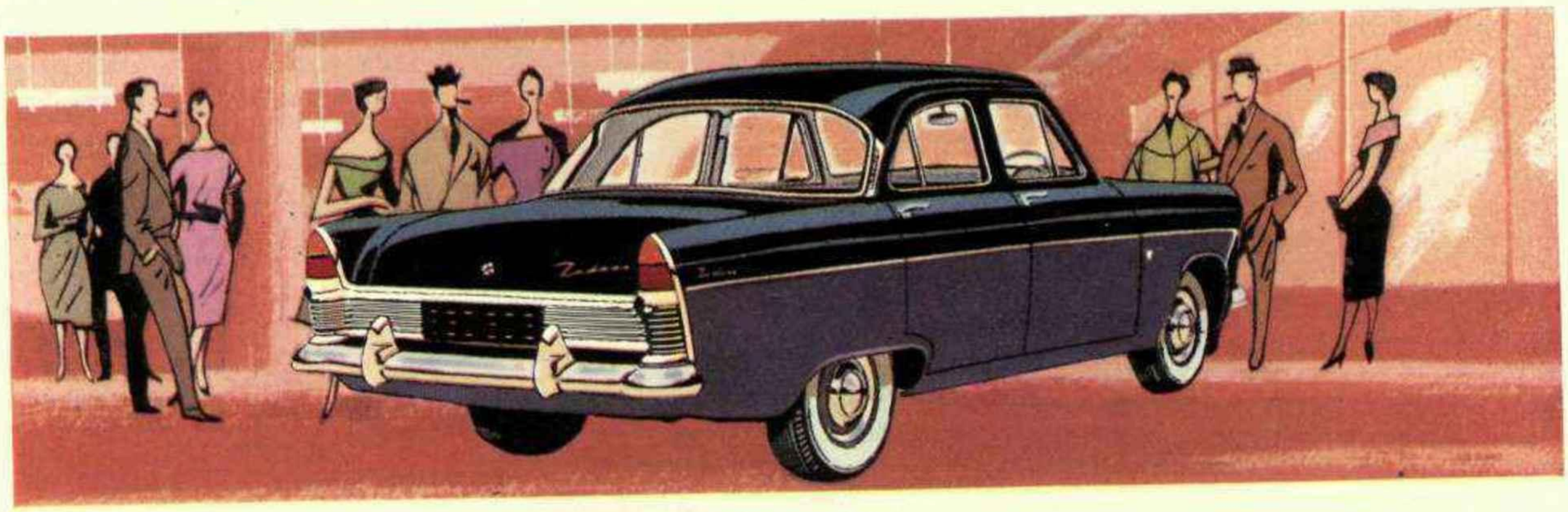
Vol. XXXIV No. 11 ONE SHILLING AND SIXPENCE November, 1958

MOTOR SPORT

LARGEST CERTIFIED NET SALES 35th YEAR OF PUBLICATION



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On the World's roads...



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	Estate Car	£895 Plus £448.17.0 P.T.	=	£1,343.17.0
	Convertible	£873 Plus £437.17.0 P.T.	=	£1,310.17.0
ZEPHYR	Saloon	£610 Plus £306.7.0 P.T.	=	£916.7.0
	Estate Car	£825 Plus £413.17.0 P.T.	=	£1,238.17.0
	Convertible	£778 Plus £390.7.0 P.T.	=	£1,168.7.0
CONSUL	Saloon	£545 Plus £273.17.0 P.T.	=	£818.17.0
	Estate Car	£760 Plus £381.7.0 P.T.	=	£1,141.7.0
	Convertible	£660 Plus £331.7.0 P.T.	=	£991.7.0
CONSUL DE LUXE		£580 Plus £291.7.0 P.T.	=	£871.7.0
PREFECT DE LUXE		£438 Plus £220.7.0 P.T.	=	£658.7.0
PREFECT		£415 Plus £208.17.0 P.T.	=	£623.17.0
SQUIRE Estate Car		£463 Plus £232.17.0 P.T.	=	£695.17.0
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ANGLIA		£380 Plus £191.7.0 P.T.	=	£571.7.0
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1935	**BENTLEY 3½-litre** Park Ward saloon	£375
1951	**LAGONDA 2.6-litre** drophead coupe	£725
1939	**DELAHAYE 3¾-litre** drophead coupe	£435
1933	**ROLLS-ROYCE 20/25** owner-driver saloon	£470
1923	**ROLLS-ROYCE** Continental tourer	£395
1939	**DELAGE D.8 120** Letourner & Marchand saloon	£575
1939	**LAGONDA 4½-litre** drophead coupe	£565
1948	**ALVIS TA 14** drophead coupe	£365

ROLLS-ROYCE

1937	**Phantom III** saloon	£999
1934	**Phantom II** close-coupled saloon	£450
1930	**Phantom I** sedanca de ville	£595
1928	**Phantom I** Limousine	£100
1926	**20-h.p.** 2/4-seater f/h. coupe	£375
1926	**20-h.p.** "All Weather"	£295
1924	**20-h.p.** cabriolet de ville	£395
1923	**2-seater** d/h. coupe	£170
1923	**Ghost** tourer (chassis only)	£300
1924	**Silver Ghost** open tourer	£715

1934	**BUGATTI Type 57** saloon	£345
1930	**INVICTA 4½-litre** saloon	£245
1937	**AUSTIN 750-c.c.**, supercharged	£245
1952	**FORD V8 Pilot** estate car	£260
1947	**FORD 10-cwt.** van	£50
1939	**DELAGE D.6 75**	£180
1957	**STANDARD Companion** estate car	£625
1936	**DAIMLER P6** diesel saloon	£494
1938	**DAIMLER 15** saloon	£55
1939	**LAGONDA V12** 2-seater d/h. **Rapide**	£560
1935	**LAGONDA 3½-litre** pillarless saloon	£160
1926	**BENTLEY 3-litre** V.D.P. **Speed Model**	£275

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ESTABLISHED 1896

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1950	**Bentley Mk. VI,** full history	£1,177
1956/7	**Jaguar 2.4** saloon	£1,095
1956	**Zodiac Mk. II** saloon	£750
1954	**S/Talbot 90** convertible	£635
1953	**Riley 1½-litre** saloon	£599
1954	**Jaguar Mk. VII,** choice 2, from	£589
1953	**Armstrong Siddeley Sapphire,** 2 from	£585
1954	**Zodiac** saloon, specially tuned	£525
1951	**Riley 1½-litre** saloon	£499
1953	**Jaguar Mk. VII** saloon, as new	£499
1952	**S/Talbot 90** coupe or saloons	£495
1954	**Ford Consul,** 2 from	£459
19.0	**Riley 2½-litre** sports saloon	£450
1950	**S/Talbot 80 & 90s,** choice from	£435
1952	**Zephyr** saloon, specially tuned	£415
1951	**Mayflower** convertible	£399
1949	**Alvis 14-h.p.** coupe	£399
1952	**Austin A90** hardtop, choice 2	£399
1952	**Morris Minor** saloon, as new	£399
1952	**Hillman Minx** convertible	£395
1948	**Rover 75** sports saloon	£389
1950	**A.C.** sports 4-seater	£379
1947/8	**Healey 2½** sports, outstanding	£385
1949	**Triumph 2000** roadster	£365
1950	**A90** saloons or coupes, from	£355
1949	**Riley 2½** sports roadster	£355
1949	**Jaguar Mk. V 3½ & 2½s,** from	£355
1947	**Standard 12** convertible	£299
1940	**Rover 10** de luxe saloon	£299
1950	**Vanguard** s'l'n, specially tuned	£295
1949	**Ford Pilot** saloon	£245
1939	**M.G. TA** sports	£245
1946	**Vauxhall 12** de luxe saloon	£240
1948	**Standard 8** coupe	£220
1940	**Austin 8** saloon	£165

FREE OF CHARGE - £50 (average) **OVERHAUL** on all cars over £150

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THREE MONTHS' GUARANTEE

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Trolley bus 609, 517 or 617 from East Finchley Underground Station (3d. fare)

FOR **MEN ONLY**

THAT'S **THE SKODA 440**

TOUGH! — THAT'S THE SKODA
RELIABLE — THAT'S THE SKODA
FAST — THAT'S THE SKODA
ECONOMIC — THAT'S THE SKODA

A CAR TO MAKE YOU PROUD OF YOUR DRIVING SKILL

Independent all-round suspension straightens out the corners. 4-cylinder in-line engine gives 40 b.h.p. Over 40 m.p.g., cruising at 50-60 m.p.h. Synchro. lock on all gears. Dry single-plate clutch.

Plus many other specialist features.

SEE AND DRIVE THIS SUPERB VEHICLE AT

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The Royal Air Force

PILOTS, NAVIGATORS AND
AIR ELECTRONICS OFFICERS COMMISSIONS
IN THE GENERAL DUTIES BRANCH

Vacancies now exist for fit young men of character and good education, and who are capable of taking responsibility, to train as pilots, navigators or air electronics officers in the general duties branch of the Royal Air Force.

METHODS OF ENTRY

University Entry. University graduates may enter on permanent or four-year short-service commissions. Permanent commissions carry an ante-date. University students may be accepted subject to graduation. Age limits—19 to 24.

Direct Commissions. The direct commission scheme offers the choice of a permanent career leading to a pension, or a twelve-year commission with the option of leaving after eight years. Age limits—17½ to 25.

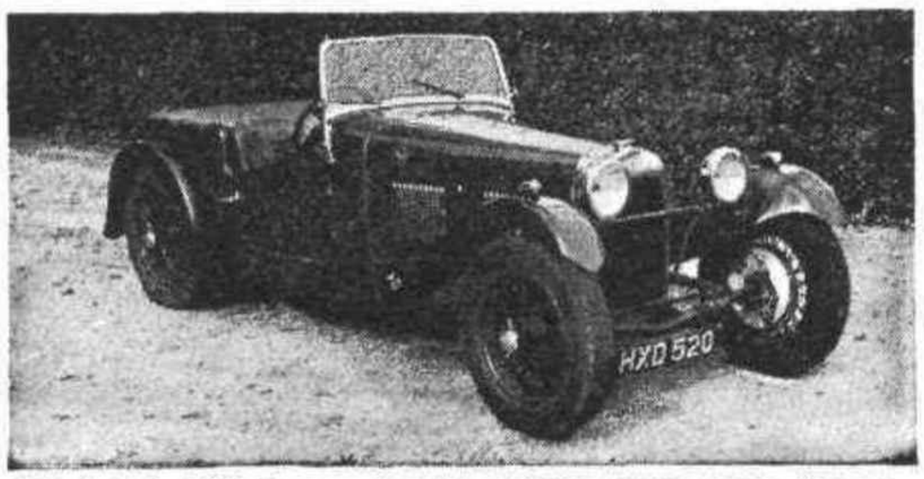
Short-Service Commissions. The short-service commission is for five years and there are opportunities for transfer to either form of direct commission. Age limits—17½ to 21.

Pay and Gratuities. Pay is high and terminal gratuities are generous. For example, a Flight Lieutenant of 25 can earn, with full allowances, nearly £1,700 a year. The tax-free gratuity paid at the end of a twelve-year commission is £4,000.

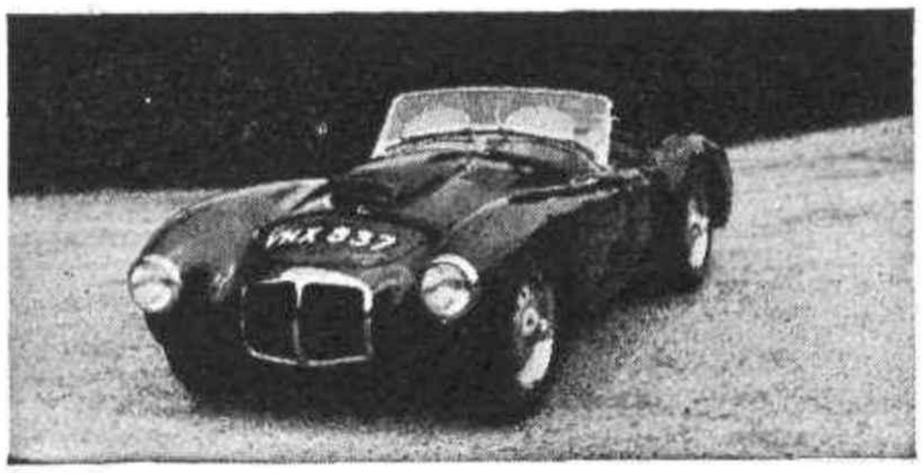
Write for further details, stating age and education, and the method of entry in which you are interested, to the Air Ministry, Dept. MX30, Adastral House, London, W.C.1.

Chiltern Cars

11a Water Lane, LEIGHTON BUZZARD
Bedfordshire. Tel.: Leighton Buzzard 2060



1947 H.R.G. 1100 2-seater, finished in British Racing Green, 75 m.p.h., 40 m.p.g. A lively and very economical post-war sports car with the classic lines of the post-Vintage era.



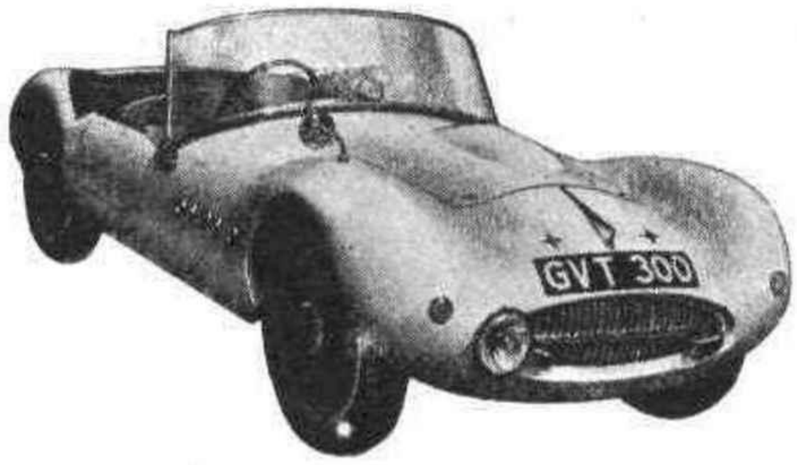
1950 FRAZER-NASH Mille Miglia 2-litre 2-seater. Fitted with Competition Bristol engine and 3.5 : 1 back axle. Recent bills for £450 are available for inspection, including a complete engine overhaul by the Works this year. It is superbly finished in British Racing Green and has full weather equipment. This very rare and attractive car, which originally cost nearly £3,500, is now offered at **£1,045.**

1951 M.G. TD 2-seater, red, luggage carrier, overall tonneau, excellent condition. **£395.**
1948 M.G. TC 2-seater, white/red, luggage carrier, twin wind-tone horns, etc. Good condition. **£320.**
1938 M.G. 1½-litre VA sports saloon, above average condition. **£165.**
1935 M.G. PB 4-seater, red, good weather equipment and tyres. **£135.**
1939 MORRIS Series E 4-seater tourer, green, excellent performance, good condition. **£115.**
1958 (Regd.) AUSTIN Seven Special 2-seater, green, 16-in. wheels. **£65.**
BROOKLANDS RILEY Nine Special. The bodywork is not original but is light in weight and well constructed. The engine is very sound, having new Merlin crank and rods. Mechanical features include high-capacity oil system, large valve masked port cylinder head, 2LS Lockheed brakes, etc. A fast, reliable car which has had numerous successes in P.V.T. racing. **£195.**
SPARES. We have for sale a large quantity of surplus spares, some of which are in very short supply. Send S.A.E. for list.

1938 BENTLEY LE Series 4½-litre Park Ward sports saloon, in really excellent condition with a good history. **£495.**
FRAZER-NASH 1½-litre Meadows 2-seater, fitted with attractive coachwork and finished in B.R.G. 16-in. rear wheels and many special features. **£265.**
ALVIS 1932 Speed 20 sports saloon, in exceptional condition throughout. **£125.**
1934 ALVIS Speed 20 tourer, B.R.G., sound condition. **£110.**
1934 ALVIS 16-h.p. Cross & Ellis sports saloon, in above average condition. **£85.**
1954 MORRIS Minor convertible de luxe, reconditioned engine. **£415.**
1924 BAYLISS-THOMAS 10-h.p. 2-seater (Meadows engine), unused 1931-1952, in exceptional and original condition. **£125.**

EASY TERMS. EXCHANGES WELCOMED.
WE ARE INTERESTED IN PURCHASING MOST TYPES OF BRITISH AND CONTINENTAL SPORTS CARS IN GOOD CONDITION. IF YOU HAVE A CAR OF THIS TYPE FOR DISPOSAL, WHY NOT CONTACT US?

FAMOUS FALCON SHELLS



FORD 8 FITTED WITH
FALCON MARK II SHELL

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Specially constructed to fit the Ford 8 and 10 chassis and suitable for many other makes.

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Full of valuable advice for " special " builders.

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THE CLEAR, COLOURLESS CHROMIUM PROTECTOR

Quick to put on, Easy to remove

★ Easily applied with the brush provided.
★ Completely dry within a few minutes.
★ The hard clear skin is perfectly smooth and can be wiped clean with a damp cloth.
★ Completely impervious to all weather conditions and is not affected if the car is washed with alkaline detergents.
★ Removed in a moment with a soft cloth and petrol even when it has been left on the chromium for months on end.



ONE APPLICATION OF CHROMEKOTE WILL PROTECT YOUR CAR RIGHT THROUGH THE WINTER

Obtainable from your garage, cycle and motor accessory shops (or Autosol and Chromekote from Halfords)

Manufactured by :—

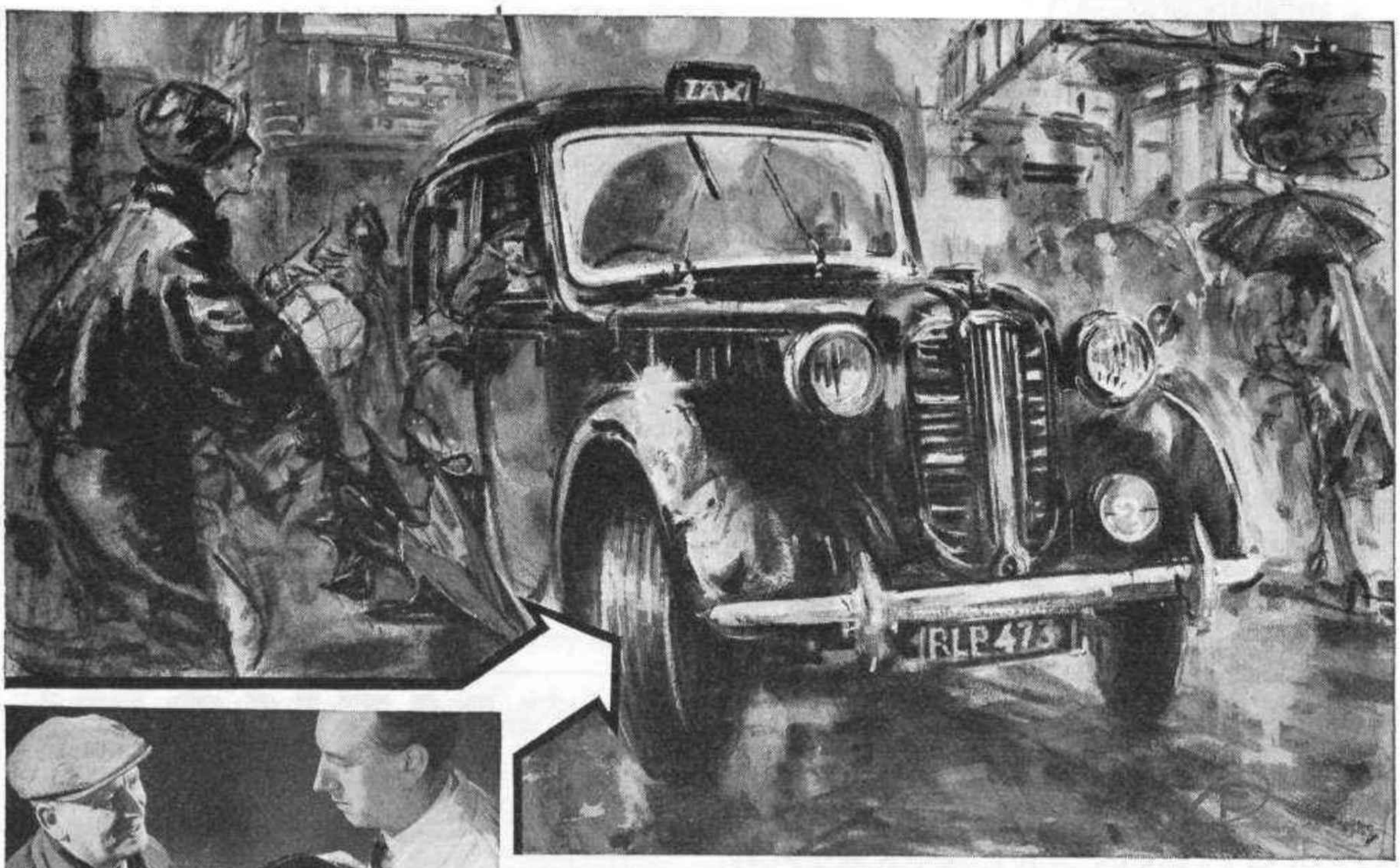
SOLVOLENE LUBRICANTS LTD.
24 REGINALD SQUARE, LONDON, S.E.8
Telephone : TIDeway 2241/2/3

2/6 per bottle including brush

Don't forget the other SOLVOL products for easier motoring :

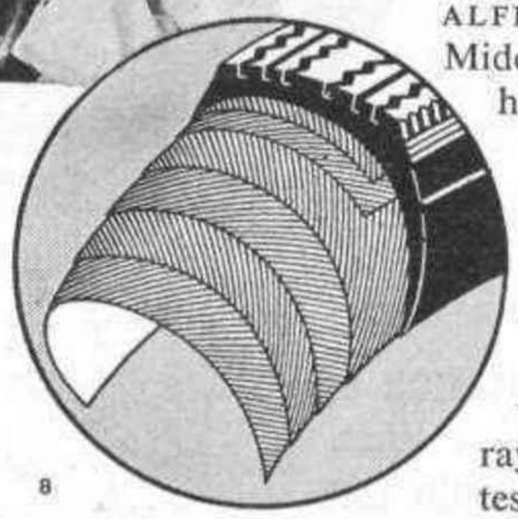
★ **SOLVOL AUTOSOL** The finest chromium and metal polish, 4/6 per tube.
★ **SOLVOL QWAX** The quick liquid cleaner and wax polish combined, 5/- per bottle.
★ **SOLVOL AUTO SHAMPOO** The quick shampoo, 10-15 washes per 3/6 tube.
★ **SOLVOL ISIKOL** Inhibited ethylene glycol anti-freeze, 5/- per pint (bulk).
★ **SOLVOL OILS** The finest lubricating oils for cars and commercial vehicles, 1/4½ per pint.

40,000 MILES . . .
BUT READY FOR MORE!





In the lab. Mr. Brown's tyre was found to have a cord carcase still in excellent condition. The rubber tread was worn but not the High-Tenacity tyre cord! (See right how thousands of tyre cord strands form the basis of the tyre.) No other tyre cord makes tyres that run so quietly and so comfortably with such long and safe mileage.



Alfred Brown gets lab. check on High-Tenacity Rayon tyre cord

ALFRED BROWN, of Edgware, Middx., knows that taxi tyres have to be very tough indeed to stand up to the enormous wear and tear in London traffic. He uses tyres reinforced with High-Tenacity Rayon tyre cord.

One of Mr. Brown's tyres was stripped down. The rayon cords were thoroughly tested. The experts' verdict was that, even after 40,000 miles, the rayon cords were in excellent condition. Tyre economy of this order makes a positive and practical appeal to people like Mr. Brown.

Courtaulds scientists are improving High-Tenacity tyre cord all the time. **This means thousands of miles of additional tyre life to the motorist and safer, cheaper transport for everyone.**

COURTAULDS HIGH-TENACITY TYRE CORD

"TENASCO" REGD COURTAULDS HIGH-TENACITY RAYON

BASIC STRENGTH OF THE WORLD'S TYRES

VOL. XXXIV No. 11 BRITONS SUPREME AT CASABLANCA NOVEMBER, 1958

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

EDITORIAL AND ADVERTISEMENT OFFICES

15-17, CITY ROAD, LONDON, E.C.1

Telephone: MONarch 6744

PUBLICATION DATE - - - FIRST OF THE MONTH

SUBSCRIPTION RATE - - - 25/- PER ANN. POST PAID

LARGEST CERTIFIED NET SALES THIRTY-FIFTH YEAR OF PUBLICATION

MATTERS OF MOMENT

EARLS COURT MOTOR SHOW

On October 22nd the London Motor Show was opened by the Rt. Hon. R. A. Butler, C.H., M.P., Secretary of State for Home Affairs and Lord Privy Seal. This great International Motor Show will remain open every day, Sunday excepted, until November 1st.

This year some extremely interesting new British cars will be exhibited. The race bred Aston Martin DB4 is particularly worthy of study, and other new British cars include the specially styled Austin A40, the Humber Super Snipe with ingenious, but not original, valve gear, 3-litre Rover, Armstrong Siddeley Star Sapphire, Bristol 406, Daimler Majestic, Mark IX Jaguar, Twin Cam M.G., and a new make in the form of the Peerless. The greatest interest, however, will be displayed in the family cars which, in the case of British products, continue to use rigid back axles suspended on cart springs, whereas many of the Continental small cars have i.r.s. and engines located close to the driven wheels.

It is pleasing to find a racing development in increasing favour, amongst manufacturers, in the form of disc brakes. On the other hand, another racing development petrol injection, has been adopted for a normal type of car by Mercedes Benz, whose new 220SE brings great credit to this long-established German company.

Technically this is not a very interesting exhibition and it is curious that in an age when the efficiency of the small engine has reached a very high level, so many manufacturers are showing cars of increased cubic capacity, compared to their previous models.

It can be said without fear of contradiction that this Motor Show, which attracts such very large crowds is not the ideal place at which to choose such an important possession as a motor car. The exhibits are shown under artificial light which can affect their colour schemes, suspension is very often strapped down to obtain an abnormally low build, as if the car always runs fully laden, and some of the exhibits, noticeably the show chassis are specially finished for the occasion. Be that as it may, this London Motor Show is the splendid social occasion enabling agents to meet contacts from the parent firms, racing drivers to argue over next season's contracts and cars, members of design teams to see collectively all the products of those firms from which they cause cars to be assembled (rather than manufactured!), and throughout the days when the Show is open it would be difficult to calculate the gallonage of alcohol liquor consumed. In addition, where, except at Earls Court, could the public "collect cars" by sitting in as many as possible, as at other time they used to collect cigarette cards and still collect gimmicks from cereal packets?

Certainly the stands at Earls Court show cars in a distinctly collective manner, at all events to those who believe that a fair test of a car involves taking it on the road and driving it hard and far, perhaps over the Welsh mountains or up and down Alpine passes or hurrying to the Mediterranean to escape the persistent rain and east winds of England. In comparison the motor car as a static exhibit in a museum or show hall seems strangely artificial, and although demonstration cars are kept adjacent to Earls Court for the benefit of serious potential customers, such demonstrations cannot be very convincing in the congested traffic and brief by-passes which contribute to the test routes.

While enthusiasts will go the Show primarily to enjoy high performance cars so admirably presented by Alfa-Romeo, Aston Martin, Austin-Healey, Ferrari, Frazer-Nash, Jaguar, Lotus, M.G., Triumph and other manufacturers, it must be remembered that the majority of the visitors will look first at more normal cars and some will even be enthusiastic over the increased use of two-pedal control and fully automatic transmission. In this context the modern small family car provides exceedingly satisfactory transportation we reminded ourselves by spending the weekend before the Motor Show opened behind the wheel of that admirable little saloon Fiat 600.

Whether you are seeking a car which will exceed 100 m.p.h. or 40 m.p.g., or any of the variances between such limits the International Motor Show at Earls Court provides the magnificent assembly of the world's automobiles in a satisfactory setting.

MOTOR SPORT gives, on page 764, the Editor's special stop press impression of these cars as seen on the eve of the opening day.

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Front Cover Picture: 1958 WORLD CHAMPION, Mike Hawthorn cornering on the picturesque Francorchamps circuit. This shot is typical, showing the green helmet and visor instead of goggles, and his green fireproof wind-cheater.

WORLD CHAMPION 1958

Heartiest congratulations to Mike Hawthorn on being the first Englishman to become World Champion.

The readers and staff of MOTOR SPORT are particularly delighted, for his first major success was the winning in 1951 of the Brooklands Memorial Trophy. He won the Trophy in a T.T. Riley brilliantly prepared by his father, the late Leslie Hawthorn, who would have been extremely proud that his boy has made such good use of the opportunities that he gave him. So confident were we of him becoming World Champion, that in September we put in hand the colour blocks for our front cover tribute.

Motor Sport Events for November

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

R. = Restricted Event. C. = Closed Event. C.I. = Closed Invitation Event. N.B. = National British. N.O. = National Open. INT. = International Event.

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Nov. 1st ...	Civil Service M.A.	R.A.E., Farnborough	Farnborough	Trial (*C.*)	6.00 p.m.
,, ...	Old Culfordians M.C.	Culford School	Bury St. Edmunds	Rally (*R.*)	3.30 p.m.
,, ...	Rochester, Chatham & Dist. M.C.	Tollgate Inn on A 2	Gravesend	Rally (*C.*)	7.30 p.m.
,, ...	Walsall & Dist. C.C.	"The Dilke Arms"	Walsall	Rally (*C.*)	6.00 p.m.
Nov. 1st/2nd	B.A.R.C. (S.W.)	Ideal Filling Station, Micheldever	Winchester	Rally (*R.*)	8.00 p.m.
,, ...	Liverpool M.C.	Horsman's Garage, Queensferry	Chester	Rally (*R.*)	7.30 p.m.
,, ...	Fairey Aviation M.C. & C.C. ...	Byron Hotel, Greenford	Uxbridge	Rally (*C.*)	10.00 p.m.
,, ...	Falcon M.C.	London, Birmingham, Taunton, Southampton, Cambridge	—	Trial (*R.*)	Midnight, 1st.
,, ...	Tynemouth & Dist. M.C. ...	Club Hut	Tynemouth	Night Rally (*C.*)	11.00 p.m.
,, ...	Morley M.C.	Tingley Cross Roads	Morley	Rally (*C.*)	11.00 p.m.
,, ...	Coventry & Warwickshire M.C. ...	Martins Garage	Coventry	Rally (*C.*)	10.00 a.m.
,, ...	Oxford M.C.	T.A. Centre, Slade Park, Headington	Oxford	Rally (*R.*)	7.00 p.m.
Nov. 2nd ...	Jaguar D.C. (N.)	Oliver's Mount Racing Circuit	Scarborough	Hill-Climb (*C.*)	11.30 a.m.
,, ...	Cumberland S.C.C.	Railway Station	Penrith	Trial (*C.*)	1.30 p.m.
,, ...	R.A.C.	HYDE PARK	LONDON	VETERAN CAR RUN (*INT.*)	7.30 a.m.
,, ...	M.G. C.C.	Swiers of Yeadon	Leeds	Rally (*C.*)	2.30 p.m.
,, ...	Lothian C.C.	Lea Park Hotel	Grangemouth Edinburgh	Rally (*C.*)	12 noon
,, ...	Harlow & Dist. M.C.	Edinburgh Way	Harlow	Treasure Hunt (C.)	2.30 p.m.
,, ...	Lea-Francis O.C.	Staffhurst Wood	Oxted	Rally (*C.*)	2.00 p.m.
,, ...	V.S.C.C.	Elton, near Oundle	Northants	Rally (*C.*)	1.00 p.m.
,, ...	Aberdeen University M.C. ...	Town & County Garage	Aberdeen	Rally (*C.*)	12 midnight
,, ...	M.G. C.C. (N.W.)	H. & J. Quick Ltd.	Cheadle	Rally (*C.*)	1.45 p.m
,, ...	Rolls-Royce Ltd. (Scottish Group) M.C.	East Kilbride Car Park	East Kilbride	Rally (*C.*)	11.30 p.m. Is
Nov. 6th ...	Rolls-Royce M.C. (Derby) ...	Rolls-Royce Car Park	Sinfin, Derby	Rally (*C.*)	7.00 p.m.
Nov. 8th ...	Mid-Antrim M.C.	Toome Aerodrome	Toome	Trial (*C.*)	2.30 p.m.
,, ...	Lagonda C.C.	Brimpton Grange Hotel, Milton Common	Oxford	Rally (*R.*)	12 noon
,, ...	Old Merchant Taylors' M.C. ...	Batchworth Heath	Rickmansworth	Fireworks Rally (*C.*)	5.30 p.m.
,, ...	Forces' M.C.	Cross Hands Hotel, Old Sodbury	Chipping Sodbury	Rally (*R.*)	10.00 p.m.
Nov. 8th/9th	Surrey Sporting M.C.	"Sugar Bowl"	Burgh Heath	Trial (*R.*)	7.00 p.m.
,, ...	Leeds University M.C.	Ringways Road House and Edward Bullough Ltd.	Leeds and Bolton	Rally (*R.*)	9.00 p.m.
,, ...	M.G. C.C. (Midland)	John Bryants	Bromsgrove, Worcester	Rally (*R.*)	9.00 p.m.
,, ...	Plymouth M.C.	Breton Side	Plymouth	"Mancunian" Rally (*R.*)	11.00 p.m.
Nov. 9th ...	Midlands M.E.C.	Northfield	Birmingham	Rally (*C.*)	11.00 a.m.
,, ...	Hants & Berks M.C.	"The Beach Arms," Oakley	Basingstoke	Rally	12 noon
,, ...	Lancashire A.C.	Bay Horse Garage, Osbaldeston	Blackburn	Rally (*C.*)	1.00 p.m.
,, ...	Harrow C.C.	Colne Park, Earls Colne	Colchester	Autocross (*R.*)	11.00 a.m.
Nov. 15th ...	East Anglian M.C.	Richards Garage	Boreham	Trial (*C.*)	5.30 p.m.
,, ...	Nottingham S.C.C.	Mallory Park	Nr. Leicester	Driving Tests (*C.*)	12.30 p.m.
,, ...	Bristol M.C. & L.C.C.	Lulsgate Airport	Bristol	Roy Fedden Trophy Trial (*R.*)	10.30 a.m.
Nov. 15th/16th	Malden & Dist M.C.	Send	Guildford	Rally (*R.*)	9.30 p.m.
,, ...	750 M.C.	Stokenchurch	High Wycombe	Rally (*R.*)	10.00 p.m.
,, ...	M.G. C.C. (S.E.)	"Sugar Bowl"	Burgh Heath	Rally (*R.*)	10.30 a.m.
,, ...	Anglia & Prefect O.C.	Wheatsheaf Filling Station	Virginia Water	Rally (*C.*)	9.01 p.m.
,, ...	Margate & Dist. C.C.	Wrotham	Maidstone	Rally (*R.*)	10.00 p.m.
Nov. 16th ...	Matlock & Dist. M.C.	"Lilybank Hydro"	Matlock, Derbyshire	Rally (*C.*)	2.15 p.m.
,, ...	Loughborough College M.C. ...	Rutland Hall	Loughborough	Treasure Hunt (*C.*)	6.00 p.m.
,, ...	Wolverhampton & S. Staffs M.C.	Longford Filling Station	Cannock, Staffs	Rally (*C.*)	2.30 p.m.
Nov. 22nd ...	Sevenoaks & Dist. M.C.	Ide Hill	Sevenoaks	Rally (*C.*)	6.30 p.m.
,, ...	Worthing M.C.	Squash Club, George V Avenue	Worthing	Rally (*C.*)	6.30 p.m.
Nov. 22nd/23rd	Loughborough College M.C. ...	Loughborough	—	Rally (*R.*)	—
Nov. 23rd ...	Sussex C.C.	Club H.Q., Southwick St., Southwick	Brighton	Rally (*C.*)	10.00 p.m.
,, ...	Yeovil C.C.	"Wynford Eagle"	Maiden Newton	Trial (*C.*)	2.30 p.m.
,, ...	Leicestershire C.C.	"Fox & Hounds," Skeffington	Uppingham	John Bull Trophy (*R.*)	10.30 a.m.
,, ...	Solway C.C.	Market Hill	Castle Douglas	Rally (*C.*)	2.15 p.m.
,, ...	Berwick & Dist. M.C.	Ord Road	Berwick-upon-Tweed	Rally (*C.*)	2.00 p.m.
,, ...	Leeds University M.C.	University Union	Leeds	Rally (*C.*)	5.00 p.m. (*approx.*)
,, ...	Romford E.C.C.	Romford Town Hall	Romford	Rally (*R.*)	9.00 a.m.
,, ...	Cemian M.G.	Croydon Airport Hote	London	Rally (*C.*)	2.30 p.m.
,, ...	M.G. C.C. (S.W.)	Winterstoke Garage	Bristol	Gymkhana (*R.*)	2.00 p.m.
,, ...	Cirencester C.C.	Cirencester	—	Rally (*C.*)	10.30 a.m.
Nov. 29th ...	V.S.C.C.	Ilkley	—	Trial (*C.*)	10.00 a.m.
Nov. 29th/30th	Falcon M.C.	"The Chequers," Woolmer Green	Stevenage	Rally (*C.*)	7.00 p.m.
Nov. 30th ...	Rotherham & Dist. M.C. ...	"Masons' Arms," Wickersley	Rotherham	Sporting Trial (*C.*)	10.30 a.m.
,, ...	Rolls-Royce M.C. (Derby) ...	Rolls-Royce Car Park	Sinfin, Derby	Trial (*C.*)	10.00 a.m.
,, ...	M.G. C.C (N.)	Pickering	N. Yorks	Rally (*R.*)	10.30 a.m.
,, ...	Kentish Border C.C.	—	Maidstone	Trial (*R.*)	10.30 a.m.
,, ...	Aberdeen University M.C. ...	Groat's Road	Aberdeen	Rally (*C.*)	2.00 p.m.

THE LATE PETER WHITEHEAD

We wish to express our deep regret at the fatal accident which befell Peter Whitehead when he was a passenger in a Jaguar driven by Graham Whitehead in the Tour de France. Peter Whitehead was one of the last remaining amateur drivers of whom the pre-war races at Brooklands and Donington were largely composed but who, with the increasing commercial management of motor racing, have been replaced since the war by many professionals. Peter was a gentleman farmer who raced as a sport and will be remembered for the stirring drives he shared before the war with Peter Walker in an E.R.A., and by his subsequent fast but characteristic steady races in Alta and Ferrari cars and his splendid exploits with Jaguars at Le Mans. A typical farmer, Whitehead was quiet, almost shy by nature, but a talented racing driver who drove fast without unnecessary fireworks. Perhaps the best attribute to his character away from motor racing has been paid by one of his former racing mechanics, who testifies to the fair-minded generosity and appreciation shown by Whitehead as an employer, which is in happy contrast to many present-day business tycoons. Whitehead is mourned by the whole motor-racing fraternity and particularly by those who recall the pre-war days of the amateur racing drivers.—W. B.

IT'S SHOWTIME AGAIN

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

THE London Motor Show is here again, which makes this an opportune moment to consider divers aspects of the motoring scene in the rather dicey-peacetime year, AD 1958. Motoring becomes more and more the premier pastime of the civilised world and little wonder, because, with private flying moribund and boats still a little too-specialised for the proletariat (the writer included), the private motor vehicle represents a logical extension of human activity, a machine in which arms, legs and brain are employed to overcome man's pedestrianism.

Fortunately—although the bull-dozers and concrete mixers continue to thrust and churn in an insane drive to turn every hamlet into a village, every village into a town, every country town into a pocket metropolis, and to this obliteration of the green grass and open fields, and general defilement of the countryside, have come innumerable gaunt pylons and overhead cables, with which the Electricity Board will eventually turn what country is left into one vast birdcage—fortunately, for a few years at all events, motoring should still be worth while in this once green and pleasant land. I use the term motoring in its broadest sense, as understood by those who like exploring unknown routes and who enjoy emerging from built-up areas into open country as well as deriving pleasure from the car itself. No doubt there are plenty of people to whom the chief joy of car ownership lies in servicing the machinery they command and driving it to its limit when it is not in pieces in the garage. When, perhaps a couple of decades hence, all the country has been cemented over and fields exist only as isolated, jealously-guarded, fenced-in "museum" exhibits, these "motorists" will still be able to enjoy themselves as they unleash their cars towards maximum speed along the great motor-routes. But when that day comes those motorists who see in motoring something beyond mere transport will be better off in the Underground, because, when all our towns have merged and our roads are just one endless ribbon of tarmac between uniform concrete kerbs guarding a continuous built-up area, the very purpose of motoring for relaxation and pleasure will have passed.

As those ghastly electric pylons march over the face of England, encroaching on the beauty of Hampshire, closing in at the foot of the Duke of Richmond and Gordon's estate in Sussex, enclosing Surrey, with one even mounted on top of the once-well-known Red Roads trials hill itself, perhaps I can be excused for taking this pessimistic view. However, friends who aviate assure me there is really plenty of open country left in this overpopulated little Island, so maybe the motor car will continue to provide pleasure, traffic congestion eased to some extent by our brave new motor-roads, at least for some considerable time to come.

On this assumption, let us look at the motoring scene as it is reflected in the glittering exhibits at the Earls Court Motor Show. Here we see some courageous new models and a number of makes, like Sunbeam, Humber, Riley and Wolseley, which, by their very names, owe much of their present-day prestige to an illustrious past, to which their present manufacturers and technicians can claim no heritage. We see the Rover casting-off some of its individuality of outline in the new 3-litre model, the steel body shell (Rover formerly preferred aluminium) of which is made by the same company which presses out your Prestcold refrigerator. But we see B.M.C. making a sensible effort to restyle its cars with the Italian flair of Pinin Farina, whose first sortie is the new Austin A40. Although this ingenious little car isn't all that handsome when seen in full side view, which emphasises the almost impossible task of combining good looks and a spacious interior in a really small car, this is an excellent attempt to combine the advantages of the estate-car with the conventional appearance of a normal saloon. Whether the buying public will take to it or not remains to be seen, but I think this new approach will be far more acceptable to the average family motorist than the miniature 'buses which represent another method of providing maximum luggage (and in their case maximum seating) accommodation in a small vehicle. The ordinary owner will never, I think, take kindly to the forward control and high noise level of vehicles like the Bedford Dormobile and Thames 12-seater. What, however, is wrong with the estate car or station wagon itself for those who must needs take piles of luggage, the dog, the parrot and, like Macdonald Hobley, even the kitchen sink with them when they motor?

That more performance is considered desirable is evidenced by increases in engine size, Hillman going up by 104 c.c., Bristol from 1.9 to 2.2-litres, Jaguar from 3.5 to 3.8-litres, Armstrong Siddeley from 3½ to 4-litres, Aston Martin from 3 to 3.7-litres and Rover to 3-litres. So many luxurious saloons now come close to or exceed a maximum speed of 100 m.p.h. that the once "magic century" can now be regarded as the "commonplace century." Certainly no sports car, other than toys like the Frisky Sport and Berkeley, and low-priced versions such as the Turner and Austin-Healey Sprite, deserve the appellation of "sports" unless they are capable of timed three-figure speeds.

Other than for such sports models, I think four seats is the practical minimum in a modern motor vehicle. When the adolescent human first grasps the pleasure and freedom which ownership of personal transport provides he may well be blinded to other social attractions and will purchase a solo motor-cycle. (If his sense of balance is as poor as mine he would probably buy a single-seater or monocar if such were available in any numbers.) Soon, however, the desire for female companionship prevails and either a pillion pad (the "Tansad" seat of our youth) is attached to the motor-cycle or a two-seater car



THE PUBLICITY VALUE OF RACING CARS is not understood by the S.M.M.T. and consequently such cars will not be specially displayed at Earls Court. That no Vanwall will be at the Motor Show is an insult to Mr. Tony Vandervell in his finest hour, for he has put Britain at the top in Grand Prix racing. To put the Exhibition organisers to shame we publish the picture above, which shows the use made by Germany of her Mercedes-Benz racing cars in opening a pre-war Berlin Motor Show—she even closed the adjacent streets and paraded the cars on "full song." At Earls Court, failing a last-minute decision at high level, no Vanwall . . .

is acquired. For a while this two-seater is the only possible kind of vehicle, for the chosen one is the only person with whom the driver wishes to travel and more than one passenger-seat might result in the embarrassment of having to invite parents and friends. Not for long, however! Soon another desire has exerted itself and additional space is required for the firstborn. The population of this Island being what it is we can conclude that most of the female population bears children (in the plural), and as children grow up surprisingly quickly the four-seater family car is the best-selling type.

So B.M.C. were wise to embark Farina on the spacious Austin A40. For some time the re-engined Austin A35 has been thought by many people to be superior to the Morris Minor 1000 and if the body styling and convenience of the new A40 proves acceptable I think it may steal sales from the Morris Minor 1000, which—and it has had a splendid innings—is now outdated. In which case the Morris division of the B.M.C. will have to think again, although the splendid roadholding of the Minor, achieved quite simply by torsion-bar i.f.s. (the Austin design-team prefers coil-springs), small wheels, one at each corner, and sensible weight-distribution, will remain for ever a testimonial to Alec Issigonis, who designed it. Incidentally, just as I was puzzled as to why the 948-c.c. Morris was called a Minor 1000, so do I fail to see why the new Austin is called the A40 when its engine develops only 34 b.h.p.

Although this 1958 London Motor Show contains several new British cars—there are the new Humber Super Snipe with inclined valves operated by push-rods from a single "downstairs" camshaft as on a motor-cycle, the race-bred 3.7-litre twin-cam Aston Martin, and the completely equipped Armstrong Siddeley Star Sapphire, with valve gear copied by Humber, for example—I am disappointed that, in this atomic age of sputnicks, guided missiles, colour T.V. and other advanced technicalities, our cars invariably retain such archaic items as propeller-shafts, cart springs, rigid back axles, vulnerable water radiators, and engines divorced from the driving wheels. I hope that, when I have examined in detail these old-fashioned cars at Earls Court, at least I shall find an increase in such small but desirable items as interior coat hooks, screen-wipers wired independently of the ignition circuit, accurate petrol gauges, sensible door locks, scientific crash-padding, spare wheels carried separately from the luggage compartment (or at all events so that the wheel can be removed without disturbing the luggage, as is done so well on the Skoda 440) anti-dazzle facia warning lights, and the scores of similar convenient items which every practical motorist wants but which so few design-teams comprehend. I hope, too, we shall soon see an end of absurdly small petrol tanks, which make frequent refuelling pauses a troublesome necessity—the B.M.C. is amongst the worst offenders in this respect.

This year's trend is towards more performance *via* bigger or more efficient engines, and increased employment of disc brakes and automatic transmission. The last-named leaves me rather cold because if a driver is too old, too lazy or merely so unskilled that manual gear-changing is unacceptable, some of the pleasure has surely gone from his or her motoring and, indeed, a danger-element may well have intruded? But the growing popularity of disc brakes is a very excellent trend. Already one is not merely content to know that a car has disc brakes, one has come to compare the different makes of disc brakes. For some time I regarded Dunlop discs as the last word, especially as applied to all wheels of the Jaguar XK150, until I experienced the efficiency, power and progressiveness of Girling vacuum-assisted disc braking on the front wheels of a special Ford Zephyr—now I give top marks to the Girling system.

Competition is the essence of efficient development and it isn't only in respect of brakes that you find it. There is plenty of rivalry between different systems of automatic transmission, while in the tyre field the battle between nylon and rayon rages, with most of the points at present in favour of nylon, a rivalry I can view with disinterest while I motor in security on Michelin metallics!

Whichever type and make of car you decide on for your future motoring, you will benefit by the new motor-roads which are at last under construction in England. From that useful book issued by the British Road Federation*, I see that, whereas there were just over three million motor vehicles on our roads before the war, last year the number had risen to nearly 7½ million. So new roads are long overdue. Especially as motorists last year contributed over £480-million in taxation but under £120½-million was spent on the roads of this congested little country. Although the level-rate private car tax of £12 10s. is apt to seem fair on the face of it (although already it has risen by 10s. from the rate of a few years ago), do not overlook the savage fuel tax, which, to the average motorist who probably buys 335 gallons of petrol a year, represents an additional tax of more than £40 per annum! While I am delighted to see that we are throwing great trunk roads across the land, I wonder how many accidents are caused during the construction process, through the curious methods adopted? In recent weeks we have had the congestion to traffic flowing into London occasioned by the construction of Chiswick fly-over (a delay of five minutes being experienced at this point the day before this was written), the blockages at Staines Bridge because widening of the footpath on both sides was commenced during the height of the summer traffic flow and before the new road bridge has been opened, and the dangerously narrow two-lane flow round a bend on the Kingston By-Pass, necessitated because the road is being widened appreciably at this point. Moreover, nothing whatsoever has been done to ease congestion in Staines itself, nor were the fly-overs to replace roundabouts on the Kingston By-Pass, which was a fine new road when I was a schoolboy but which today is antiquated and notorious, completed for last summer's peak traffic flow. But, in spite of our shocking roads, our dense traffic and the growing congestion in our towns, I am glad to see that the motor vehicle isn't nearly as lethal as the scaremongers believe. In spite of the aforesaid increase in motor traffic since 1938 fatalities during that time actually dropped by over 1,000 (again I quote the B.R.F.), which bears out the sensible theories of Mr. J. D. Williams, of the Rand Corporation, which were quoted in last month's Editorial.

Some makers show at Earls Court attractive open cars and convertibles but after the wet weather of last winter, the summer, and now this autumn, I doubt if they will be easy to hawk in this country, where I am informed that there is a "waiting list" for umbrellas. The British climate confines the open car to certain (not necessarily the fastest) sports models and vintage car enthusiasts, although, as I drive around in a small saloon which can easily, and literally, be hermetically sealed, I have a guilty concience that this isn't "motoring," which is a term implying travel in healthy contact with fresh air and sunlight.

However, whether it be motoring or not, my past three and a half years' private-car experience has shown me that the least-expensive small car can run 60,000 miles without its engine having to be torn apart for attention to bores, rings or bearings or the heads removed for valve grinding and that, after this mileage, it should only just begin to consume noticeable quantities of Castrol oil, have scarcely marked its second set of tyres in spite of swing-axle i.r.s., possess paintwork virtually as good as new and doors still dust and draught-proof. And that, if its capacity does not exceed 1.2-litres, it should still return better than 40 m.p.g. of petrol, and be immune from freezing-up or boiling over.

With street-fighting and hooliganism now, alas, liable to break out in London and with petty pilfering not unknown on the Continent, a thiefproof car is desirable. Door handles that won't twist off, quarter-lights which cannot be opened from outside with a "blunt instrument" and similar safeguards are worth having. In this respect I am glad to know that the car I use almost daily has these features and that petrol supply, spare wheel, tools and luggage are rendered burglar-proof merely by locking the doors.

With these observations I will leave you to roam this great Motor Exhibition, seeking the car of your choice.—W. B.

* "Basic Road Statistics, 1958" (B.R.F., 26, Manchester Square, W.1, 1s. 0d.)

MORE BLOOD!

On October 5th I.T.V. presented a lurid and unlikely motor-racing play the title of which was "Murder in Slow Motion." Paul Boyle, writing of it in the *Sunday Pictorial*, ranged himself alongside journalists like Ken Purdy and Robert Glenton by referring to Le Mans races as "murderous" and dealing in exaggerated fashion with Duncan Hamilton's crash in that race this year.

MINIATURES NEWS

Meccano Ltd. are continuing to add American cars to their range of "Dinky" miniatures, the latest (No. 179) being a very imposing Studebaker President sedan in a very grand two-colour scheme, with proper windows. Spare tyres are available for this model.

THE JAGUAR XK150—A CORRECTION

In last month's road test report on the Jaguar XK150 we quoted the maximum speeds in first and second gear as 18 and 46 m.p.h., respectively. These are sensible speeds at which to change up but the maxima on these ratios are 33 and 63 m.p.h., respectively. We have also been taken to task for quoting the direction-flashers as being operated by a steering column stalk in one part of the report, by a somewhat inaccessible facia-sill switch later in the report. In fact, on the test car the latter control was provided, and is illustrated in the XK150 instruction book, but Jaguar do provide a stalk control on some cars.

Driving a Czechoslovakian Small Car

Road-Test Impressions of the Skoda 440

DURING October it was possible to drive rather more than 400 miles on English roads in a Czechoslovakian small car, the Skoda 440. This car has a decidedly dashing appearance and is unusual amongst modern vehicles in having a tubular backbone chassis with all-round independent suspension, by means of transverse leaf-springs in conjunction with wishbones at the front and swing axles at the back. The engine is a conventional push-rod o.h.v. unit of 1,089 c.c. In its country of origin it has a reputation for rugged reliability.

The model we tested was the two-door saloon, which is commendably roomy for an 1,100-c.c. vehicle. The front seat is of bench type with separate squabs which fold forward at an angle to provide easy access to the back seat. As the gear-lever is on the steering column and the sides of the body are hollowed out by the small back-seat armrests, it would be possible to accommodate six slim people in the little Skoda if the need arose. The luggage boot is in keeping, being sufficiently large to conceal a grown-up, so that we half expected a bearded spy to jump out and flee across country when we opened the lid. Indeed, a bearded figure did leap out—but he was the Continental Correspondent, who had been proving the generosity of the luggage accommodation! A very good point is that the spare wheel is carried at an angle at the top of the boot, so that it can be withdrawn without disturbing the contents.

Possibly because of its country of origin, the Skoda is rendered essentially thief resisting. The boot lid is opened by discovering a secret lever concealed within the near-side door pillar, the petrol tank is lockable with the door key, and the quarter-light handles possess buttons to lock them in the shut position. Incidentally, the action of this boot lever is excellent and the lid springs up automatically. Likewise, the bonnet, with conventional knob and catches, is spring-retained in the open position.

The general conception of the car is hardly up to the same standard. The construction is decidedly "tinny," rattles and squeaks intruding, the facia is of metal crudely finished in the exterior colouring, and the cubbyhole, while quite large, has a crude, (unlockable) lid and dangerously ragged edges. The driving position is good, although only the off-side wing is visible to a driver of average height, but the seat squabs are hard and the cushion so thin that even lightweight occupants strike bottom on rough roads. Because the passenger's door defied even strong men opening it from within, the Skoda was at first virtually a one-door model! Later in the test the lock became less stubborn.

The gear-lever protrudes on the left of the steering column on r.h.-drive cars. It is a long but not whippy lever, strongly spring-loaded to the first and second-gear locations, so that it has to be pushed downwards to engage third and top gear and pulled up before selecting reverse. Apart from the somewhat tiring business of having to overcome this spring action while changing up and when going from top to third and back, there is no particular disadvantage in this arrangement, and it assists a quick change "round the corner," from top to second gear. Clumsy drivers will forget occasionally to press against the spring action and go into second when hoping for top gear. Bottom gear was at times reluctant to engage, and the lever movements are rather long.

Before going further, two unfortunate aspects of this Skoda 440 may as well be disposed of. The clutch calls for criticism for being very fierce unless engaged with great care, rapid starts being virtually impossible without severe judder from the front-end of the car. A loud squeak came from the pedal when it was fully depressed. Even less pleasant is the steering. This was extremely vague, some six inches of free movement at the wheel being felt not only with the car at rest but in controlling it, which, coupled with suspension characteristics which include a tendency to wander and even dart about, removed most of the pleasure which we had hoped driving a car of unusual specification and nationality would provide. In addition, the steering wheel appears to be "oval" when spun, it transmits considerable vibration, and gives a feeling of being quite unconnected with the front wheels. On what is left of the credit side, it transmits back very little road-wheel movement, has mild castor return action, and is light until getting towards full lock. The wheel requires three turns, lock-to-lock, in conjunction with an unimpressive turning circle (33 feet).

The handling characteristics of the Skoda are little better than its clutch and steering. It has no springing in the modern context, the ride being hard, with accentuated up-and-down action over rough surfaces. The swing-axle i.r.s. promotes vicious over-steer, which the aforesaid vague steering is not well fitted to correct. On slippery surfaces the tail wants to come round very quickly on corners and if the brakes are applied the back wheels lock, so that the same tendency is evident on straight roads. In normal usage the brakes work rather well, with a spongy but reassuring feel and adequate stopping power.



COMRADE'S CAR.—The red Skoda 440 road-tested recently by MOTOR SPORT.

For a roomy car of only 1,089 c.c. the Skoda accelerates very well but speedometer maxima on the indirect gears are limited to 20, 40 and 54 m.p.h., respectively. At these speeds the engine is very noisy and normally 40-45 m.p.h. seems sufficient in third gear. There is also noticeable transmission noise. The maximum speed is approximately 68 to 70 m.p.h.

Reverting to the interior layout, the screen pillars are somewhat thick. The facia plan incorporates the lidded cubbyhole on the left and a lift-up lid in the centre concealing the wiring, where a radio would be accommodated, this lid incorporating a swivelling ash-tray. Below this centre aperture are a row of knobs controlling, from left to right, a spotlamp, the wipers, the non-self-cancelling direction-flashers, the fan for a very effective heater, and the bright interior lamp. The dual screen-wipers had an unfortunate habit of parking almost in the centre of the screen.

Before the driver is a hooded speedometer graduated clearly every 10 m.p.h. from 0 to 90 m.p.h., incorporating a mileage recorder devoid of decimal readings (nor is there a trip reading) and possessing quite a battery of indicator lights, one of these staying alight all the time the ignition is on, others indicating headlamps full beam, turn indicators in use, etc. There is rheostat control of the instrument lighting, although its knob fell off early in the test.

To the left of the speedometer is a temperature gauge reading from 0 to 120 deg. C. and below it is the ignition key, which is of Bosch style in that it pushes in to complete the ignition circuit and can be turned to 0, 1 or 2 positions, to bring in side and headlamps. The foot lamps-dipper is badly located *between* clutch and brake pedals and there is no room to park the left foot beside the clutch pedal. On the right of the speedometer is a decently accurate benzin gauge, with commendably steady needle, in contrast to which the speedometer needle indulged in an irritating little dance at speeds around 30 m.p.h.

Water temperature on the Skoda is controlled by a blind for the radiator, attached to a miniature lavatory chain operated by the driver's right hand. This entails stooping forward under the facia, and with the blind nearly closed the chain hangs down and fouls the treadle accelerator. However, it is fairly easy to set the temperature to 80 deg. C., although it then rises quickly in traffic.



PLEASING LINES characterise the Skoda 440, a roomy small car possessing brisk performance and a spacious and well-arranged luggage boot, but inferior steering and springing.



SENSIBLE.—The very spacious luggage boot of the Skoda 440 has a concealed catch to the spring-loaded lid, and the spare wheel is set at an angle so that it can be withdrawn without interfering with the luggage. Note the petrol tank on the right, matched by a jerry-can on the left.

THE SKODA 440 SALOON

Engine : Four cylinders, 68 by 75 mm. (1,089 c.c.). Pushrod-operated overl e ıd valves. 7-to-1 compression-ratio. 40 b.h.p. at 4,200 r.p.m.
Gear ratios : First, 20.42 to 1; second, 11.75 to 1; third, 7.60 to 1; top, 4.78 to 1.
Tyres : 5.50 by 15 Barum 4-ply rayon, on bolt-on steel disc wheels.
Weight : 18 cwt. 1 qr. (without occupants, but ready for the road, with approx. one gallon of petrol).
Steering ratio : 3 turns, lock-to-lock.
Fuel capacity : 6.6 gallons. (Range approximately 257 miles).
Wheelbase : 7 ft. 10½ in.
Track : Front, 3 ft. 11½ in.; rear, 4 ft. 1¼ in.
Dimensions : 13 ft. 3 in. by 5 ft. 3 in. by 4 ft. 8¼ in. (high).
Price : £525 (£788 17s. inclusive of import duty and purchase tax).
Makers : Motokov, Praha, Czechoslovakia.
Agents : Watling Street Garage, Flamstead, Herts.

Under the curved, painted metal dash are pull-out knobs for choke and starter, together with a switch for the second spotlamp, these lamps being extras, fitted by the agents. The front compartment is a jumble of heater pipes, wires, cables and that chain. Extra heat is obtainable by opening doors on the central heater unit, and the cables are explained by large knobs with ratchet action up under the dash, which actuate these exposed cables and open fresh-air traps in the floor. The knob on the passenger's side was rather difficult to turn because it rubbed the left-hand heater pipe.

The rear windows do not open; those in the doors have rather crudely fitted handles with pivoted finger grips, which require 2½ turns from fully open to fully shut. When half open the driver's handle had reversible action, it being possible to press the glass down directly by hand with the handle spinning round, whether intentionally or not is not known. The aforesaid quarter-light handles are stiff to operate.

The angle of the front-seat squabs can be varied by using a spanner on unplated screws and lock-nuts. The steering wheel carries a half-horn-ring which moves with the wheel and sounds a curious high-pitched horn. The hand-brake is of pull-out-and-twist umbrella-handle pattern, on the left of the driver, fairly well placed, although it is farther from the hand than it would be on l.h.-drive cars. It holds securely. Incidentally, the gear-lever operates a sleeve surrounding the steering column, this moving as the gears are changed. Equipment includes two blue-tinted anti-dazzle vizors but no clock. The doors operate the interior lamp, apart from its convenient facia switch.

An endearing detail is the provision, on both sides of the rear compartment, of double coat-hooks which automatically fold into the door pillars when not in use. There is a capacious shelf behind the back seat which is provided with anti-rub slats.

At times a smell of petrol penetrated to the car's interior, seemingly from a leak round the filler extension to the tank, which is located in the off side of the luggage boot. The fuel filler can be replenished from a can and, indeed, an excellent " extra " is a jerry-can strapped inside the boot opposite the tank. Driving the Skoda 440 carefully we obtained 39 m.p.g. and as the tank has a capacity of approximately 6.6 gallons, the range is in the region of 260 miles, which the jerry-can extends to over 400 miles. After driving the car for more than 400 miles no water or oil were required. The engine takes a few moments to " catch " when starting from cold, after which it pulls away within a matter of yards without use of the choke. It did not " pink " on good fuel, nor run-on when switched off.

The test car was appropriately finished in red, with cocoa-and-cream upholstery piped in red and blue. The English agents had added some extras, and thus the hooded Autopal 7600/21 headlamps (excellent until dimmed) were supplemented by twin Butlers Saucer Mk. II spotlamps and, on the near side, a swivelling Marchal 642 searchlight with its switch within the cubbyhole. Instruments and electrics are Pal, the windscreen is of Miritz, the quarter-lights of Thorax T safety glass. The number-plates were English Bluemel, the under-bonnet battery an Exide, but the 40-b.h.p. engine has a Czech-made carburetter looking like a Solex, with accelerator pump, topped by a big transverse, cartridge-shaped Skoda air-cleaner. There is suction-operated automatic ignition advance, the Lodge plugs having Tesla covers, coil and dynamo being Pal. Hot air is conveyed to the heater orifice through a long bell-mouthed tube picking up behind the radiator, which has the blind, operated by wire passing over pulleys, behind it, and a four-bladed fan.

Summing up, communistic tendencies should be easily cured by taking a short drive in Skoda, because, although it is commendably brisk, spacious and economical, it lags many years behind other small cars in respect of steering, handling and the amenities of silence and a comfortable ride, and is spoilt, in particular, by the vagueness of the steering. It costs as much as £788 17s. in this country without the extras mentioned and although it may attract buyers who set considerable store in having a car which is different from the majority, the Skoda 440 is, indeed, interesting rather than meritorious.—W. B.

RACING DRIVERS AMONGST THE GIRLS

Having seen Stirling Moss present, at the Lyceum, the keys of an Austin-Healey Sprite to " Miss World 1958," a charming South African girl in an eyeable bathing suit—she had won the car and a substantial money prize—we then discovered that, not to be outdone, Mike Hawthorn, the " Driver of the Year," abetted by someone called Eamonn Andrews, had been along to the Mayfairia Rooms to elect " Miss Triumph—1958." Whereas Moss was judging girls, mostly students, who presumably aspire to becoming professional models or beauty-queens, Hawthorn had to be content with ladies who either own Triumph TRs or have fathers, boy-friends or fiances who do so, and we do not think they paraded in swimsuits. However, while we do not have the address of " Miss World—1958," the Standard Motor Co. Ltd. have announced that Miss Sheila Lunnon, who was elected " Miss Triumph—1958 " from fifteen finalists, lives at 64, Gladstone Road, Watford, Herts. She is a young lady with an urchin cut and a smile very similar to Eamonn's, will be on the Triumph Stand (No. 135) at Earls Court and is to represent the T.S.O.A. at functions all over the country for the next twelve months. Readers living farther west than Hertfordshire may like to note that the runner-up was Miss Eileen James of White Croft, Wesley Road, Lydney, Glos.

It was nice to hear " Miss World " tell Moss she can drive. Whether the fact that she has been given a Sprite will help to sell Austin-Healeys is a publicity agent's problem. But we hope she will love and cherish this Sprite, in contrast to the correspondent to an American motor journal who considers that the front-end of this little car exemplifies the old saw that if you leave an Englishman alone long enough with a piece of sheet metal, he is bound to do something silly with it and that the present frontal aspect of the Sprite (unlike " Miss World's ") " isn't worth much except to throw gravel at."

RUMBLINGS

Indignation is rising at the absurdly high prices frequently asked for interesting but old cars and even for cars which are old without being particularly interesting.

GET THOSE USED-CAR PRICES DOWN

Some dealers appear to think that any pre-war car is a vintage vehicle and worth the earth; the majority believe that desirable old cars will command exorbitant prices.

Last month in MOTOR SPORT two pieces of evidence were published which refute these ideas. A correspondent expressed the opinion that a Trojan in working order has a top value of £10; at the other end of the scale, Field Marshal Montgomery's Rolls-Royce Phantom III, a late model with a magnificent special body and presumably in "mint condition," was valued, by the motor dealers themselves, at £500.

These valuations set limits beyond which, except in very exceptional instances, private buyers would be foolish to go. Indeed, getting prices of used cars down to a sensible level is in *your* hands. Pay what you consider a car is *worth*, not what the vendor *asks* for it. In many cases recently, cars have changed hands for less than half their advertised price. Armed with this knowledge, those whose car-buying enthusiasm is aroused by the Earls Court Show but who are obliged, from economy or choice, to acquire a used car, can look with renewed optimism at the vehicles advertised for sale—our advice is to ignore the price until the time comes for the banknotes to change hands, when it may well be that far fewer will be required than is suggested by the figure at the end of the advertisement.

* * *

A pleasing aspect of the 1958 competition season has been the return to sprint motoring of that fast and courageous driver, Sydney Allard. The car with which Allard has entered the more recent speed trials and hill-climbs is an excitingly potent vehicle.

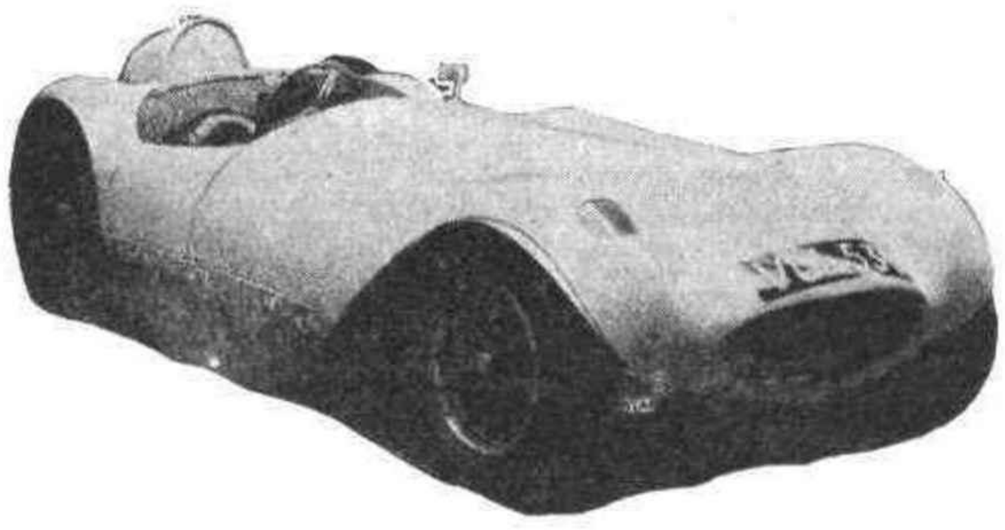
AN AIR-COOLED 140-M.P.H. SPORTS CAR

It was built largely by Sydney Allard himself, as a spare-time project, which took some twelve months to complete.

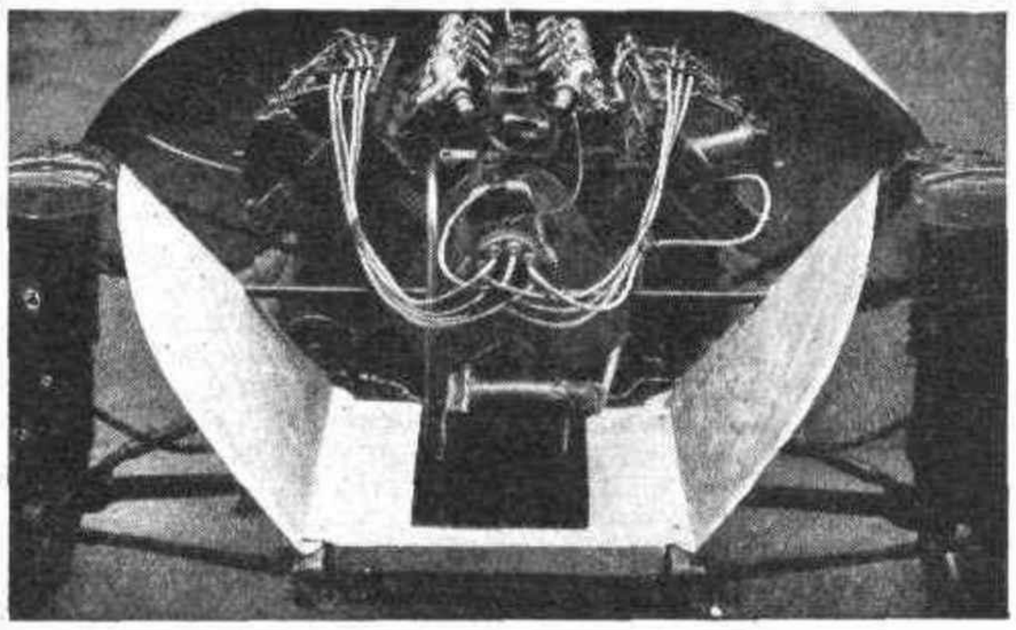
The chassis of this latest sprint Allard is made of 6 in. dia. D-section steel tubing, two tubes forming the side members and two further tubes, forming a narrow A-pattern on each side, carrying the floor and seats. Front suspension is by cut-down Ford Anglia coil-spring struts, with Ford Zephyr bottom links, track-rod, etc. Front hubs and brakes are also Ford Anglia.

De Dion rear suspension matches this strut-type i.f.s., the assembly having been prepared some years ago for a proposed four-wheel-drive sprint Allard which was never completed. The de Dion tube is of two-piece construction, flange joined at the centre, and the drive-shafts have Layrub couplings where they emerge from the differential unit and Hardy Spicer universal joints at their outer ends. An interesting point is the use of fully-floating hubs in which the splined ends of the shafts are carried. Final drive is Ford, with a non-slip differential, and inboard Ford Zephyr brakes are used, the drums having special dural back plates. This back axle assembly incorporates an Allard reduction spur-gear train which enables a quick alteration of axle ratio to be made. The available ratios range from 2-to-1 to 5-to-1.

At the rear suspension is by supple five-leaf ¼-elliptic springs with radius arms above them, these springs being anchored ahead of the axle.



POTENT.—Sydney Allard's latest sprint car, with 4½-litre air-cooled Steyr V8 engine, which is described on this page.



HYBRID.—A head-on view of the sprint Allard's power pack, showing the Steyr engine with Lucas racing magneto and oil radiator below it, and the combination of Ford Anglia and Zephyr i.f.s. and steering.

As a power unit for his latest "special," Sydney Allard employs an air-cooled V8 Steyr engine prepared by Dennis Poore for installation in a proposed Formula 1 car, using a Cooper chassis, another project that came to naught. This war-time general-purpose engine has a bore and stroke of 88 by 92 mm., giving a swept volume of 4,455 c.c. Poore, intending to use dope fuel, put the compression-ratio up to 13 to 1, but as the Allard runs as a sports car, this has been reduced to about 9 to 1. Otherwise the Steyr engine remains as purchased, with eight 1⅛ in. Amal carburetters fed from four float chambers, the throttle slides actuated by Bowden cable, although a pending modification is replacement of these cables by rods. The valves are operated from a single camshaft located centrally in the crankcase. Ignition is by a Lucas racing magneto on the nose of the camshaft, Lodge R47 plugs being used. Lubrication is by wet sump, the system incorporating a Steyr oil radiator inclined behind the nose aperture in the forward-hinged single-piece bonnet.

It is significant that no fan cools this air-cooled engine, which probably develops 200 b.h.p., and although the bonnet incorporates two air deflectors, no air chute to the carburetters is employed. Moreover, tests at Shelsley Walsh showed that the car runs just as well with the bonnet removed.

The chassis is exceedingly compact, the big engine and sports body being installed within a wheelbase of only eight feet. The all-enveloping two-seater body with flap-type doors is extremely low. At the back 6.50 by 16 tyres are used but the idea of using 13 in. Ford wheels at the front had to be abandoned because racing tyres are not available in this size, so 15 in. Lotus wheels were substituted after the car had been built, necessitating lips to extend the front wheel-arches over the 5.00 by 15 tyres. Dunlop racing tyres are worn.

The engine drives through a Ford commercial clutch and open shaft to the back axle. Fuel is carried in a three-gallon tank within the head fairing behind the driver and feed is by an S.U. high-capacity electric pump behind the engine bulkhead *via* plastic piping. A Ford Anglia steering box is used, a universal joint being located where the wheel would normally be mounted on the column, allowing a 12 in. extension to a wood-rimmed Italian-style Derrington wheel in the cockpit.

This is a sports car in the racing/sports tradition, which will horrify "D. S. J."! It weighs approx. 13½ cwt. and the headlamps consist merely of Lucas reversing lamps, with an extra bulb to act as a sidelight, shining through perspex holes in the bonnet!

This Allard Special can certainly step off! It covered the top section of the Brighton kilometre at 125 m.p.h. and won its class at Shelsley Walsh and Prescott, and two classes at Stapleford. The old Steyr engine runs up to 6,000 r.p.m. and top speed on a favourable axle-ratio is calculated to be in the region of 140 m.p.h.—quite a sports car!

A WORKING MODEL VANWALL

Tri-ang have produced a splendidly turned out, electrically-driven Vanwall in their "Minic" series. The car uses two 1½-volt torch batteries and has stub-axle steering. The price of this attractive model is 29s. 6d. Details can be had from Minic Division, Lines Bros., Ltd., Merton, London, S.W.19, on mentioning MOTOR SPORT.

GRAND PRIX DU MAROC

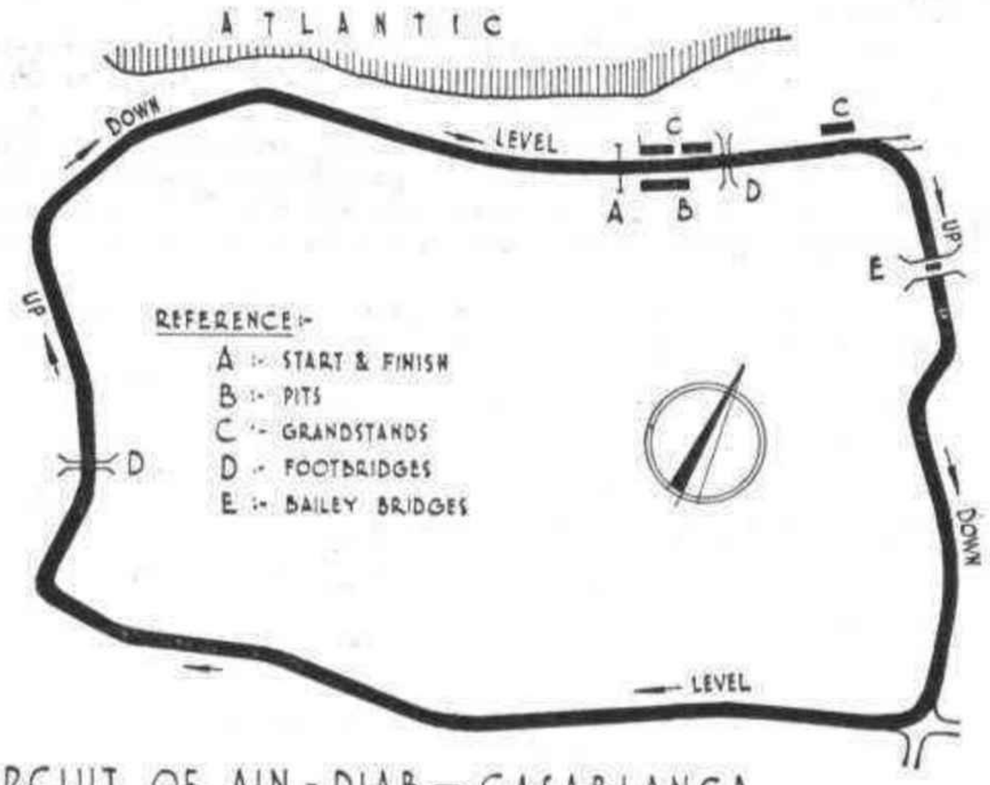
MOSS (VANWALL) IS PERFECTION— BUT IT IS NOT ENOUGH

CASABLANCA, *October 19th.*

TO conclude the Formula I Grand Prix season, the "circus" travelled to Morocco to contest the Grand Prix of that country on the very fast road circuit just south of Casablanca on the Atlantic seaboard. A successful race was held last year and as a result this year's event was put into the list of World Championship races and decided the ultimate destination of this year's title. No changes were made to the circuit, though the road surface was improved as were the amenities, so that Fangio's lap record of 2 min. 25.6 sec. set up last year stood as a target when practice began at 3.15 p.m. on Friday afternoon.

Moss, Brooks and Lewis-Evans were on the Vanwalls, the team leader having new light front wheels on his car, and a spare car available, while Hawthorn, Phil Hill and Gendebien were upholding Ferrari honours. The three Maranello cars were an assorted collection, one being the Monza 500 Dino with coil spring rear suspension and now having Girling disc brakes, the second an F.II car with alloy front brake drums and Dino 246 engine and the third the normal Dino car fitted with Dunlop disc brakes that Hawthorn used at the Italian Grand Prix. B.R.M. were making history with four 1958 cars running, driven by Behra, Schell, Bonnier and Flockhart, the last-named making his first appearance since his Rouen accident and driving the very latest car. All four had modified oil coolers consisting of finned tubes behind the water radiator, with two air scoops on the top of the nose cowling. The Scuderia Buell, in conjunction with the Maserati factory, entered Gregory on the first of the 1958 lightweight Maseratis, and Centro-Sud entered Gerini with his high-tailed car and Shelby on their own car. As Bonnier was in the B.R.M. team he entered Herrmann on his ex-Godia heavy chassis Maserati, and to complete the F.I field there were Salvadori and Fairman with works Coopers, Trintignant with the Rob Walker Cooper, and Allison and Hill with Lotus, the last-named with a 1958 car. Running in conjunction with the Grand Prix were six Coopers forming a F.II race on their own and Brabham and Maclaren were driving works cars, Bridger the Moss/Gregory car, Picard with Rob Walker's 1957 car and two Moroccan drivers, La Caze and Guelfi.

Practice began in very hot sunshine and Behra was the first away, soon to be followed by Moss on the spare Vanwall and Hawthorn on the Dunlop-braked Ferrari. The works Maserati was standing idle as Gregory had not arrived and Seidel took Shelby's place in the Centro-Sud team, as the Texan driver had not arrived either. Hawthorn and Moss began to set the pace lapping around 2 min. 32 sec., while Phil Hill was only 2 sec. slower and Brooks and Schell were beginning to remember the way round. With six F.II Coopers running and three F.I models, the circuit seemed to be covered in Surbiton cars and on this very fast circuit many of them were not only getting left behind but were getting in the way of the fast boys.



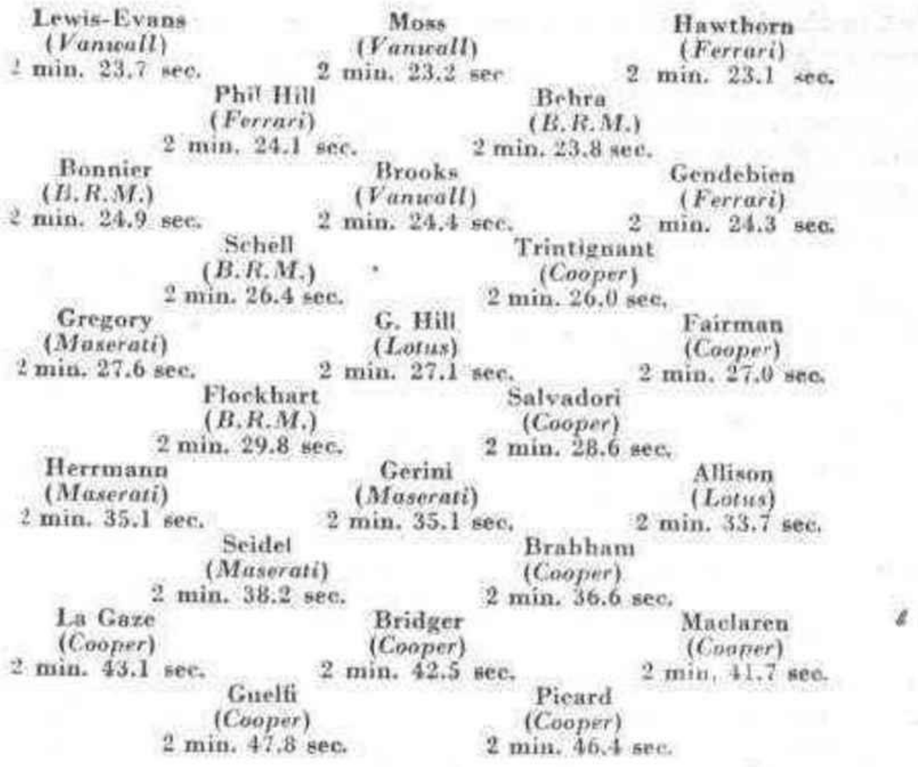
CIRCUIT OF AIN-DIAB—CASABLANCA.

LENGTH - 7 618 KILOMETRES
(4 7 MILES)

Seidel was slow in the blue and white Centro-Sud Maserati and Gerini was blowing out a lot of smoke from an engine breather. Hawthorn was the first to break 2 min. 30 sec., while Moss had stopped to take over his new Vanwall with the special lightweight wire wheels on the front. Brooks was really on form and soon got down to 2 min. 28.5 sec., a time Behra very nearly equalled with the B.R.M., but the Vanwall driver then turned 2 min. 26.7 sec., just to show that the pace was now well and truly under way. Hawthorn joined in at this point but before he could get in any very quick laps Brooks had done 2 min. 25.6 sec., which equalled last year's fastest lap. However, Hawthorn was only one-tenth of a second slower, though Moss was nowhere near their times as yet. Lewis-Evans was allowed a few laps but could not break 2 min. 30 sec. and Gendebein only just managed it. About 4.30 p.m. there was a bit of a lull, except for a few Coopers circulating, Brabham being easily the fastest of the F.II cars, while Trintignant was going very fast in the Walker car with 2.2-litre engine, his best time of 2 min. 28.4 sec. putting him just behind people like Schell, Phil Hill and Bonnier. At 5 p.m. there was a sudden spate of high-speed activity, Brooks, Behra, Moss, Hawthorn, Phil Hill and Schell all being out together and Behra sorted them all out by taking the B.R.M. round in 2 min. 25.2 sec. Moss was about to have a proper go when he caught up with Schell and the B.R.M. driver tried to stay with the Vanwall with the result that he got in the way and Moss was prevented from getting in a good lap, for it is not possible, even for Moss, to make a really searing lap when another fast car is alongside. After this end-of-afternoon flurry all except Moss settled for leaving Behra with f.t.d., the Vanwall driver going out again just as practice was finishing but the best he could do was 2 min. 26 sec. before the circuit was closed.

Next day, again in the afternoon, practice recommenced but the blazing sunshine had given way to ten-tenths cloud and a heavy sea-mist coming in from the Atlantic, as if in sympathy with the large number of English people present. Ferraris started off quietly by scrubbing some new tyres ready for the race but Lewis-Evans went out and began to set the pace at around 2 min. 27 sec., while Moss soon joined in only to have his engine burst. As Brooks had not yet arrived Moss took the No. 2 car and in no time at all was down to 2 min. 25.7 sec., so it was obvious that yesterday's split-second battle was going to continue. Moss pulled into the pits and the Vanwall team did a big shuffle with their "Speedwell" plastic numbers, so that Brooks took Lewis-Evans car and he took the spare car, Moss keeping the No. 2 car. While this was happening Hawthorn and Behra had begun to pile on steam, doing 2 min. 25.3 sec. and 2 min. 25.0 sec., respectively, and then Bonnier shook everyone by equally Behra's time, so that B.R.M. were really elated. However, Moss soon put a stop to that with a lap in 2 min. 23.4 sec. and followed it with 2 min. 23.2 sec., while Brooks backed him up with 2 min. 24.9 sec., though he was not too happy with the steering on his car. Gendebien then joined in with some laps at under 2 min. 25 sec., his best being 2 min. 24.3 sec., while Lewis-Evans pulled out a 2 min. 24.2 sec. and then 2 min. 23.7 sec. and this sudden spate of very fast laps was probably helped by a wave of damp mist that enveloped the circuit, assisting carburation, though not being thick enough to hamper vision. By 4.45 p.m. the pace was really getting hot and the misty conditions were still perfect for the engines and Behra put his B.R.M. up near the front with 2 min. 23.8 sec., whereupon Hawthorn fixed the lot of them with 2 min. 23.1 sec. Moss was content to leave Hawthorn with f.t.d., for it meant he had his Vanwall in the centre of the front row of the start, providing nobody improved on Hawthorn's time, so he kept an eye on the opposition just in case. Brooks was not very happy at having his car taken from him and tried his new one without the steering damper, but could not do better than 2 min. 24.4 sec., a time nearly equalled by Bonnier, who was making a real effort, while Phil Hill went out right at the end of practice and got down to 2 min. 24.1 sec., in spite of having drum brakes as against his team-mates' discs, though on this high-speed circuit breaking power was not a vital item. The order of times among the fast-boys at the end of the day was Hawthorn, Moss, Lewis-Evans, Behra, Phil Hill, Gendebien, Brooks and Bonnier, all of them improving on last year's fastest lap. The pace had been so shadowed, but Trintignant was still fastest of the "tiddlers," while Gregory had been going well in the Buell Maserati, this being his first practice, and none of the F.II cars had approached Brabham's time. The Australian driver left his F.II car in the garage for this second practice and contented himself with a few fast laps in Fairman's 2-litre works Cooper. Allison might have improved on this had he not hit a patch of oil and spun off into the sand, bending the rear suspension in the process. Of the 25 runners all but Schell and Maclaren improved on their best times on the second practice day.

The final list of times gave the starting grid order for this 53-lap race as follows:



and the only change of cars from practice, apart from engine changes, was that Brooks had the Vanwall with the lightweight front wheels. At 2.50 p.m. the start was given with the 25 cars straining to go and a cool breeze keeping conditions not too hot under the blue skies. Moss and Lewis-Evans went off together and Hill came through from the second row and Behra tried to get by on the inside. As the pack went down to the first corner Moss was leading but Hill was pressing hard and the end of the searing opening lap saw Moss and Hill side by side as they came past the pits with Hawthorn and Bonnier right behind followed by Brooks, Lewis-Evans and Behra. On the next lap there was still nothing in it and it was pretty clear that there were going to be no tactics in this race, it was every man for himself in a wonderful free-for-all. On lap three, while trying to out-brake the Vanwall, Hill found that drum-brakes were not as good as Goodyear discs and went up an escape road, so that Hawthorn and Bonnier got by and this gave Moss his chance. With a clear road ahead he gave all he had got and the Vanwall was really "growling" as it came down the finishing straight. Second by second Moss drew away from Hawthorn and meanwhile Phil Hill was passing first Bonnier and then Hawthorn, getting back into second place on lap eight, by which time Moss was lapping the tail end of the F.II runners and in and out the traffic Hill could not hope to gain any ground. Moss was drawing away relentlessly from Phil Hill, Hawthorn and Bonnier, while Brooks was beginning to close on the B.R.M. The Swedish B.R.M. driver was doing a fine job of driving and Brooks was having no easy time, while just behind, Behra, Lewis-Evans and Gendebien were swapping hard ahead of Trin ignant and Schell. At the end of the serious F.I runners Gregory was comfortably ahead of Graham Hill who was battling with Flockhart and Salvadori. Moss had already set up a new lap record with 2 min. 24.0 sec. but then Phil Hill improved on this with 2 min. 23.3 sec. and meanwhile Trintignant was the first to fall by the wayside from this absurdly hot pace, for the leaders were all pressing-on at a terrific rate. On lap 13 Moss had 10 sec. lead over Hill and Brooks had at last got past Bonnier and set out to catch Hawthorn, and four laps later the Vanwall was alongside the Ferrari. Moss had lapped more than half the field by his 16th lap and on his 18th lap he was lapping Seidel's Maserati for the second time when they collided, the Vanwall suffering a tweaked nose and the Maserati being bent at both ends and retiring. The Vanwall pit signalled their No. 1 to "WATCH TEMP," but all was well and Moss continued his fantastic pace, setting up two record laps, first at 2 min. 22.9 sec. and then 2 min. 22.5 sec. He was driving at his masterful best and no-one had any hope of catching him, the gap between him and Hill now being 14 sec. Brooks was now doing a fine supporting job, leading Hawthorn and holding third place while Lewis-Evans had passed Behra and was tailing Gendebien. At 25 laps Moss led Hill by 20 sec. and 42 sec. later Brooks came by, still holding a slender lead over Hawthorn, who in turn was 47 sec. ahead of Bonnier who was still best B.R.M. and going strongly. Gendebein, Lewis-Evans and Behra followed and then came Gregory and Schell side by side down the straight past the pits, battling for ninth place and the rest of the field were a lap or more behind in the order: Salvadori, Fairman, Allison, Herrmann and then Brabham leading the F.II category from Picard and Bridger, as Maclaren had made a brief pit stop. Graham Hill's Lotus was overheating and a stop had put him down to last place, which was 22nd as Flockhart had stopped with a broken engine.

Hawthorn refused to succumb to Brooks and got back into third place on lap 26, while Behra retired with what appeared to be "cockpit trouble" as Bonnier was still well ahead of him in fifth position. On lap 28 Brooks got ahead of Hawthorn by a matter of inches and as they screamed past the pits they lapped Salvadori and Gerini. The Cooper driver seeing them coming in his mirror pulled smartly over to the right and waved them through unhindered, whereas Gerini just stuck on the left and probably didn't see them even after they had passed him on the wrong side! On lap 30 Brooks' valiant efforts to prevent Hawthorn getting at Moss came to an end when the Vanwall engine blew up when on full song and the ensuing slide was more than frightening, Brooks holding it and stopping on the edge of the road.

This left Hawthorn unhampered in third place quite a long way behind Phil Hill, who was in turn 27 sec. behind the flying Moss and losing ground steadily. Gendebien went off the road on some oil and at the same time Bridger crashed heavily, as did Picard, the first two being slightly hurt and the Frenchman being more seriously injured.

Now that Phil Hill had no hope of catching Moss or even worrying him into blowing up the Ferrari pit signalled the American driver to ease up and let Hawthorn take second place for the result of the World Championship crown depended on this race. In spite of Moss winning and making fastest lap in this race, a second place by Hawthorn would give the Ferrari driver the Championship, so in tead of touring round in the order Hill, Haw horn, taking second and third places, Hill eased right up and let Hawthorn by. Hill had got such a lead over his team-mate that it took some four laps for Hawthorn to catch him, which he did on lap 39. As he took second place he automatically took the World Championship providing he finished in that position, no matter what Moss did. At 40 laps the order was Moss, Hawthorn, Hill, Bonnier (still driving splendidly) Schell, Gregory, Salvadori, Fairman, Allison, Herrmann and then the F.II boys in the order Brabham, Maclaren, Guelfi and La Gaze, with Gerini in amongst them and Graham Hill way at the back still boiling. Schell was lapped by Moss, who had now slowed considerably, having a 71 sec. lead, and instead of getting out of the way like any intelligent driver would, he proceeded to tail Moss and even pull alongside on some of the corners which was stupid and unnecessary in view of how slowly he'd been going before he was lapped. Lewis-Evans was comfortably holding fifth place when his engine broke on a bend and sent him sliding off the road into the sand, and the car then caught fire and burnt right out, the driver sustaining serious burns as he scrambled out.

With only five laps to go Moss tired of having Schell continually in his way so he slowed and let the B.R.M. go ahead and still holding a commanding lead over the two Ferraris the Vanwall won the Grand Prix of Morocco, Moss having driven a superb race, showing for the third time this year that he is a perfectionist while all goes well and he made absolutely certain of the Manufacturers Championship for Vanwall, an achievement never before equalled by a British Grand Prix team. Hawthorn's second place gave him the title of World Champion, the first time it has been won by a British driver, and though he beat Moss on points rather than a "knock-out" win, he has worked and driven with the quality worthy of a World Champion throughout the entire season, right from the Argentine Grand Prix across the length and breadth of Europe to the Moroccan Grand Prix.

Results:

GRAND PRIX DU MAROC—Formula I—53 Laps—402.9 Kilometres—Hot and Breezy.

1st: S. Moss (Vanwall)	2 hr. 09 min. 15.1 sec.— 187.033 k.p.h.
2nd: J. M. Hawthorn (Ferrari V6) ...	2 hr. 10 min. 39.8 sec.
3rd: P. Hill (Ferrari V6)	2 hr. 10 min. 40.6 sec.
4th: J. Bonnier (B.R.M.)	2 hr. 11 min. 01.8 sec.
5th: H. Schell (B.R.M.)	2 hr. 11 min. 48.8 sec.
6th: M. Gregory (Maserati)	1 lap behind.
7th R. Salvadori (Cooper 2.2) ...	2 laps behind.
8th: J. Fairman (Cooper 2.0)... ...	3 laps behind.
9th: H. Herrmann (Maserati)	3 laps behind.
10th: C. Allison (Lotus)	4 laps behind.
11th J. Brabham (Cooper F.II) ...	4 laps behind.
12th: B. Maclaren (Cooper F.II) ...	5 laps behind.
13th: G. Gerini (Maserati)	5 laps behind.
14th: R. La Gaze (Cooper F.II) ...	5 laps behind.
15th: A. Guelfi (Cooper F.II)	5 laps behind.
16th: H. Hill (Lotus)	8 laps behind.

Fastest lap: S. Moss (Vanwall) on lap 21, in 2 min. 22.5 sec.—192.050 k.p.h. (*new record*).

Retirements: M. Trintignant (Cooper) lap 10, mechanical trouble; W. Seidel (Maserati) lap 16, accident; R. Flockhart (B.R.M.) lap 16, engine; J. Behra (B.R.M.) lap 27, (?); T. Bridger (Cooper) lap 27, crashed; F. Picard (Cooper) lap 29, crashed; C. A. S. Brooks (Vanwall) lap 30, engine; O. Gendebien (Ferrari) lap 30, crashed; S. Lewis-Evans (Vanwall) lap 42, engine and crash.

25 *starters*—16 *finishers*.

CARS I HAVE OWNED

By John Howell



The author at the wheel of his first car.

I AM a post-war motorist without the opportunities of the older generation, but, by carefully looking through the back of this magazine, I have managed to enjoy fine and interesting cars at reasonable expense, before they have had to be unloaded onto somebody else. Not setting your sights too high also avoids a list of cars running thus :

A Bentley
An Austin Seven

—which is inclined to make you small-minded !

My first runner was a cheap and shoddy 1923 Alvis 12/40, a bad year for Alvises. This was in part-exchange for two halves of a Type 38 Bugatti which passed through my hands but would not go round. The Alvis was such a dreadful car that I would recommend it for all learners to practise on. The brakes worked ineffectively on two wheels, the unsprung weight was enormous, and the weight distribution all wrong. It would, however, perform all sorts of advanced manoeuvres, like drifts and spins, on Belgrave Square (alas, no longer wood blocks) without ever exceeding the speed limit; and it could get away from a policeman on a pedal cycle. I met the man who sold it to me one summer evening outside a pub in the gloom of a side street, where he was drinking (I think they wouldn't let him inside). " By jove ! A 12/40, isn't it ?," spilling beer over the already filthy bonnet. " I had one once. Sold it to a mug . . . dreadful heap . . . broken this . . . broken that . . . Ha ! Ha !," etc. After introducing myself, I had to explain that I was quite happy with it and buy him a beer before he would cheer up, which goes to show that some motor dealers have a little shame.

I am a firm believer in having more than one car at a time so as to avoid using the wrong sort of vehicle for the wrong sort of purpose, and to retain a sense of comparison. It is, therefore, rather difficult to remember quite in what order my cars came and when they went, but the next was almost certainly my 24-h.p. Lanchester. It was purchased for transport on a V.R. Camp, but was cherished for two satisfied years. Mr. Upton, of Camberley, supplied it and it was allegedly the last car the old firm made. It had dual ignition, six cylinders and vacuum servo brakes, and was a seven-seater limousine. I cannot praise this model enough. The performance was infinitely superior to the contemporary so-called " best car in the world," but what a pity their appearance was so Victorian. My limousine was high enough to get into with a topper on. There was a hat rack in which you could lose a cloth cap, a net on the ceiling for your stick, and an electric speaking tube which sprang back into the side when let go, for instructing the chauffeur. All the fittings were ivory. Unfortunately the car was tired and succumbed to the vice of habitual oil tippling. The cure was too expensive and it was passed on.

Sometime during this period the Alvis was sold and a modified Gwynne Eight bought. The compression was raised and the flywheel lightened and it then proved to be a very quick and reliable little car, and one about which Mr. Clutton is definitely wrong. People tended to laugh at the bathtub body, but I have yet to see any other style as light and practical for a small car. It would carry three passengers and the driver in great intimacy, or incredible amounts of freight. I must have kept this car seven years and was very reluctant to part with it even when I ceased to use it. It is significant that in this nippy little motor car I was able to get to work quicker than in anything else. My best Gwynne time was 10½ minutes. My 4½-litre Bentley never bettered 12 minutes despite touching 70 on the way. I always meant to put this Gwynne into the Light Car Race at Silverstone but somehow it never got there.

The first Bugatti had left an impression, and it has since always been necessary to have one. But money was short and opportunity scarce. Then, early one morning in the Cromwell Road, a Type 44 caught fire and burned out its petrol tank. It was on the move at the time, and the passenger's mink coat went bald up the back before the occupants thought to stop and get out. The coat was insured. The fire was put out by a Merryweather 110-ft. turntable ladder fire-engine which had been summoned by a sleepy top-floor tenant nearby. The Bugatti was soon purchased and the receipt written on a charred cigarette packet. The back half of the car was repainted in almost the original colour, but it photographed quite differently, and so there is not a picture of it.

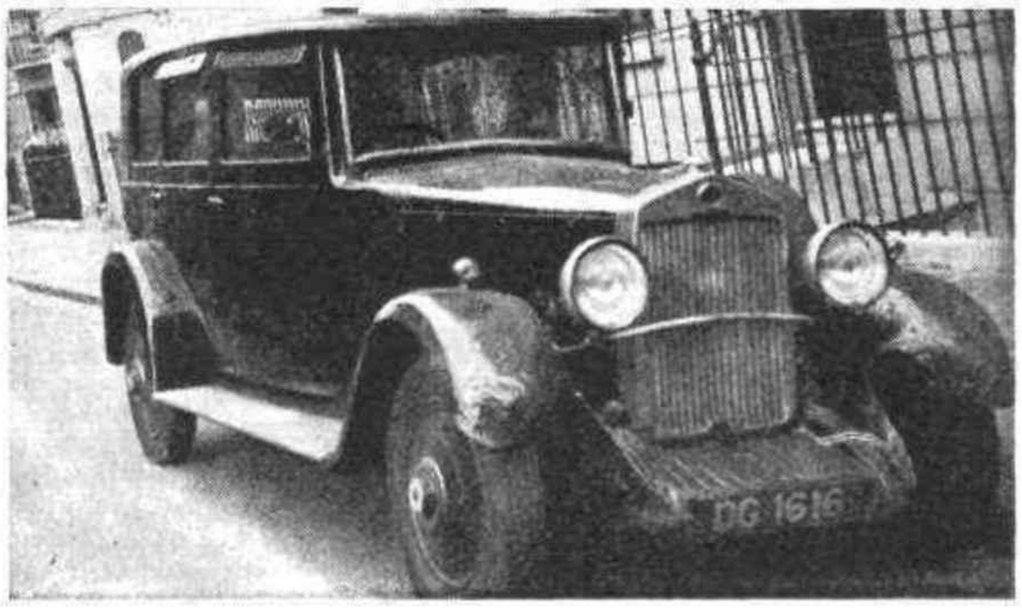
The Type 44 is a first-class sports tourer ideally suited to English road conditions. It is the only out-and-out touring Bugatti with the G.P. gearbox having a short stick in the middle. This stick goes in with a unique crunch if you punch it right. Oafs often snap it off.

The performance is just right, with a comfortable cruising 70 m.p.h. and some in hand, a speed seldom exceeded in far faster cars, and, as with all Bugattis, the gear ratios and torque characteristic are matched exactly to how you want to drive the car and not what you want to say about it. There is never any vulgar excess in Bugattis.

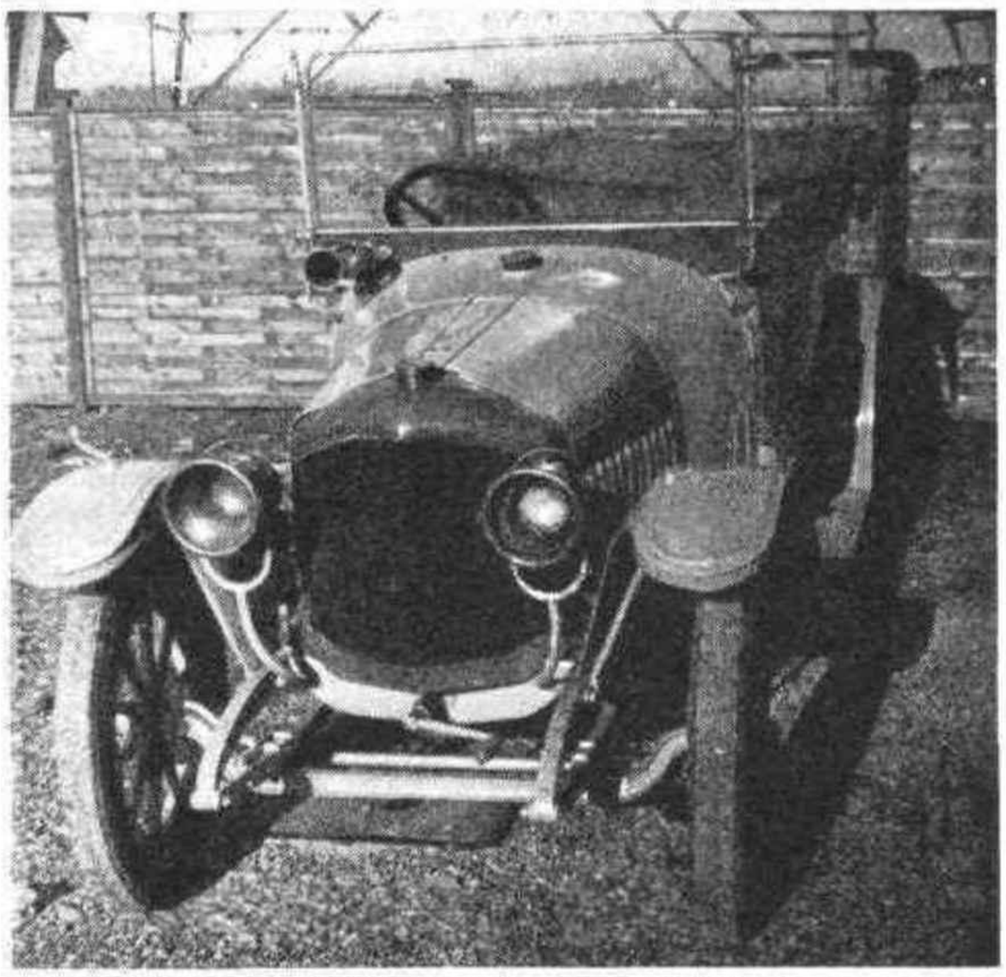
To complete the collection at this time (limousine, light car, tourer), an Edwardian was wanted. For a long time I had been watching for a chance to get a de Dion Bouton that had once belonged to a friend. Indeed, I had had some of the principal parts in my possession for some time, including the carburetter. When I got it, it had gone downhill but was soon tidied up and painted. It was a charming 7.7-h.p. of 1915, with wooden wheels that creaked and a four-cylinder side-valve engine of about 1½-litres, with high-tension magneto ignition. It always started first or second pull and was utterly reliable.

This car caused my most serious brush with the local law. Its original horn was stolen while it stood outside the house; I searched to no avail and was very angry. A few days later I was stopped by a motor-cycle policeman for having " no audible warning of approach." I was incensed and became abusive. Then it turned out that the car's paperwork was hopelessly out of date ! I thus calmed down and, realising the enormity of my crime, was composing in my head a letter of contrition to the local Magistrate, pleading my guilt and beseeching his mercy, when the 'phone began to ring. " Is that Mr. Howell ? " . . . " Yes." . . . " This is Chelsea C.I.D. We have apprehended a thief and among his effects we found an old type of motor horn. We have had all the constables on patrol look around to see if they could find a car that has lost one and we think it may belong to you. Would you be kind enough to come down to the station and identify it." It all got smoothed over in the end.

When the bits for a T.T. Sunbeam began to accumulate the de Dion had to be put outside to make room. After a year outside it became apparent that I could not keep it in the manner to which



VICTORIAN DIGNITY prevailed in this 24-h.p. Lanchester saloon, which the author considered a better performer than the equivalent Rolls-Royce.



THE AUTHOR'S EDWARDIAN.—A small 1915 *de Dion Bouton.*

it was accustomed, and it had to go. I parted with it with great regret. It was a delightful car to drive locally though tiring on trips of over ten miles. When living out it was subject to constant depredation from children. I used it a lot for shopping and miss it terribly.

After a few years with a Bugatti you get a bit snooty about Bentleys. You pass a lot of them and begin to wonder what all the fashionable young men see in them (they *were* fashionable a few years ago). Obviously the small ones were tiresomely slow and so a reconditioned 4½-litre was obtained, in exchange for the Bugatti and money. It was just a normal tourer (V.D.P.), with no room and the brake outside. In fairness to "W. O." I must admit that on the one or two occasions I got it onto an open road it was fun. For instance, coming back from Norwich to London, *arriving at 6 a.m.*, or on the Kingston Bypass *after 3 a.m.* But in any sort of traffic or in town it was quite loathsome. The limited range of torque, the uncomfortable gear-change, the inferior brakes and heavy steering made it a car with a performance that is thoroughly out of date, although perhaps great in its day and certainly attractive at speed. Also, all my coats wore out at the right elbow, a running cost that should be taken into consideration.

For speed I thought I would get something practical and racy and took over the Attenborough Special from a migrating friend. This has a 2-litre Aston Martin engine in a Frazer-Nash chassis. It was raced after the war in Formula II events and is very quick, but flys to pieces with great regularity. I have never persevered with it myself, and I have never found anybody else who wanted to. It is a good-looking single-seater "bitzer," and rather than take it to bits, I bought a motor-cycle mudguard which I chopped up and more or less evenly distributed round the four wheels; a piece of string to hold the brake on, and a squeaker, and now I have a sports car that won't have to be inspected for another 9½ years. The only trouble is that it is too fast and decidedly dangerous. It is quite capable of reaching a speed of at least 50 m.p.h., when starting from the lights, in the length of a London 'bus. This, I feel, is bound to lead to trouble in the end! Also, Aston Martin engines are very badly designed and built, and better avoided.

Another migrating friend left me with two Sunbeams. One was the bones of a 1921 T.T. straight-eight the rebuild of which never got started, and the other a 3-litre with a blower on it. The "bones" were passed on when a Maserati appeared on the scene. The 3-litre, on the other hand, has been a very useful car. The only trouble with it is that the back-axle ratio put on by Sunbeams is not at all suitable when a blower has been added. It has consequently been reliable enough on the road, but never seems to finish a race, due to habitual over-revving. Mr. Ford makes a convenient ratio but he doesn't make them strong enough, but I am still trying. The biggest fiasco was at Snetterton last year. The oil kept disappearing from the dry sump and I kept scratching my head and filling it up. I suppose there must have been about eight or nine gallons in there somewhere by the start of the race. It burned a lot on the warming-up lap before arriving on the starting grid. What had happened was that the block had come to bits and all the lumps of iron had blocked up the scavenge-pump pipe. The oil filled up the sump and was then pumped out of the breathers in the camshaft covers. The scene on the grid was ridiculous! Amidst clouds of smoke the Marshals were trying to push the car off the course slipping around in an enormous puddle of oil, while I kept the brake on and indicated my determination to start. It had to be towed home.

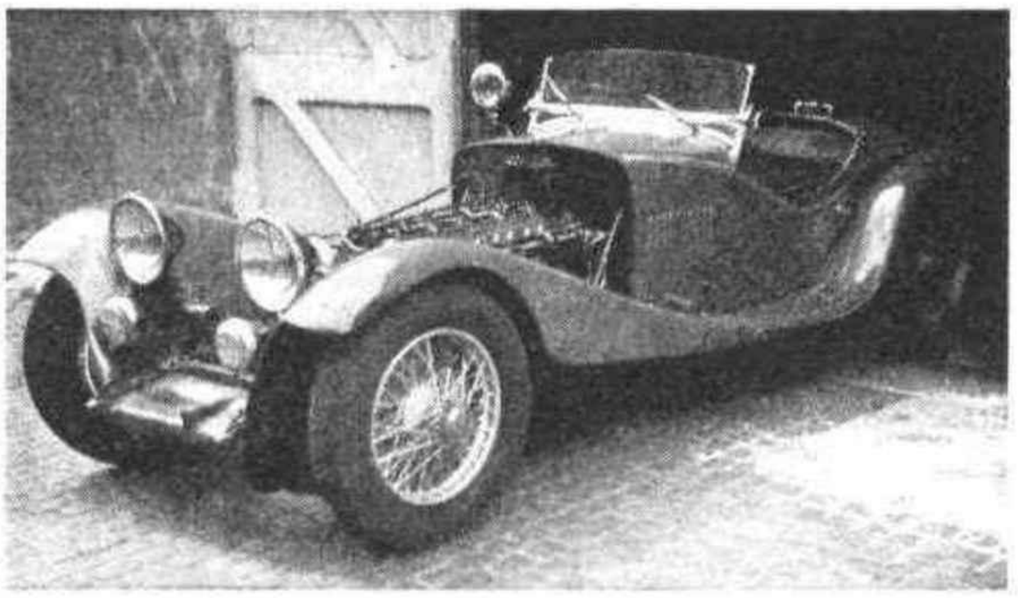
It has had to be towed from Oulton Park twice and from Silverstone twice, but has covered a lot of practice laps and been well worth the trouble. If you know a car is going to break anyhow and don't mind, you can dice it much more freely, and enjoy it much more than if you don't know and are trying to preserve it. In fact, I suppose it is like driving one that belongs to somebody else!

Back to touring, and if nothing else the Bentley had indicated that there is virtue in size. I felt sure that a good-quality luxury car was the answer, and so a 5.3-litre Bugatti was hunted down; it is so good that I expect to keep it indefinitely. An 8-litre Hispano-Suiza became vacant at about the same time and joined the row outside the house. Both these cars were two-door sports saloons with sliding roofs and leave nothing to be desired (except economy), although they are radically different in conception. The Hispano was faster and slower revving, with fewer cylinders; 2,000 r.p.m. is not far short of 70 m.p.h. (maximum 3,500). However, it has not got the same vivid acceleration at slow speeds in top gear that the Bugatti has. The servo brakes on the Hispano have never been bettered for touch and power, the retardation responding to pedal movement with very little increase in pressure. But the Bugatti brakes also have no equal when properly adjusted, responding to pressure with very little pedal movement. The Hispano looked big and was big, and was very effective at intimidating other traffic and pedestrians, but its general performance was so quick and it was so light to drive that it could be manoeuvred like a Gwynne. The Bugatti, on the other hand, is not quite so large and the seating position is lower, which makes it feel smaller. It only weighs 37 cwt. and is entirely a one-gear car, except for special occasions. The four positions of the gear stick can be roughly classified as follows:—

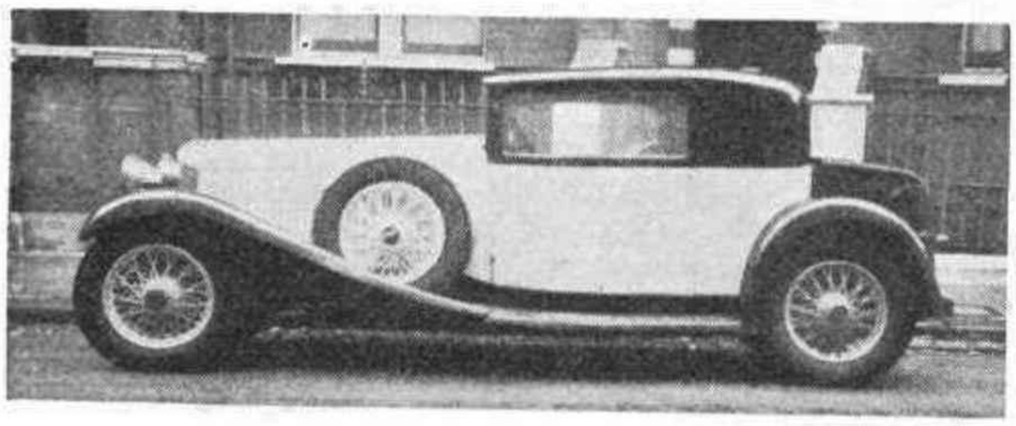
Reverse: For going backwards.
First: For the Land's End Trial.
Second: For overtaking modern sports cars on the inside.
Top: For the V.S.C.C. One-Hour High-Speed Trial, touring the Scottish Highlands and Welsh mountains, and in towns.

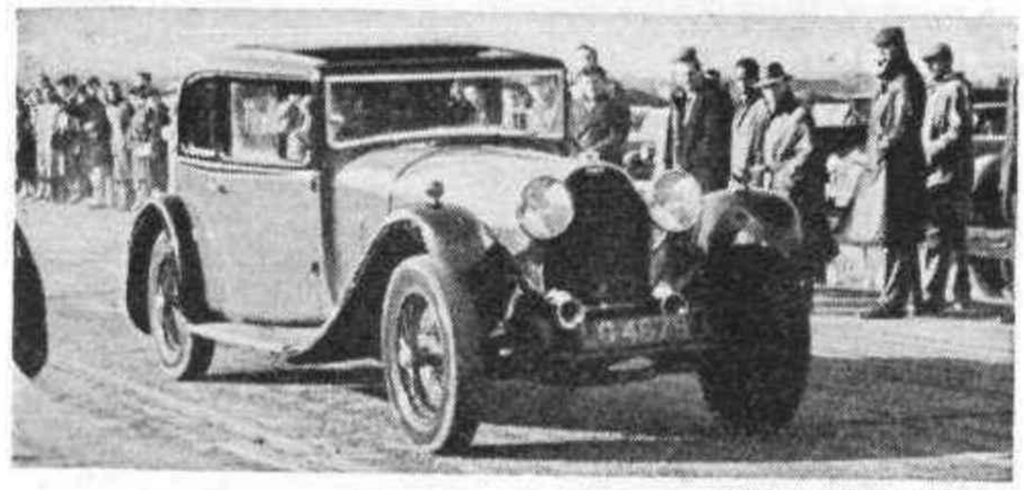
All these are kept out of the way in the back axle. I have been very satisfied with the performance and am convinced of its superiority to any Rolls. What Rolls-Royce saloon could get up Beggar's Roost and do 34 laps of Silverstone in the hour (with pit stops) in top gear, without going over 75 m.p.h.?

The Bugatti is a prettier car than the Hispano-Suiza and scores heavily in respect of petrol consumption. 10 m.p.g. was all that could be expected from the 8-litre, whereas the Bugatti always does more than 14 m.p.g. In judgment on the two cars I would choose the Hispano-Suiza if living in the country and coming to town, and the Bugatti for living in town and going to the country. But then, on second thoughts, I think I would have to relegate the Hispano-



FIERCE, HISTORIC.—The 4-litre 16-cylinder twin-engined Maserati in sports guise.



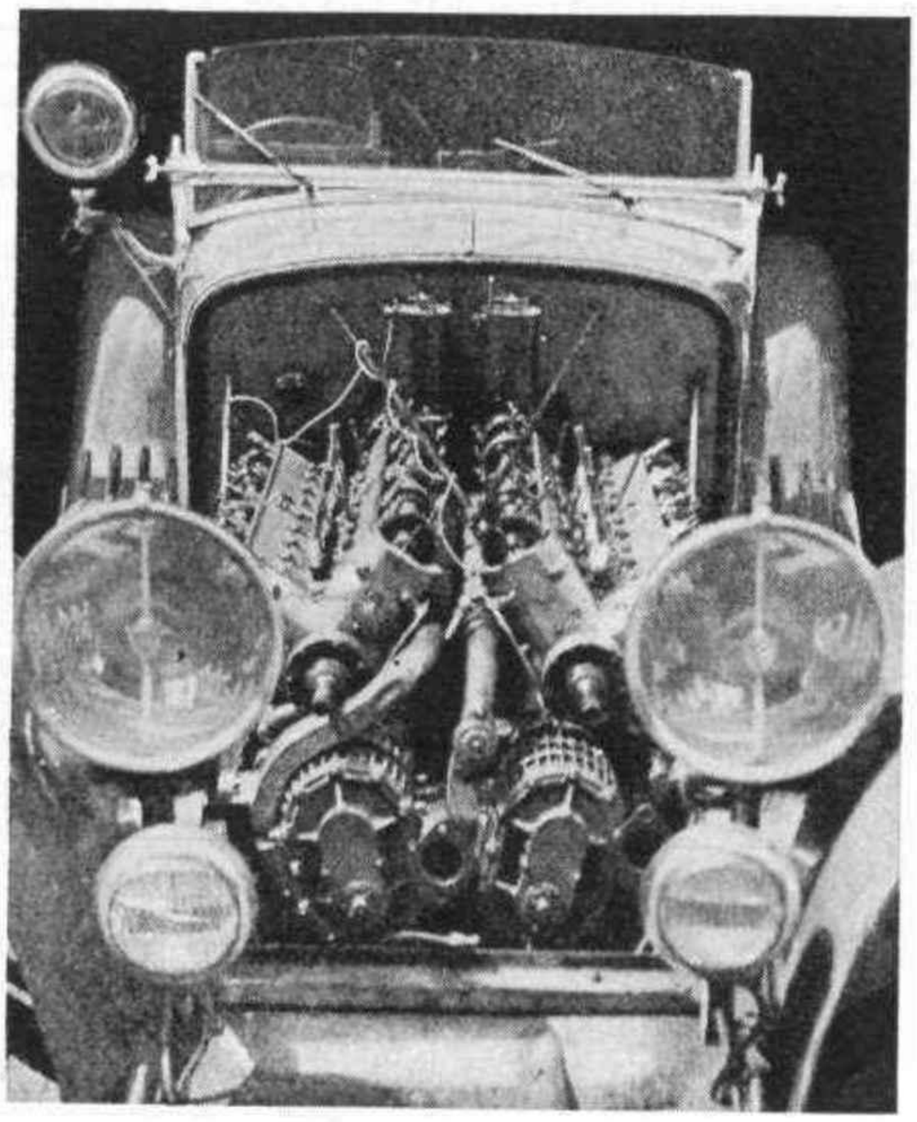


[Photo by Charles Dunn

TWO BIG ONES.—On the left is the 8-litre Hispano-Suiza, on the right the 5.3-litre Bugatti, two closed cars which John Howell compares in his article. He uses the Bugatti for trials, high-speed events and fast touring with great satisfaction, and prefers it to a Rolls-Royce.

Suiza to second place in both cases due to its thirst. (For this reason again Rolls-Royce would come bottom.) Both Bugatti and Hispano-Suiza are superb vintage motor cars, and so adaptable to any sort of traffic and road conditions that I would not exchange either for any more modern car, nor even for a VW.

The 16-cylinder Maserati is not really mine, but I am including it in the list because, although it belongs to Charles Lewis, I have put so much work into it that I reckon I own him! I can say roughly what I like about it because nobody else has one. The photographs show the power unit after it has been put together, and give a rough idea of how the two engines are mounted in the chassis. The crankcase and oil pumps are the only common items, otherwise there are two entirely separate 2-litre engines geared together through a pinion at the back of each of the crankshafts. The engines are set well back in the chassis to get a reasonable weight distribution. One result of this layout is of particular importance and has probably contributed more than anything else to the car's evil reputation *and that is* that the prop.-shaft rotates the wrong way round. If you do not realise this you can get curious results on corners. In a normal vintage car the back wheel on the driver's side is the one that lifts and spins, and you can hear it. This is more often than not the inside wheel on a circuit. On the Maserati, the prop.-shaft rotating anti-clockwise, it is the outside wheel that lifts. Increasing the torque by putting your foot down transfers the weight to the wheel under the driver, the inside one, and you can get round the bend faster. In fact, under some circumstances it seems to be possible to spin the outside wheel on a right-hand bend. Now consider what happens when you overdo it. From flat-out round a bend you get a fright, take your foot right off, the weight all goes onto the outside wheel (from optimum conditions) and out goes the back. In fact, the control conditions are mildly unstable. It is therefore very necessary to take a corner smoothly and cut out all this sawing stuff which is such fun.



A view showing the Maserati's machinery.

The two engines were originally meant to give about 260 b.h.p. at 5,500 r.p.m., but I do not think that nowadays it has a hope of ever getting near that figure again. I have put heavy pistons in it, which reduces the maximum speed of the engine by about 1,000 r.p.m., and it has proved quite impossible to get the valve timing right after the butchery practised by a so-called racing mechanic. Nearly all the moving parts have been damaged and are far too multitudinous to make up and replace, and so the present performance of the car *is all that can be hoped for.* This about completes my ten years of motors except for a 1903 Royal Enfield pedal-assisted motor bike, a 1924 8-h.p. B.S.A. twin, and a Bianchi in the distant past. Also a Trojan that I use for economy at the moment. [*See photograph below.*—ED.] This has the engine in the back with all the other ironmongery, because it would be too unnerving to have it under the seat. It has one brake band to stop it, an ingenious friction differential and a chain drive that makes a noise like ball bearings being poured into a jade bowl. It is capable of a steady 35 and has the starting handle indoors as well as many other novel features. Also it is spacious and will accommodate long-barrelled guns crossways and sleeping bodies lengthways, but it cannot get up Porlock Hill. In fact since getting stuck in Porlock (finally reaching the crest by the alternative route, only to careen into Lynmouth and get stuck there), I carry a special 10-tooth sprocket in the tool kit.

I notice there seem to be more Trojans in Devon and Cornwall than elsewhere and would like to refute the misconception that this is because they are good hill-climbers. It is because they can't get back.

In conclusion, I would like to note that the only machinery that I have not been fully satisfied with is that most jealously protected by one-make clubs. I wonder why! Also, for those who have been waiting to find out, the overall average price paid for my cars has been £90; the overall average sale price £70; which is the right sort of balance to strike if you want to enjoy your cars, and let other people have a go, too.



[Photo by Charles Dunn

PARIS WEEK-END

A Test Day, the Salon and a Race Meeting

THE traffic in Paris during the normal hours of daylight has become almost impossible, not unlike London, though the big difference is that in the French capital it is continually moving, and at times remarkably fast. If you want to get from one side of Paris to the other, you put on your dicing gloves, engage second gear and press relentlessly onwards, so that in quite a short space of time you are out the other side. Should you want to stop in Paris, then that is when the traffic becomes impossible. It is quite difficult to find parking space for a scooter, let alone a small car, and most roads are chock-a-block down both kerbs, and in many places on the pavements as well. As a result it was deemed prudent to visit the Paris Salon by air, for it would save unnecessary hours of searching for parking places.

A smooth and quick night flight by B.E.A. Viscount, surely one of Britain's best engineering achievements, a rough old 'bus and a spiritedly driven taxi covered the journey there, and next morning we assembled near the Arc de Triomphe for the beginning of a rather special day. Normally the Motor Show is the first thing to visit, but this time we were able to take part in a practical motor show, before spending time in the Grand Palais. The French Presse Association, in conjunction with the French manufacturers, organised a day of driving at Montlhéry, using the full 12.5 kilometre road circuit, which also includes one of the steep bankings of the *piste de vitesse*, and this took place on the Friday after the motor show had opened. A large collection of French cars were assembled to take journalists arriving from almost every country in Europe out to the Montlhéry Autodrome, which lies 25 kilometres to the south of Paris, and by some very clever routing, the journey was effected with a minimum of traffic bothers. Riding as passenger in a new Dyna-Panhard we began to wonder about horizontally opposed air-cooled engines and f.w.d., while the way the 850-c.c. two-cylinder engine rushed this large four-seater saloon along still remains a surprise. Lined up in front of the pits were a wide variety of French motor cars, more than one example of each being available, for there was a very large number of Press people present and the form was that one did two laps of the full circuit before handing the car to someone else.

Believing in starting at the beginning, we first took a Peugeot 203, quite normal and unchanged for many years, so popular has it proved with the French motorists. At once the steering was admired for its positive feel and the way the car could be pointed in the desired direction with the steering wheel, but it seemed undergeared and a bit underpowered, while the ride over one particular wavy section of road was very prehistoric, as was the very small and seemingly cramped interior. Deciding to make a direct comparison with the newer 403 Peugeot we were heading for it when a Dyna-Panhard caught our eye, for it had right-hand steering and a speedo. calibrated in m.p.h. so we set off in that, being a new export-to-Britain model. As with the one we had journeyed to Montlhéry in, the speed and spaciousness was most impressive, while the noise level was reasonably low, but the gear-change and handling were depressing to say the very least. Being used to a car that will help you to corner and certainly stay on your side when the cornering gets spirited, the Dyna was a shock, for if provoked it had a will of its own that almost represented a built-in accident. One lap sufficed and we then took a 403 Peugeot with automatic clutch by Jaeger, the English instrument firm. One of these fancy clutches already having torn itself apart in the hands of a respected and trustworthy English journalist we were bid to change gear carefully. The hat peg that protrudes from the steering column and serves as a gear lever is moved about in the normal (or abnormal, depending on one's views on this subject) manner, without any left foot movement being required, there being no clutch pedal, the clutch engaging itself when the engine speed rises to a take-off speed. This large and comfortable six-seater saloon impresses the more it is driven and we had to keep saying " but the engine is only one-and-a-half litres," which took a lot of believing. For a well-balanced, well-mannered, vice-free family saloon Peugeot have the complete answer in the 403 and it made the 203 seem almost vintage-like.

Still a little worried about the Dyna-Panhard and wondering whether it was our lack of experience with f.w.d. cornering technique, we took out a DS19 Citroën, and the nice man in charge of it whispered in our ear as we set off " only two laps . . . well, three if you would like to." We all know, or are told often, that f.w.d. is no good, the air and hydraulic suspension is too complicated to work, the strange automatic clutch and gear-change are a snare and delusion, with the f.w.d. there is never any steering lock, power-steering and power-brakes are what is wrong with American cars, and so on. But Citroën have provided all the answers and cocked a snoot at almost every criticism levelled at the DS19. When they have their flat-six air-cooled engine in production the last " snoot will be cocked." We did three laps (Ssh !) and could have gone on all day in this superb piece of French engineering. Until you have driven a new Citroën, got used to the new ideas of driving, and then hurled it round Montlhéry in the most diabolical and irresponsible fashion, your motoring life is not complete. We can only support the Citroën advertisements, the DS19 IS A MODERN MOTOR CAR, it makes most other things seem 10 years behind the times. We know it wheezed and puffed in its suspenders as we threw it about, and we know the funny little button on the floor is not a real brake pedal, and the gear-change is slow, but we liked the Citroën. As we cornered with the rims almost rubbing the ground we saw a Renault Dauphine on its side in the ditch.

After the best we thought we would try the worst, and chose the Simca Ariane Four; this being a large Ford-like motor car that first appeared many years ago as the Versaille or Regency, with 22 h.p. V-8 engine, built by French Fords and then merged with Simca and had the little four-cylinder pushrod Simca 1,100 engine fitted. We felt that this could not possibly be a nice motor car, but how wrong we were. Like the Panhard, the Ariane's tiny engine propelled it along at a speed that was not in the least bit dull, while the hat-peg gear-change was a simple and rigid mechanism, positive in its movements, rather like the old Ford Pilot used to be. In fact, the whole car was more Ford-like than Simca, and had the sound basic transport character that Detroit instills into its satellites such as Dagenham and Paris. The Simca Ariane was devoid of frills or fuss, behaved surprisingly well, had no nasty habits and completely wiped the smile off our faces, so that we returned after two laps, covered in confusion. This particular model had a normal four-speed gearbox, though there was another version available with an automatic clutch arrangement called " Rushmatic "—we decided we ought to try a Renault. A 4 c.v. with Ferlac automatic clutch was standing idle so away we buzzed, this merry little minicar trying so hard to pretend it was a real grown up motor car. By cornering in a continual *wischen*, just like an old-fashioned Porsche, we managed to scrabble round all the corners without having an accident, but felt all the time that a moment's hesitation or lack of concentration would have seen us in the ditch along with the aforementioned Dauphine. Of course, we could have merely driven slowly and respectably, but we were representing MOTOR SPORT. As lunch was approaching and the cars were being given a rest we plunged desperately into a Peugeot 403 drophead coupé, reluctant to miss a moment of motoring. After our two laps we wished we had gone to an early lunch, for the drophead two-seater 403 bears little or no resemblance to the standard four-door saloon. Just how Peugeot's have contrived to make two cars so entirely different, using the same components, remains a mystery. That we had not made a mistake was confirmed by a 403 saloon owner, with whom we lunched, who had made the same unfortunate discovery.

After lunch in a large marquee alongside the track we came out into the glorious sunshine again and deciding that discretion is better than valour, we took a 2 c.v. Citroën, thinking to do a single quiet lap, just to play ourselves in again. Unfortunately, two deadly rivals, who work for equally sporting monthly journals, had the same idea, and for two glorious laps a trio of 2 c.v. Citroëns engaged in unholy battle and at the end we all three called a truce, raised our hats to Mr. Citroën and decided that he knows all the answers to the needs of the everyday motorist. The 2 c.v. may not be fast, but it is incredibly safe and enormous fun to drive, and these two attributes alone are rare these days. Remembering the drophead 403 before lunch we took a perfectly normal 403 Peugeot saloon, just to convince ourselves, and came across another Dauphine lying very bent in a ditch. Preferring to use all our feet when motoring we enjoyed the normal 403 more than the one with the Jaeger automatic clutch, but the quicker gear-changes found us still changing up from third into second, when really scratching, just as we had done on the road-test car last winter. In spite of that the 403 rates as being the best normal family saloon that we have driven for a long time, having as it does a remarkable turn of speed, an unburstable engine and handling characteristics that are difficult to fault, even when sideways on along the grass verge through over-dicing. Feeling that perhaps we were becoming unfaithful to Mr. Citroën we then went out in an ID19, the " cooking " version of

the DS, having manual gear-change, no power steering, and other minor lack of refinement—in fact, a Woolworth's model. Like its expensive sister it puffed and wheezed through its suspension as we enjoyed ourselves on the twists and turns of the Montlhéry road circuit, but we found the manual gear-change incredibly quick, especially from third to top at peak revs., and we liked the more positive feel of the manual steering. In total we felt just a little bit more in command of the ID when on the limit, but the price to pay was physical exhaustion after two laps, compared with the ease of three in the DS. We saw another Dauphine on its side in the ditch.

As the day was drawing to a close we hurriedly took the offer of one fast lap in the passenger seat of a production D.B. Panhard coupé, of the Gran Turismo type that does so well in rallies. The driver was Gerard Laureau, one of the better D.B. specialists and the trip was nothing short of incredible. He was very brave and kept the power from the D.B. tuned flat-twin Panhard engine, full on through the corners with a result that would be difficult for a much more powerful sports car to have equalled. The D.B.s are certainly specialists' cars, like Porsches, or 300SLs, and just as a demonstration by von Trips, or Uhlenhaut, leaves you breathless, so Laureau left us breathless. In an attempt to regain our sense of proportion we decided to take a Renault, and there being a rather obvious shortage of Dauphines, we set off in a Fregate. It was not long before we wished we had not done so, for it struck us as a rather gormless vehicle, with very little character and hardly anything to commend it, unless it costs very little money. Its steering column gear-change was worse than the worst atrocity perpetrated by Longbridge before B.M.C. saw the light and returned to gear levers. and it was noticeably gutless. Perhaps it was just a bad example of the Fregate, there was not time to try another.

To conclude the day and leave us with rosy memories of the French Automobile industry we had a last final dice in another ID19 Citroën this one being not quite so austere as the other in the way of interior trim. Somehow we got mixed up with the other ID and one of the DS models, so that our day ended by finding the absolute limit of cornering and stability of these remarkable French motor cars, and we ended our day's motoring very impressed. The journey back to Paris, through the evening traffic, was done five up in a Simca Ariane Four, driven by a Parisian taxi driver of 26 years' standing, and a wonderful sense of humour. If anyone suggests that high-speed traffic driving is a myth in Paris, don't you believe them.

After such a first-class day, provided by the French Press and the French industry, the Saturday spent at the Salon came as an anti-climax. However, remembering how the Salon is always full of the interesting and unusual, the sporting and sophisticated, as well as the normal new cars, we entered the Grand Palais with keen anticipation. But we were wrong, for there was a rather dull and depressive air about the Salon this year. The number of unusual foreign makes was down to a bare minimum, " one off " " specials " were almost non-existent and the exotic and bizarre had gone completely. Last year there had been a distinct suggestion that the face of the Salon was changing rapidly and this year that suggestion was confirmed. So little was absolutely new that by walking the length of the Champs Elysees you could have seen most of the vehicles that were at the Show. In addition, the competition cars had almost disappeared and few and far between were the actual winning or record cars, still in their battle dirt, that used to be a feature of the freedom of the Paris Salon. It was not an outstanding motor show. However, all was not lost for David Brown had the new and exciting DB4 Aston Martin on his stand, with its 3.7-litre engine, coil and wishbone i.f.s. and disc brakes ; in fact, the car that we depicted in " Continental Notes " as long ago as October, 1957. Just nearby was another " first time out last year " car, the Lotus Elite, now being handled in France by Jacques Savoye, the man who used to race Singers before the war. A single Elite was on show, with r.h.d. and painted an unfortunate shade of blue, but nevertheless looking most desirable. Next door to Lotus was a minicar that almost made us believe in these things, for it was a Gran Turismo coupé version by Bertone of the N.S.U. Prinz, and when we looked at the 600-c.c. o.h.c. twin-cylinder air-cooled engine we began to wonder, but then our gaze fell upon the ordinary box-like four-seater Prinz and minicars were *out*. On the Alpine stand were shown two of the Gran Turismo 4 c.v. Renault conversions, one a lovely scruffy looking one, just as it had finished the Tour de France driven by Michy and Rambaud and the other a brand new and sleek version of the same thing. These little cars, with their plastic two-seater coupé bodies, are most pleasant and on the other side of the hall was an Italian version of the same thing that positively made the mouth water. This was the 750-c.c. Abarth-Zagato, built around Fiat 600 components, and it must surely be the fastest and smallest Gran Turismo car yet conceived. Carlo Abarth, of Turin, now has a twin overhead camshaft cylinder head to fit the basic Fiat block, the camshafts being driven by chain and there are two enormous double-choke downdraught Weber carburetters feeding into vertical inlet ports down the centre of the head, as on the old B.M.W. or the Lancia Aurelia. With the normal Abarth conversion of the pushrod 600 Fiat engine in the Zagato coupé these little cars are good for well over 90 m.p.h., so that more than the 100 should come up with the twin-cam engine. If we must have little motor cars then this Abarth-Zagato is the way to build them, and Mr. Bibendum was so impressed that he had made some special 135 by 305 Michelin " X " tyres for this little roadburner.

Whereas Maserati could always be relied upon to show a fierce sports car or a Grand Prix car, this year there were only two of the production 3½-litre drophead coupés, which they refer to as Gran Turismo, but we consider to be " roadsters." While on the subject of roadsters we admired an open two/four-seater DS19 Citroën with special body by Henri Chapron, having only two doors and being delightfully smooth and devoid of frills. Alfa-Romeo were also exhibiting a new roadster, on the new 2,000 chassis, and it was a two-seater on the general lines of the Giulietta Spyder, but rather more ornate, and almost unnecessarily so when compared with " little-sister." As out-and-out sports cars, the British industry was well represented, with the twin-cam M.G., the open XK150 Jaguar, the Austin-Healeys, Triumphs and the A.C. Bristol. There was a Le Mans DB open two-seater, a complete chassis of one of these cars, and the neat little production coupés with their perspex roofs and zip-fastened sun blinds on the inside. Facel Vega had a beautifully finished chassis on show, as well as the complete cars, and disc-brakes were being offered which should solve some of the problems concerned with this very high-performance luxury car. Having despaired of producing the Lago-Talbot with V-8 B.M.W. engine, as exhibited last year, the now rather old-fashioned coupés from Surenses were fitted with an even older engine, the 22-h.p. V-8 Ford from the dark ages. On the Rover stand there was a rather obvious gap just where we had hoped to see the new 3-litre Rover, but nearby were two sleek Ferraris to make up for it, these being 3-litre V-12 models, one roadster and one coupé, though rumour had it that a 4.9 Super America was on its way. Bristol were showing their 2.2-litre 406 model, announced some while ago, and the adjacent Porsche stand was most unimpressive; a Carrera looking rather like a Christmas tree, with American-type chromium double bumpers, white-wall tyres and a rather flashy paint job, while the normal drophead coupé now has seats with fixed squabs, just when Jaguar, and many others are offering Reuter adjustable seats. This was clearly a " Woolworth's Porsche."

There was nothing like the usual number of interesting mechanical exhibits, such as working models, engines, chassis and suspensions, nor were there any American Dream cars, but Peugeot had an excellent sectioned 403 engine and Renault had a Dauphine coming sideways down a snowy mountain in the Monte Carlo Rally, so realistic that we thought we noticed the snow melting as the crowds grew larger and raised the temperature of the Grand Palais. If nothing else, 1958 will mark an epoch in the history of Citroën, for the original type of Traction-Avant that has been a familiar face since 1935, has at last gone for good. All possible models are now to DS or ID specification, including the last word in practical shooting-brakes, and a diplomat's car with a complete office in the back compartment. Of course, the little 2 c.v. is still about the place, but full production of Citroën has changed over to these two revolutionary vehicles in a surprisingly short space of time, indicating masterful planning and engineering.

Most years the Paris Salon has been well worth a visit, but this year we did not think so, there were interesting and nice cars, but the overall standard was not its usual height.

This left us a little sad, so the day after, on the Sunday of our Paris week-end, we went to Montlhéry to see the Coupe du Salon meeting, but the rain poured down incessantly, the racing was dull, and our cup of despair filled to overflowing and splashed down into the puddles of rain. There was a match race between a collection of Panhard-engined " Monomills " and a team of Italian Junior Formula cars, being publicised as a Franco-Italian duel, but it was won by a Portuguese driver ! However, he was driving a Stanguellini which from a distance looks like a little Vanwall, and goes pretty fast, but the Monomills were their usual depressing selves. Then came a mixed Gran Turismo race which was enlivened by a brief duel between Bianchi, the co-driver to Gendebien in the Tour de France, driving the winning 250 G.T. Ferrari, and Schild, a Swiss driver in a similar car. Hicks kept his Lotus XI Grand Tourer (!) in fourth place, between Bourillot's Ferrari and Jose Behra's Porsche Carrera, which was a good effort in view of the wet conditions and the rest followed behind at varying intervals.

Continued on next page.

ACTIVITY AT HARLEYFORD

THE winding and steep drive in the grounds of the Harleyford Estate, on the banks of the Thames near Marlow, has been the scene of numerous small club sprint meetings throughout the summer, and recently we took the opportunity to attend two meetings at this new venue as a competitor. A timed section as long as 800 yards, including a sharp right-angle bend, a fast climbing left-hander and a very fast sweeping right hand curve can be included in this delightful little hill, in a country club setting on the Estate.

The first meeting we went to was on September 21st when the 750 Club in conjunction with the Hants & Berks and United Hospitals Clubs ran an event for open and closed cars. This meeting was over the long course, with starting-spoon and beam finish timing, and being primarily 750 Club there was a fine turn-out of Austin Seven Specials and 1,172-c.c. Specials, the majority of the entry comprising home-built cars, with a delightful air of informality and sprint-racing just for the sheer fun of the thing. Unfortunately rain halfway through the afternoon spoilt the chances of many of the competitors competing against the Ford Ten-engined cars that ran in the dry. Sydney Allard opened the course with his Steyr-engined sports Special, while Rivers-Fletcher made a demonstration run with his Cooper-vee twin J.A.P.

The following Sunday, September 28th saw us visiting this pleasant venue once more, this time in fine weather, on the occasion of the London Motor Club's meeting. The course was shortened to a point just before the final fast bend, and the finish was timed by rubber strip. Essentially a " members only " meeting this event was a model of organisation, plastic numbers supplied by Speedwell (Sprinzel being Assistant Scrutineer) were stuck on the cars upon arrival and removed again at the end of the meeting, so that the competitor had no worries at all about painting or removing numbers from the car. In addition a traffic-light system of " course clear " signalling worked admirably, enabling two practice and two timed runs, with a lengthy lunch break in between, to be completed well before the end of the afternoon. While the last class was completing its second runs the provisional results were being typed and duplicated and by the time the last man returned down the hill the complete results were available for all competitors and the Press, so that visitors left with a very good impression of the organisation behind the London Motor Club. Unlike the 750 Club, the London Motor Club tried to classify cars by C.S.I. groupings, which does not really work for Club events—sports cars have to mix with Gran Turismo cars and comparatively harmless vehicles like Nash Metropolitans and Karmann-Ghia VWs have to compete against Porsches.

Remarkable in this meeting was the variety of fast cars, no particular type having great domination, and also the complete absence of Lotus cars, obviously not held in favour by members of the London Motor Club.

In the results listed below the times for the two meetings bear no comparison, the two courses being of different length, which is unfortunate. Attendance as a competitor at almost any small sprint meeting these days gives rise to a growing realisation that some sort of uniformity might be desirable, as far as regulations are concerned. Harleyford has proved extremely popular this season with events run by the the Jaguar D.C., the Allard O.C., the Surrey Sporting M.C. and many others.—D. S. J.

Results :

750 MOTOR CLUB

F.T.D. : J. Derisley (Lotus 7)		30.9 sec.
Fastest Austin Seven : J. S. French (Simplicity)		33.5 ,,
Fastest 1,172 c.c. : J. Derisley (Lotus 7)		30.9 ,,
Eight Fastest Climbs :		
1st : J. Derisley (Lotus 7)		30.9 ,,
2nd : D. Hitches (Lotus 7)		31.0 ,,
3rd : F. Tiedeman (Millecent 1,172)		31.1 ,,
4th : D. Loveridge (Lotus 7)		31.3 ,,
5th : P. Rhodes (Lotus 7)		32.9 ,,
6th : E. Martin (Ford Special)		33.4 ,,
7th : J. S. French (Simplicity)		33.5 ,,
7th : J. Burry (Lilfo 1,172)		33.5 ,,

* * *

LONDON MOTOR CLUB

F.T.D. : J. Beckaert (H.W.M.-Jaguar)		22.85 sec.
Fastest Small Saloon : M. B. Everley (Hillman, modified)		29.29 ,,
Fastest Large Saloon : D. J. Uren (Jaguar 3.4, modified)		27.06 ,,
Fastest Small G.T. : R. F. Pierpoint (Frazer-Nash 1,971 c.c.)		25.97 ,,
Fastest Large G.T. : D. B. Farrell (Allard-Cadillac J2)		24.28 ,,
Eight Fastest Climbs :		
1st : J. Beckaert (H.W.M. Jaguar)		22.85 ,,
2nd : D. B. Farrell (Allard J2)		24.28 ,,
3rd : E. G. Brown (Jaguar XK120)		25.41 ,,
4th : P. Westbury (MGW Special)		25.80 sec.
5th : R. F. Pierpoint (Frazer-Nash)		25.97 ,,
6th : F. Dennis-Dent (Jaguar XK140)		26.37 ,,
7th : D. Jenkinson (Porsche 1,600)		26.40 ,,
8th : Mrs. S. Farrell (Allard J2)		26.74 ,,

RECENT RESULTS

AVUSRENNEN—September 21st.

Formula II :

1st : M. Gregory (Porsche) ...	1 hr. 36 min. 52.4 sec.—105.7 k.p.h.
2nd : J. Russell (Cooper)	1 hr. 39 min. 16.6 sec.
3rd : J. Braham (Cooper)	

Sports 1,500 c.c. :

1st : J. Behra (Porsche)	1 hr. 36 min. 02.0 sec.—107.3 k.p.h.
2nd : J. Bonnier (Borgward) ...	1 hr. 36 min. 03.3 sec.
3rd : E. Barth (Porsche)	
4th : E. Mahle (Borgward)	

This event was a mixed Formula and sports car race run in two heats, with the final results being decided by the addition of the times. Among the British casualties at this high speed race run on the Autobahn and banked track near Berlin, were Allison (Lotus) and Wicken (Cooper), who collided and damaged their cars, and Burgess (Cooper) who crashed heavily.

PARIS WEEK-END—Continued from page 738.

The race of the day for the Coupe du Salon was for Formula II cars and saw Russell, Brabham, Barclay, Ballisat, Vidilles, Marsh, on Coopers, Bueb with his Lotus and Parkes with the interesting and beautifully made Fry-Climax. Needless to say, all eight competitors were using twin-cam Climax engines. The Fry disappeared on the opening lap, Bueb was left behind by the Coopers, and Russell, Brabham, Marsh and Vidilles had a good dice for a few laps. The race was over 20 laps of the 6.291 kilometre circuit, which does not include the steep twisty bits at the end of the Montlhéry road circuit, and after Vidilles had gone off the road, and Marsh had retired Russell led Brabham by a comfortable distance with the remainder tailing along behind. Bueb retired and Ballisat was lapped, so that the race resolved into a drawn out procession with only four cars running, and Russell came home the winner.

It really is unfortunate that such a wonderful road circuit as Montlhéry has to be wasted on small " club-type " meetings, but the Union Sportive Automobile, who run the Coupe du Salon, are a small concern who cannot afford to do more. If some of the money that is squandered at Reims and Le Mans could be put into the Montlhéry road circuit and we had the French Grand Prix there, that race might regain its status as the oldest classic.

In teeming rain we joined the throng of traffic returning to Paris from its day out in the country, not at Montlhéry, but down in the Loire valley, and early next morning in perfect weather conditions we flew back to London, the view of southern England and northern France at the same time from a height of 14,000 feet being truly wonderful, as was the sunshine that greeted us at London Airport. —D. S. J.

Results of Coupe du Salon Races :

Formula II—20 Laps—125.8 Kilometres—Wet.

1st : J. Russell (Cooper-Climax) ...	53 min. 29.9 sec.—141.110 k.p.h.
2nd : J. Brabham (Cooper-Climax) ...	53 ,, 48.4 ,,
3rd : N. Barclay (Cooper-Climax) ...	55 ,, 47.0 ,,
4th : K. Ballisat (Cooper-Climax) ...	1 lap behind.
Fastest lap : J. Russell (Cooper)	2 min. 37.2 sec.—144.068 k.p.h.

* * *

Gran Turismo—12 Laps—75.5 Kilometres—Wet.

1st : L. Bianchi (Ferrari 250 GT) ...	33 min. 57.0 sec.—133.417 k.p.h.
2nd : J. P. Schild (Ferrari 250 GT) ...	34 ,, 21.6 ,,
3rd : C. Bourillot (Ferrari 250 GT) ...	35 ,, 22.1 ,,
4th : R. Hicks (Lotus XI)	35 ,, 05.1 ,,
5th : J. Behra (Porsche Carrera) ...	36 ,, 20.1 ,,
6th : P. Berney (Giulietta-Zagato) ...	36 ,, 48.0 ,,
Fastest lap : L. Bianchi (Ferrari)	2 min. 46.2 sec.—136.267 k.p.h.

CASTROL ANTI-FREEZE

After a long period of experiment, C. C. Wakefield & Co. have introduced Castrol anti-freeze, with exclusive anti-corrosive elements, they tell us, which will prevent this addition to the coolant causing corrosion within the engine. Those of our readers who, like the Editor, use Castrol oil exclusively in their personal cars but who, unlike the Editor, have cylinders surrounded by water, will no doubt have the same faith this winter in Castrol anti-freeze as they have in this famous brand of lubricating oil.

The Cars at Earls Court

A.C. **Stand 165**

There are no new models from A.C. on the Stand this year and the display will consist of two Ace open two-seaters, two Aceca coupés and an exhibition chassis as shown last year. The 120-b.h.p. Bristol engine continues as an alternative to the 90-b.h.p. A.C. engine.

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

★

ALFA-ROMEO **Stand 134**

A new model is added to the delectable range of cars exhibited by this famous Italian marque ; this is the 2,000 Spider Cabriolet which is of monocoque construction with body by Touring of Milan. It is fitted with a 2-litre, twin o.h.c. engine giving 115 b.h.p. at 5,800 r.p.m. and endowing this occasional four-seater with a top speed of 112 m.p.h. A six-seater saloon version of this car is available but is not exhibited at the Show. Four versions of the popular Giulietta model are on display with slightly modified radiator grilles and an increase in power from 65 b.h.p. to 80 b.h.p.

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

★

ALVIS **Stand 149**

The Graber-designed 3-litre Alvis continues virtually unchanged externally, but the coachwork will now be made in this country by Park Ward of London. Detail changes have been made in the specification and the price has been reduced on both the saloon and the drophead coupé.

Alvis Ltd., Holyhead Road, Coventry.

★



MORE POWER.—The Star Sapphire has more power than the 346. Visible external differences are modified bonnet and rear mudguard spats.

ARMSTRONG SIDDELEY **Stand 158**

The new Star Sapphire will be introduced at the Show. This car is basically similar to the 346 Limousine which continues unchanged but is fitted with a 4-litre engine developing 165 b.h.p. at 4 250 r.p.m. Disc brakes are fitted at the front with drum brakes at the rear, while power steering and automatic transmission are standard features. Two of these cars will be exhibited along with one example of the 346 Limousine.

Armstrong Siddeley Motors Ltd., Parkside, Coventry.

★

ASTON MARTIN **Stand 164**

Centre of attraction for all enthusiasts will be the new DB4 sports saloon, although with a price tag of nearly £4,000 few will be able to afford one. Its Italian styling is evident in every line and indeed only the radiator grille serves to distinguish the car from many Maserati and Ferrari coupés. With a 240-b.h.p. 3.7-litre engine the DB4 should prove formidable in Gran Turismo events. One car in pale primrose is on display together with a DB3 saloon and a drophead coupé; one of the 3.7-litre engines is exhibited separately.

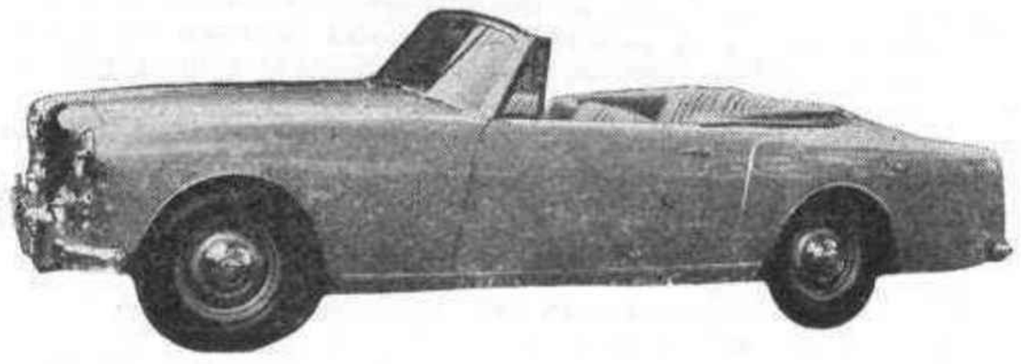
Aston Martin Lagonda Ltd., Hanworth Park, Feltham, Middlesex.

★

AUSTIN **Stand 157**

The Farina-styled A40 is the only new Austin at Earls Court and will be shown alongside the existing range of A35, A55, A95 and A105. Using existing mechanical components the A40 is an attempt to combine the qualities of the saloon car with those of the estate car. The engine is the 948-c.c. unit as used in the A35, and most of the other components are taken from the A35.

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



PARK WARD are now engaged in building the bodywork of the Graber-designed 3-litre Alvis, in saloon and drophead form.

★

AUSTIN-HEALEY **Stand 122**

The latest model in the Austin-Healey range, the Sprite, will be on display for the first time although it is by now well known to most enthusiasts. At £686 it is one of the cheapest sports cars on the market. Its big brother, the Austin-Healey 100-Six, will also be displayed.

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

★

BENTLEY **Stand 167**

The Series " S " Bentley continues virtually unchanged for 1959 although the various body builders will be offering variations on the basic chassis on their own Stands at the Show.

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

★

BERKELEY **Stand 172**

The Berkeley will be shown in its 328 c.c. and 492 c.c. de luxe forms as already well known to enthusiasts, with only minor alterations and improvements to its specification. A four-seater model is in course of preparation.

Berkeley Cars Ltd., Hitchin Street, Biggleswade, Bedfordshire.

★

BORGWARD **Stand 127**

Famous for the high speed obtainable from its 1½-litre engine and the excellent roadholding given by its independent rear suspension the Borgward continues with few changes for 1959. Main changes are a modified rear wing incorporating reversing lights and slightly enlarging the boot. The diamond *motif* in the radiator grille will become smaller. Stabilising fins are now an optional extra on the Isabella TS fixed head coupé.

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

★

B.M.W. **Stand 128**

Once again the B.M.W. range remains virtually unchanged except that the " 502 " saloon is now available with the 162-b.h.p. engine as fitted to the " 503." When so equipped it will be known as the " 502-Super." The " 507 " sports model is still only available with left-hand drive.

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



ITALIAN STYLING.—Having secured the exclusive services of Pinin Farina for Great Britain, Austin have recently introduced his first design—the A40. Opinion varies as to whether it was necessary to go to Italy for this design.



HANDSOME NEW 406.—Disc brakes are now provided on all four wheels of the 2.2-litre 406.

BRISTOL **Stand 151**

Two examples of the recently introduced type "406" model are shown on this Stand. Main changes in chassis specification from the "405" are the provision of Dunlop disc brakes for all four wheels and the enlargement of the engine from 2 litres to 2.2 litres. The bodywork has been completely redesigned and a novel feature is the provision of a compartment behind the nearside front wheel which houses the spare wheel. A similar compartment on the off side holds the battery and windscreen washer reservoirs.

Bristol Cars Ltd., Filton House, Bristol.

★

BUICK AND CADILLAC **Stand 138**

The 1959 Buicks are even longer, lower and wider than last year's models, and the whole range has been restyled, the main change being the huge flared tail fins known as "delta wings." Technically the main innovation is the use of pneumatic springs on the rear axle. More power is the order of the day for Cadillac, 345 b.h.p. being available from some engines. New body styles are also introduced, the emphasis being on larger tail fins and a dummy rear grille.

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

★

CHEVROLET **Stand 132**

Chevrolet are introducing one new model for 1959 which is the Impala four-door saloon. The Bel-Air models continue unchanged for 1959.

B and C Concessions, Ltd., 77, St. Martin's Lane, London, W.C.2.

★

CHRYSLER **Stand 139**

The Chrysler which was one of the less gaudy of the American cars has succumbed to the general trend and the front end treatment is once again of the chromium-plated variety.

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

★

CITROEN **Stand 150**

Although several new versions of the DS19 have been introduced in France only the normal model will be displayed this year. The ID19 which has less automatic controls than the DS19 makes its Show debut although it has been on sale in this country for some time.

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

★

D.A.F. **Stand 112**

Holland's only car, the D.A.F., makes its bow at the Motor Show and will undoubtedly cause a great deal of interest among enthusiasts. With its 22-b.h.p., 600-c.c. flat-twin air-cooled engine and revolutionary Variomatic transmission incorporating belt-drive it is certainly of advanced design. With seating for four people and luggage space to match the D.A.F. is definitely a lusty "baby."

Van Doorne's Automobielfabriek N.V., Eindhoven, Holland



LIMOUSINE.—One of the few limousines in production, the eight-seater Daimler has an improved driving compartment this year.

DAIMLER **Stand 142**

The Majestic makes its debut at Earls Court, the main changes from previous Daimler practice being the fitting of disc brakes on all four wheels and automatic transmission as standard equipment. Only other model to be shown is the DK400/A Limousine which has had more attention paid to the driver's comfort since this seat will usually be occupied by a chauffeur. The One-O-Four saloon continues unchanged.

The Daimler Co., Ltd., Coventry.

★

DODGE AND DE SOTO **Stand 140**

The Dodge and De Soto range has had the usual face-lift with rather less ornamentation than most cars of the type. Pneumatic rear springs are featured.

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

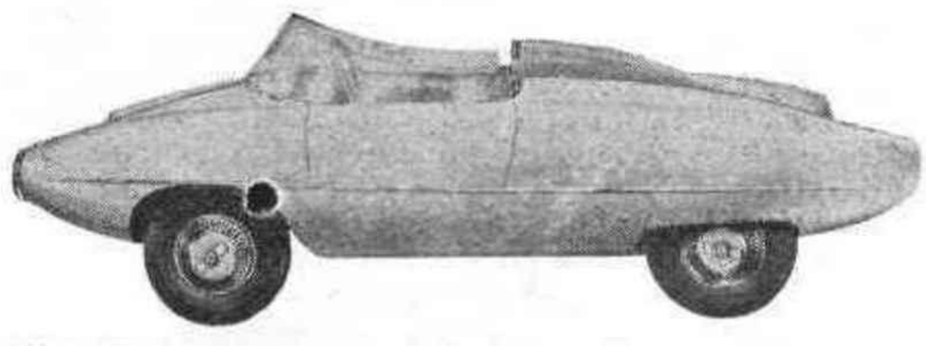
★

FACEL **Stand 126**

Facel-Vega models for 1959 will be the HK500 two-door saloon and the Excellence four-door pillarless saloon. These French luxury cars are to be powered by a new Chrysler engine, the 6-litre Typhoon which develops 360 b.h.p. (American) at 5,200 r.p.m. The "Achilles heel" of the Facel, the brakes, are still of the drum type although Dunlop disc brakes are available as an extra along with power steering, air conditioning, and automatic transmission.

H.W. Motors, Ltd., Walton-on-Thames, Surrey.

★



90 M.P.H. is the speed claimed for the new Friskysprint which makes its debut at Earls Court this year. The bodywork is to Appendix "C" regulations.

★

FERRARI **Stand 118**

Through his connection with Scuderia Ferrari, Mike Hawthorn has been appointed Ferrari agent for Great Britain and will be showing a 250 GT Coupé with body by Pinin Farina. This car has the 3-litre V12 engine which develops 240 b.h.p. at 7,000 r.p.m. on a compression ratio of 8.5 : 1 and using triple Weber carburetters. A maximum speed of 140 m.p.h. is claimed for the Ferrari in standard trim.

T.T. Garage Ltd., Farnham, Surrey.

★

FIAT **Stand 141**

The Fiat range is virtually unaltered for 1959 and most models from the tiny "500" to the "1,900" saloons will be displayed at Earls Court. Slight modifications have been made to the "500." A convertible version is available.

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

★

FORD **Stand 144**

From the Popular to the Zodiac the Ford range will be unchanged at the Show, despite rumours of new versions of the Popular, Anglia and Prefect.

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

★

FORD (American) **Stand 131**

Following the general trend in America the Ford range for 1959 which covers 17 models will be longer, lower and wider than last year's models but with less chromium plating and ornamentation. The new Thunderbird and Lincoln are also shown on this Stand.

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

FRAZER-NASH **Stand 128**

The Frazer-Nash has been slightly altered from last year and can be seen in coupé form. The V8 B.M.W. engine develops 140 b.h.p. at 4,800 r.p.m. As these cars are custom-built the specification varies considerably.

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

★

FRISKY **Stand 117**

One of the few new cars to interest the enthusiast this year is the Friskysprint competition two-seater with bodywork complying with Appendix "C." It is fitted with the three-cylinder 492-c.c. Excelsior two-stroke engine which gives off 30 b.h.p. (gross) at 5,700 r.p.m. on a compression ratio of 8.25-to-1 and fitted with three Amal carburetters. Suspension at the front is independent by wishbones and coil springs, and the rear end is fitted with independent swing axles and coil springs. With a weight of around 6 cwt. the Friskysprint should be capable of over 90 m.p.h. and not content with this the makers are hoping to produce a 700 c.c., 115 m.p.h. version at a later date. It should provide formidable opposition in sports-car racing, especially at Le Mans where it could easily take the Index of Performance. The Friskysport convertible and coupé which are fitted with the Villiers 324-c.c. engine will also be shown.

Frisky Cars Ltd., Park Lane, Wolverhampton, Staffs.

★

GOGGOMOBIL **Stand 171**

The fascinating Goggomobil saloon and coupé will be shown at Earls Court. Only minor changes have been made to the specification since last year's models were introduced. The new Super-Gog will also be shown.

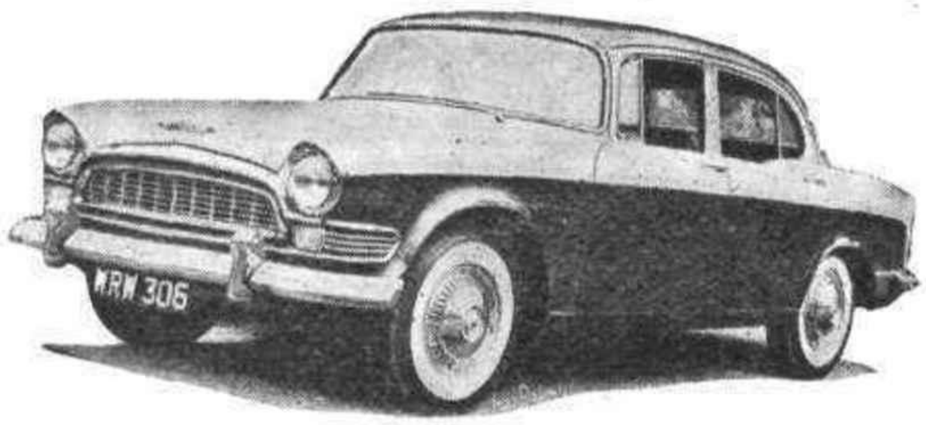
Goggomobil Ltd., 93/95, Old Brompton Road, London, S.W.7.

★

HILLMAN **Stand 162**

The Hillman Minx range is now available with the larger 1,494-c.c. engine which gives 52 b.h.p. at 4,400 r.p.m. Detail changes are also made, the most apparent of which is the restyled radiator grille. The Manumatic system of two-pedal control is available as an optional extra.

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



BIG HUMBER.—Largest car in the Rootes range is the new Super Snipe.

HUMBER **Stand 146**

The new Humber Super Snipe will have pride of place at Earls Court. The new 2.6-litre engine gives 112 b.h.p. and endows the Super Snipe with a maximum speed of 90 m.p.h. Power-assisted steering and automatic transmission are available. The Hawk will also be shown.

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

★

ISETTA **Stand 174**

The Isetta range continues unchanged for 1959 except for a few minor details. Three models are made in Britain, namely the Standard, Plus and the two-pedal models. The "600" saloon is still imported from Germany.

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

★

JAGUAR **Stand 155**

Exhibited for the first time is the new Jaguar Mk. IX saloon. Outwardly similar to the Mk. VIII it is fitted with a 3.8-litre version of the well known six-cylinder twin o.h.c. engine, no doubt developed from the 3.8-litre engines used in sports-car races. Although the power output has been increased to 225 b.h.p. the main object has been to increase the torque low down in the rev. range thus improving the acceleration rather than the maximum speed. Other improvements include disc brakes on all four wheels and power steeering. The Mk. VIII continues unchanged as do the 2.4 and 3.4 saloons. The XK150 open two-seater is now available on the home market. An example of each of these cars is displayed on the Jaguar Stand.

Jaguar Cars Ltd., Browns Lane, Coventry.

★

JENSEN **Stand 169**

The glass-fibre bodied, disc-braked, 4-litre Jensen 541R continues with few changes from last year's model.

Jensen Motors, Ltd., West Bromwich, Staffs.

★

LANCIA **Stand 170**

There are no changes on the Lancia Stand this year, the series consisting of the Appia in saloon and coupé form, the Gran Turismo Aurelia in saloon and coupé form and the American-style Flaminia six-seater saloon. The Appia saloon especially is rather dated in appearance and some new models should soon be forthcoming from the Turin works.

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

★

LOTUS **Stand 123**

The only racing car at the Show can be seen on the Lotus Stand. It is a Formula II car of the type which was introduced half-way through the racing season this year with the Vanwall-like body shape. Alongside this will be two of the Elite coupés which are now going into production after intensive development work during the past year. Externally similar to the cars shown last year many detail improvements have been made such as improving the interior finish and enlarging the boot. One car will be open for closer inspection. The sports/racing cars are not being shown.

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

★

MERCEDES-BENZ **Stand 121**

Main news from Mercedes is that a new fuel injection version of the "220S," the "220SE," will be on display at the Show, which will have a nine per cent. better performance than the "220S." Also on display are the "300" automatic saloon and the "190SL" roadster. The "300SL" is still available and a hardtop has been introduced for the roadster version.

Mercedes-Benz (Great Britain) Ltd., Great West Road, Brentford. Middlesex.

★

M.G. **Stand 154**

The recently introduced "Twin Cam" M.G.A will be on display together with the standard M.G.A which is still in production. The Magnette and Magnette Varitone will also be exhibited.

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

★

MORGAN **Stand 129**

The Morgan Stand will hold five cars, three of them being left-hand-drive examples destined for the U.S. market. Only alterations from last year are on the Plus Four two-seater which now has a wider body and a modified tail treatment.

Morgan Motor Co., Ltd., Picklersleigh Road, Malvern Link. Worcestershire.

★

MORRIS **Stand 160**

Detail modifications only have been made to the Morris range for 1959, the main one being the lengthening of the gear lever in the "1000" model. The Cowley and Oxford are unchanged while the Isis is now out of production.

Morris Motors, Cowley, Oxford.



N.S.U. PRINZ.—Bread and Butter edition of the Sport Prinz.

N.S.U. **Stand 173**

Mouth-watering new model from N.S.U. is the Sport Prinz, which is the high performance version of the four-seater Prinz saloon with bodywork by Bertone, the Italian stylist. With a 30-b.h.p. two-cylinder o.h.c. four-stroke engine and independent four-wheel suspension this car will be high on many enthusiasts' lists for Christmas! Nominally a two-seater but with room for two children the Sport Prinz should reach a maximum speed of about 85 m.p.h. with a fuel consumption of around 50 m.p.g. The price for Great Britain has not yet been released.

N.S.U. (Great Britain) Ltd., 7, Chesterfield Gardens, London, W.1.

★

OLDSMOBILE **Stand 132**

This American make follows the general trend for 1959 of being longer, lower and wider, some of the Oldsmobile models being 18 ft. long. Tail fins and frontal treatment have become even more pronounced.

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

★

PANHARD **Stand 148**

The Dyna saloon and drophead coupé are now to be distributed in Great Britain by Citroën Cars Ltd., and the models on this Stand are being exhibited by this company.

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

★

PEERLESS **Stand 113**

Exhibiting for the first time at Earls Court the interesting Peerless is unusual for a production car in that it has a de Dion rear axle and four-seater glass-fibre bodywork. One of these cars ran steadily at Le Mans to gain sixteenth place this year in the 24-hour race.

Peerless Cars, Ltd., Bath Road, Slough, Bucks.

★

PEUGEOT **Stand 152**

The "203" and the "403" in saloon and cabriolet form will appear on this Stand and will be virtually unchanged from last year's models.

Distributors Peugeot, Ltd., 127, High Street, Croydon, Surrey.

★

PONTIAC **Stand 133**

Two new models are announced from Pontiac to be known as the Bonneville and the Parisienne. The Safari station wagon is one of the longest cars at the Show, being 18 ft. 6 in. long. The double headlamp feature is retained.

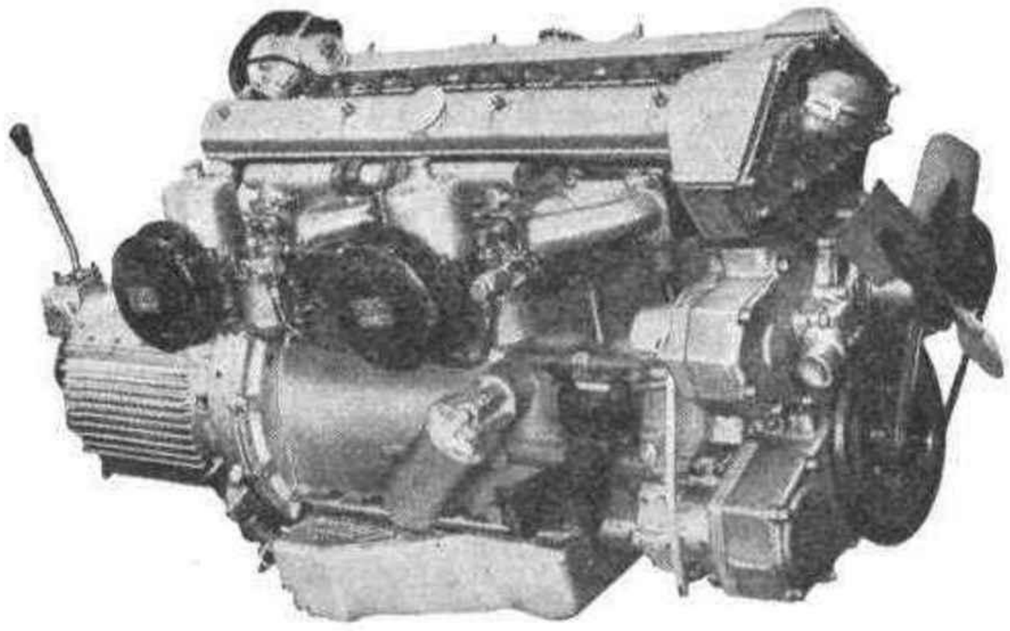
U.S. Concessionnaires, Ltd., Pontiac Works, Jubilee Place, London, S.W.3.

★

PORSCHE **Stand 130**

Basically unchanged for 1959 the only new model on the Porsche Stand will be the D-type convertible model which was introduced in August this year. The bodywork for this model is being manufactured by Drauz, one of Germany's leading coachbuilders.

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



3.7-LITRE.—The Aston Martin DB4 is powered by a race-bred 3.7-litre engine. Compare with the XK150 unit illustrated in last month's issue.

RAMBLER **Stand 136**

Until the advent of the Studebaker Lark the Rambler was the smallest car on sale in the U.S.A. and enjoyed large sales when other manufacturers were having a lean time earlier this year. The two-car range is not greatly altered this year.

Nash Concessionnaires, Ltd., Nash Street, London, W.1.

★

RENAULT **Stand 143**

The handsome new model from Renault, the Floride, will be displayed prominently at Earls Court. Mainly directed at the American market the Floride will nevertheless be available to British motorists later this year. It will be available in three versions—the coupé, cabriolet and hard top. The Floride will be shown instead of the Monte Carlo rally winning Dauphine, although Dauphines will be on view.

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

★

RILEY **Stand 153**

Although the Riley 1.5 is well known on our roads by now it will make its Show debut at Earls Court. Also on display will be the less well known 2.6 model which is a genuine 100 m.p.h. motor car.

Riley Motors, Ltd., Cowley, Oxford.



OPEN 4-SEATER.—One of the prettiest convertibles at the show is the Sunbeam Rapier.

★

ROLLS-ROYCE **Stand 168**

The Silver Cloud standard model and the long wheelbase model continue in virtually unchanged form on the Rolls-Royce Stand, although several variations, notably an open model, can be seen on the coachbuilders' Stands.

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

★

ROVER **Stand 161**

The newest model in the Rover range, the 3-litre, will be displayed together with the existing range of Rover cars. The new engine develops 115 b.h.p. at 4,250 r.p.m. The wrap-round windscreen and restyled front end depart in some ways from the Rover tradition but the new car should be a worthy addition to the range.

Rover Co., Ltd., Lode Lane, Solihull, Warwickshire.

★

SIMCA **Stands 124 and 125**

Both the Simca Vedette range with the 2.4-litre V8 engines and the restyled P60 and Aronde models will be displayed on these Stands. The Aronde models will now have three optional engines made available to customers' choice. No less than twelve different models are to be available.

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

★

SINGER **Stand 166**

A matter of regret for many people is the fact that the overhead camshaft Singer engine is now out of production, and all future models will be powered by the 1½-litre Rootes group engine. The Singer models are basically unchanged except for a new body-flash.

Singer Motors, Ltd., Ryton-on-Dunsmore, Coventry.



IN PRODUCTION at last is the handsome Lotus Elite.

★

SKODA **Stand 116**

The Skoda is the Czechoslovakian idea of a motor car and is produced in three versions. A report of our road test of the "440" appears in this issue, the car having a backbone chassis and independent four-wheel suspension. Other models are the "1,201" estate car and the "450" drophead coupé.

Automotive and Marine, Ltd., The Crown Garage, Albany Street, London, N.W.1.

★

STANDARD **Stand 147**

The Vanguard has taken on a new body style under the influence of the Italian stylist Michelotti, who designed the Frisky. This will be known as the Vignale Vanguard, as this Italian company are carrying out the building of the prototypes. Changes cover the radiator grille, rear end treatment and new type wheels. The remainder of the Standard range continues with few alterations.

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

★

STUDEBAKER-PACKARD **Stand 156**

Two new models are on display from Studebaker, one being the Hawk and the other will be the Regal. The Hawk is a two-door coupé while the Regal is a four-door saloon.

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

★

SUNBEAM **Stand 159**

The rally-proved Sunbeam Rapier Mk. II which was introduced last year continues unchanged for 1959. It is now available as a three-way convertible, and Laycock-de-Normanville overdrive is an optional extra.

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

★

TRIUMPH **Stand 135**

The TR3A which was introduced earlier this year will be unaltered for the Show and continues to offer good value in the sports-car class

Triumph Motor Co. (1945), *Ltd., Canley Works, Coventry.*

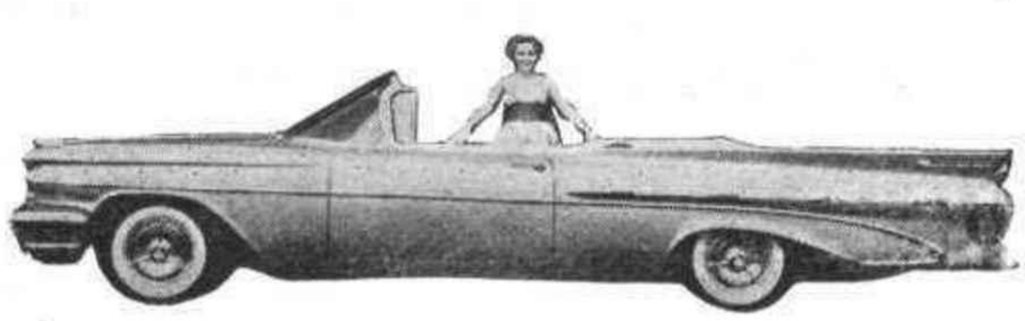
★

UNICAR **Stand 120**

This glass-fibre-bodied economy car is unchanged for its first appearance at the Motor Show.

S. E. Opperman, Ltd., Stirling Corner, Boreham Wood, Herts.

★



PONTIAC BONNEVILLE.—A typical 1959 "Yank."



N.S.U. SPORT PRINZ.—80-m.p.h. version of the Prinz saloon.

★

VAUXHALL **Stand 163**

The popular Vauxhall models will have very few changes for 1959 and the handsome Velox and Cresta will take pride of place in the display.

Vauxhall Motors, Ltd., Luton, Beds.

★

VOLKSWAGEN **Stand 119**

The ubiquitous VW has built itself a reputation all over the world for long engine life in the region of 60,000 miles and good road-holding properties, and despite various rumours the vehicle will appear in the same form as last year.

VW Motors, Ltd., 32/34, St. John's Wood Road, London, N.W.8.

★



LATEST RENAULT.—The Floride, which is aimed at the American market.

★

VOLVO **Stand 115**

The Volvo, which has gained a good reputation in the United States, will be the first Swedish car to be shown in Britain and will soon be on sale here. The only model to be made available will be the "122S" four-door saloon.

Volvo, Aktiebolaget, Gateborg, Sweden.

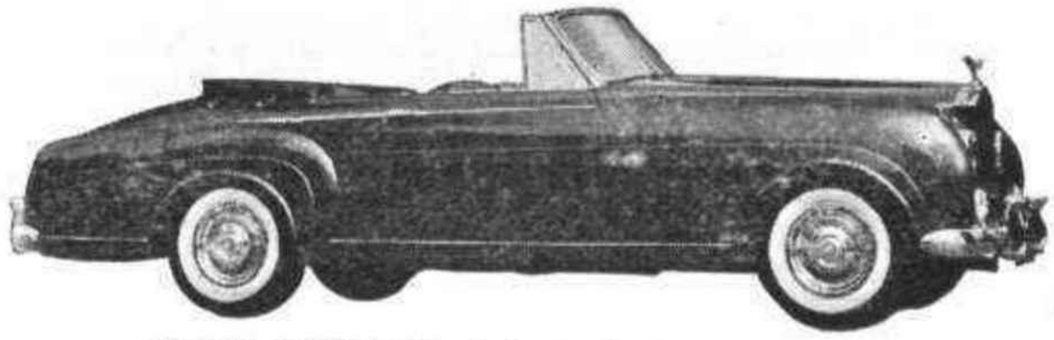
★

WOLSELEY **Stand 145**

The Wolseley 1500 which is similar to the Riley 1.5 will be displayed along with the 15/50 and the 6/90. No changes have been made to these cars since last year.

Wolseley Motors., Ltd., Cowley, Oxford.

★



OPEN VERSION of the Rolls-Royce Silver Cloud

SOME ACCESSORIES AT EARLS COURT

AC-DELCO **Stand 348**

A large display of motor accessories is shown on this stand, consisting of sparking plugs, fuel pumps, oil filters, speedometers, air cleaners, ignition coils and many other electrical components used in the motor industry.

AUTOMOTIVE PRODUCTS CO. LTD. **Stands 369, 372 and 383**

The full range of products of this group continues unchanged apart from the addition of a dry-type Purolator air filter which has been specially designed for use in cars with restricted under-bonnet space. Borg and Beck clutches are shown on Stand 369, while Lockheed drum and disc brakes are shown on Stand 372. Of special interest to the sporting motorist is the vacuum servo unit which is now being marketed by Alexander Engineering as a power braking conversion unit.

AVON INDIA RUBBER CO. LTD. **Stand 206**

The Avon Company introduce their new "Waymaster" all-weather tyre, which is designed to give a continuous grip in mud and snow and on wet or icy roads. The other tyres in the Avon range are continued, including the "Turbospeed," which is designed for the high-speed motorist.

BOWSER, MONKS AND WHITEHOUSE LTD. **Stand 447**

This company, who introduced the first portable "drive-on" car ramps, have increased their range to include such items as the Dynometer—which is a brake and engine efficiency tester—carpets, and a tyre guard which warns the driver when a tyre is below a certain pressure.

DAVID BROWN INDUSTRIES LTD. **Stand 241**

Centrepiece of the display of gearboxes is the S432 four-speed gearbox as fitted to the new Aston Martin DB4. Also shown is the five-speed combined gearbox and rear-axle unit which is used in the DBR2 sports/racing cars. The display also includes a variety of transmission components available to the industry.

C.A.V. LTD. **Stand 249**

A comprehensive display of fuel-injection equipment, both for automobile and marine diesel use, is exhibited along with paper element fuel oil filters and a large selection of electrical equipment, including batteries and spot-lamps.

CAR-COVERALL LTD. **Stand 83**

The sun-roof is becoming all too rare on production cars and the "Webasto" Continental sun-roof conversion can be fitted to almost every saloon car. This is not a sliding roof but can be folded back along the full length of the roof and is completely watertight, so giving some of the advantages of the convertible.

CHAMPION SPARKING PLUG CO. LTD. **Stand 215**

Prominently featured on the Champion stand is the "Plugometer." Made of anodised aluminium, the "Plugometer" shows the condition of plugs against coloured photographs of plugs in various stages of wear. Feeler gauges are attached to the instrument for checking plug gaps.

E. K. COLE LTD. **Stand 94**

Following the general trend this year, a new transistor-powered car radio is displayed on the Ekco stand. The de-luxe model has push-button tuning controls and is available for use with 12-volt batteries only at present.

CORDS PISTON RING CO. LTD. **Stand 354**

Boxed sets of oil-control piston rings are shown on the Cords stand, the keynote of which is "beating bore wear for 21 years," as the company were the originators in 1937 of the dished alloy steel laminated piston ring, which has become so popular in recent years.

DUNLOP RUBBER CO. LTD. **Stands 204, 380 and 489**

Dunlop will not be showing their new racing tyre, the R5, on Stand 204 but will concentrate on road tyres, such as the new Gold Seal, which incorporates a certain amount of nylon in its construction. Visitors to Stand 380 will be able to test the efficiency of Dunlop disc brakes for themselves by sitting in a simulated car and speeding up a wheel to which a disc brake is fitted. Pressure on a brake pedal will show the amount of retardation on a speedometer in front of the "driver."

FERODO LTD. **Stand 297**

Principal exhibits on the Ferodo stand are disc brakes from the main manufacturers fitted with Ferodo friction pads. Also shown is the Tapley meter which is now used to test brakes in over 6,000 garages in Great Britain.

DELANEY GALLAY LTD. **Stand 224**

An RKN safety belt is fitted to a demonstration car seat on this stand and can be tried by visitors. The many different types of heater are on display, mainly being tailor-made for various types of car.

GIRLING LTD. **Stand 317**

An entirely new telescopic damper is on display at the Girling stand. Known as the C.S.V. damper, it has been completely re-designed although it is externally similar to the previous design. Of 1-in. to $1\frac{3}{8}$-in. bore, the damper is suitable for most cars and light commercial vehicles. A full range of disc brake calipers is also exhibited.

GOODYEAR TYRE & RUBBER CO. LTD. **Stand 207**

On display at the Goodyear stand is the new "captive-air" tyre with its own built-in spare. This tyre has an inner casing which the makers claim will carry on for many miles if the outer casing is punctured, so eliminating the need for a spare wheel. The full range of Goodyear products is also displayed.

HEPWORTH AND GRANDAGE LTD. **Stand 331**

Exhibited on this stand is a large range of Hepolite products, including pistons, cylinder liners, valve-seat inserts and piston rings. An animated display covers the Oilmaster piston-ring set and the new Hepocrom ring, which are aimed at delaying a rebore for several thousand miles.

LAYSTALL ENGINEERING CO. LTD. **Stand 231**

Main interest on this stand for enthusiasts is the dynamic balancing of crankshaft and flywheel assemblies. Crankshafts from such engines as the Coventry-Climax and Aston Martin are displayed, together with the well-known Cromard steel cylinder liners. Cylinder head and port polishing facilities are also exhibited.



The new Lucas S7 battery which dispenses with the need for unscrewing vent plugs.

J. LUCAS LTD. **Stands 205, 251 and 316**

Pride of place on the Lucas stand is given to the new S7 battery, which has a one-piece venting system, doing away with the need to unscrew plugs for servicing purposes. Also new this year is a hub-cap reflector and three new lamps, which supplement the existing range.

MARCHAL DISTRIBUTORS LTD. **Stand 392**

New on the Marchal stand this year are the new " Uni-Visorims," which are a matched pair of fog- and driving-lamps to replace existing flush-fitting side-lights or winking lights, thus giving the advantage of fog-lamps without the necessity to mount them separately. They can, of course, be used as side-lights or winking lights as required. The complete range of Marchal lamps and horns are also on display.

MICHELIN TYRE CO. LTD. **Stand 209**

The roadholding properties of the Michelin " X " tyre is well known to sporting motorists, and these tyres are now to be made available to all motorists. On the stand are examples of 13-in., 14-in. and 15-in. tyres which will fit all modern cars from the Standard Eight to the 3.4 Jaguar.

MORY AND CO. LTD. **Stand 86**

The Mory radiator muff known as the Radblind, which can be operated from inside the car, continues unchanged this year except that the range has been extended to include models for practically every car on the road.

J. NEALE AND SONS LTD. **Stand 427**

On this stand the well-known " Raydyot " lamps are exhibited, including the new flick-on inspection lamp which can be carried on the car.

PHILIPS ELECTRICAL LTD. **Stand 92**

Main exhibits on the Philips stand are the car radio and the battery-operated dry-shaver which gives six weeks' shaving on three 1½-volt torch batteries. Shown for the first time is the fluorescent inspection lamp which was introduced earlier this year.

PIRELLI LTD. **Stand 202**

Mainly of interest to the 100-m.p.h. motorist is the new Cintura tyre which incorporates a rayon cord belt under the tread and around the carcass. It is claimed that this belt controls the shape of the tyre under all possible stresses and thus ensures that the area of tread in contact with the road remains constant. The Cintura tyre has been fitted to the Alfa-Romeo Giulietta in Italy for some time. Other tyres in the Pirelli range continue unaltered.

SERVAIS SILENCERS LTD. **Stand 393**

The well-known straight-through silencers are on display on the Servais stand, including sectioned models which demonstrate the differences between the straight-through and the baffle-plate type of silencer. Also useful is the slotted material which can be bent into shape to make suitable brackets for attaching exhaust pipes to " specials," etc.

S. SMITH & SONS (ENGLAND) LTD. Stands 252, 307, 344 and 345

On Stand 252 can be seen a large range of dashboard instruments as used by many manufacturers, also heaters, batteries, anti-freeze, etc. K.L.G. sparking plugs can be inspected on Stand 344 as used in such cars as Vanwall, B.R.M. and Aston Martin. For the motorist who uses a fast car the F.E. 220 plug will be of interest. This is a hard plug originally used for racing but now available for high-performance production engines.

SOLEX LTD. **Stand 218**

A comprehensive display of carburetters is shown, as fitted to many production cars. Also shown are a number of worn carburetters compared with new examples, demonstrating the places where they become worn.

TRICO-FOLBERTH LTD. **Stand 304**

The latest development in windscreen washers is demonstrated on this stand. This system allows the windscreen wipers to be operated in conjunction with the washers by one-control button. Also exhibited is a large range of mirrors, cigarette-lighters, switches, flasher units and direction-indicators.

WELFIT MANUFACTURING (SALES) LTD. **Stand 180**

On this stand can be seen a large range of car-seat covers, carpets, mats, and travelling rugs. New materials on show include polyurethane foam rayon and moquettes in contemporary designs, as well as the traditional designs such as tartan, ocelot, jaguar, etc.

WICO-PACY SALES CORPORATION LTD. (WIPAC) **Stand 278**

A new item on this stand is a fuel filter which is designed to be inserted into the fuel line simply by cutting about 2½ in. out of the pipe. The filter is made of translucent plastic and contains a sintered bronze element which traps harmful particles and also gives a visual means of ascertaining whether fuel is flowing.

WILMOT-BREEDEN LTD. **Stand 327**

Makers of an extensive range of original equipment for British car manufacturers, Wilmot-Breeden are showing examples of their bumpers, handles, locks, lamps, badges and grilles. Of particular interest is the new freewheeling inside handle which when set to safety enables the handle to be rotated without opening the door. This will be especially helpful where children are carried.

WINGARD (M.A.) LTD. **Stand 362**

New products on the Wingard stand include the streamlined Silverwing exterior mirror, prismatic interior mirror, telescopic roof rack and ladder rack. The remainder of the range of accessories such as lamps, windscreen washers and sun blinds continue unchanged.

WORLD RADIO LTD. **Stand 365**

Transistor-powered Motorola radio sets are on display with push-button tuning controls. Models are available styled for most modern cars, together with rear-speaker kits as necessary.

ZENITH CARBURETTER CO. LTD. **Stand 233**

The latest Zenith and Stromberg carburetters are shown, as fitted to many cars as standard equipment. Also exhibited are the recently introduced gasket packs, which are available for all current types of Zenith carburetter.

HALKYARD (BENTLEY) WINS 1958 "MOTOR SPORT" SILVERSTONE CLUBS TROPHY

The destination of the MOTOR SPORT Silverstone Trophy and a cheque for £75 was decided on September 20th, when the Peterborough M.C. and Northamptonshire M.C. combined restricted race meeting was held on the short Club Circuit in sunny but cold weather.

Surprise winner of the final, a five-lap handicap race for those cars and drivers that had qualified in similar selected races during the season, was H. Halkyard, whose Bentley 4½-litre displayed surprising speed to score an unchallenged win from the Le Mans Replica Frazer-Nash of W. E. Wilks (winner of the Trophy last year) and S. L. Lawrence in a second Bentley 4½-litre.

Governed by regulations designed to give drivers of sports cars of widely differing performances and handling characteristics a chance to compete against each other on more or less equal terms, the race drew a varied field, ranging from the H.W.M.-Jaguar of John Bekaert, which was qualified earlier in the day, and G. Ashmore's D-type Jaguar to the vintage Bentleys, an early Aston Martin and an Invicta among the more venerable machinery.

From the start it was noticeable that the Bentleys were going to be difficult to catch, although Bekaert set about an almost impossible task from the scratch mark to such effect that he had won back half of his 5-sec. handicap from Ashmore after two laps. However, when on the point of challenging, failing brakes caused him to go wide into Becketts Corner and spin on the loose gravel on the exit from the turn; thereafter he was out of the running.

Meanwhile, Halkyard had detached himself from the remainder of the field and was heading for an easy win, while Wilks was cutting through the field in impressive fashion, to take Lawrence on the run-in to Woodcote for the fifth time and qualify for the runner-up's cheque for £40, instead of £15 for third place.

The second highlight in this long day of club racing was the 15-lap scratch race for Formule Libre cars, in which Michael Parkes drove a most distinguished race in the new and promising Fry-Climax. He took the lead from the B-type Connaughts of Radforth and Richardson at half distance, and opened up a sufficiently large gap to retain first position for the remainder of the race, despite suspected fuel starvation which brought the car down virtually to walking pace on its last four journeys through Woodcote Corner. On the form shown during the past season we should see a great deal more from this driver-car combination in the future.—J. B.

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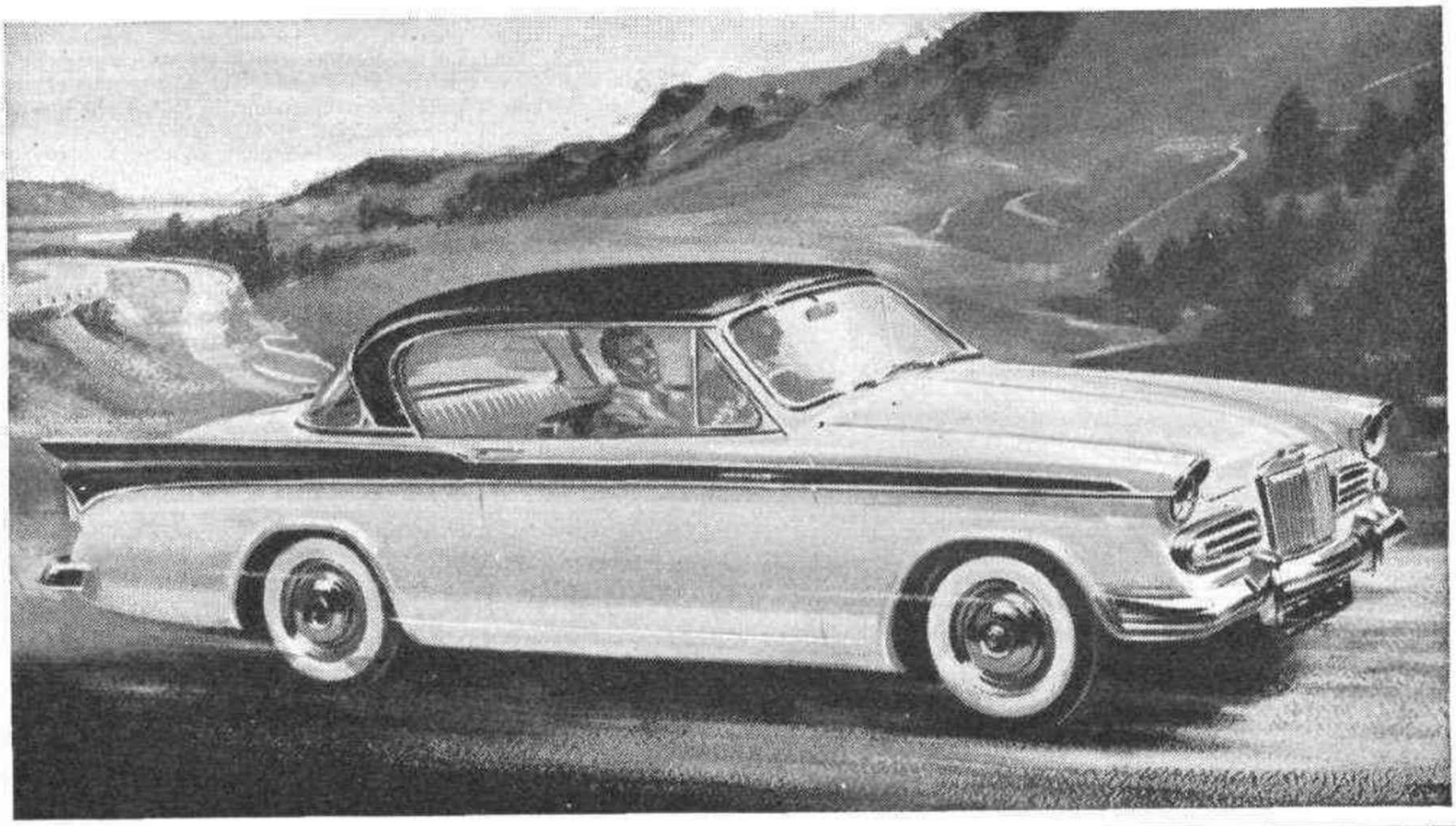
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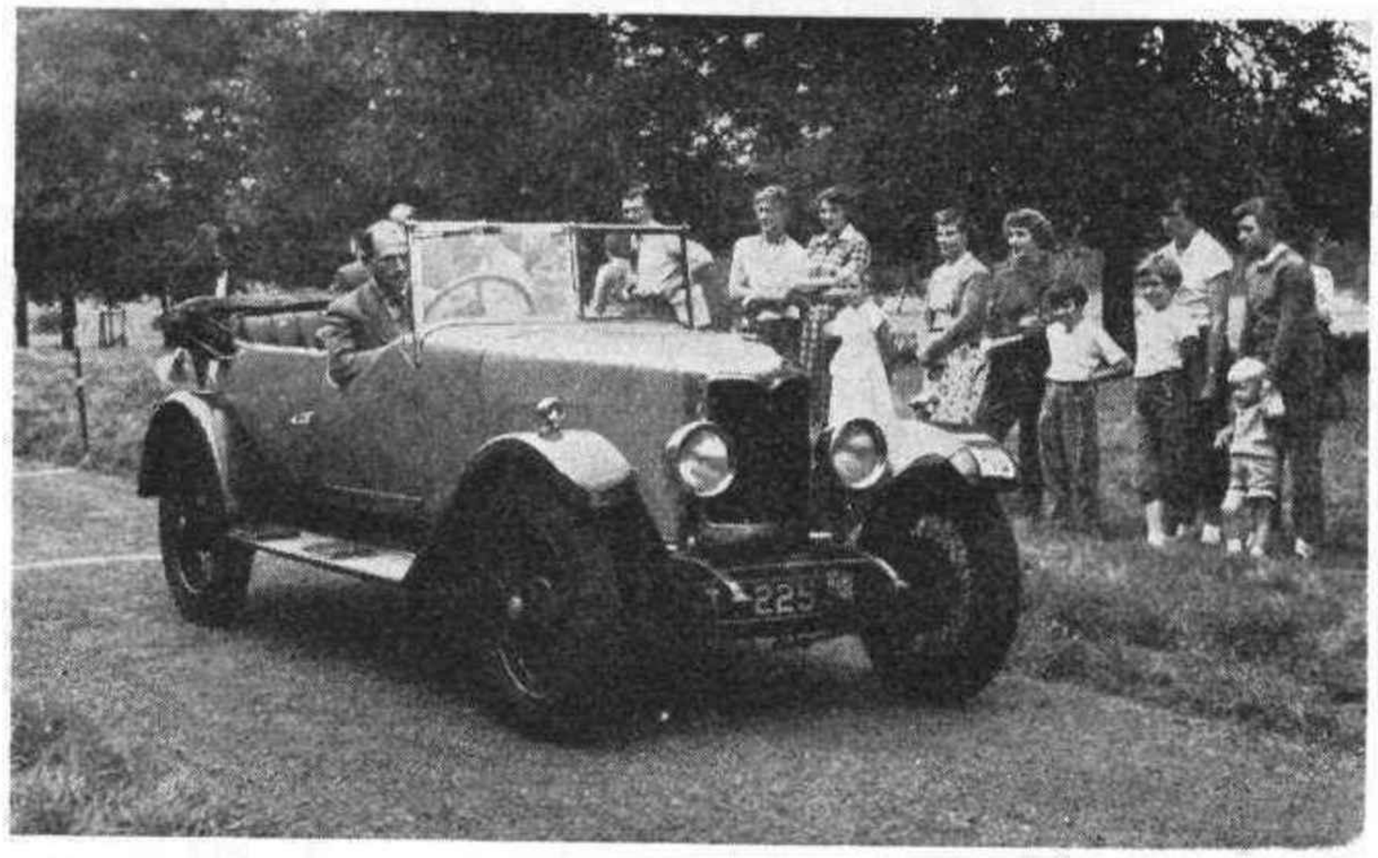
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VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old Car Matters



FORMING A COMPARISON WITH THE PRESENT B.M.C. RILEY, this dignified 1½-litre side-valve 1925 Riley tourer is being driven by its owner, Max Williamson of Stroud.

[*Photo by F. Hook*

THE V.S.C.C. BEAULIEU RALLY (Sept. 21st)

THE V.S.C.C. rally to Palace House, Beaulieu, provided an opportunity to examine some 46 vintage and Edwardian cars assembled in this pleasant setting for a Concours d'Elegance, many of them afterwards taking part in a simple driving-skill shuff'e, and, in the case of the writer, of experiencing the charm of the vintage 9/20 Humber.

The journey to Beaulieu and back was accomplished as passenger to Tim Nicholson in a 1927 four-door saloon version of one of these high-quality and entirely delectable vintage small cars. That this is a light car in the vintage tradition was evident from the upright lines of this compact closed carriage, with its three doors (the driver doing without), sliding windows, " button " Bedford-cord upholstery denoting the de luxe model, and " railway carriage " door handles. The Humber, which has some 44,000 miles behind it, progressed towards Beaulieu at a steady 40 m.p.h. and 36 m.p.g. of the least-costly petrol, riding well in spite of the absence of front s ock-absorbers, and proving to be adequately braked, the r.h. hand- rake acting on the back wheels being employed normally, the foot-l rake, which is coupled to front wheels and transmission, being held in reserve for more urgent retardation. The steering is high-geared but light, the r.h. gear-lever controls a box on which rapid double-declutch downward changes are possible, with a maximum in middle gear of 22 m.p.h. But perhaps the outstanding feature of this delectable light car is its flexibility and low-speed pulling in top gear. No wonder these 9/20s are the most popular cars amongst members of the Humber Register.

Arrived at Beaulieu, following a preview of the fine new museum buildings which are to be opened formally next March, it was possible to examine the splendid assembly the V.S.C.C. had brought together.

There were many beautiful Rolls-Royce cars, Phillips' 1926 40/50 with yellow two-seater drophead coupé body, American-style head-lamps and huge searchlight, being outstanding, but Moorey's 1929 Phantom I Thrupp and Maberley landaulette, one of the last of the PIs, more dignified. Hellongs brought a nice barrel-sided 1927 Twenty tourer, Keller a closed 1929 Twenty. Bendall graced proceedings with his immaculate 1910 touring Silver Ghost, the Edwardians being completed by Hampton's Bugatti " Black Bess," Hutton-Stott's 1913 Lanchester, Mrs. Jeddere-Fisher's well-known Lancia Theta coupé and a bright yellow 10-h.p. 1915 de Dion Bouton tourer, once owned by John Howell and of the type over which Edgar N. Duffield, the motoring journalist, once enthused, telling his readers in his inimitable prose that no car ever served man more staunchly.

Reverting to vintage entries, Mrs. Harwich had a well-kept 20/60 General Motors Vauxhall, one of the first, and although this is usually conceded to be a dull car, its interesting front-brake gear, 14/40-like radiator and American-style central gear-lever, very swept-back, but working in a visible gate, were points of unexpected interest. Of several early Austin Seven tourers, House's 1924 model had the original pattern hood and, like Harry Clarke's, the authentic open hubs.

Standeven's Lea-Francis tourer seemed long enough to house a twin-cam six-cylinder engine but was, in fact, propelled by the trusty Meadows 4ED, Huxham's Morris-Cowley bull-nose was a shapely fixed-head coupé, and Green brought a rare boat-decked 1925 O.M. " Superba." Two outstandingly-smart sports cars were Millar's 1927 twin-cam 3-litre Sunbeam and Barker's rare and scintillating 1930 18/100 Mk. III M.G. " Tiger " complete with external exhaust-system culminating in a vast plated fish-tail, outside hand-brake, and " stop " triangle above a rear wing. Parks' 1927 Singer Junior saloon displayed a domestic picture-gallery inside its windscreen—not, we hope, while he drives it—and Berrisford's beetle-back Super Sports 12/50 Alvis glinted in the sunshine, while Tom Rolt cast a knowledgeable eye over it for non-original aspects.

Amongst interesting non-competing cars were a 1929 18-h.p. Star saloon and a 1931 14.9-h.p. Star Comet saloon with exceedingly tidy o.h.v. engine, grouped under-bonnet grease nipples, and an exceptionally tall gear-lever. There was also a ghastly Bentley Special and a fine 8-litre Bentley saloon.

After watching a quite abortive attempt to start Lord Montagu's 350-h.p. V12 Sunbeam single-seater by high-speed lappery behind a Land Rover, we watched some seemingly shockingly destructive driving tests, which took place up a drive which might have been the setting for a vintage speed trial. After a Le Mans start, to make the public laugh, competitors had to stop, reverse, and rush forward again, which is quite the worst manoeuvre possible for vintage motor cars when done hurriedly to beat the stop-watch. In fact, it destroyed the back-axle splines of Goodwin's 3-litre Bentley and caused the axles of the 1910 Rolls-Royce and Sanders' blown 1½-litre Alfa-Romeo to tramp alarmingly.—W. B.

Results:

Montagu Cup (Best aggregate in Concours d'Elegance and Driving Tests): C. Barker (1930 18/80 Mk. III M.G.).

Concours d'Elegance:

Edwardian cars: 1st: F. W. Hutton-Stott (1913 38-h.p. Lanchester). 2nd: C. W. P. Hampton (1913 5-litre Bugatti).

Vintage cars: 1st: P. Mann (1926 3-litre Bentley and H. Rose (1928 s/c. 4½-litre Bentley). 3rd: H. Keller (1929 Rolls-Royce Twenty) and S/Ldr. C. Millar (1927 twin-cam 3-litre Sunbeam).

Driving Tests:

Edwardian cars: *First-class Award:* C. W. P. Hampton (1913 5-litre Bugatti) *Second-class Award:* C. J. Bendall (1910 40/50 Rolls-Royce).

Vintage cars: *First-class Awards:* J. Berrisford (1925 12/50 Avis beetleback), P. J. E. Binns (1929 " Brooklands " Riley Nine). *Second-class Awards:* A. D. Jones (1929 Austin Seven), P. Stanleven (1927 12/50 Lea-Francis). *Third-class Awards:* D. H. Gahagan (1926 Type 37 G.P. Bugatti), C. S. Legge (1927 Lancia Lambda).

HISTORIC COMMERCIAL VEHICLES AT SOUTHALL

On September 28th the Historic Commercial Vehicle Club held its second rally, this time at the A.E.C. factory, where London's 'buses are made, at Southall. Last year a rally at Beaulieu led to the formation of the H.C.V.C., and earlier this year the Club's opening rally was held at Leyland in Lancashire.

A really splendid entry of some fifty old commercial and Public Services vehicles assembled on September 28th to delight the many Londoners who, free of charge, were admitted to view the proceedings.

At lunch Lord Brabazon of Tara, Chairman of A.C.V. Ltd., spoke of the pleasure it gave him to see these early vehicles gathered together. He recalled the one-time rivalry between steam, electricity and the internal-combustion engine in the commercial vehicle field and the tremendous excitement amidst which petrol 'buses were intro-

duced to London's travelling public. "One day," concluded Lord Brabazon, "some of you may see atomic-powered 'buses on London's streets. Meanwhile, we build very good 'buses of the current type." Lord Brabazon also said what a pity it was that the H.C.V.C. had not been formed sooner, when more old commercial vehicles would have been saved.

Lord Montagu of Beaulieu welcomed the drivers and their guests and paid tribute to the commercial vehicle journalists, "without whom this Club would have got nowhere." He went on to say how pleased he was that the Editor of MOTOR SPORT was present because, although this paper had no direct connection with commercial-type vehicles, "none has done more to foster interest in old vehicles," and Lord Montagu was delighted that Mr. Boddy now possessed his own vintage commercial vehicle. [Lord Montagu was referring to my 1924 Reo Speed Wagon 14-seater coach, which has many endearing technical features, including a fine 4-litre engine with cylinders in two pairs and o.h. inlet valves actuated by hefty exposed push-rods and rockers, akin to an Edwardian racing car engine (the design apparently dates from 1910). But as this vehicle disgraced me with magneto failure and couldn't be present, no more need be said about it.—ED.]

Inevitably many of the vehicles present had been seen at previous H.C.V.C. rallies, although they would be new to the London public. However, there was the Secretary's nicely rebuilt 1910 W. & G. taxi, with Panhard-Levassor engine, while Harrods put in a 1919 K-type one-ton Walker battery-electric truck. Very pleasing was J. R. Woodhouse's 1925 model-T Ford with Stanley fire-fighting equipment. The Walls ice-cream model-T Ford one-ton van was present and a 1928 67-b.h.p. Dennis fire-engine also, the latter destined for the Montagu Motor Museum. J. W. Sutton brought a similar 1929 Dennis in chassis form, as it is in process of restoration. The work is being beautifully carried out and it was interesting to examine the complex brake compensating gear and to note the clean design of the engine. The fine workmanship of the vintage vehicles, particularly as seen on this Dennis chassis, contrasted with the untidy welded joints and "pressed tin" of the modern commercial chassis seen standing about the A.E.C. works.

A. Wedgewood's 1925 10-ton Foden steamer bore a notice saying that old or new, all roads lead to Sandbach (where Fodens are made), and W. D. J. Sparrow's very fine 1916 5-ton Foden steam wagon arrived on a Foden transporter from Streetly steaming gently, the fire having been lit at High Wycombe while it was still on its transporter. H. G. Franklin's 1930 A.E.C. Mercury carried a Broome & Wade compressor and was somewhat bogus, now having a Gardner 4LW diesel engine. Three 1931 Gilfords, two coaches and a van, added a nice one-make touch, but there seemed less point in the presence of two 1935 Austin Twelve taxi-cabs and a 1933 Vauxhall bearing a 10-seater 'bus body.

Amongst the older vehicles, Lord Montagu's 1913 A/16 25-h.p. Albion chassis took the eye and Leyland had sent their 1908 "X"-type Leyland 3-tonner, entered by the Club's President, Sir Henry Spurrier.

This time 'buses and coaches were well represented. The oldest was the 1909 yellow Commer four-seater, once the property of Lord Lonsdale and now tender to a 1902 Benz. It has final drive by enclosed chains, bearing the words "The Commer Car—Works, Luton" on the big chain-cases, its way lit by Brown Bros. Challenge lamps. The gears are changed by a big quandrant lever on a vertical shaft by the steering wheel and this Commer is on solid tyres. D. J. Cowing drove a 1937 A.E.C. Regent 56-seater double-decker 'bus, a 1939 Leyland TS 8 was rigged up as a living-van, and the Vintage Passenger Vehicle Society brought a very tall 1939 A.E.C. Renown six-wheeler double-decker 'bus, ex-Leicester Corporation. More compact was a 1929 A4 Long-type 20-seater Thornycroft coach, now used as a school 'bus. There was also a 1934 LTSA Leyland 32-seater 'bus still bearing the "People's League for Freedom" notices it wore while serving during the London 'bus strike. A 1927 Leyland Lion type PLSC 35-seater had as its destination the "Devil's Hole," memory of its Jersey service?

London Transport Executive weighed in with a parade of six 'buses, from the splendid 1910 L.G.O.C. "Ole Bill," to the latest 1958 A.E.C. 64-seater. Included was a 1920 K-type, on which we noticed centre-point steering by steeply-inclined steering pivots, with almost vertical solid-tyred wheels, and two whittle-belt-driven dynamos, and a 1927 covered-top NS-type. These perfectly appropriate historic 'buses were driven by old-time L.G.O.C. employees and were deservedly popular with the spectators.

Amongst lighter vehicles, Trojan, Morris Commercial, Guy and Vulcan were represented and there were no fewer than five model-T Fords. Of these, although it won a prize, R. B. Stay's 1923 van, purchased three years ago for £2, still had a square brass radiator, which is incorrect for a model-T of this vintage. That it has twice won H.C.V.C. prizes suggests that the Club prefers a well-turned-out vehicle to historic accuracy in restoration. The 1928 one-tonner Morris-Commercial was listed as having, in its time, carried anything from debutantes to rubbish. At Southall it appeared to be carrying the rubbish, in the form of a non-original ornate dashboard and other ornaments.

Of the steamers, and oldest vehicle present, Tasker's 1903 Little Giant tractor, "The Horse's Friend," received a big ovation. Bought by two ladies who wanted help for horses in difficulty on Crystal Palace Hill, this miniature 4-n.h.p. tractor still carries its R.S.P.C.A. label and the money-box in which grateful horsemen were supposed to insert 2d. in return for uphill assistance. It was ably driven by 75-year-old Herbert Smallbones, who helped to build it and who addressed it as you would a horse.

After a parade round the A.E.C. factory grounds, each vehicle indulged in a timed lap, which was one of the most dangerous speed events we have ever seen, the crowds continually wandering across the roads and standing in lethal places round blind corners. This contest happily concluded without accident but seemed rather pointless and produced a number of ties. It took so long that what should have been a far more interesting exercise up and down the old 1-in-7 trolley-'bus test hill, was abandoned. But the Royal College of Science M.C. 1916 Dennis 45-h.p. fire-engine managed several goes at the hill and generally swept about ringing its bell. Noticeably quiet were the 1929 Dennis fire-engine chassis and V. E. Brewster's nice 1923 model-T Ford plain van.

Just before 5 p.m., with Lord Brabazon still an interested spectator, a final parade took place, led by the London Transport Executive 'buses, headed by "Ole Bill" proudly displaying its 1914/18 war destination boards, and followed by the prize-winners, of which those in the Concours d'Elegance are listed below. There must be something about driving a road-sweeper that is very jolly, because D. A. Thomas, ensconced in the cab of the 1920 Dorman-engined L-type Lacre road-sweeper, always has a most infectious smile, which he passed on to the spectators by lowering the brush for a moment as he drove up to receive his prize. At the same place, C. H. Peacock demonstrated the foolproof epicyclic transmission of his 1926 Trojan Travellers' Brougham by going a few feet in reverse.

Altogether this was an excellent rally, admirably supported alike by entrants and spectators. Next year we look forward to an H.C.V.C. country gathering, perhaps with more conventional driving tests and an age/distance handicap rally.

Results of Concours d'Elegance:

Class 1: 1st: P. W. Neale (1909 9-h.p. two-cylinder 5-cwt. Renault van)
2nd: D. Ephgrave (1915 model-T Ford 8-cwt. baker's van).
3rd: R. G. Sloan (1909 20-h.p. 11-seater Commer private 'bus).

Class 2: 1st: R. B. Stay (1923 model-T Ford 8-cwt. van).
2nd: M. J. Camp (1920 Vulcan 30-cwt. lorry).
3rd: D. A. Thomas (1920 L-type 12-h.p. Lacre road-sweeper).

Class 3: 1st: W. R. Watson (1939 Leyland type TS 8 single-deck 'bus)
2nd: V.P.V.S. (1929 A.E.C. Renown double-deck 'bus).
3rd: R. Sheppard (1935 12.8-h.p. Austin taxicab).

Anyone who has a car it will fit is offered an 1897 Daimler back axle by a reader in Birmingham. This rare veteran spare would have to be collected from Nottingham—letters can be forwarded.

* * *

It is rumoured that a 1913 Cadillac exists under a pile of junk in the Lake District but that offers for it have been refused.

* * *

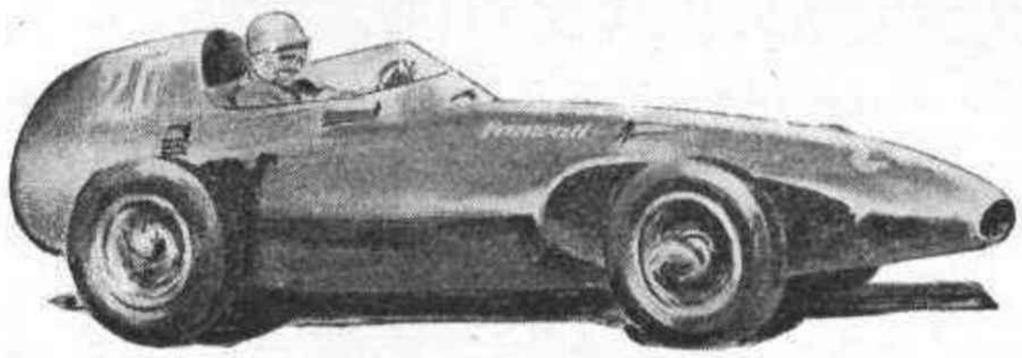
A reader who possesses a horizontal, single-cylinder Adams engine with original carburetter and low-tension ignition, wonders if anyone would be interested in acquiring it. Letters can be forwarded.

* * *

More than twenty years ago, Mr. John Bache, now Technical Director of Salter's, the spring specialists, began experiments with laminated torsion-bar suspension whilst he was studying mechanical engineering at the University of Birmingham. His "mobile test bed," as he describes it, was a 1922 Star car which he bought for thirty shillings.

"Strictly speaking," said Mr. Bache, "the old Star which played such an important part in those early experiments could never truly be called a car whilst I had it. It had no body—just an engine, four wheels and a bucket seat from an old Austin Seven bolted on to a plank. I never licensed it; all the running it did was over rough ground, with heaps of bricks scattered about if I thought the going was not tough enough. I learned a lot from my experiences with that gallant old Star. Those early experiments convinced me that laminated torsion-bar suspension had a great future, and since then the advantages have been proved under the most exacting conditions and by the use of the system in various racing cars."

Continued on page 752



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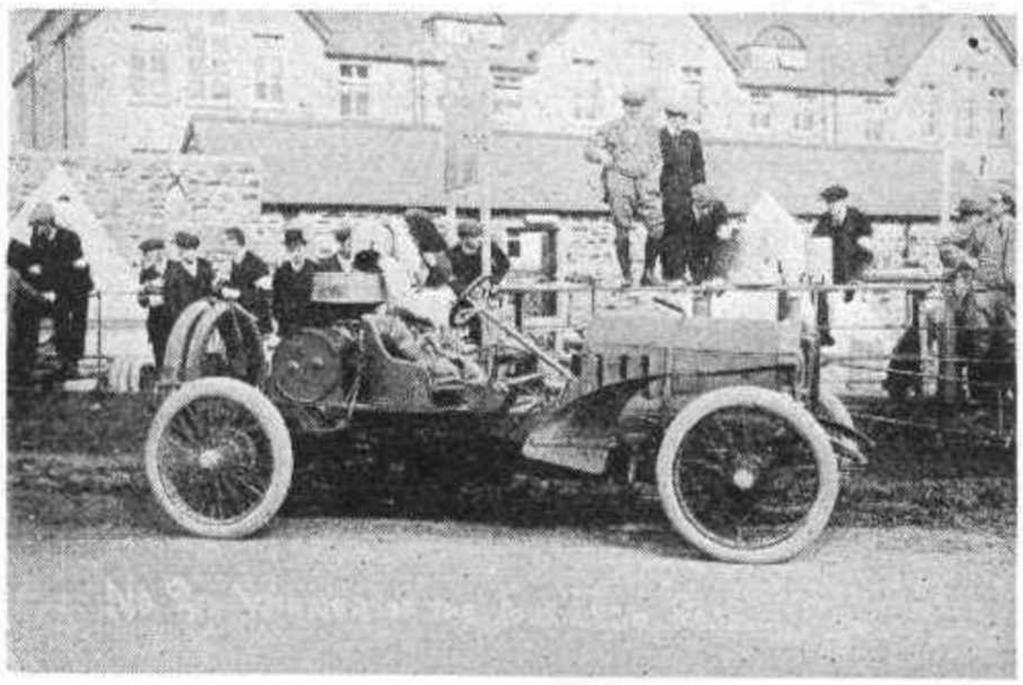
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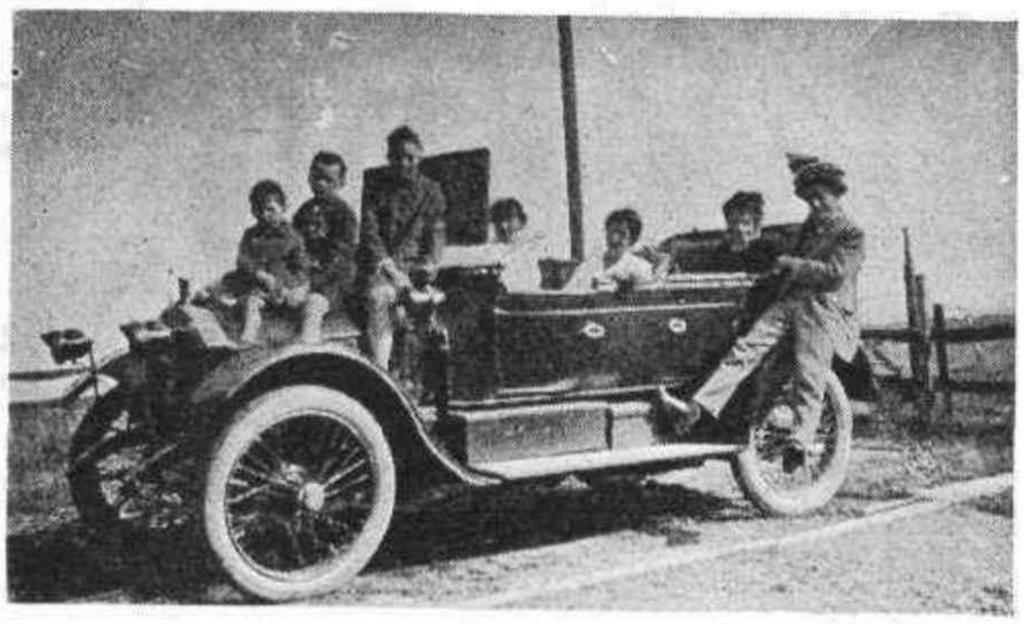
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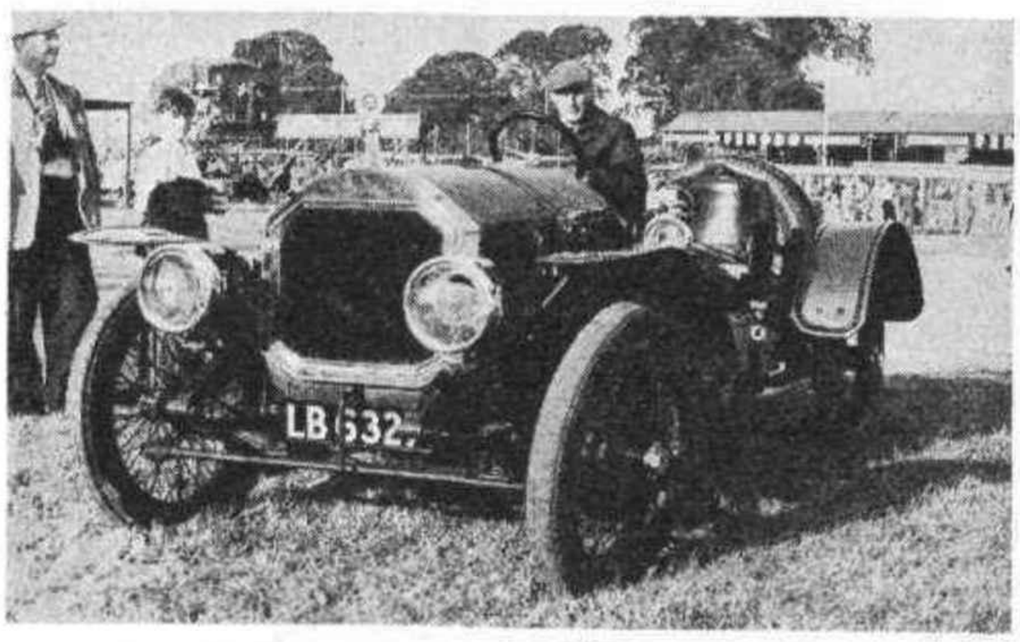
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Smee's V140

THREE STAGES IN THE LIFE OF AN EDWARDIAN RACING CAR







THE 1908 T.T. HUTTON is seen in the top picture being refuelled at Ramsey during the race, which the car won in the hands of Mr. Watson, who drove a demonstration lap in the same car before the start of this year's T.T. at Goodwood (photo by T. H. Midwood). The centre picture shows the Hutton endowed with touring bodywork, as used between 1919 and 1939 by Mr. C. T. Allan, M.I.E.E. The bottom picture shows the car restored to 1908 racing trim, with its present owner, Mr. Francis Hutton-Stott at the wheel.

WITH THE V.S.C.C. AT PRESTEIGNE



TRANSPORT TO BEAULIEU AND PRESTEIGNE—the 1927 Humber 9/20 saloon referred to below and on page 748.

Perhaps the most enjoyable of all vintage car events is the annual V.S.C.C. Welsh Rally, which this year occupied the week-end of October 4th-5th, and attracted the excellent entry of seven Edwardians and 57 vintage cars.

On the Saturday, between 9 a.m. and 6 p.m., competitors converge on the Welsh border town of Presteigne, sending telegrams to prove that they have covered the maximum required mileage in that time, which ranges from 200 miles for a 1930 car with front-wheel brakes to less r distances for older cars and/or vehicles endowed merely with back wheel braking, which is a fair and excellent idea.

This year we rode with T. Nicholson in his 1927 9/20 Humber, about which some comments appear in our report on the V.S.C.C. Beaulieu Rally.

Driving from Staines to Presteigne *via* Petersfield, Salisbury and Stow-on-the-Wold took in some splendid op n country and almost *convinced the Editor that England is not quite all bricks*, mortar and concrete! A few miles from our destination a blue V.S.C.C. arrow showed that a diversion was necessary because the main road was flooded and several people had to press on to arrive on time. The little Humber had no difficulty but the unfortunate H mish Moffat had to dry out the magneto of his nice O.M. tourer after attempting to negotiate the floods and then ran out of petrol, forfeiting maximum marks. One who just clocked in on time was Milner, who left his 1926 A.C. in the middle of the road with his lady passenger unsuccessfully trying to engage a gear, while he ran to the control.

On the Sunday, which was very wet, some entrants took the Regularity Run followed by the Concours d'Elegance, others the Trial. The main street of Presteigne was lined with fascinating cars, with the police aiding and abetting, drivers and their crews having been accommodated for the night in every available hotel and house, the local doctor leaving his Hillman Minx in the open so that the Humber could be garaged under cover—such is the atmosphere and enthusiasm of this excursion into Wales.

The competing cars certainly constituted a fine assembly. The Edwardians were represented by Langton's 1910 two-cylinder Rolls-Royce, Pomeroy's "Prince Henry" Vauxhall, Stothert's beautiful white 1911 Rolls-Royce "Silver Ghost" tourer, Mrs. Oakden's Rover, Mrs. Fisher's big Lancia, Bendall's 1910 Rolls-Royce tourer and Smith's 1910 two-seater Straker-Squire.

Of the vintage machinery there were three Trojans, the twin-cam three-litre Sunbeams of Millar, Court and McNaughtan, Power's very neat Bean tourer with its distinctive doors, Mrs. Harwick's 20/60 Vauxhall which belies its General Motors' ancestry with polished alloy cover plates on its clean engine and a radiator which was surely surplus stock from the 14/40 spares, while Urlwin brought his 1923 Sunbeam Fourteen tourer, Mann his splendid 3-litre Bentley. Two "new" cars caught the eye, one being Wauchope's 1921 Morris Sports, a very rare model with the pointed-tail alloy two-seater body and angular mudguards with leather valances, a car discovered in Ludlow and surely the only one left? Alas, it had filled sump, gearbox and back axle with flood water on the way

down. The other " new " old car was C. L. Smith's 1924 B.S.A. light car, found in Birmingham and restored, alas with horrid modern pressed-steel disc wheels and large tyres. But this car, with its air-cooled Hotchkiss V-twin engine of the type used many years later for the B.S.A. 3-wheeler, and underslung-worm back axle, proved adept at hill-storming and fast cornering at no mean speed.

Pamplin brought a 1927 flat-radiator 14/40 M.G., the " Chain Gang " was represented by Winder and Harris, and Rogers' 1923 short-chassis 7/17 Jowett two-seater was matched by Davis Winchester's similar 1927 model, on large-section tyres.

Rolls-Royce was well represented, notably by Power's fine 1924 all-weather Twenty, and Pettit's 1923 bull-nose Morris-Cowley tourer was notably smart. Whitehouse had brought his boat-decked two-seater 2RT Ballot with tyres carried horizontally behind the tail and C. Barker's 1930 18/100 Mk. III M.G., which no one knows whether to call " Tiger " or " Tigress," sparkled in what sun there was. Pleasing to the eye was Marston's 1930 Talbot Ninety sports-tourer.

The trial proved tough, our Humber jibbing at all except the first hill, as power diminished rapidly towards zero as the revs. fell. In the afternoon the dreaded Smatcher was a " section " held in considerable awe, but Harry Bowler, the Club's President, made a rousing ascent of this steep, twisting gradient at the wheel of his 1929 4½-litre Bentley, Pat Stocken climbed sedately to the top in her 1924 Trojan with female navigator, the B.S.A. got past the first corner, causing mirth as it came to rest rocking violently from side to side as the occupants bounced, and Davis Winchester's little Jowett —he has had 16 of them—climbed the second section clean, as did Rogers' Jowett.

After which all that remained was the long trek home, which the Humber took in its stride, covering altogether over 500 miles in the two days without a moment's anxiety, which doesn't seem bad for a 31-year-old small car.—W. B.

Results :

Regularity Test and Concours d'Elegance :

Edwardian Class :

First-Class Award : C. J. Bendall (1910 Rolls-Royce).

Second-Class Award : L. Pomeroy (1914 Vauxhall).

Vintage Class :

First-Class Award : C. Barker (1930 M.G.).

Second-Class Awards : A. C. M. Millar (1927 Sunbeam) and P. A. Mann (1926 Bentley).

Third-Class Awards : C. G. Duce (1928 Alvis), W. E. Court (1926 Sunbeam) and G. R. Norbury (1929 Rolls-Royce).

Trial :

Premier Award : H. Spence (1930 Lea-Francis).

First-Class Awards : C. Winder (1926 Frazer-Nash), H. P. Bowler (1929 Bentley) and D. P. Harris (1926 Frazer-Nash).

Second-Class Awards : W. Hawkins (1930 Riley RoeBil), S. R. Waine (1930 Alvis) and J. Berrisford (1925 Alvis).

Third-Class Awards : J. W. Rowley (1927 Vauxhall), Miss P. Stocken (1924 Trojan) and P. McNaughtan (1926 Sunbeam).

A car which should be saved seems to be the 1924 Austin Twenty hearse, which, after only 5,500 miles, was apparently acquired by a Dawlish butcher for conversion into a van, an idea we are told he has now abandoned. The chassis should be in excellent condition and unpacked spares and gaskets exist with the car.

* * *

The Rootes House Journal, *Modern Motoring and Travel*, recently contained pictures of a 1930 Humber tourer seen at the summit of the St. Gotthard Pass last summer, and of a 1930 Humber saloon owned since new by a gentleman in Durham.

* * *

Burgess Silencers have again been featuring vintage cars in their advertisements, the first two being an elegant Isotta-Fraschini and a Renault Forty-five.

* * *

The Vintage Austin 12/4 Register is well under way, with 37 members enrolled by mid-September, their cars ranging from 1922, the first year of the Austin Twelve, to 1930, the last model admitted to membership of this recently-formed organisation. A rally was held in September and a circular is issued. The Secretary is R. J. Wyatt, 82, Coleshill Flats, Pimlico Road, London, S.W.1.

* * *

A very rare vintage car, in the form of a large Wolseley, *circa* 1923, was still in service as a taxi in Bedford as recently as last summer.

* * *

Seen in Ostend last summer was what appears to be a Fiat 509, rebodied as a sports two-seater with outside exhaust pipe and no mudguards.

* * *

Rumour has it that a very early Darracq has come to light in the North and that a vintage Crossley tourer and what appears to be a flat-twin Rover Eight engine lie at a remote country garage in Wales.

* * *

From Majorca comes news of a pre-1914 Humberette, a Graham-Paige saloon and an elegant Voisin coupé amongst the many old cars that abound there.

* * *

The Diamond Topping-Up Mixture company in London have an Adams single-cylinder car, *circa* 1902, which they hope to fully restore; any information would be welcome.

* * *

If it hasn't been removed, the rusty and somewhat incomplete remains of a *circa* 1926 9/20 Humber exist on a bomb-site in Plymouth and might yield major components to those in need of spares.

* * *

Seen in Essex recently—a nicely-restored, *circa* 1922, Willys-Overland light delivery van containing, surprisingly, a number of television sets.

* * *

F. M. Wilcock has acquired the 1924 10/23 Talbot tourer which was reported as being laid up for many years in a lock-up garage near London.

* * *

A very fine model-T Ford shooting-brake has been found, in a fine state of preservation, in Welshpool and may appear in the Montagu Motor Museum.

* * *

On the way to Presteigne this year we debated whether on arrival we should find the main street occupied by dealers endeavouring to sell old cars at the prevailing absurd prices, but we saw only one set of Trade Plates in the little Welsh town and they were on a modern car. But during the Trial we did come upon a rather dull, late-model Austin 12/4 tourer beside the road in a village and it bore a " For Sale " notice.

VINTAGE POSTBAG

Sir,

While rooting about in my garage I came across an old car badge with " No. 4 " stamped on the back; on the front " Federated Motor Clubs," and in the centre is " Yorkshire Automobile Club," with a coat of arms containing four lions on a red-and-white background. Can you give me any information as to whether the club is still in existence or not and any other interesting matter associated with it ?

I am, Yours, etc.,

Holmbridge. D. CUTTELL.

[Can any reader solve this one ?—ED.]

* * *

Sir,

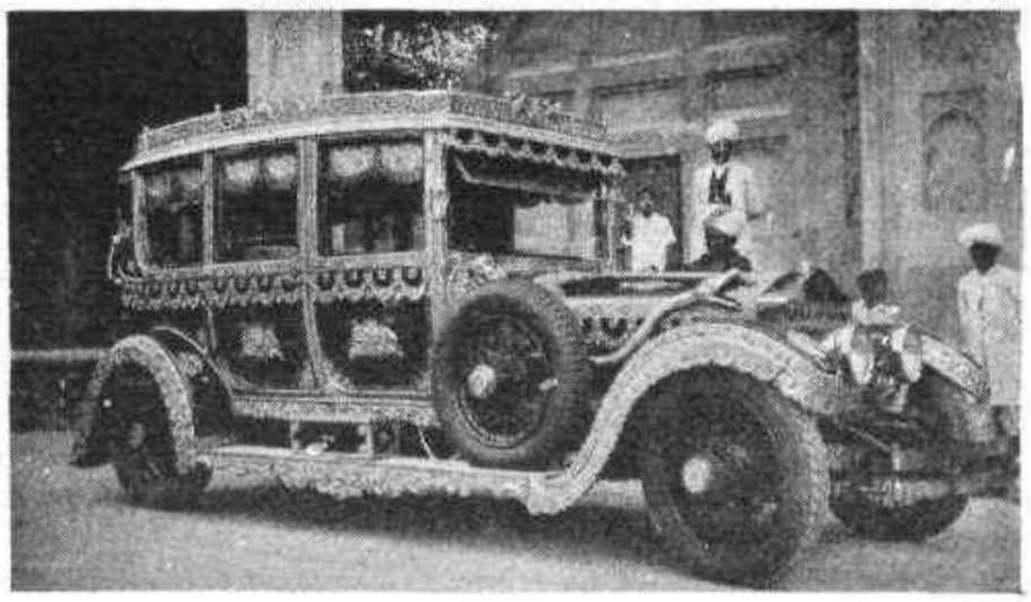
I feel readers of MOTOR SPORT might be interested in the enclosed photograph of a truly magnificent Rolls-Royce [See below.—ED.].

Not much is known about the car except that it was built in 1931 for the Maharajah of Patiala, who resided somewhere in India. The various trimmings are apparently gold plated and, incidentally, the outstretched serpent on the off side is the mouthpiece of a bulb horn.

I am, Yours, etc.,

Acton. C. J. WINTON.

Continued on page 756



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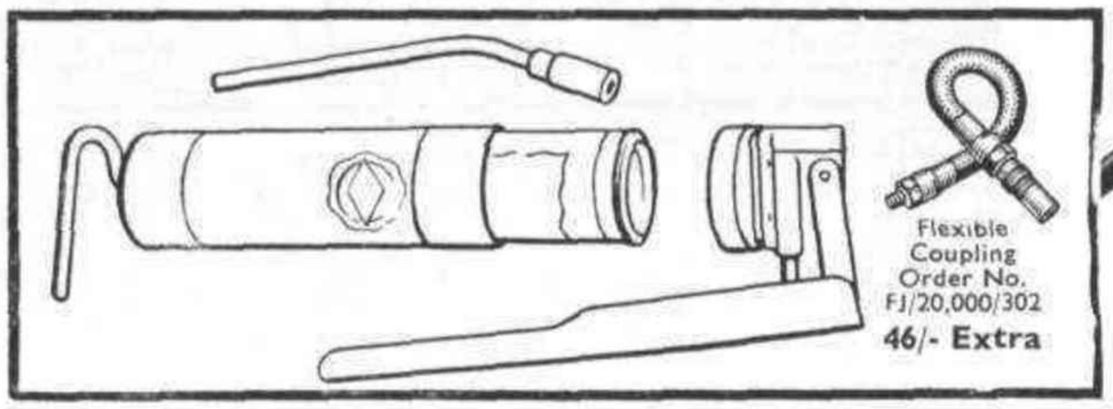
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See you at the Show

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Sir,

I recently discovered an old bound volume of *Beardmore News* dated 1923. This company were builders of Arrol-Johnston, Galloway, Beardmore cars and Beardmore taxis.

My father actually owned the first Beardmore light car ever built. It was developed from a 1½-litre Austro-Daimler, but the capacity must have been about 1,086 c.c.; my father said it was 9.8 h.p. R.A.C. rating. The capacity increased practically every year, and we had the latest 11.9-h.p. shortly afterwards. This was a very excellent car; it had an overhead camshaft driven by skew gears; these were noisy, so by 1923 the camshaft was chain-driven. Somewhere along the line a car of 1,698 c.c. was produced, but the 1923 model was 1,860 c.c. (12.8 h.p.). This car was quite potent and in the hands of Cyril Paul, the works driver, and A. Francis, who was the designer, they had a lot of competition successes, especially in hill-climbs. Paul won the 2-litre class at Shelsley in that year.

Shortly after that the firm produced a 14-h.p. model. This was a side-valve job. However, the firm was already declining, and the production was taken away from the Anniesland works in Glasgow and transferred to the taxi works at Paisley; shortly afterwards only the taxi remained to carry on the name.

With the demise of the Beardmore the family went all over Arrol-Johnston. I went down to Dumfries to the factory with my father to collect the new car. The Campbell-Napier Bluebird was there being rebuilt—I suspect that the company was short of work. The 15.9-h.p. " A. J." had no acceleration and no brakes; it was built like a battleship, and sluggish was a mild description. Shortly after that Arrol-Johnston and the Aster Car Company amalgamated and produced the very ingenious sleeve-valve Arrol-Aster. It was dead reliable but very slow, as witness the team's efforts in the T.T.

The Arrol-Johnston was designed by Mr. Pullinger, who was one of the designers of the B.H.P. aero engine (Beardmore-Halford-Pullinger). This engine was famous in the First World War.

At some time in the 'twenties the Beardmore company built a very large luxury car; it was intended to compete with Rolls-Royce and Napier. I think that three cars were built, and I saw one of these when I was paying a visit to the Anniesland factory. I would be interested to hear details of this car and if an example exists anywhere today.

I am, Yours, etc.,

Rivonia. K. A. HURST.

* * *

Sir,

Reading in the March number of MOTOR SPORT an article " Cars I have Owned," by Air-Commodore H. V. Rowley, I was interested in his enthusiastic reference to a Zenith Gradua motor-cycle which he had owned, fitted with " the famous o.h.v. 90 bore J.A.P. twin," and thought that perhaps further reference to one of these engines and a photograph might be of interest to some of your readers.

Between 1910 and 1914 my brother owned a Martin motor-cycle built by Harry Martin, fitted with one of these famous 90 mm. by 77.5 mm. engines. That machine was really something, devoid of all frills, solo, single speed, V-belt drive, no clutch; I don't know how much it weighed but it must have been very light by modern standards. It was fitted with an adjustable engine pulley, a beautiful looking thing about 8 in. in diameter, with which it was possible to get any variation in gearing from about 2¼/4½ to 1. My brother usually rode with a ratio of about 2¾/2½ to 1, but carried a spare belt cut the correct length to give about 4½ to 1 for town work or very hilly districts.

I often rode the machine on its high gear and it was remarkably easy to start except in very cold weather. It was quite often ridden on the road with stub exhausts and without mudguards, but was usually fitted with down-pipes from the exhaust ports running into a long straight 2¼-in. tail-pipe, which gave it a wonderful exhaust note which was not too disturbing. All the same, it is not surprising that he had some clashes with the powers-that-be, who did not see eye to eye with him on the question of noise!

I remember at one time when I was laid up at home after an appendicitis operation he used to visit me on the Martin, and I would always be on the *qui vive* for his coming, and the welcome sound of the Martin's exhaust as he roared up our winding drive was ind ed music in my ears, but frightened " seven bells " out of our staid middle-aged doctor, who happened to be with me on the occasion of one of these visits; he thought it was dreadful " and so bad for his patient's nerves "!

The enclosed photograph [See l.h. column.—ED.] with the girl (later to become my brother's wife) on the carrier shows the aforementioned belt pulley to advantage, also pillion technique of the day for young ladies! This was no posed pl otograph but was taken at our home at Windlesham, Surrey, just as they were leaving for the centre of London one Sunday afternoon—no spring-frame, no sponge-rubber du al seat; just an oilskin coat folded on the carrier and a strap round my brother's waist for her to hang on to, and side-saddle! How he started the machine with her on the back I don't remember, or whether she scrambled on after, but it must have taken a bit of doing, especially with an armful of flowers and a handbag. Perhaps they were lucky and didn't have to stop after a coasting start down our drive.

Another incident I remember him recounting to me: He was riding down the Portsmouth Road near Guildford when he became aware of a car overtaking him and accordingly cracked on more speed but, somewhat to his surprise, could not shake off his pursuer. Slowing down at the outskirts of Guildford, the car pulled alongside and the driver shouted, " Don't hurry and your smell's disgusting " (Castrol R). It was one Lees of the Cambridge University Motor Club in his very special 26-h.p. Metallurgique two-seater " Billikin," well known at hill-climbs at that time.

I am, Yours, etc.,

Wanganui, N.Z. S. A. GIBBONS.

* * *

Sir,

It occurred to me that you might be interested in the enclosed photograph [Reproduced below.—ED.]. I found the negative when going through some belongings of my late father, Arthur Cox (inventor of the Cox Atmos carburetter). It shows cars at Martley weighbridge weighing in for Shelsley Walsh in, I believe, 1906.

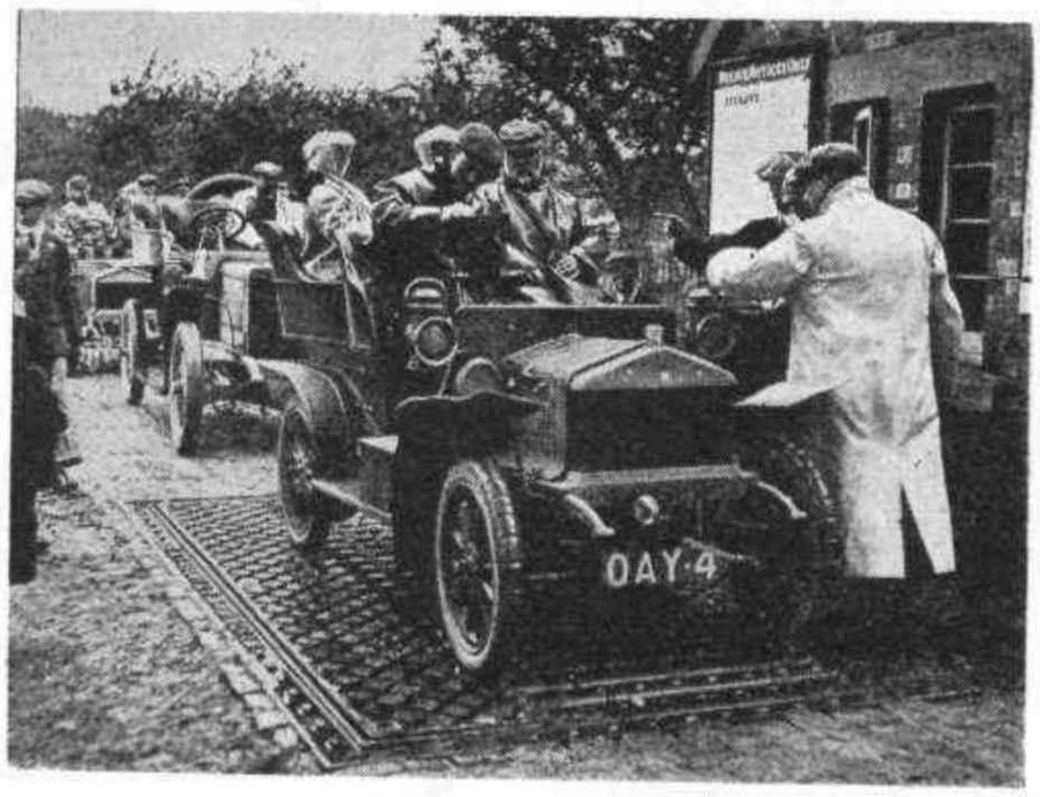
It might interest some of your readers to identify the cars and to explain how, at that early date, a three-letter registration appears [OAY 4—ED.].

For your information, I have found out from Mr. Leslie Wilson that the first and third cars are Alldays, the second being a Humber. He tells me that the Reg. No. was a trade plate and that, at that time, these were blue with white letters, and that it was the custom to follow the letter indicating the place of registration with the first and last letter of the make of car covered by the plate. Were this to be the practice today many a secret might leak out.

I am, Yours, etc.,

Knowle. LAWRENCE COX.





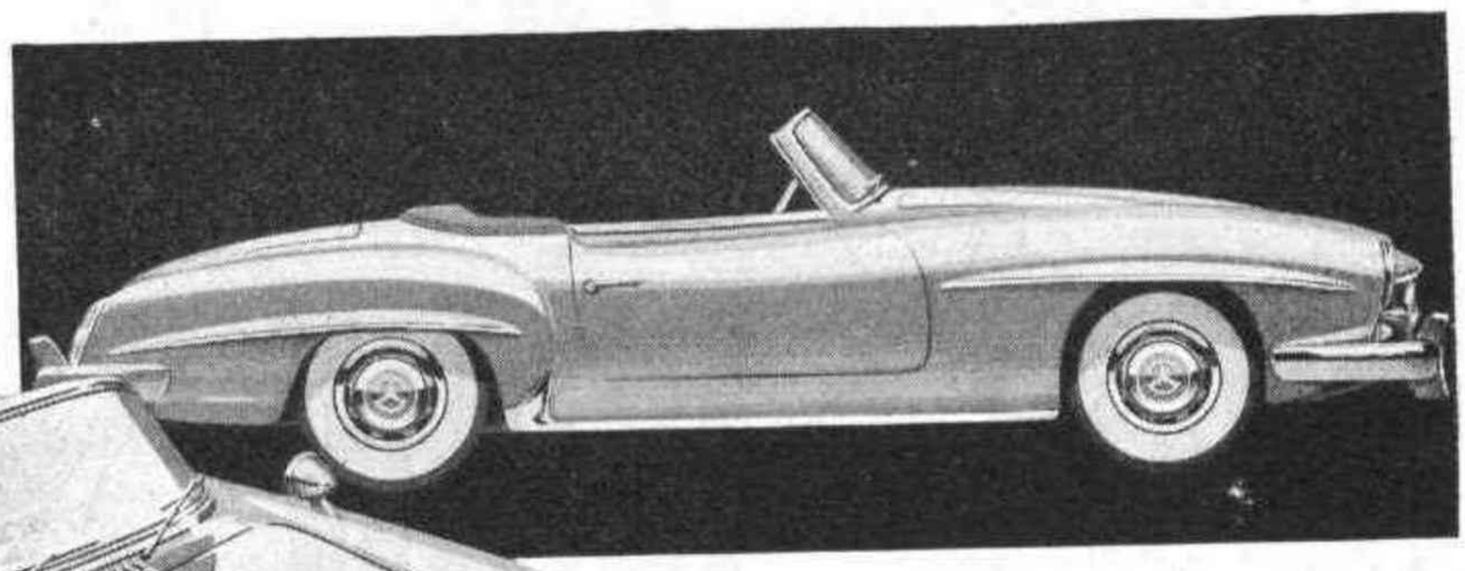
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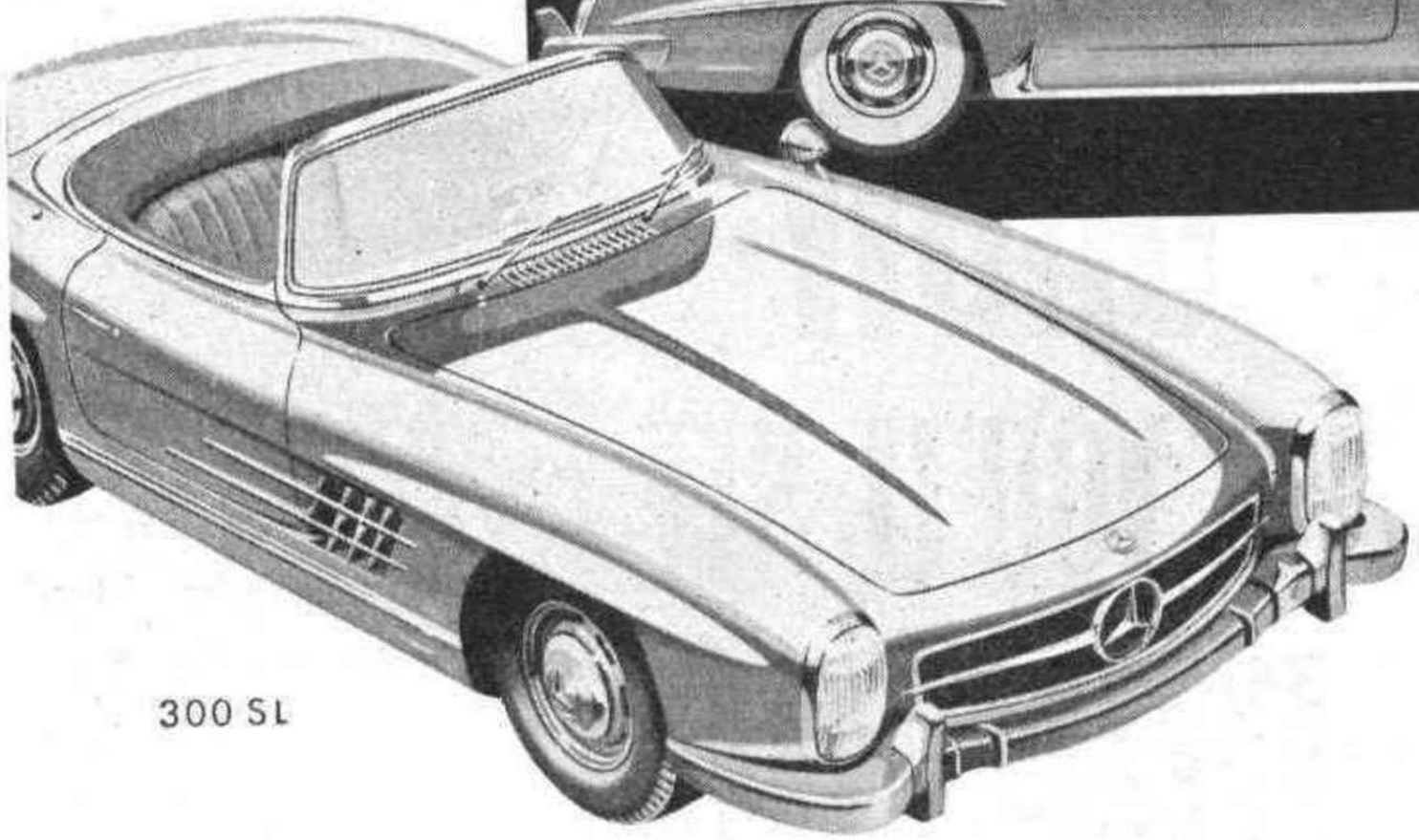
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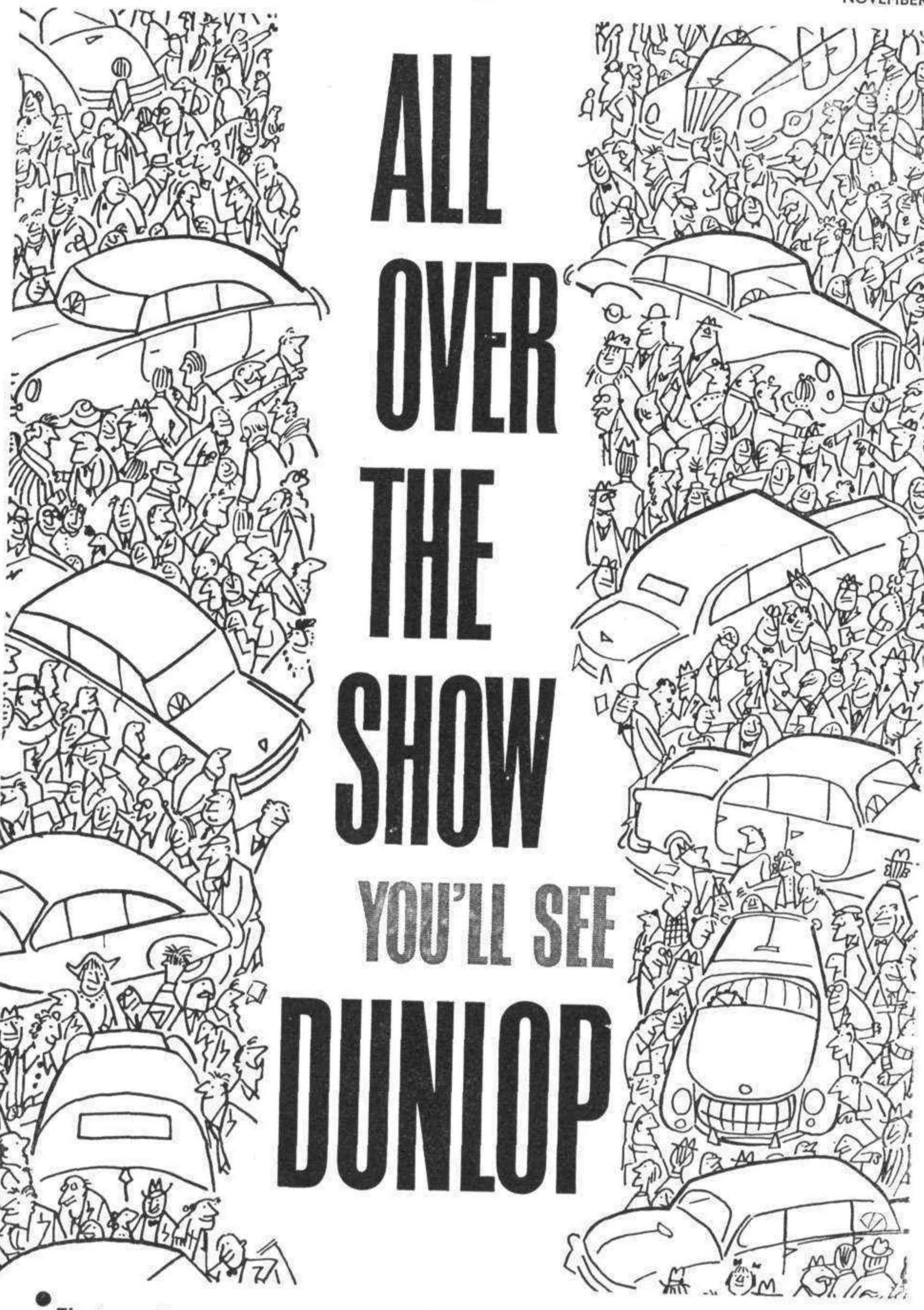
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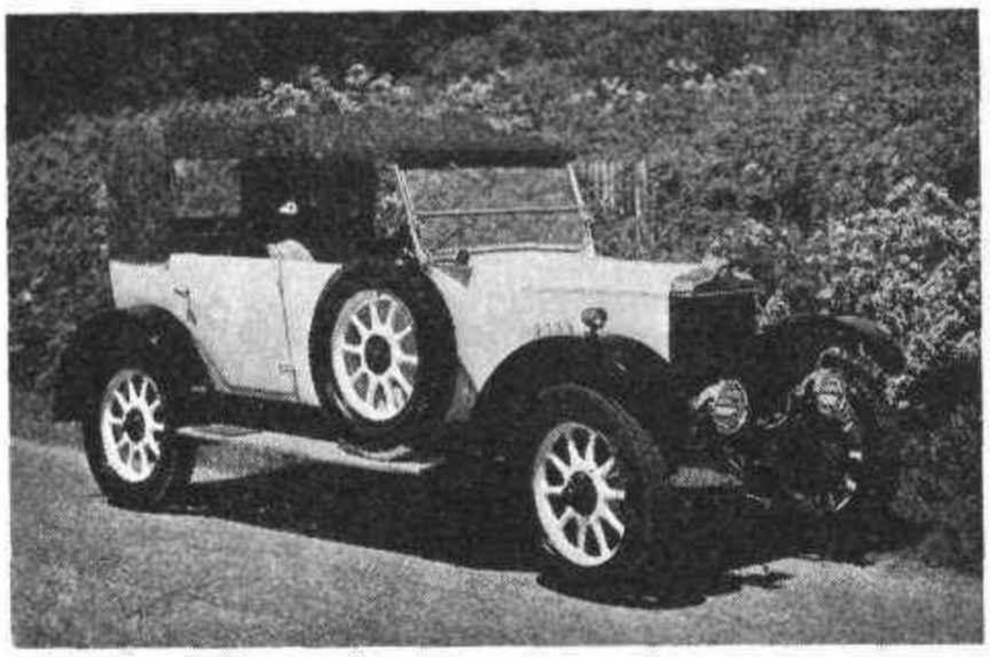
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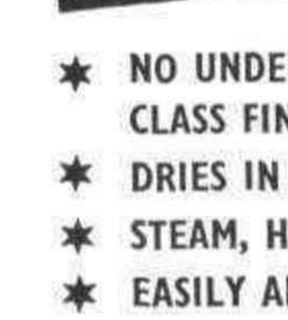
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This was in no small measure due to the excellence of your VALSPAR paint, which I used while preparing the car at the beginning of the season, and I would definitely recommend it to anyone who wanted to do a quick and good job.
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The B.A.R.C. Autumn Members' Meeting

THE final Goodwood Race Meeting of 1958, which had deteriorated from a National Open Meeting into the 32nd Members' Meeting and was consequently poorly supported by spectators, in spite of perfect weather, was absolutely full of heart-stopping incidents. Never before, in the history of Goodwood, has the *chicane* been demolished so frequently by so few!

The only racing cars to appear at Goodwood since Easter were the dozen 500-c.c. cars which contested the first 10-lap scratch race. Bridger's Cooper-Norton led all the way, unchallenged by 500-c.c. Champion Taylor (Beart-Cooper 12), who did not pass Don Parker into second place until the sixth lap. On this lap the earlier wildness of Desoutter in his yellow Cooper-J.A.P. culminated in a spin at Woodcote during which he was clouted by Mutton's Viper-Norton. Desoutter's steering was damaged but for a while Mutton continued the race. The 500-c.c. racing cars were slower than the 1,100-c.c. sports cars.

The following 10-lap scratch race saw Keith Greene lead all the way in his series 3 Lotus Eleven, except when, during the opening laps, Piper in the ex-Frost series 2 Lotus Eleven managed bravely to snatch the lead going into Woodcote. This did not last and Greene won fairly comfortably from Piper, with Campbell-Jones' Lotus Eleven third, this driver making fastest lap, at 87.45 m.p.h. Threlfall had moments of pressing-on, overtaking Fitzalan Howard in Hine's Lotus Eleven into Woodcote on lap five, in the Tojeiro-Climax. The fun-and-games commenced in earnest in this race, van Vlymen's Lotus Eleven smiting the *chicane* on lap two, causing a following car, Saunders' ex-works Mk. II Elva-Climax, to spin behind the *chicane*. Then, on lap eight, Threlfall removed a record quantity of hurdle coming out of the *chicane*.

The first 5-lap handicap for closed cars promised amusement, which those onlookers near the finish certainly enjoyed. The handicapping was very queer, because Goffe's tuned 1½-litre Riley with anti-roll bar, etc., left with Cooper's normal 1½-litre Riley, and while the latter was last, Goffe was out ahead of the field, with Barthel's 300SL Mercedes-Benz, the ex-Atkins lightweight car, closing on him. Then, as he braked for the *chicane* on the run-in the near-side front wheel detached itself and sailed ahead of the Riley, which shot through the trellis section of the *chicane* in a spectacular shower of broken wood. Goffe kept his head and held the Riley straight, crossing the line first. Barthel, after wondering if the wheel from the Riley would hit him, opened up the 300SL and thundered in pursuit of the B.M.C. three-wheeler. Goffe was subsequently disqualified for not going round the *chicane*, which seems a harsh judgment under the circumstances. The question arises as to why a modern saloon should not last five laps of Goodwood before breaking up so dangerously. Of B.M.C. hubs it might be said that "It was the *best* butter. But some crumbs must get in as well." And no doubt Goffe was, justifiably, madder than the Mad Hatter!

Another ridiculous piece of handicapping was seen in this race, when Lawry's Lotus Elite, originally on scratch with the 300SL, a DB2/4 Aston Martin and a Jaguar XK120, was put back before the start to "owes one minute." How a 1.2-litre coupé was expected to make up 12 seconds a lap on a 300SL only the B.A.R.C. handicapper could answer. Lawry drove fast, but finished last but three. We shall be very surprised if anyone bothers to enter an Elite for a Goodwood handicap again. When all the last-lap excitement died down third place was found to have gone to Uren's 3.4 Jaguar.

The 10-lap *marque* scratch race which followed was, as usual, a dull affair. Shale drove splendidly, leading all the way in his Austin-Healey 100-Six, followed at a discreet distance by North and Hurrell in identical-looking white Triumphs, North's actually a TR2, Hurrell's a TR3. Shale, with this win, clinched his lead in the Dixon Memorial Trophy Contest. Again there was an onslaught on the *chicane*, Gouk's M.G.-A swerving across the course after contacting the hurdles, only just regaining control before meeting the fence on the left of the road.

Another 5-lap closed-car handicap promised fun, and produced a breath-taking moment for Everley and the spectators when his tuned Hillman Minx shot through the hurdles on leaving the *chicane* on the second lap and teetered on two wheels, on the point of overturning, before falling back on to all four wheels. Throughout, Everley never appeared to lift off for one moment! He was placed fourth, from scratch. The winner was Osbourne, who started first, 65 seconds before the scratch cars. His Morris Minor is not really a closed car, being a tourer with hood erect. It was on Michelin "X" tyres and the engine has Impken Eng. inlet manifolding, a single large Solex carburetter feeding through long two-branch down-draught piping, hot-spotted from a central tube which picks up heat from the four-branch exhaust system. The compression-ratio is 9 to 1. Gaston's remarkable Austin A35, in Duncton stage 2 tune, with anti-roll bar, was second, catching Clark's "enlarged" Volkswagen on the last lap—this VW has Porsche cylinder barrels, increasing its swept volume to 1,585 c.c. Another car in this race with the Impken inlet system from a single Solex carburetter was Moore's Standard Ten, racing on Dunlop tubeless tyres, while the Ecurie Pur Sang Standard Ten preferred twin Solex carburetters and Goodyear tyres on the front, Michelin on the back wheels. What fun these saloon-car races are—and not so slow, either, Gaston's Austin A35 making fastest lap at nearly 70 m.p.h.

Hayles' M.G.-A came through to win the next 5-lap handicap, leading almost by the length of Lavant straight a lap from the finish, Goddard-Watts' 492-c.c. Berkeley being second, Green's A.C.-Bristol third. The ladies' section was won by Margaret Ashby's 328-c.c. Berkeley, which was called upon to run only four laps, which it did at 56.73 m.p.h.

Two more 5-lap handicap races ended the day's racing. It was nice to see S. G. Young, who has tried so hard for a long time, win the first of these in the Maserati-engined Weldangrind, comfortably and neatly from Addicott's Lotus-Ford and Palmer's Lotus-Ford. Again there was much excitement, Woolfe (Lotus Mk. VI) spinning at the *chicane*, Perceval (Lotus Mk. VI) leaving the road, and Piper spinning his Lotus-Climax at Lavant Corner, which excluded him from a hastily-snatched third place, although he made fastest lap, at 86.06 m.p.h. Mackenzie came through in his M.G.-A to win the last race from the "limit" Berkeley driven by Graham and Hurrell's Triumph TR3. Once more the *chicane* suffered, when an M.G hit the hurdles.

So ended Goodwood, 1958. Let us hope for more racing-car meetings in 1959. A democratic aspect of the Sussex circuit on September 27th was the sight of Lord Strathcarron circulating in an Austin-Healey Sprite.—W. B.

The winners were :—

10-lap 500-c.c. Scratch Race : T. Bridger (Cooper-Norton) ...	84.51	m.p.h.
10-lap 1,100-c.c. Sports-Car Scratch Race : K. A. Greene (Lotus-Climax)	85.77	"
5-lap Closed-Car Handicap : D. R. Barthel (300SL Mercedes-Benz)	75.58	"
10-lap Marque Scratch Race : D. S. Shale (Austin-Healey 100-Six)	76.70	"
5-lap Closed-Car Handicap : D. E. Osbourne (Morris Minor) ...	62.15	"
5-lap Handicap : J. Hayles (M.G.-A)	73.65	"
5-lap Handicap : S. G. Young (Weldangrind)	82.51	"
5-lap Handicap : K. W. Mackenzie (M.G.-A)	73.91	"

SURELY NOT?

From a recent Rover hand-out: "The Rover 105, 2,638 c.c. six-cylinder, 108 b.h.p., is the fastest Rover ever made and has earned itself a reputation, as the 105S during the past two years, for high-speed travel in the *minimum* of comfort." (*Our italics.*)

HIGH SPEED AT SNETTERTON

A Singer Gazelle, using National Benzole and running on Goodyear 3-T nylon four-ply All-Weather tyres, last month covered 1,392.94 miles at Snetterton, in 24 hours, an average speed of 58.039 m.p.h. This beat the previous unofficial record held by a Vauxhall Victor at 56.55 m.p.h. Next please?

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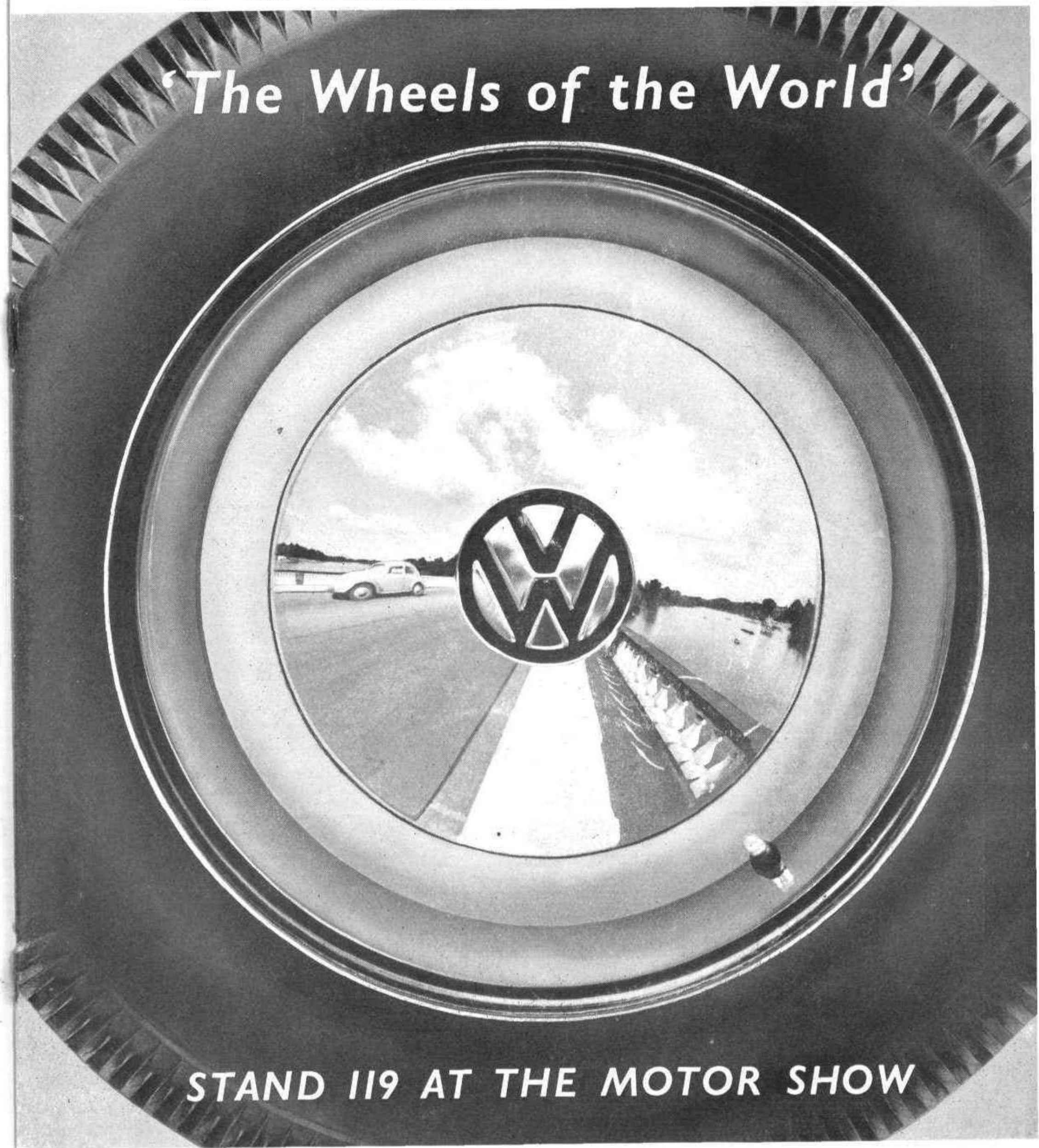
* * *

Wipac Ltd., makers of sparking plugs at fair prices, have introduced a useful universal petrol filter for use with ¼ in. o.d. piping. Easily fitted, this filter link also acts as a shock-absorber in the petrol line and filters through a sintered bronze element lasting 10,000 miles. It costs 3s. 9d. and is made by Wico-Pacey Sales Corporation Ltd., Bletchley, Bucks.

* * *

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(146)

Earls Court Impressions...

THE only racing car in the Show is the F. I Lotus, with one of the fast Lotus Elite coupés keeping it company. Amongst high-performance cars a highlight of Earls Court is the Aston Martin DB4. *Exhibits which lift a Motor Show above the level of the local* showroom are stripped engines and chassis. There is a fair selection of these this time. Triumph have a specially-displayed TR3 chassis, a Peerless chassis stands on its side to conserve stand space, A.C., Morgan, Austin-Healey, Sprite and Frisky are in chassis form, Rover show the engine end of the 3-litre chassis, but perhaps the best exhibit in this category is that of VW, on whose stand the partially-sectioned chassis revolves under floodlights of changing colour, reminding us that this pre-war design, which still sells strongly all over the world, is virtually of back-bone construction. Engines, mostly partly sectioned and sometimes rotating, can be seen on the stands of N.S.U., Hillman, Ford, Sunbeam, Wolseley, Austin-Healey, Volvo, Austin, Jaguar and Aston Martin, while Humber naturally have a cut-open Super Snipe power unit to show their Peugeot-like valve gear; this car, incidentally, having only three forward speeds. Transparent bonnets are used on Morris Minor 1000, Riley 1.5 and D.A.F.

There is nothing particularly striking this year in the display of complete cars. A Ford Zodiac convertible forms the centrepiece of the Dagenham Ford stand, where they still show the Popular, although Citroën no longer exhibit the 2 c.v. On the Citroën stand a DS hull, presumably filled with helium, is in process of taking flight, but most makers content themselves with placing their more outstanding cars on rotating turntables. Rover thus display the new 3-litre, which has borrowed adjustable face-level ventilation from the DS Citroëns; this does not make it anything like as up to date as these splendid French cars. We confess to disappointment that the new Rover is not a Gran Turismo model based on the chassis of the gas-turbine coupé Rover shown at Earls Court two years ago—but with piston engine and two-wheel drive . . .

An attraction on Stand 118 is Mike Hawthorn and two V12 250 GT Ferrari coupés. The new Frisky Sprint to be built by Vickers-Armstrong and for which 90 m.p.h. is claimed from 492 c.c. attracts much attention but those who sit in it appear to get precious little protection from the screen. It is expected to sell for £675—£750 inclusive of purchase tax. Outstanding exhibit on the Renault stand is the eye-catching Floride, and it is noticeable that the rear-engine location has enabled the stylist to dispense with any form of frontal grille, imitation or otherwise. Renault list their rally successes and Rootes announce the "new" Rapier as "Rally bred and proved." On the Alfa-Romeo stand there is a colour picture of Brooklands Track with two 159 Alfas racing round it and taking it in turns to catch fire. This piece of fiction can be forgiven after examining the beautiful cars displayed. Mercedes-Benz have a surprisingly mean stand for such a great concern; it is decorated with the classic three-pointed star, with a few pictures of past racing glories, and a photograph of the Houses of Parliament, perhaps to commemorate the State Visit to London of the President of the German Federal Republic. They show a 190SL and 300D, and a new petrol-injection 220SE but not the new o.h.c. diesel 190D.

Standard give pride of place to the new Vanguard Vignale, from which two of the doors have become detached, a part-sectioned Twin-Cam M.G. is seen leaping into the air, while a small Riley is ascending a mild gradient. The new Austin A40s contained live models in exciting frocks but, just as we had decided that this was a good publicity stunt, whereas Rootes could only afford wax young ladies in the Minx, we discovered that when the show opened the girls had vanished with the Press cameras. Austin-Healey have a gold-finished 100-Six, perhaps to celebrate Abingdon's sports-car output of over 1,000 a week.

The Ford stand recalls the lady who went to the zoo, saw the hippopotamus and, turning to her escort, said, "I just do not *believe* it," because those who have become students of automobile engineering in recent years may well say the same when confronted with petrol-thirsty *side-valve* engines in the small Fords.

The cyclecar, which should have been dead long ago, refuses to lie down and, like the poor, and for the poor, is ever with us—at Earls Court *in the guise of Berkeley*, D.A.F., *Fiat 500*, *Frisky*, *Goggomobil*, Isetta, N.S.U. and Opperman. The last-named, besides the Unicar, show a new glass-fibre Stirling coupé of Continental appearance, which has a 424-c.c. two-stroke engine, and the Berkeley has expanded into a full four-seater. Amongst the cyclecars air-cooling is universal, rear engines, mostly vertical twins, predominate, and the four-stroke is fractionally more popular than the two-stroke. The D.A.F., with *full four-seater closed body and spacious luggage boot, and highly-*ingenious fully-automatic belt transmission which incorporates automatic differential action and enables i.r.s. to be employed without recourse to jointed drive-shafts, will be sold here early next year at a price in the region of £700. What with this clever Dutch miniature and the N.S.U. with ingenious drive for its o.h. camshaft, the cyclecars are not exactly dull though they may be futile.

Great interest is displayed in the Volvo 122S, a smart 1,582-c.c car capable of 94 m.p.h., and the spacious Borgward Isabella TS can do around 100 m.p.h. on 1½-litres. Tail fins are now available as an extra on the handsome Isabella TS coupé. The Rovers seem to have lost some of their former dignity with the new frontal treatment and the Jaguars have dated somewhat, although engines and chassis are essentially modern and power steering has been adopted for the new Mk. IX. The lone Facel Vega has disc brakes, which *should make this an extremely attractive car for ultra-fast travel.*

If Peerless is a make new to Earls Court, it is sad to find Allard, D.K.W., Lagonda and Packard absentees; Lanchester disappeared last year and Singer has submerged its individuality in Minx components.

Volvo show a 450 convertible and Studebaker their new "small" car in the form of the 4.2-litre V8 Lark, which is pleasantly free from unnecessary adornment and quite European-looking, in contrast to the guided-missiles incorporated in the fins of the Buick/Cadillac exhibits. A Frazer-Nash V8 occupies a stand with B.M.W.s from which it borrows its present engine, while Fiat show a full range of models on a stand flanked by a big illuminated colour picture of their great Turin factory. The Fiat 1200 Gran Luce is one of the finest family all-rounders and the "New 500" now has more power and winding windows, amongst other improvements. The back seats of the Rolls-Royce exhibits look particularly comfortable. That the cyclecars are growing up is evident on all sides, Goggomobil having the Super-Gog 700 on view which dwarfs the little coupés, while the B.M.W. Isetta is almost car-size, and 80 m.p.h. is claimed for the N.S.U. Sport Prinz coupé.

Porsche have the more popular models on show but no Carerra. Alvis have a dignified display of their improved Park Ward saloon and coupé 3-litres.

The Editor disclaims any responsibility for the fact that the VW stand is once again adjacent to the MOTOR SPORT stand, and points out that the Ferrari stand is even nearer! These fine Italian Gran Turismo coupés have cut-out "prancing horses" on their radiator grilles, behind which nestle the twin spot-lamps. Maximum speed is estimated, by one who should know, as 140 m.p.h.

On the day before the Show opened the T.V. cameras were busy and Stirling Moss was being shown how to drive the little N.S.U. Prinz by a miscellany of beauty-queens! This year the accent is on glamour, with colourful cars and several "Miss Triumphs" on Stand 147.—W. B.

Casablanca Murmurings

Masten Gregory had a rough ride in the new Maserati which was not handling properly—shock-absorber troubles.

Allison kept frightening himself and discovered afterwards that a rear hub was wobbling in its housing, allowing the wheel to steer as well as the front ones.

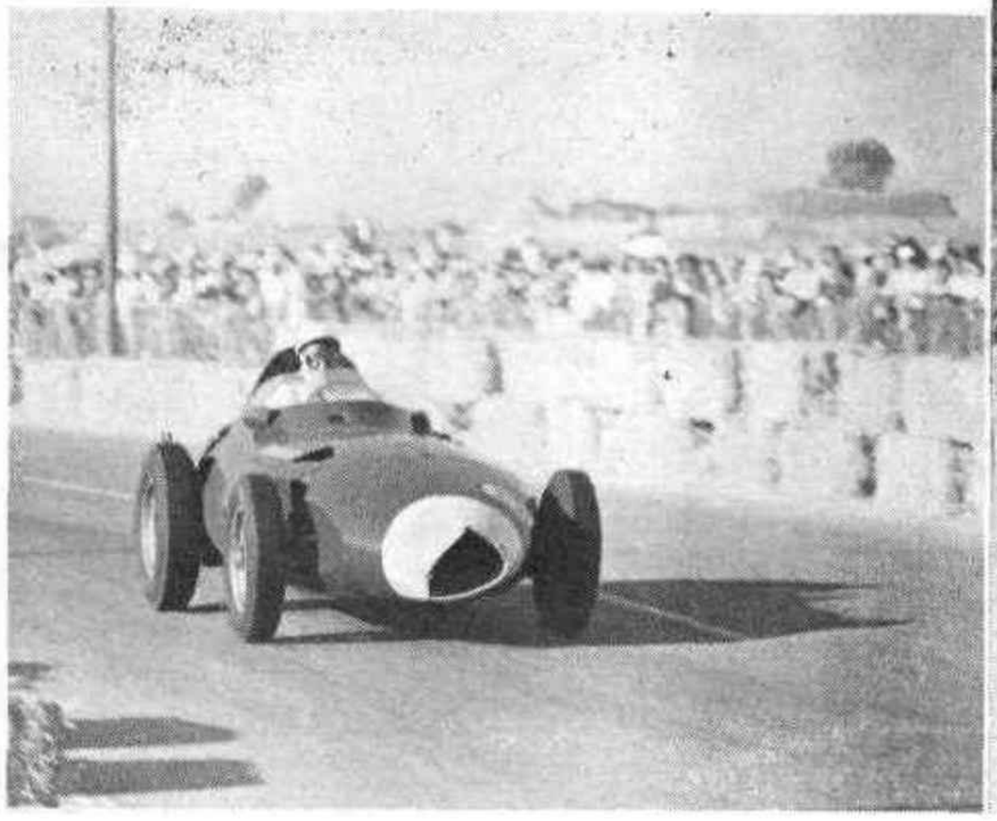
Phil Hill did just what was expected of him; Ferrari were pleased but not satisfied, they would have liked him to have won.

Bonnier was the surprise of the race—seems he's decided to really get down to Grand Prix racing and take it seriously. The B.R.M.s went well, but still not well enough to win.

If a Vanwall does not take pride of place at Earls Court blame the S.M.M.T.—have the motor industry no interest in the wonderful efforts of Mr. Vandervell and his team? Moss should be allowed to *do a "tour d'honneur" of London in a Vanwall on Lord Mayor's* Show Day; in fact let the whole team do "a lap of the City of London" on closed roads.

1958 is Britain's finest year since motor racing began.—D. S. J.

1958 Grand Prix of Morocco Casablanca





Above : STIRLING AT SPEED on the none-too-easy high speed sweeps. The dented nose came when Seidel cut across on being lapped.

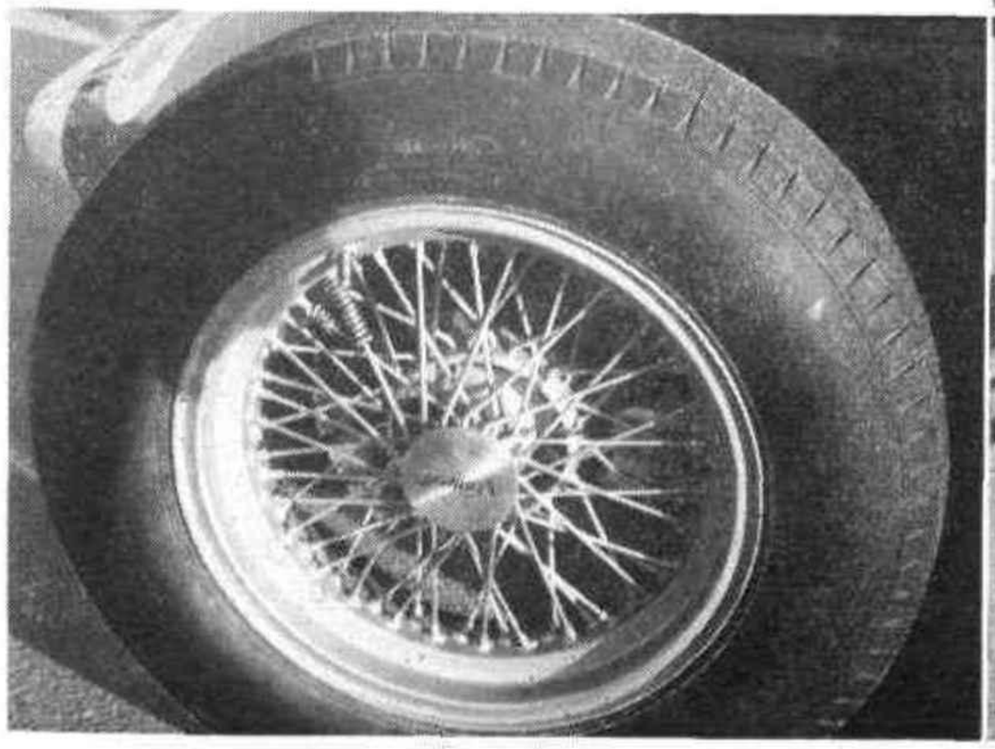
Above right : MOSS LEADS the Casablanca Grand Prix from the first to the last lap, setting a new lap record and clinching the Manufacturers' Championship for Vanwall.

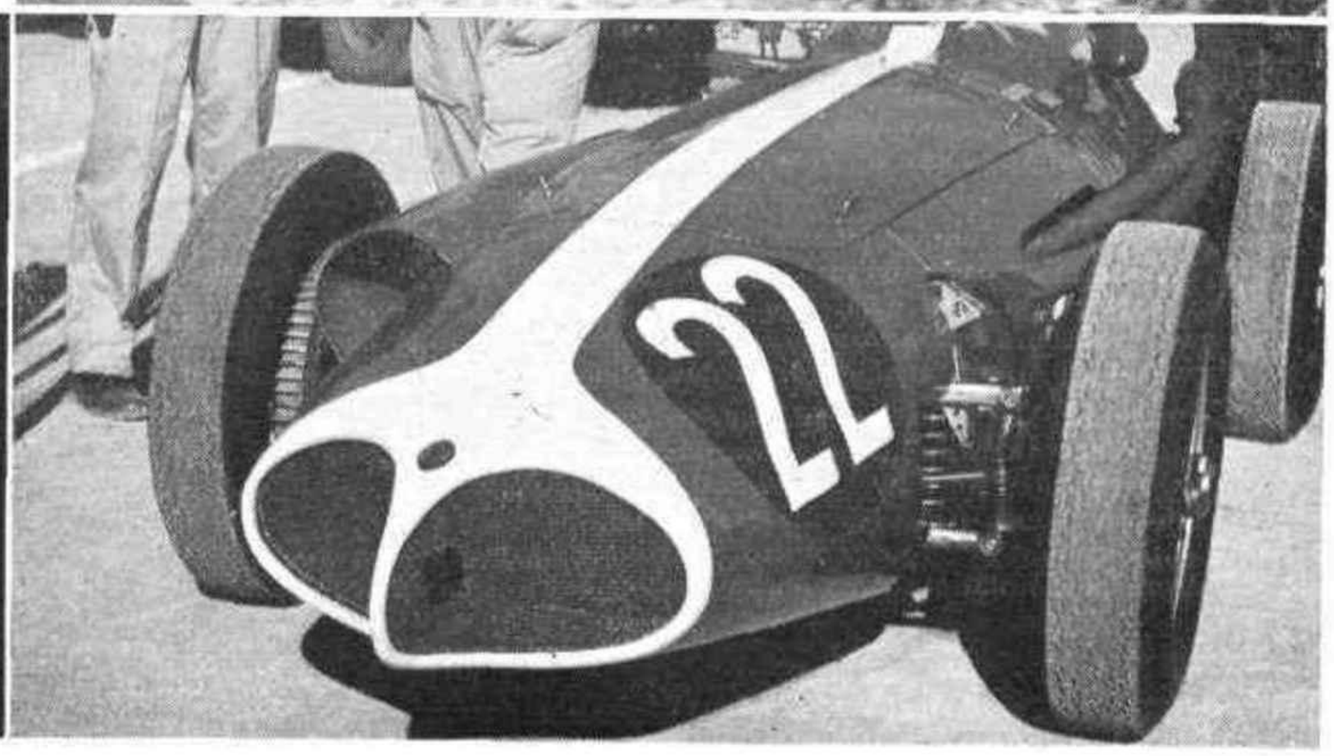
Right : MIKE HAWTHORN in the disc-braked Ferrari ran a very steady race, coming second to clinch the World Championship

Bottom left : THE NEW VANWALL wheel used on one of the cars at Casablanca. The races are in the hub and the wheel is held on by a central nut while a ring of bolts attaches the brake disc to the wheel hub

Bottom right : THE NEW NOSE on the works-supported Buell Maserati which should have used a vee radiator, but in fact used a normal flat one, behind the vee-shaped nose cowling.







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THE EXTERNAL COMBUSTION RALLY

ON September 20th, when sports cars were racing at Oulton Park, club racers contesting the MOTOR SPORT Trophy at Silverstone, rally drivers competing in the London Rally, members of the Veteran Car Club taking part in bending races at the Aldershot Horse Show and the Continental Correspondent was mending his motor-cycle, the Editor decided to do some motoring and departed to Lavenham for the B.L.S.P.S. Rally. B.L.S.P.S. stands for British Light Steam Power Society and we were promised five or six cars propelled by external-combustion, which would deport themselves on a disused airfield.

So I hurried, first to St. Albans, thence through de Havilland-dominated Hatfield to Ware and on along the winding road and downhill into Bishops Stortford and thence to Braintree and eventually to Lavenham.

There I was confronted by a fine Doble steam car, which, after a small quantity of water had been put into a tank in front and the level of paraffin checked in a tank at the back, got up steam to the accompaniment of the most terrifying noises before melting silently and swiftly away.

For some time the only other exhibit was a very sad Lancia Lambda in the last stages of decay, but retaining one of its original wickerwork armchair seats, and worthy of attention only because, where the engine should have been was a sort of washing machine, as under the bonnet of the Doble, and on the back axle was a steam engine.

This Lancia was a non-runner and the Doble was having water feed trouble so prospects looked bleak, the only item of interest being provided by a gentleman who opened the boot of his Jowett Javelin and withdrew a small steam plant mounted on a board. One gathered that this was a 1901 two-cylinder Crone engine of $2\frac{3}{4}$ in. by $3\frac{3}{4}$ in., rather like a Stanley, and designed to work at 160 lb./sq. in. One day, if a Raleigh back axle can be found to provide chain-drive, it may be put into a chassis.

Matters improved when Alec Hodgson turned up in a 1904 Turner-Miesse steam car and gave rides to the Society's members. This veteran, built by the Turner Motor Co. of Wolverhampton, ran all the afternoon without appearing to need water or fuel, although it did have to be blown into on one occasion with a tyre pump.

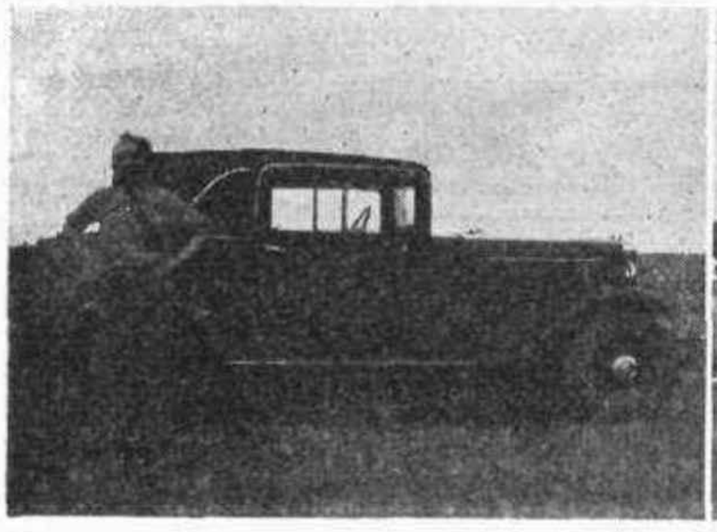
The Doble had now been made to behave and I was taken for a ride in it. This is an American car of about 1931/32, with a fine, very roomy Fisher saloon body, four-wheel-brakes and an engine built in this country by Sentinel for research purposes just before the war. Externally, apart from an aura of warmth and sounds and smells as from a traction engine, this elegant Doble, with its broad, gilled tube radiator, looks exactly like an expensive petrol car of the same period. The dashboard and controls are conventional, but what would normally be the clutch pedal controls the Stevenson valve gear and, fully depressed, engages reverse. Acceleration is exceedingly vivid, even fierce, and the silence of running uncanny, although marred in our experience by the clack-clack of the feed pump, water level being low. One understands that these Dobles work at 1,400 lb./sq. in. pressure, will do some 90 m.p.h. and run a matter of 200 silent miles or so without requiring water replenishment. In winter the front seat occupants certainly wouldn't get cold feet. Although I found the external sounds alarming I was told that a Doble, having a flash-boiler, cannot blow up!

By now another car had arrived. Outwardly a dull Morris of 1934 or thereabouts, water dripping, and water vapour rising, from it suggested that it wasn't at all dull. The radiator badge proclaimed it to be a L.B.C. Steam Motor and, sure enough, when the bonnet was opened, there was revealed another of those silver-painted washing-machine things, together with a blower and a starting carburetter, the radiator acting as a condenser. A Stanley engine drives the back axle, the coil-tube boiler having a heating area of 101 sq. ft. The paraffin consumption is 8 m.p.g. and I got the impression the owner isn't exactly enamoured of the Stanley engine. As steam cars have no clutch, a back wheel had to be jacked up before the engine could be run in pursuit of leaking glands.

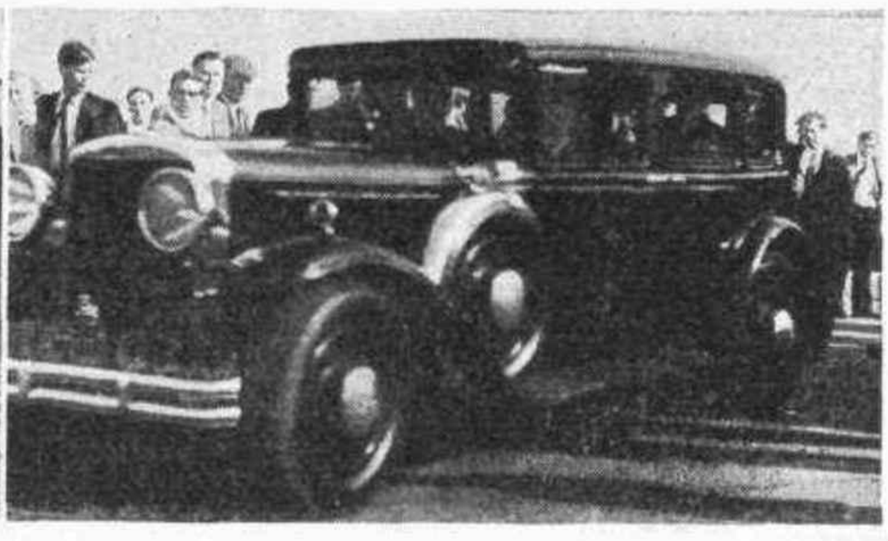
By now the scene was an active one, the steam cars being surrounded by curious humanity, with interest lent by Milligan's fine 38/250 Mercedes-Benz, a Type 40 Bugatti and a fabric saloon vintage Sunbeam. The Turner-Miesse and Doble were still giving joy rides when I remembered that I was 125 miles from home and from this glimpse of another sort of motor sport I returned to my customary car (which, unlike these steamers, will not run on paraffin) and headed, first for Sudbury, famous for its Coronation tapestries, with its Gainsborough statue, unveiled in 1913, its fine churches and where cricket was still being played, in sunshine with a nip in the air, on the low-level village green. Thereafter the VW made its way over the river bridge erected two years before World War One in busy Halstead, through busier Braintree and along that straight road to ugly Chelmsford, and so towards home, a day's motoring of more than 250 miles.—W. B.



UNCONVENTIONAL ENTRY.—A member of the B.L.S.P.S. gets a ride in Alec Hodgson's Turner-Miesse steam car.







From l. to r.: A proud builder of an L.B.C. steam motor; the Turner-Miesse on its joy-riding mission; the impressive Doble steam car returns to the Paddock.



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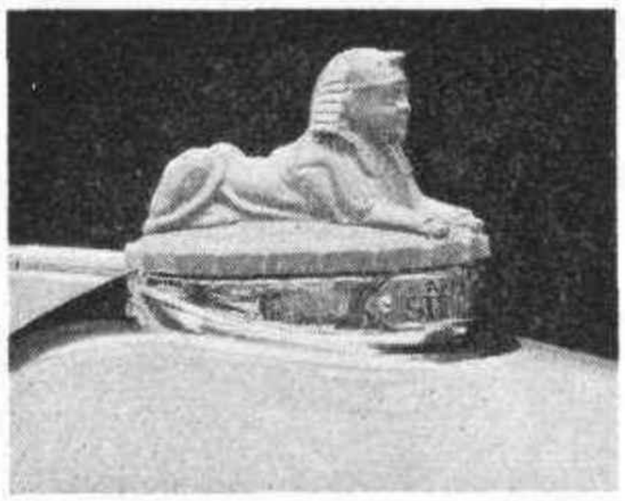
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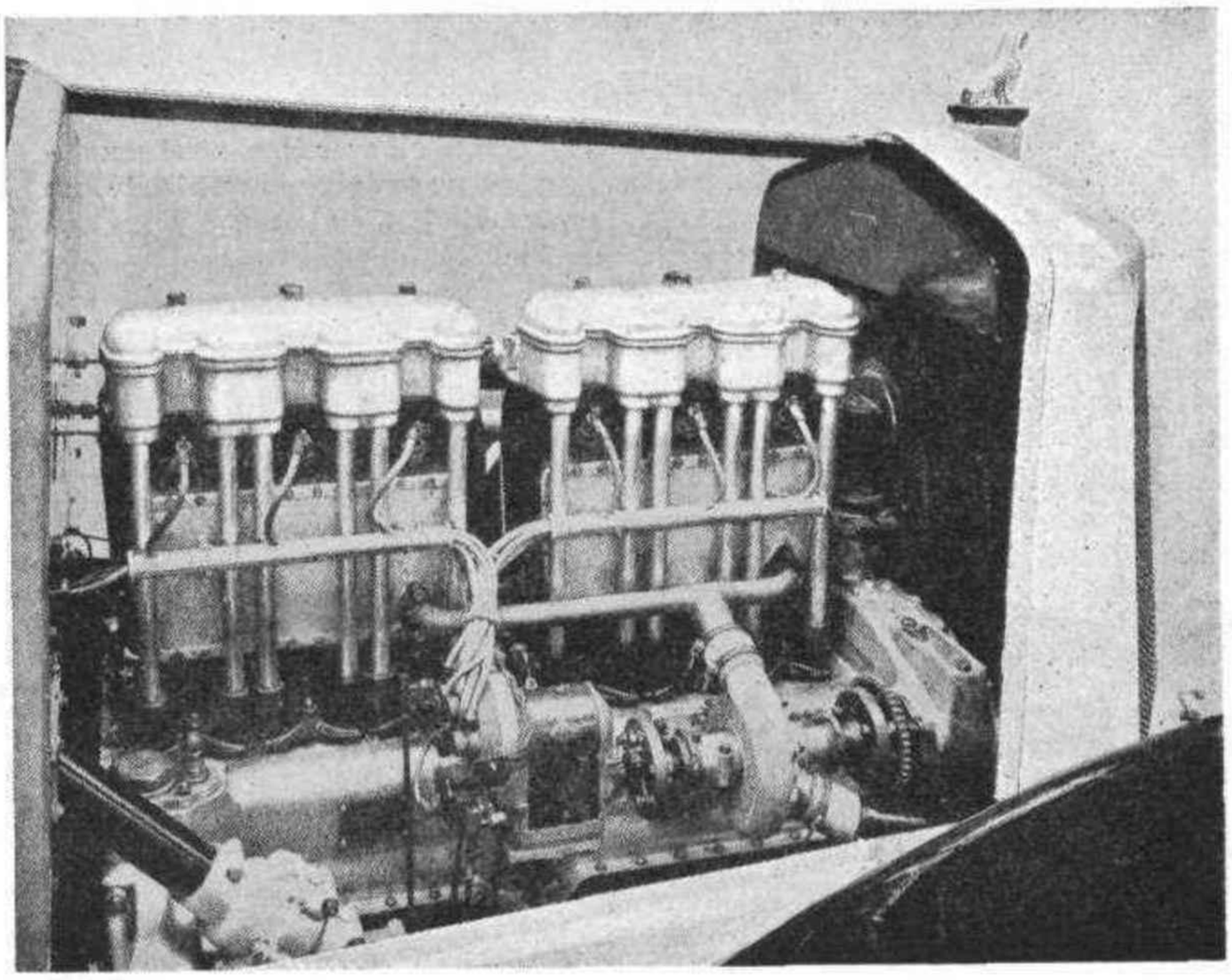
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" Our car, the Armstrong Siddeley that had given us so much pleasure, must be sold. How strange it would look on the roads of today, with the gaudy streamlined cars! Very solemn, I fear, but how comfortable it was—how quiet, how powerful. In it you felt as safe as Noah in his ark."—From " Ringing the Changes—an Autobiography," by the American author Mazo de la Roche.

A HISTORY OF THE ARMSTRONG SIDDELEY CAR



THE ENGINE OF THE FIRST ARMSTRONG SIDDELEY.—The 30-h.p. 4.9-litre six-cylinder power unit of the car produced in 1919 is of imposing dimensions, with a pair of cylinder blocks and heads. Note the handsome radiator, the tandem-driven components and the push-rod o.h.v. valve gear which recalls the Puma aero-engine of the 1914/18 war.

[The Armstrong Siddeley, made by the famous Coventry company which has built outstanding aeroplane engines since the first World War and still, of course, in production, is a somewhat neglected make, so far as the older models are concerned. No club exists to cater for these cars. Very few are to be found amongst members of the Vintage Sports-Car Club. Sometimes the early versions are dismissed as lethargic and ponderous. This is unfair. A vintage car is not necessarily judged on performance and the pre-war Armstrong Siddeleys were clearly successful, as is proved by the numbers sold and the affection felt for the make by the older generation. A great many Armstrong Siddeleys are still to be seen on our roads and used examples of these robustly-constructed, long-wearing cars can be acquired for quite modest prices compared to those asked for more illustrious vintage makes such as Rolls-Royce, Lanchester and Sunbeam. It is to honour the memory of the older models from the famous Coventry concern and to create interest in them, in the hope that this will prevent existing versions from passing into oblivion, that this historical survey is presented.—ED.]

INTRODUCTION

THE Armstrong Siddeley stems from the Siddeley Deasy, a make which enjoyed quiet fame up to the outbreak of war in 1914. It had a Knight sleeve-valve engine and suspension and worm-drive back axle on Lanchester principles. Captain H. P. Deasy founded the Deasy Motor Company in 1906 but although cars of this make were built for the 1906 T.T. race, and Miss Muriel Hines (now Mrs. Lord) was appointed to demonstrate the normal models, progress was slow and soon work on the 45-h.p. model ceased and an attempt was made to finalise the Type B 24-h.p. Deasy. This was scarcely successful and in 1908 Capt. Deasy resigned.

After Capt. Deasy's resignation, Deasy cars improved and in 1909 J. D. Siddeley joined the company. He had founded his own motor-manufacturing firm in 1906, which built 6, 12 and 18-h.p. cars as the Siddeley Autocar Co. Mr. (later Sir) J. D. Siddeley (he was afterwards created Baron of Kenilworth) later joined the Wolseley Company and evolved the Wolseley-Siddeley, but differences of opinion broke out between him and Sir Herbert Austin over the adoption of high-speed vertical engines and Mr. Siddeley left the Wolseley Company to become General Manager of the Deasy concern.

By 1910 John Siddeley and his team had redesigned the Deasy car, which adopted the name of Siddeley Deasy. Two models, the 14/20 and 18/28 were listed, followed in 1912 by a 12-h.p. poppet-valve car whose engine and worm-drive back axle were made by Daimler. This small Siddeley Deasy was followed by an Aster-engined Type R chassis, bought complete from the Rover Company.

In November 1912 the name of the company was changed from The Deasy Motor Car Manufacturing Co. Ltd. to The Siddeley Deasy Motor Car Co. Ltd. During 1911 a 14/20 Siddeley Deasy had successfully completed a 15,000-mile endurance test at Brooklands, averaging 34.71 m.p.h. and 23.143 m.p.g. on the Track, the cost of subsequent renewals being under £2. Deasy cars were driven in the 1911 Prince Henry Trial by Lionel de Rothschild and Sir A. Conan Doyle. As a result, H.M. War Office became interested, ordering cars which were exhaustively tested on Brooklands Track before delivery.

In the same year, 1911, an experimental commercial vehicle was constructed but when war broke out in 1914 only two lorries had been built, one for Len, the chimney sweeps, the other for Coventry Gas Works. Light cars were contemplated at the same time, to be named the Stoneleigh, but the commercial vehicle venture caused this project to be shelved until 1923.

The outbreak of a European war resulted in an order for some 100 Stoneleigh lorries for Russia, and other chassis went to Russia equipped as field kitchens.

As war contracts developed the Siddeley Deasy factory was engaged in building aeroplanes and then R.A.F. 1A V8 90-h.p. and V12 140-h.p. aero engines, the latter at the rate of ten per week to fulfill an order for 300, while 18-h.p. Siddeley Deasys were in big demand as ambulances.

In 1916, urgently seeking a reliable aero engine of 200 or more h.p., the Air Ministry asked Siddeley Deasy to build the B.H.P. six-cylinder water-cooled engine, of which only six prototypes existed. J. D. Siddeley agreed only if he was allowed first to bench-test one of these engines. On a 50-hour destruction test the valves fell into the cylinders after 49 hours' running. F. R. Smith, the Siddeley Deasy engineer, redesigned the engine, which emerged as the highly successful Puma, eventually built during the war at the rate of 160 a week.

As the war drew to a close, J. D. Siddeley, looking to the future, secretly imported an American Marmon car and, setting up a drawing-office in the billiards-room of his private residence, released certain key men from aero-engine production to study this transatlantic design and get going on the post-war Siddeley car. Thus was the 30-h.p. Siddeley Six evolved. This was followed, as described later, by various four- and six-cylinder models, and the small six-cylinder, in the form of the 12-h.p. Armstrong Siddeley, was pioneered in 1928.

After the Armistice orders for the Siddeley Six began to flow in and Mr. Siddeley, seeking to expand his factory and at the same time to safeguard his steel supplies, tried to amalgamate with Daimler. This fell through, but Mr. Siddeley's company combined with the Armstrong Whitworth Company and, in 1919, the Armstrong Whitworth Development Co. Ltd. was formed, the Siddeley Deasy Motor Car Co. Ltd. being re-named Armstrong Siddeley Motors Ltd. and the aircraft and motor section transferred to Parkside, Coventry. There Armstrong Siddeley cars were built in proximity to such famous peacetime aero-engines as the Armstrong Siddeley Lynx, Jaguar, Tiger and Cheetah. The Cheetah was the last piston aero-engine to be built by the company and during World War Two nearly 40,000 were produced; various marks are still in service throughout the world.

In 1928 Armstrong Siddeley took another step forward by introducing the preselector epicyclic gearbox as standard, this transmission subsequently becoming synonymous with the make. Mr. Siddeley took over the English patents for this gearbox from Col. Wilson. Two years later, when the Daimler Company found that a normal gearbox was ill-suited to their newly-introduced fluid flywheel, they coupled it to a Wilson self-change gearbox made under licence to Armstrong Siddeley.

In 1933 the never-very-distant link between the aero-engine and car sections of the Armstrong Whitworth organisation was emphasised by the introduction of the high-performance Siddeley Special car, the majority of its engine components being of Hiduminium light alloy as employed in aero-engine construction.

Nineteen thirty-five saw the Armstrong Siddeley Development Co. Ltd. absorbed by Hawker Aircraft. With the advent of another World War car production ceased and armament work was undertaken for the Admiralty, self-change tank gearboxes were constructed and the Cheetah aero-engine built in large numbers, the final Mk. 15 version giving 420 h.p.

With a return to peacetime conditions Armstrong Siddeley announced the first of the post-war British cars, in the form of the 2-litre Hurricane drophead coupé and the Lancaster saloon, the type names honouring the memory of those famous fighter and bomber aircraft. These new cars were then of advanced styling and had torsion-bar i.f.s. For 1949 the engine size was increased to 2.6-litres and the Whitley saloon—another famous aircraft name—added to the range.

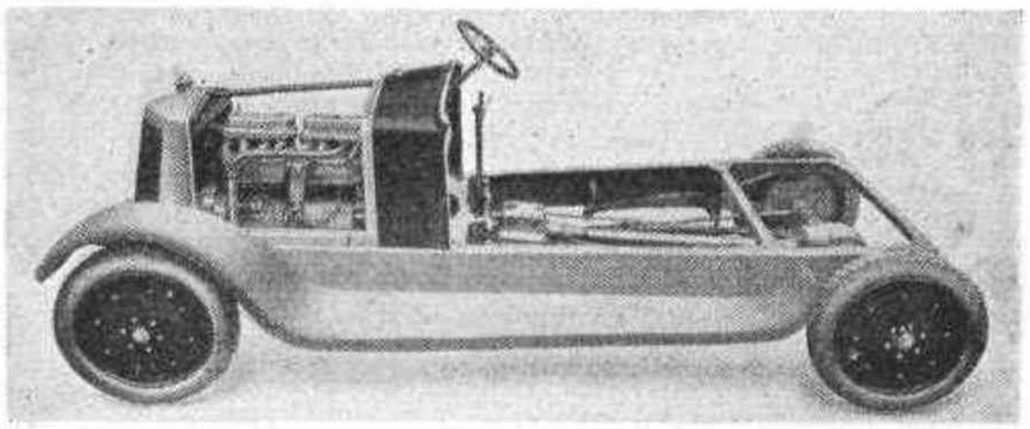
In 1952 the new Armstrong Siddeley Sapphire graced the Earls Court Show, notable for inclined o.h. valves operated by push-rods and rockers from a normally-located camshaft. Today, the famous Coventry company concentrates on the Sapphire 346 saloons and limousines, with synchromesh gearboxes or automatic transmission, and the new 4-litre Star Sapphire. In the aeroplane engine field, it builds the extremely powerful and reliable Sapphire gas turbine which powers such aircraft as the Hawker Hunter, Gloster Javelin and Handley Page Victor. Research also proceeds on rocket propulsion.

* * *

Part I—THE VINTAGE YEARS

After the strife of World War One some manufacturers decided that their best course lay in meeting the requirements of munitions profiteers, while others felt they would do better by catering for the millions who were expected to spend their war gratuities on light cars. Armstrong Siddeley adopted the former course, although in providing a large and dignified car they kept the selling price moderate and thus did not clash with the exclusive Daimler and Rolls-Royce market.

How much the car which formed the post-war product owed to the secretly-imported Marmon is best left to students of American



POST-ARMISTICE VENTURE.—The first Armstrong Siddeley was this massive 30-h.p. six-cylinder model. The unusual chassis structure, with integral running-boards, and the lightweight disc wheels are clearly shown in this picture.

design. This first Armstrong Siddeley was made almost entirely in the Coventry factory, even to back axle, suspension, steering, clutch and brakes. The bodywork was also made in the factory, E. Smith being responsible for the first touring body and the jigs for its manufacture.

Early in 1919 the new chassis, which was a 30-h.p. six-cylinder, was ready to be fitted with a body and the idea of a detachable-top saloon was adopted as one of the models for the 1919 Motor Show. For a long time the frontal aspect of this car displeased the Works Superintendent and the Company Buyer, so much so that eventually a London sculptor was called in—surely the first industrial designer?—and he suggested some acceptable alterations to the front-end of the vee-radiatored car which considerably improved its appearance. But for many years the bodies remained notably angular, Mr. Inglis, who was Coach Manager, being reluctant to alter them, which he excused with the remark, "The top hat is always smarter than the bowler."

The new car was announced in September 1919. It was impressive in appearance and possessed several ingenious features. The chassis was of massive construction, with integral running-boards and part of the wings forming an extension of the side-members. Suspension was by ½-elliptic front and cantilever rear springs set well within the width of the frame. Detachable disc wheels were used, these being bolted to the brake drums at the rear and to secondary discs, in size equivalent to that of the brake drums, at the front, so that when unbolted these wheels were lighter to handle than solid discs and they also ensured that there was no overhang of the wheel bearings at front or rear, giving a centre-point steering layout. Many parts of the chassis had metal-fibre self-lubricating bushes.

The engine had its six cylinders cast in pairs of three, the dimensions being 88.9 by 133.4 mm., giving a swept volume of 4,960 c.c., or just under 5 litres. The power output was quoted as 60 b.h.p. The cast-iron cylinders had aluminium water plates. Tulip overhead valves operated in phosphor-bronze valve guides and seated directly in the heads, being operated by push-rods enclosed in individual light-alloy tubes and rockers having shim tappet adjustment. The valve covers were in two pairs, so that the separate cylinder blocks were connected only by water pipes and manifolds. The manifolding was on the near side. The balanced crankshaft ran in three white-metal bearings, the hollow connecting-rods were machined all over, and light cast-iron pistons were used. Pump lubrication and cooling were employed.

The flywheel was of the open spoked pattern and carried a dry multi-plate clutch. The three-speed and reverse gearbox was in unit with the torque-tube, being carried at the front on a Siddeley ball-and-pot universal joint. The bevel-driven back axle, with aluminium casing, had a ratio of 3.69 to 1, the gearbox ratios being 3.36 to 1 (first) and 1.63 to 1 (second).

A Lucas starter drove by chain onto the crankshaft through the agency of a free-wheel, the Lucas dynamo was belt-driven from the driving member of the clutch, and there was provision on the engine for a mechanical tyre pump. The steering wheel had three friction-locked minor controls in its centre, operating ignition, throttle and mixture, with horn button in the boss, and the front bench seat was adjustable by turning a small aluminium wheel. Brake and gear-levers were centrally placed. Pressed-steel brackets supported a scuttle petrol tank. The radiator was of massive vee-formation, apparently with the idea of identifying itself with the pre-war Siddeley Deasy, which had a coal-scuttle bonnet with behind-engine cooling element. To facilitate manufacture, although the honeycomb was of vee-shape, it was encased in a detachable shell. Early photographs of this 29.5-h.p. Armstrong Siddeley chassis show no radiator mascot, but drawings published at the same time to show what the complete cars would look like clearly depict the now-famous Sphinx

sitting on the radiator cap. Apparently a journalist, writing of an earlier Siddeley car, referred to it as being " as silent and inscrutable as the Sphinx," and Mr. Siddeley was so pleased with this that he sent an artist down to London to make sketches of the Sphinx on the Thames Embankment, from which a mascot for the first Armstrong Siddeley was prepared. This mascot has appeared in several versions, sprouting wings in deference to the aircraft associations of the manufacturer, who, in later days, adopted the slogan " Cars of Aircraft Quality."

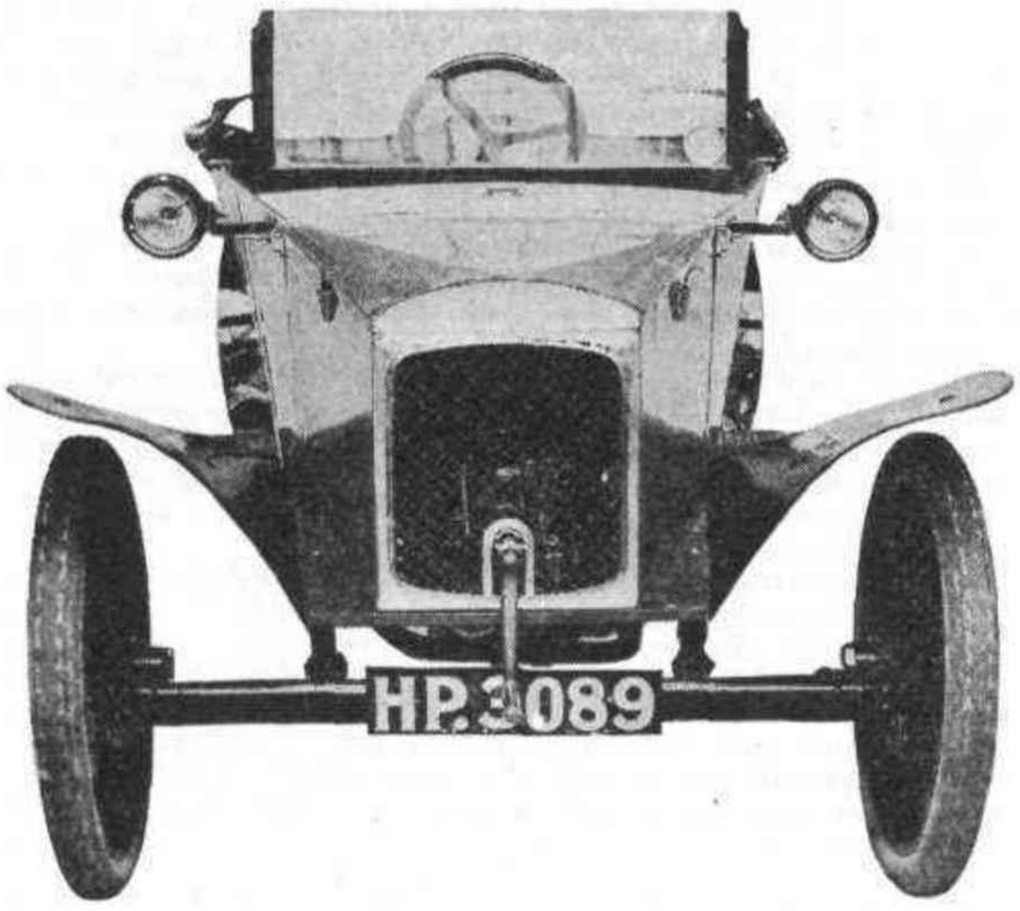
The 30-h.p. Armstrong Siddeley, then, was a car of individua aspect and massive appearance. Its wheelbase measured 11 ft. 8 in., with a 4 ft. 8 in. track, and by the date of the 1919 Motor Show the chassis price had been fixed at £720, a complete touring car costing £960. At the Show a chassis, an open 2/4-seater, a saloon-phaeton and a limousine-landaulette were exhibited, the engine, with its push-rod tubes rising on the off side and the water-pump and magneto in tandem on the same side, now having its tyre pump in place. On the near side of the engine was the Claudel-Hobson carburetter. In the coachwork section of the Show, Mann, Egerton & Co. Ltd. exhibited a V-fronted saloon on an Armstrong Siddeley chassis.

Thus was born a car of quality, with, for its era, a good power/weight ratio, endowed by adherence to aircraft items of design in engine and chassis. Production, at the minimum rate of 5,000 a year, was intended to get into its stride by the spring of 1920 but, although the demand was great, it is believed that output never rose above 3,000 to 4,000 cars a year, 130 per week being a record. The body fitted with the detachable saloon top, having four windows each side, was named the Burlington, and after the Show closed was used as Mr. Siddeley's car for some considerable time.

During 1920 H.R.H. the Duke of York purchased a 30-h.p. Armstrong Siddeley for official journeys. At Brooklands, Capt. D. E. B. K. Shipwright raced a two-seater Armstrong Siddeley, affectionately known as the " Baby Tank," early modifications stopping at strip mudguards attached to the upturned ends of the integral running-boards. The following year, Capt. Shipwright, having tuned the car, as described on page 76 of " The History of Brooklands Motor Course," by W. Boddy (Grenville), and cut away the running-boards, actually won a race, lapping at fractionally over 77 m.p.h. Today, a happy link with the long ago, Sqd. Ldr. Shipwright runs an Armstrong Siddeley Lancaster saloon.

For 1921 the 30-h.p. car was continued almost unaltered, although slight changes were made to the cams and tappets to obtain greater silence, the silencer was situated at the back of the car, and clutch and brake gear were simplified. A chassis and four complete cars were exhibited at the Motor Show, the chassis being priced at £875, a 5/7-seater tourer at £1,190.

During 1921 various special bodies were built on the 30-h.p. chassis, including a caravan. In the summer of that year Capt. Shipwright, aforesaid, wrote to *The Autocar* about a journey he had made in his Armstrong Siddeley from Hyde Park Corner to St. Ives, his running time average on the outward journey being 33.69 m.p.h. and on the return journey 34.75 m.p.h., the car, which had a dash-board stocked with instruments, including an air-speed indicator and an altimeter, running faultlessly for the entire 556 miles. It is significant that this was considered a fast drive in those days and brought an admonition from Viscount Curzon, M.P., who thought such feats would result in greatly increased police-trap activity on the roads out of London.



ESSAY IN SIMPLICITY.—Like many famous concerns, during the post-1918 slump Armstrong Siddeley attempted to enter the economy-car market, with this Stoneleigh small car, the prototype of which, as can be seen, had the driver seated centrally, with his two passengers behind him

Also during 1921 the company opened a service station in Manchester, and Thos. Tilling Ltd. used the 30-h.p. chassis for a fleet of ambulances they built for hire work.

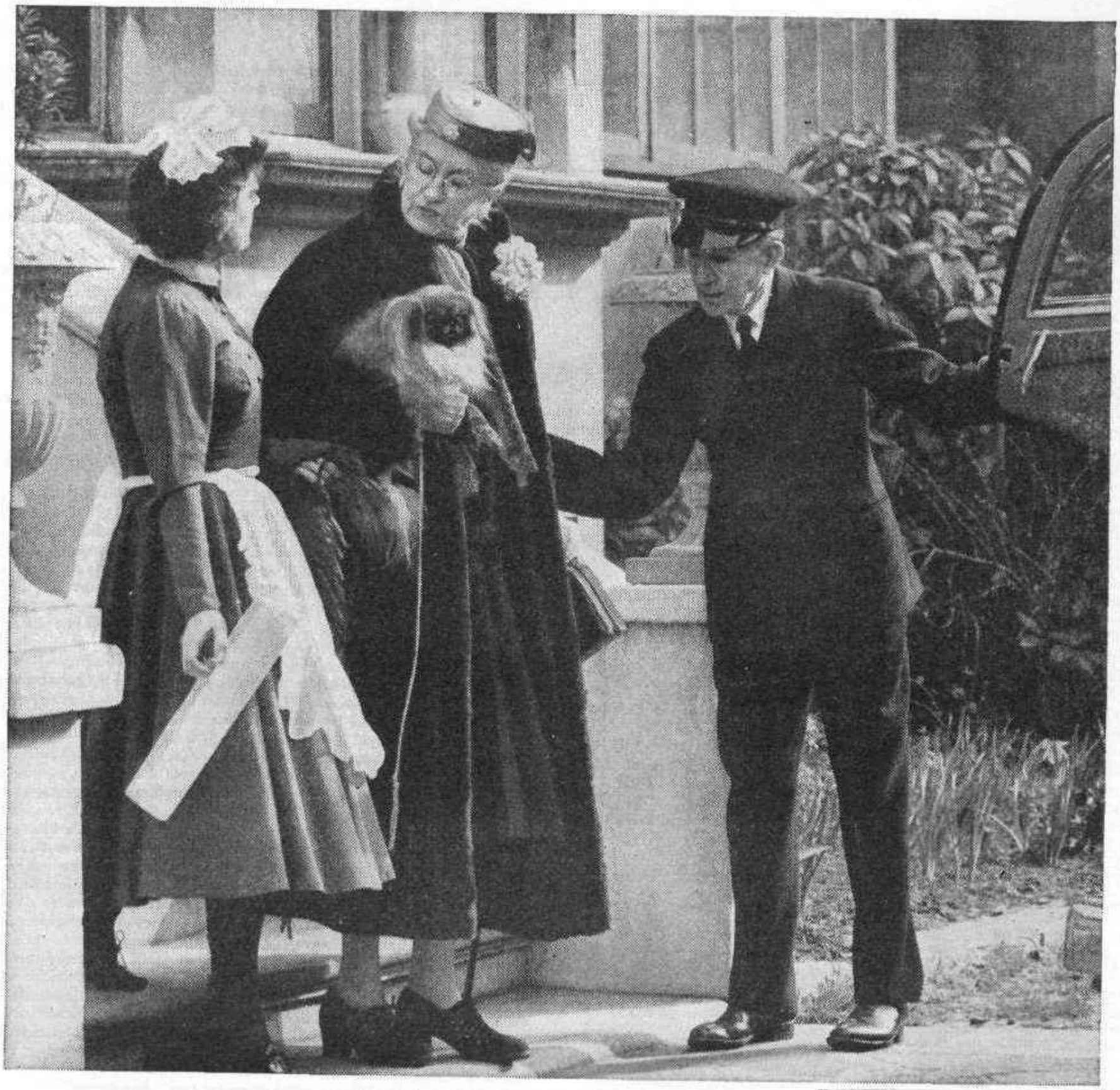
Before the 1921 Show a new Armstrong Siddeley was announced, a smaller companion for the rugged 30-h.p. This was the 17.9-h.p. model, which followed generally the specification of the larger car. The engine, with six cylinders, the blocks in two pairs, had a bore and stroke of 69.5 by 104.8 mm., giving a capacity of 2,318 c.c. The pistons were still of cast iron. The vee-radiator was retained. Tappet adjustment was now by means of hardened steel cups on the upper ends of the push-rods, which could be locked by a split cone-nut, and steel instead of alloy tubes enclosed the push-rods. The petrol tank was carried in the scuttle, with its filler neck protruding from the dash-board. The new 18-h.p. car had a wheelbase of 10 ft., a track of 4 ft. 8 in., was shod with 815 by 105 tyres on the famous disc wheels, and in open tourer form it cost £795 and weighed about 26 cwt. The chassis was priced at £575, the most expensive model being the landaulette, at £975. The gearbox was still three-speed, with ratios of 16.65, 7.82 and 4.7 to 1.

At the 1921 Motor Show Armstrong Siddeley were able to show an 18-h.p. saloon specially built for Prince Henry and a 30-h.p. saloon constructed for H.R.H. the Duke of York, the latter with Triplex glass, blind rear quarters, smoker's canteens, Yale locks and other special features. Armstrong Siddeley designed and built these Royal bodies, providing another 18-h.p. and a 30-h.p. for the Duke of York in 1922, B. Rigby and G. Taylor being responsible for one car and D. Mountford and J. Smith the other, under the Chief Draughtsman, C. Davidson, who prepared full-size drawings.

Seeing a slump ahead, which, indeed, drove Armstrong Siddeley to experiment with cinema projector equipment until a contract from the Ministry of Supply for track vehicles known as Artillery Dragons saved the day, the company began to think in terms of a small car. Work proceeded quietly in the old tool-room at Parkside on a car which a subsidiary company, the Stoneleigh Motor Co. Ltd., was to build, and the Stoneleigh was announced in November 1921. The design was extremely simple. The engine was a 90-deg. vee-twin air-cooled unit of 85 by 90 mm. (1,010 c.c.) which appears to have owed its origin to an early Hotchkiss design and the push-rod o.h. valve gear of which was very like that found on front-wheel-drive B.S.A. three-wheelers up to the mid-nineteen-thirties. The transmission consisted of a dry-plate clutch, three-speed gearbox in unit with the torque-tube as on the Armstrong Siddeley, and a differential-less spiral-bevel back axle. The body was a simple aluminium and wood-frame structure and flared wings dispensed with running-boards. Suspension was by ¾-elliptic springs. A novel idea was that the driver sat centrally behind the wheel, with a bench seat for two behind him, the passengers stretching out their legs on each side of him. This earned scathing comments from Mr. Ernest Siddeley, so that production versi ns had normal seating. Harry Crook was responsible for development. The price, originally announced as £225, was reduced to £155, or less than that asked for the Austin Seven and Rover Eight. Two saloon Stoneleighs were built and some useful publicity gained from a successful ascent of Snowdon, up the railway line, and from awards won in M.C.C. Trials and in the Scottish Six Days Trial. A " Chummy " model was brought out in 1924 but at the works the Stoneleigh was known as the " wash-tub " and " sack of potatoes car " and Mr. John Siddeley as the " man who has made walking a pleasure," and eventually the Stoneleigh faded from the scene.

The Burlington Carriage Co. made many bodies for Armstrong Siddeley chassis, one of which was supplied in 1922 to Talbot O'Farrell, the entertainer. Eventually Armstrong Siddeley took over the works, adjacent to their own, of the Burlington coachbuilding concern; in this building Armstrong Siddeley cars are assembled tod ıy and the old brass plates can still be discerned on the entrance to the building.

The company set about proving the worth of the new 18-h.p. car and put it in for an R.A.C. 10,000-mile test. This tourer came through with flying colours, averaging some 450 miles a day for 23 days at an average of 20 m.p.h., during which time the car returned 24.64 m.p.g. of petrol/benzole, 13,347 m.p.g. of oil, used 1½ gallons



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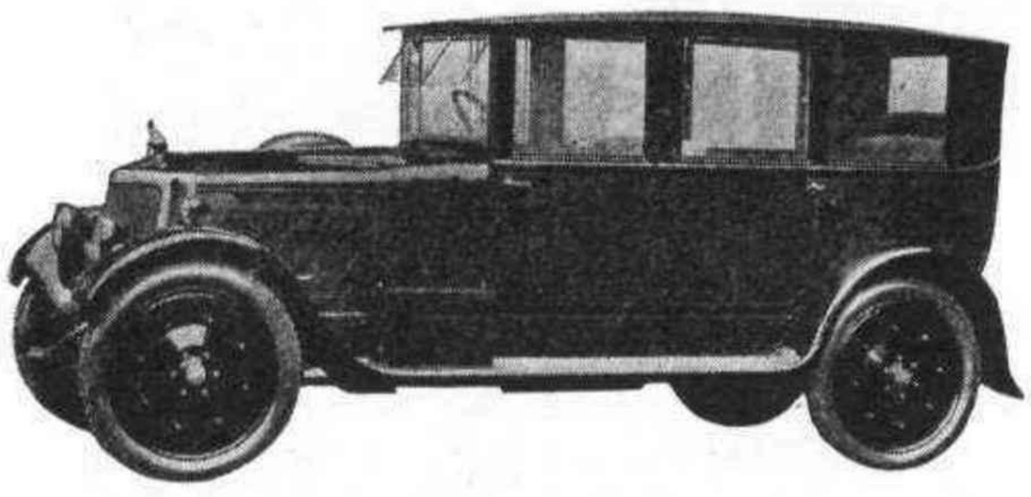
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THE 18-h.p. ARMSTRONG SIDDELEY was virtually a smaller edition of the original 30-h.p. car.

of water, retained the original tyres and had trouble only with a broken wheel bearing "of the most famous make in the world." The drivers of HP 3889 were F. C. Woodbridge, I. C. Straight and J. C. Humphries. At Brooklands, at the conclusion of the test, the car covered half a mile at 56.18 m.p.h.

Later in the year W. F. Bradley, then Continental Correspondent to *The Autocar*, drove from Paris to Barcelona in three days, a distance of 750 miles, in an open 30-h.p. tourer, XK 8017. He obtained 17 m.p.g. and had but one involuntary stop, when a 6-in. French nail punctured a Dunlop Cord tyre.

By the time the 1923 Motor Show came round Armstrong Siddeley were able to announce proudly that they had been awarded the Dewar Trophy in respect of the R.A.C. test of the 18-h.p. car and were able to display the open 18-h.p. and state-bodied 30-h.p. cars built for H.R.H. the Duke of York, the latter having seven external lamps.

Encouraged, they submitted a 30-h.p. interior-drive limousine to a 15,000-mile R.A.C. test in September/November 1922, the car carrying three persons and running day and night for 34 working days. It returned 21.2 m.p.g. of petrol, 6,667 m.p.g. of oil, consumed 3.2 gallons of water and clocked 62.83 m.p.h on Brooklands Track. The average running weight was 40¾ cwt. The price of this car was £1,000, and the 18-h.p. tourer had been reduced to £660.

It was obvious that by 1923 the six-cylinder Armstrong Siddeleys were firmly established and substantial price reductions were possible, the 18-h.p. tourer costing £670 complete with rear screen, the 30-h.p. tourer £950, although the interior-drive limousine now cost £1,125. Towards the end of the summer Perrot-type front-wheel brakes were available for the 30-h.p. cars at £35 extra.

In July another new model had been announced. This was the "Four-14," the first four-cylinder Armstrong Siddeley. A conventional monobloc 76.2 by 101.6 mm. (1,852 c.c.) engine was used, with push-rod-operated o.h. valves in a detachable head. Rather unusual was the location of the engine components, dynamo, magneto and water pump being driven by the single timing chain and located on the rear off side of the timing case. A three-bearing crankshaft, H-section connecting-rods and an oil pump skew-gear driven from the camshaft were used and the large flywheel was of characteristic open-spoke pattern, carrying a single-plate clutch. The gearbox was, as usual, mounted on the front of the torque-tube and provided three forward speeds, of 17.5, 8.63 and 4.7 to 1. A Claudel-Hobson carburetter fed an exhaust-jacketed manifold on the near side of the engine.

A departure from previous Armstrong Siddeley practice was seen in the flat-fronted radiator, while the chassis had ¾-elliptic springs front and back, actually extended behind their clamps and free to slide in the back-axle clips to give a semi-cantilever effect. The special disc wheels were shod with 760 by 90 tyres and normal running-boards were used. This 14.4-h.p. Armstrong Siddeley had a wheelbase of 9 ft. 3 in., a track of 4 ft. 8 in. and was intended to sell for £400 in touring form, with a de luxe version at £425. However, by September the chassis price was announced as £260, the tourer at £360, a coupé at £480 and a landaulette at £505. To prove that the new "Four-14" was really in production, Mr. J. D. Siddeley produced a fleet of them for demonstration to the Press in the Cotswolds, following a lunch at Warwick in July 1923. *The Autocar* was at this time persuaded to give some excellent publicity to the service station at Lisson Grove, N.W.8, and in October Mr. H. P. Henry, Sales Controller of the Armstrong Siddeley Company, left England *via* the Paris Salon, for a sales tour of India, where specimens of the new 14-h.p. car had been shipped, together with a number of six-cylinder models.

Incidentally, it apparently paid to be in politics in 1923 because, although he lost his seat by three votes, the Conservatives of Tiverton presented their candidate, Col. Troyte, with a new 14-h.p. Armstrong Siddeley tourer, TA 8036.

Early in 1924 a two-seater 14-h.p. car, HP 7724, was being submitted to the Press for road-test. Top speed was just above 50 m.p.h., petrol consumption under hard driving 23 m.p.g., and 10-30 m.p.h. occupied 16 sec. in top gear, 10½ sec. in second gear.

The 18-h.p. tourers were proving popular in America and Overseas and for 1924 the price was reduced to £595 and front brakes were available for £30 extra. The prices of the 30-h.p. car remained unchanged but a new touring landaulette was introduced, at £1,050. The 14-h.p. car was reduced to £460 for the normal or Weymann fabric saloon, £485 for the saloon-landaulette or ¾-landaulette. At the 1924 Show a petrol gauge was introduced on the scuttle fuel-filler cap of the 14-h.p. model, which was available with 29 by 4.95 balloon tyres if required. In Queensland a privately-owned 14-h.p. Armstrong Siddeley won the Dunlop Trophy in a 1,100-mile trial over shockingly bad roads.

For 1925 the Duke of Portland, who had been using a 30-h.p., acquired an 18-h.p. limousine. Later in 1925 the engine of the 30-h.p. Armstrong Siddeley was redesigned. The cylinder block was now in one piece, although the detachable heads were still in pairs. Two separate exhaust manifolds were located on the off side, but a twin Claudel Hobson updraught carburetter fed through a separate inlet pipe, which possessed an odd combination of angles and curves and was extensively exhaust-jacketed. The valves were now staggered in the heads and slightly inclined in the same plane, actuation being by push-rods now concealed within the cylinder block. Aluminium split-skirt pistons were used and an increase in power output of at least 15 per cent. was claimed. The starter motor was more accessibly located above the left-hand rear engine bearer and a new multi-plate dry clutch was used. Otherwise the chassis remained virtually the same. So the 30-h.p. Armstrong Siddeley fell into line with current practice. It seems unlikely, alas, that any of the two-block 18- or 30-h.p. engined cars have survived to the present day. The new 30-h.p. was priced at £800 for the chassis, at £1,050 as a seven-seater tourer, up to £1,350 for the enclosed landaulette and limousine. The integral running-boards, open flywheel and unusual disc wheels remained as a legacy from the past.

In the summer of 1925 an 18-h.p. landaulette was supplied to H.H. Yang-di-Pertuan Besar, the Regent of Negri Sembilian, and at home Margaret Bannerman took delivery of a 14-h.p. saloon with a specially-wide driver's door (not that Miss Bannerman was stout!) from University Motors.

In June an improved Mk. II 14-h.p. Armstrong Siddeley was announced. The main alterations concerned the chassis, which now had ½-elliptic suspension front and back and the wheelbase increased to 9 ft. 6 in. Front-wheel brakes, with the operating rods carried beneath the front axle, were introduced, the under flywheel guard was extended, an exceptional clearance was provided vertically and laterally between tyres, mudguards and body, to facilitate negotiation of bad surfaces, while the capacity of the petrol tank was increased from six to eight gallons. Minor changes were made to the engine, a detachable cover-plate being provided for the exhaust muff on the inlet manifold. The clutch had an oil catcher and thrower, the horn was mounted on the dash instead of on the inlet manifold, the hand-brake lever was moved from the side of the gearbox to the main cross-member and wide teeth were adopted for the gearbox.

A striking new tourer body known as the "Sandown" was introduced for the improved Armstrong Siddeley Fourteen, priced at £395. An interim model on the older chassis had preceded the "Sandown," this being an improved "Cotswold" tourer. Soon a "Sandown" tourer was made available to the Press, this being a red tourer, Reg. No. RW 3200, with the name "St. George" painted on the bonnet. This was the forerunner of a delightful idea, whereby Armstrong Siddeley put three demonstration "Sandown" tourers on the road, the red "St. George," a white one called "St. David" and a blue one called "St. Andrew." These cars, which had covered some 300,000 miles between them, were taken on a publicity tour, in red, white and blue order, visiting prominent towns all over the country, preferably while there was a carnival taking place, when they were driven slowly about in top gear to demonstrate their flexibility—a stunt which would cause untold traffic congestion today.

In September 1925 the 18-h.p. Armstrong Siddeley was revised to bring it into line with the 30-h.p. This Mk. II version had a monobloc engine and in this case a single-piece detachable cylinder head was used, with o.h. valves slightly inclined in the same plane, similar to those of the new 30-h.p. although in the 18-h.p. engine inlet and exhaust manifolds were both on the near side. Whereas the 30-h.p. engine dimensions had not been changed, those of the Mk. II 18-h.p. were increased to 73 by 114.29 mm., giving a swept volume of 2,872 c.c. Both engines had three-bearing crankshafts and camshafts.

The new 18-h.p. model was offered as a short-chassis tourer at £450, the long-tourer costing £575. Various body styles were available, the Mk. II 18-h.p. saloon costing £695. The Mk. II 14-h.p. tourer now cost only £330 and the " Broadway " saloon £400. The 30-h.p. landaulette was now priced at £1,175, the Pullman limousine at £1,450.

Late in 1925 Armstrong Siddeley Motors built a fine sports-tourer on a Mk. II 30-h.p. chassis, finished in white with black wings, the four-panel V-windscreen having two wipers, which was then considered to be unusual.

With the four-cylinder and the two six-cylinder models brought up to date and selling well, it was not to be expected that many changes would be made to Armstrong Siddeley cars in 1926. A sports/tourer body was introduced, with sloping doors and a faint suggestion of a pointed tail, this taking the former name of " Sandown " on the 14-h.p. and " Braemar " on the 18-h.p. chassis. The doors of the normal tourers were made wider, a convertible all-weather body with sliding windows and folding head was added to the 18-h.p. range, and the bench seat of the 14-h.p. 2/3-seater " Mendip " was widened to accommodate three abreast, with parcels space and sidescreen receptacle behind, similar seating being introduced for the coupé bodies on both the smaller chassis. One 14-h.p. tourer was converted to take beds for camping, this car, incidentally, having a front bumper bar. Normally, Armstrong Siddeley cars were not fitted with bumpers, even when these were commonplace on other makes, the late C. G. Grey, one-time Editor of *The Aeroplane*, recalling, in an article he wrote some years ago for MOTOR SPORT, how Cyril Siddeley disliked these fittings, saying that if a man drove properly they shouldn't be needed! Also in 1926 a 14-h.p. tourer was driven from Perth to Adelaide, a distance of 1,950 miles over some appalling roads, and averaged 28 m.p.g.

The only new model brought out in 1926 was the Long Eighteen, which had a wheelbase of 10 ft. 9 in. and a track of 4 ft. 8 in. and a revised braking system with 17½-in. drums on all four wheels and six sets of shoes. The pedal operated on all wheels, the hand-lever the separate set of rear shoes, the brake rods being taken through guides to prevent rattles developing. Intended for spacious bodywork, the Long Eighteen could be had as the " Ascot " all-weather four-seater with sensibly wide doors, at £600, in " Malvern " seven-seater saloon-limousine form for £795, in folding-head form as the " Maidstone " at the same price, or as the " Chester " landaulette or " York " limousine, which both cost £825. Some idea of the quality of the bodywork is afforded by a comparison with the chassis price, which was a mere £450. This chassis retained the ½-elliptic front springing and cantilever rear suspension of the larger Armstrong Siddeley models, but by the time of the 1926 Show both long and short-chassis 18-h.p. models were provided with ½-elliptic back springs, shackled at both ends. The 30-h.p. model was retained, a " Cheltenham " Pullman limousine being shown at Olympia. A similar Pullman landaulette had been supplied to H.H. The Sultan of Kedah.

During the season the 18-h.p. Armstrong Siddeley was publicised further by inviting journalists to gather at the Shakespeare Hotel in Stratford-on-Avon and afterwards go in six cars over rutted lanes and ploughed fields in the course of a severe cross-country demonstration, pausing for lunch at " The Bear " on Rodborough Common, near Stroud. Stanway hill was tackled and Birdlip Hill was ascended in top and second gear, five up, at never below 25 m.p.h. At least one of the guests was obviously impressed, praising the car's cellulose finish, its smoothness, its flexibility, its ability to do a genuine 60 m.p.h. without fuss or flurry, its good springing, wide track and excellent four-wheel brakes. All, as he observed, in a car priced at only £450, reduced at the end of the year to £435.

Nineteen twenty-seven saw Armstrong Siddeley successes maintained. In Australia a 14-h.p. tourer was placed first for reliability, first for petrol consumption and third for hill-climbing in a 700-mile trial organised by the R.A.C. of Australia. Another 14-h.p. Armstrong Siddeley won a reliability trial in Ceylon. Incidentally, a pleasing gimmick given away by the company at that time to the journalists who took part in the previous year's Cotswold " rough stuff " demonstration was an ink-pot or match-box case in the form of an 18-h.p. radiator. The public could buy these for 7s. 6d. each—do any survive?

A new model introduced during the summer of 1927 was the " Lonsdale " four-door, six-light saloon with separate front seats, rounded rear panels and slightly domed roof, on the 14-h.p. chassis. This was additional to the " Broadway " saloon and cost £395.

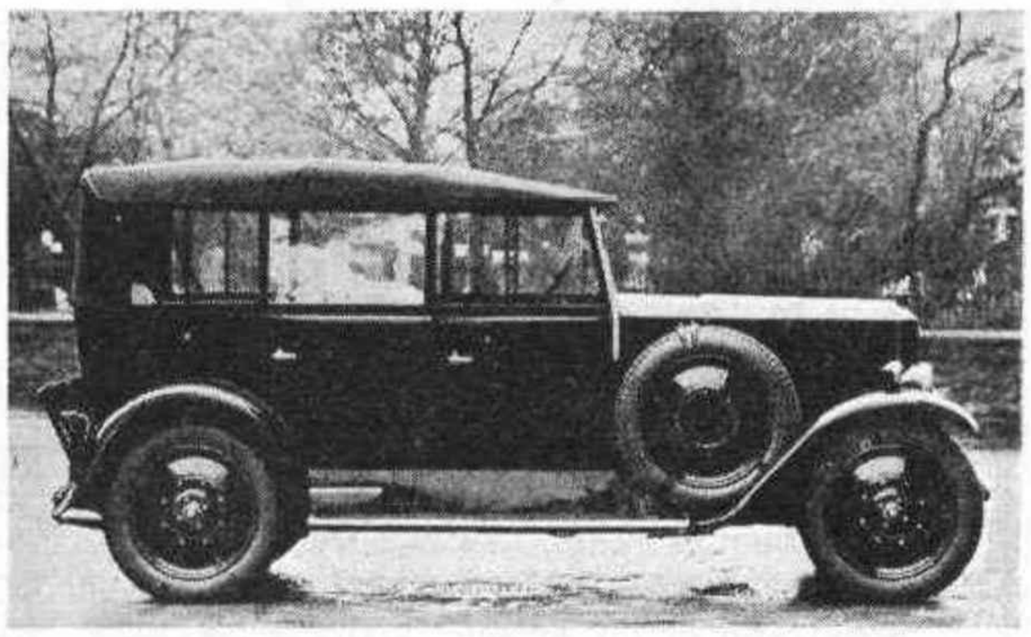
In September 1927 central chassis lubrication, *via* a foot-operated plunger pump from an under-bonnet oil tank, was adopted for all Armstrong Siddeley cars. A new model had not been produced for some time but for 1928 a side-valve six-cylinder 15-h.p. model, of 63.5 by 101 mm. (1,900 c.c.), was introduced, its chassis similar to that of the 14-h.p. car and priced at £270. This model, like the Fourteen, had a flat-fronted radiator. The Fourteen itself was improved in respect of a smoother-running engine, better seats (following careful research) and softer suspension. The 18-h.p. car was renamed the Short Twenty and Long Twenty, respectively, according to wheelbase, and at last the 30-h.p., its engine dating back to 1919, came into line with these Twenties in having a one-piece detachable cylinder head. The hot-spot was also made adjustable and the exterior appearance considerably cleaned-up. Prices were substantially reduced in the case of all save the Long Twenty and a wide variety of bodywork was offered, including the " Cotswold " tourer, " Broadway " saloon and " Manston " fabric saloon on the Fourteen chassis, the same bodies on the new Fifteen, a tourer, " Sterling " saloon and " Cranwell " fabric saloon on the Short Twenty, and, on the famous 30-h.p., the " Shrewsbury " touring landaulette, " Richmond " enclosed-limousine and, most costly model of the range, at £1,300, the " Cheltenham " pullman-limousine. All 1928 models had the instruments neatly grouped in a central panel.

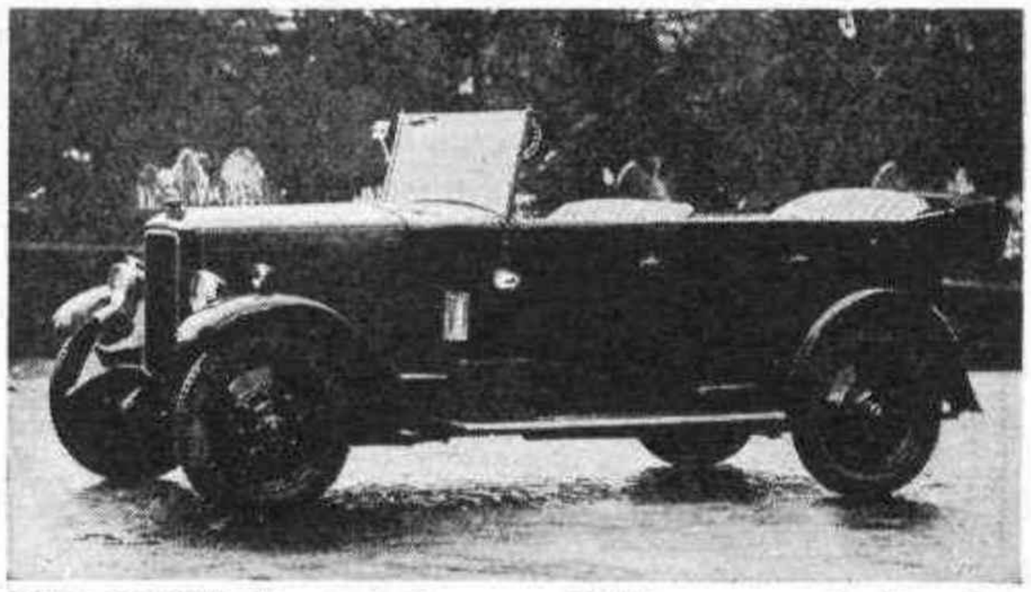
In 1928 came the epoch-making debut of the self-change gearbox, offered before the end of the year on the 20-h.p. and 30-h.p. cars. This revolutionary four-speed transmission with fool-proof selection of the epicyclic gears from a small lever above the steering wheel and engagement through a single pedal, was exhibited at Olympia on a 30-h.p. chassis. It cost £50 extra and was available at extra cost on the 20-h.p. cars also. The 30-h.p. model was modernised for 1929 in respect of a taller radiator and higher bonnet before a redesigned scuttle and the petrol tank (21 gallons) was mounted at the back of the chassis.

The 20-h.p. car used underslung back springs, while the Fourteen had a lower frame, improved appearance and also underslinging of the back springs for 1929, and the 15-h.p. appeared with Weymann convertible saloon body.

In spite of the research necessary to perfect the Wilson self-change gearbox and get it into production, Armstrong Siddeley had an entirely new model at Olympia in 1928. This was the Armstrong Siddeley Twelve, with the smallest six-cylinder engine on the British market, the side-valve power unit having a bore and stroke of 56 by 84 mm., giving a swept volume of 1,236 c.c., or 206 c.c. per cylinder. It is interesting to note that, as in earlier Armstrong Siddeley cars, the gearbox was mounted, separately from the engine, on the front of the torque-tube. It had a cast-iron casing and the

Continued on page 785





TWO VIEWS of typical Armstrong Siddeley tourers, the chromium strip round the radiator being introduced at the 1929 Motor Show.

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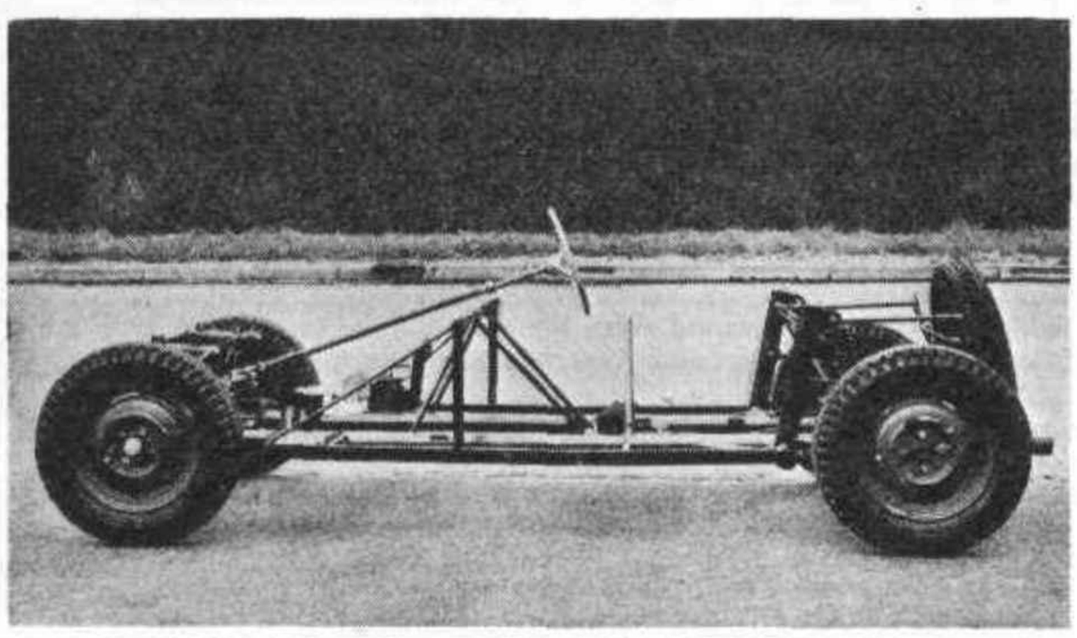
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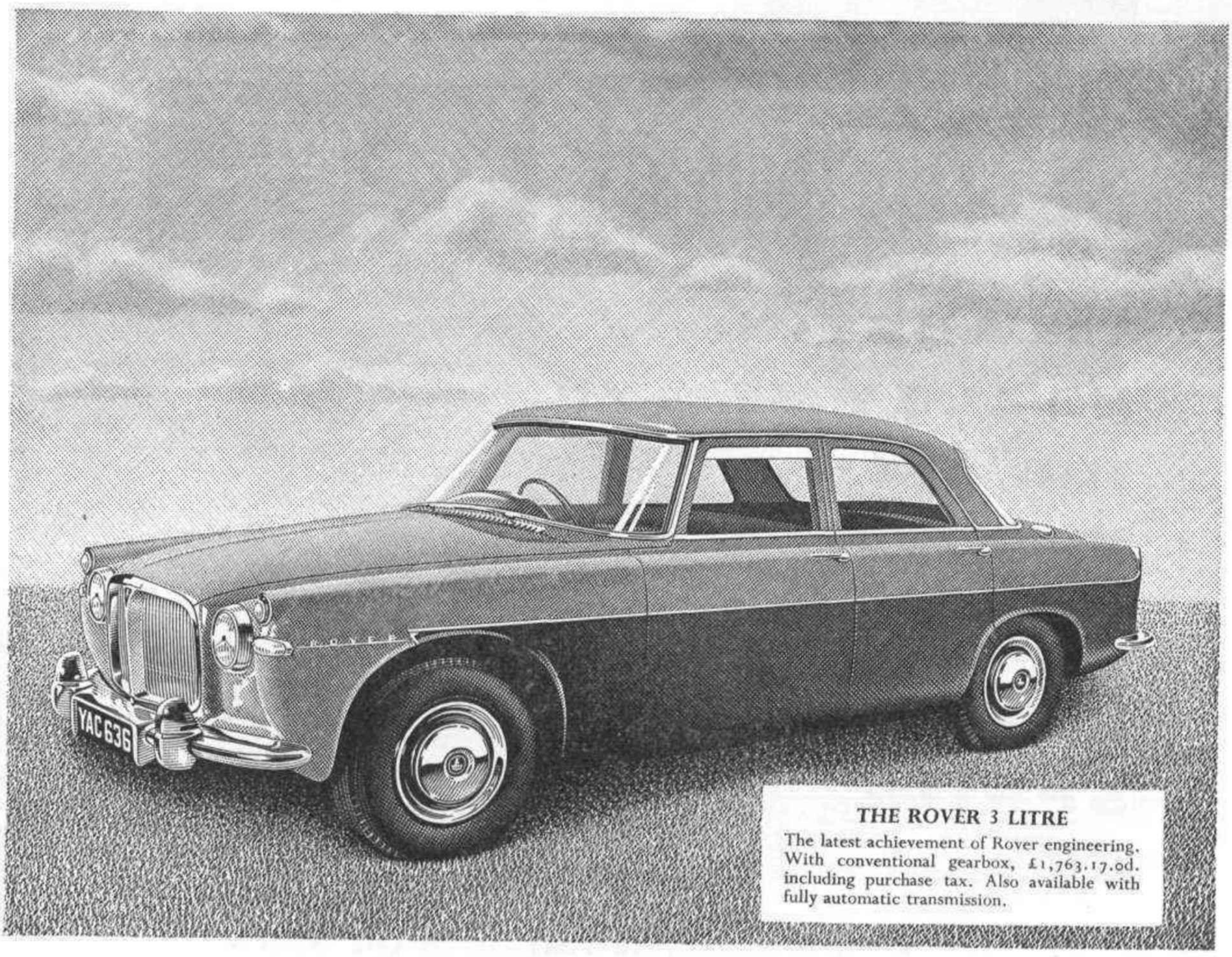
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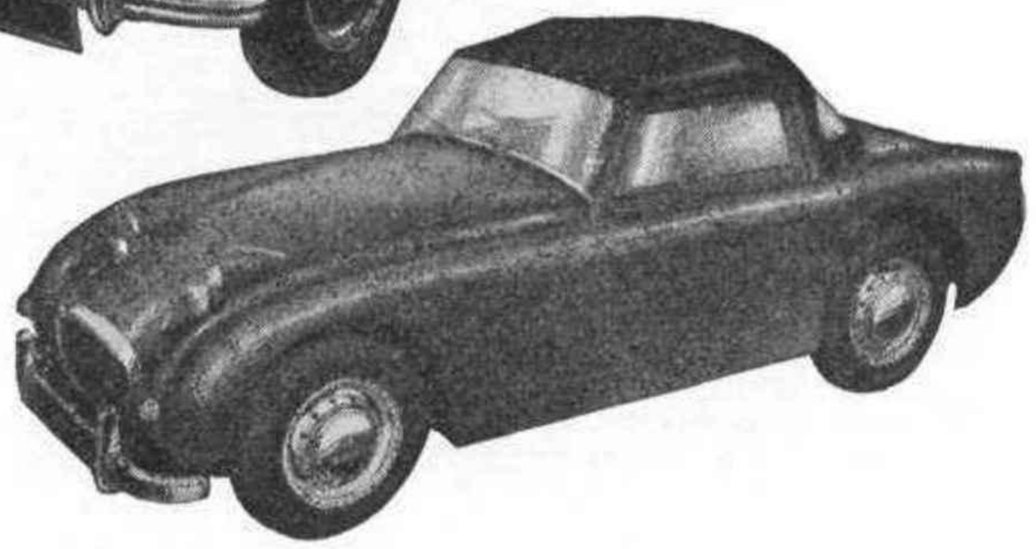
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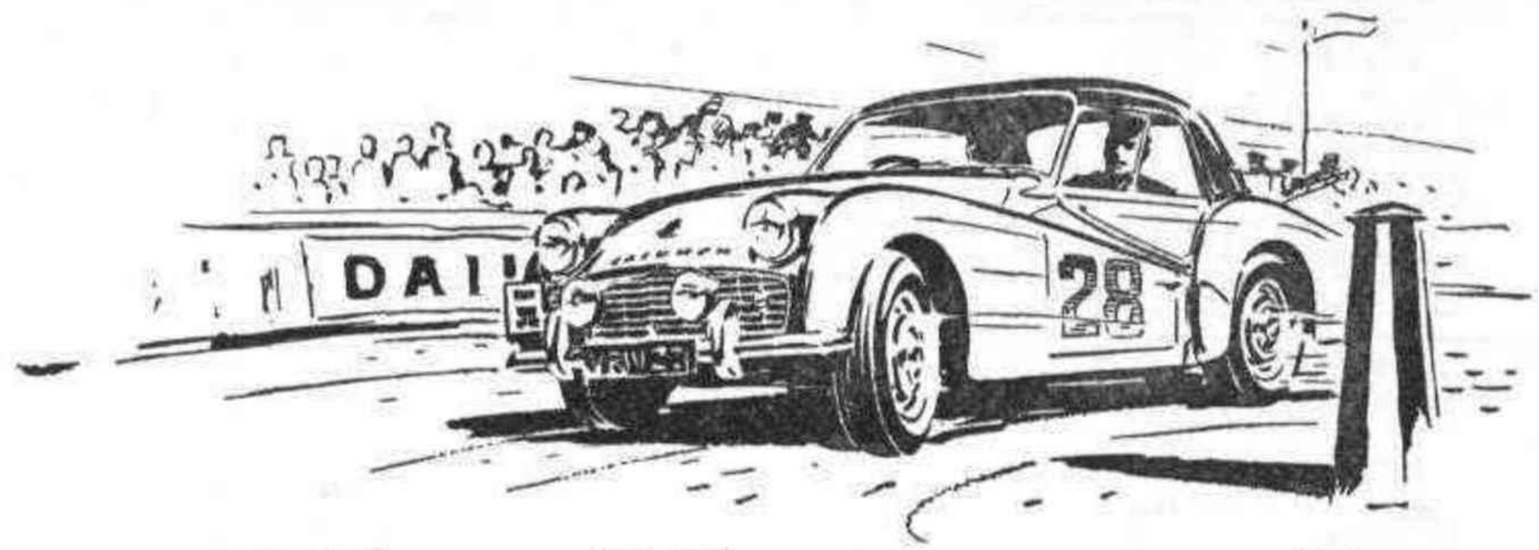
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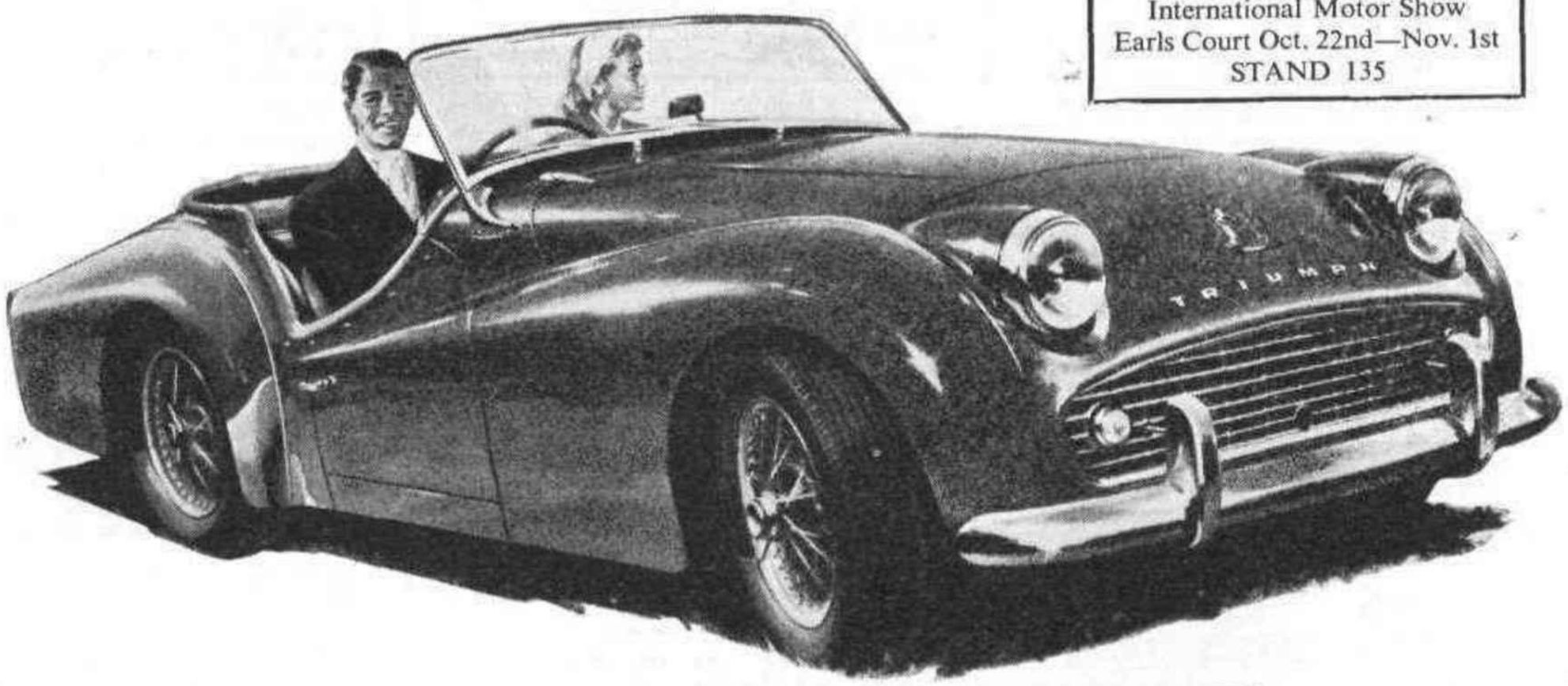
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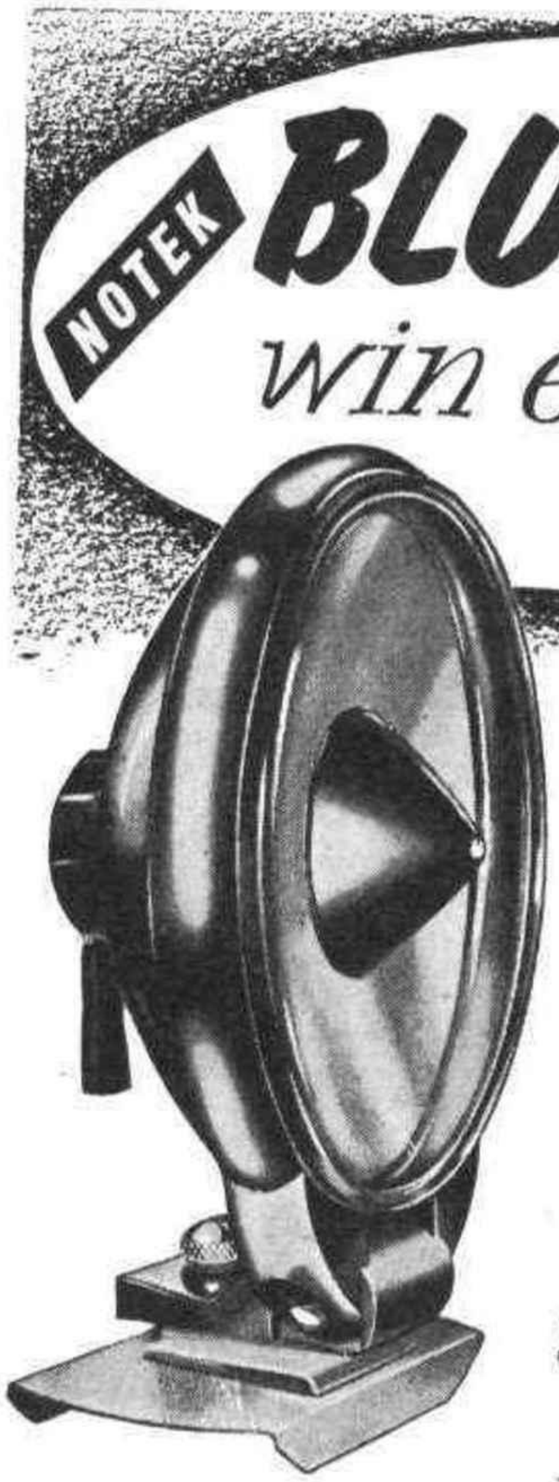
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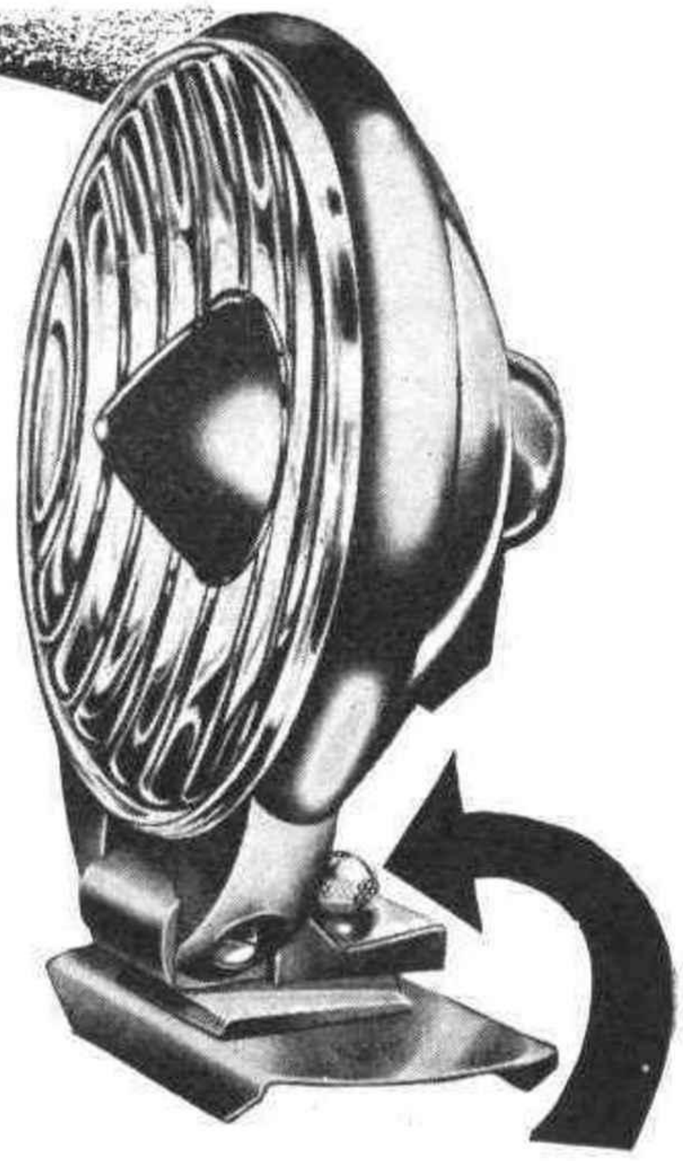
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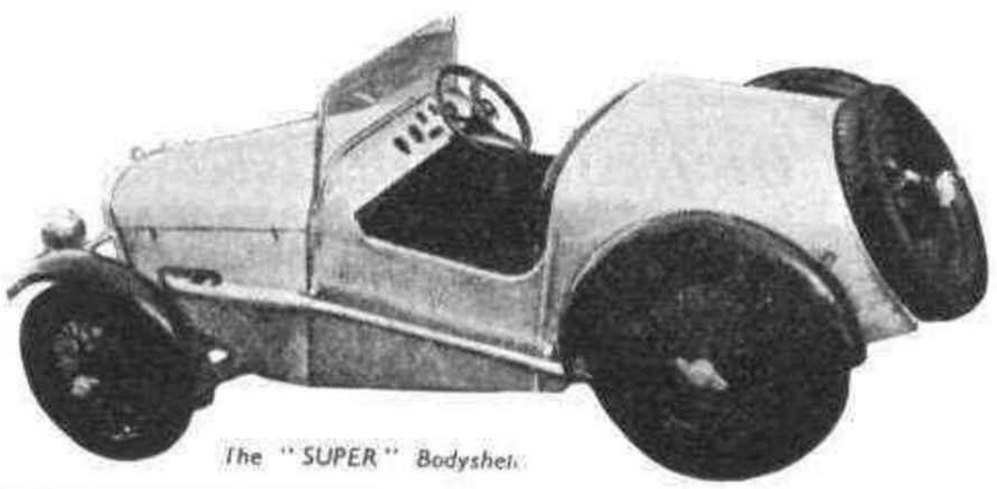
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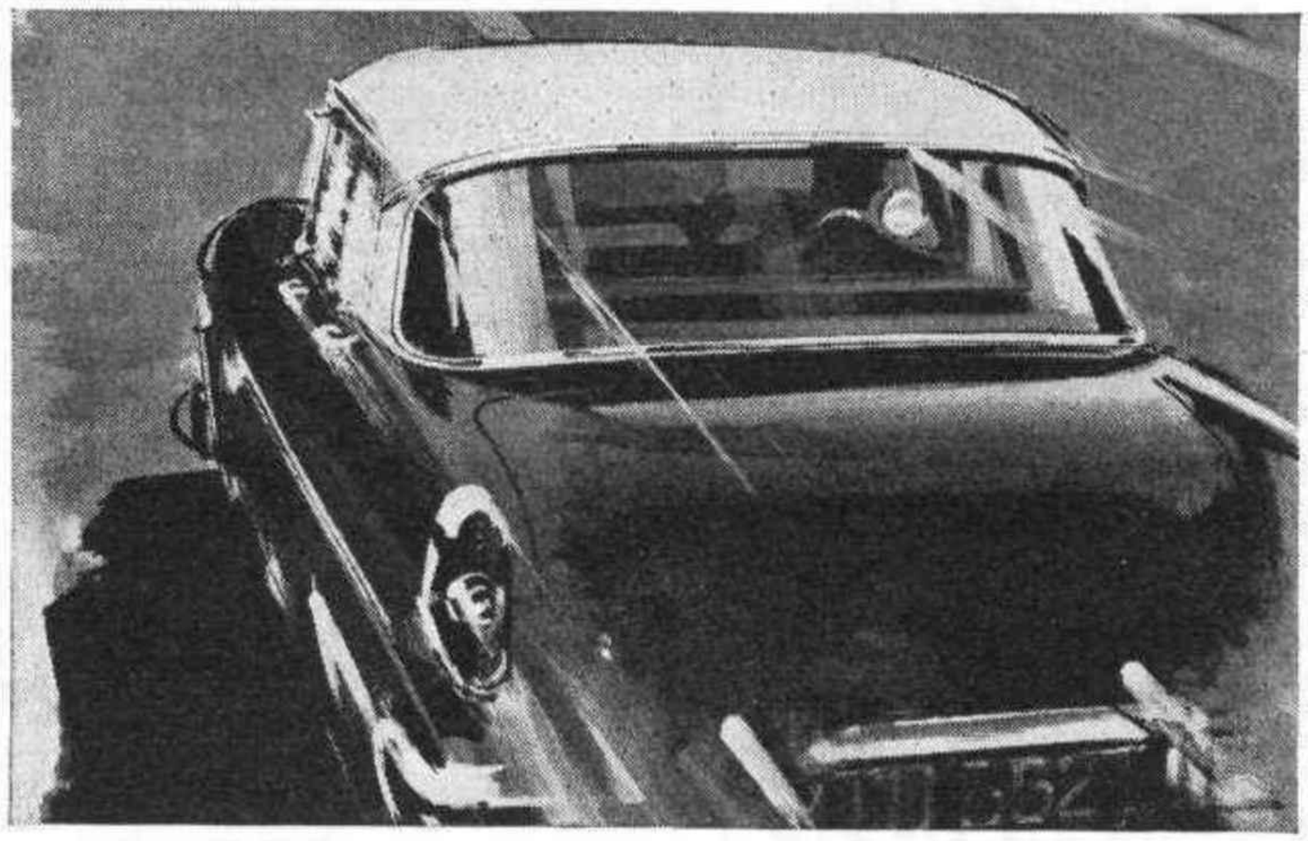
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IF you were a chemist you'd know that Aromatics is the name given to a particular family of hydrocarbons, of which benzene is the parent.

Benzene forms about 80% of the Aromatics in motor benzole, the remainder being xylene and toluene. Super National Benzole Mixture is a scientific blend of motor benzole and high-octane petrol, which itself contains Aromatics. As a chemist you'd know, then, that Super National Benzole is highly Aromatic, and this would interest you considerably. But as a motorist it would interest you even more. Because the Aromatics in Super National Benzole make a whole world of difference to the performance of your car.

AROMATICS BOOST M.P.G.

Motor benzole has a higher calorific value (more energy) per gallon than ordinary petrol. This is because Aromatics are more *compact* than other hydrocarbons. With Super National Benzole in your tank you get more miles for your money.

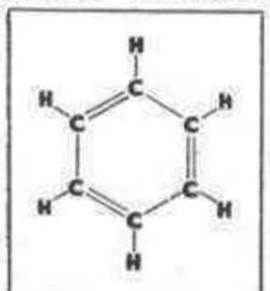


Diagram shows compact chemical structure of benzene.

AROMATICS PREVENT KNOCKING

Owing to their compact structure, Aromatics are extremely resistant to knock even at high-compression ratios.

This is one of the reasons why Super National Benzole is particularly valuable for modern cars. High-compression engines *need* the anti-knock resistance of Aromatics. And Super National Benzole contains more Aromatics than any other Super-grade fuel.

AROMATICS GIVE QUICKER WARM-UP

The Aromatics in motor benzole are exceptionally volatile. They vaporise readily even when your engine's cold. So your engine reaches top performance in the shortest possible time.

Naturally, therefore, you use your choke less. And as a consequence you use less fuel. Another reason why Super National Benzole gives you more m.p.g.!

ARE AROMATICS "EXCLUSIVE"?

Because Aromatics are so valuable, most modern motor fuels contain a certain amount of them. Manufacturers, in fact, spend a good deal of money producing Aromatics for petrol. These Aromatics are mainly distinguished from those in benzole by the fact that they boil at higher temperatures. So, while Aromatics in general are not exclusive, the light, low-boiling Aromatics that are found in motor benzole *are*. It is these Aromatics that contribute so much to better motoring, giving quicker starting, quicker warm-up, high knock resistance and more miles per gallon—*the Benzole Bonus*, in fact.

Motor benzole, remember, contains an extremely high proportion of volatile Aromatics. There are more Aromatics in Super National Benzole than any other Super brand.

Go Super National Benzole today. See what a difference Aromatics make—to your car's performance *and* your pocket!

For high-Aromatic motoring

GO SUPER NATIONAL BENZOLE

ARMSTRONG SIDDELEY—continued from page 777

ratios were 16.8, 8.85 and 5.0 to 1. The back axle, of spiral-beve type, had a steel banjo pressing instead of being built up as on all previous Armstrong Siddeleys. Ignition was by magneto, the exhaust pipe was swept forward away from the engine, and the cylindrical scuttle petrol tank held six gallons, with 1½ gallons in reserve. Disc wheels were fitted. The flat-fronted radiator was used for this new Twelve, which sold for a mere £250 in four-door four-seater touring form, or two-seater with dickey. A four-door, four-light fabric saloon was priced at £275.

Early in 1929 the French Motor Co. of Calcutta announced that it had built what was believed to be the first fabric body made in India on a 15-h.p. six-cylinder Armstrong Siddeley chassis. At home a new four-door, six-light saloon version of this model was offered in May 1929, with smarter radiator and mudguards, priced at £300. At the Parkside factory a new 1-in-3 indoor test-hill was constructed, to test climbing, restarting and braking powers, the gradient being so steep that battens were employed to enable the tyres to grip. In Australia an extensive service organisation was being built up, Armst ong Siddeley cars having proved so well able to withstand the exacting motoring conditions in that Continent.

In 1929 British cars at the Paris Salon were something of a rarity but Armstrong Siddeley exhibited some fine examples of their products, all finished in blue with black tops. A fine closed car was supplied, complete with extra lamps, including searchlights higher than the roof, and a serpent horn, to the order of the Maharajah of Aliwar, and during the year Armstrong Siddeley had installed a chromium-plating plant, although they announced that over-ornate embellishment of their cars would be avoided.

Further service establishments were opened in South Africa, F. C. Woodbridge, who had been Assistant Manager of the Cricklewood Service Dept., leaving for the headquarters in Durban with several Armstrong Siddeley men. In the summer of 1929 W. G. McMinnies took an open Armstrong Siddeley Twelve (VC 276) to Le Mans and on to Nice, covering 2,300 miles at about 25 m.p.g. of petrol and 1,400-1,500 m.p.g. of oil.

At the 1929 Olympia Show all the existing models were continued, the Twelve now having its radiator painted to match the bodywork, with a narrow edging of chromium, while the Fifteen, still supplied only with a normal gearbox, had grouped instruments, a rear petrol tank, a parcels shelf before the front passenger and better lines for the saloon. The normal Twenty retained ½-elliptic back springs but a Special Twenty was available with cantilever back springing. Triplex safety glass, automatic advance and retard and anti-dazzle headlamps were standardised on all models except the 12-h.p. It is pleasing to find the 4.9-litre Thirty still being built, the limousine with self-change gearbox being priced at £1,500. Before the year was out a coachbuilt four-door, six-light saloon was made available on the 12-h.p. chassis, at a price of £295, or with sunshine roof at £305, while Triplex safety glass to all windows was available as an extra.

Early in 1930 a new four-door, four-light fabric saloon body was provided for the 12-h.p. car, very nicely appointed and having fitted suitcases in the boot. It cost, like the coachbuilt saloon, £295, or £302 10s. with Triplex safety glass throughout. Double bumper bars could be fitted for £5 extra.

As a wedding gift for a Mohammedan lady a fine saloon was built on a 30-h.p. chassis, the finish being lacquered matt silver, with chromium-plated radiator, lamps, ornamental sidelamps, wheel centres and battery boxes, etc. Steering wheel and hand-brake were of ivory.

A new model introduced early in 1930 was a revised Fifteen with improved engine of the former size and a new chassis with optional three-speed or four-speed preselector gearbox and a steel-banjo back axle. *Underslung back springs were used and small improvements* had been made in the self-changing gear. A two- or five-seater tourer cost £350, a fabric saloon £385, coachbuilt saloon £410, and "Foursome" coupé £475, the self-change gearbox being £40 extra.

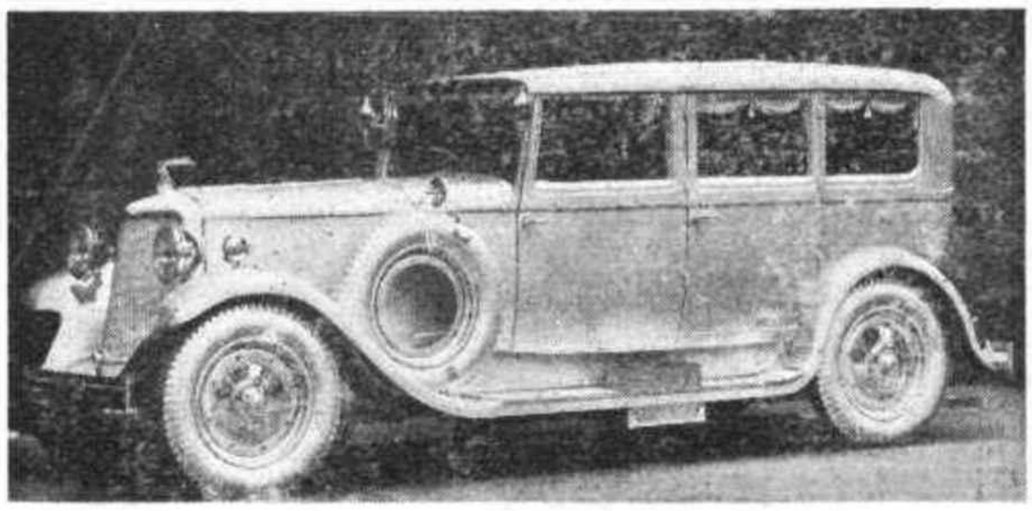
To win a half-crown bet two motorists drove 6,000 miles from India to England in a 20-h.p. Armstrong Siddeley tourer, being greeted on arrival by Mr. J. D. Siddeley, C.B.E. Their overloaded car covered 131 miles a day, at 17.2 m.p.g. Again, in the summer of 1930, Armstrong Siddeley sent out a fleet of demonstration cars, two flat-radiator saloons, a flat-radiator tourer and a vee-radiator saloon painted and named patriotically, as referred to earlier.

The Australian cricket team used another fleet of Armstrong Siddeleys in their visit in search for the ashes, including a Twelve tourer (VC 4038) and a Twenty tourer (VC 4039).

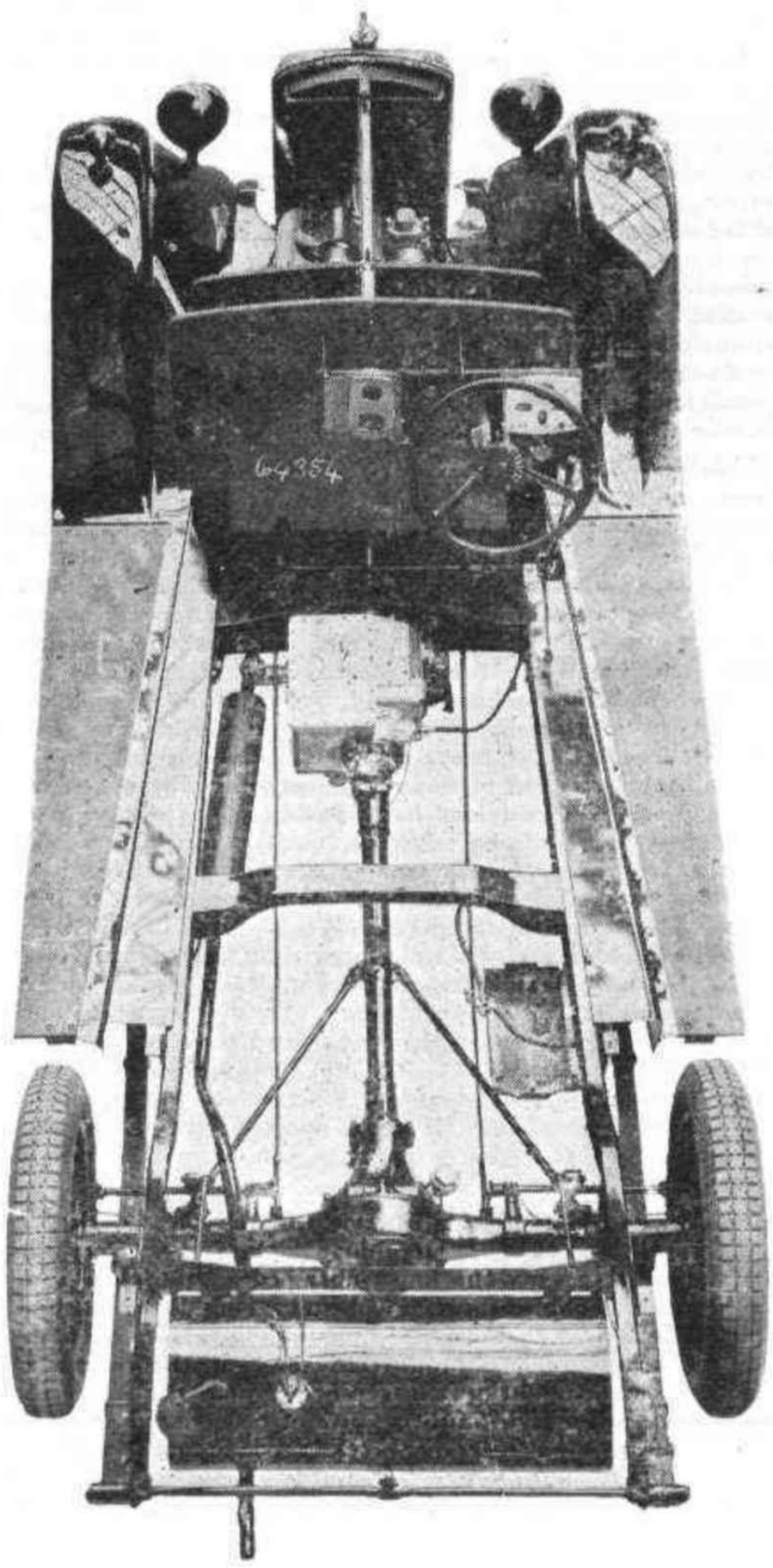
Towards the end of 1930 new models were announced but these belong to what is now termed the post-vintage period and consequently will be described in the next instalment of this history.

W. B.

(To be continued.)



LATE VERSION OF THE THIRTY.—The fine silver-finished 30-h.p. Armstrong Siddeley was supplied in 1930 as a wedding present for a Mohammedan lady.



THE ARMSTRONG SIDDELEY FIFTEEN chassis as revised early in 1930, with self-change gearbox (optional), underslung back springs and the pressed-steel banjo back axle.

ELVA ACTIVITY

WHILE down in remote East Sussex to visit the Bodiam Hill-Climb I took the opportunity of calling on Frank Nichols and the Elva Engineering Co. Ltd. At Bexhill-on-Sea, where Nichols started in the garage business after the war, and built his first "special," the C.S.M., he now has three small factories, while in adjoining Hastings he has a fourth, and between them he markets and builds the sports/racing Elva Mk. IV and the sports Elva Courier. The Mk. IV is an out-and-out competition machine, utilising a space-frame of extremely light construction, double-wishbone and coil-spring front suspension, independent rear suspension with the wheels located by a box-section radius arm and a transverse swinging-link mechanism, with coil springs also in use. A very complete aluminium undertray is riveted to the chassis frame, thereby imparting considerable extra strength, and in this chassis an 1,100-c.c. Coventry-Climax engine is mounted, coupled to an M.G. "A" gearbox containing specially made Elva gears giving much closer ratios. Two Hardy-Spicer universal joints mounted back-to-back comprise a coupling from the rear of the long M.G. gearbox to an Elva crown-wheel and pinion housing fixed rigidly to the rear of the chassis frame. Tubular drive shafts take the drive to the rear wheels, no sliding joints being necessary as the geometry of the i.f.s. ensures that they swing about a constant radius. Transversely-finned Alfin drum brakes are used, the rear ones being inboard, and with the engine mounted well back in the frame a rearward weight distribution is obtained in this very light car. An alloy body of all-enveloping type is fitted, there being very little overhang, and penetration is good by reason of a low bonnet line and the minimum of openings at the front. The whole front of the body hinges about the nose, taking with it the curved perspex windscreen, while the tail hinges upwards about the extremity, revealing rear suspension, fuel tank and spare wheel. A second fuel tank is mounted on the right of the scuttle and both have aircraft-type rotary immersion pumps feeding to the two S.U. carburetters, or in the case of the works car, four Amal carburetters. Elektron wheels of Elva design are held on by four nuts apiece.

These competition cars are very popular in America among Club drivers, and by reason of good trading connections with the American importers Nichols sells most of his cars for dollars. In one of the other small buildings in Bexhill a team of keen workers are building glass-fibre bodies for the sports Courier model, these being well-appointed two-seater sports models, for use as everyday cars or for production sports-car racing. In a matter of seven months Nichols and his workers have perfected the manufacture of the complete glass-fibre all-enveloping bodywork, so much so, that specialists in the glass-fibre industry rate the finished product second only to the excellent Jensen 541. It is interesting that Nichols went into this method of body building only because of the prohibitive price of aluminium body building, or pressed steel, and now is more than satisfied with the results, though it caused many headaches in the first month or two. Previously built in two parts, the Courier bodyshell will now be made in one mould, this being in process of being made at the time of my visit. Chassis frames for the Courier, which are of simple large tube ladder-type layout, are built in the third Bexhill factory, and at Hastings bodies are fitted to the chassis, the glass-fibre being liberally wrapped round all frame tubes to form a one-piece unit, and they are then sprayed, trimmed and wired, and M.G. "A" type engines and gearboxes are fitted. Suspension is by double-wishbones and coil springs at the front, derived from the Mk. III sports/racing Elva and rear suspension is by coil springs on to a one-piece rigid axle of proprietary manufacture.

I was impressed with the interior trim of the Courier, having fitted carpets, bucket seats, large door pockets and a very adequate hood and sidescreens. The finish obtained on the glass-fibre body as it left the mould was very good and would have satisfied most people to be left at that, but Nichols prefers to spend a little more time and money on the production and put the complete body through a normal paint spraying process, with the result that the Elva Courier has a high finish in spite of being in small production —some two-and-a-half cars per week. A laminated glass screen of vee formation is used as Nichols found he could "wait forever" for specialist curved-screen manufacturers to supply him with toughened one-piece screens.

It was not possible to try a Courier, though I did drive the Mk. IV sports/racer on the road and found it quite exciting, with a lot of steam, an excellent gearbox, but rather higher-geared steering and quicker reactions than I am accustomed to.—D.S.J.

SPRINT WEEK-END
(Oct. 11th/12th)

THERE seems little doubt that with circuit racing becoming such a cut-throat, big business commercial affair, the sporting clubmen who compete for the sheer fun of the thing are turning to sprints and hill-climbs, and the second week-end in October saw two well-supported events held in the south of England. On Saturday, on the Guinness Hop Farm estate at Bodiam in East Sussex, the Hastings, St. Leonards and East Sussex Club ran their invitation event, up the tricky, winding, steep 670-yard hill. The following day the West Essex Club ran their National event up the three-quarter mile, fast and winding perimeter track of the Stapleford Aerodrome by kind permission of Mr. Roger Frogley and the Herts and Essex Aero Club.

At Bodiam the course record was lowered by Lewis-Evans, driving the works Elva Mk. IV, while he also borrowed a production Elva Courier from the factory, as did two of the local clubmen. This event being in Elva country it was not surprising to find Frank Nicholls acting the role of starter, and lending his cars to a number of drivers. With the hill situated near the centre of the village, the return road being down through the main street, there was excellent local co-operation and the event was run through so efficiently that competitors were offered a free extra run up the hill as there was still plenty of daylight left.

At Stapleford the meeting went with typical West Essex speed and enthusiasm and by having practice on the previous day, except for a few competitors with special permission who practised on Sunday, the day's sprinting started at 10.45 a.m. and was over well before dusk fell, including a lunch and tea break. This being a National event the entry was large and of a high order, and history was made by Miss Patsy Burt in making f.t.d., beating all the males quite handsomely. It is a popular thing to have a special award for the fastest time by a lady competitor, but few people expected her to carry off the major award of the day. Driving her Formula II Cooper-Climax Miss Burt made two very neat climbs, the second being her fastest, and though local-boy Keith Greene ran in three classes, thus having six climbs, he had to "play the gentleman" and stand down to feminine superiority, but the outcome was in doubt right up to his final run. Rivers-Fletcher was going well on his second climb when a chain broke on his Cooper-J.A.P., which put paid to any hope of improving on his first time.

With both events having numerous classes and sub-divisions of entry it is not possible to give all the "pot winners" but at Bodiam a time under 35 seconds called for hard trying, while at Stapleford anything under 50 seconds was praiseworthy. For this reason we append numerical lists of times of those competitors who managed to get below "bogey."

Results :

BODIAM HILL-CLIMB—Oct. 11th—Very twisty—670 yards

1st :	S. Lewis-Evans (Elva Mk. IV)	29.6 sec.—(new record)
2nd :	J. J. Richards (Lotus VII)	31.2 ,,
3rd :	D. Buss (Triumph TR2)	32.4 ,,
4th :	J. Derisley (Lotus VII)	32.6 ,,
5th :	S. Lewis-Evans (Elva Courier)	33.0 ,,
	J. Brown (Elva Mk. III)	33.0 ,,
7th :	F. Tiedman (Mille-cent 1,172)	33.2 ,,
	K. Rudd (A.C. Bristol)	33.2 ,,
9th :	J. Hayles (M.G.-A)	33.4 ,,
10th :	T. Shaddick (Elva Mk. III)	33.6 ,,
11th :	D. Jenkinson (Porsche 1,600)	33.8 ,,
F.T.D. and Elva Trophy :	S. Lewis-Evans (Elva Mk. IV)	29.6 ,,
Fastest Open Sports Car and John Hayles Trophy :	D. Buss (Triumph TR2)	32.4 ,,
Fastest Closed Car and S.S.A.F.A. Cup :	D. Jenkinson (Porsche 1,600)	33.8 ,,

STAPLEFORD NATIONAL HILL-CLIMB—Oct. 12th—Very fast—1,320 yards.

1st :	Miss P. Burt (Cooper F.II)	46.16 sec.
2nd :	K. A. Greene (Lotus XI)	46.62 ,,
3rd :	A. Rivers-Fletcher (Cooper Twin)	47.39 ,,
4th :	D. H. C. Hull (E.R.A. 1,979 s/c)	47.43 ,,
5th :	M. Hatton (Cooper Twin)	47.46 ,,
6th :	A. Jeddere-Fisher (E.R.A. 1,979 s/c)	48.32 ,,
7th :	S. H. Allard (Allard-Steyr Special)	48.39 ,,
8th :	M. Kingham (Lotus XI)	48.59 ,,
9th :	T. Norton (Cooper Twin s/c)	48.71 ,,
10th :	P. Woozley (Chrysler-Allard Special)	49.00 ,,
11th :	W. D. J. Roscoe (Cooper Twin s/c)	49.07 ,,
F.T.D. and Stuart Powell Trophy :	Miss P. Burt (Cooper F.II) ...	46.16 ,,
Fastest Sports Car :	K. A. Greene (Lotus XI)	46.62 ,,
Fastest Closed Car :	S. H. Allard (Allard-Jaguar GT)	52.58 ,,

LETTERS from READERS

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

SERVICE—GOOD AND OTHERWISE

Sir,

Recent correspondence in your magazine has been pointed out to me by a motor enthusiast friend of mine who realised that the unfortunate motorist concerned was myself.

Having run out of petrol, I was most grateful to Mr. Elles-Hill for his kindness but, as he says, this atmosphere of "Goodwill to all men" was swept away at the garage.

On arrival at the garage (if I may add the third side to the triangle), I was told that all cans had been loaned out and all further questions were answered by the unhelpful "No!" of someone who could not be bothered to either help or direct. The fact that whilst Mr. Elles-Hill was waiting for me to return from Prynne Stevens he was asked to move off (he was not hindering pump service, etc.), is proof enough of the rude attitude taken by the attendant.

I had spotted the Shell sign outside Prynne Stevens when standing in the Esso place—the man there was most helpful. He charged the usual 10s. deposit on the containers, which I did not mind at all as I had to pass the garage on my way *in* to London.

This incident has introduced me to a very interesting magazine.

I am, Yours, etc.,

London, W.10. L. Chris. Davis.

Sir,

I run a 1928 Austin Seven tourer that is usually as reliable as one expects this model to be. My brother and I were returning from a holiday, however, when we heard a new sound, stopped to inspect the front wheels, and found that the hub had fractured on one of them, and that the wheel was held on by dangerously little metal. We naturally decided not to go far, and to do even that at walking pace, but we were cheered up by finding in our A.A. Handbook that the nearest town, Swindon, had a garage listed as an Austin agency. The name of the garage was Steel's Ltd., and this happened on September 6th.

Steel's turned out to be a very large garage with many new Austin cars in its windows. We explained the situation, but were told that nobody but the filling attendants worked there on Saturday afternoons, and since this was a Saturday nobody could help us. We drew attention to our A.A. badge, but this made little impression. The man to whom we spoke said, however, that he would try to find the foreman and went off to a glass-sided cage, spoke for a moment to a man inside it, and returned to say that the foreman was not in at that moment and was not expected till the next Monday. Then a further man appeared and listened to our story. He said that he could not help us personally as he was only the sales manager, but that he would find the foreman and tell him. "But the foreman is away," we said. "No, he isn't," replied the sales manager, "there he is in his office." He pointed to the man who had told the filling attendant that the foreman was away.

The foreman than came out in person, though he showed not the slightest embarrassment at our having detected his chicanery. I thought that the sales manager appeared a little apologetic, though this was small compensation for what next happened. The foreman said that his garage was most unwilling to work on "them old things," but he did ask us what was the matter. We told him the exact nature of the trouble and pointed out how simple the repair would be: I imagine that he was very capable of working out for himself the relationship between simplicity and profit. After a moment's thought he said that he would not touch the car, and he continued in this attitude while we reminded him that the car was made by the firm for which his garage was an agent, that the garage was listed by the A.A., of which I was a member, and that the car was definitely unsafe in its then condition. He refused us permission to leave the car in the large park, said that there was no possibility of his mechanics ever working on it, and repeated that cars of that age did not interest him.

I did not have the impression that this foreman was sorry to see us drive slowly away, even though he must have known from his professional experience—however limited to modern Austins this might have been—that the car was potentially very dangerous. However, we had no option but to take it back on to the road.

I am very glad to say that within minutes we received a welcome that contrasted vividly with this boorishness and lack of professional responsibility. We came to a garage that had only one petrol pump and no showroom at all. It is called The North Wilts Engineering Co. The workshop manager was actually locking it up when we arrived, and he was the only man on the premises. We thought that we were too late again, but we were wrong, for this gentleman listened to our explanation, looked through his stock of spares, apologised that he could not help us immediately, opened up the whole place, drove out one of the company's vans, so that my open car would have shelter, promised us the early service that we have since received, and finally went out of his way to give us a lift to the railway station.

I suppose that this double experience was a practical way of learning a little about the Motor Trade, and will surprise you less than it did me.

I am, Yours, etc.,

Shrewsbury. A. J. Langdon.

[And before anyone says this proves old cars are dangerous, let them read about what happened to a modern Riley 1500 at Goodwood—see page 760.—Ed.]

Sir,

Recently, when swimming in the Mediterranean, I managed to lose the ignition key to my Volkswagen. Fortunately, my wife had a spare and no great inconvenience was caused. To be on the safe side, I wrote home to V. & F. Monaco Motors, who have taken care of me for about 90,000 miles in various VWs, asking if another key could be sent out.

Not only did the key come by return, but it came with a humorous greetings card, which seems to represent something to be aimed at in the line of personal service—complete with a little humour.

The day after the replacement key arrived, I was again swimming, wearing a mask, and saw my original key 10 to 12 feet down on the sand. I now have three ignition keys, a tall story, and still feel kindly disposed to my maintainers.

I am, Yours, etc.,

London, N.W.3. D. S. Fleming.

* * *

A PRESCOTT NON-AMENITY

Sir,

Referring to the "Prescott Non-Amenity" letter published in your October issue, we understand that Mrs. Ray Ryley's complaints are fully justified. Quite a number of the members' wives have also registered protest and, in fact, before this letter was published the Club had been able to obtain the services, in a consultant capacity, of Lem Putt, the specialist.

In view of the increasing popularity of Prescott, it is very necessary to look after the basic amenities, and this work will be carried out before next season without, we hope, recourse to the usual "hessian enclosures" encountered at a number of motor sporting meetings.

I am, Yours, etc.,

K. Nightingale,

Birmingham. Bugatti Owners' Club Limited.

[We are delighted to learn that the ladies' basic amenities will be improved but, in view of the very modern young women who patronise Prescott we wonder if Lem Putt is quite the man for the job; if he fails to produce what is required how about calling in the services of John Pudney, author of "The Smallest Room"?—Ed.]

* * *

BRITISH RACING GREEN

Sir,

The newly-published book on the history of D. Napier & Son Ltd., "Men and Machines," reviewed by you last month, was to this ex-Napier employee highly disappointing, though probably quite a fair record of the comings and goings of the management. The sad thing is the wealth of material that has been left out of what one would have hoped would have been an authoritative and definitive book.

The joint authors hardly give David Napier's first cousin, also named David Napier, any credit other than to say he was a marine engineer. His steam engines powered the first steamship in the world, the P.S. *Comet*, and the first boat to make a regular steam packet service in the world, a cross-Channel ship, the *Rob Roy*. The book is studded with stories that have been left out—the worst omission is that no reference is made whatsoever to the company's colour, Napier green (which is a British Standards colour and is, of

course, synonymous with British Racing Green), and dates back to the time of the Napier entry for the Gordon Bennett race in Ireland, when the colour was adopted as a graceful tribute to Ireland's laws which permitted motor racing on the public roads.

There is no mention, for instance, of those two splendidly eccentric design features for the six-cylinder cars, a lower compression ratio on the sixth cylinder, supposedly to damp out a critical vibration period, and the anti-clockwise rotation of the engine. The book stresses the men who made Napiers and the machines come off a poor second best, but there is one interpretation of the company's history by the authors which is open to very severe criticism. It is said that the company was driven out of the car market by a combination of acts; first, they were a small company, secondly that the market for luxury cars was declining after 1918, and, thirdly, that Montague Napier thought they would be better off making aircraft engines. All manifestly true, but neither the directors of those days nor the authors of today have grasped the nettle that a firm that makes its name by Motor Racing, and sells its cars because of their technical excellence founded on race successes, cannot permanently leave Motor Racing unless they wish to go out of business.

An interesting book but not a good book, and it is to be hoped that somebody will be encouraged to write a book called " Napier—the First to Wear the Green."

I am, Yours, etc.,

London, W.2. " D. A. T."

* * *

HOW ROVERS ARE SERVICED

Sir,

In July 1958 you published an article on " How Rovers are Made." As a sequel to the above, I would suggest that you title the following, " How Rovers are Serviced."

At the beginning of this year I bought a secondhand 1955 Rover 90. During July, a peculiar tap, very similar to a loose tappet, made a distinctly audible appearance. There being no local Rover agent, I asked other Rover owners to diagnose this complaint. Their verdict : worn camshaft and followers.

Considering the fact that I was the second owner and that the car had already done 23,000 miles, I felt that, no matter how many points I could try to stretch, I just could not expect Solihull to replace the offending parts.

As the previous owner was enjoying a new Rover 90 and three months' holiday in your country, I wrote to Solihull to make sure that the said camshaft was original and also spun them my long, sad tale. To my utter astonishment they replied—I quote :

> " You will of course, appreciate that there can be no question of guarantee to consider in view of the age, mileage, and the fact that your car is secondhand, but, nevertheless, we are prepared to treat the matter sympathetically as a goodwill gesture without prejudice. After due consideration it has been agreed to replace the camshaft and rockers free of charge, but it is regretted that we are unable to consider the labour costs in this instance."

Sir, in my very humble opinion, the above must be about the best definition of SERVICE that can be found. Accustomed to indifference, incompetence and downright profiteering in this part of the world, the generosity of Solihull has allowed Hope to make a nervous appearance.

After the praise comes the criticism. Why am I not allowed to buy Rover and M.G. (TC) spares from dealers in the U.K. ? If they wish me to support their local agents, let them then ensure that prices ex-U.K. are not multiplied three-fold before being quoted by their N.R. dealers.

Offered for what it is worth : Broken Hill must surely have the greatest number of private Rovers *per capita* than any other city or town in Africa . . . yet our nearest agent is at Lusaka, 86 long, awkward miles away.

I am, Yours, etc.,

Broken Hill, N. Rhodesia. F. COURT.

* * *

THE ARMSTRONG SIDDELEY

Sir,

As a comparative " new boy " to Armstrong Siddeley cars, I would very much like to endorse C. H. Haworth's remarks.

Having only owned post-war marks, 1951 Whitley and my present 1956 Sapphire (automatic), I have nothing but praise for same. The Whitley, after being converted to solid tappets, was a really excellent steed, having quite good performance and being most beautifully finished. The Wilson box, as Mr. Haworth states, never gave any trouble, and I honestly believe that our so-called " motor dealers " are greatly responsible for giving it a bad name. My old 1937 Riley had clocked some 170,000 miles with nothing more than an oil change every 2,000 miles—again a Wilson box.

My present Sapphire although, alas, no longer having a hand-made aluminium body, has a most excellent performance, giving most Jaguars a good run for their money, and, coupled with the first-class finish, it is after all, considering the general equipment, power braking, automatic transmission, excellent lights, only in the medium-price range.

I am, Yours, etc.,

Ryde, I.o.W. K. E. POWELL.

Sir,

The letter regarding the " Neglected Armstrong Siddeley " prompted me to write supporting the views of C. H. Haworth.

As part-owner (one-seventh share) of 1934 Siddeley Special (AKF 888) which took six student friends and myself to France on holiday, four years ago, I experienced the thoroughbred characteristics of this fine piece of machinery. She covered 2,700 miles in two weeks—after costing only £40 from a dealer in Dundee, who, we suspected, was glad to see the back of her ! However, we got a bargain. The performance was what one would expect—effortless 50-55 m.p.h. cruising and comfort of travel of the highest order. Steering—heavy yet good; roadholding—solid as a rock; braking—well, the less said the better !

The interior appointments of this thoroughbred were—as C. H. Haworth states—up to Rolls-Royce standard. Being a touring limousine, the front seat was of beautiful (yes, even twenty years later) hide, while behind the partition one could sit in the Bedford cord-covered occasional and back seats with the utmost comfort. Her only vice was her insatiable thirst, 13-14 m.p.g., but with this motoring *par excellence*—who cared !

On returning from her tour she had to be sold, but the Siddeley Special will always be something " special " to me. If any further history of this car is known I should be pleased to know about it.

I am, Yours, etc.,

Dundee. R. MORRIS PARR.

* * *

MUNCHAUSEN IDIOM

Sir,

In the October issue there appears in the advertisement of Noel Roscoe Ltd., a " Stop Press " item regarding the purported performance of a Metropolitan at Brighton Speed Trials : " . . . Robin Russell driving his Austin Metropolitan, scientifically tuned by us, etc., etc. . . . at the Brighton Speed Trials, seventh (12 runners) in the 1,500-c.c. Sports-Car Class standing-kilometre, 37.88 sec., and winning his heat, crossing the finishing line at over 105 m.p.h."

As is well known, there are *no* heats to win at Brighton and the *official timing* of the final 88 yards of the timed kilometre give the following times for this car (No. 171) : *First run* : 67.9 m.p.h.; *second run* : 80.4 m.p.h.

As a matter of interest, in order to " cross the finishing line at over 105 m.p.h., " this remarkable device would have to be " scientifically tuned " to the extent of knocking over seven seconds off its standing-kilometre time !

It is surely about time that the lie was given to these outrageous claims, particularly when they appear in a responsible journal, such as MOTOR SPORT. The very appearance of such a claim in your journal might tend to add veracity (to those who know no better !) to it.

Perhaps you will be good enough to bring this to the notice of your readers in the November number.

I am, Yours, etc.,

Parkstone. HARRY ROSE.

* * *

SCIENTISTS' SQUABBLE

Sir,

We have read the letter from Mr. Vineall, in which he contradicts the categorical statement he made in his original letter : " If the oil is clear and pale it does not contain this solid additive "—*i.e.*, molybdenum disulphide (MoS_2).

Mr. Vineall now admits that he has succeeded in making a clear dispersion but has failed to suspend sufficient MoS_2 to give efficient lubrication. It is obvious that if the particle size of the MoS_2 is large enough, even the small proportions referred to in his letter will give an opaque appearance and a larger amount will make the oil black.

For several years we have been able to produce particles small enough to enable us to make a clear suspension containing very many times the proportion of MoS_2 quoted by Mr. Vineall in his letter. As he suggests, however, it is only the larger particles (*i.e.*, those of

more than approximately half a micron) which he cannot eliminate, which can be seen under a microscope.

We did not intend to imply that this suspension in straight mineral oil could be used as an additive, but tests completed since Mr. Vineall's letter have proved that it may be used in the proportion of ten per cent. with a normal oil and will still give results comparable with any similarly diluted molybdenum disulphide additive on the market.

I am, Yours, etc.,
R. N. GUNN,
London, S.W.1. Senol Ltd.

* * *

READERS DEFEND

Sir,

I would like to conclude the correspondence regarding the Monza race report by "D. S. J." I think that his personal views have been criticised for long enough without anyone going to his aid.

Personally, I think that no other Motoring Journalist in the world can write such interesting race reports as Mr. Jenkinson.

His vivid accounts of race meetings are read by numerous enthusiasts, who fail to write and tell him that his views coincide with their own, but, let his views differ, and that is quite a different story. If they cannot put pen to paper and praise him occasionally, why bother writing to disagree with him? Myself, I do not believe that Moss was scared at Monza, so what?

Please let me conclude this rather distasteful topic of correspondence by giving three hearty cheers for Denis. I am sure I will be joined by the majority of MOTOR SPORT readers.

I would like to take this opportunity to agree with you about the Volkswagen being superior to the A35, but I do wish you would not rub it in so much!

Lastly, a word of praise for your excellent staff, who combine to make MOTOR SPORT the best motoring magazine published today.

I am, Yours, etc.,
Flint, N. Wales. D. S. BALDOCK.

Sir,

As one who reads every motoring publication of interest to the sporting enthusiast, I would like to make an observation on one who has come under fire recently in your "Letters" columns, namely, Denis Jenkinson.

It is my firm belief that "Jenks" is the finest racing correspondent currently contributing to the technical press. His lack of unnecessary levity is very refreshing in contrast to the uninformed *bonhomie* of most of his fellow scribes. The technical accuracy and the conciseness of his reports put to shame the "waffle" of other, perhaps more popular, writers.

Without knowing Mr. Jenkinson personally, I would take the liberty of saying he is dedicated to the Sport. It is through him that motor racing can be seen in its true, magnificent, perspective.

I am, Yours, etc.,
London, S.E.23. D. A. BROOKS.

[These two letters chosen at random from the many received close the "Jenks" controversy. We, in common with thousands of our readers, look forward to many more vivid and accurate reports and provocative views, from one of the few motoring correspondents who actually watch the racing and can operate without bein continually "topped up."—PROP.]

* * *

A DISSATISFIED CUSTOMER

Sir,

I read Capt. E. H. Walsh's letter in your October issue with interest. My only comment to Capt. Walsh is: sell it quickly in Malaya before the secondhand car dealers treat the V uch ll Victor with the disgust they do here in England—a fair indication of the quality of the model.

My story is almost as dismal and disgraceful.

The car was purchased new in early March of this year, so is eight months old, and shows an approximate reading of 10,000 miles (this latter comment will be explained).

First the windscreen wipers packed up the second time they were used. It was raining heavily at the time, so I had to await the end of the downpour before proceeding. The mechanism had packed up completely and the whole unit was replaced under guarantee. Excessive squeaking started to persist at approximately 3,000 miles, and constant efforts by one of the most efficient garages in London cannot cure this problem. It has now been examined and treated eight times, and still it remains. The very wet weather of late has tended to deaden the fault, but now an irritating squeaking in the front-seat springing persists, as though to keep me going while the



H. HALKYARD (Bentley) receives the MOTOR SPORT Silverstone Clubs Trophy from J. Blunsden, associate editor of "Motoring News" *—see page 746.*

elements deaden that from the front suspension.

The starter motor has failed to function on three occasions, once in busy traffic in London's Oxford Street—an occasion of embarrassment to me and the police.

At approximately 8,000 miles I became baffled at the mileage I was collecting, so had the car tested over a measured mile, when the mileometer recorded 1.8 miles. This was put right with a new mileometer fitted under guarantee.

The next mishap, almost unbelievable in 1958, occurred when I was driving along and the accelerator pedal snapped cleanly at the first joint inside the bonnet. When I telephoned Shaw & Kilburn, London's Vauxh ll agents, instead of the service representative telling me I was playing a practical joke on him as I would expect anyone to say on hearing such a fantastic tale of woe, he intimated that this sort of problem was a regular occurrence in their lives and well understood. This was corrected under gua antee.

Since running out of guarantee the exhaust outlet fell off without warning, and two attempts have been made to remedy the persistent squeaking from the front suspension. It is impossible to describe the wear on one's nerves from driving a car with incessant body rattles such as this one.

The oil has been changed every 1,000 miles and three pints have been added to date.

Can I praise the car? If I say the engine is hopelessly sluggish I can complete my criticisms and acknowledge that steering and brakes are excellent—but only as I write. You see, I have no faith in this car and don't know whether I shall get to work in it tomorrow, or to my sport on Saturday.

I am, Yours, etc.,
London, W. 4. RONALD BEST.

TAILPIECE



Photo by D. V. H. Rees

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FOR SALE

ALVIS SILVER EAGLE 16.9, 1937. Sports Saloon. Good condition. Any trial. £65 o.n.o. Or exchange W.H.Y.? Mansbridge, Exhall Lodge, Bidford-on-Avon, Warwickshire. [3774

MOULD for prize-winning fibreglass body. 5 ft. wide. Wheelbase up to 8 ft. 7 in. Low air intake, very smooth lines. Offers. Brook, 62, Heath Way, Birmingham 34. Castle Bromwich 2884. [3775

FIAT 500C. 1954, Convertible. Excellent condition. New battery, good tyres. Must sell. £345, offers. After 12th October. 153, Girton Road, Girton, Cambridge. [3776

RILEY GAMECOCK, 1933, 9 h.p. 2-seater. Well shod, new hood, magneto, dynamo. Engine and brakes overhauled. £110. Hunter, 53, North Park, Eltham, S.E.9. Telephone (day) Erith 3011, extension 45. [3777

MORGAN 4/4, Dec. 1949. Red. New hood, tyres, reconditioned engine. £315. Bedford 68196 evenings. [3779

1947 ALVIS 14 Shooting Brake. Excellent condition. Heater, radio. Sell £225, or exchange open Vintage Bentley. Cash either way. Henthorne, Greenbank Street, Preston. Tel. 3420. [3780

1947 STANDARD 8 Drophead. New hood. British Racing Green. Smart little car. Sell £185, or exchange Vintage Bentley. Cash either way. Henthorne, Greenbank Street, Preston. Tel. 3420. [3781

SCINTILLA MAGNETO, Ford 10, £12. Vintage 4-note musical corn £15. Pair Marchal Fantastic £6. Electric horn 20s. Four-instrument panel 30s. Minx badge bar £2. Another 10s. Lucas fog 30s. New Lucas reflectors. Radlett *6805.* [3782

1938 320 MERCEDES BENZ close-ratio 4-speed gearbox and dif. unit for sale. Box No. M.783. [3783

FOUR-SEATER aluminium sports body, as new chassis, Morris 8 engine, transmission, suspension, wheels, tyres—the lot £40. Project defeated by time. Manchester, WOOdley 2329. [3786

FRAZER NASH, 1934, Blackburn. Good condition throughout. £250. Also 4ED Colmore. £310. Haywood, 15, Farm Street, W.1, GRO 1038. [3787

M.G. T.A. Engine reconditioned. Rewired. New dash, interior, hood, shockers. £280. Phone for fullest details: BATtersea 7972, evenings. [3789

ALVIS SPEED 20 Tourer, 1932. Good condition throughout. £120, or would exchange M.G. T.A. Cash adjustment. Bryant, Lepel, Chislehurst. Imperial 726. [3790

TALBOT "105" Sportsman Saloon, 1933. Mechanically sound, recent top overhaul. Reconditioned dynamotor, carburettor, petrol pump. Two new tyres. Discussion around £100. Alderson, 60, Woodlands Road, Banghurst, Basingstoke. [3791

RILEY NINE, 1931, 4-door. Fabric body, twin carbs. Performance excellent. £80. Ring Forest Hill 8711 after 6 *p.m.* [3792

1934 RILEY 9 LYNX. Reconditioned engine, brakes relined, good tyres, body fair, spare engine. £115. 42, Stonards Hill, Loughton, Essex. LOU 6111. [3793

1922 WOLSELEY SEVEN. Excellent tyres, 100% mechanically fit, hood and screens very good. In very original and concours condition. Plenty of spares, including gearbox, engine, back axle, etc. J. Wallace, Napleton Grange, Kempsey, Worcestershire. [3794

ROLLS ROYCE SPARES for sale: 21.6 h.p. front axle, complete with brakes, cables, etc., £25. Phantom I ditto £15. Other spares kept for Ghosts, Phantom I & II, 20 h.p. and 20/25 h.p. Also good selection of tyres. Please quote chassis number. 83, Belgrave Road, London, S.W.1. Tate Gallery 4692. [3795

FOR SALE—*continued*

MERCEDES 1950 L.H.D. Saloon. Including radio, spares and workshop manual. 30 m.p.g. £290 o.n.o. Smith, 31, St. Peters Avenue, Caversham, Reading. [3796

AGILE AUSTIN SPECIAL for agile enthusiast. Size 8 footwear preferred. £55 for delightfully finished car and ton spares. Phone Canterbury *2030.* [3797

VINTAGE 1927 4-cylinder 20 h.p. Austin 4-door aluminium Saloon in splendid condition throughout. Open to any inspection. Box No. M.798. [3798

ARNOTT SUPERCHARGER, M.G. T.D., £20. Luggage rack, T.F., £3. Chrome signpost lamp 27s. 6d. 54, South Royd Street, Tottington, Bury, Lancs. [3799

ATALANTA CHASSIS, almost complete. Built with new steel and parts, cruciform, boxed, independent suspension all round, Lockheed 2 L.S. brakes, inboard rear, twin master cyl., Alfin drums. Riley 1500 c.c. engine, never run, pre-selector gearbox. Opportunity to acquire new individualistic first class car at low cost. Accept £395. Rowley, 39, Motspur Park, New Malden, Surrey. [3800

V.12 LAGONDA "RAPIDE" short-chassis Tourer, property of fastidious engineer (ex Rolls-Royce). 1939 model in concours condition throughout. Over £150 spent recently, bills shown. Overhauled by owner. Photo-stat copy of manual and fullest information available to genuine enquiries. Good reason for selling. Written description does not do justice to this car. Seen Midlands. £450 or near offer. Box *No. M.801.* [3801

TRIUMPH T.R.2, 1954. Immaculate condition, pear white. 28,000 miles. £540 o.n.o. Lewis, 117, Fairview Road, Cheltenham. Phone 56094. [3802

BULLNOSE MORRIS OXFORD, 1924. Engine and chassis thoroughly renovated. Body dismantled and needing attention. Rare 2-seater and dickey model. £35. Gray, 15, The Green, Marlborough, Wilts. [3803

HILLMAN Tourer, 1932. In yellow and black. Good hood, sidescreens. Excellent engine. Good body, fair tyres. 35 m.p.g. £24 n.o. Hart, 45, Breakleys Road, Desborough, Northants. [3804

FIAT 1100 508C. Regd. 1952. Good solid car needing only minor attention. L.H.D. £110 o.n.o. Robertson, The Crescent, Selby, Yorks. [3805

RILEY 9, 1937, MONACO. Bores, pistons, big- and small ends, clutch lining, road springs, shockers, brakes, tyres, all new within 18 months. Body, etc., very good. £160 o.n.o. 3, Vale Road, Hanwell, Berks. [3806

1926 AUSTIN 20 Saloon. Seats nine plus. Tow anything. In daily use. £30. H. R. Hancock, Sarah Robinson School, Ifield, Crawley. [3807

1172 c.c. Full width alum. body, twin carbs, alloy head, etc. *4.7 axle. Hard top. 5,000 miles.* £220. Eades, 2, Devonshire Road, Bathampton, Bath. [3808

ELVA-CLIMAX. Nov. 1957. 3,000 miles only. Stage 1 F.W.A. motor. Professionally built alloy body with very pleasing lines. Full screen and hood. Finished signal red with tartan trim. Racing Dunlops. A very rapid sports car with amazing economy. Taxed. £625. Tel.: Isfield (Sussex) 213. [3809

VAUXHALL 20/60, 1929, Velox Saloon. Mechanically good, body fair. Offers around £100. Robins, 11, Loewy Crescent, Parkstone, Dorset. [3810

STAR 18/50 6-cyl. Saloon, 1928. Stored 23 years. Now restored to excellent original condition. 20+ m.p.g., 60+ m.p.h. Many spares available. £75. Gray, Middle Park, Beckley, Oxford. Phone Oxford 89319. [3811

"GEORGE IRAT," 1939. Completely rebuilt. Citroen L/Fifteen engine. Best offer over £100. 125, West Heath Road, Farnborough, Hants. [3812

FRAZER NASH, 1926. Registered 1936. Attractive rebuilt 2-seater, fitted big port 12/50. Excellent tyres, chrome and cellulose. Nine years with present owner. £175. Spare engine, also quantity G.N. spares. Riley 9 Monaco, 1933. Reasonable condition. Knock-off wheels, pre-selector. £55. "Croftley," Long Lane, Bovingdon, Herts. Phone 2361. [3813

RAILTON 1935-36. Black, blue upholstery. Well maintained, in excellent condition. 95 m.p.h., 20 m.p.g. £175. A beautiful equipage. FLA 8703-5368. [3814

B.S.A. 1933 9.8 h.p. Saloon. Pre-selector gearbox. Front brake needs attention. £25 o.n.o. Telephone, evenings, Ashford (Middx.) 5104. [3815

LANCIA APRILIA, 1938. B.R.G. Excellent condition. Twin spots, Andre's. £225. Wooff, 24, Lodge Lane, Keymer, Sussex. [3816

FORD 8 ENGINE, 8,500 miles since recondition, gearbox, accessories. £12 or offer. 2, Gordon Road, Bath. [3817

FOR SALE—*continued*

AUSTIN 7 CHASSIS, lowered suspension, M.G. braking system, etc. £6. 21, Chichester Road, Seaford, Sussex. [3828

1932 AUSTIN 12/6 2-seater Tourer. Excellent condition throughout. £50. Crosby, Rowtold Estate, Billingshurst, Sussex. [3839

8 LITRE BENTLEY Sports 2-seater, not yet run in after complete overhaul. Tremendously fast but utterly docile. Rosewood, Middlecave, Malton, Yorksnire. [3840

FORD '36, 10. Average. Owner started renovating, but forced to sell. Ideal special or breaking. Gibson, 5, Isham Road, Norbury, S.W.16, London. [3841

4-SEATER SPORTS. 1½ litre S.S. Jaguar. Good hood, sidescreens, tonneau cover. Recon. starter, dynamo. New battery, exhaust. Resprayed, decoked, valves reground. Regret was unable to contact previously interested party. £150 o.n.o. LAD 3984. [3842

HUMBER 12/25, 1926, Tourer in most outstandingly well preserved and original (well, almost) order. Must be seen. £130. Hare, 153, Sunny Bank Road, Potters Bar, Middx. [3843

M.G. 1½ Saloon, 1938. Sound. New tyres. £165 o.n.o. Peck, Pennthorpe School, Rudgwick, Sussex. [3844

IMMACULATE 1930 Lea-Francis 12/40 Saloon. 40 m.p.g. £60 recently spent. S.A.E. for photo. £105 o.n.o. Bateman, 13, Pollards Hill North, S.W.16. MAN 1500, ext. 96 (daytime). [3845

FORD 10 fibreglass-bodied special. Equipped with everything except radio. £250. Box No. M.846. [3846

M.G. "M" Type. Completely rebuilt. Reconditioned engine, new battery. £95 o.n.o. Ward, 180, Wilmslow Road, Cheadle, Cheshire. GATley 3513. [3847

DIESEL BORGWARD HANSA 1800, 1954. Good condition throughout. Brook, "Capella," 97d, Sunnybank Road, Mirfield, Yorks. [3848

JAGUAR X.K.120, 1951. Grey. Twin exhausts, X's and extras. A rare beauty, but owner forced to 4-seater transport! £520 o.n.o. Box No. M.849. [3849

CITROEN 12.8. Good, repeat good! Rack and pinion; fog, reversing lamps. £140 o.n.o. Jorro, The Granleys, St. Marks, Cheltenham 53721. [3850

1923 10/12 4-seater tourer Straker-Squire. Only one built. Daily use until fire destroyed scuttle and all centre coachwork. Illness forces sale. Viewed at Taynton, Burford (3170). No letters or academic viewers. Offers. [3851

THREE CARB. CONVERSION for Mk. 1 Zephyr. Price, 16, Cross Road, Albrighton, Wolverhampton. Tel. Albrighton 383. [3852

M.G. T.A. Engine, clutch, gearbox, all electrics, hood and frame, dash, all instruments, other spares. Paramount chassis, brand new Riley 9 Monaco K.O.s. Complete or break. Any offer. *70, Harlestone Road, Northampton.* [3853

BENTLEY Saloon, 4 litre 1931 model. Body and engine sound, reliable and roomy car. Offers over £100. Box No. M.854. [3854

1172 FIBREGLASS SPECIAL "56." Buckler chassis, reconditioned engine, full weather equipment. Best offers over £300. B. Peake, 66, Frank Webb Avenue, Crewe. [3855

M.G. T.F., 1954. 1500 engine. 9.3 : 1 compression, polished ports, large carbs, anti-roll bar, telescopic rear shockers, wire wheels, tonneau cover, special brake linings, heater, radiator blind, Lucas screen washers, reversing lamp, twin wing mirrors, louvred bonnet. £599 19s. 2d. o.v.n.o. Whittaker, "Balaton," Hough Lane, Wilmslow. Phone Wilmslow 4010. [3856

AUNTIE, an excellent 1931 Tickford-bodied Austin-Heavy 12, for 38 guineas, is looking for a good home. Redmond, 18, Woods Road, Street, Somerset. [3857

1937 FIAT 500. Red. Original condition. One of the better 500s. New battery, excellent tyres and hood. £125. 310, Richmond Road, Twickenham. Popesgrove 1888. [3858

DEC. 1938 12/70 ALVIS Saloon. Green. £115. 208, Avery Hill Road, New Eltham, S.E.9. ELT 5452. [3859

AUSTIN NIPPY. *Completely rebuilt, Dante head,* new tyres, sealed beam units, superb condition. Probably one of the finest of its type in existence. Many spares, including set of Girling brakes. Still, 63, The Pack, Yeovil, Somerset. [3860

1939 10 H.P. HOTCHKISS 2-seater Coupé in really good original condition. £185. Brown, "Crossways," Brampton, Huntingdon. [3861

M.G. P.A. Breaking for spares. Includes good engine, gearbox, etc. Davis, 1, Durham Close, London, S.W.20. Phone Malden 6854 evenings. [3863

SINGER TOURER, 1930. Black. £30. Good. Lagonda 16/80 Pillarless, 1934. Black. £120. Very good. Lagonda 16/80 Sports, 1933. B.R.G. £200. Excellent. Part / exchange considered. Brentwood 1151. [3864

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

FOR SALE—*continued*

VALE 2-seater. Yellow. Nippy, economical. New hood, radiator, dynamo, interior. Photo. £100 o.n.o. Box No. M.862. [3862

POTENT VINTAGE SPORTS O.H.C. 8 h.p. Morris. Original aluminium body, good condition. Offers or exchange Austin 7 Special, or anything interesting. Rudkin, 6, Chequer Street, Penn Fields, Wolverhampton. [3865

B.S.A. 3-wheeler. Twin, reliable, reconditioned engine. Rewired. New hood, tonneau. Good tyres. 40 m.p.g. £55. Box No. M.867. [3867

ALVIS FIREFLY, 1934. Immaculate condition. Saloon. New tyres. A real bomb. Nearest £125. Phone Pollards 9642. 1, Ena Road, Norbury, London, S.W.16. [3868

1935 JOWETT 7 Saloon. Sound. Everything works. Fog light. £30, or exchange for motor mower. "Orchard Head," Broughton-in-Furness. Tel. 210. [3869

M.G. P.A., 1936, 2-seater. Just resprayed, reconditioned engine, starter, dynamo. New king-pins and bushes, brake cables. Rewired, conversion head lights. Good condition. £170 o.n.o. Copeland, 56, Priesthills Road, Hinckley, Leics. Phone 235. [3870

RILEY LYNX NINE, 1933. Recent rebore. Very much a going concern. Sound, reliable. Perkins, Aviemore, Brandon, Coventry. Phone Wolston 457. [3871

1929 SUNBEAM 16 Tourer. A pleasure to drive. £55. Also 29 Erskine Saloon, £50. Genuine 22,000 miles only. Both cars in regular use and of reasonable appearance. Call or write. Pook, 17, Melton Avenue, Leicester. [3872

SUNBEAM, 1935, 12.8 h.p. Sports Saloon. Sound, clean, mechanically excellent. Heater, windtones. £70 o.n.o. N/West. Several as new 920 x 120. 880 x 120, 30 x 3½ B.E. tyres. Box No. M.873. [3873

1936 ALVIS SPEED 20 Mayfair Limousine. Ideal family car. Sound throughout, including tyres. Offers. Smitton, 37, Barnhey Crescent, Meols, Hoylake, Cheshire. [3874

LAGONDA RAPIER, 1934, 4-seater Tourer. Red. Engine and body in good condition. Heater. 6 almost new tyres. Family necessitates Saloon. £145 o.n.o. Bond, 41, Cobham Road, Accrington 3187. [3875

ASTON MARTIN 1½, 1928, 4-seat Tourer. Very nice order throughout. Much time, money spent. Haggle £165. Marsden, Reading 0060, ext. 621. 10, Inhurst Way, Tadley, Basingstoke. [3876

ALLARD, 1949, 71M Coupé. New engine and hood, 1957. Good condition. GRE 4920. [3878

LAGONDA, 1928, 2 litre high chassis. Original wings, bonnet. Aluminium body. Hood fair, mechanism good. Box No. M.879. [3879

1955 T.R.2 in B.R.G. with beige upholstery. Fitted heater, radio. All weather equipment. Whole car in perfect condition. £575. Crossley, 13, High Street, Hunsdon, near Ware, Herts. [3881

1948 ROVER 12 Tourer. Immaculate grey body. Full equipment. £250. Cowley, 45, Wymondley Road, Hitchin 3228. [3882

DELIGHT TO DRIVE. *Just spent the necessary,* providing for five years' trouble-free exhilaration. Connaught Leaf, 1763 c.c., Stage II. £600. Wylan, R.A.F. Feltwell, Thetford, Norfolk. [3883

SUNBEAM 20 Saloon, 1935. Immaculate aluminium body. Very good mechanically. Good tyres. £70 o.n.o. Hildenborough 2001. [3884

1172 SPECIAL. Stiffened A.7 chassis, Ford I.F.S., Lockheeds. Unfinished, roadworthy. Aluminium body. Mechanically nearly new. £135. Write 37, Kingshurst Road, Lee, S.E.12. [3885

RILEY 9. Breaking 1932 Monaco. Most parts available. 91, Wellington Road, Oldham, Lancs. Main 6404. [3886

SALE/EXCHANGE: 1940 Riley 16/4 Saloon. Black. Post-war eng. Recon. steering box. New clutch. Nice interior. Paintwork spotty. £150. Exchange, cash either way, special, M.G., etc. Hall, 70, Farm Fields, Sanderstead (2171). [3888

A.C. 2 litre. Breaking for spares. Also M.G. V.A. spares including back axle and prop shaft, £10. Rear new road springs, £2 each. Radiator £4. And other parts. Taylor, 25, Watson Street, Burton-on-Trent, Staffs. [3892

FIAT 1930 Model 514 11.9 h.p., Mulliner body. One owner (Fiat engineer) from new. Wonderful original condition. Complete tool kit, handbook. £25. Molesey 5456. [3893

GRAND ASSORTMENT. 1925 Rolls 20, £40 or break. 1924/9 O.H.V. Norton spares. 1923 Cedos M/C £15. 550 x 18 cover as new, £5. New 1937 Jaguar differential (fits Standard), £10. S.A.E. to S. N. A. Lawrence, 11b, The Crescent, Surbiton, Surrey. [3894

M.G. 2 litre, 1938. Black and ivory Saloon. £95 o.n.o. 31, Avon Crescent, Brockworth, Gloucester. [3895

1928 SUNBEAM 16 Saloon. Good condition. £95 o.n.o., or exchange for small vintage car with large dowry. Seen West London. Box No. M.897. [3897

PARAMOUNT CHASSIS Special with Mk. II Consul engine. Only requires body. Molybdenum disulphide used throughout. Cost over £300. Sell for £260. Seton, 107, Langer Road, Felixstowe, Suffolk. [3900

FOR SALE—*continued*

FIAT 500, '38. Completely original. No rot or bodgery. Had sheltered life. £120. UXB 2624. [3898

1928 AUSTIN HEAVY 12 Landaulette, also 1929 Saloon. Both excellent, original and well shod. Quantity of spares. £50 each. Phone: Enfield 8053. [3899

750 SPECIAL, Cambridge body, modified engine and suspension. Fast, smart and economical. £90 or offers. Whitfield, 80, Abbey Road, Westbury-on-Trym, Bristol 9. [3901

ALVIS 1930 12/50 Sports 2-seater. New brake linings, cables, tonneau, springs, wheels, petrol tank, pump, dynamo, starter, Lucas P.80s. £120 o.n.o. Also T.J. 12/50. Originally purchased for spares. Engine sound, body poor. £35, or £145 the two. Durham, The Warren, Woodham Walter, Essex. Danbury 85. [3903

18 in. REBUILT splined wire M.G. Wheel with 5.50 tyre/tube. Offers to Box No. M.904. [3904

WOLSELEY HORNET Special, 1934. Very good condition throughout. Smart. Must sell. Haggle starts at £98. Available after 29th September. Crossley, 45, Campden Hill Square, W.8. Park 9242 evenings. [3905

RILEY 1½ ADELPHI, 1937. Immaculate. £175. Would offer in part exchange for Riley Lynx Sprite or Aston Le Mans. 15, Gilhouse Avenue, Lea, Preston. [3906

'37 "SCOUT." Twin carbs. Fast. Well shod. Spares. £85 o.n.o. CHI 3340. [3907

LANCIA AUGUSTA 12 h.p. Saloon, 1935. Two owners. Excellent original condition. Engine just overhauled. New battery, good tyres. £155. Moulds, TEM 4455 (day). [3909

1933 LAGONDA 15.7 h.p. Saloon. T. & I. Well shod. £95 o.n.o. Morrell, 6, Beechfield Road, Cheadle Hulme, Cheshire. Phone Hulme Hall 47 [3910

1929 AUSTIN 12/4 Saloon. Excellent condition. £65. 25, Haslam Street, Rochdale, Lancashire. [3911

1935 A.C. ACEDES. Very good condition. Pending marirage forces sale. £150. Phone BAL 4605. [3912

RILEY FALCON 12 h.p. Special Series. Exceptional mechanically. Nice bodywork. Three owners from new. Comprehensive post-war £300 rebuilt. £135. Alexander, MAN 9838 (office), or LEE 3079. [3914

VINTAGE COWLEY Tourer. Engine overhauled. Body, lights, steering, brakes excellent. Nearest £60. Box No. M.915. [3915

RILEY KESTREL 12/4, 1937, 6-light. Excellent condition. £220. "Goodthought," Chappel, Colchester. [3916

RILEY KESTREL SPRITE S.S.27 K. Excellent mechanically and bodily. Maroon and cream cellulose, rechromed, good tyres. £200 o.v.n.o. 15, Sycamore Avenue, Bramley, Nr. Rotherham, Yorks. [3917

LAGONDA Drophead, 1950, 2½ litre. Excellent condition. Grey with red uholstery and hood. £650. Scutt, Remenham Hill, Henley. Tel. 1509. [3918

SPECIAL 2-SEATER TALBOT 105, 1933. Very attractive and fast. Good condition. Photos available. Best offer over £100. "Betula," Broadbridge Lane, Burstow, Nr. Horley, Surrey. [3920

1925 CHRYSLER (Canada) Landaulette. English coachwork, very good order. Offers. Cooper, Beechwood, Bassett Wood Drive, Southampton 69070. [3921

MORGAN 3-wheeler, 1929, 2-seater Sports. Two-speed. Red. Fitted 1934 air-cooled 980 c.c. J.A.P. s.v. twin. Three good tyres. Handsome, largely original vintage machine. £45. Wilson, 44, Greenwood Drive, Watford. [3922

T.A. M.G. Overseas posting forces sale. 7.3 : 1 c.r., twin Zeniths. 34 m.p.g. Blue. Condition good. £225 o.n.o. Phone MAR 3703. 13, Latimer Road, London, E.7. [3924

1957 BERKELEY 328 c.c. Sport. Red. Excellent condition. £330. Terms available. Manchester. Box No. M.926. [3926

RILEY 12/4 crankshaft, con-rods, 12v. horn, rev. counter (ex Alvis). £4. Sgt. Underwood, 5 W.O. Quarters, R.A.F. Abingdon, Berks. [3927

WELL BUILT reliable old girl. 1932 Morris Isis Sportsman's Coupé. Very good all round condition. Maintained by engineer-owner 20 years as spare. Estate wagon forces sale. £65. Johnson, St. Olaves, Great Yarmouth. Fritton 218. [3928

MANY CLYNO 10.8 SPARES. Handbook spares list, electrical manual. Most of a "Nine" engine. Minerva carburettor. All letters answered. Box No. M.930. [3930

TOWABLE OR BREAK. Special chassis, I.F.S., wheelbase 10 ft. Four 80% good 5.50 x 18 remoulds £2 each, and carriage. Barclay, Chantry, Sparhawk Street, Bury St. Edmunds, Suffolk. [3931

MUST SELL: 4½ litre 1934 Lagonda M.45 Pillarless Saloon. Body, tyres, upholstery and mechanically in good condition. £125 o.n.o. Phone Gerrard 6687. [3932

FOR SALE—*continued*

BENTLEY 4¼ Park Ward Saloon, registered Sept. 1939. L.E. series, engine No. 65B.L., chassis B.131 L.E. 8,000 miles since engine completely stripped, crank reground, new clutch, etc. Excellent tyres. Taxed year. Daily use. Interior would be considered "scruffy" for this type of car; repaint would make same in showroom condition, but not really necessary. Gift. £425. 4¼ Van den Plas Tourer considered exchange. Photo available. Pickering, 68, Rochester Road, Coventry. Phone 74448. Terms available, half deposit. [3933

JAMES BOOTHBY JAGUAR. 1950 Special 2½ litre B.M.W. chassis, roadwork or racing. Perfect condition. Terrific performance. Gift. £175. BYR 0930. [3935

RILEY MONACO, 1937. Good mechanical condition, body sound. £95 o.n.o. Box No. M.942. [3942

CITROEN 11.4 h.p. Saloon, 1934. Excellent condition. Very roomy, ideal family transport. £70. 42, Sadlers Mead, Harlow, Essex. [3943

AUSTIN SPECIAL. Insured. New hood, battery. Recon. engine, dynamo, radiator 2,500. Slab tank, 6.00 rears. £65. P. Bird, 42, Abercorn Crescent, South Harrow, Middx. [3938

ALFA-ROMEO 2.3 (8c) Blown Castagnar Drophead. Mechanically and bodily good. Box No. M.944. [3944

M.G. T.C., July 1949. Fitted luggage grid, seat covers, demister, wing mirrors, windtones, flashing indicators, fog, spot lamps. Excellent condition. £365 or part exchange M.G.A. Cooper, 5, Queen's Terrace, Windsor. Phone 146. [3945

750 AUSTIN SPECIAL. Professional built aluminium fully upholstered body, red. Ulster engine with Laystall dynamically balanced crankshaft and rod. Well shod. 15 in. West London wheels. All mods. Spares. Built 1957. Offers. Photo. Horner, 7, Felstead Road, Southmead, Bristol. Evenings Filton 3706. [3946

M.G. P.A., 1935. B.R.G. Excellent condition. New tyres, luggage rack, maintained for hospital service. Arrival first-born necessitates sale. £160. Dr. Guyer, SLO 0876. [3947

ROCHDALE G.T.F.8. New chassis, engine, wheels. Most attractive motor car. 1,000 miles since built. £400 o.n.o. Fielden, 8, Greenway, Wilmslow, Cheshire. Tel. 2545. [3956

1951 C-TYPE X.K.120. Host of extras. Two owners. 1953 Jupiter (P.H.III engine rebuilt). Crimson. Both immaculate. Any trial. Offers or H.P. or exchange both for Saloon, value £1,000. Tel.: Altrincham 4648 or Lymm 187. [3957

750 FORMULA AUSTIN. Completed Oct. 1957. Specification includes boxed 1934 frame. Professionally built tubular framework and alloy body. '34 engine, '37 head, enlarged inlets, lightened flywheel, 4-branch exhaust, Ford 8 carb., 4-speed box, flattened springs, teles, all round. Bowdenex brakes. Tonneau, aero-screens, detachable full-width screen with hood and sidescreens. Genuine 70 m.p.h. Weight 7¾ cwt. Immaculate. £150. Apply Box No. M.958. [3958

RILEY 9 KESTREL. *K.O. wheels. Lacks oil* pressure, otherwise good. Offers. Whitley Cottage, Nr. Melksham, Wilts. [3959

LAGONDA, 1937. Saloon. Gearbox smashed. £100 or offers. J. Duncan, 27, Seton Terrace, Kennoway, Fife. [3960

BULLNOSE MORRIS OXFORD 4-seater Tourer. Four wheel brakes. Tyres, weather equipment very good. New battery. No oil. Handsome, powerful bodywork unmarked. £89 o.n.o. Buying vintage Lancia for change. Philip, Thatch Cottage, Wick Lane, Lacock, Wilts. [3961

M.G. '36 P.B. New carburettors, hood, sidescreens, speedometer. Two new tyres. Recent engine, steering and brakes overhaul. Very smart. £180 (motor cycle part exchange). Pool, 45, King's Close, Hendon, N.W.4. (SUN 2254.) [3962

M.G. "M." Diplomat, going abroad, forced sell desirable but undignified car. V.G.C. New: Tyres, paint, hood, electrics; comprehensive overhaul (£60 bills). Sacrifice; but preferably not below about £90. Box No. M.963. [3963

TWIN S.U.s, manifolds, etc. Spare needles, £15 o.n.o. Springthorpe, 18, Bowes Road, Acton, London. SHE 8360. [3964

BASTORICAL 1938 MORRIS 10 Saloon. £25. C. Arnold, 8, Homestead Way, Northampton. [3966

ALVIS SPEED 25 Engine £20. Synchromesh gearbox £12. Aston Martin Girling brake assembly £8 set. Sunbeam steering box assembly £2. Cylinder heads 30s. Aird, Lacey Green, Aylesbury. [3967

1935 M.G. MAGNA. Good condition, many spares. £115. Humphrey, Pennymead Drive, East Horsley, Surrey. [3968

M.G. 1½ litre Coupé. Good condition. Radio, heater. £200. 37, Meriden Street, Coventry. [3970

APRILIA, 1938. Drop-head. Good all round condition. Recent B.R.G. respray. Over £100 *recently spent, mainly at Lancia, including new* camshaft, water-pump, rings, wheel-bearings, battery, etc. Bills available. About £225. Communicate Williams, 43, Electric Avenue, Westcliff-on-Sea, Essex, or telephone Vange 3261, office hours. [3971

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

FOR SALE—*continued*

1948 ALLARD 4-seater Tourer. Excellent throughout. New engine, king pins, brake linings. £1.0. 157, Kiln Lane, St. Helens. [3972

D.M.N. DELAGE. Research engineer disposing. Laystalled engine, complete chassis rebuilt, well designed aluminium ash estate body, curved windscreen. Untrimmed. Jury wings. £150 receipts. Genuine. Enthusiast buyer desired. £75 or offer. Ogden, 87, Granton Road, Edinburgh 5. Granton 84167. [3973

SUCCESSFUL 750 FORMULA car. Ideal to start racing with. Ready to race. £175 o.n.o. J. B. Moore, c/o 42, West Street, Warwick. [3974

VINTAGE SUNBEAM, 1930, 16.9. Excellent condition, appearance and tyres. £80. 42, Linthurst Road, Barnt Green, Birmingham. [3975

RILEY 1087 c.c. Special, 1951. Aluminium body. Motor completely overhauled. Recellulosed, reupholstered. £155. Coleman, 19, Sandfield, West Lavington, Devizes, Wilts. [3976

328 B.M.W. cylinder block, crankshaft, rods, pistons, etc. Also new 600 x 20 tyre and tube. J. Pridmore, Glinton, Peterborough. Phone: Glinton 344. [3977

ARMSTRONG SIDDELEY Tourer, 1934, 12 h.p. model. Poor enthusiast's dream. Must go. Haggle round £35. Topley, 166, Grange Road, Hyde, Cheshire. [3979

RILEY FALCON 1½, 1937. Good condition throughout. Economical, reliable. £75. Waite, Knocksilla Park, Omagh, N. Ireland. [3980

ALLARD 71K 2-seater, 1948. Maintained regularly and in excellent order. Used as second car only. 22-24 m.p.g. £200. Would consider exchanging for Austin 7 sports or similar high m.p.g. car in equally good condition, with cash adjustment either way. Box No. M 981. [3981

LOTUS Mk. 6, 1955. B.R.G. 4.7 : 1. Fully reconditioned "10" now Aquaplane breathing Derrington compression. Recent Pirellis, brakes, lighting. Road equipped. Best around £400. Turner, 24, Northview Road, Luton. [3983

FORD ROCHDALE G.T., 1172 c.c. Twin S.U.s, 4.7 axle, I.F.S., 12v. lighting. Connaught Green. £480. Casswell, 29, Queensland Crescent, Burton-on-Trent. [3984

M.G. P.B., 1936. Red. Splendid condition throughout. £200 o.n.o. MIL 2438 (London). [3985

ALVIS Speed 25, 1937. Open Sports. Two owners. New tyres. Well maintained. £200 o.n.o. Wyse, "Harefield," Hightown (166), Liverpool. [3986

MORGAN AERO, 1927. O.H.V., W.C. J.A.P. Good condition. £50. Watcham, 13, Warlters Road, London, N 7. [3987

RARE ROVER 12 h.p. 4-seater Tourer, 1936 (looks 1946). Aluminium body with boot. Colour grey, blue interior. Recent new hood, screens, tyres, battery. Re-upholstered, rewired. 40 lb. pressure. 28 m.p.g. Excellent condition. £165. Enquiries, 30, Boot Lane, Bolton. [3988

1953 BUCKLER 2-seater. New 1172 c.c. engine and hood, May 1958, 2,500 miles since. £330. 32, Meyrick Road, Sheerness, Kent. [3989

2 LITRE LAGONDA, 1931. Low chassis. Good body, 2 new tyres. Engine overhaul 10,000 miles ago. Bills available. Extremely reliable. Enthusiasts preferred. £190 o.n.o. Ring Guildford 61016. [3992

FOR SALE: CITROEN LIGHT 15 De Luxe Saloon, 1949. Excellent condition, modified to 1954 specification. Fitted 4-speed gearbox. Alternative carburation system available. Offers to Stringer, 18a, Princes Street, Dorchester. Tel. 1320. [3993

BUGATTI Brescia type 23, 1924, 2-seater sports. 1496 c.c. U/S. Four wheel hydraulic brakes just relined. In good condition. £175. Bugatti type 35B, 1926. G.P. 2.3 litre. Supercharged, ex works and Fotheringham car. Full history available. Recent engine overhaul, repaint, etc., now in peak condition. Complete with spares and fully equipped Bedford transporter. £575. Bayliss, Gordon House, Royal Hospital, London, S.W.3. SLOane 6961. [3995

ROOM NEEDED. Sunbeam 16, 1928, spares. Engine £5; gearbox £3; axle £4; radiator £2; 5.25 x 21 tyres from £1; unused retread £3 10s. Numerous other bits. Ford 8 engine, 1946, £6. Opel 1937 Olympia spares: Engine £5; gearbox £7; rear axle £5. Cadet front axle £4. 1928 Standard rear axle £2. Buyer collects. Powell, 674, Muller Road, Bristol 5. [3996

ALVIS 12/70, 1938, Saloon. Engine reconditioned 10,000 miles, new rear springs, good tyres. 75 m.p.h., 27 m.p.g. £120. Cook, The Gardens, Horncastle, Lincs. Tel.: Horncastle 3345. [3997

ROLLS ROYCE 20/25, 1934. Thrupp and Maberley Limousine. Good condition throughout. Excellent tyres. Used daily. £225 o.n.o. 1929 20/25 dismantling for spares. Zeuner, The Rectory, Church Eaton, near Stafford. Phone: Evenings Bradley 239. [3998

1954 VOLKSWAGEN. Very good condition throughout. £425 o.n.o. for quick sale. Young, ring Henfield (Sussex) 71 evenings. [3999

1936 BENTLEY 3½. Given away for just £285. Full details from Box No. M.001 [4001

ROLLS 20/25, 1932, Sports Saloon, Park Ward. Mascot. Nearest £250. South Godstone, Surrey. 2249. [4002

FOR SALE—*continued*

ULSTER TYPE AUSTIN. Immaculate coachwork, mechanically good. £130. 62a, Susans Road, Eastbourne. [4004

AUSTIN 7 chassis complete, 6 ft. 9 in. Overhauled throughout. Ideal "Special." Offers. Tel.: Amesbury 3259 evenings. [4005

RILEY MERLIN Saloon, 1935. Body, cellulose, engine in first class condition. Preselector gearbox just overhauled. £215 o.n.o. Marcel, Park Ave., Egham, Surrey. [4006

M.G. P.B. GEARBOX, remote control, £9. Supercharger £9, in good order. Buckland, The Mews, Barcombe (274), Lewes, Sussex. [4011

MODEL "T" FORD. 1919. Excellent condition. First offer over £200. View Warrington 31552, or write owner, Box No. M.012. [4012

RILEY BIG 4 KESTREL, 1938. O/D. Good condition, black. £150. Write Law, 3, Elmbury Drive, Newtown, Tewkesbury, Glos. [4013

LAGONDA, 1935, 4½ litre Tourer. Re-sprayed, chromed, wired. New hood, tyres, radiator, mats. Practically unused since 1939. Very fast and spotless thoroughbred. £500 o.n.o. London area. Box No. Q.014. [4014

HORCH 3½ litre V.8 Saloon. I.F.S. Reg. 1954. Reputed late property Von Speer, Hitler's Minister of Works. Bodywork and interior very good. Mechanically sound except for worn bottom and reverse gear. £100 for quick sale as above. £150 with new gears. S.A.E. for reply and photo. Marsh, 54, Grundy Road, Claycross, Chesterfield, Derbys. [4015

1923 ROVER 8 Tourer. Body immaculate, mechanically sound. £95. 24, Mayne Avenue, Leagrave, Luton. Phone Luton 4819. [4016

ALVIS 12/50, 1931 Saloon. In exceptional mechanical condition. Tyres, interior and body very sound. Too small for present owner. £85, including hare. View at Four Ashes Garage, Four Ashes Lane, Knowle, Warwicks. (Tel. Knowle 2033). [4017

RILEY 1½ litre, 1936, Kestrel. Resprayed B.R.G. New headlining, tyres almost new. A ready performer. Haggling from £120. 18, Arundel Avenue, Sanderstead, Surrey. [4018

RILEY KESTREL 12/4, completely overhauled. Superb condition. Heater. £165 o.n.o. Caterham 4174. [4019

1928 A.C. Acedes Six Tourer. Recent rebore and reground crankshaft. Knight, 6, Cresthill Road, Beacon Park, Plymouth. Phone 64341. [4020

MORGAN 4/4, 1937, Climax. Breaking — crashed after o haul. New hood, transmission, etc. 92, Newlands Street, Shelton, Stoke-on-Trent. [4021

JAGUAR, 1947, 2½ litre. Excellent runner. Must sell, bought new car. £210 o.n.o. Finchley 3125 after 6 p.m. [4022

M.G. V.A., wet clutch type. Crankcase assembly, head. Cheap to clear. 67, Powis Road, Preston 86454. [4023

ELVA 1100 Sports-Racing Car. Comprising: Elva space-frame, 100E rear-axle, standard I.F.S., alloy fuel tank, wire wheels, 15 in. Dunlop racing tyres, two hydraulic, one manual, brake systems, Mintex M 20 liners, Micron fibreglass racing body, full weather protection, lamps, flashers, etc. New condition. Cost £900. All receipts. £325 the lot. Engine and gearbox available. Box No. Q.025. [4025

COVENTRY-CLIMAX 1100 Mk. II Engine. Practically new. Unraced. Only 30 hours running. £225. Also new A.30 gearbox unused, £20. Box No. Q.026. [4026

STILL AVAILABLE, 1929 A.C. Acedes. Self-colour aluminium 2-seat Tourer, advertised July. £85 o.n.o. 4, Bromwall Road, Birmingham 14. [4027

ALVIS SPEED "25" Sports Saloon. Needs renovating. (1937-8.) Snip, £35. Eltham 2810. [4028

ALVIS S.E. 1936. New pistons, brake linings. Smart. Few small jobs to make good sound car. £75 o.n.o. Rickman, 3, Gorsefield Road, New Milton, Hants [4029

2 LITRE BRISTOL, 1949. Model 400. Overhauled engine, etc. Phone: West Drayton 2740, 9 a.m. to 6 p.m. [4031

RAILTON, 1934, D.H.C. Reliable, respectable and potent £55. Telephone Uxbridge 5013. [4032

COMPLETE AUSTIN SEVEN CHASSIS, including engine. Everything done, just needs body, also hydraulic brakes, and all spares for sale. Morton, 2, Fynham Road, W.12. SHE 6126. [4033

LANCIA LAMBDA 8th Series, Weymann body. Chassis, body, engine sound, interior rough Barnes, 63, Whitley Road, Hoddesdon, Herts [4034

AUSTIN SEVEN Special. Ulster engine, Nippy box. Rebuilt to 750 Club recommendation. New tyres, in first class order. Registered 1957. First £125 secures. Esher 2453. [4035

"MOTOR SPORTS," "Autosports," "Autocourse," and others. 50s. o.n.o. or sell separately. 10, Stradbroke Road, Ipswich, Suffolk. [4036

BULLNOSE MORRIS COWLEY 2-seater, 1925. Good all round order. New hood, etc. Taxed. To good home, £85. J. Walker, Bazaar House, Herstmonceux (Sussex). Tel. 3210, 6.30-7 p.m. [4038

1936 LANCIA AUGUSTA Saloon. Immaculate. £165. Augusta engine, gearbox, £15. Bick, 19, Montpellier Walk, Cheltenham. [4039

FOR SALE—*continued*

1928 HUMBER 20/55 Saloon-Limousine. Only specimen known to exist. One former owner. Perfect and original. Complete engine overhaul 1,500 miles ago. £150. Cooper, Boynes Stables, Upton-on-Severn, Worcs. Phone 103. [4040

CITROEN, 1939. Four wheels, good tyres. Complete front/rear axles. Excellent engine. Numerous spares. Cheap. Burris, 126, Woodstone Avenue, Stoneleigh, Epsom. [4041

ALLARD Drophead Sports Coupé, 1948. Perfectly maintained. Many new parts. Grey and ivory. Based London. £200. Box No. Q.043. [4043

REBUILT MORGAN. P.1000 fibreglass body, reconditioned engine, new transmission, suspension, electrics, brakes, battery, tyres. £180 or terms. Mann, 15, Golf Lane, Leamington Spa. [4044

M.G. K.N., 1935, 4-door Pillarless Saloon. Above average mechanical condition, interior not very elegant. £95 o.n.o. M.G. T.F. forces sale. 80, Princes Street, Southend-end-Sea. Phone 45831. [4045

SUNBEAM, 1929, 20 Tourer. 48,000 miles, 25,000 present owner. New tyres, hood, sidescreens, upholstery. Handbook and spares manual. Impeccable mechanical pedigree. £150. Field End 8535. [4046

J.2 M.G., reg. 1936. Mechanically perfect. £160 o.n.o. Rebuilt motor 2,000 miles ago, also reconditioned sleeving, diff., gearbox. Hydraulics (custom built). Tyres, wiring, battery, 4,000 miles old. Recently resprayed. Upholstery indifferent. Mechanics inspection invited. Day, HYD 1993; evenings Haywards Heath (Sx.) 600. [4047

BREAKING '34 WOLSELEY Hornet Special. Recond. engine, 4 good tyres. Hughes, 12, Hombrook House, Moordale Avenue, Bracknell, Berks. [4049

1949 M.G. T.C. Cream. 1,200 miles since complete overhaul. Stage II tuned, including high lift camshaft, large valves, Mintex hard brake linings, 16 in. rears and many other extras. £380 o.n.o. Apply: F.N.F. Ltd., Wellington Street, Ext., Burton-on-Trent, Staffs. [4050

P.B. M.G. Stage I, rebored. New: mains, big ends, dynamo, oil seal, valve guides, clutch, carburettors, king-pins and bushes, brake linings, cables, upholstery, rewired. B.R.G. Just run in. £200. WES 9235. [4051

1938 RILEY VICTOR 1½. No reasonable offer refused. 59, Bedford Avenue, Rock Ferry, Birkenhead. [4052

A DEAR FRIEND. Mavis, 14 h.p. 1936 Alvis D/H. Two owners. Genuine 86,424 miles. New tyres, hood, battery. Instant starter. Wonderful cornering. Oil 2-3,000. £125. Also Talbot, 1936, 105 Saloon. Loath to part. Magnificent condition, appearance, wonderful acceleration. Tin wear fades away. A joy to drive. Bland maintained. New tyres. Taxed, £125. Chancery 8217 office hours. [4053

UNUSED BUCKLER SPACE FRAME, £37. (£60 new.) W. G. Lomas, Mere, Knutsford, Cheshire. [4054

WOLSELEY 1500 inlet manifold 25s.; exhaust manifold 30s.; new 1¼ in. S.U. £4 5s.; oil bath filter 25s.; Speedwell anti-roll bar 35s; Lucas 12v. defroster. 73, Chiltern Crescent, Reading. [4055

B.S.A. SCOUT, 1939, Series 6 2-seater. Mechanically sound, excellent appearance. Good tyres, hood, screens and tonneau. Firm supplying modern tinware. Haggle £165. RIPpleway 4552 evenings. [4057

ASTON MARTIN Mk. II L/C Tourer. New hood, tonneau and batteries. Recon. starter and generator. Very good performance and condition. Full weather equipment. £275. Petts, 76, Wood End Avenue, South Harrow, Middx. Byron 5450 after 6. [4058

SUNBEAM 1923 Tourer. New hood and sidescreens. Completely repainted to an outstanding finish. Mechanically excellent with rebuilt engine. Relined brakes, etc. In fact, virtually a new motor car. It has to be seen to be believed. £190. Box No. Q.059. [4059

BERKELEY SPORTS. Green. Low mileage. Gray, Manor Farm, Whitchurch, Hants. (Tel. 110.) [4060

FOUR DOORS, from 1934 Lagonda M.45 Pillarless Saloon. Complete, perfect working order. £1 each. Wanted, for same model, Speedo' drive cable, water pump, and right hand front "Perrot" brake rod. Adams, 9, Stonehill Road, Great Shelford, Cambs. [4061

ALVIS SILVER EAGLE D.H.C., 1936. Quite sound all round. Try £140. Captain P. Green, C.A.D. Bramley, Hants. Basingstoke 380. [4062

1935 FRAZER NASH B.M.W. 1½ litre. Reconditioned engine, new radiator core and tyres. Coachwork in superb condition. Bills for overhaul can be inspected. Only reason for sale, owner going abroad. £300 or nearest offer. Burroughes, Manor Farm, Rocklands, Attleborough. [4063

MAGNIFICENT 1937 T.A. M.G. Black. Maintained in superb condition regardless of cost. Completely rebuilt 1953. Engine reconditioned 1,000 miles ago. History, bills available. £250. Parkinson, Lynfield, Cranmore, Shepton Mallet, Som. [4064

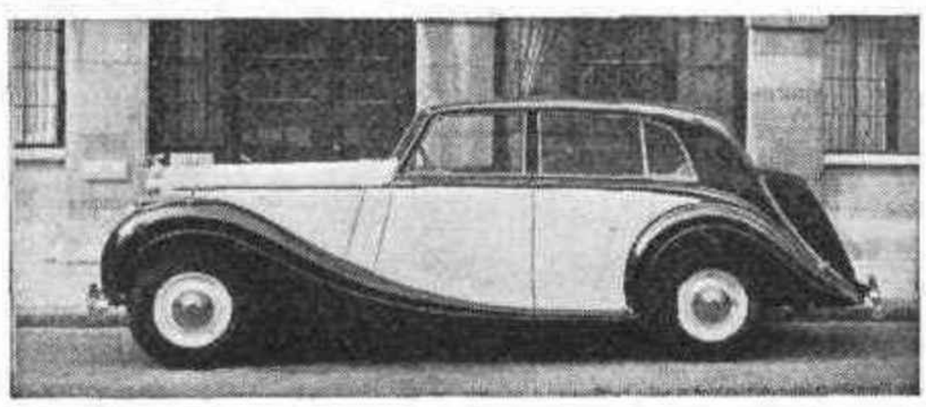
Box No. Address: "Motor Sport," 15-17, City Road, London, E.C.1.

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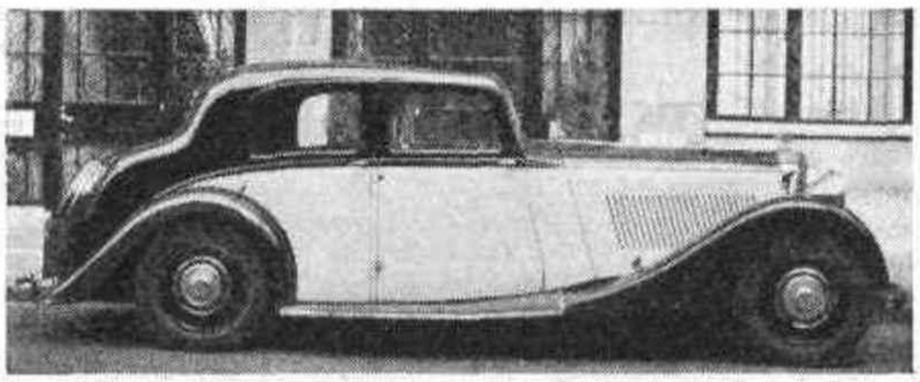
OFFERS FROM A CONSTANTLY VARYING STOCK



BENTLEY Mk. VI (1950), with drophead coupe coachwork by Abbott. Shell grey matching trim. Electrically-operated hood and windows. Long flow wings. Fitted works replacement full-flow unit 1957. All modifications and extras. Pristine. **£1,475**

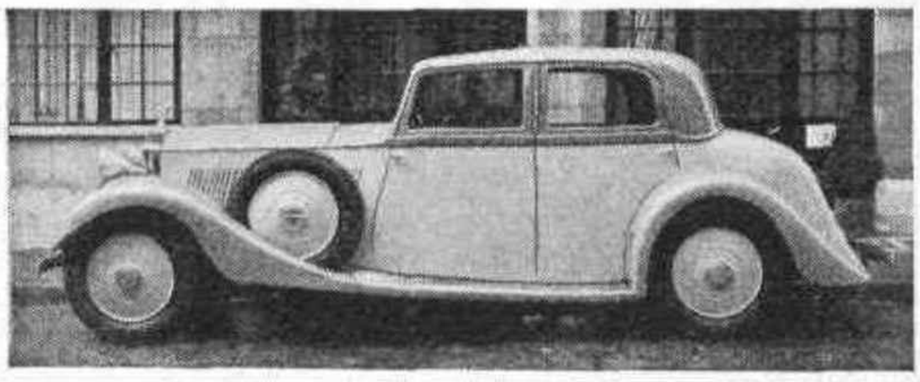


BENTLEY Mk. VI (1950) "Lightweight" sports saloon by H. J. Mulliner. Cloud, white and black with black morocco trim. R.-R. Ltd. history from delivery. 51,200 miles. All manufacturer's modifications to date, including full-flow unit in 1958. All extras. In excellent order. **£1,275**

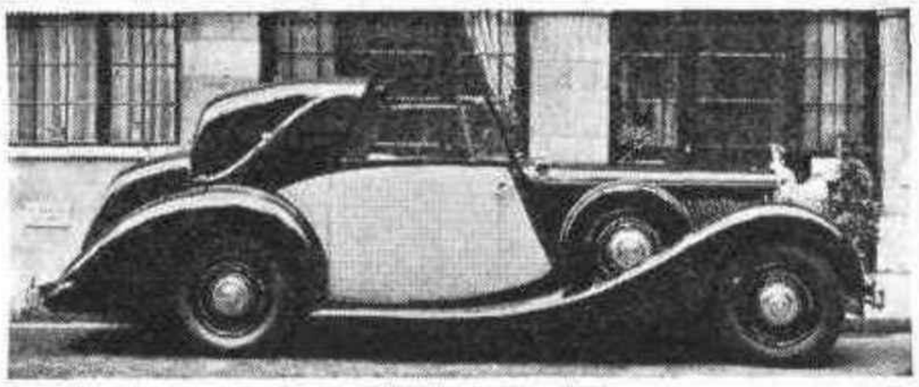


ROLLS-BENTLEY (1938) 4¼-litre sports sliding-head saloon by Park Ward. Ivory and black with morocco trim. Radio, heater, etc. Excellent history and in very fine order. **£585**

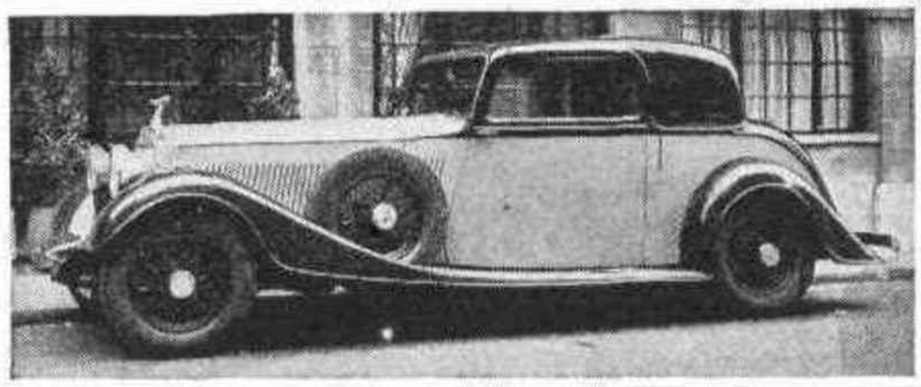
Two similar models are also available. **£525** and **£485**



ROLLS-ROYCE (1936) 20/25-h.p. with "Sportsman's" lightweight saloon coachwork by Hooper. Sand and sable, tan trim. Post-war history and detail of rebore and overhaul by West Country concessionaire 12,000 miles back. Recellulosed Dec. 1957. Radio, heater. Schedule serviced. **£600**



DAIMLER 4-litre (1939). Individually-styled sports brougham-de-ville coachwork by Gurney Nutting. Black with gilt mock-cane panelling and miniature opera carriage lamps. Complete mechanical rebuild in 1957 by Daimler specialists at at cost of £240. A unique carriage, richly appointed to a standard of taste and elegance rarely equalled. **£750**



ROLLS-ROYCE Phantom II (1935) "Continental" with two-door fixed-head coupe coachwork by H. J. Mulliner. Fawn and black, fawn trim. Detail of extensive R.-R. Ltd. overhaul at Crewe '56 and '58. A very acceptable example of the sought-after 12-ft. Continental chassis in cardinal condition. **£385**

SPEED SIX BENTLEY, with traditional foursome tourer coachwork by Cooper. Chassis No. NH 2742. B.R.G., with matching trim. This particular car is in truly inimitable order and one of the finest specimens existent. A complete history from delivery, together with a summary of every job carried out, a record of every journey undertaken and each gallon of petrol and oil used, and each task schedule completed is contained in a folio, together with an original instruction manual. The finest Vintage Bentley it has yet been our privilege to acquire. **£650**

VINTAGE BENTLEY (1925) 3-litre Red Label short-chassis Speed Model by Vanden Plas. Well finished in china white. Entirely original condition and superbly maintained in "Concours" class. **£385**

At the time of going to press we are negotiating the purchase of the following vehicles :—

BENTLEY Mk. VI (1950) S. Steel saloon, one owner. 51,000 miles.

ROLLS-ROYCE (1937) 25/30-h.p. owner/driver saloon by Hooper.

ROLLS-ROYCE (1928) 21.6-h.p. "Doctor's coupe" by Windover.

VINTAGE BENTLEY An early **Red Label 3-litre** short-chassis Speed Model.

ROLLS-ROYCE (1936) 20/25-h.p. Town saloon coachwork with small boot by H. J. Mulliner. Black with natural hide trim. Some history. Recently recellulosed. Workshop test and report available. In excellent order. **£525**

ALVIS Grey Lady drophead coupe (1955). Charcoal grey. 28,000 miles. Taken p/e. Specimen. Warranted. **£825**

AUSTIN-HEALEY 100 (1955) sports. B.R.G. 26,000 miles. Overdrive. Fitted heater. Good, sound model taken p/e. Warranted in the usual manner. **£575**

AUSTIN-NASH Metropolitan convertible (1957). Lemon and cloud-white. 17,000 miles. Concessionaire serviced. Taken p/e. Fast and handles very well. Warranted in the usual manner. **£600**

ROLLS-ROYCE (1934) 20/25-h.p. sedanca de ville by Barker. Interior and coachwork only average. Mechanically sound. Workshop test and report. Taken p/e. Warranted. **£325**

WE URGENTLY SEEK A GOOD VETERAN, PREFERABLY AN R.-R GHOST OR A NAPIER, AND A 4½-LITRE TOURER OR H.M. REBUILD BENTLEY. IN RESPECT OF THESE AND ANY OTHER VEHICLE PURCHASED INDIRECTLY, WE WILL COVER INTRODUCTORY COMMISSIONS, BY ARRANGEMENT.

AS A RESULT OF SELECTIVE BUYING WE ARE ABLE, BY ARRANGEMENT WITH A PRIVATE BANKING HOUSE, TO OFFER QUITE EXCEPTIONAL HIRE PURCHASE FACILITIES ON EACH AND EVERY VEHICLE WE ADVERTISE.

A workshop test and report sheet is available on all vehicles advertised.

WE WOULD PARTICULARLY LIKE TO PURCHASE ANY ROLLS-ROYCE OR ROLLS-BENTLEY MODELS, OR OTHER INDIVIDUALLY-PRODUCED VEHICLES, IN FIRST-CLASS CONDITION, AND PREFERABLY WITH A KNOWN HISTORY, WHICH ARE AT PRESENT ON OFFER. MR. SIMMONS WILL BE PLEASED TO ATTEND ANYWHERE IN GREAT BRITAIN BY APPOINTMENT.

GROSVENOR 1188 **12, REX PLACE, W.1** GROSVENOR 2635

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*

ALVIS FIREBIRD D.H.C., 1936. Very rough. Good battery, engine, new Bendix shaft. £25. "Triffids," Crewes Lane, Warlingham. [4140

RILEY MONACO, 1931. Excellent. £50. Ring Knockholt 3257. [4141

ALFA-ROMEO 2.3 supercharged 8-cyl. 4-seater Cabriolet by Farina. 3rd Series, registered 1937. Engine just resleeved, new guides, etc. Blocks and heads sound. Recellulosed Panhard red; re-chromed, new hood. £475 or consider exchange smaller car. Bailey, 6, Acre Lane, Carshalton, Surrey. WAL 4696. [4142

RAILTON DROPHEAD, 1937. Beautiful fast economical car, often mistaken for sports Rolls. One owner 20 years. Spares obtainable. £207. 119, Sidney Road, Walton-on-Thames 4483. [4143

BREAKING for spares: 1934 Riley Nine Kestrel. Mechanically good, but body in rather poor state of health. Four good tyres. Spare block and number of other spares. Cooper Bros., Fowlmere, Cambs. 'Phone Fowlmere 265. [4145

MARCHAL LAMPS, new, unused, in maker's wrappings, complete with bulb, switch, cable and bracket. "Fantastique" type 660 (fog), 662 (spot) £3 11s. 6d. (normally £5 5s.); 670 (fog), 672 (spot) £2 14s. 6d. (normally £4 10s. 6d.), post paid. Snowdon, 88, Dartmouth Avenue, Westlands, Newcastle, Staffs. [4149

CITROEN L.15, L.H.D., 1947, re-reg. 1951. Excellent body and engine. Loose covers. £250 o.n.o. Box No. Q.150. [4150

M.G. MAGNA, 12 h.p. Twin carbs, recent engine, chassis, body overhaul. Brakes relined. New tyres, good hood. B.R.G. Mechanically perfect. £110. Burkinshaw, 5, Agnes Road, Barnsley, Yorks. [4151

BREAKING 1937 AMILCAR. All parts available, including excellent doors, etc., large bore carb. Apply Broad, 41a, Cranmer Road, Forest Gate, E.7. Before 6.30, Maryland 7041. [4152

RILEY MARCH SPECIAL. Recent new front springs, carbs, manifold, silencer, recond. mag, dyn., fuel pump. Nearest £160. TIDeway 5675, after 6. [4153

750 SPECIAL, 1958. Falcon fibreglass body, Ashley hardtop, hydraulic brakes, I.F.S., Dante speed equipment, special chassis, etc., etc. £250 o.n.o. Smith, 4, Billy Lows Lane, Potters Bar, Middlesex. Potters Bar 4965 (evenings). [4154

M.G. P.B. BODYWORK. Bonnet £3; radiator £4; slab tank £5; windscreen £3; Lucas 700 headlamps £4 pr.; nearside wings, door. PERivale 0661. [4155

GENUINE AMERICAN CLASSIC: 1930 Pierce-Arrow 8-cylinder town car. Extremely rare car, and in good order throughout. £150 o.v.n.o. Shell, Copthall, Hunsdon, Herts. [4156

540K MERCEDES BENZ 2-door 4-seater drophead. Not run in since £260 overhaul. Resprayed white, wheels stove enamelled. All chrome replated. Upholstery, hood and tyres very good. £550 asked. TUD 1099 during day; BOW 2582 after 7 p.m. [4157

TWO as new black hide covered alloy framed seats, £10 each o.n.o. Four 4½ x 16 Borrani alloy wheels, £12 10s. each o.n.o. Stevens, Redisham, Beccles, Suffolk. [4158

ASTON MARTIN, Mk. II L/C Tourer, 1934. Excellent condition. New rods, etc., brakes relined and dynamo rebuilt recently. £275. Phone ILA 8629 for details. [4159

GENUINE M.G.A.-BODIED FORD Special. Exchange for 2 C.V., V.W., Merc., etc., or sell. R. Silver, 29, Dunbar Avenue, Rutherglen, Glasgow. [4160

DISMANTLED FIAT 500, less chassis, frame, engine, gearbox. 2 A.7 Softride springs, J-type engine parts. Holden, London Road, Addington, West Malling (3460), Kent. [4161

M.G. P.A. white 2-seater. Good running order. £125. 19, Woodland Avenue, Leicester 76420. [4162

MORGAN with J.A.P. and Matchless engines, also 1929 Morris Minor Tourer. M. Earnshaw, Barsbank Lane, Lymm, Cheshire. [4163

M.G. "M" Ford 8 engine. Good condition. £55 o.n.o. Gillitt, "Waters Edge," The Meads, Chertsey. [4164

VINTAGE RILEY ENGINE, 1926, 10.8 h.p. 4-cyl. S.V. with cone clutch, original brass Zenith Rotax electrics, reconditioned mag, engine completely overhauled, worn bits replaced. Further info: Riding, 65, Quarry Hill, Tonbridge, Kent. [4165

M.G. T.A., 1937. Good condition. Heater, extras. About £175. Write details. Box No. Q.166. [4166

ROLLS-BENTLEY, 1935, 3½ litre Special close-coupled drophead Coupé by Park Ward, the styling of which one usually associates with Concours d'Elegance winners. Immaculate alloy body. Fully disappearing hood. Nominal mileage since engine overhaul last year. Needs two tyres. Chrome on window frames dull. Believed two owners only. Part exchange vintage Bentley or sell. £350 or near. Booth, 55, Headingley Lane, Leeds. Phone 54795. [4167

FOR SALE—*continued*

1929 AUSTIN 12/4 Saloon. Body sound, mag needs attention. Tow away. £15. T. B. Ash, Rockfield, St. John's Road, Buxton. [4168

1931 SUNBEAM Coupé 23.8 P.V.T. Mechanically and bodily sound. Battery poor. Best offer to enthusiast. 'Phone Culcheth 3293. "Springfield," Common Lane, Culcheth, Warrington, Lancs. [4169

E.R.A. 1½. Many spares, incl. transporter. Box No. Q.170. [4170

RILEY 1½, 1949, professionally built Shooting Brake. Four doors, taxed December, good tyres, overhauled engine, heater, radio, spots, etc. Excellent chassis, basis for special. Tatty wings. £295. Edwards, 25, Wetstone Lane, West Kirby, Wirral. Hoylake 6810. [4171

VINTAGE ROVER TOURER, 1928. 10 h.p. Mileage only 20,000. Everything original. In daily use. Rewired. £125. Telephone Milford 2161. [4172

ROLLS 20/25, 1932, Limousine. Good mechanically and bodily. £160 o.n.o. 1, The Rise, Reading Road, Finchampstead, Berks. [4173

LAGONDA 4½ litre, 1934, in lovely order. Resprayed. New hood, P.100s and spot. Four new retreads. Good batteries. Available December. First £160. Sparrow, Red Lion Hotel, Henley-on-Thames. [4175

LAGONDA L.G.6 D.H.C., 1938. Black, with beige upholstery. Excellent condition throughout. Heater. £385. Dodwell, 96, Woodland Drive, Watford, Herts. Tel.: Watford 26280. [4176

BENTLEY 4½, 1928, rebuilt 1936. 9 ft. 6 in. chassis. Two seats, boot, 18 in. wheels, nine tyres, full wings, detachable rigid hood, alloy body. 2,000 since new bearings. Twin aeros. Now repainting. Usual unconvincing reasons for sale or exchange Cowley Saloon, all good except clutch. £25. Davidson, O.M.Q., R.A.F. Church Fenton, Yorks. [4177

OPEL CADET Drophead, 1938. Excellent condition. Low mileage. Recent rebore and overhaul. £100 o.n.o. Spares easy. Photo, etc. Kime, Whinney Lane, Langho, Lancs. [4179

A.40 SPORTS, 1953, G.D.3 model. Recon. engine. £395. Seven Kings 9120. [4180

IDEAL FOR 1172 SPECIAL. Professionally welded space frame with suspension coil springs rear for 1938 Ford engine, gearbox, axles, mountings for tank, battery, pedals, steering. £40. 9, Insole Grove West, Cardiff [4181

ARMSTRONG SIDDELEY, 1936, 25 h.p. Atlantic Saloon. Running, but rough. £30 o.n.o. 12, Manor Road, Banbury. [4182

UNIQUE! IMPERIAL Straight Eight Packard Drophead 2-seater, 1939. 45,000 miles. One owner. New tyres, four Marchal headlights, heater, radio. £175, no offers. "Blacksmiths Arms," Offham, Lewes. [4183

1955 PEUGEOT 203. 40,000 miles. Perfect car. £485. 7, Roedean Road, Brighton. [4184

MERCEDES-BENZ, 1936, 3.8 litre D.H.C. L.H.D. In immaculate condition. Regularly serviced. Licensed to end of year. Suitable continental touring. Will exchange for Land Rover S.W.B. 1954, in good condition, low mileage. Cash adjustment. E. J. Cobb, West Chaldon, Dorchester, Dorset. [4185

DADDY SAYS "These must go!" Separate or together. B.M.W. engine type 326 and gearbox. Bristol works overhaul 1957. Dorretti tubular chassis, brand new. Highest offer receives share transport expenses! To make room for his Bentley. 20, Main Street, Chapelhall, Lanarkshire. Airdrie 3638. [4186

A.7 SPECIAL. Well finished, many new parts Reconditioned engine, hood, usual mods. £125. Hawkes, 21, The Hermitage, Richmond Surrey. [4187

LOTUS MK. VI REPLICA, 1172 Formula. Professionally built, carefully maintained, ready for road or track. £340. Box Q.188. [4188

ROOF RACK and Dixon-Bates Trailer Bar for Volkswagen. £3 each or £5 both, plus carriage. Valios, Beguine, Ringshall, Berkhamsted, Herts. [4189

1938 FIAT 1100, good condition. N/S calls. £75 o.n.o. Bush, 26, Ridge Crest, Enfield 0418. [4190

JAGUAR S.S. 100, 2½. Excellent condition. Complete engine, transmission overhaul. Servais system. Sprayed, rechromed, new hood, tonneau. Bills. Reluctant sale, going abroad. £349 o.n.o. Turner, SWIss 3974, London. Evenings. [4191

1937 2½-LITRE JAGUAR Saloon. Any trial given. £110. Basingstoke 2046. [4192

A.C. SPORTSMANS Saloon, black, red interior, 1949. Immaculate. Little used as weekend car. Many extras, including Webasto Continental sunshine roof, radio, rimbellishers, new tyres. Very smart sleek lines. £450. Grayson, 41, Warren Drive, New Brighton, Cheshire. Tel. 5030. [4193

ALVIS SILVER EAGLE, 1934. Mechanically sound. Body needs attention. Taxed Dec. Evenings, 46, Portsmouth Road, Surbiton. [4194

STAR 1928 18/50 Saloon. Good original condition. Many spares. Good value for £75. Gray, Middle Park, Beckley, Oxford. Phone 89319. [4195

ALLARD/MERCURY Tourer, Sept. 1947. V.G.C. Extras. £225 o.n.o. Nihell, WHI 2085 or Box No. Q.198. [4198

FOR SALE—*continued*

1922 HUMBER 8 Tourer. Excellent condition. Winner several awards. Taxed. Marchant, 83, Yew Tree Road, Southborough, Tunbridge Wells, Kent. Phone Southborough £23. [4196

A.C. 16/60 AND 16/70. Engine spares, all parts; also Drummond 4in. screwcutting lathe and accessories. Offers. 82, Dunspring Lane, Barkingside, Essex. [4197

RILEY ADELPHI 12/4, 1938. Fitted with overdrive and freewheel. Excellent condition in all respects. Available January. Owner posted abroad. £175 o.n.o. Anderson, Colquhoun Road, Larkhill, Wilts. [4199

TALBOT 14 H.P. Carlton D.H. Coupé. Respray, new hood, 4 new tyres. £95. Heap, Meadowside, Rectory Lane, Chelmsford. [4200

CITROEN SPORTS ROADSTER, 1939 Light Twelve. Sought after model in surprising condition. £155. Colindale 7898. [4201

ROLLS ROYCE 20/25 Hooper Sports Saloon, 1935 Series G.P.G. Sound mechanical condition. Very pretty body with boot. Black paint work with brown leather upholstery. This car won several first prizes in competitions last year, and a Concours d'Elegance in July this year. £500 o.n.o. Bonham, 38, Mayfair Road, Cowley, Oxford. [4202

BREAKING M.G. L TYPE Magna. All parts in perfect condition. 4.50 x 19 tyres as new. J. Medaro, 15, Havolock Street, Kettering, Northants. [4203

GENUINE ORIGINAL 1923 BEAN Car for sale 11.9 h.p. One owner from new. Genuine first-class car. Handbooks, etc. Super condition. Highest offer. 21, Fern Street, Coppice, Oldham, Lancs [4204

LAGONDA 3-LITRE, 1932, Special Saloon, in running order but needs some work on body. Cheap for quick sale. Seen Surrey. Benjamin, Hollybush Farm, Ramsdell, Basingstoke, Hants, or phone Reading 0060, extension 4122. [4205

SUNBEAM TALBOT 90, 1949, black. Heater. University forces sale. Best offer over £300. Seen Cambridge or London. Box No. Q.206. [4206

SUNBEAM TALBOT '90' MK. I. Registered Nov. 1949. Saloon, bronze—red leather. Good appearance, excellent performance. New tyres at front, X's at rear, new lamps and other extras. £365. Taylor, 4, The Close, Iver Heath, Bucks. Iver 1360. [4207

1928 AUSTIN CHUMMY. Excellent engine, body, tyres. Brass radiator, lamps. £55. 2, Holly Mount, Shavington, Crewe, Cheshire. [4223

ROLLS-ROYCE 20/25, 1930, Barker sedanca-de-ville. Elegant car in perfect order. £160. 4, Masons Road, Slough. Tel: Burnham 1107. [4224

HUMBER 9/20 SPARES. Engine, gearbox, front axle, dynamotor, magneto, wheels, 19 x 4½ tyres, springs, etc. Offers to, Lesadd, 61, Borrowdale Avenue, Harrow, Middlesex. [4225

SON GONE TO SEA, cluttered my workshop Austin special. Welded tubular body frame ready for skin. Engine reoored, many spares. £45, cost a lot more. Allinson, Crookham Common, Newbury. Thatcham 2250. [4226

LANCIA LAMBDA 7th Tourer. Excellent condition. £150. 81, Stanstead Road, Hoddesdon, Herts. [4227

M.G. T.C., 1947. Good condition. New hood, steering and battery. £295. Totney, 362, Gilbert Road, Edgbaston, Birmingham 16. [4228

M.G. J.2. (1934). £100 spent last year. Absolutely immaculate, swept wing model. £155. 135, Osborne Road, Hornchurch 7561. [4229

ALFA-ROMEO, 1931 Gran Turisimo. Chassis, transmission, tyres good. Fitted, overhauled 6A Series engine. New pistons, sleeved standard. Reground crank, new valves, guides. £165. Morris, Old Vicarage, Redditch, Worc. [4234

1946 ARMSTRONG SIDDELEY LANCASTER, 15.7 h.p. Heater. Good condition. 47,600. £185. 7, Homeleigh Road, Ramsgate. [4235

SINGER LE MANS Tourer. Good condition. £50. Burns, 61, Catford Hill, S.E.6. FOR 1530. [4236

RAPSON tyre and tube, 760 x 90, offers. Blackburne engine. Other spares for vintage Morgan. Williamson, 9, Hillcrest Road, Stroud. [4237

ROLLS ROYCE 40/50 Park Ward Limousine, 29/11/33. Excellent condition. Given away by hard up owner. £150. Photo available. Callow, 52, Olivestead Avenue, Bootle 10., Lancs. Maghull 3018. [4238

MORGAN, J.A.P. and M.X. spares. 2/3 speed. Jackson, Doric Lodge, Wentworth, Rotherham. [4239

MORGAN 4/4, basically 1938. Cream. Completely rebuilt and modernised. Four new M tyres. Rebored engine, carefully used. Absolutely reliable. No oil. 35 m.p.g. R.A.C. inspection invited. £240. Photos available. Forrest, c/o Scott, 221, Morningside Road, Edinburgh. [4240

E.N.V. C.R. gearbox with remote control gearlever. Also tubular chassis with Austin Seven divided axle. Offers. 82, Watling Street Road, Fulwood, Preston, Lancs. [4241

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

FOR SALE—*continued*

M.G. 1½ Saloon, 1950. Black. Wonderful condition. Immaculate appearance and interior. 32 m.p.g. Good tyres, heater. £375. H.P. arranged. Any trial. View 100 miles London. Write or call, Maxwell, 203, Upper Tooting Road, S.W.17. [4275

RILEY 9 KESTREL. Ex Bale Gerard. Merlin balanced crank and rods. 1½ litre. Girling brakes, copperized head. Very sound, reliable. £130. Nottingham, 22, Hall Drive, Harfield, Middlesex. Pinner 1560. [4276

RILEY NINE KESTREL, 1934. Tuned Special Series engine. Twin S.U.s, manual gearbox. Good condition. £70 o.n.o. Closs, 149, Gurney Court Road, St. Albans. [4277

ALLARD J.2 De Dion. Alfins (brakes just relined). Ardun heads, wire wheels, Marchal spots, luggage rack. Everything mechanical (including heads) new in last 4,000 miles. (Bills for £330). Really excellent. £440. 20, Haygate Drive, Wellington, Salop. [4278

A.C. 1938, 1½, 2/4. Recent tyres, hood, battery, brakes, kingpins, steering. £180. Danbury (Essex) 77. [4279

RILEY 9 GAMECOCK. Very good condition. £130. Purkiss, 14, Fellbrigg Road, Dulwich, S.E.22. [4280

FAST 750 Formula Austin. Engine rebuilt. Usual mods. £120 o.n.o. D. Elkan, SLO 1415. [4281

ALVIS 12/70, late 1938 drophead, in good shape seeking appreciative home. £150. Forced sale through lack of space. Wickham, Gorwell Cottage, Watlington, Oxon. Tel: 204. [4282

1958 ASHLEY BODIED 1172. B.R.G./White hardtop. Rebuilt chassis. 4.7 axle, remote control, sidescreens. 9,000 miles. £250 o.n.o. Uxbridge 5127. [4283

ELEGANT DAIMLER, 35 h.p., 6-cylinder short chassis enclosed limousine, special body. Licensed by one owner only. Purchased from Stand 152 at the 1925 Olympia Motor Show. Finished in two shades of brown. Beautiful interior. F.W.B., centre gear change, double sleeve-valve engine mostly dismantled, all parts complete. Handbook. Towable. Reasonable offers, preference V.S.C.C. Inspection Sundays, 10 till 4 p.m. Garages, Poplar Grove (off entrance to Stepping Hill Hospital), Buxton Road, Stockport, Cheshire. Box No. Q.284. [4284

RENAULT 760, 1951. £245, or thereabouts. Dozens of "Motor Sports," etc., gratis to collector. Ring WEL 5544 X 165, at weekends. [4286

1929 STANDARD 9 h.p. four-door Saloon, sliding roof. In original and excellent condition. Offers. 209, Balham High Road, S.W.17. BAL 6666, after 6 p.m. [4287

THE PEEL P.1000 SPORTS BODY
FOR FORD 8/10-H.P. CONVERSION
Fully self-supporting, beautiful appearance.
Pigmented coloured finish.
Price £75 only
Send S.A.E. for full details to :
PEEL ENGINEERING, I.O.M.

Small Engineering Co. will undertake one-off machined parts for "Specials," Vintage or Veteran cars. Spline shafts, Spur Gears, Sprockets and general machining.
Will quote from your sample or sketch—
S. J. CLIFFORD & CO. LTD.
COVENTRY 88926
BEDWORTH ROAD, COVENTRY

VANWALL

GENUINE PIRELLI RACING TYRES FOR DISPOSAL

NEW & PART WORN 16" & 17"

ENQUIRIES TO :—
VANDERVELL PRODUCTS LTD.
ACORN 2251. EXTN. 122

C. J. BENDALL

In continuation of last month's information concerning our new premises, these are at PAYNES PARK, HITCHIN, opposite the library, and at the junction of the Luton, Bedford and London roads, on the west side of the town. Hitchin can be reached from London either *via* Stevenage or *via* the A 600 from the Welwyn fork on A 1.

We may commence business at Hitchin by December 1st but our Stevenage place will be open until January 1st, but not after that date.

VINTAGE

AUSTIN TWELVE tourer, 1929, a very fair and original car, now being re-hooded and generally tidied-up. **£90.**

BENTLEY 4½, chassis No. RC 46, with Corsica sports saloon body, first registered 1937; genuine 66,000 miles and in first-class order throughout. **£250.**

BENTLEY 3-LITRE BLUE LABEL, 1925, "A" box, twin S.U.s, etc., original V.D.P. sports-tourer body, very original; new hood and paint, and a very attractive car in good order. **£275.**

DAIMLER 25/85 Windover landaulette, virtually one owner from new, superb coachwork. **£135.**

DELAGE 14/40 "duck's-back" 2/3-seater, 1925, very original, extremely pretty and very nice mechanically. **£145.**

INVICTA 4½ low-chassis coupé, 1930, ex-Bamford; one of the finest and fastest vintage cars in the country. Its condition and performance is so outstanding that we make no apologies for the price, **£400.**

LEA-FRANCIS 12/40 2-seater and dickey, 1928; two owners from new; completely original; just re-upholstered and re-hooded. **£135.**

MORRIS-COWLEY saloon, 1930, one owner since new; original paintwork and in really superb order throughout. **£125.**

ROLLS-ROYCE P. II, 1930 chassis with 1935 Hooper sports saloon body, no division and bucket seats; a very nice car in really good order. **£260.**

NON-VINTAGE

ALVIS SPEED TWENTY-FIVE, 1937, fair chassis, untidy coachwork, hence price. **£70.**

VETERANS

1914 ROVER 12/22 4-cyl. 2-seater and dickey, in original and very fair order; electric lighting, excellent tyres, and running. **£250.**

1913 WOLSELEY 24/30 6-cyl. 6-seater tourer, completely restored and in very fine order. **£300.**

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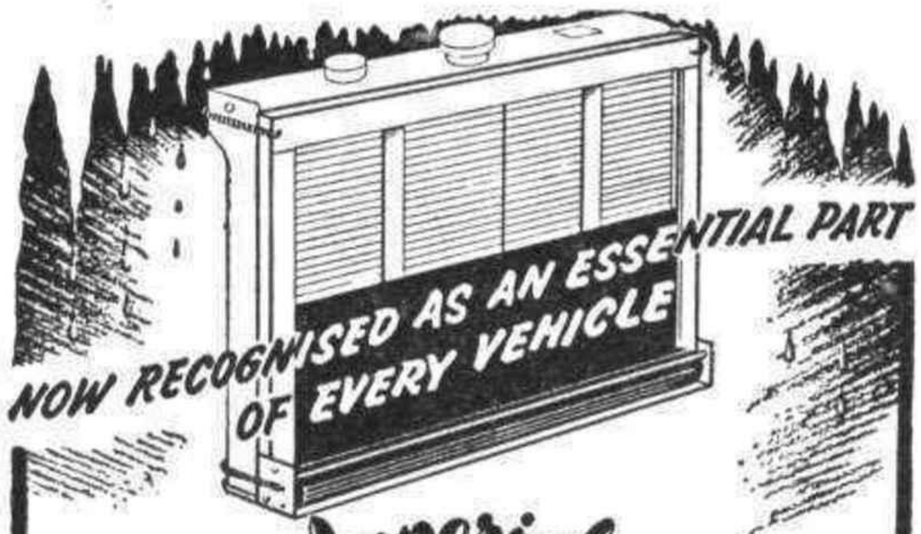
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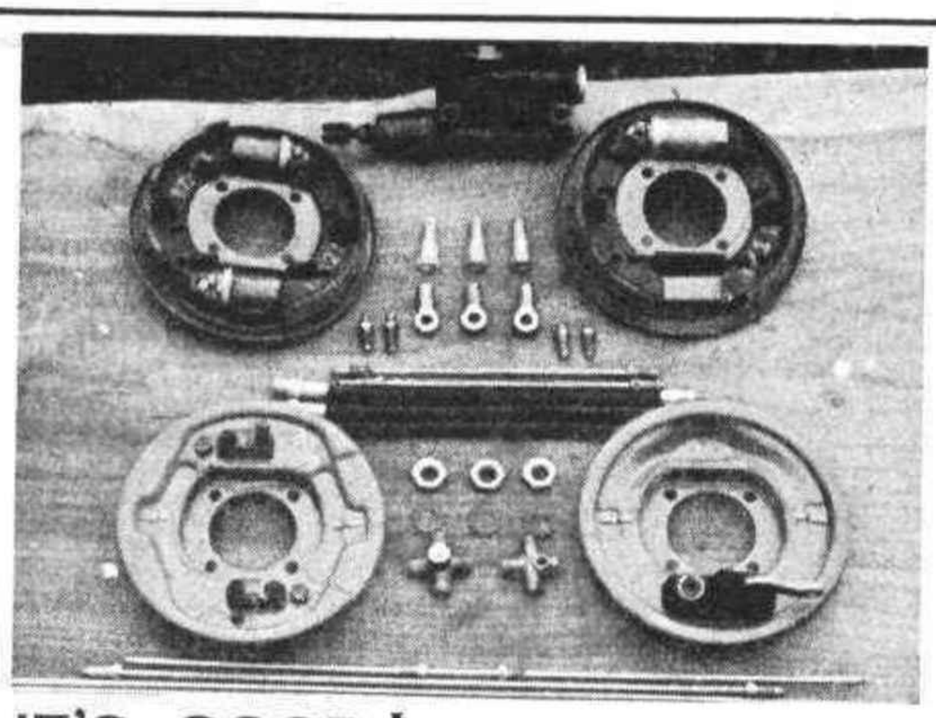
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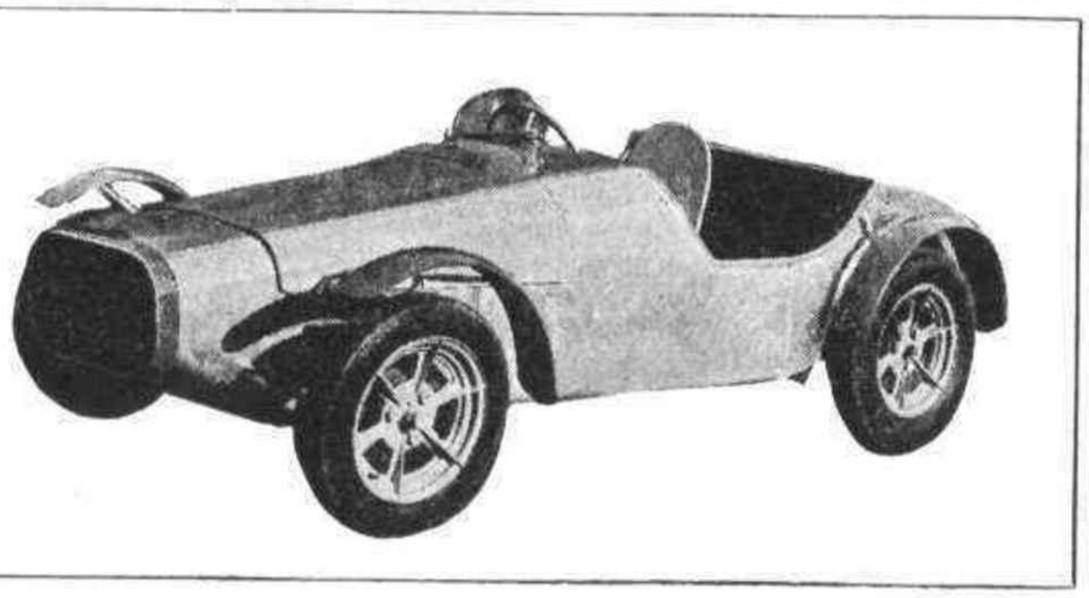
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LOTUS Mk. VI, 1955, 2-seater, very smart in red, fully tuned Ford unit, very fast, new weather equipment		£435
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M.G. TC, 1949. A particularly nice TC in immaculate red, with excellent hood, screens, etc. Certainly one of the nicer TCs available. **£379.**

M.G. TA, 1937. Excellent in red, with practically unmarked beige upholstery. **£229.**

JAGUAR XK120 d/h. coupe, 1954. One owner, 1954-1958. Very well maintained, in B.R.G. **£659.**

M.G. VA sports tourer, 1938. A most attractive VA in black. Recent reconditioned engine. Excellent hood, screens and tyres. **£159.**

M.G. PA Airline sports saloon, 1934. Sound and attractive, and possessed of first-class road performance—needs a little minor tidying, however, hence—**£110.**

LANCIA Augusta saloon, 1935. A most attractive Augusta in black, having been really meticulously maintained. Engine reconditioned less than 1,000 miles ago. Specially modified cylinder head and exhaust system. Altogether an exceptionally good specimen of this little masterpiece from Italy. **£129.**

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M.G. P.B., 1935. Brakes, steering overhauled. New front bearings, 2 new tyres. £180 o.n.o. Williams, Wilne Lane, Shardlow, Derbyshire. Shardlow 255. [4462

M.G. T.D. engine. Decarbonised. New pistons, less crank and sump. £25. Will separate. 4, Elm Street, Blackburn. [4242

1936 ALVIS Silver Eagle Cross and Ellis Tourer. Good condition. Taxed, insured. Spares. £100. Brooks, Southdean, Fraser Avenue, Johnstone, Renfrewshire. [4243

ALMOST COMPLETED SPECIAL. Morgan chassis and Climax engine completely reconditioned. Falcon Mk. II fibreglass body. Spent over £250. Prefer to exchange for interesting drophead. W H.Y. Mr. Lancaster, Imperial Hotel, Blackpool 23971. [4244

1927 AUSTIN 7 Tourer. Body, engine, original good. Brass lights. Standing idle. James, Rhea, Sutton St. Nicholas, Hereford. [4245

ALVIS SPEED TWENTY Charlesworth Saloon, 1934. £40 o.n.o. Phone Studley (Warwickshire) 80. [4246

1950 JAVELIN de luxe. Modified engine. Heater and extras. Good condition throughout. £320 o.n.o. 14, Sandfield Lane, Hartford, Cheshire. [4247

VINTAGE MODEL "A" FORD, 2-seater Coupé, 14.9 h.p. Recent overhaul. Eileen Routledge, 7, Elmete Avenue, Scholes, Leeds. [4248

RILEY FALCON (1937). 2 owners. Resprayed. Beautiful throughout. Many extras. £205 o.n.o. (H.P. arranged). 78, Longhurst Road, Lewisham, S.E.13. LEE 5437. [4249

AUSTIN SEVEN PARTS. Two new 500 x 16 and spare with three wheels. Wide track lowered front axle. Recently reconditioned engine (large inlets, 1937 head). A few heads, crankcases, crankshafts, etc. R. Russell, 60, Haling Park Road, Croydon. [4250

BUCKLER 90, 1956. Not raced. Professional modified 1172 Formula. All Buckler components. Exceptional condition. 8, Hill View, Newport Pagnell, Bucks. [4251

A/C PRE-WAR ACE. Post-war works overhauled. £125 o.n.o. Sowden, Normanton Park, Empingham (261), Rutland. [4252

1951 XK120, black. Recent factory engine and new hood **£465**

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1936 M.G. PA, green. Original little car; brand new hood **£125**

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TC engine and gearbox, complete with accessories, good condition. TB-TC body, good hood, screens and windscreen, tank, seats, Bluemels wheel, etc. Some TA spares : axles, diffs., gearboxes, etc. New TD crown-wheel and pinion. PA-PB : two standard size cranks, cylinder heads, cylinder blocks, sleeved, complete with pistons; recon. V/drives and bearings; as new camshafts, carbs., manifolds, sumps, etc.; gearboxes, including one PB close-ratio; crown-wheel and pinions. C-type gearbox and short prop. to suit PB. Two 15-in. and two 16-in. wheels, fitted racing tyres and tubes; two new 5.50 by 17 Dunlop racing tyres.

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A.C. saloon, 1953. Will be coming along shortly and will be offered around **£475.** Further details on request.

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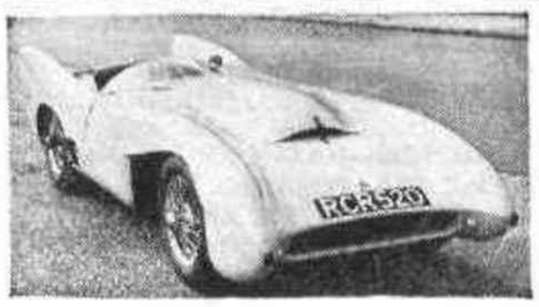
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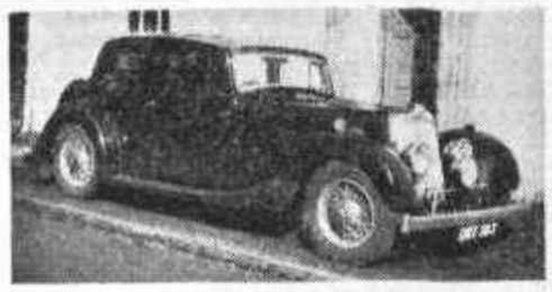
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1949 Citroen Light 15 saloon, ex. cond.		**£265**
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1936 M.G. PA, red, excellent		**£165**
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Jaguar S.S.100 2½-litre, terrific		**£295**
SPECIAL : Jaguar XK120, 1952, white, detachable hard top. Superb		**£525**

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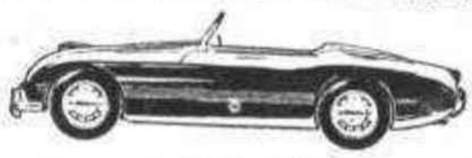
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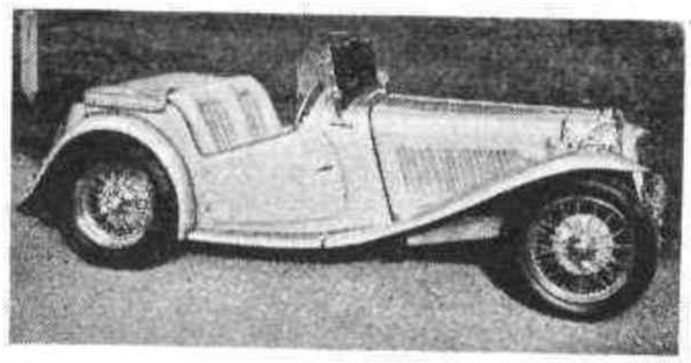
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