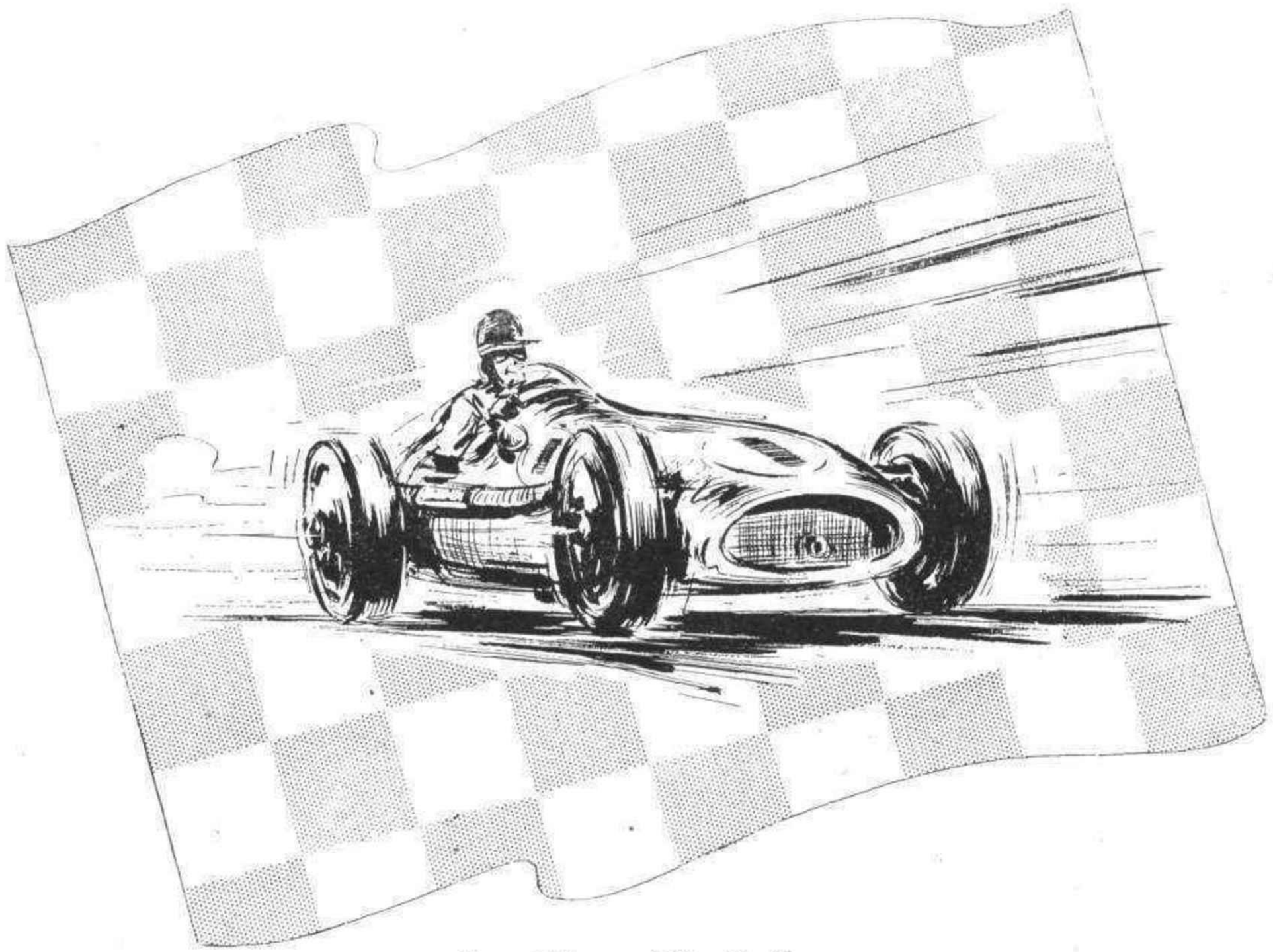
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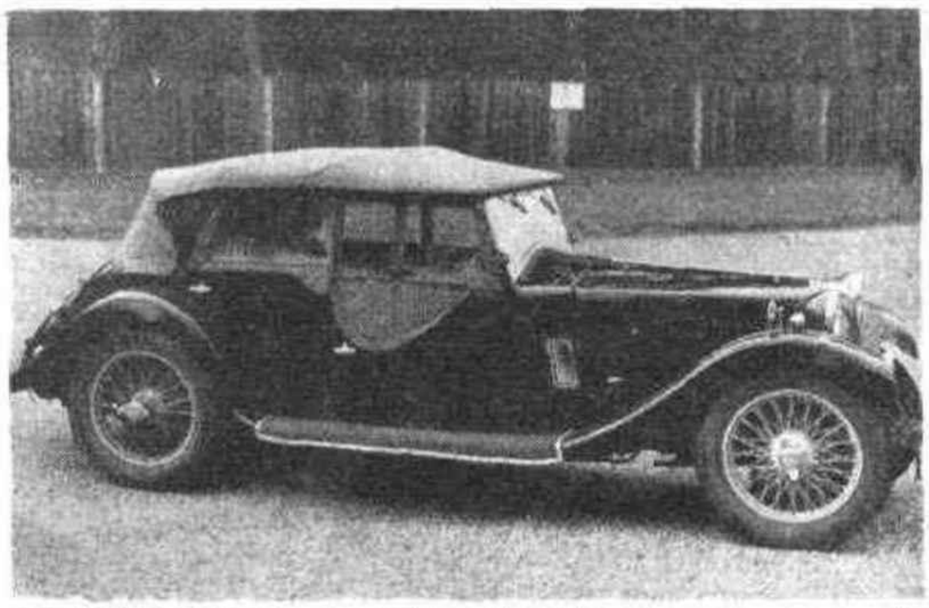
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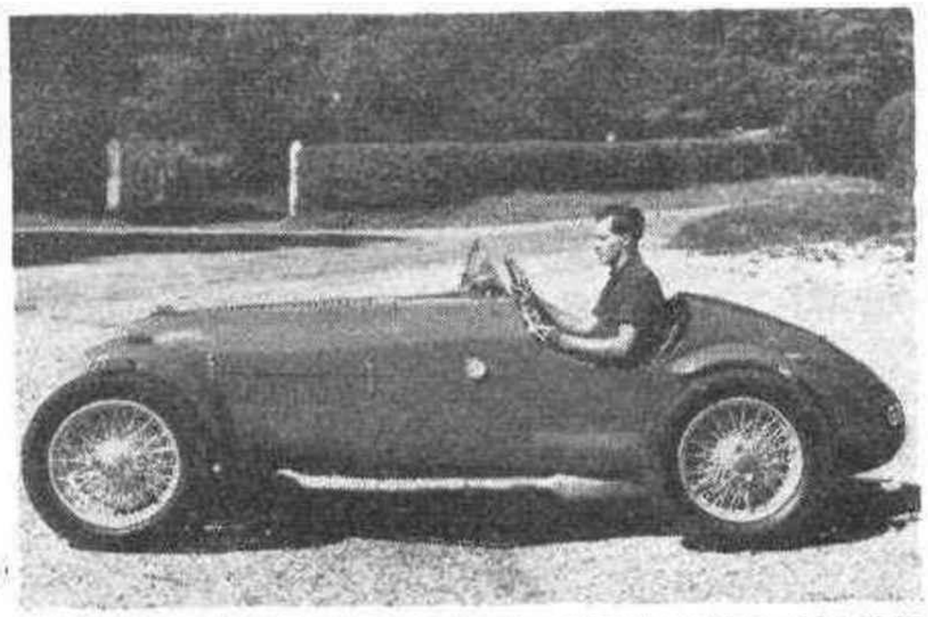
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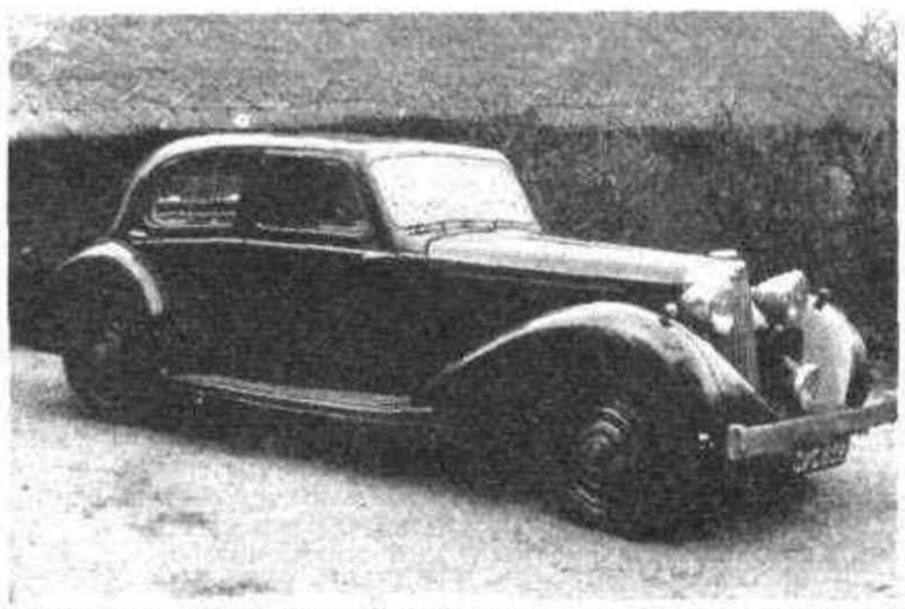
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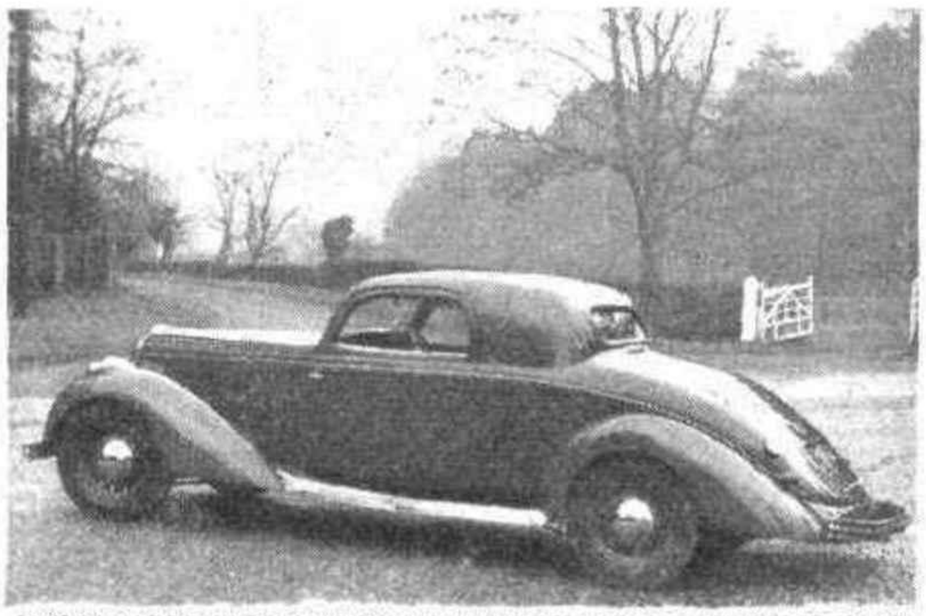
M.G.—1939 2-litre saloon, **£265.**

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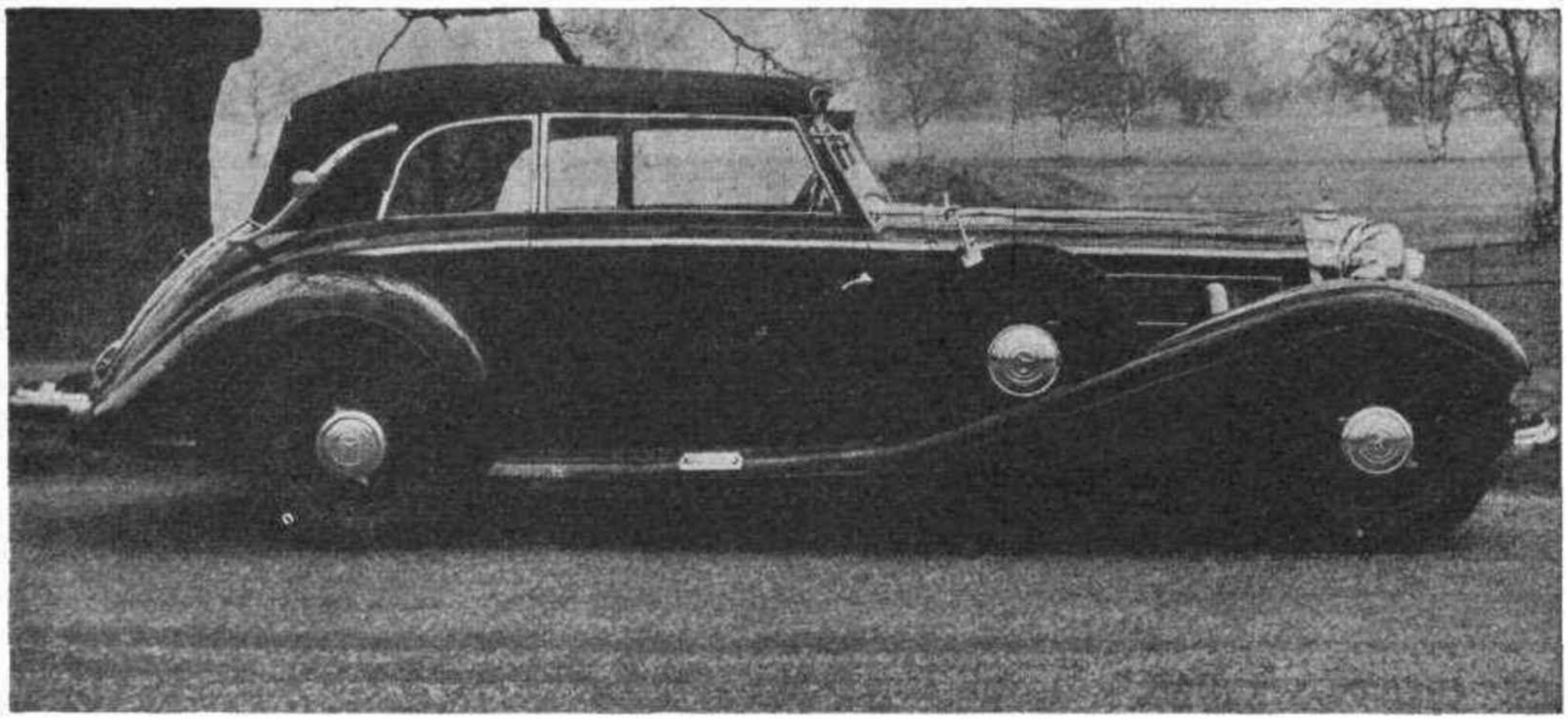
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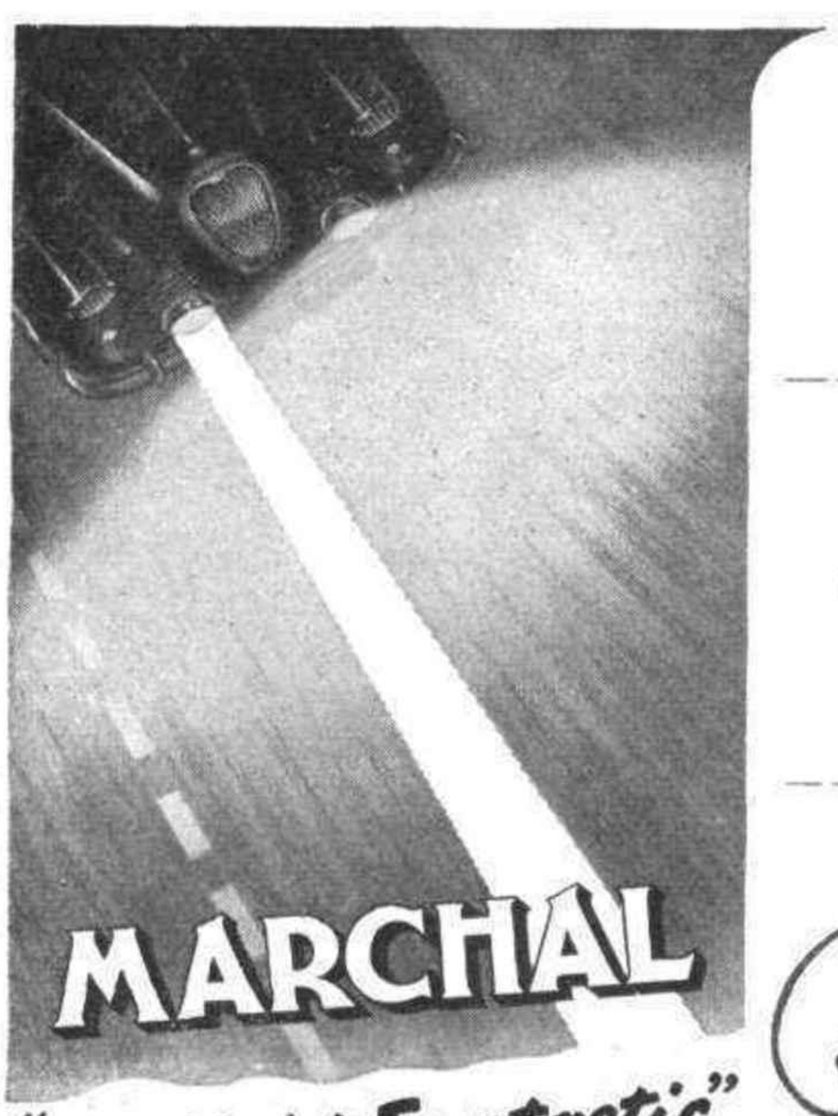
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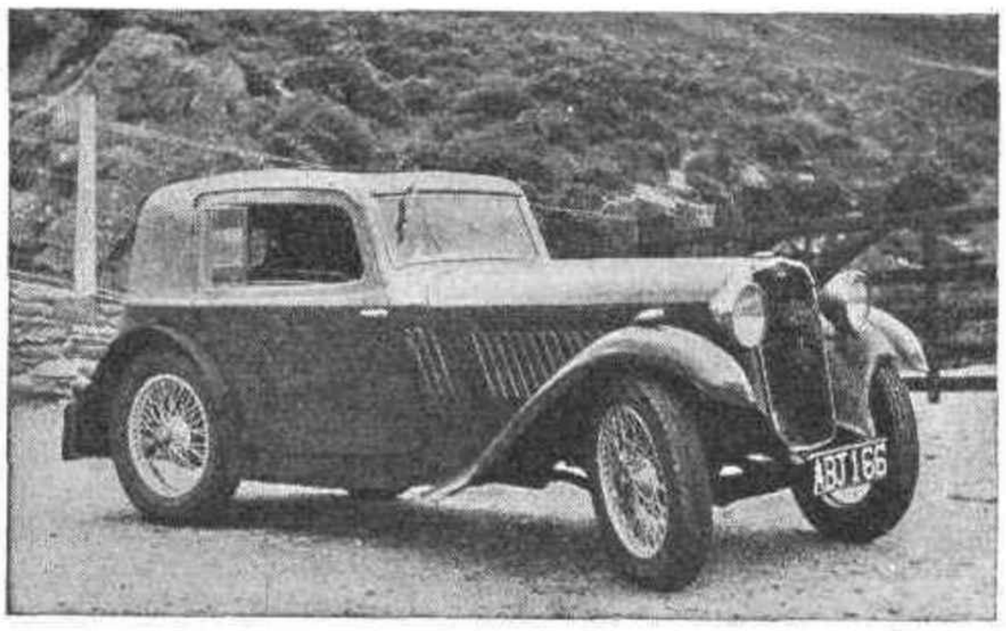
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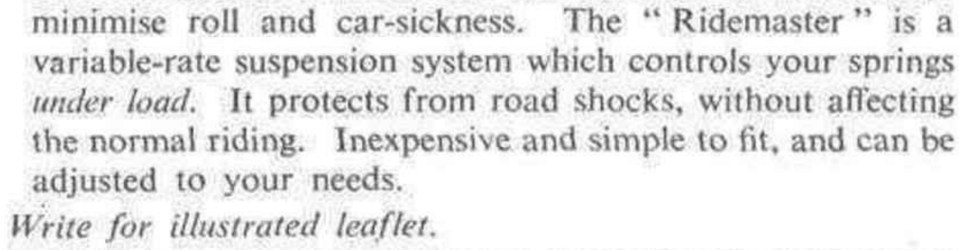
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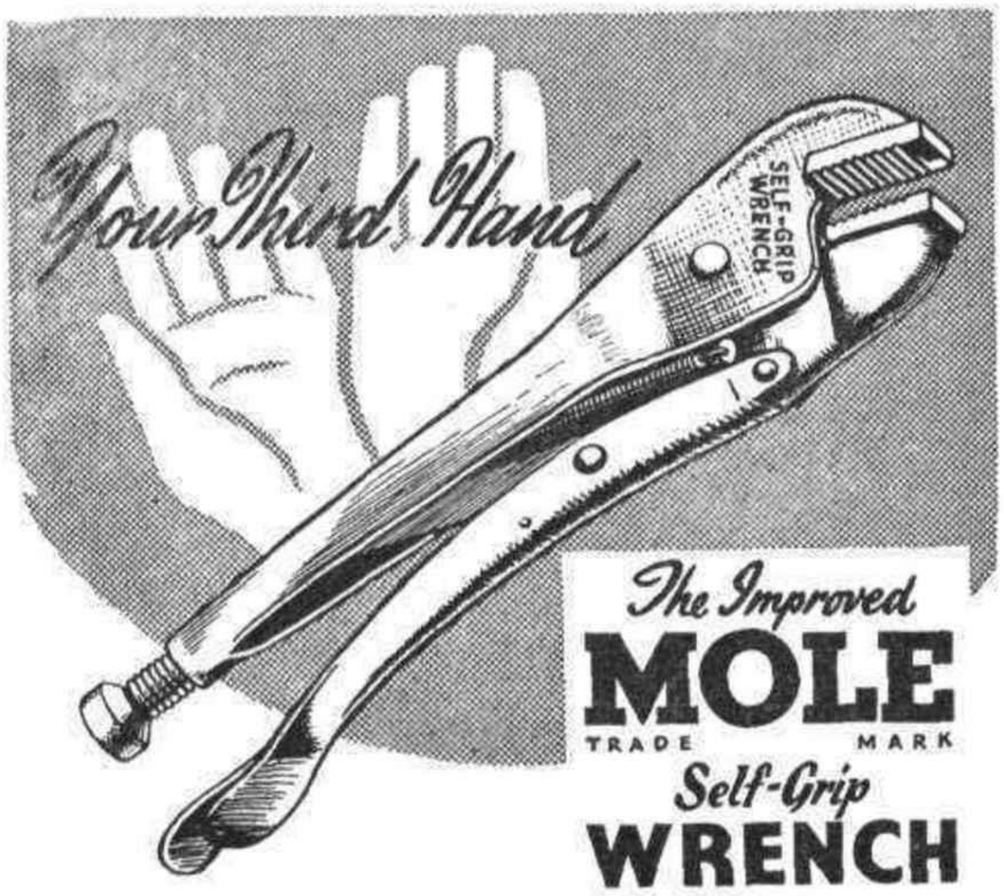


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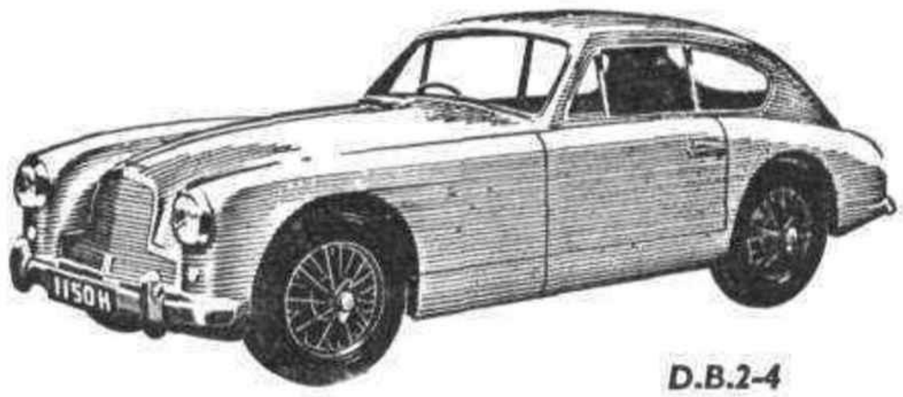
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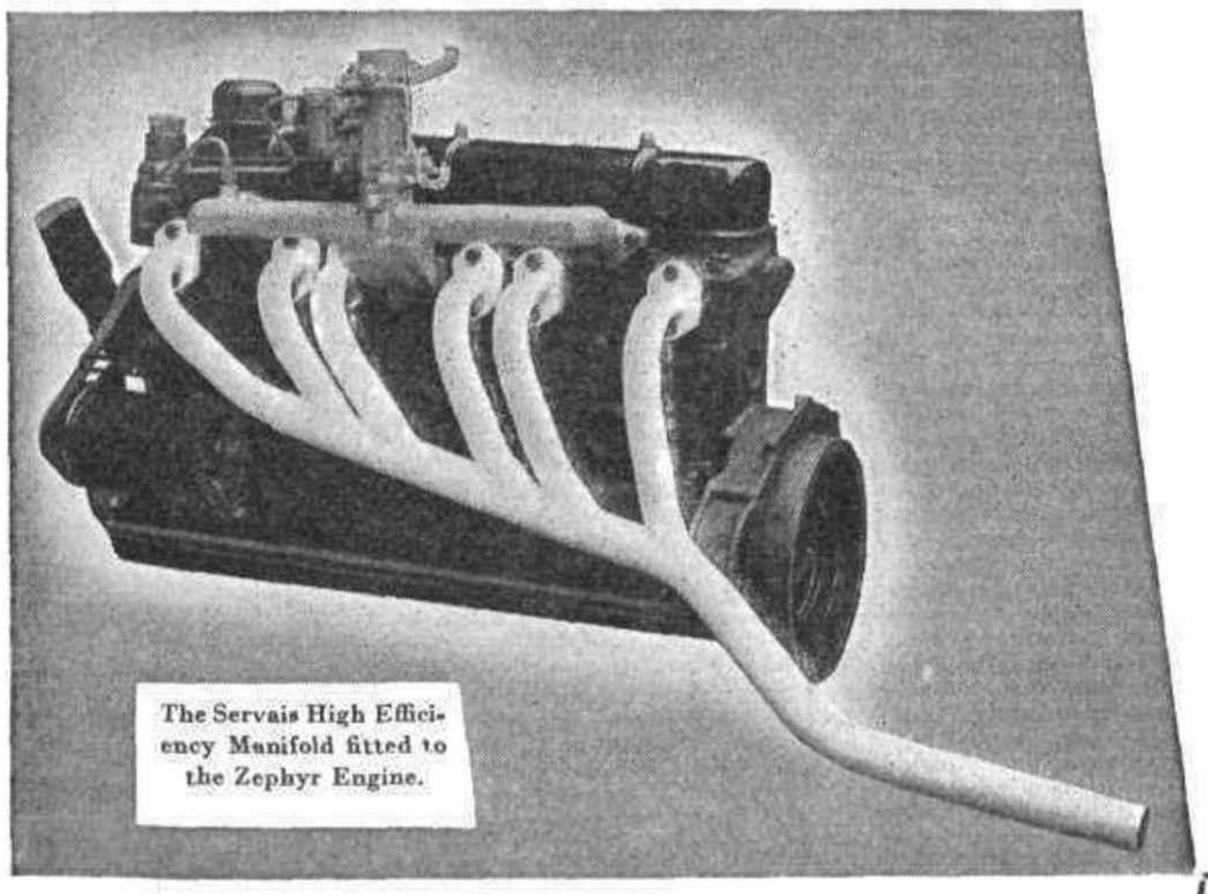
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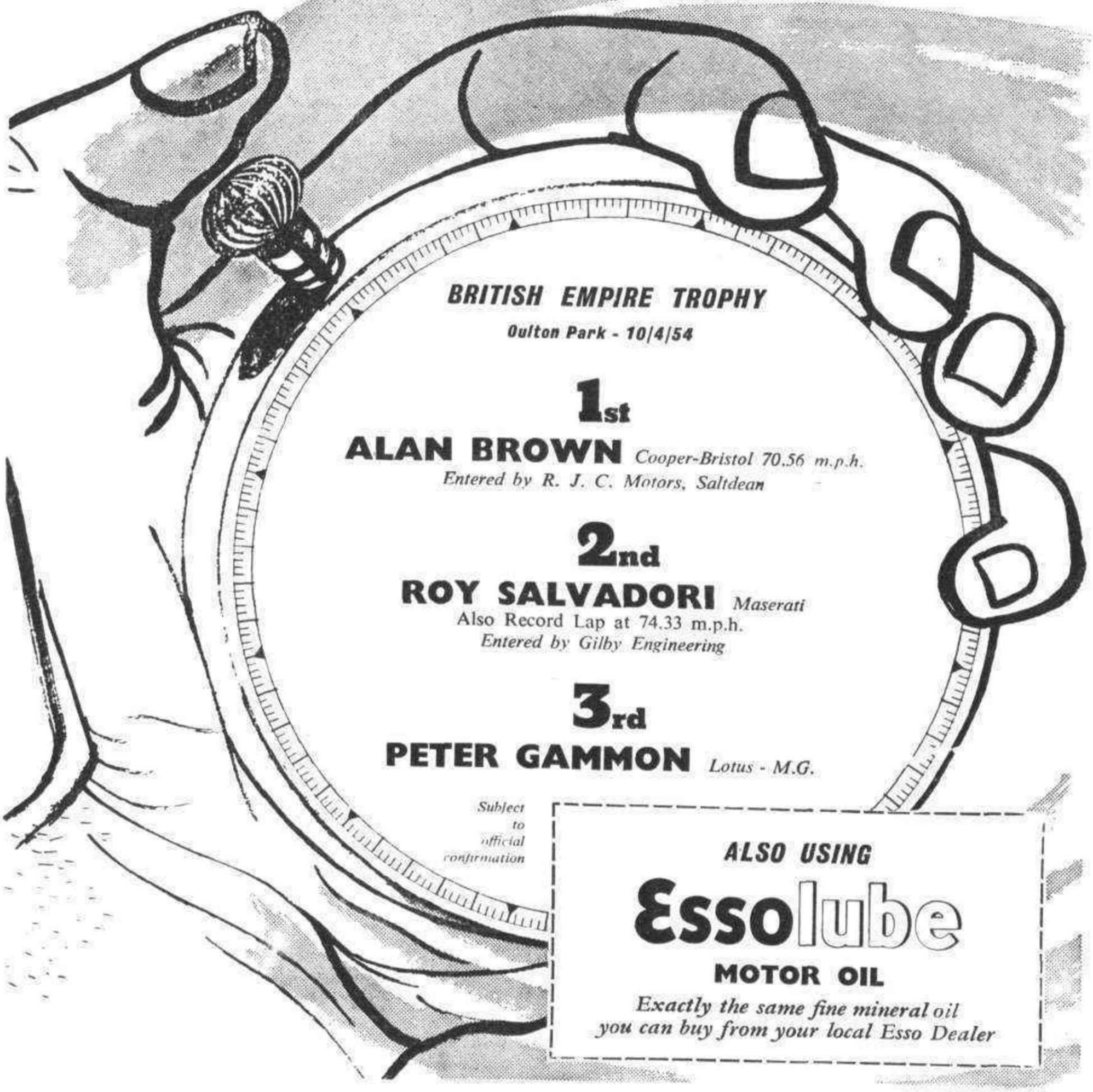
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VOL. XXX No. 5 THE 1954 RACING SEASON OPENS MAY, 1954

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THE R.A.C. ANNUAL CLUB CONFERENCE

This year the Annual Meeting between delegates of the motoring clubs and the Competitions Committee of the R.A.C. took place in Pall Mall on March 26th.

That it was a peaceful gathering, whereas these meetings in the past have been inclined to be stormy, indicates that the Competitions Committee is apparently coping effectively with the difficult task of controlling the Sport in this country and serving the best interests of organisers and competitors.

The only points on which delegates did not seem completely reassured were the rather tight time limit set by the R.A.C. for presenting the Competitions Committee with details of events run, the date of the R.A.C. Trials Championship, the hoary problem of over-congested areas and changed fixture dates, and some matters of larger import which are primarily the concern of the B.R.D.C. and F.I.A.

The police have lodged protests about high-speed driving during the R.A.C. Rally, and the whole conduct of public-road rallies must be very carefully reviewed if trouble with authority is to be avoided, although we do hope that legal fast driving on de-restricted roads will not be frowned upon just because cars are taking part in a rally—rally drivers pay the same heavy taxes for their pleasure as ordinary users of the roads.

In order that our readers may appreciate the work and functions of the R.A.C. Competitions Department we append the major portion of its report on 1953 activities.

"The Competitions Committee has met on 16 occasions since the last Conference of Motor Clubs and no less than eight sub-committees have been at work during that period to consider and make recommendations on special subjects, such as matters arising from the International Sporting Commission and the International Technical Commission, the New Policy for 1954, Organising Committees in respect of the International Rally, the Trials and Rally Vehicles and Tyre Regulations, Inspection of Race Circuits, Permits and Observers' Reports, Official Timekeepers, Official Scrutineers and other appointments. The Press Sub-Committee has also continued its work during the year.

"Lord Howe, Chairman of the Competitions Committee, and the Manager of the Competitions Department have represented the R.A.C. on the International Sporting Commission during the year when several meetings have been called in Paris, Monaco and Reims.

"The main items of discussion during the period have been on the International Racing Formulae, International Regulations for Production Cars in rallies and trials, and certain amendments to the International Sporting Code.

"Much time has been spent by the C.S.I. during this period under review on the International Regulations for Series Production Cars, and it was decided in December last that these regulations should become an additional appendix to the International Sporting Code and that the regulations should apply compulsorily *only* to those events of rally or trial type which are inscribed upon the Internationa Calendar. At this date, official copies in English and French text have not yet been received from the F.I.A. in Paris, but an abridged rough translation has been available to interested British competitors since January 1st last.

"In addition, the R.A.C. has pressed for further consideration of their suggestions for the future limitation of the International Calendar and this item is to be discussed again during the 1954 conferences of the C.S.I.

"For 1954, the International Sporting Calendar has again been divided into three sections: (1) for races and speed events, (2) for rallies and regularity trials, and (3) for Formula III racing. The total number of inscriptions is no less than 248, of which 124 are racing and 61 are rallies and regularity trials. In addition, there are 63 events inscribed on the International Formula III Calendar.

"The British National Calendar was again printed in booklet form for 1953 and had a wide distribution. 1953 has been a record year for club motor sport in Great Britain and over 800 events of all types took place under R.A.C. Permit. Of these, 87 were race meetings and 38 other speed events, staged on over 40 different courses. Another record figure is that of registered clubs actually promoting competitions, and the total at this moment is 198.

"During the year 14 timekeepers, and 22 Group 1 and 14 Group 2 scrutineers received the R.A.C. official appointment. In both these categories assistant appointments have been made in the following numbers: 12 assistant timekeepers and nine assistant scrutineers.

"At each speed event an R.A.C. steward of the meeting has been appointed and the department would wish to express its appreciation to all who have helped in this direction, both members of the Competitions Committee and members of the Outside Panel who have also kindly given their services.

"A number of new speed courses of various types have been inspected and approved during the year, for which terms and conditions of use have been drawn up.

"The Trials and Rally Sub-Committee spent much time and effort on the preparation of what is now known as the New Policy

Continued on page **244**

CONTENTS

	Page
MATTERS OF MOMENT	227
GIRO DI SICILIA	228
THE B.A.R.C. OPENS THE SEASON	230
IV GRAN PREMIO SIRACUSA	231
B.R.D.C. BRITISH EMPIRE TROPHY SPORTS-CAR RACE AT OULTON PARK	232
GOODWOOD AT EASTER	234
PAU GRAND PRIX	235
VII RALLYE SOLEIL-CANNES	236
THE WORLD'S LEADING GRAND PRIX DRIVERS	237
BOOK REVIEWS	240
TOMMY SOPWITH'S SPHINX	242
THE LATEST VW	243
PICTORIAL REVIEW	247
RACING CARS AGAIN AT CASTLE COMBE	253
CLUB NEWS	254
NEW YORK SHOW	256
RUMBLINGS	257
LETTERS FROM READERS	258

Front cover picture: COOPER-BRISTOL VICTORY.—Alan Brown driving to win during the British Empire Trophy Race at Oulton Park. He was aided by Mintex brake linings, used also by Peter Gammon, whose Lotus won the 1½-litre class.

GIRO DI SICILIA

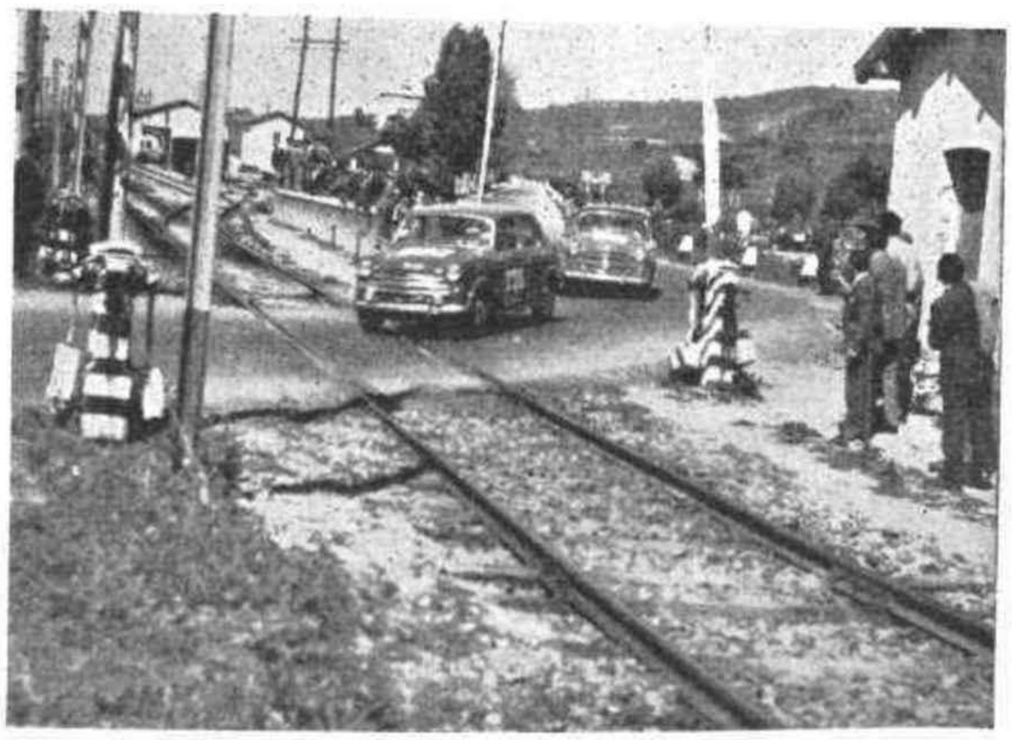
PALERMO, *April 5th.*

THE island of Sicily is not big by European standards, but in spite of this the motoring activity is enormous and the Tour of Sicily, for touring and sports cars, held on Sunday. April 4th, began a very full calendar of events. The Tour of Sicily is run on the same lines as the infamous Mille Miglia, which is to say that competitors start at minute intervals and cover one lap of the course, with time checks at various points. With the exception of a short stretch, about one-third of the way round, the course follows the coast line of the island and measures 1,080 kilometres from start to finish, both these points being outside the headquarters of the A.C. di Palermo, in the centre of that city. As with the Mille Miglia the Sicilian race is run on the normal highways, and every effort is made to keep them closed to normal traffic, but level crossings may well cause a competitor to lose a few seconds, as the train services on the island do not cease.

For the competitors the event is one of the more important for those living on the island in Palermo, Messina, Catania and so on, while for Italians from the mainland it is used as a practice run for the more arduous Mille Miglia. Lancia, Ferrari, Maserati and Osca, in the sports class, entered works cars, and Fiat and Alfa-Romeo in the touring class, the rest of the 137 starters being private owners. The list of runners ranged from standard Fiat 500 coupés, to works Ferraris, through a variety of standard saloons of various sizes, Gran Turismo models, and home-brewed sports cars. The first baby Fiat left at one minute past midnight on Saturday, April 3rd, from a raised wooden ramp, brilliantly floodlit, to the accompaniment of a fusillade of fireworks and as it buzzed away through the main square of Palermo and up the wide Avenue leading out of the town, the next baby Fiat mounted the wooden starting ramp. As each new class began to leave a further display of fireworks would be shot up into the air and with the sports classes the noise of open exhausts began to make Palermo vibrate. Each car bore its starting time as the number and Carini, a hot favourite in the Touring Internazionale group, driving a 1,900 Alfa-Romeo T.I. saloon, number 154, left at precisely 1.54 a.m. Of the 30 starters in the 750-c.c. to 1,100-c.c. class for series touring cars to T.I. specification, all but three were the new 1,100 Fiats that made such a brilliant first appearance in last year's Mille Miglia. Since that date Fiats have produced a special version known as the T.V. model, which stands for Touring Veloce, and compares with our own Ford Zodiac and Zephyr as to the standard differences. In addition, the T.V.s had numerous special items, such as Borani alloy wire wheels, central gear-levers instead of column changers, improved exhaust systems, larger fuel tanks fitted with efficient venting, rev.-counters, and racing-type seats, many of them having the rear windows blanked off to prevent glare during the hours of darkness, should they be followed by another competitor. Mancini was driving a factory-prepared T.V. Fiat that was equipped with everything, including a pair of Marchal spotlights at 45 deg. to show the way round sharp hairpins, and opening the throttle suddenly in bottom gear on this car produced violent wheelspin on a dry road from a "standard" 1,100-c.c. saloon.

The 750-c.c. sports class produced a wide variety of Fiat-based Specials, some brilliant, some pathetic, but all of minimum height and weight and such that even a Lotus-Austin would have looked ungainly beside them. With the 1,100-c.c. sports class came the more exciting machinery such as the beautifully finished Oscas, the Stanguellinis, with twin-o.h.c. four-cylinder engines, Fiat-based Erminis, with twin-o.h.c. heads and four carburetters, Abarths, Zagatos and Cisitalias. After the Gran Turismo group of Lancia Aurelias, Alfa Romeo Sprints and 8V Fiats, the yelling and shouting of the crowds rose to new heights when the 2-litre sports category started, the first one being an A6G Maserati fitted with the most beautiful little Farina coupé body and driven by a local man, Gravina. As the engine was taken up to 7,000 r.p.m. in all the gears up the main street of Palermo the rest of the class were warming up and the time was 3.25 a.m. Four more A6G Maseratis went away three driven by local men and the fourth by Luigi Musso, a possible winner. Also in this class Franco Cortese had a works twelve-cylinder 2-litre Ferrari and Guilo Cabianca a 1,500-c.c. Osca. One unfortunate local with a Lancia Aprilia Special blew his head-gasket as he approached the starting line. While this group were getting under way the over 2-litre class could be seen gathering in the gloom beyond the floodlit area and very impressive it looked; four Type 250 Ferrari coupés, the new 3-litre V12 cars, three open models of the same type, an XK120 Jaguar, with special modifications, looking a bit out of place, Taruffi with a 3.3-litre V6 Lancia open model, and Umberto Maglioli with the fierce-looking 4.9-litre V12 Ferrari. The big Ferrari was number 400 and the last to leave, at 4 a.m.; in overall dimensions it was more compact than the previous 4.1-litre Ferraris, had de Dion rear axle, with the gearbox in unit with the differential, the Grand Prix 4½-litre type brakes and three double-choke Weber carburetters for its twelve-cylinders. All the electrics were mounted on the bulk-head inside the cockpit, a large reserve oil tank took up most of the passenger leg-room, the driver had padding mounted on steel brackets to protect his knees and legs from such things as the hand-brake on the right and the remote gear control on the left and there were clips for jacks, wheel hammers, an enormous fire-extinguisher and even a Rudge hub-puller. As the Sicilian course was very rough and winding, with few long straights such as in the Mille Miglia, Maglioli had a big task in front of him, for both he and Taruffi who started at 3.55 a.m. would have to overtake most of the cars in front of them. As the sound of the 4.9 Ferrari died away into the distance the people of Palermo went home to bed to await the return of the competitors some 12 hours later.

After the last car had left I drove over the mountains to the centre of Sicily in time to meet the competitors on their way through to the time check at Enna, before plunging down to the coast again at Gela. Most of the small cars had already passed and even Carini, with the Alfa-Romeo saloon, had gone, but the faster cars were due, the time being 7 a.m. Observing from a hillside one had a view of the cars appearing out of the valley, twisting and turning along a contour line, round the end of the valley, along my side and over a higher brow in the distance, the whole peace of the Sicilian scene being broken by the howl of exhausts and the scream of tyres. Taking time readings as each car passed my point, I was soon able to get a clear picture of the progress of the race and, in addition, stop-watch timings over one section that was in view proved interesting. Already many cars had dropped out and others were limping along. Gravina, with the Maserati coupé, had struck a concrete wall with some force, writing the car off and injuring himself and his passenger; Weseley, with a Dyna-Panhard coupé, was leading the 750-c.c. sports cars; and De Fillipis the 1,100-c.c class with his Osca, though Siracusa in a Stanguellini was only 6 min. behind him. In the 2-litre class Cabianca was driving superbly in his 1¼-litre Osca, taking 33 sec. to cover my observed section, while Musso was only ½ min. behind him and took 35.5 sec. over the same stretch of road. The Osca clearly held the road better than the Maserati, the latter weaving badly under braking, and these two were way ahead of the rest of the class. A long time later Cortese appeared going very fast in his works Ferrari, which was severely battered both back and front, obviously having lost a great deal of time due to the crash. Barely had the Osca and Maserati gone through than Taruffi appeared, driving quietly and smoothly and obviously taking things



OVER THE RAILS.—Two of the remarkable 1,100-c.c. Fiats cornering fast at a level-crossing during the Circuit of Sicily.

easy, his time over my section of road being 33 sec. At the previous control he had been signalled that he was 15 min. in front of Maglioli, but this was a mistake and three minutes after he went by me the big Ferrari arrived, taking only 31 sec. for the timed stretch and going extremely well, leading on general classification and in the class. At the Enna control, while he was refuelling, Taruffi saw the Ferrari arrive just behind him, which not only surprised him but made him really hurry as far as his next signalling station, two-thirds of the way round the course, at Messina. He need not have hurried so much, for while trying to keep up with the flying Lancia Maglioli over-did it on a corner, only 12 kilometres after Enna, and turned the Ferrari upside down, fortunately without damage to himself or his passenger.

Leaving this mountain section I then motored northwards across country to meet the course on the final section some 50 kilometres before Palermo, this time at a level crossing where the road came down a hillside, did an Ess-bend over the level-crossing and then wound away up another hill and along the cliff tops. Only a matter of minutes after arriving at this point the first car appeared down the hill, travelling at its maximum, and it was Mancini with the works Fiat 1,100 saloon. Its stability through the sharp Ess of the level-crossing was fantastic and soon after more of these incredible Fiat saloons appeared, all just as fast through the crossing. The time was now nearly 1 p.m. on Sunday afternoon and until after 4 p.m. cars came by at irregular intervals, sometimes alone, sometimes in pairs, and occasionally a fast one would catch a slow one as they approached the level-crossing. This railway crossing provided great interest for the public and a large crowd of locals, local being anything up to 15 miles, gathered to watch the final stages of this arduous event. As each of the class leaders appeared the Sicilian crowd gave them a cheer, being in full command of the order of the race even though it meant doing some quick arithmetic to take the starting time from the passage time. Three times during the afternoon trains appeared and immediately the marshals, who were a mixture of railway officials, soldiers and police, leapt into action, lowering the crossing gates for the minimum of time and waving any approaching car to slow down. On one occasion it was clearly going to be touch and go as to whether train or Fiat 1,100 would reach the crossing first, as they were approaching from opposite directions, so one man with a flag went up to a bend in the line to keep an eye on the train, another kept an eye on the approaching car and the rest manned the barriers. By a brilliant piece of flag signalling the car won the event and scuttled through as the train appeared round the corner, to pass with the road safely closed to wheeled traffic as the railway regulations insist upon. Taruffi was now well in the lead of the whole event and went through with plenty to spare, but even so he was setting up a new race record. However, the outstanding man of the day was Piero Carini with the 1,900 Alfa-Romeo saloon, for he was still going at a terrific pace and was second in the general classification, his cornering after more than 1,000 kilometres still being terrific. Since last seeing the cars, near Enna, Cabianca had fallen by the wayside, leaving Musso comfortably in charge of the 2-litre class, and Maglioli had crashed, so that Taruffi's nearest class rival was a local boy more than an hour behind, and amongst the 1,100s Siracusa had made up more than four minutes on the previous leader, De Fillipis.

One by one the cars arrived at Palermo, up the via Roma and into the main square, while the final times were put up on the huge scoreboard at the start-and-finish line. After driving for nearly 10½ hours Taruffi had scored a well-deserved victory for Lancia, while Carini was second, having beaten four 3-litre Ferraris and a 2-litre sports Maserati with his family saloon (to T.I. specification). The Frenchman Cotton, with a Dyna-Panhard saloon, beat all the Italians in the small class, Mancini led home fifteen Fiat 1,100s in his class, Carini won his touring class by nearly half an hour, Siracusa won the 1,100-c.c. sports class for Stanguellini, and Musso the 2-litre class for Maserati, and a close study of the appended times and speeds makes very interesting reading when correlated to the type of car. With such a following for this type of racing it is not surprising that Italy can make such remarkable production cars. As an after-race essay some time was devoted to the search for a British car with which to compete in any of the standard categories and the result was a complete blank.

At 6 p.m. the roads were opened again and the 50 kilometres back to Palermo witnessed the fiercest public road-race for many a year. Your correspondent's Lancia Aprilia was stressed very hard to vindicate the honour of Lancia and England and succumbed only to a 1,900 Fiat that must have been driven by Fangio and a Lancia Aurelia probably driven by Ascari. The standard of driving was of a very high order and firmly supports my theories as to why Italy produces so many world champions.

Results:

TOUR OF SICILY (April 4th). 1,080 Kilometres. Hot and Dry.

General Classification :			
1st : P. Taruffi (Lancia 3.3-litre)	10 hr. 24 min. 37 sec.	103.743 k.p.h.*
2nd : P. Carini (Alfa-Romeo 1,900)	11 hr. 22 min. 14 sec.	94.704 k.p.h.
3rd : G. Gerini (Ferrari 3-litre—coupe)	11 hr. 25 min. 41 sec.	94.504 k.p.h.
4th : L. Musso (Maserati A6G 2-litre)	11 hr. 27 min. 20 sec.	94.412 k.p.h.
5th : G. Musitelli (Ferrari 3-litre—open)	11 hr. 30 min. 49 sec.	93.845 k.p.h.
6th : S. Pezzoli (Ferrari 3-litre—open)	11 hr. 41 min. 18 sec.	92.399 k.p.h.
Series Touring, 750 c.c. :		
1st : L. Cotton (Dyna-Panhard)	14 hr. 4 min. 42 sec.	76.712 k.p.h.
Series Touring, 1,300 c.c. :		
1st : M. Mancini (Fiat 1,100 T.V.)	12 hr. 21 min. 54 sec.	87.343 k.p.h.
Series Touring, over 1,300 c.c. :		
1st : P. Carini (Alfa-Romeo 1,900 T.I.)	11 hr. 22 min. 14 sec.	94.704 k.p.h.
Gran Turismo, 1,300 c.c. :		
1st : Ciolfi (Fiat 1,100-Farina)	12 hr. 5 min. 29 sec.	89.318 k.p.h.
Gran Turismo, 2,000 c.c. :		
1st : Leto di Priolo (Fiat 8V)	11 hr. 59 min. 47 sec.	90.100 k.p.h.
Gran Turismo, over 2,000 c.c. :		
1st : P. Fleres (Lancia Aurelia 2½-litre)	11 hr. 58 min. 58 sec.	90.130 k.p.h.
Sports, 750 c.c. :		
1st : Zappala (Giaur)	13 hr. 31 min. 32 sec.	79.849 k.p.h.
Sports 1,100 c.c. :		
1st : Siracusa (Stanguellini)	12 hr. 7 min. 5 sec.	89.123 k.p.h.
Sports, 2,000 c.c. :		
1st : L. Musso (Maserati A6G)	11 hr. 27 min. 20 sec.	94.412 k.p.h.
Sports,over 2,000 c.c. :		
1st : P. Taruffi (Lancia 3.3-litre)	10 hr. 24 min. 37 sec.	103.743 k.p.h.

** New record.*

Stock-Car Racing Comes to England

THE stars, or rather the full moon, shone for "Digger" Pugh when he organised the first Stock-Car Meeting at New Cross Stadium on Good Friday evening. Every available inch of the place was filled (25,000 spectated) and crowds were left outside. Moreover, there was incident aplenty. One car fell on its side, another became poised on its roof on the outside of the course, the track became blocked with cars so that competitors still in motion had to take to the infield, wings and bumpers fell off, tyres punctured, but still they drove on, and C. J. Hamilton's De Soto coupé lapped cheerfully on three wheels. Moreover, Tanya Crouch in her Ford V8 saloon "Bandbox" beat all the men in her heat and nearly pushed her French rival, Mme. d'Orgeix, from the course.

No blood was spilt, and if this is the racing you like Pugh gives you it, even on a one-eighth-mile circuit. Car makes do not appear in the programme but they are mostly Fords and other Yanks, from J. Crabb's "heap" to the dolled-up cars of Rumfitt and Cliff Davis. An Army-type Humber, a Renault and a Buick also ran. The other heat winners were W. Camus (France), F. J. Parsons (Peckham) and J. W. Goody (Newington Butts). The final was a victory for C. d'Orgeix of France. The French drivers showed the technique of avoiding prangs where possible, and taking them as lightly as possible when they came and d'Orgeix skilfully motored half a lap in reverse after he had been spun round! Outstanding at the graft was Pozzoli, billed as a G.P. driver, but he retired with a damaged gearbox; Tanya Crouch also lost second gear before the final, in which she was pranged good and proper, thereafter sitting in her car for what must have seemed hours as others biffed and banged her about.

This is circus-stuff all right, yet skill is needed in dodging trouble and spinning a faster car off the course; low-geared steering no doubt accounted for Tanya's arms working as Nuvolari's used to, but she *did* show mere males how it's done.

Suitable Fords for the job now cost about £40 but Cliff Davis paid £8 for his (before Valspar beautified it) and says it's "the best eight quid I've ever spent."

Lord Howe watched the racing and Stanley Sedgwick did a fine job keeping the lap score. Like having a ride on the Giant Racer at the fair, stock-car spectating is something many people will want to try once, and while this is so an adequate "gate" is assured. So far, the intrepid drivers do not seem to be compensated in fair proportion—d'Orgeix apparently took only £60. The crowd showed appreciation of the incidents and obviously, judging by their vocal efforts, Young America in the 20/- seats thinks "Digger's" fare is "just swell." Let me be honest—I wouldn't mind seeing some more myself and I wish I had a brace of V8 heaps for sale!—W. B.

[After an evening watching organised destruction I did a penance, staying out of bed until 3 a.m., assisting with two breakdowns on the Portsmouth Road, involving an A30 (gasket) and a P3 Rolls-Royce (ignition)!—Ed.]

The Eastern Counties M.C. Felixstowe Rally has been transferred from May 22nd/23rd to May 29th/30th.

THE B.A.R.C. OPENS THE SEASON

Renault, R.W.G., Jaguar, Connaught, Lotus, Morgan, R.G.S.-Atalanta, Frazer-Nash and Cooper-Bristol Win Races at March Members' Sports-Car Goodwood Meeting

IN delightful weather the B.A.R.C. held the first of its Members' Meetings at Goodwood on March 27th. The excellent entry necessitated ten races, and many exciting incidents were witnessed, resulting in a number of dented motor cars, but miraculously no personal injury. The races were run absolutely to time, cars for one race coming out of the Paddock as those from the race preceding were coming in. There was an excellent attendance; the handicapping could have been closer. The commentary was shared between Tony Curtis, James Tilling and MacDonald Hobley of Television fame.

This meeting was the first round of the 1954 MOTOR SPORT Brooklands Memorial Trophy contest, for which the prize money has been increased to £125. The leaders to date are: R. Watling-Greenwood (R.W.G.), 8 points; M. W. Head (Jaguar XK120C) and P. D. Gammon (Lotus-M.G.), 7 points each; T. A. D. Crook (Cooper-Bristol), R. G. S. Shattock (R.G.S. Atalanta), J. Coombs (Connaught) and A. P. O. Rogers (Cooper-Bristol), 5 points each; R. W. Moore (Renault), C. A. S. Brooks (Frazer-Nash), B. G. P. de Mattos (Morgan), P. Scott-Russell (Cooper-Bristol) and F. G. Nichols (Lotus), 4 points each; R. W. C. Wheeler (Jaguar), L. Gibbs (Riley), J. H. Bailey (Bentley), T. Sopwith (Sphinx) and P. Ravenshaw (Jaguar), 3 points each. The next round takes place at Goodwood on May 1st, commencing at 2 p.m.

* * *

The first race was a five-lap handicap for closed cars. K. W. Moore led for three laps in his Renault 750, aided by twin carburetters, until G. H. Williamson made up his 1 min. 35 sec. disadvantage and put his Morris Minor tourer, with four-carburetter Riley Nine engine(!), in front—the hood was erect, but this seemed to us an odd way of qualifying as a "closed car." Alas for Williamson's ingenious means of endowing an s.v. Morris Minor with some much-needed pep, the engine went sick on the last lap and the Renault again took the lead, the Morris sliding badly out of Woodcote. but closing right up, so that it was the Renault's turn to slide from the chicane. They ran to a neck and neck finish—alas, again, for the starter had dispatched the Morris and two other cars a minute too soon, so that the visual results of this exciting race were rendered null and void. R. W. C. Wheeler's Jaguar was placed second, Foster's s.v. Morris Minor saloon third and L. M. D. Janke's similar car fourth, although none of these went past the finishing flag in that order. But the Renault's victory stood, and was deserved. Alan Brown made fastest lap, from scratch, in Chase's Aston Martin DB2, McMillan pressed on hard in *his* smart DB2, but Everard's DB2 retired at Woodcote on lap one with a broken throttle spring.

Results:

1st: K. W. Moore (Renault), 56.4 m.p.h.
2nd: R. W. C. Wheeler (Jaguar).
3rd: A. T. Foster (Morris).
Fastest lap: A. Brown (Aston Martin), 72.24 m.p.h.

The first of the five-lap scratch races followed, confined to 1,100-c.c. non-supercharged sports cars, attracting eight entries. R. Watling-Greenwood, who had spent the winter making his very attractive Ford Ten-engined R.W.G. more attractive than before—it weighs 9 cwt.—led all the way, keeping Len Gibbs' Riley Nine at bay. But on lap three, after sliding broadside at St. Marys, A. Marsh, who has forsaken his old 12/50 Alvis for a Lotus, passed F. G. Nichols' Lotus, just after a Hunter, overhead, had gone through the sound barrier. S. A. Mitchell and J. D. Bridgewater, driving M.G. and Lester-M.G., respectively, had a race-long duel, Mitchell refusing to be beaten into the chicane. E. J. Kehoe, sitting low and wearing a crash hat that made him look rather like a jockey, finished last in his misfiring Brooklands Riley Nine.

Results:

1st: R. Watling-Greenwood (R.W.G.), won by 5.4 sec., at 68.35 m.p.h.
2nd: L. Gibbs (Riley).
3rd: A. Marsh (Lotus).
Fastest lap: R. Watling-Greenwood (R.W.G.), 70.13 m.p.h.

Another five-lap scratch race, for non-supercharged sports cars over 3,000 c.c., came next. Again one car led all the way—M. W. Head's well-prepared XK120C Jaguar. Neither did the second or third positions change, T. Sopwith's new Sphinx of the Equipe Endeavour—Allard JR with special Armstrong-Siddeley Sapphire engine—and R. E. Berry's XK120 Jaguar keeping close but unchanging company throughout, both closing on the leading Jaguar into Woodcote Corner. Berry very creditably made fastest lap, but the bearded Orr-Ewing in his old 4½-litre Bentley with modern shock-absorbers got the loudest applause. Shattock, whose R.G.S. Atalanta now has an untuned Jaguar XK120 engine which provides more power than last year's Lea-Francis, was the first of many to destroy the hurdles of the chicane.

Results:

1st: M. W. Head (Jaguar), won by 1.4 sec., at 76.87 m.p.h.
2nd: T. Sopwith (Sphinx).
3rd: R. E. Berry (Jaguar).
Fastest lap: R. E. Berry (Jaguar), 78.4 m.p.h.

The last of the five-lap scratch races was for 1,101-1,500-c.c. non-supercharged sports cars. Peter Gammon's Lotus led all the way until the last lap, when its last year's Lucas-tuned M.G. engine misbehaved for once and Coombs, driving the very beautiful 1954 1½-litre sports Connaught, was able to get away, whereas formerly he had been staved off by the tremendous acceleration of the Lotus and a mysterious fluffing out of the corners of his racing-type four-carburetter engine. Gerry Ruddock's Lotus-M.G. had run noticeably well until this last lap, when it fell back behind P. S. Bailey's Riley-engined Bailey Special and R. D. Steed's J.A.G.-M.G. P. J. Sargent was busy controlling tail slides in his M.G. Recent contributors to MOTOR SPORT's correspondence pages will be interested to learn that of the M.G. contingent two TCs led a TD, and that a new TF came home a bad last!

Results:

1st: J. Coombs (Connaught), won by 8.0 sec., at 75.92 m.p.h.
2nd: P. D. Gammon (Lotus-M.G.).
3rd: P. S. Bailey (Bailey-Special).
Fastest lap: J. Coombs (Connaught), 78.83 m.p.h.

The next race was again a scratch contest, but over *ten* laps, for 1½-3½-litre non-supercharged sports cars. Alan Brown gave a polished exhibition of driving in Chase's Cooper-Bristol, until the car shed its throttle connections on the fifth lap, after lapping B. R. Hovenden's Austin-Healey. This let C. A. S. Brooks into first place after an excellent drive in D. Hely's Frazer-Nash, with Head's XK120C Jaguar second, Tony Crook, waving one arm at the innocent Head, holding-off Cliff Davis' Tojeiro-Bristol for third place. There was plenty of incident. Sir Jeremy Boles (Aston Martin DB3) went off at Woodcote, but continued, R. J. L. Threlfall's glass-fibre-bodied R.G.S.-Atalanta retired, as did R. F. Peacock's Frazer-Nash, and Sopwith went head-on into the chicane with the imposing radiator cowl of the Sopwith, but reversed out and resumed with spinning back wheels. A. McMillan, in the ex-Tyrer Mille Miglia B.M.W., hit the chicane a glancing blow—the hurdles took terrible punishment during the afternoon, the sports-car boys certainly "winding up the springs" at this first-meeting-of-the-season.

Results:

1st: C. A. S. Brooks (Frazer-Nash), won by 1.8 sec., at 79.7 m.p.h.
2nd: M. W. Head (Jaguar).
3rd: T. A. D. Crook (Bristol).
Fastest lap: A. Brown (Cooper-Bristol), 83.08 m.p.h.

The first of the open-car five-lap handicaps saw W. J. Watson's special-bodied "limit" 12/70 Alvis lead sedately for three laps, after which Peter Gammon's Lotus-M.G., recovered from its earlier malady, washed out its 1 min. 45 sec. handicap and took the lead, chased by Ruddock's Lester-M.G. and M. Anthony's Lotus-M.G., these two running as if tied tightly together. However, A. P. O. Rogers—he of the Riley saloon last season—was driving with skill and determination—a somewhat rare combination—in his ex-Crook Cooper-Bristol and on lap five he took second place. Coombs, who had started from scratch in the new Connaught, passed Anthony but not Ruddock.

The very first lap produced "heart-stoppers," Bailey and Anthony sliding badly at the chicane, a mode of cornering which J. Fiander (Tojeiro) emulated on lap two, to the delight of most of the onlookers. C. H. Threlfall's Turner retired.

Results:

1st: P. D. Gammon (Lotus-M.G.), 78.12 m.p.h.
2nd: A. P. O. Rogers (Cooper-Bristol).
3rd: G. A. Ruddock (Lester-M.G.).
Fastest lap: J. Coombs (Connaught), 79.85 m.p.h.

Continued on page 242

IV GRAN PREMIO SIRACUSA

SIRACUSA, *April 11th.*

AS well as opening the European Formula racing calendar, the Syracuse Grand Prix was also the first European event to be run under the new Formula I of 2½ litres unsupercharged, 750 c.c. supercharged. The Scuderia Ferrari were out in full force and on the first day of practice produced two new cars, of the multi-tube frame type tried out at Monza last year, and two of last year's well-tried cars, as well as a fifth car as a spare, all, of course, with 2½-litre engines. The two new cars, to be driven by Farina and Gonzalez, had undergone detail modifications during the winter, the wheelbase being lengthened by 2½ in., the left-hand pannier fuel tank being replaced by a tail tank, with the tail in the shape of a high head fairing behind the driver, while the left-hand-operated remote-control gear lever was re-positioned fairly high on the chassis side.

In other respects the cars were as seen at Monza last year, the bore size being increased and two double-choke Weber carburetters of 58-mm. bore being used. The two 1953 cars, as used at Rouen and in the Argentine, were to be driven by Hawthorn and Trintignant, the latter being given his first try-out as an official team member. Two private Ferraris were down to run, the yellow 1953 model of the Belgian Ecurie Francorchamps with Laurent as driver, this having been fitted with a new 2½-litre engine, and the pale blue one of Rosier that Trintignant had in the Argentine recently, now to be driven by Manzon. In opposition to the Ferrari cars were two new Maseratis, with multi-tube frames, 6-cylinder engines, de Dion rear axles and beautifully smooth, sleek-looking bodies in direct contrast to the rather bulbous, but vicious-looking, new Ferraris. The Maserati team's main trouble was lack of drivers, as Fangio was still in the Argentine, having signed up with Mercédès-Benz, and Gonzalez was with Ferrari, leaving only Marimon from their last year's team. He was accompanied this time by a new Italian driver, Mantovani.

By the end of the first afternoon's practice Gonzalez had made fastest time with 2 min. 4.8 sec., against the 1953 race record by Ascari of 2 min. 5 sec. The new stumpy Ferraris were still not handling too well, being rather sudden in the way they reacted to break-away and snaking badly under high-speed braking. With lap speeds around the 100-m.p.h. mark this was not good and Farina was wishing he could have one of last year's cars, Hawthorn being most content with his. Gonzalez was just taking things as they came and putting up with the peculiarities of the new model. Both Maseratis were being temperamental and developing misfires after only a lap or two, though Marimon got in some fairly fast ones, on one occasion coming very close to having an accident when he overshot his braking point and slithered for 150 yards with locking wheels, to finish up a bare yard from the straw bales. On this same corner Farina was trying all he knew and also had a very big moment when he got the new Ferrari completely sideways on the apex of the corner, sorting it out superbly and only just clipping the straw bales.

On the second day of practice the Maseratis were performing much better and Marimon tried both cars, while Farina tried the spare Ferrari as well as the new one; this spare car was also lent to Manzon as the blue car had not arrived. Towards the end of practice things began to warm up considerably when Marimon equalled the best Ferrari time, at which Gonzalez went a lot quicker and so did Farina, until it seemed settled that the two new Ferraris would be in the front row. With only 15 minutes to go Marimon put in a searing 2 min. 2.6 sec., which Gonzalez immediately equalled, and everyone was content with the two Argentinians tieing for best lap. The Maseratis had been run up to 8,200 r.p.m. and sounded perfect, while the new Ferrari was comfortable at 7,200 r.p.m. As practice was about to finish Farina appeared once more in the new Ferrari, not content with letting the Argentinians lead the way, nor very content with having to drive the new car when one of the more handleable old ones was standing idle. Earlier he had got within one fifth of a second of his best time with the new car driving the 1953 model, and with less sweating of the brow. After a lap at 2 min. 5 sec. he set off to have a go at the fastest time, but did not reappear for a long time, eventually coasting into view round the bend before the pit area with a dead engine. Something vital had broken somewhere; the rev.-counter was at 8,200 r.p.m., Farina looked non-commital, Lampredi puzzled and the mechanics furious. A short consultation was held and then the new car was wheeled away and Farina entered on the 1953 model for the race.

Held over 80 laps of the 5.5-kilometre course, the day was dull and cloudy, but ideal for racing until rain showers began to fall, making the circuit slippery in patches during the morning. By the time the start was due, however, the course had dried out, but Lampredi made his drivers each do a preliminary lap to make sure of conditions. Trintignant returned from his with the nose of the car considerably dented due to having hit a dog, and some frantic work was needed to straighten and check the front end in time for the start. With Marimon and Gonzalez having equal times, lots were drawn for the No. 1 grid position and the Maserati driver won, leaving Gonzalez in the middle, with Farina, now in the spare Ferrari, on his left. Behind were Hawthorn and Trintignant, and in the back row Mantovani, Laurent and Manzon, the last named now in the privately-owned blue car. All eight cars got away to a splendid start, Manzon in particular being immense, passing the whole field on the outside and leading until the first sharp corner, followed by Hawthorn and Gonzalez. Realising he could not hope to stay in the lead against the works cars, Manzon then moved over and waved Hawthorn by, so that the end of lap one saw the order Hawthorn, Gonzalez, Marimon, Farina, Trintignant, while the others were already dropping back. By the fourth lap Farina was losing ground on the first three and Hawthorn looked comfortably in command of the race. Then, on lap five, he missed a gear change leaving the hairpin bend and Marimon and Gonzalez swept by, but the Englishman caught and passed his team-mate on the next corner, so that they started off on the sixth lap in the order Marimon, Hawthorn, Gonzalez, with only a few lengths separating them, while Farina was 300 yards behind. On the sharpest left-hand corner of the course Marimon got into a slide and touched the straw bales with his hub-cap, sending a shower of straw over Hawthorn, who was immediately behind. Unable to see the road and aware that Marimon might still be sliding ahead of him, Hawthorn swerved, which caused him to strike the wall on the edge of the road. By this time the exploded straw bale lying all over the bonnet had caught fire from the red-hot exhaust pipe, so that fuel from fractured pipes and tank, due to the impact, immediately went up in flames. Hawthorn leapt out and had the brilliant presence of mind to jump over the wall into a field of wet corn and roll over, thus putting out his flaming clothes. Meanwhile Marimon had gone on completely unaware of what was happening behind him, while Gonzalez had stopped, left his car and run to help Hawthorn. Farina swept by and then the car Gonzalez had vacated in going to the Englishman's aid rolled forward down the slightly sloping road and ran into the burning Ferrari and the two cars became a roaring inferno. Next round was Trintignant, who immediately stopped to offer help, thinking the cars had

Continued on page 233



THE NEW F.I FERRARI.—The chief Ferrari mechanic looks down at the latest 2½-litre Ferrari driven by Gonzalez. It was completely destroyed by fire during the race.

B.R.D.C. BRITISH EMPIRE TROPHY SPORTS-CAR RACE AT OULTON PARK

Big Crowd See Alan Brown (Cooper-Bristol) Win at Cheshire Circuit. Heat Winners—Gammon (Lotus-M.G.), Salvadori (Maserati) and Duncan Hamilton (Jaguar)

RUN in chilly but sunny weather, the British Empire Trophy Race, transported to Oulton Park from the Isle of Man, was a decided success. This road circuit in a beautiful parkland setting offers excellent spectator facilities and real road-racing for the drivers. Crowds were still coming in half-way through the afternoon and between heats two and three considerable invasion of the course took place at Lodge Corner, but the spectators responded well to appeals over the p.a. and racing continued to schedule.

Earl Howe performed the opening ceremony of the extended 2.23 mile circuit in his Aston Martin DB2, which is finished in his well-known colours. Apart from a lot of loose stones at the new hairpin and dust from the banks at the Cascades, which was efficiently dealt with by water hosed from an imposing fire-engine, the circuit stood up well to the day's racing. Vehicles are able to park inside the course after crossing a Bailey bridge and this caused some delay in leaving after the meeting. The handicapping of the Final would have been difficult to follow had not the commentators kept the public well informed. The racing was sponsored by the "Daily Dispatch" and had adequate B.B.C. coverage. A good point of organisation was the use of white coats to distinguish the flag marshals.

* * *

HEAT 1—20 LAPS (44.6 MILES)

Sports Cars up to 1½ litres

For two laps Coombs led in the Connaught, but after four laps he had been ousted by J. Riseley-Pritchard's Cooper-Connaught, the *disco volante* car of the Cornhill Racing Team, and Peter Gammon's astonishing Lotus-M.G. Riseley-Pritchard had matters extremely we l in hand, gaining a bigger and bigger lead, lapping at 68.62 m.p.h. Threlfall looked wild in the Turner, which perhaps was cooking its brakes, and Alan Moore in the Tojeiro-M.G. had his moments. On lap 15, Anthony's Lotus, of the Team Lotus, retired, and much earlier Colin Chapman's new aerodynamic de Dion Lotus had dropped out. The reason given in both cases was "blown gasket."

The heat seemed to have settled down in the order Riseley-Pritchard, Coombs, Gammon, Moss, Stirling on this occasion appearing in his usual driving-attire and a Leonard-M.G. Alas for the Cornhill *equipe*, as Riseley-Pritchard accelerated out of Dear Leap on his 16th lap there was a bang, the revs. rose and the Cooper-Connaught retired with a broken half-shaft—exceedingly bad luck. On lap 18 Gammon disposed of Coombs, his lightweight Lotus spinning its wheels characteristically from the corners.

The race ended without further excitement, except that Ken Wharton, nominated to drive Lister's Lister after another competitor had unsportingly protested that Scott-Brown was too inexperienced to conduct it, suffered what appeared to be fuel starvation on lap 19 and only just limped in to finish.

1st: P. Gammon (Lotus-M.G.) ... 20 laps in 39 min. 55 sec.—67.04 m.p.h.
2nd: J. Coombs (Connaught) ... 20 laps in 40 min. 0 sec.
3rd: S. Moss (Leonard-M.G.) ... 20 laps in 40 min. 5 sec.
4th: Ruddock (Lester-M.G.), 5th: R. Gallagher (Gordini), 6th: C. Threlfall (Turner), 7th: T. Lund (TF M.G.).
Fastest lap: Chapman (Lotus) and Gammon (Lotus), 69.21 m.p.h.

HEAT 2—21 LAPS (46.8 MILES)

Sports Cars, 1½-2.7 litres

All the entries came out for this heat. On the very first lap Alan Brown, in the lead in his smart Cooper-Bristol, spun at Old Hall Corner and was rammed by Salvadori in the Maserati. Bob Gerard cleverly poked his Frazer-Nash behind both stationary cars and continued and Salvadori reversed out. Brown's car was badly dented along the off side, but the Maserati showed only damage to its off-side headlamp glass. After lap one Tony Crook, wearing a leather face-mask, led handsomely in his black Cooper-Bristol, driving very hard and well to fight off Horace Gould in a Kieft. Cliff Davis' Tojeiro-Bristol was third. There was an appreciable gap before Peter Reece's Mille Miglia Frazer-Nash appeared.

After the melée Brown and Salvadori were back from first and second to ninth and tenth places. Thereafter the heat was an example of Salvadori's brilliant handling of the beautiful sports Maserati.

Let me emphasise it thus: Lap two, seventh; lap three, fifth; lap four, fourth; lap five, fifth; lap six, fifth; lap seven, fourth; lap eight, fourth; lap nine, fourth, closing on Brown; lap ten, second; lap eleven, first, having passed the leader, Crook, on the near side at difficult Old Hall Corner.

Thereafter Salvadori held his lead, in spite of all Tony Crook could do, to win by two seconds, having averaged nearly 70 m.p.h. Brown and Davis indulged in a fierce duel, Brown passing on lap ten and Davis' car sounding less healthy as the race progressed, so that he was 10 seconds behind Brown at the finish.

Gould, after his fine initial effort, fell back and retired with no water in the Kieft and another retirement was Titterington's Triumph TR2 with a big-end that was too big.

Reece worked hard at the wheel of his Frazer-Nash, Stoop's now-well-used car of this make was slower, but Gerard held fifth place ahead of Scott-Russell's Frazer-Nash. Flockhart's Austin-Healey had insufficient steam for him to show his skill, although he tried to employ its acceleration to end his duel with Reece, but to no avail.

Defty had a good view of the race from his DB2 Aston Martin

1st: R. Salvadori (Maserati) ... 21 laps in 40 min. 19 sec.—69.69 m.p.h.
2nd: T. Crook (Cooper-Bristol) 21 laps in 40 min. 21 sec.
3rd: A. Brown (Cooper-Bristol) 21 laps in 40 min. 32 sec.
4th: Davis (Tojeiro), 5th: Gerard (Frazer-Nash), 6th: Scott-Russell. (Frazer-Nash), 7th: Reece (Frazer-Nash).
Fastest lap: Crook and Salvadori, 71.68 m.p.h.

HEAT 3—22 LAPS (49.0 MILES)

Sports Cars over 2.7 litres

This heat, for the big cars, was mostly without fireworks. Tony Rolt in one of the three Ecurie Ecosse XK120C Jaguars led for the first seven laps, but thereafter Duncan Hamilton took first place, a mere length or so ahead, in his "private venture" XK120C Jaguar. He passed Rolt as both braked for Island Corner hairpin.

Rolt let Ninian Sanderson in a team car go by as well as Hamilton on lap seven and thereafter it was the young Glasgow driver who held our attention, always pressing the seemingly-relaxed Hamilton, whereas Rolt fell to fourth place behind Jimmy Stewart. Duncan Hamilton set a lap record of 72.32 m.p.h. and twice equalled it, but although loose stones on the course at Island Corner pulled the speed down to a crawl, Sanderson replied with a lap record of 72.98 m.p.h.

He could not pass Hamilton, but he was only one-fifth of a second behind at the finish. Rolt pulled back to third place after Stewart had hit the bank at a glancing blow, Old Hall Corner to finish 37.4 sec. behind Sanderson and 58 sec. ahead of Stewart.

Abecassis kept the H.W.M. Jaguar in a very steady fourth place throughout. Boles was inclined to power-slide his DB3 Aston Martin, Gerry Dunham demonstrated to the crowd that "motor-racing is dangerous" by mounting the earth safety-bank at Old Hall Corner, without damage to his Jaguar, and Berry's XK120 Jaguar lost time when a throttle jammed. He was running minus the bonnet top panel.

1st: D. Hamilton (Jaguar) ... 22 laps in 41 min. 17.4 sec.—71.29 m.p.h.
2nd: N. Sanderson (Jaguar) ... 22 laps in 41 min. 17.6 sec.
3rd: A. P. R. Rolt (Jaguar) ... 22 laps in 41 min. 55.0 sec.
4th: Stewart (Jaguar), 5th: Abecassis (H.W.M.), 6th: Kelly (Jaguar), 7th: Boles (Aston Martin).
Fastest lap: Sanderson, 72.98 m.p.h.

FINAL—32 LAPS (71.4 MILES)

First Seven in each Heat

This was really three races in one, with a system of credit lap and time handicapping of the entire field.

Sanderson's Jaguar having holed its sump after heat three, Rolt very sportingly let Ninian drive his car. The small cars had over a lap start and held off the Jaguars.

Gammon, driving superbly in his little Lucas-tuned Lotus-M.G., led on handicap, with Moss second, Coombs third. Then Moss had

clutch trouble and left the Leonard-M.G. to the mercy of small boys by Lodge Corner, walking off in apparent disgust. Ruddock now occupied third place, Threlfall fourth position, the latter driving a wild-looking car. Crook suffered valve trouble, preventing him from repeating his fine drive in heat two, although his Cooper-Bristol limped round at the very end of the race.

Hamilton equalled Sanderson's 72.98 m.p.h. lap record on his ninth lap, but the big cars, which he was leading from Sanderson and Stewart, were not in the picture. However, by 15 laps Alan Brown's Cooper-Bristol, bearing the scars of its collision in heat two, was third behind Gammon and Coombs.

Reece (Frazer-Nash) called at the very adequate pits to change plugs and later stopped again. By 20 laps Brown lay second. What of Salvadori? He had been right on Brown's tail, all set to pass, but an excursion into the sand at "Duncan's Corner," where a boat awaited drivers who actually penetrated as far as the lake (now renamed "Roy's Corner"!), lost him much time. He set the lap record at 74.33 m.p.h. in an endeavour to wash out his mistake, but could not catch Brown in the remaining ten laps, the Cooper-Bristol having taken the lead by lap 25.

The C-type Jaguars were going great guns, in line-ahead formation, Stewart nearly ramming Sanderson round the hairpin, but they were still about half-a-lap in arrears.

Ruddock's Lester-M.G. came to a standstill on the road down to the hairpin, but Davis' Tojeiro had as much acceleration up the hill on the other side as Kelly's Jaguar. Salvadori caught Gammon before the end of an excellent race, which ended without unwonted fireworks.—W. B.

1st: A. Brown (Cooper-Bristol) 31 laps in 58 min. 47 sec.—70.56 m.p.h.
2nd: R. Salvadori (Maserati) ... 31 laps in 59 min. 17 sec.
3rd: P. Gammon (Lotus-M.G.) 30 laps in 59 min. 6 sec.
4th: Hamilton (Jaguar), 5th: Sanderson (Jaguar), 6th: Stewart (Jaguar), 7th: Davis (Tojeiro), 8th: Abecassis (H.W.M.), 9th: Gerard (Frazer-Nash), 10th: Coombs (Connaught), 11th: Scott-Russell (Frazer-Nash), 12th: Kelly (Jaguar), 13th: Threlfall (Turner), 14th: Gallagher (Gordini), 15th: Baxter (Jaguar), 16th: Lund (TF M.G.), 17th: Crook (Cooper-Bristol).

Class Winners: A: P. Gammon (Lotus-M.G.) ... ... 67.92 m.p.h.
B: A. Brown (Cooper-Bristol) ... ... 70.56 ,,
C: D. Hamilton (Jaguar) ... ... 71.48 ,,
Lap record: Salvadori (Maserati), 1 min. 48 sec.—74.33 m.p.h.

"BRITISH EMPIRE" BRIEFS.

Alan Brown won on Esso fuel, a Solex carburetter, K.L.G. plugs, Dunlop tyres, Esso oil, an A.C. fuel pump, Lucas ignition, Armstrong dampers, Austin-Healey wheels and Mintex brake linings.

* * *

Oulton Park is a very pleasant course and a great change from an airfield circuit. Spectators can picnic on the banks by Lower Lake as the cars go by in full view along both straights and round the Cascades and Island Corner hairpin—a truly picturesque setting. This has the allure of a Continental circuit, and I recommend you to attend the next car meeting at Oulton, on June 12th. The B.M.C.R.C. has a big motor-cycle meeting there on May 15th.

* * *

Alan Brown drove a very neat race, but Salvadori was the fastest driver at Oulton Park.

* * *

Why was the programme so mysterious over the sizes of cars running in the three heats?

* * *

Colin Chapman's new Lotus, with cocked-up tail fins which make it look like a fearsome insect (one spectator improved on this description!), arrived on the Saturday morning for scrutineering and practice. It spun round at Old Hall Corner on its first practice lap and retired in heat one with a blown gasket—a trouble which prevented it from demonstrating the extended Brands Hatch circuit to the Press two days earlier.

* * *

Another car in trouble in the Paddock was the R.G.S. Atalanta.

* * *

Head's Type C Jaguar received an enthusiastic pre-race polish.

* * *

A. P. O. Rogers' Cooper-Bristol carries its nickname "Mucky Pup" in discreet lettering on the front wings.

* * *

Sally Weston, in the Moss *equipe*, was giving Lucozade some free publicity. Father and mother Moss watched the racing.

* * *

Dick Stoop (Frazer-Nash) amused us by remarking that he hoped he wouldn't get higher than eighth in his heat as he did so want to watch the final as a spectator.

IV GRAN PREMIO SIRACUSA—*continued from page* 233

probably crashed together, and the other three drivers also stopped, for by now the road was almost impassable. This meant that the end of lap six saw Marimon leading, with Farina 12 seconds behind and no one else arriving. As he came upon the burning wreckage on his next round Marimon stopped to see if Hawthorn was all right and Farina swept by, through the flames and into the lead. By now Hawthorn was being well cared for, Gonzalez had no car to continue the race with, and Marimon set off again, now 20 seconds behind the flying Farina, with the rest of the field now re-joining the race a lap to the bad. The two Ferraris were burnt out completely, Hawthorn was taken to hospital and Marimon tried to make up the time lost due to stopping, but Farina was now well in front. What had started as an interesting race with a brilliant three-cornered duel had turned into a dismal procession, and Farina reeled off the 80 laps with Marimon behind him, the distance varying from 36 seconds to 12 seconds until 15 laps before the end, when the Maserati began to give signs of a slipping clutch when changing from third to top. With only eight laps to go and second place a certainty, poor Marimon came to rest when his clutch went completely, and Farina sailed over the line the winner by two laps from Trintignant and five laps from Mantovani, whose Maserati only just finished, his fuel tank having split. Manzon completed the race with a very woolly-sounding Ferrari, and Laurent's engine blew up within sight of the finish and he manfully pushed the car the last few hundred yards to be classed a finisher.

Visiting Hawthorn in hospital after the race, I was relieved to find his burns were not of a serious nature and he was in fine spirits, while he in no way blamed Marimon for the accident, being more reproachful of himself for bungling a gear change and letting the Maserati get by.

Results:

IV GRAN PREMIO SIRACUSA—80 Laps—440 Kilometres—Warm and Dull
1st: G. Farina (Ferrari 4-cylinder), 2 hr. 51 min. 57.2 sec.—153.350 k.p.h.
2nd: M. Trintignant (Ferrari 4-cylinder), 2 hr. 52 min. 40.0 sec.—2 laps behind.
3rd: L. Mantovani (Maserati 6-cylinder), 2 hr. 52 min. 29.3 sec.—5 laps behind.
4th: R. Manzon (Ferrari 4-cylinder), 2 hr. 53 min. 19.4 sec.—7 laps behind.
5th: R. Laurent (Ferrari 4-cylinder), 2 hr. 52 min. 8.9 sec.—12 laps behind.
Fastest lap: O. Marimon (Maserati) on 42nd lap, in 2 min. 3.8 sec.—159.935 k.p.h. (*new record*).
Retired: J. M. Hawthorn (Ferrari), lap 6, crashed; F. Gonzalez (Ferrari), lap 6; O. Marimon (Maserati), lap 72, clutch.

CITROEN 2c.v.

One error and an omission occurred in the five-page road-test report on the little 375-c.c. Citroën 2 c.v. which was published in the April issue of MOTOR SPORT.

Commenting upon the entire unconcern of the air-cooled engine when ascending long hills in bottom gear, we remarked that at times such as these the presence of an "air-cooler" behind the fan was reassuring. For air-cooler please read "oil-cooler"! Incidentally, although a horizontally-opposed engine is normally a "difficult breather," the tiny Citroën unit keeps remarkably clean and is fume-free, another tribute to its brilliant designer.

The omission was that, in remarking that if we had had to replenish the sump against a stop-watch the self-wiping dip-stick might have proved inconvenient, we added "see earlier," but omitted in the opening section of the report to explain that a long rubber sleeve surrounding the easily accessible dip-stick tends to wipe off the oil, so that correct readings are not always obtained at the first attempt.

Although the MOTOR SPORT road-test of the 2c.v. concluded officially after 2,075 miles, to date we have driven the little Citroën a total of 5,625 miles in 57 days. During this mileage it has received a minimum of maintenance attention and, apart from a desire to discard its speedometer (which was firmly re-secured in about half an hour with two new bolts and did not show any tendency thereafter to come loose) it has suffered only the very minor troubles detailed in our report. With no attention, the Lockheed brakes remain as powerful as when the test commenced. On one occasion while exploring the back-o'-beyond of North-East Hampshire the Citroën was defeated by wheelspin up a trials-type hill; although it slewed sideways and all wheels were deeply embedded in slime, judicious use of engine and steering brought the car out unaided from a situation which would have called for a horse or a tractor with a conventional car.—W. B.

ORR-EWING, OR NOT?

MOTOR SPORT announced in April that Mr. H. Orr-Ewing had been appointed Assistant to Mr. Dean Delamont in the R.A.C. Competitions Department. Less than a fortnight later Mr. Orr-Ewing had resigned from this position. This was confirmed by the Publicity Section of the R.A.C., who state that no official announcement is to be issued.

EASTER AT GOODWOOD

THE Bank Holiday Meeting of the B.A.R.C. promised to be a first-class occasion but, although it was held in sunshine before a record crowd of 55,000, it fell short of that promise. Alberto Ascari and Baron de Graffenried failed to appear, there were many non-starters, and the big race of the day, over 21 laps, had five finishers, only four of whom completed the full distance, while the result was marred by a protest. As some compensation, we saw the first appearance of the new 2½-litre Maserati and H.W.M. cars, and Parnell's 1953 Ferrari with new 2½-litre engine lapped as fast as the supercharged B.R.M.s and Salvadori's 1954 Maserati. Moss ran only in the 500-c.c. race and was undistinguished in the Beart-tuned Cooper-Norton.

THE LAVANT CUP RACE FOR G.P. FORMULA CARS (7 Laps, Scratch)

Ascari was prevented by his Lancia contract from driving the 2-litre Vandervell-Thinwall Special, and de Graffenried's Maserati, Whitehead's Cooper-Alta and the Emeryson were other absentees amongst the new 2½-litre cars.

Reg Parnell led all the way, using lots of road, in the Leslie Hawthorn-tuned 2½-litre Ferrari, chased by Salvadori, whose 2½-litre Maserati finished a mere 0.6 sec. behind, both drivers lapping at 89.81 m.p.h. Rolt had Rob Walker's fuel-injection Connaught firmly in third place until the magneto drive sheared on Lavant Straight on the last lap, letting Ken McAlpine's Connaught take this position. Marr's Connaught spun off at Paddock Bend. Thirteen ran.

Results :

1st : R. Parnell (Ferrari), won by 0.6 sec., at 88.77 m.p.h.
2nd : R. F. Salvadori (Maserati).
3rd : K. McAlpine (Connaught).
Fastest lap : Parnell and Salvadori, 89.81 m.p.h.

FIRST EASTER HANDICAP, SPORTS CARS (5 Laps)

This race produced an exciting finish, for after E. W. Cuff-Miller in Alexander's Allard had led all the way from the " limit " mark, Jimmy Stewart in an Ecurie Ecosse XK120C Jaguar and Tony Rolt in the famous " Old No. 18 " Le Mans XK120C Jaguar of the same Scottish team swept up to pass him on the run in, Rolt, giving Stewart 5 sec. start, finishing 2.8 sec. behind him. Duncan-Hamilton in his Le Mans practice XK120C spun off at Lavant Corner, Protheroe ran onto the grass at St. Mary's in his XK120, and the driver's door of Bix's XK120 kept flying open. Seventeen ran.

Results :

1st : J. R. Stewart (Jaguar), 15 sec. ... ... 82.11 m.p.h.
2nd : A. P. R. Rolt (Jaguar), 10 sec.
3rd : E. W. Cuff-Miller (Allard), 55 sec.
Fastest lap : Stewart and Abecassis (H.W.M.), 83.88 m.p.h.

THE CHICHESTER CUP RACE FOR FORMULE LIBRE RACING CARS (5 Laps, Scratch)

Ken Wharton drove the new short-chassis Mk. II Type 15 B.R.M., which screamed round in the lead, the noise from its stub exhaust pipes tremendous, from start to finish, chased by Salvadori's Maserati, which this time had found all its form and, besides holding off Parnell's Ferrari, closed right up on Wharton in the run in for a " photo finish." Ron Flockhart spun off at Madgwick while leading the field from the grid, a nasty experience which put him right behind. He pulled all the stops out thereafter to get the older B.R.M. home fourth. Thirteen ran.

Results :

1st : K. Wharton (B.R.M.), won by 0.4 sec., at 88.7 m.p.h.
2nd : R. F. Salvadori (Maserati).
3rd : R. Parnell (Ferrari).
Fastest lap : Wharton, Flockhart, Parnell, Salvadori, 90.38 m.p.h.

SECOND EASTER HANDICAP, SPORTS CARS (5 Laps)

Tony Crook came through the field strongly to take the lead on the last lap from Steed's J.A.G.-M.G., while Cliff Davis came up into third place in his Tojeiro-Bristol, just ahead of Alan Brown's Cooper-Bristol. Crabb's Kieft spun at Lavant and Hampton's Austin-Healey retired after dislodging much of the *chicane* fencing, which damaged the exhaust system. Twenty ran.

Results :

1st : T. A. D. Crook (Cooper-Bristol), 6 sec. ... 81.5 m.p.h.
2nd : R. D. Steed (J.A.G.-M.G.), 31 sec.
3rd : F. C. Davis (Tojeiro), 6 sec.
Fastest lap : Crook, 84.37 m.p.h.

THIRD EASTER HANDICAP, RACING CARS (5 Laps)

C. J. Hamilton, from " limit," looked to have this in his cubby-hole, and he drove his old E.R.A. steadily and well to lead until Tony Rolt in Rob Walker's Connaught (mended) pipped him on the line. Parnell was third after equalling his former lap speed. Alan Brown ran out of road in the Cooper-Bristol, Kennington's crash-hat fell off (black flag), and Lance Macklin (2½ H.W.M.) and Parnell demolished some more of the *chicane* fencing. Nine ran.

Results :

1st : A. P. R. Rolt (Connaught), 8 sec. ... 87.28 m.p.h.
2nd : C. J. Hamilton (E.R.A.), 72 sec.
3rd : R. Parnell (Ferrari), scratch.
Fastest lap : Parnell, 90.38 m.p.h.

THE EARL OF MARCH TROPHY FOR 500-C.C. CARS (5 Laps, Scratch)

Les Leston led securely in his Cooper-Norton, but Don Parker (Kieft) and R. G. Bicknell (Revis) duelled for second place, Bicknell taking the lead on lap four and doing some lawn-mowing at St. Mary's. Here A. E. Elliott cornered too fast for his Cooper, which rolled over, sending up a fine dust cloud. The ambulance took a long time to reach him and the breakdown truck went along to add an unnecessary obstruction at the side of the course. Elliott recovered later. Bennett spun his Arnott but resumed. Fenning (Staride) put on a spurt at the finish for fourth place, passing Nuckey's Cooper. Moss, in a Beart/R. R. Jackson Cooper-Norton, was disappointingly eighth. Fifteen ran.

Results :

1st : L. Leston (Cooper), won by 1.2 sec., at 82.19 m.p.h.
2nd : R. G. Bicknell (Revis).
3rd : D. Parker (Kieft).
Fastest lap and class lap record: Leston, 83.4 m.p.h.

FOURTH EASTER HANDICAP, RACING CARS (5 Laps)

In spite of a 2-sec. re-handicap Hamilton's E.R.A. won, keeping just sufficiently ahead of Somervail's E.R.A. Goodhew's 4CL Maserati, which he has endowed with two-stage supercharging, was third, ahead of Marshall in the old 6C Maserati. Leston's Cooper 1,100 retired, Simpson's misfired and Holt found Graham Whitehead's E.R.A. off form. The Rover-B.M.W. gyrated at Woodcote. Ten ran.

Results :

1st : C. J. Hamilton (E.R.A.), 58 sec. ... 78.46 m.p.h.
2nd : J. Somervail (E.R.A.), 55 sec.
3rd : J. Goodhew (Maserati), 38 sec.
Fastest lap : Goodhew, 81.51 m.p.h.

THE RICHMOND FORMULE LIBRE RACE (21 Laps, Scratch)

This should have been the big event of the afternoon but it flopped badly. In the absence of Ascari, de Graffenried, Nuckey, Hall, Emery, Webb, Brown, A. G. Whitehead, Brooke and Whiteaway, only 13 cars started, and after Thorne's Connaught had spun off and Parnell's Ferrari had succumbed to gear-selector failure, the thing became a procession. Wharton had swapped B.R.M.s with Flockhart and he led, by several lengths along the straights and by a little daylight at the corners, from Salvadori's 2½-litre Maserati. At a discreet distance behind and about equally spaced came McAlpine's Connaught, Marr's Connaught, and Flockhart, who, after leading for a lap, found the new B.R.M. losing power. After about five or six laps no one else was left in, except for Peter Whitehead's 2½-litre Cooper-Alta (lapped by Wharton after 13 laps) and Boulton's Connaught (lapped after 11 laps). The only interest lay in whether Salvadori could pass Wharton. The B.R.M. seemed to exude a smoke haze and then smoke was seen to issue from the cockpit. Salvadori's screen was obscured by this Energol oil film and he also found no room in which to pass Wharton. On lap 19 he attempted to go by on the inside at Lavant Corner, the Maserati's near-side front wheel rammed the off side of Wharton's car and the B.R.M. spun. Both cars stopped but Wharton kept his engine running and continued, whereas Salvadori stalled. The B.R.M. went on to win at 86.4 m.p.h. A protest was lodged by Salvadori's entrant, but was not upheld by the Stewards.

Quite a sensation resulted as crowds waited to hear the verdict. It was said, variously, that Salvadori was baulked; that Salvadori couldn't have won anyway because Wharton always pulled well away along the straights; that the oil-exuding B.R.M. was in an unfit state to race and should have been flagged in (that in the Chichester Cup Wharton's B.R.M. was allowed to continue although the fuel filler cap had sprung open); that even if Salvadori's screen was covered in oil film he could see over it; that the switch of B.R.M. drivers was not

Continued on page 246

XV GRAND PRIX DE PAU

PAU, *April 20th.*

THE Pau Grand Prix took place on Easter Monday over the 2,769 kilometre course which is one of the few remaining of the street-race type, and furthermore one which has not been altered in any way since 1935. Two practice periods were allowed for the twelve competitors, the maximum deemed safe on the narrow twisting circuit, and it is a sign of the times that only two private owners were accepted, Rosier and Manzon with 1953 type 2½-litre Ferraris, both Frenchmen at that. There were three works Ferraris, all of the 1953 type, to be driven by Farina, Gonzalez and Trintignant, three Maseratis, Marimon with the new car he had at Syracuse and Schell and Mieres with 1953 models fitted with the latest 2½-litre engines. To complete the round dozen there were four Gordinis, outwardly the same as in 1953 but with the six-cylinder engines enlarged to 2½-litres, and they were handled by Behra, Bayol, Eugene Martin, and the Belgian driver Pilette whose car was painted the national yellow.

On the first afternoon Farina was the man of the moment, probably very conscious of the fact that he was the only Italian driver competing, and he was unbeatable, setting up fastest practice time in 1 min. 36.8 sec., which easily beat Ascari's 2-litre record of 1 min. 38.9 sec. Gonzalez was also in good form and beat the old record, but could not approach Farina, while Behra was going very fast in the Gordini being third fastest ; both his and Bayol's cars were fitted with anti-roll bars back and front and the cockpit of Behra's car had been fitted with a scuttle fairing embracing a curved perspex screen and high cockpit sides. None of the Maseratis appeared for the first official practice as the lorry had been held up at the French frontier while the paperwork was sorted out, but they arrived by the end of the afternoon and were allowed to practice after the motorcycles had finished their turn. Marimon overdid things and hit the straw bales, dented the nose cowling and grille, but continued after the cowling had been bent clear of the steering, and Mieres was lapping steadily his car being painted the Argentinian blue and yellow. Schell's car looked most unusual, being painted French pale-blue, and both these cars were 1953 chassis with ¾-elliptic rear springs and double radius rods, but fitted with identical engines to the 1954 car of Marimon. Schell's car was fitted with an additional fuel tank on the right of the driving seat. The two private runners were not very happy, Rosier's engine giving trouble, it being a new one in his last year's chassis, and Manzon was going slowly in the car he had at Syracuse not, as first believed, Rosier's old car but one of last year's 2½-litres that Trintignant had got from the works before being offered an official team car.

The weather remained perfect for the second afternoon of practice and Farina was still unbeatable getting down to 1 min. 36.3 sec., an average of 103.516 k.p.h. Trintignant was now getting into his stride with the works Ferrari and was only 1 sec. slower than Farina, while Gonzalez was not so fast as the previous day. With so many Ferraris about the place the nose cowlings had been painted with coloured bands for recognition purposes, Trintignant being blue, Gonzalez yellow, and Manzon white. Both Marimon and Mieres really got going and beat the old lap record, the former's cowling having been beaten out and the grille thrown away, and this time it was Mieres who overshot and bent the front of his radiator cowling and the body sides, but fortunately doing no mechanical damage. Behra was still the fastest Gordini and equalled the old record while Rosier circulated slowly, running-in a rebuilt engine. Martin's Gordini was lent to a new French driver, Paulit, in order that he might get in some practice for a possible future race and the day ended with everyone intact and ready for the race on the morrow.

Race day remained fine and conditions were perfect as the twelve cars lined up on the grid in pairs, Farina and Trintignant in the front row, with Gonzalez and Marimon behind. Then came Mieres and Behra, Schell and Manzon, Bayol and Martin, and Pilette and Rosier. The race was to be run for a duration of three hours, the driver covering the greatest distance when the three hours elapsed being acclaimed the winner, any part of a last lap being calculated on the time taken for the penultimate lap. Last year the Formula II cars had covered over 100 laps and it was expected that the new Formula I cars would approach 110 laps of the sinuous circuit. Everyone got away to a good start and Trintignant leapt into the lead followed by Gonzalez, but halfway round the first lap there was a gefuffle which resulted in Farina getting " elbowed " to the back of the field with the front of his car badly dented, Marimon having the tail of his Maserati severely dented and Behra's Gordini having a flat nose. Farina was the only one to suffer and had to stop twice to have the cowling cleared from the steering, being nearly a lap to the bad on Trintignant and Gonzalez who were leaving the rest of the field with only 1 sec. separating them, the fat Argentinian bouncing about and waving his arms even though he could not get alongside Trintignant. After only seven laps Schell withdrew his Maserati and by 10 laps the Belgian driver Pilette was lapped by the leaders. Of the 12 starters the Belgian was the only one who could not keep up with the general run and the other eleven drivers showed a remarkably small difference between the fastest and the slowest. Farina gradually worked his way through the field catching Pilette, Manzon, Martin and Rosier in turn, and by 20 laps was in seventh place but making up nothing on his two team mates. As Gonzalez completed his 24th lap, still behind Trintignant, he lapped Martin in the Gordini, and approaching the pits his engine literally had the bottom drop out, spewing oil all over the road in front of the Gordini driver who hit it, and immediately spun round and rammed the straw bales ; meantime Gonzalez slithered to a stop just beyond the pit area with bits hanging out of the bottom and oil everywhere. This slight " moment " caused no personal damage but two more cars were out of the race, and for some laps everyone had to slow down as they took the curve past the pits until the oil was dried off. The maximum reading needle on the Ferrari rev-counter was well beyond 8,000 r.p.m. and Gonzalez had obviously being trying too hard in his efforts to catch Trintignant, for Ferrari does not enforce any set team order until a race is drawing to a close and only then if there is no opposition about the place. Farina was now in fifth position, but lost a complete lap when he came in to have the plugs changed, and after one hour of racing Trintignant had 35 sec. lead over Behra, with Marimon third and Mieres fourth, these four being on the same lap. Bayol was one lap behind as was Rosier, and Farina was now two laps to the bad, while poor Pilette was trying hard not to get in the way. Behra did not appear to be able to make any impression on the leading Ferrari, gaining a few yards but nothing noticeable, and Trintignant seemed all set to do another two hours at the head of the procession, lapping steadily around 1 min. 38 sec., which was a little bit faster than Farina who was still trying to make up for lost time. At half-distance Behra began to speed up a little and reduced the gap to 25 sec., setting up a new lap record on the 48th lap in 1 min. 37.6 sec. Marimon went by with his offside rear wheel leaning in as though the car had swing-axle suspension, which indicated a broken de Dion tube, and two laps later he too noticed it and withdrew from a comfortable third place, letting Mieres move up one followed by Bayol, Rosier, Farina and Pilette.

On lap 54 Behra knocked 0.5 sec. off his previous record and Trintignant speeded up, caught and passed Farina and held his lead, but by now the Gordini was beginning to pile on steam and lap by lap the distance between them diminished. At the two hour mark Behra had the Ferrari in view along the straight and set up another record lap in 1 min. 36.3 sec. to which Trintignant replied with 1 min. 35.7 sec., and after more than 70 laps of this tortuous course these two were really motor-racing. The French crowd was in a flap not knowing whether to urge on Behra, realising that another Frenchman was driving the leading car, but the announcer persuaded them to support the Gordini driver, it being a French car that was catching an Italian, so that Behra pressed on remorselessly to the accompaniment of wild cheering and waving. Second by second Behra pared down the distance and when the 2½-hour mark was reached he was only 7 sec. behind the red Ferrari. Trintignant clocked 1 min. 35.5 sec., yet another record lap, and Behra replied with 1 min. 35.3 sec. on his 99th lap, now so close that only a few yards separated the two cars along the straight and on the 100th lap he was alongside, but Trintignant got to the next corner first. With only 10 minutes of the three hours remaining, Behra scrabbled by to the accompaniment of rocking grandstands and cheers for Gordini echoing round the circuit. On the 105th lap Trintignant equalled Behra's record and two laps later the Gordini clocked 1 min. 35.2 sec., only two laps before the end of the race, which was indeed motor-racing at its best, and when the three hours expired it was Behra in the Gordini who was first over the line a mere 30 yards in front of the Ferrari. It was a magnificent victory, beautifully timed and driven with precision. Trintignant had put up a grand fight and with French drivers first and second everyone was happy. Farina finished in fifth place, behind Mieres and Bayol, and though he had lapped consistently around 1 min. 38 sec., he was completely overshadowed by the two leaders, as was Mieres whose third place was very well earned. It was a grand race and everyone was most happy for Gordini who has put in such an enormous single-handed effort these past few years. Amedee was there in person to see this great victory and to shower congratulations upon Jean Behra, who for the second time in history gave the all-conquering Ferrari team a beating. Results on page 246.

VII RALLYE SOLEIL-CANNES

CANNES, *April 16th.*

WHILE driving from Sicily to Pau, for the Grand Prix on Easter Monday, it was possible, by straining the schedule a bit, to arrive in Cannes at the same time as the competitors in the Rallye Soleil-Cannes and to spectate at the final tests. The rally had begun on April 12th with each competitor covering two laps of the Montlhèry outer-circuit from a standing start and with a flying finish, and among those who were outstandingly fast were a three-cylinder D.K.W., driven by Mantzel and Hopfen, which soundly trounced all the Dyna-Panhards, O'Hara-Moore's Le Mans Replica Frazer-Nash and de Galea with a Jaguar XK120. Leaving Montlhèry the competitors then drove to scheduled speeds down through France and the Alps Maritime to Cannes, and while this road section called for consistent driving of a high standard to maintain the schedule, it was well within the capabilities of most of the competitors and few failed to arrive on time.

On April 14th a manoeuvrability test was held on the sea front and consisted of a standing-start sprint for 200 yards, the execution of a figure eight round two pylons, a return along the 200-yard straight to finish astride the starting line. Failure to execute the figure eight was to result in a penalty of 1,000 points, while the fastest time in each class received a " 0 " mark and all other competitors lost five points per fifth of a second slower. Everyone was allowed a practice run and was free to choose on which side the first pylon was taken, the space in which the figure eight was to be made being limited by straw bales. It was surprising how many drivers lost their way and how few really knew the limitations of their steering lock. On this practice run, Gatsonides in a red TR2 Triumph, executed the prettiest of skid-turns at the second pylon, by using the handbrake and throttle, which left him in a position to accelerate hard through the remainder of the "eight" with little or no steering to be done, whereas most competitors were still winding away at the steering long after leaving the "eight" area. On the timed run he tried to repeat the manoeuvre but failed miserably and was beaten by the other TR2 Triumphs of Tracey and Taylor, the latter making f.t.d.

The whole entry took the test, starting with the standard touring cars of up to 1,000 c.c. The numerous Dyna-Panhards swept round the pylon at varying angles, most of them with one back wheel well in the air and a healthy beating from their flat-twin engines. In direct contrast the D.K.W. saloon hummed like a turbine and looked a lot safer. The next class consisted entirely of Simca-Aronde and Peugeot 203 cars and the Peugeots showed a marked superiority in handling, while some of the crunches from the Simca gearboxes, as drivers, both male and female, grappled with the steering-column lever, were ear-splitting. A row of 1,900 Alfa-Romeos, with the T.I. modifications of more powerful engines, large air-scoops on the front brakes and lighter wheels, all showed terrific acceleration and braking, but were not handled terribly well through the "eight." In this class was a lone Ford Zephyr, driven by an American driver, and though its little tyres shrieked and screamed Campbell handled it very cleanly and smoothly. Another car that screamed to high-heaven as it swayed from lock to lock was K. N. Hutchison's Mark VI Bentley, and it made its driver work hard at the wheel for the turning area became very small for such a lot of motor car. With the exception of a vast Delahaye saloon, the Gran Turismo class consisted entirely of Porsches, from pathetically standard ones to exciting ones that must have sailed very close to the limits of the regulations. The Frenchman Olivier was outstanding through the "eight," as was the Belgian girl Gilberte Thirion. The sports classes provided more noise, but not necessarily any improvement on driving, and Gendebien, the Belgian, with an open 2-litre Ferrari was vicious and untidy, while O'Hara-Moore had difficulty in seeing over the scuttle of his Frazer-Nash, so low did he sit. Von Faulkenhausen drove the Targa Florio Frazer-Nash that MOTOR SPORT road-tested during the winter, and Tracey and Taylor were neat and swift with their Triumphs. Impressive was Clermont with a Siata 8V coupé, his acceleration being very good. Of the unlimited class of sports cars, the Jaguar that had gone so very fast at Montlhèry lost 1,000 points for losing its way between the pylons and a French-owned Austin-Healey driven by Lalisse showed clearly that these cars need either higher-geared steering or a cutaway door to allow the driver some elbow room. Guigou with a large Talbot-Lago saloon was most competent and limited space for such a large car did not bother him at all.

The next morning competitors were allowed a practice run of 1½ kilometres in length up a winding hill out of Cannes, and in the afternoon the official timed climbs were done. Much of the form shown in the figure eight test was again apparent, the little D.K.W. whining its way up the hill in a most impressive manner. The amount of power developed by the 1,900 Alfa-Romeos was phenomenal and they all had more trouble with wheelspin out of the hairpins than most of the sports cars. In spite of theoretical handling difficulties most of the Porsches were very rapid and Olivier just won the class from Mlle. Thirion with 1 min. 17.8 sec. Naturally the sports category produced the fastest times and the Ferrari, the two Frazer-Nashes, the Le Mans model now driven by J. Gott in place of O'Hara-Moore, and the Siata 8V all got within decimal points of 1 min. 14 sec., victory going to the Siata with 1 min. 13.8 sec. The best Triumph was Tracey's with 1 min. 18 sec., while Galea in the XK120 did an excellent 1 min. 16 sec., showing complete knowledge of his car's handling capabilities. Remarkable were the two 1,900 Alfa-Romeo saloons of the French drivers David and Deroux, who recorded 1 min. 19 sec. and 1 min. 18 sec., respectively. Gatsonides earned himself a special prize for presence of mind when he spun his Triumph through 180 degrees on the last hairpin and, finishing up only 15 yards from the finishing line, engaged reverse and completed his climb backwards in 1 min. 22.2 sec. Once again the fastest in each class received a " 0 " mark and all the others lost five points per fifth of a second slower than the leader. To qualify for the comparatively large cash prizes competitors had to complete all the tests and the class had to have at least five finishers. This rule put many competitors out of the money as five of the ten classes had fewer than five starters. As a result of completing the course and having negligible opposition, in each case one other car, both Hutchison and Ringgenberg (Porsche) finished up with 0 points, *i.e.*, no penalties, together with Mantzel and Hopfen in the little three-cylinder D.K.W. As the Germans had beaten six other cars in their class they were acclaimed the moral victors, but as prizes and cups went only by classes and not on general category this did not affect the issue at all. But for his bungling of the figure eight, Galea, with his Jaguar, would also have finished the rally with 0 points, instead of which he was last in his class with 1,000 points lost. Among the Porsches, Olivier and Mlle. Thirion tied with 20 points lost and the class went to Olivier as ties were decided on the times in the hill-climb. However, the Belgian girl won the Ladies' Class by over 300 points.

As is now fashionable, protests were made throughout the rally, and the results given below are open to any change within the next three months as the F.I.A. have been asked to sort things out. Professional interest in motoring is a good thing, but it can also be a bad thing. *Vive le sport* !

Results (*subject to confirmation*) :
RALLYE SOLEIL-CANNES

1st :	Mantzel-Hopfen (D.K.W.)	0 points*	
	Hutchison-Birkett (Bentley Mk. VI)	0	,, *
	Ringgenberg-Mme. Ringgenberg (Porsche)	0	,, *
4th :	Olivier-Mme. Olivier (Porsche)	20	,, *
	Mlle. Thirion-Mme. Washer (Porsche)	20	,, †
6th :	Guiraud-Beau (Peugeot 203)	32	,, *
	Prieur-Prieur (Simca Aronde)	32	,,
8th :	Deroux-Gouteyron (1,900 Alfa-Romeo)	50	,, *
9th :	David-Detroyat (1,900 Alfa-Romeo)	66	,,
10th :	O'Hara-Moore-Gott (Frazer-Nash)	75	,, *
11th :	Clermont-Mme. Clermont (Siata 8V)	93	,,
	Von Faulkenhausen-Frau Faulkenhausen (Frazer-Nash) ...	93	,,

* *Class winner.* † *Ladies' Cup.*

VI COPPA TOSCANA

As further practice for the Mille Miglia, both Lancia and Ferrari entered works cars for the National Tour of Tuscany, which took in quite a stretch of the Mille Miglia course during the circuit of 760 kilometres. Villoresi and Castellotti were in Lancias and the brothers Marzotto, Gianino and Paolon were supported by Piero Scotti. Both Lancias retired after having taken the lead at various times and Scotti came home the winner.

Results :
TOUR OF TUSCANY—760 Kilometres

1st :	P. Scotti (Ferrari 4½-litre) ...	6 hr. 0 min. 53 sec. ...	126.356 k.p.h.
2nd :	F. Bordoni (Gordini 3-litre) ...	6 hr. 12 min. 38 sec. ...	121.341 ,,
3rd :	R. Piodi (Lancia Aurelia 2½-litre)	6 hr. 22 min. 37 sec. ...	119.179 ,,
	de Luglio (Ferrari 2½-litre) ...	6 hr. 22 min. 37 sec. ...	119.179 ,,
5th :	S. Ferraguti (Maserati 2-litre) ...	6 hr. 29 min. 33 sec. ...	117.058 ,,

THE WORLD'S LEADING GRAND PRIX DRIVERS

As the 1954 Racing Season Commences MOTOR SPORT Sums Up the Capabilities of the Select Few who are Masters of the Art of Present-day Road Racing



FRONT LINERS.—Alberto Ascari, Juan Manuel Fangio, Giuseppe Farina and Ascari's mentor, Luigi Villoresi, caught by MOTOR SPORT'S *camera.*

DURING a lull in the exciting, but by contrast with modern Grand Prix racing tame, happenings of the recent R.A.C. Rally, I found myself discussing, with one who has ample poportunity to form opinions, how many truly outstanding Grand Prix drivers there are in the world today, and how they can be rated after considered and unbiased contemplation.

The findings may seem somewhat startling! For we decided that only three really great masters of the art of winning present-day road races exist and that the total of drivers who can seriously be considered as of Grand Prix standard is the modest one of twenty-five.

Of these twenty-five—it is possible that we have overlooked someone but I do not think so—as I have said, my informant named only three "masters"; of the remainder he put eight firmly down as "second-class," eight as "third-class," with six wavering somewhere between these two or only just coming into the last category of genuine Grand Prix drivers.

The three absolute masters? Alberto Ascari, Juan Manuel Fangio and Dr. Giuseppe Fariua. There will, I feel, be little dispute over this selection, although I hasten to remark that I am not "taking sides"!

Ascari secured for himself the World Championship for 1952 as well as for 1953. Driving solely for Ferrari, last year he won the Argentine Grand Prix, Pau G.P., Bordeaux, Dutch G.P., Belgian G.P., British G.P., Swiss G.P., and, with Farina, the 1,000-km. sports-car race at Nurburgring. He set new lap records at Le Mans, Naples, Nurburg, Pau and Silverstone, and made fastest lap in the Argentine race, Swiss G.P. and Syracuse.

That is a record deserving of the proud title *Campione del Mondo*. Ascari's failures have been due to troublesome cars, and even then he has shown sheer common sense in dealing with situations as they arose, such as when his Ferrari shed a wheel at Nurburg and he let it roll far beyond the pit-area before attempting to stop, and his well-calculated refuelling stops at times when lesser drivers would have inevitably pressed on and probably have broken their cars. Ascari lost the Italian Grand Prix through spinning at the last corner, but who can say that Marimon's Maserati did not assist the Ferrari in this unprecedented manoeuvre? In the French G.P. he was third behind Hawthorn and Fangio's Maserati after one of those close-fought, very dangerous duels which have characterised certain recent Grands Prix. He had put up the fastest practice-lap, and you can surmise whether he preferred not to be right at the front of the break-neck battle which developed in the race or whether his Ferrari was now lacking the "steam" of Hawthorn's, which it had beaten by 2.3 sec. in practice.

However you look at it, the modest, calm, comfortably-built Ascari is *the* classical G.P. driver in action. He adheres to the sensible dictum that his job with Ferrari is to win motor races. He does not indulge in fits of temperament or make his car resemble a firework. Thirty-six-year-old Alberto lives the life of a happily married man, spending as much time as he can with Mietta Ascari and their two children, eleven-year-old Tonino and eight-year-old Patrizia. They live in a compartment next door to the Hotel Miramare at Santa Margherita on the Ligurian Riviera. Ascari, besides being a very wealthy professional racing driver, has a Fiat agency in Milan and uses a 1,400 Fiat to drive to the scenes of his professional engagements. His relaxation is sea-bathing and sailing his boat in the bay at Tigullio. He went to Indianapolis in 1952 and met the general fate of Europeans at this difficult circuit—but again his calmness in emergency probably saved his life when his Ferrari shed a wheel at high speed. At the post-race reception Ascari, in dignified lounge suit amidst the lurid sports coats and dazzling ties, looked, even in defeat, what he was to become—*Campione del Mondo*.

Fangio was runner-up to Ascari for last year's World Championship, which he lost by seven points, although having cars which were, at all events until well through the season, hardly a match for the works Ferraris. With this Maserati material he nevertheless contrived to score victories at Monza and Modena, and to finish second at Naples, Reims, Silverstone (twice) and Nurburg, besides setting a new lap record at Albi with the treacherous B.R.M.

Fangio, from the Argentine, is reputed to have been a taxi or 'bus driver back home, but I think that is exaggerated, for he shows keenness and intelligence. Certainly he learnt his motor racing with some very improbable cars in the rough-and-tumble of Argentinian racing, yet emerged as World Champion in 1951—proof that Juan Manuel is a "natural," for his training period was certainly shorter than that of Ascari, who started on Sertum, Gilera



BRITISH BOYS.—Stirling Moss, who includes face mask and tummy-belt in his equipment, shares a secret with Mike Hawthorn, winner of last year's French Grand Prix for Ferrari.



PAMPAS BULL.—Froilan Gonzales, who dominates the cars he drives; he, like Fangio, comes from the Argentine.

and Bianchi motor-cycles and was coached by the great Luigi Villoresi in Maserati and Ferrari cars.

The only other driver who qualified as a true front-rank G.P. pilot during our discussion was Giuseppe Farina, the elderly Italian Doctor of Engineering. There will be those who quarrel with this decision, but remember that Farina, wise in long experience, was World Champion in 1950 and third, 1½ points behind Fangio, last year. Driving for Ferrari, he won at Buenos Aires and Naples, where he set a record race average speed, at Rouen, Silverstone Formule Libre, in the German G.P., and, with Ascari in the 1,000-km. Nurburgring sports-car race. He holds the Silverstone lap record with the 4½-litre Thinwall Ferrari and was placed second at Zandvoort, Berne, and Monza, where he made fastest lap.

Inclined to be truculent, certainly a showman, Farina is still a very great driver in spite of his advancing years. It may take a certain amount of encouragement (as when Ascari retires) or an incident to arouse his ire, before he really goes motoring but when he does Farina knows all the right answers.

We come then to our " second-string " drivers. The " definites " I was given as Trintignant, Hawthorn, Gonzalés, Moss, Manzon, Marimon, Schell and Wharton. In this case results count for less than observation of form.

Maurice Trintignant, typical of the younger French drivers, did prodigious things with the not-easy Gordinis and earned his place in a Maserati at the close of last season, although in actual wins he could chalk up only those at Frontières and Cadours. But he has style, verve and fearlessness.

Hawthorn is another " natural " and, if the nonsense about National Service does not play on his nerves or remove him from the Grand Prix scene, he should emerge into " category one " when he has recovered from his unfortunate accident at Syracuse. With only a short apprenticeship with sports Riley and Cooper-Bristol cars, Mike has become a full-time Grand Prix driver for Ferrari, and his victory over Fangio in the French Grand Prix, no holds barred, when if both drivers had not driven " with their tops as well as their bottoms" they probably wouldn't be here today, set seal to his fame and emphasised his real ability. Rugged, tall, manly and good-looking (ask *les girls* !), Hawthorn won the Pescara 12-hour sports-car race with Maglioli, was second at Rouen, where he made fastest lap, and at home—he hails from Farnham, Surrey—he won twice at Silverstone, won the Ulster Trophy Race, the Goodwood Trophy, setting a new lap record with the Thinwall Ferrari, and the Woodcote Cup, also at Goodwood, making fastest lap. Somewhat the English play-boy off duty, Hawthorn takes matters in deadly earnest while racing and was deservedly winner of the 1953 B.R.D.C. Road Racing Gold Star.

Froilan Gonzales, apart from scaring all the timid girls when they first come face to face with him—he has been nicknamed the " Pampas Bull "—has come along with Fangio, if not exactly side by side with him. He has fire, muscle, is very brave, which has motored him very rapidly in Maserati and B.R.M. cars—he has also closed an eye to flag-signals on occasion. He hasn't the *finesse* to be placed in " category one," but last season set a lap record during the British Grand Prix, the lap record at Spa and was second in the B.R.M., after troubles, at Albi.

Stirling Moss has had an unlucky 1953 season, with two nasty accidents and slow or unreliable cars. But he is young, keen, exceedingly popular and not fit enough for National Service. He has, if anything, better style than Hawthorn and looks far more relaxed in a 140-m.p.h. cockpit. Only his lack of experience in a Grand Prix team, indeed, in G.P. races, prevents me from putting Stirling into " category one." The move may well be made at the end of *this* season, if his new Maserati goes properly and likes its English mods. Last season Moss won the Reims 12-hour sports-car race for



UP AND COMING.—Maurice Trintignant, the young French driver who used his skill to good advantage for Gordini.



ALL-ROUNDER.—Ken Wharton, B.R.M.-tamer, who earns a high place by reason of versatile virtuosity.



FUTURE BEFORE HIM.—Roy Salvadori, whose handling of Sid Greene's sports Maserati has been of G.P. standard this season.

Jaguar with Peter Whitehead, the Silverstone touring-car race and a small race at the Crystal Palace, and was second at Le Mans, after a useful drive sorting out the opposition, with Peter Walker.

Robert Manzon and Onofré Marimon come into " category two " on form and Continental flair, having gained no outright victories last year.

Harry Schell, the amusing and vivacious American, has shown enormous improvement recently, driving Gordinis. Ken Wharton comes in by reason of his inimitable versatility, and virtuosity in taming the B.R.M.

There we have the eleven leading and next-best drivers on my pad. Note that three are Argentinian, three British, two French, two Italian and one American.

There will be drivers you may think should be included, such as the Mercédès-Benz Kling, Klenk, Lang and Herrmann, but until we see how they shape in modern Grand Prix racing they cannot be fairly considered. For the same reason Tony Rolt is a borderline case and not, I feel, quite on a par with Hawthorn and Moss, although his style is excellent and he is nearer " category two " than " category three." There are several drivers, like Roberto Mieres, Eugenio Castellotti, the young Italian in the Lancia team, Paul Frere and John Fitch who are " on the brink " of " category three " and may make the grade of inclusion this season.

Luigi Villoresi, after a splendid career, suffered from a bad crash and, having taught Alberto Ascari the line a champion should take, is today content to drive less rapidly, which, I am afraid, relegates him to a dubious place in " category two." His charm, that ready smile and a wealth of motor-racing experience are quite undimmed by his diminished fire, and he won last season at Monza and was second in the Argentine, at Buenos Aires, Bordeaux and Spa, for Ferrari. Simon is another " borderliner " but perhaps merits a place a little below Manzon and Marimon as " category-two " new boy.

Are there any other drivers of truly Grand Prix status ? Precious few. Umberto Maglioli (in sports cars, though), Baron de Graffenried (rumoured to be retiring), Roy Salvadori (who has put up some excellent drives on airfield circuits but lacks extensive road-racing experience), Jean Behra, Prince Bira (who has tailed off a lot since the war, but is very neat in style), Lance Macklin, Peter Collins and Reg Parnell just get in, but, before you are rude about this, do ask yourself how much experience they have had, how we are able to judge them, as drivers of modern, winning Grand Prix motor cars. Parnell talks of retiring, but then so has Chiron at intervals during the past twenty years. But neither of these drivers gets any younger and were it not for his second places in an Osca at Syracuse and Sables d'Olonne the debonair, charming Louis, winner of this year's Monte Carlo Rally and exceedingly polished conductor of Bugattis in the 'twenties and 'thirties, would scarcely qualify at all. Louis Rosier, popular and legendary Frenchman, gets in on account of experience rather than recent performances, although he won at Albi after the B.R.M. demise and at Sables d'Olonne, and, rightly so, no Frenchman will hear a word against him. Bayol is a man who is coming along well and almost merits his place in our " category two."



HE PICKS THEM.—The great Herr Alfred Neubauer, here seen being interviewed, who for years has watched racing cars so that he can select the best for the Mercedes-Benz team.

For what it is worth, those are MOTOR SPORT's start-of-the-season findings, set out below in tabular form. Twenty-five G.P. drivers in all the world, gentlemen—eight British, seven French, four Italian, three Argentinian, one American, one Swiss, one Siamese. Scope for future talent, to be sure !—W. B.

Category One	*Category Two*	*Category Three*
Ascari (I.)	Hawthorn (Br.)	←Bayol (F.)
Fangio (Arg.)	Villoresi (I.) →	Bira (Siam)
Farina (I.)	Gonzales (Arg.)	Behra (F.)
	Moss (Br.)	Collins (Br.)
	Manzon (F.)	Chiron (F.) →
	Marimon (Arg.)	Graffenried (Swiss)
	Rolt (Br.)	Maglioli (I.)
	Simon (F.)	Macklin (Br.)
	Schell (Am.)	Parnell (Br.)
	Trintignant (F.)	Rosier (F.) →
	Wharton (Br.)	Salvadori (Br.)

N.B.—It cannot be too strongly emphasised that this table and the article which precedes it is concerned with *Grand Prix* racing. Where sports-car racing is concerned the findings would be different, even to the extent of down-grading some of the G.P. aces and bringing to the forefront of the list certain " category three " drivers and others outside this category.



MODERN RACING is a hectic matter for the fastest drivers. Here Ascari and Marimon walk in after the " episode " at Monza last year.

BOOK REVIEWS

◆◆◆

"The Motor Year Book," compiled by Laurence Pomeroy, M.S.A.E., F.R.S.A., and R. L. de Burgh Walkerley. (*Temple Press, Ltd., Bowling Green Lane, E.C.*1, 226 pages, 7½ in. by 10¼ in., 15s.)

This annual work of reference is eagerly awaited and forms a very useful item in the motoring enthusiasts' library. The 1954 edition contains descriptions and technical data relating to 24 new British cars, nearly all illustrated with full-page photographs, new Continental and American cars are reviewed and technical changes in them analysed, while on the sporting side the latest racing cars are described and illustrated, their performances discussed relative to one another, while the races of 1953 are covered very fully, with tabulated results, short descriptions and a complete analysis of lap records. Rallies and other events have not been overlooked, drivers' records for 1953 are included and notes on British circuits are provided.

Road-tests of 1953 are analysed, perhaps not quite so fully as in previous years, and their figures tabulated (a small error here is reference to a Jowett "Javeline") and the technical matter in the book is enlivened by a selection of cartoons by the inimitable Brockbank. Very useful for reference purposes is the table of specifications of the world's cars. The obituary section, alas, this time contains nine names—those of Nuvolari (illness), Baird, Boniface, Cole, Currie, Neilson, Tornaco, Bonetto and Stagnoli, grim reminder of the hazards of present-day motor-racing. The full-page photographic frontispiece is devoted to World Champion Alberto Ascari. —W. B.

"The Motor Manual." 35th Edition. (*Temple Press, Ltd., Bowling Green Lane, E.C.*1. 228 pages, 5 in. by 7½ in., 6s.)

This comprehensive handbook of the modern motor car is invaluable to newcomers to the game who seek an easy explanation of technical mysteries. The book is comprehensively illustrated with photographs and drawings and besides eleven chapters devoted to various parts of the car there are additional chapters on accessories, caravanning, the law as it concerns the motorist, and technical definitions and data.

First published in 1903, this volume has sold 1½ million copies. —W. B.

"Motor-Cycling Year Book, 1954." Edited by the late Peter Chamberlain. (*Temple Press, Ltd., Bowling Green Lane, E.C.*1. 196 pages, 5½ in. by 9 in., 8s. 6d.)

For motorists who wish to become *au fait* with motor-cycling matters this annual reference work is just the job. It covers new machines and developments, the sport in all its many aspects, includes descriptions of the latest racing motor-cycles, fascinatingly illustrated, a review of the 1953 season, a section devoted to personalities of 1953, obituary notices, specification tables, race results, etc.

The full-page photographic frontispiece is devoted to the late Les Graham.—W. B.

"Northumberland," by Thomas Sharp. A Shell Guide. (*Faber & Faber, Ltd.*, 24, *Russell Square, W.C.*1. 52 pages, 7 in. by 9 in., 3 maps, 12s. 6d.)

This is another beautifully illustrated Shell guide, devoted to Northumberland, with three coloured, ¼ in. to the mile maps of this unspoiled county. There is more specialised information in this book than the size suggests and it is beautifully produced. Even so, the price seems high, especially with the Oil Barons backing it. —W. B.

In contrast to the book reviewed above, the National Benzole Company issues *free* its very attractive "Our National Heritage." This illustrates, with excellent photographs, 36 well-known beauty spots in the British Isles, with a quick visual map-reference to each. A brief explanation of each photograph is included and this spirally-bound publication, of 37 8 in. by 10 in pages, is obtainable free from the Publicity Department, National Benzole Co., Ltd., Wellington House, Buckingham Gate, London, S.W.1. It contains very little advertisement matter and in an age when the aim of every local council seems to be that of cutting down more trees, laying a greater length of unsightly kerb-stone and building more council houses than its neighbours, this book comes as a pleasant relief.—W. B.

"B.A.R.C. Year Book, 1954." (*British Automobile Racing Club*, 55, *Park Lane, W.*1. 64 pages, 5½ in. by 8½ in., 5s.)

This Year Book, now making its second appearance, is a refreshing publication, copiously illustrated and exuding the efficiency and enthusiasm of the B.A.R.C. While it naturally deals mainly with Goodwood, Crystal Palace, and Aintree and the social and competitive activities of the B.A.R.C. and its centres, this Year Book differs from the old Brooklands A.R.C. Year Book, for whereas that publication (of the years 1913, 1914 and 1924-1940 inclusive) dealt only with happenings at Weybridge, the modern B.A.R.C. Year Book provides plans of Continental circuits, details of how to get from England to these distant venues and of the principal races held there, notes on driving in France—in fact, just the sort of information for which we of MOTOR SPORT are frequently asked. One small error has crept in, the length of Montlhèry track being given as 3.8 miles, whereas in deference to Old Brooklands I would point out that it is 1.6 miles.

In addition, the 1953 racing season at Goodwood is reported in word and picture and much useful information about motor-racing such as the rules at Goodwood, R.A.C. regulations governing trials and rallies, tyre regulations, competition licence data, racing driver's insurance, etc., is included.

The International and National fixture lists for 1954 as they were at the beginning of the season are there for quick reference, complete tabulated Goodwood race results for 1953 are given, there is a list of all drivers who competed at this circuit and the Crystal Palace last year and head-and-shoulder photographs of the leading British drivers, 47 in all, besides pictures of those who serve on the B.A.R.C. committees.

There are also complete articles by H. J. Morgan, Secretary of the B.A.R.C., J. Gordon Offord, W. Boddy, C. D. Wilson and Frank H. Bale, O.B.E.

In the confusing flood of motoring publications, each one clamouring for prior recognition, this 5s. Year Book most certainly must not be overlooked.—W. B.

"Formula III Year Book 1953-1954." (*Pearl, Cooper, Ltd.*, 2/3, *Norfolk Street, W.C.*2. 144 pp. 5½ in. by 8½ in. 6s.)

This annual year book about 500-c.c. racing makes its appearance this time as a two-year reference work. It contains much of interest and value, some fine photographs, 1952/3 race results, the 1954 racing calendar, a directory of suppliers of Formula III materials, articles on building a 500-c.c. racing car and contributions by such authorities as Prof. Eberan von Eberhorst, Reg Bicknell, W. Boddy, Don Parker, John Hugenholtz, etc.

* * *

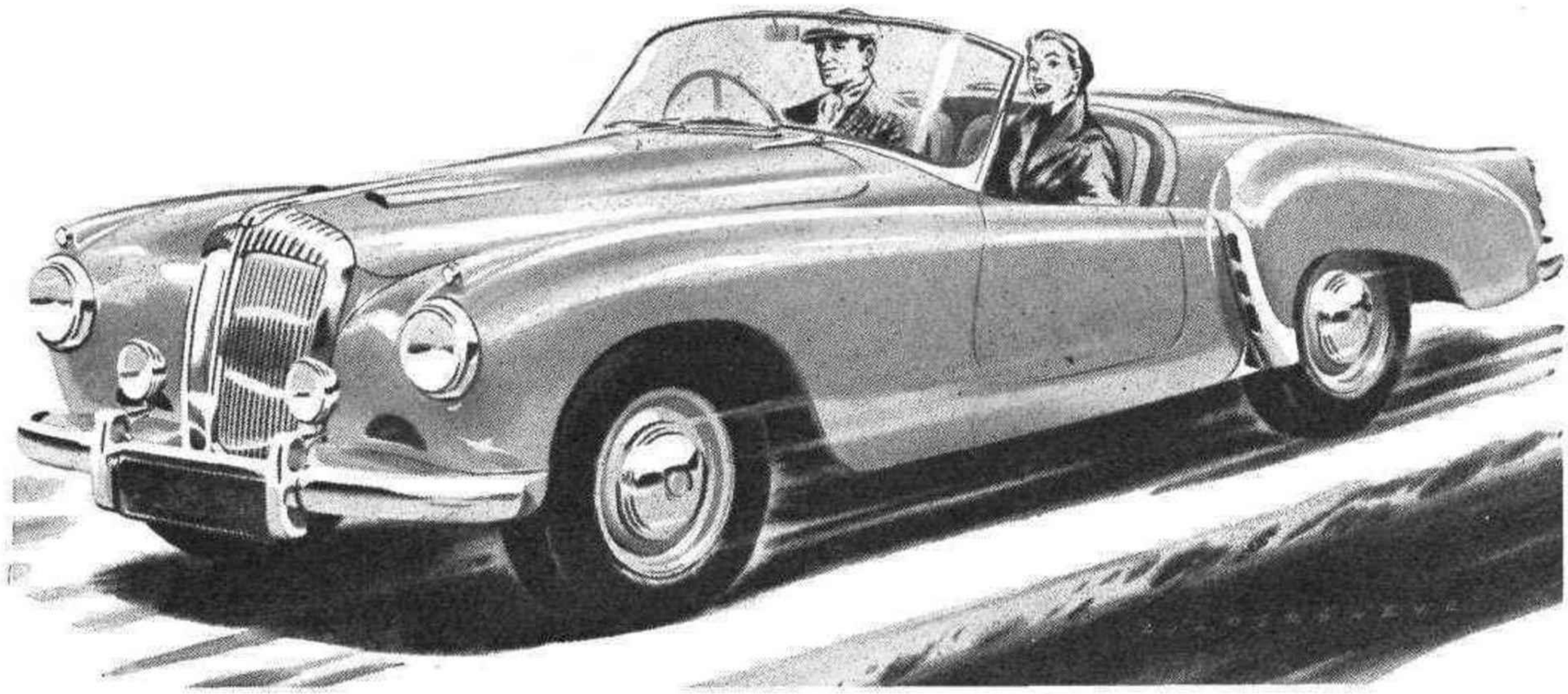
C. C. Wakefield and Co., Ltd., have issued their annual photographic booklet "Achievements," which is devoted to successful users of Castrol oil in motoring (both sports and racing), motor-cycling and flying events all over the world. Last year this famous souvenir of the year's Sport was not up to the usual standard of production, but "Achievements 1953" returns to former glory. A postcard was included in last month's MOTOR SPORT on which to order your free copy but if you have not yet done so, just send a normal postcard, giving your name and address, to C. C. Wakefield and Co., Ltd., Grosvenor Street, W.1.

* * *

Lilliput for April contained an article on Russian cars, including illustrations of Russian record-breakers, for which speeds are quoted for those in 350-c.c., 500-c.c. and 1,500-c.c. classes.

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OUT OF PEDIGREE COMES PACE

BY APPOINTMENT The Daimler Co. Ltd., Motor Car Manufacturers to the late King George VI

THE B.A.R.C. OPENS THE SEASON

—*continued from page 232*

Leading away in the next five-lap handicap S. A. Mitchell spun his 1,096-c.c. M.G. at the chicane, denting the tail of the neat racing body; he continued unabashed as Kehoe's Brooklands Riley Nine went by. Watling-Greenwood was now in command of the race in his very effective R.W.G. G. Akroyd's Riley Nine had passed its Brooklands counterpart by lap two, but was thereafter displaced by F. G. Nichol's Lotus, with Marsh's Lotus third and M. C. Litton's M.G. fourth. On the run in Marsh tried very hard to keep ahead of Litton and G. B. Hewitt, whose M.G. had come into the picture, but he got into a series of shocking slides and resultant swerves; he recovered miraculously before entering the chicane despite Hewitt, who had passed Litton, hitting him, and as he went by we felt that racing-driver Marsh "had arrived."

Results:
1st: R. Watling-Greenwood (R.W.G.), 71.4 m.p.h.
2nd: F. G. Nichols (Lotus).
3rd: G. B. Hewitt (M.G.).
Fastest lap: M. Burn (Frazer-Nash), 75.0 m.p.h.

To a scream of tyres Basil de Mattos took his 1954 Morgan Plus Four, linered down to 2 litres and no doubt tuned by Laystall, through the corners to snatch victory on the fifth lap of race eight from Major Bailey's vintage 4½-litre Bentley. Watson's "limit" Alvis proved able to beat P. J. Morgan's very "Le Mans" 3-litre Bentley along the straights, only to fall back on the corners, quite a dice developing, although after swinging wide to pass out of the chicane on lap four Morgan gallantly waved de Mattos through. D. G. Groves (Vauxhall)—ex-Cripps Special—spun round at the chicane, scattering the hurdles, but went on without stopping and Hamilton's fast Invicta experienced its usual tail skittishness at times. Nigel Mann's beautiful supercharged 2.6 Alfa-Romeo was able to catch J. Epstein in Onslow's H.W.M.-Alta, although the latter took a nice line through the chicane. J. Moore's Morgan coupé (also a 2-litre) was third. T. M. Walters' Type 55 Bugatti made all the appropriate Molsheim noises.

Results:
1st: B. G. P. de Mattos (Morgan), 71.58 m.p.h.
2nd: J. H. Bailey (Bentley).
3rd: J. Moore (Morgan).
Fastest lap: N. Mann (Alfa-Romeo), 74.87 m.p.h.

Fireworks in race nine! P. R. Crubb spun off in the Kieft-Bristol, R. Carnegie's Allard gyrated, but did not cease forward motion, and in dodging the timber on the course P. R. Crubb's Kieft-Bristol skidded off to the grandstand side of the course and J. O. Blaksley, whose XK120 Jaguar bore the scars of a head-on practice prang, shot of the road on the opposite side into the safety fence. Out ahead of all this dicery was Shattock, this time making no mistakes. Crook pipped Rogers for second place after giving his former Cooper five seconds start and the ex-Tyrer B.M.W., driven by A. McMillan, was fourth, *very* close behind.

Results:
1st: R. G. Shattock (R.G.S. Atalanta), 78.76 m.p.h.
2nd: T. A. D. Crook (Bristol).
3rd: A. P. O. Rogers (Cooper-Bristol).
Fastest lap: C. A. S. Brooks (Frazer-Nash), 81.36 m.p.h.

The last race should have been a victory for G. P. Green's Silverstone Healey, but he elected to drive into the new sandbank at Madgwick while comfortably in the lead. This gave Peter Scott-Russell his chance, and he brought Rogers' Cooper-Bristol in first from scratch, P. Ravenshaw's XK120 Jaguar being a close second, ahead of Nigel Mann's Alfa-Romeo, which again held off the H.W.M.-Alta. P. B. Shott's Type 55 B.M.W. retired.

Results:
1st: P. Scott-Russell (Cooper-Bristol), 77.42 m.p.h.
2nd: P. Ravenshaw (Jaguar).
3rd: N. H. Mann (Alfa-Romeo).
Fastest lap: P. Scott-Russell (Cooper-Bristol), 79.56 m.p.h.

PADDOCK PROBE

The new sports Connaught is a very nice-looking motor car. The four carburetters are in a "box," the air-intake to which is a small flap in the off-side front wing.

* * *

The R.G.S. Atalanta now has a normal XK120 Jaguar engine with two protruding air-intake pipes for its S.U. carburetters, a neat, cowled "inverted-vee" radiator and Borani wheels.

* * *

R. D. Steed's J.A.G.-M.G., which last season had a Ford Consul engine, came to this sports-car meeting in a van!

* * *

R. B. Watson's blown PB M.G. has a double-tube chassis frame, coil-spring i.f.s., and Bowdenex-operated K3 brakes.

K. W. Moore's Type 35 Bugatti has a Mercury V8 engine with Allard cylinder heads and a big air-scoop beneath the set-forward Bugatti radiator—quite a "hot-rod." The rear wheels are a combination of Bugatti and Ford.

* * *

P. S. Bailey's Bailey Special has Vauxhall Dubonnet i.f.s., a Riley 1½-litre engine with four Amal carburetters and ram-intakes and coil-spring rear suspension.

* * *

D. G. Groves' Vauxhall is surely the old Cripps Special with Vauxhall in place of Chrysler motor?

* * *

The number of nicely-turned-out M.G. and Lotus Specials was notable.

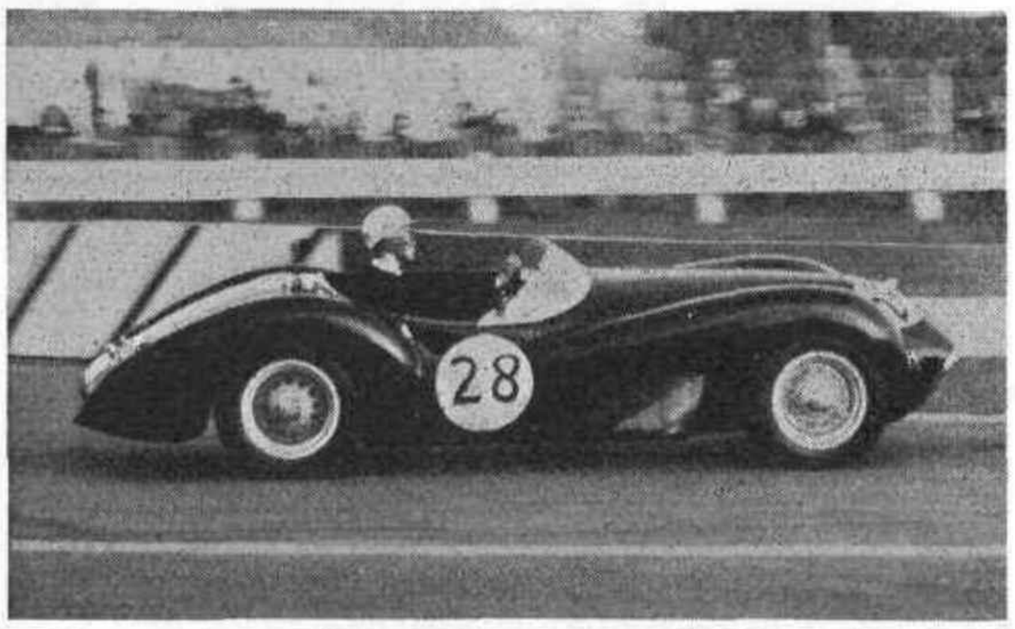
* * *

J. Venn had to abandon his "burst" Healey and seek a lift back to Brighton.

* * *

It took a commentator some time to distinguish a Consul from a Zephyr. Safer, by far, to say "Ford" for all the "five-stars"!

Tommy Sopwith's Sphinx



The new sports-racing car known as the Sphinx, which made its debut at Goodwood on March 27th, gaining second place to an XK120C Jaguar in one race, is owned by Tommy Sopwith, junior, 21-year-old son of Sir Thomas Sopwith, C.B.E.

The Sphinx is entered by the Equipe Endeavour, named after Sir Thomas Sopwith's racing yachts of the mid-'thirties, which were challengers in the America Cup Race. The stable uses Sir Thomas' colours of dark blue, with an edging of gold to differentiate the son's colour from his father's.

Operating from Coventry, the Equipe Endeavour is not officially sponsored by Sir Thomas' Armstrong-Siddeley interests, although staff from this factory devote their spare time to working on the car. Tom Sopwith is himself a post-graduate apprentice at Armstrong-Siddeley, having joined his father's firm in this capacity after service at home and in Egypt with H.M. Coldstream Guards, which he entered after his education at Stowe School terminated—incidentally, what a lot of prominent motoring sportsmen Stowe has produced.

The Sphinx was completed in three months, but was badly damaged during a practice crash. Nevertheless, it was ready for the opening Goodwood meeting and Oulton Park and may run at Silverstone this month.

The engine is an Armstrong-Siddeley Sapphire Six of 90 mm. by 90 mm. (3,453 c.c.). It has been modified to produce, it is said, over 200 b.h.p. at 5,200 r.p.m. Carburation is by triple twin-choke Webers and ignition by a Lucas high-duty coil.

Instead of building a special chassis for this special Sapphire engine Sopwith bought from Sydney Allard a JR Allard with de Dion back axle. An Armstrong-Siddeley electric self-change epicyclic gearbox is retained, with normal ratios, and for its first races a back-axle ratio of 3.55 to 1 was used, in conjunction with 6.00 by 16 Dunlop racing tyres.

Tom Sopwith also drove a Sapphire saloon in the closed-car event at the first B.A.R.C. Members' Meeting of the year. Next season the Equipe Endeavour hopes to race a team of Sphinx sports-racing cars.

In the past the marque Armstrong-Siddeley has performed well in long-distance rallies and we are very glad to know that these famous English cars will be represented in modern racing.—W. B.

THE LATEST VW

Some Observations on Driving to Castle Combe in R.A.C. Rally Entry No. 119



ON THEIR WAY.—Two of the seven VWs which competed in the R.A.C. Rally descending one of the bleaker sections of the 2,000-mile route. The Croxford/Dear entry started the Rally with only 481 miles on the odometer.

IN the course of conducting the extended road-test of the Citroën 2 c.v. (see pages 171–175, April issue) I broke off for a weekend to try another car with horizontally-opposed air-cooled cylinders and independent suspension front and back, in the form of a de luxe Volkswagen sunshine saloon.

MOTOR SPORT, as regular readers are aware, holds the VW in very high esteem. Road-test reports appeared in the issues dated November, 1952, October, 1953, and January, 1954, and it only remains to describe the differences found in the latest 1954 model.

Many beneficial changes have been made to the rear-mounted engine. The bore has been increased by 2 mm., to 77 mm., the new dimensions of this "unburstable" over-square flat-four power unit being 77 mm. by 64 mm. (1,192 c.c.) instead of 75 mm. by 64 mm. (1,131 c.c.). The compression ratio has been increased from 5.8 to 6.1 to 1, the inlet passages have been cleaned up, pockets have been provided round the inlet valves and the valve diameter has been increased from 28 mm. to 30 mm. In addition, the cooling fins have been altered to provide stiffer cylinder heads and better cooling round the exhaust valves and sparking plugs.

The result is an increase in power from 25 b.h.p. at 3,300 r.p.m. to 30 b.h.p. at 3,400 r.p.m., although the engine still operates satisfactorily on 74 octane petrol, and 120 m.p.h. would have to be attained before the critical piston speed of 2,500 ft. per min. would be reached. Further improvements have resulted in greater flexibility, quieter running and greater durability. The inlet valves are now made of wear-resistant steel, the flow of oil to the push-rods of the o.h. valve gear is now fed intermittently, which results not only in an increased supply for the crankshaft bearings but causes the push-rods to expand to a greater extent, thus enabling the inlet tappet clearances to be reduced to .004 in. instead of .006 in., thereby reducing noise and load on the valve gear. The pistons and crankshaft assembly are now balanced to closer tolerances, the belt driving the cooling fan, although thinner, has a long life and calls for a minimum of adjustment, and the dynamo has an increased output (160 watts instead of 130 watts) to ensure adequate charge in spite of new electrical accessories.

The Solex 28 PCI carburetter has been adjusted to suit the new cylinder capacity and it now has the high-grade oil-bath air-cleaner to ensure the longest possible life to the engine when running in dust-laden conditions. The inlet manifold is now more effectively pre-heated to ensure quicker warming-up from cold, and the Bosch ignition distributor is now subjected to vacuum automatic advance and retard as well as the former centrifugal control.

These engine changes result in a torque increase of 56 ft. lb. from 51 ft. lb., and acceleration and maximum speed have both appreciably improved with little or no increase in fuel consumption. Moreover, the engine now requires no running-in. The VW engines are run on the bench at the factory for about 20 minutes and flushed during this time with clean oil, and it is permissible to take a brand-new car and drive it to the normal limits of 15, 30, 45 and 68 m.p.h. on the gears from the moment of taking delivery.

It was to satisfy himself on this latter point that Mr. Dear, of VW Motors Ltd. in this country, entered, *via* Mr. Croxford, a brand-new de luxe sunshine-roof VW in the R.A.C. Rally.

He started out with a mileage of 47 on the odometer, and when the VW reached the starting point at Blackpool the recording was 434 miles, or a total of 481 miles. He and his co-driver then got on with the job in hand, driving in hard rally-fashion throughout, over the route of 2,035 miles. Flat-out low-gear hill-climbing and maximum acceleration were employed frequently but the engine showed not the slightest sign of protest.

Over this Rally route 58 gallons of Shell ICA petrol and three-quarters of a pint of Shell X100 oil were consumed, equal to approximately 35 m.p.g. of petrol, the VW's normal figure when driven enthusiastically.

No marks were lost in the Prescott or Silverstone tests but Mr. Dear generously confesses that if his standard of navigation had equalled the VW's mechanical performance the result would have been more successful. But he accomplished what he set out to achieve—to prove that a brand-new VW can be driven through a strenuous rally without in any way damaging its modest-size air-cooled engine and with the car's full performance available. Seven VWs started in the R.A.C. Rally, and all finished without mechanical trouble.

Soon after Mr. Dear's came back from the Rally I covered 378 miles with it one April weekend, revelling once more in the light steering, light and very quick gear-change and excellence of the finish and controls. The over-steer tendency when the car is cornered with enthusiasm keeps the driver awake but is no distraction for an experienced owner. I was reminded that this VW was still nearly new when I tried it by the difficulty I had in shutting the bonnet and removing the big petrol tank cap. The doors needed persuasion, too, unless the windows were open, proof of the excellence of the body construction.

The increased engine power and somewhat lower top-gear ratio (3.61 to 1 against 3.5 to 1) results in excellent acceleration, and the



ON MANOEUVRES.—The Croxford/Dear VW (No. 119) taking part in the final tests at Blackpool at the conclusion of the R.A.C. Rally.

cruising speed is an effortless 68 m.p.h. indicated, with 50 m.p.h. or even 60 m.p.h. readily available in the high (5.41 to 1) third gear.

The hydraulic brakes have a new shoe anchorage which is claimed to give 40 per cent. increased lining life, there are now non-slip rubber pads on brake and clutch pedals, the brake fluid reservoir is now more accessibly placed under the front bonnet, and the Silver Exide 85-amp.-hr. battery under the back seat now has a clasp which can be opened without using a tool. The high-set, comfortable, front bucket seats have been made even more comfortable, there is more room in the rear compartment for passengers' legs (a somewhat cramped matter in this rear-engined car), and the rear-seat squab is strap-secured, so that luggage does not knock it forward as the driver applies the brakes.

All these points show that the VW technicians are intent upon improving their car as experience of it in service all over the world is gained. They have altered the clever system of hot-air ducts to provide greater warmth for the front-seat occupants (defrosting is included), have rendered the car more thief-proof by means of an improved lock safety-plate, and one key now suffices for ignition and door locks, the starter button being operated by turning the ignition key, so that children cannot operate it after the key has been removed. A small but very excellent fitting is the rain-gutter on the leading edge of the ventilatory half-windows, which so often discard raindrops onto one's knees.

Rheostat control of the instrument panel lighting has been arranged and a nice point of detail is the provision of concave recesses for the keyholes, to obviate fumbling in the dark. The direction indicators have been improved in detail, as have the screen-wipers and ash-tray. The speedometer now reads up to 80 m.p.h. The body frame has strengthened side-members above the front suspension mounting cradles and stronger stops are used for the rear suspension plates.

I took some time to become accustomed to the handling characteristics of the VW after so many miles in the far slower, sure-footed 2 c.v., but, once I had remembered to regard the VW as one might a ballerina, every movement accomplished lightly and with grace, I enjoyed every moment of my re-acquaintance with it. Once mastered, the VW shows less desire than a ballerina to suddenly pirouette!

No car is perfect, but "dislikes" were confined to the rather high-set pendant clutch and brake pedals, rather fierce brakes which were adequate but not powerful (they were untouched since the Rally), rather limited headroom in the back, a rather restricted view in the mirror and mild reflection of the white-rimmed steering wheel in the windscreen. These are very minor "snags" in such a willing, durable and jolly little car, which returns at least 35 m.p.g. of second-grade petrol, will cruise without anxiety to itself or its owner close to its maximum speed of 66-68 m.p.h. and which costs less than £700 in de luxe guise inclusive of purchase tax. The gears made some noise but this I found rather pleasant.

The car I tried was very nicely finished—the "brightness" of a VW is one of its more obvious attractions, "a nice toy for daddy" and a very practical one, too—and had the excellent full-length sunshine roof, Bosch spotlamps, H.M.V. radio, gear-lever-actuated reversing lamp, cheerfully gay Regency seat covers, Tex screen spray, the delightful VW circular tool case in the hub of the spare wheel, British exterior mirrors (which had become too loose to be of any value), self-cancelling direction indicators with reminder light in the end of the switch-lever, and the Bosch electrical equipment and Michelin tyres which are supplied as standard. It gave no indication, apart from a few body rattles, of having been through a 2,000-mile rally.

It is always a pleasure to descend into the spacious offices below the VW showrooms in St. James's Street, W., for the sales-executives exude enthusiasm for this car which is so delightfully and effectively "different" in this age of all-alike, heavy, liquid-cooled automobiles.

While there I heard that during the period from 1945 until March 1st, 1954, Volkswagen sales reached a total of 633,674, including passenger and commercial cars. Production for February, 1954, was 18,746 vehicles of all classes, 7,040 being exported. This includes 15,245 passenger cars, of which 5,280 were exported. Further new markets are being opened up in Mexico, New Guinea, New Zealand, Solomon Islands, Tahiti and West Samoa. In the U.S.A. Volkswagen sales and service are reported to be making rapid progress.—W. B.

[N.B.—THE USE OF TOUGHENED "SAFETY" GLASS IN WINDSCREENS SHOULD BE ILLEGAL. Our motoring in the VW was cut short and rendered unpleasant because, for no apparent reason, the Sekurit windscreen disintegrated and fell in onto our laps. It was possible to see through the screen before it collapsed, which we couldn't do on a previous occasion when a stone hit a Triplex toughened-glass screen, but the result is still unpleasant, highly inconvenient and can be *exceedingly* dangerous.—ED.]

MINIATURES

Regular readers of MOTOR SPORT will know that the Editor is an enthusiastic collector of motor-car models. This field has been extended recently by some new Meccano "Dinky" models, which include a Studebaker "Land Cruiser" saloon and a very attractive and beautifully finished XK120 Jaguar coupé. The latter, in particular, will appeal to our readers. We understand that many new additions to the range will shortly be forthcoming.

Smaller, but quite detailed, realistic and well-finished replicas are made by Bradshaw Model Products Ltd., 40, Waterloo Street, Hove 2, Sussex. At present these cover Austin A30, 1½-litre Riley, Morris Six and Morris Minor saloons, and further replicas, all to the correct gauge for use with "00" model railway scenery, of Jaguar, Ford Anglia, Prefect, Consul and Zephyr are in hand. These miniatures are priced at 2s. each, inclusive of purchase tax, and large numbers are being exported. Trade inquiries are welcome.

Apart from being fascinating to collect, car miniatures could be adapted as novel mascots for bonnet or instrument panel, etc.—W. B.

MATTERS OF MOMENT—continued from page 229

for 1954, and this policy has now been in operation since January 1st.

"Printed leaflets of this complete policy, which was brought up to date by including a number of earlier leaflets, has made it possible for the newer club official to have a complete guide of competition promotion in one document. With this policy document the sister bulletin of the 'Organisation of Race Meetings and Speed Events' gives a complete guide to the requirements concerning organisation and promotion of all forms of motor competitions.

"The new monthly 'Motor Sports News Bulletin,' introduced in November last as a direct news liaison between the R.A.C. and club secretaries, is fully justifying its objectives. The bulletin is also circulated regularly, for information, to British motor sports clubs overseas, to appointed officials of the R.A.C. and A.C.U., and to interested sections of the Press.

"Insurance against promotors' legal liability has been under constant review and the R.A.C. official brokers are still giving the benefit of reduced premiums, which in all cases have been passed on to the promoting clubs."

In addition, the R.A.C. organised last season the following events (the winners' names appear in brackets):—

R.A.C. International Rally (Ian Appleyard (Jaguar)).
Sixth British Grand Prix (A. Ascari (Ferrari)).
R.A.C. Tourist Trophy Race (P. Collins and P. Griffith (Aston Martin)).
R.A.C. Trials Championship (R. W. Phillips (Phillips Special)).
R.A.C. Veteran Car Run (148 pre-1905 cars finished on time).
R.A.C. Hill-Climb Championship (K. Wharton (Cooper and E.R.A.)).

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EASTER AT GOODWOOD—continued from page 234

correct under the rules. Who was really to blame will prabably always rank as one of motor-racing's insolubles.

Our opinion is that the protest was a pity, because Wharton and Salvadori are well able to take care of themselves, and that if a "shunt" happens it is all part of the game. Wharton said over the p.a. that if a driver gives way to someone behind him it wouldn't be motor-racing, while Salvadori, questioned afterwards, was emphatic that he wished to make no criticism of Wharton and dissociated himself with the protest. Not a very happy ending to a rather flat race! Salvadori equalled the B.R.M.'s best lap speed.

Results :

1st : K. Wharton (B.R.M.), won by 40 sec., at 86.4 m.p.h.
2nd : K. McAlpine (Connaught).
3rd : L. Marr (Connaught).

Fastest lap : Wharton and Salvadori, 88.34 m.p.h.

"LOOK-SEES"

Traffic congestion after the meeting was not too bad, in spite of the record attendance. But the Sussex Constabulary, having routed Midhurst-bound traffic *via* Singleton, might have provided a point-duty constable at the junction with the main road at Singleton village.

* * *

It is a pity that several drivers disobeyed the B.A.R.C. racing rule which says that cars shall keep station in finishing order on the lap which follows the chequered flag.

* * *

The official hand-outs referred to the *chicane* fence as "watling fence." The fence we once ran into on Watling Street was a good deal harder . . . .!

* * *

Salvadori's sports Maserati was minus its off-side headlamp, a legacy of Oulton Park!

* * *

Smart—the blue and white dust-sheets of Ecurie Ecosse.

* * *

The sports Emeryson is the 9-Hour Race Aston Martin DB3 coupé with a Jaguar XK120 engine.

* * *

The G.P. Emeryson, with 2½-litre Alta engine, holed its sump at a dip in the road on the way down to practice.

* * *

Bicknell's Revis had its Norton engine started by turning the jacked-up back wheels—*a la* model-T Ford!

* * *

One official was seen to reverse his Healey rapidly into the infield as a race started—he was listening to a horse-race commentary and the nasty, noisy racing cars threatened to drown it!

* * *

Sid Greene respectfully removed his cap when entering the Stewards' office about the protest concerning the last race. Both he and Salvadori were all smiles when they emerged, in spite of an adverse judgment. Actually, as Salvadori had retired, had their protest been upheld the only effect would have been to lift the Connaughts into first and second places, not to give the Maserati the race!

* * *

J. Rolls' s/c. 1,100 Turner pranged the *chicane* in practice and wasn't repaired n time to start.

* * *

R. A. Page's Cadillac-engined H.W.M. was a regretted absentee. Rob Walker's "shopping car," his DB2 Aston Martin with very "hot" 3-litre DB3 engine, was driven by Eric Thompson.

* * *

Two Goodwood questions : Isn't Kennington's crash-hat just too chic? And aren't the girls every bit as charming as in the Brooklands days?—W. B.

BRANDS HATCH—EASTER MONDAY

Racing on the extended circuit got away to a good start on Easter Monday before a crowd of 40,000. I think the extension to the circuit is a big improvement—the surface appears to be good. It is hoped to have Formule Libre cars competing on Whit-Monday. Now for the racing.

The first heat of the Open Challenge Race was easily won by Stuart Lewis-Evans. The second heat was won by Berrow-Johnson—Truman should have won but unfortunately spun off and finally finished third. The third heat proved to be the most exciting—a great battle was fought out between Bueb and Headland, and that was the result : Bueb first, Headland second.

The Sports-Car Race was a clear-cut victory for Peter Gammon in his Lotus. Sears was second in his Lister. It might have been a more exciting race if Sears had not spun off on the third lap, thus allowing Gammon to take life fairly easily.

The Open Challenge Race was won by Stuart Lewis-Evans although R. K. Tyrrell gave him a run for his money. I think Lewis-Evans will take a lot of beating this season—he is a very polished driver.

The final of the Junior Race was won by Cowley in a Cooper. In the Senior Race Stuart Lewis-Evans returned the best time of the day and also put up a lap record of 71.54 m.p.h. for the new circuit. Finally the Easter Sprint was won by J. Caddey in an Emeryson.

Thus ended an enjoyable day's racing, notable for three things. No one suffered any injury; the organisers ran the meeting absolutely on time; and the sun shone down for the whole of the meeting on the new face of Brands Hatch.—J. C. M.

Results :

The Open Challenge Race (500 c.c., 10 laps).—1st : S. Lewis-Evans (Cooper), 69.09 m.p.h.; 2nd : R. K. Tyrrell (Cooper); 3rd : C. D. Headland (Martin-Headland).
Junior Race (500 c.c., 10 laps).—1st : A. Cowley (Cooper), 67.21 m.p.h.; 2nd D. G. Walker (Kieft); 3rd : R. A. Anderson (Staride).
The Senior Race (500 c.c., 10 laps).—1st : S. Lewis-Evans (Cooper), 70.06 m.p.h.; 2nd : R. K. Tyrrell (Cooper); 3rd : I. L. Bueb (Cooper).
The Easter Sprint (500 c.c., 10 laps).—1st : J. Caddey (Emeryson), 65.53 m.p.h.; 2nd : P. Thornton (Cooper); 3rd : C. G. Summers (Kieft).
The Sports-Car Race (1,500-c.c. sports cars, 25 laps).—1st : P. G. Gammon (Lotus), 63.65 m.p.h.; 2nd : J. Sears (Lister); 3rd : A. J. Nurse (Riley).

ASTON MARTIN SNETTERTON RACING (April 24th)

This meeting opened the 1954 season at Snetterton, the 2.71-mile circuit out in the wilds of Norfolk, not far from the one-time home of Burrell road locomotives.

Tony Crook was in fine form and in the first two 5-lap sports-car scratch races led Salvadori (Maserati) in his very fast Cooper-Bristol, which must possess some very "high-pressure steam." Cliff Davis' Tojeiro-Bristol finished third in both these races. The second included a class for over-3,000-c.c. sports cars, won by Don Truman's XK120C Jaguar from B. Baxter's XK120C, third place going to E. Protheroe's XK120. Another XK120 driven by J. G. Sears was also able to hold off the DB3 Aston Martin of J. E. G. Stevens, while in the up-to-3,000-c.c. class John Vessey courageously drove his vintage Lancia Lambda, which, outclassed, was nevertheless placed fourth.

A 5-lap handicap for 1½-litre Aston Martin sports cars proved a walk-over for one of the "limit" men, C. H. Sutcliffe in a smart Le Mans model. A. B. Stewart, holding high revs. in third gear in his Ulster, came through the field well to finish second, ahead of W. B. Fowler's Le Mans. Hirst and Burton indulged in gyrations. A similar race for over-1½-litre A.M.s, but over 10 laps, saw Everard (DB2) win from Defty (DB2/4) and the DB3. Only three E.R.A.s turned out for their special event, won by J. D. Lewis' B-type, at 79.4 m.p.h.

The 500-c.c. cars were on their best behaviour, Leston winning by 0.4 sec. from Russell, with Don Parker third.

A 10-lap sports-car handicap saw Sears very skilfully correct a nasty slide in the Lister at the "Esses," after Protheroe had skidded in front of him. Alas, he ran up the bank and shipped a lot of sand. M. G. Connell handled his XK120 very smoothly, winning at 72.02 m.p.h. from Salvadori's Maserati and Farrow's XK120. Davis' Tojeiro broke a timing chain. Flockhart's new-type B.R.M., using different magnetos from those which misfired at Goodwood, had the only racing-car event all to himself, averaging 89.01, lapping at 91.01 m.p.h. He was pursued by Gould, who flung his Cooper-Bristol about. Marr (Connaught) took third place from Crook's *sports* Cooper-Bristol. Lewis spun his E.R.A. and retired with a leaking fuel tank, as at Castle Combe.—W. B.

XVth PAU G.P.—Formula 1—3 Hours—Warm and Dry

1st :	J. Behra (Gordini) ...	... ...	302.309 kilometres	...	100.769 k.p.h.
2nd :	M. Trintignant (Ferrari)	... ...	302.280 ,,	...	100.760 ,,
3rd :	R. Mieres (Maserati)	... ...	294.008 ,,	...	98.002 ,,
4th :	E. Bayol (Gordini) ...	... ...	293.477 ,,	...	97.825 ,,
5th :	G. Farina (Ferrari)	... ...	291.487 ,,	...	97.162 ,,
6th :	L. Rosier (Ferrari)	... ...	290.591 ,,	...	96.864 ,,
7th :	A. Pilette (Gordini)	... ...	274.248 ,,	...	91.416 ,,

Fastest lap : J. Behra (Gordini), on 107th lap, in 1 min. 35.2 sec.—104.711 k.p.h.*
* *New record.*

Retired : H. Schell (Maserati), lap 6; R. Manzon (Ferrari), lap 17, gearbox; F. Gonzalez (Ferrari), lap 24, engine; E. Martin (Gordini), lap 24, crashed; O. Marimon (Maserati), lap 51, de Dion tube broken.

ULSTER TROPHY RACE

The Ulster Trophy Race, scheduled for May 22nd, has been cancelled.

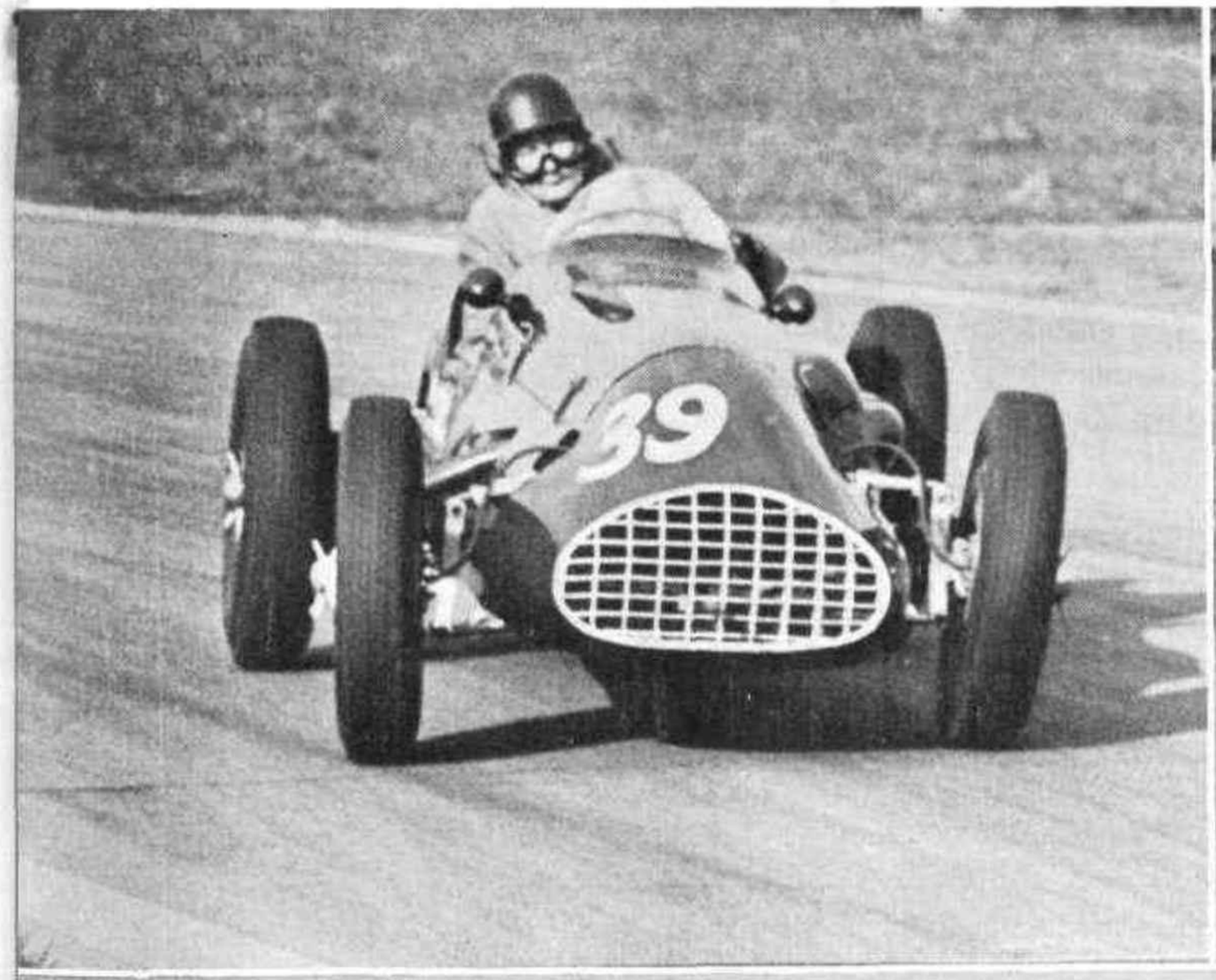
PICTORIAL REVIEW

Goodwood International — British Empire Trophy
B.L.C. & M.C. Castle Combe — W.E.C.C. Speed Trials
V.S.C.C. Silverstone — B.A.R.C. Members Goodwood

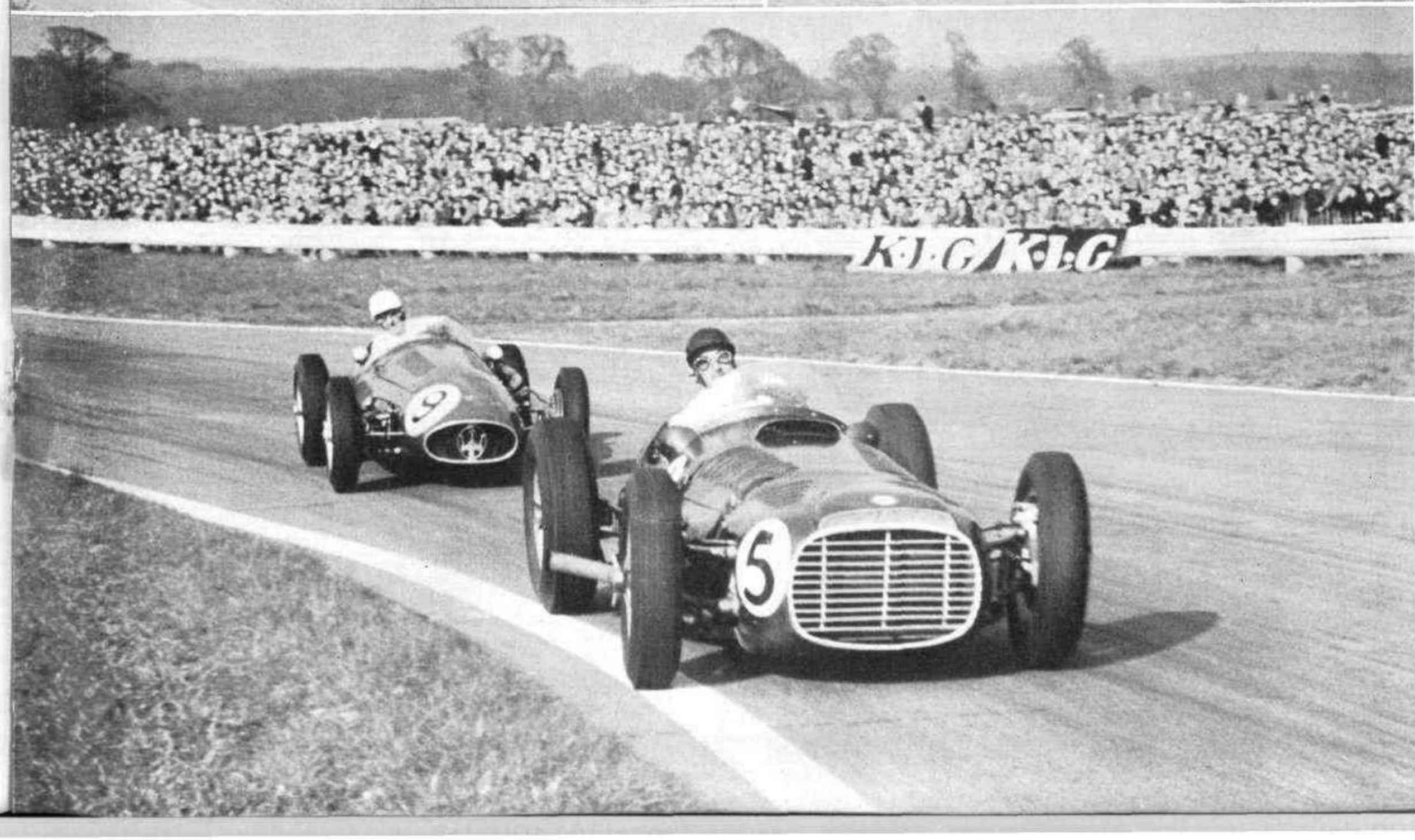
Top, left : TRYING HARD.—Peter Whitehead in his 2½-litre Cooper-Alta, converted to normal carburation from direct injection before the meeting, in one of those drifts at Goodwood.

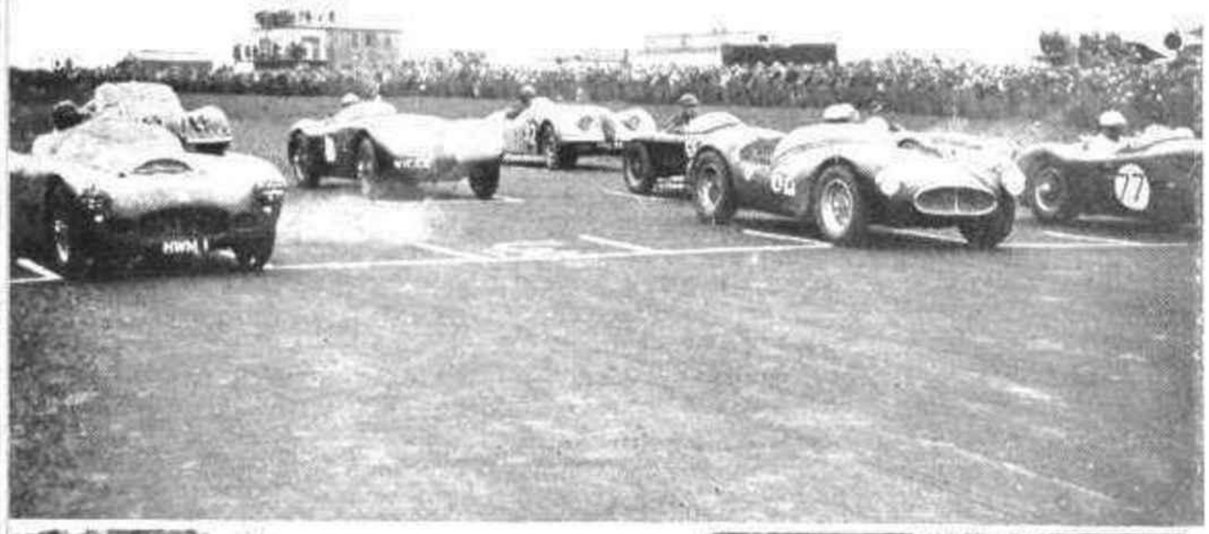
Top, right : OWNER-DRIVER.—Ken McAlpine went steadily at Goodwood in a Connaught which, however, had the 2-litre engine.

Bottom : BATTLE IN PROGRESS.—The vivid duel between Ken Wharton (B.R.M.) and Roy Salvadori (2½-litre Maserati) in progress during the Richmond Trophy Race at Goodwood, which ended in victory for the former and retirement under protest by the latter.





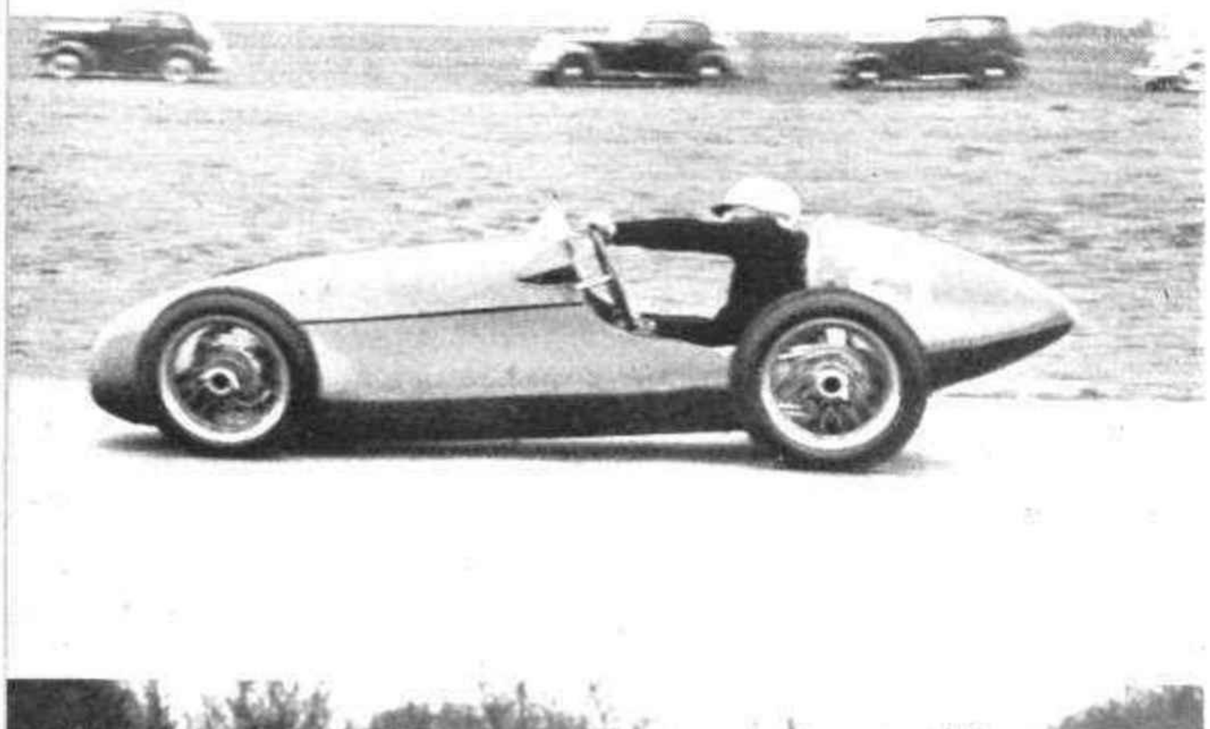




POTENT LINE-UP for the unlimited sports-car race at Castle Combe. On the front grid, left to right, are G. Abecassis (H.W.M.), R. Salvadori (Maserati) and J. Stewart (Jaguar). No. 3 position would have accommodated T. Sopwith's Sphinx had he not scratched.



WIN FOR A BUCKLER, by a good margin, in the 1,200-c.c. class. G. Tapp is seen here cornering at Quarry Bend. His time of 8 min. 26.2 sec. for the 9.2 miles gives an average speed of 65.46 m.p.h.



CORNERING TECHNIQUE.—Demonstrated by P. Jopp in the sleek Emeryson. With its orthodox front engine and normal position cockpit, it looks like a scaled-down Grand Prix car.



SEMI-STREAMLINED.—The aerodynamic front of R. Bicknell's Norton-engined Revis is blended into the more orthodox body-styling of the rear half. It proved fast enough to win one heat and the final of the 500-c.c. event at Castle Combe.



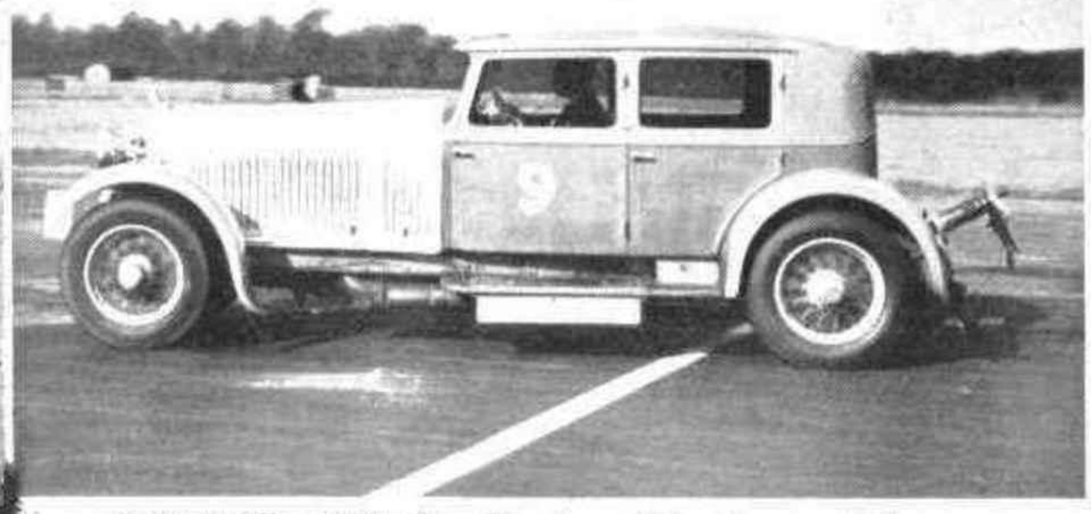
A. AND M.—Going away from Beckett's Corner on the club circuit at Silverstone, Laurence Pomeroy, in the Prince Henry Vauxhall, momentarily leads an XK120 coupe during the Pomeroy Memorial Trophy meeting.



DOUBLE AT CASTLE COMBE.—R. Salvadori, in S. sports-car races at the

HANDS OFF.—M. W. Head gives his C-type Jaguar its head as he gets away from the starting line, a little behind J. A. Keeling in a similar car. Only 0.30 sec. separated their best times at the W.E.C.C. Speed Trials.





THIRSTY MOTOR.—The beautiful silver and blue Hispano-Suiza of P. Hampton is said to have consumed nine gallons of fuel during the one-hour High-speed Trial at the V.S.C.C. Silverstone meeting.



IN THE LEAD.—R. Watling-Greenwood, seen here in his Ford-engined R.W.G., is now leading by one point in the Brooklands Memorial Trophy after the first B.A.R.C. Members' Meeting of this season.



MINOR TROUBLE.—G. H. Williamson's Riley-engined Morris-Minor was running well in the closed-car event at the B.A.R.C. Members' Meeting at Goodwood, only to experience internal trouble and be overtaken by K. S. Moore's Renault in easy style.



Greene's sports Maserati, scored wins in the 2½-litre and unlimited Bristol M.C. and L.C.C. meeting.

OUT OF THE CHICANE.—Michael W. Head seen here driving his XK120C Jaguar at the first B.A.R.C. Members' Meeting at Goodwood.

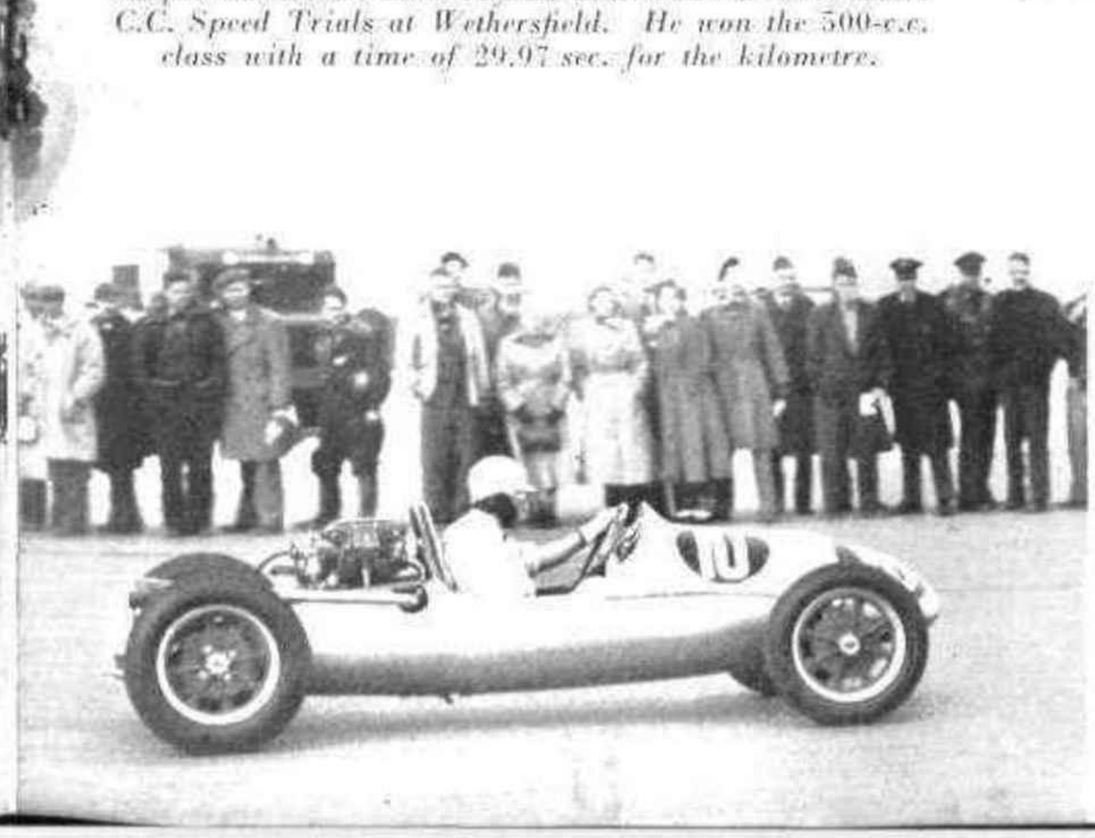


ALWAYS AN ATTRACTION.—The M.G. engine used last year is now fitted to Peter Gammon's Lotus, which now shares second place in the running for the Brooklands Memorial Trophy at Goodwood. So far this season, this neat little car has shown consistently good form in the capable hands of its owner.



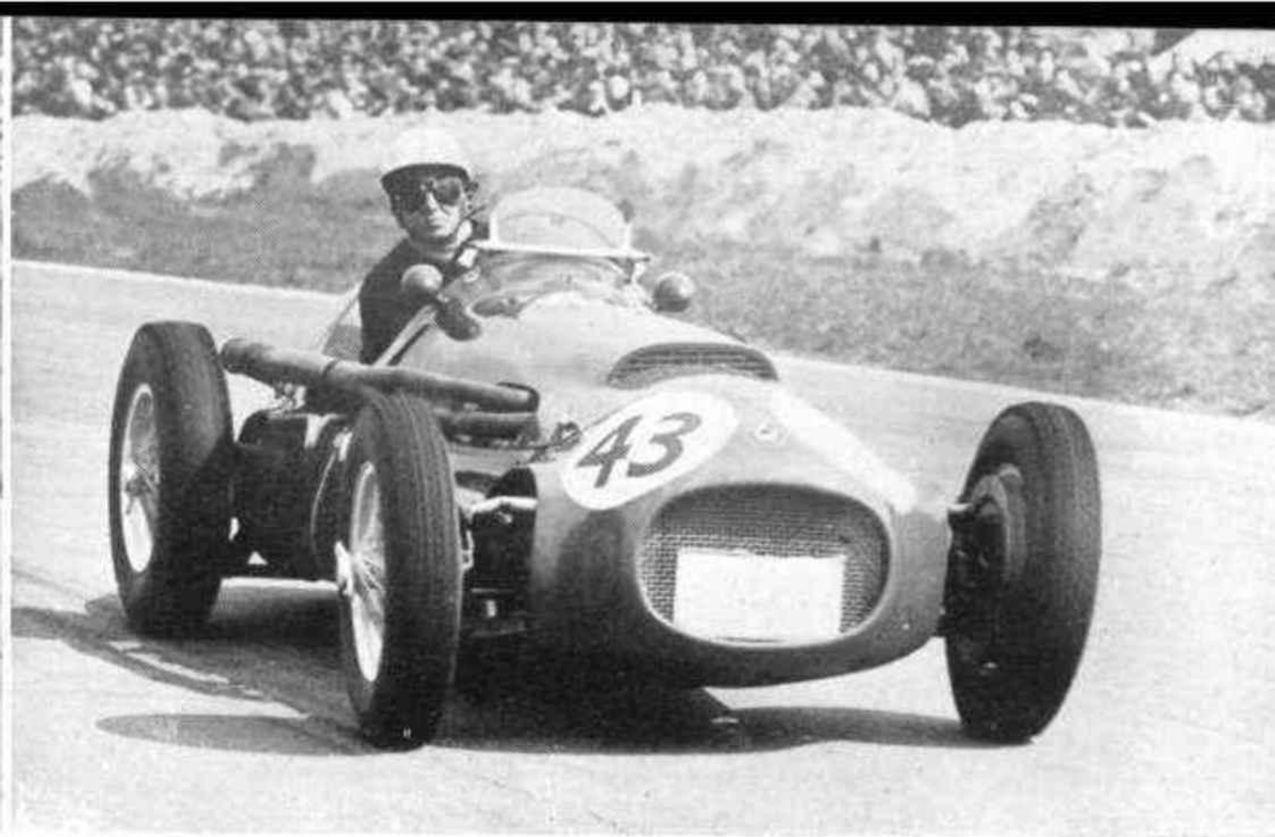
ON SHOW.—No disputing what engine is used in the Cooper works car, driven by L. Leston at the West Essex C.C. Speed Trials at Wethersfield. He won the 500-c.c. class with a time of 29.97 sec. for the kilometre.



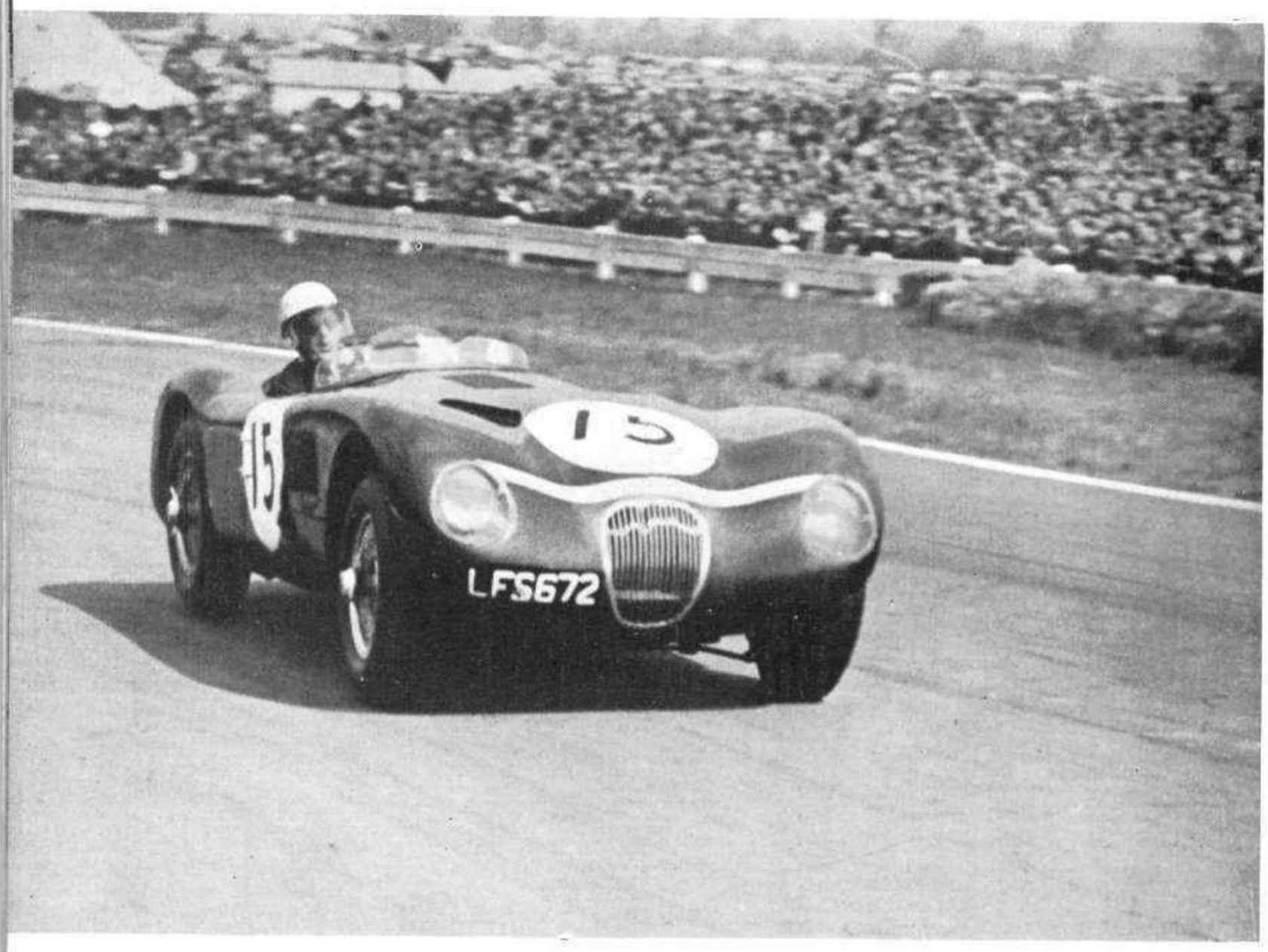




NEW BOY FOR OWEN ORGANISATION.—Ron Flockhart in the Mk. II, Type 15 B.R.M., with which he did not have much luck at Goodwood.



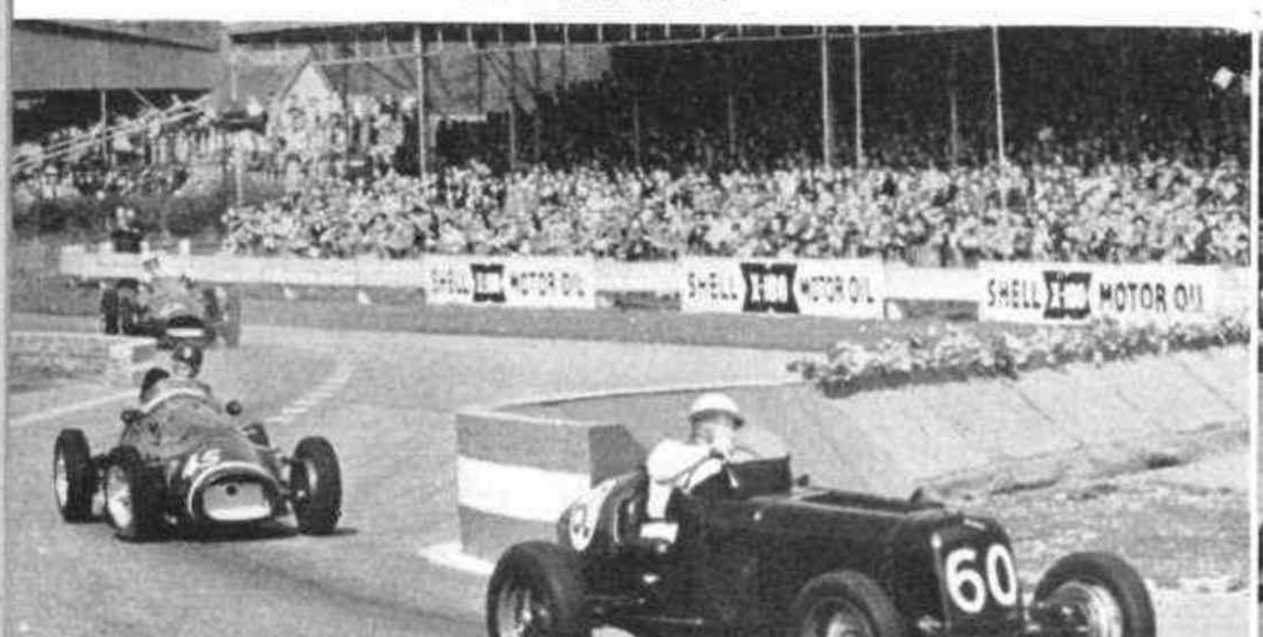
FORMULA 1954.—Lance Macklin in the 2½-litre H.W.M. which made its initial appearance at Goodwood on Easter Monday.



PIPPED ON THE POST.—C. J. Hamilton's elderly E.R.A. so nearly won the Third Easter Handicap at Goodwood but Tony Rolt in Rob Walker's Connaught got home 0.6 sec. ahead, Parnell's Ferrari was third.

SOUTH FROM NORTH.—Jimmy Stewart in race-winning form at Goodwood with the Ecurie Ecosse XK120C Jaguar, beautifully turned out and tuned by "Wilky" Wilkinson.

MASTERFUL.—Les Leston's Cooper led all the 500s at Goodwood on Easter Monday, leading even R. G. Bicknell, Don Parker and Stirling Moss.





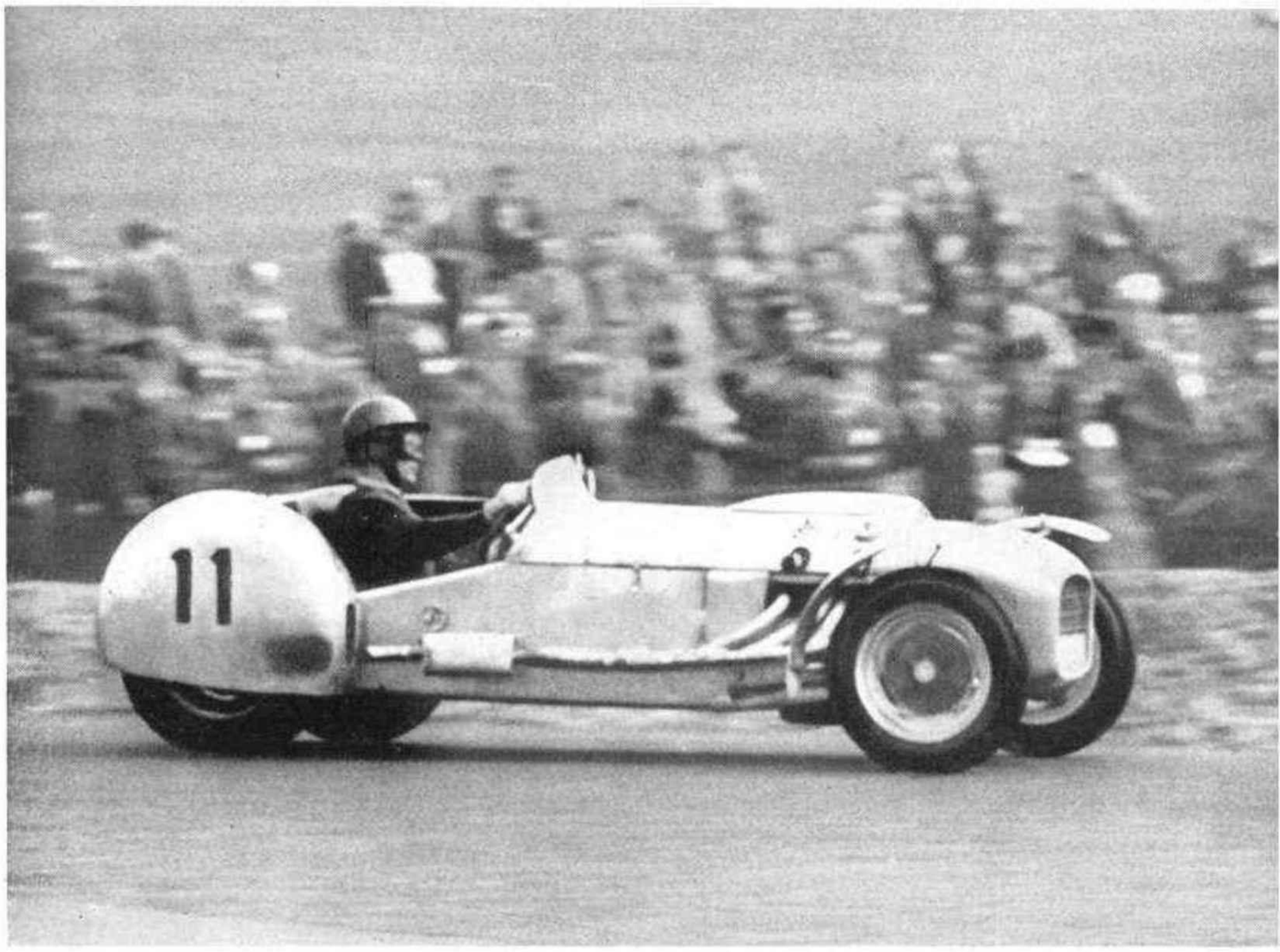


IN THE COUNTRY.—R. Gerard (Frazer-Nash), winner of three Empire Trophy races, is seen here on the short straight leading to Island Corner, on the new extension to the picturesque Oulton Park road circuit. Gerard was placed fifth in his heat and ninth in the final.



THE AVENUE.—The field well strung out after taking Old Hall Corner, in the first heat of the British Empire Trophy meeting at Oulton Park. The leading cars have already reached Cascades, the corner leading into the new extension of the circuit.

SPEEDY LOTUS, plus the driving ability of Peter Gammon, earned a worthy third place in the British Empire Trophy event, with an average speed of 67.92 m.p.h. for the 30 laps of the 2.23-mile circuit. Gammon won the 1,500-c.c. class.



ROUNDING CASCADES.—R. Salvadori cutting the sandbank close in his successful attempt to regain the time lost owing to his collision with Brown's Cooper-Bristol. He pressed on, driving extremely well to win his heat, and in the final was placed second.



DUEL IN THE PARK.—The close racing between D. Hamilton (No. 45) and N. Sanderson (No. 52) in heat three was continued in the final, when they crossed the line with only 0.01 sec. separating them. Here they are about to dive into Deer Leap, one of the many exciting points of this real road-racing circuit.




CASTROL WINS
LAVANT CUP
Easter Goodwood
1st
REG PARNELL
(FERRARI)
WAKEFIELD
Castrol
MOTOR OIL
THE MASTERPIECE IN OILS

RACING CARS AGAIN AT CASTLE COMBE

Leston's Cooper 1,100 Beats the Water-Cooled Racing Cars. Gammon's "Homemade" Lotus-M.G. Vanquishes Latest Sports Connaught. Salvadori's 2-litre Maserati Shows the Way Home to the Ecurie Ecosse 3½-litre XK120C Jaguar

RACING cars appeared again to herald the start of the 1954 season at the splendidly-run meeting of the Bristol M.C. & L.C.C. at Castle Combe on April 3rd. The programme opened, before a sizeable crowd of keen spectators, with the first of two 7-lap (12.8 mile) heats for Formula III machinery. All races were from scratch.

R. G. Bicknell in his Revis-Norton with its front wheels enclosed by the nose of the body led at first, then Don Parker got his Kieft-Norton in front. These two went at it hammer and tongs, Bicknell re-passing on the last lap to win at 78.3 m.p.h. Meanwhile E. Fenning's Staride-Norton had come up into third place.

In the next heat, Bueb's Cooper-Norton had no difficulty in finally keeping Leston's Cooper-Norton at bay, but D. Taylor (Staride-Norton) pressed Leston hard for third place. Bueb averaged 75.62 m.p.h. Clive Lones, T. Bridger and T. J. Clarke were amongst the retirements.

Later in the afternoon the first ten from each heat fought a 10-lap (18.4 mile) final.

Bicknell, in yellow jersey, led all the way, to win at 77.75 m.p.h., lapping at 79.42 m.p.h. Don Parker, coming up fast, had a shocking experience when the steering of his Kieft failed and he went through the barrier in front of the timekeeper's 'bus by the start. He was luckily unhurt and only mild injuries were sustained by those onlookers who were in his path. Bueb held second place, Lewis-Evans (Cooper-Norton) shook off Leston for third place, and at the tail end of the field A. V. Cowley (Cooper-Norton), D. G. Walker (Kieft-Norton) and D. Taylor (Staride-Norton) indulged in a fine dog-fight, Cowley finally passing into the lead, taking Taylor very close on the inside at Old Paddock Bend.

Results :

1st : R. Bicknell (Revis-Norton), won by 17.4 sec., at 77.75 m.p.h.
2nd : I. Bueb (Cooper-Norton).
3rd : S. Lewis-Evans (Cooper-Norton).
Fastest lap : R. Bicknell, 79.42 m.p.h.

Sports cars up to 1,200 c.c. now came out for a 5-lap (9.2 mile) race. Geoff Tapp drove calmly and rapidly into first place after two laps, which sufficed to dispose of W. Cleave's Morris Special. He won at 65.46 m.p.h. in his Buckler Special, which has a Ford Ten engine with Aquaplane camshaft. A Riley also disposed of the 1,086-c.c. Morris before the finish. Sleeman's Austin A40 sports, hood erect, was not quite last—the tail-ender was J. B. Oliver's L.R.G. trials special. H. MacDowel, in a new Lotus Mk. VI and ghost-clothes, was fourth.

Results :

1st : G. Tapp (Buckler Special), won by 7 sec., at 65.46 m.p.h.
2nd : G. Akroyd (Riley).
3rd : W. Cleave (Morris).
Fastest lap : G. Tapp, 67.85 m.p.h.

Sports cars up to 2,500 c.c. next ran a 7-lap race. The first lap saw Gammon in his astonishing Lotus-M.G. ahead on acceleration but soon Salvadori was past in the Gilby Eng. Co.'s 2-litre Maserati, which then proceeded to run away from the field. Gammon, back wheels spinning even out of the faster bends, was a very sure second, Rogers, who is showing exceedingly forceful form in the ex-Crook Cooper-Bristol, was third, although he snaked about a good deal and nearly lost it on Old Paddock Bend on lap one. Coombs, who should have been well up, finished a bad fourth in the beautiful-looking 1954 sports Connaught, and R. C. R. March was content to tour in his 16/95 Alvis, which is what the Editor calls an "early-morning" car.*

Results :

1st : R. Salvadori (Maserati), won by 21.6 sec., at 79.42 m.p.h.
2nd : P. R. Gammon (Lotus-M.G.).
3rd : A. T. L. Rogers (Cooper-Bristol).

The Formule Libre racing cars now had a 10-lap race. Regrettably, Salvadori did not appear in the 1954 G.P. Maserati. Les Leston, perhaps aided by a chilly, cooling wind, led all the way, never challenged, in his Cooper-J.A.P. 1,100. J. D. Lewis, in the ex-Shawe-Taylor 1½-litre E.R.A., was second for three laps, then L. Thorne, in the Ecurie Ecosse Connaught, passed him. After six laps Leston had lapped R. Gibson's Cooper-Bristol.

On the last lap but one a very nasty incident involved Lewis, happily without disaster. He went onto the grass after Quarry Corner and the E.R.A. spun. It just missed a plough standing on the edge of the course on the inside, just missed a head-on crash into a second plough similarly placed, but caught this with its tail, which was badly crumpled. Lewis continued as far as Old Paddock Bend, unaware of the extent of the damage or that fuel was gushing from the crumpled tank, until the engine stopped and he pulled off onto the outside of the road. After a short rest in a doctor's Jaguar he was none the worse for a nasty experience—but why didn't the Stewards have those ploughs removed before racing commenced? George Abecassis in the sports H.W.M. (XK120 engine), which he is to drive in the Mille Miglia, thus took third place.

Results :

1st : L. Leston (Cooper-J.A.P.), won by 9.4 sec., at 80.68 m.p.h.
2nd : L. Thorne (Connaught).
3rd : G. Abecassis (H.W.M.).
Fastest lap : L. Leston, 82.18 m.p.h.

The unlimited sports-car race lacked several promising runners, including Sopwith's Sphinx and Carnegie's J2 Allard. A very exciting race developed, nevertheless. James Stewart led nearly all the way in the Ecurie Ecosse XK120C Jaguar, using all the road at Old Paddock Bend, with Salvadori pressing him mercilessly in the green Maserati. On the straights the Jaguar pulled well away but on the corners the Italian car was always close behind. Then Salvadori closed the gap all the way round and on the last lap, as Stewart slid out on Old Paddock Bend, he bravely took the more stable Maserati through on the right. Stewart appeared to anticipate the cars touching, changed his line slightly and lo!—the Jaguar went off in a wild slide far away on the grass on the inside, sliding round twice. Stewart promptly turned, drove back onto the course and got home in second place before Abecassis in the H.W.M. could catch him. But Salvadori's dashing strategy gave him the race in the far smaller car by a comfortable margin.

A remarkable happening was seen at Old Paddock Bend on lap three, when P. Ravenshaw and T. Bridger, both driving XK120 Jaguars and indulging in a duel, spun together, but in opposite directions, very close, a complete revolution each, on the road, to continue in the same stations as before! H. R. Bond was slow in an XK120 Jaguar with screens erect.

Results :

1st : R. Salvadori (Maserati), won by 21.4 sec., at 80.29 m.p.h.
2nd : J. Stewart (Jaguar).
3rd : G. Abecassis (H.W.M.).
Fastest lap : R. Salvadori and J. Stewart, 81.78 m.p.h.

In the last race, over seven laps, for 1½-litre sports cars, Peter Gammon excelled himself, leading comfortably all the way, in his Lotus-M.G., so that Coombs and the new Connaught were quite outclassed. J. Fiander drove the ex-Threlfall Tojeiro-M.G. fearlessly into third place, disposing of R. D. Steed's J.A.G.-M.G. before it went off at Quarry Corner. Tapp led the 1,100-c.c. contingent in his Buckler and some 1½-litre cars as well, including the Cuff, which appeared to stop for another supply of fuel to be turned on.

Results :

1st : P. D. Gammon (Lotus-M.G.), won by 11.4 sec., at 75.44 m.p.h.
2nd : J. Coombs (Connaught).
3rd : J. Fiander (Tojeiro).

We would like to congratulate the Bristol M.C. & L.C.C. on a very pleasant meeting and offer thanks to the young lady who so promptly issued the full results afterwards. There will be a National Meeting at Castle Combe on August 28th—make a note in your diary NOW.—W. B.

* "Early-morning" car—a car better suited to recapturing the atmosphere of the old days on deserted roads in the early a.m. than driving at modern race meetings.

CLUB NEWS

SOUTH WALES A.C.

It was very disappointing that the South Wales A.C. should have had such a bad day for the first of their speed events on their new hill on April 3rd. The heavy hill mist and rain never let up for a moment and reduced the visibility on the 600-yard course to something like 50 to 60 yards, making organising an extremely difficult and very wet job.

That this was achieved with the minimum of delays and a cheerful spirit was a fine tribute to the sportsmanship of the 45 competitors and the various officials who stuck to their posts and in the case of a weary few who stayed after it was all over to pack up the equipment.

The small cars on the whole made clean climbs but the faster machinery lost time with considerable wheelspin at the start. Fastest time of the day, 24.5 sec., was put up by J. A. Williamson in his magnificent vintage Bentley. It was a memorable sight to see this fine car coming out of the mist and, beautifully handled, streak across the finishing line in a cloud of spray. C. Wick with his Allard was also very fast (only half a second slower) and the new Triumph TR2 appeared in the hands of M. Seal, D. Francis and others Mrs. V. G. Bevan won the ladies' award with a nicely handled drive in a very snappy Morris Minor.

Results :

Up to 1,100 c.c. :	**Open cars :**	J. Andrews (M.G.).
	Closed cars :	F. W. E. Rutter (Morris).
1,101-1,500 c.c. :	**Open cars :**	C. Davies (M.G. Special).
	Closed cars :	P. E. Morris (Lancia).
1,501-2,500 c.c. :	**Open cars :**	M. Seal (Triumph TR2).
	Closed cars :	M. J. Clay (Healey).
Over 2,500 c.c. :	**Open cars :**	J. A. Williamson (Bentley).
	Closed cars :	G. E. Davies (Jaguar XK120C).

FIXTURES FOR MAY

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

1st.—Rhyl & Dist. M.C. Driving tests, Prestatyn. *C.*
Torbay M.C. Rally, Devon/Cornwall. *C.I.*
C.S.M.A. (Scot.). Gymkhana. *C.I.*
HALF-LITRE C.C. RACE MEETING, BRANDS HATCH. *I.*
B.A.R.C. Race meeting, Goodwood. *C.*
Vintage S.C.C. Race meeting, Silverstone. *C.*
Bristol M.C. & L.C.C. Hill-climb. *C.*
500 M.R.C. of Ireland. Hill-climb, Cairncastle. *C.*

1st/2nd.—S.U.N.B.A.C. Rally, Wales. *C.*
Huddersfield M.C. Rally. *C.*
Wolverhampton & S. Staffs C.C. Rally, Malverns and Cotswolds. *C.*

2nd.—Grimsby M.C. Driving tests, N. Lincs. *C.*
Kentish Border C.C. Driving tests, Kent. *C.*
Stockport M.C. Rally, N. England. *C.I.*
East Anglian M.C. Driving tests. *C.*
Scarborough & Dist. M.C. Rally, Scarborough. *C.*
V.S.C.C. Light car rally, Thame. *C.*
Oxford M.C. Driving tests, Kidlington Airport *C.*
Lothian C.C. Rally, Lothians. *C.I.*
Leicestershire C.C. Trial, Derbys. *C.*
Welsh Counties C.C. Rally, Cardiff. *C.*
Furness & Dist. M.C. Trial, Lake District. *C.*
Southsea M.C. Sprint, Portsmouth. *C.I.*

6th.—N. Cornwall M.C. Trial, Launceston. *C.*

7th.—Thames Estuary M.C. Trial. *C.*

7th/8th.—Manchester Univ. M.C. Rally, Cheshire. *C.*

8th.—Northampton & Dist. C.C. Rally, Cotswolds. *C.*
Veteran C.C. of G.B. Rally, Brighton. *C.*
Mid-Antrim M.C. Rally, Co. Antrim. *C.I.*

8th/9th.—Blackpool & Fylde M.C. Rally. *C.I.*
North Devon M.C. Rally. *C.I.*
Fernie C.C. Rally, N. Wales. *C.*
Riley M.C. Trial, Yorks. *C.*

9th.—London M.C. Trial, Bagshot. *C.*
Sunbeam Register. Gloucestershire Rally.
Herefordshire M.C. Driving tests. *C.*
Surrey Sporting M.C. Rally, Surrey/Kent. *C.I.*
Univ. Hosp. & Union L.M.C. Rally, Surrey/Hants. *C.I.*
Swanage C.C. Rally. *C.*
Singer O.C. Driving tests, Essex. *R.*
S. of Scotland C.C. Rally. *C.*

12th.—Hagley & Dist. L.C.C. Rally, Bromsgrove. *C.*

14th-16th.—LANCS A.C. RALLY. *N.*

15th.—Shenstone & Dist. M.C. Trial, S. Staffs. *C.*
Lagonda Car Club. Rally, S. England. *C.*
B.R.D.C. RACE MEETING, SILVERSTONE. *I.*
Armagh & Dist. M.C. & C.C. Sprint, Armagh. *C.*

15th/16th.—W. Hants & Dorset C.C. Rally, Hants/Dorset. *C.*
Harrow C.C. Rally, Home Counties. *C.I.*
M.G. C.C. (Scottish). Rally, Perthshire. *C.*

16th.—Grimsby M.C. Trial, N. Lincs. *C.*
Plymouth M.C. Rally, Devon. *C.*
Severn Valley M.C. Rally, Wales. *C.I.*
Windsor C.C. Driving tests. *C.*
Brighton & Hove M.C. Driving tests. *C.*
Sporting C.C. of Norfolk. Driving tests. *C.*
Haslemere M.C. Rally, Haslemere. *C.*
N. London E.C.C. Rally, Herts. *C.*
Hants & Berks M.C. Driving tests, California. *C.*
Oxford M.C. Driving tests. *C.*
Burnhope & Dist. M.C. Rally, N. Counties. *C.I.*
Caerns. & Anglesey M.C. Rally, N. Wales. *C.*
Worcestershire M.C. Driving tests, Worcs. *C.*
Riley M.C. (Highland). Trial. *C.*
Mid-Surrey A.C. Speed trials, Brands Hatch. *C.*
Bedford A.E.C. Autocross, Bucks. *C.*

19th.—Exmoor M.C. Trial, Minehead. *C.*

20th.—N. Cornwall M.C. Driving tests, Lydford. *C.*

21st-23rd.—Eastern Counties M.C. Rally, E. Counties. *C.I.*

22nd.—Scottish S.C.C. Rally, Mid Scotland. *C.*
B.A.R.C. (Yorks). Rally, Thirsk/Scarborough. *C.I.*
Midland A.C. Rally, Llandudno. *C.*
Mid-Derbyshire M.C. Rally, Derbys. *R.*
Veteran C.C. of G.B. Rally, Southport. *C.*
Maidstone & Mid-Kent M.C. Race meeting, Silverstone. *C.I.*
ULSTER A.C. RACE MEETING, DUNDROD. *I.*

22nd/23rd.—B.A.R.C. Rally, S.W. Counties. *C.I.*

22nd-24th.—Eastern Counties M.C. Rally. *C.I.*

23rd.—B.A.R.C. (Yorks). Trial, N. Yorks. *R.*
M.G. C.C. (N.W.). Driving tests. *C.*
Singer O.C. Driving tests. *C.I.*
Newcastle & Dist. M.C. Driving tests, Newcastle. *C.*
Morgan 4/4 Club. Rally, S. Midlands. *C.I.*
De Lacy M.C. Rally, Yorks. *C.*
Morecambe C.C. Rally, Lancs/Yorks. *C.*
Cheltenham M.C. Sprint, Staverton. *C.I.*

29th.—Newry & Dist. M.C. Trial, Co. Down. *C.I.*
Eight Clubs. Race meeting, Silverstone. *C.*
B.A.R.C. RACE MEETING, AINTREE. *I.*
Westmorland C.C. Hill-climb, Barbon. *C.I.*
WEST ESSEX C.C. RACE MEETING. *N.*
Aberdeen & Dist. M.C. Race meeting, Longside. *C.I.*

29th/30th.—Grimsby M.C. Rally, Lincs/Yorks. *C.I.*
Fylde Motor Sports Committee. Trial, Lancs/Westmorland. *C.*
Sunbeam-Talbot O.C. Rally, Eastbourne.

30th.—Bolton le Moors C.C. Rally, Lancs. *C.*
M.G. C.C. (N.E.). Driving tests, Yorks. *C.*
Cambridge 50 C.C. Rally, E. Counties. *C.*
Old Merchant Taylors M.C. Rally.
Margate & Dist. C.C. Trial. *C.*
Southsea M.C. Rally, Hants/Sussex. *C.*
750 M.C. Driving tests, Hants. *C.I.*
Middlesbrough & Dist. M.C. Rally. *C.*
Nottingham S.C.C. Autocross, Grove Park. *C.*
Sheffield & Hallamshire M.C. Sprint. *C.*
S.O.D.C. Autocross, Dunstable. *C.*

RENAULT O.C.

An arduous but satisfying night navigation rally was held on March 6th/7th ; 240 miles of night driving through Cotswold country in pouring rain proved almost as difficult as finding elusive marshals. Many first-ever rally competitors showed real promise. The event was finally won by a left-hand-drive 750 which had been "attended to" and most capably driven by its French owner, Mr. Lee, second Mr. Williams of Sussex, and third Mr. Pink of Oxford.

Hon. Sec. : N. H. Atkinson, 116, Clifden Court, Clifden Road, Twickenham, Middlesex.

MID-SURREY A.C.

On Saturday night, March 27th, the M.S.A.C. held a six-point nocturne, starting at club headquarters and finishing at Richards Cafe, Epsom. Twenty cars started, and six points had to be located from map references. Although the event was planned to be as simple as possible, decoy lights were fixed near these points, and this old dodge succeeded in confusing many. As a precaution against the possibility of a tie, a simple test was laid out at the control on the Epsom racecourse, where competitors had to trundle a weighted tyre between a lot of night lights and round a hurricane lamp against the watch. Best time here was made by Mr. Jenner's navigator, the experienced W. Wilks. Reports from the marshals at the various points led one to believe that while the event was generally enjoyed by all the competitors, it was not so popular with the many courting couples, whose haunts were invaded by torch-flashing searchers. No competitors got lost, but Ian Tuson was seen to be pushing his fair companion's Fiat 500 in to the finish with a dead engine. Altogether a very enjoyable evening !

Results :
1st : D. Jenner (Morris Minor).
2nd : W. Wood (Standard Vanguard).
3rd : A. Ford (Vauxhall).

M.G. C.C.

The South-West Centre staged their first road event of 1954, a navigation rally, on March 21st, from the Cross Hands Hotel, Old Sodbury, near Bristol.

The varied entry of 22 cars left from 2.30 p.m. onwards, each competitor having four and a half hours to complete as much of the course as possible. Although much depended on the navigators, drivers had to exert all their skill to negotiate the Gloucestershire lanes and still have time in hand. The object of the rally was to collect the greatest number of marks from four separate sections, done in any order the competitors wished. Three sections consisted of five points to visit, each carrying a name and an even number from 2-10, found by map references handed out by the marshal from a key control, to which all cars had to return after each section. The numbers were unknown, the high ones being keenly sought after.

The fourth section was a special regularity one, cars having to cover 20 miles on route card in exactly 35 minutes, and noting down five words placed at intervals at the roadside.

As the afternoon progressed, cars were seen going in all directions, and many pairs of eyes searched for the vital numbers. Meanwhile, only six cars had completed the special section on time, one of them being an Austin A30, driven by J. D. Hall, a fine effort !

As darkness came, competitors began returning to the Cross Hands, only one or two checking in without penalty, and more than one navigator complained of map sickness after his or her efforts ! But they still thoroughly enjoyed themselves, and voted it a very fine rally.

Results—Sanctuary Trophy :
1st : J. D. Hall (Austin A30), 68 marks gained.
2nd : C. J. Toomer (Ford Zephyr), 60 marks.
3rd : Dr. M. D. King (M.G. TD), 54 marks.
4th : J. B. Fielder (Jowett Javelin), 50 marks.
5th : B. R. Arkwright (Mayflower), 45 marks.
6th : J. H. King (Triumph TR2), 43 marks.
Dr. King won a special trophy for the open class.

HEREFORDSHIRE M.C.

The Herefordshire Motor Club's Fourth Welsh Rally took place during March 27th/28th over a strenuous course of more than 400 miles. There were 63 competing cars, only one of which failed to arrive at the starting point. Competitors had the choice of five starting points : Cardiff, Trecastle, Shrewsbury, Hagley and Ledbury, the last-named being obviously the popular choice for almost half the entry chose it.

Through the co-operation of Messrs. George Hopkins & Sons, their premises in Ledbury was the starting point there and great interest in the rally was shown by the throng of spectators, and the local constabulary assisted by clearing a passage for the departing cars.

From each starting point, all cars converged on the Kings Acre Malt garage in Hereford for final scrutineering, where the Mayor of Hereford, Alderman A. E. Farr, and the Mayoress were interested spectators. To equalise their mileage with that of the starters from farther afield, the Ledbury cars were given a route which involved visiting map references at Leysters (in Tenbury) and at Weobley, where information such as obtaining telephone numbers at kiosks was procured.

After scrutineering cars were despatched on their way at one-minute intervals with a list of map references of further route check points and the next control, together with the distance to this place.

The route led *via* route checks at Peterchurch and Huntington to a control at Heartsease (near Penybont) where the first of two driving tests took place. This took the form of a forward and reverse around a triangle at road junctions, and like the second test, its result was only to be used in deciding ties in markings on the road section.

From Penybont, the competitors made their way *via* checks at Fountain Head and Knucklas to a further control at Clunton, thence *via* further checks at Barrington to the one hour's break for refuelling of cars and crews at the Fountain Hotel, Tenbury Wells.

At this point, E. D. Woolley's Porsche called it a day and retired. From Tenbury, a similar route to that of last year's event led over the Clee Hills, *via* route checks at Farlow and Stanton Long, to the next control near Church Stretton. A stiff climb over the Long Mynd led to more checks at Ratlinghope, The Bog (Stiperstones) Rowley and Sarnau to Llanfihangel-yng-Ngwnfa at which control the second driving test was held. This proved to be a straight-forward acceleration-braking-reverse and acceleration test. Fortunately competitors were not given a test in pronunciation of the control name or there would have been many failures. After this test the course passed Lake Vyrnwy to route checks at Llangower on Lake Bala, over the well-known pass of Bwlch-y-Groes to another at Dinas Mawddy and so to the next control at Pandy. Parts of the R.A.C. Rally route were followed *via* Staylittle and checks at Fan, Pantydwr, to the following control at Rhos-Grug from whence a short run led to the breakfast halt at the Norton Arms Hotel, Knighton. Here it was announced that owing to the fact of so many cars being late arriving, the stop would be extended to 2½ hours instead of 1½ hours as scheduled.

The day section was organised so as to be more difficult, and at the start at Knighton competitors were only given the map reference for the next control together with the mileage and the time scheduled for it. Controls were situated at Painscastle, Llanegwlys, Pontfaen and Pendre, with others at Stapleton Hill, near Presteign, and Bromfield, with a final route check at Stretford, just before the arrival at the finishing point at the Royal Oak Hotel in Leominster.

Here returning competitors were met by the Mayors of Hereford and of Leominster, Alderman A. E. Farr, J.P., and Alderman N. Davis, who had followed the event with great interest.

When all the stragglers had arrived, it was found that no less than 20 cars—nearly one-third of the starters—had failed to finish. Among the retirements were P. J. Anton (M.G.), broken rear spring ; A. J. Jones (Austin A30), who overturned near Ledbury, without injury ; and P. P. Roberts (M.G.), broken front springs.

After a meal had been served, the results were announced :—

1st : "Hereford Times" Trophy : W. L. Edwards of Pembrokeshire M.C. (Ford Consul), 4 marks lost.
2nd : "Peter Wray" Trophy for best performance by H.M.C. member : A. L. Yarranton and B. Thompson of Herefordshire M.C. (Morgan Plus Four), 4 marks lost.
NOTE : A tie between the above who lost the same number of marks on the road section, was decided in favour of the winner by virtue of his better times in the special tests.
3rd : R. M. E. Mayall and V. Henderson of Herefordshire M.C. (M.G. TD), 11 marks lost.

Class Winners :

Class 1. Open cars not exceeding 1,300 c.c.
1st : "Yeoman's" Trophy : R. M. E. Mayall and V. Henderson, Herefordshire M.C. (M.G. TD) ; 2nd : H. E. Hardman, Hagley & District M.C. (M.G. TD).

Class 2. Closed cars not exceeding 1,300 c.c.
1st : "Mayall" Trophy : D. S. Edwards, Pembroke M.C. (Ford Anglia) ; 2nd : Mrs. P. Moon and J. D. Moon, Herefordshire M.C. (M.G. 1½-litre) ; 3rd : P. Longland, Hagley & District M.C. (M.G. 1½-litre).

Class 3. Open cars over 1,300 c.c.
1st : "Lion" Trophy : R. Stretton, Hagley & District M.C. (Alvis 12/60) ; 2nd : G. Reason Jones, Pembroke M.C. (Triumph TR2) ; 3rd : D. J. Parsons and G. Turner, Herefordshire M.C. (Frazer-Nash).

Class 4 Closed cars over 1,300 c.c.
1st : "Redex" Trophy : Miss Haynes, Hagley & District M.C. (Ford Zephyr) ; 2nd : J. J. Bott and J. R. W. Thomas, Herefordshire M.C. (Riley 2½-litre) ; 3rd : J. P. Taylor and E. W. Lindsay Jones, Herefordshire M.C. (Vauxhall J).

Team Prize (all comers) : W. L. and D. S. Edwards, Pembroke M.C. (Ford Anglia and Consul).
Team Prize (H.M.C. team) : J. J. Bott and J. R. W. Thomas (Riley 2½-litre) and J. Read and J. K. Morris (Austin A90).
Best performance by all-ladies team : Misses G. Weaver and J. Bott, Herefordshire M.C. (M.G. TD).
Best performance by car manufactured before 1940 : R. Stretton, Hagley and District M.C. (Alvis 12/60).
The above results are provisional and subject to confirmation.

NEW YORK SHOW

by an American Correspondent

OVER 6,000,000 cars were produced in the United States in 1953. One person in three owns some form of automobile. There is a very acute interest in cars here, and this is the season when that interest can be satisfied. In fact, New York has had a surfeit of shows. General Motors produced their Motorama, a million dollars' worth of 1954 cars and experimental "cars of the future." Then Madison Square Garden gathered cars from round the world to show the public; and now the fourth International Motor Sports Show is upon us. Sad to relate, the Monte Carlo Rally came and passed, ignored, for the most part, by the national press.

To the man in the street, sports cars and foreign cars are synonymous, and it is nationally gratifying that to some extent foreign cars are mostly considered to come from England. Thus in a so-called Motor Sports Show, among the Lancias, Jaguars and Alfas, the true enthusiast is shocked to find Hillmans, English Fords and Austins.

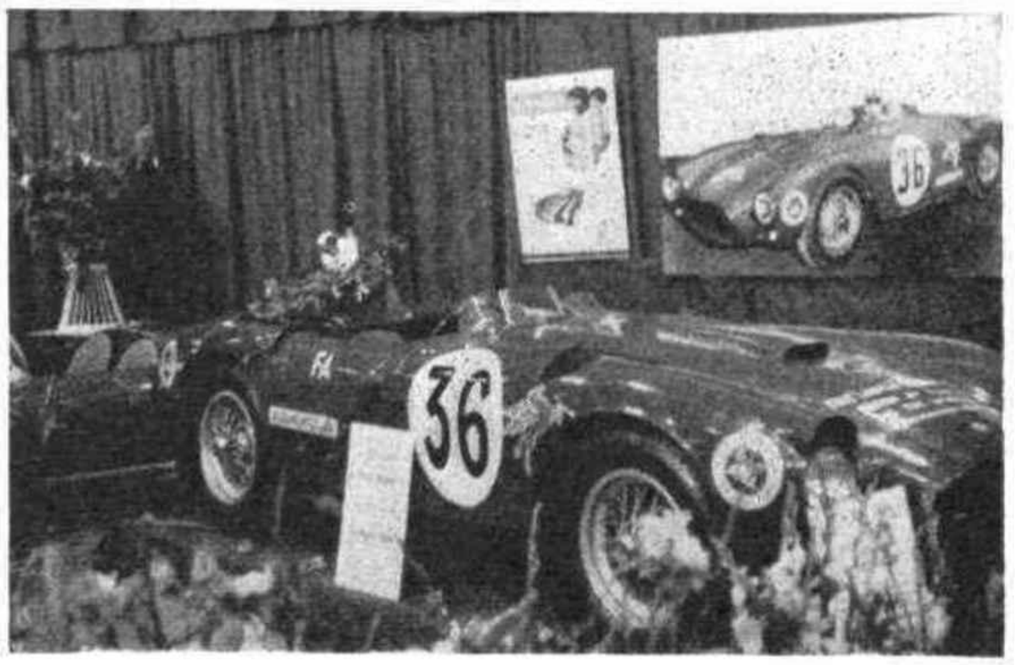
After entering the building, the first car to strike, almost literally, the eye was a huge and hideous machine, coloured a terrible mustard, custom-built for a famous radio star, called "The Phantom Corsair." Except for this, in the main hall 92 cars of a wide variety of makes were attractively displayed. Although unable to compare in size with Earls Court, the show was well presented and even on the last day the cars and displays showed a high gloss and were well cared for. Rotating stands decorated with an abundance of flowers showed off the more important exhibits. There were attractive girls on many of the stands to supply information to inquirers, although I would not care to vouch for its accuracy. Proper salesmen were also on hand to deal with important matters.

The centre of attraction at the show was the Jaguar stand. Various versions of the famous two-seater were placed around a central stand on which was standing, floodlit in all its splendour, an ivory, gold-plated XK120. Nearby, a sectioned model of the renowned engine drew more than its share of onlookers. Jaguars are immensely popular and have caught the imagination of Americans and this display did nothing to detract from their acclaim. There was always a large crowd around them.

Rootes Group, too, were tastefully showing their wares, including several versions of the very popular Hillman. Despite the special treatment given to the displays of the Austin Healey and the Triumph sports car, the TF M.G. was still the star of the small sports cars in American eyes and was never lacking in admirers, especially among the younger generation. It was obvious that Standard were making an effort to impress, and their star was the Triumph sports car. But this centre-piece, although well presented, was in a sober black and did not show up so well against the ivory and red that were the favourite hues among the sports cars. But I felt that Standards marred their display by showing the Cadet. Its shoddy finish and total absence of interior upholstery made it seem out of place in the show, and in America, superficially at least, the finish on cars reaches a very high standard. I predict that few Cadets will be sold over here. Rolls-Royce and Bentley were well represented. The lovely lines and style of the Bentley Continental have a fascination that no other car can match, while the grandeur of the Rolls proved almost too much for admiring Americans. "Isn't it wonderful?" the girl was heard to say. "Damned old fashioned, I call it," replied



AMERICAN SPORTS CAR.—The Kaiser Darrin 161 at the New York Motor Exhibition.



LANCIA PAN-AMERICANA WINNER at the Show

the boy, yet these cars demanded attention as very few others do.

In contrast to the small, sleek, Continental cars, the few American cars present looked bulky, large and awkward. Packard produced a so-called experimental sports car built of plastic, named the Panther. As large as the largest American convertible, the huge expanse of car behind the driver's seat irresistibly reminded one of an aircraft carrier, and gave the impression that Packard engineers consider a sports car to be a convertible with the rear seat removed. In this show, the real challenge to European sports cars came from the Chevrolet Corvette and the Kaiser Darrin 161. Both these cars are in quantity production, both have been styled along the lines of European cars and both use glass-fibre bodies. The Corvette was described in detail in the January issue of MOTOR SPORT, so I shall only describe the Kaiser Darrin.

It has a very low smooth line, with a large well-sloped windscreen which curves right round to give maximum visibility, and a radiator small in proportion to normal American styles. To an enthusiast to whom the reckless application of chrome and bulging rear lights is offensive this is a very attractive car, while among its novel features are doors that slide into the front wing to open. (Problem: how to open the door when the sidescreens are fixed in place?) The power plant is a six-cylinder Willys engine, using triple carburation and twin exhausts to develop in the neighbourhood of 100 h.p. Since both these cars are priced in the same region as the Jaguar, this competition from across the sea must be fully realised and cannot be over-emphasised. American car manufacturers do produce a good car cheaply, so that the present heavy, soft-sprung, petrol-eating monsters (by European standards) coming from Detroit are by popular demand. Originally it was economically wise for the American car manufacturer to allow Europe to fill the small demand for sports cars. But with the opening of the market by M.G. and Jaguar, sports cars became popular with the college boy with rich parents, the film or radio star and the man-about-town at his country club who could make a splash with their Jaguars, etc. "European lines" became fashionable, even to the extent of imitation wire wheels to clip over disc wheels. These people, a large part of the sports-car market, do not care so much for a car's racing qualities as for its ability to give an exciting ride, while being in the height of fashion. This now flourishing market has caught the eye of the American automotive engineers, who have turned their great ability to producing a car to meet its requirements. These two cars, the Corvette and the Darrin, seem to meet all the needs. Even as I write, Ford also announce a sports car to compete both in performance and price with the Chevrolet and the Jaguar.

At this show it became apparent that Britain's lead in the sports-car market in America was also facing a challenge from the Continent. Mercédès-Benz produced a very attractive stand on which the Type 190 and the Type 300SL were conspicuous. The Italian stands caught the eye and Lancia were displaying the actual car that won the Pan-American race this year. The French are to be congratulated for a good selection of exhibits and for the idea of leaving the bonnet of some cars open and labelling clearly the features inside. An American firm named Arnolt displayed some custom-built bodies with English frames and engines. Particularly fine was the Arnolt-Bristol.

To conclude: Conspicuous by their absence were Jowetts and Allards. The most unorthodox car was the Alfa-Romeo B.A.T., the headlights of which fold into the wings and tail fins that curl futuristically. Congratulations to Rolls-Royce: they sold four cars at the show, which is a good effort by their standards. $60,000 of trade!—W. R.

RUMBLINGS

THE "MOTOR SPORT" CLUB TROPHY, 1954

The regulations governing this contest, won last season by Peter Gammon, remain the same as in 1953. The contest is between sports cars at certain club Silverstone race-meetings, those drivers being placed in certain stipulated races being eligible to compete in a MOTOR SPORT handicap at the conclusion of each meeting. The first six finishers in this MOTOR SPORT handicap gain marks towards the Trophy and £80 cash prizes, and are eligible to compete, free of entry fee, in the next MOTOR SPORT handicap, for which the remainder of the field still has to qualify.

Last year these MOTOR SPORT Trophy handicaps proved very exciting, because they constituted a "winner's field" of the faster cars which had competed at each meeting.

The first meeting counting towards the Trophy this year will be the Vintage Sports Car Club meeting at Silverstone on May 1st. Next month we hope to publish the full list of clubs who will include in their race programmes a MOTOR SPORT handicap.

The only adverse factors which intruded last year were a lack of data for handicapping the six invited competitors in the MOTOR SPORT race and a late start of this race in certain instances. To avoid a repetition we would ask those clubs staging the race to time the lap-speeds of *all* the drivers in this race, so that data is available for those who have to handicap the next of these races. The late start of the last race was usually due to handicaps having to be worked out and if a couple of scratch races are included in the programme immediately before the MOTOR SPORT race the handicappers should have ample time in which to work, ensuring the line-up for the MOTOR SPORT race taking place at the scheduled time. Those competitors who qualify to run in this race by reason of high placing in earlier races should be notified that they are eligible for the MOTOR SPORT race as soon as they return to the Paddock, either by officials or through the p.a., and not just before this last race is being marshalled.

With these provisos the MOTOR SPORT Silverstone Clubs contest should meet with even greater success this year. The winner can certainly claim that he has competed with a sports car in club races not only with competence and skill in a fast car, but has done so consistently, which is the object behind the somewhat complex rules governing the contest.

* * *

URGE FOR HILLMANS

D. & A. Garage, London Road, Wokingham, Bucks (rear of Plough Inn; Wokingham 1179), have evolved a high-lift camshaft for the Hillman Minx engine. It also fits the Sunbeam-Talbot 80 and earlier Talbot Ten cars and provides a valve timing overlap of 50 deg. instead of the mere 8 deg. overlap of the standard Hillman camshaft, the exchange price is £7 2s. 6d. D. & A. Garage, who stock spares of the 1932-1939 Hillman Minx cars, claim that docility is unimpaired and fuel consumption scarcely increased.

* * *

250 R.C.

The 250 Racing Club has been formed to bring motor racing within the financial scope of enthusiasts with extremely limited means. Club members will race in "home-made" four-wheel vehicles powered by an unblown engine of up to 250-c.c. capacity.

At the recent formation meeting—attended by members from London and the provinces—a committee was formed, club officers elected, and a specification drafted. Many members are ready to build, and those who are still dubious should be reassured when they hear that all are working within a low price-limit. The specification assures that dexterity counts for more than money.

Full details of the club, and copies of the specification may be had from the Secretary: A. F. Budd, Esq., The 250 Racing Club, "The Hollywood Arms," Hollywood Road, London, S.W.10.

AINTREE RACE TRACK

A visit of the Press was arranged to the Aintree Track on February 16th last. The track was in the process of construction, and although there was much work to be done, the promoters were confident that it would be ready for the first meeting on May 29th of this year.

At the conclusion of the lunch, Mrs. Topham said that it was hoped to hold two Grand Prix meetings per year and possibly two motor-cycle meetings. The track will be constructed on the outside of the existing famous Aintree "Grand National" Racecourse.

The circuit will be three miles in length, the longest straight will be three-quarters of a mile, and it is anticipated that lap speeds will be between 85 and 95 m.p.h. There will be a club circuit available for club members at weekends, the length of this circuit will be $1\frac{3}{4}$ miles. On a clear day the whole circuit can be viewed all the way round from the top of the grandstands.

All the facilities which are available to the horse-racing public will also be available to motor-racing spectators. The Press facilities will surpass any motor-racing circuit in Europe. The overall motor-racing organisation will be in the hands of the B.A.R.C.—J. C. M.

A NEW MORGAN

The Morgan Plus Four, hitherto only available with single carburetter Vanguard engine, can now be supplied with the same two-carburetter, high-output Vanguard power-unit as is used in the Triumph TR2. The price of this two-carburetter Plus Four, which has a rev.-counter and bumpers front and back, is £585, plus p.t.

THE 1954 "MOTOR SPORT" BROOKLANDS MEMORIAL TROPHY CONTEST

This year, besides the Brooklands Trophy and replica, a first prize of £75, second prize of £35 and third prize of £15 will be awarded. The contest takes place at the three B.A.R.C. Club Race Meetings at Goodwood, the next of which is on May 1st, at 2 p.m.

PUBLICITY AND THE MOTOR CAR

Sir,

It is indeed refreshing to read the letters which have appeared in your columns recently regarding the new M.G.s. I expect many enthusiasts of the pre-war models have noticed the current advertising text for the new TF.

Beneath a sketch depicting a voluptuous female driving with lowered windscreen is the heading "Pretty as a picture and character that goes deep." The first sentence of the ensuing discourse I consider a real gem. "To watch hard-boiled sporting motorists becoming starry-eyed at their first sight of the TF Midget is quite a touching experience." Having seen it, this statement is not hard to believe. I am quite touched myself to see that B.M.C. are willing to admit their latest product makes hard-boiled enthusiasts weep. We are supposed to fall in love with "the longer and lower bonnet, and a new bow-fronted radiator adds a touch of contemporary elegance. Headlamps are now gracefully streamlined into the wings." In my opinion the entire frontal aspect has very little to recommend it, the headlamps in particular looking as if they were tucked in as an afterthought.

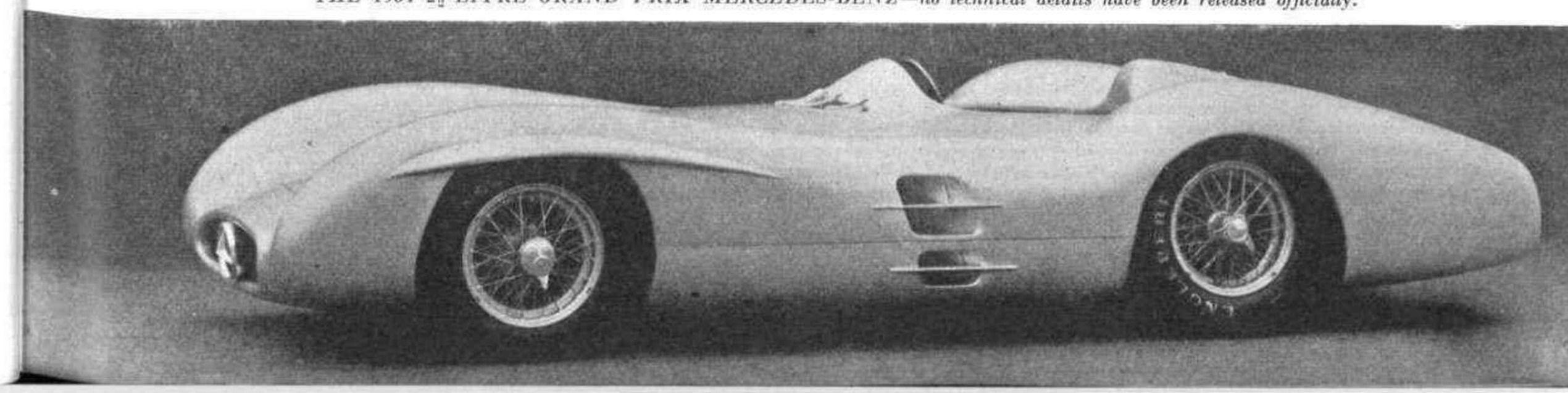
There are more startling revelations to come, however—"But, of course, it is in the performance that the M.G. shows her breeding. Here in the TF you have all the vivid power and verve you expect, plus a new, more vigorous acceleration that will surprise even the most knowledgeable M.G. enthusiasts." The former sentence is an insult to the people responsible for designing its predecessors. Yes, it is quite true that it has all the power and verve expected. Remember, once bitten twice shy? It is no surprise, though, recollecting other post-war models. The following remark concludes the description—"This TF model is clearly going to maintain and enhance the M.G. reputation for unique and exciting motoring in safety . . . fast!" Surely I need say no more!

To end on a different note; congratulations to the designer of the latest Alvis advertisement. I hope other manufacturers will follow this very excellent example.

I am, Yours, etc.,

Ferndown, Dorset. J. M. HAYWARD.

THE 1954 2½-LITRE GRAND PRIX MERCEDES-BENZ—no technical details have been released officially.



LETTERS from READERS

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

"VALED" WORDS

Sir,

Your contributor "A.B.C." in his article "Historical Notes: 1930 and Afterwards" is a bit up and coming in his views, isn't he? I appreciate that he represents only one man's opinion, but even in an outspoken journal such as yours I think he is a little out of line over the Vale Special. In awarding the prizewinner in his horror stakes, "A.B.C." certainly drifts from his technical approach and becomes so involved in personal opinions and prejudices that it is difficult for the layman to quite sort out what he sets out to prove in his contribution to history.

The Vale Special was originally built to sell at £225, a modest price for a hand-built car at any period of time, especially as the purchaser's own measurements were incorporated to ensure complete comfort and ease of control. It was never intended as a fast car although Ian Connell's blown "1,500," which only had a first cost of £675, exceeded 130 m.p.h. and could get away from the first E.R.A.s on acceleration through the gears.

In 1932/3, whatever "A.B.C." may think, the Vale looked more like a motor car than most of its contemporaries, and, anyway, what's wrong with looking fast and having all the paraphernalia of cowls, stoneguards, quick-lift filler caps, etc.? All these things had their value, you know, and collectively I don't suppose they took more than 5 m.p.h. off the maximum speed or one less mile to the gallon.

As I write, I have on my desk a clock which represents a "gold" in the M.C.C. One-Hour Blind of 1933. The plaque reads: "One-Hour High-Speed Trial, Brooklands, 1933. R. A. Gaspar. Car: Vale Special. Speed: 65.26 m.p.h." Not bad with two up (21 stone), screen, wings and all the "pseudo-racing paraphernalia," for a s.v. 850-c.c. as standard as any Vale ever was. Anyway, in that trial it was not only the best of the 850s, including the vintage Ulster Austins of that year, but it beat at that speed all the 1,100s as well, including the famous red, white and blue Singers of Baker, Barnes and Langley! Just as Miss Russell has talent as well as looks, so the Vale bristled with technical features under its accepted good appearance.

I quote Gregor Grant in "British Sports Cars": "The chassis was unusual in that it was underslung both front and rear, the semi-elliptic springs being anchored only at one end and free to slide under stress. A feature which has since become almost everyday practice was that steering box and track-rod were placed forward of the front axle. It was noted for the excellence of its brakes (26 ft. from 30 m.p.h.!) Equipment was comprehensive and included every item necessary to the sporting motorist . . . They were first-rate high-speed touring cars. The Vale was a praiseworthy attempt to produce a sports car at a low price and with none of the drawbacks of the specialist-bodied versions of popular chassis."

In addition to the above the Vale pioneered several other features, such as a unique method of mounting shock-absorbers, a spare-wheel mounting, cast aluminium safety bulkhead, complete accessibility from scuttle to radiator under the bonnet and so on, which have been successfully copied to advantage by manufacturers with highly qualified designers.

There were only 103 Vales made in 3½ years and many are still running happily today 20 years later, two of them to my knowledge in Australia.

What has all this to do with me and why do I take umbrage at "A.B.C.'s" view that the Vale was the prizewinner among ghastly things that happened in the decadent period? I just happen to be a co-designer and producer of the little car and as entitled to publish my opinion as "A.B.C." Who the hell is he anyway to hide behind initials and what are his qualifications that he sets himself up as an arbiter of fashion, technical history, and smug castigator of other people's efforts?

I am, Yours, etc.,

West Bridgford. ALLAN GASPAR.

Sir,

Your correspondent "A.B.C.," in his Historical Notes in the April issue, takes a somewhat unfair crack at the Vale Special, and I can only assume that he never saw or rode in the original one.

Later cars fitted with the Triumph engine were possibly not so bright, but the makers of the original engine (now part of B.M.C.) refused to supply engines for these cars.

I don't suppose the designer really cares what is written now of his brain-child of the 'thirties, but I think a little light on the reason for the somewhat mediocre performance of the later cars of this marque is only reasonable.

To change the subject, I wonder how many members of the J.R.D.C. still have an interest in motor sport?

I am, Yours, etc.,

Totnes. A. S. GORDON.

* * *

HORNET'S NEST

Sir,

With reference to "Historical Notes: 1930 and Afterwards" in the April MOTOR SPORT, it is to be regretted that "A.B.C." allowed his spleen against "so-called" "sports" cars of the period in question to lead him into making an unwarranted attack upon Wolseley Hornets. When "A.B.C." couples Wolseley Hornets with sports cars I assume he is referring to the Hornet Special, which was a very different proposition from the standard Hornet. The Wolseley Co. made the Hornet Special engines and chassis but the bodies were the work of proprietary coachbuilders. A "phoney" sports car would not have interested McEvoy as a job for racing at Brooklands, nor would a "Daytona" model have been capable of winning its class at Donington.

I doubt if "A.B.C." has had personal experience of Hornet Specials, or given one close examination. I have yet to see one with a speedometer reading up to 120 m.p.h.

My 1934 "EW" Special has not had any extensive reconditioning. It is usually driven fairly hard and for all its 20 years the only post-war major mechanical replacement has been new clutch plates and thrust bearing. It is still a good roadholder and most saloons cannot corner as fast or as steadily, even when, as often happens, they use most of the road in an effort to keep up. There are now quite a few post-war saloons of comparable power that can beat my "special" on maximum speed, but I have found that on most journeys, cruising at a steady 50-55 m.p.h., very few cars pass by.

The overhead camshaft engine is capable of special tuning and there are members of the Wolseley Hornet Special Club whose elderly cars can reach 85 m.p.h. and more.

Bonnet straps were necessary to conform to Brooklands regulations.

I don't suppose all this will really interest you but I must defend a quite good little sports car against unjust criticism.

I am, Yours, etc.,

Bromley. W. J. ROBERTS.

* * *

BRIGHT SHINES THE RUBY

Sir,

As a very satisfied owner of a 1937 Austin Ruby saloon, I should like to take this opportunity of commenting on an article written in the April issue of your excellent journal, entitled "Historical Notes: 1930 and Afterwards." In it, "A.B.C." mentions that the Austin Seven reached its peak in 1933, and thereafter only became heavier and more hideous. Also the Ruby, which went out of production in 1937, offered no advantage over the 1933 model except an enclosed spare wheel, and a mass of unreliable electrical equipment (hardly an advantage) uncalled for on a purely utility vehicle.

First I should like to point out that the Ruby went out of production in 1938 and not 1937. As for it looking hideous after 1933, this, I think, is quite absurd. The restyled body of 1935 and after was very neat and practical, and offered much over the flimsy and box-on-wheels appearance of the 1933 model.

The weight of the 1937 model was still only 9 cwt., an increase of 2½ cwt. on the earliest fabric tourer, which still ensures it being in the truly lightweight class, yet having a good solid feel, as well as a much smoother and a three-bearing crankshaft engine, compared with two bearings on the 1933 model.

I really cannot understand where the mass of unreliable electrical equipment is to be found. It has trafficators, a speedometer, ammeter, petrol and oil pressure gauges, a panel light and an ignition warning light, all very essential—a mass?

No, sir, the Ruby is a neat, thoroughly reliable and great-hearted little car, with no superfluous frills, but all the essentials.

I am, Yours, etc.,

London, S.E.10. R. J. WOODER.

MOTOR TAXATION

Sir,

The car owner, sporting or otherwise, and the commercial vehicle owner, from the 1,000-c.c. man to the fleet owner of 10-ton lorries, are loudly complaining of excessive and savage class-distinction taxation, but as motor owners are but one in ten of the electorate their votes have no influence on the political parties, so this will go on.

That, however, does not prevent them from inquiring as to what the fuel tax, which is Excise, and the vehicle tax, which is also Excise (the Road Fund having ceased to exist nearly thirty years ago), is really for.

No Member of Parliament appears to be able to say what motor taxation is really in aid of; unless it is to relieve taxation on beer, tobacco, etc., which would have to be much greater if motor owners did not pay £500 million a year taxation, the few relieving the taxes of the many.

What we do know about it, those of us who are in touch with the Parliamentary and Legal Council of the Motor Institute, is that according to the 1953/54 Budget, less than a fifteenth of motor taxation is allocated for the upkeep, etc., of the Ministry of Transport Roads. All other roads and streets, whether City Road, E.C.1, or the road through the back-of-beyond village, are paid for to the last farthing by the local ratepayers.

Perhaps that may not be realised by the teeming millions of London and the densely populated towns paying two or three shillings in the £, and in many cases brought down to this amount by the charity of the motor owners' parking fees. In fact some towns rake in enough shekels by parking fees to cover the whole cost of the upkeep of their roads and streets.

It is realised by the comparatively sparse population of the countryside, on which roads the sporty boys (and jolly good luck to them) and the jaded town-dwellers in search of peace and quiet take their pleasure (and welcome they are), that they are paying at least three times as much in the £ road rates as London or big-town dwellers.

There may be envy among these low-paid agricultural workers that their income does not allow them to pay £1 a week tax to run a small car, but there is no malice or uncharitableness among them because others more fortunately placed do run a car. The average agricultural worker is a sport and now farming is so highly mechanised motor competition enters into it, in the ability to drive a tractor 600 yards or more, pulling a plough, without deviating more than a few inches from the straight, though if some expert car drivers tried they might produce a " dog's hind leg." However, we know that whether we motor owners live in London, Birmingham, or in the countryside, or whether we drive the latest sports car or the baker's van, the consumption of 300 gallons of petrol and the vehicle Excise costs us, in taxation only, £50 a year.

Thus there are few who get off with paying a penny a mile petrol tax, which is paid by the 30-to-the-gallon car or van.

In any case the motor owners, and the commercial people must not be forgotten, pay £500 million taxation, and theirs is at least three times the amount of the expenditure on the roads by the Government and the Local Road Authorities combined.

In spite of this the road rate is camouflaged and hidden up in the general rate which every owner or occupier pays on premises, both business and dwelling-house.

Whether we like it or not the council house exists and the rates on them are a standard by which others can be judged. Councils of the countryside are having no party political jiggery pokery about it, and if one wants to live in a council house one has to pay a rent economic to the cost of building and maintenance.

Under the new Inland Revenue scheme all property will pay as rates a third of its rentable value, whether it is council or privately owned.

A case in point is in a small place of 2,000 inhabitants where council houses are let at 30s. per week and have a built-in garage. The motor owner who lives in one pays his £50 motor taxes, his share of the £500 million which is enough to pay for the roads three times over, but there is a 10s. a week, or £26 a year, general rate to pay.

When he goes into ways and means of this £26 a year, he finds that highways and bridges account for more than a third, so he is paying £10 a year road rates.

Is not this grossly unjust on the motor owner? But is it not equally unjust on the man next door who has not got a car? Those not in the position to pay 30s. per week rent perhaps pay 20s. and, if so, then their road rate is between £6-£7 a year and this applies all over rural Britain.

Even if we can do nothing about our own taxation, which does nothing to alleviate the paying of road rates by ourselves, surely we ought to think of others less fortunately placed than ourselves, *for he who is placed on the lowest spoke of Fortune's Wheel is* equally entitled to our regard.

It may be no hardship to us who can afford to run a car, or whose business requires the use of a van, to pay £10 a year road rates, but it is a hardship to pay road rates to those who have no more income than is provided by State Pensions, for no matter how humble their dwelling there is a road rate to pay on it.

As readers know through the Press, there is a campaign for road improvement and increased expenditure, engineered by all sorts of irresponsible people whose motor taxes do not pay for the roads and whose road rates only pay for the roads under their Local Road Authority.

In the County of Norfolk, schemes costing over a million pounds were suggested but 90 per cent. of the county councillors turned them down in the interests of the ratepayers.

Over thirty years ago when the Road Fund was being considered in Parliament, a rural M.P., who bitterly opposed it, said he had always held the view that the roads should be a national charge and not one on the local ratepayer.

Today, we learn from an American motor journal that the expenditure on British roads is £3 per annum, per head of population, but the lowest taxed motor owner is paying £50, while his road rates may be £10.

We have national payment roads, the Ministry of Transport ones, and they cost 12s. per head per annum of the taxation of 50 million people, so what?

I am, Yours, etc.,

Attleborough. L. A. POSTLE.

* * *

GRAN TURISMO

Sir,

I am only a schoolboy and by no means an expert on such subjects as *Gran Turismo*, but I have been following your series of very interesting comments on this class of car. Surely there are two classes of sports saloon? These can be defined as (*a*) fast touring saloons and (*b*) saloons built on a chassis designed specifically for racing purposes. Mr. Benenson refers to the Cunningham saloon as a *Gran Turismo*; this, I think, is utterly wrong. I can no sooner see one of these rather bulky cars shooting round Europe than elephants flying. *Gran Turismo* cars should be saloons built for the Continental businessman in which to whip round Europe rather *more quickly than normal. In other words, a car in which to travel* from A to B in comfort and at a high speed. The " Businessman's Express," the name given to the Bristol 404, amply sums up *Gran Turismo*. You could not call the Mercédès-Benz 300SL a *Gran Turismo*; this was built as a racing/sports car.

The best exponent of *Gran Turismo* in this country is undoubtedly the Jensen 541. It has all the necessary fundamentals for this class, and it is cheap. The best example of this type of car is the Lancia Aurelia B20, although one cannot really say which is the best and which is the worst.

I am, Yours, etc.,

Edgware. RICHARD B. IDE.

[A schoolboy with the right ideas!—ED.]

* * *

FAST TOURERS

Sir,

You recently published an article on " Gran Turismo." Quite rightly, the cars discussed under this title were selected for their outstanding performance and were, in the main, really two-seaters, although more passengers might be carried in some cases.

I feel that it would be interesting to get views on which cars earn their salt as rapid tourers, on a lower plane than *Gran Turismo* as regards ultimate performance, but with a larger capacity for passengers and luggage.

I would lay down the requirements as being :—

(*a*) Capable of transporting comfortably for 600 miles a day four large adults and a reasonable amount of luggage to last these four adults a fortnight (with roof rack if necessary).
(*b*) Capable of cruising indefinitely and without detriment to the machinery at 80 m.p.h.
(*c*) Roadholding, suspension, steering, brakes and lights to be of the necessary high standard.
(*d*) The car to be thoroughly reliable and require no " specialist " tuning or maintenance.
(*e*) Petrol consumption to be not less than 15 m.p.g. overall.

This is quite a formidable list but I think there is a real requirement for this type of car in Continental touring. Moreover, there are on the market quite a large number of cars which fill the bill, some of them being not unduly expensive. For example, the Mercédès 300 and 220, the normal and Continental Bentleys, 4½-litre Lago Talbot, Delahaye, Bristol 403, Armstrong-Siddeley Sapphire, Alvis, Jensen

Interceptor, Lagonda Fiat 1900, Lancia Aurelia 2-litre and Alfa-Romeo 1900.

This list is not exhaustive and it may be considered that some cars should not be on it. If the 2,500 ft./min. piston speed be regarded as an essential criterion, some need to be struck off. This factor has precluded the inclusion of the Jaguar Mk. VII and the Riley Pathfinder. Conversely, I would like to have included the six-cylinder Citroën on account of its excellent handling qualities, but as its maximum speed is only just over 80 m.p.h. and theoretical reliable cruising speed 76, it cannot qualify. Although safe high-speed cruisers, possibly the Italian contingent are on the small side as regards overall dimensions and comfort. Again, many Americans qualify with respect to comfort and cruising speed, but have been omitted on account of roadholding and steering characteristics.

Perhaps some of your readers may care to comment on this letter.

I am, Yours, etc.,
"LEONIDES."

B.A.P.O. 21.

* * *

IN DEFENCE OF THE HORNET

Sir,

I think the author of "1930 and Afterwards" was rather harsh in his criticisms of the Wolseley Hornet. For a modest sum the Daytona model could be tuned to give vivid acceleration and a maximum of 90 plus. although the suspension and braking was not all that could be desired. I believe it was the Light Car Club's Relay Race at Brooklands which provided the Hornet team with a resounding victory. I owned the "Silver Streak," one of the team, for a short time and I understood that it had neared the 100 on the track, which wasn't bad in those days. I thought the Hornet a good buy for the money, but before I could afford a new one they became obsolescent.

I am, Yours, etc.,
CYRIL MANN.

London, N.4

* * *

THAT STUTZ MASCOT

Sir,

I invariably look forward with pleasurable anticipation to my issues of MOTOR SPORT. Perhaps I may be excused for one picayune comment on the article which appears on page 137 of your issue for March, 1954. The author mentions "Stutz's Red Indian's Head." If my memory serves me right, this was actually some American sculptor's idea of an Egyptian sphinx, although just what significance this may have had I am sure I have no idea.

I am, Yours, etc.,
DAVID L. CLIFF (Major),
Technical Information Section,
Chrysler Corporation Engineering Division.

Michigan.

* * *

HAIR-SPLITTING EXPOSED

Sir,

I have been reading your book for quite a number of years and have always paid particular interest to your "Letters from Readers." As a Volkswagen enthusiast I have followed with great pleasure all the "pro and anti" opinions and discovered to my delight a far greater number of "pro's"—as I have driven the VW for many miles and enjoyed every one of them. The following I cut out of an article about the VW works in Wolfsburg and it made me laugh!

> "By British standards the car may seem austere to the point of crudity. It reacts sharply to every bump in the road, there is little room for rear passengers and even less for luggage."

I don't think I need to make any comment, but I wonder if the author of this article would have time to go down St. James's Street to the VW showrooms and carefully inspect the "*austerity* and *crudity*" of the 1954 VW de luxe!

I am, Yours, etc.,
W. P. MATHIEU (Dr.), L.D.S., R.C.S.

Hailsham.

* * *

THE AUSTIN-HEALEY 100

Sir,

I was very interested in the comments of Mr. C. B. Carter on the Austin-Healey 100 in your April issue. As a very satisfied owner of some seven months' standing I must say that I have not yet been able to persuade my particular car to reach 111 m.p.h. The best I have managed is 4,300 r.p.m. on overdrive, which works out, I think, at 102.34 m.p.h., though on this occasion the circumstances were not unduly favourable. An *indicated* 100 m.p.h. on the rather wavering speedometer can, however, be quickly and easily attained.

With regard to the use of overdrive second, though I am not qualified to give an opinion on the use of gears when lapping a racing circuit, I agree with Mr. Carter that normal top gives higher speeds with a negligible sacrifice in acceleration.

In case it may be of interest to those of your readers who are considering the purchase of one of these cars, I would add that, as well as the obvious advantages of magnificent roadholding, acceleration, and an easy cruising speed of 80 m.p.h. when circumstances permit (they practically never do!), the car is perfectly tractable in towns and can be run at 15 m.p.h. in direct top without trouble of any sort, and will, in fact, accelerate from this speed perfectly smoothly if required. Could this be because of a rather "vintage" stroke of 111 mm.?

My only complaints are: (1) Imperfect weather protection. (2) Large cooling holes in the front brake drums which allow water to get into them in wet weather (since effectively if expensively cured by the fitting of Alfin drums all round). (3) Lighting which was totally inadequate for the performance of the car. This has now been successfully modified with the help of the local Lucas agents. (4) Minute ground clearance (certainly not 7 in. as stated in the handbook) and a reverse gear of 20 : 1. These last are the points of view of an inexpert, occasional, rally competitor.

May I conclude by expressing the hope that you soon get an Austin-Healey to test, as I look forward to reading your report on it.

I am, Yours, etc.,
T. A. G. WRIGHT.

Leicester.

* * *

COMMENT

Sir,

I read with great interest the letter from M. K. Benenson, of New York, and would like to make some small comments on the figures he quotes. First, I feel that all Englishmen will agree with him that the Cunningham certainly deserves to be put amongst your cars of the *Gran Turismo* class, and I feel that we all agree that the originator, Briggs Cunningham, is in the class as one of the finest motor-racing sportsmen in the world.

As regards the figures quoted on the acceleration of the Cunningham, these must obviously be at fault because it is stated that the car accelerated from 0-60 in 6.85 seconds and from 0-100 in 11.01 seconds, but that it does the standing quarter-mile in 17.55 seconds. It must be obvious that in a standing quarter-mile of 17.55 seconds the car will not reach 100 m.p.h., and therefore how can these figures be higher than the 0-100 time of 11.01 seconds.

I was very interested in such exceptional figures, and as Briggs Cunningham was kind enough to give me a lift with his team from Palm Beach to Sebring, I confronted him with these figures and asked him what the answer was. He said that the 0-100 in 11.01 seconds was certainly correct for the racing car; in fact, as far as he could remember, it was something in the region of 0-110 in 10 seconds. But he thought the reason for the discrepancy in the figures was that the Vignale coupé body had been mixed up with those of the racing C4R or C5R; so no doubt this is the answer. But I must say the acceleration figures are certainly something, and he told me that they had come about when he set out to beat the record of the D-type E.R.A. from 0-100, which, I believe, he succeeded in doing.

As regards Mr. Benenson's remarks about the DB2 having a 3-litre engine in it instead of the 2.6, I must heartily agree with him as I have just fitted one of the racing 2.9 engines into my old DB2 team car, VMF 65, and the result is certainly desirable. But I think that the reason that Aston Martins are not doing this generally, as yet, is probably one of restricted production of this engine, and I feel sure that as soon as they have sufficient of them for everybody they will fit them in the DB2-4.

I am, Yours, etc.,
R. R. C. WALKER.

Frome.

I am, Yours, etc.,
R. R. C. WALKER.

Frome.

CLUB AFFAIRS

Two simultaneous suggestions have come in for the formation of a Riley Nine Register, from R. Vassall and F. Oliver Randall, 1, Addison House, Grove End Road, St. John's Wood, London, N.W.8, who suggest an organisation for "Merlin" owners, the other from C. F. Stanley, 76, Bridge Cross Road, Chase Terrace, near Walsall, Staffs, who suggests covering all pre-Nuffield Nines.

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for peak power per piston

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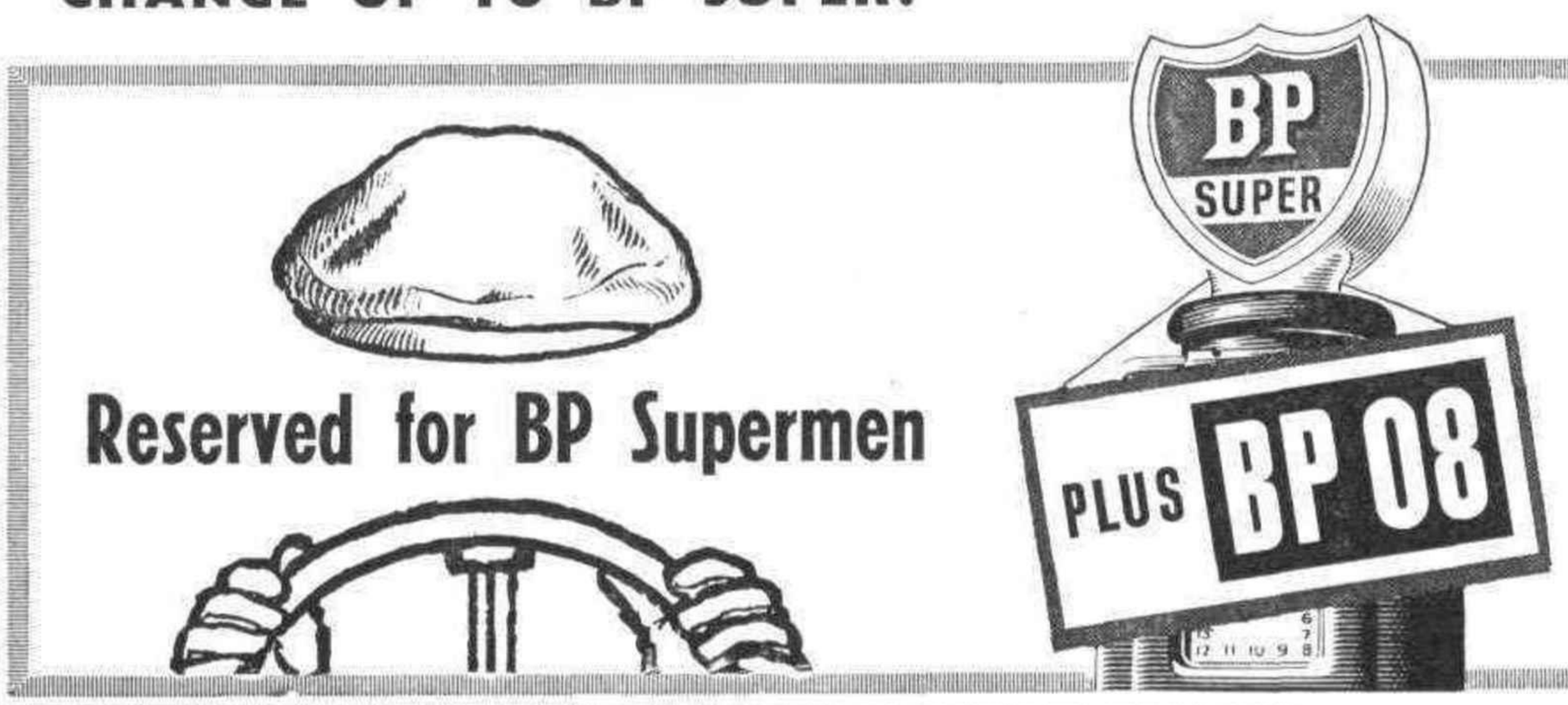
Before BP 08 was introduced into BP Super over here, it was proved a success by the motoring public under some of the most exacting and varied road conditions in Europe. BP Super plus BP 08 really does maintain peak power per piston whatever the make and year of your car.

Now you can get it here, at every BP Super pump in Britain, and it costs you not a penny more. In fact it will cost you less in the long run because it gives you still more miles per shilling.

BP Super, which already banishes pinking and pre-ignition, now with BP 08 maintains full compression. It does this by keeping valves, plugs and piston rings cleaner.

Use BP Super with BP 08 for more miles per gallon, longer periods between de-cokes, greater mileage before re-boring, as well as for quicker starting, better acceleration and smoother running.

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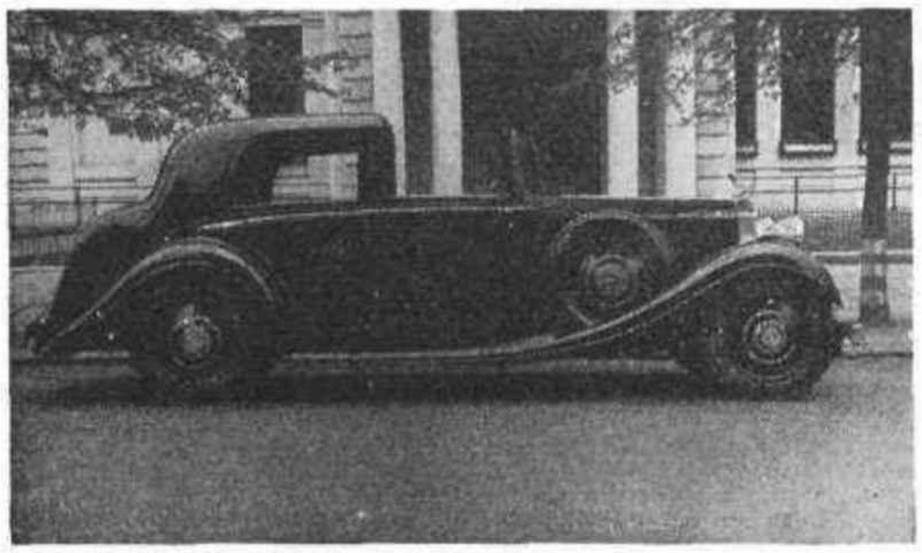
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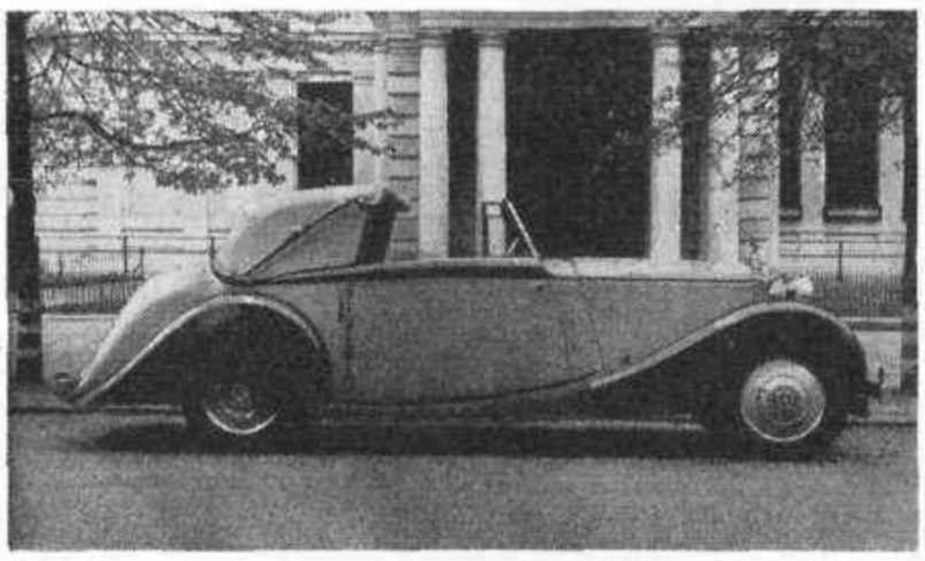
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ROLLS-ROYCE, 1935. Chassis No. GRF 20. Owner-driver Gurney Nutting sedanca-de-ville. Black. Formerly the property of titled film magnate and latterly of Harley Street medico; these gentlemen being the only owners. Luxuriously appointed and impeccably maintained, with a detailed R.-R. history, including comparatively recent rebore and other work. A gentleman's carriage of not inconsiderable distinction.

£585



ROLLS-ROYCE Replica (1940) 3-position drophead coupe on the later-type 21.6 chassis. Bronze, with chocolate wings and cream calf interior. The ensemble, although somewhat striking, is quite tasteful and does not call forth the usual imbecilic comments that are the inevitable accompaniment of the unconventional. Exceptionally well maintained, we have carried out a top and bottom decarbonisation and an extensive service in our own workshop, and this specific Replica is commended as a thoroughly sound and quite outstanding example of the marque.

£500

ROLLS-BENTLEY, 1936, 4¼-litre sportsman's saloon by Freestone and Webb. Chassis series B/GA. Grey, with red hide. Rebored in 1952. Radio and heater Detailed receipts.

£685

ROLLS-ROYCE, 1936, 25/30. Chassis series GTL. Owner-driver sedanca-de-ville by Messrs. Hooper. Black ornamented with gilt mock-cane (basketwork) and adorned with miniature coaching lamps. An illustration, together with a detailed description of this extremely elegant carriage, will appear in next month's issue of *Motor Sport* should it, perchance, remain unsold.

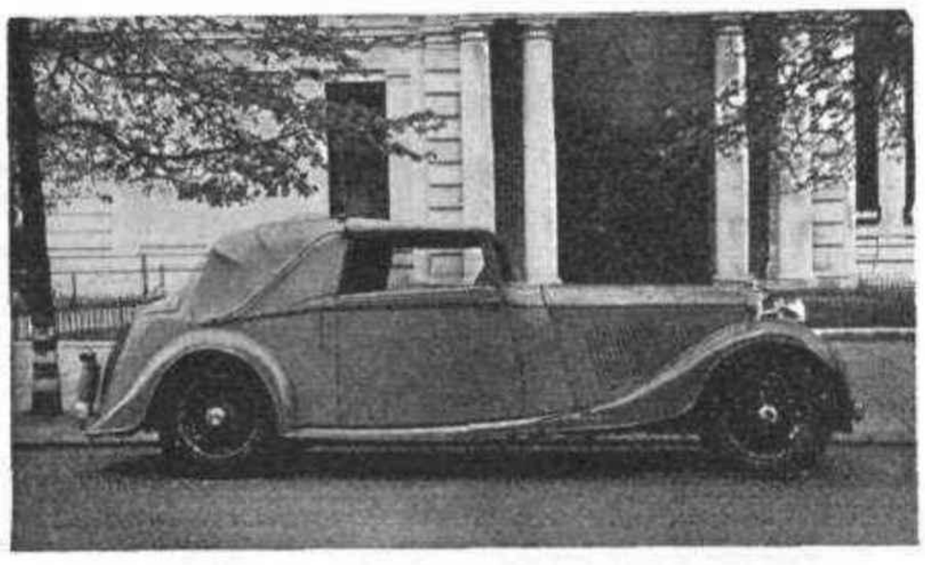
A small number of well-conditioned **VINTAGE R.-R.** carriages come to light from time to time and we shall be pleased to send detailed particulars of these models, or, alternatively, place inquirers in direct touch with the owners quite gratis.

£150—£300

as and when available.

ROLLS-BENTLEY, 1934, 3½-litre. Chassis series B/CW, close-coupled 2-door sports saloon by Messrs. Hooper. Dark blue, with fawn interior. No known history prior to 1951. Condition only reasonable. Taken in part-exchange last month.

£350



ROLLS-BENTLEY, 1936. Chassis No. B 109. F.C. sports foursome drophead coupe by Park Ward. Turquoise blue, with blue and tartan interior trimming. Substantial expenditure during the last year includes an extensive mechanical overhaul at a cost of £106, complete recellulose, fitting of a p.v.c. hood and nylon loose covers and carpets, and five new tyres. This work was carried out to the order of the previous owner in our own workshop. Owing to a recent and disproportionate increase in this gentleman's family, however, we have recently been privileged to supply him with a more roomy saloon, and, consequently, are able to offer this specific drophead coupe in quite exceptional condition.

£600

ROLLS-ROYCE, 1933, Phantom II Continental Gurney-Nutting Owen-sedanca with folding head. Black, with grey interior. Two owners only. Available May 2nd. Details and history will be forwarded to interested inquirers.

£525

or thereabouts.

ROLLS-BENTLEY, 1936, 4¼-litre. Chassis GP series. Special all-steel sportsman's saloon by Park Ward. Grey, with blue-grey hide. Rebored 1953, nitrited crankshaft, etc. Full history.

£625

ALVIS, 1939, 4.3-litre drophead coupe by Vanden Plas. Grey, with red hood and interior trimming. Exceptionally rapid and recently extensively rebuilt by Messrs. Alvis Ltd.

£450

ALVIS Speed Twenty-five, 1938, sports 4-door saloon by Charlesworth. At present undergoing recellulose and retrim. Mechanically in very fine fettle. Fully warranted.

£325

WE HAVE A CONSTANT AND UNVARYING DEMAND FOR OWNER-DRIVER ROLLS-ROYCE AND BENTLEY MODELS, AND WOULD BE PLEASED TO RECEIVE DETAILS OF ANY WELL-CONDITIONED EXAMPLES OF EITHER MARQUE. MR. SIMMONS WILL ATTEND, PERSONALLY, ANYWHERE IN GREAT BRITAIN BY PRIOR ARRANGEMENT.

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FOR SALE

1939 S.S.100 : complete set mudguards, £12. Also pair Dunlop racing wheels, with Fort tyres and tubes, 5.50 by 16, £15. All excellent. Cain, The Withins, Withins Lane, Bolton. Tel.: Bolton 8130. [199

SEMMENCE SPECIAL Spring car. 1,991-c.c. A.C. engine, with single-seater Frazer-Nash chassis. Big overhaul just completed, new crankshaft, pistons, con.-rods, shock-absorbers and tyres. £250. Jennings, 16, Poyle Road, Guildford. [200

IMPECUNIAST'S OPPORTUNITY. Talbot 18/75 saloon, 1935. Body excellent. Everything works. Fair tyres. Runner, but big-end too big. £40 to good home. Tel.: Luton 3755. [201

3-LITRE LAGONDA, engine reconditioned but cracked by frost, still running. Best offer. Dellers (Swindon) Ltd., Ripley Road, Swindon. [202

1933 ALVIS FIREFLY, sell complete or break for spares. H. Nutt & Son, Station Road Garage, East Grinstead. Tel.: 12. [203

HANDBOOKS : Austin, Ford, Jowett, Morris, Standard, Triumph, Vauxhall, 5s. 6d.; Cord, Javelin, Renault, Volkswagen, 7s. 6d.; Hillman, Humber, Morgan, Rover, 9s.; Chevrolet, American Ford, Sunbeam-Talbot, Wolseley, 11s.; Lea-Francis, Riley, Singer, 12s. 6d.; Alvis, Chrysler, Dodge, M.G., 15s. 6d. Workshop manuals : Morris, 17s. 6d.; Javelin, Jupiter, Renault, 21s.; Ford, 30s.; M.G., 31s. 6d.; Chevrolet, American Ford, 32s.; Austin, Hillman, 35s. MOTOR SPORT, 1945-54, 1s. 9d. each; *Vintage Car*, 1953, 2s. 6d. each. Catalogue, 537 motoring publications, 6d. Inquiries, stamp please. Vivian Gray, Mail Order Booksellers, Hurstpierpoint, Sussex. [204

BENTLEY 3-LITRE RED LABEL Indianapolis Special, 1922. T.T. engine, ME 4976. Four-wheel brakes, Dewandre assisted. Open 4-seater body, not original. New hood and tonneau. First offer nearest £150. Weatherhead, Portview Road, Avonmouth. Tel.: 312. [205

AERO MINX. Red. Mechanically good. Body, chassis, excellent. Well shod. New battery, screens. Extras. 35 m.p.g. Taxed, insured. £170, offers. Hall, 67, Chapel Street, Wath, Rotherham, Yorks. [206

RILEY NINE, 1932, MONACO, quite practical transport but not elegant. Offered at the fair price of £25. Quartermaine, Frithsden End, Berkhamsted, Herts. [207

1931 SINGER 8-H.P. saloon. Big-ends gone, otherwise good. Excellent coachwork. What offers ? Tel.: Molesey 4663. [209

RILEY NINE 1930 spares—complete engine minus block. Overhauled just before block cracked—everything excellent condition. Foort, 74, Shaftesbury Avenue, Chester. [210

SUPERCHARGER, MARSHALL, TYPE K200. Suitable for engines to four litres capacity. Complete with jockey pulley and 2½-in. racing S.U. carburetter. Condition as new. £65. Nightingale, 105, Rednal Road, Birmingham 30. Tel.: King's Norton 2147. [211

VAUXHALL 20/60 HURLINGHAM sports 2-seater, 1930. Streamline aluminium, in magnificent order. Smart, fast, distinctive. £80. Knight, 2, Norfolk Place, Littlehampton. Tel.: 1007. [213

RILEY NINE saloon, 1934. Very sound mechanically; bodywork all good. £80. Knight, 2, Norfolk Place, Littlehampton. Tel.: 1007. [214

ROLLS-ROYCE coupé, 20 h.p., 1928. One owner. Sound running order. £140. Knight, 2, Norfolk Place, Littlehampton. Tel: 1007. [215

VERY FAST enthusiast's 2-seater. 4½-litre Lagonda sports car. Ex-George Howarth. First registered 1948. Box No. V216, MOTOR SPORT, 15, City Road, E.C.1. [216

ALLARD 4-seater sports, 1948. Mandarin red, grey upholstery. Engine 5,000 since new. Five nearly new tyres, Eagles and Indias. Beautiful condition, owned by business man; no expense has been spared on upkeep. Will cruise at 70 till cows come home. Private sale, £365 gns. H.P. terms arranged. 359, Bexley Road, Erith, Kent. Tel.: Erith 3844. [217

FOR SALE—*continued*

LAGONDA 3½-LITRE, 1935, 4-seater open tourer. In excellent condition. Much care and attention has been lavished on this car, which for the last four years has given faithful and reliable service to the present owner on business trips, holidays with caravan, rallies and other sporting events. Resprayed B.R.G. 12 months ago. Laid up for first quarter this year. £250. Sanders, Reade House, Farnham Common. Tel.: 311. [218

CLYNO, 1928, 9-H.P. tourer. Numerous spares, no engine, towable. Would consider breaking but prefer cheaper complete sale. Shaw, Ashfield Road, Market Harborough. [219

WOLSELEY HORNET SWALLOW 2-seater. Excellent condition, completely rebuilt and re-registered 1952. Rudge wheels, five good tyres, remote gearbox. Taxed to December. £90. Offers. Hornet engine and gearbox, complete with accessories, £12. Radiator, steering column complete, pair 19 in. by 500 Rudge wheels with tyres. Offers. Speechley, Hillsend House, Leigh Sinton Road, Malvern, Worcs. [220

"MOTOR SPORT," 1943 to date, complete, clean, in files. £6, carriage paid. Box No. V221, MOTOR SPORT, 15, City Road, E.C.1. [221

TWIN S.U.s and manifold, Riley 1½, £7 10s. Petrie, 34, Crich Avenue, Derby. [222

RILEY NINE KESTREL, 1934—Scintilla, twin S.U.s, helical box. £100. Michell, Park Farm, Bloxham, Banbury. [224

PACKARD 27-H.P. saloon, registered 1948, 31,500 miles. 18 m.p.g. £350, or exchange 20/25 R.-R. Goodfellow, 78, Park Road, Kingston. [225

RILEY NINE MONACO, 1933, spares. Radiator, £4; bonnet, 30s.; four doors, 5s. each; front seats, 10s. each. After 6 p.m. 26, Stapleford Avenue, Ilford, Essex. [226

VIRTUALLY NEW—Tyres : Goodyear Eagles, 6.00 by 16, 6.50 by 16, 6.70 by 16, Dunlop Fort 6.00 by 16, £5 each. Also 6.50 by 16 Michelin snow or mud tyres, good condition, £3 each. Jackson, Tel.: ELT 2161. [227

1936 2-LITRE M.G. D.H.C. Black, good condition, laid up at present. 18-in. wheel, new, 1½-litre Jaguar. Engine parts, gearbox, rear axle, 4/4 Morgan. Offers. Fuggle's Garage, Tenterden, Kent. [230

1930 S.S.100 BROUGH-SUPERIOR, 8.50 J.A.P., Castle forks, swinging-arm rear suspension. Plating and paintwork perfect. Duplex Pilgrim pump. One of best preserved S.S.100s in country. £50. Box No. V231, MOTOR SPORT, 15, City Road, E.C.1. [231

1937 TALBOT pillarless sports saloon, 10 h.p., in good mechanical and bodily order, four almost new tyres; taxed; £185. 1938 Talbot pillarless sports saloon, 10 h.p.; new battery, five good tyres; recently resprayed black, with scarlet leather upholstery; fog-light and badge bar; beautiful coachwork; engine in first-class running order; £240. Box No. V232, MOTOR SPORT, 15, City Road, E.C.1. [232

EXCHANGE/SALE. Fiat 500 de luxe, March, 1938. £60 engine reconditioning, unrun, recarpeted, resprayed. Total mileage 39,654. £200, or small "special" or sports plus adjustment. "Graythwaite," Lancaster Road, Newcastle-under-Lyme. Tel.: 67755. [233

LANCHESTER, 1928, 21-H.P., 6-seater tourer, rare. New tyres, hood, battery, Perspex sidescreens. Original bulb-horn, Klaxon, brass radiator and lamps. Good condition, mileometer reading 35,000 (car was laid up 9½ years). Dual ignition, both Autovac and electric pump. Photograph available. £250, o.n.o. Kaye, 1, Phillips Avenue, Middlesbrough. [236

FOG-LAMP. Lucas SFT700. Still in original box. Not used. Best offer over £3. Box No. V237, MOTOR SPORT, 15, City Road, E.C.1. [237

DISMANTLING M.G. 18/80. Inquiries for spares to Mitchell, 24, Arthur Road, Birmingham 21. [238

ALL PARTS for 1934 Riley Gamecock. 1947 Austin 10-h.p. engine, gearbox, rear axle. Wanted : A40 engine. A. J. Targett, Upper Woodford, Salisbury. Tel.: Middle Woodford 292. [239

WOLSELEY HORNET SPECIAL, 1933, 2-seater aluminium body. £95. Olsen, Llanthony, Abergavenny, Mon. [241

ASTON MARTIN, 1934, 1½-LITRE LE MANS short-chassis 2-seater tourer. Thoroughly sound; 7,000 miles since extensive engine overhaul, new tyres. £200. Seen by arrangement, Leeds or—Wilson, 18, Crooksbarn Lane, Norton, Stockton-on-Tees. Tel.: 54493. [242

TALBOT 95—E.N.V. gearbox and engine, including fuel pump, dyno. starter, carburetter and solenoid. £18. Sanson, 3, Mays Hill Road, Shortlands, Kent. Tel.: RAV 5327. [243

BENTLEY, 1925, short, three, tourer, four, all-weather, new hood, new battery, well shod. A great friend, used daily. £260. Tel.: TUL 3794, 7-8 p.m. [244

1934 RILEY NINE MONACO. All metal body, manual box, k.o. wheels, good tyres. £90. Tel.: Reigate 4979. [245

FOR SALE—*continued*

1938 LANCIA APRILIA saloon. Telecontrols. Recently resprayed, rechromed. Good condition all round. £285. 1, Toll Bar Cottages, Ollerton, Knutsford, Cheshire. [246

1948 1,100 H.R.G. Excellent condition. Rebuilt 18 months ago. Many extras. £475. 37, Anne Boleyn's Walk, Cheam. Tel.: VIG 4733. [247

BUGATTI, 1923, Brescia engine and chassis good—minus clutch. £50, o.n.o. Evreham Lodge, Iver (Tel.: 335), Bucks. [248

1933 RILEY MENTONE saloon, 12 h.p. Four new tyres, reconditioned engine. Taxed December. £65. Tel.: VAL 7601. [249

£67 10s.—TERRAPLANE sports 4-seater, 16.9 h.p. English body, original condition; good all-weather equipment. Sweet and powerful runner. W. Barnes, 1c, Venner Road, Sydenham. Tel.: 7469. [250

HOTCHKISS 3-LITRE, 1937. Engine, brakes, steering, tyres, are excellent. Drophead coupé body needs attention. £100. No offers, but inspection invited. Box No. V251, MOTOR SPORT, 15, City Road, E.C.1. [251

LAGONDA 4½-LITRE, 1934, pillarless saloon, in very good condition. Tel.: HAM 8231. [252

RILEY LINCOCK, 9 H.P., 1933, 2/4-seater version of Kestrel. Crash box. 8,000 miles since complete rebuild regardless of cost. Nearest £185. Also four Alvis Firefly road springs and 1926 12/50 rockers and shaft, almost new; offers. Aubrey, The Nook, Fulwood Park, Liverpool 17. [253

A.C. D.H.C. Maintained regardless expense. Engine, bodywork, hood, paintwork, perfect. 65 m.p.h. third. No oil. "The best 1937 A.C. in England." £275. Would part exchange Triumph Renown, etc. 9, Delta Road, Worcester Park, Surrey. Tel.: Derwent 4776. [254

RILEY NINE MONACO, 1932. Engine Burtonwood overhauled. New tyres. Excellent batteries. Rewired. Over 30 m.p.g. cruising at 50. Body reasonable. £80, o.n.o. 31, Carlisle Road, N.W.6. Tel.: Ladbroke 3931. [255

M.G. J2. Red and grey. Dynamo overhauled, brakes relined, new cables, top overhaul March, bills produced. No oil leak. Oil pressure 80 lb. Jag. headlamps, radio. Hood rough. £140. Also spare block, gearbox. Hargreaves, 223, Cornelian Street, Blackburn, Lancs. [256

FORD TEN FRONT AXLE, Girlings, pressed wheels and tyres. Rear ditto shaft, crown-wheel and pinion, £25. 16, Rectory Lane, Ashtead, Surrey. [257

TALBOT 14/45 saloon, 1929, mechanically sound. £10. Would sell parts. Gurd, Church Street, Tisbury, Wilts. [258

1934 TALBOT 95 de luxe saloon. Body excellent. Tyres good. £65. 3, Mays Hill Road, Shortlands, Kent. Tel.: RAV 5327. [259

AERO MINX. A well-preserved model, finished in B.R. green. New hood, taxed and insured. £125. D. & A. Garage, London Road, Wokingham, Berks. Tel.: 1179. [260

SELLING OUT ! 1953 Mark VII Jaguar saloon, 6,000 miles only, many extras, £1,400. 1947 Lester M.G., completely rebuilt and running-in, £325. Type 55 F.N.-B.M.W., special concours model with chrome engine and many extras, £345. Numerous M.G. spares, including cylinder head, etc. Telephone P. Smith at Bedford 66322 or, evenings, Bedford 2231. [263

BRITISH SALMSON, 1934, 12-H.P. saloon. Engine just overhauled for £100, resleeved, new pistons, valves. Aluminium body repainted. One owner since 1939, gone abroad. £110. Cedar Service Station Ltd., Fareham. Tel.: 2277. [265

ALFA-ROMEO, 1930, 1,750-C.C., single-cam, drophead coupé, Alfa red. Four-seater. Five very good tyres, new hood, new battery. £175. 598a, Kingston Road, Raynes Park, S.W.20. Tel.: Liberty 2959, business hours. [266

LAGONDA, 1931, 2-LITRE low-chassis Speed Model. Four-seater tourer. Original and excellent condition throughout. £175. 598a, Kingston Road, S.W.20. [267

THOMSON'S HARD-SURFACED ROCKERS : M.G., Wolseley, 6s. each exchange; Riley, 4s. 6d. Bushes, 6s. Shafts from 7s. 6d. Valve guides from 3s. Valve caps, springs, gaskets, king-pin sets, half-shafts, crown-wheels and pinions, large valves and 150-lb. springs for XPAG engines. Also new heads, cranks, exchange blocks, etc. Many other spares. Now stocking valve guides, etc., for other makes. Exchange wheels, hub caps, dynos., etc. S.A.E. inquiries please. Thomson's, 102, Kingston Road, Wimbledon, S.W.19. Tel.: Liberty 8498. [268

RILEY 12/4, June, 1938, saloon, manual box, £135. Needs attention to make a beautiful car. 54, Rosehill Avenue, Sutton. Tel.: Fairlands 5724. [269

1934 3½-LITRE ROLLS-BENTLEY open 4-seater tourer. Paint, coachwork, hood, side-curtains, tonneau cover, all perfect. Over £500 recently spent on maker's overhaul. Radio, heater, many other extras. £850. London. Box No. V270, MOTOR SPORT, 15, City Road, E.C.1. [270

FOR SALE—*continued*

1934 WORKS ALPINE RILEY—an example of how cars should be built. Maintained in excellent condition mechanically and bodily. C.R. pre-selector box. Fast, beautiful roadholder. Photos on request. £260. Phelps, "Carthage," Esplanade, Ventnor, I.O.W. [271

ALFA-ROMEO 1,750 drophead. Seen London. Bills for over £250—genuinely few faults. Must sell this month—wedding in June. Will accept offer nearest £175. Box No. V272, MOTOR SPORT, 15, City Road, E.C.1. [272

BENTLEY RED LABEL 3-LITRE close-coupled four tourer, Speed Model. This car was completely rebuilt 1951. Re-upholstered in hide, recellulosed green, reconditioned back axle. Brake and clutch linings new. Extras include Hardy-Spicer and built-in battery charger. 25 m.p.g. at cruising speed. This Bentley is immaculate. R.A.C. inspection if desired. Seen London or Kent. £320, o.n.o. Box No. V273, MOTOR SPORT, 15, City Road, E.C.1. [273

ROLLS TWENTY, 1926, 4-door Tickford, f.w.b. Engine sleeved standard, etc. New tyres. Daily use. All instruments working. Trafficators, reflectors, suppressors—the lot. Nearest £230. Box No. V274, MOTOR SPORT, 15, City Road, E.C.1. [274

SINGER NINE LE MANS, 1934, foursome fixed-head coupé. Engine, gearbox, rear axle, overhauled since I have owned her. New battery. Good body and paintwork. A wonderful car, sorry to part with her. First £90. Seen Dorset. Box No. V275, MOTOR SPORT, 15, City Road, E.C.1. [275

ALVIS FIREFLY, 1934, sports saloon. Excellent condition. Bills available. Brakes relined, engine decarbonised recently, good tyres. £160. Bateson, 82, Green Lane, Liverpool 18. [276

£75—1934 PACKARD straight-eight, 32 h.p., D.H. coupé. Attractive dashboard full of high-class Waltham instruments and gauges. Servo-assisted brakes. Four excellent tyres, two spare wheels. Automatic choke. Remote control lock to dickey seat. Built in the days when cars were cars, the gauge steel used must be equal to the present-day battleships. One of the few remaining examples of the model which gave to Packard the title "Rolls-Royce of America." Tel.: Hainault 448. [277

SHORROCKS SUPERCHARGER, suitable for M.G. TC or TD. Practically new, only done 4,000 miles. Cost £90, will accept £45. Miller, 282, Main Road, Gidea Park, Essex. [278

24-H.P. RILEY V8 AUTOVIA, 1938¼, Mulliner saloon. Preselector. (Overhauled, £50, Arnott Eng. Co.) Engine spot-on. Heater, wireless, twin horns and spotlights; 12-in. headlamps; twin spares; super discs. Beautiful car. First £210, or exchange Land Rover, cash adjustment. Rosebank Camp, 251, London Road, Clacton. Tel.: 1656. [279

AUSTIN CAMBRIDGE SPECIAL. Full details and trial. Ironside, R.A.F., Hillingdon, Middlesex. [280

RILEY NINE BIARRITZ, 1930, well maintained. Good battery and tyres. Owner going abroad and loath to part. £65 or near offer. 60, Clive Road, S.E.21. Tel.: Gipsy Hill 2096. [281

HUMBER NINE tourer, 1926. Second owner. Wonderful vintage car. With instruction manuals and original tool kit. Leather upholstery excellent, body needs repaint. £37 10s. Harris, 29, Gildredge Road, Eastbourne. [282

BENTLEY RED LABEL, 1925, standard Vanden Plas open 4-seater, £275. O'Brien, Kell House, Brigsteer, Kendal. [283

ARMSTRONG-SIDDELEY, 1938, 25-H.P. Mileage 26,000 (genuine). Sports saloon. Maintained regardless of cost by original owner, now 73, who is regretfully selling after serious operation. A real sportsman's car. £350. Madden, 62, Tower Road West, St. Leonards-on-Sea. [284

1933 AUSTIN CHASSIS, wheels, differential, gearbox, 12.9-h.p. engine. £12, o.n.o. Vauquelin, Updown Cottage, Lenham, Kent. [285

CLYNO 10.8 tourer, 1925. Good condition. New battery, brakes relined. Handbook. Taxed, insured. £55. Donovan, Tel.: Enterprise 4513. [286

A.B.C., 1922, 12.2 sports, in excellent condition. One of two existing models. Completely overhauled and in original condition. Fine performance from a very rare car. Spares complete. £80, or exchange something interesting. Jenvey, Melplash, East Lane, Horsley, Surrey. Tel.: East Horsley 3106. [287

MORGAN 3-WHEELER, 1935 S.S., Matchless MX4, o.h.v., w.-c. Excellent condition. Engine overhauled. £140, o.n.o. 26, Brancaster Road, Streatham, S.W.16. [288

MORGAN 3-WHEELER, J.A.P. 1934 o.h.v., w.-c. twin. Excellent. £75, o.n.o. 5, Orchard Lane, East Molesey, Surrey. Tel.: Emberbrook 4079. [289

RILEY NINE LINCOCK coupé. Engine completely reconditioned, new battery, back-axle bearings; excellent tyres. 33 m.p.g. at 50 m.p.h. £115. Simpson, 200, Wells Road, Malvern. [290

ALVIS SPEED TWENTY, 1932, Mulliner saloon. Good appearance. Mechanically excellent. £165. Tel.: Northwood 1757. [295

FOR SALE—*continued*

TWIN CARBURETTERS, Derrington, for o.h.v. Minor, complete. Used 1,000 miles. £10. New aero-screen, £2. 42, Princes Drive, Skipton, Yorks. [291

RILEY BLUE STREAK, 1938, 2½-litre. Adelphi body. Manual gearbox with overdrive. A lovely car and ideal for enthusiast with family. Very fast and in good condition. Nearest £275. 72, Gilbanks Road, Wollaston, Stourbridge, Worcs. [293

SUNBEAM TALBOT 90 MARK II sports saloon, 1951. Exceptionally nice condition. £675. Consider exchange. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [294

LAGONDA RAPIER (1936) 4-seater tourer. Enthusiast maintained. Phenomenal performance with 10-h.p. economy. Everything in A1 condition and the car is really smart. E.N.V. gearbox with desirable left-hand preselector. Uses no oil, and a real joy to drive. Further details to those genuinely interested. Very fair price of £250 is asked. Owner taking delivery of new car. Dalzell, "Beechcote," Berkswell, Coventry. Tel.: Berkswell 3209. [297

1954 FORD-HEALEY SPECIAL. Extremely well constructed, rigid chassis of 2-in. steel alloy tubing. Wishbone i.f.s., swing-type i.r.s. Torsion-bars front and rear. E.N.V. differential. Rack and pinion steering. 11-in. hydraulic brakes. Reconditioned Ford V8 engine, gearbox not yet run-in. Healey 2-seater body. All new parts. New all-weather equipment. 650 by 16 tyres new. Taxed, insured. Dale Hotel, Allendale, Hexham, Northumberland. Tel.: 212. [298

30 M.P.G. LAGONDA 2-litre low chassis speed model. Superb original condition. Aluminium body. B.R.G. Green hide. P100s. Excellent tyres, new batteries. Beautiful twin o.h.c. engine. Consumes no oil. Taxed December. Regretfully selling for £165, o.n.o. 20, Ennismore Gardens, Western Boulevard, Nottingham. [299

BENTLEY. Pair S.U. slopers c/w manifold for 4½, £12. Huxham, Pen Hill Garage, Parkstone, Dorset. [300

BENTLEY, 1930 4½. Useful but stark 2-seater body. Plate clutch. Fast and flexible motor. General condition good. £190. Huxham, Penn Hill Garage, Parkstone, Dorset. [301

RILEY NINE saloon, 1935. Engine recently completely reconditioned, new pistons, etc. Bills shown. Preselector box. Good tyres, body sound. Black. £165, o.n.o. Harris, 25, Kings Road, Higher St. Budeaux, Plymouth. [302

RILEY NINE DYNAMO. Unused since completely reconditioned at cost over £10. Offers. Box No. V303, MOTOR SPORT, 15, City Road, E.C.1. [303

SPACE URGENTLY NEEDED. No reasonable offer refused for 1935 Railton 28-h.p. saloon. Excellent engine. Coachwork good, or break. Baker, 68, Cromwell Road, Peterborough. [304

LEA-FRANCIS 14/40 2-seater 2 o.h.c. Very good runner. Excellent tyres. £65. Barnard, 2, Corville Gardens, Sheldon, Birmingham. [305

1932 RILEY NINE saloon, tidy, broken crank, £30. 1927 Alvis 12/50 utility, sound, £48. 1935 Riley Nine Monaco, £58. Haywards Cottage, Blackwater, Camberley, Surrey. Tel.: Yateley 3151. [307

SPARES FOR SPORTY CARS. The Garage Valet Service, 416, Harrow Road, W.9, Tel. Nos.: CUN 8471 and 8366, offers new and secondhand spares for all pre-war cars, especially sports-type M.G.s, Rileys, S.S., Austin Nippys, etc. Reconditioned part-exchange service. Engines, gearboxes, electrical, wheels, prop.-shafts, etc. Large stocks of 19-in. and 18-in. tyres. [308

HORNET SPECIAL, 1933, sports 4-seater. Carefully maintained, excellent condition. Reliable. £135, or near offer. Matthews, Schoolhouse, Windlesham, Surrey. [309

ROLLS-ROYCE Park Ward coupé, 1924. Four good tyres. Very elegant carriage. General condition excellent for age. £215. Perkins & Smith Ltd., Braunston, near Rugby. [310

RAYBERN-GRIFFITHS 1,172-C.C. Formula car. Double tube chassis, coil spring i.f.s., 10-in. Lockheed hydraulic brakes. Tonneau, hood, detachable fold-flat screen. Just rebuilt for this season. Further details to genuine inquirers. Offers. 3rd Officer J. A. Stringer, King Edward VII Nautical College, Commercial Road, London, E.14. [311

RILEY MONACO, 1934, all metal. New engine bearings, piston, batteries. Reconditioned carburetter, magneto, dynamo. Bodywork, tyres, good. T. & I. 35 m.p.g. £120. Waller, Tel.: CAN 3291, ext. 17. [312

LANCIA LAMBDA tourer, 5th Series. Shortened chassis. Reconditioned engine. £95, including spares. 71, Cardiff Road, Llandaff. [313

RAILTON saloon, 1934, complete with Ford gearbox, no engine, fittings for P-6 conversion. 1948 Super Snipe engine complete. Any reasonable offer. Rundle, 4, Gipsy Lane, Warminster. Tel.: 2414. [315

ALVIS, 1936, 16.9 drophead foursome by Cross and Ellis, good throughout. Black, with red leather. Owner leaving England. £165. Wadleigh, 82, Perne Road, Cambridge. [318

FOR SALE—*continued*

1921 MORRIS. Unique cabriolet, by Hollick and Pratt, for titled owner. Offers. 203, Oxford Road, Reading. [314

BUGATTI, 2-LITRE, 2/4 sports. New tyres, wiring, brakes, etc. Offers to Crisp, 10, Camelford Street, Brighton. Tel.: 20054. [317

ALLARD K1 2-seater, 1948. Good tyres, new batteries, all equipment. £330, o.n.o. Rodney Touche, Broome Cottage, Betchworth, Surrey. (Would swap TC M.G., reasons admitted.) [319

ROLLS-ROYCE, 1928, 21.6-H.P. cabriolet by Barker, in first-class order throughout; good tyres; taxed and insured. £195, o.n.o. Stone, Little Steeping, Spilsby, Lincolnshire. Tel.: Little Steeping 264. [320

JAGUAR 100, 1938, 2½-LITRE. Superb condition. Twin exhaust system. Andre telecontrols front and rear. Excellent tyres. Black, with red interior. Taxed. £425. 218, Sheen Road, Richmond, Surrey. Tel.: Richmond 3259. [321

1933 3-LITRE LAGONDA. Mechanically excellent. Tremendous performance. Striking special open body. Offers, exchange small car. Saunders, R.E. Mess, Aldershot. [322

ROLLS PHANTOM II sedanca by Thrupp & Maberley. Immaculate. New tyres. £175. Tel.: KEN 1053. [323

RILEY NINE MONACO, 1932; mechanically sound; body reasonable; £60. 1933 Monaco radiator, £4. Single Solex and manifold, 25s. White, M.O.S. Hostel, Aberporth, Cards. [325

LEA-FRANCIS, 1933, 4-seater tourer. The last P-type 12/40 built. In original condition. Mechanically and bodily good, with full weather equipment. Best offer over £100. 7, Broncksea Road, Bristol 7. Tel.: Filton 2123. [327

TALBOT 75 DARRACQ saloon, 1935. Very clean and sound, entirely reliable. Taxed, insured. £100. George, 4, Home Park Avenue, Plymouth. [329

MOST ATTRACTIVE CAR—2½-litre Alpine S.S. open 4-seater. 90 m.p.h., 24 m.p.g. Superb condition, any inspection. £200. Photo. "Holmbury," Ranelagh Street, Hereford. [330

LAGONDA 2-LITRE—dismantling after crash. Chassis bent but most other parts available, including recently overhauled engine (1953). Andrews, Brook Cottage, Aldbourne, Wilts. Tel.: Aldbourne 293. [332

AUSTIN SWALLOW 2-seater, 1930. Good bodywork, hood, sidescreens. Four new tyres, new battery. Very good engine. £50. 96, Town Court Lane, Petts Wood, Kent. [333

ALVIS SPEED TWENTY, 1935, Charlesworth saloon, excellent order throughout and open to any test. 20 m.p.g. £225. Tel.: Gulliver 1980. [334

ALVIS, 1936/7, 16.95. Roomy saloon. Just completely reconditioned. Really magnificent condition. 20 m.p.g. £245 or offer. Write for particulars. Andrews, 10, Blomfield Street, E.C.2. [335

ROESCH TALBOT 105. Vanden Plas 4/5-seater sports saloon. New carburetter, water pump, and batteries, and in typical Talbot condition throughout. Offers around £150. Ellis, 152, Wigan Lane, Wigan. [336

TYRES, TUBES, is our business. We have most sizes in stock for all vehicles from 1904 to 1954 and are noted for obsolete, beaded and awkward sizes. Express service to anywhere in U.K. Hamilton & Son, 22/4, Vicarage Street, Yeovil. Tel.: 927. [338

ALVIS SPEED TWENTY, 1932/3, saloon. Very sound and extremely reliable, well shod, good batteries. Exceptionally clean inside and very fair exterior. Unusual and handsome lines. £90. Box No. V339, MOTOR SPORT, 15, City Road, E.C.1. [339

1942 BUICK D.H. coupé. Beautiful car. Fitted many extras, including music and heater. Very fast, 20 m.p.g. £385. Howard, Okle Pitcher, Newent, Glos. Tel.: Newent 394. [340

1½-LITRE SINGER LE MANS 2-seater sports, Mk. II engine, Scintilla. Spare c.w. & p. £145, o.n.o. H.P. terms. Woodcock Inn, Littleborough, Lancs. [341

DAIMLER DOUBLE SIX 50-H.P. 4-seater drophead coupé. July, 1931. Very good condition, tyres fair, preselector. Cruises 90 m.p.h. in silence; easy starter, hectic acceleration. Fitted extra lights, horns. Taxed year; daily use. Reputed to have cost new £6,000, has very low sweeping lines, often mistaken for 1939, attracts enormous interest. Selling because only 12 m.p.g. Photo to inquirer. £350 or near offer. 187, Ashton Drive, Bristol 3. [342

ALVIS 16.95 tourer, perfect order. All equipment in new condition, including six tyres, hood, tonneau, heater. Any trial. £190. Knight, Ensleigh House, Lansdown, Bath. [343

RILEY LYNX, 1936, 1½-LITRE tourer. Green. Bodywork, brakes, tyres, good. Hood new. Engine very good, several recent replacements. Has thoroughbred touch in every way. £185. J. G. Mach, Cherry Trees, Woodgreen, Fordingbridge, Hants. Tel.: Breamore 206. [344

ASTON MARTIN, 1932, 1½ 4-seater. Red. Five brand new Goodyears. No faults at all. Lots of spares. Most attractive bargain, £185 (taxed). Dunsmore Cottage, Dunchurch, Rugby. Tel.: Dunchurch 374. [346

FOR SALE—*continued*

SINGER NINE sports. Twin-carburetter 4-seater. 1,200 since complete overhaul. Rewired. Brakes relined. Uses no oil. Fast, reliable. £100. 5a, Elthorne Mansions, Archway, N.19. [345

BEAUTIFUL black 3-litre Bentley, 1951. Kensington Gardens *Concours d'Elegance* class winner. Classical Park Ward drophead coupé with dickey. Bodywork and engine in sound condition. Servo brakes relined. Telecontrols. £275. Seen evenings, by arrangement. Also coupé body, ex-4½, and quantity blower 4½ and 6½-litre engine spares. S.A.E. list. E. H. Thomas, 63, York Terrace, N.W.1. (Tel.: PAD 4564.) [347

RILEY, 1934, 12/6 sports tourer, smart appearance. New hood. £90. Tel.: KEN 1058. [324

ALVIS SPEED TWENTY saloon, 1934, i.f.s., sliding roof. Basically sound and goes well. Body requires slight attention, engine wants top overhaul and clutch relining. Seen Norwich area. Owner posted overseas. Offers over £75 to R. W. Barton, 83, Derby Road, Beeston, Notts. [348

TRIUMPH GLORIA 10-H.P., 1936, 4-seater tourer. Engine just rebored, etc. Interior newly trimmed, good hood and sidescreens, new battery. £150. Richards, 106, Wood Lane, London, N.W.9. Tel.: COL 5322. [349

LAGONDA, 1934, 3-LITRE D.H. coupé, good condition, new hood, respray September; £150, o.n.o. Also 1951 M.G. TD, 24,000 miles; radio, heater; offers. Or consider exchange both above for single vehicle. F/L. Appleboom, R.A.F., Wymeswold, Leics. Tel.: Loughborough 3446. [350

ASTON MARTIN, 1934, 1½-LITRE LE MANS 4-seater tourer. In good condition. Around £260. Joel, Dryden Cottage, Radlett. Tel.: 6147. [351

BUCKLER MARK TEN. Ford Ten components. Two-seater, all-enveloping body painted red. Beige leather upholstery. Hood and sidescreens. Cost £800 to build. Maximum 85 m.p.h. Consumption 35 m.p.g. Price £595 or best offer. Pratt, 64, The Crescent, Belmont, Surrey. Tel.: Vigilant 7800. [352

1938 MORGAN 4/4, 2-seater. Reconditioned engine, resprayed, re-upholstered. Exceptional condition. £225, o.n.o. Dr. Barling, Glinton, Peterborough. Tel.: Glinton 246. [353

LONG-TAILED BROOKLANDS RILEY NINE. Reconditioned crank, dynamo, magneto, carburetters. £160. Good 1⅛-in. crank and rods, £6. Dixon, Hipsley, Hurley, Atherstone, Warwicks. Tel.: Hurley 265. [354

M.G. AND MINOR SPARES for sale. "M" engine, etc. Details, Andrews, 14, Meadow Bank, Manchester 21. [355

RILEY NINE MONACO, Dec., 1930. Present hands 23 years. Bodywork above average for age. Glass, tyres, batteries, good Engine running order but oil-thirsty. Licensed and insured. £35. Smith, 3, Beulah Road, Tunbridge Wells. [356

ASTON MARTIN 1½-LITRE. Rebuilt with Ulster body. 8.3 : 1, Martlets, racing camshaft, rods; five new 19-in. tyres. Prepared club racing. Engineer owner going Australia. 79, Valley Road, Welwyn Garden City. [357

SUPERCHARGED AUSTIN CAMBRIDGE SPECIAL, completed 1953, fitted works engine, twin Scintillas, Marshal blower, Laystall crank and rods, close-ratio 4-speed box, high-ratio rear axle, 2LS Lockheeds, lightweight wheels, fully streamlined body, full undershields. Jewelessence blue finish. Seen any time at X.L. Service Station, Kingston Vale, S.W.15. Tel.: KIN 8333. [359

M.G. TD. Red. Excellent condition, new Toulmin engine, unused spare; radio, extras. £560, owner leaving; taxed. Vacca, 190, Queen's Gate, S.W.7. [360

BENTLEY 4½-LITRE, V.D.P. Excellent mechanically. Immaculate appearance. Recent work done: New radiator block, Hartfords, and universals; new body fabric, hood, sidescreens and tonneau cover; loose covers; rewired, repainted B.R.G. Uses no oil, maker's pressure. Need room for 4½. £285 for quick sale. A. Bibby, 32, Clarendon Road, Leeds 2. [361

RILEY MONACO saloon, 1933, in very good all-round condition. Twin carburetters; 38 m.p.g.; brakes and lighting extremely good. £125 or offer. Wilkinson, 61, Rowan Road, Sutton Coldfield. [362

SUPERCHARGED F.W.D. ALVIS, £150. Carden cyclecar, original, £35. Vintage sprint Douglas m/c., £30. Baddeley, 30, Tangier Way, Burgh Heath, Tadworth, Surrey. Tel.: Burgh Heath 5624. [363

RILEY LYNX, 9 H.P., 1933. Exceptional condition throughout. Sensible offers for a potent grand old lady. Brook, "Cotchford," Coateshill Road, Bickley, Kent. [364

B.T.H. VERTICAL MAGNETO, J.6, Form D.5, £7. Alvis Speed Twenty-five n/s. rear hub and half-shaft, £6. Haigh, Hereford House, Clifton Park, Bristol. [365

1937 H.R.G. 1,500, Meadows. Overhauled recently, new batteries, tonneau cover and hood, six spare tyres, four spare wheels. Excellent condition. £350. Box No. V367, MOTOR SPORT, 15, City Road, E.C.1. [367

RAILTON, 1935. Sportsman's black saloon, immaculate condition. £275, o.n.o. 41, Pinner Green. Tel.: 368. [378

FOR SALE—*continued*

RILEY 9-H.P. : Arnott supercharger and carburetter with drive, oil tank, boost gauge, £22. Cylinder block, £5. Crankshaft, £6. Scintilla Vertex N.V.4, unused, £8. Tapley performance meter, with bracket, £3. Oxhill pressure gauge, 18 mm., £2. Sioux metal spray gun, unused, £7. Photometer (Everett Edgcumbe), £6. Runbaken ignition tester, £4. Brooklands car badge, offers, Inman, 45, Jersey Road, Hounslow, Middlesex. Tel.: Hounslow 0421. [368

S.U. CARBURETTER and petrol pump, outstanding bargain—offer. Exchange service fully reconditioned carburetter, taking old unit, send remittance with old carburetter: ⅞ in., 30s.; 1 in., 35s.; 1¼ in., 40s.; 1½ in., 45s.; 1⅝ in., 52s. 6d. Outright sale, latest type, condition as new, 15s. extra on all sizes. Specials and multi-carburetter set-ups, linkage, etc., a speciality. 6 and 12v. S.U. pumps, reconditioned as new, 27s. 6d. Everything carriage paid, c.w.o. Money back guarantee. Many other bargains. Parkes Auto's, Woodview, Buckholt, near Monmouth, Wales. [370

LAGONDA 3-LITRE, 1933, close-coupled coupé. Good condition. Well maintained. Must sell. £160, o.n.o. Seen Reading area. Box No. V372, MOTOR SPORT, 15, City Road, E.C.1. [372

TRIUMPH SPARES, 1934-40. Large stocks. Austin Seven spares, 1922-38; very large stocks of new spares. Price, Birmingham. [373

JAGUAR SPARES AND SERVICE for all models, 1932-54. Price, Birmingham. [374

P100 VINTAGE-TYPE HEADLAMPS, perfect condition, £15 pair. Price, Three Shires, Bearwood, Birmingham. [375

S.S.100 2½-LITRE, 1937. Rebuilt last December. New clutch, king-pins, axle beam, springs, shockers; wheels balanced and whole engine overhauled and bored. New carpets and Vynide hood and screens. £350. Full details from Swarbrick, Lees Road, Anderton, Chorley, Lancs. [377

16/65 LAGONDA tourer, 1927. Excellent engine and metal body, spare engine. New tyres. 25 m.p.g. with new Zenith. £138. Budd, Tel.: VIGilant 4557. [379

VAUXHALL 12/6 engine, gearbox, all accessories, recent overhaul, £27 10s. Hillcrest, Uppermanor Road, Farncombe, Surrey. Tel.: Godalming 1960. [380

RILEY NINE MONACO, 1933. Helical box. Resleeved, new small-ends, valves, guides. Perfect. £90; exchange Nippy; will haggle. 57, High Storrs Crescent, Sheffield 11. [381

WOLSELEY FOURTEEN HORNET SPECIAL, 1935, EW sports saloon. Excellent condition throughout. £145. 5, Calverley Terrace, Bramley, Leeds. [382

SPECIAL, completely rebuilt, M.G., 8 h.p. High-tuned motor, cut-away body. Chromium cycle-type wings. Colour, racing red. Smartest M.G. on road. £115. Smith's, 86, Chalk Farm Road, N.W.1. Tel.: GUL 2767. [383

AUSTIN SEVEN engine, No. 58661, converted to coil ignition. Complete with gearbox and accessories (starter u.s.). Unused since shaft reground, ends metalled, new mains, valve springs, etc. No reasonable offer refused. Buyer collects. 9, Clovelly Gardens, Collier Row, Romford, Essex. [384

BLOWN ULSTER AUSTIN, 750 C.C. Full details given. Increasing family necessitates sale. Best offer over £120. Clifton, 83, Newport, Lincoln. Tel.: 11318. [386

1926 A.C. 2-LITRE, 6-cylinder, o.h.c. 2-seater. One previous owner 27 years. Immaculate original condition, brass lamps (12v.). Recellulosed, re-upholstered. £100. Cooper, 71, High Storrs Drive, Sheffield. [387

MORRIS MINOR, 1932. Attractive "home-made" body. £60, o.n.o. Smeed, 230, Prospect Road, Woodford Green, Essex. [388

RILEY NINE SPECIAL tourer, 2/4-seater, completed 1953. Reconditioned engine, transmission, magneto, starter, dynamo. New e.w.p., carburetter, electric petrol pump, interior trim. Bosch headlamps, all-weather equipment, excellent tyres, new wiring throughout. £130, o.n.o. Hamling, Checkley, Hereford. [389

1941 (FIRST REGD.) MERCEDES cabriolet, similar to 500K with 3.8-litre engine, supercharged, l.h. drive. Black and polychromatic grey, with red leather. Really beautiful specimen. £435. Pantiles Service Garage, London Road, Guildford. [390

LAGONDA RAPIER D.H. coupé, Nov., 1936. £160. Greener, 177, York Road, West Hartlepool, Co. Durham. [391

BENTLEY 3-LITRE, 1924, 4-seater tourer. Recent first rebore. Twin S.U.s, P100s. New hood. Taxed. Impressive, pretty car. £135. Pyle, 159, Warwick Road, Coventry. Tel.: 601651. [392

AUSTIN SPECIAL, '49 regd. Mechanically perfect, clean throughout. Haggling starts £120. 8, Langley Street, Luton. [393

ALVIS 4.3-LITRE, 1937, 2-door, pillarless body by Mayfair Carriage Co. Very modern appearance. Body and mechanics very sound. Instruction manual. Owner leaving for Kenya in six weeks. Any unreasonable offers considered. Spurr, Newbridge, Cadnam, Hants. [394

FOR SALE—*continued*

B.S.A. SCOUT, 9 H.P., 2-seater. Recently overhauled, retrimmed, resprayed. Good tyres. Nearest £125. Eastmeon, London Road, Ripley, Surrey. [395

LAGONDA 16/80 tourer, 1933. Superb condition. Maintained to highest possible standards in every way. £323. All bills available. Only modesty prohibits me saying 'definitely the finest in the country.' Hobley, 2, Meredith Road, Leicester. Tel.: 34197. [396

M-TYPE M.G., good condition, £75. Heesom, 38, Brackley Street, Stockton Heath, Warrington, Lancs. [398

1934 MORRIS MINOR tourer, good condition, £75. Darbyshire, 36, Roman Road, Stockton Heath, Warrington, Lancs. [399

M.G. PA. Green. New battery. Nearest offer £175. Owner bought larger car. Viewed Surrey. Box No. V400, MOTOR SPORT, 15, City Road, E.C.1. [400

M-TYPE M.G. Most working parts, battery, renewed. 60 m.p. gall. and hour! Rear main bearing disappeared 500 miles after overhaul. Body awful. £20. 70, Hartland Way, Shirley, Croydon. Tel.: Springpark 5127. [401

1934 AUSTIN SEVEN saloon. Good condition. Recent engine overhaul. £45, o.n.o. (Surrey.) Box No. V402, MOTOR SPORT, 15, City Road, E.C.1. [402

BENTLEY 4½-LITRE, NX SERIES, one of the last built and still carrying official Bentley seals. Rebodied by Vanden Plas 1939. One owner, 56,000 miles. Genuine reason for selling. £375, no offers. Box No. V403, MOTOR SPORT, 15, City Road, E.C.1. [403

DELAGE D6 saloon, 7-seater, in exceptional condition. Mileage approx. 50,000. Cross Keys Garage, Canonbie, Dumfriesshire. [404

ALVIS 12/50 saloon, 1931. Good running order. Continental tour 1953. £50. Tel.: Molesey 4557. [405

RILEY NINE MERLIN, 1936. Excellent condition. Taxed year. Nearest £200. Bullock, 86, Lowther Road, S.W.13. Tel.: RIV 7018; SHE 5522 (daytime). [406

M.G. TC, 1947, 39,000. Black, red leather, well maintained. £350. Tel.: Orpington 2414. [407

CITROEN LIGHT FIFTEEN, 1938, rack and pinion steering. In very nice order. Nearest offer to £190. Stephens, 51, Crofton Park, Yeovil. [410

RILEY NINE open 4-seater. Special coachbuilt body. Fast and reliable. £45. Hardiman, Woodside, Cambus, Scotland. [411

1928 SINGER tourer, 11.9. Mileage 44,000. Laid-up since 1939, running order, sound. Good tyres, battery. Any reasonable offer. Wray, Lofthouse Farm, Harewood. [412

MARSHALL SUPERCHARGER, suitable TC, TD M.G. Complete all fittings, 4 and 8 lbs./sq. in. pulleys. Good condition. £45. Tremlett, "Kingswood," Braywick Road, Maidenhead, Berks. [413

WOLSELEY HORNET DAYTONA SPECIAL, 1933. Resprayed B.R.G., engine resleeved, good tyres. Needs no money spent. £100. Green, "Laverock," Elmtree Avenue, Frinton, Essex. [414

LANCIA APRILIA, 1937, green, grey upholstery. New mains, big-ends, crankshaft reground 8,000 miles ago. Back axle overhauled two months ago. Two new tyres. Paintwork excellent. Must purchase shooting-brake. £325, o.n.o. Moss, Quayside, Polperro, Cornwall. [415

JAGUAR 2½ saloon, 1936. Maintained regardless, exceptional coachwork. Impressive, economical bargain. £135. Box No. V416, MOTOR SPORT, 15, City Road, E.C.1. [416

AUSTIN ULSTER, u/s., rebuilt. New hood and screen. Offers. Stafford, Petlands Gardens, Haywards Heath, Sussex. [417

M.G. 2-LITRE, 1937, green D.H. 4-seater. Reconditioned engine 5,000 miles ago, good tyres, new batteries. £190, or would exchange smaller sports car or chassis. Mortis, 32, Belgrave Road, S.W.1. [419

BENTLEY 3-LITRE 4-seater tourer. Sound mechanical condition, 8,000 miles since engine overhaul. Hood, half-tonneau. British racing green. Taxed December, 1954. Price £250, o.n.o. Would exchange for Dellow. 29, Central Avenue, South Shields. [420

M.G. WORKSHOP MANUAL, 15s. "N" Magnette handbook, 15s. 21, Park Hill, Harpenden. [421

BENTLEY 3-LITRE, twin-carburetter saloon, very sound. Aluminium-panelled body; four nearly new tyres. £193. 12, Fordwich Road, Welwyn Garden City, Herts. [422

ASTON MARTIN 1½-LITRE LE MANS 2/4 short-chassis, 1933. In good condition throughout. Hewitt, Nanhoran, Claremont Lane, Esher, Surrey. Tel.: Claygate 5096. [423

ALVIS SPEED TWENTY sportsman's saloon, B.R.G. Recent works overhaul, new clutch and interior trimming; excellent tyres, good body. No snags. £200. Box No. V424, MOTOR SPORT, 15, City Road, E.C.1. [424

1924 BENTLEY V.D.P. RED LABEL, 4-seater, first-class condition, fitted new 20-in. wheels, recellulosed B.R.G. £175. Howes, 168, Park Road, Peterborough. Tel.: 4057. [425

FOR SALE—*continued*

B.M.W. 326 saloon. Folding roof. Fine condition. £275. 20, Westminster Road, Eccles, Manchester. Tel.: Eccles 1937. [587

M.G. M-TYPE dismantled spares. Engine, gearbox and chassis components. Cheap to clear. Hodge, 16, Sherrards Way, Barnet. Tel.: 4678. [588

SPARES AVAILABLE for 1937 2½ Jaguar, 1928 4½ Bentley, Sunbeam 23.8 and 18.2, Daimler Fifteen, Ford Ten, Morris Eight and others. Fielding, Lerry Garage, Talybont, Cards. [589

1926 LAGONDA 2-LITRE tourer. Good condition. £90. Seen Malvern. Box No. V591, MOTOR SPORT, 15, City Road, E.C.1. [591

£295—LAGONDA RAPIDE, late 1935. Black sportsman's saloon. This fine motor car is in excellent order and I get a genuine 20 m.p.g. 4, Eldon Avenue, Boreham Wood, Herts. Tel.: Elstree 3576. [594

SUNBEAM TWENTY, 1932, drophead coupé. Rebored, rewired, new batteries, 4.5 axle, hydraulics. Many engine spares. £90. Weekends only. E. Day, 59, Jackson Avenue, Mickleover, Derby. Tel.: 53722. [595

ALVIS S.E. 4-seater f.h. coupé, March, 1930. Engine, chassis and body in good order (no garage work); all instruments in working order; 22/3 m.p.g., oil consumption hardly noticeable; performance good; exceptional overall condition and running order for her age. Also Austin Seven saloon, 1932; spare engine if required. Both taxed for the year. Inspection of either by appointment. Tel.: Ealing 9096, Woking 2853. [596

SPECIAL 10-H.P. Built 1949, "Standard" engine completely overhauled 1,000 miles ago. Two-seater. At present fitted detachable aluminium fixed head. New sidescreens. Photograph on request. £150. Hutchinson, 44, Mauldeth Road, Heaton Mersey, Stockport, Cheshire. [597

IMPRESSIVE, GRACEFUL, Lincoln Zephyr saloon (Javelin style), 4,360 c.c., V12, 110 b.h.p. Recent £180 overhaul. Masterful, trouble-free performance. 15-17 m.p.g. carrying six adults and much luggage. £250. Write for details, photos, appointment. 41, Montrose Avenue, Sidcup, Kent. (Tel.: Holborn 1509, 10-5.) [598

SINGER sports, powered new Ford Ten unit. 5,000 miles. Grey. Very well shod. Full-length tonneau. Hood poorish. Very pleasant car, nice performance; 35 plus m.p.g. Business necessitates saloon. £160. 59, Gloucester Court, Kew, Surrey. [600

DIESEL CAR. Large chassis of peerless British make. Perkins 4-cylinder engine. Details on application. Box No. V601, MOTOR SPORT, 15, City Road, E.C.1. [601

RENAULT 12-H.P., 1938, Continental coupé. Swept tail with dickey. Surveyor's car, maintained by firm last five years. 2,500 miles since rebore. Oil coil, Solex, S.U. pump, Lucas distributor. Fast and economical—ideal foreign tour. £125, o.n.o. Eaglen, Eden Lodge, South Eden Park Road, Beckenham, Kent. Tel.: Beckenham 4053. [603

1933 JOWETT saloon. Ropey throughout but keeps going. Make ideal hen house. £25. Evernden, Little Gransden, Sandy, Beds. [604

1950 RILEY 2½-LITRE tourer. Faultless condition. Many extras. One owner. £600. Box No. V605, MOTOR SPORT, 15, City Road, E.C.1. [605

VAUXHALL-AUSTIN. Consists Vauxhall engine mounting, Austin rear end, Vauxhall i.f.s., steering, rear axle, springs, brakes (hydraulic), three spare c.w. & p. £40, o.n.o. Glade, Sidwell Chase, S. Benfleet, Essex. Tel.: S. Benfleet 3121. [606

TALBOT 90 sports saloon. 1934. Good condition throughout. £65, or exchange anything interesting, any year. Bailey, Arfryn, Penmaenmawr, Carnarvonshire. [607

ROLLS-ROYCE SPARES. Dismantling Phantom I (1928), everything good. Wheels recently respoked. Smith, "Red Roof," Croft Lane, Diss, Norfolk. [608

6½ BENTLEY open 2-seater. Owner regretfully offers for sale this fine carriage. Finished B.R.G. Mechanically sound, well shod. Two spare wheels, also two new remoulds and spare set brake linings. Good weather equipment and luggage space. History available since new, 1930. Photo. £325, o.n.o. Tel.: Welbeck 8952, or evenings, Gladstone 7365. [609

ALFA-ROMEO, 1934, 6C 2,300 GRAN TURISMO drophead coupé. Engine and bodywork excellent order. Four new tyres. Two new Andre rear shock-absorbers, new hood, completely rewired, new electric petrol pump, new brake linings. Has done 2,000 miles since these repairs were undertaken by a specialist. New exhaust/inlet valves and rings fitted. Owner heartbroken. £375, or nearest offer. W. Alexander, 2, Sandiway Road, Sale Manchester. [610

AUSTIN SEVEN, 1929 ('31 engine), fabric saloon. Interior rough, everything works. Taxed and insured. £35. The Milestones, Lower Street, Stansted, Essex. [611

ASTON MARTIN 2-LITRE SPEED MODEL, 2-seater Ulster body, dry sump. Perfect condition, full road equipment, good tyres. £500. Tamplin 1921 cyclecar, J.A.P. 998-c.c. engine, completely restored, £50. Bugatti gearbox, believed Type 22, good condition, £12. Bowler, Herons Lodge, Heronsgate, Rickmansworth. Tel.: Chorleywood 277. [612

FOR SALE—*continued*

BENTLEY, 1927. RED LABEL 2-seater, large luggage boot. Oct., 1953, rebored, rockers rebushed, valves ground, clutch relined, new battery, two new tyres, new hood and side-curtains fitted. Owner returning East Africa mid May. £275, o.n.o. Pattullo, 98, Heene Road, Worthing. Tel.: 3794. [613

1937 RILEY 12/4 FALCON. Excellent mechanically, bodywork immaculate. £225. 353, New Bedford Road, Luton. Tel.: Icknield 369. [614

BROOKLANDS MORGAN. Racing J.A.P. Late property H. C. Lones. Over 30 world records. Now modified for road use. Registered 1949. Taxed year. Immaculate condition. £150. Photo. 68, Rochester Road, Coventry. Tel.: 60820. [615

M.G. 18/80 super sports 1931 tourer (body similar to Vanden Plas). £90 recondition last month. Bills available. Taxed. Daily use. Photo. £150. 68, Rochester Road, Coventry. Tel.: 60820. [652

1938 B.S.A. SERIES 4 SCOUT, 4-seat sports tourer. Good condition. £150, o.n.o. Cannot afford two cars. N. A. Reeve, 76, Herbert Road, High Wycombe, Bucks. [616

TWENTY ROLLS, 1928, Mulliner 5-seater black saloon, hide. Two spares, heater. Well maintained, Twenty Ghost standard unspoilt. Offers. Healing, 2, Caxton Street, S.W.1. [617

FRAZER-NASH-B.M.W., 1938, 2-LITRE saloon, excellent condition. Full history known. £275, o.n.o. Kinnish, "Danum," Rayleigh Road, Hutton, Essex. [618

PERFECT 1949 ALLARD D.H.C. 27,000. Radio. Really fast. £375, exchange Triumph, Jowett, Lea-Francis, Riley, similar. 12, New Street, Sheerness. [619

RILEY SPECIAL 1½-LITRE, 2-seater, 100 m.p.h. 2LS brakes. Mechanically faultless. Beautifully finished in maroon and grey leather upholstery. Built and maintained regardless of cost. Full tonneau and hood. Equally suited for competition or touring. A very distinctive little motor car. £550, o.n.o. Box No. V620, MOTOR SPORT, 15, City Road, E.C.1. [620

ALVIS SPEED TWENTY-FIVE D.H. coupé, Charlesworth, 1937. Just decarbonised, brakes relined. Negligible oil. Offers about £230. Seen Wales. Box No. V621, MOTOR SPORT, 15, City Road, E.C.1. [621

A.C., 1935, D.H.C., in good nick but needs new hood. Recent engine overhaul and rewire. £120, o.n.o. 17, Bury Road, Newton Aycliffe, near Darlington [622

1932 ALVIS SILVER EAGLE saloon, splendid condition; 25 m.p.g. Single Solex. £110. Photograph, details. Bolam, 12, York Place, Harrogate. Tel.: 2764. [623

RILEY V8-18, 1936. Preselector. New rings, valves, timing gear. 25 m.p.g. Fast. Body, chassis, excellent. 200 gns. 132, Hook Road, Goole, Yorks. [625

E.N.V. CLOSE-RATIO 4-speed gearbox, J4 M.G. Bargain, £23. Also numerous engine parts. Box No. V626, MOTOR SPORT, 15, City Road, E.C.1. [626

ROLLS TWENTY drophead. Unique specimen in superb condition after £175 overhaul. Am now posted Korea. What offers? Major Molyneux, Bealeswood Cottage, Dockenfield, Farnham, Surrey. [628

LEA-FRANCIS 16/75, o.h.c., 1935, drophead with dickey. Engine and transmission stripped by owner 2,000 miles. Engine bearings, radiator, Scintilla, starter, brakes, reconditioned. New S.U. and Servais. Attractive, sound bodywork. Reliable car in vintage tradition. Performance? Come for a ride! Owner National Service May 6th but medium-size car for mother required. Best offer or exchange. D. W. Veal, 5, Ascot Road, Birmingham 13. Tel.: South 3241. [629

LEA-FRANCIS 9.8, 1926, 2/4-seater. Resprayed. Excellent condition. Well shod. Many spares. Goes extremely well. £75. G. Brown, 5, Elizabeth Court, Dudley Drive, Morden, Surrey. [630

SUNBEAM-TALBOT tourer, 1939/40. Silver grey. Everything good, recently overhauled. Extremely lively and economical. £240. Box No. V631, MOTOR SPORT, 15, City Road, E.C.1. [631

ALFA-ROMEO 1,750-C.C. supercharged Zagato 2-seater, red. First-class condition throughout; new hood, tonneau. £380. Tel.: St. Albans 6688. [632

LEAF. Extremely potent, 1926/32. Exchange Bugatti or sell £60, o.n.o. Trickett, Blandford. [633

TRIUMPH GLORIA. Partially rebuilt into 4-seater tourer. £40 or break for spares. Write, 246a, Whitworth Road, Swindon. [635

M.G. MAGNETTE, KD TYPE, 1934, 2/4-seater. Sound body, completely reconditioned engine. Four excellent tyres. £150, or offer; consider exchange. 16, Preston Avenue, Eccles. Tel.: 1027. [637

BENTLEY 3-LITRE RED LABEL. Green. Aluminium 4-seater body in good condition, mechanically very sound. A very good-looking car. Photograph available. Box No. V640, MOTOR SPORT, 15, City Road, E.C.1. [640

FOR SALE—*continued*

1951 REGISTERED, Jowett 900-c.c. "Special." Fitted with 4-speed gearbox, twin carburetters and other extras. Very snappy. £150, or offers. Brown, "Horse-Shoes," Bures, Suffolk. [639

JAGUAR 2½-LITRE, 1937, black saloon. Mechanically sound, good condition; 22 m.p.g. Offers around £165. Tel.: Mountview 6458. [642

1934 M.G. L-TYPE MAGNA saloon. £75. Very fair condition. Nichols, R.N.A.S., Gosport, Hants. [643

ENTHUSIASTS! Singer Le Mans, 1934. Engine good. Needs work. Towable. £70—will haggle! Sims, 34, Hornsey Lane Estate, London, N.19. [644

M.G. PA. New tyres and battery. General condition good. Taxed. £135. "Downland," Westwell Lane, Ashford, Kent. [645

ASTON MARTIN, 1932, 1½-LITRE INTERNATIONAL 4-seater. Very good order. £180, o.n.o. Dingley, Welford, Stratford-on-Avon. [647

STANDARD, 1924, 12-H.P. tourer. Collector's piece, stored 1925/50. 21,500 miles; absolutely perfect. £65. Dingley, Welford, Stratford-on-Avon. [648

LAGONDA 16/80, 1934, pillarless saloon. Well maintained and smart appearance, grey and black, red leather upholstery. £180. This car has been replaced with V12. Mathieson, 34, Tinto Road, Glasgow, S.E. Tel.: Merrylee 4422. [650

AUSTIN TWELVE, 1934, saloon, in daily use. Reliable. £100, or exchange Riley Nine. London. Box No. V651, MOTOR SPORT, 15, City Road, E.C.1. [651

1923/6 BEAN TWELVE tourer. Excellent original condition. £40. 93, Pendennis Road, London, S.W.16. Tel.: STR 3647. [653

TALBOT 95 saloon, Dec., 1935, in daily use. Reasonable condition. £60, o.n.o. Acquired later model. Dixon, 59, St. Leonard's Street, London, E.3. [654

1927 HUMBER TWELVE tourer, in wonderful condition. Pride and joy of its only owner, now compelled to give up motoring. £95. (Sussex.) Box No. V656, MOTOR SPORT, 15, City Road, E.C.1. [656

ROVER tourer, 12 h.p., 1935. Superb condition, recent engine overhaul, respray and rechrome, etc. £200, o.n.o. "Square Acre," Rucklers Lane, King's Langley, Herts. [657

SINGER LE MANS, 1933, 4-seater tourer. New carburetter, clutch, hood, tyres. £120. Tel.: Hendon 8305. [658

INSTRUCTION MANUALS: Clyno; Humber Snipe 1932, 16/60 1933, Twelve 1937; Singer Twelve 1932, Bantam 1937/8—12s. 6d. each. Oxford, Cowley 1927/8; Rover Eight 1922, 16/50, 2-litre 1929, 14/16/20 1933; Swift Ten 1931; Triumph 7/9/12 1930; Vauxhall 20/26 1935—15s. 6d. each. Alvis 12/50 1930; Fiat 503; Railton 17/29 1939; S.S. 2/3½ 1938/9; Sunbeam Twenty-five 1929, Twenty 1932; Talbot 14/45 1929, 6-cylinder 1932, 1935; Trojan 1928—20s. each. "Manuals," 119, Kensington Avenue, Watford. [659

£65—Almost completed "special"; 5-in. ground clearance; i.f.s.; remote gears; 2-seater body; Austin Seven engine; gearbox, back end, reconditioned as new. Also Buick D.H.C., immaculate, £75. Tel.: Bexleyheath 7367. [660

ALVIS 12/60 FIREFLY. Cruises 50-60 m.p.h. Manual box. Excellent condition all round. £125. Murray, Gayfields, Cutbush Lane, Earley, Reading. Tel.: Woolhampton 451. [661

CENTRIC BLOWER, new condition. Inlet and transfer pipes, etc. Up to 1,100 c.c. Bought for Minor, never fitted. £15. Swan, Gargrave, Yorks. [662

1935 RALEIGH SAFETY SEVEN saloon. Good tyres and condition. Ready for road. £65. Offer. 64, Crowland Avenue, Hayes, Middlesex. [663

M.G. SPECIAL, body M type. Mechanically sound. Goes well. £45, o.n.o. Tel.: Farnsfield 327. [665

FRAZER-NASH-B.M.W., December, 1936, Type 34, 1½-litre foursome. Scintilla magneto; 29 m.p.g. Lovely appearance, excellent mechanically. £210, o.n.o. Tel.: Putney 9590. [666

AXLES: Complete front and rear axles. Riley Nine, Ford Eight and Ten, Hillman, M.G. 2-litre and others. Price: rear £7 10s., front £3 10s., plus carriage. Hudson, Rectory Road, Upton-on-Severn. Tel.: 281. [667

MINERVA 34-H.P. Vanden Plas coupé. Very sound mechanically. Taxed year. £55. Photos on request. Cavill, "Leahurst," Neston, Wirral. [668

LAGONDA LG45, breaking for parts: 4½ engine, £20; S.U. twin carburetters, £7; twin pump, £2; 12v. dynamo, 50s.; Scintilla, £3; prop.-shaft, £2; back axle complete, £11; springs, 30s. each; four k.o.s, 18 by 6.00, with tyres, £12; steering column and box, £4. Offers for: saloon aluminium body. Numerous other spares. Dash instruments. Bolland, 1, Shackleton Street, Monton, Eccles, Manchester. [669

S.S. 100 2½, 1937, £300. Offers considered. Would part-exchange. 1,500 H.R.G. wanted. Harding, Gorsebank, Heathside Park Road, Woking. [671

WILLIAMS MOTORS

(*Props.*: Nightingale & Williams Ltd.)

Service — A.C. — Spares

Offer the following for sale. Any car taken in part exchange.

Rolls-Royce P.I limousine, 1928. Fitted Bedford 28-h.p. engine, giving 20 m.p.g. and over 75 m.p.h. Offers invited.

A.C., 1936, drophead coupe 4-seater. New hood, new tyres, good mechanical condition. **£225**

M.G., 1933, 4-seater Midget. Engine overhauled, not run-in. **£80**

Alfa-Romeo, 1929, 1,750-c.c. Gran Turismo model. Smart appearance, good mechanical condition. Very good tyres. **£175**

S.S.I, 1934, sports saloon. Black. **£65**

17, RADLEY MEWS, STRATFORD ROAD, W.8

Tel.: **WES 7420**

FOR SALE—*continued*

DELAGE D.I.S.S., 1925, 2-LITRE saloon, overhauled, very sound condition. Photograph. Reasonable offer. Robinson, 16, Pendennis Road, Heaton Norris, Stockport. [672

4½ BENTLEY 3.5 c./p. and differential assembly. Tel.: Uxbridge 2062. [674

ALVIS SPEED TWENTY-FIVE tourer, 1937, by Cross and Ellis. Alvis maintained. Engine completely overhauled, also front and rear suspensions. New wheels, tubes, tonneau; tyres little worn. Resprayed in part. Really exceptional condition. £340. Tel.: Meadway 3023, or Box No. V675, MOTOR SPORT, 15, City Road, E.C.1. [675

ROLLS, 1935, Gurney Nutting 26-h.p. sports saloon. Radio, disc wheels, boot. Best offer over £350. Jennings, 53, Burgh Heath Road, Epsom. [676

ROLLS SILVER GHOST 1948 brake body by Windover. Excellent condition, any trial. £95. Box No. V677, MOTOR SPORT, 15, City Road, E.C.1. [677

LAGONDA 4½, 1934, pillarless saloon, exceptional condition. Photographs. £150. Box No. V678, MOTOR SPORT, 15, City Road, E.C.1. [678

ALFA-ROMEO, 1930, 1,750 D.H.C. Engine rebuilt, cost £95. Body renovated, resprayed. Excellent specimen. £185. Box No. V679, MOTOR SPORT, 15, City Road, E.C.1. [679

TALBOT 90, 1938. Attractive, alloy-bodied saloon. Mechanically excellent. Preselector; well shod; resprayed. Reliable. Fast or tow caravan. £195. Also B.E.N. portable compressor, with spray gun, ¾-h.p. electric, £42. Ricky, Tel.: Welbeck 4466, ext. 637. [680

ALVIS 4.3-LITRE, in really excellent condition having been rebuilt by the makers in 1948, since when barely 20,000 miles have been done. Decarbonised, suspension overhauled and brakes relined some 3,000 miles ago. Must have garage space, and only asking £415 for a gift. Box No. V681, MOTOR SPORT, 15, City Road, E.C.1. [681

MARANDAZ SPECIAL. Greatly admired and tempting offers made on the way to Silverstone last year and the year before. Tel.: RAV 7038. [682

SINGER LE MANS foursome. Oct., 1933. 1938 Vauxhall Ten engine. Very snappy. £129, or consider part-exchange shooting-brake, owing to new venture. Maples, Bowchurch, Ventnor, Isle of Wight. Tel.: Ventnor 3. [685

AUSTIN A40 sports, late 1952. 12,000 miles only, exceptional condition. May be seen Gerrards Cross or Dunstable. £630, o.n.o. Box No. V686, MOTOR SPORT, 15, City Road, E.C.1. [686

LAGONDA 2-LITRE, 1931, 2/3-seater. Engine rebuild 3,000 miles ago; P100s; new battery; fine appearance. Bargain at £160. Quantity of spares available. Newman, Normansfield, Church Lane, Birdham, Chichester. [688

LAGONDA RAPIER, 1934, tourer. Engine, steering, brakes, etc., reconditioned. £200 spent recently; new battery, tyres. £185 quick sale. Tel.: Ealing 9551. [689

BENTLEY 3-LITRE BLUE LABEL open 4-seater, 1923. First cash offer over £100. Hamlyn, George Hotel, Taunton. Tel.: 5603. [690

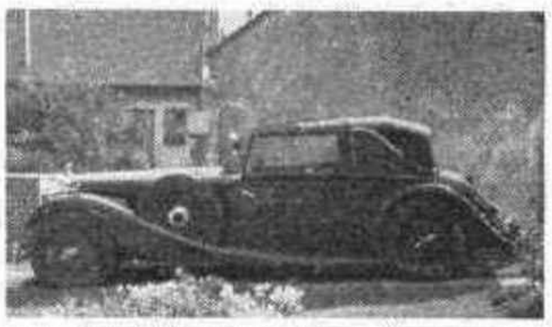
G.N. SPARES : Bevel box and counter shaft, rear axle, wheels, tyres, rebuilt 450 by 17, £6 10s. Brysom, 65, St. Quivox Road, Prestwick. [691

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229 WEST END LANE HAMPSTEAD, N.W.6

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ALVIS SPEED TWENTY, 1936, drophead coupé, in exceptional condition. Mileage believed to be 42,000 miles. Excellent mechanically and bodily. **£250**

ALVIS SPEED TWENTY 4-seater sports tourer, in extremely good order throughout. Full weather equipment, zipped tonneau cover, P100 lamps, etc. **£225**

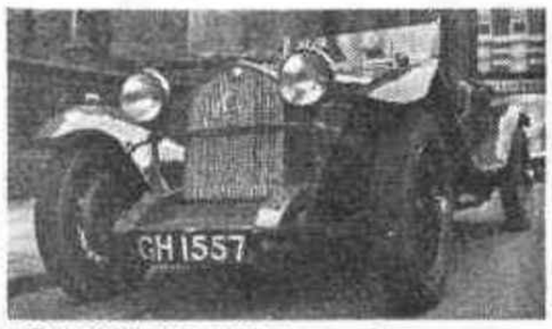
BENTLEY 4½-LITRE drophead, foursome, standard body by V.D.P., in very ! very ! good condition. Excellent tyres and mechanical condition. **£350**

JAGUAR S.S.100 3½-LITRE competition model, 1938, in first-class condition. Engine overhauled, including new crankshaft, all bearings, mains and ends, etc.; not yet run-in. The interior completely retrimmed as new; also new hood, tonneau cover, hood-bag, etc.; the headlamps and stoneguards re-chromed, also hubcaps. A most attractive car, all tyres as new. **£475**

RAILTON "COBHAM DE LUXE" saloon, 1937. Black and cream. Leather interior. Excellent condition throughout. 28 b.p. with 20 m.p.g. **£165**

TALBOT 105, 1936, 20-H.P. saloon, in good running order. Needs a little tidying up but a lovely car at this price. **£85**

MORGAN SPECIAL, basically 1934, fitted F.N.-type rear axle with knock-on wheels, J.A.P. water-cooled engine, 2-seater standard Morgan three-wheeler body. The engine is now undergoing overhaul. **£75**



ALFA-ROMEO 1,500 Zagato 2-seater, supercharged. We have no doubt about its mechanical condition (having been completely overhauled less than a thousand miles back) and we are certain the m.p.g. is over 25. The price is **£265**

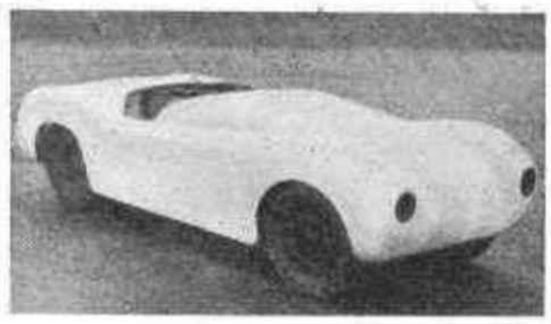
In the part-exchange corner we have a **Morris Eight** 4-seater tourer at **£145** and an **Austin Ruby** saloon at **£125**; both in excellent condition.

We are now able to accept one or two cars for sale on a commission basis, and in certain circumstances we will advance part payment on receipt of the car.

We are in need of **good condition** sports tourers, dropheads, of all sporting and thoroughbred class, no saloons please. Full details and history for cash purchase, or, better still, bring your car along.

ALL USUAL TRADING FACILITIES AVAILABLE, EXCHANGES, ETC.

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Designed to fit most chassis up to 4-ft. 3-in. track.

Weight with 2-door shells, approx. 90 lb. A lighter racing shell can be made by arrangement. An oval radiator aperture can be moulded in free.

PRICE **£75** *ex works.*

S.A.E. for particulars.

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HUDSON STREET, ROCHDALE
Tel.: 47233

FOR SALE—*continued*

M.G. TA engine, dismantled for spares, including sound cylinder block. J. C. Taylor, High Street, Riseley, Bedford. Tel.: Riseley 228. [692

FIAT 500 convertible foursome, October, 1939—one owner. Two-tone maroon/grey. Absolutely first-class throughout. Surprisingly roomy, most economical, good handling. Five new tyres. £265. Warner, Tel.: Chiswick 4111, after 7.30 p.m. [693

ROESCH TALBOT ENTHUSIASTS. 1932 "90" 4-seater tourer. This car has been extensively overhauled. Full details from : Stephenson, 2, Hawthorn Road, Roby, Liverpool. [694

ARNOTT SUPERCHARGER, complete with all fittings suitable for 1½-litre Aston Martin. £30, o.n.o. Tel.: Gulliver 1506. [695

ALVIS, 1937, SPEED TWENTY-FIVE Charlesworth sports saloon. Black and chrome, blue leather and carpets, all in excellent condition. Mechanically really perfect; engine and back axle reconditioned. Only two owners. Fast, economical. £275. H.P. terms can be arranged. Tel.: Tudor (London) 4155. [696

1934 M.G. J2 black 2-seater, engine recently overhauled, crankshaft reground, etc. Resprayed; five good tyres. £140. F/L. Brookebeer, R.A.F., Feltwell, Norfolk. [697

M.G. 1½-LITRE saloon (black-beige), 1949-50 export model, carefully maintained. Radiomobile. Offers around £475. Tubbs, Riverdale, Dorney Reach, Taplow. (Tel.: Maidenhead 1336.) [698

4½-LITRE BENTLEY, 1928. Atcherley tourer body. New hood. B.R.G. Chassis No. SL 3075, engine No. NT 3134. Servo brakes, ribbed drums, Marchal headlamps, new battery, tyres good. £250 or offer. G. K. Stratton, "White House," Plough Lane, Christleton, Chester. [699

1928 4½ BENTLEY. 9-ft. 9½-in. wheelbase. Chassis RN 3046. Engine No. RN 3049. Original standard V.D.P. body. Colour, desert sand. Complete all-weather equipment. Engine good condition, brakes recently relined. £375 or offer. Owned by Major W. Petre-Hay, now posted abroad. Apply G. K. Stratton, "White House," Plough Lane, Christleton, Chester. [700

MULTI-TUBULAR sports/racing chassis, built by well-known specialist, for Sprite engine. Pillar-type i.f.s.: swing axle rear. Body almost complete. Wilson gearbox, E.N.V. differential. Only engine required. £425. Cliffe, Corbridge, Northumberland. [701

WESBELL MOTORS. The Riley specialist. Repairs and service. Genuine spares, new and secondhand, for all models and all years. Balfour Road, Hounslow, Middlesex. Tel.: Hounslow 9359. [702

INVICTA, 4½-LITRE low-chassis Speed Model, in excellent condition. Further particulars from Allen, Roa Island, Barrow-in-Furness. [703

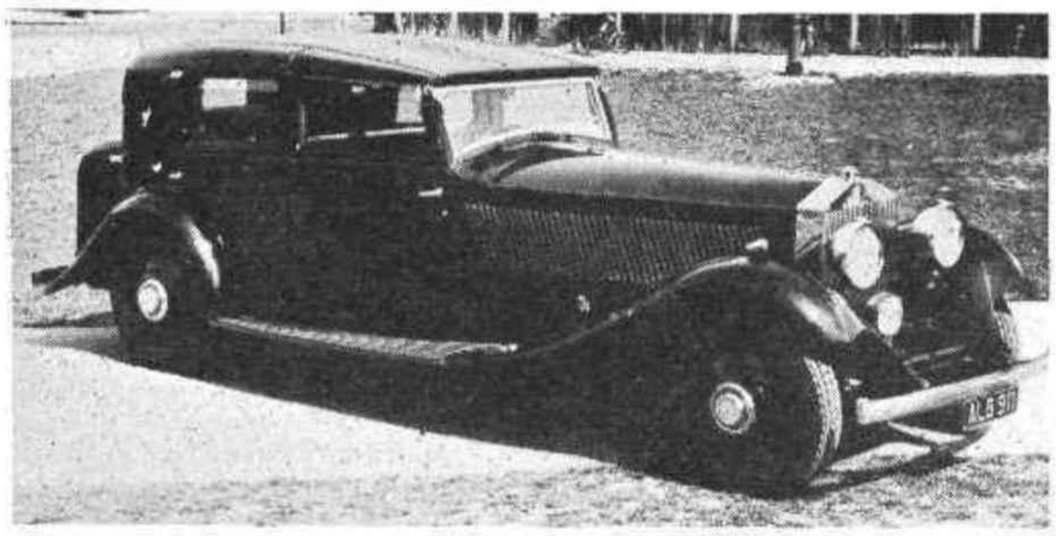
RAILTON TEN 4-seater saloon—virtually rebuilt throughout mechanically 4,000 miles ago. New tyres, bodywork very good. Car has beautiful lines and looks a miniature Bentley. Offers over £250. Tel.: Esher (Surrey) 4139, evenings. [704

FRAZER-NASH, 1934, T.T. REPLICA. Complete engine rebuild, new clutch, rebuilt bevel box, brakes relined, new hood, tonneau, side-curtains, carpet, etc. Whole car in excellent condition, £300, o.n.o. Fuller, Hall, and Foulsham, 212, High Holborn, W.C.1. 705

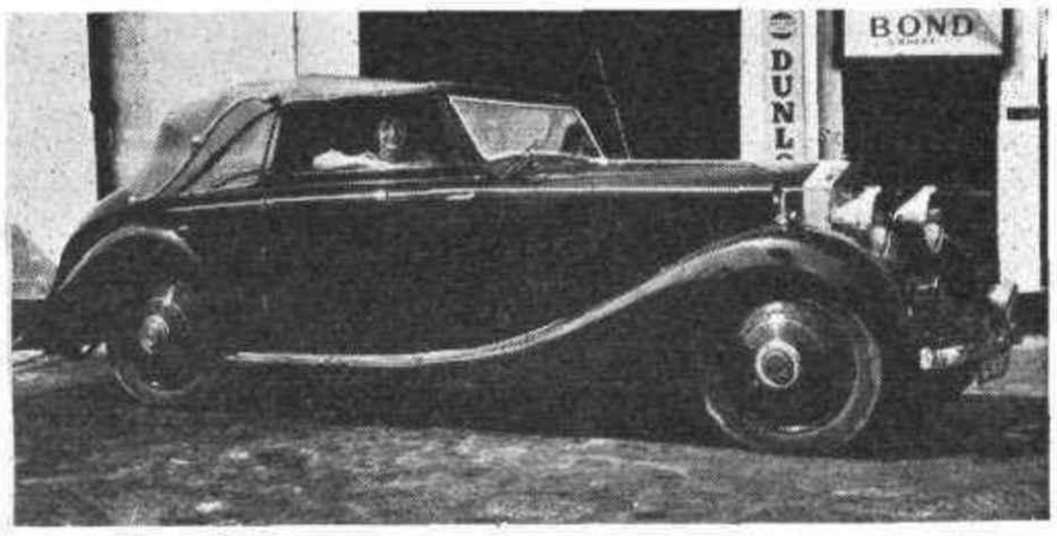
Vintage Autos of England

Proprietor: **JACK BOND,** A.M.Inst.B.E.

RUN BY AN ENTHUSIAST FOR THE ENTHUSIAST



ROLLS P. II, 1933/4, M.W. series, fitted with beautiful 1937 sports Continental sedanca-de-ville coachwork by Barker. The whole car is in mint condition and has many mods., including hydraulic jacks, telecontrol shock-absorbers. Solex carburetter, which last owner claims gives 15-17 m.p.g. The coachwork is finished in Napier green with black wings. This is one of the best-looking Phantoms I have seen. Five excellent tyres **£585**



ROLLS Twenty Replica, 1940, drophead coupe. This is one of the smartest Rolls replicas on the road and easily mistaken for a 1939 25/30. It has a three-position mohair hood, disc wheels and excellent tyres. The engine has just been rebored and the crank reground at a cost of £300, and has had very little use since. Fitted P100s, twin power horns, hydraulic jacks and looks like a £1,500 car. **£595**

ROLLS Twenty-five, 1932/3, owner-driver sports saloon, with built-in boot, by H. J. Mulliner. This much-sought-after type of small Rolls is in excellent condition and has had one owner since new. Fitted disc wheels, etc. **£385**

ROLLS Twenty-five, 1933/4, owner-driver saloon, with boot, in excellent condition **£485**

ROLLS Twenty-five, 1934/5, owner-driver sports sedanca-de-ville by H. J. Mulliner. This superb carriage has many extras and was the late property of a famous star. Excellent tyres, radio, etc. ... **£685**

ROLLS Twenty 4-door cabriolet, in excellent original condition—choice of two **£225**

ROLLS Twenty, 1929, owner-driver saloon. This is one of the much-sought-after small Twenty saloons and is in very fine original condition, fitted disc wheels, etc. **£285**

ROLLS P. I limousine by Barker. The total mileage of this wonderful old lady is only 22,000 since new. The interior is the last word in luxury with fitted disappearing face-forward seats, silver-topped ladies' perfume bottles, etc. This car has had all parts re-chromed, including the radiator, by Messrs. Rolls-Royce, who have serviced this car since new. This was an original Olympia show model and cost, when new, £3,500. With original tool kit, six excellent tyres **£185**

(Another, similar to above, but 39,000 miles since new. Complete with original tools **£150.)**

ROLLS P. I, 1929, fitted 1935 sedanca-de-ville sports coachwork. Excellent condition **£250**

* I have just purchased from Germany the late Herr Von Ribbentrop's fabulous Rolls P.I tourer with German coachwork. This car is now being reconditioned as new and original in my Works and a photo and full details will be fouhd in next month's *Motor Sport.*

ROVER Speed Twenty, 1935, 4-seater tourer. Exceptionally clean coachwork, having recently been resprayed and retrimmed throughout. Fitted disappearing hood, excellent side-curtains and tyres **£245**

***FRAZER-NASH 1½-litre** 2/4-seater—just re-sprayed, sensational acceleration and ideal back seat for nagging mother-in-law **£95**

M.G. 1½, 1938/9, drophead coupe. A new engine has been fitted in the last few months. Fitted excellent tyres with disc wheels. Original tool kit and fitted radio **£310**

M.G. PA 2-seater. Recently resprayed and re-chromed. Exceptionally smart and above average. Taxed year **£235**

***M.G. 8-h.p.** 2-seater—very clean and recent engine overhaul **£95**

***DELAGE DISS 14-h.p.** 4-seater tourer. Recently extensively overhauled, new hood and tonneau, excellent paintwork **£145**

MERCEDES 170V, 1939, drophead coupe—very attractive and in excellent condition ... **£265**

SINGER 2-litre, 1934, saloon, 72,000 miles only. Original paintwork, five new tyres, new springs **£110**

BENTLEY 3-litre, 1929, open 2-seater. Excellent all-round condition **£275**

(Choice of four other Bentleys.)

ALFA-ROMEO 17/50 drophead coupe. Excellent tyres, very fast **£200**

(Choice of three other Alfas.)

I have been privileged to acquire Mr. Edward L. Mayer's (the patron of the Mercedes Club) well-known 36/220 Mercedes 2-seater. The coachwork is in mint condition, the engine has just been rebuilt and the brakes relined. This car is considered one of the finest in existence and Mr. Mayer has refused, in the past, many fabulous offers for this car. A photo will appear in next month's issue, if still unsold.

PART EXCHANGE CLEARANCE BARGAINS

The following cars have been taken in part exchange and are being "knocked out" at bargain prices to make room for fresh stock. All are runners but some require slight enthusiasts' attention :—

BENTLEY 3½, 1935, sports saloon by Freestone and Webb. Requires respray and slight coachwork attention **£295**
CITROEN 12-h.p., 1937, 2/3 fixed-head coupe. Fitted reconditioned engine **£135**
JAGUAR 2½, 1937, sports saloon **£145**
SALMSON 9-h.p. Grand Prix type 2-seater **£50**
WOLSELEY Hornet, 1936, Tickford drophead coupe **£85**
TALBOT 75, 1938, saloon **£135**
***TALBOT 75,** 1935, saloon. Just resprayed ... **£110**
DELAGE D8 sports saloon—recent extensive overhaul **£145**
FORD Eight van, 1937 ... ... **£45**
***MORRIS Ten** tourer, 1934. Recent engine re-build **£50**
ALVIS Twenty sports saloon, 1934—new tyres, batteries, etc. **£150**
***AUSTIN Ten** saloon, 1934 ... ... **£85**
***SUNBEAM Sixteen,** 1931, roadster—new tyres, hood **£75**
***ALVIS,** 1933, drophead coupe—new hood **£120**
***HILLMAN Twenty** 4-door drophead coupe, 1938 ... ... **£125**
***RILEY Nine,** 1934, saloon—engine rebuilt, new batteries **£120**
***SINGER Nine,** 1933, fixed-head sports coupe **£110**
SINGER Nine, 1934, 4-seater tourer—engine rebuilt, new hood, side-curtains, tonneau cover, batteries, etc. **£185**
***ALVIS 12/50** roadster. Engine rebuilt ... **£85**
***AUSTIN Seven,** 1938, saloon. Recent engine rebuild, etc. **£165**
STUDEBAKER, 1936, 2/4-seater drophead coupe. Excellent tyres **£95**
***BUICK,** 1929, 2/4-seater drophead. Excellent tyres **£25**

The above two cars are suitable for Stock Car Racing.

★ Immediate H.P. and insurance on all cars.

★ Clean cars purchased for cash or quickly sold on a small commission basis.

★ As my stock is constantly changing, by the time you read this advertisement I will have many more interesting cars for sale.

★ **Bargain Basement for cars under £150** and cars advertised in this issue which are on view at this Branch are marked with *.
Open Monday to Saturday 8 a.m. to 7 p.m. Sunday 8 a.m. to 1 p.m., or any other time by appointment.

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FOR SALE

This unique car, one of seven built by a famous South Coast engineering company, was completely rebuilt and re-registered in 1949. Powered by a Hudson Straight Eight engine, developing tremendous acceleration.

This car was specially designed for trial work and took second place in a famous South Coast event.

A new aluminium body was fitted in 1953, converting the car into a comfortable 4-seater, together with other modifications; over £350 has been spent on this car (bills will support). The body requires interior trimming.

The present owner is reluctantly compelled to sell under strong domestic pressure.



RALTON SPECIAL

This enthusiast's specimen is offered at the sacrifice of

£350

for quick sale enabling purchase of saloon car.

Apply: ROBERT GRAVES, REID BROS., 41, OXFORD STREET, W.1. Telephone: **Gerrard 3612**

1938 RILEY BLUE FLASH 16/4 6-light saloon. A genuine specimen of a good model, and a one-owner car. **£320.**

Choice of two 1936 MERLIN NINES, in nice condition, at **£195.**

1934 9-H.P. KESTRELS, choice of three, at **£135, £160 and £185.**

1927 RED LABEL BENTLEY 2-seater, 16 h.p. Good throughout. **£195.**

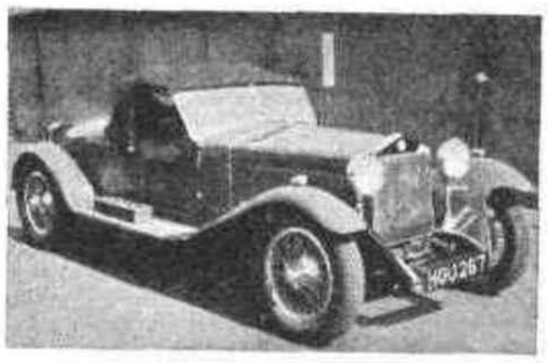
1936 LANCIA AUGUSTA. One-owner car from new. **£185.**

500-C.C. RACING CAR, J.B.S. Less than 200 miles racing. Unpainted and practically as new, in polished aluminium. J.A.P. engine and Norton box. **£250.**

500-C.C. KIEFT RACING CAR. Rack and pinion steering. J.A.P. engine. **£145.**

Riley and Sports Specialist

RON SMITH, 10 ST. JOHN'S ROAD, HOVE. **Tel.: Hove 39580**



ALFA - ROMEO

twin cam, 1500 cc.

This rare Zagato-bodied Alfa has been completely rebuilt. All worn parts have either been replaced or reconditioned and the car is now in showroom condition. New leather upholstery and recellulosed red. All chrome parts replated. Any inspection welcome and serious prospective purchasers will be afforded a full road trial. **Price £360**

Apply: D. WHITE

42, MILTON RD., COPNOR, PORTSMOUTH

FOR SALE—*continued*

1936 SPEED MODEL LE MANS SINGER, 9 H.P., 2-seater. Excellent throughout. Twin spares. Fast. 37 m.p.g. Bargain, £140. Box No. V709, MOTOR SPORT, 15, City Road, E.C.1. [709

COVENTRY CLIMAX GENERATING SET, 200/240v., 1.5 kw., as new, almost unused, portable, £35. Lanchester Ten, 1934, excellent running order; £40, or will dismantle for parts. Large quantity Packard spares 1932/37. Set brake liners, 1931 Hotchkiss, undrilled. American single and double-choke carburetters. Morris, Standard, Austin, Ford pistons, new, clearance price. New 7.50 by 17 tyres, £3. Also 15-in. sizes. Pair Marchal headlamps, Aerolux, £3. Notek, Delco, Lucas FT67 pass-lamps at 50s. each. Central Car Services, Sidcup. Tel.: Footscray 4375/6, 4596. [706

HUDSON, 1936, de luxe saloon. 29-h.p. 8-cylinder. Genuine 38,000 only. Excellent condition. £275, o.n.o. Also spare chassis and engine in good running order, £50. Tel.: Gravesend 729. [711

1938 DAIMLER 3½-LITRE, 8-cylinder, sports saloon. Positive 21,000 since new. £565, o.n.o. Tel.: Gravesend 729. [713

1953 JOWETT JUPITER, MK. I. 4,000 miles. Immaculate condition. £695. The Red Circle Ltd., N.17. Tel.: TOT 7553. [715

£85—SINGER LE MANS 4-seater tourer, 1934 model, cream and green. Engine 800 miles since complete overhaul, including reground crank, bearings re-metalled. Excellent tyres, battery. King-pins, bushes, renewed; wheels rebuilt; good hood, all sidescreens. Smith, 33, Astill Grove, Coventry. [716

1949 M.G. TC, finished cream, immaculate condition. Works reconditioned engine recently fitted, new hood and sidescreens. £425. Enthusiast will appreciate value when he sees superb condition from all aspects. Genuine buyer can see at John Neasham Ltd., 41, Blackwellgate, Darlington. Tel.: 4644. [718

RILEY USED PARTS. 1937 Merlin Nine, £140. Chili Parlour Café, Hatfield, Herts. [539

CITROEN LIGHT FIFTEEN black saloon, 1946. Very smart. £345 or terms. Tel.: Roy's Automobiles, Euston 2700/8894. [563

VERY GOOD SET 4.50 by 19 tyres, tubes, wheels. Rest of 1931 A.J.S. saloon. Box No. V719, MOTOR SPORT, 15, City Road, E.C.1. [719



1950 (Dec.) Unique **100-M.P.H.** coachbuilt drophead 2-seater; ivy green, brown hide. Beautifully built to special order by MARAUDER Car Co., for £3,000. Original condition after 16,000 miles. 4-litre tuned Ford Mercury V8, 4 speeds, Columbia dual-range back axle. Up to **25 M.P.G.** in overdrive. Remarkable acceleration, stability, comfort, smoothness and silence. Telecontrols, screen-washer, compass, fitted suitcases, etc.

Best offer over **£550**

LORD KEYES,
BENENDEN (*Tel.: 2132*) PLACE,
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FOR SALE—*continued*

FORD TEN OVERSIZE VALVES, 1⅛ in., supplied, or blocks relieved, ports opened 1¼ in. and valves fitted. 15-in. wheels, 59s. 6d. Hi-power head gaskets: 8 : 1, 33s.; 9 : 1, 22s. 6d. H/C. coppered heads: 8 : 1 with standard gasket, £4 10s. Heads copperised, ensures cool running, 45s. High-speed coils, sparks up to 10,000 r.p.m., essential for racing, 36s. Racing valve springs, 118 lb. sq. in. open, 24s. set. 46-b.h.p. camshafts, suitable road/racing, £11 10s. Part-exchange high-pressure oil pumps, 67s. 6d. 7-lb. flywheels, 75s. Grove Workshop, Dallinghoo, Woodbridge, Suffolk. [707

ROLLS P.II, 1930, saloon, o/d. 79,000. £225, o.n.o. Tel.: Gravesend 729. [712

1953 BUCKLER FORD TEN. Professional sports 2-seater body, hood and tonneau. Twin carburetters, 4-branch exhaust, 4.7 : 1 axle. Numerous spares. £300, o.n.o. Automatic Pressings, Ltd., Blackheath, Birmingham. Tel.: Blackheath 1041. [720

BENTLEY 4½-LITRE, 1927, fitted brake body, practically new oversize tyres, two spare wheels, splendid condition, genuine mileage 47,500. Very little use since overhaul, including new Mackenzie pistons, main bearings, new radiator block, new brake servo, etc. Very fine chassis, has been scrupulously maintained regardless of expense. £300 or offer. British Rototherm Co., Merton Abbey, S.W.19. Tel.: Liberty 7661. [721

FOR SALE—*continued*

LAGONDA 16/80, 1934, saloon. Preselector box. Sound chassis and body. £60, o.n.o. Ferner, 2, Warbon Avenue, Peterborough. [426

RILEY NINE LYNX, 1933; crash box. Over £120 on new parts last 12,000 miles, including new 1⅛-in. crank, rebore, hood, etc.; bills shown. £155, o.n.o. 1933 block, crank, rods, camshafts, pistons, timing wheels, rocker boxes, head, half-shaft, etc. 118, Twyford Road, Eastleigh, Hampshire. [427

BENTLEY BLUE LABEL, Mulliner body, 2/4 seats. Paintwork old. Sound runner. £100, or exchange small car, "special" or otherwise. Proctor, Merry Purr, 106, Cheyne Walk, S.W.10. [428

H.R.G. 1,100, August, 1946. Excellent condition. Rebuilt engine, new carburetters, tyres and battery, 1954. £395, o.n.o. Hart, Mill House, Mill Lane, Sevenoaks. [429

GOOD HOME REQUIRED, no garage: Reliable 1925 Delage D.I.S.S., 14 h.p. Mechanically good, modified; 30 m.p.g. Insured. Body poor; spares. £120. 1, Avondale Avenue, Staines. [430

AUSTIN TEN saloon. Engine, body, tyres, good; cellulose fair. 36-38 m.p.g. £75, o.n.o. Hignett, 62, Elmwood Drive, Ewell, Surrey. Tel.: Ewell 7179. [432

HORNET, 1931, CLEARANCE: Oil pump, 37s. 6d.; radiator and shell, 47s. 6d.; front axle, complete, 77s. 6d.; 3-hole wheels, 19s. 6d.; camshaft, 42s. 6d.; dynamo, 47s. 6d.; carriage paid. 4.75 by 18 tyres, as new, 77s. 6d. Tubes, 13s. 6d. New Hornet spares lists. S. H. Scott, 14, Orchard Way, Luton, Beds. [433

TT M.G. Very smart red 2-seater, Hornet engine. Mechanically perfect. Any trial. Photo on request. Nearest £165. 42, Mayow Road, Sydenham, S.E.26. [434

CAMBRIDGE SPECIAL. Reconditioned engine. Supercharger. Tyres good. Condition excellent. £200. Tel.: Dorking 2107. [435

INVICTA 4½-LITRE, 100 m.p.h., low chassis, open 4-seater. £350, or nearest. 43, Bramshaw Rise, New Malden, Surrey. [436

BENTLEY 3-LITRE RED LABEL, 1925, drophead. Body rebuilt 1937. Converts to comfortable 6 ft. by 3 ft. 9 in. Dunlopillo bed for touring holidays. Owner gone abroad to unkind conditions. Will sell regretfully for £250, or near offer. Can be seen at Prince Avenue Motors, Southend-on-Sea. [437

M.G. J2. Red. Taxed. New: hood, five retreads, dynamo, differential, headlamps, twin windtones. Reconditioned engine, gearbox. Good running order. £130. Box No. V439, MOTOR SPORT, 15, City Road, E.C.1. [439

1938 RAPIER SALOON. 1,104 c.c., 2 o.h.c., twin S.U.s. E.N.V. gearbox fully reconditioned. New battery. Black. Ranelagh alloy body. 80 m.p.h., 33 m.p.g. £225. Tel.: Springpark 7432. [440

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RILEY NINE, 1936, Kestrel saloon. Black, pre-selector. Well maintained and in beautiful condition. Bills available. £195. Whitten, 14, Lysias Road, S.W.12. Tel.: BAT 9617. [447

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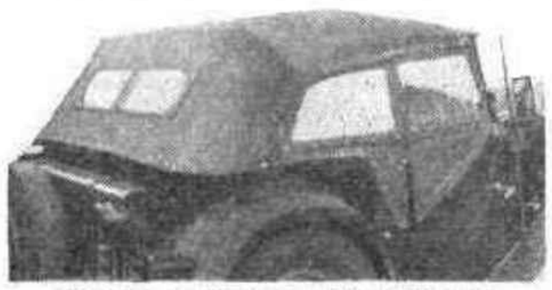
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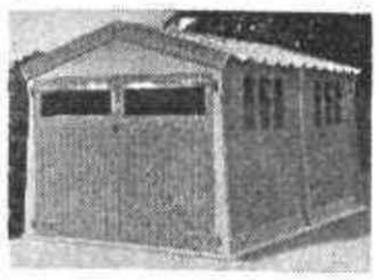
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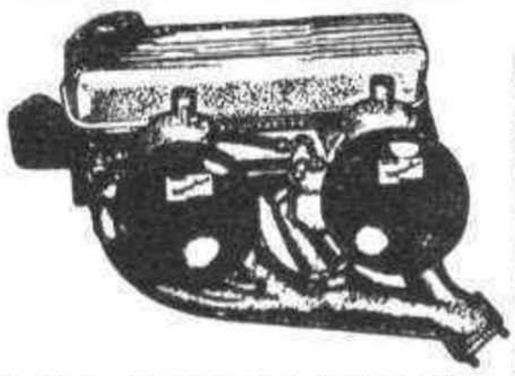
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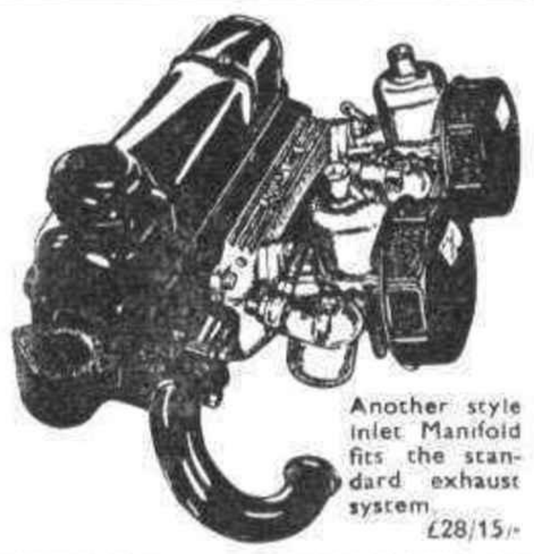
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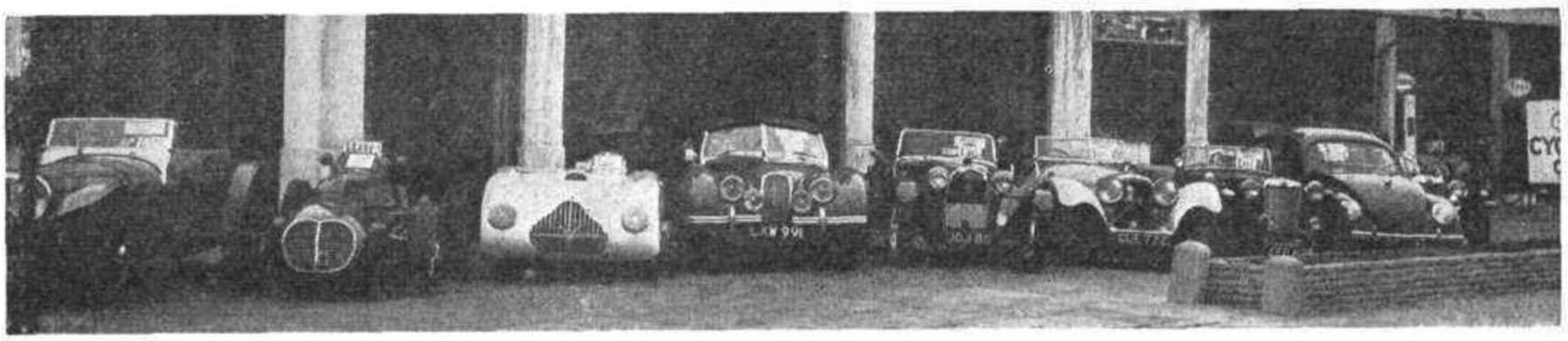
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1938	**Jaguar 3½-litre** drophead coupe	£255
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1937	**Jaguar 2½-litre** sports saloon	£175
1937	**Lagonda LG45** drophead foursome. Specimen	£365
1934	**Lagonda 4½-litre** V.D.P. tourer. Exceptional	£195
1933	**Lagonda 16/80** V.D.P. 2-seater	£175
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1949	**Maserati San Remo 4CLT,** 1½-litre, s/c. Ex-Parnell ...	£995
1948	(Rebuilt) **Maserati 2.9-litre** 2-seater. Ex-Tim Birkin ...	£645
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1938	**M.G. VA 1½-litre** tourers and choice of two saloons ... At	£245
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1935	**Riley 9-h.p. Imp** 2-seater	£295
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ANNEXE

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1935	**Alvis 14-h.p. Firebird** drophead foursome	£145
1934	**Alvis Speed Twenty** V.D.P. tourer	£95
1933	**Alvis 12-h.p. Firefly** saloon	£95
1925	**Bentley Red Label** 2-seater	£95
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ALVIS 12/50, 1931, saloon. Good mechanically, body poor. Offers. Fennell, 12, Mark Street, Westwood, Oldham, Lancs. [503

BENTLEY RED LABEL 3-LITRE. Beautiful 3-seater Gurney Nutting open body. Superlative condition. New battery, tyres. Late-type engine completely overhauled. H.C. pistons. Very quiet "A" box. Extras include Tapley meter. Full history. £295. D. Soltau, 19, The Avenue, Clifton, Bristol. Tel.: 36582. [504

M.G. J2. Black. Reconditioned radiator, dynamo, carbs, engine, hydraulic brakes. £150, o.n.o. Box No. V505, MOTOR SPORT, 15, City Road, E.C.1. [505

NA-TYPE 2-SEATER M.G. MAGNETTE. Without doubt one of the finest examples of its marque in existence. Beautifully maintained and indistinguishable from post-war models. It is sufficient to say that this car is near perfect in every respect and has not been modified in any way. Engine overhaul by Laystall's just completed. All the above remarks can be confirmed by viewing the car. £275. Tel.: SHOreditch 8088 for appointment between 10 a.m.-5 p.m. [507

LE MANS SINGER NINE, 1934, saloon. Excellent condition. Recently rebored. Offers. Smith, 61, Erleigh Road, Reading, Berks. [508

1927 HUMBER 9/20 TOURER. £50, o.n.o. Write: Everard, 30, Lambolle Road, London, N.W.3. [509

DUMBO BENTLEY 3-litre with personality reluctantly offered. Many modifications. Engine excellent. Body, hood rather stark. £300, offers. Tel.: PRO 1824. [510

HUMBER SNIPE, 1938, foursome drophead coupé. Five very good tyres. Mohair hood. In excellent all round condition. Very fast. £145, o.n.o. Tel.: BRI 5581 (business hours). [511

RILEY KESTREL 12-h.p. saloon, 1935. Excellent condition. Aluminium body. 25 m.p.g. £110, o.n.o. Tel.: MAC 1321 (after 7 p.m.). [512

V8 SPECIAL. Complete and roadworthy. £70, o.n.o. Seen Havant. Pook. Tel.: FREmantle 0137. [513

AVON SPECIAL. Mechanically sound. Sacrifice. £75. Any trial. Radcliffe, 35, Frognal Avenue, Harrow. [514

FRAZER-NASH, 1933, "chain-gang" Meadows 4ED. 8,000 miles since complete £150 rebuild. Immaculate, reliable. £225. Photographs, particulars. Box No. V515, MOTOR SPORT, 15, City Road, E.C.1. [515

AUSTIN SEVEN engine main bearings, paired front races, 1933/9, 37s. pair; roller rear main, guaranteed Austin "fit," 37s. 6d.; p.p. 1s. 6d. Rear hub and front hub inner, 15s. 9d.; front outer, 13s. F. W. Champion, 43, Uplands Way, N.21. Tel.: LAB 4457. [516

LEAF 4-seater, wide track. 4ED Meadows. Mechanical condition good, hood poor. Re-upholstered. £70, o.n.o. Tel.: Beaconsfield 1286. [517

FRAZER-NASH-B.M.W., 1937, Type 319/45 2-litre. Resprayed. Recent new drophead, carpets and extras; mechanical rebuild 1950/54; bills for £81 shown. £235. Elliot, The Chase, Sible Hedingham, Essex. Tel.: Hed. 104. [518

FRAZER-NASH T.T. REPLICA, 1932. Meadows-engined "chain-ganger." In good order throughout. £225. Dewhurst, 76, Adelaide Road, N.W.3. Tel.: PRI 4867. [520

JAGUAR 100, 1937, specimen condition. Twin spares, aeroscreens. Taxed. £285, o.n.o. 82, Harrow Road, Middlesbrough. Tel.: 89800. [521

ALVIS, 1933, 20 H.P. Complete chassis, instruments, engine, preselector gearbox. Well shod. Going order. £50, o.n.o. Stokes, 33, Derwent Avenue, Oxford. [522

RILEY, 1938, 15/6 ADELPHI. Well-maintained attractive car, original cellulose. Taxed year. Sale as new car unexpectedly received. £225. Box No. V523, MOTOR SPORT, 15, City Road, E.C.1. [523

FRAZER-NASH/B.M.W. Eye-catching aerodynamic sports saloon. Red. Body built 2-3 years ago on Type 40 1½-litre sports chassis. Engine just rebuilt by racing mechanic. Exhilarating performance. Superb roadholding. £395, or offer. Tel.: Malden 5036. [524

B.S.A. TEN saloon. £80, o.n.o. or exchange faster car. Cash adjustment. Iles, tel.: Euston 5050 (day). [525

MARENDAZ, 1936, 2-LITRE, good order and tyres, £75. Singer Nine sports, new hood, excellent condition, £90. 22, Bellingdon Road, Chesham. Tel.: 276. [526

SINGER NINE sports coupé, 1933. Excellent condition. £105. Hooper, 54, Leicester Road, N.2. Tel.: Tudor 8242. [527

MORGAN "F SUPER" 3-wheeler, 1952; 20,000 miles. Any trial. £280. Fast and economical. Also Arnott supercharger for 1½-litre, almost unused, £25. Bennett, Marsh Green, Ashover, Derbyshire. [531

1928 ROLLS-ROYCE TWENTY close-coupled sports saloon with boot (Park Ward). Most attractive. Had little wear. £260 or exchange Land Rover, A40 pick-up, van, or similar, in perfect order only. Clissold, "The Squirrel" Christmas Common, Watlington, Oxon. [528

FOR SALE—*continued*

AUSTIN SEVEN brake, less engine. Ideal base for "special." Offers. Tel.: Heswall 2054. [529

TALBOT TEN CYLINDER HEAD, new, £4. 1933 Riley Nine gearbox, crash type. Riley Nine axle shafts, 25s. each. M.G. Magna F-type c.w.p., new, £6 10s. Austin Seven axle shafts, any type, 28s. 6d. 14, Godolphin Road, Helston, Cornwall. [530

LAGONDA 3½-LITRE sports saloon, 1935. Reasonable owner will consider reasonable offers. (It's quite a reasonable car anyway.) Burgess, 34, Barn Hill, Wembley. Tel.: 2378. [532

NEW PORSCHE, Volkswagen, D.K.W., Simca, available. World acclaimed! Parts. Repairs. Reasonable prices. Cars sold, bought. 10, Winchester Mews, N.W.3. Tel.: Primrose 6159. [533

PRIVATE—JOWETT JAVELIN, 1951 model, de luxe saloon. Turquoise; beige leather; heater, radio. 26,000. Immaculate. High performance. Over 30 m.p.g. £575. Consider part exchange. 20, Alington Grove, Wallington, Surrey. Tel.: 4186. [544

DELAGE, 1927 (November), D.M.S. saloon, only 43,000. Rebored. Body needs some attention. £100, or exchange—W.H.Y.? Fryzer, 8, Spring Terrace, Richmond, Surrey. [546

M.G. TD. Green. 1953. Low mileage. Excellent condition. Any trial. Offers. Not raced. Owner acquiring new car. 8, St. George's Place, Llandudno. [547

ROLLS-ROYCE, 1934, 20/25 owner-driver sports saloon with boot; very good condition throughout. £475. Tel.: Macaulay (London) 7211, or after 6 p.m., Gladstone 6039. [548

1953 M.G. TD 2-seater. Green. One owner. Taxed year. Low mileage. New condition. Reasonable offer (no dealers). 33, Chartridge Lane Chesham, Bucks. Tel.: 480. [549

RILEY ALPINE 4-seater tourer, with Falcon 12/4 engine, in good order. Outside clean. Inside rough but comfortable. £180, o.n.o. For photo and details: Sanderson, 78, Clare Road, Maidenhead. [550

RAILTON, 1937, light tourer. Very fine example with a spare reconditioned engine. £350. A-One Motors (London) Ltd. Tels.: Tate 0192 and Vandyke 5181. [551

RAILTON, 1935, foursome drophead coupé, 8-cylinder. Fast and reliable. £125. A-One Motors (London) Ltd. Tels.: Tate 0192 and Vandyke 5181. [552

RAILTON, 1939, semi razor-edge saloon, aluminium panel work by Coachcraft. One owner. £385. Other saloons and coupés from £110. A-One Motors (London) Ltd. Tels.: Tate 0192 and Vandyke 5181. [553

1908 STAR, 4-cylinder, 12 h.p., chassis only. Complete but requires new set of tyres. No reasonable offer refused as room wanted. T. P. Breen Ltd., High Road, Whetstone, N.12. Tel.: HIL 2393. [554

BENTLEY sports 2-seater, 4½-litre unblown engine with D-type gearbox, large capacity fuel tank. Thoroughly sound mechanically, immaculate in appearance; reconditioned and rebuilt completely in 1951 at very great expense; only 14,000 miles since. Goes at the touch of the button; docile as a kitten but will probably do over 100 m.p.h. One of the finest vintage Bentleys offered at the reasonable price of £375. Can be seen and tried at Spikins (Twickenham) Ltd., Heath Road, Twickenham, Middlesex. Tel.: Popesgrove 1035-6-7-8. [555

BUGATTI, TYPE 44, 4-seat touring body by Jarvis, rebuilt over last 18 months at cost of over £250. Rewired, re-braked, axle, engine, prop.-shaft. In superb original condition no sidescreens. Property of Sales Manager, maintained regardless. £325. Baitstrand Eng. Co., Kirton (Tel.: 233), near Boston, Lincs. [556

SPARES AVAILABLE (apart from new M.G. and Volkswagen parts) for: Alvis 17-h.p., 20-h.p.; Armstrong 17-h.p., 25-h.p.; Bentley 3-litre, 4½-litre; Daimler 15-h.p.; Essex; H.W.M.-Alta; Invicta 1½-litre; Jaguar 2½-litre, 3½-litre; Lagonda 16/80, 3-litre, M45, LG45; Maserati 2.9; M.G. M, J, P, N, K, T, VA and SA, including splined hubs; Morris-Cowley 12/4, 16/6; Pontiac; Chrysler; Riley Nine, 12/6, 14/6; Rolls-Royce 21/6; Sunbeam 21; Studebaker; Talbot 14-h.p., 18-h.p.; Wolseley 16/6. Performance Cars (Service Dept.), Great West Road, Brentford Middlesex. Tel.: Ealing 8841. [557

12/40 ALVIS saloon, 1929. Engine and chassis in all respects excellent. New twin S.U. carburetters. New tyres all round. Price £60. J. A. Freeman, Oak Cottage, Davey Lane, Alderley Edge, Ches. Tel.: ALD. 2378. [560

SINGER NINE LE MANS 2-seater, 1934. Very good condition. Some spares. £150. Field Farm, Shepton Mallet, Somerset. [566

LAGONDA RAPIER 10-H.P. fixed-head coupé. Smart appearance, excellent mechanically, preselector, good tyres; year's insurance. £265. After 7 p.m., Hill, Bridle Path Stores, Beddington, Surrey. Tel.: Croydon 1483. [567

FOR SALE—*continued*

ALTA 2-LITRE 2-seater. Eligible for sports or racing events. Specially built at reputed cost of £5,000 for famous driver, winner of Swedish G.P. Modified to '54 specification in August, not since used. Road equipped, aero-dynamic body. Finished Alta blue. Complete with spares. Part exchanges considered. £750, o.n.o. Walthamstow Motor Co., Ltd., 736, Lea Bridge Road, Leyton, E.10. Tel.: Leytonstone 4461/2. [558

ALVIS FIREFLY saloon. Outstanding condition, recellulosed, brakes relined, new tyres, etc. £155. Tel.: Chorleywood 182. [559

ALVIS 12/70 open sports 4-seater. 1935/6. Black with red interior. New hood. Smart and good. £195 or terms. Tel.: Roy's Automobiles, Euston 2700/8894. [561

ROVER TWELVE touring 6-light saloon, 1940. Exceptional. £385 or terms. Tel.: Roy's Automobiles, Euston 2700/8894. [562

LATE-TYPE WOLSELEY HORNET SPECIAL DAYTONA close-coupled sports saloon. Smart and fast. £165 or terms. Tel.: Roy's Automobiles, Euston 2700/8894. [564

ALVIS TJ 12/50 ATLANTIC saloon, 1931. Mechanically sound, tyres and battery good; body ready for rebuild or throwing away. Spare crankcase assembly complete. 45 gns., o.n.o. Gower, 17, Swifts Green Road, Stopsley, Luton, Beds. Tel.: Luton 6518. [568

EX-LONES Brooklands streamlined Morgan Special KMC, Blackburne. Road equipped. £100. Barnard, 34, St. Mary's Grove, Canonbury, N.1. [569

£12—WOLSELEY TEN, 1924. Mechanically excellent. Barrow, 12, Hilda Road, Liverpool 12. [570

TALBOT 110, 1937, sports saloon. Preselector, windtones. Jet performance. Private bargain. £110. Blackburn, 44, Onslow Gardens, S.W.7. Tel.: Knightsbridge 2792. [571

£59—POTENT 1,185-C.C. SPECIAL. Rover origin. Red alloy 2/3-seater body. Raised compression ratio. Oil coil. M. Young, 23a, Penderel Road, Hounslow, Middlesex. Tel.: HOU 2113. [572

FRAZER-NASH-B.M.W. cabriolet, 2-litre. Good condition. £130. Tel.: SYD 5781. [573

RILEY NINE MERLIN, 1936. Poly-grey metal sun-roof saloon. Twin carburetters. Blue leather. Four good tyres. £145. Connal, tel.: Prospect 7003. [574

ALVIS SPEED TWENTY, crash box fitted new constant-mesh pinions—sale or exchange. Also Speed 25 and 20 engine spares, dynos, starters, etc. S.A.E. please. Routledge, Scholes, Leeds. [575

LAGONDA 3-LITRE, 1934, pillarless saloon. Taxed year. £190. Reason for sale, acquisition of 4½-litre. Also sundry spares. Tel.: Epsom 1843. [577

500-C.C. RACING CAR for rush sale. Excellent condition. Tubular chassis and latest modifications. £120, o.n.o. Box No. V579, MOTOR SPORT, 15, City Road, E.C.1. [579

ASTON MARTIN 1½-LITRE LE MANS 2/4, short chassis, 1934. In good condition throughout and has been well maintained. £350. Belcher, 9, Mansfield Road, Reading. Tel.: 3781 (day), 3675 (evenings). [580

RILEY GAMECOCK. Green. Recent extensive overhaul. New hood and tyres. Excellent appearance. Numerous spares. £150 or exchange saloon. Box No. V581, MOTOR SPORT, 15, City Road, E.C.1. [581

1934-5 VAUXHALL 12/6 engine and gearbox, £12 10s. Shadwick, 4, View Close, Harrow, Middlesex. [582

RILEY 1½ ADELPHI saloon, 1936. Green. Lovely condition, sleeved engine, sliding roof. Engineer-enthusiast owner. £240. Photograph, details: 65, Courtfield Rise, West Wickham, Kent. [583

RILEY 12/6 TORQUE-TUBE/shaft/differential, less crown/pinion, £5. Six-stud wheel, 7s. 6d. Two 4.50 by 19 unwrapped Michelins, £4 5s. each. Unused 12v. coil/condenser, £1. Also 1931 Riley Nine spares. S.A.E. for replies. 78, Alexandra Road, Addlestone. Tel.: Weybridge 3512. [584

1938 LEA-FRANCIS TWELVE saloon. Spacious, fast, comfortable, extremely reliable. 30 m.p.g. £245, o.n.o. 11, Woodhall Drive, Pinner. Tel.: Hatchend 2395. [585

1952 JUPITER, 2/3-seat coupé. B.R.G. Fast, comfortable and absolutely immaculate. 11,000 miles. Trial any time for genuine enquirers. First offer £600. Box No. V590, MOTOR SPORT, 15, City Road, E.C.1. [590

M.G. PA, blown. Excellent condition, coachwork and mechanically. Fitted K.965 comp. valves, Tri-springs, 4-lb. Centric blower, ¼ off head. Five Dunlop racing wheels and 5.50 by 16 tyres. New weather equipment. Revs. to 6,000; 75 m.p.h. in top; 90 m.p.h. blown; 35 m.p.g. £240. Tel.: Radlett 6429. [586

1934 RILEY NINE MONACO (exhibition car). Good appearance. Excellent battery, tyres; k.o. wheels, manual gearbox (short lever). Recent £45 engine overhaul. Pass-lamp, demister. First £115 secures. Tel.: Upminster 2978. [592

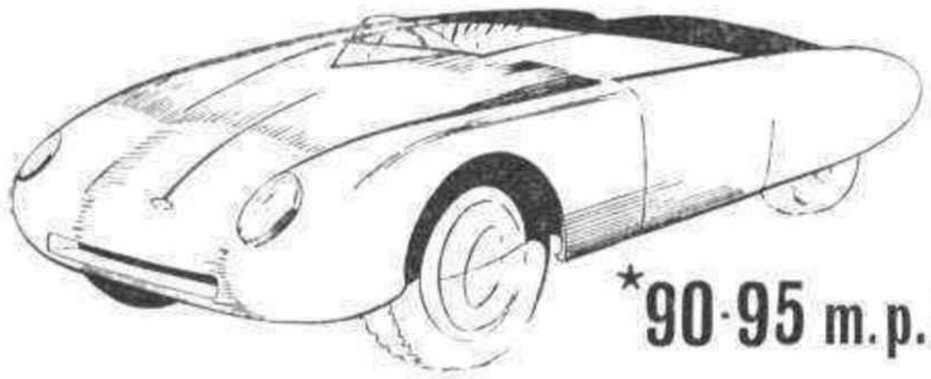
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The Editor, "Motor Sport."

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I feel you may be interested in the result of an advertisement in the "Wanted" columns of the April MOTOR SPORT.

Having purchased a fearfully ramshackle Alvis 12/50, 1927, in need of many spares, mainly items for the body, MOTOR SPORT was obviously the best bet for "wants." By 9 p.m. on April 1st I was in possession of a hood, with frame and all fittings, luggage grid, a set of excellent side-screens and numerous odds and ends.

The following Monday brought offers of instruments from two people, and Tuesday a third offer. I plumped for the nearest and came away with many pieces of Alvis for a ridiculously small sum.

I must confess that I was not very optimistic about the advertisement, but I have everything I wanted and a lot more, all within nine days of the date of issue of the magazine. I have also had the good fortune to meet some grand Alvis owners, and have made some very useful contacts: owning an Alvis is going to be great fun, and I am much encouraged.

I am, Yours, etc.,

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1936 Riley Kestrel 1½-litre sports saloon. The printed word cannot adequately describe the magnificence of this motor car. It is in every way a perfect specimen. The car has not been used since a very thorough and extensive rebuild by Laystalls, and recellulosed. The price is high for a car of this year, but we have no hesitation in saying that it is excellent value, and indeed a bargain, at **£365.**

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1936 Riley Merlin 1½-litre coachbuilt estate car. This is the ideal all-purpose vehicle. It is a four-seater with luggage room, or the rear seats fold forward to enlarge the floor-space for carrying goods, etc. The whole car is in mint condition throughout and is taxed until December. **£245.**

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1935 Riley Falcon 1½-litre saloon, recently recellulosed in two-colour grey. Exceptionally smart and very sound throughout. **£195.**

1935 Riley Falcon 1½-litre saloon, similar to above in black and fitted 1937 engine. **£195.**

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WANTED

URGENTLY: Best & Lloyd oil pump, suitable Cozette blower. "Grotes Lodge," Blackheath, London. [166

ADVERTISER SEEKS 4½ Invicta chassis with or without body. Price very reasonable. Box No. V167, MOTOR SPORT, 15, City Road, E.C.1. [167

1½-LITRE, 4-cylinder, o.h.v./c. engine. Also front axle for 1934 Frazer-Nash. St. John, Beechwood Hall, Park Crescent, Worthing, Sussex. [170

LAGONDA OIL PUMP for 3-litre 1932 Z series engine. Pinkerton, Quidhampton, Salisbury. Tel.: Wilton 3193. [181

SOUND DRIVER'S DOOR for 1937 Riley Adelphi. 121, Hopton Road, Streatham, S.W.16. [194

FAST 2-SEATER SPORTS, 8-10 h.p. Body condition immaterial. Anything considered below £150. Box No. V208, MOTOR SPORT, 15, City Road, E.C.1. [208

CAR FOR FAMILY TOURING, veteran preferred. About £50 cash available. Box No. V212, MOTOR SPORT, 15, City Road, E.C.1. [212

BODY AND CHASSIS parts, Riley Sprite. 13, Heath Close, Hemel Hempstead, Herts. (Tel.: Boxmoor 1439.) [223

KLAXON HORN required cheap. J. H. Huntridge, 75, Thornton Road, Cambridge. [228

AMILCAR GRAND SPORT WHEEL for beaded-edge tyre on 37 size splined hub, R.W. type. Box No. V229, MOTOR SPORT, 15, City Road, E.C.1. [229

8/10-H.P. SPORTS or Hornet Special, approx. 1934. Fair mechanically, shabby exterior. Reasonable price. 12, Old Park Close, Folly Hill, Farnham, Surrey. [234

SPORTS SALOON or coupé. Rolls Phantom, Lagonda Rapier to 4½, Hotchkiss or similar. Age not important providing in good trim. Can view end of May. Photo if possible (returnable). Around £150 cash. 206, Carlton Avenue East, Preston Road, Wembley, Middlesex. [235

RILEY NINE, 1932, saloon radiator; good condition essential. 48, Sherrardspark Road, Welwyn Garden City, Herts. [240

TRIUMPH ROADSTER or other drophead coupé wanted. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [261

MORRIS MINOR convertible or saloon wanted. Consider other possible pieces. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [262

TALBOT—fairly late model 105, 110 or 95, price and condition to justify export. Would anyone able and willing to assist please air-mail Bagnall, 41, Nicholson Road, Wellington, N.5, New Zealand. [292

DIESEL-CONVERSION CAR of not too sporting appearance. Eliot, Therfield Rectory, Royston, Herts. [296

TRIUMPH THUNDERBIRD AND GRAND PRIX engines and engine parts. Urgent. Parkes, Woodview, Buckholt, near Monmouth. [369

DIFFERENTIAL. Suitable for 1936 Alvis 3½. Wells, Dorval House, Silverdale Road, Southampton. [371

ATCO TRAINER. Details, price and where seen. 26, Selkirk Avenue, Oldham. [376

AUSTIN A40 ENGINE. Any condition. Also suitable supercharger. Cole, Aldsworth Avenue, Goring-by-Sea. [385

TWO PISTONS FOR 1929 SUNBEAM SIXTEEN. Standard or any oversize taken, gudgeon pins must be 18 mm. Box No. V409, MOTOR SPORT, 15, City Road, E.C.1. [409

FORD TEN ENGINE WANTED. Unworn or suitable for reconditioning. Dismantled engine welcomed. Foley, Oaks, Victoria Road, Farnborough, Hants. [431

M.G. J GEARBOX and remote control. Indge, 65, Clewer Hill Road, Windsor. [418

SHORT CHASSIS for 3-litre Bentley. Must be sound. 53, Selwyn Road, Edgbaston, Birmingham. [438

PRIVATE BUYER REQUIRES 1938-39 Lagonda L.G.6 D.H. coupé preferred. Fullest particulars, including price must be given, and car chosen will require to undergo A.A. examination. Box No. V453, MOTOR SPORT, 15, City Road, E.C.1. [453

FRAZER-NASH must have Meadows "Brooklands" engine. 48, Langley Park Road, Sutton, Surrey. [468

TRIUMPH GLORIA GEARBOX, 1935-37 wanted. Any horse power. Must be sound, or 1st and 2nd Layshaft cluster gears. Also window winder handles and details other components available. Goodlad, 67, Southbourne Gardens Eastcote, Ruislip. Tel.: Field End 6676. [326

ROLLS-ROYCE TOURER. In good condition, especially mechanically, 20, 20/25 or 25/30. Will give up to £650 according to year and model. Rolls-Bentley considered. Wyecliffe House, Breinton, Hereford. [328

AUSTIN ULSTER. 40, Walpole Road, South Woodford, Essex. Tel.: BUC 6177. [502

HELP!!! Marendaz gearbox wanted or ideas to adapt another. Two Yew Trees, Charsfield, Woodbridge, Suffolk. [710

RILEY NINE ENGINE, preferably sound running order. Two Yew Trees, Charsfield, Woodbridge, Suffolk. [708

ALVIS SPEED TWENTY-FIVE or Packard 1939 Super Eight. I want to buy the best specimen in the country. Box No. V714, MOTOR SPORT, 15, City Road, E.C.1. [714

WANTED—*continued*

4.1 CROWN WHEEL and pinion or back axle complete for Alvis Speed Twenty. Also pair M.G. S.U.s for sale. Alexander Kok, 18, Holland Villas Road, London, W.14. [331

CLEAN SOUND OLD COUPE. Any make or h.p., but must do 25 m.p.g. Price below £40. Spot cash. Box No. V358, MOTOR SPORT, 15, City Road, E.C.1. [358

FAMILY MAN, with sporting ideas, wants Riley 4-seater open/closed. Body, etc., immaterial if mechanically sound. Must be cheap, or offer £2 per week. Others considered. Box No. V366, MOTOR SPORT, 15, City Road, E.C.1. [366

RILEY NINE in excellent condition. Manual gearbox. Age, type unimportant if 4-seater. Please write: Box No. V593, MOTOR SPORT, 15, City Road, E.C.1. [593

LAMBDA or other roomy vintage saloon. Must be faultless but reasonable. Bolam, 12, York Place, Harrogate. [624

WE PAY TOP PRICE for your accident-damaged post-war car. Why wait months to have it repaired? Insurance claims settled. We collect. Stritzel & Newman, Motor Engineers and Coachbuilders, Factory Site, Oaklands Road, London, N.W.2. Tel.: GLA 4326/3455. [484

LANCIA APRILIA or Astura. Box No. V519, MOTOR SPORT, 15, City Road, E.C.1. [519

BUGATTI 2-seater. American wishes to purchase mint specimen for road use. Air mail complete description and photographs. All replies answered. Dr. Milton R. Roth, 2156 Pacific Avenue, Long Beach 6, California. [543

ALVIS FIREBIRD engine, 13.2. Write or 'phone details. Ronnie Harris, 8, Parliament Hill, Hampstead. Tel.: HAM 1994. [545

ALVIS TA14 saloon. Need not be immaculate. Routledge, Scholes, Leeds. [576

BUGATTI, TYPE 40 or 37 cylinder block urgently required. Fisher, 1, Manor Crescent, Carlton, Nottingham. [627

URGENT. P2 ALFA-ROMEO clockwork model car, £20 offered. Also the coloured speed impression by Bryan de Grineau showing Malcolm Campbell's "Blue Bird" at Daytona, February, 1931. This drawing was supplement of *The Motor* during February, 1931. M. Reid, 15, Corley Avenue, Northfield, Birmingham. [636

OLD CAR WANTED, any condition. Full particulars to Box No. V638, MOTOR SPORT, 15, City Road, E.C.1. [638

SPORTS/RACING CAR for club events, must be suitable daily transport. Box No. V641, MOTOR SPORT, 15, City Road, E.C.1. [641

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TC M.G., privately owned, Surrey area. Full details, year, price. Box No. V664, MOTOR SPORT, 15, City Road, E.C.1. [664

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AUSTIN NIPPY or Chummy, about 1935. Reasonable. 70, Lytton Avenue, Letchworth, Herts. [687

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MISCELLANEOUS—*continued*

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ANY PARTS. Gears. Gear-cutting. Gearbox-suspension-shock-absorber-engine exchange service. Repairs. Opel-Volkswagen-Simca agents. New and secondhand cars sold, bought. 10, Winchester Mews, N.W.3. Tel.: Primrose 2647. [534

GLASSFIBRE sports 2/3-seater body shells, suitable Ford 8/10 Specials, etc. Outstanding appearance. £85. Other bodies. Hardtops. 10, Winchester Mews, N.W.3. [535

HELMETS, goggles, overalls, gloves. Illustrated catalogue, 3d. D. Lewis Ltd., 124, Great Portland Street, W.1. Tel.: MUS 4314. [536

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WHY PAY for inefficient organisation? Our Austin Seven lowered suspension costs less than half price of others. Send only springs and axle beam. Springs returned set flat, lowering front 2 in., rear 4 in.; axle cranked down in centre (loss of track ½ in.). No other mods. required. Holds the road and corners like hell. £3 10s. D.K.W., 1939, f.w.d. chassis with axles, wheels and tyres. Chassis single centre square tube and outrigger construction; £17. Bowden Eng. Co., Ottery St. Mary, Devon. Tel.: 391. [599

HOODS RENEWED in latest plastic hooding or double duck from £6. Sidescreens, 30s. each front, 25s. each rear. The Croydon Trimming Co., 101, Southbridge Road, Croydon, Surrey. Tel.: CRO 3954. [602

REPLACEMENT HOODS by post Black, fawn, double duck, plastic rear window. TA/TC, £5 7s. 6d. Tonneau covers, zipped centre, TA, TC, £4 17s. 6d. M.G. only for the moment please, due to pressure of work. A. C. Winmill, 37, Tonstall Road, Mitcham. [664

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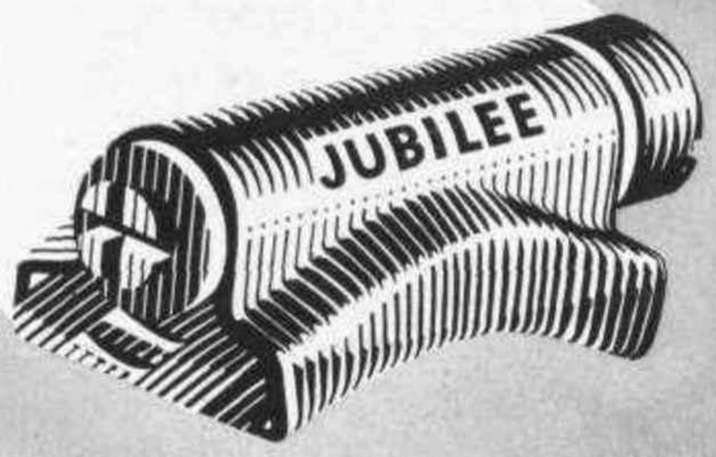
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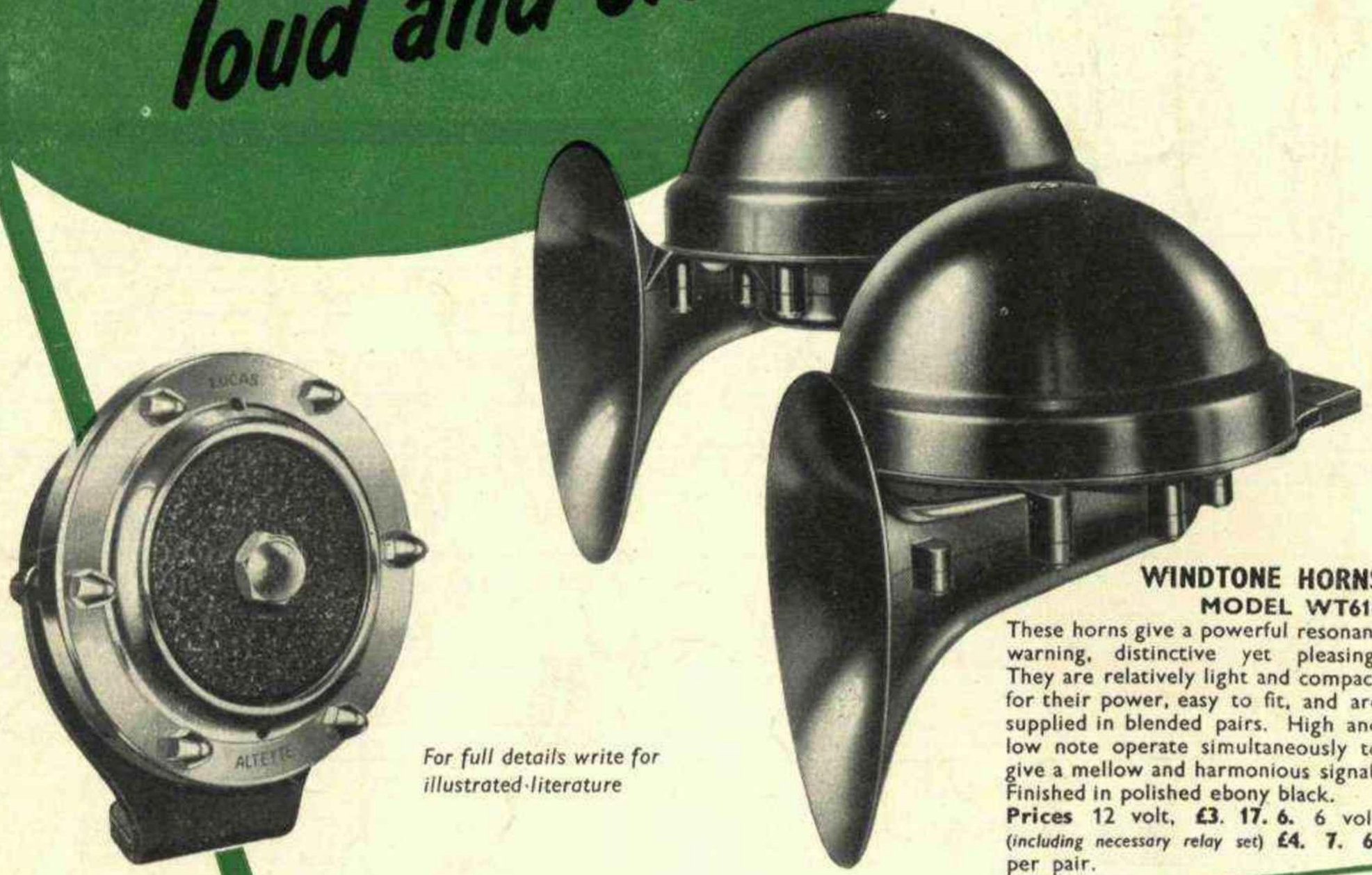
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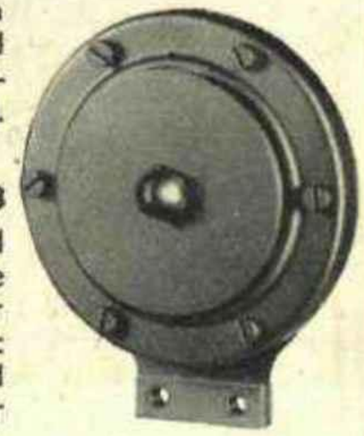
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