etc. Large boot. Offers. Rolls 25 h.p. spares: Chassis, wheels, axles (rear and front), engine, gearbox, starter-dynamo, radiators, 2 exhaust manifolds, prop.-shafts, instruments. Number 25 h.p. Rolls limousines, £100-£400. Johnsons, 26, Egerton Road, Fallowfield, Manchester 14. Tel.: Rusholme 3009. [7210

RILEY NINE SPECIAL, 2-seater. Reg. 1951. Fast, reliable, good roadholding, hydraulics. £85. Seen after 8th Sept. Bond, Gladespur, Kingswood, Surrey. MOGador 2572. [7211

FOR SALE—*continued*

M.G. "K1" 4-seater Tourer, 1932/33. Low mileage since completion in 1953 of extensive mechanical and body rebuild carried out during 14 years car was laid up. Rebuild includes engine, axles, transmission, steering, springs, brakes, cables, instruments, electrics. New bodywork resembling scaled down. Lagonda Rapide incorporates Perspex sliding sidescreens. Manual gearbox. Must be finest K1 in existence. Bills shown. Domestic reasons alone compel reluctant sale. £195. Full details supplied on request. Lethbridge, 3, Dorney Grove, Weybridge, Surrey. Tel.: Weybridge 4335. [7212

VOLKSWAGEN, 1949, 5,000 miles since works reconditioned unit, new Michelin "X" tyres, spotlights, screenwashers, radio, heater. Taxed year. £295. Box No. C.213. [7213

1939 CITROEN LIGHT 15 Saloon. Reconditioned engine, carburettor, distributor; new clutch race, cable, battery, 4,500 ago. Just resprayed. Immaculate interior. Excellent chrome. Four good tyres. Later model forces sale; must be sold. Offers over £180. For more details, ELGar 6419 after 6.30, or write Bell, 13, Warwick Court, Willesden, N.W.10. [7214

1931 RILEY NINE MONACO. Good running order. £55. Plt/Officer Tucknott, UPLands 8281, ext. 26, office hours. [7215

1934 ARMSTRONG-SIDDELEY 20 back axle, springs, windscreen. Austin heavy 12/4 axles, springs, tyres, steering gear and gearbox. Singer 9 front hubs. The Lodge, Harton Street, London, S.E.8. [7216

ALVIS 12/50, 1930, 2-seater Sports body. Mechanically 100%. Crank reground, new bearings and valve gear, 5,000 miles ago. Four almost new tyres, dynamo, starter rewound. Body sound but not immaculate. Must be sold, buying another Alvis. £90 o.n.o. Tel.: Ewell 2555. [7217

TC M.G. Reg. Dec. 1946. Good condition. Best offer over £335. Greenslade, 23, Priory Avenue, Caversham, Reading. [7218

AUSTIN A.70 16 H.P. ENGINES, used, with accessories. Ideal for Specials or replacement unit. £22 10s. Overstrand Motors Ltd., 62, Cottage Grove, London, S.W.9. BRIxton 2330. [7219

750 SPECIAL BUILDERS. "A7 Textbook," 4s. post free. Send for free lists of Dante speed equipment. Sporting Motorist's Agency, 76b, Amhurst Park, London, N.16. [6851

1931 RILEY MONACO Saloon. Good condition throughout, including tyres. One owner 20 years. £35. Tel. RODney 2247. [7220

MANNING OF TWICKENHAM endeavour to keep a selection of Austin and Ford Specials, M.G.s, Morgans, etc. Write before travelling long distance. Manning, Coles Yard, Water Lane, Twickenham Junction, Middlesex, or phone POPesgrove 7731. [7222

M.G. Brake cables to fit all models, complete, 33s. each (M & F series 28s.). State front, rear, near, off. Also stock king pin/bush sets, track-rod ends, exchange dynamos, starters. D. Ferguson, 53, Brinkburn Avenue, Darlington. [7223

ALVIS 132, 1935. Mechanically perfect. New tyres and battery. Taxed. £48. Talbot 75, rebuilt 1952 cost £300. Black with abundant chrome. £105. Exchange "105," or W.H.Y.? Lewis, Midgeley Gate, Wildboarclough, Macclesfield. Tel. 3413. [7224

1929 MARMON ROOSEVELT Straight 8 Saloon in a marvellous state of preservation both as regards mechanism and coachwork. £85. Terms and exchanges. Oscar Moore, 204, Ballards Lane, N.3. Finchley 2920. [7225

RILEY 16/4 KESTREL, 1938. Overdrive, free-wheel, Scintilla. Recent overhaul. £185. 91, Chelston Road, Northfield, Birmingham. [7226

BENTLEY RED LABEL, 1929, D.H.C. Excellent condition throughout. £350 o.n.o. 59, Penwortham Road, Sanderstead, Surrey. UPL 8624. [7227

BENTLEY 3-LITRE, 1927. One of last Speed model Saloons made, with handsome body in superb order. £225 or good offer. Box No. C.228. [7228

VINTAGE BOYD-CARPENTER AUSTIN 7, 1929, 2-seater. Fold-flat screen, boot. Reliable and sporty little car. £65. Tel.: Walton-on-Thames 675 or write Underdown, 124, Queens Road, Walton-on-Thames. [7229

HEALEY DUNCAN Saloon, 1948. Polished black, red leather trimming. Impressive dashboard to match. Riley engine recond. 1955—25 m.p.g. Brakes relined. Heater, screenwashers. Extra lights. This beautiful car cost £2,700 new. Offers up to £450. Wanted, exchange, Silverstone or similar. Terms possible. Hall, 70, Farm Fields, Sanderstead, Croydon, SAN 2171. [7230

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1930 20/25 ROLLS-ROYCE Weymann Sports Saloon with boot. A most attractive small Rolls in excellent order, bodily and mechanically. History known. H.P. available. £265. Gillingham, Werrington Hall, Peterborough. [7234

FOR SALE—*continued*

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ALVIS 12/50 SPARES: Front axle, diff., shafts, radiator, wheels, new tyres. Low prices to clear. S.A.E. for list. Simpson, Ashdown Farm, Maidstone, Kent. [7235

£65. 1932 RILEY 9 ASCOT Drophead Coupé. New tyres and battery. Excellent order. 59k, Netherhall Gardens, N.W.3. Hampstead 5732. [7237

RILEY ADELPHI 12/4, 1937. £210. Also other Rileys in stock. Huge stocks of Riley spares, 1928-1938, 9 h.p. and 12 h.p. Replacement brake shoes £5 a set, replacement clutch linings and brake cables, new valves and guides, etc., etc. Rileys bought, any condition. Send S.A.E. for replies. F. Clarke, 168, Lee High Road, S.E.13. Tel.: LEE Green 8904. [7238

RILEY 9, 1933. Engine, etc., in first class condition. £50 o.n.o. Kings Langley (Herts) 2343. [7239

RILEY NINE ENGINES dismantled. All parts except manifolds. Also E.N.V.75 box. Dyson, 11, Highmoor Lane, Cleckheaton, Yorks. [7240

RILEY NINE Mk.II Tourer. Engine, brakes, transmission, all good. Recent battery. Going concern. £30 or offer. Any evening after 15th Sept. Smith, 205, Churchill Avenue, Aylesbury. [7241

JAVELIN, 1949, De-Luxe. 36,000 miles total. One of the soundest in existence. £227 spent within last 4 months. Bills available. Not accident repairs but genuine perfection-seeking by fastidious owner, aided by enthusiastic local garage. New Series 3 engine, fully modified to latest specification by Jowett's. New clutch plate. Brakes relined. New radiator block. Four new Michelins. Revised i.f.s. Leather upholstery. Radio, heater. Finished black cellulose. Immaculate car. Exceptionally good performance and roadholding plus genuine 33 m.p.g. £385. Elmbridge 5182. [7242

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"BONGAZOO" Supercharged M.G. PB Special, 2-seater All-purpose Sports Car. Last two events beaten only by Climax-engined cars. Spares include engine, gearbox, diff., etc. Photographs available. £350 the lot, or offers for car alone. Craig, 9, Hillpark Road, Edinburgh 4. [7253

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LE MANS SINGER 2-seater, October 1936. 38 b.h.p. at 5,000. Powerful hydraulics to match. B.R.G. £150 o.n.o. Ellis, 1, Highfield Terrace, Kingston Road, Leeds 2. [7257

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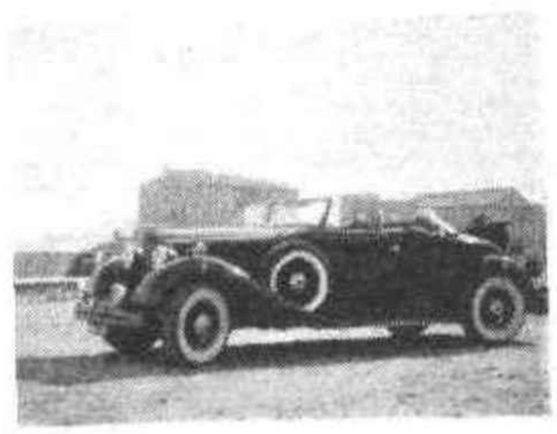
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1928 CHRYSLER D.H.C. 2-seater, open dickey. 20 m.p.g. Hydraulics. Sound chariot. £50 o.n.o. Cash or monthly. Exchange? Romford area. Box No. C.880. [6880

M.G. 1932 F. Magna Saloon, rough but in daily use. Bought larger car. £30. Hill, 38, Oakley Road, Shirley, Southampton. [6881

ALVIS SPEED TWENTY 1936 Saloon. S.a.e. for photograph. £215. Rover Fourteen Saloon, 1938. £180. oBth are in beautiful condition, have new batteries and require no further expenditure. One must be sold. "Pen Dinas," Green Lane, Hazel Grove, Stockport. [6882

ASTON MARTIN MARK II, long chassis. 500 type engine, new type rods. Very good condition. £260 o.n.o. Parkes, "Weston," Little Fancy, Crownhill, Plymouth. [6883

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HOT EIGHT, 1935 Morris 2-seater, alloy body, very special engine, Vertex, light flywheel, etc., new tyres. Really genuine motor. £85 or near offer. Spratt, Prince of Wales, Sittingbourne, Kent. Phone 1101. [6912

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SINGER SPARES cheap. Breaking Singer 8 h.p. Junior. All parts. Also Le Mans, all parts. One speed counterbalanced crankshaft. Horne, 9, Greyhound Road, Sutton, Surrey. [6914

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NK MAGNETTE in course of complete overhaul; also many spares including cylinder head, gearbox, c.w.p., half-shafts, front axle, wheels, crankshaft, special tools and complete set of components to convert brake system, Lockheed. £135. Kings Langley 3151. [6916

TRIUMPH ROADSTER, July '47, black, fawn upholstery. 46,000 miles. New lined plastic hood, coachwork, engine, tyres, etc., magnificent condition. Tonge, King's Head, Hollingbourne, Kent. £380. [6917

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ASTON-MARTIN Mk II long, 1934. Taxed, insured. Any trial. Seen London by appointment. £170. Shoreham-by-Sea 2153. [6919

1938 SUNBEAM-TALBOT 20 Saloon. Windtones, etc. Excellent. £95. 58, Gratwicke Road, Reading. [6920

THE NEW Wolseley Fifteen-Fifty Saloon. Champagne/beige with red trim. Immediate delivery. £961. Part exchanges and H.P. terms arranged. The Central Garage (Henley) Ltd., Henley-on-Thames. Phone 555/6. [6921

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RILEY 9, 1932, breaking. All parts cheap. Aluminium 2-seater body with dickey. Box No. C.923. [6923

RILEY 9 Continental Touring Saloon. Enthusiast maintained. Mileage 50,000. Immaculate condition. Guy, 8 Cliff Way, Radcliffe-on-Trent, Notts. [6924

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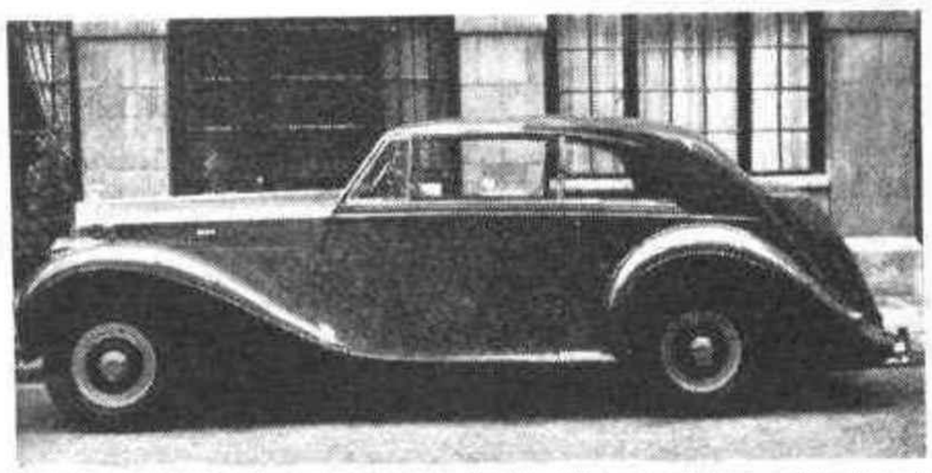
Lancia Augusta '34 12 h.p. saloon. A very tidy and well-kept little car. Four good tyres, excellent mechanical order. **£95**

28, ROSSLYN HILL, HAMPSTEAD, N.W.3 ● Tel.: SWI 2020 ● 9 a.m.—9 p.m.

GROSVENOR 1188

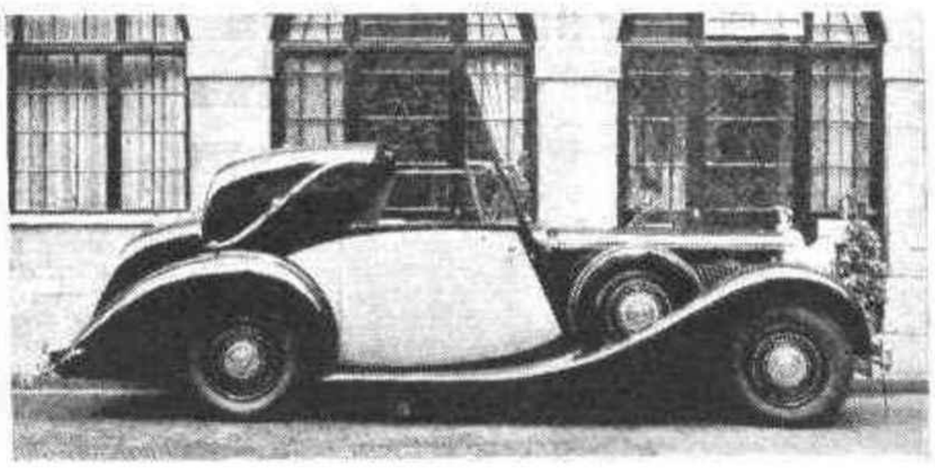
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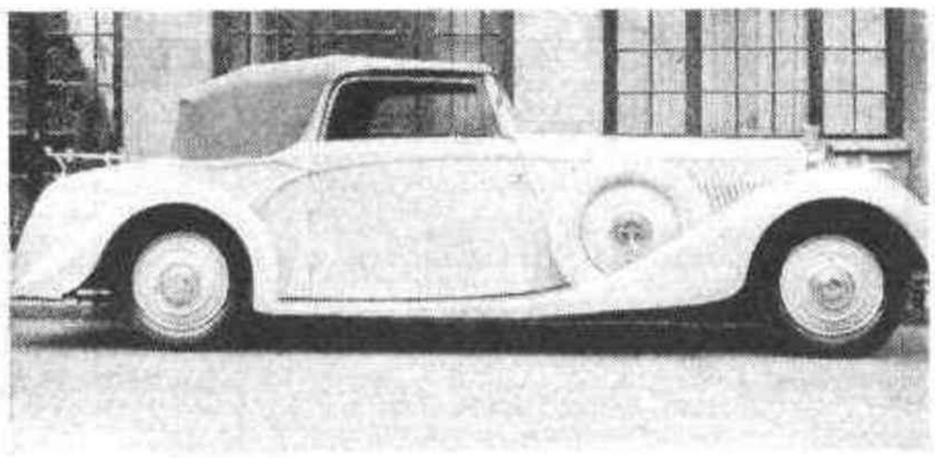
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BENTLEY MARK VI (1949) razor-edged two-door sports. Coachwork by James Young. Special equipment model. Two-toned blue, with grey-blue trim. Recorded mileage 64,000. We are awaiting details of an extensive overhaul and modifications in 1954. A richly appointed Bentley in really outstanding condition. **£1,375**

BENTLEY MARK VI (1948) standard steel saloon. Dove-grey, powder-blue trim. 53,000 miles, all modifications to date. Available second week in September. **£1,125**





DAIMLER (1939) 4-LITRE. Individually-styled sports brougham-de-ville by Gurney Nutting. Black with mock-cane panelling and opera carriage-lamps. This unique specimen is, at the time of going to press, undergoing an extensive mechanical rebuild, at an estimated cost of £200, to our order at the hands of noted Daimler specialists. It is a carriage of singular elegance and distinction **£925**

ROLLS-ROYCE (1935) 20/25-H.P., GRF Series, owner-driver sedanca-de-ville by Gur. ey Nutting. Black, fawn trim. Formerly the property of the late Sir Alexander Korda. A comprehensive mechanical overhaul, including rebore, was carried out this year and less than 1,500 miles back. Very well equipped and impeccably maintained. **£450**

ALVIS 3-LITRE (1951) sliding-head sports saloon. Pearl-grey and black, with calf le t'er trim. One owner, 45,000 miles from new. Radio, heater, etc. A fast and sought-after post-war model of the better breed. **£575**

ROLLS-ROYCE REPLICA (1938), GLN Ch. Series, four-door drophead coupe Well-preserved Replica coachwork by Southern on the later 21.6 h.p. chassis. Green, with green trim. Dependable and lethargic. **£285**

ROLLS-BENTLEY (1936) 3½-LITRE FB Ch. Series sports saloon by Park Ward. Taken in part exchange last month. Sound enough, but uses oil. Good paintwork. No warranty. TRADE OFFERS ONLY PLEASE.

ROLLS-BENTLEY (1935) 3½-LITRE CW Ch. Series drophead coupe by Park Ward. As illustrated above, although not the actual model. French-grey, with blue leather trim. Fitted with radio, heater, etc. At the time of going to press being fitted with a replacement engine owing to the misuse of detergent oil. *O Tempora, O Mores, !* Neat arresting coachwork on a really faultless chassis, upon which a great deal of money has recently been spent. **£525**

ROLLS-BENTLEY 4¼-LITRE (1936) HM Ch. Series " Tattersall " sports saloon by Park Ward. Black and grey, with charcoal trim. One owner, complete post-war Rolls-Royce history, including a £320 overhaul in '54. One of the choicest Park Ward 4¼'s currently on offer. **£475**

LAGONDA (1940) LG 6 sliding-head sports saloon by Freestone & Webb. Black, with fawn trim. Authenticated mileage 42,000. Rebore, etc., in 1955 by Lagonda specialists, since when only 2,500 miles have been recorded. A most impressive example and in no distinguishably different condition from new. **£500**

MORGAN 4/4 (1947) two-seater drophead coupe. Black, black leather trim Authenticated mileage 42,000, with recent mechanical history (1956). Good-looking, tough and bloody uncomfortable. **£285**

We are negotiating the purchase of a one-owner **Bristol 403,** delivered in August '53 31,000 miles. Works serviced throughout, and in very fine order. Further details, together with the complete history, will be forwarded upon request.

At the time of going to press we are expecting to acquire a **Rolls-Royce 1929 21.6 h.p.** " doctor's coupe " of good report, a **R/R Wraith 1939** sedanca-de-ville with detailed history, a one-owner **R/R Phantom II** sports coupe with a works-authenticated mileage of 32,000, and an Edwardian **Panhard et Lavassor** with Cape-Cart hood. Further details on request.

We shall be pleased to assist readers seeking specific models of any particular marque, and will undertake to advise them of the whereabouts and price of those that may be found.

AS A RESULT OF SELECTIVE BUYING WE ARE ABLE, BY ARRANGEMENT WITH A PRIVATE BANKING HOUSE, TO OFFER QUITE EXCEPTIONAL HIRE PURCHASE FACILITIES ON EACH AND EVERY VEHICLE WE ADVERTISE.

WE WOULD PARTICULARLY LIKE TO BUY ANY ROLLS-ROYCE OR ROLLS-BENTLEY MODELS, OR OTHER INDIVIDUALLY-PRODUCED VEHICLES, IN FIRST-CLASS CONDITION, AND PREFERABLY WITH A KNOWN HISTORY, WHICH ARE AT PRESENT ON OFFER. A MEMBER OF OUR FIRM WILL BE PLEASED TO ATTEND ANYWHERE IN GREAT BRITAIN BY APPOINTMENT.

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Immediate insurance effected with Lloyd's Brokers. Export and Shipping. Engineers' reports and examination.
All vehicles and accessories are offered subject to being unsold unless otherwise stated. E. & O.E.

FOR SALE—*continued*

A.C. 1936 Drop-head Coupé, good mechanical condition, new battery, brakes relined, and rewired. Body fair. £145. A.C. 1934. Good selection of secondhand spares available. Austin Seven Ruby Saloon, smart, good mechanically, tyres, etc. 1st reg. Sept. 1936. £99. Springfield Garages Ltd., Winchmore Hill Road, Southgate, N.14. Phone PAL 5576 & 5577 (Sun. 9 to 12), or evenings PAL 8974. [6929

1938 M.G. VA 1½-litre Tourer. Red body, interior and paintwork excellent. Engine just run-in after rebore and new bearings. Steering spot-on. Four new springs. Excellent tyres. Heater. £200. Also: Alvis T.J. 12/50, 1930, 2-seater Tourer with dickey. Excellent body and paintwork. Mechanical condition very sound in general, but some attention to detail required, hence price of £80. Host of spares available. Phone Wolverley 232, evenings. [6930

SPARTON 4-Note Motor-driven 12v. Horn. £6-Eland, 27 Southfields Road, S.W.18. Vandyke 1612. [6931

S.S.100, 2½-litre, 1937. Polychronatic blue, all extras including windtones, spots, etc. Perfect condition and original. Offers. 1328 Warwick Road, Acocks Green, Birmingham. ACOcks Green 0890 or HIGhbury 2419. [6932

P.B. M.G., red 2-seater, body sound, Laystall engine, bills for £150. Seen London week-ends. £135, Haskins, St. Mary's Hospital, Portsmouth. [6933

AUSTIN 750 2/4-seater Special. Aluminium body on ash frame. 1,000 miles since complete engine rebuild. Offers around £65 (preferably upwards!). Further details: Norman Cumming, 8 Culworth House, Allitsen Road, N.W.8. PRImrose 5722. [6934

MORGAN F SUPER, 1947, red. £200 o.n.o. Symmons, "Beaumont," Craven Estate, Chelsfield, nr. Orpington, Kent. [6935

1938-39 TRIUMPH DOLOMITE Saloon, 13.95 h.p., 20-24 m.p.g. Excellent condition. Completely overhauled front and rear axles, new silencing system, heater, radio, demister, twin Lucas Flamethrower, Marachal rear, 5 good tyres, three spares, £185 o.n.o. 80 Ramsden Road, Balham, S.W.12. [6936

EN-BMW 329 Coupé, new hood, etc., many extras. 326 engine. £195, offers. 1 Pound Close, Ditton Hill, Surbiton. Emberbrook 3066 evenings. [6937

750 SPECIAL BUILDERS. "A7 Textbook," 4s. post free. Send for free lists of Dante speed equipment. Sporting Motorist's Agency, 76b Amhurst Park, London, N.16. [6850

ASTON MARTIN 1930 1½-litre International 2/4 Tourer. Not spectacular but very sound Vintage conveyance. Good hood, 4 new tyres, telecontrols, some spares. Photos if required. £175. Surrey. Box No. C.945. [6945

T.R.2, overdrive, 15,000 miles 1955, British racing green. £740. Walters, 4, Withdean Court Avenue, Brighton. Phone 59010. [6948

TWIN ZENITH CARBS, 1 in. bore, £4. Riley Nine head, 8-1 c.r., 1 3/16th ports, flush guides, £7 10s. Riley Nine crankshaft, 1928-1932, complete con. rods, back and front mains, 4 pistons +20, 30 or 40 thou, £6 Complete set doors Riley Monaco 1928, in excellent condition, £3. Special Riley chassis, shortened 7 ft., complete flattened springs, shortened tube and prop. shaft, 5-stud axles, reg. 1928, £35. Bader, St. Albans, 57771, 43, Alma Road, St. Albans. [6949

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1953 Bristol 403, 29,000 miles, as new ... **£1,550**

1955 Citroen saloon, excellent condition **£725**

1955 TR2, 14,000 miles, as new. Michelin X tyres **£700**

1954 M.G. TF, as new. Many extras ... **£595**

1952 Minor convertible. Heater, etc. Excellent condition **£365**

1948 Lea-Francis saloon, well above average condition **£325**

1938/9 Ford 81A 4-seater coupe **£125**

1936 Austin Seven saloon. Excellent engine **£40**

1936 Ford Eight saloon. Good bodywork **£40**

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C. J. BENDALL

ALLARD 2-seater roadster, 1949. Ivory, with red hood. In much-above-average condition. **£255.**

ASTON MARTIN 12-H.P. saloon, 1931. Fair engine, quite exceptional coachwork, very neat and compact style of body, nearly new tyres, but worn axle is defunct. **£70** as it stands.

AUSTIN EIGHT, ex-W.D., 2/4-seater, with Ford Ten engine, h.c. head, Aquaplane camshaft, twin d-d. Solex, Minx 4-speed gearbox. Needs engine installing properly in frame, but everything there. **£70.**

BEAN 11.9 4-seater tourer, 1927. Not immaculate but in quite astonishingly good order; original in every way, well shod, good hood. Extremely good value at **£60.**

BENTLEY 4½ standard V.D.P. 4-seater, 1929. Very original and extremely good order throughout, with excellent all-weather equipment. **£295.**

BENTLEY 4½-LITRE CORSICA sports saloon, chassis No. RC 46, the very last 4½ built. In extremely fine condition in every way; genuine mileage of under 60,000. **£350.**

BENTLEY SPEED SIX special 2-seater, fully described last month. A superb car at **£325.**

BENTLEY 3-LITRE SPEED MODEL Cadogan 4 seater sports tourer, rebuilt and re-registered 1933. Very tidy and very nice all-round order; magnetos just overhauled by us, new silencing system, etc. **£195.**

CHRYSLER 62 sedan, 1927, 21 h.p., on wood wheels, excellent 18-in. tyres. Whole car very original and very sound condition. **£60.**

HUMBER 16/50 tourer, 1929-30, wire wheels. Nearly new hood, first-class tyres. A bit scruffy but original and quite sound order. **£47 10s.**

JENSEN 3½-LITRE sports saloon, 1938. Very fair mechanical order, overdrive, etc., above-average coachwork. An inexpensive but good example of a rather unusual car. **£175.**

LAGONDA 4½-LITRE special fixed-head, 2-door, 4-seater coupe, 1934. An extremely attractive-looking, out-of-the-ordinary 4½ in very fair all-round order. **£155.**

LAGONDA 4½ pillarless sports saloon, 1934/35. Not immaculate, but very sound and tidy and has just had a complete engine rebuild, rebore, etc., clutch relined to our instructions, and is in above-average mechanical order. **£155.**

MERCEDES-BENZ 32/90 limousine—this is the first 8-cyl. side-valve, was the 1929 Show model, and is in remarkably clean and original order. **£70.**

RILEY NINE MERLIN saloon, 1936. Not by any means immaculate but in very fair general order and very moderately priced at **£95.**

ROLLS-ROYCE 20/25 James Young coupé, 1936 model. A very late 20/25 with all the later modifications. In extremely fine order and one of the most attractive-looking Rolls I have seen for a long time. **£575.**

ROLLS-ROYCE 20/25 Barber small landaulette, 1931. One owner since new and just fitted with new rings, valves, etc. Very dignified coachwork in quite exceptional condition. **£295.**

ROLLS-ROYCE P II Thrupp swept-tail limousine, 1932 chassis, body of later date, probably '34/5 Clean and tidy, fair mechanically, with no radical faults. **£115.**

SUNBEAM 20/60 2-seater folding-head coupé, 1925. In extremely tidy order, very good tyres. Very unusual car, with 7-bearing crank engine, B.E. tyres and R./W. *artillery* wheels. **£65.**

TROJAN rear-engined fabric saloon, 1933. In extremely clean and original condition. Believed to have done less than 32,000 miles. With instruction books, etc., **£40.**

1909 HOTCHKISS 22-H.P. sporting 2-seater. Fully restored and an extremely attractive car, painted ivory with scarlet leather. Its owner has instructed us to accept any reasonable offer around **£450.**

Our 1915 FORD Model-T van is now in good running order, with all lamps, good tyres, etc., and is offered at **£120.**

* *Hire Purchase and Insurance can be arranged on any car.*

25, ORCHARD ROAD, STEVENAGE, HERTS.

Telephones :

Stevenage 566 (*Day*). Hitchin 3108 (*Evening*)

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FOR SALE—*continued*

FOUR 700 x 19 Dunlop Racing Tyres, tubes—offers invited. Bentley 4½ radiator, £20. Pair "Slopers," £10. Bosch magnetos, £20 pr. Lightweight "armchair" racing seat, Dunlopillo/green hide, £4. Windtone horn, 10s. Near offers considered. Morten, 50, St. Petersburg Place, W.2. BAYswater 6182. [6947

1953 MK. 1 JUPITER full series 3, with bonded suspension. Red/beige leather. Mileage 20,000. Recently fitted new tyres and batteries. Extra equipment includes heater and Lucas twin spots. This car is absolutely faultless and economical. Nearest £525. Hamer, Mapperley Village, Derby. Phone Ilkeston 3663. [6950

A.C. SIX Coupé, 1927, in very good condition. Maroon. Reliable history. 343, Laleham Road, Shepperton. [6951

BUGATTI, type 44, Coupé, 1937. Engine needs attention, otherwise good. £200. Box No. C.952. [6952

RILEY ADELPHI, June 1937, one of the few pre-war Rileys still in good condition. Recent gearbox overhaul, just decoked for first time since rebore; new battery, nearly new tyres, fine bodywork; very smooth six-cylinder engine giving good performance with 26 m.p.g. on cheap petrol. £165. After 8th September. Todd, 27, Couchmore Avenue, Esher. Emberbrook 4983. [6953

RAILTON 8, 1936, black Drophead Coupé. Excellent condition. Very good hood, excellent coachbuilt body, grey hide interior. £50 on motor in past three months. Fantastic acceleration, very fast, superb roadholding and braking. Will leave any modern tin. £150. Hollyfield, 26, Haseldine Meadows, Hatfield, Herts. [6954

ALVIS SILVER EAGLE, 1936, Six-light Saloon. Under £100. I need a smaller car. R. I. Ingram, 11, Rockleaze Avenue, Bristol 9. [6955

1927 SUNBEAM 4-seater Tourer. Original and running order. Must sell. £30 or offer. Goodman. Reigate 3203. [6956

OCT. '38 ALVIS SPEED 25 Drophead. New hood, radio, heater. Excellent mech. and body condition. Tyres good. Water and Redex injection. All possible extras. Increased family forces sale. £400. Pollard, 111, Preston New Road, Blackburn, Lancs. Tel. Blakewater 42824. [6957

A.C. 1936 2-litre 4-seater Drophead Coupé, good mechanical condition, alum. body good but paint poor, good hood; taxed, insured 12 months. Recently purchased but unable to use due sudden illness. £75 for quick sale. Anderson, 5, Darenth Road, Leigh-on-Sea, Essex. [6958

ALVIS 4.3. Lamp-post dissection of nearside leaves excellent engine, mechanics, instruments, etc. Offers for bits gratefully received. Fry, Bogany Farm, Rothesay. [6959

1947 M.G. TC, red, fitted new works-reconditioned engine (1,500 miles), 5 new tyres, brakes relined, new battery, king pins, steering box; also 4 new road springs, etc. £335 (terms can be arranged). Tel. Marple (nr. Stockport) 706, evenings. [6960

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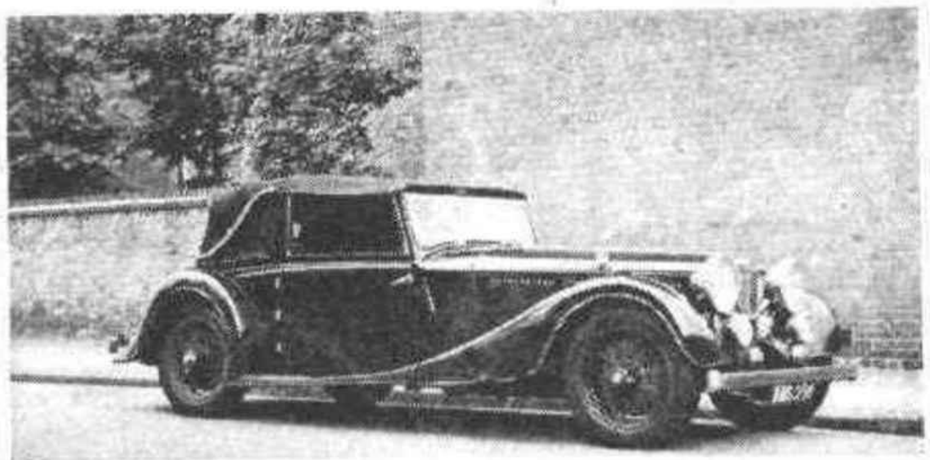
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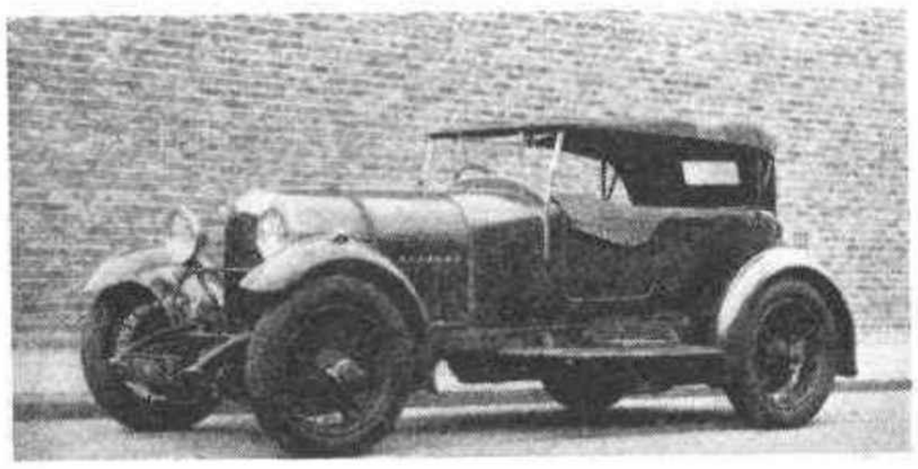
1937 *ALVIS SPEED TWENTY-FIVE drophead coupe, with almost new hood, original condition, twin spotlamps, twin hooters, P100s, excellent tyres. Taxed.* **£195**

1935 (late) BENTLEY 3½ Park Ward sports saloon, in black with blue leather. Ride control, heater; completely overhauled 3,000 miles ago, and many miles above average condition. Original in every way, and we would consider a fair offer or exchange open 3 or 4½ vintage Bentley or similar with cash adjustment.

1936 AUSTIN NIPPY, with Speedy engine, which has just been fitted with rings; good weather equipment. Taxed. **£115**

1935 BUGATTI TYPE 46 drophead coupe, in almost immaculate condition. Hydraulic brakes, finned wheels, very good tyres. Last owner had car four years; 18 m.p.g. plus **£235**

We are one of the few remaining best buyers of vintage Bentleys.
Lags., S.S.100s, Nashes, etc.



1926 *BENTLEY RED LABEL 3-LITRE, fitted 1928 engine, open V.D.P. body, A-type box, fold-flat screen, good tyres.* **£195**

1932 LAGONDA 2-LITRE open 4-seater, in reasonably nice condition; outstandingly good chrome, new batteries, plus usual Lag. virtues. Metal body. **£125**

1937 DAIMLER STRAIGHT EIGHT sports saloon, in very fine condition throughout, including tyres, twin spotlamps, twin windtones, exceedingly good chrome. A genuine car. Taxed. **£195**

1938 M.G. TA 2-seater. Paintwork could be a little better. Very good full weather equipment. Certainly an attractive price. **£215**

1936 SINGER 10.9 saloon, in very nice condition: good paintwork and chrome. An extremely good hack at **£95.**

We welcome exchanges only if in nice condition.
TERMS AND IMMEDIATE INSURANCE AVAILABLE ON ALL CARS.

FOR SALE—*continued*

SUNBEAM 20. Body, mechanics, tyres, very good; batteries new. Burne, Idlerocks, Moddershall, Stone, Staffs. [6961

RILEY 9 GAMECOCK Sports 2/4-seater. Brakes relined, 2 new retreads, new hood and sidescreens. Good all round. £95. S.A.E. please. Gordon, 17, Westminster Road, Macclesfield. [6962

1949 TC, M.G., black and red interior; many extras. Above-average condition. Watts, 48, Norman Ave., Stoke, Devonport. [6963

ALVIS 12/70, Oct. 1938, black Saloon. £175. Exchange similar but roomier saloon, Jaguar preferred. 14, Seamoor Road, Westbourne, Bournemouth. Canford Cliffs 78106 after 6.30. [6964

ABSOLUTELY EXCEPTIONAL MORRIS 1934 Minor Drophead. Charming, inexpensive, utterly reliable. First serious viewer will buy. £65. Upminster 2978. [6965

M.G. TB, green 2-seater. Above-average condition in appearance and mechanically. Best offer over £280. Rider, 47, Cambridge Road, London, W.4. Phone WEStern 0481 during day. [6967

TALBOT 14/65, 1933, Sports Saloon. Excellent condition, good tyres. Photo supplied. £50. 49, Westfield Road, Edgbaston, Birmingham. [6968

SUNBEAM, 1935, 20, Saloon. Recently rebored, brakes relined, new tyres; believed sound. £80. Ferguson, Swanston Avenue, Edinburgh. [6969

1934 S.S. MORGAN Three-wheeler. 990 c.c. Matchless o.h.v. w.c. Sound running order. Taxed, insured. £85 o.n.o. or exchange for motor-cycle. Box No. C.970. [6970

RILEY 9 MISTRAL, fibreglass body constructed 1954-5, tuned engine, twin S.U.s 85 m.p.h. with 4.5 axle ratio, 40 m.p.g. Austin Healey screen, immaculate finish. £275. Shaw, 17 Glengall Rd., Peckham, S.E.15. [6971

HILLMAN HERO MINX. 10 h.p. Sports. Immaculate; black with red detachable hard-top. Enthusiast owned. Nearest £100. J. Ray, 50, Masefield Way, Kingsley, Northampton. [6972

RILEY, 1935, FALCON, 1½. Very good coachwork, engine and tyres. £130. Barrett, 27, Easthorpe, Southwell, Notts. [6973

JAGUAR 2½-LITRE 100 Sports. Extensively rebuilt 1956. Registration endorsed. 80% renewed, including engine. Scotland. Offers over £300. Box No. C.974. [6974

M.G. PA, fitted tuned Ford 10 engine. Fast, economical. £150. Fixsen, Westridge, Harepath, Seaton, Devon. [6975

FOR SALE—*continued*

M.G. 18/80, Mk. I occasional 4-seater Tourer. Fast, reliable. £95 o.n.o. Weekday evenings, phone Bristol 41456. [6976

THE BOMB!! 1931 Austin 7 Saloon, red. Taxed and insured. £25. Box No. C.977 (Cambridge). [6977

TRIUMPH 2-LITRE, 1937, D.H.C. £75 o.n.o. Moore, Claybrooke Farm, Mappleboro Green, nr. Studley, Warks. [6978

RILEY IMP, 1935. Pre-selector. Excellent condition. £285. Beattie, 9, Grove Road, Coombe Dingle, Bristol 9. [6979

ALVIS TA14 Saloon, 1949, black. Garage maintained. Offer over £400. Apply Hartley, 28, Clifton Avenue, West Hartlepool. [6980

1934 MORRIS CUNARD 10/6 Special Tourer. Rough but in running order. £25. Ward, Hauliers Arms, Southgate Street, Gloucester. [6981

1939 MORGAN 4/4 CLIMAX 4-seater. Good all-round condition. £180. Bond, 2, Long Street, Devizes. [6982

WELL-KNOWN Vintage Rally and Concours Car: 1924 Rolls-Royce "20," Coupé de Ville by Mulliner. Yellow and black. Magnificent. Exchange Veteran or Edwardian or sell £250. 6, Clifton Terrace, Winchester. [6983

ARNOTT SUPERCHARGER, complete, TD M.G., £25. K.L. heater for TF, only used a few weeks, £7. 54, South Royd Street, Tottingham, Bury, Lancs. [6984

1937 ADLER 1.7-litre. Good body, brakes and engine need attention. £85 o.n.o. Cole, Rodbridge Garage, Long Melford 330. [6985

TALBOT 105 Drophead Coupé, 1933. Engine just overhauled. 85 m.p.h. New hood, completely waterproof. £70. Ridge, "St. Eval," Upper Cres. Rd., Baddesley, Southampton. [6986

M.G. 1934 NA, blue, 8-1 c.r. Twin exhausts, oil cobler. Very fast. £165. Flint, 456, Havering Rd., Romford, Essex. Romford 4056. [6987

INVICTA, 1933, 1½-litre. Rare thoroughbred Tourer. Three owners (enthusiasts) since 1938. Good condition. £150 o.n.o. All spares available. Malyan, 24, West Hill Avenue, Epsom (5158). [6988

WIRE WHEELS: 16 in. Jaguar XK120, steel 50s.; alloy 60s. 15 in. Austin Healey alloy racing, 60s. 2½-litre 1948 Jaguar engine, £65. 38 in. Hardy-Spicer prop. shafts, £3. 1½ in. S.U. carburettor, new, £6 10s. D. Postma, 34, Boundary Road, Norwich. [6990

FOR SALE—*continued*

VERY RARE Frazer Nash B.M.W. Convertible Drophead Coupé, famous 16 h.p. model, late 1936, sheer speed in comfort. £135. Taxed, insured. Smith's, 86, Chalk Farm Road, N.W.1. Phone GULliver 2767. [6989

ALVIS S.A. SILVER EAGLE, 1930, 4-seater Tourer, B.R.G. Good condition. £110. 14, Ashlett Close, Fawley, Southampton. [6991

STANDARD 8 Tourer, 1947. Carefully maintained. 45 m.p.g. Phone Bath 60562 after 20th Sept. £200 o.n.o. [6992

PAIR FRONT SEATS, 1950 Mk. V Jaguar. Red leather, with slide and height adjustment. £10. Ruislip 4387. [6993

VICTORY CHASSIS, complete with Special radiator. Both unused. Utilises Ford 8 or 10 h.p. components. Cost £49. Will accept £39 o.n.o. STA 7364. [6946

RILEY KESTREL, 1936, 14.9 Six-light Saloon. New tyres, starter, shock absorbers. Recent overhaul engine, brakes. Taxed. £135 o.n.o. ARNold 4787. [6994

ALVIS 1930 12/50 Saloon. Concours condition; just run in, good tyres, new battery. Spares. £130 o.n.o. Field, 23, Tooker Road, Rotherham. [6995

PRESELECTOR BOX—Riley Nine, input and output shafts; several box spares. All good condition. £15. 221, Repton Road, Orpington, Kent. [6996

1928 LEA-FRANCIS 12/40 Saloon. Extensively mechanically reconditioned, rewired, new battery, two new tyres; bodywork sound, needs repaint. Insured year, taxed. £45 o.n.o. Photos, details: Knight, 29, Salisbury Ave., Cheltenham. [6997

A.C. 4-seat D.H. Coupé, 1935. Unique combination of one-off coachbuilt body with free-revving UBSS 16/80 series competition engine and manual ENV box. Weight only 24 cwt, so performance equal to Zephyr. P.V.C. hood. Condition throughout very good. Ideal for the 2-seat sportsman now married! £125 o.n.o. Vickers, 11, Kingsway, Westcliff-on-Sea. Phone Leigh-on-Sea 73488. [6998

RILEY 15 H.P. ADELPHI, 1937; minus rear axle, otherwise excellent condition. Offers. Broadbent, 14, Alfred Street, Bath. Tel.: 3181. [6999

BUCKLER, 1953, FORD 8, 10,800 miles. Attractive aluminium body, fully equipped and in beautiful condition. 45 m.p.g. Photo on request. Nearest £325, or exchange Renault 750. Hinton, Cooks Croft, Sandon Bank, nr. Stafford. [7002

Box No. Address: "Motor Sport," 15-17, City Road, London, E.C.1.

FOR SALE—*continued*

RELIABLE, LIVELY, 1934 ROVER 10. Crash box. Good bodily and mechanically. Brakes relined. £95. Also, all spares 12/50 Alvis. MAI 2803. [7259

1936 (Reg. 1949) TALBOT "105," 2-seater Sports. Aluminium body, new tyres. Good running order. £60 o.n.o. 108, Manor Road, Banbury, Oxon. [7260

SAN SEBASTIAN CHASSIS, fitted 2/4-seater open body and push-rod "cooking" engine. Used daily, full equipment (all quickly removed). First offer over £35. "Eating" engine, twin o.h.c. fitted h.c. block (7.2 : 1), stronger rods than normal and multi-carb. head, will also be made available to purchaser of above car if required. £20. Can be seen Coventry or Birmingham. Garage has to be vacated 30th Sept. Taxed Dec. Box No. C.261. [7261

RILEY KESTREL 9, Preselector. Smart, well maintained. Recent respray, new battery. Numerous spares. £100 o.n.o. Hudson, 31, West Park Street, Dewsbury. Phone 2844. [7262

AQUAPLANE twin carburettor inlet manifold and one Zenith carb. for Ford 10 or Popular engine. Almost new. £6 10s. Also four used Popular shock absorbers. Kirby, 47, Threadneedle Street, London. Phone LON 1561 (day). [7263

THE PERFECT CAR DOESN'T EXIST, but this one has: Bugatti steering, Aston steering, Lancia four-corner wheels, 80 m.p.h., 30 m.p.g.; in fact Grand Turismo handling yet bread-and-butter comfort. Every extra: HMV push-button radio, heater, spot and fog lights, windscreen washers, Bray water heater,; loose covers. It's a 1953 Jowett Javelin De Luxe. Factory continues production of spares. Owner going Australia and wants £450. H.P. available. Brasher, 10, Kensington Mansions, Trebovir Road, S.W.5. Fremantle 5572. [7264

ROLLS ROYCE, 1931, 20/25, black Limousine. Hooper body, whole interior renewed. New battery. Beautiful condition. £275. Williamson, 99, Alexandra Road, Manchester 16. MOS 1478 (business hours). [7265

WILLYS KNIGHT, 1929, sleeve valve engine. Perfect original condition. £100. Talbot 14/45 c.w.p., £5. Dynamotor £5. Instr. £1. Box No. C.267. [7267

VINTAGE SWIFT 10 H.P. Saloon, 1930. Excellent order throughout. Brass radiator, headlamps, instruments. Spare chassis with all components. 37 m.p.g. £55 o.n.o. Gibson (Didsbury 6901), 51, Heaton Road, Withington, Manchester. [7268

M.G., 1936, PB. New hood, flashing indicators. Taxed, insured. £165. Adderbury 335. [7269

HEY THERE, YOU WITH THE £75 O.N.O. Morris 850 c.c. Special, engine overhaul, teleshockers, o.h.v. Excellent tyres, two spares. Aluminium body in cream. Outside exhaust, folding screen. T. & I. Reason for sale, stork was faster. Hounslow 7825 after 7 p.m. [7264

J/M.G., 2/4-seater. Good condition. P brakes. £80. Spare gearbox £8. Staffordshire. Box No. C.271. [7271

DELLOW, Nov. 50. Twin S.U.s, 4-branch exhaust, 12 volt electrics. Sports coil. Good tyres. Screen washers. £350. Smith, 12, Westholme Gardens, Ruislip. Phone Ruislip 4554. [7272

LEA FRANCIS ESTATE CAR, 1949, 1767 c.c. 4,000 miles since rebore, crankshaft reground, new bearings, etc. Oil pressure 60 lbs./ins. New radiator, water pump. £300. A. Baillie, 36, Lilybank Gardens, Glasgow. [7273

AUSTIN 7 SPECIAL, Cambridge body. Good hood, lowered suspension, 15in. wheels, good tyres (oversize on rears). Bowdenex brakes. Excellent engine, recently overhauled (S.U. pump). Four-speed gearbox, remote control. Lucas "700" headlamp conversion. Good battery. Over £80 spent on conversion. £95 o.n.o. H. J. Evitt, 36, The Avenue, Witham, Essex. Tel.: Witham 3179 after 6 p.m. [7274

FORD 10 ENGINE, Reconditioned, all electrics and mods., etc. Parkes, 22, Kinver Road, Sydenham, S.E.26. SYD 2410. [7275

JAVELIN DE LUXE, 1952, Series III, black, brown leather. Twin M. & S. Absolutely perfect; probably one of the finest in the South. £455. 3, Mortimer Road, London, N.W.10. LADbroke 6869. [7276

J2 M.G., recondtioned engine, dynamo. New tyres, hood. Sound generally. £70. Trickett, Woodlaithes Cottages, Sunnyside, Rotherham. [7277

NIPPY, 1934. Slab tank, otherwise standard. Cambridge re-cond. engine. Modified brakes. Attractive, Red. Good hood, sidescreens. Taxed, insured. £110. Phone Hillside 7126 after 7 p.m. [7278

MORGAN, 1934, Matchless 1000 c.c. o.h.v. w.c. £100 o.n.o. Harvey, No. 53, Green Close, Rixton, Sturminste Newton, Dorset. [7279

1947 1½ RILEY. Good condition. £260 or offer. Would P/E Special, W.H.Y.? 24, Nether Green Road, Sheffield 11. [7280

ROLLS-ROYCE 20/25 Saloon, 1932. Well maintained, in good running order. £220. Grover, 64, Russell, Road, Lee-on-Solent. [7283

£70 O.N.O. 1935 Alvis D.H.C. Speed Twenty. Smith, "The Laurels," Cooke Street, Bentley, Doncaster. [7284

FOR SALE—*continued*

CITROEN, 14/9/49, LIGHT FIFTEEN. Exceptional condition. Five new Michelin (165 x 400x). Light green. £335. Tel (9 a.m.—6.30 p.m.) 4123 Hereford. 3, Clivenden Grove, Hereford. [7281

1949 BLACK 3½ JAGUAR Drophead L.H.D. Immaculate appearance, mechanically faultless. Radio, foglights, air-conditioning, etc. Driven only 2 years and 30,000 miles, pleasure only. £550 o.n.o., accept Vintage Sports similar condition, part exchange. Goodwin, 108, Cae Perllan Road, Newport, Mon. Tel.: 62217. [7282

MERCEDES-BENZ. Enthusiasts opportunity. 170.V. 1700 c.c. Saloon. Engine ready for assembly. Excellent gearbox. Re-upholstered. Many new and overhauled parts. All information for re-assembly. Time only prevents completion. (Exchange Bella/Lambretta considered). £132 10s. delivered. Benington, The Twitten, Crowborough, Sussex. [7285

SHORTENED CHASSIS ALVIS FIREFLY. Six good wheels, tyres. Scraped, painted. Mechanically good. £25. Morris 10/4 Saloon, '35. Shaggy. £17. Buyer collects. Box No. C.286. [7286

1932 MAGNA 4-seat Drophead Coupé. Hood tatty. Ellis, 13, Sutherland Avenue, Sunbury-on-Thames. [7287

1947 H.R.G., 1500 c.c., New hood, tyres, batteries. Good condition mechanically and bodily. £365 o.n.o. 9, Kendall Avenue South, Sanderstead, Surrey. Weekends or evenings by appointment. [7288

M.G. PA AIRLINE Coupé Special. Professionally fitted Ford Ten engine using M.G. gearbox (4-speed). Good condition. Car requires detail finishing. Going abroad. £100. Barry Curtis, BEC 1000, 275a, Croydon Road, Beckenham, Kent. [7289

VAUXHALL 23/60 "Princeton Tourer," 1923. Mechanically perfect. Body/upholstery immaculate, unmarked. Nearest £160. Box No. C.290. [7290

1933 MORRIS MINOR, requires attention. £25. James, 13, Whitby Gargens, Kingsbury, N.W.9. [7291

M.G. 1½-LITRE VA Sports. Mint condition. Tel.: Winscombe 3203 after 6 p.m. [7292

1936 6 LIGHT KESTREL. Excellent mechanics and battery, good body; interior not up to scratch. £135. Will haggle. 41, Mayfair Avenue, Chadwell Heath, Essex. [7295

ALVIS SILVER EAGLES. Two for £125. Both good. Bell, 132, Hedley Street, South Shields. [7296

M-TYPE M.G., ready to drive away. Offers over £30. Also, almost new J.2 gearbox, £28. Townhead, Kettlewell, nr. Skipton, Yorks. [7297

1929 TALBOT 14/45 Saloon, breaking for spares, including 21in. artillery wheels. 525 x 21 remoulds. Bull, 37, The Meadway, Smallfield Road, Horley. Office: MAN 8141. [7298

DISMANTLING HORNET SPECIAL. Recent extensive overhaul. Inspection welcomed. S.A.E. appreciated. Eyeington, 27, Nicholas Street, Hull Road, York. [7299

VINTAGE ROVER 8, original 1919 model. Air cooled. New tyres. Runner. Best offer to: James, 7, Hinton Crescent, Hereford. [7300

PSST! SUNBEAM DAWN OWNERS. Wanna setta .30 oversize pistons (unused)? £10. Cost £11. 5, Dalebrook Road, Sale, Cheshire. [7301

RILEY SPECIAL, KESTREL 12/6. Rebuilt as 4-seater Sports Tourer. Engine rebored, crank reground, etc. 10,000 miles. Offers round £75. 55, Lawford Road, Rugby. [7302

BENTLEY SPEED MODEL, 1926. Rare V.d.P. polished aluminium decked 2-seater. £250 o.n.o. cash. R. Paterson, 64, Ella Street, Hull. [7303

M.G. PA, 1936, 2-seater, blue. £150 o.n.o. Full Particulars, Williams, 41, Leyland Drive, Saltney Ferry, nr. Chester. [7304

APRILIA, '38. Good condition, any trial. £225 o.n.o. Lowe, Mays Lane, Hollywood, B'ham. Wythall 2022. [7305

ALVIS 12/70 Saloon, good condition, extras. £185. Tomlinson, 71, Knutsford Road, Wilmslow, Ches. [7306

A.C. D.H. COUPE, 1934. New battery, hood; excellent mechanically. Fram. Fast. Available 9th Sept. £145 o.n.o. Phone POP 6710. [7307

AUSTIN A90 ATLANTIC Coupé, 1951. Power hood and windows, radio and heater. Recon. engine, gearbox and clutch. Over £200 spent. High ratio rear axle giving 100 m.p.h. and 26 m.p.g. £410 o.n.o. Tel.: Palmers Green 5377. [7308

COOPER C/500/4/54, as new. £250 o.n.o. B. C. Dyde, Phone Inkberrow 296, Worcestershire. [7309

ROLLS ROYCE 20/25, 1934, Park Ward with division. New radio, heater, engine heater, boot. Excellent tyres. Immaculate throughout. £350. Box No. C.310. [7310

M.G. TC, 1949, STAGE II. Excellent condition. Black, red leather. Engine, starter and dynamo reconditioned 3,000 miles back. New tyres, aeroscreens, fog horns, spot lamps, etc. Not raced. £350. 9, Conistone Crescent, Eastmoor, Wakefield. [7311

BALLOT, 1926, 2-litre Saloon. Minor repairs. £30. 1923 Singer Ten 4-seater Tourer, many spares. £30. After Sat., 1st. Durrant, Lowdown Farm, Tachbrook, Leamington Spa. [7312

FOR SALE—*continued*

ALVIS SPEED 25, Charlesworth, 1937. Saloon. Black and ivory. Excellent condition. £175. Also, Standard Avon, 16 h.p., 1931, 2-seater. £35 or offers. After 7 o'clock. Bournemouth, Southbourne 46810. [7313

ROOTES TYPE SUPERCHARGER, S.U., plumbing, etc. 8-10 h.p. £15. Greenwood, 159, Church Road, Yardley, Birmingham. Stechford 2316. [7314

HILLMAN, 1939. New engine, hood, brakes, dynamo, etc. Exchange large car or £225. Eastwood, Hilltop Farm, Clophill, Bedfordshire. [7315

TRIUMPH TIGER 100, 1955. Twin carbs. Opp. Superb condition. £180 cash, or exchange for sports car of special. Cooper, 8, "Dany-Bryn," Llanellen, Abergavenny, Mon., S. Wales. [7316

LEA-FRANCIS 1930 saloon. Original Ace of Clubs engine. Mechanically sound. Bodywork requires attention. Smith, 1, Rosser Avenue, Sheffield 12. [7317

LAGONDA RAPIER 10 h.p. Tourer. Excellent condition throughout. 30 m.p.g. Original instruction book. Taxed. £190. Further details, Foots Cray 1017. [7318

HORNET SPECIAL, 1935. 14 h.p. E.W. tourer. £120 just spent, excellent example. Offers. 64, High Street, Ruislip. [7319

RILEY KESTREL 12/4, 1936. Good mechanically. New springs. Good reason for sale. £110 o.n.o. 58, Yateley Ave., Birmingham 22a. GRE 3600. [7320

TRIUMPH SALOON, 1936. Coventry Climax 10.8 h.p. engine. Not a Rolls, but what do you expect for £55. Walker, 25, Steeplestone Close, Edmonton, London, N.18. [7321

BREAKING 1936 A.C. All parts for sale. Ring: BYRon 8104. [7322

RILEY MONACO, 1933. Excellent condition. Mechanically sound. £80. 26, Perrymead Street, Fulham, London. [7323

RILEY NINE, 1929 Saloon. Economical. £25 or offer. Simpson, Ashdown Farm, Lenham, Maidstone, Kent. [7236

LAGONDA 4½-litre Pillarless Saloon, 1937 model in attractive blue and silver cellulose. Over £500 spent in last few years including reconditioned engine 4,000 miles ago. £275. Williamson, 99, Alexandra Rd., Manchester 16. MOS 1478 business hours. [7266

GENUINE AUSTIN SPEEDY, 1937. New windscreen, twin wipers, hood, sidescreens, and 4 tyres. Servais exhaust, Carter carb., enlarged inlets, high lift cam., Mintex comp. clutch, 40 m.p.g. £170. ADV 3046 before 6 p.m. [7324

FORD SPECIAL, 1949, 1172, Girlings, short chassis, outsize rears, I.F.S., modified head, 70 m.p.h., 38 m.p.g.; new windscreen, propshaft, gearbox overhauled, tachometer, excellent tyres, attractive body like lowered Dellow, overall 3 ft. 9 in., £135 o.n.o. Dellow Chassis, coil springs, unused, £35. Reconditioned 1172 engine, clutch, all accessories, £32. Gearbox, £3. Rear axle, Girlings, £10. Front, with spring, £5. Shortened propshaft, tube, £3. Petrol tank, £1. 16 in. wheel, £1. 17 in. £1. Gerard Riley body, £3. Complete £85 o.n.o. 44, Fifth Avenue, Chelmsford. [7325

M.G. 2-LITRE Sports Saloon, 1937. Classic car in excellent condition. Must sell. Nearest £130. Campbell, 103, Antrobus Road, W.4. CHI 2968. [7326

M.G. T.A., 1938. Maroon. Excellent appearance. £225 o.n.o. Hawkes, 5, Podsmead Rd., Gloucester. [7327

M.G. M.-TYPE, slab tank, alloy body, new radiator, 4-speed box, 45 m.p.g. £55. Box No. C.328. [7328

BENTLEY 3, 1926. Good tyres, 3.3 axle, D. box, Harly-Spicer prop., Mintex reline, servo, new pins, bushes, hood, tonneau, windscreen, P.100's, engine decoked, new drain tubes, works rebuilt G.5 carbs., Nife batteries, many spares. G. Wedgbury, 49, Plymouth Road, Redditch. [7329

1938 MORGAN 4/4. Cov. Climax engine. Excellent all round condition, rewired, recellulosed and re trimmed in Vynide. New Vynide hood. New hand-built radiator. Nearest £150. Post Vintage thoroughbred in part payment. Hindle, 37, Manor Road, Blackburn, Lancs. [7330

RILEY 14 TOURER. Complete rebuild 5,000 ago. Rewired, resprayed, 1932 engine resleeved, crank ground, new bearings; new hood, 1935 (reconditioned) gearbox. Spares. £115. Tew, Beamsmoor, Gressingham, Hornby, Lancaster. Hornby 279. [7331

FIAT 500. 1937 chassis, special alum. sports body, fitted 1954. Performance, fuel consumption excellent. £120 o.n.o. Gibson, 26, Vicarage Road, Birmingham 19. [7332

MORRIS COWLEY, 1930 Saloon. Fitted Hotchkiss built engine. Many spares include 7.5:1 aluminium head. £25 offers. Warham, Pinetree Hill Cottage, London Road, Camberley. Phone 1388 weekends. [7334

3-LITRE BENTLEY, 1927. Long chassis tourer. Complete weather protection. Engine in good fettle. Bodywork good. £185 o.n.o. Box No. C.336. [7336

FORD V.8 PILOT, 1951, black. Immaculate condition. Heater, radio and many other extras. £325 o.n.o. Seen after 7 o'clock. 37, Palins Way, Stifford Clays, Grays, Essex. [7378

Box No. Address: "Motor Sport," 15-17, City Road, London, E.C.1.

FOR SALE—*continued*

1946 2½-LITRE JAGUAR, grey saloon, excellent condition. Radio, heater, demister, everything have got. A bargain for £200. Owner concentrating on fast ladies cannot afford fast cars. Tel.: Rayleigh 21059. [7335

LE MANS SINGER, dismantled, list from Moore, 218, Derby Road, Chellaston, Derby. [7337

LEA-FRANCIS, 1950 1¾-litre sports, 84 b.h.p. 15,000 since engine fully reconditioned, recently new hood, battery, brakes relined. One previous owner. Full history known, all bills produced. £325. Rogers, 9, Stanley Crescent, W.11. City 4444, ext. 23 (office). [7339

1955 FORD THAMES ESTATE CAR. Fully converted, with back seat and floor well. Reinforced side window frames fitted and extra large rear windows. Interior fully trimmed and sound proofed. Exterior cellulosed black. Complete with heater, radio, windscreen washers and additional reserve fuel tank. A twin carburettor conversion by Aquaplane is available if required, £445. Crossley, Brook Cottage, Hunsdon, Ware, Herts. [7340

1936 ASTON MARTIN, L.C. 1½-litre Mk. II Berkeill Saloon. Resprayed, rewired, Coachwork, upholstery, mechanical condition excellent. Seen London and Midlands. £300. Box No. C.341. [7341

FORD 1172 C.C. SPECIAL. Registered and completed late 1955. Rochdale fibreglass body, tubular chassis, I.F.S. close ratio gears, full weather equipment, etc. £350. Photo on request. Taylor, Feltham (Middx.) 3241. [7342

VINTAGENTS! ENTHUSIASTS! Wife forces sale! 18/80 Mk. II M.G. Inde tructible.. Not showroom condition but only £55 o.v.n.o. or w.h.y. in part exchange (if wife not looking). View London 1st to 3rd September inclusive. STReatham 5143, otherwise, 15, Frank Woolley Road, Tonbridge, Kent. [7343

JOWETT JAVELIN cars we specialise. Always a range 1949-53. Present stock includes 1950 P.B. modified, 1951 with Mk. III engine, 1952 very low mileage, June 1953 full Mk. III de luxe and several others. All makes in exchange. Prices £300-£500. The transition from vintage to modern made easy by these remarkable (and family capacity) cars which have so much character, economy and performance and are not, repeat NOT, tinware! Terms and exchanges. Cardinal Motors Ltd., Hythe Bridge St., Oxford. Phone 4344. [7377

WANTED

WANTED: 1938 Talbot or 1939 Sunbeam-Talbot Ten Tourer. Reasonable condition and reasonable price. Richards, Attingham Park, Shrewsbury. [6614

WANTED! Crashed S.M.M. or Series II Minor. Details, price, etc., Walker, 405 Croydon Road, Caterham, Surrey. [6670

POST-WAR Volkswagen, Fiat, Renault, good condition. Approx. £300. Phone Brentwood 729 (Essex). [6702

AUSTIN NIPPY, in good condition, Midland or North. Richardson, 16 Mill Gate, Newark, Notts. [6703

CONNECTING RODS and Big-end required. Anzani, 1080, 85 x 95 Veetwin. S/Lt. Daniel, Collingwood, Fareham. [6704

RED LABEL V.D.P. body wanted. Would buy complete car. Various 3-litre engine parts for sale. Box No. C.705. [6705

WANTED urgently, back axle casing for Fiat model 508C. McClure, 13 Linden Gardens, W.4. [6706

FORD SPECIAL, preferably with good enveloping fibreglass or aluminium body. Under £200. Box No. C.707. [6707

SLAB TANK for M.G. J2 or similar type considered. 58 Larchwood Avenue, Collier Row, Romford, Essex. [6708

£100 CASH: M.G.—Riley—Dellow, up to 1½-litre post-1937. Details, R. Jones, 44 Robin Road, Erdington, Birmingham. [6714

OVERSEAS VISITOR, arriving Britain end of September, wishes to buy Allard Saloon for £300. Must be in first-class condition. An A.A. inspection will be required before purchase. Box No. C.725. [6725

ANY CHANCE of a Special for £25? Blackwood, Fairylands, Newdigate, Surrey. [6726

WANTED: Vintage Rolls Royce. Full details to Staravia, Blackbushe Airport, Camberley, Surrey. [6732

3½ & 4½ CRASHED or broken Rolls Bentleys, engines, parts, etc. Spot cash. W. Grane & Son, Bentley Specialist, Milton Keynes, Bletchley, Bucks. Tel. M. Keynes 243. [6741

WANTED: 1935 PA/PB M.G. 2-seater, good condition, particularly body. Price, particulars: R. Copeland, 56 Priesthills Road, Hinckley, Leics. [6744

SHELL. GRILLE, for M.G. TA, any condition. Thompson, 77 Druid Road, Coventry. [6757

WANTED: Hayes Self-selector Gear Box as fitted to 1933/35 Austin 16 and 18 h.p. saloons. Good price given for good rust-free condition and all considered. Write Cockfield House, Chailey, nr. Lewes, Sussex. [6766

WANTED—*continued*

HANDBOOK for 1932 Alvis Speed Twenty, buy or borrow; also Vintage Morgan, preferably original. Box No. C.798. [6798

TR2 HARDTOP, sliding screens required. Price to Beaver, 9 Waterloo Road, Southport. [6799

CYLINDER HEAD for P-type M.G. required immediately. Reasonable price. 2 Woodland Way, London, N.21. [6800

WANTED, Buckler Mark V, X or 90, complete or otherwise. Preferably Mistral body. Photograph and details helpful. Horne, Meddins Lane, Kinver, Staffs. [6801

DELLOW Mk III 4-seater, mechanically sound. Beaumont, Halscombe Farm, Dulverton, Somerset. [6803

UTILITY, post-war, wanted. 45 Shirehall Park, N.W.4. HENdon 1648. [6825

WANTED, Front and Rear Bumpers off 540K Mercedes. E. H. Thomas, 56 Kensington Gardens Square, W.2. [6826

"MOTOR SPORTS" wanted, prior to Jan. 1933, either individual copies or complete volumes. Condition must be reasonable. Box No. C.827. [6827

FIAT 500, based special or without, or different engine. Price, etc., please. Box No. C.828. [6828

MORRIS MINOR '49—'56 Roof Pressing, preferably undamaged, finish immaterial. 35 St. Thomas's Square, Cambridge. [6829

ALVIS HARE MASCOT. 60 Ferney Lee Road, Todmorden. [6830

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WANTED—*continued*

SCRAP CARS wanted, any year, make, h.p. or age. Collected anywhere. Top prices paid. Jaques, 135 St. Walburga's Road, Blackpool, Lancs. [6831

ROLLS ROYCE 20/25 or 25/30 tourer in excellent condition. Will give loving care and good price for finest available touring car. Alton Walker, Pebble Beach, Calif., U.S.A. [6844

CARS WANTED for cash. Smiths, 86 Chalk Farm Road, N.W.1. Tel.: GUL 2767. [6845

LANCIA, Aprilia, Asturia, Augusta, Lambda, required. Searle, 14 Bridge Road, Chertsey. Tel.: Chertsey 2389. [6846

ASTON MARTIN wanted, 1½-litre. Full details to Eric Williamson, 9 Orme Avenue, Salford 6, Lancs. [6871

WANTED: Front Axle complete for 1½ Invicta. Vaughan-Baker, 108 Plymouth Road, Penarth, Glam. Penarth 130. [6872

INLET HIGH-LIFT CAMSHAFT for 2-litre 6-cyl. Riley, with centre gear wheel for gear-driven oil pump on off-side of crankcase. Standard camshaft with gear might be acceptable. Details to T. Quayle, Martins Bank Limited, Plymouth. [6898

"BULLNOSE" MORRIS or similar. Realistic price. Barraclough, 53 The Avenue, Cheam, Surrey. [6899

LANCIA Aprilia Engine wanted, perfect or suitable reconditioning; also 1939 wheels. Box No. C.900 [6900

XK120 wanted, 1950-52, preferably with mods. Please state fullest details and lowest cash price. Wilcock, Swandean Cottage, Arundel Road, Worthing. [6901

HEAD REQUIRED for 2.3 6-c. Alfa Romeo, or purchase complete engine. Rose, "Chequers," Firs Road, Winterslow, Salisbury, Wilts. [6938

MAGNETTE "N" Hood and Sidescreens; also rear axle casing less all fittings. Box No. C.939. [6939

FOR J2 M.G., pair Rear Hydraulic Brakes to suit 8 in. drums; also windscreen clamp screw and serrated washer. Box No. C.940. [6940

HANDBOOK for 1934 M.G. PA or all M.G. Edition. Purt, 269 Gooding Avenue, Leicester. [6941

HEALEY ELLIOT, must be in excellent condition at realistic price. Box No. C.942. [6942

RADIATOR MASCOTS (bonnet ornaments) such as Isotta Flying Man, Hispano Stork, Crossley 1929, Alvis Hare, Bentley Wing, Rolls Lady, Straker Squire, or any others. What have you? Please state price and condition. Dickinson, 2229 McClellan Parkway, Sarasota, Florida. [6944

REALLY EXCEPTIONAL RILEY. Pre-war year, horsepower immaterial if A1. Reasonable cash price. Box No. (Essex) C.966. [6966

TOURERS, any h.p., Day, CRO 3011; evenings THO 5166. Older the better. [7033

EX-W.D. AUSTIN 8 Tourer. BAY 3345 or PARk 7202. [7034

A.40 SPORTS. Ambler, 7, Somerton Road, Bristol 7. [7039

DIFF, for 1925 Bentley long chassis 3-litre. Flanagan, Brianston, Merrilocks Road, Liverpool 23. [7047

ENGINE, Transmission, Suspension and Wheels from T.R.2, Austin-Healey, or similar. Box No. C.048. [7048

TALBOT. Crown wheel & pinion, 8 x 47, 10 x 46, or 11 x 48. 27, Southfields Road, S.W.18. VANdyke 1612. [7050

UP TO £100 CASH for 2-seater in good mechanical condition to 10 h.p., Fiat 500, PB, 4/4, or W.H.Y.? Details and photos to Stickland, Bennebroek, Saxmundham, Suffolk. [7107

ALL TYPES OF VEHICLES wanted for dismantling. ROYal 4092; Private TOT 9305. [7156

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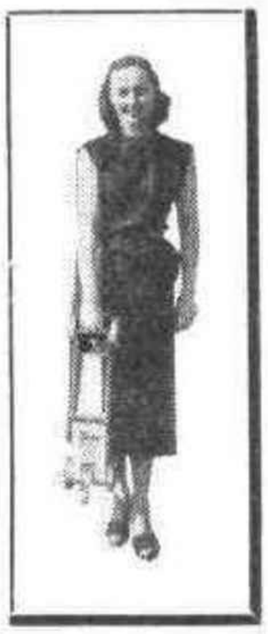
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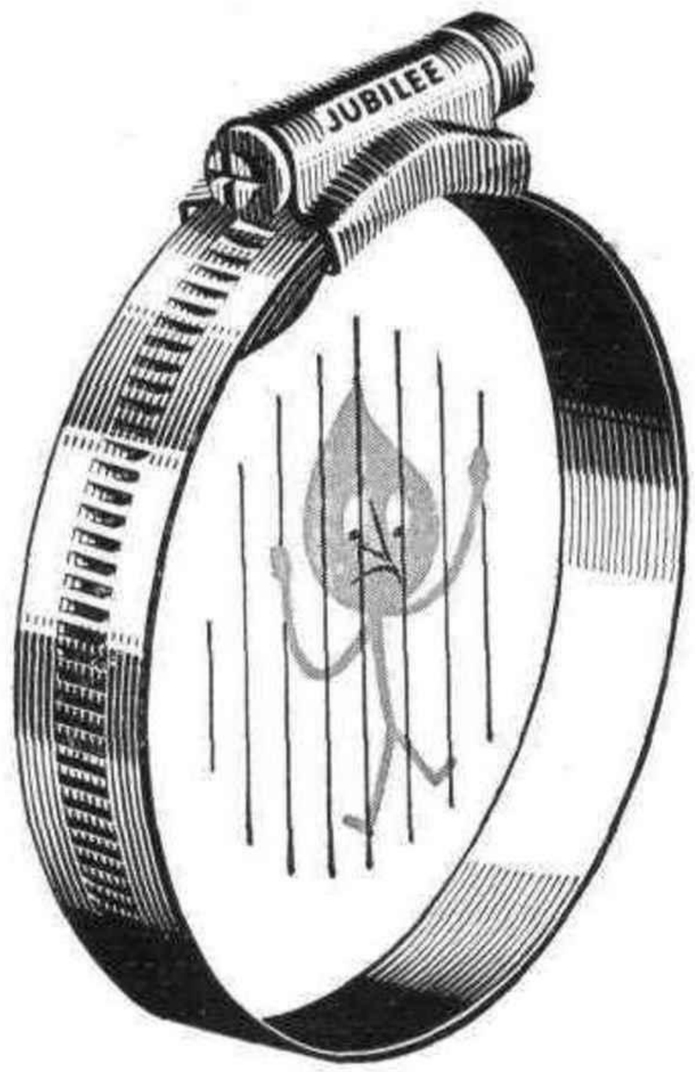
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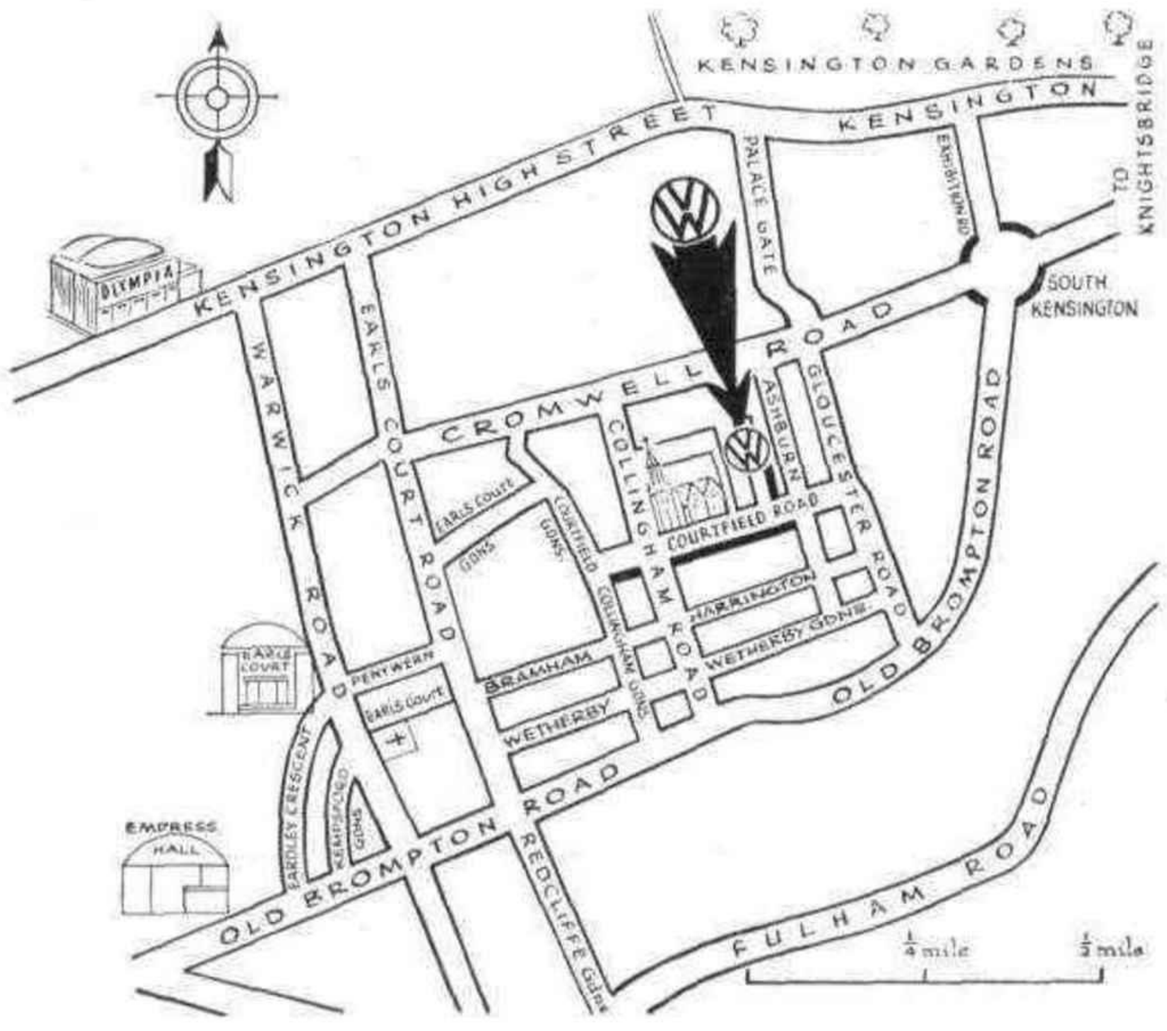
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