Vol. XXXII No. 5 ONE SHILLING AND SIXPENCE May, 1956

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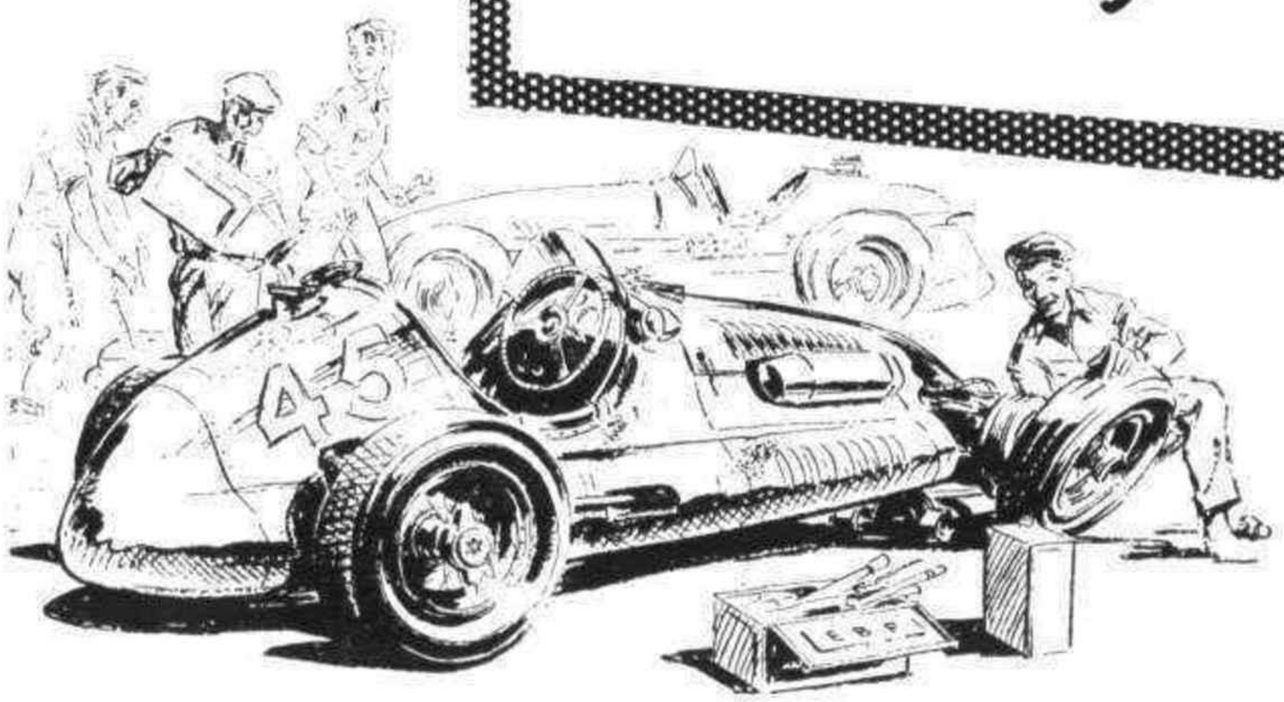
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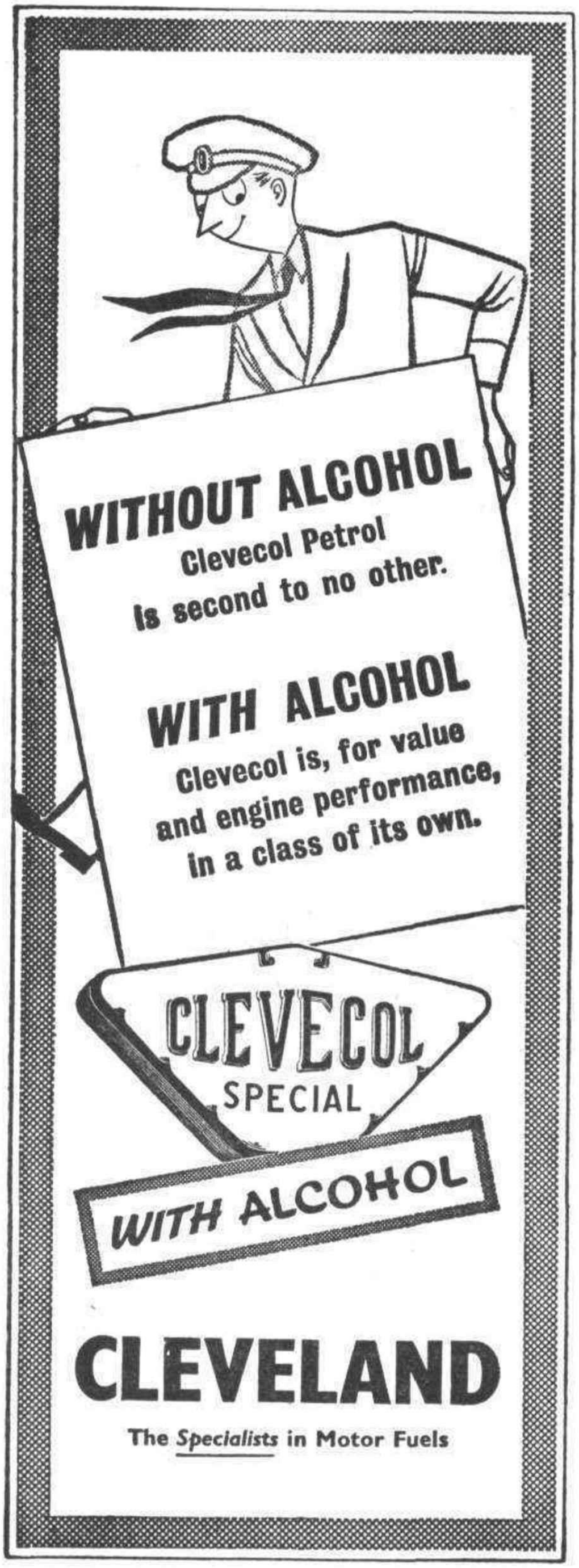
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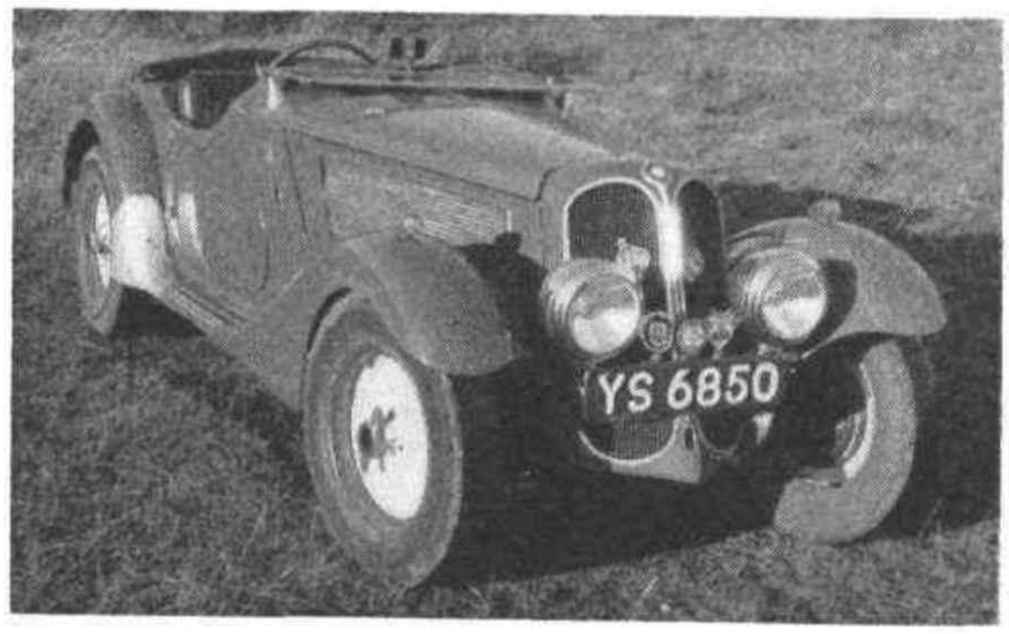
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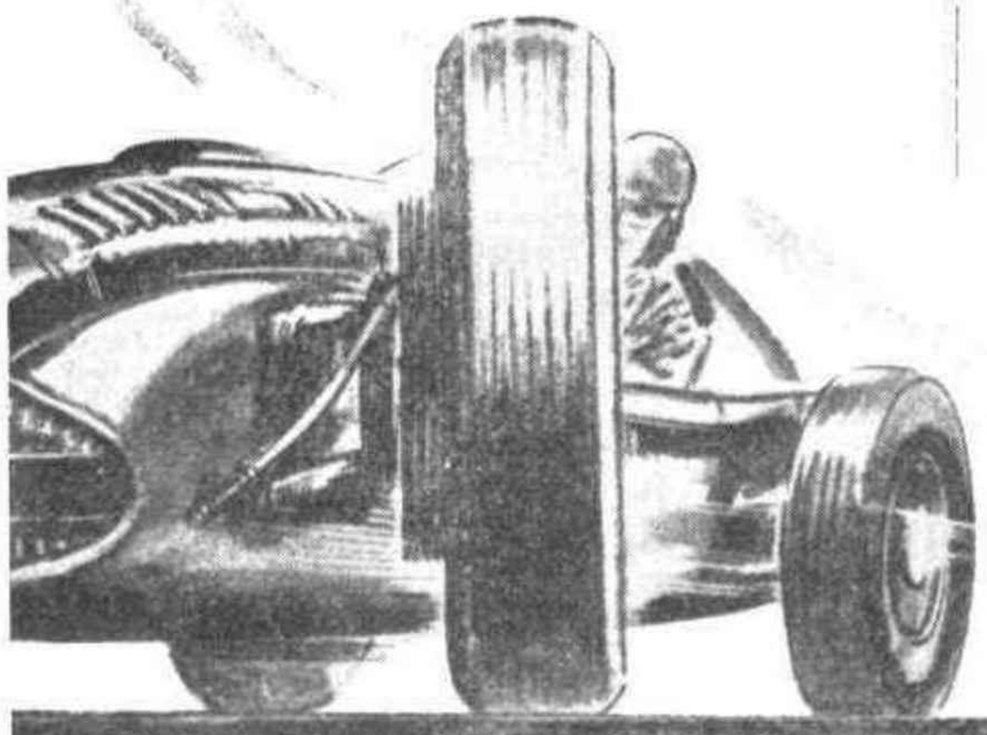
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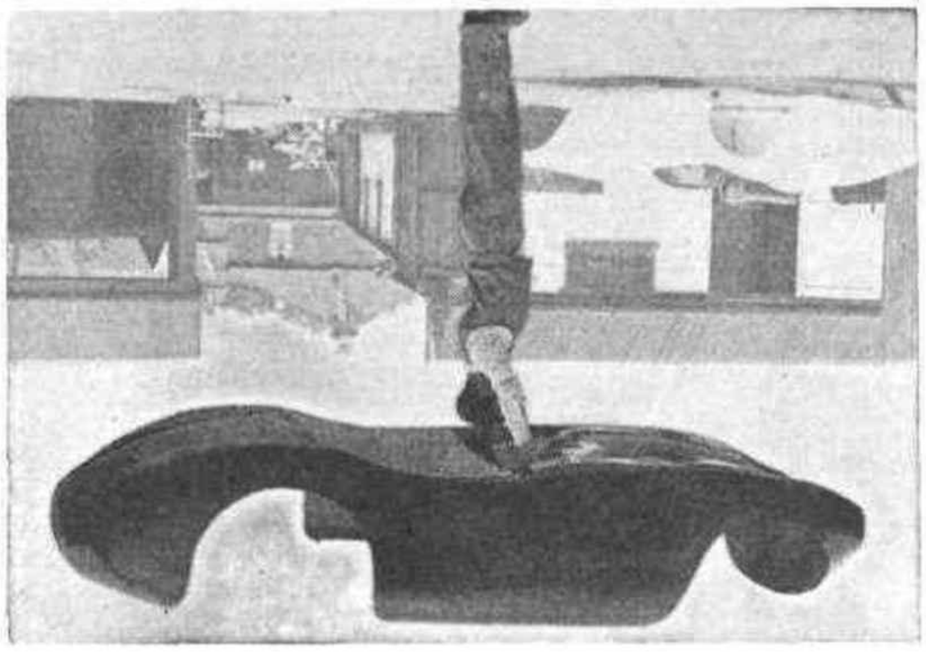
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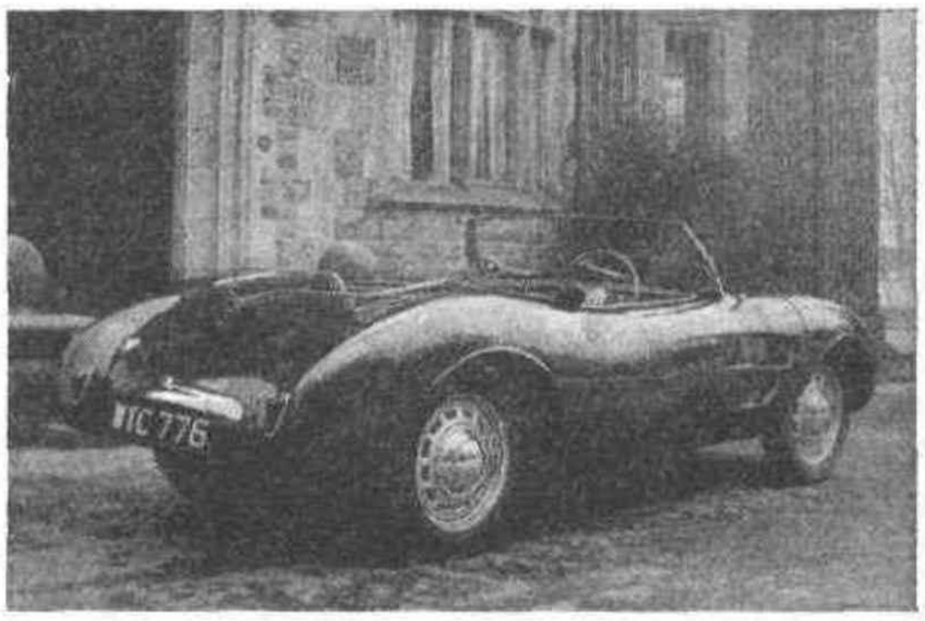
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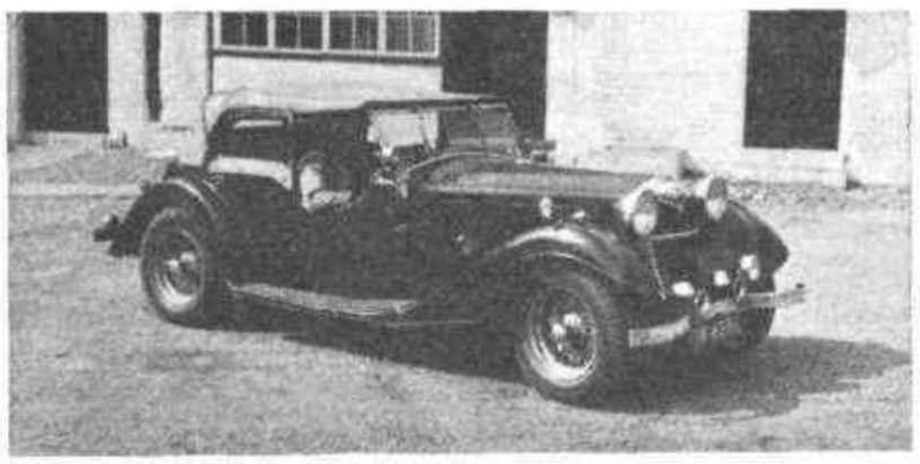
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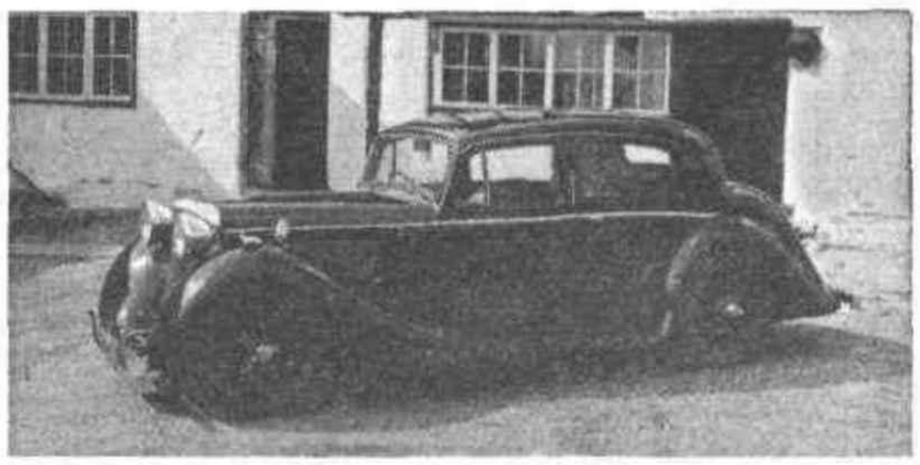
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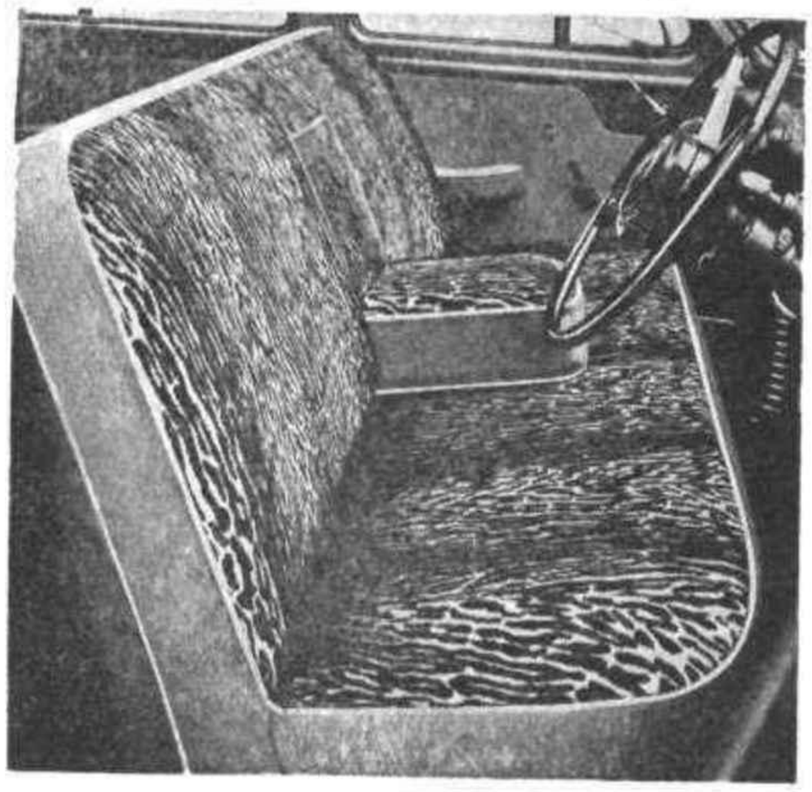
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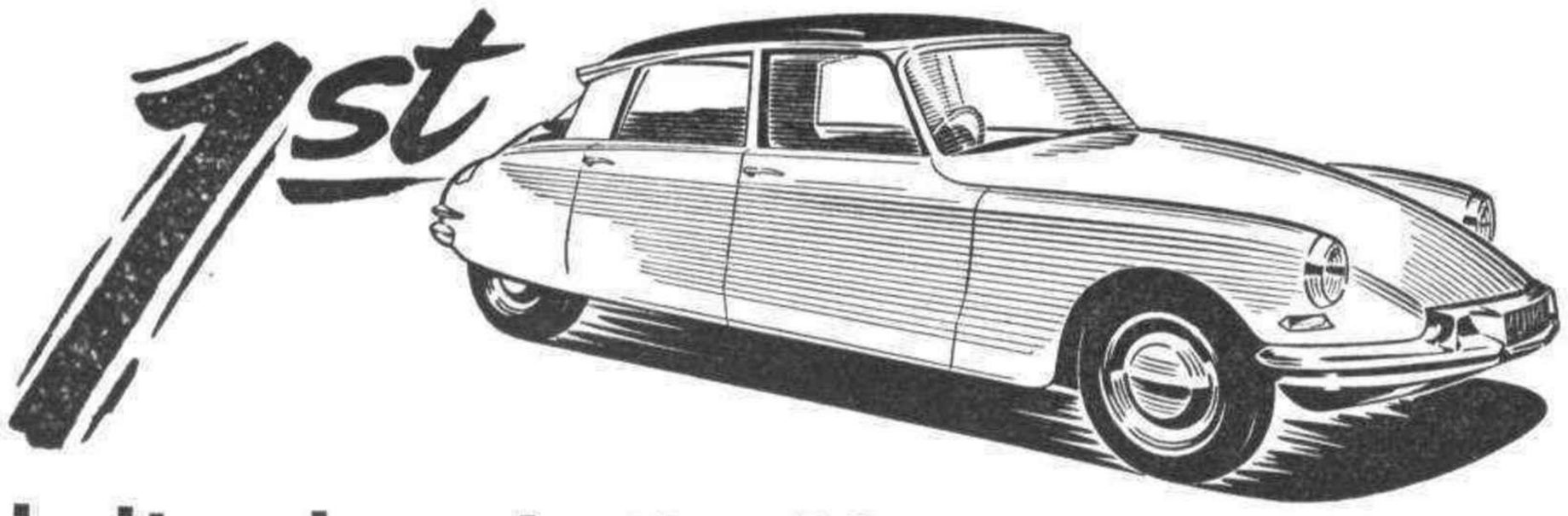
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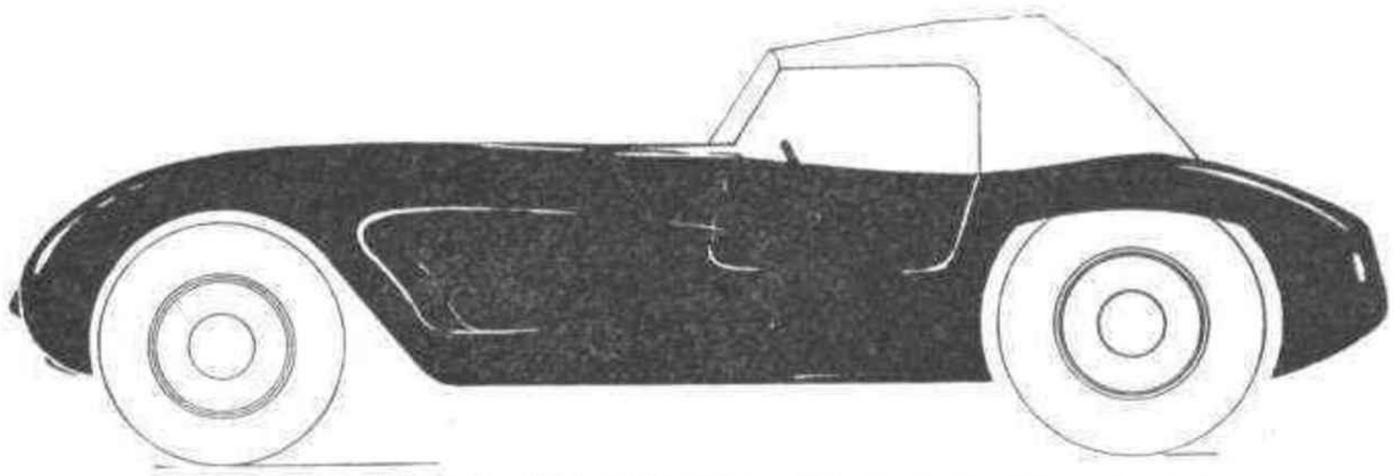
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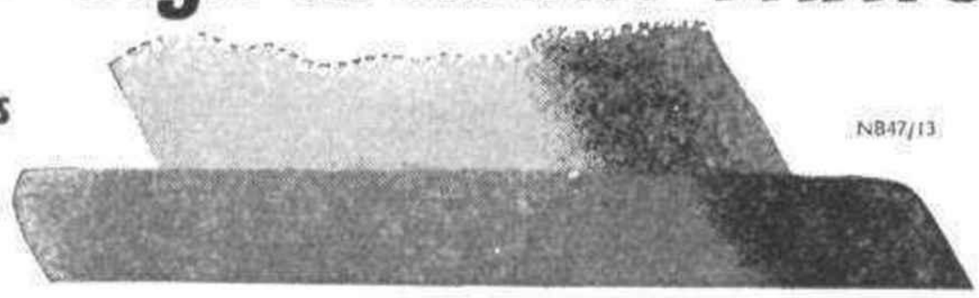
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VOL. XXXII No. 5 NEW RENAULT DAUPHINE TEST-REPORT MAY, 1956

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MATTERS OF MOMENT

THE SKILL OF ARCHIE SCOTT-BROWN

Those who were at Goodwood on the occasion of the B.A.R.C. Easter Meeting were able to witness the great duel between Archie Scott-Brown in a works Connaught and Stirling Moss in a works Maserati. On this epic occasion Scott-Brown displayed outstanding skill and judgment, and it is apparent that he ranks with Hawthorn, Moss, Brooks and Collins as one of Britain's drivers of Grand Prix calibre. He led Moss for half the Richmond Formula I Race, until erratic brakes forced him to slow, and a lap later the engine of his Connaught—which was known to be "tired" before the race, the best engines having been put in the Syracuse entries—broke up and he spun off. Even then this astonishing driver came to no harm and displayed no emotion; in action he had given a remarkable demonstration of driving, controlling his car from impossible-looking slides and giving Moss much to think about! This ability is all the more creditable because Scott-Brown has only been racing for three seasons and in sports cars, his first race in a G.P. car being at Brands Hatch in the rain on Boxing Day, so that Goodwood marked his first real debut in this exacting sphere of the Sport. True, he over-revved his engine in practice, which may have precipitated its "blow-up" in the race, but he wasn't alone in this, for Moss made the Maserati suffer likewise, as our report in this issue will show.

In recording our appreciation of Scott-Brown's driving we would add our admiration for Connaught, who had three cars at Goodwood and entered two for Syracuse, whereas B.R.M. had only two cars running on Easter Monday, neither B.R.M. nor Vanwall being ready for the Sicilian race.

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Front cover picture: THE GREAT GOODWOOD DUEL.—Scott-Brown leads Stirling Moss during their epic battle at Goodwood on Easter Monday. At this stage the Connaught was comfortably ahead, but later Scott-Brown experienced brake trouble and fell back, to retire with a broken crankshaft—but not before he had made Moss work really hard, in a race all of us will remember for a long time to come.

THE S.M.M.T. PRESIDENT ON REAR-ENGINED CARS

Dr. F. Llewellyn Smith, of Rolls-Royce Ltd., President of the S.M.M.T., got himself into the headlines of the *Daily Express* recently when he replied officially on behalf of his Society to an earlier article by Harry Ferguson, in which the great tractor manufacturer expressed the opinion that the basic fault in British cars is poor traction, to cure which he had advocated rear-engined, rear-drive designs.

Stating "I'm on your tail, Mr. Ferguson," Dr. Llewellyn Smith called Ferguson's views on engines in the tail "ill-informed, misleading and a red herring." To justify these remarks he said he was sure that Mr. Ferguson knows as well as anyone else "the disadvantages of steering a car which is tail-heavy," and continued, "Rear-engined cars usually have chronic oversteer characteristics which are particularly noticeable on sharp corners in wet or icy weather. Exceptional care is also necessary when braking on downhill corners, particularly when the surface is slippery, because weight at the rear causes the tail of the car to slide. Apart from the noise and the tendency for rear-engined cars to spin in wet and icy weather, there is also the problem of where to put the petrol tank. If the tank is at the front there is always a big risk of fire, whereas on front-engined models it can be placed out of harm's way at the back. These facts have been proved by searching tests."

From these comments it must be concluded that the President of the S.M.M.T. has never had the pleasure of driving a Fiat 600, a Renault Dauphine, or the latest Porsche. Indeed, Dr. Smith has apparently never studied the design of the Renault Dauphine, in which the petrol tank is in the least vulnerable position of all, beneath the back seat, and which possesses outstanding handling qualities although the power is in the tail.

Dr. Smith makes another remarkable statement, viz.: "Before the war a famous German rear-engined racing car design was abandoned for these very reasons." One can only presume he is thinking of the experimental Benz of 1923, because Auto-Union had success after success with their rear-engined Grand Prix cars right up to the outbreak of war. True, the weight distribution was altered, as it has been on the Porsche, during the lifetime of these cars, but the engine was always positioned behind the driver, and Nuvolari won the last pre-war Grand Prix in an Auto-Union, at Belgrade, at an average speed of 81.21 m.p.h.

All in all, it seems as if it is the views of Dr. Smith which are ill-informed, misleading and redolent of herrings

AIR OR WATER?

Mr. C. G. Norman, the Citroën and Austin agent, was quoted last month by a contemporary as saying that nearly all the cars they towed in last winter with frozen engines had an anti-freeze label on the windscreen, and most of those labels had been there for a twelve-month or even more.

The moral is that anti-freeze can evaporate or get diluted, but we also know of cases during the past hard winter where the recommended dose of a reputable anti-freeze liquid failed to stop the radiator freezing within a matter of days. Moreover, anti-freeze not

Continued at foot of next page

Motor Sport Events for May

★ **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
May 5th ...	B.R.D.C.	SILVERSTONE	TOWCESTER	RACE MEETING (*INT.*)	10.30 a.m.
,, ...	Vintage S.C.C.	Honiton	—	Night Navigation Trial (*C.*)	—
,, ...	Veteran C.C.	Brighton	—		10.30 a.m.
May 5th/6th	Circle C.C.	Bignell's Corner	South Mimms	Navigation Rally (*R.*)	—
May 6th ...	A.E.R.E. M.C.	Social Club	Didcot	(*C.*)	—
,, ...	Newcastle & Dist. M.C.	Scotswood Bridge	Newcastle	Trial (*C.*)	11.00 a.m.
,, ...	BUGATTI O.C.	PRESCOTT	CHELTENHAM	(*INT.*)	12 noon
,, ...	Old Merchant Taylors' M.C.	" Durrants "	Croxley Green	Rally (*C.*)	2.00 p.m.
,, ...	Surrey Sporting M.C.	The Chequers Hotel	Horley	Rally (*R.*)	10.30 a.m.
,, ...	Blackpool & Fylde M.C.	Club H.Q.	Blackpool	Treasure Hunt (*C.*)	7.30 p.m.
,, ...	Spalding C.C.	Winfrey Avenue Car Park	Spalding	Rally (*C.*)	2.00 p.m.
,, ...	Marconi A.C.	White Horse Inn	Hatfield Heath	Rally (*R.*)	9.00 a.m.
,, ...	United Hospitals & University L.M.C. ...	Abbey Hotel	Neasden	Rally (*R.*)	9.30 a.m.
,, ...	Northampton & Dist. M.C.	Daventry	—	Rally (*C.*)	9.45 a.m.
,, ...	B.A.R.C. (Yorks)	White Hart Hotel	Pool-in-Wharfedale	(*C.*)	2.30 p.m.
May 8th ...	Bristol M.C. & L.C.C.	" The Mauretania "	Bristol	Film Show	8.00 p.m.
May 9th ...	Cumberland S.C.C.	Great Orton Airfield	Carlisle	Gymkhana (*C.*)	2.00 p.m.
May 11th/12th	Ferranti M.C.	Works Car Park	Edinburgh	Night Rally (*C.*)	11.00 p.m.
,, ...	Harrow C.C.	Waters Garage	Hatfield	Rally (*R.*)	9.00 p.m.
,, ...	LANCASHIRE A.C.	FIVE-POINT START	—	RALLY (*N.*)	5.00 p.m.
May 12th ...	Caerns & Anglesey M.C.	Jones Bros. Garage	Bangor	Rally (*R.*)	12.03 a.m.
,, ...	Shenstone & Dist. C.C.	Bull's Head Hotel	Lichfield	Rally (*C.*)	3.30 p.m.
,, ...	Vintage S.C.C.	Plough Hotel	Cheltenham	Rally (*C.*)	12.30 p.m.
,, ...	Newry & Dist. M.C.	Newry	—	Trial (*R.*)	10.00 a.m.
,, ...	Bristol M.C. & L.C.C.	Clapton-in-Gordano	—	Naish Hill-climb (*C.*)	2.00 p.m.
May 12th/13th	M.G. C.C. (Scot.)	Doune	Stirling	Rally (*C.*)	10.00 a.m.
,, ...	North London E.C.C.	Hatfield	—	Radcap Rally (*C.*)	7.30 p.m.
May 13th ...	Vintage S.C.C.	Prescott	Cheltenham	Hill-climb (*C.*)	12.15 p.m.
,, ...	King's Lynn & Dist. M.C.	Kentford	Newmarket	Rally (*R.*)	9.00 a.m.
,, ...	Guildford M.C.	Guildford	—	Rally (*R.*)	10.30 a.m.
,, ...	Mid-Surrey A.C.	Brands Hatch	Farningham	Speed Trials (*C.*)	1.30 p.m.
,, ...	Fairey Aviation Co. M.C.	Heston Aerodrome	Hounslow	Driving Tests	1.00 p.m.
,, ...	Swansea M.C.	Fairwood Aerodrome	Swansea	Rally (*C.*)	10.00 a.m.
,, ...	East Anglian M.C.	Lavenham Airfield	Sudbury	Driving Tests (*R.*)	10.00 a.m.
,, ...	Harlow & Dist. A.C.	Overhall Farm	Harlow	Autocross	2.30 p.m.
,, ...	Severn Valley M.C.	Stokesey Garage	Ludlow	Rally (*R.*)	2.00 p.m.
,, ...	Leicestershire C.C.	Cotswold	Cheltenham	Rally (*C.*)	10.00 a.m.
,, ...	Cambridge 50 C.C.	Queens Road	Cambridge	Rally	9.30 a.m.
,, ...	South Scotland C.C.	Market Hill	Castle Douglas	Rally (*C.*)	2.00 p.m.
,, ...	Cheltenham M.C.	Staverton Airport	Cheltenham	Sprint	1.30 p.m.
,, ...	West Cumberland M.C.	" The Cloffocks "	Workington	Rally (*C.*)	2.00 p.m.
May 19th ...	Oxford University M.D.C.	Oxford	—	Driving Tests	1.30 p.m.
,, ...	WEST ESSEX C.C.	SNETTERTON	THETFORD	RACE MEETING (*N.*)	—
May 20th ...	Newcastle & Dist. M.C.	Catterick Camp	Catterick	Speed Hill-climb (*R.*) (*C.*)	2.30 p.m.
,, ...	750 M.C.	Gusses Gorse	Salisbury		1.30 p.m.
,, ...	Dumfries & Dist. M.C.	Whitesands	Dumfries	Rally (*C.*)	1.30 p.m.
,, ...	M.G. C.C. (S.W.)	Gusses Gorse	Salisbury	Autocross (*C.*)	1.30 p.m.
May 21st ...	B.A.R.C.	GOODWOOD	CHICHESTER	(*N.*)	1.30 p.m.
,, ...	Jersey M.C. & L.C.C.	Bouley Bay	St. Helier	Hill-climb (*C.*)	2.30 p.m.
,, ...	Nottingham S.C.C.	Mallory Park	Leicester	Race Meeting (*R.*)	1.00 p.m.
May 21st/25th	ROYAL SCOTTISH A.C.	TWO-POINT START	GLASGOW	RALLY (*INT.*)	9.00 a.m.
May 24th ...	Spalding C.C.	Winfrey Avenue Car Park	Spalding	Night Rally (*C.*)	2.00 p.m.
May 25th ...	Enniskillen & Dist. M.C.	Royal Hotel	Enniskillen	Trial (*C.*)	7.30 p.m.
May 25th/26th	Eastern Counties M.C.	Newmarket	—	Rally (*R.*)	9.00 p.m.
May 26th ...	Westmorland M.C.	Barbon Manor	Kirkby Lonsdale	Hill-climb (*R.*)	2.00 p.m.
,, ...	Veteran C.C.	Manchester	—	Rally (*C.*)	11.00 a.m.
,, ...	Lagonda C.C.	Heston Aerodrome	Hounslow	Driving Tests (*C.*)	2.15 p.m.
,, ...	Larne M.C.	Glenarm	Larne	Trial (*C.*)	2.30 p.m.
,, ...	Renault O.C.	Abbey Hotel	North Circular Rd., N.W.10	Rally (*C.*)	9.30 p.m.
,, ...	Bristol M.C. & L.C.C.	Castle Combe	Chippenham	Sprint (*C.*)	—
May 26th/27th	B.A.R.C. (S.W.)	Winchester Motors	Winchester	(*R.*)	8.00 p.m.
May 27th ...	West Essex C.C.	Ilford	—	Rally (*C.*)	—
,, ...	Newcastle & Dist. M.C.	R.A.F., Longbenton	Newcastle	Driving Tests (*C.*)	2.30 p.m.
,, ...	Alvis O.C. (Northern)	Bumper Castle Hotel	York	Rally (*C.*)	11.00 a.m.
,, ...	Alvis O.C./12/50 Register	Heston	Hounslow	Car Display	10.30 a.m.
,, ...	Waterloo & Dist. M.C.	Wynstay Garage	Maghull	Rally (*C.*)	10.00 a.m.
,, ...	Hants & Berks M.C.	California	Wokingham	Driving Tests (*C.*)	1.00 p.m.
,, ...	Southern Jowett C.C.	Thames Ditton	—	Rally (*C.*)	10.30 a.m.
,, ...	Morecambe C.C.	Leighton Hall	Lancaster	Hill-climb (*R.*)	—
,, ...	De Lacy M.C., Pontefract	Queens Hotel	Pontefract	Rally (*R.*)	9.30 a.m.
,, ...	Sunbeam Register	Worcester	—	Touring Assembly	—
,, ...	Per Ardua M.C.	R.A.F., Andover	Andover	Rally (*R.*)	11.00 a.m.
,, ...	Forces' M.C.	Croydon Airport	Croydon	Rally (*R.*)	10.00 a.m.
,, ...	Southsea M.C.	Thorney Island	Chichester	Sprint (*R.*) (*C.*)	11.00 a.m.
,, ...	B.A.R.C. (Yorks)	Lanstoft	Driffield		2.00 p.m.
,, ...	Burnham-on-Sea M.C.	Burnham	—	Rally (*C.*) (*R.*)	2.30 p.m.
,, ...	Welsh Counties C.C.	Museum Avenue	Cardiff		9.00 a.m.
,, ...	West Hants & Dorset C.C.	Rake Down	Bere Regis	Autocross (*C.*)	10.30 a.m.
,, ...	Romford E.C.C.	Stapleford Aerodrome	Abridge	Hill-climb (*C.*)	2.15 p.m.
May 31st ...	Jersey M.C. & L.C.C.	St. Owen's Bay	St. Helier	Sand Racing	2.30 p.m.

MATTERS OF MOMENT—continued from previous page

only costs money in itself but it can corrode vital parts of the engine and so cause big repair bills. As a garage-friend observed while the freeze-up was at its worst: "I put anti-freeze in for them in the autumn and back they come in the spring for a replacement engine"!

So Mr. Norman may feel inclined to go in for a distributorship in air-cooled cars, which does not mean necessarily the "people's car," for apart from the Citroën 2 c.v. he already represents, there are the Dyna-Panhard and Porsche. It is really a choice between hot air or iced water . . .

SMALL CARS DOMINATE 18th B.R.D.C. BRITISH EMPIRE TROPHY SPORTS-CAR RACE

Cooper Beats Lotus at Oulton Park with Stirling Moss Victorious at over 83 m.p.h.
Heat Winners : Lotus, Aston Martin and Maserati

THE British Empire Trophy Race, now for sports cars and held at Oulton Park on April 14th, differs from many races in being a classic with a long history. It is also notable for being a short, sharp contest, run in three heats and a rather longer final, in which pit-work plays little or no part. In overcast, cold weather last month the smallest cars dominated the race in spite of a drastic re-adjustment of handicap—a further convincing demonstration of the remarkable speed of our specialist 1½-litre sports cars. After Chapman (Lotus), Parnell (Aston Martin) and Musy (Maserati) had distinguished themselves in the heats, Moss won the final in a Cooper-Climax at 83.72 m.p.h., although he would probably have been unable to catch Chapman's Lotus had this car not spun at a corner. Salvadori (Cooper) was third, Hawthorn (Lotus) fourth—a Cooper/Lotus/Cooper/Lotus finish ! Moss drove an unfamiliar car with his usual skill, emphasised by four laps at the sports-car record speed of 84.95 m.p.h., which was twice equalled by Chapman but only by one of the big cars, Musy's Maserati.

We regret to report that the American driver of an Aston Martin DB3S, Lt.-Comdr. A. H. Bryant, was killed when his car was running last but one in a heat. Bueb had a remarkable escape when his Cooper turned end over end.—W. B.

Heat 1. Cars Up to 1,500 c.c.—16 Laps (44.17 miles)

All 23 started and Chapman in the latest Lotus-Climax led all the way, his car steady and convincingly fast. Moss, in a Cooper-Climax with ordinary brakes, lay second for seven laps, then Salvadori's disc-braked Cooper-Climax went by. Hawthorn was driving a Mk. II Lotus but didn't seem too happy, holding fourth place for most of the race, until he opened up and took third position from Moss as they rushed towards Knicker Brook Corner, three laps from the finish. So fast was this 1½-litre heat run that Parnell's old sports-car lap record of 84.23 m.p.h. was equalled on no fewer than 19 occasions, seven times by Hawthorn as he worked up through the field, five times by Chapman as he fended off all challengers, four times by Salvadori and three times by Moss.

In spite of the speed at which it was run, incidents were few. Ashdown's Lotus retired with a broken fuel pipe, Hayles (Lotus) spun off, Bueb's Cooper went end over end at Druids without serious damage to Ivor, and Piper found his new Lotus Mk. II a handful and received the black flag after some heart-stopping moments. We counted six Mk. II Loti in the race. Salvadori drove with his lights on. Back in the field, Brandon handled his Halselec with notable verve, using the Cascades escape road on lap five. Naylor's Maserati emitted much noise but beat Bonnier's Maserati. Leston (Cooper) fell back, his brakes squealing, from fifth to 10th place within ten laps. Incidentally, ten Coopers and eight Loti dominated the field, with the two Maseratis, Brooks' Connaught and the Halselec to complete it.

1st : Chapman (Lotus-Climax) ... 31 min. 56 sec. ... 83.00 m.p.h. (133.57 k.p.h.)
2nd : Salvadori (Cooper-Climax) ... 32 min. 01 sec. ... 82.78 m.p.h. (133.22 k.p.h.)
3rd : Hawthorn (Lotus-Climax) ... 32 min. 02 sec. ... 82.74 m.p.h. (133.15 k.p.h.)
Fastest lap : Chapman, Salvadori, Hawthorn and Moss, 84.23 m.p.h.

Heat 2. Cars from 1,500 c.c. to 2,700 c.c.—16 Laps (44.17 miles)

With Swaters' 2-litre Ferrari, Horridge's Lister-Bristol, Deeley's Austin-Healey, Young's Lotus-Connaught and Anthony's Lotus-Bristol non-starters, the field was reduced to nine. Everyone wanted to see what Scott-Brown would make of the Lister-Maserati on its first appearance. This rakish-looking car with its long snout went well but seemed difficult to handle and the body appeared to foul the tyres on corners. Parnell, driving Salvadori's 2½-litre normal-braked Aston Martin DB3S, led all the way, and although Scott-Brown closed up on the corners for the first five laps, thereafter Parnell had a commanding lead. A long way behind, Kasterine's smart Lotus-Bristol held third place, safely ahead of Scott-Russell's sister car, in spite of sounding unhealthy, while alone in fifth place ran Threlfall's Tojeiro-Bristol, which had punctured its large fuel tank in practice.

The race, judged by the leaders, was dull, but the back-markers made up for this. Moore's Lister-Bristol was hotly pursued for many laps by Nurse's Lister-Bristol, and right at the rear of the field Murray (Frazer-Nash) thrilled the spectators at the Cascades by passing Dalton's Austin-Healey 100S on laps 5, 6, 7 and 8 going into this downhill left-hand corner, the Austin-Healey going into the lead again every time before they got to Knicker Brook. On lap nine, however, Dalton's larger car was able to draw away a little, although Murray was within half a length of him along the Cascades/Island Bend straight a lap from the end, by which time Moore had passed Threlfall, although this didn't last because the Lister's distributor lead fell off.

1st : Parnell (Aston Martin) ... 32 min. 51 sec. ... 80.68 m.p.h. (129.84 k.p.h.)
2nd : Scott-Brown (Lister-Maserati) 33 min. 03 sec. ... 80.19 m.p.h. (129.05 k.p.h.)
3rd : Kasterine (Lotus-Bristol) ... 33 min. 08 sec. ... 80.00 m.p.h. (128.75 k.p.h.)
Fastest lap : Parnell, Scott-Brown, Kasterine and Scott-Russell, 81.47 m.p.h.

Heat 3. Cars Over 2,700 c.c.—16 Laps (44.17 miles)

Only Margulies' Jaguar non-started, leaving an interesting field of 13. These were : five D-type Jaguars, including Flockhart and Sanderson in the disc-brake Ecurie Ecosse cars, Musy's splendid 3-litre Maserati, three 3-litre normally-braked Aston Martin DB3S, Wharton in Bonnier's 3½-litre Zagato-bodied Alfa-Romeo, Mackay Fraser's big 3-litre Ferrari in American colours, and two H.W.M.-Jaguars in the hands of Cunningham-Reid and Fairman. And good value they provided !

Berry upheld his good showing at Goodwood by leading the lot for seven laps, after which Flockhart's Jaguar took the lead. But this was no Jaguar picnic, for the little Swiss driver Musy was going



TRANSPORT TO OULTON PARK.—On the left is the Dodge 'bus used by Benoit Musy during the British Empire Trophy Race Meeting and into which his 3-litre Maserati, which won its heat so convincingly, had to be packed after it had "blown-up" in the final. On the right you see the imposing Scania Vabis transporter of the Scuderia Bonnier and beside it his 3½-litre Alfa-Romeo Zagato driven by Ken Wharton.

great guns in the big Maserati, closing up on the blue machine as they braked for Knicker Brook. And on lap 13 the Italian car got the lead and drew away to win by a comfortable 10 sec., collecting a new sports-car lap record of 85.68 m.p.h. on two occasions *en route*. Berry hung gamely on to third place in front of Sanderson, and Blond held off Wharton. Graham Whitehead, troubled in practice by the wrong axle ratio, kept his Aston Martin ahead of Fairman's H.W.M.-Jaguar, and Hamilton's Jaguar and Cunningham-Reid's H.W.M.-Jaguar both found the pace too hot and retired.

Right at the tail of the race Bryant's Aston Martin DB3S, in its American colours, showed up Mackay Fraser's big Ferrari by closing up on it on the corners and passing it on lap 11. Alas, on the very last lap Bryant lost the car at Druids' Corner, hit the bank, overturned and hit a tree broadside on, the driver succumbing to his injuries.

1st : Musy (Maserati) ... ... 31 min. 44 sec. ... 83.54 m.p.h. (134.45 k.p.h.)
2nd : Flockhart (Jaguar) ... ... 31 min. 54 sec. ... 83.09 m.p.h. (133.72 k.p.h.)
3rd : Berry (Jaguar) ... ... 32 min. 09 sec. ... 82.44 m.p.h. (132.67 k.p.h.)

Fastest lap (new sports-car lap record) : Musy, 85.68 m.p.h

Final—25 Laps

It is a compliment to the small cars that the handicap for the final, contested by a selection of the best-placed finishers in the heats, was adjusted to a 40-sec. start for the 1½-litre cars and a 25-sec. start for those in the 1.5-2.7-litre class, from the big fellows. Before this the handicap was to have been, respectively, two credit laps minus 1 min. 40 sec., and one credit lap minus 1 min. 10 sec. It is a bigger compliment that in spite of this adjustment the first six places were occupied by 1½-litre-class cars.

The spectators had to wait rather a long time before the race started. When it did, if the wind was cold, the pace was surprisingly hot. Moss made no mistakes, getting off to an excellent start. After his none-too-convincing display in the heat—he was, of course, not used to a Cooper-Climax and found the rear-end clamping rather supple—he never looked like losing the final. Yet by lap 12 Chapman had come right up in his Lotus-Climax and went by Moss and away out ahead, lamps blazing. There seemed little that Stirling could do, but he never eased up and on lap 18 Chapman made a fatal mistake, spinning at the notorious Druids' Corner—he restarted without aid, but Moss was then as far ahead as for some six laps he had been behind the new Lotus. Salvadori tried hard to close on Moss in his Cooper, without succeeding, and Hawthorn had to be content with fourth place.

The re-handicap did not enable the big cars to catch the small ones, but they displaced the middle-class runners, of whom Scott-Brown this time led Parnell for three laps after passing him by a fine spurt into Knicker Brook on the second lap. However, this didn't last and Parnell was not troubled thereafter, especially as the Lister-Maserati started to boil and went to its pit for 14 sec. for investigation. Kasterine ran steadily and sensibly in third place in this category.

Interest centred not only on whether the big cars could beat the 40-sec. handicap, but on whether the Maserati could again beat the disc-brake Ecurie Ecosse Jaguar. Flockhart led the group for three laps, followed by Sanderson, then Musy moved to second place, to go into the lead on lap seven. He seemed to be safe from all class opposition but on lap 11, as Chapman took the lead in the entire race, Musy spun off at Druids' and retired with the sump torn off and serious engine trouble, poor reward for a magnificent drive by this slightly-built Swiss. Berry took Sanderson, who was troubled by breakage of a rear-suspension stay-rod, the green Jaguar's boot-lid springing open to flap disconcertingly up and down.

So the 18th British Empire Trophy Race ended in a well-driven victory for Moss in one of the amazing (but normally-braked) 1½-litre Cooper-Climax rear-engined cars, at a speed equalling Musy's best lap before his retirement. Scott-Russell had a pit stop, fatal in such a short race, to change plugs in his Lotus-Bristol, losing 60 sec., on lap four, Bicknell spun at Lodge Corner and retired with no oil pressure and a bent near-side rear wheel, and Whitehead's Aston Martin fell out on lap 10 with back-axle trouble.

1st : Moss (Cooper) ... 49 min. 28 sec. ... 83.72 m.p.h. (134.74 k.p.h.), 25 laps
2nd : Chapman (Lotus) ... 49 min. 38 sec. ... 83.44 m.p.h. (134.28 k.p.h.), 25 laps
3rd : Salvadori (Cooper) ... 49 min. 42 sec. ... 83.33 m.p.h. (134.11 k.p.h.), 25 laps
4th : Hawthorn (Lotus), 50 min. 13 sec., 82.47 m.p.h. (132.72 k.p.h.), 25 laps.
5th : Leston (Cooper), 50 min. 33 sec., 81.92 m.p.h. (131.84 k.p.h.), 25 laps.
6th : Russell (Cooper), 50 min. 35 sec., 81.87 m.p.h. (131.76 k.p.h.), 25 laps.
7th : Flockhart (Jaguar), 50 min. 42 sec., 82.77 m.p.h. (133.21 k.p.h.), 25 laps.
8th : Berry (Jaguar), 50 min. 52 sec., 82.50 m.p.h. (132.77 k.p.h.), 25 laps. 9th : Sanderson (Jaguar), 50 min. 58 sec., 82.34 m.p.h. (132.51 k.p.h.), 25 laps. 10th : Wharton (Alfa-Romeo), 51 min. 11 sec., 81.98 m.p.h. (131.93 k.p.h.), 25 laps. 11th : Parnell (Aston Martin), 51 min. 20 sec., 81.07 m.p.h. (130.47 k.p.h.), 25 laps. 12th : Taylor (Cooper), 51 min. 22 sec., 80.63 m.p.h. (129.76 k.p.h.), 25 laps. 13th : Scott-Brown (Lister-Maserati), 49 min. 54 sec., 80.07 m.p.h. (128.86 k.p.h.), 24 laps. 14th : Fairman (H.W.M.), 50 min. 11 sec., 80.30 m.p.h. (129.23 k.p.h.), 24 laps. 15th : Blond (Jaguar), 50 min. 19 sec., 80.07 m.p.h. (128.86 k.p.h.), 24 laps. 16th : Kasterine (Lotus-Bristol), 51 min. 33 sec. 77.50 m.p.h. (124.72 k.p.h.), 24 laps. 17th : Baxter (Aston Martin), 50 min. 04 sec., 77.13 m.p.h. (124.13 k.p.h.), 23 laps. 18th : Threlfall (Tojeiro-Bristol) 50 min. 21 sec., 76.05 m.p.h. (122.39 k.p.h.), 23 laps. 19th : Moore (Lister-Bristol) 51 min. 09 sec., 74.85 m.p.h. (120.46 k.p.h.), 23 laps. 20th : Scott-Russell (Lotus-Bristol), 50 min. 10 sec., 73.01 m.p.h. (117.50 k.p.h.), 22 laps.

Fastest lap : Moss, Musy and Chapman, 84.95 m.p.h.

OULTON PARK "OOGLINGS"

Most impressive was the huge Bonnier Scania Vabis van, accompanied by a magnificent Alfa-Romeo coupé. Wharton drove the 3½-litre Alfa-Romeo to the course and reported that it handled splendidly on the wet track in practice—"They can still make motor cars in that country!" he observed. Its brakes seemed to trouble it in the race.

* * *

Musy used a small converted Dodge 'bus, into which the Maserati had to be loaded after it had "blown-up."

* * *

Much quiet running-in of Bicknell's Mk. II Lotus occupied the morning of race-day.

* * *

In spite of the B.R.D.C.'s good intentions about not permitting noisy cars we didn't detect much difference! Could you drive Parnell's Aston Martin across London without occasioning comment, for instance?

* * *

George Eyston, only man living to have motored at over 300 m.p.h., who won the race in 1934 and was acting as a steward, went round the circuit as passenger in Earl Howe's Mercedes-Benz 300SL.

* * *

Although cold weather kept the crowd small, John Eason-Gibson can feel well pleased with his first meeting as B.R.D.C. Secretary. Desmond Scannell was standing by and Nevil Lloyd was an efficient Press Secretary.

* * *

After the meeting those who followed the R.A.C. signs along deserted lanes for Whitchurch found themselves, in the course of a nine-mile detour leading almost back to where they began, at an obscure crossroads with no indication of how to proceed—not a very good advertisement for the R.A.C. Touring Department!

* * *

In the course of our 200-mile journey home we admired the excellent lighting, except for a short black-spot, along the Wolverhampton-Birmingham road, although the surface isn't so good.

* * *

The winning Cooper-Climax used Shell fuel and oil, an S.U. carburetter, Lodge plugs, Dunlop tyres, Ferodo brake linings, Lucas ignition, Armstrong shock-absorbers and Cooper wheels. Although we used a Scroll Liquid-Lead pencil for lap-scoring we do not know what Moss used for signing innumerable autographs after his victory!

V.S.C.C. LIGHT CAR SECTION FILM SHOW (April 12th)

Members of the Light Car Section of the V.S.C.C. assembled at Eversley Cross on the evening of April 12th, braving torrential rain in their early small cars to enjoy a buffet-supper and a show of colour transparencies projected by lantern, and a moving-picture show. The former took on the nature of a quiz and it was obvious that few of the cars were recognised by members, T. W. Carson, Secretary of the V.S.C.C., John Wrigley, Secretary of the Light Car Section, and your Editor being equally baffled!

The moving picture was of Nigel Arnold-Forster's honeymoon to Spain and Portugal in his Trojan, and if his ciné-camera craft with a 1922 camera hardly qualifies him for a lofty position with I.T.A., his film proved extremely acceptable to the assembled company, especially as a Trojan constitutes the ideal background to such light entertainment.

In fact, the only breakdowns experienced were a broken spring on the first day and failure of a hub-bearing; both were repaired at the roadside, the latter in about twenty minutes after a French mechanic had looked at the broken parts, pronounced that a Renault replacement was the identical size, and told the Trojanists where to obtain one just up the road!—W. B.

THE BUDGET

On the whole the already-savagely-overtaxed motorist was not troubled by the Budget, unless hoping to work a fiddle with a shooting-brake, but you will not fail to have noticed that in asking you to save, the Chancellor referred, amongst other things, to the need for "better railways"—not a mention in his B.B.C. speech of better roads!

SEBRING

On March 24th, the date of the 12-Hour Sports-Car Race, the weather was perfect for motor racing and sixty starters came up to the line. The Le Mans-type getaway saw Moss move off first, with Hawthorn close behind, and Fangio some way down the field in the four-cylinder Ferrari.

Hawthorn in the D-type Jaguar (with fuel injection) had taken the lead from Moss in the first lap, and before long Fangio had crept slowly up to third place. This order remained at midday but soon after Menditguy overturned on a bend and suffered severe head injuries, from which he is now recovering. By half time the pace had showed up the inequalities of the cars. Now in the lead was the Fangio-Castellotti Ferrari, the Moss-Collins Jaguar engine having seized. Other troubles encountered were those of brakes which began to give out under the strain, and towards the end of the race Hawthorn had to retire with only about 1½ hours to go, leaving Fangio in front with Musso, in another Ferrari, and Parnell (Aston Martin) next in line. Parnell also had to retire, leaving fourth place open to Salvadori in the remaining Aston Martin, with Sweikert and Ensley third in a Jaguar.

General Classification :

1st :	Fangio/Castellotti (3.5 Ferrari)	194 laps ...	84.0 m.p.h.	
2nd :	Musso/Schell (3.5 Ferrari)	192 ,, ...	83.2 ,,	
3rd :	Sweikert/Ensley (3.4 Jaguar)	188 ,, ...	81.5 ,,	
4th :	Salvadori/Shelby (2.9 Aston Martin) ...	186 ,, ...	80.7 ,,	
5th :	Behra/Taruffi (2.9 Maserati)	186 ,, ...	80.7 ,,	
6th :	Herrmann/Von Trips (Porsche 1,500) ...	182 ,, ...	78.9 ,,	
7th :	McAfee/Lovely (Porsche 1,500)	179 ,, ...	77.4 ,,	
8th :	Mena/Gonzalez (3.4 Jaguar)	176 ,, ...	76.2 ,,	
9th :	Fitch/Hansgen (Chevrolet Corvette) ...	176 ,, ...	76.2 ,,	
10th :	Rubirosa/Pauley (2.0 Ferrari)	172 ,, ...	75.4 ,,	
11th :	Stiles/Huntoon (2.7 Austin-Healey) ...	168 ,, ...	72.8 ,,	
12th :	Cunningham/Bennett (3.4 Jaguar) ...	168 ,, ...	72.8 ,,	

Fastest lap : Behra (Maserati), 3 min. 29.8 sec.

Index of Performance :

1st : Herrmann/Von Trips (Porsche); 2nd : McAfee/Lovely (Porsche); 3rd : Fangio/Castellotti (Ferrari).

Series Production (Sports Cars) :

1,500 c.c. :	Herrmann/Von Trips (Porsche)	78.9 m.p.h.
2-litre :	Ballinger/Stewart (Arnolt-Bristol)	68.5 ,,
3-litre :	Sweikert/Ensley (Jaguar)	81.5 ,,
Unlimited :	Davis/Gatz (Chevrolet Corvette)	58.9 ,,

GOODWOOD MEMBERS' MEETING

April 14th at Goodwood saw another Members' Meeting take place. The first events were five-lap scratch races, the first part for cars up to 1,250 c.c. and the second part for cars over 1,250 c.c. and up to 1,500 c.c. P. J. S. Lumsden in a Climax-engined Lotus won the first round at a speed of 78.26 m.p.h., with K. Greene in a Cooper-Climax in second place. R. F. Bloxam led the others over the finishing line in his Lotus-M.G. for the second part of the event for the larger-engined cars. Mrs. J. Bloxam, in the same car, won the ladies' five-lap handicap race, which was followed by the 10-lap scratch race (1,500c.c.-3,500 c.c.), led by M. W. Head in a Cooper-Jaguar at an average speed of 81.20 m.p.h. A series of five five-lap handicap events then followed. Winners were : J. K. Bell (Morris Minor), at 60.66 m.p.h.; M. C. Sleep (Healey Silverstone), 68.55 m.p.h.; M. J. Clay (Lotus-Climax), 73.44 m.p.h.; T. Kyffin (Aston Martin DB3S), 80.96 m.p.h.; R. McG. I. Ireland (Riley), 70.52 m.p.h. The Earl of Suffolk overturning his TR2 at Fordwater in the 10-lap scratch race and E. Pool doing likewise in his Lester-Climax at South Tower constituted the major incidents of the day, but both were unhurt.

Positions in the MOTOR SPORT Brooklands Memorial Trophy are as follows : P. J. S. Lumsden (11 points), K. A. Greene (9 points), R. D. Steed (7 points), M. W. Head (7 points), T. Kyffin (7 points), Mrs. J. Bloxam (5 points), and B. Baxter (5 points).

The next instalment of this serial at Goodwood will take place on July 7th. B.A.R.C. members are admitted free.—I. G.

V.S.C.C.—continued from page 267

and kept up amongst the leaders, but G. N. S. Davis' f.w.d. supercharged Alvis was slow and failed to lap the little Talbot as did most of the others. Marley's Bentley picked up a marker-bin at Copse and carried it along under the front wheels most of the way to Woodcote. Winner's flag here went to P. J. Nunn in his Frazer-Nash at 67.63 m.p.h., with Michael in the Lagonda second and Morley third.

The Itala Trophy Race, the highlight of the day, saw Burton's Bentley open the proceedings with Tozer in one of the pretty G.P. Amilcars nearly taking the escape road at Copse before coming round again in time to continue to Woodcote, where he did the same again. On the third lap Eminson (Bugatti) took McDonald and kept the lead. The Razor Blade Aston Martin, driven by Attwood, had difficulty overtaking the vast Itala with Cecil Clutton at the wheel. Melville (Vauxhall 30/98) and McDonald played games at Copse but the Vauxhall came out on top. S. G. Bayliss had to retire with his Bugatti owing to the unpleasant noises and smoke emanating therefrom. Eminson won at 70.86 m.p.h. and Burton's Bentley was second in this magnificent all-round tussle of cars of all shapes and sizes.

Following this came the 16-lap handicap race. Hollis in the 3-litre Bentley and Crowley-Milling (22/90 Alfa-Romeo) got off to a good start, with Binns closing in on them at every lap. M. R. Hipkins in the Anzani-engined Frazer-Nash found the car tending to slide from under him on some corners but he corrected well and carried on; the Halkyard Austin was another steady motor which cruised along at a workmanlike speed, noticeably little motion being required on the part of the helmsman to produce the most dire results, as is customary on all early Sevens.

In the Edwardian Handicap Race Sir Francis Samuelson in the 1914 T.T. Sunbeam led the Itala driven by J. A. Williamson, but distances between them lessened as the race progressed, K. Neve in the 1914 T.T. Humber motoring along very happily indeed. At the finish the Rolls-Royce Ghost of 1913 vintage, still being rebuilt, owned by S. J. Skinner, and the T.T. Sunbeam came in neck and neck, but the official results confirmed that the Rolls had won at 49.80 m.p.h.

In the 10-lap scratch race Spero's Maserati was away first, but Tozer's Amilcar was left on the line and required some pushing before coming to life. Vessey in the Monoposto Alfa gained first position on the first lap, with Carson's E.R.A. right behind, but his colleague Stuart in a similar car was seen to retire to the Paddock amidst a certain amount of smoke. Another fight went on between Wilkinson's E.R.A. and McDonald's Bentley but again the E.R.A. retired in smoke, final placings being Carson, Vessey, and Spero third, a somewhat disappointing position in view of the apparent potency of his machine.

The next five-lap handicap event produced a pleasant entry of Frazer-Nashes, with a sprinkling of Astons, Rileys and Bentleys. L. L. Beavis in a Riley and D. G. Le Clair in a Frazer-Nash held the first positions until the Bentleys of Hollis and Bradley worked off their handicap and took first and second places, respectively, with Le Clair third.

A similar event again followed, in which R. C. R. March in the curious-looking Nash-A.C. Special lost some of his exhaust apparatus on the first lap but stopped to fix it up before returning to the battle. M. W. Macquaker's Talbot kept first place to the end, with Hopton's fine Alfa and Burton's Bentley, later to take second place, coming along behind. The Aston Martin of P. M. Sims appeared to blow out clouds of exhaust smoke during gear-changes.

Another of the highlights of the V.S.C.C. Silverstone meetings is the Light Car Handicap. A variety of Austins and Humbers appeared with J. E. D. Cochrane's sprightly Talbot right in original trim except for sealed-beam headlamp units. D. E. Shaw Stewart drove a beautiful original 1927 Austin Chummy and D. C. Webb in a blue Trojan received applause from the large crowd of spectators when he cruised in to the finishing line way behind the others. A lovely collection of A.C.s was entered, all were in excellent condition even to the Klaxon on M. W. R. Hooson's 1925 model, which was sounded when "Mimsers" such as the Trojan got in the way. G. L. Young's 1928 Fiat took the honours at 50.7 m.p.h.

Finally came the MOTOR SPORT Race. This handicap event saw Bradley's Bentley and Le Clair's Frazer-Nash start almost simultaneously with Macquaker's Talbot, the Monza Alfa (Mudd) and the Riley (Binns) next. On the second lap the order was Le Clair, Bradley, Macquaker, Mudd and Binns. On the third lap Mudd took Macquaker after Woodcote and on the final lap the order was Binns, just coming over the line at the last moment, followed by Mudd's Alfa, Bradley's Bentley, Macquaker's Talbot and Le Clair in the Frazer-Nash last, so concluding this excellent meeting, at which a tour of the Paddock can make even the most ordinary motorist feel quite envious of the possessions of others.—I. G.

Results :

One-Hour High-Speed Trial :

Class A (Up to 1,100 c.c.) : P. J. E. Binns (Riley), A. R. Norton (Riley), R. Gibson-Jarvie (Riley), W. L. T. Winder (Humber), Squadron-Leader Lisle (Amilcar), H. L. Halkyard (Austin).

Class B (Up to 2,000 c.c.) : A. M. O'Connor (Frazer-Nash), D. M. Thirlby (Frazer-Nash).

Class D (Over 3,000 c.c.) : G. G. McDonald (Bentley), P. J. G. Pancheri (Bentley), B. R. Eastick (Bentley), L. R. Durdin (Vauxhall).

Race Events :

Five-lap Handicap : W. F. Moss (E.R.A.).
Five-lap Handicap (Event 3) : P. J. Nunn (Frazer-Nash).
Grand Prix Itala Trophy Race : A. F. Eminson (Bugatti).
16-lap Handicap (Event 5) : P. J. E. Binns (Riley).
Three-lap Handicap for Edwardian Cars (Event 6) : S. J. Skinner (Rolls-Royce).
10-lap Scratch Race (Event 7) : T. T. Carson (E.R.A.).
Five-lap Handicap (Event 8) : M. D. Hollis (Bentley).
Five-lap Handicap (Event 8a) : M. Macquaker (Talbot).
Five-lap Light-Car Handicap (Event 9) : G. L. Young (Fiat).
Five-lap Handicap, "Motor Sport" Trophy (Event 10) : P. J. E. Binns (Riley).

250 M.C. BRANDS HATCH

THE tranquility of Brands Hatch was not appreciably disturbed on April 15th when the recently-formed 250 M.C. held one of their first race meetings there. The entry list consisted of a dozen cars, each one different in appearance from the last and having almost as many different engines. The events were mostly five-lap affairs, and some of the competitors found it difficult to make their mounts complete even this short journey without some sort of mechanical mishap, but this made the occasion more interesting from the spectators' angle.

A total of eight races was run off, interspersed with long periods of inactivity; Lord Louth circled the track in a D-type Jaguar on two occasions just to encourage the junior machinists. Racing began with four cars on the starting line, after which an erratic start was made by some, McArdell's Birsay being away first, with Ball's Ball Special in line astern. Pickett's J.M.B. later received the chequered flag first, with the Birsay second and the Ball third. The following event again started with McArdell in the lead; this was a more thrilling race because all the cars were close together, so much so that Bennett's beautifully-made machine, with three-quarter-finished fibreglass body, nearly bumped Stone's Special. On the fourth lap Bennett proceeded to heat up the Stone Special and then go on to pass McArdell, but this gentleman wasn't having any and kept his throttle hard down, just scraping past the winning post in his red " doodle " car with very small wheels. Later examination of these cars, however, showed the amount of time and engineering skill that had been devoted to their manufacture in spite of their quaint appearance.

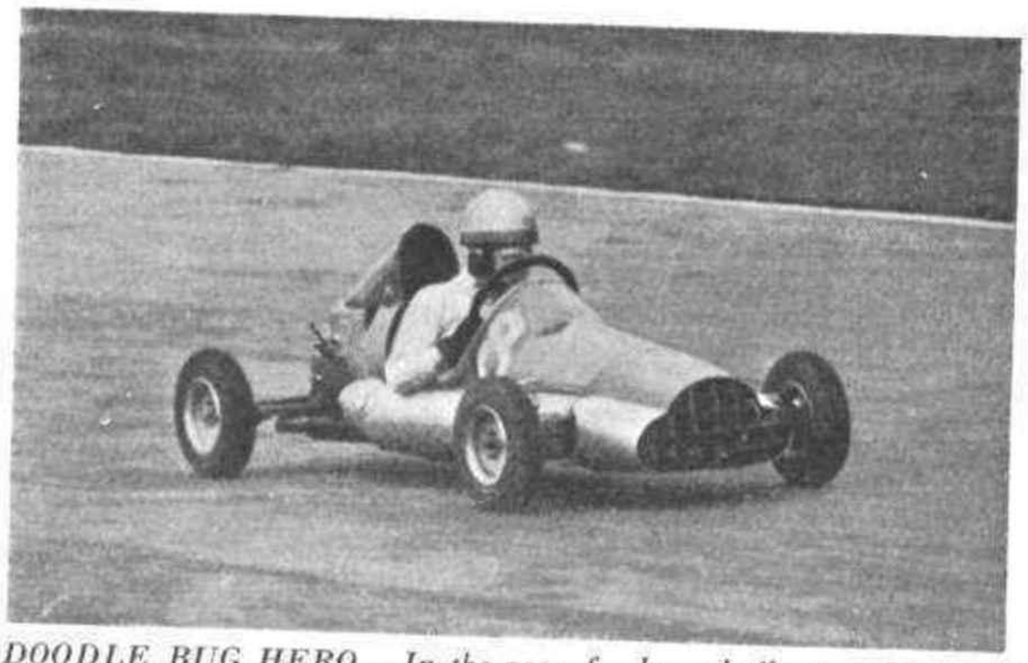
Three cars came up to the line for the next round of the contest, first away being a Rudge-engined Cooper, with a Triumph-engined Arnott next and the J.M.B. last. The tables were turned later when the J.M.B. won, followed closely by the Arnott.

For the fourth event two rows of cars came up, the Cooper-Rudge being away first again, leaving Bennett on the line with some starting troubles. Running order at the beginning was McArdell, Ball, and later Bennett. Kerridge in the Cooper and Harris in the Arnott unfortunately had to retire, leaving Ball and McArdell a free hand in the leading position; these two had much fun passing and re-passing each other, the Ball Special being fast on the straights but slow on corners, allowing the others to come through. Bennett was first, followed by the Ball and the Birsay.

Next came the interval during which time a tour was made of the Paddock and its contents. Work was being done to the silencer of the Arnott at this juncture and we passed on to the Anzani-engined Smith, which had a very heavy steel chassis, rubber-band rear suspension, Cooper wheels and a rather massive engine coupled to an Albion gearbox. The Ball Special had a number of Austin Seven components, notably wheels and hubs; rubber front suspension was again featured. Bennett's Special next deserved some scrutiny, this machine being very well made of steel and fibreglass, the steel components all being beautifully turned and polished, the chassis was of angle iron, and torsion-bar springs were fitted to the rear and i.f.s. to the front. Hydraulic brakes and attractive small wheels on turned steel drums made up the final picture, to the delight of those to whom wheeled vehicles mean so much. Don Haldenby's Scorpion, with M.O.V. engine, was another well-prepared invader and this was the first outing of this model, which went very well indeed until, in the seventh race, a rear radius-arm broke, necessitating a return to Paddock procedure on the after-deck of a delightful Rolls-Royce breakdown wagon. This racing car was endowed with inboard rear brakes, swing axle, hydraulic brakes with twin master cylinders mounted forward of the driver's feet. A very ingenious rear suspension system could also be seen using rubber and cable with pulleys. Finally, McArdell's Birsay. This curious machine had a backbone chassis with transverse leaf-springs at the rear, and very small wheels were fitted. The car was very low on the ground and cornered well, but in spite of the wheels was able to keep pace with the large monsters and win the second race, which was for home-built cars only, at an average speed of 48.00 m.p.h.

Kerridge stalled his Cooper at the start of the fifth race and Stone also failed to move from the line in his J.A.P.-engined Stone Special. The Scorpion came into its own here and kept in close company with the Birsay. Time began to tell on the machines at the end of this event as all the other competitors slowed up towards the finish except the Scorpion, which sailed along in great style to the winning post. Average speed here was 50.16 m.p.h.

Race six had six men on the line and again the Birsay with its small wheels sped to the fore, but Harris in the Arnott had a grand dice and finished up in the lead on the last lap. Ball and Pickett



DOODLE BUG HERO.—In the race for home-built cars, McArdell came home first in his curious but rapid Birsay at a speed of 48.00 m.p.h. (average). The Birsay is similar in appearance to the American miniature racing cars which are fitted with 22-h.p. engines and which were tried out in this country a few years ago but met with little favour. The object of the 250 M.C. is to place competitive racing within the reach of those of little means, and the idea has already met with considerable support.

encountered mechanical troubles *en route* and had to give up. The big race of the day was the 15-lap event which followed. The Scorpion led off, with McArdell and Stone behind, but along came Bennett and Gomm in a Cooper, who had taken over the lead; by this time the field was well spread out and Gomm won at a speed of 50.73 m.p.h., the Scorpion and the Bennett having to retire.

The last five-lap sprint was won by McArdell, with Gomm and Kimber, driving the Stone Special, fighting it out for second place.

And so finished a 250 M.C. race meeting at Brands Hatch, and let us hope we will see them again in greater numbers at Stapleford on May 20th, which is the next meeting. If you are fortunate, then, to have £150, which is the maximum allowed, and you are interested in building a racing automobile, contact I. A. Betteridge, 19, Beverley Court, Wellesley Road, Chiswick, W.4, and have a lot of good fun.—I. G.

Results :

1st Race (5 Laps) :
1st : H. Pickett (J.M.B.)
2nd : F. McArdell (Birsay).
3rd : M. Ball (Ball Special). ... 48.00 m.p.h.

2nd Race (5 Laps)—Home-built Cars Only :
1st : F. McArdell (Birsay)
2nd : E. W. Bennett (Bennet Special).
3rd : J. Kimber (Stone Special). ... 48.00 m.p.h.

3rd Race (5 Laps)—Works-built Cars Only :
1st : H. Pickett (J.M.B.)
2nd : R. Harris (Arnott).
3rd : R. Kerridge (Cooper). ... 49.60 m.p.h.

4th Race (7 Laps) :
1st : E. W. Bennett (Bennett Special)
2nd : M. Ball (Ball Special).
3rd : F. McArdell (Birsay). ... 49.60 m.p.h.

5th Race (5 Laps) :
1st : D. Haldenby (Scorpion)
2nd : E. W. Bennett (Bennett Special).
3rd : H. Pickett (J.M.B.). ... 50.16 m.p.h.

6th Race (5 Laps) :
1st : R. Harris (Arnott)
2nd : F. McArdell (Birsay).
3rd : M. Gomm (Cooper). ... 49.60 m.p.h.

7th Race (15 Laps) :
1st : M. Gomm (Cooper)
2nd : F. McArdell (Birsay).
3rd : J. Kimber (Stone Special). ... 50.73 m.p.h.

8th Race (5 Laps) :
1st : F. McArdell (Birsay)
2nd : M. Gomm (Cooper).
3rd : J. Kimber (Stone Special). ... 50.16 m.p.h.

ALVIS DAY

On Sunday, May 27th, the Alvis 12/50 Register and the Alvis Owners' Club are holding a display of Alvis cars together with demonstration runs at Heston aerodrome. There will also be a Concours and Driving Tests for the members of the organising bodies. The start is at 10.30 a.m.

All owners of Alvis cars are invited to attend and display their cars, while all past Alvis owners, as well as prospective ones, will be welcome. It is expected that examples of Alvis cars made from 1920 onwards will be present as well as certain other historic vehicles.

CONTINENTAL NOTES

UNFORTUNATELY it is not very often that any of the big British manufacturers do anything in the competition world that I view with other than antipathy, for most of the efforts are usually so misdirected, but the entry by Rootes of two Sunbeam Rapiers in the Mille Miglia raises the eyebrows and opens the eyes. The remarks by Sir William Rootes about making some sort of effort to wave the British flag in Continental events were indeed praiseworthy and to attempt the Mille Miglia with two Rapiers even more so. At the time of writing the race has yet to be run, but by the time these words are read it will be over and won, by a British driver I hope. Just when Britain is getting a foothold in International racing of the tougher sort, especially as regards drivers, it is a pity that Aston Martin have decided to give the Italian 1,000-mile race a miss. This year I shall have competed in the event in a Maserati, once more with Stirling Moss, and one of our chief opponents will be the Giro di Sicilia winners, Collins and Klemantaski, with a Ferrari. At this moment it is too much to hope that young British drivers, with bearded British passengers, might be first and second.

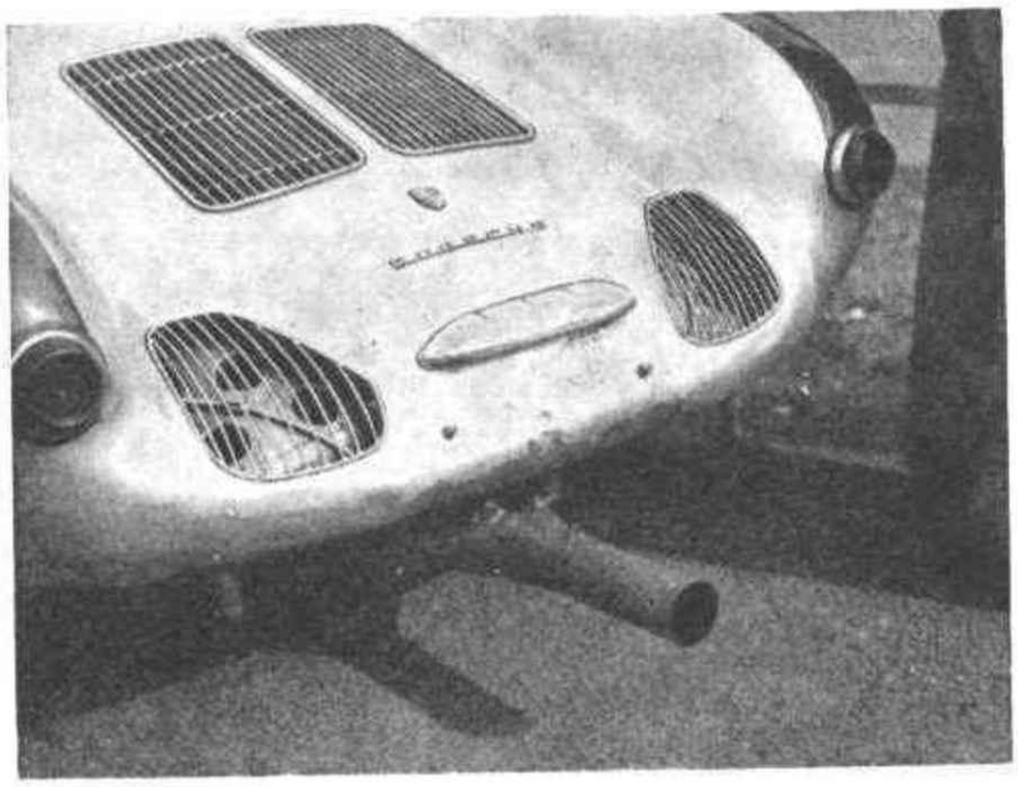
While in Stuttgart recently I called on Herr Neubauer to find out about the rumours suggesting that Daimler-Benz were running a racing department of 300SL cars with works entries in the bigger events. There was absolutely no truth in the idea, but as there are now some 500 owners of 300SL cars who are interested in competitions, mostly in America, of course, Neubauer has been put in charge of an information centre at Stuttgart to offer advice to any Mercedes-Benz owner interested in rallies, races, hill-climbs and so on, providing them with such useful data as suitability of the event, tyres, gear ratios, injection settings, twists or catches in the regulations, etc. In order to provide customers with a first-class service department at Stuttgart, Karl Kling has been put in charge of a separate section entirely devoted to the preparation of customers' cars for competitions; but all work *must be paid for*, emphasised Neubauer, this was not factory sponsorship. If an event had a number of 300SLs entered, such as the Mille Miglia, then it was likely that Neubauer, Kling and a few mechanics, would be at the race to help private owners, if required. There was no question of any factory entries, but naturally, if a driver showed exceptional promise he would benefit more from the vast store of knowledge about racing and tuning available at Stuttgart, than Joe Soap running his SL in a treasure hunt. Put into simple words, the set-up would appear to be that both Neubauer and Kling are endowed with exceptional knowledge of value to Daimler-Benz and, with no racing activities from the factory, some use had to be made of them. Although Neubauer has officially retired from his work as racing manager to Daimler-Benz, he is not the man to withdraw to a small plot of land and spend his retirement growing flowers. He still has as much energy and enthusiasm for motor racing at 65 as he had at 64, so retirement to him is merely theoretical. As head man of this small unit within the factory at Stuttgart, for looking after the competition interests of 300SL owners, he has plenty to occupy his time, and he is never happier than when organising. Similarly, Kling's engineering knowledge is such that it would be wasted on passenger cars for the populace.

Also in Stuttgart, the Porsche factory celebrated their 25th year of Porsche design, for it was that long ago that old Dr. Ferdinand Porsche left Daimler-Benz and started his own freelance design office. Since his death his son Ferry has carried on the firm, and, apart from the successful production of the Porsche sports and racing/sports cars, the firm continue to do a great deal of consultant design work, as well as owning a factory in northern Germany, building diesel tractors. Since Dr. Porsche started his own design offices, way back in 1931, many varied vehicles have emanated from the drawing-boards. Apart from the famous Auto-Union racing cars and the VW, the Porsche influence was prominent in agricultural machinery, transport, military vehicles and many more small items of general engineering. The new Grand Prix Bugatti is using a Porsche-designed gearbox, while B.M.W. are using Porsche-designed synchromesh mechanism on their gearboxes.

Mention of the new Grand Prix Bugatti recalls that it was out on test once more, driven by Maurice Trintignant, and speeds of over 160 m.p.h. were recorded. At the moment it is rather heavy as many of the mechanical components are in cast iron instead of elektron, but as soon as the development is satisfactory a lighter version will be built, and it is hoped it will be ready for the French Grand Prix at Reims. If it is, then it will be driven by Trintignant, and the thought occurs, who will then drive the Vanwall in his place? With activity in Formula I by Ferrari, Maserati, Gordini, Bugatti, Vanwall, B.R.M. and Connaught, there are barely enough drivers to go round. As things stand at present, Ferrari has the services of Fangio, Castellotti, Musso and Collins as Grand Prix drivers, with Gendebien as reserve; Maserati are pitting Moss, Behra, Menditeguy and Perdisa against them. Gordini is relying on Manzon, Bayol, and a choice of Guelfi, da Silva Ramos and Sparken, while Bugatti have reserved Trintignant for such time as the first car is ready, with probably Manzon for the second one. In Britain our three teams consist of Hawthorn, Brooks and Flockhart for B.R.M., Scott-Brown, Leston and Titterington for Connaught, and Schell and Trintignant for Vanwall. Some of these are very likely to change as the season gets under way, and possibly Gonzalez may decide to come to Europe after driving for Maserati in the Argentine, while Mieres has yet to sign up with anyone, unless he decides to stay in South America.

In the sports-car world things are nearly as complicated. Ferrari will naturally use his same drivers, Maserati will have to do without Moss, who is signed-up with Aston Martin, but they have Taruffi to replace him. Jaguar will use Hawthorn, Bueb, Hamilton, Titterington and Frere; Aston Martin have Moss, Collins (on loan to Ferrari for events in which they are not competing), Walker, Brooks, Salvadori and Parnell. Among the small cars, Porsche have Frankenberg, Herrmann, von Trips and Hanstein, while Osca have their formidable trio of Villoresi, Maglioli and Cabianca. The East German E.M.W. team hope to compete in more events this season, but are lacking experienced drivers, though it seems they have now perfected desmodromic valves and fuel injection on their very powerful 1½-litre six-cylinder engine. The more serious motor racing becomes the fewer drivers there seem to be available, for in the slap-happy Formula II days almost anyone could play at being a Grand Prix driver, but when the new Formula I started, with serious racing machinery such as Maserati, Lancia, Mercedes-Benz and so on, there suddenly appeared a dearth of Grand Prix drivers. Now that sports cars are nearly as fast as Grand Prix cars the same dearth is apparent.

Under normal circumstances I do not take a very lively interest in rallies, for many of them appear to be social events rather than motoring competitions, and so often a tough affair is decided on split-second timing in a special test, plus a lot of luck. However, a rally that does hold the imagination is the Tour d'Europe, to be held from June 1st to June 12th. This is organised by the A.D.A.C. in Hanover, with the patronage of the Continental Tyre Company. Feeling that rallies put too much emphasis on special tests, the German club are running their rally without any tests whatsoever. The main object being to complete the course without loss of marks for being behind schedule or too much in front of it, and without incurring damage to the car. This sounds simple enough, but when you read in the regulations that the route passes through every capital city in the Western Continent of Europe and during the 12 days of



NOISE PRODUCER.—On the factory Porsche Spyder there is no attempt at silencing; the four exhaust pipes are "straight-through" and merge together into a large-diameter tail-pipe sticking out of the rear of the car. The Porsche attitude, amongst other Continental firms, is in violent opposition to the British anti-noise movement for sports cars.

motoring competitors must cover 13,000 kilometres (8,000 miles) and include two compulsory stops of 12 hours each, it will be realised that this is to be an endurance and reliability rally to end all rallies. Competitors start at intervals from Hanover and the route passes through The Hague, Brussels, Luxembourg, Paris, Lisbon, Madrid, Monte Carlo, Rome, Trieste, Athens, Istanbul, Belgrade, Vienna, and back to Hanover. The 12 hours off are allowed at Monte Carlo and Athens, and during that time the cars are locked away in closed garages and no work is allowed. Bearing in mind the troubles experienced during the Monte Carlo Rally before even Paris was reached, one can appreciate that this Tour d'Europe is going to be a real car-breaker, for the tough parts through Greece, Yugoslavia and Turkey come towards the end of the journey, when cars and crews will be feeling very travel weary. The average speeds for the various classes of touring and grand touring cars are not terribly high, but high enough bearing in mind the distances to be covered. As all this is taking place in June, when Europe is usually pretty hot, it will be agreed that the manufacturer whose car wins will be fully justified in making the greatest possible use of the advertising of such a win. As mentioned at the beginning of these notes, Sir William Rootes said now was the time to wave the flag and try and get Britain's name back on the map. There can surely be no greater opportunity to show the true worth of British goods throughout Europe than this great rally. Being of such a gigantic nature, entries are limited to 120 and drivers will have to be experienced, but there should be no trouble in fielding a strong British entry for this event. Among the many interesting regulations, showing a pleasing attempt to produce an event of different character, is one which says that in the event of a tie the smaller capacity car will be adjudged the winner, and in the event of there still being a tie, then the driver of the greater age will be the winner.—D. S. J.

BOOK REVIEWS

The Girl from Indiana," by Jon Manchap White. 222 pp., 7¾ in. by 5¼ in. (*Hodder and Stoughton Ltd., 1, St. Paul's House, Warwick Square, London, E.C.4. 12s. 6d.*)

The author of " Mask of Dust " writes this story of an American girl, daughter of an Indiana motor magnate, who is persuaded from marrying into the English aristocracy by a wild racing driver who woos her with the aid of a Triumph TR2 and who, inevitably, is building a British G.P. contender of revolutionary design in his home workshop on slender resources.

There is one improbable pit-scene when American motor magnate rushes to the aid of boy-racer as an emergency mechanic, leaving his pretty daughter distraught in the grandstand believing that her hero has probably been burnt in a refuelling fire earlier in the race. Dad, although content with a seat in " Stand K " (whereas if you or I owned Universal Motors we should jolly well wangle a pit-pass), admires the driver/designer so much that he decides to finance his Peacock racers—so B.R.M., Vanwall and Connaught should be careful never to cold-shoulder heavy-jowled old men with American accents.

This is light stuff but a good story—buy it and pass it on to your wife, for her to read in bed while you toil in the garage. What, one wonders, would John Galsworthy have made of the motor-racing scene ?—W. B.

* * *

Herald Advisory Services, 3, Teevan Road, Croydon, Surrey, have issued a revised and enlarged edition of " Bed and Breakfast in South and South-West England, 1956." It has a rather superior finish and contains an additional feature " Some Suggested Routes." The price is a modest half-crown.

* * *

" Roads Matter—The West Riding of Yorkshire " has been issued by the Roads Campaign Council, 15, Dartmouth Street, London, S.W.1, to emphasise the inadequacy of our roads in that area. It contains good photographs of road congestion to emphasise its purpose and is obtainable free on mentioning MOTOR SPORT. Copies have been sent free to many influential persons throughout the Riding.

* * *

The Photochrom Co. Ltd., Graphic Studios, Tunbridge Wells, Kent, have issued a series of six greetings cards for use between one motorist and another. They are folders which contain an amusing illustrated message when opened; they cost 9d. each inclusive of envelope and purchase tax.

APOLOGY

Sir,

Your recent review of Lieut.-Colonel Darell Berthon's book " A Racing History of the Bentley " draws attention to the lack of printed acknowledgment to the books Colonel Berthon consulted in compiling his own history. In fact, the author was well aware of his indebtedness, in particular to " The Story of Brooklands," and had prepared a list of books consulted for insertion. Because of certain changes in our staff while the book was in the press this list was inadvertently omitted, and we must accept responsibility for the error. We would assure your readers that all future impressions of " A Racing History of the Bentley " will carry the full acknowledgment which Colonel Berthon had prepared.

I am, Yours, etc.,

p.p. John Lane The Bodley Head Limited,

London, W.C.1. J. BUCHANAN-BROWN.

SUNBEAM S.T.D. REGISTER TALBOT RALLY (Mar. 26th)

The Sunbeam S.T.D. Register held a rally for its Talbot members at the " Toby Jug " on the Kingston By-Pass on the wet evening of March 26th. Mr. Arthur Fox, patron of the Talbot racing team prior to 1933, very kindly turned up with his Sales Manager, Mr. Mann, to meet the owners of the sixteen London Talbots which assembled in the car park. He then conducted them to the showrooms of Fox & Nicholl, where he had on display hundreds of excellent photographs of the old racing days, mainly of his Talbot 90 and 105 exploits, but including some reminders of the 4½-litre Lagondas and six-cylinder Singer which Fox & Nicholl raced with conspicuous success. Members also admired the very full showcase of pre-war trophies, mainly won with Talbot cars.

Georges Roesch, the Talbot designer of those days, was a popular visitor, and John Bland not only dispensed advice to Talbot owners with problems but brought his own display, in the form of a big case of medals, many of them solid gold, won by Clement-Talbot in pre-1914 competitions, offsetting this by opening a 1907 issue of *The Motor* illustrating this showcase.

After they had examined these displays members inspected Comdr. Harris' 1930 Talbot 90 sports-tourer in the Fox & Nicholl works—he has owned this car since he was 19 and its excellent condition and silent-running engine were the more impressive for that. This is the car Georges Roesch drove round Goodwood during last year's memorable V.S.C.C. 21st Birthday Party.

Amongst the Talbots at the " Toby Jug " were representatives of almost all the Roesch models, including Mockridge's 1935 " Airline 105 " which brought Mr. Roesch, Macworth's 1933 105 with replica racing body, and Maughan's 105 saloon which has the engine from Arthur Fox's Brooklands single-seater and the same high gear ratios, its four-door saloon body with trunk having been designed by Mr. Fox and adopted by Talbot as a standard model. Members came from as far afield as Seaford to hear Mr. Fox recall the competition hey-day of the London-built Talbots, including his entry in the Mille Miglia, and there will be a " repeat performance " of this very enjoyable evening in June, when Fox & Nicholl are generously providing the hospitality. Hon. Registrar: Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hampshire.

RECOGNITION OF " MOTOR SPORT " BY THE " SUNDAY TIMES "

The *Sunday Times* dated April 8th carried an article by Godfrey Smith entitled " Love of Your Life," which showed in humorous manner how much the enthusiast loves his car. Many recent small advertisements and Eric Lister's " Cars I Have Owned " article were quoted to prove the point and, although there was no direct reference, this makes it clear that the magazine of which Mr. Smith writes—" Page after page of type, unrelieved by headline or paragraph . . . There is no need for any fancy Fleet Street devices to catch the attention; the editor knows his readers will devour every word."—is, indeed, MOTOR SPORT.

SUNBEAM M.C.C. VINTAGE/VETERAN FIXTURE

This year's Sunbeam Motor-Cycle Club's Veteran and Vintage Rally will take place on June 17th. It differs from previous years in being run solely on a distance-cum-age of car-cum-age of driver basis, without an additional circular run, although there will be a Concours d'Elegance. Competitors choose their own starting place and arrive at Beaulieu Motor Museum (which was officially opened in its new form on April 22nd) between noon and 1 p.m. Entries close on June 5th, at 10s. for cars, and a generous insurance cover is available for 7s. 6d. Details from S. P. Turner, 3, Bonneville Gardens, S.W.4.



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*** Also using Esso Extra Motor Oil**

1,500 C.C. TO 2,700 C.C. CLASS

1st REG PARNELL *Aston-Martin* 81.07 m.p.h.

car entered by Roy Salvadori

(Subject to official confirmation)

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CLUB NEWS

CAMBRIDGE 50 C.C.

Following the postponement of the Speed Trial which was to have been held on April 8th is the May Rally, involving 200 miles of motoring. This is to be held on May 13th. Regulations from R. P. Bowyer, 141, Cherryhinton Road, Cambridge.

BENTLEY D.C./V.S.C.C.

On the night of May 5/6th the above clubs will be holding a night navigation rally. Details from J. R. Fletcher, " Lavita," 7, Church Hill, Pinhoe, near Exeter, Devon.

MID-SURREY A.C. GRAND CUP TRIAL (Mar. 25th)

Winner of Grand Cup : A. F. Erskine (Ford Special).
Runner-up : P. Major (Frazer-Nash).
1st (Class C) : W. W. Wood (Vanguard).
1st (Class D) : K. W. Monk (Sunbeam-Talbot).
Best Novice : A. Sandys (M.G.).

The next meeting of this club will be the Speed Trial at Brands Hatch on the 13th of this month.

FORCES M.C.

On May 27th this club will run their Spring Cup Rally, starting from the Aerodrome Hotel, Purley Way, Croydon, at 10.30 a.m. The course will be 150 miles long with accent on navigation. Details from A. V. Matthison, 93, Fairlands Avenue, Thornton Heath, Surrey.

SHEFFIELD & HALLAMSHIRE M.C.

Night Navigation Event (Mar. 17th)

1st : Dr. L. A. Storer, 828 marks lost.
2nd : D. Davison, 845 marks lost.
3rd : L. B. Ranyard, 852 marks lost.
4th : J. H. E. Fox, 901 marks lost.

Shann Standard Car Trial (April 1st)

Open : 1st : P. N. Townend (1934 Austin Seven), gained 51 marks.
2nd : K. Scales, gained 46 marks.
Closed : 1st : A. D. Alldred, gained 45 marks.
2nd : Dr. D. M. Pilkington, gained 33 marks.

ABERTILLERY & DIST. M.C.

This newly re-formed club held its first event, a Treasure Hunt, on March 25th, with an entry of 32.

First Prize : H. Hall (who lost only a ¼ min. on time).
Ladies' Prize : Miss A. Dawe.
Learners' Prize : W. Rogers.

Next event is a Road Safety and Courtesy Rally on May 13th.

THE ISLE OF WIGHT C.C.

The 5th Isle of Wight Car Club's Annual Closed Invitation Rally and Concours d'Elegance will take place this year from Friday, May 4th, to Sunday, May 6th.

The start will take place in the afternoon of May 4th, the first car leaving at 3.31 p.m. from Esso House, Abingdon. The route of 480 miles will take competitors into Wales for the night map-reading sections and from there back to the Isle of Wight for the regularity and manoeuvrability tests and rally dance and prize-giving.

Regulations are obtainable from the Rally Secretary, Mrs. I. Wooldridge, Delamare Hotel, Sandown, I.W.

PUBLIC SCHOOLS M.C.

On March 23rd the Public Schools M.C. held a film show of the latest Castrol and Esso motor-racing films and some interesting cartoons. This meeting of the club took place at Brown's Hotel, Dover Street, London. The secretary of the club is M. F. Ellis, 90, Sandford Road, Bromley, Kent.

MID-THAMES C.C.

The Mid-Thames C.C. and the Malden & Dist. M.C. are joining forces on May 6th to present a Sprint Meeting at Brands Hatch Circuit. Classes will cover all types of family and sports cars.

Full details available from the Secretary of the Meeting, R. W. Avey, 5, Cardinal Avenue, Kingston-on-Thames, Surrey.

NORTH STAFFS M.C.

The National Open date previously fixed for Oulton on April 28th has been postponed until June 9th (Saturday).

PUBLIC SCHOOLS M.C.

The Public Schools M.C. and Incorporated Auctioneers C.C. will hold their Fifth Annual Gymkhana, at Chipping Ongar, Essex, on Sunday, May 6th. Details of membership and events from J. Blunsden, Secretary, 48, Glebe Way, West Wickham, Kent.

MAIDSTONE & MID-KENT M.C.

The Hopper Night Navigation Rally was held on April 7th. The route was of 150 miles in the Kent area and was divided into five sections. Very difficult but well thought out problems comprised two-thirds of the rally, the remainder consisted of a six and eight-figure map-reading loop over tortuous North Downs country roads against a fairly close time schedule.

There were 94 entries, an increase of 21 over last year; seven non-finishers.

The Harold Fletcher Challenge Trophy and Replica : A. Firmin (TR2).
Navigators' Trophy (Rootes Rally Challenge Trophy) : S. Fletcher.

The Wilfred Pocock Challenge Trophy and Replica (second best performance) : S. Hitch (Jowett Javelin).
Navigators' Trophy : L. Wilson.

Trophy (third best performance) : G. K. Farmer (Ford).
Navigators' Trophy : N. Farmer.

750 M.C. (SOUTHERN CENTRE)

On May 16th Mr. R. Du Cane will be giving an illustrated talk to members of this centre at the Bell Inn, Brook, near Cadnam, Hants. Subjects : Ibsley, 1954, and Farnborough, 1955.

NORTH MIDLAND M.C.

At the recent annual general meeting, Mr. E. C. Hamlyn was elected Chairman, and the new Hon. Secretary is Mr. D. J. J. Carter, " Snaithfield," Millhouses Lane, Sheffield 11.

CAERNARVONSHIRE & ANGLESEY M.C.

Supplementary regulations are now available for the Caernarvonshire & Anglesey M.C.'s restricted Palferman Rally on May 12/13th—200 miles on the Isle of Anglesey, starting from Bangor at midnight on May 12th. Entries close May 5th. Regulations from A. McDermid, " Colwyn," Lon y Bryn, Bangor, Caernarvonshire (Tel.: 988).

ROMFORD ENTHUSIASTS' C.C.

A large crowd, including an observer from the R.A.C., saw 36 cars from the Romford Enthusiasts' C.C. compete in the club's Spring Driving Tests at Stapleford Aerodrome, Abridge, on Sunday, April 8th. Competitors attempted five tests and the aggregate time in three runs counted towards the final positions.

General Classification :

1st : I. Murchison (Dellow), 122.1 points lost.
2nd : J. Templeton (Dellow), 123.3 points lost.
3rd : M. Cavenagh (M.G.-Ford), 126.3 points lost.
4th : C. Singleton (M.G. TC), 130.7 points lost.

MINIATURES

We have now had the opportunity of examining the miniatures of well-known F. II and Grand Prix cars made by the Crescent Toy Co. Ltd., of Cwmcarn, Monmouthshire. These comprise metal replicas of F. II Cooper-Bristol, G.P. Gordini, G.P. Ferrari, F. II Connaught, Mk. II V16 B.R.M., and streamlined W196 G.P. Mercedes-Benz. The largest of these is the Mercedes-Benz, which is 4 in. long, 1⅝ in. wide, and which weighs 4 oz. The others are rather smaller. Each is finished in the correct colour, carries a racing number and has a white-helmeted driver. Plenty of detail is depicted and wire wheels are represented, shod with rubber tyres, but the exhaust pipes are part of the body pressings and painted, while the steering wheels are unrealistic solid discs—scope here for " touching up " by keen modellers. Otherwise these Crescent racing-car miniatures are a welcome addition to the growing ranks of realistic, brightly-coloured and well-finished motor-car miniatures with which keen followers of the Sport can decorate office and home. The Crescent Mercedes-Benz retails at 3s. 6d., the other Crescent replicas cost 2s. 9d. each.





ANOTHER SICILIAN WIN FOR COLLINS

PALERMO, *April 8th.*

THE racing season opened on the Continent of Europe with the Giro di Sicilia, organised by the Automobile Club of Palermo, and after all the rumours of no more racing in Sicily and limitations to events in Italy, the scene in Palermo showed no signs of any such rumours being true. Enthusiasm throughout the island was as great as ever and all along the 1,080 kilometres of the route walls and rocks were plastered with printed signs telling the populace to stand well back on Sunday, April 8th, for the race round Sicily was to take place throughout the day.

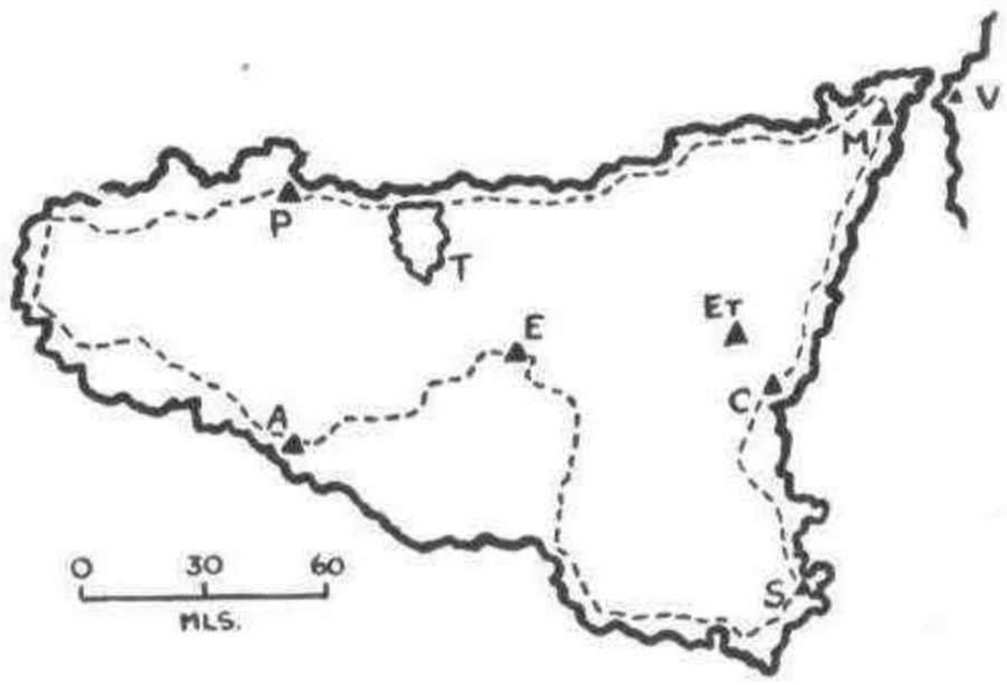
As always, Ferrari and Maserati were supporting the sports classes, the "Prancing Horse" team also having an entry in the large Gran Turismo category. Being run on the same lines as the Mille Miglia, though in actual fact much older than that famous event, the Giro Sicilia is used as a practice ground for both cars and drivers.

At one minute past midnight number 001, a Dyna-Panhard, buzzed away into the night, to be followed at minute intervals by the rest of the class, comprising other Panhards and many Fiat 600 saloons. The start was from a wooden ramp in one of the streets leading into the main square of Palermo, and everywhere was brilliantly floodlit and the whole populace leant 10 deep on the steel-tube barricades. In the 750-c.c. Gran Turismo class there were three very pretty little two-seater coupé versions of the Fiat 600, built by Zagato and obviously inspired by the Ghia body on the Karmann Volkswagen. The small sports class, up to 750 c.c., saw seventeen tiny two-seaters built around Fiat 500 parts by such firms as Stanguellini, Giaur, Giannini, Bandini and Patriarca, many with their own double overhead-camshaft engines capable of 7,000 r.p.m., with twin-choke Weber carburetters. These little cars are the equivalent of British "specials," such as those in the 750 Club, the 1,172 group, Lotus, Cooper, Kieft and so on. The 1,100-c.c. class was a more serious affair dominated by Osca, but with a number of 1,100-c.c. Stanguellinis, twin-cam four-cylinders built in Modena. All the usual touring classes and Gran Turismo classes were filled with Italian production cars, the new Alfa-Romeo Giulietta four-seater saloon opposing the well-tried Fiat 1,100 saloons for the first time. In the over-2-litre Gran Turismo class there was a factory Ferrari Type 250MM, a 12-cylinder 3-litre coupé now in sufficient production to qualify as a Gran Turismo car. This was driven by Ferrari team driver Gendebien, and opposing him were Lancia Aurelia and a pair of 300SL Mercedes-Benz in private hands.

The two larger sports classes contained the most interest and, obviously, the ultimate winner of the whole event. In the up-to-2-litre group were numerous private six-cylinder Maseratis and one of the new factory four-cylinder 2-litres, driven by Guiseppe Musso, brother of the well-known Luigi Musso. A new four-cylinder 2-litre Ferrari was in the hands of Starrabba, and against these was a very powerful team from Osca. In the past the Osca firm have only run one or two semi-official cars, but they now entered a full team of three factory cars, all four-cylinder 1,500 c.c., and driven by Villoresi, Cabianca and Maglioli, an exceedingly powerful trio for this type of racing, well able to give away 500 c.c. to the entries from Maserati and Ferrari. There was a lone Alfa-Romeo in this group driven by Sanesi, being a works-prepared Giulietta Spyder, the open version of the well-known Sprint. Devoid of all sales trimmings, this looked a very business-like car, though it could not hope to compete against the larger-engined competitors.

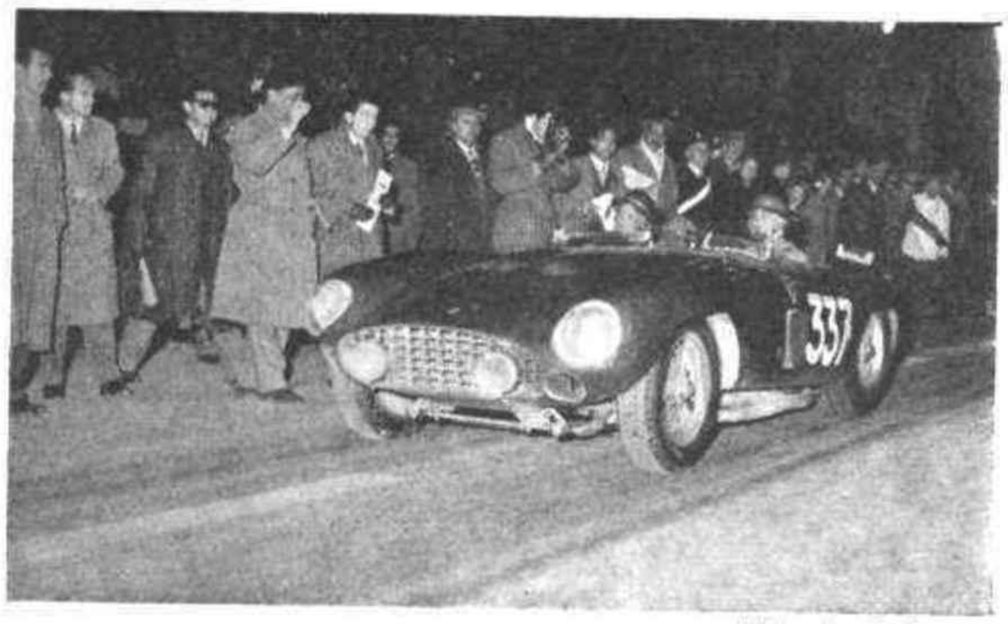
The over-2-litre category saw Castellotti and Musso with new 12-cylinder 3½-litre Ferraris, having four-speed gearboxes, coil and wishbone front suspension, de Dion rear, new brakes with "spike-type" finning as used by Maserati, and small compact bodies. The engines were the old type of Ferrari 60-deg. vee layout, with a single overhead camshaft to each cylinder block, two plugs per cylinder fired by coil ignition, three four-choke downdraught carburetters and short exhaust pipes protruding from each side of the car in front of the rear wheels. The scuttle was staggered back towards the passenger seat, the cowl in front of the driver was cut off flat halfway up, and there was a headrest behind the driving seat. Castellotti took a passenger with him, while Musso drove alone. This year, for the first time, it was not necessary to take a co-driver in any of the cars, and most of the entries were driving alone. A third factory Ferrari was a four-cylinder 3½-litre on the same chassis layout as the new 12-cylinder cars, though it had a five-speed gearbox. This was the car that won at Dakar and Agadir in the hands of Trintignant, and for the Sicilian event it was in the hands of Peter Collins. He had with him his Mille Miglia passenger Louis Klemantaski, and they were using this event as practice for the bigger race. Chief opposition to this Ferrari trio came from Taruffi and Bordini with factory 3-litre Maseratis, of the type used in Argentina and Sebring. These are virtually the same as last year, with sleeker bodywork and more powerful engine, still a six-cylinder twin overhead camshaft similar to the Grand Prix engine, while the suspension and chassis, rear axle and gearbox are all identical to the Formula 1 car. A third car of this type was loaned to a local driver, Pucci, and the rest of the big class was made up by two Monza Ferraris driven by Carini and Pinzero, and an older 12-cylinder 3-litre.

Providing that the weather kept fine, and reports said it would, the issue lay between Castellotti, starting at 3.31 a.m. and having the number 331, Musso at 3.34 a.m., Taruffi 335, Bordoni 336 and Collins, last away at 337. As he left the starting ramp Musso's Ferrari



THE ISLAND OF SICILY

A. Agrigento.
C. Catania.
E. Enna.
ET. Etna Volcano.
M. Messina.
P. Palermo.
S. Syracuse.
T. Targa Florio Circuit.
V. Villa San Giovanni.



[Photo by G. Tolomed

LAST AWAY.—Collins and Klemantaski leave Palermo at 3.37 a.m. to begin the Giro di Sicilia, later to become the first English team to win the event, at a new record speed.

was sounding sick, misfiring badly, and before he got many miles he was out of the race with engine trouble. Castellotti set the pace, leading to Agrigento and Enna, followed closely by Taruffi driving very steadily in second place. Collins set off carefully, not having driven in this event before, and lay a steady third, the other two Maseratis dropping out early, Pucci with mechanical trouble and Bordoni running out of road. In the 2-litre class the three Osca 1½-litres were going at a terrific pace, leading their class in the order Maglioli, Villoresi and Cabianca, all three being old hands at the Giro Sicilia. Gendebien was in trouble soon after the start, with the works Ferrari suffering a puncture. This delay dropped him a long way back, but by Agrigento he was leading his class once more. Collins was also in trouble soon after the start when his clutch went solid and would not free, and he had to do all his gear-changing without using the clutch.

Castellotti continued his furious pace over the mountains to Enna and along the few straights on the circuit, towards Syracuse, and was still leading comfortably at Catania, but shortly after that his transmission broke and he was out. Pushing the car out of sight he lay low while Taruffi went by, lest the Maserati driver should realise he was now leading, and when Collins appeared Castellotti stood in the road and urged the Englishman on to greater efforts. At Messina Taruffi had a pit stop and was told he was now in the lead by 8½ min., having increased his lead over Collins continuously since the start. Not knowing that Collins was driving with great restraint the Maserati team manager assumed that the Ferrari could not go any faster, and urged Taruffi to take things easy on the final twisty section back to Palermo. Due to their starting numbers Taruffi was 10½ min. in front of Collins on the road and would never actually see him, while, equally, Collins would not see Taruffi until he was leading the race by 2 min. The two of them left Messina, Taruffi driving fast but not taking any chances, and Collins going all he knew in a do-or-die effort over the last 165 miles. The large vintage-like four-cylinder Ferrari engine fairly thumped its way up the steep hills and the driver put every effort into throwing the car round the corners. By the time they reached the edge of the Targa Florio course Collins had made up his 8½ min. deficit and between there and the finish he gained nearly another minute over the unhurried Taruffi, who little knew what was going on behind him. Taruffi arrived at the finish and everyone assumed him to be the winner, for the last time control had been at Messina and only those people along the route from there knew how Collins had gained time. To everyone's surprise the thundering Ferrari arrived at the finish 1 min. 07 sec. after Taruffi, having left 2 min. after him, which meant that Collins had won by a mere 53 sec. after 10 hours of racing.

Of the rest of the 131 starters, many fell by the wayside, though some managed to pick themselves up again and carry on, one Giulietta saloon rolling over twice, landing on its wheels and carrying on, a completely battered wreck. The new Osca team had a great success, being first and second in the class, as well as Villoresi being third overall, while Gendebien drove in his usual brilliant manner and, in spite of time lost at Enna to try and repair the clutch mechanism, finished fourth overall and an easy winner of the Gran Turismo class. For probably the first time in history a Fiat 1,100 did not win the touring saloon class, this going to an Alfa-Romeo Giulietta saloon, while in contrast the Giulietta Sprints were beaten in the Gran Turismo category by a lone Fiat Siata.

Results :

GIRO DI SICILIA—Sports Cars—1,080 Kilometres—Fair Weather

*1st :	P. Collins / L. Klemantaski (Ferrari 3.5-litre)	9 hr. 59 min. 53.2 sec. ...	108.020 k.p.h.
2nd :	P. Taruffi (Maserati 3-litre) ...	10 hr. 00 min. 46.2 sec. ...	107.861
*3rd :	L. Villoresi (Osca 1.5-litre) ...	10 hr. 28 min. 39.8 sec. ...	103.075
*4th :	O. Gendebien/J. Wascher (Ferrari 3-litre)	10 hr. 31 min. 24.2 sec.	
5th :	U. Maglioli (Osca 1.5-litre) ...	10 hr. 59 min. 47.4 sec.	
*6th :	A. Vella (Fiat 8V)	11 hr. 14 min. 11.2 sec.	
7th :	A. Zampiero (Mercedes-Benz 300SL)	11 hr. 33 min. 16.8 sec.	
8th :	G. Rossi (Osca 1,100-c.c.) ...	11 hr. 33 min. 38.0 sec.	

44 others finished.

Denotes class winner.

* * *

SICILIAN SHORTS

Collins' was the first British victory in the Giro Sicilia, Moss' was the first British victory in the Mille Miglia, and the two together were the first British victory in the Targa Florio. Britain is at last getting a real foothold in International road-racing.

Beards are now highly popular in Italy; Moss used one last year as passenger in the Mille Miglia, and Collins used one as passenger in the Giro di Sicilia. Italian drivers are now looking for more bearded passengers to bring them luck in the open-road races.

Castellotti and Musso were not very happy to see the old hack Ferrari four-cylinder arrive victorious, after their nice new 12-cylinder cars had blown-up.

Young Guiseppe Musso arrived at the start in a terrible flap, shot up the starting ramp at speed and knocked all the officials for six. Brother Luigi thumped him hard and produced a degree of calm.

Some of the 1,100 Fiats had the boot filled with enormous extra fuel tanks, one of them being a riveted galvanised iron water tank complete with a gigantic plumber's stop-cock on the 2-in. pipe joining the main tank.

Most of the saloons had the rear windows whitewashed or covered with newspaper to prevent glare in the night hours.

Many inexperienced competitors shot out of the starting area without their headlamps on, for the illumination was like day. When they reached the edge of the square and total darkness the stop-lights shone brilliantly as they groped wildly for the lights switch.

There was a great deal of train traffic along the northern leg of the course and most people were delayed at level crossings.

Gendebien found the spare wheel in the boot of the Ferrari coupé larger than the boot lid; it took the assistance of six locals to force it out!

Collins had to make all four restarts after pit stops by grinding away on the starter in bottom gear, having no clutch. He found the Ferrari easier to change gear without the clutch than with; Gendebien also experienced this. They are thinking of suggesting to Enzo that clutches are thrown away in the future, thus saving weight!

"FIRST THURSDAY" AT THE PHOENIX

On April 5th, the V.S.C.C.'s "First Thursday" meeting at the Phoenix Hotel, Hartley Wintney, was very well attended, perhaps because it was the first in the second licensing quarter. One of the more interesting cars present was a 1930 M.G. Six Tiger with racing-type four-seater body, oil tank between the front dumbirons, fuel tank beneath the back seat and a beautifully turned out engine with twin horizontal carburetters. It wasn't a real M.G., said someone, because its sidelamps weren't octagonal! Other cars present included another M.G. Six (a saloon), two Alfa-Romeos, two vintage Humbers, a Brooklands Riley Nine, a Phantom II Rolls-Royce, and many other vintage specimens, while the Club Secretary, T. W. Carson, was present in his 30/98 Vauxhall.

VINTAGE-CAR SNOB VALUE

In the course of a talk entitled "Those Dear Little Boys" which the Hon. Arthur Gore gave in the B.B.C. Home Service on April 10th, he referred to the fact that at his private school in the nineteen-twenties boys whose parents had Rolls-Royce or Daimler cars were a social success, but this did not apply to him as his parents had a "cheap American car called an Overland."

A NEW LONGBRIDGE MODEL?

In reporting this year's R.A.C. Rally a Birmingham evening paper referred to the winning car as an Austin Martini!

THE VI GRAN PREMIO DI SIRACUSA

SYRACUSE, *April 15th.*

THE Grand Prix of Syracuse reverted to its normal position on the calendar as the first Formula I race for the Continental season, and entries were received from Ferrari, Maserati, Connaught and Gordini. It was hoped to attract B.R.M. and Vanwall, but the former team had only two cars finished and both were due at Aintree the week after Syracuse, and the latter team had no new cars ready to race anywhere. In spite of an apparent lack of finance during the winter the Connaught team were able to build three more "Syracuse" models and enter at both the Sicilian race and at Aintree. After the bad scare they received at Goodwood, the Maserati team withdrew from Syracuse *en bloc*, but Jean Behra, who lives on the factory doorstep, did not see eye-to-eye with this attitude and made it clear that he wanted a car to drive or Maserati could look for another driver. The result was that one works entry was sent to Sicily, to oppose the full Ferrari team, the Connaughts and the rest.

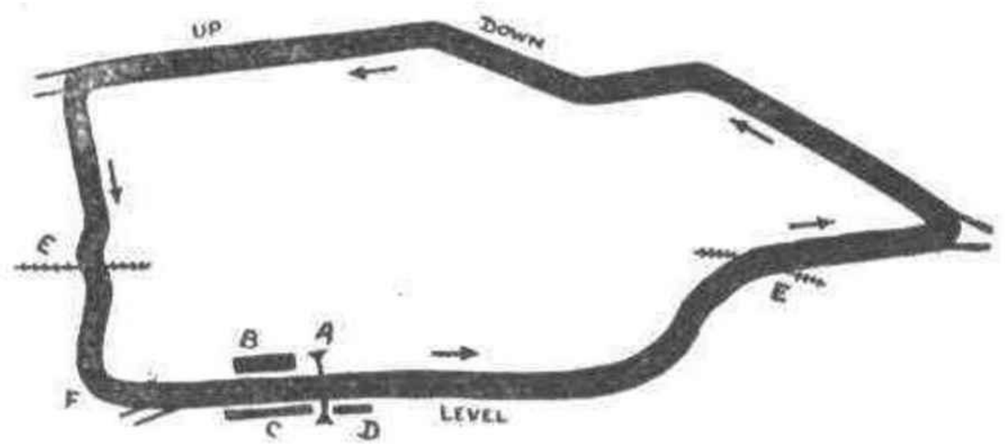
Practice began in brilliant sunshine, and Fangio, Castellotti and Musso were soon circulating in the Lancia/Ferraris, while Collins was kept waiting while his car was repaired. During transport by train one of the clamps holding his car to the truck had damaged an oil pipe and this took a long time to replace. Neither Fangio nor Castellotti had raced on this circuit before, but it did not take them long to find the way round and Fangio was the first one to set the pace with a lap in 2 min. 01.1 sec., while shortly after this Castellotti recorded 2 min. 00.8 sec. This proved to be the fastest lap of the afternoon, but not enough to beat the existing lap record of 2 min. 00.2 sec., held by Brooks with the Connaught from last year. One of the Connaughts was out for a few exploratory laps, driven by Titterington, while the other Connaught did not appear as Piero Scotti was still arranging about his licence to compete. As the factory Maserati had not arrived Behra borrowed the private cars of Gerini and Piotti to put in some laps, but he could not approach the Ferrari times with these 1955 Maseratis. The only other car running was the much-modified 12-cylinder 2.5-litre Ferrari of Taraschi, though Gould's Maserati was in the paddock, but a non-runner due to a bent propeller shaft, in spite of having just had a complete factory overhaul.

On the second afternoon of practice everyone turned out, and Behra and Villoresi were soon going round in their Maseratis. The Ferrari team waited for a while to see what was going to happen, and then all four went practising and Fangio really set the pace with a lap in 1 min. 59.7 sec., after which the V8 Lancia/Ferraris were neatly assembled in front of the pits and everyone sat and waited. Meanwhile, Connaught were having trouble, for Scotti's car was doing a warming-up lap when the camshaft timing chain broke and the valves and pistons got too close together. This meant that he had to borrow Titterington's car for a few qualifying laps, and neither driver was able to benefit fully from this second practice session. During the lull following Fangio's meteoric new lap record the lesser lights were circulating, such as Piotti, Gerini, Scarlatti and two Gordinis. With very little warning Behra went out again and shook everyone by going round in 1 min. 59.6 sec., and before the loudspeakers had finished telling us this, much to the excitement of the crowd, Fangio had got up, put his crash-hat on and, with a resigned but determined look on his face, climbed into the Lancia/Ferrari. Castellotti and Musso did likewise and all three cars went off in a roar of noise, while Behra sat on his pit-counter and watched. Castellotti did 2 min. even, then Fangio equalled this, then Castellotti did 1 min. 58.9 sec., then Fangio did 1 min. 58.6 sec. and, to really settle things, he followed this with 1 min. 58.0 sec., and at that Ferraris called their cars in. Musso could not break 2 min., and as practice was now virtually over, the final order was Fangio, Castellotti, Behra, Musso. Collins did not bother to go out again, being fifth fastest time, but just as practice was closing Villoresi went round in 2 min. 01.5 sec. and put the Ferrari driver down to sixth place.

Of the other drivers, Titterington could not better 2 min. 06.6 sec. in the few laps available, Gould was still having trouble with his works-rebuilt car, Manzon did an excellent 2 min. 05.1 sec. with one of the old six-cylinder Gordinis, and Scotti had barely had time to find out about preselector gearboxes.

Race day was still typically Sicilian, warm and dry, and an enormous crowd poured into the stands and enclosures, while the main grandstand was full to overflowing, even by Italian standards. On the front row were Fangio, Castellotti and Behra, with Musso and Villoresi behind, then Collins, Manzon and Titterington, followed by Piotti and Gould, Gerini, Silva Ramos and Scarlatti, and finally Taraschi and Scotti, the last not having practised in his own car as it had needed a new engine to be fitted after the practice trouble. Fangio and Castellotti leapt away from the line at the fall of the flag, while Behra's start was hesitant, but all fifteen cars got away without trouble. The four Scuderia Ferrari drivers came by in the order Castellotti, Fangio, Musso and Collins, with equal spaces between them, followed by Behra, then a short gap and Villoresi, Titterington, Manzon and Gerini followed. Gould drew into his pit at the end of the opening lap and retired with a broken gear wheel in the final drive. It was a line-ahead procession for the opening laps, and on the fifth Fangio went into the lead, while Behra began to close up on Collins, and actually passed him on the bend before the pits on lap six, only to have the Lancia go by on the straight. There was already a big gap between the first five cars and the remainder, who were being led by Villoresi, with Titterington closing up on him rapidly. On lap nine oil smoke began to pour out of Behra's bonnet and on the next lap it was all over; a pipe from the main oil-pressure line to the injection pump fractured and the Maserati was withdrawn. On the next lap the Connaught of Titterington began to misfire and as there was no hope of Villoresi catching the Ferrari team the race as such was over.

The four drivers of the "Rampant Horse" stable went round in a tight bunch playing tag, first Fangio leading, then Castellotti, then Musso and then Collins, and so on, with lap speeds dropping as low as 2 min. 09.0 sec. Before this relaxation had set in Fangio had put in a new lap record of 1 min. 59.9 sec. While the four team cars circulated in complete control, other people were having all sorts of trouble. Manzon's Gordini was using one of the original 1954 engines, which was so worn out it was burning oil almost as fast as the mechanics could pour it in. Scarlatti and Taraschi both disappeared with tired motor cars, Titterington kept stopping for consultations about the misfiring, and then Scotti stopped out on the circuit with a broken final drive on his Connaught. Just as the four leading cars were completing their 40th lap, or half distance, they arrived in a bunch at the corner before the pits, still playing tag, and Castellotti overdid things and spun. There was a heart-stopping moment of wild dodging and the spinning Lancia/Ferrari hit the retaining wall and bent the steering. That left only three cars in the leading group, and after that they settled down to a 1-2-3 demonstration run, making a few changes before the end of the 80 laps just to keep the enormous crowd happy. The second Gordini, driven by Ramos, stopped out in the woods, Titterington gave up with a very sick engine and the remaining runners circulated steadily, having all been lapped by the leading trio. In line-ahead Fangio, Musso and Collins passed the finishing flag, followed by Villoresi, whose Maserati was trailing a rear shock-absorber and part of the chassis frame. The three Lancia/Ferraris did a *tour d'honneur* side by side, and the VIth Grand Prix of Syracuse finished as a complete triumph for the Scuderia Ferrari, back once more at the top of the Grand Prix tree.



CIRCUIT OF SYRACUSE—SICILY

Length: 5.5 kilometres.

A. Start and finish.
B. Grandstand.
C. Pits.
D. Lock-up garages.
E. Level crossings.
F. Banked corner.

Results :

VIth GRAND PRIX OF SYRACUSE—Formula I—80 Laps—440 Kilometres Warm and Dry

1st :	J. M. Fangio (Lancia/Ferrari) ...	2 hr. 48 min. 59.9 sec. ...	156.217 k.p.h.
2nd :	L. Musso (Lancia/Ferrari) ...	2 hr. 49 min. 00.1 sec.	
3rd :	P. Collins (Lancia)	2 hr. 49 min. 00.4 sec.	
4th :	L. Villoresi (Maserati 250/FI) ...	2 laps behind.	
5th :	G. Gerini (Maserati 250/FI) ...	3 laps behind.	
6th :	R. Manzon (Gordini 6-cyl.) ...	4 laps behind.	
7th :	L. Piotti (Maserati 250/FI) ...	5 laps behind.	

Fastest lap : J. M. Fangio (Lancia/Ferrari), on eighth lap, in 1 min. 59.9 sec.—165.138 k.p.h. (*new record*).

Retired : H. Gould (Maserati), lap 1; J. Behra (Maserati), lap 10; G. Scarlatti (Ferrari), lap 14; B. Taraschi (Ferrari), lap 15; P. Scotti (Connaught), lap 20; J. D. Titterington (Connaught), lap 22; E. Castellotti (Lancia/Ferrari), lap 40; H. da Silva Ramos (Gordini), lap 42.

NOTES ON THE CARS AT SYRACUSE

The Scuderia Ferrari sent four cars to Sicily and these were all Lancia D50-based models. Fangio had the latest one fitted with a new type of body in which the pontoons between the wheels were merged into the main bodywork, giving the effect of full enclosure and full-width body within the wheelbase. The fuel tanks had been removed from the pontoons and were fitted one on each side of the cockpit, attached to the chassis frame, while the main tank was in the tail, as was the oil tank. Each cylinder had a separate exhaust pipe terminating in a short megaphone, and these were clustered in bunches, four on each side of the car, just in front of the rear wheel. The cars driven by Castellotti and Musso were mechanically the same, being Argentine models, but retaining the normal Lancia layout of pontoon tanks, reduced in capacity and supplemented by the tail tank. The exhausts on these cars finished in similar megaphones but arranged one above the other in the vertical plane, again just in front of the rear wheels and protruding through a slot cut in the pontoon. Both these cars had supplementary fuel pumps in the cockpit driven by a short shaft from the end of the left-hand exhaust camshaft of the vee-eight-cylinder engine, while all three of these Lancia/Ferrari modifications had additional fuel pumps on the floor of the cockpit driven by an open belt from the propeller shaft.

The chassis frames were identical, being basically Lancia, but Ferrari-modified from the rear of the cockpit backwards. A tubular structure was built over the rear axle assembly, and a transverse leaf-spring was mounted on this, its ends coupled to the Lancia de Dion tube by short jointed links. The location of the de Dion tube was by normal Lancia layout, but the telescopic shock-absorbers were replaced by Houdaille vane-type, mounted on a chassis extension below the axle. All the mechanical components at the rear were original Lancia, retaining combined clutch and five-speed gearbox, with transverse shafts, and input from the prop.-shaft by bevel gears. The V8 engine remained unaltered, using double-choke downdraught Solex carburetters, and still being mounted at an angle to the centreline of the car. However, Ferrari clearly did not believe in using the engine unit as part of the chassis frame and two additional longitudinal tubular frame members were fitted one on each side from the scuttle to the top of the front suspension brackets.

The front suspension was unaltered except for the addition of an anti-roll bar, on Fangio's car fitted between the wishbones and on the other two mounted quite high above the top wishbone and coupled to the bottom one by long vertical links. The fourth car of the team, driven by Collins, was a normal unmodified Lancia D50, with low-mounted transverse leaf-spring at rear, with balanced telescopic shock-absorbers, pontoon tanks, and long tail-pipes, one to each bank of cylinders. This car had the high-mounted anti-roll bar fitted at the front, and like the others had Ferrari badges on the nose cowling and steering wheel, while all four were fitted with finned oil cooling pipes in front of the radiators. The brakes were similar to last year, of Lancia design, with two-leading shoes. With their megaphone exhaust systems the three modified cars were not very good on pick-up but sounded fantastic on full throttle, the blast of noise emanating from the side of the car as it went by being quite shattering. All the engines revved to 8,000 r.p.m. and, like most of the five-speed gearboxes on Grand Prix cars, the Lancia/Ferrari ones were really four-speed with a supplementary "starting gear" or "under-drive," it not being possible to use this gear once the car was in motion.

The two Connaughts were both Syracuse models, that driven by Titterington being last year's winner, while Scotti was driving a new one that he was in the process of buying. The cars were unchanged from last year in general conception, having four-cylinder Alta-based engines of 93.5 by 90 mm. bore and stroke, with two double-choke Weber carburetters, Dunlop disc brakes, preselector gearboxes, double wishbones and coil-spring front suspension and de Dion rear with torsion-bars. Although capable of 7,000 r.p.m. the cars were geared to run to 6,800 r.p.m. without stress, and their excellent torque characteristics enabled a high bottom gear to be used without causing any trouble on the sharp hairpin on the course.

The Maserati entry was limited to one works car, driven by Behra, this being a six-cylinder fuel-injection model as used at Goodwood by Moss. The other Maseratis were all privately owned and were last year's models brought up to 1955 works team specification, which is to say they had five-speed gearboxes, additional fuel pumps, larger brakes, new cylinder heads with slightly downdraught carburetters of bigger choke size, and with the exception of Gould's, had large-diameter single tail-pipe exhaust systems. Two of these 1955 cars were owned by amateur Scuderias, that of the Scuderia Guastalla being driven by Gerini, and the other, owned by the Scuderia Centro-Sud from Rome, being driven by Villoresi. A third car was owned and driven by Piotti and all three were being looked after by the factory. Gordini arrived with two six-cylinder cars of almost antique status, one being traceable back to Formula II days and the other being the 1954 Spanish Grand Prix car. These were driven, respectively, by Manzon and da Silva Ramos, and both were fitted with disc brakes. The rest of the fifteen entries was made up by an early four-cylinder Ferrari driven by Scarlatti and a modified 12-cylinder one by Taraschi.

SYRACUSE ASIDES

Connaught should not feel downhearted after their ill fortune this year. They were successful last year, whereas Maserati have been unsuccessful two years running.

* * *

Manzon's efforts with a very worn-out Gordini were most impressive, lapping around 2 min. 08.0 sec., and getting in amongst the Ferrari team on some of the corners, even though some laps behind.

* * *

In view of Villoresi's practice lap, only 1.9 sec. slower than Behra's best, one wonders if the Maserati fuel-injection is worth while.

* * *

Castellotti was very grieved about his spin and blamed his team-mates for crowding him on the corner.

* * *

When warming up the Lancia/Ferraris with their megaphone exhausts sounded like a group of Triumph racing motor-cycles.

* * *

In spite of the peculiar F.I.A. ruling about grading drivers A and B, the Syracuse race was a pure International Formula I open to everybody.

COMING ATTRACTIONS

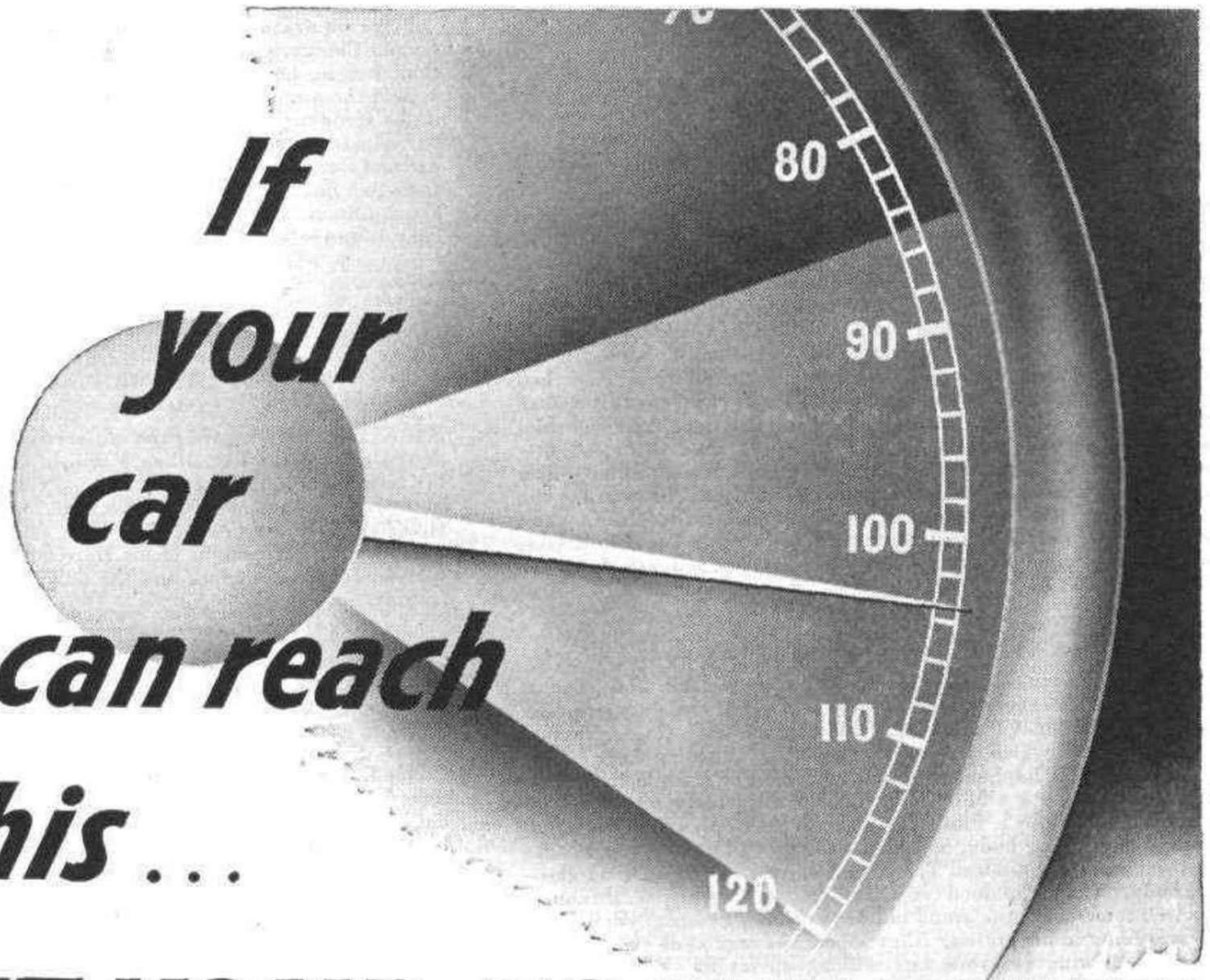
On May 5th the B.R.D.C. has a very full day's racing at Silverstone on the occasion of the annual *Daily Express* Trophy Meeting. There will be the usual 500-c.c., production-touring-car, and sports-car races to offset the International Trophy race for Formula I cars. So many entries have been received for the sports-car race that it will be run off in two parts, each over 25 laps (75 miles), for cars of up-to and over 1½ litres, respectively. In the former a fierce Cooper/Lotus battle is sure to rage and in the latter Moss (Aston Martin DB3S) will meet Hawthorn in the latest version of works D-type Jaguar. The touring-car race should be enlivened because Moss hopes to pit a Mercedes-Benz 300S against the Mk. VII Jaguar saloons which usually dominate this event, and Parnell will drive Metcalfe's TS Borgward saloon. The International Trophy will have a fine field of the leading Formula I cars. Details of what spectator accommodation remains are obtainable from the *Daily Express* offices in Fleet Street.

On May 6th the Bugatti O.C. has its International Speed Hill-climb at Prescott, near Cheltenham.

Whitsun is going to be a busy time for enthusiasts, for on the Saturday there is a National Open Race Meeting of the West Essex C.C. at Snetterton, and on Whit-Monday there is another big meeting at Goodwood (details from the B.A.R.C., 55, Park Lane, W.1) and a National Open Meeting of the B.R. & S.C.C. at the Crystal Palace circuit in London.

GUESS WATT!

James Watt, who has been in turn with Triumph, S.S., Healey, Austin, David Brown and Bristol, has now joined the Rootes Group.



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SNETTERTON'S SPRING RACE MEETING

Peter Gammon (Cooper-Climax) Wins Both His Races

THE Snetterton M.R.C. held the first National Race Meeting of the English season at the 2.7-mile Snetterton circuit on March 25th. This move to Sunday racing attracted a good crowd of spectators but perhaps the club would have been wiser to have commenced its programme earlier. The meeting was scheduled to start at 2 p.m. but the first race did not begin until 2.15, and consequently the last event was run off almost in the dark, one driver using his headlamps, another sidelamps, the sun having set in a huge ball behind a bank of black cloud. At 7 p.m. the exit road was still choked with cars and coaches; fortunately, once through, A 11 provides miles of fast going back to London, at all events until Bishop's Stortford, this part of England possessing more than any an affinity with France for spaciousness and straight roads. Most of the morning the public had practice to watch and the afternoon produced some close racing. The next National Race Meeting at this Norfolk circuit, this time organised by the Eastern Counties M.C., is scheduled for June 17th.—W. B.

* * *

5-LAP RACE (Sports Cars up to 1,500 c.c.)

A field of eleven was reduced to eight, as Welch's Fiat, Ladds' TC M.G. and Kitchener's recalcitrant f.w.d. Alvis were non-starters. Richards' M.G. MGA " Little Bull " led all the way, chased by Carnegie's sister car, which was cornered less tidily, burning more rubber but making little impression on the leader. For a while Hoffman's Lester-Hoffman, a PA M.G. Midget, held third place but was later overtaken by Digby's Ford Ten-powered D.B.M. with laminated-wood all-enveloping body, and also, on the last lap by Coe's F.C.B., a two-carburetter Standard Ten disguised by an all-enveloping glass-fibre body. The last-named car was entered by Capt. H. W. Bunbury, who well remembers the grand old days of motor racing. Tail-ender was Hardman in his pre-war Riley saloon, its enormous verve on the corners delighting everyone and making up for its tail position in the race.

1st : R. Richards (M.G.), won by 5.4 sec., at 69.57 m.p.h.
2nd : R. Carnegie (M.G.).
3rd : S. J. Digby (D.B.M.).
Fastest lap : Richards, 71.36 m.p.h.

5-LAP RACE (Unlimited Sports Cars)

Two Austin-Healeys and Woozley's Aston Martin DB2/4 non-started. Stoop's Frazer-Nash Sebring led the first two laps, then Dalton passed into the lead in his Austin-Healey 100S. For another lap a length separated the two cars, then Stoop fell back a bit, only to close up on Dalton round Coram Curve. On the last lap Dalton's brakes seemed to play tricks at the Esses and he spun; Stoop avoided him by going straight until he had the situation summed up, after which he went round the outside of the Austin-Healey, missing it, according to commentator Ken Best, by 2 cms. Dalton recovered to hold second place, ahead of Ogier's Jaguar XK120, Ogier continuing his good driving we noticed last year. Shepherd brought his Mercedes-Benz 300SL home fourth and winner of the poorly-supported over-2,700-c.c. category, but never really used its performance; indeed, on lap one Hurrell's Triumph TR2 led it comfortably.

There were seven TR2s and four Austin-Healeys in this race and they finished in the order: TR2 (Hurrell), TR2 (Howard), TR2 (Samson), TR2 (Staunton), A.-H. (Mrs. Steed), A.-H. (Walker), TR2 (Taylor), A.-H. (Bailey), with other cars, including Longton's special-bodied Healey Silverstone and Sir G. Baille's Lancia Aurelia sandwiched between, the rest retiring or finishing nowhere. Maybe this proves something or other!

1st : R. Stoop (Frazer-Nash), won by 1.4 sec., at 78.09 m.p.h.
2nd : J. F. Dalton (Austin-Healey).
3rd : J. L. Ogier (Jaguar).
Fastest lap : Stoop and Dalton, 79.8 m.p.h.

10-LAP RACE (Sports/Racing Cars up to 1,500 c.c.)

After Lord Kimberley had cleared the course in his handsome Renault Amiral, the sports/racing cars, nearly all of them of only 1,100 c.c.(!), were assembled, being wisely segregated from mere sports cars. Alas, Colin Chapman's new Lotus and Jim Russell's Cooper-Climax Mk. II, said to have an experimental 1½-litre engine, were non-starters.

Peter Gammon ran right away from a field of a dozen Loti, in his Cooper-Climax, proving that if last year we saw him less frequently than before, he has lost none of his skill and daring. Ashdown upheld the promise he showed at Goodwood by keeping second place in his aerodynamic Lotus-Climax in a very hard-fought, no quarters barred, race. Steed's older Lotus-Climax was third and behind Lumsden and Barnard fought a splendid ding-dong duel in their Loti, which Lumsden finally polished off. Poor Marriott in his non-aerodynamic Lotus-Climax had no sort of luck, spinning wildly at the Esses on lap one and retiring at the same place in clouds of smoke on lap four.

1st : P. Gammon (Cooper-Climax), won by 6.4 sec.
2nd : P. Ashdown (Lotus-Climax).
3rd : R. Steed (Lotus-Climax).
Fastest lap : Gammon, 83.22 m.p.h.

15-LAP FORMULA III RACE

Jim Russell's Cooper Mk. IX replaced S. Lewis-Evans (Cooper Mk. X) from the lead after the initial lap and looked to have a nicely-driven race in the bag, when a broken suspension wishbone caused his retirement on the eighth lap. Bridger (Cooper Mk. IX) now overcame a duel with Lewis-Evans, winning comfortably, with Hall's smart white Cooper Mk. VI in third place. Harrison seemed burned-up in the cockpit of his Harrison-Cooper, which retired with splayed-out front wheels, and the only Kieft in the field had engine trouble.

1st : T. Bridger (Cooper), won by 9.4 sec.
2nd : S. Lewis-Evans (Cooper).
3rd : E. Hall (Cooper).
Fastest lap : J. Russell (Cooper), 87.57 m.p.h.

7-LAP LOTUS HANDICAP

Handicapped by Club Lotus (but the commentators talked about their beer supplies instead of giving the handicaps, although Best did his best), the back-markers in their late-marks caught the older Loti after five laps, during which Webb's Lotus-Ford with spatted back wheels had led from Rope's Lotus-Ford Mk. VI. By this time Kasterine's smart Lotus-Bristol Mk. X, largest-engined car in the field, was close up on these limit men, to take first place on lap six. Steed did all he could to hold the 2-litre car, cornering faster, if anything, and Ashdown spun at the hairpin on lap six, still, however, contriving to finish fourth behind Lumsden, while on the last lap Barnard spun like a top at the same place, but he, too, continued. A good race.

1st : D. Kasterine (Lotus-Bristol), won by 7.0 sec., at 83.41 m.p.h.
2nd : R. Steed (Lotus-Climax).
3rd : P. Lumsden (Lotus-Climax).
Fastest lap : Kasterine, 86.02 m.p.h.

15-LAP RACE (Sports/Racing Cars, Unlimited)

This produced an interesting field and good racing. Abecassis, fresh from his Goodwood victory, led for eight laps in the H.W.M., but Flockhart had a shade more power in the Ecurie Ecosse Jaguar D-type and got by. Alan Brown was trying the other Ecurie Ecosse D-type and seemed to find it a handful, spinning with smoking tyres at the Esses on lap four and having a number of " moments " thereafter, all without losing his (third) place, however. Head dented the tail of his Cooper-Jaguar but he, too, held his (fourth) place. The crowd was kept on its frozen toes by the manner in which Abecassis closed right up on Flockhart round Coram Curve, to lose by 0.6 sec., and by a battle between Piper in Margulie's D-type Jaguar and " Mort " Morris-Goodall in Bryant's Aston Martin DB3S.

1st : R. Flockhart (Jaguar), won by 0.6 sec.
2nd : G. Abecassis (H.W.M.).
3rd : A. Brown (Jaguar).
Fastest lap : Flockhart, 88.36 m.p.h.

10-LAP HANDICAP (Sports/Racing Cars)

This *grande finale* was run off in the dusk, most of the previous runners competing and Young driving the M.G.-Parsons, which has a wide tubular frame prepared by M.G. for an Australian driver some years ago, ¼-elliptic back springs with radius-rods and mainly a TF engine.

Gammon made the best of his handicap and it is doubtful if the others ever saw him! On lap eight Flockhart, whom Abecassis had kept at bay for a few laps, came into second place. Young, who had spun in practice, ending up backwards against a bank at the Esses, retired.

1st : P. Gammon (Cooper-Climax), won by 18.4 sec.
2nd : R. Flockhart (Jaguar).
3rd : G. Abecassis (H.W.M.).
Fastest lap : Abecassis, 89.67 m.p.h.

THE EASTER GOODWOOD MEETING

Two Wins for Stirling Moss and Roy Salvadori. Scott-Brown's Magnificent Drive. Moss Sets New Lap Record. Sports-Car Races Won by Aston Martin, Cooper-Climax and A.C.

IN spring sunshine the B.A.R.C. had a crowd of over 60,000 for its Easter Goodwood Meeting. The big race of the afternoon was the Richmond Formula I Race, which produced a magnificent ding-dong battle between Hawthorn (B.R.M.), Scott-Brown (Connaught) and Moss (Maserati). Driving in his first full-scale F. I race, Scott-Brown put up a sensational performance, leading Moss in the works, fuel-injection Maserati for 16 of the 32 laps in spite of failing brakes, after which he experienced a broken crankshaft but spun safely to a standstill. Hawthorn had a miraculous escape when the B.R.M. threw him out before overturning. Moss set a new lap record of 1 min. 30.2 sec., equal to 95.79 m.p.h. He also ran right away with a sports-car race in the not-new, Gilby DB3S Aston Martin, making larger and more recent sports cars look silly. Salvadori had a good day, winning two races in two different Cooper-Climax cars and finishing second in the Richmond Trophy. Bueb (Cooper-Norton) won the F. III Earl of March Trophy.

The caterers set a new standard, using radio inter-com. to call up supplies, and amongst the celebrities present were the Duke of Kent (Sunbeam Rapier), the Earl of Essendon (2.4 Jaguar), the Duke of Richmond and Gordon (Jensen 541), and Earl Howe in a Mercedes-Benz 300SL tastefully finished in his well-known colours. Several class lap records fell. Unfortunately two drivers were killed when flung from their cars.—W. B.

PRACTICE NOTES

The Paddock bays revealed much of interest at this first big meeting of 1956. Moss had a works Maserati which was virtually one of last season's 250/F.Is, but with fuel injection, which Maserati were trying for the first time in a race, and bigger turbo-cooled brakes. The fuel is injected into the ports, the injection pump, on the near side, being driven by a short roller-chain, and six cable-operated sliding throttles used at the inlet ports. Connaught had a team of three cars, of which Leston's was the actual Syracuse winner. All had normal bodywork and Weber carburetters. Gerard had taken the steering wheel of his home so as to bind it with cord in the vintage tradition. Both he and Leston complained of various shortcomings, mainly that fuel blew back from the carburetters in their faces and that the Dunlop disc brakes were uncertain, but Archie Scott-Brown loved his and threw it about in a manner wonderful and inspiring to behold! B.R.M. had only one car, the original new machine, out for most of the practice period and Hawthorn was not very happy with its handling. Both Gordinis arrived in their vast lorries—they were a six and a straight-eight, with Messier disc brakes, but last year's cars. Salvadori had the Gilby Maserati, now brought up to date at the factory, but Wharton was reduced to driving a Rosier Ferrari in the absence of the Vanwalls, whose new Chapman chassis were not ready. Moss was officially credited with fastest practice-time although he found the lack of power low down an embarrassing feature of the fuel-injection Maserati and was unofficially quicker in his own Maserati, from which the disc brakes have been removed—unofficially, Scott-Brown was fastest of all, for Connaught. Brabham was to have driven the old Moss Maserati but its lack of disc brakes seemed to put him off.

Hawthorn's works D-type Jaguar was interesting as it had Lucas fuel injection and disc brakes, but it was slow and handled badly and was scratched. Several Coopers and Loti had the 1,470-c.c. version of Coventry-Climax engine, one of the works cars, which Salvadori drove, also having Girling disc brakes. Gerard's Cooper-Bristol had a works six-port head with twin-choke d.d. Solex carburetters, Coombs' Cooper-Alta was the ex-Chase car with S.U. fuel injection, Atkins' F. II Connaught possessed Borani wire wheels and brake drums from a F. I car, and poor Rogers' Sun-Pat Special had a 1956 Tojeiro tubular space-frame, dual wishbone and coil-spring i.f.s., de Dion rear-end with coil-springs, Dunlop disc brakes and disc wheels, a Bristol engine with his own six-port head and twin-choke d.d. Solex carburetters, and a neat body with tail-fin on its head fairing.

Cunningham-Reid had a 1956 unpainted H.W.M.-Jaguar with the familiar number "HWM 1" and Abecassis last year's H.W.M.-Jaguar. The Gilby Aston Martin which Moss drove instead of Salvadori was a 1955 practice DB3S with ordinary brakes—and a horn which Stirling used to blast his way round the course, lapping 2 sec. faster than the rest of the sports cars! Brandon's new Halseylec had a preselector gearbox and Borani wire wheels. Cornet drove his 1½-litre sports Maserati from Dover to Goodwood when its trailer gave trouble; he spun at the *chicane* when he first saw it, and here Fletcher grazed the wattle fence with his new-type H.R.G. Both Moss and Scott-Brown missed cogs on one occasion, Stirling because as he changed into fourth the lever selected second, Archie because a rather stiff preselector pedal caused him to miss the target, the revs. soaring to 7,500, or some 800 over peak. Of the 500s, Davis' Beart-Norton had Borani wire wheels and brakes and hydraulic clutch operation, and the Petty-Norton had a de Dion rear-end.

The Lister-Maserati which Scott-Brown was to have driven was absent due to a seized camshaft, Steed was a non-runner having crashed his Porsche Carrera badly on the road on his way home on the Saturday, and Scott-Russell's Lotus-Bristol broke a hub at South Harting on the way down on race-day.

THE LAVANT CUP

(Non-s/c. cars not exceeding 2,000 c.c.—7 laps)

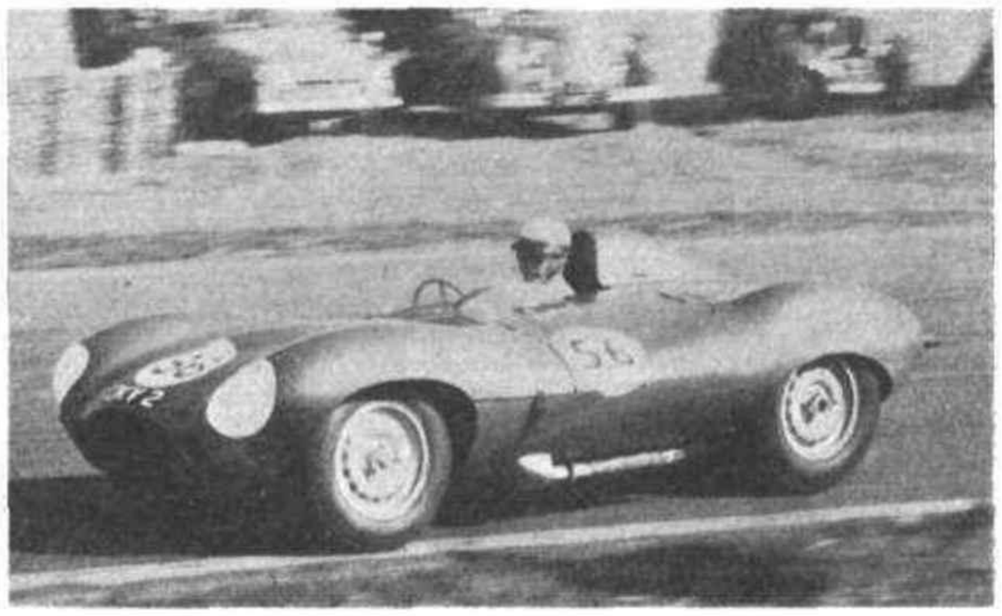
Salvadori in the works Cooper-Climax 1,470-c.c. *sports car*, the one with ordinary brakes, led all the way, *vanquishing 2-litre F. II racing cars*! Working hard, Gerard tried to hang on, and maintained his second place, making fastest lap, and when Leston's Willment 1½-litre Coventry-Climax went sick on lap two Young held his Connaught skilfully in third place, Cliff Davis coming up to fourth position in his Lotus-Bristol. Tyrrell's Cooper-Alta retired on lap six. Rogers left the road at Lavant Corner on the first lap in a cloud of dust, the Sun-Pat Special overturning on the inside of the course. The driver was flung out and, unhappily, was killed by his fall. Salvadori's race average alone was faster than the former 1½-litre sports-car lap record!

1st: R. Salvadori (Cooper-Climax), won by 1.0 sec., at 87.17 m.p.h.
2nd: F. R. Gerard (Cooper-Bristol).
3rd: J. A. Young (Connaught).
Fastest lap: Gerard and Salvadori, 88.89 m.p.h. (Salvadori set a new 1½-litre sports-car record in the Cooper-Climax of 88.59 m.p.h.)

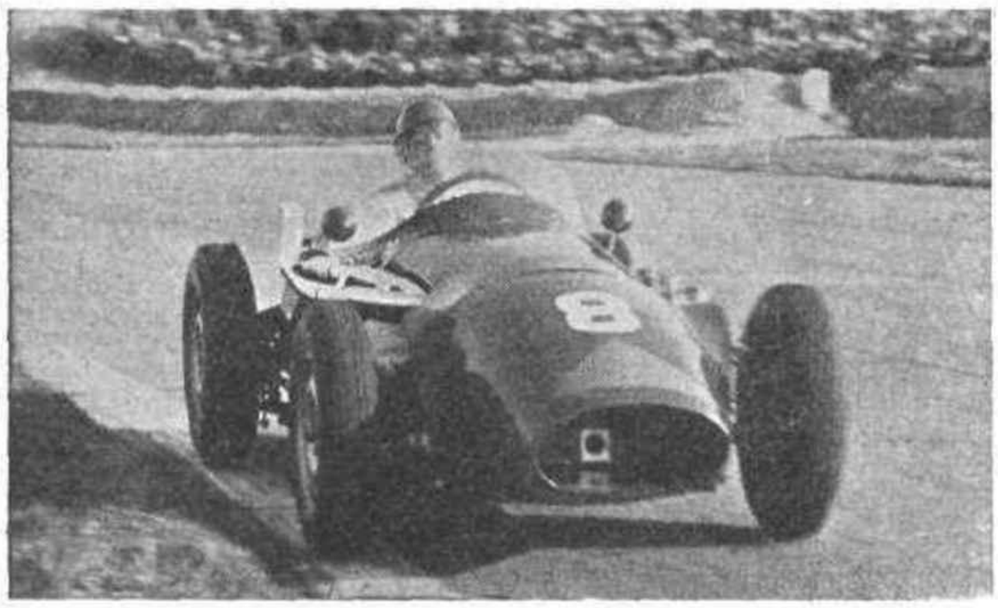
THE EARL OF MARCH TROPHY

(500-c.c. racing cars—7 laps)

Colin Davis in the Beart led the initial lap, but thereafter Bueb came by and, driving with rather better style, proceeded to establish a safe lead, not to mention a new F. III lap record of 84.37 m.p.h. The other feature of this race was a duel, behind Allison, between Cowley in the Petty-Norton and Bicknell in the Revis, with Tyrrell hanging on to both of them. On the run-in Bicknell just beat



THIRD PLACE HIS REWARD.—Berry handled J. C. Broadhead's D-type Jaguar with skill and common sense at Goodwood on Easter Monday, finishing third in his race behind Moss and Abecassis and vanquishing some well-known names.



POPULAR DRIVER/NEW MOUNT.—Gerard driving a Grand Prix Connaught at Goodwood on Easter Monday. Like the fabulous Archie Scott-Brown, he was troubled by erratic brakes and went better in practice than he did on "the day."

Cowley. Messervy's Jason-Triumph was unwell after three laps.

1st : L. Bueb (Cooper-Norton), won by 3.8 sec., at 83.24 m.p.h.
2nd : C. C. H. Davis (Beart-Cooper).
3rd : C. Allison (Cooper-Norton).
Fastest lap : Bueb, 84.37 m.p.h. (new 500-c.c. record).

SPORTS-CAR RACE "A"
(Cars exceeding 1,500 c.c.—15 laps)

Moss took the Gilby Aston Martin and led all the way, leaving the field well behind and soon out of sight. After 14 laps he had lapped Head's Cooper-Jaguar (now painted white) and blew his horn at it. Abecassis held second place in the H.W.M., Berry in Broadhead's D-type Jaguar also going splendidly but never getting near George. These three were soon well spaced out, but up to lap seven Alan Brown in an Ecurie Ecosse D-type Jaguar had been in front of Berry, until a momentary error at Lavant Corner put him back behind Berry and Flockhart in the other Ecurie Ecosse Jaguar. The H.W.M. and Jaguar continued to corner on the limit, Stirling "miles" out in front, then attention was distracted by a fire at Woodcote Corner. Unfortunately, A. F. F. Dennis, driving one of Duncan Hamilton's D-type Jaguars, as Duncan in his own D-type was coming up on him, is thought to have changed in error from fourth to first gear, locking the back wheels and causing the car to roll over, Dennis being thrown out and killed. Naturally, Duncan pulled in.

Flockhart's Jaguar and Baxter's Aston Martin had both retired and Cliff Davis' Lotus-Bristol had coasted to Woodcote on lap eight after emitting great sheets of flame along the straight, suggesting a monumental engine "blow-up," when to finish would have won him the 2-litre prize, for which there were no finishers. Piper's Jaguar XK120 went straight on at St. Mary's Corner on lap 11 but regained the road safely.

1st : S. Moss (Aston Martin), won by 23.0 sec., at 89.18 m.p.h.
2nd : G. Abecassis (H.W.M.).
3rd : R. E. Berry (Jaguar).
Fastest lap : Moss, 90.95 m.p.h

SPORTS-CAR RACE "B"
(Cars up to 1,500 c.c.—7 laps)

Salvadori had another "from flag-fall-to-chequered-flag" lead, this time in the disc-braked works Cooper-Climax. He was followed by Russell in the works Cooper-Climax in which he had won the Lavant Cup. Behind these two unbeatable Coopers came a tight-bunched trio composed of Bueb's Cooper-Climax 1½, Leston's Willment Cooper-Climax 1½ and Bicknell's team Lotus Lotus-Climax 1½. That was until Bicknell passed Bueb early in the battle. He then tried very hard to take Leston but failed so to do by a matter of 1.6 sec. The smaller Loti brought up the rear, Chapman's 1½-litre Coventry-Climax-engined Mk. II being a non-starter. Cornet never got his Maserati going, although its acceleration down Lavant Straight gave some idea of its capabilities; he crashed it mildly at the *chicane* on the second lap. The race was certainly a Cooper-Climax benefit but Salvadori was slower than he had been in the Lavant Cup in the non-disc-braked Cooper.

1st : R. Salvadori (Cooper-Climax), won by 86.30 sec., at 86.3 m.p.h.
2nd : J. Russell (Cooper-Climax).
3rd : L. Leston (Cooper-Climax).
Fastest lap : Salvadori and Russell, 87.45 m.p.h.

THE RICHMOND FORMULA I RACE (32 laps)

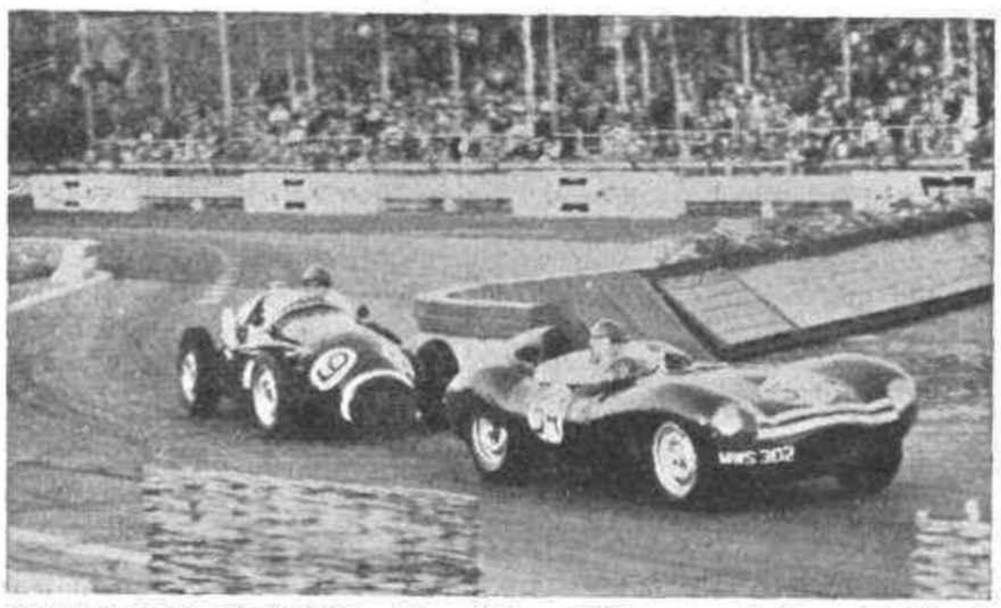
Undoubtedly this was one of the best short races we have seen for many a year—at all events up to half distance. Hawthorn in the compact B.R.M. got off well and led for two laps to cheers from a patriotic crowd, with Moss and Scott-Brown breathing hard behind him. The fantastic Archie got the lead on lap three and Moss was close behind him, Hawthorn having mysteriously slowed at the end of Lavant Straight at the close of lap two, to let the Connaught and Maserati by. Scott-Brown won the admiration of the crowd and proved that deformity is no bar in his case to driving of true G.P. calibre. He flung the Connaught through the corners, never in the least perturbed when it went nearly sideways-on. Moss was clearly having his work cut out to even hold the Connaught and confessed that he had no margin of safety in hand through the corners. On lap eight less than a length separated them and Moss tried to get by on Lavant Straight, to no avail. On lap 10 in lapping Bayol's slow Gordini at Lavant Corner the Connaught never held back for a moment. A lap later Moss tried to take Archie on the inside at this corner—again it didn't work. However, the Connaught front brakes were now fading and the car was snaking as well as sliding, and Stirling was right up behind. To yells from the spectators he got into the lead along Lavant Straight on lap 16 and it was evident that the Connaught wasn't able to hang out. The gap widened and on lap 17 the crankshaft, perhaps overstressed in practice, broke, a rod came out of the engine and the car spun wildly but cleanly at Woodcote. Had Moss been still behind he doubts whether he could have taken evasive action! Archie, his name now linked with Nuvolari and Brooks from different eras of racing history, stepped calmly out, unshaken, only mildly expressing his disappointment Bravo, bravo! Here's to next time! In the race Archie went up to 6,900 r.p.m.

Moss went on his way, taking with him Hawthorn's absolute lap record with the Thinwall Ferrari when he established a speed of 95.79 m.p.h. Hawthorn never regained his early promise, the hard-to-handle B.R.M. falling right back—and then, on lap 23, as it accelerated out of the fast Fordwater bend, it went out of control, slid across the course, hit the ploughed earth infield, and went end over end. Luckily Mike was thrown out, escaping with a shaking and a lacerated ankle. His concern, before being taken to hospital, was for his mother, who was in the Paddock. It is believed in some quarters that a top suspension wishbone broke—Hawthorn said he thought the car seized up on him.

This spirited duel and the dramatic retirements of Scott-Brown and Hawthorn distracted attention from the remainder of the race. Salvadori had got past Leston on lap 10 and Gerard held fourth place, both Connaughts troubled by their brakes. Parnell was fifth in Rob Walker's older Connaught. The Gordinis went like sports cars, Manzon ahead in the eight-cylinder, Rosier's Maserati passing the six-cylinder Gordini of Bayol, and Wharton in Rosier's blue Ferrari retiring soon after the start. The second B.R.M. ran too badly ever to give Brooks a chance to show his ability, retiring on lap 9 when in eighth place behind Parnell, its failure variously attributed to lack of oil pressure and induction trouble.

1st : S. Moss (Maserati), won by 1 min. 3.2 sec., at 94.35 m.p.h.
2nd : R. Salvadori (Maserati).
3rd : L. Leston (Connaught).
Fastest lap : Moss, 1 min. 30.2 sec., 95.79 m.p.h. (new lap record).

Continued on page 260.



HANDICAP FINISH.—Parnell just fails to catch Brown's Ecurie Ecosse D-type Jaguar for third place in the Goodwood Handicap. Here they take the chicane *in close company, the Connaught, which is owned by R. C. C. Walker, making fastest lap, at 91.91 m.p.h.*



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CARS I HAVE OWNED



[*Photo by R. Pike, F.R.P.S.*

G. A. B. Day, of Datchet, continues this series of articles with a contribution having a distinct "Chain-Gang" flavour.

TYPICAL OF ANY SILVERSTONE CLUB MEETING.—The author and his father replacing chains on the Colmore Frazer-Nash during practice for last year's V.S.C.C. Meeting, while the fair sex discuss prospects.

MY first motor car was a 1933 J2 M.G. Midget, bought in 1950, and my chief impression of the car is what a troublesome piece of machinery it was. It was the model with the swept front wings, and was a very compact and well-balanced little car. I think the most delightful feature of the car, and in fact of all the overhead-camshaft M.G.s, was the superb crash gearbox, which is fashionable wear when attached to contemporary Coventry-Climax engines. I had the engine rebuilt on this car by a man who turned out to be a bit of a "bush mechanic." After 300 miles had been covered a slight swish under the bonnet turned into a most expensive-sounding bang, and examination showed that no split pins had been put in the big-end bolts and a connecting-rod had detached itself from the crankshaft and scored the bore! However, the garage put it all together again, and it worked very well, but the sequel was that when the engine was stripped about six months later I found that the cylinder with the score had been bored out and was fitted with a larger piston than the other three!

I entered this car for several rallies and driving tests, and found that it could hold its own very well in special test meetings with cars that were current in 1950. I was very pleased with the road-holding and "fun-to-drive" appeal of the J2, but I could never get the brakes to work properly. The genuine maximum speed was 70 m.p.h. with a bit of coaxing, and whilst doing this in a duel with a friend's Singer Le Mans, the two-bearing crankshaft broke and deposited small pieces of the engine for some distance up the Great West Road. I bought another crankshaft and rebuilt the engine, but in the middle of a herd of cows on Dorney Common, at 10 m.p.h. in second gear, the crankshaft broke again. I had it rebuilt yet again, and decided to sell it, but found this rather difficult and so was very relieved when the problem was solved neatly for me. I was stationary at a halt sign in Tring when a brand new Triumph Mayflower came up the road sideways on black ice and completely demolished the M.G. I was fortunate to get away with bruised ribs from the Triumph's radiator badge, and was in good enough trim to persuade the owner's insurance company that as the M.G. had won the Windsor Car Club's Concours d'Elegance in the summer it was worth £250, which they paid.

I decided that I would take plenty of time over choosing the next car, and wait until I could find exactly what I wanted, so it was necessary to find a cheap hack until I did, for everyday transport. I went to a mews garage in Paddington which used to specialise in pre-war Alvis cars, and bought a 1931 Alvis 12/50 saloon. As I drove up the steep slope out of the mews into the main road I applied the brakes, and slipped gracefully backwards. Panicking slightly, I absolutely stood up on the brake pedal, but the Alvis started to rush backwards down the slope and into the car-crowded mews at ever-increasing speed, and I desperately gave an impromptu impression of Laurel and Hardy as I steered hopelessly backwards through the maze of exclusive machinery parked there. My progress was watched in awed silence by a dozen people who flattened themselves against the walls and were transfixed with horror at my wild progress. As I stepped limply out, I found my score was only a bucket of water, and I rallied sufficiently to demand some brakes from the garage. When the brakes were relined and correctly adjusted I found them very satisfactory, and quite up to the speed of the car, which was about 65 m.p.h. The steering was delightful, and roadholding as good as the M.G. Midget. It was fitted with a saloon body of steel, with a fabric roof, an interior of good quality leather, and bolt-on wire wheels. The engine was a very clean unit, with a lot of alloy in it, and when highly polished was a very pleasant looking piece of machinery. I experimented with twin S.U. carburetters, but found it responded better to a large single instrument fed by the standard Autovac. The gear-change, aided by a clutch stop and a short right-hand lever, was very fast. I think it was the essentially vintage character of this Alvis that converted me to the vintage cult. It served me very well, and in rallies, going to the City every day, and shopping, I did not have any trouble at all. I think it is a remarkable tribute to the work and material that went into these cars, because I am ashamed to say that I really drove the 12/50 into the ground for exactly a year and did not even have a puncture. I originally meant to keep it for a few weeks, but couldn't bear to part with it!

A business acquaintance bought a motor car which I regarded as rather a white elephant, a 1932 Lanchester limousine, which had had one owner from new and was in really perfect condition inside and out. For some rather obscure reason we decided to do a straight swap. It had a six-cylinder 2½-litre push-rod engine, coupled to a Daimler fluid transmission. The brakes were really good, being 14-in. hydraulics assisted by a servo motor, and in crash stops the vast body would move forward independently of the chassis in quite an alarming manner! The spacious interior had room for seven people sitting down and four standing. It was fitted out in a beautiful manner, with brown leather upholstery and mahogany fittings. This is the only car I know in which the clock keeps the right time. The performance can be summed up in one word—stodgy. It was sluggish, rolled easily, and oversteered markedly. It was heavy to steer, and at the expense of 10 m.p.g. would do an indicated 70 m.p.h.; for this reason I used to drive it at about 35 m.p.h., when it would do 18 m.p.g. There was one curious thing about it that gave this otherwise characterless vehicle some vestige of personality—it wouldn't go backwards in cold weather.

After selling the Lanchester late in 1954, I acquired a new 1955 Morris Minor drophead coupé. Here I must regrettably join the current criticism of British cars. Within a week the speedometer and petrol gauge ceased to function, the rubber lining of the boot came off, the rubber cup at the root of the gear-lever came adrift, the lining of the door pillar came away, and one wheel was observed

to be wobbling! I was surprised when the dealer said the wheel was certainly wobbling but that it was within " makers' tolerance "; he would mend the speedometer, but I would have to pay the labour charge; and it wasn't worth fixing the rubber fittings because they would only come off again after about a month anyway! I have seen 1950 models with the door pillar trimmings off, and I cannot see why a small fault like that should still be apparent in a 1955 model.

Apart from ridiculous gear ratios it is a wonderful little car. The high-speed roadholding and steering are beyond praise, and help in making it a very useful all-purpose car for our crowded roads. My car is the de luxe version with leather upholstery, an efficient heater and some nasty little overriders. The engine was run-in very carefully for 2,000 miles, but nothing was done to enhance the performance, and the only non-standard things on the car are balanced wheels; the balancing was found to improve the already excellent steering and make the ride smoother. The tyres are only half worn after 14,000 very hard miles, but I am not sure if this is normal on Morris Minors or can be attributed to wheel balancing and tyres run at 8 lb. above recommended pressure.

When I married it was decided that we would have a motoring honeymoon to Venice and back. We flew the Minor to Le Touquet in a Silver City transport, and from there motored to Paris. We were pleasantly surprised in Paris to find that although there was a lot of traffic there were no jams; this we attribute to the " press-on " attitude of the average French driver. As we drove down the poplar-lined *Route Nationale* from Paris to Nice I couldn't help imagining the sky-blue Bugatti coupé that always rasps along it in novels. When we reached the Riviera we saw several interesting vintage cars, and in Juan les Pins four delightful little " cloverleaf " Citroëns. When we left Monte Carlo and entered Italy a change of attitude was immediately apparent in the motorists. They were aggressive and wanted to race everybody! As a result we had some wonderful duels, and after a fight for 80 miles along the Corniche road with a souped-up Fiat " Topolino " driven by a priest and two Fiat 1,000's we were all stopped by a closed level-crossing gate, whereupon everybody leapt out of their cars and came up to shake hands and look at the Minor. Latin temperament was evident in their belligerent attitude towards the hold-up, because as more cars arrived on the end of the queue they refused to believe anything was holding us up and drove to see for themselves, until cars were six abreast both sides of the crossing. Then one of them made the exciting discovery that the roof of his " Topolino " was just below the level of the single pole of the gate, so as the train appeared in the distance he drove under the pole, across the line, under the other pole, and on his way, accompanied by abuse and fist shaking from jealous Italian motorists with high roof lines!

In San Remo we witnessed the remarkable effectiveness of gun law. In the main street lounged an Italian policeman watching the traffic, when through it, at what must have been about the eighty mark, came a beautiful Lancia Spyder followed by an English Triumph TR2. For no reason the policeman held up his hand and blew his whistle, but nobody took any notice. So he drew his pistol and every vehicle in sight screamed to an immediate stop—with the exception of the Englishman in the TR2, who obviously didn't know what it was all about and rushed off into the distance!

We were impressed by the respect Italian pedestrians have for cars, and by the way they refuse to step in the road if a car is anywhere near. We were also impressed by the traffic speed in towns; whilst travelling through Genoa at 60 m.p.h. in the rush hour, we were blasted out of the way by a huge bus crammed with people.

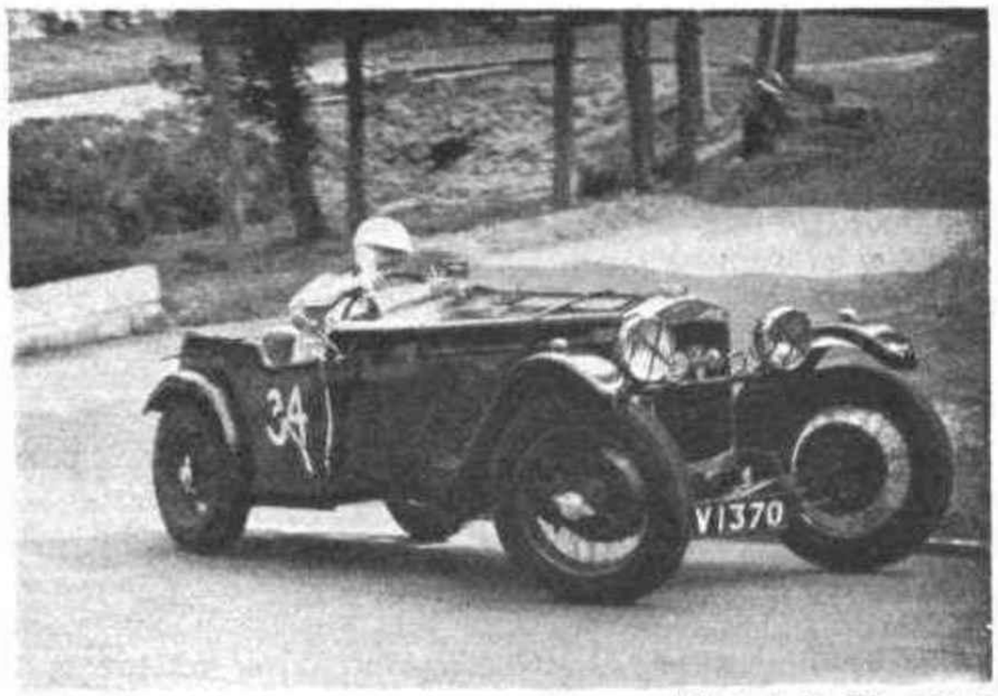
As my wife shares my interest in racing and vintage sports cars, we decided to buy as a second car something we could race as well as tour in; as she also shares my enthusiasm for " Chain-Gang " Frazer-Nashes, it wasn't difficult to decide on a Frazer-Nash Colmore tourer. We bought a really frightful Frazer-Nash in what can only be described as scrapheap condition. It was a long-chassis car fitted with a Colmore four-seater touring body, but the rear seats were only an upholstered luggage compartment suitable for pigmies with no legs. The chassis was fitted with 12-in. alloy brake drums and 4.50 by 19 tyres at the front, and 600 by 16 at the back. The shock-absorbers were Andre-Hartford friction-type, those at the front also acting as radius-rods. The engine proved to be the Boulogne version of the Meadows 4ED, with a charming bird's nest resting between the twin S.U. carburetters! The Boulogne version of the Meadows engine is fitted with a " cooking " camshaft, low-compression pistons, and is supposed to produce 55 b.h.p. at 4,000 r.p.m. We discovered to our dismay that the block and bronze head were cracked, the valve gear was useless, the bearings and big-ends were worn, and the magneto was burnt out. The whole car was such an appalling sight that we decided it would help our morale if we painted the body first. We began by throwing away all the interior trimmings, carpets, seats and hood, and painting the interior of the cockpit black. The next step was the most unpleasant of all, stripping the paint down to the bare metal. We gave the body and chassis four coats of black Valspar, and painted the wheels and brake drums red. My wife covered the seats in beige whipcord, and made a fitted carpet to match, and by the time a full-length tonneau cover and aero-screens had been fitted it looked very smart in a stark sort of way. The instruments were reconditioned and fitted to a french-polished panel.

The engine was rebuilt and fitted with a new cylinder head and valve gear, Martlet pistons, Cromard liners, new carburetters and a platinum-point Lucas magneto. All the alloy parts were highly polished, and the engine certainly looked most efficient. Much to the surprise of the Freeman brothers, who assembled the engine in their mother's library, the car started almost at once. Four of us hopped in for the first ride, and just as we were congratulating ourselves on how well we had put the engine together the propeller-shaft appeared between the front seats! However, when it was put back we were very pleased with the wonderful steering and roadholding, and the very fast gear-change, which has been likened to " pulling a hot knife through good quality butter." I expect Stephen Potter would call it " the art of snatchmanship." The Frazer-Nash held the road magnificently, with never a slide in the wet but only a well-mannered wriggle, immediately straightened by the high-geared steering. I think the charm of a 'Nash is not so much what it does but the way that it does it.

We decided to enter the car for the April V.S.C.C. Race Meeting of 1955, and at 4 o'clock the day before discovered that the wheel bearings and king-pins were hopelessly worn. We pressed-on through the rush hour to the Frazer-Nash factory at Isleworth, in a supercharged Hillman coupé that got us there just as the factory was closing. The very helpful Mr. Morris sold us the new pieces and wished us the best of luck! By 10 o'clock the car was ready for the road. I had entered for two five-lap handicap races at Silverstone, and was suitably subdued when I was travelling flat-out in top gear down the straight and was passed by an E.R.A. going about 50 m.p.h. faster!

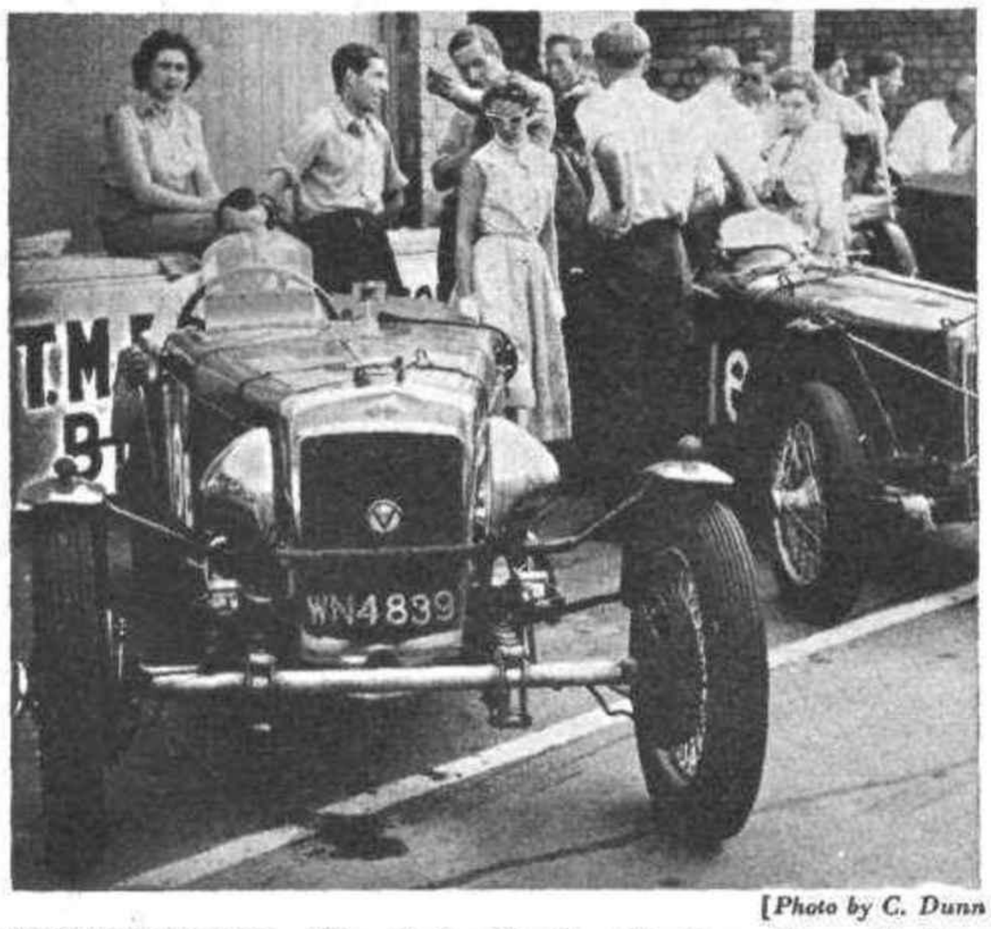
At the second Vintage Silverstone Meeting in August I was rather proud as I turned out for practice, because the 'Nash had been greatly admired for its appearance, but secretly I wished it had gone as fast as it looked! As I came into the corner before the pits I braked and changed into third (I never use the clutch) and felt the chain go, so I flicked the outside lever into top and that went also, and it was quite a fight getting it round the corner without the drive engaged. When I arrived at the pits my friends poured onto the track demanding " What have you done this time? " but just then a marshal appeared walking down the track with an armful of chains, much to the delight of the peasants lining the top of the pits. This was the only chain trouble I have ever experienced. In the race I had a most enjoyable dice with Thirlby in his Anzani-Nash when we were limit men in the Frazer-Nash and G.N. race.

I had never seen a hill-climb, and decided to watch the Vintage Prescott Meeting. A friend who was also going suggested that I might as well compete while I was there, so I did. After frightening myself to death at Allard's Gap, I found that speed hill-climbing



[*Photo by R. Pike, F.R.P.S.*

FUN AT PRESCOTT.—Day brings the Meadows-engined Colmore Frazer-Nash up the hill in style at last season's V.S.C.C. Meeting.



[Photo by C. Dunn

SECOND 'NASH.—The Alpine Replica Meadows Frazer-Nash on the occasion when it was driven by J. Nunn in the winning team in the David Brown Trophy Relay Race at Silverstone last year. Note the straight-tube front axle and the Triumph front brakes.

was tremendous fun, but more dangerous than circuit racing. With a slightly slipping clutch I got up in 61 sec. The slip was fixed in the Paddock by banging the coil-spring on the propeller-shaft with a large copper hammer.

At the end of the season we decided to sell the 'Nash, and buy either a single-seater A.C.-engined Frazer-Nash, which could be towed behind the Minor, or a quick 4½-litre Bentley. However, we succumbed to the charms of the " Chain Gang," and with Robin Tubbs bought John Nunn's Frazer-Nash with which he came second in the MOTOR SPORT Club Trophy last season.

As this Frazer-Nash is interesting technically it may be worth while to describe it in detail. In 1932 five " Alpine " chassis were made, replicas of the car with which, I believe, Mr. Aldington won the Alpine Rally. This car is one of the Replicas, and the only difference between it and the normal short-chassis 'Nashes is that it is underslung at the rear. It has four forward speeds and reverse, operated by an outside lever. The brakes are hydraulic, 2LS at the front, working in normal Frazer-Nash drums at the back, and Triumph at the front, of 12 in. diameter. Braking torque is so great that the standard front-end broke up, and the car is now fitted with a straight front axle and steel torque-arms also acting as radius-rods. The shock-absorbers do this job normally, but on this car they are mounted over the springs and are Andre telecontrols. The tyres are 450 by 19 at the front and 4.75 by 19 at the back. We bought the car minus the fitted engine. This was a very special version of the 4ED Meadows, with four inlet ports, four Amal carburetters, 14-lb. flywheel, and an extremely high compression-ratio. I think it must have produced about 75 b.h.p. The weight of the car is 13½ cwt., and when Nunn took me out in it with this engine fitted it was certainly an exhilarating experience, and I timed the 0-50 acceleration by stopwatch as 8 sec. It was a much more thrilling 8 sec. than the 0-50 time of a TR2, which is about the same.

We have fitted a standard Brooklands 4ED Meadows. The difference between the Brooklands version fitted to many T.T. Replicas and the Boulogne as fitted to Colmores is that the Brooklands version has a high-compression head, high-lift camshaft and different valve timing, and is supposed to develop 65 b.h.p. at 4,500 r.p.m. The exhaust system on the car is a very efficient and fierce-looking arrangement with two of the outside pipes joining, and the other one running parallel alongside the body into a double silencer, and terminating in two short pipes flicking out in front of the back wheel. The body is a standard two-seater T.T. Replica, with one door on the passenger's side, the unique bath-tub tail, and abbreviated cycle-type wings. The headlamps are by Marchal. The instrument panel is comprehensive, with rev.-counter, speedometer, oil and water-temperature gauges, oil pressure and telecontrol gauges and an ammeter. The starter button is encased in a little brass box with a hinged lid to prevent the passenger touching it by accident. The knob for the telecontrols is just to the left of the rubber-mounted steering column. The ignition lever is mounted outside the body as there isn't any more room inside. There is a hollowed sorbo pad for the driver's right knee, and a little iron frame alongside the clutch for his left foot to rest against.

This is a most exciting motor car to drive, and the noise of machinery through the bonnet louvres mingling with the exhaust provides a wonderful accompaniment to the rocket-like acceleration, with wheelspin eliminated by the solid back axle. The cornering power is noticeably better than that of the longer Colmore model, and I am not sure whether this is because of, or in spite of, the crab track and solid back axle. I'll stick my neck out and say that I think the Frazer-Nash can outcorner any other vintage or post-vintage thoroughbred, and most moderns, on tight corners of the Prescott type.

Vintage sports-car owners have been criticised in the motoring Press recently as hypocrites for also owning modern cars. Personally, I own a modern car, and have driven Jaguar XK120, Triumph TR2 and M.G. TD cars for considerable mileages, but nowhere can I find the excitement, fun, personality, character and indefinable feel of the thoroughbred that is apparent in my 1932 " Chain-Gang " Frazer-Nash.

GOODWOOD EASTER MEETING—continued from page 256

PRODUCTION SPORTS-CAR RACE (13 laps)

There were some curious starters in this race for *production* sports cars. For instance, how many new H.R.G.s have been made, or A.C.-Bristols, and have Frazer-Nash sold more than a couple of dozen Le Mans Replicas?

Rudd's A.C.-Bristol pulled out a gigantic lead but Utley's Frazer-Nash Le Mans Replica took Dalton's disc-braked Austin-Healey 100S after nine laps, while Calvert's steady twin-cam H.R.G. was an excellent fourth. Coombs drove Rob Walker's first Mercedes-Benz 300SL mainly with the brakes on, and retired, after vainly pursuing Ozier's battered Jaguar XK120, which also retired, and being beaten by Green's Austin-Healey 100. But then Stuttgart makes the 300SL as a touring car! In a rather dull race, Mainwaring Evans spun his A.C. Ace, then led Stanbridge's A.C. Aceca, Constable's TD M.G. with rampipes to its carburetters disposed of Simpson's M.G. MGA amongst others, Fletcher's new H.R.G. stopped, and Hurrell's Triumph TR2 converted itself into a steam car.

1st: K. N. Rudd (A.C.-Bristol), won by 57.8 sec., at 78.84 m.p.h.
2nd: R. J. W. Utley (Frazer-Nash).
3rd: J. Dalton (Austin-Healey).
Fastest lap: Rudd, 80.15 m.p.h.

Over 2,500 c.c.: Dalton (Austin-Healey).
1,501-2,500 c.c.: Rudd (A.C.-Bristol).
1,201-1,500 c.c.: Calvert (H.R.G.).

THE EASTER HANDICAP (7 laps)

Two old E.R.A.s, Lord Ebury's and W. F. Moss', led off, but Moss later spun round and, restarted, couldn't discover the cogs.

From the 42-sec. mark Flockhart and Alan Brown in the smart Ecurie Ecosse D-type Jaguars had an easy run, Parnell in the Walker Connaught from " 12 sec." failing to catch Brown by 0.2 sec. as they crossed the finishing line. Salvadori in the Maserati was fourth, from scratch.

1st: R. Flockhart (Jaguar), won by 8.0 sec., at 86.77 m.p.h.
2nd: A. E. Brown (Jaguar).
3rd: R. Parnell (Connaught).
Fastest lap: Parnell, 91.91 m.p.h.

The next Goodwood B.A.R.C. Meeting of similar calibre is on Whit Monday, May 21st. Book now, chaps!

RACING DRIVERS' TRANSPORT

At Goodwood on Easter Monday, Moss arrived in a modern 3-litre Lagonda saloon and Hawthorn in his Gran Turismo Lancia Aurelia.

No better liner was ever fitted to a brake shoe



Mintex lined shoes are available under both the Lockheed and Girling Exchange Shoe Schemes. These, together with Mintex lined Borg and Beck Replacement Clutch Plates, can be obtained from leading garages throughout the country.

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Mintex Brake and Clutch liners are manufactured by
British Belting & Asbestos Ltd., Cleckheaton, Yorkshire.

Moss' Hollow Victory at Aintree

FIVE FINISHERS OUT OF 13 STARTERS IN B.A.R.C. "INTERNATIONAL 200"

AINTREE, *April 21st.*

THE B.A.R.C. International Meeting at the three-mile Aintree circuit consisted of the 67-lap "International 200" Race for F. I cars, called after the old J.C.C. 200-Mile Races, the distance being 201 miles, with a series of short, sharp, accompanying races, the shortest over 24 miles, the longest of 30 miles, for saloon, sports and F. III cars. Practice took place on Friday, the 20th, in perfect weather, the only complaint being that the F. I cars did not have much time in which to prepare for a 200-mile race.

The original entry list for the big race consisted of 18 cars, but even before practice began this was down to 16 when, two days before the race, Vandervell sent a telegram withdrawing the Vanwalls which Schell and an un-nominated driver were to have had—the reason was given as "mechanical confusion."

This left two B.R.M.s, for Hawthorn and Brooks (and sure enough, at lunch time, the three B.R.M. transports arrived, followed by a smart Osca-Maserati four-cylinder twin-cam coupé), two Connaughts for Scott-Brown and Titterington, Moss' own Maserati, Parnell with Rob Walker's Connaught, two F. II Connaughts of J. A. Young and R. Gibson, the Emeryson, Gerard's Cooper-Bristol, now of 2,244 c.c., and five more Maseratis. The Maseratis had been having a game of general changeabout, for Brabham had the Owen-modified, disc-brake car, Salvadori the Gilby car, but Gould had a new one and so Halford was driving his ex-Bira car, while Rosier brought his blue "starting-money-special," which is said to have been slow at Goodwood because it had only 2 litres of engine, which is probably why Wharton, although entered, didn't drive it at Aintree. Which left Wharton without a car.

The programme proudly announced that this would be the first occasion when "all three types of British G.P. cars" would compete together but, of course, Vandervell's telegram made this a false prophecy.

Practice started with the saloons, which confirmed that Parnell in Rob Walker's first Mercedes-Benz 300SL could dispose comfortably of the opposition. It clocked 2 min. 30.4 sec., Bonnier's 1,900 Alfa-Romeo being 37.8 sec. slower, and Maude, in an XK120 Jaguar of the Anglo-Italian Racing Co., 0.2 sec. slower still, so that Potter's little Porsche got within 2.4 sec. of it. Curiously, Bueb's XK140 was 4.4 sec. slower than the Porsche. After Reg. did his quick laps he had them remove all plugs from the 300SL, which was pushed away, giving the impression it had blown up! Buckley's Bristol 403 covered less than a lap before its gearbox burst.

The sports-car session was mainly notable for Moss running-in his Cooper-Climax, which is his own property and which he had seen for the first time that morning and, unlike the one he drove at Oulton Park, with disc brakes. He managed third best lap time, 2 min. 13.8 sec., compared with 2 min. 13.2 sec. by Hawthorn (Lotus) and 2 min. 10.6 sec. by Salvadori (Cooper). Scott-Brown's Lister-Maserati was 1.2 sec. slower than Moss, although the Cooper was giving it 515 c.c. Wharton found the big Alfa-Romeo entered by the handsome bearded J. Bonnier very fast and accelerative but it set its brakes on fire after a few laps. Piper continued the wild driving he was flagged off for at Oulton Park, spinning off in his Lotus at Tatts Corner, while Ashdown (Lotus) went ploughing on the opposite (out) side. Head crashed his Cooper-Jaguar without damaging himself and the E.R.A. (E-type) Jaguar didn't go far before its complicated transmission broke. Salvadori and Wharton made best times, in 2 min. 10.2 sec., Sanderson doing 2 min. 11.8 sec. and Flockhart 2 min. 12.2 sec.

After lunch the G.P. cars had their go, and soon nearly everyone was in trouble. Moss, who had the ordinary brakes back on his Maserati, was undergeared in spite of the customary 6.50 back tyres and also found the tail sliding about. Gerard's usually meticulously-prepared Cooper-Bristol was misfiring miserably and he had to admit that only further tests would reveal the cause, although on the bench the enlarged engine had run satisfactorily. Salvadori's Maserati lacked oil pressure and Walker's locked up solid, with a suspected seized magneto-drive. Salvadori changed to well-worn Avon front tyres, with new tyres on the back, his fuel filler being wired-up meanwhile, Moss helped Francis to adjust the front brakes and reported an unreliable rev.-counter, and at first Halford's Maserati just wouldn't start. Both B.R.M.s were soon in dire trouble, Hawthorn finding the brake pedal down on the floor with no front brakes to speak of and Brooks' misfiring and blowing oil out of the breather.

In contrast, happiness prevailed in the Connaught pits for, with, as Rodney Clarke said, "the only two cars left after Syracuse," Scott-Brown put in fastest lap (2 min. 3.8 sec.) in the normal model and Titterington managed 2 min. 6.2 sec. in the streamlined car. Between these came Hawthorn, with 2 min. 6.0 sec. before the B.R.M. lost its brakes, while Moss was fourth fastest in 2 min. 6.6 sec., with which Salvadori tied, Brooks doing 2 min. 7.4 sec. and Rosier 2 min. 11.8 sec. Next in order were: Parnell (2 min. 12.4 sec.), Young (2 min. 15.2 sec.), Brabham (2 min. 18.2 sec.), Gerard (2 min. 24.4 sec.), Halford (2 min. 27.2 sec.) and Gibson (2 min. 28.6 sec.). In contrast, best 500 was Russell's Cooper, in 2 min. 15 sec.

Gould and Emery had not appeared and at the end of this short practice session there has seldom been a higher proportion of gloomy drivers or more all-night work facing the mechanics! Even Moss' new Cooper-Climax was found to have suspension too stiff for his liking. Incidentally, motor-racing pools have arrived, which is, we suppose, inevitable if you take racing cars to Aintree!

* * *

The fine weather held for race day. In the morning the first "curtain-raiser" was the Saloon-Car Race over eight laps (24 miles). Maude's XK120 led for a short distance but soon Parnell was out in front, building up an unassailable lead in the Mercedes-Benz 300SL. How nice to see one of these cars in the hands of a driver not afraid to use its power! Bonnier drove his Alfa-Romeo Zagato with great verve in third place, doing all he could to pass Maude, although he was leading his class. Potter did well to keep his Porsche Super in sight of Bueb's XK140 Jaguar, and Grace's Riley Pathfinder was followed by Naylor's normal Porsche 1,500. Gelberg's Pathfinder retired at Anchor with clutch failure and Mitchell's Ford Anglia handsomely beat Buckley's D.K.W. As neither the Bristol 403 nor Wadsworth's old Riley-Healey passed Naylor's Porsche the spectators may well have asked themselves if large cars are worth while.

SALOON-CAR RACE (24 Miles)

Up to 2,500 c.c.:			
1st: J. Bonnier (Alfa-Romeo)	20 min. 32.6 sec.	...	70.10 m.p.h.
2nd: L. Potter (Porsche)	21 min. 50.8 sec.		
3rd: G. H. Grace (Riley)	21 min. 57.6 sec.		
Over 2,500 c.c.:			
1st: R. Parnell (Mercedes-Benz)	20 min. 20.0 sec.	...	70.82 m.p.h.
2nd: J. G. Maude (Jaguar)	20 min. 31.4 sec.		
3rd: I. Bueb (Jaguar)	21 min. 44.2 sec.		

Fastest lap: Parnell, 72.58 m.p.h.

The race for sports cars up to 2,000 c.c. followed. The field included ten Cooper-Climax, Moss' new car arriving on a trailer behind the Vanguard saloon with which he has been presented by the Standard Motor Co., and five Lotus-Climax. Colin Chapman drove Allison's Lotus. For two laps Salvadori led but Hawthorn then went into the lead in Bueb's Mk. II Lotus-Climax. Bicknell held third place in his Lotus, passing Scott-Brown's Lister-Maserati along Railway Straight, fell back, but came up strongly again. Scott-Brown was a comfortable third but ran wide out of Cottage Corner and, although he kept his foot down as the Lister bumped over the grass, Bicknell seized his opportunity and went by. Moss never ran higher than fourth and was overtaken by Leston's Cooper, which, however, was unplaced. Threlfall's Lotus and Nixon's Cooper retired and Kasterine (Lotus-Bristol) crashed at Waterway, being taken to hospital with severe facial injuries.

SPORTS CARS UP TO 2,000 c.c. (24 Miles)

Up to 1,100 c.c.:			
1st: C. Chapman (Lotus-Climax)	18 min. 39.4 sec.	...	77.25 m.p.h.
2nd: P. D. Gammon (Cooper-Climax)	18 min. 46.0 sec.		
3rd: M. G. H. MacDowel (Cooper-Climax)	18 min. 55.2 sec.		
1,100-2,000 c.c.:			
1st: M. Hawthorn (Lotus-Climax)	17 min. 39.4 sec.	...	81.69 m.p.h.
2nd: R. Salvadori (Cooper-Climax)	17 min. 45.6 sec.		
3rd: R. G. Bicknell (Lotus-Climax)	18 min. 03.0 sec.		

Fastest lap: Hawthorn, 82.82 m.p.h.

The last pre-luncheon race was for F. III cars, over 10 laps (30 miles). Colin Davis in the Beart-Cooper led the first three laps but Russell's Cooper-Norton proved faster until, on the last lap, with victory in sight, he overdid it at Tatts, hitting the bales and cutting his nose, while Davis went past to a long-awaited major victory. Beart's other entry, S. Lewis-Evans' Cooper-Norton, maintained a steady third place, and behind a three-car duel was fought out, Bueb finally leading in Parker and Allison. Eight cars retired, apart from Russell's.

500-c.c. RACE (30 Miles)

1st: C. C. H. Davis (Beart-Norton)	22 min. 49.0 sec.	...	79.41 m.p.h.
2nd: S. Lewis-Evans (Cooper-Norton)	22 min. 56.4 sec.		
3rd: I. Bueb (Cooper-Norton)	23 min. 17.4 sec.		

Fastest lap: Russell (Cooper-Norton), 80.60 m.p.h.

After lunch the big sports cars raced over eight laps (24 miles). Wharton put in a surprise appearance at the back of the grid, in a 3-litre Maserati which Musy had brought to replace the one which "blew up" after winning its heat at Oulton Park, consequently

Continued on page 267

MOTOR SPORT
PICTORIAL REVIEW

British Empire Trophy

Brands Hatch

Goodwood

Syracuse G.P.

Top, left : DUELLISTS.—Reg. Parnell in Salvadori's 2½-litre Aston Martin DB3S had no difficulty in winning the heat for cars of 1,500 c.c.-2,700 c.c. at Oulton Park, Scott-Brown's Lister-Maserati, on its first appearance, proving unable to hold him.

Top, right : UNUSUAL MOUNT.—Hawthorn in Ivor Bueb's new 1,460-c.c. Lotus-Climax during the B.R.D.C. British Empire Trophy Race at Oulton Park. He finished third in his heat and fourth in the final.

Bottom : BUNCHED.—Dennis Taylor in a team Cooper-Climax leads Les Leston's Cooper-Climax (No. 5) and Reg. Bicknell's team Lotus-Climax at Oulton Park. All have enlarged, 1,460-c.c. single-cam engines.





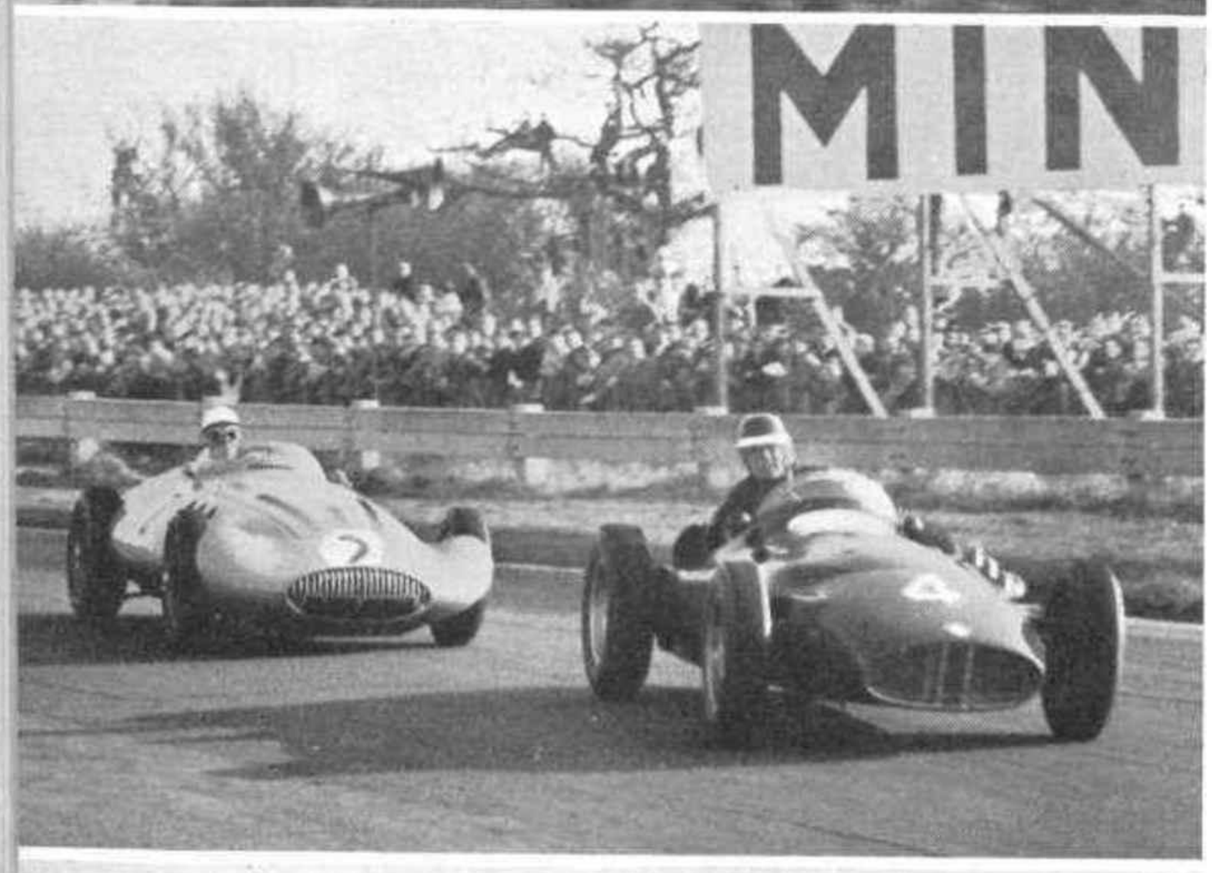




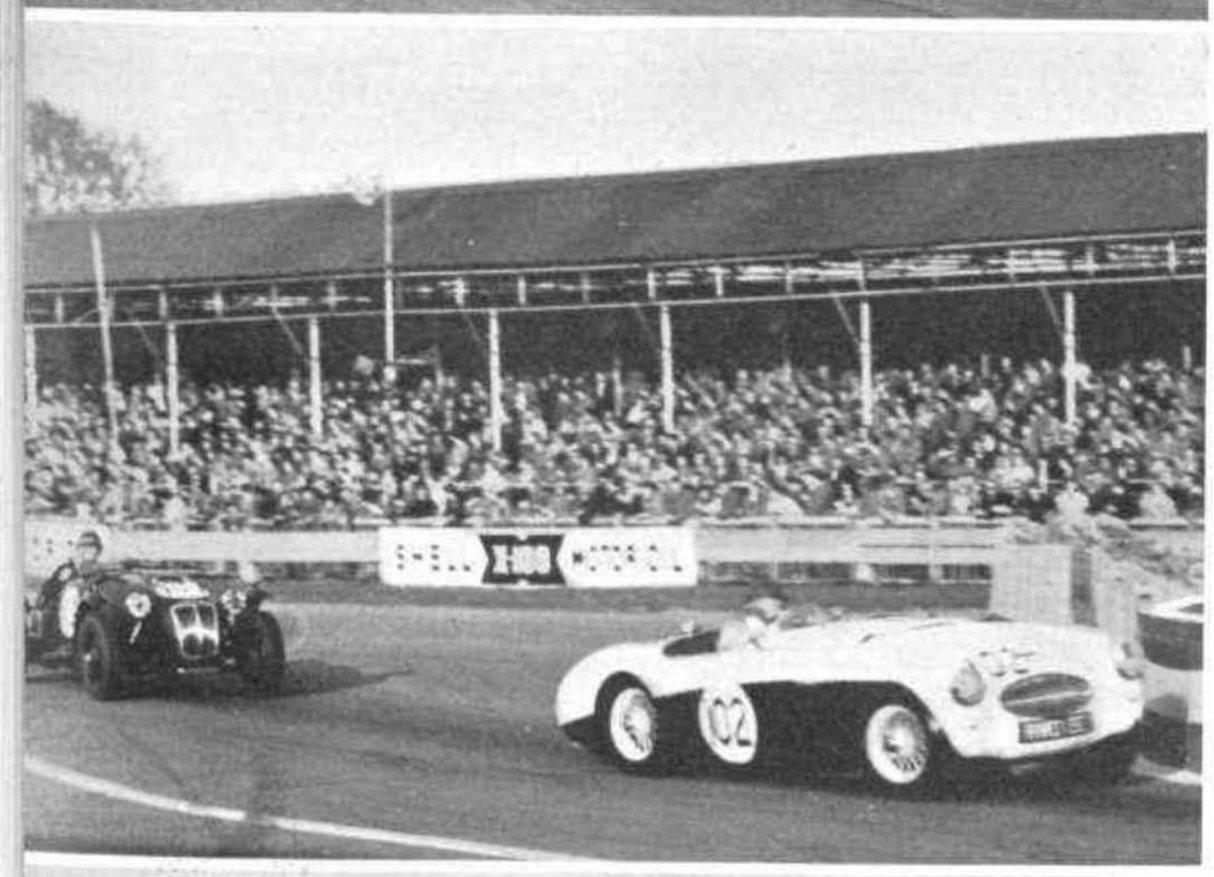
EASILY IN FRONT.—Stirling Moss made the remainder of the field, which included nine 3½-litre Jaguar-powered cars, look decidedly like tourists, when he drove the Gilby Eng. Co. Aston Martin DB3S to win the Goodwood Sports-Car Race for cars over 1½ litres.



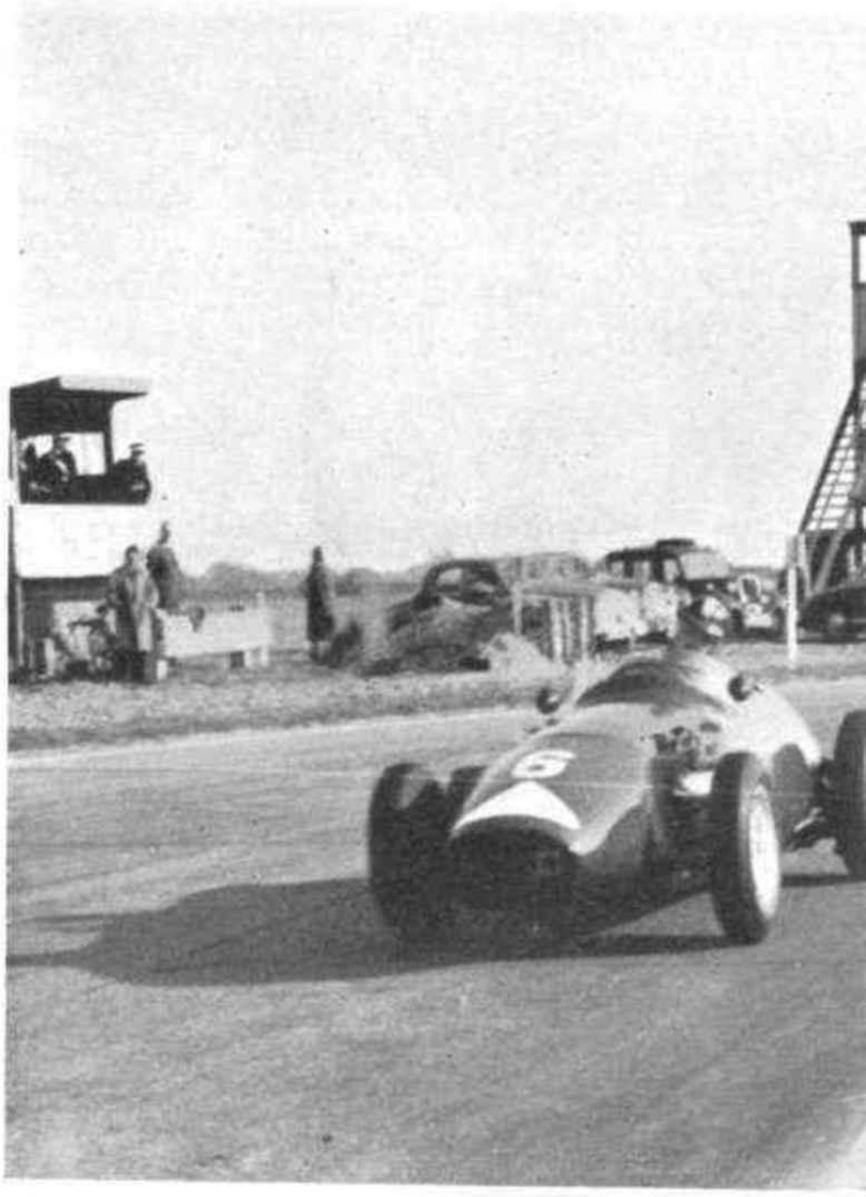
SUCCESSFUL EASTER.—Salvadori was in the news at the B.A.R.C. Easter Meeting. Here he is in the latest works Cooper-Climax with 1½-litre engine and Girling disc brakes, winning the 1½-litre Sports-Car Race at 86.3 m.p.h.



HAWTHORN THE HERO.—Before his remarkable escape when the B.R.M. overturned at Goodwood, Hawthorn was going reasonably well in this difficult-to-handle car. Here he is passing Manzon in the slow eight-cylinder Gordini.



"HE'S AFTER YOU, SIR."—Utley's Le Mans Replica Frazer-Nash chasing Dalton's Austin-Healey 100S during the Goodwood Production Sports-Car Race; he eventually passed the bigger disc-braked car, to finish second behind Rudd's A.C.-Bristol.

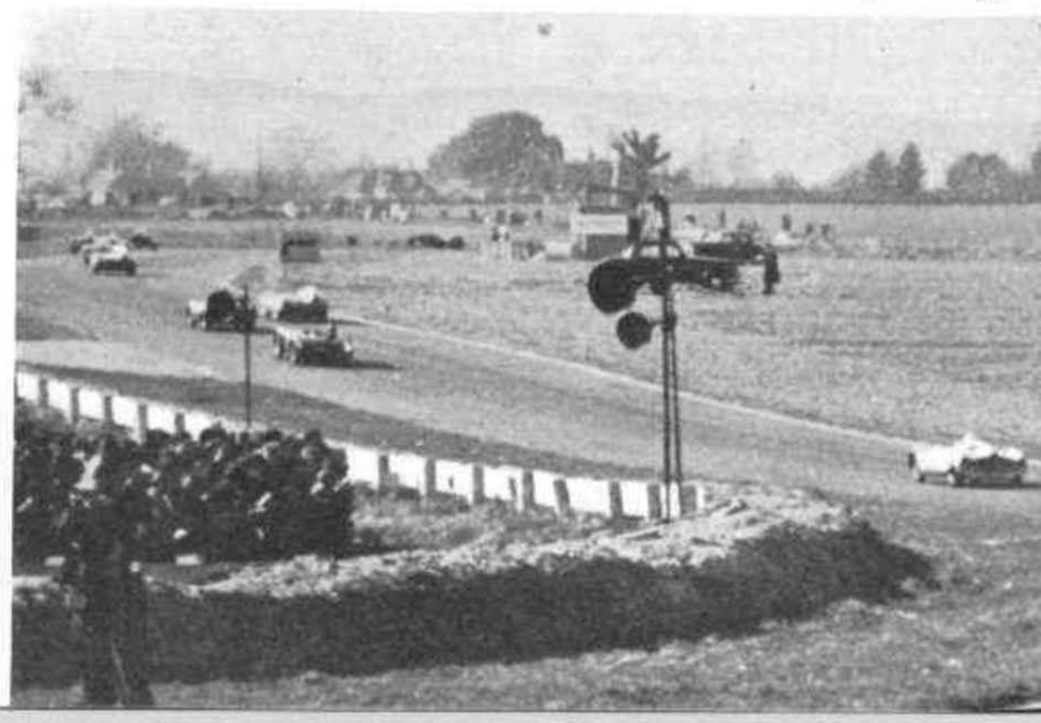


BOTH REALLY TRYING.—Scott-Brown (Connaught) le
Richmond F. 1 Race. Note how both drivers, cornering on t
and holder of a new



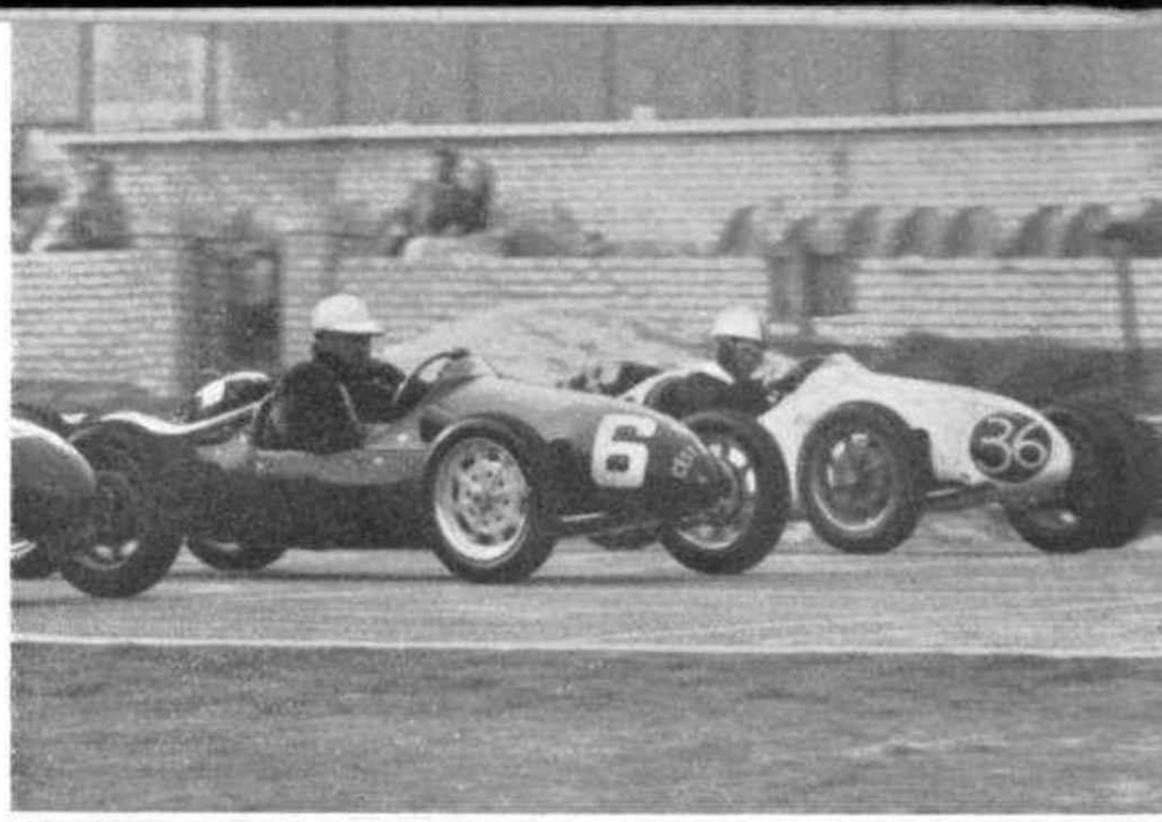
HALF-LITRE WINNER.—Bueb's Ecurie Demi-Litre Cooper-Norton winning the Earl of March Trophy Race at Goodwood, in the course of which he established a new 500-c.c. lap record of 84.37 m.p.h.

FIELD STRUNG OUT in the Goodwood 1½-litre Sports-Ca
round Lavant Corner, followed by Russell's Cooper-Climax,
Climax and a bunch of others, while Young's





A COOPER/LOTUS TRIO.—Bueb's 1,470-c.c. Cooper-Climax sweeps out of St. Mary's Corner, with Leston's sister car chasing hard and Bicknell's Lotus-Climax, also with the enlarged engine, in a strategic position behind. Note the number 70 on the concave tail of the Ecurie Demi-Litre car.



SECONDS TO GO.—The starting line at the Easter Monday Brands Hatch Race Meeting. Wicken and Hall are about to begin another closely contested event in the "Sporting Record" Trophy Race.



LEADING MAN.—S. Lewis-Evans on the opening lap of the first event. First round Druids' Hill Bend, he was soon challenged by Hall, who later took first place, leaving Lewis-Evans to a well-deserved second place.



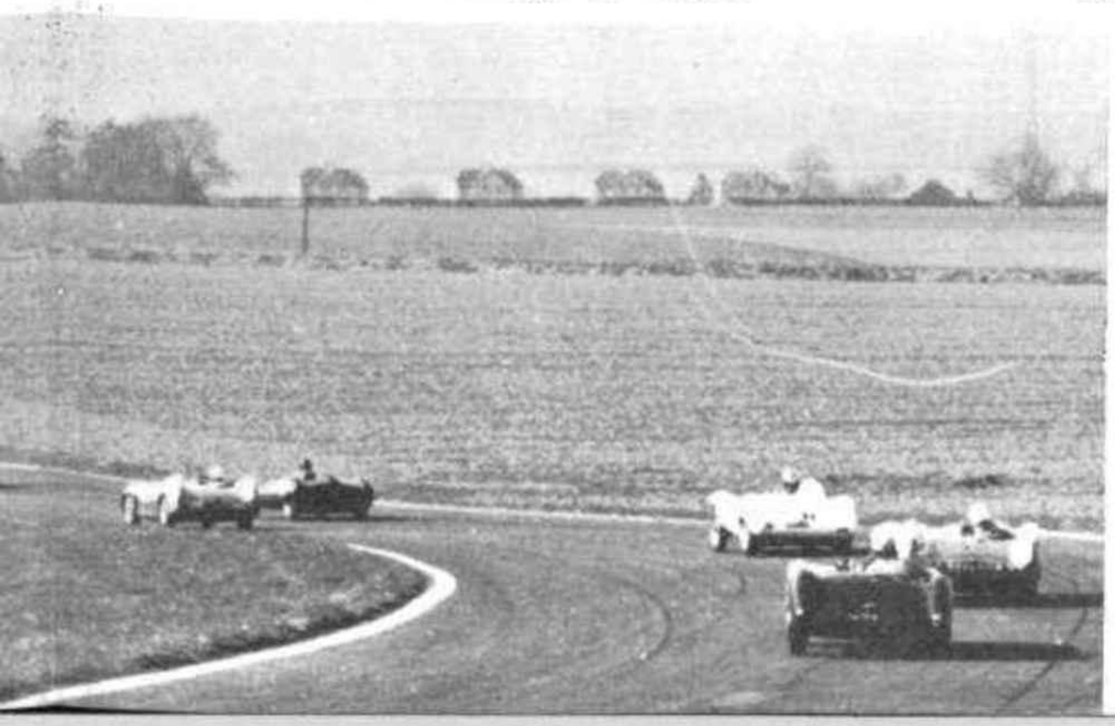
ads Moss (Maserati) round St. Mary's Corner during the Goodwood he Limit, lean over; the Connaught retired, leaving Moss the winner, lap record of 95.79 m.p.h.



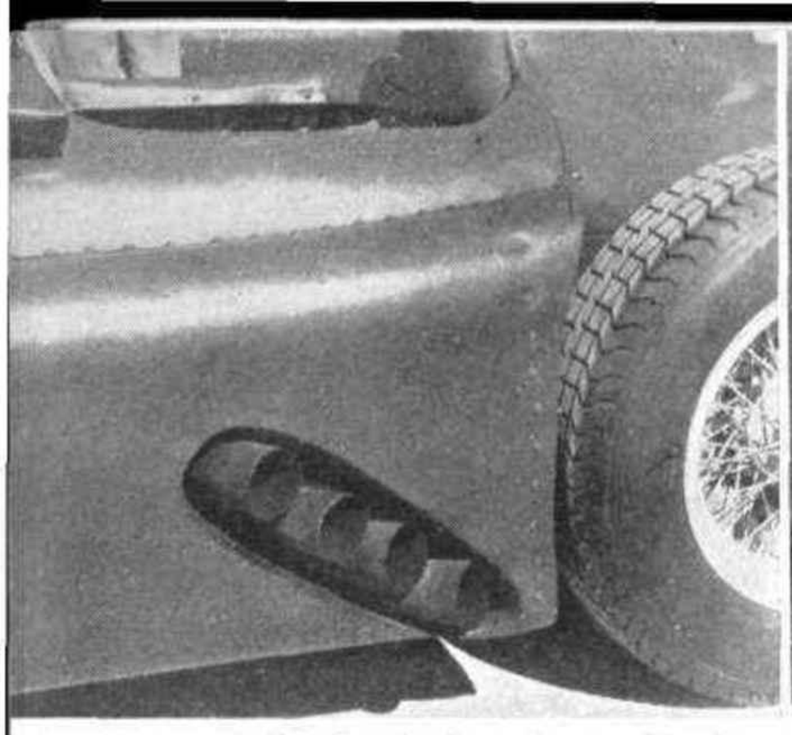
CERTAIN VICTORY.—Peter Gammon had no great difficulty in taking first place in both sports-car events. The Climax-engined Cooper always remained half a lap ahead of other serious rivals.

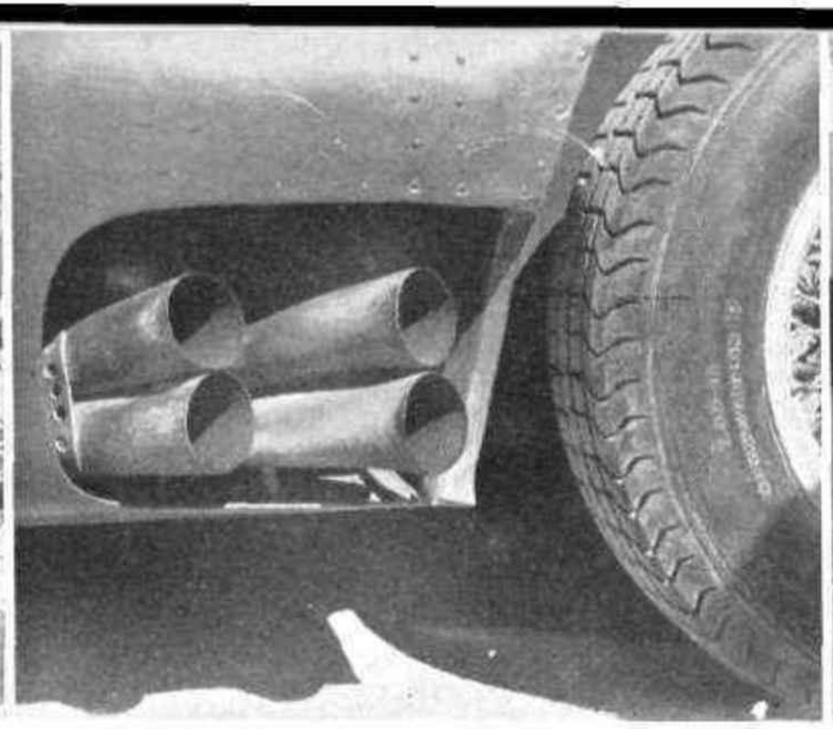
r Race at Easter, with Salvadori's disc-braked Cooper-Climax going Bueb's Cooper-Climax, Leston's Cooper-Climax, Bicknell's Lotus-Par-Son leads two back-markers through St. Mary's.

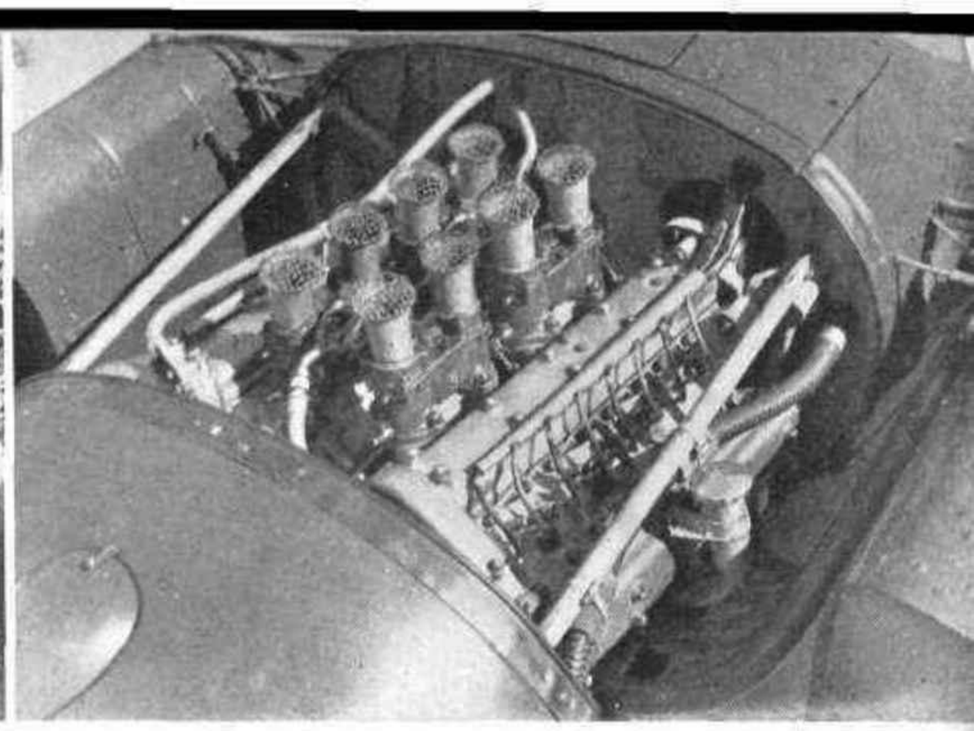
HOLIDAY TRIO.—From left to right: S. Lewis-Evans, H. C. Taylor and D. J. Strange cornering round Druids' Hill Bend during the Easter Monday Meeting. All three drove well and carried off a fair proportion of the honours.







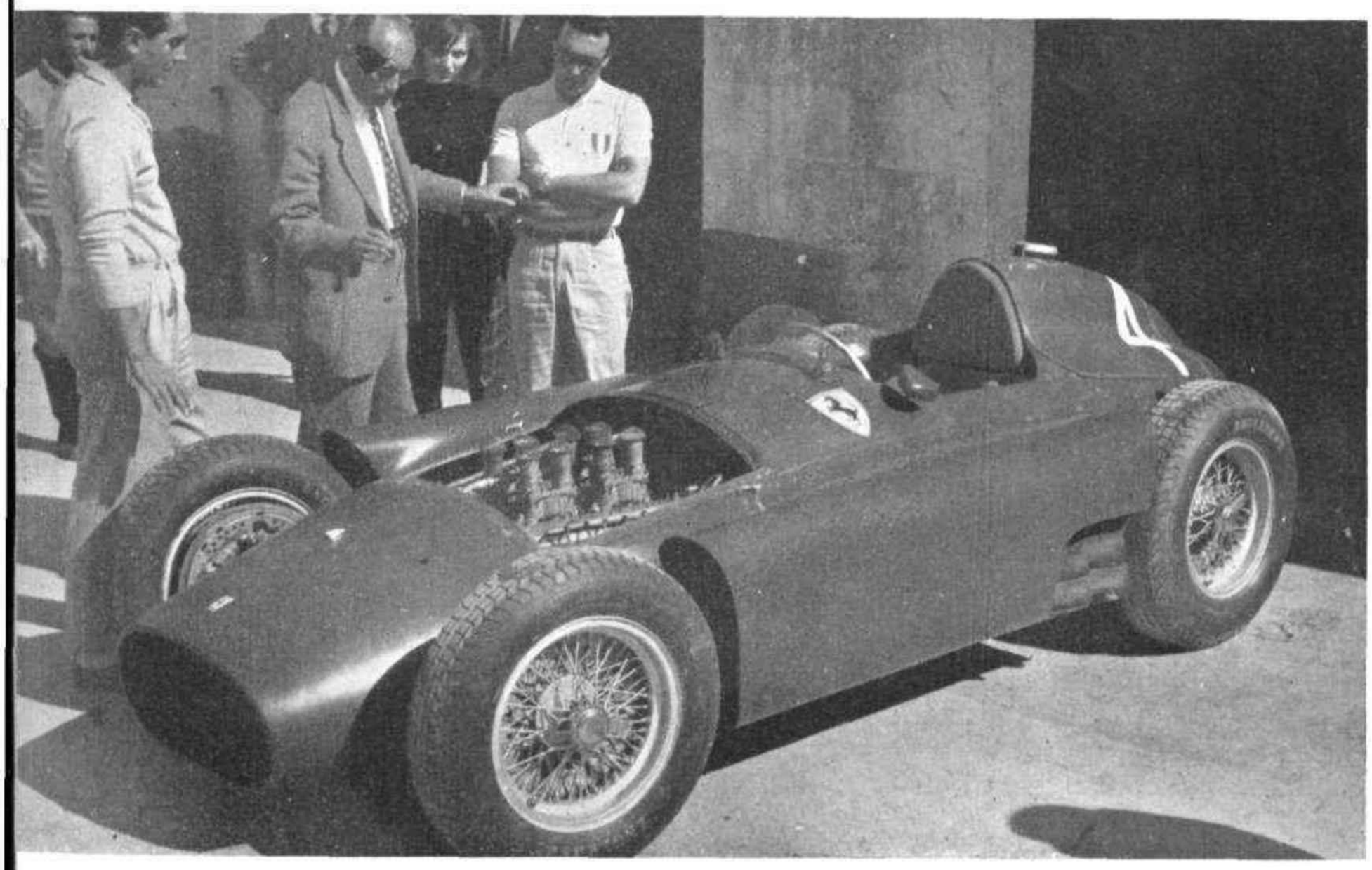




Left : On the Argentine models Ferrari fitted the Lancia engine with megaphones to each exhaust pipe, which protruded through the pontoon tank. Fuel is carried only in the forward portion of the tank.

Centre : On the Syracuse model Lancia/Ferrari the side tanks were in the cockpit and the pontoons merely fairings between the wheels. The four megaphones on each side protrude through a cut-away in the body side in front of each rear wheel.

Right : The Lancia V8 engines remained unchanged for Syracuse. Ferrari obviously did not like the idea of using the engine as a frame member and fitted two additional frame tubes, as seen here, between the bulkhead and the front cross-member.

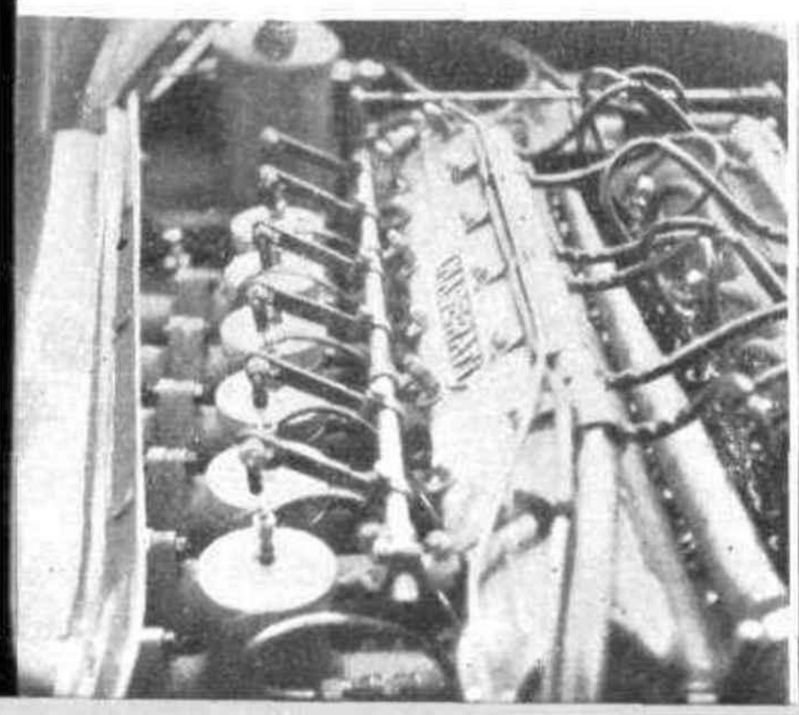


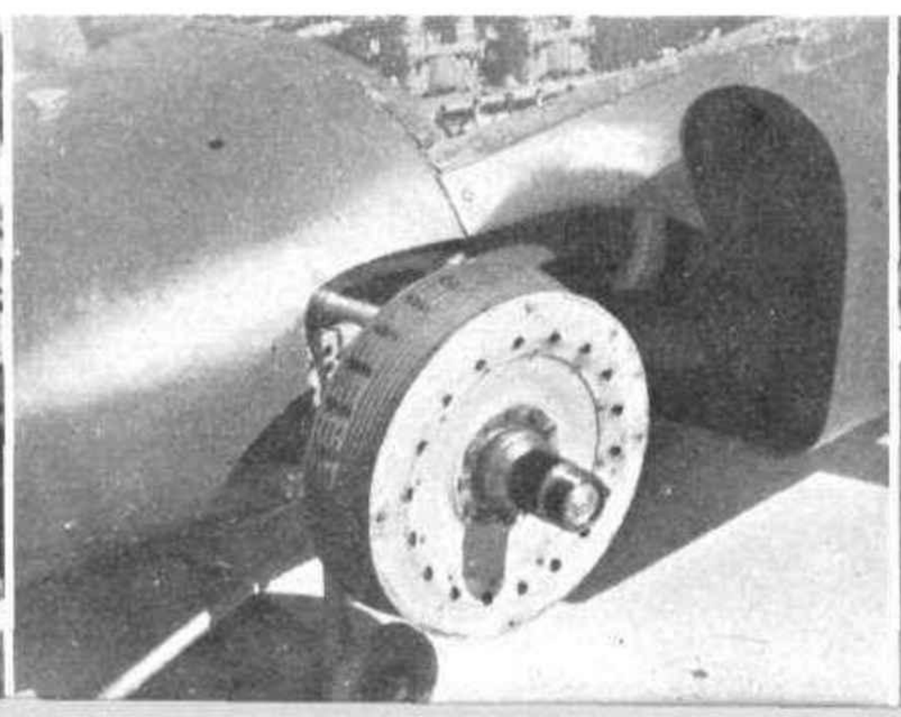
Musso, Amarotti and Castellotti discuss the latest Lancia/Ferrari modifications to the car driven by Fangio at Syracuse. It will be seen that the pontoons no longer carry fuel tanks and are blended into the body of the car.

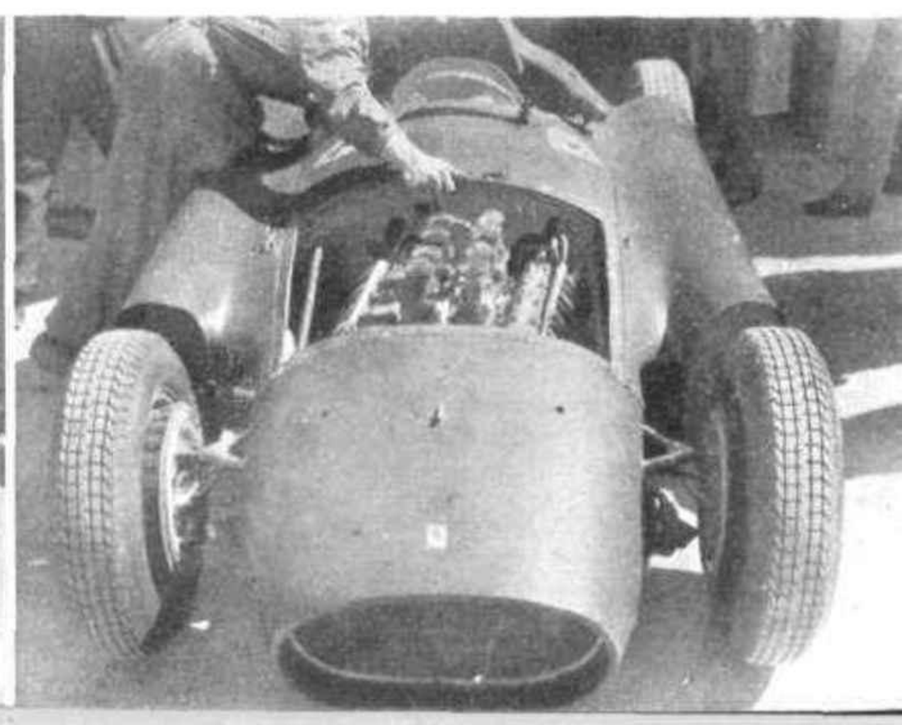
Left : The fuel-injection engine of Behra's Maserati at Syracuse, showing the tubular throttle slides in Amal-type bodies. The air intakes project into the bulge on the side of the bonnet. The injection pump is mounted on the opposite side of the engine and one of the injectors can be seen on the side of the leading throttle.

Centre : The major part of the mechanical components of the Lancia have remained unaltered by Ferrari. Here is the two-leading shoe front brake, of great width and with interesting cooling fins.

Right : This head-on view of the latest Lancia/Ferrari shows the manner in which the side pontoons have been blended into the body of the car. It also shows the angular mounting of the engine to allow the propeller-shaft to pass alongside the driver's seat.







AINTREE—continued from page 262

Bonnier drove his own 3½-litre Alfa-Romeo. Duncan was amongst the non-starters. Salvadori was expected to out-corner the three Ecurie Ecosse D-type Jaguars (Sanderson, Titterington and Flockhart) but it was thought they might do him down along the straights. However, the Aston Martin DB3S got away to a fine start and thereafter the Scottish Jaguars could do nothing about it. Titterington passed Sanderson on lap four and gave chase—Flockhart had motored off the course at Melling Crossing and gone to his pit—but the Aston Martin was driven with superb coolness, setting a new sports-car lap record of 2 min. 8 sec. (84.38 m.p.h.), beating Collins' former speed in the same type of car by 1.05 m.p.h. The three leaders soon outpaced the field, Cunningham-Reid's H.W.M.-Jaguar heading the next group ahead of Berry's D-type Jaguar (its boot handle wired up since the Oulton Park flappery!) and Wharton in the big Maserati. In this brief race Mees' Cooper-Jaguar, Graham Whitehead's Aston Martin and Richardson's Aston Martin failed to last the distance.

UNLIMITED SPORTS-CAR RACE (24 Miles)

1st :	R. Salvadori (Aston Martin)	21 min. 38.4 sec. ...	83.20 m.p.h.
2nd :	D. Titterington (Jaguar)	21 min. 47.0 sec.	
3rd :	N. Sanderson (Jaguar)	21 min. 55.0 sec.	

Fastest lap (new sports-car record) : Salvadori, 84.38 m.p.h.

So to the big race, but as the G.P. cars came out for the International 200 the troubles of the practising period showed up in the vacant places on the grid. With both Vanwalls, Gould's new Maserati and the Emeryson non-starters and Wharton without a car, the field, billed to include " all the top-line Continental drivers," was reduced to an ominous 13.

As the flag fell Hawthorn got away clear of the rest, Scott-Brown's 1955 Syracuse Connaught behind him, followed by Brooks in the other B.R.M. Scott-Brown commenced his famous sliding technique on the corners and led the second lap, and already, on lap one, Salvadori, a brake locking on, had gone ploughing at Cottage, circling round to resume at the end of the field.

On the third lap of this 67-lap (201 miles) contest Hawthorn passed the leading Connaught down Railway Straight, but the B.R.M.'s triumph was short-lived, for at Cottage on lap five Hawthorn ran straight on, his brakes having quitted. That was retirement No. 1.

The order was now Scott-Brown, Brooks, Moss and Titterington in the streamlined Connaught. Soon Scott-Brown led the B.R.M. by a fair margin, although sometimes Archie would overdo the sliding and motor off the road. Titterington was pushing Moss and Gerard's Cooper-Bristol was leading Brabham's Owen Maserati. Parnell wasn't happy in Walker's blue Connaught and lost 34 sec. looking for the cause of overheating, to drop out for good on lap eight. Two laps earlier Salvadori, no doubt troubled by low oil pressure, but reporting loss of power, retired the Gilby Maserati.

That left ten runners and after 12 laps Scott-Brown led Brooks, Moss was tailed by Titterington farther back, and Brabham had disposed of Gerard, who had also been passed by Halford in the ex-Bira Maserati.

Then, two laps later, the leading Connaught suddenly slowed halfway along Railway Straight and came to rest, Archie leaping out to announce a seized engine, probably from piston failure. So a B.R.M. led the race and by 20 laps Brooks had averaged 84.38 m.p.h. and had lapped Gerard, whose Cooper-Bristol had stopped for fuel and was audibly unwell. After 19 laps Young's 2-litre Connaught retired with a seized gearbox and Halford was finding a G.P. car a handful, leaving the road at Anchor and spinning at Country Corner.

Thus, at just over quarter-distance, only eight cars were running. Moss now began to speed up—he had shaken off Titterington's Connaught—and for the remainder of the afternoon he gave a magnificent exhibition of driving. He really was hurrying, clipping the corners so fine that he dislodged the markers on the inside of Cottage Corner on one occasion. Brooks speeded up a little, averaging 84.51 m.p.h. after 30 laps, but Moss was gaining fast, being then 27.2 sec. behind. Titterington held third place, Brabham and Rosier in his blue Maserati were a lap in arrears, Halford two laps and Gerard and the Gibson/Berry 2-litre Connaught three laps behind the B.R.M.

At 40 laps, with Moss a mere 10.2 sec. behind, the B.R.M. was obviously lacking brakes, and smoke was rising from the cockpit. Titterington had fallen a lap behind, due to a plug change, and Gerard had retired with a seized engine, so that at just beyond half-distance the race was between seven cars, of which only Moss' Maserati was really fit! On lap 44 Rosier got past Brabham but the Maseratis changed position again the next time round. Berry's Connaught was banging and spluttering through the corners and Rosier was trailing oil smoke. Only Moss was motoring at all fast and, pressing on relentlessly, he took Brooks on lap 49. Brooks then stopped to confer about his failing brakes but resumed, and so the race was a matter of seven runners, reduced to six when Halford, who had been called in for erratic driving, hit the wall at Anchor—he was luckily unhurt.

On lap 55 Titterington, who had been driving with failing brakes, shot straight through the barrier at Anchor Crossing, suffering concussion and a sore back. That left five, and when Rosier stopped to see if he was dropping oil he was hastily shooed back into the race! Moss gave no quarter, setting out to lap Brooks, which he accomplished on the last lap. Three laps behind, Brabham drove cautiously, third in his first race with his Maserati, Rosier had fallen five laps behind the leader due to his stop, and eight laps behind Moss Berry banged away in the Connaught. So ended the Aintree Old Crocks' Race—in 1921, when the 200-Mile Race was regarded as a daring experiment, because small cars were in a comparatively undeveloped state, there were 25 finishers, and this cannot be attributed to low speed, for the winner averaged over 88 m.p.h.!

" INTERNATIONAL 200 " (201 Miles)

1st :	S. Moss (Maserati)	2 hr. 23 min. 06.4 sec. ...	84.24 m.p.h.
2nd :	C. A. S. Brooks (B.R.M.)		66 laps
3rd :	J. Brabham (Maserati)		64 laps
4th :	L. Rosier (Maserati)		62 laps
5th :	R. Gibson/B. Berry (Connaught)		59 laps

Fastest lap : Brooks, 86.68 m.p.h.

Retirements : Hawthorn (B.R.M.), brakes; Scott-Brown (Connaught), seized; Parnell (Connaught), overheating; Salvadori (Maserati), loss of power; Halford (Maserati), crashed; Titterington (Connaught), crashed; Young (Connaught), seized gearbox; Gerard (Cooper-Bristol), seized.

V.S.C.C. SILVERSTONE (April 21st)

AT the opening Silverstone meeting of the Vintage Sports Car Club brilliant spring sunshine brought forth a fine array of some of the choicest vintage cars that the country can offer, together with pretty girls, gay umbrellas and other pleasantries. Could life be better?

Features of the day were the One-Hour High-speed Trial, the G.P. Itala Trophy Race, the Edwardian Car Race, the All-Comers Race, the Vintage Light-Car Race and the MOTOR SPORT Handicap Trophy Race.

The One-Hour Trial began with a Le Mans-type start, with the first of the small cars to come round being the Peter Binns Riley driven by H. Cox. Following him was Thomson's Austro-Daimler of 1927 vintage in a class by itself (2,000-3,000 c.c.). A whole string of cars then followed, Winder's Humber Nine chasing Halkyard's Austin Seven, painted pale blue, which was lapping in 1 min. 57 sec. (49.48 m.p.h.). Stott's Lea-Francis drove round happily for some laps until it limped into Woodcote at the end of the first quarter of an hour and was forced to retire. McDonald and Pancheri chased each other for many laps but the McDonald Bentley appeared to lack its usual force and Cox in the Riley began to show up rather too near the " Big Boys " for their mutual comfort. L. R. Durdin seemed to encounter difficulties when trying to change gear in the 30/98 Vauxhall, but quite the reverse were O'Connor and Thirlby in their Frazer-Nashes, who put the levers across the gates with great precision. Soon after half time Cox made a pit stop but reappeared behind Pancheri's Bentley lapping in 1 min. 36 sec. (60.30 m.p.h.), followed by McDonald, who, although appearing to slow up, was only three seconds behind this rival and gaining fast went into the lead as the race drew to a close. In the course of events the Gibson-Jarvie/Robertson Riley team had great fun changing wheels, drivers and other accessories in their pit before pressing on to better things.

The first five-lap handicap event opened with Sanders' Alfa-Romeo leading, followed by Richards' Alvis, W. F. Moss (E.R.A.) and Crowther (Alfa-Romeo Monoposto) having a grand ding-dong battle with T. T. Carson (E.R.A.) and being chased by Lowman (Maserati). Moss soon took over the lead, with Crowther next to him and J. S. Mudd in a supercharged 2.6-litre Alfa-Romeo.

Another identical event followed, in which J. H. Wrigley's 1923 Talbot Eight, followed by the two Lagonda Rapiers of Cooke and Wilby, was sent away from the line first. An unfortunate calamity happened to the Rapiers, however, when fighting hard for the lead coming into Woodcote Corner the cars collided and ended up in the ditch. Both were severely damaged and the driver of the second car, Dudley Cooke, of Leicester, later died. Another Rapier in the form of a fibreglass-bodied 1934 model with special wheels, was also running. It resembled the A.C. Aceca coupé in appearance. L. S. Michael's 4½-litre Rapide, one of the 1936 team cars, ran very well

Continued on page 243

CASTROL WINS

AT SEBRING

12 HOUR RACE

TEAM AWARD

MG

THREE SERIES MGA CARS

CLASS 'D' (3 litre)

DAVID BROWN

ASTON MARTIN

WAKEFIELD Castrol MOTOR OIL

THE MASTERPIECE IN OILS

RUMBLINGS

Good-looking females have played a big part in motor-car publicity but it now looks as if the kids may be joining in, if not ousting the charming model-girls from their glamorous poses in and around the new cars. At all events, B.M.C. have produced the picture of a (rather precocious-looking) small schoolboy leaning on his father's Austin A90 Westminster and proclaiming to another youngster: "Goes like a bird—my new Austin."

THE AMATEUR CENSUS

Ford countered this with a page in *Punch* depicting two small boys taking a roadside census and "discovering that one in every four new vehicles is built by Ford of Dagenham." I am delighted by this advertisement, because I have long been under the impression that those sharp-eyed young people who peer at us as we drive by and then jot something down in their notebooks are inscribing our registration numbers and *not* the makes of our cars. I am always too shy or in too much of a hurry to stop and ask them (and, anyway, usually when I stop my car to speak to a young lady she either runs smartly across the road or melts into the shadows)—but I seem to remember a newspaper account of how a car wanted by the police was traced as a result of this children's hobby of compiling lists of car numbers. Aside from that, I regard this as yet another instance of decadence, for in *my* young days I took a *proper* census of the passing cars.

Nor was I alone, for the weekly motor papers of those free and far-away days were not above publishing the outcome of an amateur census in their correspondence columns. Morris usually headed the list, with Ford and Austin in hot pursuit, and things like Delaunay-Belleville, Sheffield-Simplex and Belsize-Bradshaw coming right at the end, amongst the "one of each." Some of these amateur census-takers would record a thousand cars and more. I acquired this delightful habit when on holiday at my aunt's in Buckinghamshire, walking along the footpath of the Waddesdon-Bicester road before kerbstones and safety signs and new factory buildings disfigured it. The habit persists, and I have compiled a census within the past few years, to while away the odd spare hour, such as at Spa, where Kent Karslake and I sipped potent drinks outside our hotel on the eve of a Belgian Grand Prix and decided to check up on what sort of cars were going by.

Alas, in spite of that Ford advertisement, I think the joy of amateur census-taking has almost died out. Now the children cry "It's 333 BBB," whereas in my schooldays we shouted "Here's another Rover Eight and I can see our first Trojan coming the other way."

* * *

Last year one of the most successful articles we published was that about the motor car in fiction. It was a long time before the correspondence that this article of the Editor's produced finally thinned out, and ever since we have felt a little glow of satisfaction whenever we have encountered additional "motor cars in fiction." It is rather surprising how often cars are mentioned by make in biography and autobiography. Without enlarging on the subject to the extent that we did with the cars in fiction, it is worth recounting that the last two non-fiction books we read both contained such references. Florence Desmond's autobiography, besides some interesting references to the record-breaking flights of her first husband, Tom Campbell Black, tells us that when Florence first went to Hollywood she found that socially a car was essential—so she bought a Ford V8. In his entertaining book "The Life for Me," by Rupert Croft-Cooke (Macmillan, 1952), this fastidious author refers rather nicely to his motoring, although he makes it quite clear that he is no motoring enthusiast. In spite of this he sees motoring as a sport, reminding us that of all the volumes which comprised "The Badminton Library of Sports and Pastimes," those on motoring and archery were the ones most keenly sought. He pays due tribute to the Opel Cadet he bought in 1938, driving in that last pre-war autumn down to Marseilles and up the east side of France to Alsace, and later journeying to Kassel in Hesse and to Switzerland. In the summer of 1939 this Opel pulled a trailer caravan following Rosaire's Circus and, after spending the war period in an open barn, it was put on the road again six years later and "has since done four years' hard on daily service in London and two in the country, with one journey to the north of Norway and two to the south of France. I can still leave here (Ticehurst) for Brighton at eight o'clock on a winter's night with reasonable confidence that it will bring me home over the thirty-five miles of lonely road after midnight." This recalls an article which Anthony Phelps wrote for MOTOR SPORT during the war, entitled "There's Worse Things Than Opels."

CARS IN BOOKS

* * *

Speculation as to whether the Volkswagen will be able to retain its lead in world markets or whether other cars are arriving which will rival its proud position, is intriguing. The Stockholm Show focused attention on this matter, for during 1955 the sales of VWs were 24,400, closely rivalled by the Volvo PV444, of which 23,700 found customers—compared with Britain's best of 2,800 Ford Anglias.

BEST-SELLERS

The Opel Record is a car which is breathing down Wolfsburg's neck, but we have had no experience of it. The Renault Dauphine is cited as a VW challenger; it handles better, is more compact and has four doors, against which it has not quite so much luggage space, lacks the high-quality bodywork and fittings for which the German car is noted but gives better fuel economy than the larger-engined air-cooled vehicle. In action, the Dauphine handles extremely well—whereas Volkswagen oversteer is legendary, but the French car has but three forward speeds in its gearbox and water surrounds its engine. In Australia the Holden appears to serve its owners satisfactorily. 'Tis said that Wolfsburg is about to further reduce the price of the VW and that their technicians have a very fine improved model coming along, for release if and when it is expedient to introduce it. *Time alone will tell . . .*

* * *

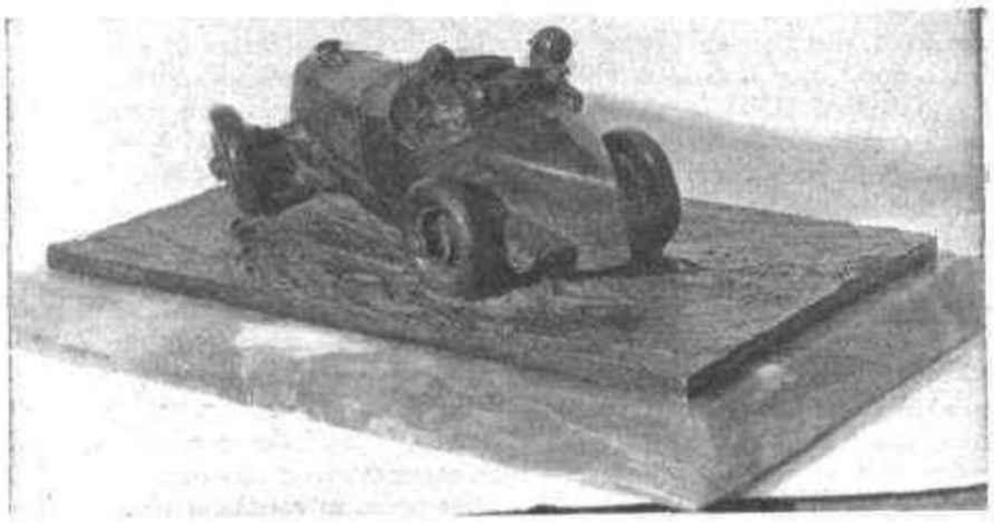
"Three entirely new British Fords have been announced—new in the sense that they are different from the previous models. True, they are longer, wider, and more powerful, but they betray a certain lack of originality *in conception: sort of newly-made suet* puddings of the type the British love so well. If foreign sales are of importance, there is bound to be some disappointment, at least so far as the U.S. is concerned."—Gordon Wilkins, writing under the heading "The Conservative Britons" in the April issue of *Motor Trend.*

THEY SAY:

"It is a sad suspicion of mine that when a British motor maker sets out to produce a new car the first thing that he restyles is the ignition key . . . the last thing he thinks of is independent suspension."—Mike Hawthorn, writing in the *Sunday Express* dated April 1st.

"The abrupt fall in the sales of British cars in Sweden, which has helped to cause short-time working in Coventry and Birmingham, has now been attributed by Swedish dealers to inferior design, poor service, and bad salesmanship."—From *The Manchester Guardian* of March 9th.

"... unless some friend with another make can show better results than I have had, my next car will be another Volkswagen."—R. D. English writing under the heading "I've Found a Rough-rider for the Farm" in *The Grower* of February 18th.



HISTORIC TROPHY.—The R.A.C. Trials Championship Award which, before the war, served as the Brooklands Mountain Lap Record Trophy, which explains why it depicts a racing car and not a trials Special.

THE BRITISH MOTOR INDUSTRY — *by the Editor*



DOLLAR-EARNING.—Sir William Lyons has set a fine example by entering Jaguar cars in International sports-car races. The result is that he has spent £1,000,000 retooling for production of his new 2.4-litre Jaguar at a time when other manufacturers are facing hard times. Here is Hawthorn winning last year's Le Mans race in a D-type Jaguar, a convincing demonstration to those with dollars in their purses.

AT the conclusion of the " Nostalgic " article in the March issue of MOTOR SPORT, I remarked on the enjoyment I derive from perusal of old motor papers, and this led to a very welcome " Easter egg " from a reader, in the form of a bundle of Show Numbers of *The Autocar* of the late vintage era. I had only been looking through these for a few minutes before my eyes alighted on the following, in a reader's letter published 26 years ago : " England has been the home of quality hitherto and has built up the reputation of her manufacturers upon it. It would be a disastrous policy to forsake this for meretricious smartness."

So, you see, there is nothing entirely new under the sun. Today, in 1956, there are those of us who deplore very deeply the plight of the British Motor Industry and wonder whether the policy of aping American styling and sales methods is sound. Our export drive lacks punch on other accounts, too—loss of reputation due to failings in early post-war models, conservative design and poor spares and after-sales service.

Yet all hope is not lost that our former proud position can be regained. Last year the United Kingdom exported 373,203 cars, or over 53,000 more than her nearest rival, Western Germany, which exported 319,878. America, which has as its mainstay an enormous home market, is estimated to have exported 215,000, France 132,880 and Italy 69,397 cars. Nevertheless, Western Germany is breathing hotly down our neck. She has everything in her favour in some ways, at all events so far as Volkswagen is concerned—a clean start after the war, excess labour happy to work a five-day week for whatever wages were offered, a one-model policy and no shareholders expecting to be paid dividends. But I must confess that when, at the height of the " Buy British " campaign before the war, with the British Motor Industry running a series of advertisements depicting fictitious celebrities on the shaming theme " But Why Doesn't He Use a *British* Car ? ", I turned to a companion and facetiously reiterated this slogan *as Rosemeyer's Auto-Union crossed the line winner of our* 1937 *Donington Grand Prix*, I never expected to see German exports beating ours in important overseas markets.

The reasons are probably those outlined above and certainly we should be careful not to place too great a faith in styling and new colour schemes to sell our cars unless these are accompanied by technical advances. British engineers are the best in the world—have they not proved capable of designing and constructing machines which hold the Absolute Speed Records in the three elements, air, land and water ?—but possibly our conservative motor-car designs are to some extent due to the fact that most of our best brains have left the motor for the aircraft industry, together with the vast expense of retooling mass-output factories (watched by dividend-hungry shareholders) for entirely new cars. Yet to get back to full-time working in Birmingham and Coventry we should institute rigid inspection of finished vehicles so as to stamp out petty defects, we should create a world-wide spare-parts and after-sales service administered conscientiously by the agents, and we should use every opportunity of demonstrating our wares in open competition.

The British Motor Industry got into its stride slowly, but long before we went to war with Germany in 1914 it had a splendid reputation, making high-quality large and medium-sized cars of individuality and character, exemplified by names like Rolls-Royce, Napier, Daimler, Lanchester, Sunbeam, Talbot, Humber and Rover.

As the years progressed and output rose we proved well able to hold our own. Austin and Morris mastered mass-production of family-type cars; we built excellent sports cars possessed of good performance and reliability from engines of the less extreme type, and we scored major sales-successes in the economy-car field (Austin Seven, Morris Minor, Ford Eight), just as we had made light of the New Motoring movement with G.N. cyclecar and Morgan tricar.

In the light of this past pattern, how is the British Motor Industry constituted today ?

The former Bix Six have become the Big Five with the amalgamation, regretted in some quarters, of Morris with Austin. Of these, Ford of Dagenham and Vauxhall of Luton trend towards American styling and methods, not unnaturally as the parents of both are in the U.S.A. Both offer medium-quality transport in four and six-cylinder forms, but whereas Vauxhall is content with three models, Ford has an equivalent three together with two versions of small car, now expanded by additional estate-car models, besides the lowest-priced British car of virtually pre-war design. The Rootes Group embraces Hillman, Humber, Sunbeam, and latterly Singer, and consequently covers a wide market, from the family car (Hillman Minx, with the side-valve version in the guise of the Husky estate car), medium-quality and executives' cars (Humber) and enthusiasts' models (Sunbeam), while in the Singer they have individualistic family saloons of good quality, one version of which has the attractive oddity of a twin o.h.c. engine designed originally for a 100-m.p.h. sports car. This adds up to a pretty intricate range, " Americanised " perhaps in sales methods even more than in gay-look colour styling.

The Standard/Triumph axis of the Big Five embraces a range of rugged small economy cars, a well-proven medium-quality vehicle rather " Americanised " in its latest form, together with the value-for-money 100-m.p.h. TR2 and TR3 sports cars.

Finally, so far as our big motor empires are concerned, B.M.C. has the most complex range of all, embracing by makes Austin, Morris, Riley, M.G. and Wolseley, all with divers models but simplified by employing combinations of basic engines, gearboxes, back axles and even body pressings for various models and makes.

Our primary interest is in sports cars and high-performance machinery, and it is encouraging to find that B.M.C. and Standard/Triumph both list genuine and very successful sports cars (B.M.C.

Atomic detector proves

80% less engine wear with

BP Energol 'Visco-static'

Measuring wear while the engine is running

OVER and over again test results with BP Energol 'Visco-static' motor oil have shown 80% less wear on cylinder bores and piston rings. These tests have been made with a wonderful new radio-active wear-detector at The British Petroleum Company's Research Laboratories. By fitting radio-active parts, engineers measure wear while the engine is actually running.

What is the main cause of engine wear?

Research has proved that engines wear out faster while warming up. The reason is that while the car isn't in use, acid products condense on the cylinder walls and attack the surfaces. In turn the products of this corrosion are abrasive and grind the piston rings and cylinders when the engine starts. This accounts for the greater part of all engine wear.

How BP Energol 'Visco-static' reduces wear

BP Energol 'Visco-static' defeats starting wear in two ways. First because of its anti-corrosive additives, it leaves a strong, protective layer of oil on the cylinder walls when the engine is stopped. Secondly when the engine is started again BP Energol 'Visco-static' flows freely even in extreme cold. This ensures that the cylinders are flushed with adequate lubricant during the critical warming up period.

Up to 12% saving in petrol

You cut down oil drag with BP Energol 'Visco-static' and so save up to 12% of petrol on start and stop running and up to 5% on longer runs. Starting is easier too in all weathers and your engine runs more freely and easily. BP Energol 'Visco-static' is for all the year round—another plus point.



Danger Radioactive. *The radioactive piston ring from Harwell is being removed from its keep. The ring is used in a special wear detection rig at The British Petroleum Company's Research Laboratories. It has proved conclusively that BP Energol 'Visco-static' gives 80% less engine wear.*

Do's and Don'ts with BP Energol 'Visco-static'

Don't mix it with other oils.

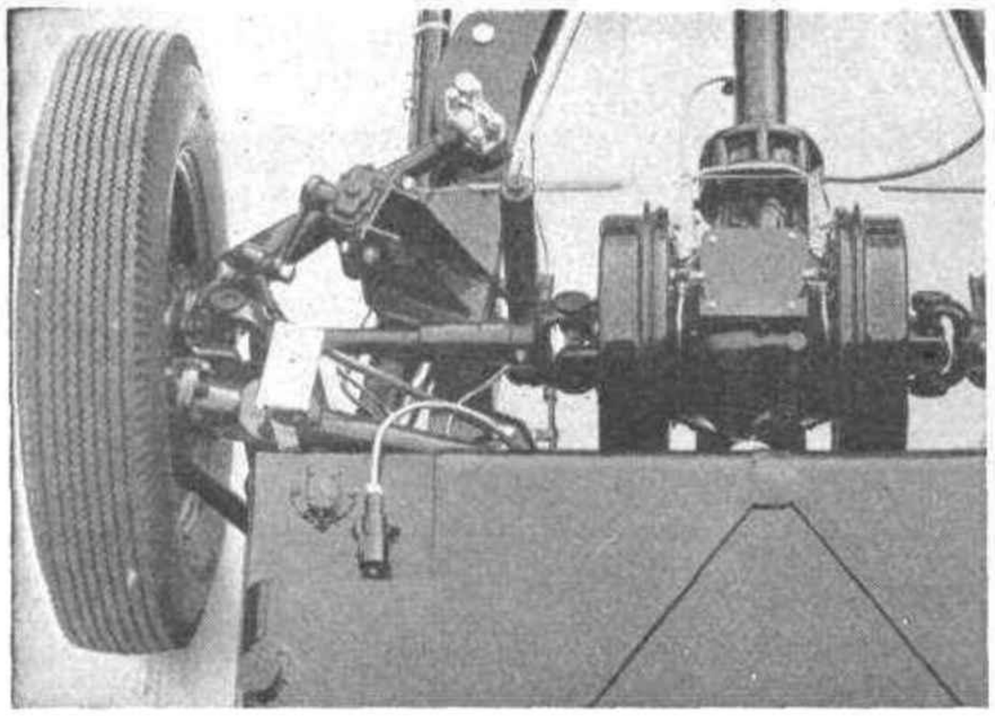
Drain and refill with BP Energol 'Visco-static.' If you have not been using a detergent oil you should run for 500 miles, then drain and refill again.

Don't change to it if your engine will shortly need an overhaul. You will do better to continue with the normal grades of BP Energol until it has been overhauled.

BP Energol 'Visco-static' is obtainable at garages where you see the BP Shield, in pint, quart and 1 gallon sealed containers.

BP ENERGOL 'VISCO-STATIC' MOTOR OIL IS A PRODUCT OF THE BRITISH PETROLEUM COMPANY LIMITED

'Visco-static' is a trade-mark of The British Petroleum Company Limited.



FIRST BRITISH CAR TO USE I.R.S.—Here is the layout introduced on the 2½-litre Lagonda after the war and continued for the present 4-litre model. Since then, apart from specialist firms making competition cars, A.C. has adopted independent suspension of the back wheels.

having the Austin-Healey and M.G. MGA, Triumph the TR2 and TR3, losing nothing by obtaining their performance without recourse to other than quantity-produced power units and components); Rootes have high-performance cars in the Sunbeam Mk. III and Sunbeam Rapier: and Ford, while not listing a sports model, joins with these members of the Big Five in supporting participation in competition motoring.

Of the other sixteen motor manufacturing companies in this sapphire isle, it is a reflection of our national outlook on motor-car production that six of these *make primarily sports machinery* and *all the others*, possibly with the exception of Rover, to whom high quality and luxury is the main purpose, include at least one really high-performance model in their range.

Of this sixteen I think Jaguar deserves to be considered the most worthy and outstanding. Sir William Lyons has for many years displayed a flair for "picking winners" not only in the design and styling of his production models but on the race track, where he is not at all afraid of showing the stuff of which his cars are made. He uses twin o.h.c. engines of beautiful finish and smoothness where bigger manufacturers pride themselves that they can churn out o.h.v. engines as cheaply as they once made side-valve units, providing the actuation is by push-rods. His XK120 Jaguar was sensational and its early shortcomings in respect of brake fade and soft suspension were not allowed to impair the excellence of the present XK140. In the sports/racing field Jaguar have built Le Mans-winning C and D-type cars with resources which must be slender compared with what any one of the Big Five could muster if they took racing *really* seriously. The big Mk. VIII saloon is yet handleable enough to win the Monte Carlo Rally. And the new 2.4-litre Jaguar saloon looks like another winner at the modest price of £1,343, albeit a somewhat bulbous-looking one on first acquaintance. Jaguar scoops in the dollars and deserves to do so.

In considering the industry as a whole the sports-car specialists, which A.C., Allard, Aston Martin, Frazer-Nash, H.R.G. and Morgan jointly constitute, must be put down as pretty small fry, enjoying varying fortunes in this specialised market, yet of considerable importance because their successes in competition wave the flag for Britain and most of their limited sales are, or should be, in dollar markets.

A.C. joins with Lagonda in being the only British firms to adopt independent rear suspension, if one excepts the specialist products of the smaller concerns—and they are mostly on de Dion axles these days! A.C. now borrows the basically German-inspired Bristol engine for the Ace, to supplement its antiquated wet-liner, light-alloy single o.h.c. six-cylinder power unit, and builds other things as well as motor cars these days. Allard seems to have been lying low for some time, possibly because world economics are again' performance achieved by brute power from big engines, save in America, where, as they learn more and more of the technique of building fast cars, it could be that this Britisher which uses so many of their own components is no longer so attractive as it was before the war. Millionaire David Brown's Aston Martins are amongst the finest of Britain's competition and super-fast touring cars, price alone being against them, which a really important outright race victory could do much to overcome in export markets. H.R.G., after producing a very promising post-war sports model of commendably advanced specification, appear to be restricted in their capacity to manufacture it. Frazer-Nash remains the sportsman's dream where price is no deterrent and the best of what is obtainable and known about today is combined with the best of the pre-war B.M.W. to make these hand-built motor cars from Isleworth tick effectively. Morgan offers the least-expensive line in sports machinery, and the price of £893 17s. which buys the TR2-engined Plus Four Morgan makes the smaller-engined M.G. MGA at £961 7s. expensive, especially as the Triumph TR2 is available for £938 17s.

Here I must break off to observe how unfortunate it is that the British Motor Industry is being forced to raise the prices of its cars, due primarily to wage-demands and the rising cost of raw materials, but with dividends and costly publicity stunts possibly responsible to some extent. For example, the Austin A40 saloon now costs £15 15s. more than the de luxe Volkswagen, although the latter carries the not inconsiderable burden of import duty.

Returning to the products which collectively form the British Motor Industry, luxury allied to high performance emanates from Alvis, Armstrong-Siddeley, Bentley/Rolls-Royce, Bristol, Daimler/Lanchester, Lagonda and Jensen, Lagonda having Royal patronage in the person of H.R.H. the Duke of Edinburgh, which did not prevent Courtney Edwards criticising this twin o.h.c., all-independently-sprung 3-litre motor car in the *Daily Mail* earlier this year, while T. W. Carson, experienced motorist and secretary of the V.S.C.C., has queried, in a letter to a contemporary, whether today's "Best Car in the World" possesses "anywhere near their pre-war standard of finish and workmanship."

The market for luxury cars has in any case declined, but fortunately Alvis has strong aero engine interests, Rolls-Royce powerful interests in aero engines and industrial motive power, and Armstrong-Siddeley and Bristol their aeronautical pursuits to carry along their car divisions, while Aston Martin and Lagonda are largely the whim of millionaire industrialist Mr. David Brown. Amongst these makes the old appeal of British quality, individuality and craftsmanship is evident, and Bristol deserve an extra round of applause because their cars are hand-built to exacting limits and achieve a performance some of the others may well envy on an engine capacity not exceeding 2 litres.

Besides the main manufacturing companies, Dellow, Turner, Paramount, Cooper, Lotus, Lister, Elva, etc., turn out small quantities of specialised cars aimed at the enthusiast, Cooper and Lotus exporting to keen types overseas.

To this overall picture of Britain's Motor Industry must be added the extent to which Citroën and Renault, and to a lesser extent Fiat, are represented in this country.

While always tending to the conservative in design, the British Motor Industry has displayed notable initiative in the past. Morgan pioneered i.f.s., Lagonda one-piece body/chassis construction, Rolls-Royce built up a reputation second to none for quality and luxury yet did not flinch from going over to unit engine/gearbox construction, open propeller-shaft and ½-elliptic back suspension on its 40/50 chassis in 1929. Armstrong-Siddeley gave us a foolproof self-change transmission in an age of "crash" gearboxes and with Wolseley popularised the diminutive six-cylinder engine, and Wolseley and Singer adopted the overhead camshaft for inexpensive engines. The Daimler fluid flywheel stands right out as one of our finest technical innovations, while the short-lived Jowett Javelin and its sports-companion the Jupiter showed real initiative in the use of torsion-bar suspension and a flat-four engine.

Before the war we built for the home market, exports being incidental, although the Rolls-Royce was built in America. After World War II we had to export to survive and it is significant that race-bred sports cars like M.G. and Jaguar paved the way.

What is so badly wanted are British cars of fresh design and conception which will compete successfully with, as an article in the *Observer* of April 1st, put it, "the science of design as in France, plans matured over a long period as in Germany and the artistic talent possessed by the Italians." Merely rehashing out-moded models by restyling their exteriors and painting them in rainbow colours points the way to disaster, for the countries who should be importing British cars have not the slightest desire to be "colonised."

Given a return of initiative, of the quality and craftsmanship on which our Motor Industry was built up, and with attention to finish, service and a fair share of competition victories, this great industrial organisation will remain on its four feet and our children will enjoy a standard of living at least as good as their parents know today. That is if the British worker—individually a good, honest, conscientious fellow and indispensable to motor-car production—does not, through mass-hysteria, choke the roar of the British lion with demands for impossibly high and unrealistic wages.

BRANDS HATCH, EASTER MONDAY

AFTER several days of cold winds, the weather turned fine for the opening meeting of the B.R.S.C.C. at Brands Hatch on Easter Monday. The entry list was not as good as it was on the same occasion last year, but the 500-c.c. exponents had a good outing, with some very close racing. The sports-car field was not so fortunate since the presence of Peter Gammon and his Cooper-Climax made things rather trying for the would-be winners, who had to content themselves with the sight of this Cooper always about half a mile ahead.

The normal programme of races was scheduled: the *Sporting Record* Trophy race, the two sports-car races, the J.A.P. race, and an extra consolation event.

At 2 p.m. prompt Heat 1 of the *Sporting Record* event began. On the opening lap D. J. Strange and S. Lewis-Evans had a scrap but things settled down to Lewis-Evans, Hall and Taylor in that order, with Hall trying very hard, especially at Druids' Hill Bend, but until the eighth lap the order remained the same, until Hah squeezed by, to remain in the lead for the last two laps. This was one of the most exciting events of the 500-c.c. programme.

The next heat began with Wicken in the lead, soon to be challenged by Bridger, who took first place, with Boshier-Jones third. This carried on for some time until Wicken again took over the lead for four laps, with Boshier-Jones losing ground rapidly. On the seventh lap Bridger slid past on the top straight and there he stayed to receive the flag, Wicken, Boshier-Jones and Raby behind him.

The first final of this race proved to be an uneventful one. Stuart Lewis-Evans held the first six laps, with Bridger, Hall and Wicken hovering behind, but the final round saw Wicken first, having taken Stuart on the seventh lap, and Bridger third. Hall, Eccles and Koring retired with mechanical trouble.

The second final was a more interesting affair, with Luke's purple-mauve-coloured Cooper in the lead at the beginning being chased down to fourth place by Mayne, Heyward and Summers. The field spread out during the course of the 10 laps but Mayne crossed the line at 64.53 m.p.h.

The extra event, not scheduled on the programme, was a 10-lap consolation race, in which Raby excelled himself by leading from beginning to end. His nearest rivals were Iszatt, who had been trying very hard all day, and Jones in a Kieft, who later slowed up on the ninth lap, allowing Barrett to come into second place, with Iszatt third.

The J.A.P. race resulted in a win for H. C. Taylor, chased by Jones and Iszatt and later by Bennett in an Arnott. For about half a lap Iszatt took the lead, only to be caught again by Taylor; Bennett and Iszatt fought it out valiantly but on the last lap Bennett moved past his sparring partner into third place. Speed for this race was 67.13 m.p.h.

And so to sports cars. The two 12-lap races, one for 1,200-c.c. and one for 1,500-c.c. cars, were won easily by Peter Gammon in his Cooper, who had an absolute cakewalk over his rivals T. Barnard and W. S. Frost, who kept together well in their Mk. IX Lotus cars during both events, finishing second and third respectively in the 1,500-c.c. race, after steady driving. P. Bailey's Tojeiro had a brief look in at second place for the first two laps but was gradually pushed further down the scale to do battle with Stacey's Lotus-Climax. One of the non-starters was Crombac's Lotus, which had rear suspension trouble on the Continent and was unable to appear.

The 1,200-c.c. event was almost a repeat of the above, with Stacey climbing up the scale and Taskent and Nisbet battling along behind until Nisbet retired along with Harris, also in a Lotus. An unusual sight was M. P. Phillippe's M.P.S. travelling along with the rear half of the bodywork missing, having met up with a bank. Perhaps it was cooler like that anyway. The fastest lap was made in this race by Gammon at 71.31 m.p.h., a fitting end to the start of the season's small-car racing.—I. G.

WOMEN'S JUNIOR AIR CORPS

At a cocktail party on March 21st it was announced that the activities of the above organisation would be extended to include riding, gliding and driving lessons. Three scholarships are to be presented by the Rootes group for the winners of the driving lessons. One of the organisers, Miss Sheila Van Damm, has agreed to pay additional travelling expenses for winners who live far from the three driving school centres.

A LAND ROVER WITH A MISSION



MY late father, a very keen archaeologist, decided, with advancing years and failing health, that the best way to survey the local Roman roads and medieval tracks in their passage across the Pennine and Cheviot Hills was by Jeep and, later, Land Rover.

Over some six years, three different vehicles were used, each modified for the purpose in advancing stages. The accompanying photograph of the last and most completely equipped Land Rover shows some of the major items of substantial equipment, which included two aluminium channel girders, four hydraulic jacks, two sets of chains, one bog probe, one searchlight/signalling lamp, one pair of wire cutters and staples, one wire strainer (and a fair knowledge of dry-walling).

The vast majority of the great number of old roads in the North of England hills were traversed by my father, my brother or myself with one vehicle or, on occasions when the going was particularly sticky, two, and I have set out a few samples which might be of interest.

1. *Pennines*

(*a*) Maiden Way (Roman road). Start four miles south-west of Alston (Northumberland) at approximately 1,500 ft., to Kirkland on the western slope of the Pennines *via* the Hanging Walls of Mark Anthony. Maximum height 2,250 ft.

(*b*) Medieval road from Gearstones, 1,057 ft. (Malaprop with apologies), at the head of the Ribble Valley, to Hawes *via* Camhouses(!) and Dod Fell. Maximum height approximately 1,900 ft.

2. *Lakeland*

(*a*) High Street (Roman road). From Askham, five miles south to Penrith, to an unclimbable dry wall between High Raise (2,634 ft.) and Kidsty Pike (2,560 ft.), following the line of the road throughout (very easily seen in places). Two Jeeps and tackle were needed.

(*b*) Skiddaw, 3,054 ft. (highest but easiest). This was a before-breakfast job and took about two hours, Keswick to Keswick, without any attempt at record-breaking.

3. *Cheviots*

(*a*) Deer Street (Roman road). From High Rochester in the valley of the River Reid, *via* Featherwood, Middle and Outer Golden Pots, Brownhart Law, 1,664-ft. Ad Fines Camps to Hounam and the valley of the Kale Water in Roxburghshire.

(*b*) Medieval Drovers' Road from Cocklawfoot, eight miles south of Yetholm, Roxburghshire, to Coquetdale and Alwinton, Northumberland, *via* Windygyle (Windygate Hill), 2,034 ft. Both the above are complete crossings of the Cheviots.

(*c*) Cheviot Hill (2,676 ft.). The actual top—merely the highest point of an enormous peat bog—is not reachable by anything short of a tank, and probably that would sink (though one man was claimed by the local paper to have reached the top—wrongly, as he admitted himself). However, a spirited drive will take one to Auchope Cairn, approx. 2,400 ft., at the west end of Cheviot itself.

These climbs were largely incidental to the mapping of Roman and other roads and emulation is not advised as, apart from difficulties connected with National Parks, ramblers, firing ranges (rocket and otherwise), etc., a certain amount of goodwill from local farmers, together with local knowledge, is needed, and this, naturally, is only obtained through experience and residence.—SIR STEPHEN C. DE L. AITCHISON, BT.

INTIMACY WITH THE DAUPHINE

1,250,000 Miles' Development Endows the New 845-c.c. Renault with Many Good Qualities, notably Excellent Handling and Roadholding, Outstanding Performance for its Size, and Economy



ALLURING NEWCOMER.—The Renault Dauphine not only attracts attention by reason of its modern appearance and distinctive lines but handles impeccably, gives over 45 m.p.g. when driven hard, and has performance which has in no way been sacrificed to the noteworthy economy.

JUST after Easter we left our rear-engined, all-independently-sprung saloon at the Renault depot at Acton and motored away in another rear-engined, all-independently-sprung saloon—the new and much-discussed Renault Dauphine.

The version which awaited us at the Renault Company's English depot was a very eye-catching little car, its Dauphine-blue finish nicely set off by whitewall Michelin tyres, while the interior was cheerfully upholstered in blue and grey cloth, the large rear window rendering the interior pleasantly light.

This new Renault economy car has a larger engine than the famous 4 c.v. and bigger dimensions to match. It has restyled, very handsome lines, which belie the fact that its power unit is in the wide back boot, and the body remains a useful four-door four-seater saloon. The Dauphine is the outcome of some four years' and 1¼ million miles' development and testing, following a year devoted to designing the prototype 109. It is significant of the policy behind the Dauphine that the long-established French manufacturer sent test cars all over Europe, from Greece to the Polar regions, and also tried it out in Canada, before releasing it dramatically to newspapermen at a secret venue in Corsica early this year.

The result is a thoroughly well-tried small car, attractive by reason of its appearance, and able to follow-up this good first impression by reason of outstanding handling qualities, a comfortable ride and notable economy, allied to better performance than previous baby cars have been able to claim.

The Dauphine inherits many features almost unchanged from the justifiably-popular 4 c.v., which remains in full production and of which over ¾ million have been sold.

For example, the controls are virtually unaltered, and the engine is an enlarged version of the older power unit, giving 27 b.h.p. at 4,250 r.p.m. instead of the 21 b.h.p. at 5,000 r.p.m. which the 748-c.c. version developed. The wheelbase is 7 ft. 5 in. instead of 6 ft. 10½ in., and although the car is an inch lower than the 4 c.v. headroom is unimpaired, as the occupants sit comparatively low.

The restyled front wings are both visible to a driver of average height and the short central gear-lever (which sometimes jigs about when the car is in action) is well placed. The gearbox remains three-speed, which calls for skill in engaging bottom gear from second, although this is to some extent offset by the good middle-gear performance. The circular clutch and brake pedals are unduly small and should have rubbers, and the clutch is a trifle difficult to engage smoothly, while a carburation flat-spot low in the r.p.m. range and a stiff throttle spring give rise to rather jerky take-off and initial pick-up in bottom gear. The central pull-up handbrake lever is convenient to the point of dispelling any criticism.

The steering is rather dead, because normally road-wheel reaction isn't felt; the wheel vibrates considerably and the action is a shade on the heavy, or firm, side. It is low-geared steering, calling for four turns lock-to-lock; the lock is taxi-like and there wasn't a trace of lost motion. Certain road surfaces, seemingly smooth, produce pronounced kick-back from the front wheels. There is quick and strong castor action. The two-spoke steering wheel has a diameter of 15½ in.

In these respects, and in the layout of some of the minor controls, the Dauphine and the 4 c.v. are about identical, but as intimacy with this new Renault increases many intriguing features come to light. The luggage space under the front bonnet is enormous; the concave metal floor of this compartment is unlined. Only the Tudor 6-volt battery protrudes, the small glass brake-fluid reservoir conveniently visible beside it; and the forward-hinged lid of the boot is released, and can be re-locked, by operating a convenient metal handle (hard on the hands, however) under the centre of the scuttle. The lid has an automatic wire-and-pulley prop, and an ingenious feature is that the inbuilt 5½-in. Cibie headlamps are contained in the lid, where they are less liable to damage than headlamps set in the wings, while windows in the rear of the lamps serve to partially illuminate the luggage space. The light lid of the rear boot releases by means of a rather crude exterior handle; the lid has a wire-over-pulley automatic prop, but that on the test car made an appalling noise while the lid was being raised, although it appeared to be well greased. The lid cannot be locked, which would be an advantage as the fuel filler is beneath it. There is a convenient lamp for illuminating the engine at night.

The width of the rear boot renders the engine very accessible and fuel, oil and water fillers, dip-stick, petrol pump primer, Ducellier coil, distributor, etc., are all well placed. The Solex d.d. carburetter has a Tecalemit air-cleaner (an elaborate system of air-filtration is available for export models), the plugs were A.C., and the scissors-type screw jack is accommodated in a stowage on the off side of the engine compartment. A starting-handle is provided for servicing purposes. The air-outlet louvres in the tail do not disfigure the car, the rear-aspect being rendered distinctive by the wrap-around rear window, while the air-intakes in the back wings call for an attractive fall-in of the back doors.

Reverting to our earlier comment on the capacity of luggage compartment, this is attributable to the brilliant plan of stowing the spare wheel separately under the floor, hinging the front number-plate to provide access to it.

The external appearance of the Dauphine, as the accompanying pictures illustrate, gives the impression of a front-engined car to



BAGGAGE.—This picture shows the useful luggage space in the front boot of the Renault Dauphine. Note the 6-volt battery with the brake fluid reservoir beside it, the automatic " keep " for the boot lid and the headlamps recessed in the leading edge of the boot.

the lay public; an excellent feature is that all four doors trail. But, in use, the rear-engine advantages of isolation of mechanical noises and complete absence of fumes within the car are appreciated.

In detail the new Renault has some features of its own and others overlapping with the 4 c.v. The adjustable front bucket seats offer adequate support and comfort but have rather small seat area. The instrumentation is simple, a hooded, oval, 75-m.p.h. speedometer before the driver being flanked by petrol gauge and water thermometer, while indicator windows are provided for dynamo-charge, oil-pressure and indicators-working. The speedometer has a total mileage recorder (no decimals), masked somewhat by the passage of the speedo. needle round its dial. When the sidelamps are " on " the instruments are illuminated in non-dazzle fashion. The wheel arches intrude noticeably into the driving compartment and cause inconvenience to tall passengers, while the doors are rather small.

The front doors have pull-out handles and locks, and besides winding windows (3½ turns of the handles from up to down) there are ventilator windows, held by somewhat clumsy but efficient catches. The rear doors have sliding half-windows, retained in position by simple catches. Wind noise is only evident if a front ventilator window is slightly open.

Lightweight construction is evident in the " tinny " sound as doors and boot lids are shut. No door pockets are provided, but there is a useful shelf behind the back seat and two unlined, unlidded cubbyholes in the pressed-steel facia, the passenger getting a wide one, the driver a midget. The base of the facia has a crash-strip, but as this is unyielding and not placed very strategically it must be attributed more to emulation of American fashion than to a desire to ensure that those who prang their Dauphine live to buy another.

The usual Renault rotary lamps-control stalk, frail but effective, extends from the left of the steering column, a two-tone horn being sounded on pressing it hard or softly; the " flashers " control is a little lever on the right of the column. A tiny under-scuttle lever operates parking lamps. The self-parking S.E.V. screen-wipers have a tiny tumbler-switch on the right of the facia, and the engine temperature is held at 80 deg. C. by the radiator blind, this now being operated far more easily by a vertical slide control alongside the right-hand front door. The doors have useful folding " pulls " but the handles are on the same edge as the hinges. Circular, very bright, rather loose, interior lamps, which you twist to switch on or off, are fitted one on each door pillar, and these are operated automatically by opening the front doors (the passenger's was not functioning on the test car). The heater has a convenient control on the twin pipes leading to the screen ducts, two small doors on these pipes controlling the flow of air to the front compartment and there is another vent by the back seat. Providing engine temperature is adjusted suitably the heater and demisters work well.

The self-cancelling direction " flashers " are separate from the lamps, there is ample rear illumination, and a special feature of the Dauphine is the use of concave headlamp glasses to ward off mud and flies. Detachable front and back wings to reduce the cost of repairs are another Dauphine attraction. Equipment includes twin vizors, a good rear-view mirror, a " hooded " exhaust tail-pipe, a lidded ashtray in the facia sill, and an ignition key which also operates the starter (but is placed awkwardly) and can lock the steering. Clock, screen squirts and fog-lamps, as on most economy cars, are not provided as standard.

That is the Renault Dauphine, after critical analysis in the showroom. On the road it reveals a commendable extension of the practical aspects just described.

First and foremost, the roadholding and cornering are outstanding even by exacting standards. The pronounced oversteer found on the 4 c.v. and on most rear-engined cars has been eliminated entirely from the Dauphine. This is a remarkable achievement in a car where the in-line engine lives definitely behind the back wheels and in which swing-axle back suspension is employed. If the tendency is to oversteer, this is of the slightest. The well-known flat ride of the little Renaults is retained, so that few cars feel safer or more stable than a Dauphine in a hurry. The suspension, by coil-springs, is on the hard side, so that as the 15-in. wheels find the road irregularities they transmit noticeable reaction and release rattles in the body/chassis structure, but essentially the ride is comfortable, even over unlevel level-crossings and the like, with some up-and-down motion. The rack-and-pinion steering gets lighter at speed and is quick and accurate, and the 9-in. Bendix-Lockheed brakes are amply powerful given sufficient pedal pressure. They squeaked very occasionally.

As outstanding as the fine handling qualities is the Dauphine's ability to put the miles behind it. Within the limitations of a three-speed transmission the acceleration is very good, and a cruising speed of 60/65 m.p.h. and a maximum of around an honest 70 are backed up by a third-gear maximum of 50 m.p.h.

At this speed the 845-c.c. engine hums loudly and to maintain good average speeds the gear-lever naturally has to be stirred about. The gear positions are normal, with reverse opposite first, unguarded. The lever calls for some determination when quick changes are made and has the typically Renault wide lateral movement.

To these attributes must be added the increased interior dimensions, commendable fuel range conferred by a 7-gallon fuel tank below the back seat and the very up-to-date and handsome appearance of the new Dauphine.

Moreover, to the noted stability of the 4 c.v. round corners and over bad surfaces must be added the almost complete absence of oversteer with which clever redistribution of weight, etc., has endowed the Dauphine. This modern small saloon thus shouts to be tuned to " Gran Turismo " standards of performance and we have no doubt that many Frenchmen are already setting about it. The



THE REAR BOOT contains the accessible and untiring 845-c.c. engine, with the radiator ahead of it.

engine has plenty in hand, as its performance in 4 c.v. R1063 form has shown.

In the course of our test we drove the Dauphine 640 miles, during which it needed no oil or water. Fuel economy, driving hard, worked out at 45.1 m.p.g. The engine started promptly on its automatic choke, idled inaudibly and proved temperament-free. The use of unclipped rubber sleeves on the petrol piping looks crude, but presumably has been proved satisfactory on test.

We took the little car to the Sussex coast (always a pleasure) and drove it nearly 400 miles in a day exploring a part of South Wales not visited since boyhood (now disfigured), in the course of which we sought some 10/30 Alvis spares (no luck) and had a look at the old Caerphilly speed hill-climb venue (uninspiring). The Dauphine won our admiration for its excellent and typically Continental handling qualities and the fact that its performance, with that so-impressive and useful 65-m.p.h. cruising speed, has not been sacrificed to obtain the useful 45 m.p.g. economy of fuel. It should make, moreover, an excellent rally car. The basic price is £511, which inflates to £769 7s. in England.—W. B.

THE RENAULT DAUPHINE SALOON

Engine : Four-cylinder, 58 by 60 mm. (845 c.c.). Pushrod overhead valves. 7.25 to 1 compression-ratio; 30 b.h.p. at 4,250 r.p.m.
Gear ratios : First, 16.22 to 1; second, 7.88 to 1; top, 4.4 to 1.
Tyres : 5.00-15 Michelin whitewall on special bolt-on detachable rims.
Weight : 12 cwt. 1 qtr. 21 lb. (without occupants, but ready for the road, with approximately one gallon of petrol).
Steering ratio : Four turns lock-to-lock.
Fuel capacity : Seven gallons. Range approximately 315 miles.
Wheelbase : 7 ft. 5 in.
Track : Front, 4 ft. 1½ in.; rear, 4 ft. 0 in.
Dimensions : 12 ft. 11 in. by 5 ft. 0 in. by 4 ft. 9 in. (high).
Price : £511 (£769 7s., inclusive of p.t. and import duty in this country).
Concessionaires : Renault Limited, Western Avenue, London, W.3

NOSTALGIC

NOTHING much has come in this time on which to build this feature. A reader kindly contributed an amusing relic from the dim and distant past in the form of a book entitled " Mr. Punch Awheel." It is undated but probably dates back to about 1900. Almost every cartoon depicts motor cars or bicycles which if they have not had an accident are about to have one, or else, in the case of the motor cars, have broken down or are being apprehended by fearsome constables for exceeding the speed limit. There is one obvious bit of publicity for the Lanchester but otherwise the vehicles are largely unidentifiable. The queer garb of the motorist in the age before closed bodywork is a popular gambit for Mr. Punch's humour, but the bicyclists do not escape, as witness : " Then the Lady in Bloomers. She is a great reforming agent. She looks so unsightly, that if all her sisters were dressed like her flirtation would die out and there would be no cakes and ale."

John Ahern, who is known to many for his impartiality in matters motoring, for he seems equally happy in his vintage Invicta or Morgan Plus Four, remembered the Editor's weakness for the historic and sent a bundle of cuttings from pre-1914 issues of *The Sphere*, but these concern mainly aviation. So to round off, I propose to write about two rare motoring books which came into my possession recently. One is a bulky volume, entitled " Through the Alps to the Apennines," by P. G. Konody. It was published by Kegan Paul, Trench and Trubner & Co. Ltd. in 1911, and is illustrated from photographs and pencil sketches by E. A. Rickards and has a coloured frontispiece from a drawing by Robert Little, R.W.S. Quite a tome ! What interests me is that this is the account of a journey in a 30-h.p. White steam car. It is described as " noiseless, running as smoothly as a sledge, provided with a comfortable touring body and luggage-carrier; and, above all, a splendid hill-climber." The familiar lines of the White appear in the background of many of the illustrations. It seems to have given remarkably little trouble, except for innumerable punctures, some bother with its acetylene lamps, and occasionally running out of petrol (for its burners), in a distance which I make from the author's daily itineraries to have been 3,711 kilometres, in the capable hands of a chauffeur named Ryder, except on the occasion when a piston rod broke and required the services of a blacksmith at San Giovanni d'Asso. The White climbed numerous notorious Passes, including the redoubtable Zirlberg, which had proved a serious stumbling block to the vast majority of the cars on the Herkomer tour in 1906. On one occasion in Alsace a basket rolled from a passing cart and carried away the " exhaust tap of the condenser " and the White got stuck in sticky clay when a wrong road was taken at Gironcourt and horses were needed to tow it out. Otherwise it seems to have performed surprisingly well and its best day's run was a matter of 125 miles. Incidentally, I wonder did Nuvolari, as a baby, see the tourists pass through Mantua ?

At the conclusion of the tour one of the party, with the delightful name of Pomponius, said the things he enjoyed best were—the meals!

The other rare book is one I had seen reviewed in an obscure paragraph of an old issue of *The Autocar* but of which I never thought to see a copy—" H. G. Hawker, Airman : His Life and Work," a book written by his wife after Harry Hawker's death, and published in 1922. It interests me on account of the descriptions of Hawker's races at Brooklands with the big V12 Sunbeam and A.C. light car, etc., and of how he built his Sunbeam aero-engined Mercedes touring car in his home garage. I refer to the book here because there is an episode included in it which should make today's sports girls think. The girls of today take kindly to being driven in 100-m.p.h. sports cars, they navigate in rallies and drive with skill themselves. Yet could they emulate what Mrs. Muriel Hawker did in 1920 ? Suddenly feeling she should be at Brooklands with her husband, where he was driving the big Sunbeam, Mrs. Hawker, then a mother with two children, got the racing A.C. out of the garage, " which I managed to start," and drove in it to the track, arriving before Hawker's first race. Now I know they lived at Hook, quite close to Weybridge, but I can also imagine the effort needed to start that A.C., with its racing valve and ignition settings, and the skill required to drive over the untarred country roads of those days, particularly in the clothes women wore in the early 'twenties ! Next time your favourite popsie crunches your cogs, think of Mrs. Hawker, who, apart from this run in the racing A.C., put the rivets in one side of the aero-engined car's 7-ft. bonnet, was used to the startling experience of being towed in the racing A.C. by her husband, and who drove large and small cars (not only of the early 'twenties but in 1915 when Hawker let her, as his girl friend who drove her own Gregoire light car, handle his 27/80 Austro-Daimler) with equal facility.—W. B.

B.R.M. OUTING

On April 7th, at Bourne, Lincs, a luncheon party was given by Raymond Mays to some prominent racing drivers and members of the Press invited to see the B.R.M. perform at Folkingham aerodrome. A crowd of over 700 members of the B.R.M. Association viewed two of the latest short-chassis cars and one incomplete 16-cylinder model in the workshops. Later Mike Hawthorn, who had arrived by air in his Fairchild Argus, took one of the cars round the circuit for five laps followed, a few minutes later, by Tony Brooks, of Connaught fame. Both drivers demonstrated the excellent capabilities of the car which now stands a good chance of receiving the laurels of victory in the coming season. Raymond Mays later explained that the failure of the B.R.M. driven by Hawthorn at Goodwood on Easter Monday was due to a split grease cup on the rear axle pot joint allowing the grease to be thrown out, resulting in a partial seizure of the joint.—I. G.

F. M. Wilcock is fitting a new body to his four-wheel-drive Rolls-Royce Merlin-engined Swandean Spitfire and has replaced the self-change omnibus gearbox with one from a tank transporter. The monster is due to run at the Gosport Speed Trial of the Southsea M.C. on May 27th, over their new course.

ENTHUSIASTS' DIRECTORY: No. 9 — CLOTHING

INTRODUCTION

The advent of spring brings a changed outlook to motoring. Summer days are before us and country lanes, open cars and other delights are still to be found. To turn our thoughts towards clothing at a time when its usefulness is lessened may seem a little remiss, but in fact a wider variety of motoring apparel presents itself in summer than in winter. Such articles as cloth caps, racing overalls, crash hats and goggles are as much a part of the summer scene as sunglasses and deck-chairs.

The suppliers and manufacturers of clothing for motorists are limited but the goods exhibited by these firms represent a very comprehensive range of all that might reasonably be required by the users of all types of cars. In particular, an exceptional choice of the new type of string or open-back gloves is available; racing overalls of different types and in most colours are easily found and also a selection of crash hats with large detachable visors. For the open-air motorist there is a close-fitting cap similar in style to the flying helmet, and for those who are M.G.-mounted a complete range of dress accessories is available.—I. G.

★

DENT ALLCROFT & CO. LTD.

Driving gloves are of use in all seasons and an excellent pair can be supplied by the above firm. These have hogskin palms with a crochet back and are sewn with Terylene thread.

Suppliers : DENT ALLCROFT & CO. LTD., 18-19, Stratford Place, Oxford Street, London, W.1.

★

ROBERT HIRST

Designed for colder weather is the Robert Hirst Roadmaster Coat. This is a universal outdoor garment in the Continental style. It has a zipped quilted inside front with a fleece lining and elastic belt at the back. Retail price £7.

Suppliers : ROBERT HIRST, Hannerlain House, Harrogate, Yorks.



Left : Supplied by Messrs. Herbert Johnson, these racing overalls can be ordered in all colours. They are made of cotton and have zip pockets with elastic sewn in at the wrists, ankles and waist. A full-length zip extends down the front. Price £8 15s.

Below left : One of the soft woollen caps marketed by Kangol at 12s. 6d. These are very well cut and can be supplied in a wide variety of pastel colours. Berets are also available in similar material.

Below right : The Herbert Johnson crash hat, which retails at £5 15s. without visor. It is available to order in special colours.





HERBERT JOHNSON, LTD.

A long-established firm of clothing specialists, Messrs. Herbert Johnson supply most kinds of motoring wear. Examples are : crash hats £5 15s., with visor £3 3s. extra, leather cover for perspex 30s.; sprayed any colour, 15s. extra. Gloves vary from 30s. to 50s. for all types. Overalls in one piece, shower-proofed or fire-proofed, in cotton, £8 15s.; or a two-piece at 10 guineas. Wind caps, close-fitting type, are 52s. 9d. in all colours, and are available in nylon for ladies at the same price. "Gannex" duffle coats of superior design are priced at £9 and £10.

Suppliers : HERBERT JOHNSON, LTD., 38, New Bond Street, London, W.1.

★

KANGOL

Famous for many years for the production of soft caps and berets, Kangol have recently introduced another safety helmet of glass fibre and reinforced plastic which retails at 47s. 6d. The range of caps continues. These can be had in 21 different colours and retail at 12s. 6d. each and are excellent for the open car, golf or leisure wear; the material used is wool and a stitched peak and interior leather band add the finishing touches. In addition to this a full range of Anglobasque berets in 45 different colours is available and these are priced at 7s. 6d. each.

Suppliers : KANGOL, 39, Fitzroy Square, London, W.1.

★

D. LEWIS, LTD.

Primarily concerned with motor-cycle clothing, this firm supplies a selection of driving gloves, notably an open-back Italian pattern at 22s. 6d. Alternative string-back types retail at 18s. 6d. Overalls in cotton at £4 10s. and racing helmets at £4 19s. 6d., with visors at 47s. 6d.

Suppliers : D. LEWIS, LTD., 121, Great Portland Street, London, W.1.

★

LONDON RUBBER CO. LTD.

A most useful commodity when doing roadside repairs or other general cleaning of motor cars is a pair of rubber gloves. Available from the above firm for 4s. 1½d. are the latest type with harder wearing fingers, they are more easily taken off than the other varieties owing to the satinised interior finish.

Suppliers : THE LONDON RUBBER CO. LTD., Hall Lane, Chingford, E.4.

★

JACKSON

Here can be found numerous articles for the M.G. enthusiast. Examples are blazer badges at 21s., ties 12s. 6d., ear-rings 8s. 6d. pair, cuff-links 9s. pair, and blazer buttons in gilt or chrome at 9s. 6d. a set. The ties are made of non-crease material in maroon, green or navy, with a multitude of small M.G. motifs thereon, the cuff-links and ear-rings are finished in gold or silver plate, as are the tie-clips which are also available at 6s. 6d. each. Truly a worthwhile selection if M.G.s are in the blood.

Suppliers : JACKSON'S M.G. ACCESSORIES, 14, Friern Barnet Road, London, N.11.

★

S. LEWIS

Well known amongst prominent racing drivers for many years, the above firm has a reputation for supplying most types of motoring clothing at very reasonable prices. Articles chosen at random included a pair of goggles, for which alternative tinted lenses can be supplied, price 12s. 6d. Crash hats are available for 43s. and up to 70s. 6d. with visors. A complete range of gloves from the net-back type at 19s. 6d. to gauntlets at 67s. 6d. can be found. A particularly fine pair of racing gloves with leather palms and chamois backs retails at 17s. 6d. A full range of winter coats may be seen and also a recently introduced series of racing overalls which will retail at about £7.

Suppliers : S. LEWIS, 27, Carburton Street, London, W.1.

LETTERS from READERS

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

THE WORTH OF AMERICAN ENGINES

Sir,

Mr. Bell quotes impressive figures for the American Cunningham sports car. In comparison to a DB3S-engined Aston Martin DB2/4 the Cunningham, he states, is 9 m.p.h. faster and superior in acceleration. One must admit that 0-100 m.p.h. in 11 sec. is phenomenally good, but high speed and biting acceleration do not, alone, make a successful sports car. The handling qualities of the car concerned are a very decisive factor—sheer speed is useless without the cornering and braking ability to match. This constitutes a failing in many American cars.

Mr. Bell goes on to say that British cars will not stand up to the hard life and high speeds expected of American cars—a comparison of British and American performances at Le Mans provides, I think, a satisfactory answer!

As makers of roomy cars capable of cruising at fairly high speeds along straight roads with a maximum of comfort the U.S. manufacturers excel, but as makers of high-performance sports cars they cannot (yet) be counted very serious rivals to their British and Continental counterparts.

I am, Yours, etc.,

Folkestone. RAYMOND E. BONA.

* * *

CONDITIONS IN — SWEDEN

Sir,

After all this talk in different papers about British car sales going down on some export markets, 4-day weeks and so on, I think it might be of interest for you and your readers to have some official figures of new car registrations in Sweden for 1955. (Page 12 in the enclosed paper *Motor*.)

Let me declare that I am pro-British indeed and that I would certainly be most satisfied if British cars were sold in ever-increasing numbers. Unfortunately, that is not what is happening here in Sweden, for this last year British cars have been losing markets as never before. Why is that so? Well, I don't know, but I have some ideas.

The best sellers in Sweden last year were the VW and our own Volvo PV444. Those two cars have one thing in common: a most perfect service in the whole of Sweden, together with non-expensive spare parts and a list of fixed prices of repair. I must mention, too, that the Volvo is guaranteed for five years, even if the car has more than one owner in that time.

Well, what I want to say with this letter is just that I don't think it's a very good thing to go on criticising a particular make of car, a particularly ill-chosen gear ratio or a particularly bad back-axle design. There's nothing really wrong with the British car. On the other hand there must be something wrong with the top figures behind the British Motor Industry.

Change them quickly for young and service-minded men who have enough time to live to see the fruits of putting in some service in selling their products abroad. And as there isn't always fog in the Channel, why can't those top figures come over here to study and see? To compare on one hand the organisations selling Volvo and VW and on the other hand all the organisations *trying* to sell the different British products.

By the way, congratulations to Rootes for producing such a good-looking car as the new Sunbeam Rapier! In fact, a jolly good step in the right direction. I do hope that car, with its splendid success at Earls Court, will be an eye-opener to some other of your big concerns, particularly to those who want to build a big-car scaled down and have gone on with unchanged models for some seven years . . . If there are any!

I am, Yours, etc.,

Stockholm. GASTAF L. A. GIERS.

[The figures in the Swedish *Motor* referred to by our correspondent are Swedish new-car registrations for the year ending December 31st, 1955. They show VW to head the list with 24,431, closely followed by Volvo PV444 with 23,716. The best-selling British car was the Ford Anglia, with 2,791. Total sales of the products of our Big Five were: B.M.C., 7,208; Ford, 5,437; Standard/Triumph, 1,899; Vauxhall, 1,585; Rootes, 929. Of station-wagons, Volvo 445 sold 1,078, VW 1,034, and the most popular British vehicle was Hillman/Commer, with 325 sales.—ED.]

SERVICE!

Sir,

I was very pleased to see the letter in your March issue extolling the virtues of the Triumph TR2. I have owned a hard-top model for about six months; I think it is a wonderful car, and was obviously designed and developed by enthusiasts.

The Triumph Sports-Car Owners' Club is a very fine idea—it certainly succeeds in selling TR2s and keeping them sold.

When I made a perfectionist's inquiry about a vibration period on the gear-lever at certain revs., this was passed on to the Technical Department, and when next he was in the district their Technical Representative made strenuous efforts to contact me to investigate the trouble. He made arrangements for the local Triumph Distributor to carry out a modification, no reference was made to the strict letter of the guarantee and the work was carried out on a "no charge" basis. This I contend is Service in the true sense.

A passing reference to Kirkstone Pass in another letter prompts me to write to you and sound a warning note to motorists using the Pass, as there are unusually hazardous circumstances attached to this hill. Tired or badly-driven cars often stall, and an easily-acquired piece of stone is used to chock the back wheel. When the engine has cooled or the driver has sorted himself out, the car is driven away but the stone is left.

A local inhabitant told me recently that he had seen as many as six pieces of stone on the road at one time; they are a real menace not only to cyclists and motor-cyclists but to motorists as well. Burst tyres and worse can result from hitting these stones, which are difficult to see quickly enough around the many blind corners, especially in the half-light or at night.

I had the misfortune to encounter such a stone, approximately 9 in. high and very solid, and, as the clearance on the TR2 is only 6 in., you can imagine the horrible crunching noise which resulted! I was lucky—the only damage was to the hand-brake mechanism, but it could easily have been the sump or the banjo. My two rear brakes jammed on and I was unable to release them.

I struggled down to Brothers Water Hotel with the drums smoking; they 'phoned forward to Mr. Powell at Ullswater Garage, Glenridding. He was in the bath, had a house full of guests, and his wife made a plea that I should try and struggle on as far as Glenridding. This I did, where Mr. Powell opened his garage, jacked up the car to a position where the damage could be examined, freed the brake and made an examination of all the other parts to make sure that no other damage had been occasioned. For this service, carried out I know at great inconvenience to himself, he refused to take more than half-a-crown!

Surely such people deserve the maximum possible support from real motorists, and I am only too pleased to place the facts on record for the benefit of enthusiasts who might be in that area.

In passing, I would like to repeat a story told to me by Mr. Powell. One of the callers at his garage—probably a "stone leaver"—asked him when he was going to finish his Filling Station, which is built with local stone in the traditional dry-walling style that is so attractive. To his surprise, Mr. Powell told him that it *was* finished and, with a disgusted expression, the caller stated that it would look a lot better pebble-dashed!

I agree entirely with your Editorial policy of "publish and be damned"; forthright criticism of inferior workmanship and bad design is the only way to progress, but you will agree, after reading the above, that the British motoring picture is not all black.

I am, Yours, etc.,

Ponteland. N. S. GOODWIN.

Sir,

Having had a similar experience to Mr. Howard (March issue), may I heartily endorse his complimentary remarks regarding the Standard Motor Co., and, of course, Mr. Cook and his merry men.

Efficiency, courtesy and a square deal are such rare qualities these days. When we are lucky enough to discover these virtues, I feel that we cannot publicly applaud them too much.

In every way, I, and indeed a goodly number of my friends, believe that "Standards are outstanding" among British motors.

They have a "secret" of course—CONSUMER CONSIDERATION!

I am, Yours, etc.,

Woodham. DONALD MORRISON.

Sir,

In these days, when dollars are lost because carpenters cannot drill holes in sheet aluminium and painters may not tap a nail lightly with a hammer, it was a great pleasure last night to be assisted with a stuck starter-motor by a man who cuts safety glass.

I had just had a back window replaced by a good firm in New Cross and when I tried to start my Lancia I found that some unknown bods. had been trying to start it and had got the starter pinion jammed. I could not release it by rocking and all my tools were at home, to avoid theft during the day. The glass-cutter came out to assist, tried all his tools, walked a long way to a garage and borrowed some more, finally freeing the badly jammed starter by beating one of his own box spanners with a hammer to make it fit over the flats. This involved his lying on the wet road under the car with pitiless rain descending on his legs. Needless to say he refused any money. A really stout guy and his firm made a quick, good job of fitting the safety glass. It is the New Cross Glass Co. in case anybody is interested. They deserve a good recommendation in case you feel disposed to publish this letter.

I am, Yours, etc.,

Kenley. BERNARD COULTER.

* * *

HELICOPTER *versus* 300SL

Sir,

I read with much enjoyment R. R. C. Walker's article on the Mercedes 300SL, and in particular was interested in his " dice " with a helicopter.

Mr. Walker need not be surprised that he could not beat the helicopter on acceleration—a good machine will reach some 90 m.p.h. in 10 seconds, from the hover (standing-start).

With a vertical rate of climb of some 1,500 ft. per minute it would probably " see him off " at Shelsley too !

None the less, for poor earthbound mortals like most of us, the 300SL is assuredly a dream car.

I am, Yours, etc.,

Richmond. W. S. WHIMSTER (Lt.-Col.).

* * *

THE ROVER IN FRANCE

Sir,

I was glad to see Mr. Smith's letter pointing out that the combined ignition-key and starter-switch was a feature of pre-war Rovers.

I am able to do better than 1936, however. The Lucas " Startix," as it was called, was fitted on the 1932 Rover Pilot, which was also the model on which the freewheel first became standard. The Startix was no mere " gimmick." With the freewheel in use the motor was prone to stalling until it reached working temperature. When this happened, of course, it was restarted automatically by the Startix, no action on the driver's part being necessary.

A similar device has been a feature of certain post-war Studebakers and, I think, of other American makes.

Being a Rover enthusiast, I was also interested, although not really surprised, to read in Mr. Faithful's letter in your February number that Rovers tend to stay in one piece out in Kenya longer than most British cars. The point is that the Rover is a large hand-built car, whereas those with which it is being compared are mass-produced and considerably cheaper. The fact is, however, that this is a valid comparison, for while the majority of hand-built motor cars are either very large or rather exotic, and in both cases extremely expensive, the Rover is a thoroughly practical and sturdy car of medium size selling at a reasonable if not a popular price. It has always been notable for its toughness as well as its smoothness and is now one of the few marques in the world that has gone any way towards the elimination of routine servicing by the extensive use of rubber bushes, etc. It is not, of course, a fast motor car and has little claim to be mentioned in MOTOR SPORT but it will certainly outperform most tin saloons of similar capacity, and they appear only too frequently.

Very few Frenchmen own British cars but I have seen, and other readers may be able to bear me out here, as many French-registered Rovers as all other British makes put together. This amounts only to a handful all told, but in view of the smallness of Rover output it is surely significant. A Frenchman, of course, must have a car which he can drive really hard and which will be comfortable over his appalling road surfaces. French cars are naturally second to none in these respects but their engines tend to be rough and their interiors utilitarian. For the few who do not like this but cannot afford a really luxury car the Rover is the answer. In its appeal to both the practical and the tasteful it is rare if not unique.

I am, Yours, etc.,

East Carlton. M. S. R. NAPIER.

IN FAVOUR OF AMERICAN CARS !

Sir,

For five years I have suffered in sullen silence while writers-of-letters have pontificated in your columns about the shortcomings and absurdities of American automobiles. Since a smouldering controversy on this subject appears to be under way at the moment I can, perhaps, not only fan it a little but also get a few things off my chest and set a few records straight. But I want to begin with a perfectly rational request. It is this : Considering that I have had twenty years of driving experience, that thirteen of them have been with American cars and that seven have been with European and English cars, is it not reasonable to suppose that I am in a better position to judge than many of your correspondents, who often make it clear that they have never so much as sat in an American car ? Assuming that I have agreement on this premise from at least a majority of your readers, let's get on.

For the past seven years I have driven an assortment of vehicles and I have driven them under varied conditions. They include a TC M.G., a TD, a Morris Minor, an XK120, a Ford Taunus, a Volkswagen, a Zephyr and a Type 35 Grand Prix Bugatti. Not a bad collection, I think. But then, last summer, I happened to be in the U.S.A. and a miracle occurred. It was shaped like an Oldsmobile 98 and it drove like a dream. It is an experience that I should like to have again soon. For, you see, during these past seven lean years I have become a hater of the " American Iron," because it was big, it was gaudy, it was (everyone said) lumpy on the road and because so many others (over here) seemed to hate it too. As I said, during thirteen previous years I had driven nothing but Detroit equipment and I was happy . . . though ignorant. My sojourn in Europe did serve to awaken me to other vehicular possibilities, but as with anyone with something new, I went too far and swallowed too much.

But to tell a story.

I had free use of this " Olds " for six weeks during the hottest parts of the summer, when the thermometer clung damply to 95 or 100 degrees. This " iron " had the usual power aids, including automatic gearbox, power-steering, power-windows, power-seats, and power-brakes. The energy for all this was derived from a typical V8, producing, so the manufacturer claimed, about 235 b.h.p. (I'll have more to say on this anon). The body was painted brilliantly in two shades of green with plenty of chrome trim. It looked to me a little like a rocket ship on first sight but it didn't take long to wake up to something, and all the wiseacres who read this please note : The colour scheme and what passes for gaudiness over here fitted in perfectly with the brilliant sunshine and colourful landscape. It was intended to by those poor distaff-dictated engineers and designers who are so decried over here.

But it was the driving that produced the real revelation and my eyes bug out even now when I think about it. I drove this more-than-two-ton juggernaut from Grand Rapids, Michigan, to Oklahoma City and back, a total distance of a little more than 3,000 miles, including a few side trips. I did not, unfortunately, keep an accurate record of fuel consumption but from petrol station receipts I am able to calculate that this huge car provided everything for the expenditure of about one gallon to every fifteen miles (or about 18 miles to the British gallon). Now believe me or not but the speed during this trip, on highways, was seldom less than 70 miles per hour and often considerably more. I was in a hurry. I did check my average over one 96-mile stretch and it took me 73 minutes and I wasn't trying. The second day out I covered 815 miles, every mile of which I drove personally, and I arrived fresh enough in the evening to party until three in the morning. And remember the temperature. It is true, of course, that such averages are considerably helped by dual four-lane highways. But it was done in such luxurious comfort and silence. And when on the infrequent occasion that precipitate action was required, the car responded at these tremendous speeds with obscene ease.

Acceleration was immense. I recall one occasion when, coming out of a petrol station, I misjudged the speed of an approaching car. Because I was already in the traffic stream my only course of action was to romp on the loud pedal and try to move on. I was startled at this moment by the sound of squealing tyres and when I looked into the rear-view mirror, expecting to see the misjudged car on a collision course with my stern, I saw instead two black marks following my car up the road. And other than that sound of tyres the trip was made in truly remarkable silence, no matter what the speed.

Now this last item will doubtless arouse shrieks of derisive laughter, but, because it's true, I must tell it. Upon my return, 3,000 miles later, I checked the oil and for the first time it needed replenishing. Just a little over one quart (American). I can hear the anguished yelps from some British designers who insist that some consumption (usually a quart every 500 miles, if my present car is any standard) must be expected, even in new cars. Yet this " Olds " had 19,000

miles on the clock when the trip began and, according to the local agents, shouldn't be brought in for a decoke until about 60,000. This may have been a jape on his part, but after my experience of the summer I am prepared to believe him.

What is the moral of all this? It seems to me that for one thing, there is a hell of a lot of ignorance (some of it venial) about American cars. For another thing, you can't judge someone else's machinery by what you have in your own garage. I've heard American cars called all sorts of things, from flamboyant to gruesome and ghastly (this latter is a favourite), but would it do any good to say that many British cars are perhaps the utter and absolute when it comes to just plain ugliness? Who but a cretin would call the Austin A30 pretty? It looks like a potato. Or the pre-Graber Alvis? Ugh! Or any Morris but the Minor? And the Rover? You see, it's a matter of taste. You have a sample of mine and I know yours.

But in matters of performance, comfort, durability and cost there can be, or should not be, any place for opinion and venom. I will place the performance of most American cars against any produced anywhere (excluding sports cars). I'll put American cars against any in the world for comfort, and here I have the advantage of most. I've tried them all. As for durability, would anyone care to put a Rolls or an Alvis or a Mark VII against a Cadillac, a Chrysler or a Pontiac and run them equally around the roads of America? But cost is something else again. Compare a Chevrolet, £700, with a Riley and watch the repair and upkeep costs.

Finally, does Mr. Martin, who wrote so feelingly about the discrepancy between advertised and actual American brake horsepower, really expect his foreign readers to swallow his quotations without quibble? He claims immense differences between what the makers claim and what is actually produced. Yet how can he explain the performance of Chevrolet (which I suspect he used as an example) with his arguments. In a recent issue of *Road and Track*, testers drove the car from 0-60 m.p.h. in nine seconds flat!!! They made three timed runs at over 111 m.p.h. (with the wrong axle ratio) and recorded petrol mileage of 17/21 m.p.g. (American). And yet the makers claim only 205 b.h.p. I suggest Mr. Martin consult his slide-rule and try to figure out how the car could have done what it did, weighing 3,725 pounds, on very many less horses to help. (As a matter of interest the 2,500 f.p.m. piston speed on this family "iron" is reached at 108 m.p.h. There is a moral here.)

And so I'll end this appeal. Hoping that some reasonableness will attend future exchanges and that those of us who love the auto will see something good in each other's yard.

I am, Yours, etc.,

Whitchurch. ROBERT H. ROSE.

* * *

"BENTPHOBIA"

Sir,

When writing in support of the "Chums of Cheltenham," Mr. John M. Bell appears to be so well informed that I was somewhat astonished by his later appeal for information on cars which "compare as regards handling and performance with a Bugatti."

At first sight this appears to be a task of considerable magnitude, but, unfortunately, Mr. Bell himself narrows the issue to one of Bugatti *versus* Bentley. I suggest, therefore, that we examine a series of events in which both Bugatti and Bentley faced the starter's flag, and, further, form a list of cars which, in the same events, proved by the fact of going farther and faster their superiority over the Bugatti.

We have for our purpose, the following :—

1928 :	Six-Hour Race	Brooklands
	Ulster T.T.	Ards, Belfast
	Coupe Georges Boillot ...	Boulogne
1929 :	Double Twelve	Brooklands
	Six-Hour Race	Brooklands
	Irish G.P.	Phoenix Park
1930 :	Double Twelve	Brooklands
	French G.P.	Pau

Admittedly this is not quite fair, as the Bugatti is of the *pur sang* while the racing Bentley is at best no more than a very carefully-prepared version of the sporting car which could be purchased by anyone so inclined. We must, however, take facts as we find them, because the only alternative is to accept mere personal opinions, which are notoriously prone to bias, and quite worthless as data for a detached appraisal of the relative merits of different cars.

In all the above eight events, Bentley was included in the list of finishers, the leading car scoring two first, three second, one third and two fifth places. In all but the French G.P., Bentley set the highest race speed of any finisher. It is obvious that if you want to beat a Bentley, the only way to do it is to get yourself a good handicap. Nothing else will do.

Etancelin, who won the French G.P., is given as driving a Delage by Birkin and a Bugatti by Berthon. If we accept the latter, we have one instance of a Bugatti heading a Bentley. This result was poignantly emphasised by the Bugatti procession trailing behind the Bentley. Apart from a known ninth, in the Ulster T.T., I have no record of Bugattis even completing the course in the other races, as the also-rans are not always given in full. To produce more evidence of Bugatti inferiority is simply a matter of quoting more history.

The superlative excellence of the Bentley tends to dim the lustre of the lesser stars, but the following cars, by finishing, showed at least equal roadholding but better performance than the Bugatti.

Alfa-Romeo	Lea-Francis
Alvis	M.G.
Aston Martin	O.M.
Austin	Riley
Austro-Daimler	Salmson
Lagonda	Etc.

Finally, Mr. Bell, I think you have misquoted *le Patron*. The word should be "champion" not "camion," hence "lorry" is a mistranslation. It is quite understandable why *le Patron* was moved to comment upon Bentley, while no parallel announcement appears to have emanated from the Bentley camp.

I quote from my as yet unpublished "Thoughts on Seeing a Bentley."

The mirror satellites shine back the great sun's brilliant flame,
And basking in his glory, their fancied worth proclaim,
While the Imperial Bentley, circling
Launched again the grail,
That lesser breeds, aspiring
Might be tempted on perfection's testing trail.
Where his flying tyres sang, earned a nation's proud applause
Where the embattled Bentleys won their golden spurs.

I am, Yours, etc.,

Ewell. RONALD K. HUNTER.

* * *

A "SPECIAL" BUILDERS' CLUB

Sir,

Perhaps you would be interested to hear that our club meets on the first Monday in each month at 7.30 p.m. at 5, Fosbury Mews, Hyde Park, W.5.

Our aims since the club's inception in July of last year have been to promote the interchange of ideas between "special" builders, not necessarily coming into the category of the 750 Club. One chap in the club is even using a Bedford truck engine.

Our car badge design has just been agreed and will be available to members shortly. Our film show is planned to take place fairly centrally, although the venue is not yet fixed, in the near future.

I am, Yours, etc.,

102, Grove Road, Chadwell Heath, Romford, Essex. K. J. KENNEDY.

* * *

SKILL AND THE DRIVING TEST

Sir,

I have just read a letter in the correspondence columns of a popular weekly motoring magazine which, to put it mildly, leaves me gasping. The writer, who recently passed the driving test in a (modern) Velox, proudly states that he never made a downward change from second to first, as this involves double-declutching. Instead he made a momentary stop to drop into first, "being smoother and quicker than double-declutching."

This correspondent goes on to state the alternatives available, of slipping the clutch to pull away from a very slow speed in second gear, or making a double-declutched change into first. He says "the former is undesirable and the latter an unnecessary refinement for a novice in a modern car." The letter is "signed" by the writer's car registration number, which serves the dual purpose of hiding the shame attaching to his name and giving any reader who subsequently finds himself behind him on the road a fair warning to keep well clear.

Seriously, however, it seems to me that for the authorities to allow people who drive like this to pass the driving test is nothing short of criminal. They are a menace to themselves and others wherever they go simply because they do not know how to control their vehicle properly. It also seems very odd that this procedure is completely contrary to the instructions given in the Police driving manual, now published by H.M.S.O. under the title "Roadcraft," wherein it is laid down that all gear-changes, up and down, will be double-declutched.

It is very little use having better roads (if we ever get them) if the permitted driving standards are allowed to drop to this level, since we are merely exchanging one source of danger for another.

I am, Yours, etc.,

Kemsing. R. B. SIDE.

* * *

STYLING

Sir,

Mr. E. C. Martin, in his letter on American design in your April issue, makes an excellent point, although it is somewhat spoiled because he felt compelled to state it in rather exaggerated terms. American cars are loaded with extraneous junk, but they do not perform like junk, or else Americans would not continue to buy them in such overwhelming quantities, despite the dominance of the female in matters of visual taste (a condition that is as much the creation of the sales departments as of the accidents of social history). Americans have a quite pragmatic attitude towards their cars and expect them to perform in a variety of ways under a staggering variety of conditions, and if the car baulks once he will unsentimentally throw it away and try another. English cars, the ones competitive with Detroit, make do nicely with very little, perhaps, but in terms of performance standards too many of them that have been observed in action in America have not behaved in a way that entirely bears out Mr. Martin's prejudices. Americans do not really care how many horsepower or cubic centimetres their cars are rated at or what rallies they could win; they just like to see a few on the road that work. If he is an enthusiast he takes an old heap and strips it and hops it up with his own hands, which seems to me a bit more creative than buying a ready-made sports car, despite zoot-suit associations, and if he wants to race he does it with an old stock job, which is a sport more accessible to the people than Grand Prix racing, if somewhat less elegant. English sports cars, on the other hand, have made the one notable penetration into this Chevrolet-mounted society (it has been interesting to watch a few percolate down, *via* the used-car lot, the real keystone in the American market, from the highbrows to the boilermakers), which penetration has been partly based on snobism but also partly on the functional ruggedness of which Mr. Martin is so proud. Still, my own English sports car (make withheld to keep out of another controversy raging in your magazine!) exudes a nice air of sturdy mechanism that makes me dearly fond of it, but I would not like to compare its relative incidence of mechanical difficulties and limitations with that of a number of plain ordinary Dodges, Fords, Studies, and so on that I have driven back and forth across the U.S. and Canada (" safe, speedy conveyance . . . all types of road . . . least nervous strain "—E. C. Martin), crass though these buses appear to the taste that, I must admit, I share with the British. The British make a fetish of craftsmanship, which is a handicraft-age ideal; when you are designing for industrial production, broader performance criteria are more pertinent.

All this is in prelude to agreeing with your point about " styling " (as long as you use that term you're trapped). I am an American architect, of sorts, here for a year, and my main interest in cars is in their visual qualities. All about on the streets of London one notices two kinds of car. The first is the mechanical gem of the 'thirties, elegant little Rileys, Sunbeams, and such, culminating, in approach, with the TC. The approach is the mechanical, a conventionally but solidly engineered mechanism in which every part is tailored to its function and articulated, expressed for what it is; the result is an industrial product that seems without any conscious " styling " at all but which, through its functional fitness, possesses an inherent elegance that could never be out of date. This, because it was once done so well here, is considered British design. The second type one sees is the successor to the first, the many confused messy, stodgy objects, not all of them small and cheap but some big and pretentious and bearing sacred names, which reflect a basic confusion of intention. These reflect foreign trends, largely American, of greater utility, of more luggage space, warmth, and a ride that does not break the back after a mere few hundred miles, but they do so by clinging half-heartedly to the old lines, where what was valuable was the old *approach*. Now this type is about to be replaced by a third which seems to be a complete surrender to " American " styling (it might be kinder to call it " Detroit " styling, for in some other fields American design is of a much cleaner, more functional character).

But has this apparent surrender produced once again cars of a unified visual elegance? If there is one thing we can learn from the history of visual design, in architecture or fine arts as well as industrial design, it is that imitation, copying the manner of someone else, just does not work, if only because there is something essential in the original that escapes the notice of the copier. Good design is the design of wholes, of fitting parts to the whole, and it must come from within, where only that whole can be understood. There have been some very learned attempts at imitation in the past, but they always result in hollow sham, for what can never be imitated is the spirit which first produced the thing imitated. Even if there were no feelings of nationalism involved then (and these are immense), this trend in Britain can only result in unsatisfactory designs because the essential spirit is so obviously foreign to this country. The choice, then, is not between British or American design, but between British or bad design. And this is very sad, because nowhere does there seem to be, at the moment, any valid efforts to resolve, for the design requirements of the 'fifties, the approach of the direct, articulated, functional mechanism, devoid of sculptural caprice, that produced a recognisable British car in the 'thirties.

Meanwhile, all around us are these ugly little monsters that, as long as cities are laid out on medieval lines, we are compelled to look at all day every day whenever we venture to look or go out of doors, which makes auto design an architectural problem, more conspicuous and pressing than design of the pedestrian-level detail and street-furniture upon which architects are beginning to lavish some of their time. This street scene the Italians are busy filling with sculpture, the Germans with well-engineered machines, and the Americans with useful reliable extensions of their living-rooms (they really do live in them, you know, for much of the day). The British might make a further contribution to the scene, but it is not evident that they are trying.

In general, I am quite annoyed with your magazine, because it completely distracts me from my work and other interests until I get it read.

I am, Yours, etc.,

London, W.11. R. P. ROSENTHAL.

* * *

SAFETY IN RACING

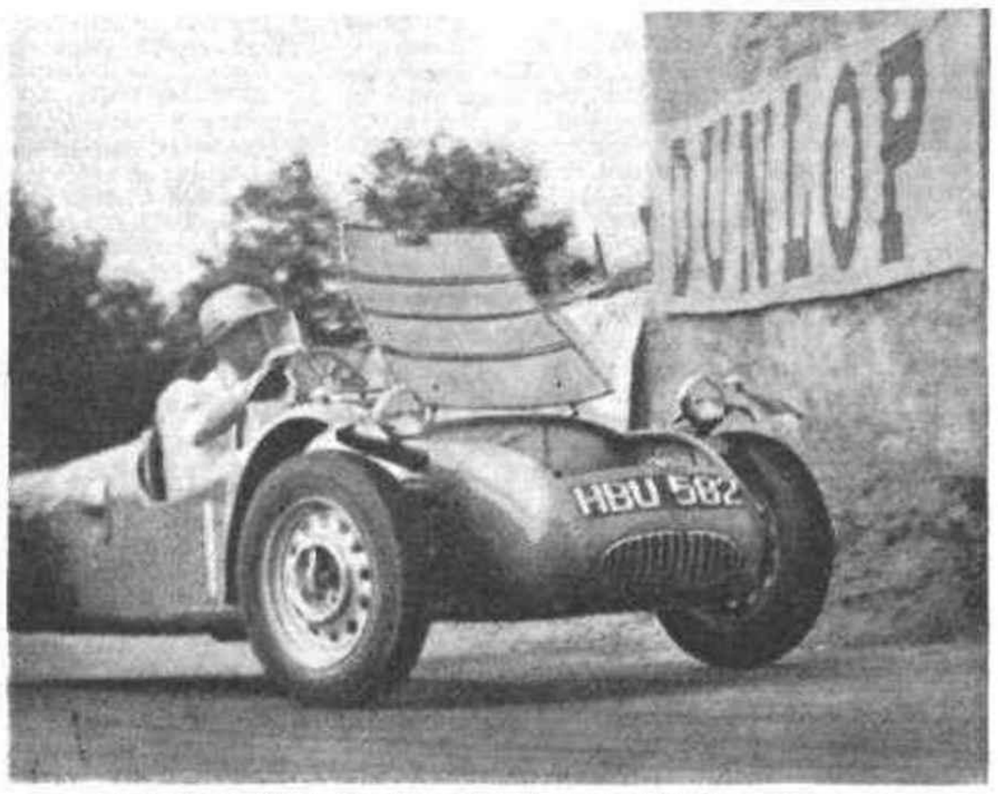
Sir,

How sad that the fine day's racing at Goodwood on Easter Monday was marred by two fatalities. Whilst it is easy to be wise after the event, one, possibly both, occurrences might have been nothing more, as I saw it, than a harmless spin-off if the infield had been firm grass. Soft yielding soil cannot be the best of surfaces to get one's off-side front wheel into at 100 m.p.h. or more. The virtue of turf bordering the track was seen at Woodcote when Cornet in the new 1,500-c.c. Maserati slid off absolutely broadside-on, to end up battered but with the driver unhurt against the barrier at the members' stand. Had the surface there been loose soil as on the infield the machine would surely have rolled over, with serious results. Racing drivers cannot expect every hazard removed from a course but they should be able to count on a reliably surfaced verge which gives them a sporting chance when they make an error.

Incidentally, what a superb race—as ever—Archie Scott-Brown drove in the works Connaught: most Press reports did him nothing like justice. What a fine driver he is—one can always be sure of a spirited performance whatever his mount, D.K.W., Lister-Bristol or Connaught.

I am, Yours, etc.,

Surbiton. D. B. BARTON.



TECHNICAL TERMS ILLUSTRATED: Air-brake.

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FOR SALE

£335. Late 1949 Ford 10 engined Morris Minor Tourer. Excellent order, accept post-1938 Ford 8 van part payment. 56, Harrow Road, Bedfont, Middx. Tel.: Ashford (Middx.) 3857. [3681

LE MANS ASTON MARTIN. With broken crankshaft, otherwise good condition. Box No. X729. [3729

WOLSELEY HORNET Sports Two-Seater. Good condition, must sell, £95 o.n.o. 18, Ewell Park Way, Ewell. Tel.: Ewell 5269. [3682

SINGER NINE SPORTS COUPE, 1933. New carbs., diff., coil, dynamo. Engine and head reconditioned £100. Tel.: SOU 2970. [3683

SUNBEAMS. Two 20.9, 1929 Models. One fixed-head Weymann Coupé, beautiful mechanical condition, body quite fair, £65. One drop-head, body and tyres excellent, badly cracked block, £35. Both handbooks. Buck, 68, Amhurst Road, E.8. Tel.: AMH 3666. [3684

AUBURN DROPHEAD. Good performance, brakes, steering, two-speed axle. F/O. Davidson. Tel.: Wallingford 2292. [3685

1935 WOLSELEY HORNET, Special, Drophead Coupé. New battery, tyres and general condition good. £85 o.n.o. 17, Heathcroft Avenue, Sunbury-on-Thames. Tel.: Sunbury 3230, after 6. [3687

RILEY 12/6. Recently overhauled, admirable car for enthusiast. £75 o.n.o. Hall, 7, Oakhurst Gardens, East Grinstead. [3689

A.C. 1933 2-seater Coupé. Body, interior, chassis above average. What offers? "Barberries," Kippington, Sevenoaks. Tel.: 3578. [3690

DISMANTLING M.G. V.A. 1½ litre. All parts available. Paris, 6, Fort Road, Halstead, Kent. Tel.: Sevenoaks 3769, evenings, weekends. [3691

LAGONDA 2 litre, 1932. Low chassis 4-seater Tourer. Really immaculate condition throughout. Club member. £195. Box No. X692. [3692

RILEY SPARES. Oversize 12 h.p. K.O. wheel, tyre and tube, excellent; many "Nine" engine parts; inexpensive. Box No. (London) X693. [3693

M.G. T.A. 1938. Reconditioned engine 2,000 miles, two new tyres and tubes, hood, screens, loose covers, flamethrower. Immaculate. £260. Tel.: STReatham 7706. [3694

ACQUAPLANE HEAD, twin S.U.s, exhaust. Overdrive 22% all gears, for new Ford 10, better than a t.v. for half the cost. 50 or separate. Austin 7 4-speed gearbox, £3. Albion 3-speed and reverse gearbox with clutch, new, £7. J.A.P. 600 cc. s.v. engine, 13 b.h.p., new, £12. Morris Minor radiator, £5. Murray, "Oakdene," Prescot Road, Aughton, Lancs. Tel.: Aughton Green 2380. [3696

T.A. M.G. 1937. Red, attractive, good condition, T.C. gearbox, fog/flamethrower lamps, badge bar. £230. 16, St. Helens Estate, Abingdon, Berks. [3697

EXCITING Sports/Racing M.G. P.B., 1936. £165. Webster, Arish Mell, Northaw, Potters Bar, Middx. [3698

TALBOT 90, 1934. Black, 2-door, close-coupled Saloon, Sportsman. In good order throughout. £75 o.n.o. Bishops Barn Farm, Woodmancote, Emsworth, Hants. Tel.: Emsworth 2055, evenings after 9 [3699

1913 FIAT. Fully restored, original 2-seater body by Farina. £275. Franklin, Round Hill, St. Ippolyts, Hitchin, Herts. Tel.: Hitchin 4163. [3700

ASTON MARTIN INTERNATIONAL, 1½ litre 2-seater. Excellent condition throughout, very quiet mechanically, new tyres, complete weather equipment, good battery and electrics, fitted the most attractive body ever designed by Bertelli. Taxed. £175 or offer. 16, Preston Avenue, Eccles, Lancs. Tel.: 1027. [3703

FOR SALE—*continued*

PULL ANYTHING. Go anywhere. A Model Ford V8. Dagenham built utility, 20+ m.p.g., new battery, balloon tyres, regd. December, 1944, £88. Also 1934 Austin 20 h.p. Long chassis, face-forward seats, 8-seater, division, good tyres, sound landaulette, £48. Offers. Would consider small saloon or open car, motor cycle considered for either or both. 246, Eastern Road, Brighton. Tel.: 22596. [3701

TWO LINCOLN ZEPHYR ENGINES, nearly enough spares to build another. Set of new oversize pistons. These engines will fit on Ford V8/30 gearbox without alteration. £50 the lot. Rolls 3½ litre dry sump engine, reconditioned, complete less dynamo and carburetter, £40. Carriage paid in G.B. Esplanade Garage, Redcar. Tel.: 507. [3702

LAGONDA, 1927, 2 litre Tourer. Mechanically and bodily very good, upholstery scruffy. £90. Wall, 48, West Hill, Titchfield, Hants. [3704

RILEY 9 MONACO, 1933. Manual box, overhauled, in daily use, body fair, good tyres, batteries. £55. Gover, Thursley, Great Bookham, Surrey. Tel.: Bookham 3283. [3705

BAYSHILL CARS, 87, St. Georges Place, Cheltenham. Tel.: 54914. Sports cars of all descriptions, bought, sold and exchanged. X.K. 120's and T.C. M.G.'s, etc., urgently required. [3706

RILEY SPRITE SPECIAL 2-seater Open Sports. Cycle type wings. All weather equipment, 4 Amals, no expense spared—complete rebuild within last 16,000 miles. Spare oversize rear wheels, twin or single S.U.s with manifolds. Fast, perfect road holding. £250 o.n.o. Pearson, The Rustless Curtain Rod Co. Ltd., Cleckheaton, Yorks. [3707

RILEY—M.G. Special 1950 M.G. T.C. Body fitted to 1½ litre Racing Riley chassis. 9 : 1 CR. Excellent condition throughout, indistinguishable from a T.C. but far more potent. Professionally converted in enthusiast garage proprietor's workshop. Ideal car for rally, driving test or sprint work. A bargain at £275. Terms if necessary. G. H. Walker, The Beeches, Allerton Hill, Leeds, 7. Tel.: 44650. [3708

ZEPHYR CONVERSION, modified cylinder head, Servais six branch exhaust manifold, three 1¼in. S.U. carbs., with stub manifolds and air filters. 10,000 miles use. Bargain. £28. 93a, Baker Street, Birmingham, 11. Tel.: VIC 0140. [3709

1925 BENTLEY 3 litre Blue Label 4-seater Tourer fitted Red Label engine, "A" gearbox. Cheap for quick sale. Exchange considered. 31, Newcastle Road, Liverpool, 15. Tel.: Sefton Park 4722. [3710

ALVIS SPEED 20, 1935, Charlesworth Saloon. Very good condition. £150. Tel.: Northwood 2200, Ext. 204. [3711

RILEY FALCON 12/4 SALOON. July, 1937. Excellent mechanical condition, bodywork and cellulose very good, retrimmed interior, sunshine roof. Any trial. £175. 54, Rosehill Avenue, Sutton. Tel.: Fairlands 5724. [3712

WOLSELEY HORNET SPECIAL. Engine reconditioned, including camshaft built up and reground, body partly dismantled. £50, or would sell major units separately. Tel.: VIC 9996, after 7 p.m. [3713

RILEY NINE OPEN 4-seater (Lynx type). Fully modified engine, good body, tyres, batteries, hood, etc. £80 o.n.o. Dr. Birmingham, King's College Hospital, Denmark Hill, S.E.5. [3714

FRAZER-NASH B.M.W. Type 55 D.H. Foursome. Fast, smart, 27 m.p.g. £150. "White Lodge," Rectory Road, Farnborough, Hants. [3715

1932 MORRIS MINOR side-valve engine, four-speed gearbox, front and rear axles, four wheels, various spares. Peter Hilton, 22, Heybridge Road, Ingatestone, Essex. [3719

95 PER CENT. COMPLETE. 750 Special. Boxed chassis, lowered suspension, Bowden brakes, polished balanced big crank magneto engine, twin Amals, H.C. head, 4-speed box, 4.9 axle, pretty Ash/Alloy body. Needs electrics and trim to complete. All work professional. Enforced sale. Nearest £45. Box No. X720. [3720

BARGAINS. Revolution counters, 5,000 r.p.m., 3¼in. dial; heavy duty flex drive geared dynamo fittings, 50s.; rear engine kits, 75s., fitting instructions; superchargers Mark 12/14; Marshall 750/2,000 c.c. engine kits, £15; also built to replace obsolete specification kits for M.G., etc., boost gauges, 12s. 6d.; rad.-temp. gauges kit, 40/140 deg. C, 22s. 6d.; oil 0-100 C. 22s. 6d.; ammeters, 7s. 6d.; S.U. reconditioned carbs., from 55s.; petrol gauges, 7s. 6d.; 6/12 v blowers for heater ventilator installations, 42s. 6d. Postage extra. Please send C.W.O. to Parkes Auto's, "Woodview," Buckholt, Nr. Monmouth. [3721

M.G. V.A. 1½ litre, 1938, 4-seater Tourer. Superb condition, brakes relined, twin horns, spot, telecontrols, 4 good tyres. £230. Tel.: HOL 6922, Ext. 239, 10-5; or THO 1016 (weekend). [3725

FOR SALE—*continued*

BUGATTI TYPE 57 SALOON. Excellent car, original log book. £450. Morris Minor or similar in part exchange. Tel.: Chesham 276. [3723

1928 LEA-FRANCIS 4-seater Tourer. Good running order, 4 good tyres, new sidescreens, hood poor. £85. Seen London. Tel.: Sloane 5670. [3724

SPACE REQUIRED! Ford 10 engine, including carburetter, £7; Ford 8 steering box, £1. Packard 12 cylinder engine, £10; Carter single and double choke carburetters and other various carbs., £1 each; front and rear seats, Packard, Buick, Cadillac and Tram. Complete interior trim nylon Cadillac/Buick, £10; Vauxhall J.14 nearside front mudguards, £1: Central Car Services. Tel.: FOO 4375. [3726

SPACE REQUIRED! Vauxhall J.14 nearside rear mudguard, 15s.; 2 suspension units, new, £9; torsion bars, £1; Standard 8 front spring, new, 30s.; Austin 7 front spring new, 30s.; bumper jacks, £1; 1 limousine division, complete with glass, as new, £5; 3 gas workshop heaters, £4; Studebaker brake drums, water pump; 1935 Morris 10-12 front hubs, drums and brake shoes, £2 pair. Hub caps various, including Packard Air cleaners. Central Car Services. Tel.: FOO 4375. [3727

RILEY 15/6, 1936. Mechanically sound, body fair, needs some interior redecoration. £65. "Well End," Woodmansterne Lane, Banstead, Surrey. Tel.: Burgh Heath 1220. [3762

ASTON MARTIN, International Le Mans engine, 2-seater boot, hood, B.R.G. Excellent mechanically, new car ordered. £150. Seen Edinburgh or London. Lt. Bell, H.M.S. Temeraine, South Queensferry. [3763

ASTON MARTIN 1½ litre Drophead Coupé. Body sound, paintwork and chrome excellent, recently fitted Vynide hood, new con-rods, oil pump and carburetters, starter overhauled, good batteries and electrics, all instruments working, very good brakes, wonderful road holding. £275 o.n.o. Exchange considered. 7, Limefield, Firgrove, Rochdale. [3764

BENTLEY 1926 3 litre Speed Model. Fixed-head Coupé. Good condition. Offers to Box No. Y765. [3765

LANCIA LAMBDA SPECIAL. Fast Tourer. Good condition, new tyres, tonneau, 25 m.p.g. £165 or exchange Austin/Riley/1172 Special equal condition. Ferguson, 53, Mortimer Street, London, W.1 [3766

EXCEPTIONAL RILEY NINE. 1933 Monaco. Not run in since £150 rebuild — all worn mechanics, stem to stern. Large crank, high compression pistons, lightened flywheel, twin carburetters, etc. Bodily rebuilt, tyres new. View London/Cheltenham. Really rare opportunity. £145. Fuller details Box No. Y766a. [3766a

LAGONDA 4½ LITRE. Over £800 spent during last two years. Superb condition. Comprehensive insured. Owner going abroad. Sacrifice at £250. Tel.: Rodda Wes. 4311, after 6 p.m. [3767

RILEY 12/4 1937 6-Light Kestrel Saloon. Mechanically good, new carpets, brakes relined, good cellulose and tyres. £195. H.P. terms arranged. Other models in stock. Also numerous spares, 1928-1938, 9 h.p. and 12 h.p. Replacement brake shoes, £4 10s. 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. [3768

ALVIS 17 H.P. SALOON, 1935. Good condition, heater, radio; in daily use but owner going abroad. £100. 2, Woodgrange Avenue, Enfield. Tel.: ENF 3109. [3769

M.G. P.A. dismantled for spares, including chassis. Also some M.G. T.A. spares. J. C. Taylor, High Street, Riseley, Bedford. [3770

M.G. J.2, 1933-4. Swept wings, good body, requires new hood, minus engine and box; late type Ford 10 engine and box complete for fitting to same. £105. J. C. Taylor, High Street, Riseley, Bedford. [3771

SINGER 9 BLOCK, Ford 10 engine, gearbox and back axle. Morris spares. Secker & Son, Netheravon, Wilts. [3772

ALVIS 12/70 SALOON, 1938. £200 o.n.o. 23, Red Lodge Road, Bexley, Kent. [3773

ROLLS, 1925, 21.6 h.p. Modern streamlined Sports Saloon, recently rebored, all accessories. £250. Box No. Y774. [3774

TELESCOPIC DAMPERS, unused, sizes 12¼in., 11¾in., 10¾in., centres closed, adjustable loading, £2 pair. Sampson. Tel.: Ripplewav 0526. [3775

RILEY MONACO, 1934. Complete mechanical rebuild 1,000 miles, body fair. £60. Tel.: Springpark 1088 (West Wickham, Kent). [3777

M.G. P.A. Engine spares and gearbox complete. Nearly new flywheel, block rebored, crank ground. Soper, 160, Harrogate Road, Leeds, 7. [3782

FOR SALE—*continued*

BRAND NEW AND UNUSED. P770 long range, sealed beam headlight units, 7½in. dia., as fitted XK120, etc. £2 each. Original cost £3 7s. 6d. each. Also F700 headlight units, 7in. dia., 25s. each. Box No. Y776. [3776

LEA-FRANCIS. 1929, Fabric Saloon. 11.8 Meadows, new valves, springs, gudgeons, rings, battery. Owned 17 years. Clean interior. Any trial. £40. 47, Duncan Road, Gillingham, Kent. [3778

1936 MORRIS 8 TOURER. Reconditioned engine, well shod. Wakefield, 65, Woodrow Avenue, Hayes, Middlesex. [3779

1937 AUSTIN TEN TOURER. Engine overhauled, above average, £125. Tugwell. Tel.: Park 9686. [3780

J.2 M.G. Good mechanical condition. £105. Please write: Taylor, 101, Brigstock Road, Thornton Heath, Surrey. [3781

1935 B.S.A. THREELER, 4 cylinder. Everything new. £80. 33, Julien Court Road, Braintree. [3783

ALVIS FIREFLY. Mechanically sound, body nice, red, £65. Armstrong Siddeley 14 h.p., fitted with reconditioned Standard engine, £55. Also breaking one of each. Offers. Photos, etc. MacLennan, 29, Cauldeen Road, Inverness. [3784

AUSTIN OR FORD SPECIAL 2-seater, good condition, not trials. Details, price. Booth, 16, Bowers Avenue, Davyhulme, Manchester. [3785

ALLARD 1949 (genuine) Shooting Brake. Effortless cruising at 65 with 21 m.p.g. petrol. Good mechanical condition and tyres, used every day. First £165. Davis, 60, Wendell Road, Shepherds Bush, London, W.12. [3786

1935 P.A. M.G. 2-seater. Original condition throughout £120. Bottomley, 28, Stanhope Avenue, Morecambe. [3787

RILEY NINE, 1931. Going order. Offers, will dismantle. Fynn, 134, Ordnance Road, Enfield, Middlesex. [3788

RILEY MONACO, 1932. Excellent condition throughout, many extras, taxed, insured. £95. Details, photograph, 91, Harwich Road, Lawford, Manningtree, Essex. Tel.: Ardleigh 429. [3789

FIRST-CLASS SPARES FROM:—M.G. W.A. 2.6 litre; Riley 9 Kestrel, 1934; Fiat 11 h.p., 1934; Citroen 11.4, 1933. Slinger, 145, Barleycop Lane, Lancaster. [3790

MORRIS MINOR SPECIAL, 2-seater, Regd 1952. Excellent general condition, £65 o.n.o. 10, Chase Gardens, Whitton, Twickenham. Tel.: POP 5410. [3791

SINGER 1½ LITRE. 1934 Sports Saloon. Good performance, smart. £75. Austin 7 1932 Saloon, good, £35. 46, Southsea Avenue, Watford. [3792

ALVISTK 12/60. Sports Saloon, good condition throughout, recent engine and electrical overhaul, beautiful facia with all instruments, heater, unusual thoroughbred, spare engine. £120. Barnard, Brackenhill, Limpsfield, Surrey. Tel.: Oxted 785. [3793

TRIUMPH DOLOMITE, 1939, 1½ litre Sports Saloon. Engine, electrics, body in good order, resprayed last month. Fast and reliable. Nearest £165. Tel.: HOP 0441. [3794

SOAPY—An individual and impressive 2 litre 4-seater Tourer, 1938, S.A. Model M.G. Recently overhauled, discussions around £125 begun by phoning Glasgow, Bearsden 0005. [3795

AUSTIN SEVEN, 1930. For spares or complete. Body renovated, needs completing, engine overhauled, needs tune-up, relined brakes, chrome lamps, 4 new tyres. What offers? Garbutt, 67, Traverse Street, St. Helens, Lancs. [3796

£75. CROSSLEY 10, 1935, Climax. Preselector, 3 new tyres, batteries. Reliable, used daily. Bellwood, 3, Spinney Road, Sundon Park, Luton. [3797

1933 RILEY 9 "LYNCOCK." Helical gearbox, £5; rear axle, 90s.; front axle, 25s.; steering, complete, £2; 19in. wheels, 12s. 6d. Also chassis. Box No. Y798. [3798

ASTON MARTIN, 1939, 2 litre. Wet sump, short chassis 15/98. New type rods, Scintilla mag. £275. 251, Eastfield Road, Peterborough. Tel.: 4263. [3799

FRAZER-NASH, 1934, T.T. REPLICA. Good condition. £125. Selwood. Tel.: POP 7421, after 6 p.m. [3800

RILEY NINE MERLIN, 1936. Preselector, excellent running order. £110. Tel.: Maryland 2707. "Uplands," Epping Green, Epping, Essex. [3801

LANCIA AUGUSTA SPORTS COUPE (last of series). Exceptional condition, many extras. £180 o.n.o. Panting, 36, Wickham Road, Crookham, Hants. [3802

FRAZER-NASH B.M.W., 1936. 319/55 four-seat Cabriolet. Very original and exceptionally sound, 3.9 axle, knock-on wheels, 28 m.p.g., very brisk performance. £160. Pickworth, "The Cote," Sarratt Green, Nr. Rickmansworth, Herts. [3803

WOLSELEY 1936. 14 h.p., 28 m.p.g., new tyres. £30 recently spent on engine, one owner since 1938. £65. Watson, 16, Horbury Crescent, W.11. [3807

FOR SALE—*continued*

FRAZER-NASH B.M.W., Type 45, 1937. Front suspension needs rebuilding, wings de-denting, engine good, overhaul last November, Chassis undamaged, transmission good, £50. Cart away. Box No. Y804. [3804

1929 BENTLEY Standard 4½ Tourer. Running well, body rough, family demand modern saloon, £100. Tel.: HAM 0641. [3805

TRIUMPH T.R.2, 1954. 20,000 miles, not raced, excellent condition throughout, telescopic steering, heater, flamethrowers, etc. £665 o.n.o. S.a.e. Taylor, 1, Church Circle, Farnborough, Hants. [3806

RILEY 9 TOURER, 1929. Body home-made but sound, engine rough. £20. Tel.: MIT 1352. [3808

SPARES. 21.6 Rolls, Austin Heavy 12/4 and 16/6, Standard 12, 1945 Mercedes 2 litre rear axle, Bosch horns, Zephyr body shell, less doors, chassis damaged. Cliffe, 83, Hope Street, Ashton-under-Lyne, Lancashire. Tel.: ASH 3288. [3809

RILEY 9, 1933. Plus spares. Body mediocre, good goer. £40. 13, The Byeway, Banbury, Oxon. [3810

CITROEN 4-speed box, c.w. & p. unit, suitable also 500 Specials. 8, Nelson House, Dolphin Square, S.W.1. [3811

PROFESSIONALLY BUILT 2-seater alloy body, complete. Suit 1172 c.c. or Special. £33. 5, Brooke Square, Conisboro, Doncaster. [3812

TWO LITRE HOTCHKISS SALOON. Finest of its type available. £285, or exchange Rolls or Bentley, cash adjustment. Youghal Lodge, Uphill, Weston-super-Mare. [3813

LANCIA APRILIA, 1938. Engine just reconditioned, brakes relined, front and rear suspensions overhauled, all done by specialist. Blue original leather in good condition, recent new headlining and has had mediocre repaint. Marchals, new battery, excellent tyres. Ideal for someone wanting a really mechanically perfect Aprilia. £295. Tel.: Aldershot 1663. [3814

1928 ROVER 9/20 TOURER. Stored 20 years. Valve grind, repaint, engine overhauled. Taxed year. Smith, 183, Frederick Street, Oldham, week-ends. [3815

RILEY 9 MERLIN, 1935. Mechanics and interior very good, thermometer, Bray heater, etc. Body mainly good. Wedding forces sale. Hertfordshire. £85 o.n.o. Box No. Y816. [3816

ALVIS T.L. 12/60 BEETLEBACK. Exceptional condition throughout. New hood, good tyres, brakes relined, genuine 28 m.p.g. Offers. Allen, 44, Oundle Avenue, Bushey. Tel.: BUS 2120. [3817

ROLLS ROYCE, 1932, 20/25. Owner-driver Saloon by H. J. Mulliner, in fine condition throughout. Twin chromium windtones, twin spot lights, 5 new tyres, taxed 31st December, 1956. £180. No offers. Tel.: Sevenoaks 4240. [3818

TALBOT, 1936, 14/65. Coachbuilt D.H.C. by Carlton. Wilson gearbox, recent rebore and overhaul. All in first-class order. Photo. £75. Nisbet, Broadmead, Riverhead, Sevenoaks. [3819

ROESCHE TALBOT 110 Continental Sports Saloon in very good condition. Engine, gearbox, road springs, shock absorbers all recently overhauled and mechanically sound. Front end rechromed and finished in two-tone grey cellulose. A beautiful design. £150. Ashley, Rosebank, Temple Street, Hadfield, Manchester. [3820

COTAL ELECTRIC 4-speed epicyclic gearbox, Type MK.35, suitable for 250 B.H.P., 300 lb. ft. torque, ratios 2.94, 2.11, 1.39, 1.00, allows rapid positive clutchless changes. Offers to Salvatori, 7, Princes Gate Mews, S.W.7. Tel.: KENsington 8695. [3821

ALVIS SPEED TWENTY, 1937. 4-seater Sports, good and fast. Offers. 74, Wellington Road, Bury, Lancs. [3822

1928 4½ BENTLEY SALOON. Vintage Winner Inter-Varsity Speed Trial. £50 recently spent perfecting brakes, suspension, transmission, etc. A fine example with really healthy performance. Seen Cambridge. £190 o.n.o. 1928 14/40 Humber Tourer. Wind-up windows, hood. Excellent all-round condition, recent respray. £70 or consider exchange 12/25 or 2 litre Lagonda. Mulholland, Ballywalter Park, Co. Down. [3823

SPECIAL BUILDERS. With my Special nearing completion, I have a number of spares—mostly Riley 9—for disposal cheaply. S.a.e. for list to Major W. Hawkins, Riversdale, Waterside, Knaresborough, Yorks. Tel.: 2410. [3824

AUSTIN SEVEN TOURER, 1927. Delightful vintage motor car in complete original order, having had only three owners. £65 o.n.o. M. Kingham, Puck's Wood, Finchampstead, Berkshire. [3825

FORD 15, MODEL B, 1934. Fixedhead Coupé. Really good, £55. Same model four-door Saloon, taxed, £40. 1937 22.V8 Utility, overhauled, £60. 1936 Rover Ten Saloon, clean, good, taxed, £85. 56, Irwin Road, Bedford. Tel.: 5606. [3827

FOR SALE—*continued*

ALVIS SPEED TWENTY SALOON (Nov., 1934). Excellent condition throughout, any trial. £120 (H.P. arranged if required) or exchange smaller car, cash either way. Also brand new Scintilla Vertex, type N.V.4. What offers? Moss, 63, Church Lane, Wistaston, Crewe. Tel.: 7280. [3828

FRAZER-NASH B.M.W. 2 litre Saloon, 1937. Good condition all round, a very proper motor car with an interesting performance. £175 Tel.: KINgston 8341. [3829

1929 AUSTIN SEVEN SALOON. Aluminium body, engine rebuilt, excellent vintage light car. £50. A. Baker, 55, Wroughton Road, S.W.11. [3830

PRIDE AND CLARKE LTD. offer 1955 A.C. Aceca, 4,000 miles, £130 extras, one owner, as new. £1,445. Exchange welcomed. 237, Brixton Hill, S.W.2. Tel.: TUL 3664/5. [3831

R.R.20 Barker 4 Light Sports Saloon. GYK Series. Regd. 1.1.37. Very good condition. £350. Full particulars Box No. Y832. [3832

O.H.C. MORRIS MINOR engine, gearbox and many spares. Also mag. type Austin "7" engine. Buyer to clear the lot, £7 10s. Box No. Y833. [3833

ACCIDENT DAMAGED (front end sudden stop!). Fiat 1100, 1938. After engine overhauled. Offers. Tel.: Emberbrook 4012. [3834

HEALEY, 1951, Westland 2/4 seater. Grey and black with red hood, well maintained. £470 o.n.o. Yeo, "Danesmede," Nr. Romsey, Hants. Tel. Romsey 2399. [3835

BENTLEY 1929, 4½ Black Label Tourer. Immaculate, engine reconditioned, perfect, any trial. New tyres, hood, tonneau, aeroscreen. Taxed, insured. £300. Inspection invited. Broughton Cottage, Near Cockermouth. Tel.: Brigham 57. [3836

LOTUS PARTS. Ford 10 engine, Lotus tuned to 1172 Formula. Gearbox with C.R. gears. Back axle with 4.7 c.w.p. Front brake assembly. 4.50 x 17 wheels and tyres. Touring wings. Details and prices: J. Miles, Cudlow, Rustington, Sussex. [3837

4½ LITRE BENTLEY, good order, £200. 1915 de Dion Bouton 7.7 h.p. Tourer, original, £130. 1928 La Salle, £60. 3 litre blown Sunbeam, £300. Gwynne, 8, Bugatti type 46, 2 Hispanos. 25, Cranley Mews, S.W.7. Tel.: FRE 3864, after 6.0. [3838

RILEY ADELPHI 12/4, 1936. Good order throughout but cracked block repaired and now watertight, £90. Also cylinder head, as new, camshaft and Scintilla Vertex. 192, Orphanage Road, Birmingham, 24. Tel.: Erdington 5897. [3839

ASTON-MARTIN, 1934, Le Mans, L/C 4-seater, B.R.G., immaculate appearance, fast, economical, sound condition. £225 o.n.o. Mofland, Stanley Road, Gullane (Near Edinburgh). [3840

BOA CONSTRICTOR. Leather bound, 50s. Pair carriage lamps, resilvered, 70s. Rolls Phantom II Handbook, 30s. Bonniksen speedo, glass missing, 25s. 27, Farnborough Crescent, South Croydon. Tel.: Sanderstead 4151. [3841

1955 LOTUS MK. VI, 1172 c.c. 4 speed, hydraulics, 15in. Rudge wheels, blue cellulose, 1,500 miles, condition as new. £550 o.n.o. Professionally built. Exchanges considered. Macpherson-Grant, Christmas Mill, Edenbridge, Kent. Tel.: Edenbridge 3118. [3842

£80 O.N.O. S.R. 1R Close Coupled Coupé. Extensively restored, in good condition throughout, consider exchange Ford Special. Tel.: UPLands 2812 (London area), evenings. [3844

IMMACULATE FIAT 1100, Pillarless Sports Saloon. Bristol red/black, red leather. One previous owner, low mileage, Special engine just fitted. Amazing performance, up to 40 m.p.g. Excellent history. £265 o.v.n.o. Leppard, Salisbury House, St. Aubyns, Hove, Sussex. [3845

ROLLS-ROYCE SPORTS. 4-seater S.R. Coupé with boot. Complete R/R overhaul. Immaculate, mechanically faultless, fast, very economical, manual, mascot, etc. Offers over £225. Leppard, Naldrett's, West Chiltington, Sussex. [3846

S.S.100 JAGUAR 2½ litre Competition 2-seater Sports. Resprayed white and navy blue, chassis painted anticorrosive, mechanically, body and chromium in excellent condition, 2 new carburetters, new rings and big ends, rewired, springs reset. Full complement of lamps and 2 new horns. Speed over 95 m.p.h. with magnificent roar. Private owner joined Forces. Nearest £350. Priest, Farthings Hill, Horsham. Tel.: 5168. [3847

M.G. ENGINED SPECIAL. Open four, raised compression, H.P. pump, sports coil, new rings, tuned exhaust, neat aluminium body. £70 o.n.o. Lewis, "Cheswood," New Horsted, Maidstone Road, Chatham, Kent. [3848

1934 ALVIS "TWENTY" COUPE, £90 or offer. Tel.: ACO 0861, 37, Acacia Road, Acton. [3850

1936 BENTLEY 3/4½ TOURER. Good condition throughout, including tyres and new tonneau. Owner reducing stable. £190. Lt.-Col. Leir, Ordnance Depot, Branston, Staffordshire. [3851

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

FOR SALE—*continued*

ALVIS SPEED 20, 1935, Charlesworth D.H.C. Good condition throughout, new hood, rebuilt carburetters. Offers around £155. Box No Y849. [3849

SINGER 9 LE MANS COUPE, 1934. Good condition. Taxed. £65 o.n.o. Tel.: Park 9596. [3852

1948 ALLARD TOURER. Good general condition. Reasonable offer accepted. Exchanges considered. Cash either way. Terms arranged. Helps, "Thalassa," Rock, N. Cornwall. Tel.: Trebetherick 133. [3854

WILLYS KNIGHT 1929 SALOON in exceptional condition. Maintained by one engineer since registration. Offers around £100. Box No. Y855. [3855

ALVIS 12/50 1931 TOURER. Bills for last five years. Rebuilt engine, excellent hood, screens, tonneau-cover, tyres, wiring, etc. Ideal family or sports purposes. Selling with regret on compulsory acquisition of new car. £120 o.n.o Miles, Flat 8, Bedford Gardens, W.8. [3856

SINGER LE MANS SPARES. Engine, gearbox, crankshaft, cylinder head, wheels. S.a.e. Williams, 2, Sparrows Herne, Bushey, Watford. Tel.: Busheyheath 1554. [3874

1948 CITROEN 15 Continental Model. L.h.d. 24,000 miles. £275. 1, Leith Mansions, London, W.9. Tel.: CUN 2883. [3875

1925 29 AUSTIN 12/4 SALOONS. Sound aluminium bodies, good runners, spares. £60 pair. Must go. Smith, 122, Upper Hoyland, Hoyland, Barnsley, Yorks. [3876

ALVIS FIREBIRD. Green Saloon, good appearance, aluminium body, red leather, recent rebore, new radiator, tyres, batteries, 27 m.p.g. Handbook. £145. 5, Chilworth Mews, W.2. Tel.: AMB 6915. [3877

BENTLEY 3½ TOURER. Green. £350. Fred Crossley, Bentham, Lancaster. Tel.: 340. [3878

RILEY NINE SURPLUS SPARES. Gearbox, axles, wheels, many others. Tel.: Malden 2548. [3879

RILEY 1½ LITRE SALOON (1937). Green, twin Zeniths, preselector box, K.O. wheels, etc. Good tyres including brand new spare wheel complete. King-pins, bushes recently fitted. Sole reason for sale no time to use since entering "booze" trade. £200 o.n.o. Shirley Inn, Shirley, Croydon. Tel.: ADD 1362. [3880

LIGHTWEIGHT TRAILER, ball hitch, new condition, £12 10s. Complete rear seating Ford 10, £5. Overy, Little Castlemans, Sedlescombe, Battle, Sussex. [3881

BENTLEY TOOLS AND SPARES. Property of deceased specialist. 17 lbs. capacity Tecalemit grease compressor; Bosch horns, 12 and 6 volt; silver plated swallow 4½ litre rad. cap; mascot, another oxydised silver, eagle; Lucas spare bulb carrier; copper clouts; various extractors; steering wheels; Zenith carburetters; car leads; fire extinguishers; ball-jointed windscreen lamps; various reamers; drills; taps; dies; Lucas lamps; numerous specialised Bentley tools. Enquiries welcomed Henington, 3, Upton Road, Slough, Bucks. Tel.: 20477. [3882

T.F. M.G., 1954. Excellent condition. £575. Parker, Staveley Road, Leicester. Tel.: 37882. [3883

ENTHUSIAST MAINTAINED 1934 Hillman Saloon. Reconditioned engine, accessories and radiator, rewired, repainted grey/maroon, new battery, 5 lights. Worth approx. £150 for potent V8 Special, well constructed and roadworthy. Photos and details either way. Box No. Y884. [3884

FORD SPECIAL. Built 1952. 1172 c.c. with twin S.U.s, etc. Buckler gears and high ratio c/w and pinion. 2-seater aluminium body—red. 10 cwts. Little used and in perfect condition. £275. Photograph or seen weekends. Hampton, "Ashlea," High Spring Gardens, Keighley, Yorks. [3885

1953 MORGAN 990 c.c. O.H.V. Matchless. Alloy body, soft suspension, Girling brakes, dampers. £220 or exchange Vincent. Parkinson, Sulisker, Deganwy, Caerns. [3886

ALVIS SPEED 25 TOURER, 1937. Well maintained. £230 or offer. Tel.: Chester 21664. [3888

T.R.2 OWNERS. Pair new black sidescreens off 1955 T.R.2 for sale. Unsoiled. £5 plus carriage. Stagg, 24, South Street, Newport, I.W. [3889

FRAZER-NASH 1950 14 h.p. engine and chassis. Completely rebuilt regardless of cost and road tested by D. Campbell. This motor has terrific acceleration and is as new throughout. Only genuine enthusiasts requiring fast car need apply. Can be seen and tried any time by appointment. D. Campbell, Somerby, Melton Mowbray, Leics. Tel.: Somerby 213. [3890

1936 LANCIA AUGUSTA. Excellent engine, body, tyres. Taxed year. £195 or exchange 1946-48 Standard 8. Caunter, 17, Park Crescent, W.1. [3892

1933 FORD 8 h.p. TOURER. Engine, steering, rear axle recently overhauled, new windscreen, sidescreens, wings rough. Nearest £50. Tel.: BEC 4694, 6 p.m. onwards. [3894

S.S.I. 1934 15.9. Well shod, heater, new battery, used daily. £75. Tel.: Wallington 6414, evenings. [3898

FOR SALE—*continued*

MASCOT MOTORS LTD., Rolls-Royce and Bentley specialists, offer: 1938 30 h.p. Rolls-Royce Barker Sports Saloon, £895. 1937 30 h.p. Rolls-Royce Barker Saloon, £675. 1937 4¼ litre Bentley Barker Sports Saloon, £595. 1936 25 h.p. Rolls-Royce Croall Coupé, £650. 1935 25 h.p. Rolls-Royce H. J. Mulliner Sports Saloon, £650. 1935 25 h.p. Rolls-Royce Cockshoot Sports Saloon, £550. 1933 25 h.p. Rolls-Royce Windover Sports Saloon, £400. 237, Kensal Road, Ladbroke Grove, W.10. Tel.: LADbroke 1231. [3891

1934 RILEY 9 KESTREL. Manual box, reconditioned dynamo, radiator, good tyres, battery, Series engine sleeved std. £70 o.n.o. Kestrel and Monaco dismantled. Pass. 1, Duke Street, Congleton, Ches. [3893

1938 TRIUMPH DOLOMITE, 16 h.p. 6 cylinder engine, just reconditioned, whole car perfect. £140 o.n.o. 37, Stonard Road, Dagenham, Essex. [3899

1916 MORRIS COWLEY 4-seater Saloon (prototype), 4 cylinder, 11.9 h.p. Repainted, brakes relined, new tyres (two spares), gearbox overhauled, clutch relined, new seats, electrics. £245. Box No. Y902. [3902

1924 ROLLS-ROYCE Silver Ghost. Exceptionally clean car. Saloon. Mechanically sound, reupholstered. £200. Box No. Y903. [3903

LEONARD M.G. T.D. engine, Laystall head, Scintilla mag., 1½in. S.U.s, T.D. gearbox, fibreglass body, complete electrics, instruments, etc. Needs very little work. £600. Tel.: LEE 4570. London. [3904

HANDBOOKS, Workshop Manuals, Motoring Books; Catalogue 6d. (10c.). Enquiries, stamp please. Gray, Hurstpierpoint, Sussex. [3905

OPEL 1938 Cadet/Olympia English Instruction Manual, 15s. C.O.D. Very good condition. Box No. Y906. [3906

TRIUMPH GLORIA, 1935, 11 h.p. Saloon. Broken steering box, body slightly displaced. Chassis unimpaired. Laystalled engine. £40 o.n.o. Little, 4, Sheepcote, Welwyn Garden City, Herts. [3909

1935 SINGER LE MANS two-seater Coupé. Small infant and large dog necessitate parting. £40. Lt. Ellis, R.N.A.S. Yeovilton, Somerset. [3910

S.S.I. 16 H.P. SPORTS SALOON. An exceptionally sound motor, engine had complete overhaul, many spares including gearbox and clutch. £88. Smith, Avoncroft Farm, Offenham, Evesham. [3911

DOUGLAS TWIN 350 c.c. engine. Modified for Special, electrics, etc. Price £35. Peel Engineering, I.O.M. [3912

THE PEEL P.1000 Glassfibre Sports Body. £65. S.a.e. Photo, details. Peel Engineering, I.O.M. [3913

BARGAIN HUNTERS. Snap these up: Brand new British Jaguar 5in. circular instrument panels, chrome plated bezel, comprising ammeter, complete temperature gauge, oil gauge and fuel gauge. Sent C.O.D. or C.W.O. carriage paid, first 29 applicants, £1 1s. 0d. each. Also brand new A.C. "T" type petrol pumps, 10s. each. Smallbone's, 116, Raddlebarn Road, Birmingham, 29. [3914

LAGONDA 16-80 SALOON, 1933. Outstanding condition. £165. Box No. Y915. [3915

NEW FORD SPECIAL SPORTS, 10 h.p., unregistered, 4-seater, Martin fibreglass body, finished in red, equal to any factory built car. £550. Brislington Motors, 213-225, Wick Road, Bristol, 4. [3916

1949 HUMBER SUPER-SNIPE. In first-class condition. Black, beige upholstery. Left-hand drive. A really comfortable ride. £290 o.n.o. A very good buy. Box No. Y917. [3917

JAVELIN, 1949 SERIES. £100 overhaul, faultless. £340, or exchange. 919, Warwick Road, Solihull, Warwickshire. Tel.: SOL 1251. [3918

MORRIS COWLEY, 1932. Two-seater Tourer. Dickey. £15. 27, North Street, Otley, Yorks. Tel.: 3073. [3919

10/12 STANDARD TOURER, 1935. £85. Always in family, excellent engine, unusual power reserve, magnificent body, new brake linings, valves, 28 m.p.g., no oil, 4-seater, 4-door, folding windscreen. Selling for 2-seater. Taylor, Thatchers, Limpsfield, Surrey. Tel.: Limpsfield Chart 3268. [3920

1928 SWIFT 10 H.P. TOURER. Outstanding appearance and mechanical condition. New hood, good tyres, 30 m.p.g., oil negligible. Must sell, owner going abroad. £75 o.n.o. Sewell, Sandydown, Lymington, Hants. [3921

M.G. X.P.A.G. SERIES, Stage 1A cylinder head, £10. Brand new windscreen for Triumph 1800, offers. Barr, "Greenfield," Cross Hills, Keighley, Yorks. [3926

BULLNOSE MORRIS OXFORD, 1925. Four-wheel brakes, new roof, tyres and battery, two seater plus dickey, body really perfect, beautiful runner, £120. L. Jarman, 27, Oakfield Road, Rugby, Warwickshire. [3922

ROLLS 20 H.P. 1929 Fixedhead Coupé. Hooper coachwork, really original specimen. £265. Box No. Y932. [3932

FOR SALE—*continued*

3 LITRE LAGONDA TOURER, 1930 (regd. '35). Sheared rear hub otherwise complete running order. Towable or would break for spares. What offers? Paterson, Popes Croft, Chandlers Cross, Nr. Rickmansworth, Herts. [3927

1936 2½ LITRE JAGUAR SALOON. Bodily decrepit, mechanically thriving. £35 or spares. Langley, Rectory, Eversley, Tel.: 3237, Hants. [3928

ASTON-MARTIN, 1933 Le Mans. Recently linered, new type rods fitted. Whole car in very sound condition mechanically and electrically. £260. Ingham, Huyton Fold, Adlington, Chorley, Lancs. Tel.: Adlington 371 [3929

1924 STANDARD "Canley" Tourer V3. Laid-up for 25 years, but in constant use since 1950. Mileage 26,500, collector's condition. £150. Fanghanel, "Worls End," Grange Lane, Roydon, Essex. [3930

RILEY LYNX, 1937. 1½ litre, 4-seater Tourer. Enthusiast maintained, immaculate condition throughout. £270 o.n.o. Please write: Corbally, Marlborough House, Hawkhurst, Kent. [3931

S.S.100 JAGUAR 3½ litre Competition 2-seater. Resprayed grey, new tyres, battery, brake linings, valves, guides, c.w.p. Gearbox overhauled, chrome perfect. Aldershot or Nottingham districts. £350 or offer. Box No. Y933. [3933

1956 TRIUMPH T.R.2, 6,000. Heater, radio, twin spots. Offers over £800. Cheaper sports taken part exchange. Box No. Y934. [3934

M.G. AND RILEY SPARES. Privately breaking F-type Magna; Riley Adelphi 12/4, 1936. Tel.: Riley, BEC 0276. [3935

V8 SPECIAL, 1948. In good condition, quick sale. £150. Tel.: Iver 581. [3936

1949 LE MANS FRAZER-NASH. Actual car 3rd at Le Mans. Works maintained, as new inside and out. Mileage 26,000 only. Best offer over £1,000. Box No. Y937. [3937

850 c.c. O.H.C. SPECIAL. Fram. Rumbaken tele shockers, 4s c.r. box, very good tyres. £75. Tel.: WOR 4804. Harrow. [3938

1954 T.R.2. 22,500 miles, B.R.G., heater. £620 or exchange for Volkswagen. Box No. Y939. [3939

AUSTIN 7, 1934, chassis, axles, springs, radiator, wheels, tyres. Cheap. 241, Warstones Road, Wolverhampton. [3940

1956, APRIL, M.G. "A" Sports two-seater. As new. £920 o.n.o. "Darley Dale," Libertus Road, Cheltenham. Tel.: 55969. [3941

ALVIS 1927 T.G. 12/50 TOURER, 12/60 modifications including twin S.U.s, knock-ons, Mechanically perfect. Repainted, new tonneau. Many spares Concours condition. Taxed, insured. £145 o.n.o. Thompson, 8, Purves Road, London, N.W.10. Tel.: LADbroke 5755. [3942

B.S.A. 1939 SCOUT. Needs attention but used daily. £75 o.n.o. Please Tel.: Primrose 0025. [3943

M.G. T.A., 1939. Black/red, a well looked after car in sound condition. £250. No offers. Hurrell, Ashley, Nr. Newmarket. Tel.: Cheveley 241. [3944

DAIMLER V.I.20 gearbox, 1928. Very sound, £5. Wickham, 32, Calais Gate, S.E.5. Tel.: CLI 4436. [3945

TRIUMPH T.R.2 cylinder head complate, with inlet manifold and two 1½in. S.U. carburetters. Box No. Y946. [3946

FOR FORD MODEL C. Girling brake conversion parts, front wheels, with 5 E.C. wheels, steering, front seats. 5, Harewood Avenue, Scarborough. [3948

STANDARD 8 OR 10. Twin carb., manifold with S.U.s, linkages, etc. Antiroll bar complete, £15 o.n.o. Howarth, 8, Anerley Road, Manchester, 20. Tel.: Dids 5942. [3949

1927 BALLOT 2 L.T.S. Fast and well shod. Love at first sight guaranteed. £49. Crompton, 19, Sandringham Road, Southend. [3950

1931 ASTON-MARTIN, 1½ litre, International, short chassis, coupé. Nearly £200 spent, bills available. Good condition. £155. 18, Groveland Avenue, Norbury, S.W.16. Tel.: POL 8142. [3951

1947 FORD 8 CHASSIS, lowered, complete, £25; ex-Baragwaneth-Arengo twin J.A.P., stripped, £20; hand-pressure pump, 30s.; sundry new 1500 Alfa spares; ingredients for Special Fiat 1100 I.F.S., hydraulic brakes, tubes and rear axle in pieces, £20. 31, Hockliffe Street, Leighton Buzzard, Beds Tel.: Leighton Buzzard 3155. [3952

1949 SPORTSMAN SALOON, Allard, £245. Engine overhauled, brakes relined, mileage 18,000, tyres and mechanical condition good. A.A. test invited. Hilltop Garage, Chesham. Tel.: 154. [3953

1932 OPEN 4-SEATER 2 litre (12.9 h.p.) Lagonda. Excellent condition, full weather equipment. Price £175 or near offer. Full details and photographs. Frank Chapman, Fish Docks, Grimsby. [3954

LAGONDA, 2 litre Weymann Saloon, 1932. In exceptionally nice condition and quite original except for coil ignition and S.U. pump. £160. Lerry Garage, Talybont, Cards. Tel.: 79. [3956

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

FOR SALE—*continued*

REBORING. Modern equipment and specialisation in this type of work enable us to offer something better than the average rebore. A wide variety of pistons stocked, and we shall be pleased to advise on most suitable types for special usage, i.e., trials, rallies or fast road work. Quotations on telephone or by letter with pleasure. Malvern Garage, Lyndhurst Road, Thornton Heath. Tel.: 3458. [3955

SPARES AVAILABLE for Lagonda, Bentley, Sunbeam, A.C., Singer, Wolseley, Morris, Austin, Alvis and many other makes. Send your enquiries for spares for any make or model to us, it is possible that we can supply or locate for you. A. Fielding, Lerry Garage, Talybont. Cards. Tel.: 79. [3957

£17 10s. REQUIRED for 1932 7.9 Singer Saloon. Good mechanically, meaty tyres, would make excellent elementary pash-waggon for impecunious student. Tel.: Edgware 3407. [3958

ATALANTA V.12. Fixed Head Coupé, by Abbott. Independent suspension all wheels; complete engine overhaul; new pistons, bearings, hydraulic tappets, cast-iron heads, Solex carb.; new prop shaft. Al-Fin front brakes, rear brakes relined; new carpets. Terrific perfomance, well shod. A considerable amount of money has been spent on this car and it is in superb condition. £385. Box No. Y959. [3959

1951 K.2 SPORTS 2-seater Allard. Dark blue with new vynide hood and new sidescreens, also tonneau. Beautiful body and in lovely condition. £420 o.n.o. Photo on request. Apply T. Ash, Alding, Haslemere, Surrey. [3960

LAGONDA RAPIER. 1,104 c.c. Completely rebuilt. Two-seat Tourer, steel body. Undersealed, rewired, etc. 500 miles since new battery, timing gear and chains, big ends. Everything first class. £295. Baker, 20, Heathcote Road, St Margaret's, Middlesex. [3961

1950 SILVERSTONE Healey, just repainted red. Excellent mechanical order. £425 or offer. Stothert, 15, Kenyon Lane, Kenyon, Lancs. [3962

RILEY KESTREL SPRITE wanted by officer returning from Malaya in August. General condition must be good, with particular emphasis placed on steering, brakes, transmission and coachwork. Kindly reply by airmail to G. H. Baker, Officers' Mess, R.A.F., Butterworth, Penang, Malaya. [3968

AUSTIN SEVEN SPECIAL (ex-1933 Saloon), £50. Aluminium body, hood, sidescreens, 4-speed box, excellent m.p.g. Reasonably speedy but not fast enough to outpace the stork!. 9, Harvey Road, Guildford. [3965

1930 M.G. 18-80 MK. II. In exceptional condition throughout and almost as new. Without question the finest M.G. of its year. £180. Tel.: FRE 7722. [3963

LANCIA APRILIA. Perfect condition, completely reconditioned throughout. £250. McNab Vinces, Churt, Surrey. Tel.: Frensham 3249. [3964

AUSTIN 7.2 SEATER. Rebuilt and reregistered Oct., 1955. Every modification possible, first £150. 1938 Austin 7.2 seater Coupé, as original, rewired, repainted, £75. 1926 Imperial Roadster Chrysler, requires manifold, £40. 1936 O.H.V. 2½ litre Jaguar, 4-seater, Open Tourer, part finished, offers. Barrowclough, 4, Derker Street, Oldham. Tel.: MAI 2897. [3966

SUITABLE FOR SPECIAL BUILDERS. 972 c.c. Singer Bantam engine complete with Scintilla magneto, Marshall blower and E.N.V. self-change gearbox (ex-Spikins single seater). £150. Also complete chassis with hydraulic brakes, wheels, tyres, £100. Single-seater aluminium body shell with upholstered seat, £20. E. K. Lund & Co., Preston Road Garage, Coppull, Nr. Chorley. Tel.: Coppull 285. [3976

M.G. MAGNETTE, K.N. 2-seater Sports. Supercharged, extremely fast, excellent condition throughout. Winner of numerous trials. £180 o.n.o. J. B. Buchanan, Brick Kiln Farm, Southwater, Sussex. Tel.: Southwater 380. [3977

ALFA-ROMEO 1750. Gran Turismo, 1931 Martin Walter Saloon. Sound and handsome. Rebore and new pistons 4,000 miles ago, tyres and battery first class. A lot of money has been spent on this car during past 4 years. Very reluctantly offered for sale. £200. Osborne, 119, Croydon Road, Beddington, Surrey. Tel. CRO 6544. [3978

M.G. J.2. Swept wings, engine just overhauled, good condition. £90. Tel.: Epsom 4958. [3979

RILEY, 1936. Kestrel 12/4 chassis, reconditioned and rebuilt. Details from Hodkinson, Dryburgh Avenue, Sharples, Bolton, Lancs. [3980

M.G. 1½ LITRE 1937 SALOON. In spotless condition, recently overhauled. £245. 22, Aprey Gardens, Hendon, N.W.4. Tel.: Sunnyhill 3330. [3982

SPARES FOR SPORTS CARS. Alvis, Alfa, Talbot, Sunbeam, etc. Good tyres, most sizes, and 20in., 21in. Now breaking: Graham 22 h.p., 33 h.p.; Morris 10 h.p., 8 h.p. and others. Granville Jones, 47, Edmundstown Road, Tonypandy, Glam. [3983

NOBLE BUT SENSIBLE 4½ litre Bentley. Absolutely sound car with handsome drophead coupé body (1931), new hood and linings, solid walnut dashboard, original paintwork. Chassis (1928) has D-box, twin new coil ignition, clutch and brake reline. Radiator has new core, guaranteed reconditioned battery just fitted. Proper oil pressure. £100's of bills shown. Spare wheel, three outers; near-new Dunlops fitted. Sensible price or private hire-purchase agreement. Tel.: FLAxman 5241. Box No. Y981. [3981

LAGONDA, 1938/9, 4½ litre short chassis Saloon, De Ville. Magnificent condition, privately owned. Photos available. £275. Terms. 291, Wilford Lane, Nottingham. [3984

M.G. T.A. 1937. Good condition, twin spares, chrome carrier. £190. Tel.: BUC 7032. Buckhurst Hill, Essex. [3985

WARNER GEARBOX. Overhauled and new races and needles fitted. In excellent condition. Box No. Y986. [3986

1924 BULLNOSE TOURER. 4-seater Cowley. £35. Complete hood, sidescreens, for 1927/9 Morris, £5. Tel.: FOR 4592. [3987

1931 RILEY 9. In running order, Special saloon body? £30, will break. Valentine, 11, Chestnut Grove, New Malden, Surrey. [3988

RED LABEL 3 litre Bentley. Perfect condition, 21 m.p.g., 4-seater Tourer. Plenty of work carried out and a pride to own. New car and family force sale. £250 o.n.o. Details available. Box No. Y989. [3989

1,000 PRE- AND POST-WAR motor racing books, photos, magazines (loose copies, bound vols. "Motor Sport," "Autocar," etc.). 150 car catalogues. Stamp for lists. M. Booker, Abbots Mead, Witley, Surrey. [3990

TALBOT (September, 1935). Specimen condition, unblemished, under 50,000 miles since new, new tyres, any trial or inspection. Bargain. 117, Tankerville Drive, Leigh, Essex. Tel.: 74329. [3991

1936 LAGONDA 4½ litre short chassis Special Rapide Open Tourer. Original, excellent condition, freewheel, telecontrols, etc. Consumption 17-24 m.p.g. Five near-new tyres. £250 or offer. Tel.: Liberty 6531, evenings. [3996

1949 (SEPTEMBER) MORGAN, 1267 c.c. 2-seater, blue, recent hood. Many extras. 24,000 miles. £395 o.n.o. Farrow, "Jeanette," Thorrington, Essex. Tel.: Gt. Bently 247. [3997

DISMANTLING FOR SPARES. Two Alvis "Firefly," 11.9 h.p. engines including starter motors and dynamos, radiators, etc. Particulars from R. Archibald, Cairnhill, Connel, Argyll. [4001

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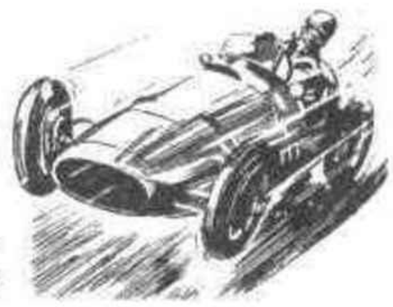
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RILEY KESTREL Blue-Streak. 16 h.p. with overdrive, rebored, brakes relined, new universal, exceptional condition, sound body and chassis, good tyres, £245. Box No. Y189 (London). [4189

RILEY MONACO, 1935. Good tyres, new pistons, timing gears, good condition except batteries, carpets. Offers, 53, Dawsheath Road, Rayleigh, Essex. Tel.: 911. [4191

LAGONDA, 1930. 2 litre Speed model, open 4-seater. New gears, pistons, brakes relined, rewired, etc. £165. Also 3 litre Open Tourer, £65. Beazley, Kiln Cottage, Old Park, Wootton Bassett, Wilts [4192

COMPLETE YOUR MOTORING experience with intriguing 1933 Trojan Saloon, good condition except block slightly cracked. £25 o.n.o. Tel.: Sunbury 2539. [4193

VOLKSWAGEN. November, 1953, de luxe Saloon. Green, 20,000 miles, excellent condition. £495. Brookside Motors. Tel.: THO 4256. [4195

1926 SUNBEAM 20.9 TOURER. Good condition. Everyday use. £85, or exchange W.H.Y Eddison, Bryanston Farm, Blandford, Dorset [4197

1934 K.N. M.G. SALOON. Complete, engine stripped, generally rough. £25, will haggle Nixon, 14, Inverness Drive, Ilford, Essex. [4198

M.G. "M" type gearbox. Good condition. £5 Ashford, Mead Road, Torquay. [4199

1938 MORGAN, 4-seater, Coventry Climax engine reconditioned throughout, new back axle, front suspension, sidescreens, good body and red cellulose. £190. H.P. arranged or exchange pre-war Ford 8 or 10. 102, Calley Down Crescent, New Addington, Surrey. Tel. Livingstone 5991. [4200

ALVIS 12/50, 1931, T.J. Good running order, reasonable condition. £55 o.n.o. Barry Curtis, 257a, Croydon Road, Beckenham, Kent. Tel. BEC 1000. [4201

LAGONDA, 1934, 3 litre Pillarless Saloon. Black and ivory. An enthusiast has spent a lot of money on this car and it is in outstanding condition with four new tyres. A reasonable offer would be accepted from someone who would care for and maintain her. Seen London or East Surrey. Tel.: Brixton 6856, or evenings and weekends Copthorne 230. [4202

LUXURY STUTZ Engl. Custom built, perfect, radio, resprayed, overhaul, spares, book. Photo, details. Would exchange. Box No. Y203. [4203

£65. SINGER Le Mans Tourer, 1935. Mechanically sound, body fair. New battery, starter Everton, "Ellisfield," Barming Woods, Maidstone. [4204

EX-DENNIS EVANS N.A. M.G. Magnette, 2-seater in fantastic condition. Running in new engine, 1287 c.c., c/r 8.3:1, c. 70 B.H.P., Scintilla magneto, E.N.V. preselect., 5 new tyres, new batteries, new Marchals. Perfect set hydraulic brakes. Whole car 100 per cent Claimed Max. 95 m.p.h. Must be seen to be believed. Everything new. Classic M.G. £325. Box No. Y205. [4205

130 H.P. GIPSY ENGINE. Suitable Sprint Special. Collings, 16, Tangier Road, Guildford. [4207

MORGAN 4/4, 1938. Green, two-seater, Coventry-Climax. Recent general overhaul, excellent condition throughout, well shod, twin spares, chromium luggage carrier, etc. £225. Tel.: Burgess Hill 3717. [4208

1927 9/20 HUMBER SALOON. Excellent condition, recently reconditioned and painted. Tyres good, low mileage. Tel.: Tenbury Wells 2236. [4209

BENTLEY 6½ litre Mulliner Saloon, 1930. Very good order, nearest to £100. Harris, Hope Point, St. Margarets Bay. Tel.: 3220. [4210

VINTAGE AUSTIN CHUMMY (1929). Reconditioned regardless of cost during winter, meticulously maintained since. 100 per cent. watertight. Appearance and moving parts as new. £62 10s. 2d., will haggle. Barden, 31b, Goldstone Villas, Hove, 3, Sussex. [4211

RILEY 1½ litre, 1951. L.H.D. Very severe nearside crash. £130. Jaguar Mk. 7, 1954. Requires trim and paint to complete, £420. New B.S.A. Scout 2-seater body shells, £15 each. Tel. or write for appointment. Hardwick House, Studley, Warks. Tel.: Studley 521. [4212

1937 M.G. COUPE, 18 h.p. Splendid condition, good tyres, good interior. £150. R. Drake, Scholes, Cleckheaton [4213

ARMSTRONG SIDDELEY, 12 h.p. Saloon, 1932. £40. Mechanically sound, 5 new tyres. James, Avoncroft Farm, Offenham, Evesham. [4214

SUPERB DROPHEAD JAGUAR 1½, 1939. Many extras. £220. 14, Richmond Mount, Headingley, Leeds, Yorks. [4215

LAGONDA 16/80 2/4-seater Roadster. Excellent condition, enthusiast maintained. £150. Trower, M.O.S. Air Station, Defford, Worcester. [4216

ROVER 1934/5 SPEED 14 Sportsman Saloon. Interior, tyres, body excellent; engine virile, 22 m.p.g., 70 m.p.h. £85 o.n.o. 97, Kingshill Drive, Kenton, Middx. Tel.: Wordsworth 3132. [4219

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1947 RILEY 1½ Black Saloon. Immaculate, heater, extras. Any trial. £330 o.n.o. Exchange 8/10 h.p. Mr. Tallant, 98, Westerton Road, Tingley, Nr. Wakefield, Yorks. [4217

BENTLEY 3 litre 1924, Young D.H.C. Very good condition. £115. 63, Flask Walk, Hampstead, N.W.3. [4218

TRIUMPH 1800 ROADSTER. Just run-in after rebore. Nearest £325. Tel.: CUN 3688. [4220

ENTHUSIAST'S BEAUTIFUL 1938 Model F.W.D. B.S.A. "Scout" Sports Coupé. Extensively overhauled, excellent performance. £100 4, Hutchinson Avenue, Broughton, Kettering, Northants. [4221

RILEY SPRITE 2-seater Sports, 1936. T.-T trim, terrific performance, first-class condition £270. Box No. Y222. [4222

BRITISH SALMSON S4C Saloon. Sound, reliable Nearest £110. For full details write: Filborough, Harts Green, Sedlescombe, Battle, Sussex. [4223

TALBOT 75 SALOON. Body rough, good engine, telecontrol, shockers, £22. Jaguar 3½ Saloon, 1947, perfect throughout, £325. Marsh, Batheaston House, Bath. Tel.: 88106. [4224

1934 RILEY LYNX 12/6, £120 or offer. Irvine, Milverton, Highfield Road, W. Byfleet, Surrey. Tel.: Byfleet 2664. [4225

AUSTIN 7 TOURER. Good all-round condition. Taxed. £30. Tel.: Tewin 314 (Herts). [4226

TRIUMPH GLORIA, 15.7, 1935. Very carefully handled and in exceptional condition. £98 o.n.o Weekends. Brooke, Newnham, Hook, Hants. [4227

1955 MK. VII JAGUAR. Overdrive, 6,000 miles only, finished grey, faultless condition. Right price for quick sale. Owner going abroad. Offers to Box No. Y228. [4228

LUDWALL. Alvis Speed 25 Saloon, 1938, quite faultless, blue, 40,000 miles, R.A.C. or works examination welcomed, £400. Ludwall, T.R.2 Hardtop, black/white, two owners, no competitions, 20,000 miles, leopard seat covers, washers, heater, hood, sliding sidescreens, tonneau included, excellent condition, £690. Ludwall. M.G. 2-seater T.A. 1939, ex-Lester engine recently ground and sleeved, 16in wheels, £250 Ludwall for Alvis and other spares. Reasonable prices. Exchange service for Alvis engines, starters, brake shoes, etc. Ludwall Garage, Star and Garter Road, Longton, Stoke-on-Trent. Tel.: 32312. [4229

F.N./B.M.W., 1938, 326 4-door Continental Saloon. Wireless, heater, freewheel. One shot lubrication, new radiator, tyres. Excellent condition, black with ivory fittings. £245. Burlington Hotel, Harrogate. [4230

MERCEDES BENZ 170V. Black Saloon. 1949 model, first registered November, 1954. Continental drive. Genuine 25,000 miles. Many extras. Speedy, economical. Offers or consider part exchange smaller car. Seen Cardiff. Box No. Y231. [4231

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1954 STANDARD 8. 9,000 miles. Custom 2-tone finish in honey beige and chocolate metallic with interior to tone in sun bronze. Top overhauled, tuned-up and Dunlop whitewalls fitted 3,000 miles ago. Car is in excellent condition but is offered at £325 due to some fire-damaged upholstery not having been replaced. This is a genuine bargain on which "Painless Payments" may be arranged, or part exchange for T.R.2. Fitted with heater. Tel.: Tamworth (Staffs) 225, after 7. [4233

1932 RILEY 9. Coachwork and interior exceptional, 9,000 miles since rebore, rewired, mechanically very sound. Worth seeing, even if you don't buy, for £90. Tel.: EDG 1057. [4234

PISTONS AND GASKETS. We have for disposal large quantities of new pistons and gaskets for cars made between 1928 and 1938. These are offered at exceedingly low price to clear. Please let us have your enquiries. Hadler's Garage Ltd., New Street, Chelmsford. Tel.: 4844. [4235

BENTLEY 3 litre. Rebuilt, registered 1951. Modern lines. 1926 engine. Good order. Will sell to best offer. Write: Meek, 22, Wood Street, Woburn Sands, Bletchley. [4236

FRAZER-NASH-B.M.W., 1938, Type 34/40, 1½ litre, L.H.D., 4-seat Coupé. Good mechanical condition, new bearings, battery, radiator, brake cables; spare engine and gearbox; paintwork poor. £145. Woodliff, Main Street, Harborough Magna, Rugby. [4237

RILEY MARCH SPECIAL. 3,000 miles since engine entirely reconditioned, new batteries, tonneau cover, hood, distributor; reconditioned wheels, 3 new tyres. Whole in first-class condition £150. Lt. Backhouse, R.N.C., Greenwich, S.E.10. [4240

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WOLSELEY HORNET SPECIAL D/H Coupé Cycle wings, immaculate, engine, brakes, steering overhauled; new battery, upholstery; resprayed. Genuine 30 m.p.g. Sacrifice £105 H.P. available. Box No. Y238. [4238

FIAT 1100, 1938 Model, 508C Saloon. Sun roof, fitted heater, good tyres, 75 m.p.h., 40 m.p.g. £150 o.n.o. Consider exchange 1947/9 Volkswagen. Eades, 8, Ridge Close, Kings Heath, Birmingham. Tel.: Springfield 4907. [4239

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AUGUST 1950, 4-seater Allard Saloon. Black with red leather interior, all Marchal electrical equipment. Condition very good. Price £310 o.n.o. E. B Marris and Son, Imperial Garage, Thorpe-Audlin, Nr. Pontefract, Yorks. [4242

RILEY KESTREL 1½ litre, 1937. Reconditioned engine. £85 o.n.o. Bodywork needs attention View London or "Hadley," Ferringham Lane, Ferring, Sussex. Tel.: Goring 41070. [4243

ROLLS TWENTY Park Ward Saloon, 1928. Very good. £120 o.n.o. 60, Ferney Lee Road, Todmorden [4244

MORRIS MINOR. O.H.V., twin S.U.s Complete with manifold and air cleaners; also Servais silencer. £16. Sexty, Home Farm, Hinton Parva, Swindon. [4245

RILEY MONACO, 1934. Mechanics and bodywork good, new battery, £95. M.G. M type 1932 reconditioned engine, bodywork stark, hood adequate, just, £50. Both cars taxed and insured and used daily. Dr. Hughes, Baldways, Wingrave, Aylesbury. Tel.: Aston Abbots 250 [4246

LANCIA APRILIA, 1937. Metallic silver and maroon. Recent complete recondition (bills shown) to engine, clutch, rear brakes, drive shafts, dampers; new battery. Servais silencer, five good tyres plus one unwrapped. Fitted loose seat and door covers, radio, spot lamp. Paintwork and body exceptionally good. Very pretty car in above average condition—performance and handling in true Aprilia fashion. £350. K. W. Pain, 1, Wilmot Road, Carshalton [4247

RILEY MONACO SALOON. Preselector, K.O. wheels, oil 45 lbs, body and plating good. A genuine Riley. Reason for sale owner bought another. Price £95. Tel.: Southbourne 47486 [4248

1938 RILEY KESTREL SPRITE 16. Sea green Saloon with overdrive, 50,000 miles. The finest Kestrel obtainable. New tyres, battery, P80 lights, spot and reversing lights, H.M.V. radio. The lot, £245. 1939 Riley 16 Saloon, post-war design, very good condition, radio, etc, £155. 1937 Model 1½ Fiat Pillarless Saloon, exceptional, £110. 1937 Model Straight 8 Packard Saloon, reconditioned engine, etc. £35. Station Garage, Droitwich. Tel.: 3378 [4249

LEA-FRANCIS. Export 2/4-seater, late 1949 Reconditioned engine December, 1955. Immaculate. £400. Exchange considered, cash adjustment. 12, New Street, Sheerness. [4250

RILEY 9 GAMECOCK, 1933. Enthusiasts car Red and black, 2-seater, Brooklands conversion, new twin S.U.s, new hood, carpets and Oylers muff. Sound condition. Jacobs, 13 West Hampstead Mews. Tel.: Maida Vale 9946 [4251

FIAT 500, 1939. Reasonable condition. £115 or offer. Tel.: Potters Bar 5348. [4260

TALBOT 14/45 Fixedhead, 1929. Good condition, decoked. £40 o.n.o. Nihell, "Logan," Cuddington Way, Cheam, Surrey. [4261

ALVIS SPEED TWENTY, 1933. 4-seater, Super-Sports Tourer. First-class machinery and suspension, new batteries, radiator, sidescreens, good body, hood, tonneau cover. £125. Write 12, Green Lane, Chislehurst, Kent, or Tel. Greenwich 0185 (day), Imperial 3035 (evening) [4262

3 LITRE BENTLEY Speed Model. Chassis 1072 Fast, reliable. Speed Six rear axle, telescopic propshaft, "A" box. Hosts of tools and bits Taxed and insured. Last chance, owner going overseas 26th May. £130 or nearest. Mackie, Lanthorne Lodge, Lanthorne Road, Broadstairs, Kent. [4263

1938 HUDSON Straight Eight, English Drophead Foursome. Alloy body, terrific acceleration Photograph. £200 o.n.o. Box No. Y264. [4264

1948 A.C. engine, gearbox, axles, wheels, etc., in excellent condition. Fair offer or sold separately. Wilson & Highfield Ltd., Lomax Street, Bury, Lancs. Tel.: Bury 1778. [4266

DECEMBER, 1935. Riley Kestrel 15/6. Preselector, Scintilla, good condition. £65 o.n.o. Write 36, Elia Street, Islington, N.1. [4267

M.G. T.B., 1939, 2-seater Sports. Radio. Taxed Sound condition. £270 o.n.o. Tel.: ENF 3824 [4268

SINGER SPORTS, 1951. 9 h.p. Many extras Superlative condition. £350. Box No. Y269. [4269

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

FOR SALE—*continued*

RILEY KESTREL, 1938. Sprite engine, new block, pistons, etc.; excellent coachwork. £200. 122, Seal Road, Sevenoaks, Kent. Tel.: SEV 51665. [4270

RAILTON STRAIGHT 8 Drophead Foursome, 1936. Taxed, insured; engine, steering, brakes reconditioned last year at cost of £115. Perfect black cellulose and chrome. Fitted windtones, heater, etc. 19 m.p.g., 90 m.p.h. £125. 48, Hollyfield Road, Sutton Coldfield. Tel.: SUT 1782. [4271

TALBOT 110, 1937. Excellent condition, recently overhauled, body and engine sound. £125 o.n.o. Buchanan, Cholwell, Mary Tavy, Tavistock, Devon. Tel.: Mary Tavy 307. [4272

MORRIS MINOR, 1949, SALOON. Fitted 10 h.p. Ford engine, twin carbs., 4-speed. Excellent performance and condition. £320. Taylor, Snowlea, Longwood, Huddersfield. [4273

TRIUMPH 1800 ROADSTER, 1947. In good condition throughout, 85,000 miles (works rebuilt engine with new block at 65,000). Oil (Viscostatic) usage nil, changed every 3,000 miles, pressure as new, 40 lbs. sq. in. warm. Bodywork black, spotless; tyres, retreads, 2 new, 3 about 5,000 miles left each; front suspension recently overhauled; carpets acceptable—just. Copy A.A. inspection report available. Demonstration anywhere within reason. Private seller but terms can be arranged. £345. Coker, 10, Headlands, Marske, Redcar. Tel.: 2523. [4274

ALVIS 1934 SPEED TWENTY Charlesworth Saloon. Fair condition. £50. Box No. Y275. [4275

AUSTIN SEVEN SPECIAL. Complete but needs odd jobs finishing. £30. Also some spares: 17in. wheels, front axle, etc. Weekends, Collins, 86, Woodstock Way, Mitcham, Surrey. [4276

1928 B.M.W., July, 1939. Good condition throughout, new tyres, hood, battery, carburetters. £375 o.n.o. Wittich, 7, Tiverton Road, Davyhulme, Manchester. [4277

AUSTIN, 1936, 13.9 TOURER. All-weather equipment, under 40,000 miles, one meticulous owner, everything as new. £175 o.v.n.o. Harris, Fire Brigade Headquarters, Newcastle-upon-Tyne. [4278

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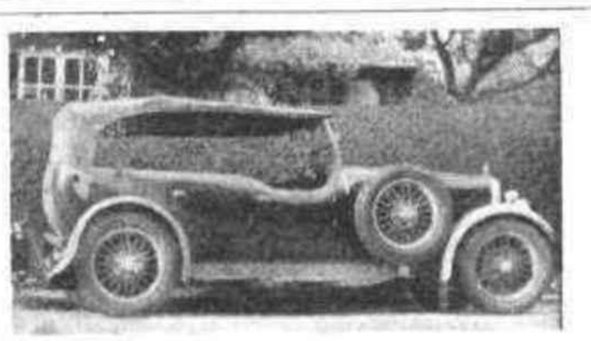
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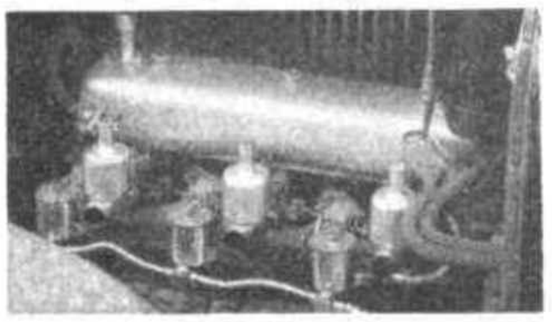
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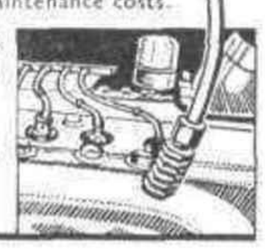
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FOR SALE—*continued*

AERO MINX SALOON. Fair condition, needs attention to carburetter. £40 o.n.o. 24, Woodville Road, E.11. [4293

1932 ALVIS 12/50 Atlantic Saloon. Excellent throughout. New radiator, battery. £75. 10, Ashburton Road, West Kirby. Tel.: Hoylake 2023. [4294

VOLKSWAGEN De Luxe Saloon. Sunroof. February, 1954 Lovely condition. List price today £780. One private owner. £560. Knight, Rookhill Road, Christchurch. Tel.: Highcliffe 2476. [4297

BREAKING. 1939 Rover 14.9 h.p. S.a.e. for price list. Schofield, Stow-Bedon, Attleborough, Norfolk. [4298

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FOR SALE—*continued*

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RILEY NINE GAMECOCK, 1932. Special Series 1935 engine, 1⅛in. crank, twin S.U. carbs. and electric petrol pumps, manual gear box. Good performance, tyres, batteries and lighting. Best offer to Masurel, 29, Oakley Road, Clapham, Bedford. [430

18" M.G. K.O. wheel, 50s. New T.A. tonneau cover (rear), 25s. New 12 volt Lucas outside trafficators, 30s. K.L. heater, three months old, £7. 54, South Royd Street, Tottington, Bury, Lancs [430

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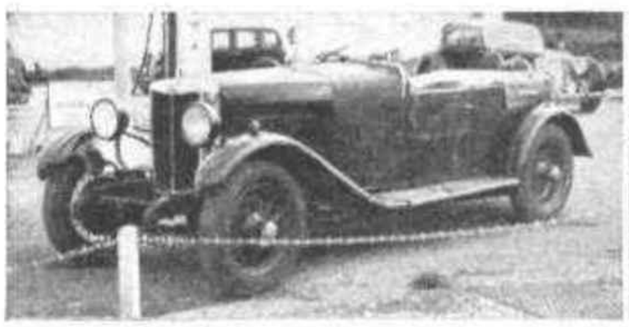
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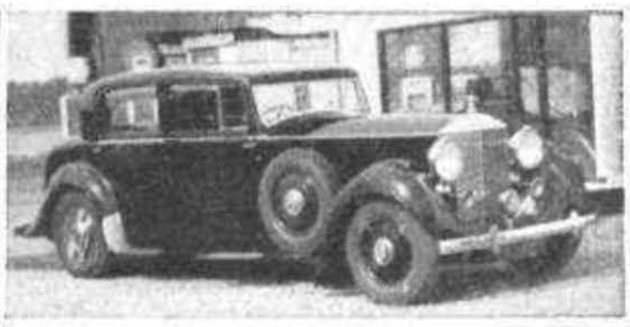
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1950 Dyna Panhard, fitted with 750-c.c. sprint engine. Rev.-counter, radio, etc., etc. This is probably the fastest Panhard in the country, and has won many awards. It is capable of providing a great amount of successful amusement in the 750-c.c. production touring category and is priced at **£425.**

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1950 2.6-litre Lagonda saloon. Black and pale blue, with blue leather upholstery. The car is in very good mechanical order and the woodwork and leather are exceptional. It is very reasonably priced at **£795.**

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We are Agents for these magnificent cars and have demonstrators available. Second-hand models are usually in stock and we can give speedy delivery of all types.
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Lea-Francis Special single-seater, made regardless of cost with beautiful bodywork similar to the latest Connaught. 2½-litre tuned Lea-Francis engine, Dunlop racing tyres. Twin rear wheels available. Four carburetters. Independent suspension, mostly Riley parts. This car has been exceptionally well made, has hardly been used, and is offered at the low price of **£250.** Would convert into very fast sports/racing car.

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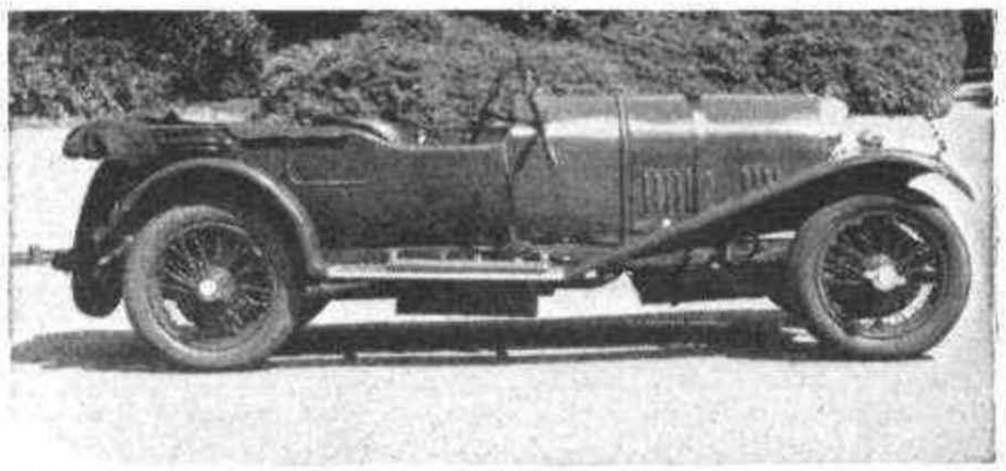


1939 M.G. 2.6-LITRE Salmons Tickford drophead coupe, finished in grey and black, with a new black hood. The chrome and body finish is very nice, all five tyres are excellent; fitted twin windtones and a pass-lamp. The interior seats and dashboard, etc., are very clean. A large boot at the rear also houses the tool-tray. **£195**

1935 RILEY FALCON 1½-LITRE 4-Light saloon, with large boot. Good mechanical condition throughout, nice bodywork, finished in light grey, with blue leather interior, with clean original dashboard. Five good tyres, Luvax automatic lubrication system, preselector gearbox. One of the best pre-war Rileys we have had. **£145**

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STANDARD TWELVE, 1948 Mod. de luxe saloon, excellent chrome and coachwork, finished in black, with tan leather interior and trim. We would be interested to hear from anyone who has a smaller sports car and a growing family, with a view to a possible part-exchange—**£265.** Also we have a **FORD POPULAR** in almost new condition, and could honestly be described as a specimen, finished in duck-egg blue, for which we would also like to take a sports or sporting saloon in part-exchange.

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VINTAGE SUNBEAM 2 litre. Exceptional condition, new tyres; many spares. Box No. Y306. [4306

DISMANTLING. Riley 9, 1932. Spares available. 33, Newcastle Road, Chester-le-Street, Co. Durham. [4307

S.U. ELECTRIC PETROL PUMPS, eight 12 volt, five 6 volt. First-class condition guaranteed. £2 each. Postage 1s. 6d. or C.O.D. Box No. Y308. [4308

HORNET SPECIAL. Open 4-seater, red, new tyres, battery, dynamo, brakes; nippy performance, 30 m.p.g. £85. Crowmarsh Battle, Benson, Oxford. Tel.: Wallingford 3242. [4309

V.8 SPECIAL. Rebuilt 1951. Reconditioned engine, dynamo, etc., new battery. £120. Ross. Tel.: SOU 3387. [4310

M.G. J.2, ENGINE. Perfectly sound; all accessories bar carbs. New bearings. £15. Hutchinson, Royal Military College of Science, Shrivenham, Swindon, Wilts. [4311

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REBUILT SINGER SPORTS. Good condition. £95 o.n.o. Flat 1, 18, Waterden Road, Guildford. [4313

RILEY 1937 FALCON 12/4 SALOON. Brakes, suspension, steering just reconditioned, and engine top overhauled. Exceptionally nice car with bodywork well above average. £165. Harvey. Tel.: Woking 583. [4314

4 CYLINDER B.T.H. MAGNETO. Good working order. £4 o.n.o. Hacker, 50, How Wood, Park Street, St. Albans. [4315

SINGER 1500 ROADSTER, 1951. 17,400 miles, detachable hardtop, underguard, fog lamp, new battery, 30 m.p.g. Offers around £325 to Moore, Staveley, Park Road North, Birkenhead. Tel.: 1688. [4316

LANCIA APRILIA, 1938-9. Requires upholstery and door glass and spraying, good runner, engine overhauled, £145. Also Lancia Aprilia, 1939, Drophead 4-seater, Special body by Gira, good runner, rough, £130. Callers only any day except Saturdays. Bacon, 136, Kettering Road, Northampton. [4317

M.G. MAGNA, 1932. D.H.C. New hood, 2/4-seater. Taxed, insured. Drive away. £75 o.n.o. 51 Marlborough Road, London, E.4. [4321

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T.C. M.G. Black. £50 recently spent, radio. £355. Tel.: Harrow 2882, 6-7 p.m. [4318

VINTAGE SUNBEAM, 1929, 3 litre, overhead twin cams, Sports Saloon. Perfect condition. Tyres, battery as new, with plenty of power. 20 m.p.g. £100. Beacon View, Vale Lane, Latham, Ormskirk. [4319

2 LITRE LAGONDA, Low chassis Weymann Saloon. Concours winner. Mechanically perfect. £250 o.n.o. Smith, 41 Chislehurst Road, Bickley, Kent. Tel.: Imperial 4508. [4320

BUGATTI, 1929, Type 30. Blue two/four-seater. Well shod, newly painted, recent hood. Original order. Taxed. Photo. Trial. £155 o.n.o. Tel. Tunbridge Wells 20635, before 5 p.m. Thatchers Hall, Goudhurst, Kent. Tel.: Goudhurst 360, evenings. [4322

170V. 14 H.P. Mercedes-Benz Saloon. Perfect mechanically and bodily, recent overhaul. £225 or exchange considered Lancia, Alvis, Lea-Francis, A.C. Tel.: AMB 9912 or Box No. Y324. [4324

HOME WANTED for Talbot 14/45 Tourer, 1927 gearbox selectors damaged, believed otherwise mechanically sound, spare box available. Good tyres, brakes, steering, needs hood, repaint detail attention otherwise complete and original. Offers, please, otherwise must go to breakers. Tow arranged reasonable distance. Also Matchless "Silver Hawk" motor-cycle, 1931, 4 cyl. springer, sound runner, most second bike spare. Anyone interested? "Bray," Ember Reach, Thames Ditton. [4325

CLYNO 1929 TOURER, £25. Sound running condition. Insured until November. Tel.: SOU 5476, evenings. [4326

1929 SINGER 8 O.H.C. Two-seater, dickey. Sound condition. £40 o.n.o. Write: Mapley, 72, Hermon Hill, London, E.11. Tel.: SNAresbrook 3214. [4327

3 LITRE BENTLEY Sports two-seater. 3.5 axle, c. box, £250, no offers. Long chassis frame, £5. 4.25 c.w. & p., £5. B. box, £10. Wills, 233, East Lane, Wembley. Tel.: ARN 4889. [4328

S.S.100 JAGUAR 2½ litre, 1938. Red, new hood. Very good shape throughout. £265 or offers. M. S. Macdonald, 13, Nelson Place, Lymington, Hants. Tel.: Lymington 3462. [4329

ALVIS 12/50, 1932, T.J. Atlantic Saloon. Above average condition, big-ends remetalled. Offers around £130. 76, Lodge Road, West Croydon, Surrey. [4330

F.W.D. ALVIS BLOWER. Perfect, complete manifold, drive, large S.U., £13. Tel.: Sunbury 2690. [4332

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LEA-FRANCIS 1½ Meadows 10 deg. sloping rad. Francis Sports Saloon, 1930. £75. 43, Little Paddocks, Ferring, Sussex. Tel.: Goring 4201. [433

TRIUMPH GLORIA 10.8 h.p. Saloon, 1936 Climax Le Mans engine. Exceptional condition throughout. £145. 22, Whitehall Road, Chingford, E.4. Tel.: Silverthorn 2873. [433

LEA-FRANCIS 1½ litre 2/4-seater Sports, 1950 model with I.F.S., 10,000 since reconditioned engine, clutch (total mileage 50,000). New hood, sidescreens, battery, front tyres recently. Radiator blind and other extras. £345. Rogers, 9, Stanley Crescent, W.11. Tel.: (office) Cit. 4444, Ext. 23. [433

1948 HEALEY 2½ litre. Lightweight body. C.R. 8:1, Lucas modified head, recent engine overhaul new hood and screens. £300. Dr. Longton, 128, Queens Road, Buckhurst Hill, Essex. [433

WADE SUPERCHARGER, £35. Stage II head £25, suitable for M.G. X.P.A.G. and Wolseley X.P.A.W. engines. 9 x 41 crown and bevel, £5, for M.G. T.D. or F. (4.5 to 1) and wheel, and 6.00 x 15 tyre, £5. Jarvis & Sons Ltd., Mordon Road, S.W.19. Tel.: LIBerty 8221. [433

MARCH, 1940. Citroen 12 Saloon. Black, good condition. Two owners from new. £220 o.n.o. Box No. Y337. [433

1938 BENTLEY 4¼ Park Ward Saloon. A carefully maintained car in sound condition. £58 Weybridge Automobiles Ltd., Tel.: Weybridge 2233. [433

ALVIS FIREFLY Green Tourer, 1934. Excellent performance and condition. Economical. £17 Tel.: Abingdon 1270. [433

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1938 CITROEN TWELVE. See last issue. Nearest to £199 19s. 11¼d. Dukes. Tel.: Palmers Green 6063. [434

BENTLEY 4½ litre, 1929, Fabric Saloon. Good all through. Taxed. £175. Tel.: Hainault 448. [434

HUMBER 14/40 1928 Tourer. Partly restored. Owner lost interest. What offers? Tel. Hainault 448. [4343a

FORD 10 SPECIAL. Fibreglass body, 1955 Martin. Only just run-in. Weather equipped. A glamourous car. Owner going abroad. Real bargain at £400. 24, North Side, Wandsworth Common, S.W.18. Tel.: Vandyke 5181. [4344

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

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£65. AUSTIN SEVEN SPECIAL. Rebuilt 1956. Very pretty Alfa red body similar pre-war M.G. Box No. Y055. [4055

£515! VERY PRETTY late 1936 F.B. Series Bentley Park Ward Drophead. Original black, blue hide, specialist maintained. History, recent report, £150 worth of extras, wonderful condition Taxed. A lovely car. Consider exchange. Tel.: Ascot 680 (office), Bagshot 3173 (home). [4057

BODY ALUMINIUM enveloping open, tubular frame, 7ft. 6in. w.b., adaptable, cheap. Oram, Osborne Cottage, Leighton Buzzard. Tel.: Heath & Reach 265, after 6.30. [4058

FORD ZEPHYR, 1954. £200 special equipment. Overdrive, stabilisers, Ramond Mays conversion (H.C. head, 3 S.U. carbs.), radio, chrome luggage rack, twin fog lamps, external sun visor, etc. 21,000 miles. One owner. An immaculate car for the enthusiast at £700. Westonia Garage Ltd. Tel.: 32376. [4059

M.G. P.B. 2-str, 1936, black £160. 25, Camp Hill Road, Worcester. [4060

MERCÉDES-BENZ, 170 (L.H.D.), 1937. Completely overhauled, resprayed. £220, or exchange for Wolseley E.W. Coupé or similar plus £140. Mason, 12, Myrtle Road, Hounslow, Middlesex. [4061

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AUSTIN NIPPY, 1934. Excellent condition, new hood, sides, seats, wipers, front axles, kingpins. £110. Tel.: Watford 2720. [4063

1934 W/C J.A.P. Morgan Super-Sports. Girling brakes, front mounted dynamo, full weather equipment. Enthusiast maintained. Will haggle at £95. Tel.: Hove (Sussex) 70892. [4064

AUSTIN SEVEN SPECIAL, Professional wedge tail, half built, not towable. Sussex. Offers, please. Box No. Y065. [4065

VOLKSWAGEN, 1947. R.H.D. Radio, good condition. Offers. 26, Wayland Crescent, Chilton, Berks. [4066

RILEY 9, 1934. 4-seater Coupé. Mechanically sound, four new tyres, good hood, tonneau, aluminium body. Photographs available. £110 o.n.o. Kent, 103 Greetwell Road, Lincoln. [4067

£35. RILEY 9 1932 SALOON. Ally body, good order, engine fair, well shod, taxed. Thorn, Hartland Terrace, Bude, Cornwall. [4068

STUDENTS! 1932 Austin Twenty ex-Taxi. Tickford hood, suitable foreign tour. £60. Details and photo supplied. Wood, Markfield Lane, Desford, Leicester. [4069

FORD TEN TRIALS, 1955. Lockheeds, telescopics, four new tyres. £125. 100, Poplar Road, Edgbaston, Birmingham. [4070

M.G. J.2., 1933. Hub, back axle casing, diff., clutch, other parts, all good. Write: 3, Portland Crescent, H.M.B.I., Feltham, Middlesex. [4071

ALFA-ROMEO 1750 Turismo Drophead. Good condition. £150. 7, Chessington Road, Ewell, Surrey. Tel.: EWE 1327. [4072

1933 ASTON MARTIN 1½ litre Le Mans 2/4 short. Engine overhaul at a cost of over £100. New hood, carpets and battery; loads of spares. Offers around £250. Kramer, 7, Pemberton Drive, Bradford, 7. [4073

JAGUAR 2½ litre S.S. 100, 1938. A superlative sports car in above average condition throughout. Excellent engine, gearbox, transmission, etc. Recently relined brakes, very good tyres, beautifully finished in ivory cellulose, red upholstery and carpets. Exhilarating performance combined with genuine 25 m.p.g. Price £275. Also complete spare engine £25 extra or separate. Box No. Y074. [4074

750 CLUB ENTHUSIASTS. Bargain basement offers. 3 bearing engine, £12. 4S. gearbox, £4 10s. Steering, £2. B. axle, £5. Bags of bits and pieces. Bring lots of money, a shovel and a sack. Tel.: Edgware 3407. [4075

BEARDMORE, 1939 London Taxi. Genuinely good, new batteries, 25 m.p.g., 60 m.p.h. with favourable wind. £65 o.n.o. Bonshor, Kingsdale Kennels, Sandy Lane, Bushey, Herts. [4076

M.G. SUPERCHARGED SPECIAL. Basically Magna, but with I.F.S. and other refinements. Stark but attractive professional body. Recent major engine overhaul, still running in. Lively motor car. Photograph available. Suitable for skilled gent in check cap. £165 o.n.o. Tel. Edgware 3407. [4077

SUNBEAM, 1934. 19.8 h.p. Complete car, damaged roof, otherwise sound. £30. Spares for sale. 246, Lever Street, Bolton. [4078

M.G. OWNERS. New brake cables. Any model available at 33s. post paid (types M. & F. only, 28s.). State whether front or rear, off or nearside. D. Ferguson, 53, Brinkburn Avenue, Darlington. [4079

1926 3 LITRE BENTLEY. Mechanically sound, McKenzie maintained, coachwork very good. Genuine reason for sale. £160 o.n.o. Any trial. Tel.: Four Oaks 222; or Birmingham, MIDland 4777 during day. Pattison, 331, Lichfield Road, Sutton Coldfield. [4085

FOR SALE—*continued*

SPORTSMAN'S SALOON. 1936 Siddeley. Good tyres, spare engine, new batteries, fair body. £35. Conder, 4, Frodsham Road, Alvanley, Nr. Chester. Tel.: Helsby 205. [4080

91 YEARS' DAILY USE is the record of some British locos. It's no coincidence Vintage Bentleys having a long life also—their designer served a locomotive apprenticeship! Study that influence in the extensive technical data contained in the 20s. set of three Instruction Books (3 litre, 4½ litre, Speed Six). Model Identification Tables (included free) explain gearbox recognition; give significance of types/ratios—likewise axle and compression ratios, wheelbases, etc.; Buyer's Guide for checking condition systematically. Vintage Bentley Service. Box No. Y081. [4081

AUSTIN SEVEN Wide Foursome Tourer. Immaculate Ruby engine, gearbox. Offers. Box No. Y082. [4082

1934 RILEY 9 KESTREL. Excellent body, new brakes, battery, headlining, spare, king-pins, etc. Ebbs, 325, Grove Green Road, E.11. Tel.: LEY 6517. [4083

AUSTIN SPECIAL. Very attractive body. Brakes relined, new battery, tyres good. £80. Seen Earls Court. Tel.: FRE 0651, evenings. [4084

M.G., 1939. 2.6 litre Saloon. In reasonably perfect order. Inspection Weymouth. Box No. Y086. [4086

SUNBEAM TWIN O.H.Cam 3 litre Tourer, 1926. Hood, tonneau cover, rear windscreen, spare engine, 10,000 miles since decoke, mechanically and generally sound. Licenced. £160. Jeoffrey Hughes, 13, Selcroft Road, Purley, Surrey. [4087

MERCEDES-BENZ 3.8 litre L.H.D. Foursome Coupé. First regd. 1941. In perfect condition, black and grey, fitted overdrive, independent suspension, red leather, six good tyres, new battery, open inspection. Many extras. £375 o.n.o. Cobb, West Chaldon Farm, Dorchester, Dorset [4088

RILEY USED PARTS: 1928-39. 1936 Adelphi Saloon, 12/4, £95. Chili Parlour, By-pass, Hatfield, Herts. Tel.: 2863. [4094

"GEORGE" is a T.C.-engined M.G. Tickford Coupé—T.A. chassis. Mechanically and aesthetically pleasing. New hood, taxed. Parting brings sorrow and, I hope, £275. Buckland, Jesus College, Cambridge. [4095

HOTCHKISS GRAND Sports Saloon, 1948 model, cost £4,750 at 1947 Show. Overhauled last year at considerable cost. Cotal gearbox, Michelin X tyres, twin speaker radio, spotlight, fog light, telecontrols, demisters, windscreen washer, Bray engine, heater. Road tested 0-60 m.p.h. 10 seconds. £400. Tel.: West Wittering 2212. [4096

JAGUAR, 1947. 1½ litre. Special equipment model. Two owners. Just completely overhauled including respray (cost £150). History and receipts available. 25 m.p.g. Genuine private sale. £400. Stuart Meadows, 5, Kent Gardens, Ealing. [4097

WORKSHOP CLEARANCE BARGAINS. Very special 1172 c.c. engine, ally sump, built-in pressure release fan mounting on timing case, etc., with Elva O.H.V. head, ex-works. Weslake flowed, fittings all new, the lot, £75. Special camshaft for above, new, £10. New pair 1½in. side draught S.U.s for above, £9. Ford 10 front axle, rebuilt Girlings, lightened drums, £10. Rear axle, complete, less crownwheel/pinion, £10. Gearbox, less end plate, £4. 5 15in. wheels for above, axles, £3 each. Grove Workshops, Dallinghoo, Woodbridge, Suffolk. [4098

1939 JAGUAR 1½ litre Saloon. Good condition. Best offer. Harris, 1, Longberrys, Cricklewood Lane, Childs Hill, N.W.2. [4104

HUMBER 14/40, 1929. 4/5-seater Tourer. One owner-driver since 1930. Recent thorough overhaul, renewals, etc., cost over £300. £125 or offer. 82, Bedford Avenue, Barnet. Tel.: Barnet 3008. [4105

SUPER SNIPE TOURER. Ex-W.D. Regd. 1951. Reconditioned engine 1951, top overhaul 1955, radiator reconditioned 1956. Thoroughly sound and reliable bodily and mechanically. Drives like a well-sprung double bed at 60 m.p.h. Ideal for caravanning and camping. Will accommodate double mattress! £95 o.n.o. Townsend, The Grove, Shrewton, Wiltshire. Tel.: Shrewton 274. [4106

ALVIS 14 H.P. 1934/35 2-seater Tourer. Mechanically perfect. Bills for £130. Body fair. 3 new tyres. £70. Box No. Y107. [4107

ROLLS 21.6 H.P. BRAKE. Dismantled, cracked head. Sell or separate for spares. Write Box No. Y108. [4108

J.2. 1932. Excellent condition. Recent respray, overhaul new tyres, £110 or haggle. Pearson, 46, Vernon Road, Edgbaston, Birmingham. [4109

ALVIS 1935 SPEED 20 Vanden-Plas D.H.C. Over £100 expended during last three months. Considered reasonably sound throughout. Genuine reason for reluctant sale. Owner Alvis enthusiast. £155. 25, Brittox, Devizes. Tel.: 88. [4110

FOR SALE—*continued*

1933 S.S.I. 16 h.p. Saloon. Perfect condition, restored throughout, meticulously maintained, 25 m.p.g. Wonderfully reliable with many spares, including engine, gearbox, axles. £70. Also "Motor Sport" Feb., 1951, onwards, 60 copies. Offers. Flt./Lt. Wightman, R.A.F., Defford, Worcester. [4112

LANCIA APRILIA, 1938. Mechanically good, cellulose poor. For quick sale £200. Salmon Motors, Park Street, Guildford. [4111

ROLLS-ROYCE, 1923. American built Silver Ghost, fitted with Continental touring body, newly finished in dark green and black. First-class screens and hood, new tonneau and hood bag, very good tyres. The whole vehicle in impeccable condition. This example of "The Aristocrat of Vintage Touring" must be seen to be appreciated. Dixon, 4, Bickerstaffe Street, St. Helens, Lancs. Tel.: 3007. [4113

VAUXHALL 20/60 TOURER. In excellent order, or might sell Rolls 20 (Weymann) Saloon. Either 1929 car secured by sensible offer to 88, Upper Cimla Road, Neath. [4114

CHROME "JAGUAR" MASCOT, as new, £3. Rover "Viking" ditto, £2. 1937 Rover 12 cylinder head, £4. Fiat 501 diff. assembly, £5. 4 cylinder "Vertex," unused, £5. Many 12/50 Alvis, Jowett, 7 and 8 h.p. parts. Wanted: 1932 "Speed 20" stoneguard, Continental headlamps, mechanically fired Lambda. Rich, Steelgreen, Millom, Cumberland. [4115

FORD TEN TOURER, 1936. New hood, battery, four excellent tyres. £75 o.n.o. Robinson, Greenways, Pembroke Road, Woking. Tel.: 2174. [4116

SINGER SPORTS 4-seater, 1934. New tyres, screens, very nice all-round condition. £85. Robinson, Greenways, Pembroke Road, Woking. Tel.: 2174. [4116A

RILEY 1½ litre, 1937, Adelphi Saloon. Green, new tyres, mechanically very sound, body and upholstery excellent, taxed for year. £185. Dickens, Cottesbrooke, Northampton. Tel.: Creaton 250. [4117

FRAZER-NASH-B.M.W. Type 45 Reutter D.H. Coupé occasional 4-seater. Fast and reliable. Needs no money spent on it. Taxed year. £90. Or Bentley 3½ litre Van den Plas Saloon, in first-class order throughout. Taxed year. £375. Toll House, Horam, Sussex. Tel.: Horam Road 192 [4118

ROESCH TALBOT 105. Mechanically excellent with sound body. Fast and absolutely reliable. Owner fallen for Bentley. Best offer to Smith, 6, Stadon Road, Anstey, Leics. Tel.: Anstey 2395. [4119

1925 3 LITRE Red Label Bentley Drophead Coupé, Corsica body. In good condition, engine just overhauled, good tyres. Taxed and insured. £250. Apply: "Spindles," Star Hill, Nr. Sevenoaks, Kent. Tel.: Knockholt 3140. [4120

1935 TRIUMPH GLORIA 10.9 h.p. Saloon. Must be in specimen condition. Full Particulars with price and photo if possible (returnable) to Box No. Y121. [4121

BIG 15 CITROEN less engine and gearbox sale. Also Twin downdraught Solex carbs. on French manifold. 12 volt battery, as new, only two months' use. Emerson car radio. Offers. Tel.: Chiswick 5307, evenings. [4122

AUSTIN 7 three bearing engine with alloy head and spare crankshaft suitable spares or reconditioning. £15 less external components. New alloy downdraught type Austin induction pipes, in casting form or finished ready to fit. Modified brake kits for all model Austin 7 cars to improve brake efficiency, also high friction brake linings, clutch linings and shock absorber discs from stock. Cambridge Engineering, Cambridge Road, Kew Green, Surrey. Tel.: Richmond 2126. [4123

M.G. P.A., 1935. Black, new engine (Special), twin carbs., wipers, horns; new battery and tyres; reversing light, long beam. All refinements. First-class order. £185. 21, Clifton Road, Littlehampton. Tel.: 481. [4124

DIESEL MERCEDES 170D., 1950. Low mileage, beautiful condition, heater, tartan covers, Keiper seats for sleeping. Seen Berkshire. Best offer over £600. Tel.: Shurlock Row 267. [4125

REBUILDER'S NIGHTMARE. 1954 Standard 8. Logbook, body, miscellaneous spares. £100. Tel.: Sunbury 3503. [4126

DISMANTLING 1933 Talbot 75. All machinery excellent. Engine, £30 delivered 200 miles; pair seats, £2; pair chrome Talbot spot lamps, as new, £5; pair P.100's, £8. 19, Leigh Avenue, Marple, Stockport. [4127

MARENDAZ, 1935, 12/50 Alvis engine, good tyres, brakes, but clutch trouble. Seen Station Garage, Denham Green. Write: Read, Corpus Christi, Cambridge. £50 o.n.o. [4128

FORD 1922 1 TON TRUCK 2 owners since new, full history, in original preservation and mechanical. Stored 24 years. £135. Seen 4, Voltaire Road, Clapham, S.W.4. Tel.: Macaulay 4346. [4129

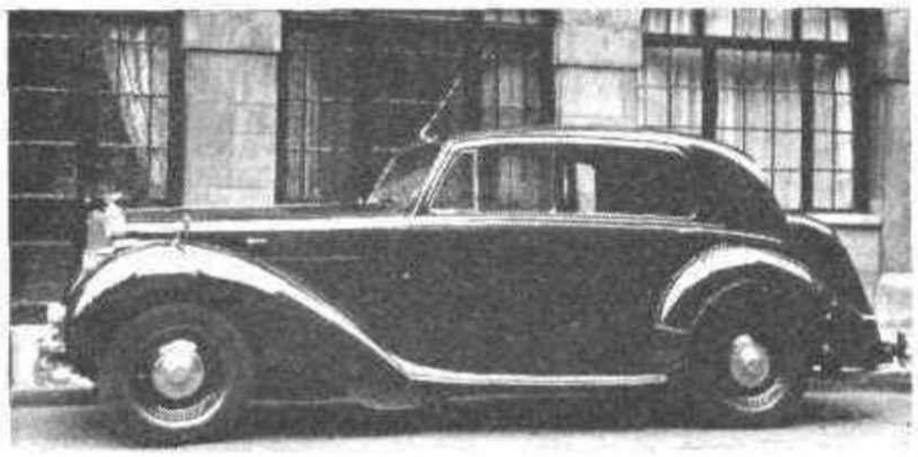
ROLLS-ROYCE Phantom II Continental 1933 Mulliner Sports Saloon. Excellent condition. £350 near offer. Box No. Y135. [4135

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

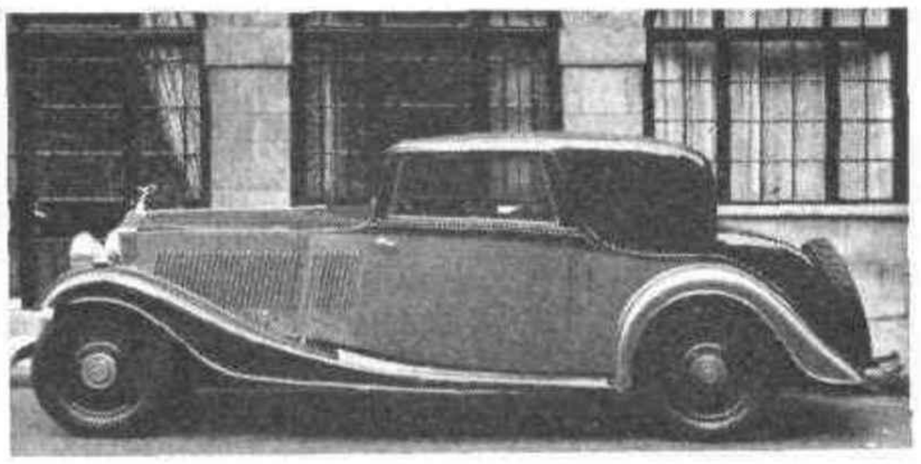
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SIMMONS

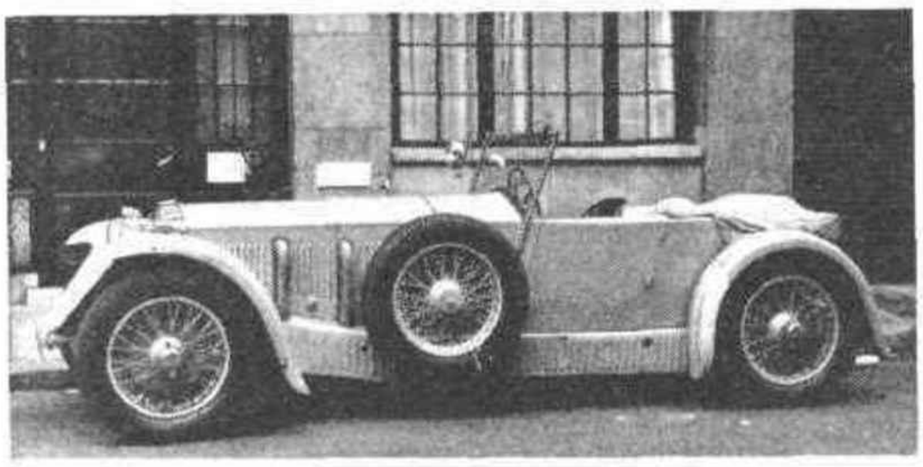
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BENTLEY (September, 1949) MARK VI EW Ch. Series S.S. saloon. Black, tan trim. Moderate mileage. All modifications to date, including full-flow oil filter. Makers' history from delivery. A further 1949 Mk. VI S.S. saloon will be available during the ensuing month. **£1,375**



ROLLS-ROYCE (1935) 20/25-H.P. GYD Ch. Series close-coupled coupe by Gurney Nutting. Two-tone blue, blue trim. Post-war history only. R.-R. schedule-serviced to our order this month. Radio, heater, etc. Neat, arresting coachwork on an excellent chassis. **£500**



INVICTA (1934) 4½-LITRE open sports 2/4-seater on the "100-m.p.h." chassis. Fawn, blue trim. Very recent expensive rebuild, including rebore, crankshaft, etc., since when practically nil mileage has been recorded. One of the best existing specimens of a deservedly renowned marque. **£350**

DAIMLER (June, 1953) CONQUEST sliding-head saloon. Midnight blue, blue trim. 23,000 miles. Works maintained. Radio, heater. First decarbonisation this month to our order. **£800**

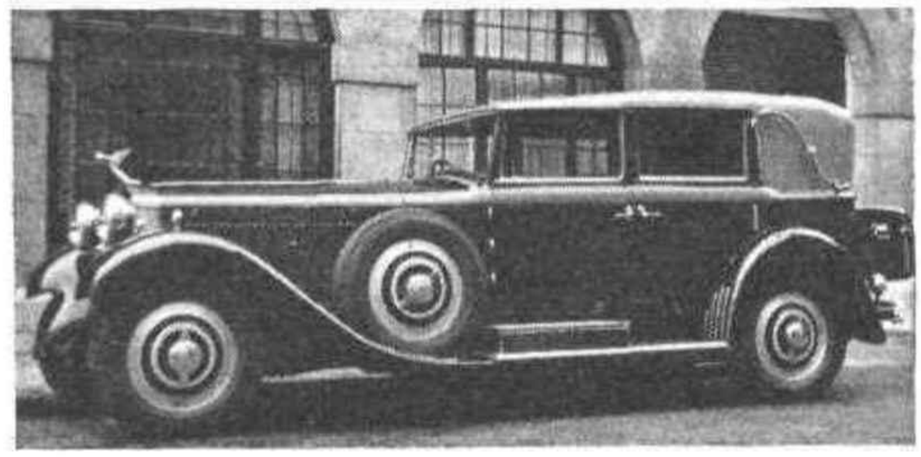
AUSTIN PRINCESS (1950) A135 coachbuilt sliding-head saloon by Vanden Plas. Black, tan trim. One owner. Moderate mileage. Radio, heater, etc. Works-serviced to our order. Hand built and distinctive. **£575**

SUNBEAM-TALBOT 90 (1952) MARK II drophead coupe. Apple green scarlet trim. Low mileage. Radio, heater. In excellent condition. **£650**

CITROEN (1950) BIG SIX sliding-head saloon. Dark grey, scarlet trim. One owner, 44,000 miles. Radio, heater. Well-conditioned and extremely fast, if undeniably thirsty. **£400**

ARMSTRONG-SIDDELEY (1935) 16.9-H.P. special sports sliding-head saloon by Hooper. Grey, black trim. One owner, 48,000 miles. Works maintained. A sound, good-looking specimen of some character, but by no means notable for its rapidity. **£130**

DAIMLER LIGHT TWENTY (1936) sliding-head saloon by H. J. Mulliner. Blue, blue trim. Two owners, 61,000 miles. Rebored 2,000 miles back. In very reasonable condition. Comfortable, lethargic and dignified. **£175**



ISOTTA-FRASCHINI (1931) 7.6-LITRE. One of the three fabulous touring *corrosserie* by Castagna of Milano. Acquired from the estate of the late owner, to whose express order it was designed, it will doubtless be nostalgically recalled by the boulevardiers of pre-war Bond Street. Having completed a very moderate and leisurely mileage at the hands of one impeccably-liveried chauffeur, it is in no materially different condition to that in which it was delivered a quarter of a century ago. The appointments set a standard of luxury and elegance unsurpassed at any time. A full and recent mechanical history is to hand and will be forwarded upon request. **£450**

ROLLS-ROYCE (1934) PHANTOM II open sports 2/4-seater by Thrupp and Maberley on the 12-ft. "Continental" chassis. 62,000 miles, and comprehensive R.-R. maintenance history since delivery. In mint condition. An illustration together with full details of this most unusual Phantom II, will appear in next month's issue in the rather unlikely event of its remaining unsold. **£600**

ROLLS-ROYCE (1933) 20/25-H.P. GTZ Ch. Series owner-driver fabric saloon by H. J. Mulliner. Green, green trim. Sound, quiet and well equipped. **£285**

ROLLS-ROYCE (1931) 20/25-H.P. G.W.P. Ch. Series cabriolet-de-ville by Hooper, converting to fully open tourer. Primrose and black. Over £200 spent this year, including R.-R. specialist rebore. A distinctive and finely-conditioned carriage of individual appeal. **£425**

At least two other **20/25s** will be available this month at **£275** or thereabouts
Details upon request.

LAND-ROVER (1952) large-engined model with canvas tilt and full equipment. Low mileage, one owner. We introduce this, as one of our acquaintances does his girl-friend, as our "*piece de non-resistance*," for this month. **£285**

At the time of going to press, we are negotiating the purchase of a **4½-litre Bentley** drophead, a **C.319 B.M.W.** 1937 cabriolet, an **R.-R. 20/25** town and country brake, and a 1937 **4½-litre Rolls-Bentley** drophead by Park Ward.

EACH OF THE ABOVE VEHICLES HAS BEEN HAND-PICKED BY MEN WHOSE BUSINESS IT IS TO KNOW THEIR JOB THOROUGHLY WE ARE CONFIDENT THAT SIMILAR SPECIMENS AT COMPARABLE PRICES ARE, IN NORMAL CIRCUMSTANCES, VERY DIFFICULT TO COME BY. AS A RESULT OF THIS 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 SHALL BE GRATEFUL FOR PARTICULARS OF ANY 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*

1955 ALLARD J.2R., small mileage, potent competition 2-seater, Cadillac engine, 3-speed gearbox, quick change rear axle unit, 4-double choke Solex (£200 assy.), chrome Borrani wire wheels, first-class racing condition; Price £1,500 o.n.o. 1955/56 Allard Monte Carlo Saloon, new and unregistered, fitted with Cadillac engine and hydramatic transmission, immediate delivery, only used for showroom display; Price £2,470 inclusive Purchase Tax. Adlards Motors Limited, 51, Upper Richmond Road, London, S.W.15. Tel.: VANdyke 2333. [4130

MARSHALL-NORDEC supercharger kit for M.G. T. Series or 4/44 Wolseley. H.6 carb. Also pair aeroscreens, Runbaken oil coil. Lot £45. Box No. Y131. [4131

NEW ZEPHYR CONVERTIBLE. Pale blue with power top. Last one available at pre-Budget price. Terms and exchanges. Russells Garages Ltd., Ford Dealers, 260, Liverpool Road, Southport. Tel.: 68656. [4132

AUSTIN A.90 CONVERTIBLE. Many extras and modifications. Excellent condition. Russells Garages Ltd., 260, Liverpool Road, Southport. Tel.: 68656. [4133

CREDIT SQUEEZE STRIKES AGAIN! Lack of funds forces sale of 1934 K.2 M.G. E.N.V. box, reasonable condition, needs overhaul rewiring (Can't afford it myself). Also quantity 1954-5 motoring magazines. Offer lot or separately. Tel.: Pinner 6340. [4134

ANY OFFERS? Bentley 6½ litre 1929 with 1939 James Young Saloon body. Was in excellent condition but frost damaged, now water seeps through to oil. Tel.: WEL 3910. 1, Park Square, N.W.1 [4136

SWALLOW DORETTI. Red, fawn trim, never raced/rallied, 7,200 miles. Unmarked. £775 o.n.o. Must sell. H.P. available. Private sale. 80, Coldbath Road, Billesley, Birmingham, 14. [4137

RILEY MONACO, late 1933. Good running order. Cellulose good. 2 new tyres and c. & pinion recently. Bargain £65. 155, Eastcote Road, Ruislip. [4138

DERRINGTON ALLOY high compression head for 1949/53 S.V. Morris Minor, £6. 20, Canberra House, Pitman Road, Cheltenham, Glos. [4139

FIAT 500, 1937. Mayfair reconditioned, grey, carefully maintained. Bills. £140. Tel.: Liphook 3324. [4140

AUSTIN SPECIAL. Completely overhauled, hood fitted and sprayed B.R.G. Any trial. £80 o n o. Morris, Woodmanton, Pembridge, Herefordshire. [4141

1952 A.40 SPORTS. Heater, mirrors, radio, resprayed blue, new hood. £475 o.n.o. London. Box No. Y142. [4142

WHAT TO SHOW THE VISITORS

Mr. B and Mr. K : *Go the whole hog and let them see some of our Veteran and Vintage cars !*

Other Tourists : *Famous British Institutions, including*

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ALVIS TA 14

Four-seater drophead. First registered 8/11/50. Two owners. Perfect mechanical condition and is guaranteed for three months. Has just been resprayed but requires new top. This is a special body of Le Mans type. **£325.** *Terms and Exchanges.*

OSCAR MOORE, 204, BALLARDS LANE, N.3

Tel.: Finchley 2920

C. J. BENDALL

ALVIS SPEED TWENTY Charlesworth sports saloon, 1935. Crankshaft reground, new rings, etc., Nov. '55; brakes just relined; mechanically and bodily in above-average condition. **£180.**

ALVIS SPEED TWENTY, 1933, Vanden Plas drophead 4-seater coupé. Very fair mechanical order and coachwork condition. **£115.**

BENTLEY 3½-LITRE Mulliner 2-door sports saloon, 1935 series. Good chassis and very fair coachwork. **£345.**

BENTLEY 4½-LITRE Park Ward drophead, KT series (1938 series); my own car for last two years. Engine just overhauled by us, new rings; vibration damper overhauled at R.-R.s. Entire car in exceptionally good condition. Heater and radio, numerous extras. A really fine specimen at **£650.**

BENTLEY 4½-LITRE, chassis No. RC 46 (last 4½ built), Corsica sports saloon (full description last month). **£350.**

BENTLEY 3-LITRE SPEED MODEL Red Label standard V.D.P. 4-seater, absolutely original save for rather abbreviated wings and running-boards; very good coachwork, hood, tonneau, curtains, etc. Rev.-counter fitted, also axial self-starter. This "3" is well above average in all respects, but is moderately priced at **£260.**

CHRYSLER 62 sedan, 1927, 21 h.p., on wood wheels, excellent 19-in. tyres. Whole car very original and very sound condition. **£60.**

FIAT TYPE 519, 27-h.p., 1925, short-chassis sports 4-seater, R.-W. wheels. Impressive car with an excellent performance. **£80.**

H.E. 2-LITRE SIX, 2/4-seater Corsica sports body. An attractive and unusual car in sound order. **£90.**

LAGONDA V12 sports saloon; registered 1945; complete engine overhaul by Davies Motors in July, 1953. A very immaculate and genuine car, at the very low figure of **£465.**

RILEY NINE MONACO saloon, 1931, in quite exceptional condition for a fabric Nine of this age. **£65.**

Another **MONACO,** 1929-30, rough but sound body and very sound runner, at **£37 10s.**

ROLLS-ROYCE TWENTY REPLICA drophead coupé, *circa* 1938, on 1926 chassis. Most attractive-looking car in extremely good order; recently rebored and shaft reground, new vibration dampers, etc. **£375.**

ROLLS-ROYCE 20/25 Barker small landaulette, 1931, one titled owner since new; indicated mileage of 85,000 believed genuine. Original tools still in trays. Exceptionally nice coachwork, at present having top overhaul in our workshops. **£260.**

S.S. JAGUAR 2½-LITRE sports tourer, 1936; o.h.v. engine, good tyres, very fair body, poor hood. Only average mechanical order, but an attractive car at a bargain price. **£115.**

EDWARDIAN CARS : An extremely beautiful **HOTCHKISS 22-H.P.** 2-seater sporting runabout, date at present under consideration but not later than 1911; a complete restoration of chassis and body has just been completed by a well-known V.C.C. member (a private owner); the car is complete with all lamps, hand Klaxon, etc., and a hood will be supplied if required; colour is ivory, with scarlet leather and wheels; **£525.**

Fascinating early **RACING CYCLECAR,** possibly prototype G.N., *circa* 1912-13; twin M.A.G. engine, pointed-tail racing 2-seater body; in excellent and original order; **£100** or near offer. **FORD MODEL-T,** early 1915, first-class coachbuilt van body (all mahogany); at present being put into running order; offers.

A complete **MULLINER** 4-seater all-weather body for **BLUE LABEL** long-chassis **BENTLEY,** fair condition, on a towable chassis (not Bentley), callers only, **£15.**

SUNBEAM 20/60 4-seater tourer, 1925; flat radiator and 7-bearing crankshaft mode good mechanically save for a seized clutch-thrust race, very sound body but rough upholstery; all lamps and instruments; poor tyres. Worth the price for spares alone. **£25.**

Hire Purchase and Insurance can be arranged on any car.

We can offer considerable assistance repair and replacement of vintage electrical and equipment of all types.

25, ORCHARD ROAD, STEVENAGE, HERTS.

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Stevenage 566 (*Day*). Hitchin 3108 (*Evening*)

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FOR SALE—*continued*

1928 MORRIS SEDAN, 12 h.p. Two owners, 6,000 since recon. mechanically. Genuinely good. £55. Tel.: FOR 4592. [4143

PAIR 16in. KNOCK-ONS, £4. Lucas 9in. headlamp, chrome, 30s. Tel.: BOW 0904. [4144

PAIR S.U. CARBURETTERS, 1¼in, £3. Front axle, with hubs, track-rods, brakes, for 2½ or 3½ litre Jaguar, 1939-1949, £4. Pair 12 volt trafficators, £1. Silverstone, Kirby Corner Road, Coventry. [4145

ROESCH TALBOT Darracq Sports Saloon. New crown wheel, differential, dynamotor, battery and electrics, preselector, windtones, spots, perfect. £100. Offers. 55, Victoria Road, Surbiton, Surrey. [4146

FORD EIGHT, 1933. New engine, good chassis, useless body. Ideal for Special. £35. Tidman, 6, Cavendish Avenue, Sevenoaks, Kent. [4147

AUSTIN SEVEN TOURER, £40 o.n.o. Raymond, 11, Oaklands Avenue, W. Wickham, Kent. [4148

VANGUARD SALOON. Grey, 1951 engine, 6,000 miles, T.R.2D. with twin S.U.s and overdrive. Radio, heater, screenwash, rimbellishers, Michelins and 4 spare wheels and tyres, 90 plus m.p.h., 30 m.p.g. at 60 cruise in overdrive, £400 or exchange 1955 Prefect and cash. Distance no object. 100, Allerton Road, Liverpool, 18. [4149

SUNBEAM, 1930, 24 h.p. Continental Touring D.H.C. Lavishly equipped; fastidiously maintained. Rare opportunity. Quick sale. £160. Liverpool area. Box No. Y150. [4150

LAGONDA 16/80 TOURER, 1933. Repainted red, chankshaft reground, body, hood, tyres good. Beautiful car. £160 o.n.o. Hillcrest Garage, Tower Road West, St. Leonards, Sussex. [4151

£100. 1933 SINGER Le Mans 4-seater Sports car. Registered this country 1949. In excellent condition. 10, Devonshire Hill Lane, London, N.17. [4166

1953 FORD CONSUL engine, gearbox in Riley Kestrel chassis. Farina Lockheed brakes, professionally built open bodywork, cellulosed black, full weather protection. Many extras. £210 o.n.o. Terms available. Hillcrest, Uppermanor Road, Farncombe, Surrey. Tel.: Godalming 1900. [4167

FRAZER-NASH-B.M.W. 326. 2 litre Saloon. Finished in grey with blue leather. Very good condition in every way. £225. Tel.: Irby 1082, 9 a.m./6 p.m. Write: Manor Garage, Irby, Wirral, Cheshire. [4168

ALLARD P.1 SALOON. Regd. May, 1951. Black with red leather interior, only 28,700, excellent condition throughout. £315 or W.H.Y. exchange. Terms can be arranged. Tel.: Irby 1082 daytime, after 7 p.m. Hoylake 5561. [4169

RILEY 9 AND 12 chassis, axles, blocks, speedo cables, brake cables, pistons, con-rods, crown wheel and pinions, wheels, radiators, etc. The Riley Specialists. Est. 1910. Arthur Bryden, 99-101, Wellington Road, Leeds, 12. Tel.: 638310-638625. [4170

JOWETT-JAVELIN crankshaft, std. size, £7 10s. Arthur Bryden, Leeds, 12. [4170a

1936 MORRIS 8 4-seater Tourer. New upholstery, hood, sidescreens, tonneau, rechromed. £140. 66, Crescent Road, Burgess Hill, Sussex. [4171

LANCIA AUGUSTA. Black Saloon, 1936. Good order and appearance. £135 or exchange. Write: 139, Croydon Road, Caterham, Surrey. [4172

Hard-Surfaced Rockers

M.G., **6s.** each exchange; rocker bushes, **5s.**; shafts, **12s. 6d.** to **17s. 6d.** pair; valves from **7s. 10d.** each; guides, **3s. 3d.** to **4s.** each. Gaskets—all models, oil seals, grommets, king-pin sets, crown/pinion sets, half-shafts, V/D races, brake cables, etc. Many other spares from stock. **WOLSELEY** rockers, **6s.** each exchange; rocker bushes, **5s.**; single shafts, **10s. 6d., 12s. 6d.**; twin, **17s. 6d.** pair; valves from **7s. 10d.**; guides, **3s. 3d.** to **4s.** Gaskets all models, king-pin sets, half-shafts, brake and clutch linings, and many other spares.

WANTED — Secondhand M.G. spares and cars for breaking.

S.U. Exchange Service, carburetters, pumps, spares.

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102, KINGSTON ROAD, WIMBLEDON, S.W.19

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FOR SALE—*continued*

ALVIS 12.50. One must be sold. T.J. 1930 Cross Ellis, about £85. Silver Eagle Sports fabric, Cross Ellis, fitted 12.50 engine, about £65. Both 4/5-seater Tourers, good condition. All S/E engine spares. 31, Jubilee Place, S.W.3. Tel.: Flaxman 5954. [4173

TALBOT 105. Rebuilt team car, 1933, 2/4-seater. Racing body, weight 25 cwt. As raced Goodwood, Silverstone. 8.22:1 compression, 4.36 axle, speed 95 m.p.h. Completely overhauled ready for competition. Reconditioned dynamotor, new Lucas batteries, good tyres, 22 m.p.g. £195. R. C. A. Mackworth, 83, Bridge Lane, London, N.W.11. Tel.: SPE 7969. [4174

RILEY 9 SPECIAL. Rebuilt November, 1954 and fitted professionally built aluminium 2-seater body costing £94. Almost new windscreen and hood, reconditioned gearbox just fitted. A very pretty job. £135 o.n.o. Liversidge, 126, Gloucester Terrace, W.2. Tel.: AMB 8136. [4175

BENTLEY 3 litre, 1927, Saloon. Handsome coach-built four-light body by Gurney-Nutting. Ideal for the family man who appreciates Bentley handling, but requires closed motor car. £230 or would exchange for drophead coupé Bentley, preferably by Salmon Tickford. M. Kingham, Puck's Wood, Finchampstead, Berkshire. [4176

INVICTA, 1933. 1½ litre Saloon. Enthusiast's car in beautiful condition. Original instruction book and full history. Real value at £120 o.n.o for someone who appreciates pedigree car. Terms if required. Tel.: VIG 4388 or write Box No. Y177. [4177

9/28 1929 HUMBER TOURER. Needing new hood and other repairs, engine just completely overhauled, tyres good. £25. Landfall, Wych Hill Lane, Woking. Tel.: 2080. [4178

ALVIS 1930 12/50 Beetleback. Fitted "S" gearbox £110 Tel.: Esher 2692. [4179

BENTLEY 3 litre. Blue Label, all-weather six-seater. £90. Caesar, Clapton-in-Gordano, Somerset. [4183

ALVIS 3½ LITRE engine, ex-1937 Speed Twenty-Five, converted to diesel. Complete with three carburetters, distributor, starter, dynamo, etc., but less flywheel and clutch. Engine was in first-class running condition when removed, oil pressure, etc., as per maker's figures. Any reasonable offer considered. Box No. Y181. [4181

B. & G. MOTORS

SPORTS-CAR SPECIALISTS

£225—M.G. TA open sports 2-seater.
£165—M.G. PA open sports 2-seater.
£160—M.G. PA open sports 4-seater.
£150—M.G. NA open sports 4-seater.
£140—M.G. J2 open sports 2-seater.
£125—M.G. J1 open sports 4-seater.
£105—M.G. Twelve open 4-seater. Blue.
£75—M.G. Twelve open 4-seater. Black.
£140—B.S.A. Scout Ten sports 2-seater. Red.
£105—B.S.A. Scout sports 2-seater. Green.
£120—Singer Nine Le Mans open 4-seater.
£120—Wolseley Hornet EW Special drophead.
£90—Invicta Special sports 2/4-seater. Corsica bodywork, P100 lamps, slab tank, etc.
£185—Talbot Ten, 1938, sports saloon. Black.
£170—Morgan 4-cyl., 1939, 3-wheeler.

Many, many others. Easy terms.

194/8 ARLINGTON ROAD, CAMDEN TOWN, N.W.1

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FOR SALE—*continued*

M.G. SPARES. Dismantling complete K.N. with N.A. engine and gearbox, head with new set of valves, etc. Dismantling complete M. type rebodied with slab tank and rear mounting spare wheel, two nearly new heavy duty Firestone tyres, 400/450 x 19, new 6 volt battery, J.2 camshaft, half-shaft and wheels, recondition dynamo, diff. assembly, J.2 engine, etc. Also '35 Singer 9, very good body and wings. Tel.: Uxbridge 2062. [4180

1935 A.C. DROPHEAD COUPE. Maker's bottom end overhaul, 2 new tyres. Fast but thirsty. £110 o.n.o. Floyd, Little Dunsmore, Clifton, Rugby. [4182

1934 ROLLS-ROYCE 20/25. Black Saloon by Thupp and Maberley. £150 repairs by Rolls-Royce recently. In daily use by present owner. £600 or offer. Watts, Old Maypole Cottage, Chigwell Row, Essex. [4184

1937 TALBOT 75 SALOON. Excellent cellulose, good tyres, mechanically; new battery and carburetter. Taxed, insured. Must be sold at £80 o.n.o. Box No. Y185 (North). [4185

AUSTIN 7 SPECIALS for sports or racing. A.7 Tourers and other low h.p. sports cars from £35-£100. 1930 blown Ulster, fitted the 1931 modified engine, recent Laystall overhaul, £140. Berent Davies Motors, "Greenacres," Five Ashes, Nr. Mayfield, Sussex. Drop us a line or Tel.: Hadlow Down 381. Closed on Sundays. [4186

M.G. 2 LITRE Sports Saloon, 1937. In immaculate order. Finished in metallic green, excellent interior, perfect mechanically, 24 m.p.g. Absolutely reliable and economical in every way. £175 or offer. Write: Mitchell, Bafford House, Charlton Kings, Cheltenham. [4187

RILEY NINE Brooklands Replica. Special Series Merlin engine, resleeved, new pistons, bearings, perfect crank, new king-pins, brake linings, alloy body fitted 1953. Cockpit just reupholstered, fitted new windscreen, wipers, tonneau. Rugged yet able; ideal first car. £139, or old Volkswagen. Wright, 20, Linton Road, Oxford. [4188

1932 WOLSELEY HORNET Sports Special. Swallow coachbuilt, B.R.G., reliable, well shod. Offers or exchange. J. Sharp, 4, Methley Drive, Leeds, 7. Tel.: 44715. [4190

DISMANTLING F type M.G., 1932. 12in brakes. Ty-Newydd, Ivegarth, Bangor, North Wales. [4196

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FOR SALE—*continued*

LANCIA AUGUSTA, 1936. Good condition, radio, Scintilla, Marchal spot. £125. 50, Headington Road, Earlsfield, S.W.18. [4345

RENAULT 750, 1951. Continental Model L.H.D. Maintained to highest standards by fastidious owner, all worn parts replaced, 4 tyres as new, £300. Also 1948 Scott Flying Squirrel, in similar condition. £90. Matthew, 2, Crown Terrace, Glasgow, W.2. [4346

ALFA-ROMEO, 2.6 8 cylinder S/C Monza, G.P. 120 m.p.h., two-seater, Pointed tail, cycle wings, outside exhaust, Alfa red. £495. David Lewis, 5, Stack House, Cundy Street, Tel.: SLOane 8062. [4347

1925 RED LABEL BENTLEY, short chassis, V.D.P. Tourer, overhauled mags. and dynamo, B.R.G., taxed, £165. 1939 Sunbeam Talbot 10 h.p. Tourer, really excellent condition throughout, cream and red, £235. 1937 Morris 8 h.p. Tourer, clean, fast little car, good hood and sidescreens, £125. Queensway Motors Ltd., Queenstown Road, Battersea, S.W.8. On the 137 bus route. Open from 9 a.m. to 7 p.m. daily. Part exchanges welcome. H.P. terms. [4349

ALVIS 1936, Firebird Saloon. Immaculate, top recovered with latest type plastic material, new head lining, front wings valanced, all chrome parts as new, engine overhauled, crank balanced, fitted twin petrol pumps, Drock lubricator, Smith heater, many extras. Any examination. £250 o.n.o. Boldry, Highfield Garage, Chesterfield. [4350

NOTEKS AND WINDTONES, attached to the back of which is an elderly M.G. £45 the lot. Prepared to argue. Tel.: Uplands 7304 (Kenley Surrey). [4351

BENTLEY 4¼ litre, 1929, 2/3-seater, dickey, wind-up windows, chassis overhauled and in excellent condition. 600 x 20 wheels, 3.53 axle, C box, body tired but presentable. Chassis just checked over by Hotman & Burton, Henley-on-Thames, where now stored. Loader, 20, Onslow Gardens, S.W.7. Tel.: Kensington 8006. Nearest £140. [4352

TALBOT 14/65, 1934. Good condition. £60 just spent on engine, brakes, king-pins, etc. £90. 11, Third Avenue, Denvilles Havant Hants. [4353

M.G. "L" TYPE. 4-seater. Good tyres, hood and mechanics. Will haggle at £87. Genuine enquiries only. Hall, 53, Bennett Court, Axminster Road, N.7. [4164

BREAKING 1¼ 4 Riley Kestrel. Engine £25, dynamo £7 10s., starter £4, clutch £4, gearbox £12, crown wheel and diff. £10, back axle £7 10s., half-shafts and hubs £10, front hubs £1 10s., knock-ons £1 10s., brakes, etc., £10, set 16in wheels £15, steering box £1 10s., track rod £1 10s., pull and push £1 10s, gear Q £1, two doors £3, speedometer 15s., Scintilla mag. £10, or best offers. 8, Fairview Avenue, Rainham, Essex. Tel.: Rainham 5096, after 7. [4165

AUSTIN "SPORTS" 10 TOURER, 1935. Excellent condition, green, coachbuilt, 40 m.p.g. Owned 7 years. £105 o.n.o. Paterson, Wraysbury House, Nr. Staines (Tel.: Wraysbury 43). [4364

1934 RAPIER LAGONDA. Spare parts, including pair rocker covers, £5. Engine block (bearings remetalled, crankshaft reground), £30. Engine sump, £5. Box No. Y365. [4365

RILEY 9 Special Series Tourer. Twin S.U.s. Good condition inside and out. Maintained by enthusiast. £85. Parfitt, 74, Warren Road, Banstead, Surrey. Tel.: Burgh Heath 6267 evenings. [4366

JENSEN 3½ litre Sports Saloon, 1937, 4 door, lovely lines, excellent mechanical condition, terrific silent performance. £95. Box No. Y367 (London), or Tel.: Riverside 9001. [4367

RILEY 9 MONACO, 1934. A lot of time and £300 has been spent on this one. Is now good for another 20 years. Space wanted so, £100 o.n.o. Barnard, 5, Ashworth Avenue, Flixton, Manchester. [4368

ALVIS FIREBIRD 1935 Sports Saloon. Mechanically sound, new batteries and back axle. £85 o.n.o. 33, Walton Street, Oxford. Tel.: 56284. [4369

O.M. 2-LITRE. In original immaculate condition. Red and black. £130 spent on complete overhaul of engine, clutch and gearbox. New tyres. £295 o.n.o. Musto, 67, New Road, Northbourne, Bournemouth. [4370

ALVIS 12/70, 1938 Saloon. An exceptional opportunity to acquire a well above average specimen of this thoroughbred motor car in British Racing Green. £220 o.n.o. Blue Star Garages Ltd., 290, Radford Road, Coventry. Tel.: Coventry 2514 [4372

VAUXHALL, 1923, 23/60 Kingston Tourer. Fitted F.W.B., Auster rear screen. Everything works and immaculate. New tyres all round, 2 spare wheels. What offers? Cash or exchange. Cranmore, Avenue Cottage, Blackwell, Wores. Tel. Hillside 1782. [4373

1939 SUNBEAM-TALBOT D/H Coupé. Thoroughly reconditioned, new hood. Superb condition, many extras. Full details from Box No. Y380. [4380

FOR SALE—*continued*

ASTON-MARTIN, 1938 2 litre Saloon. Good condition. £200 o.n.o. 9, Highland Croft, Steyning, Sussex. Tel.: 3309. [4371

RILEY SPARES AND SERVICE (open until 8 p.m. including Sunday). All spares available, including valves 10/-, guides 4/-, single valve springs 8/- set, double 14/- set, gaskets 17/- set, brake cables 22/6, speedo cables 22/6 complete, crown and pinion £7 10s., solid copper head gasket 17/-, track rod ends 17/6, tappet locking bolts 4/- doz. All plus postage. Exchange dynamos, starter motors, clutch plates, brake shoes, 12/4 oil pumps. Also all other spares. Welford Bros., Central Garage, Rothley. Tel.: Rothley 140. [4374

M.G. T.C. '48. Excellent throughout. £345. Terms and exchanges. Cyril Johnson. Tel.: PAD 5948. [4375

ROVER 10 '39. Sports Coupé. Very fine specimen £235. Terms, exchanges. Cyril Johnson Tel.: PAD 5948. [4376

RILEY 9 Kestrel, '34. £90. Cyril Johnson. Tel.: PAD 5948. [4377

JAGUAR 1½ litre, 1940. Immaculate. £235. Terms, exchanges. Cyril Johnson. Tel.: PAD 5948. [4378

HILLMAN 20 Sports Saloon. Excellent. £65. Tel.: PAD 5948. [4379

SINGER 1500 ROADSTER, 1954. Fast, attractive reliable open 4-seater. 24,000 miles, well maintained, undersealed. Sparkling performance. £475. M. Pines, 38, Basing Hill, N.W.11. [4381

SINGER 1½ LITRE "Speed Model" Continental Saloon. 1934. Black. Condition excellent inside and out. Fast and reliable. £90. 1, Temple Road, Croydon. Tel. 8989. [4382

MORGAN FIENDS! 1949 4/4 two seater, Standard engine, new front suspension, azure blue, tyres have seen better days, otherwise bang on. A potent tool—35 m.p.g., 80 m.p.h. Forced to sell—can't get family of three in one seat! £350 o.n.o. Sgt. Reeks, R.A.F. Headley Court, Epsom, Surrey. Tel.: Leatherhead 4161. [4383

HUMBER TOURER, 1934, 16 h.p. Recent top overhaul. Springs reset. Brakes, clutch relined. 4 retreads. Body (coachbuilt .ili.) very good. Reason: buying VW. £165 o.n.o. Would exchange good special or w.h.y. which wife could drive? Mr. Bulley, Tel: SHOreditch 3531, 10 til 6. [4384

1931 TWO LITRE LAGONDA Tourer. Good hood, tyres. Reconditioned brakes, clutch. £115. 50, Christchurch Road, Sidcup. [4385

M.G. MAGNETTE 1935. New special bodywork. Good tyres, batteries. Rewired. £55 o.n.o. Tel.: Farningham (Kent) 3317. [4386

ROLLS-ROYCE Replica, 20 h.p., 1929, chassis 1938. Coachwork by Carlton, 4 seater, drophead, new hood, black, in beautiful condition, mascot. £350. Baston 127, Camden Road, Camden Town, London, N.W.1. [4387

1938 M.G. 1½ Coupé. Well maintained, crank reground, etc. Ideal long distance touring. £220 Tel.: Valentine 5373. [4388

GENUINE 1937 Austin Speedy. Mechanically perfect, body very good. Mods. include Carter carb., Servais exhaust, enlarged inlets, high lift cam, Mintex comp. clutch, remote change, undersize front wheels, four new tyres, new sidescreens, 40+ m.p.g. £165 or exchange Kestrel 9. Gray, 35, Claremont Close, N.1. Tel.: TER 4354. [4389

DELAGE D.6.11.S. 2,000 miles since rebuilt 1952. Rebodied similar J.2 Allard. New weather equipment, batteries. £150. Exchange. Details: 65, Lower Swaines, Epping, Essex. [4390

BROOKLANDS RILEY for sale. Rebuilt with many mods., including sump, hydraulics. Exceptional condition. Tel.: Cowfold 322, Sussex. [4391

BUGATTI, Replica type 55 (type 40 engine). Specimen in Bugatti blue, completely overhauled. 33 m.p.g. Similar to illustration March issue. Illness occasions sale at £345. Photos available Burlington Hotel, Harrogate. [4392

1936 RILEY ADELPHI 1½ litre. Very good condition and well shod. £175 o.n.o. Box No. Y393. [4393

M.G., 1947 model T.C., silver/red, reconditioned engine, very good condition, extras, reluctant sale £300. Taylor, 3, High Petergate, York. Tel.: 54432. [4394

WOULD SPORTING ENTHUSIAST please buy my 1940 Citroen 12. Price £75. Car is in N. Ireland and buyer collects. Girl friend requests set of new rings. Urgent. Details from: T. A. E. Patterson, 11, Melbourne Road, Stamford, Lincs. [4395

1923 AC. 1½ litre Anzani Coupé, engine and body in good condition. £70. Gledhill, 380, Wingletye Lane, Hornchurch, Essex. Tel.: 4277 [4396

MARSHALL DREW BLOWER, in good condition, for P. type M.G. Complete less carb. Apply 53, Chorlton Street, Manchester, 1. [4400

FOR SALE—*continued*

RILEY NINE MERLIN, 1936. Complete engine overhaul, chrome liners. Excellent throughout. Spare head. £110. Lea-Francis, 1950 14 h.p. sports 2-4 seater. Engine overhauled October. Twin spots, demisters, heater. Immaculate condition. £395. 15, Jesson Road, Bishops Cleeve, Cheltenham, Gloucestershire. [4397

BENTLEY, 1925, 3-LITRE Gurney Nutting saloon. Recent engine rebuild, rear axle just completely reconditioned, brakes relined, roof recovered. This car is in concours condition and is probably the finest example in existence. The paintwork is original and unmarked, the interior is equally fine, with original carpets. The original instruction book, etc. £200 o.n.o. or exchange for smaller sports car. Mavis Porter, 52, Selby Road, S.E. 20. Tel.: Thornton Heath 4257. [4398

M.G. SPARES. All engine parts for M., J., L. and P.A. Type M.G.s 186, Withington Road, Manchester, 16. [4399

A 1937 RILEY SPRITE is for sale. This car is in exceptional condition and is well known for its successes at rallies and race meetings. Numerous spares, road wheels 16in. and 19in, two engines—one for racing and the other for rally and general road use. Merchiston Motors, Merchiston Mews, Edinburgh, 10. Tel.: FOU 2785. [4401

AUSTIN 8 TOURER, 1940, reg. 1948. Suit enthusiast, drivable. £40 o.n.o. No garage space. Sutton, Hadley End, Yoxall, Nr. Burton-on-Trent. [4402

M.G. MAGNA, 12 h.p., 1932 dismantling—all parts available. Abbot, 5, Salisbury Gardens, Jesmond, Newcastle-on-Tyne. [4403

ALVIS 12/70 Sports Saloon, 1938. Excellent condition. Best offer over £150. 35, Tuckton Road, Bournemouth. Tel.: Southbourne 48040. [4404

RILEY ADELPHI, 16/4 1938. Overdrive, freewheel, built-in jacks, fog lamp, heater. £50 recently spent on overhauls. Fast, economical. Nice condition. Well below dealer's price. £235 o.n.o. Stollery, 12, Coningham Road, Whitley Wood, Reading. Tel.: Reading 50471, Ext. 206, between 9 to 12.30 and 2 to 5. [4405

VOLKSWAGEN, 1947. R.h.d., nice con. inter and ext. Radio fitted. £295. 85, Ruskin Gardens, Kenton, Harrow. [4406

ROLLS-ROYCE saloon body (post war). Complete wings, bonnet, carpets, etc., large boot. £350. Rolls 25 h.p. owner driver saloon. £200. Rolls 25 h.p. spares, chassis, wheels, axles, rear and front, engine, gearbox, two exhaust manifolds. Johnson's, 26, Egerton Road, Fallowfield, Manchester, 14. Tel.: Rusholme 3009. [4407

FAMOUS SPORTS CAR at bargain price. 1935 Jaguar S.S.1 close coupled Sports Saloon, striking appearance, low built modern type, unusually good (original) condition, taxed, £65. Smith's, 86, Chalk Farm Road, N.W.1. Tel. Gulliver 2767 [4408

LOTUS, 1956. Untuned Ford. All electrics, hood and screen. £375 o.n.o. 709, Leeds Road, Dewsbury, Yorks. [4409

1931 8 h.p. M.G. Excellent mechanical condition. Fast and reliable. £70. 14, St. Ursula Grove, Pinner, Middx. Tel.: Pinner 8024. [4410

SINGER, 1934, 1½ litre Tourer. Sound bodily and mechanically. £150—exchange something smaller? 10, The Green, Writtle, Essex. Tel. 401. [4411

VINTAGE 1929 1,750 cc. Alfa Romeo, twin cam, supercharged. Occasional three seater drophead coupé. Excellent condition. Tyres fair. Owner leaving country. Must sell. Offers invited around £190. Box No. Y412. [4412

£55 OR BEST OFFER. 1933 M.G. Magna. Running order, well shod. Stanley, 4, Minerva Avenue, Dover. Tel.: 349. [4414

SALVAGED from rapacious dealer during part exchange—Green tartan Kumficar seat covers, full-length black tonneau for T.F. M.G. Cost £14, offered for fiver. Tel.: Derwent 0328. [4415

1934 SINGER LE MANS F.H.C. Engine rebuild, new half shafts, carburetters, gearbox 3,000 miles. Chrome headlamps, tyres o.k., body smart. Taxed December. £65. Tel. Colindale 8540. [4416

M.G., 1939 2 litre Sports Saloon. Rear wing bent, otherwise fair condition. Must sell. Haggle starts at £150. 109, Copster Hill Road, Oldham, Lancs. [4417

M.G. 1½ litre N. type Magnette, Mulliner 4-door coachbuilt Saloon. Crash gearbox, excellent tyres and batteries. 60 lb. oil pressure hot. Taxed. Any trial. £78. 30, Tangier Way, Tadworth, Surrey. Tel.: Burgh Heath 5624. [4418

WOLSELEY HORNET (E.W.) Special, 1934. 4 seater, taxed, insured, new battery. £65 o.n.o. Rubens, 47, Netherhall Gardens, N.W.3. [4419

M.G. P.A. New tyres, battery, twin rear lights, Vynide hood, recent re-spray B.R.G. £160. Dale, 86, Grand Drive, S.W.20. Tel.: CHE 1018 evenings. [4420

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

FOR SALE—*continued*

SUNBEAM TALBOT Tourer, 1939, 10 h.p. Good finish, engine rebored, etc., last year. Offers. Gibson, 40, Brian Avenue, Stockton Heath, Warrington. [4421

16/80 LAGONDA ENGINE complete, and gearbox in good mechanical condition. Details: 10 Park Street, Haslingden, Lancs. [4422

RILEY 9 h.p. Merlin. Excellent mechanical condition—body excellent, battery new, 35 m.p.g. Apply 123, Shawheath, Stockport. [4423

SINGER LE MANS NINE. Speed model, 2-seater. Black, red interior. Good appearance and mechanically sound. Twin S.U.s, new distributor and silencer. £140 or near. Box No. Y424. [4424

ALVIS FIREFLY, 11.9 h.p., 1933, reconditioned engine and gearbox—possessor would welcome open body and chassis to fit, or alternatively would sell. Box No. Y425. [4425

1.2 M.G. crank (1.470") £6 10, head £6, block £4, dynamo, starter, Ford 8 recond. gearbox £5, dynamo. Box No. Y426. [4426

1947 ROVER 16 h.p. Sports Saloon. A gift at £195. Nicholls, 2, Woodbine Street, Ossett. Tel.: 602. [4427

SUNBEAM, 1926, 21 h.p., two seater racing/sports, two new spares, two carbs., 24 m.p.g. Excellent order. Details by request, photo. £135. Harris, Paternoster, Yarnton, Oxford. Tel.: Kidlington 2166. [4428

ROLLS-ROYCE 20, 1924. Excellent condition. Seen West Country. Photograph and details on request. Box No. Y429 [4429

RILEY 1½ litre Kestrel Sprite Saloon, November, 1937. Enthusiast maintained. 8,500 miles since complete reconditioned throughout. Standard pistons, liners. 30 m.p.g. Excellent appearance. Selling business reasons. Any trial. £250. Terms arranged. Full details. Tel.: Redditch 1236 (Worcestershire). [4430

BENTLEY REBUILD. If the 4½ litre car advertised in the April edition is not sold, I will be interested in considering an exchange for a modern sports saloon of equivalent value. The car offered will have to stand the strictest survey and be worth up to £800. Full details of my car and photographs are available to serious inquirers. T. Quayle, Martins Bank Limited, 25, Westwell Street, Plymouth. [4431

FORD 1,172 SPECIAL. New engine, tyres, steering, battery, radiator, etc. Perfect mechanical condition. Mahogany and alloy body. £95. Elphick, 58, London Road, Biggleswade, Beds. Tel.: Biggleswade 2329. [4432

M.G. T.F. Chassis, Zephyr engine and gearbox, 2 seater coupé body, 1955, all new parts, £300. M.G. parts 1,250 cylinder head £7 10., new distributor £4, camshaft £1, new set large valves and springs £2, 5.125 c.w. & p. £7 10. All seen London, Tuesdays and Thursdays. LaBarre, Blunham House, Beds. Tel.: Blunham 231. [4433

AMILCAR. Grand Sports, '22 or '23. Original body, excellent condition except wings, cowling, s.v. engine converted o.h.v. Details on request. Offers. J. J. R. Shaw, M.I.A., Moulton, Northampton. [4434

MY 1932 RILEY 9 MONACO, worth £30 as spare parts but I don't want to break. In daily use, good mechanical condition, four new tyres, rewired. What offers? Stony Chewton, 15, Holtspur Close, Beaconsfield, Bucks. [4435

CITROEN LIGHT 15, 1947, French. Reconditioned engine, '54. Well maintained and smart. £275 or near. Visible London, Capt. Watson, R.M.C.S., Shrivenham, Berks. [4436

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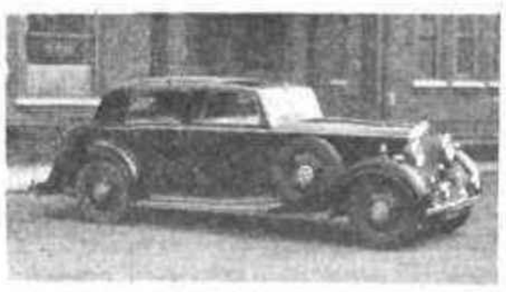


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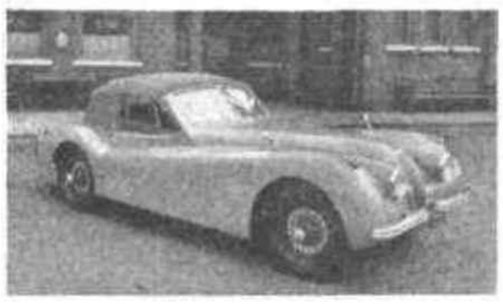
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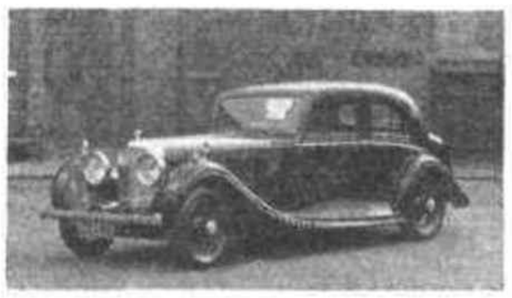
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PAIR FRONT SEATS with adjustable backs, State make, price, condition and method of adjustment. Kobel, 6, Milton Road, Ickenham, Middlesex. [3923

FIAT 500 engine or cylinder block, gearbox or bell housing. J. Dickinson, 8, Raleigh Gardens, Fairgreen, Mitcham, Surrey. [3947

OVERSEAS VISITOR wishes hire June or July large pre-war open or D.H.C. Bentley, Lagonda, Mercedes or similar type car. Must be good condition mechanically and aesthetically Small mileage contemplated. Careful driver. Reply with photo and terms. Aitken, c/o 20, De Vere Walk, Cassiobury Park, Watford, Herts. [3967

£50 CASH offered for neat, lowered Austin Special, 40 miles radius London. Box No. Y969. [3969

MERCURY ENGINE WANTED. Must be in very good condition and preferably with h.c. heads and relieved block. Major Campbell, 5, Jeudwine Close, Woolton, Liverpool. [3970

LEA-FRANCIS 12/40, 1928/29, 2-seater body and chassis required, also rear mudguards for 1927 14/40 Humber. Muirhead, Ben Wyvis, Okehampton. [3971

TYPE 40 BUGATTI block or complete engine (any condition). 86, Priory Road, London, N.8. Tel.: MOU 3911. [3972

POST-WAR SPECIAL, in exchange Ford 8 plus cash. Godwin, Sherry, Hilmarton, Calne, Wilts. [3973

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BELLOW, MK. II. Must be in good condition. Blake, 47, Farndale Crescent, Greenford, Middlesex Tel.: WAX 1816. [3995

RILEY 9 ENGINE, late type, by retired engineer living on pension. Cheap, please. Brooks, Bordercot Lane, Wickham Market, Suffolk. [4015

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M.G. J.2 CRANKSHAFT. Studley, 83, Chelsea Road, Easton, Bristol. [4507

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ORIGINAL HANDBOOK — Riley Gamecock. P. Grey, Virginia Cottage, Pear Tree Lane, Shorne, Kent. [4509

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TRIUMPH GLORIA 10.8 h.p. Box No. Y512. [4512

WANTED—*continued*

1934 AUSTIN Heavy 12/4 Saloon's rear axle, pump, etc. Replies answered. "View Point," Hartley, Longfield, Kent. [4513

FOR RILEY VICTOR Saloon, 1938, handbook/workshop manual. Source of spares. Hannigan, 22, Wolverhampton Street, Dudley, Worcs. [4514

18in. WHEELS, for 6½ Bentley. Box No. Y521. [4521

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9 H.P. RILEY GAMECOCK 2/4 Sports Car in excellent all-round condition many mods., including belt driven dynamo, A.V.C., S.U. pump, coil ignition, etc., rewired and resprayed B.R.G. Must sell to best offer or would part exchange two-stroke motor-cycle. 14, Friern Barnet Road, London, N.11. Tel.: ENT 2705. [3867

ROLLS-ROYCE 20 h.p., black, 1932, for sale, £280, or exchange for Dormobile. Lewis, Dinmore Manor, Leominster, Hereford. Tel.: Canon Pyon 240. [3868

1935 LAGONDA RAPIER COUPE. Exchange Morgan 4.4 or Riley Imp, plus cash. Sell £160. Tel.: Putney 1731. [3869

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HILLMAN MINX ENGINE (1951), not used since reconditioning. New pistons, valves, etc. Sell £25 or exchange with adjustments, spares for Riley Victor (1938) Saloon. Hannigan, 22, Wolverhampton Street, Dudley, Worcs. [4515

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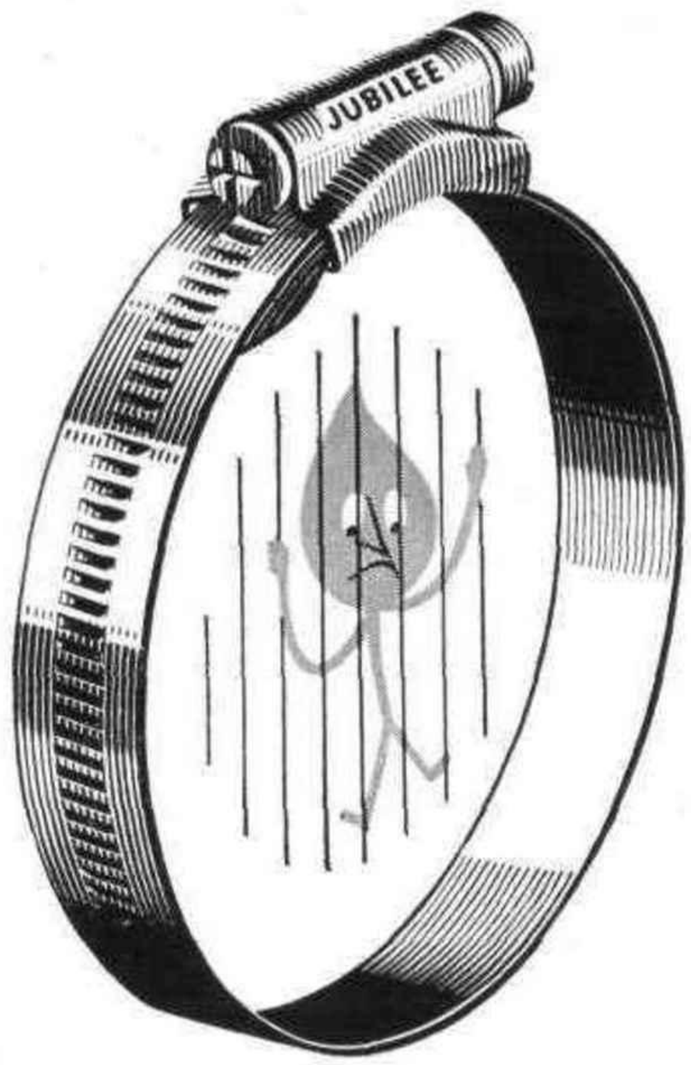
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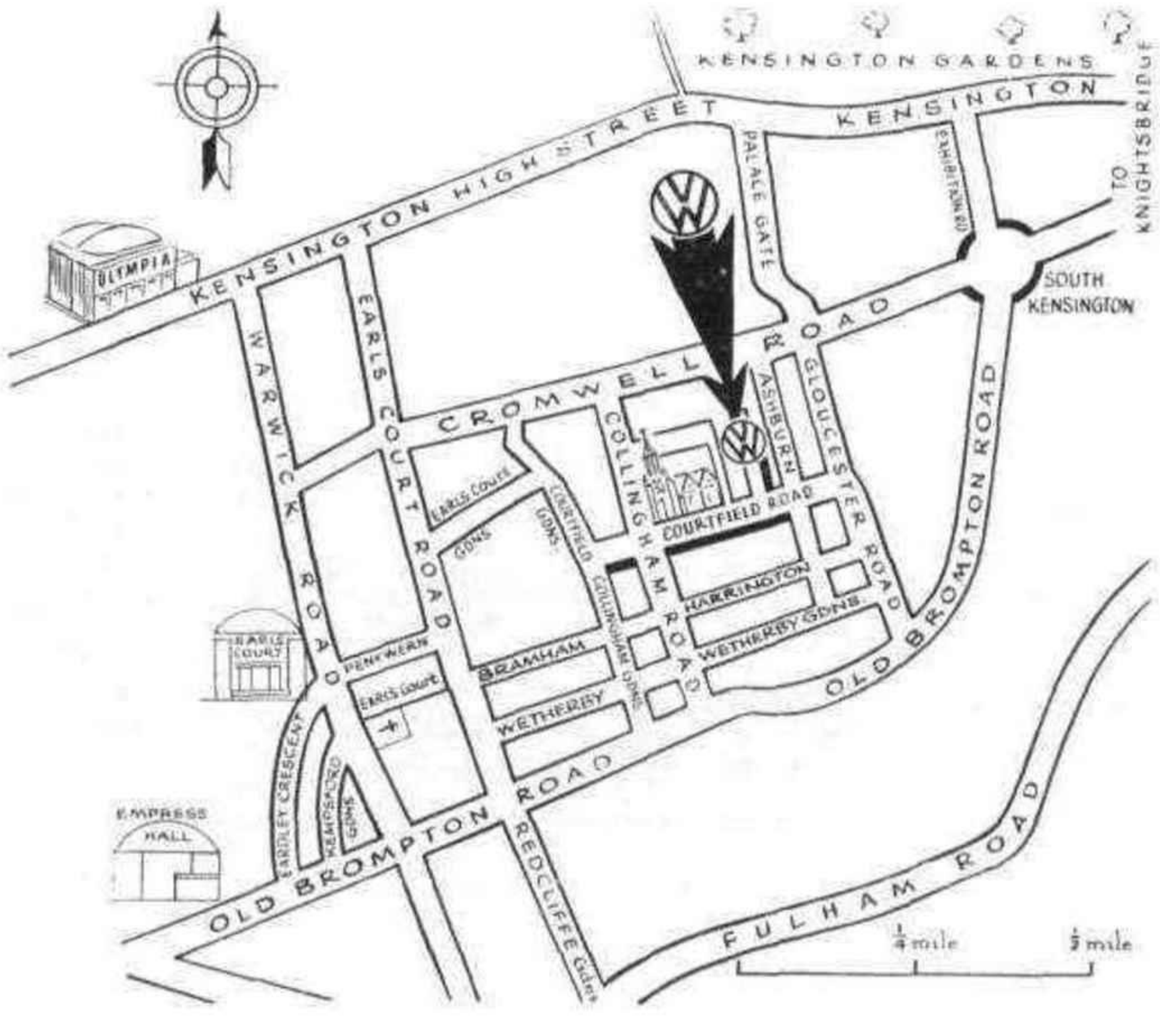
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