

Vol. XXX No. 7

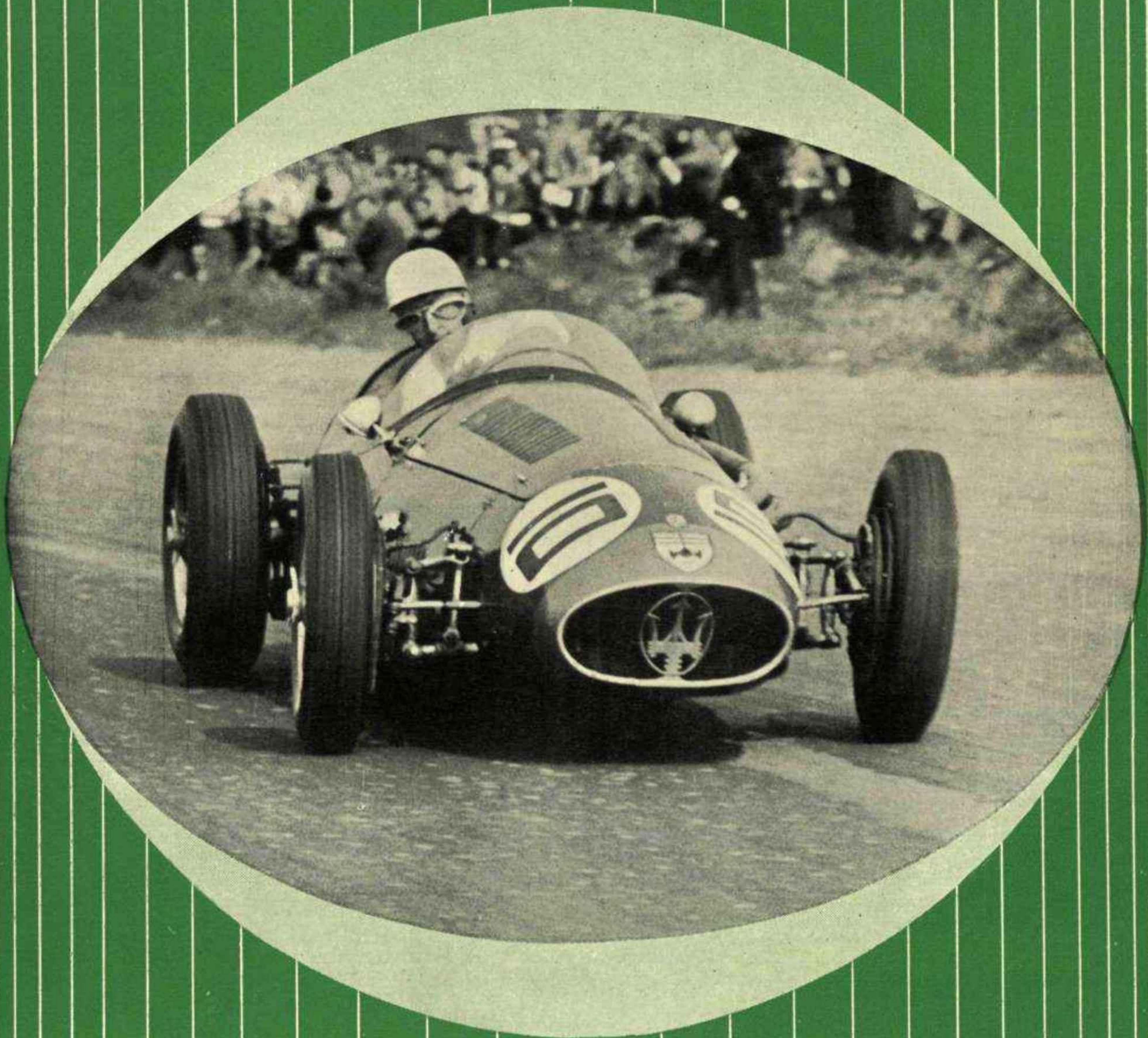
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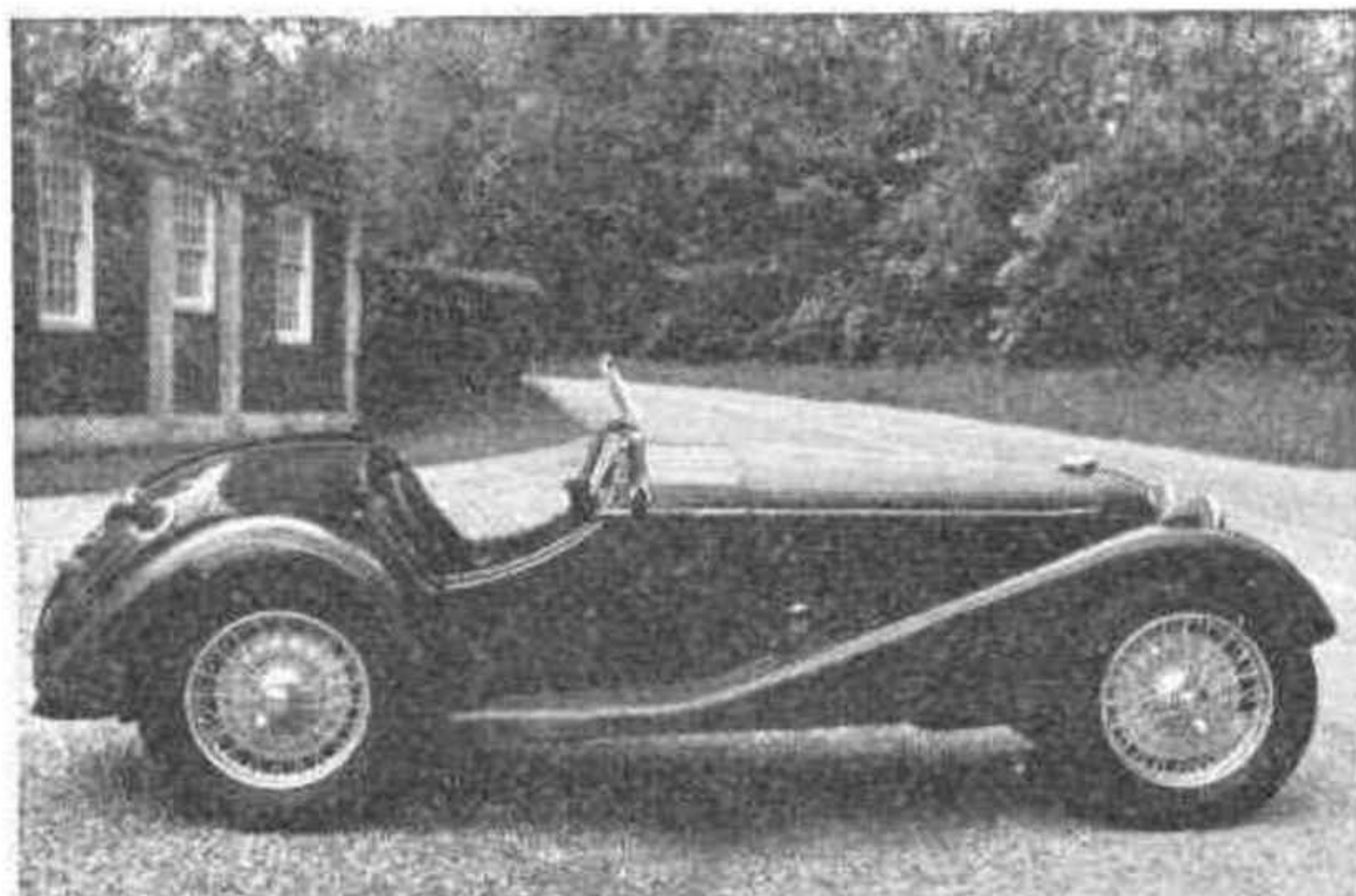
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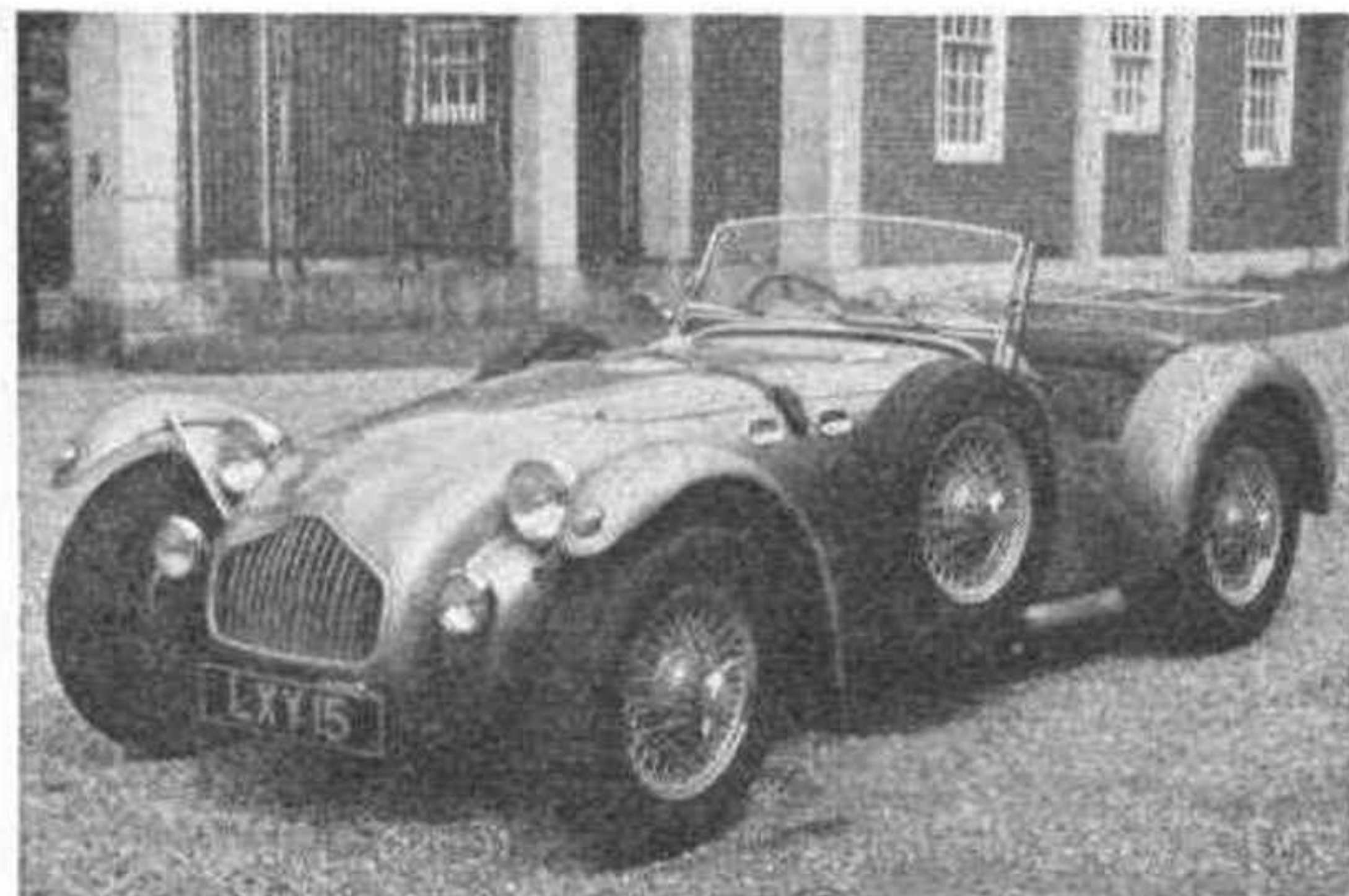
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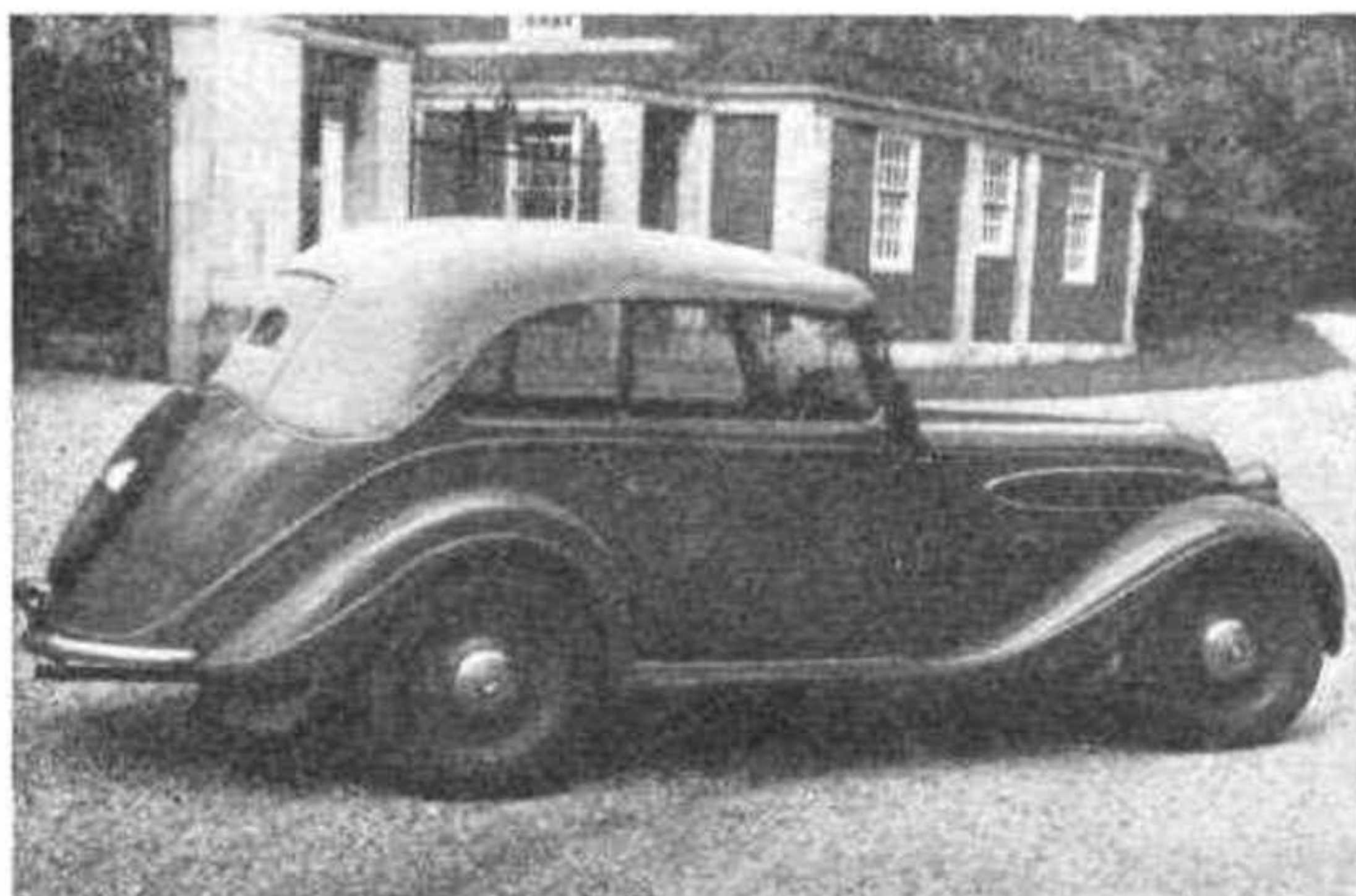
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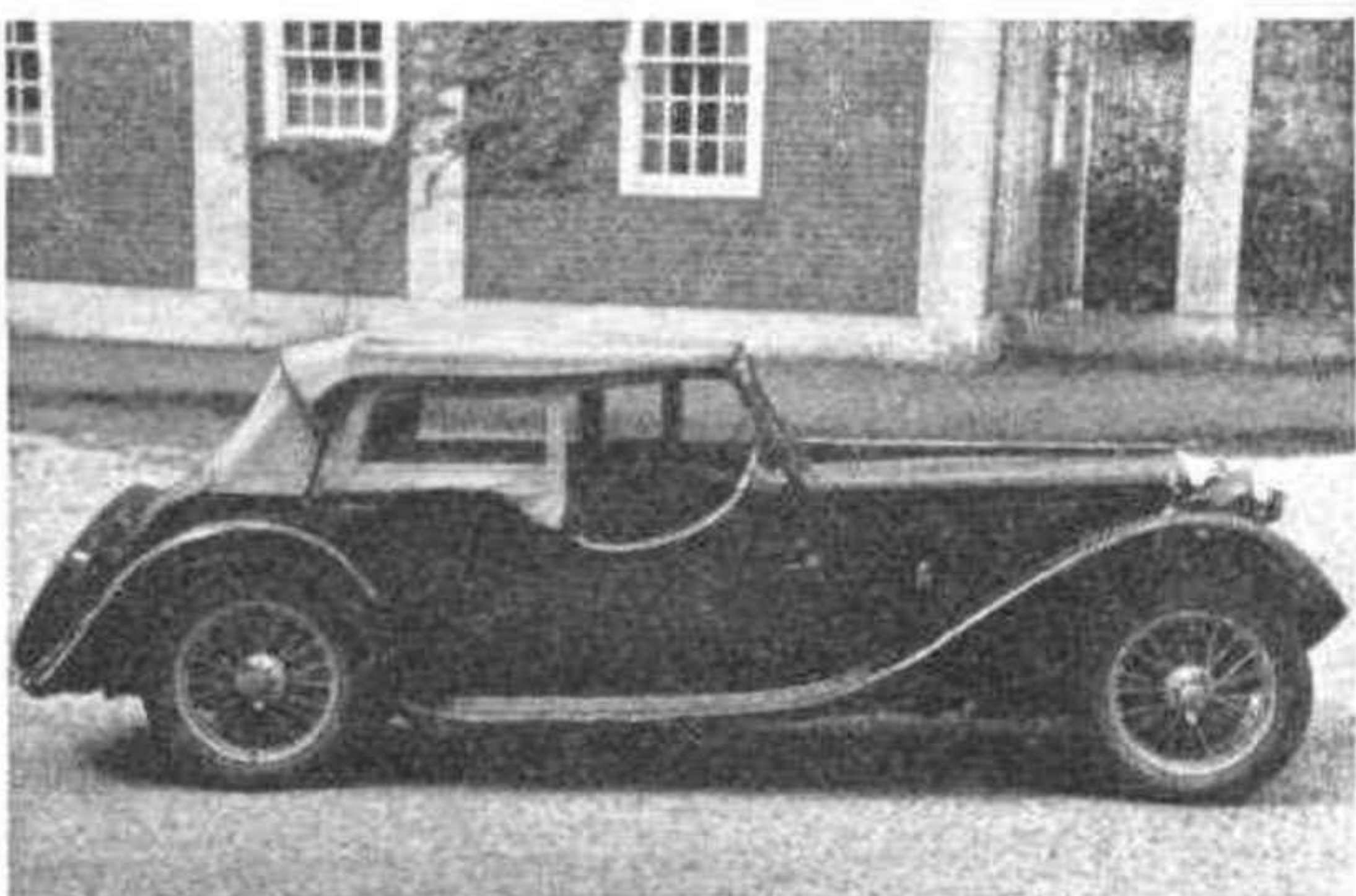
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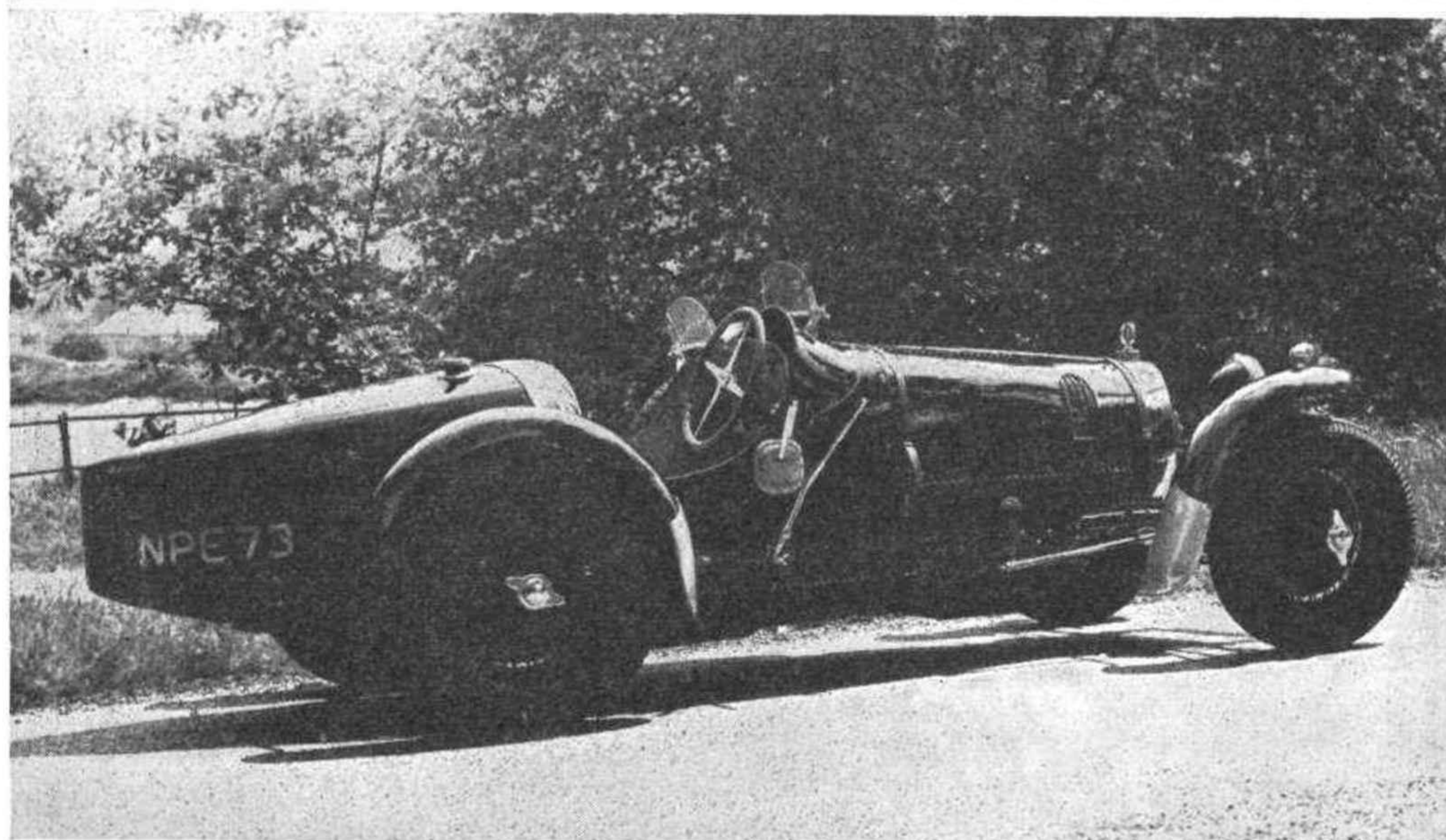


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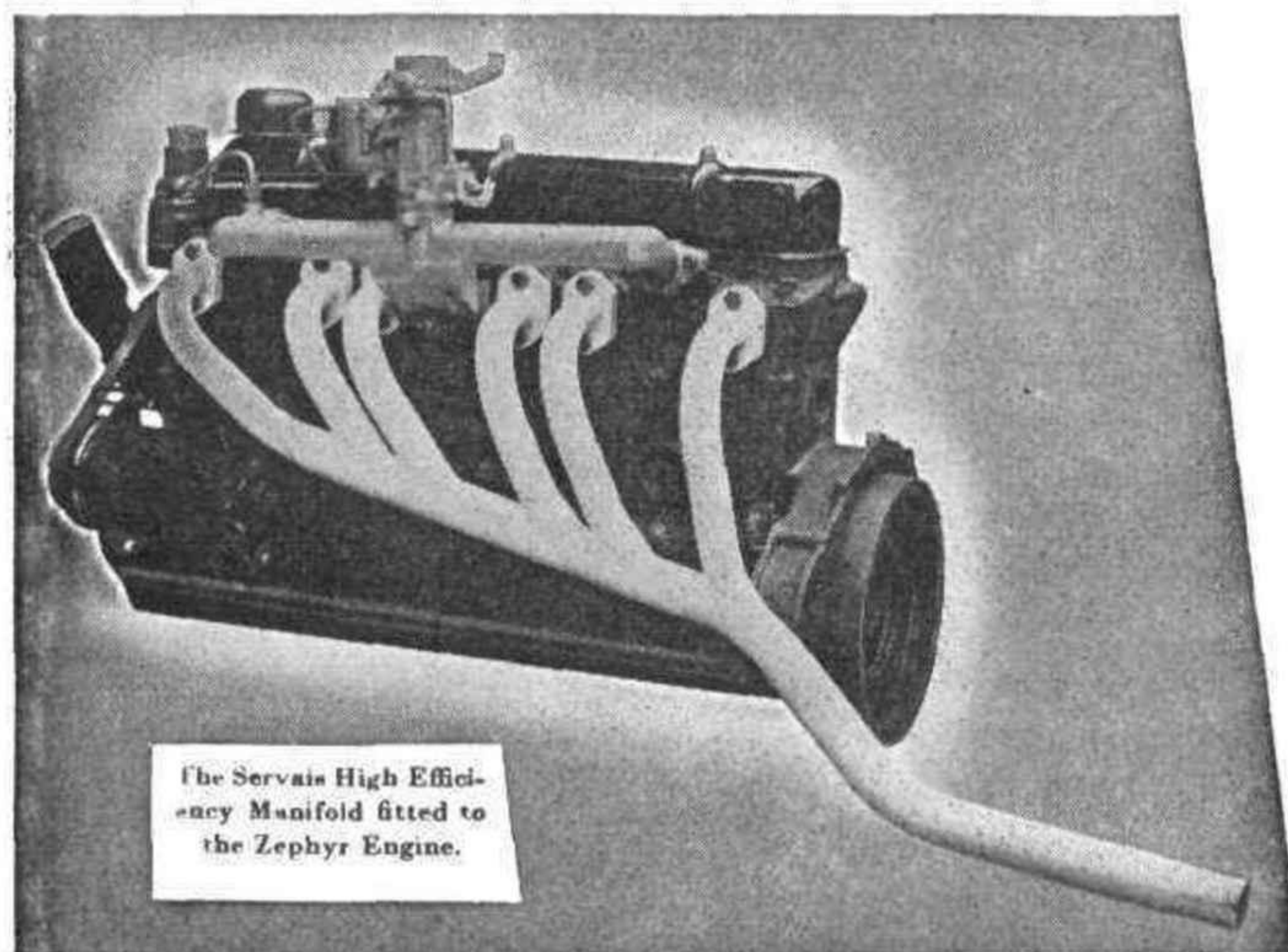
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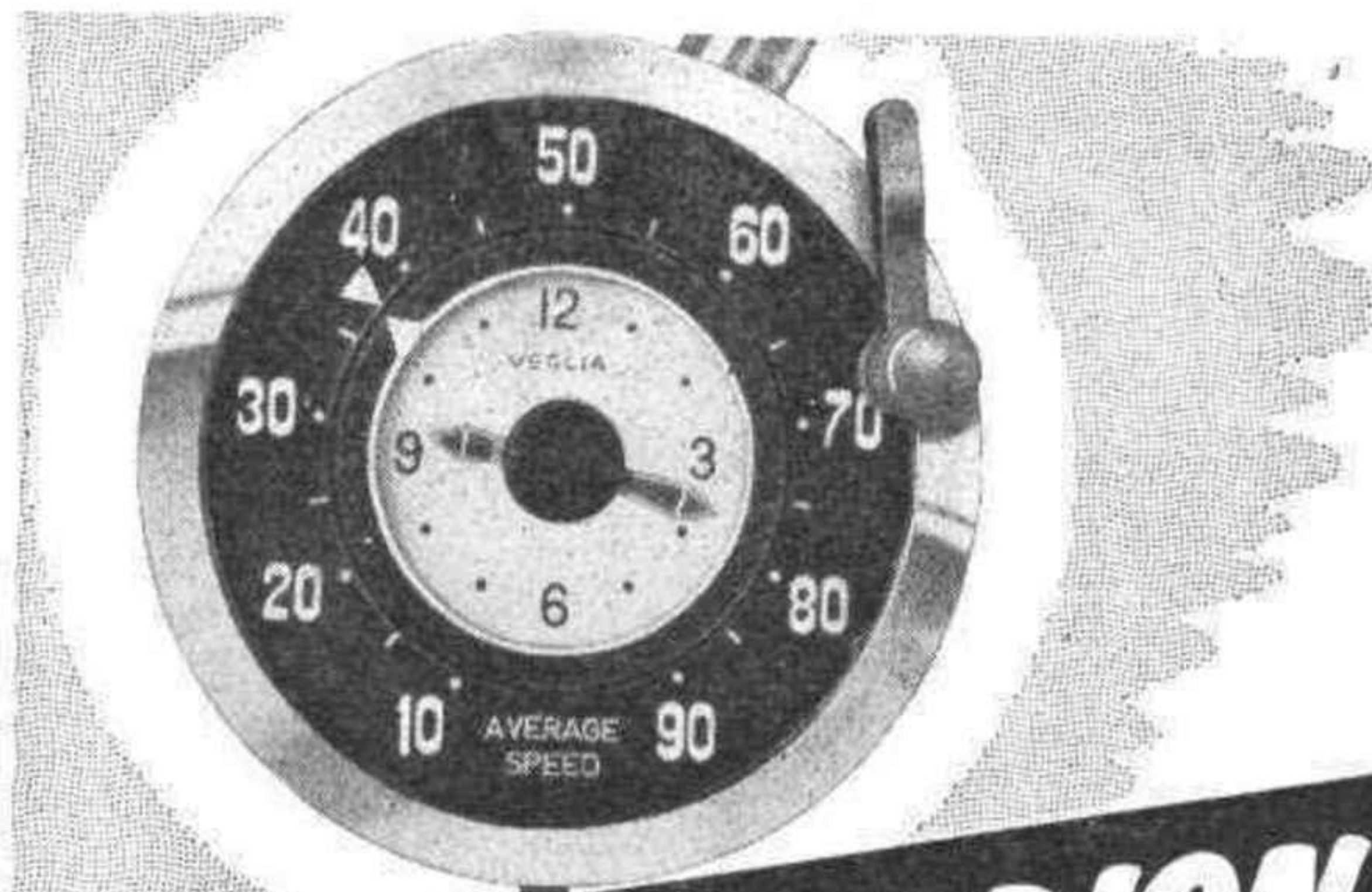
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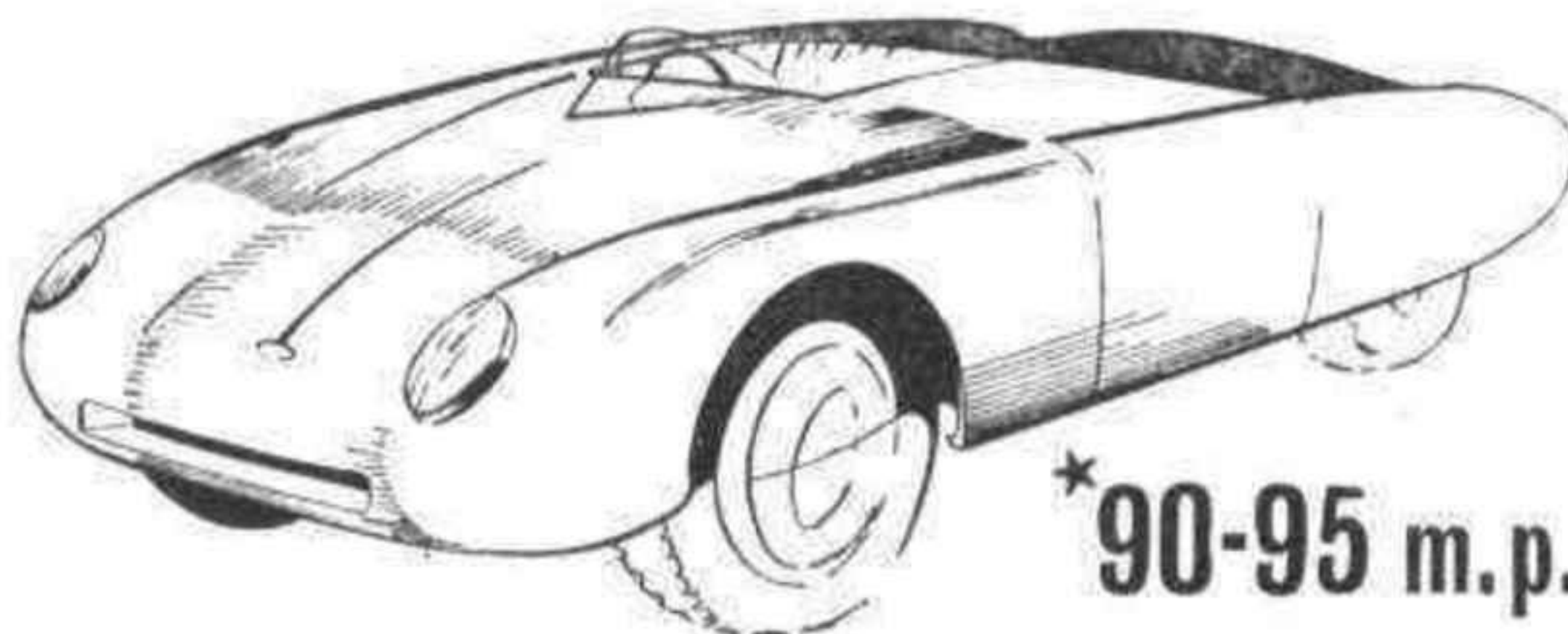
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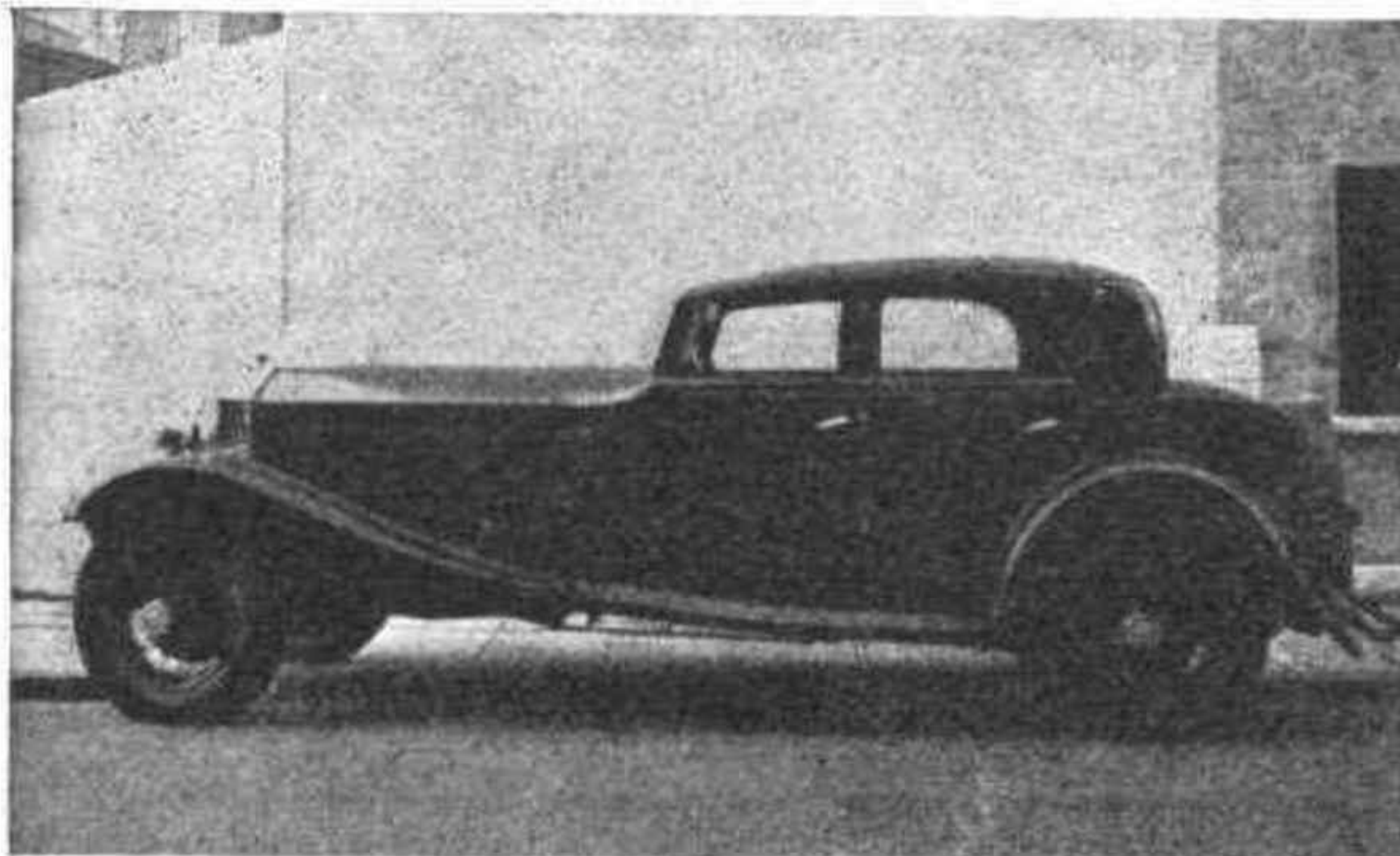
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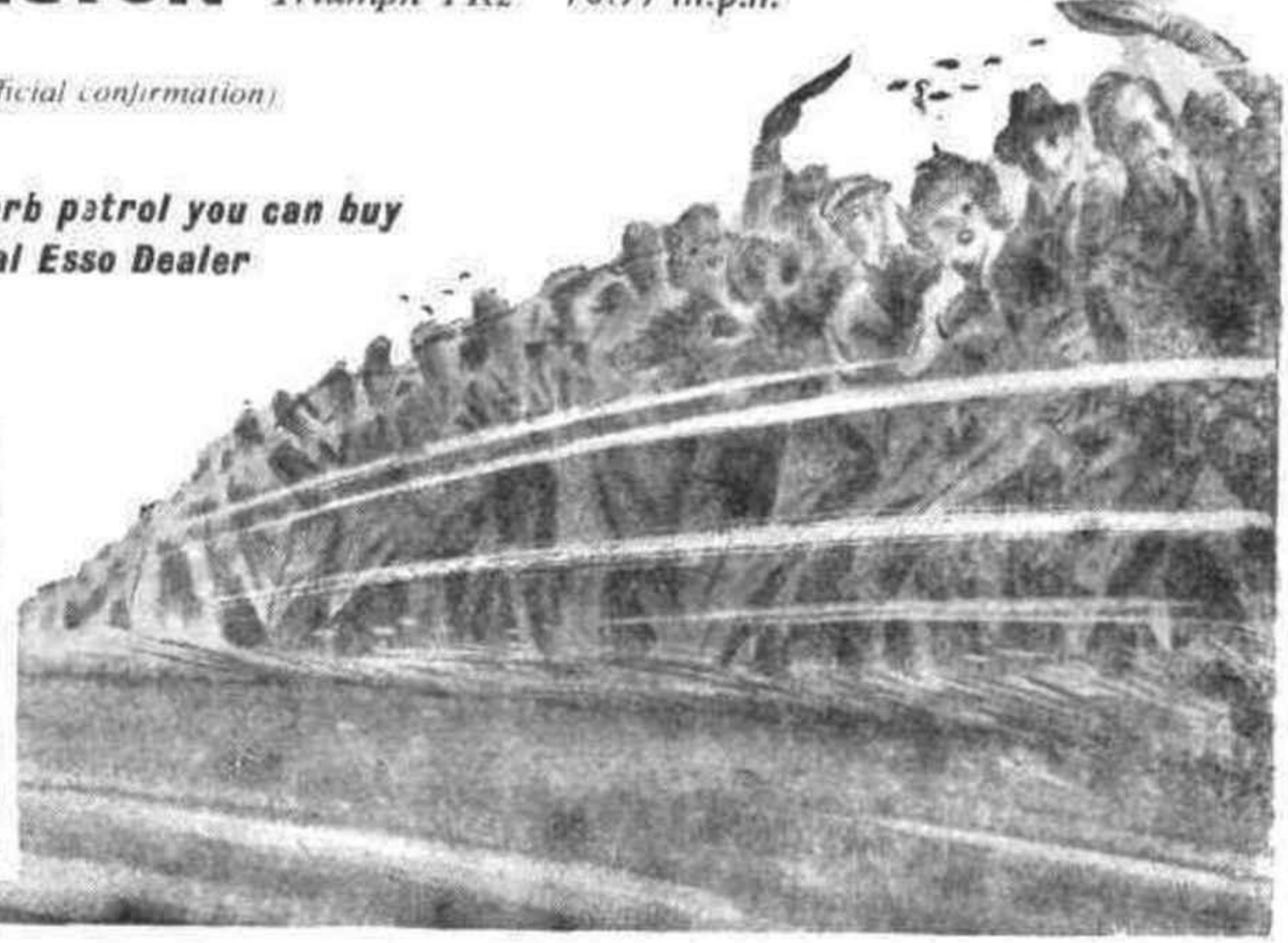
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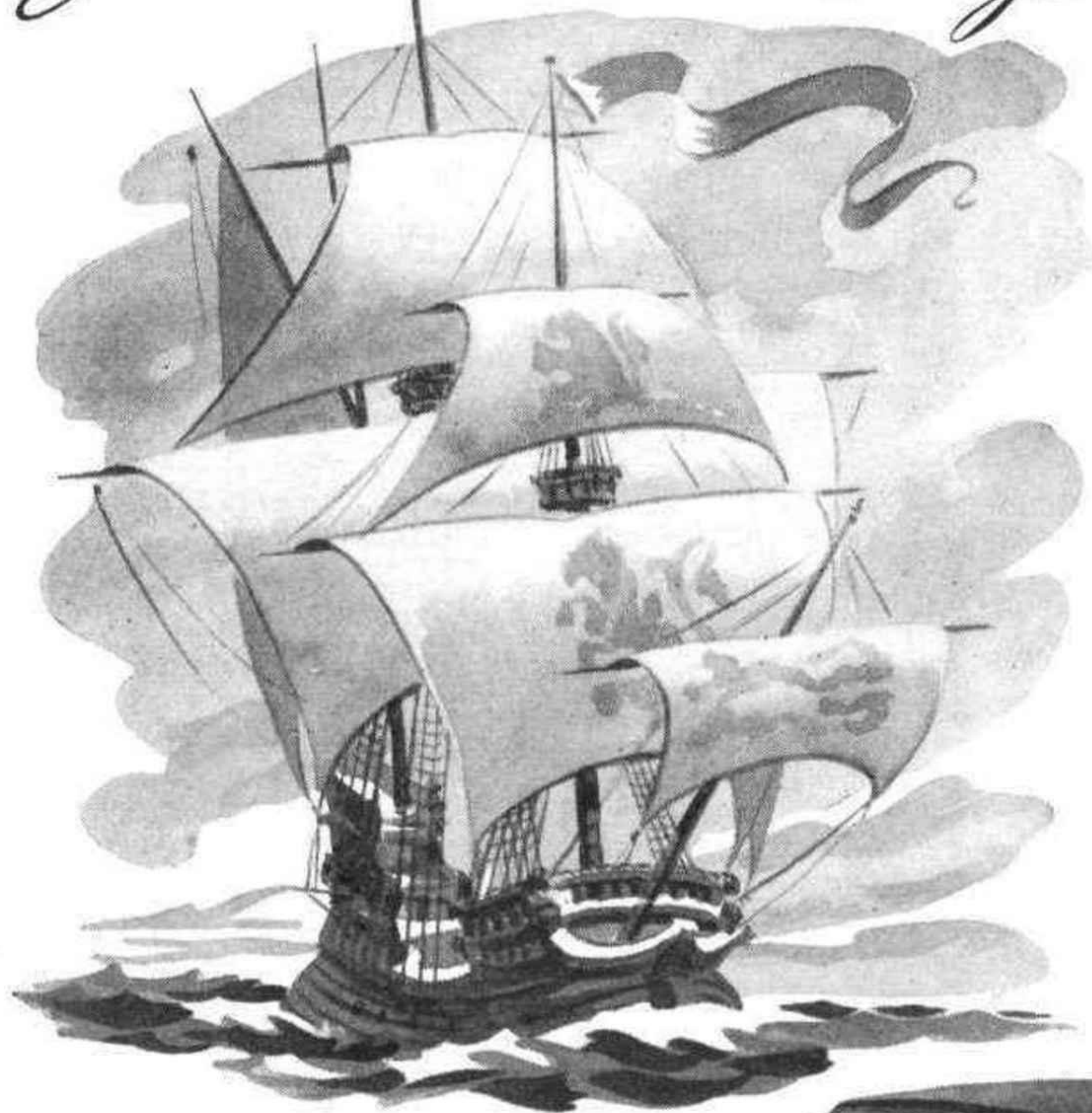
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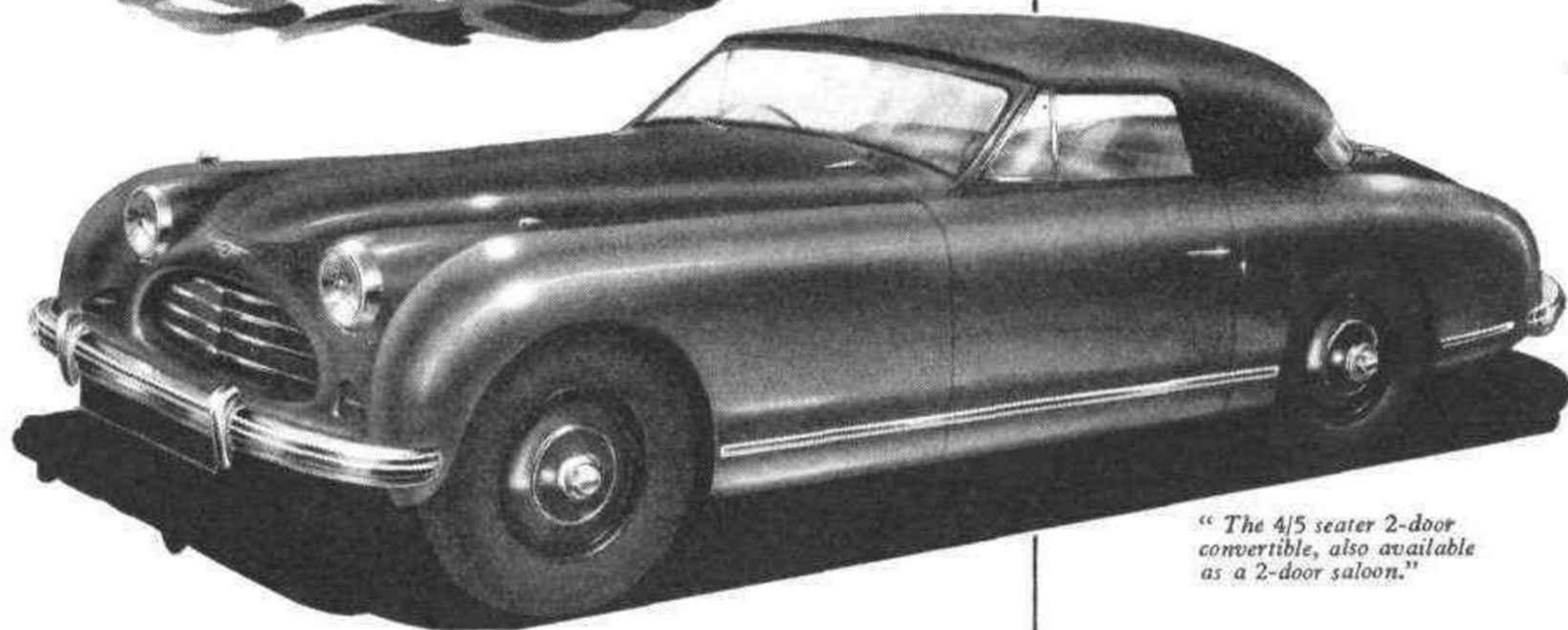


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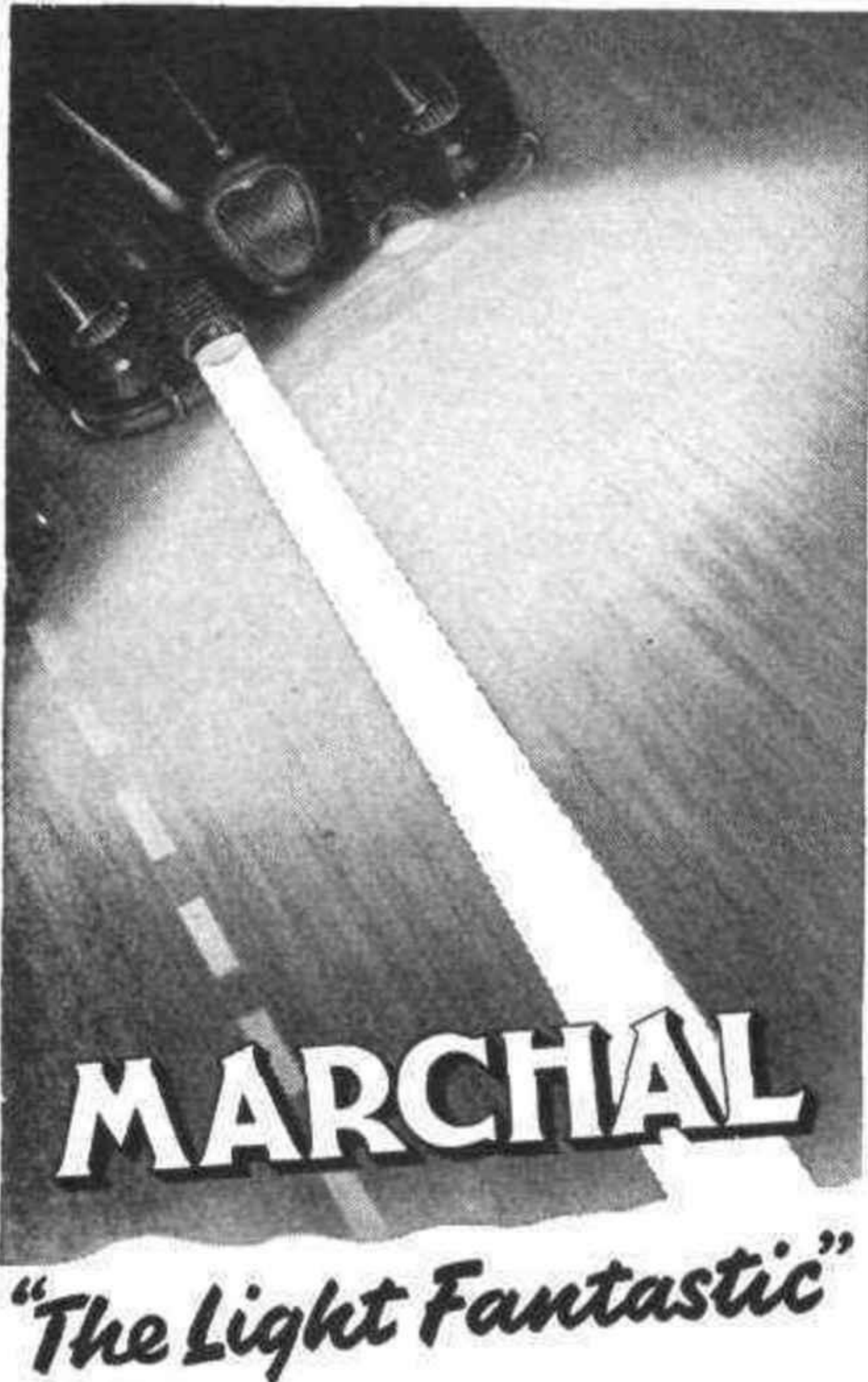
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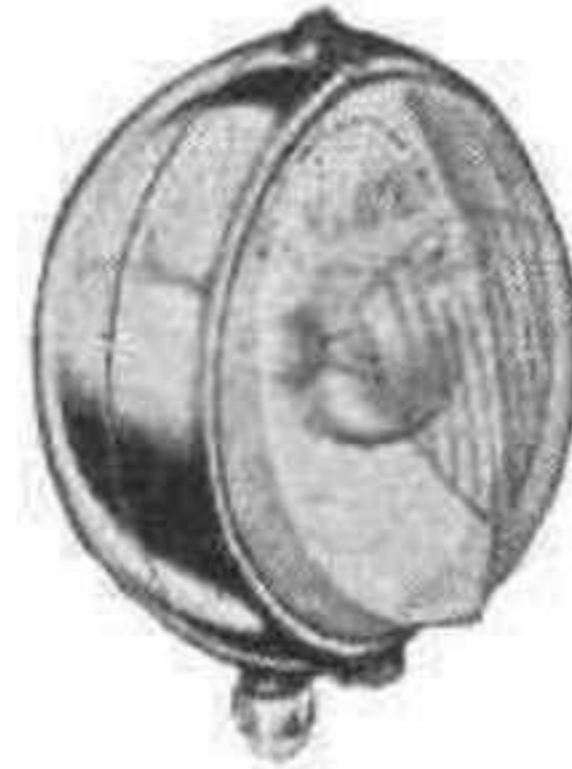
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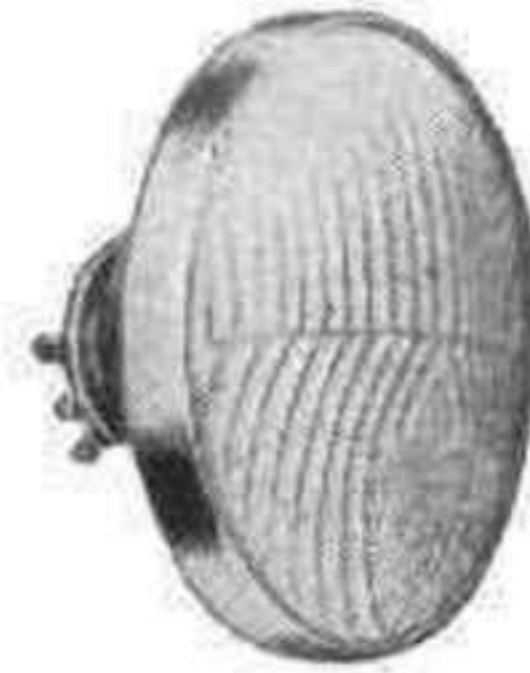
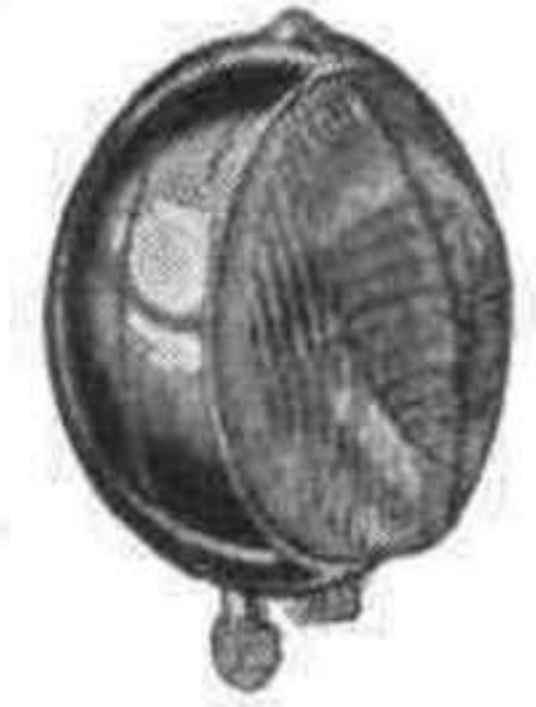


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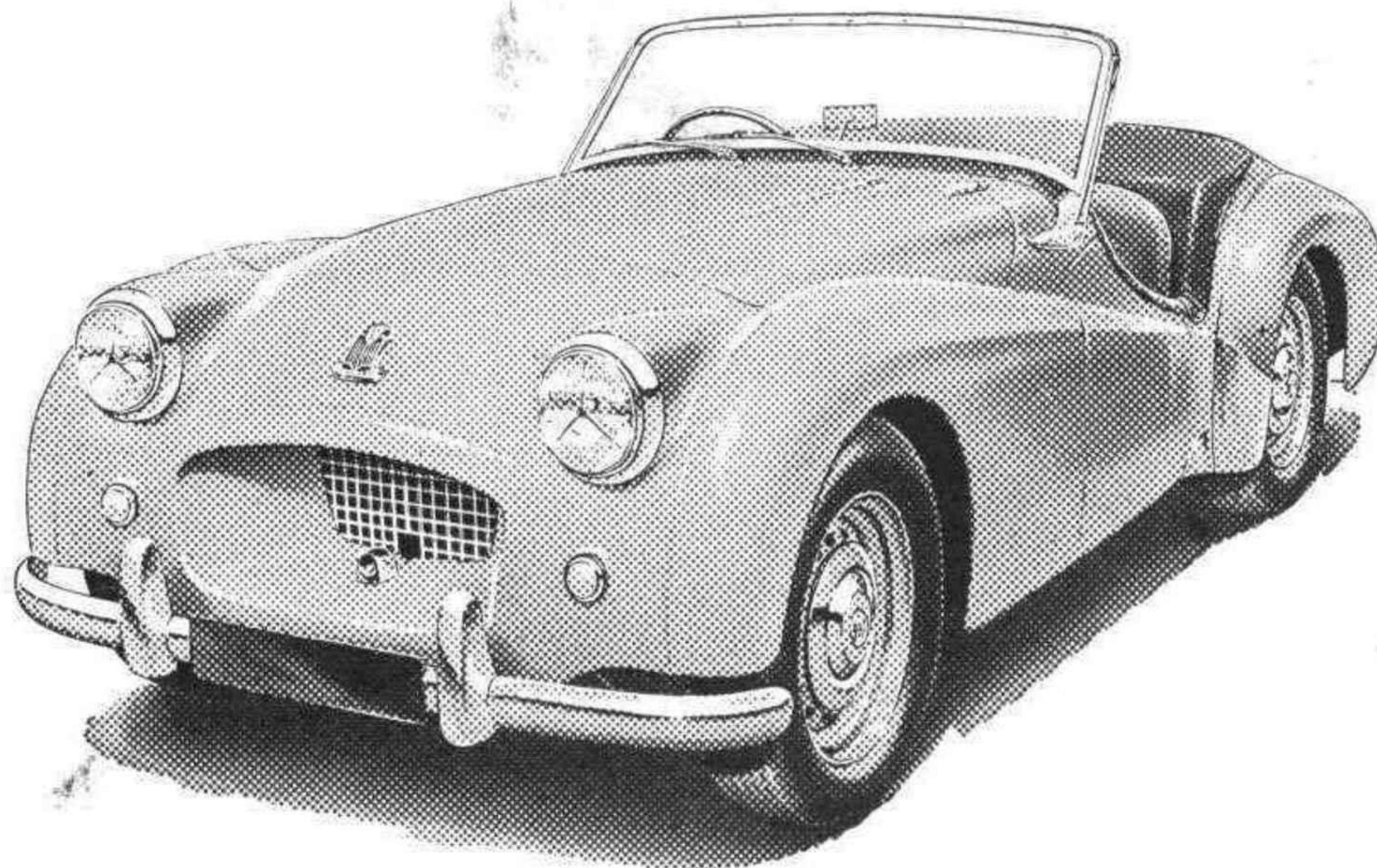
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## MATTERS OF MOMENT

### ANCIENT versus MODERN

The M.C.C.'s Commemoration Edinburgh Run which started from the G.P.O., London, on May 21st, resulted in only three retirements out of 48 starters. Those who retired consisted of R. K. N. Clarkson's 1902 Panhard et Levassor, J. E. Ford's 1907 Lanchester and W. G. Gibson's 1954 TF M.G. Midget—one each of veteran, Edwardian and modern car! This could be fuel for the old controversy of whether any real progress has been made during the past 50 years and certainly must be an occasion for rejoicing in vintage-car circles, for the 1927 Invicta of J. H. Ahern, which he has owned since it was new, the 1929 Rover of S. W. Facks (and also R. Gore's early Le Zebre and G. F. Simpson and H. Alexander in their 1910 Model-T Ford) finished intact and on time.

### GENERAL MOTORS versus THE IMPORTED SPORTS CAR

Last February *MOTOR SPORT* devoted considerable space to a description of General Motors new Chevrolet Corvette sports car, in the belief that British and European manufacturers should be aware of this American challenge to the imported sports-car market.

Since then the jovial American engineer Maurice Olley (whose learned papers we so enjoyed hearing him read in this country before the war at the meetings of the Institute of Automobile Engineers before this body became a mere branch of the I.Mech.E.) has addressed the S.A.E. at Detroit on the subject of the Corvette, and our American contemporary *Road and Track* has published a road-test report on it.

Maurice Olley might be called the daddy of today's learned fraternity who know all the answers to the over- and under-steer posers. He was a pioneer in opening our eyes to why cars behave as they do when deflected from a straight path; surprise has been expressed in some quarters that, knowing so many of the answers, the General Motors and Vauxhall cars which came within Olley's compass were not outstandingly stable as we in Britain understand stability in motor cars. Now, however, Olley has out-lived such criticism, for in his paper on the development of the sports Chevrolet Corvette, a car he roughed out in mid-1952 as "Project Opel," Maurice Olley shows a proper appreciation of sports-car drivers' requirements to European standards.

For example, he states that a sports car must have a cruising speed of over 70 m.p.h., a weight/power ratio of better than 25 to 1,

ample brakes, light handling, a low c. of g., minimum overhang with a low moment of inertia relative to wheelbase, smooth yet firm suspension and quick steering response with no oversteer. Olley showed that he is aware that some drivers deem rack-and-pinion steering another "must" (but he uses modified Chevrolet steering, with a ratio of 16 to 1 (3.7 turns, lock to lock), considering anything higher to be too quick) and we are gratified that he even recognises that the exhaust note of a sports car is important, having attempted a compromise in the Corvette of the "foo-blap" preferred by some and the "foo-gobble" which is music to others.

The road-test published in the June issue of *Road and Track* contains some significant figures. To summarise, top speed, with a car only 500 miles old, top and sidescreens erect, was 106.4 m.p.h. for the two-way run, acceleration figures of 0-50 m.p.h. in 7.7 sec., 0-70 in 14.8 sec. and 0-80 in 19.5 sec. were obtained, the best standing start ¼-mile was accomplished in 17.9 sec. (average 18 sec.) and fuel consumption was 16/20 American m.p.g. We shall naturally await the results of tests in this country—it seems we may have to wait a long time—before going mad about these figures, but certainly they are extremely good, beating those for our Austin-Healey Hundred, for example. *Road and Track* criticises the Chevrolet Corvette for its use of modified power glide automatic transmission, in spite of the very fine acceleration figures they obtained. Olley is equal to this, remarking: "The use of automatic transmission has

been criticised by those who believe that sports-car enthusiasts want nothing but a four-speed crash shift. The answer is that the typical sports-car enthusiast, like the "average man," or the square root of minus one, is an imaginary quantity. Also, as the sports-car appeals to a wider and wider section of the public, the centre of gravity of this theoretical individual is shifting from the austerity of the pioneer towards the luxury of modern ideas... there is no need to apologise for the performance of this car with its automatic transmission."

British sports cars have a big lead over the Chevrolet Corvette and until the latter wins at Le Mans we need not necessarily fear its impact on the sales of the sports cars we import to America. But this should not render our manufacturers complacent. The Corvette is already in big demand, as a handsome, comfortable 4.1-litre 150-b.h.p., 100+-m.p.h. sporting car which with its glass-fibre body is being produced at the rate of about 250 a week and sold at only a little more than a fully-equipped Chevrolet convertible. And American enthusiasts, although their road conditions and

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Front cover picture: DRIFTING.—Roy Salvadori, whose driving enlivens British meetings, here seen wasting no time round Snetterton's Coram Curve in the 2½-litre Maserati of the Gilby Engineering Company.

competition standards differ from ours, have, since taking up sports-car racing, very decided ideas on how fast motor cars should handle and perform, which will quicken the continued development of General Motors new sports model. General Motors have ample test facilities including their own private Mira with banked circuit.

Let Britain, in good time, look after her sports-car market.

### GAPS TO FILL

At this mid-summer season far removed from the Earls Court Motor Exhibition and the Brighton Run, a weekly contemporary has had a sort of motor show of its own, confined to British cars, which formed an excellent reminder of the excellence and wide range of British productions—although appealing, perhaps, to far fewer prospective purchasers than the small advertisements for used, purchase-tax-free vehicles which *MOTOR SPORT* publishes monthly.

We are reminded that current British cars range in price from £275 to £4,895, in cylinder capacity from 803 c.c. to 5,460 c.c., in width from 4 ft. 5 in. to 6 ft. 6½ in. and in length from 11 ft. 4 in. to 18 ft. 6 in. Almost every sort of taste is catered for, including 43-m.p.g. economy saloon, 143-m.p.h. sports car, and the finest luxury cars. The medium-size sports car and economical and briskly-performing family saloon are well represented and the large car looking like a director's limousine, but of moderate price, such as the Austin Twenty provided in 1919, is today supplied from amongst the Humber range.

Yet there are gaps. A leading article in this issue enlarges on the almost total absence of small sports cars in International Classes H and G (750 c.c. and up to 1,100 c.c.) which are so well liked and motoring so very fast on the Continent. No British manufacturer lists a true economy car, by which we mean one which will run at least sixty miles to each gallon of 4s. 1d. petrol, as the wonderful little air-cooled 375-c.c. Citroën 2 c.v. does.

In the small saloon-car field, of up to 1,300-c.c. engine capacity, our designers seem unable to come up to the performance/stability/economy standards of French, German and Italian manufacturers, although British prices are competitive. Nor do we have fast luxury small saloons to compete with those from the Alfa-Romeo, Lancia, Fiat, D.K.W., and Porsche factories.

It is rather startling that such gaps as exist in the generally very complete and excellent range of cars built in Britain should be in the small-capacity classes, inasmuch as until recently our taxation penalised the large engine and, indeed, still does while half-a-dollar tax is added to each gallon of petrol.

Perhaps these gaps will have been closed by Earls Court time?

### RIDICULOUS IN RETROSPECT!

A correspondent in our May issue drew attention to a statement in a well-known British daily newspaper disparaging the V.W., which is now selling in large numbers throughout the world. Since then we have come across a report on a military Type V.W.82 Volkswagen which was captured in the Middle East and sent to Humber Limited for examination in January, 1943.

We extract the following from the Humber engineers' report: "The design is particularly interesting because it is quite uninfluenced by any previous traditions, and it is doubtful if the question of whether the public would or would not like a car with an air-cooled engine positioned at the rear was considered by the designer. This model has departed almost entirely from the conventional motor car. In spite of the assumed freedom of the designer and the unconventional vehicle produced, little or no special advantage has been obtained in production cost, neither does it appear that any improvement in performance or weight compared with the more conventional type of vehicle known in this country has been achieved.

"A study of the engine indicated that the unit was, in certain details, most inefficient. The design of the inlet manifold makes it clear that the designer did not intend the unit to produce power proportionate to its capacity, and from a study of both design and condition of the crank bearings it is very doubtful whether it was even capable of giving reliable service had it produced a performance commensurate with its size.

"Looking at the general picture, we do not consider that the design represents any special brilliance, apart from certain of the detail points, and it is suggested that it is not to be regarded as an example of first-class modern design to be copied by the British industry." Emphasis was placed on the fact that these views were purely those of Humber Engineering.



*THOUGHTLESS.*—These signs which have been erected at the approaches to the town of Farnborough, in Hampshire, are no doubt intended to please everyone and to promote road safety. But the motorist may read them as implying that speed is safe only in the air. In view of the tragic accident which occurred at Farnborough Air Display three years ago, when an experimental aircraft broke-up over a dense crowd, these distracting road-side notices are surely in rather poor taste?

### RACING OVER PUBLIC ROADS

History was made in more ways than one when the new circuit was used at Aintree. During the Friday and Saturday a public right-of-way, the Melling Road, which the track crosses at two points, was closed to allow motor-racing to take place. Previously we have been told that only an Act of Parliament could accomplish this.

Certainly speed hill-climbs were held over English public roads until early in 1925, when an accident at Kop Hill on the part of a friend of Raymond Mays, Francis Giveen, driving an ex-Mays' Bugatti, caused the R.A.C. to ban all such competitions, to the politely-concealed delight of the Brooklands and Shelsley Walsh authorities. But these events never had official sanction, being possible, in remote places, only with the unofficial co-operation of the local police. Later an inter-'varsity speed trial took place over a road on a building estate near Oxford, but only because that road had not been declared a public one; and although traffic was halted at a cross-roads by a sympathetic police constable, this was only while each run was timed, not permanently by the use of barriers.

Let us hope that the Aintree road-closing prefaces the day when racing over English roads closed for the purpose will be possible. Certainly we badly lack proper road circuits, the only one resembling the real thing being Oulton Park. This year's T.T. will be held at Dundrod, its post-war home, in an island where racing over closed public roads isn't a crime.

### LE MANS

This year's Le Mans race turned out to be very exciting for the hundreds of thousands of spectators, while those at home will wish to commend the B.B.C. for its excellent sound and television commentaries.

Although one commiserates with Jaguar for losing, the reports in some dailies that they lost because of dirt in the fuel is misleading. Only momentarily during the opening stages did the winning Ferrari fall from the leading place; thereafter it was in the lead and it had sufficient in hand to stay there even when the starter gave trouble after a refuelling stop. Enzo Ferrari is deserving of the warmest praise for winning with a car of the complexity of Gonzalez' 4.9-litre V12 Ferrari, which was able to average such a prodigious speed for 24 difficult, trying hours—some daily papers wrote this off as "not so fast as the winning Jaguar last year," but it was only 0.75 m.p.h. slower and remember the rain this time!—and to set a lap record of nearly 118 m.p.h.

France has some compensation for not winning in that Trintignant drove some of the way and that the Bonnet/Bayol D.B. Panhard won the Index of Performance and the Final of the 20th Biennial Cup; Britain is proud of the way her Jaguar, Bristols, Frazer-Nash and TR2 Triumph performed.



## THE WITHDRAWAL OF AUSTIN-HEALEY

**B**Y withdrawing their entries shortly before the Le Mans race and announcing their intention of withdrawing from European sports-car races, Austin-Healey called forth considerable criticism.

The French sporting paper *L'Equipe* called Donald Healey's action unfair and the Sports Editor of one of our weekly contemporaries has referred to the matter as discourteous to the Le Mans organisers.

To counter these comments Donald Healey has issued a further statement, which reads as follows:

### WITHDRAWAL OF AUSTIN-HEALEY FROM EUROPEAN RACES.

As there has been considerable comment and some criticism in a French newspaper of the statement issued last week by the Austin Motor Company and myself, I feel that as the entrant of the team at Le Mans I should amplify the brief statement issued.

The chief criticism has come from the French sporting journal *L'Equipe*, which states that the Austin-Healey cars entered were prototypes and themselves bear no resemblance to production cars of this make. I can only repeat that the Austin-Healeys are basically production cars and that all such cars which have run in any race or record attempt since their introduction have been such.

Last year the two cars which performed so well at Le Mans were completely standard chassis and bodies, and the few modifications carried out on the engine—change of axle ratios, etc.—have all been made available to the public, and have since been supplied in large quantities to owners.

The majority of the cars admitted to the Mille Miglia in the sports category were literally racing cars. Less than three weeks before the race the regulations were changed to allow single-seaters to suit the designs of one Italian manufacturer. The descriptions of some of the cars being specially built for Le Mans are of a type which could never be made and sold to the public on a production basis—due to their elaborate design and prohibitive cost—and bear not the slightest resemblance to cars sold. They certainly will provide a great race spectacle for the racing public and advertisement material for their makers.

These cars are admitted to enter the Le Mans race as prototypes, but the entry form is accompanied by a letter from the Society of Motor Manufacturers and Traders which states: "The Society accepts your assurance that the . . . cars you propose to enter for the above will be prototypes of cars you intend to put in production." Is this august body happy that its members make these promises year after year without any intention of keeping their word?

The Austin-Healey cars under preparation for this year's event were basically production models but, if we were to keep pace with our competitors, I found they would have to have such radical alterations as special high-compression cylinder heads and multiple non-British carburettors, multi-pad type disc brakes with complicated servo system and special wheels to suit, close-ratio gearboxes and ratios quite unsuitable for normal use. The bodies would have to be converted to virtually single-seater shells. The resulting car would bear no resemblance to our production model with its expensive specification—brakes alone would cost more than a complete production car. Would our assurance to the S.M.M. & T. be worth much?

I therefore decided to stop their preparation and to withdraw my entry as a protest against regulations which admit such changes and virtually change a great sports-car endurance test into a race of hand-built prototype racing cars.

My withdrawal from the race was done in ample time to allow the organisers to admit their reserve entries; this will at least admit a few genuine private entries who have been on the reserve list. My deposit is forfeited and I ignore the French paper assertion of "unfair play." I have competed in French events for thirty years and in the past five years my little company has spent more than £30,000 in the preparation and running of cars in this event! I feel I am fully entitled to make a decision of this kind, which is made with the one idea of trying to bring sports-car racing back to a more realistic basis.

Motor sport in America is often criticised owing to their comparatively short experience of it, but they do try and control the cars admitted in sports-car races so that the genuine private owner has a chance. For instance, in the S.S.C.A. Airfield races a production car must be as catalogued and cannot even be run "modified" until the club has proof that the manufacturer has sold 500 such modification kits. Stock cars for record attempts are selected from random agent's stock by the A.A.A. and only running-in and adjustments are allowed under very strict supervision.

We sell sports cars to the buying public which have to be suitable for everyday use, but they are sports cars and the owner is entitled to expect them to be eligible for sports-car races; he often wants to compete in such events but is frightened off by the manufacturer's entry which he knows will be to an entirely different specification.

Warwick, June 1st, 1954.

D. M. HEALEY.

A manufacturer is entitled to hold any given view of regulations governing competitions for which his cars are eligible but criticism of the Austin-Healey withdrawal from Le Mans is justified because the most theatrical time was chosen to put this into practice. The Le Mans rules have been unchanged for many years and Donald Healey must have been fully aware that prototype vehicles would be competing. Had he refrained from entering, on the basis of his objection to the trend of sports/racing cars away from near-catalogue models, his argument could have been weighty and convincing. Having entered, this argument becomes a slender excuse for withdrawing a team of cars, especially so near the eve of the race.

Many people will agree with Mr. Healey's contention that present-day sports-car races are breeding a completely fantastic type of the road-equipped competition car. To win the Mille Miglia, Targa Florio or Le Mans race it is desirable to prepare specialised cars, on a par in cost and performance with Formula 1 racing cars and which figure in few, if any, of the catalogues published by the World's sports-car manufacturers.

How to retard this trend, remembering the problems of scrutineering for non-standard items and the lack of spectator-appeal of standard or nearly standard, and therefore unspectacular, cars racing together, is a big issue.

We are inclined to agree that some curb should be placed on near-racing competition sports cars and certainly we feel that the inclusion of non-standard vehicles in touring-car races (e.g., the 918-c.c. Morris Minors with proprietary o.h.v. heads in the B.R.D.C. Silverstone race) is ludicrous.

We might have expected some sort of protest at being called upon to race against 3.3 Lancias, 4.9 Ferraris and 170 m.p.h. Jaguars to have come from a concern which has always been proud of racing only standard models—Frazer-Nash for example. But Mr. Healey has not only made himself unpopular in certain quarters by entering for Le Mans only to scratch his team; it seems to us that he has issued his statement against sports-car racing from a glasshouse. For, according to our representative on the spot, Austin-Healey entered for the Gran Turismo category of the recent Mille Miglia, in which cars were meant to conform in detail to a catalogue sent in with the entry, cars which were non-standard in respect of disc brakes, magnesium wheels, David Brown gearboxes, large fuel tanks and, in the case of two of the cars, virtually single-seater bodies. They were transferred by the organisers to the sports-car category and although Lance Macklin's was last but one in its class it had the honour of being the highest-placed British car.

Another instance of a non-standard Austin-Healey would appear to be the car, NOJ392, submitted for Press road-tests, according to correspondence on pages 198, 260 and 322 in recent issues of *MOTOR SPORT*. We cannot be definite on this point because no Austin-Healey has been submitted to us for test, but the Editor drove two of these cars round Goodwood circuit on the occasion of last year's Guild of Motoring Writers' Test Day and one certainly possessed different overall gear ratios from the other. In a contemporary road-test report on an Austin-Healey the gear-ratios are given as 9.05, 5.08, 3.84, 3.667 and 2.775 to 1; 0-60 m.p.h. occupied 11.2 seconds and the mean maximum speed was 106 m.p.h. A recent report published in America by *Road and Track* quotes ratios of 9.28, 5.85, 4.42, 4.12 and 3.12 to 1; in this case the average top speed is 102.3 m.p.h. with hood and sidescreens erect. (The estimated absolute maximum for a standard version is about the same as that of the smaller Triumph TR2.)

So Donald Healey seems not averse to modifying his cars when it seems expedient to do so. Indeed, in his statement on the Le Mans withdrawal he refers to engine modifications and changes of axle ratio which have been made to competition Austin-Healeys. These he excuses by saying these have "all been made available to the public and supplied in large quantities to owners." The problem is, where does one draw the line?

Here Donald Healey has a strong point. He reminds us that our S.M.M.T. asks for an assurance from British entrants in sports-car races that if prototypes are entered they are of cars intended for future production. Presumably if you can afford it you may purchase the sort of cars Austin-Healey raced in this year's Mille Miglia and certainly the Type C Jaguar, which represented Wm. Lyons' "Le Mans special" two or three seasons ago, and the DB3 Aston Martin which served the same purpose for David Brown, are now seen in the hands of private owners. If a demand exists the 1954 Le Mans Jaguar will presumably become "buyable" but will a millionaire be able to acquire the sort of sports-cars which Ferrari, Lancia, Mercedes-Benz, Maserati, Cunningham, Porsche and others build for Le Mans?

If not, Donald Healey would seem to have decent grounds for complaint.

We think he was wrong, however, to draw attention to these specialised Continental sports/racing cars in the way he did, especially after his entry of non-standard Austin-Healeys in the touring category of the Mille Miglia.

If he found that his only partially specialised cars stood no chance against the "prototypes" at Le Mans surely it would have been a sensible gesture to have run them as a demonstration of high-speed reliability, advertising the fact that they were near-standard. Years ago Charron-Laycock, a make of which Donald Healey has probably either never heard or which is beneath his notice, ran a car in the first J.C.C. 200 Mile Race at Brooklands. It finished 18th out of 20. Did they bewail the fact that special Talbot-Darracq, Bugatti and A.C. racers had beaten their lone entry? They did not. What they

*Continued on page 390*

## THE B.A.R.C. WHITSUN MEETING

**Peter Collins Makes Fastest Lap, at 93.3 m.p.h., in the Thinwall Ferrari, Outclassing the B.R.Ms. Bicknell's Revis Runs Away with the 15-lap 500-c.c. Race. Jimmy Stewart's Ecurie Ecosse Jaguar Wins the Johnson Trophy Sports-Car Race.**

**D**URING an unpromising holiday weekend Goodwood had rain only for the last two races. But the attendance fell from 55,000 at Easter, when Ascari had been expected, to 27,000. Peter Collins was the "star turn," lapping within 1.23 m.p.h. of Hawthorn's lap record, using the same Vandervell-entered Ferrari Thinwall.

### GOODWOOD NATIONAL "500" RACE—15 Laps, Scratch

This was dismally dull. Nine cars started but Nuckey spun off on the first lap, eliminated the Arengo and Elliott's Cooper, then spun again at Woodcote and himself retired. This left a procession of six, with Bicknell driving well to run clear of the field. Behind, Hall overtook Tyrrell after four laps and after a vast gap came Brandon, with Leston and Jopp in the Emeryson duelling behind, Leston's new Cooper, entered by the makers, surprisingly finishing last.

1st : R. C. Bicknell (Revis), won by 23.6 sec., at 81.66 m.p.h.  
2nd : J. K. Hall (Cooper).  
3rd : R. K. Tyrrell (Cooper).  
Fastest lap : Bicknell, 82.92 m.p.h.

### FIVE-LAP SCRATCH RACE—Racing Cars, Non-s/c., up to 2,500 c.c.

Reg Parnell led all the way, to a narrow victory, pursued from lap two onwards by Salvadori, who worked harder at the wheel than Reg. No one was in sight of these two at the finish. Dunham's D.H.S. pushed the G.P. Emeryson hard, Whiteaway's 2½ H.W.M. held closely to Webb's Turner, and Leston's Cooper-J.A.P. 1,100 retired.

1st : R. Parnell (Ferrari), won by 0.6 sec., at 87.63 m.p.h.  
2nd : R. F. Salvadori (Maserati).  
3rd : J. Somervail (Cooper-Bristol)—1st in 2-litre class.  
Fastest lap : Salvadori, 90.95 m.p.h.

### THE JOHNSON TROPHY—Sports Cars—21 Laps, Scratch

This race, for the Johnson's Wax Polish Challenge Trophy, produced some excitements and a convincing victory for Jimmy Stewart's famous Ecurie Ecosse Type C Jaguar, liberally wax-polished for the occasion.

After a Le Mans start, Stewart led his team-mate Sanderson, with Dunham's Type C third. Salvadori made a poor start in the Gilby Maserati but was soon driving in his dashing style, throwing his car at the *chicane* and driving from it like a Continental, while when he might have been baulked he somehow thrust past—Salvadori is a driver worth motoring miles to watch. Lap three saw Gerry Dunham swap places with Sanderson, and as Sir James Scott-Douglas had been grass-cutting, Ecurie Ecosse hopes lay in Stewart. He pulled out a more and more commanding lead, while on lap nine Sanderson closed on Dunham and was back in second place by lap 11, so all was serene in the Murray/Wilky stable. Salvadori just failed to beat Dunham into third place but got past Head's Type C Jaguar on lap eight.

Rogers hit the *chicane* paling fence a fine blow on lap five in his Cooper-Bristol, which shot across the course nose-on to the concrete wall, but straightened out in time and went briefly to its pit. Later, Keeling's Type C Jaguar spun completely round beyond the *chicane* without stopping but thereafter its driver went much slower! Carnegie's Allard retired early with clutch failure, and Cuff-Miller clumped the brick *chicane* wall with a hub, in Alexander's Allard. Brooks held Hely's Le Mans Replica Frazer-Nash skilfully in a straight line when the near-side back wheel flew off coming into the *chicane*.

Chapman's "aero" Lotus, painted green since Nurburg, won the 1½-litre class, a lap behind the leaders, from Jacobs' smart glass-fibre M.G. coupé.

Constable's tail-sliding TD M.G., pressed by Walshaw's 1,172-c.c. Lotus, eventually stopped.

1st : J. R. Stewart (Jaguar), won by 20.6 sec., at 85.52 m.p.h.  
2nd : N. Sanderson (Jaguar).  
3rd : G. Dunham (Jaguar).  
Fastest lap : Salvadori (Maserati), 87.27 m.p.h.

### GOODWOOD WHITSUN TROPHY RACE

#### Formule Libre—15 Laps, Scratch

For four laps Ron Flockhart had the Mk. II B.R.M. ahead of Peter Collins in the Vandervell Thinwall Ferrari. But Collins closed right up into Woodcote and on lap five the unblown V12 led the blown V16, taking revenge for Aintree. Salvadori was going great guns in the 2½-litre Maserati, which held third place throughout. Towards the end he made a great effort to take Flockhart but ran onto the grass, recovering with skill. Wharton looked unhappy, but kept his B.R.M. in fifth place ahead of Parnell's Ferrari—a high-speed procession. The R.R.A. ran out of road, but recovered. J. K. Hall's Cooper-Bristol took 2-litre honours from Young's Connaught.

1st : P. J. Collins (Thinwall Ferrari), won by 15.4 sec., at 91.53 m.p.h.  
2nd : R. Flockhart (B.R.M.).  
3rd : R. F. Salvadori (Maserati).

Fastest lap : Collins, 93.30 m.p.h.

### FIRST WHITSUN HANDICAP—Sports Cars—5 Laps

Sir Jeremy Boles' old-style DB3 Aston Martin took the lead from lap two, and just held off Protheroe's XK120 in the run in. A "shunt" in the country involved Dunham's Jaguar and Wood's DB2 Aston Martin, the latter being considerably damaged.

1st : Sir J. Boles (Aston Martin), 60 sec. start ... 76.06 m.p.h.  
2nd : E. Protheroe (Jaguar), 56 sec. start.  
3rd : M. W. Head (Jaguar), 35 sec. start.

Fastest lap : Stewart (Jaguar), 83.56 m.p.h.

### SECOND WHITSUN HANDICAP—Sports Cars—5 Laps

Strickland's odd-looking "limit" Riley Nine looked like winning until swamped on the last lap. De Mattos was a centre of interest in a smart A.C. Ace, but he just failed to catch Titterington's TR2 Triumph. On the last lap Grove's Vauxhall Special demolished the *chicane* paling better and more effectively than anyone had done it before! A. J. Targett's Buckler finished last, thereby reversing the maker's slogan.

1st : J. D. Titterington (Triumph), 82 sec. start ... 70.99 m.p.h.  
2nd : B. G. P. de Mattos (A.C.), 77 sec. start.  
3rd : P. H. Scarf (Triumph), 82 sec. start.

Fastest lap : Rogers (Cooper-Bristol), 78.83 m.p.h.

## GRAND PRIX DES FRONTIERES

CHIMAY, June 6th.

With all the Grand Prix regulars at Rome, Prince Bira had a comparatively easy time at Chimay, though Andre Pilette tried hard to beat the Maserati with his 2½-litre Gordini. As always the Chimay race attracted all the Belgian amateurs, many of whom make the Whit-Sunday race their annual motor-racing day. Third, some way behind the leaders, was Don Beauman, driving his 2-litre Connaught in his first Continental Grand Prix.

Results :

#### 217 Kilometres—Formula I

1st : B. Bira (Maserati 2½-litre) ... 1 hr. 22 min. 15 sec. ... 158.017 k.p.h.  
2nd : A. Pilette (Gordini 2½-litre) ... 1 hr. 22 min. 50 sec.  
3rd : D. Beauman (Connaught 2-litre) 1 lap behind  
4th : A. Legat (Veritas-Meteor 2-litre) 3 laps behind

Fastest lap : J. Pollet (Gordini 2½-litre) 3 min. 51 sec.—164.420 k.p.h. (new record)

### QUITE SO!

Mary Hill, writing in the *Radio Times* of June 14th : "No industry can progress without the stimulus of the challenge to produce the best when it is demanded, and fashion needs its Royal Ascots, just as the motor industry needs its Grands Prix."

# LES VINGT QUATRE HEURES DU MAN, 1954

## A Battle Between Brute Force and Science

LE MANS (SARTHE), June 13th

ALMOST every year the approach of the 24-hour race at Le Mans is heralded by great fanfares of trumpets and the promise that *this time is going to be the Le Mans race of the age.* Equally, almost every year, a few weeks before the event, last-minute withdrawals are announced, new cars are not ready, or drivers are put out of action, and the feeling arises that the race is going to be a flop; but each year the Le Mans race becomes bigger and better, faster and more furious, and invariably turns out to be *the Le Mans race of the age.* This year was no exception for, in spite of all the pre-race alarms and excursions, the race provided a wonderful battle between Ferrari and Jaguar right up to the very last minute, and though last year's record distance was not beaten, due to bad weather conditions, it saw the closest finish since the early 1930s.

After the withdrawal of Lancia, coupled with the fact that Ferrari was not sure what cars he was going to enter, it looked as though Jaguar were going to have a walk-over, and before race week began the 1954 Le Mans event did not look very encouraging. Austin-Healey had also withdrawn their team, but, apart from the bad taste in which the withdrawal was presented, their abstention did not really interest anyone from the Grand Prix d'Endurance point of view. By the time the scrutineering had been completed and the first of the practice periods began, things took on a new interest and it was obvious that a big battle was in the offing. The Jaguar team were making every effort to win and concealing the fact from no one, but Ferrari were out to do their utmost to prevent it and had entered three 4.9-litre open two-seater cars, concentrating their whole effort on one type this year. The Jaguars were indeed things of beauty to behold, their overall dimensions being reduced to an absolute minimum for a 3½-litre car and the shape made every effort to reduce wind-drag, while the combination of small square tubing and aluminium panelling forming the chassis frame made for very light weight. The well-tried Jaguar six-cylinder engine was redesigned with dry-sump oil system, consequently reducing the overall height, and the three Weber carburettors were fed by an air tunnel incorporated in the tiny radiator opening in the nose of the car. The front suspension followed normal Jaguar double wishbone practice, as did the gearbox mounted on the rear of the engine, while disc brakes were retained, though new Dunlop magnesium-alloy wheels on knock-off hubs were used. The whole bearing of the new Jaguars was one of pure science, abstracting the maximum from the minimum, no detail that would make for speed and endurance being overlooked. Since their initial appearance the head fairing behind the cockpit had been given the addition of a tail fin, but the only reasonable excuse for this seemed to be that it presented the only flat surface on which to paint a racing number; however, it added to the general "projectile" appearance of the car, which all went towards demoralising the opposition. The team of drivers for the three Jaguars were Moss/Walker, Hamilton/Rolt and Whitehead/Wharton, and it would have been difficult to improve on them from English circles.

In direct opposition the three Ferraris entered by the factory were of 4.9 litres and identical with the Mille Miglia cars; in fact, the first of the trio was the actual car that Gonzalez drove at Silverstone recently. Admittedly their V12-cylinder engines were of vast capacity, but the general build of the cars was also massive and, in contrast with the sleek Jaguars, the Ferraris were unashamedly brute-force machines, thrusting themselves through the air by sheer power and looking ready to devour anything that might be in their path. Built on a chassis almost identical in layout with the old 4½-litre Formula I car, with normal Ferrari-type i.f.s. by wishbones and transverse leaf-spring, aided by rubber in compression, de Dion rear axle, with the gearbox coupled to the differential, and with enormous hydraulic brakes, the "four-nines" looked really fierce and as tough as the Jaguars looked delicate. The three cars were to be driven by P. Marzotto/Maglioli, Gonzalez/Trintignant and Rosier/Manzon, a good mixture of talent that could tackle any conditions.

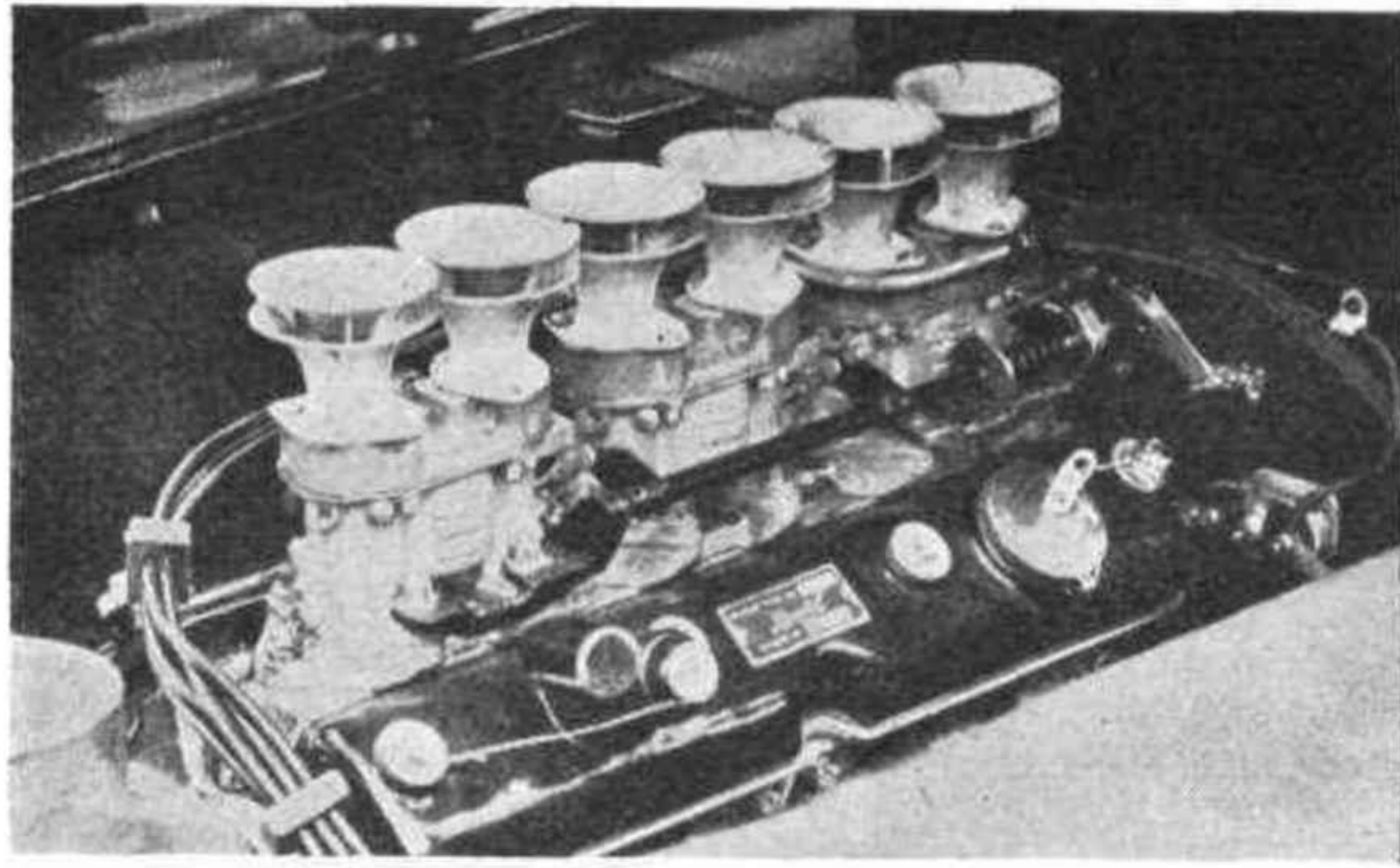
These two teams were obviously the main challenge for the outright win in the 1954 Le Mans, and would set the general pace of the event. As the two leading "stars," on whom no one seemed willing to make judgment as to the outcome, they were interesting to compare, as both possessed the same potential result from two widely different approaches. Whereas Jaguar had built their

team of cars with Le Mans as the main objective and designed to produce enormous average speeds round an almost flat, perfectly surfaced track, Ferrari had built his cars to withstand everything and anything, from the arduous Sicilian mountains and loose cart-tracks of the Tour of Sicily at 50/60-m.p.h. averages, or the generally appalling conditions of the Mille Miglia with its long, straight sections on which the only limit to speed is the road surface, to Silverstone aerodrome racing or the perfection of the Le Mans circuit. It was to be a battle between science and brute force, with no obvious advantages on either side.

Following these two powerful teams were the rest of the field, amongst which there were many possible winners. Cunninghams were over again in full force with two of the old Chrysler-engined cars driven by Cunningham/Benett and Spear/Johnston and the Cunningham-prepared 4½-litre Ferrari driven by Fitch/Walters.

The American cars were the vast thundering monsters of 1952 unchanged except for detail work, their 5½-litre V8 Chrysler engines fitted with four double-choke Solex carburettors and with huge air-scoops on the front brakes. The Ferrari entry from this stable was originally a production 4.1-litre America model, now with a 4½-litre engine and covered in Cunningham modifications, most interesting of which was a weird and wonderful system of liquid-cooled brakes. The brakes themselves were more or less normal Ferrari ones, but additional cooling was provided by pumping liquid through specially-made brake-shoes by means of yards of piping and two pumps driven from the engine. The liquid, of presumably a glycol base, removed heat from inside the normal hydraulic brakes and was then cooled itself by passing through two radiators built into the nose of the car in the shape of head-lamp cowlings. The Ferrari two-seater body had been copiously rebuilt by Cunningham, but retained the Italian shape with the exception of the radiator aperture, which was shaped like the Chrysler cars. All three cars were the usual pure white colour with double lines of blue along the central axis of the car.

The row of cars entered by David Brown were the next most formidable contenders and he had thrown in literally everything he had, so that it was quite impossible to decide quite what was the policy behind the organisation. In the past it has usually been Ferrari who threw in a mixed handful of models, hoping that one contained the ingredients to win the 24-hour race, so that it was rather pleasing to see a British concern in a position to field a selection of four types, all serious contenders. Under the Lagonda banner was the brand new car that made its debut at Silverstone, its wonderful V12 engine calling forth admiration from all quarters. There is usually some fashion in engine design that a new engine *must* contain, such as two plugs per cylinder, or two overhead camshafts, or one carburettor choke to each cylinder, but never has anyone gone the whole gamut as thoroughly as the Lagonda engineers in producing the new 4½-litre engine. It has everything that current design considers essential, and the resultant bonnet-full of machinery was a sight to please the most hardened motor-racing eyes. From all other aspects the Lagonda unashamedly took inspiration from the DB Aston Martins, even to the shape of the two-seater body, so that it was not always easy to distinguish the Lagonda from a DB3S at a distance. It was a big car, without question, but not by Ferrari standards, and was every bit as exciting a monster as the Italian cars; the drivers were Poore/Thompson. Next in the list of David Brown entries was a normal 2.9-litre DB3S Aston Martin fitted with a Wade supercharger mounted on the left-hand side of the engine and driven by a shaft from the accessory drive at the front of the engine. It was surmounted by a Weber carburettor and so neat was the installation that only the tiniest bulge was required in the standard bodywork. This car, driven by Parnell/Salvadori, was really an afterthought to fill in the blank entry left by the fact that only one Lagonda was ready for the race. Two entries had been reserved by David Brown for Lagonda cars and rather than leave a blank the blown Aston Martin was prepared and substituted as Le Mans regulations considered a supercharger to effectively multiply the cubic capacity by 1.4, so that the Aston Martin engine was considered to be 4,091 c.c., thus putting it in the same class as the Lagonda. In their correct place in the capacity list were the rest of the David Brown entries, the DB3S Aston Martins. Two were the new coupé models, as pretty as any car that has yet appeared in green, driven



**NEW HEAD.**—The Bristols had new cylinder heads with three double-choke Solex carburetors having Bristol "air-straighteners" on the intakes. The whole team showed remarkable consistency throughout the 24 hours.

by Bira/Collins and Graham Whitehead/J. Stewart, and the other was an open two-seater model driven by the American Shelby and the Belgian Frere, the car being painted in white and blue like a Cunningham. With five cars to look after and control the David Brown organisation was mighty busy, especially bearing in mind that there were four different models. All Lagonda and Aston Martin enthusiasts, and Le Mans enthusiasts for that matter, must surely owe David Brown a debt of gratitude that he continues to keep two such famous racing names in existence when he could easily combine the lot and run the cars as DB Specials, or Brown's.

Talbot did not enter any official cars this year but three Talbots were running, these being the privately-owned ones of Levegh, Rosier and Blanc. The first two were last year's cars, Levegh sharing his with Fayen and Rosier lending his to his son and Meyrat, as he was in the Ferrari team. The third car was entered by Grignard, whose own car was smashed completely in a crash at Montlhéry recently, and was the property of Blanc, being a very early Grand Prix Talbot converted to sports trim. While being unable to challenge the main opposition this year, it always had to be borne in mind that anything can happen in 24 hours and while speed was essential, reliability was also at a premium.

There were three more cars among the big ones, an XK120C Jaguar owned by the Belgian Ecurie Francorchamps and driven by Laurent/Swaters, a 3-litre eight-cylinder Gordini driven by Behra/Simon, and a works 4½-litre Ferrari coupé, driven by Baggio/Rubirosa. Of these three entries the Jaguar was severely written off on the way to scrutineering and Jaguars very sportingly rushed over a spare factory 120C, with disc brakes, Weber carburetors and painted Jaguar green. In deference to the International racing colour rule a yellow band was painted along the centre line of the car. Originally it was thought that the Belgian car could be rebuilt if a new chassis frame was sent over, but it was damaged so badly that a completely new car was needed. The Gordini was identical to last year's car, having central driving position and an eight-cylinder engine on the same design as the six-cylinders, but this year it had the innovation of disc brakes manufactured by the French Messier company. The Ferrari in this group was a fine machine in the hands of drivers who would be laughed out of a Silverstone club meeting. Apart from being driven so badly that it was passed by 1½-litre cars on the straight, it was a danger to serious competitors and should not have been accepted. Unfortunately it was not alone in being in the way, for some of the smaller cars were being equally slowly driven, or were just naturally slow and should also never have been accepted.

It is not against the tiny French cars that this complaint is made, for the 610-c.c. Panhards were doing over 100 m.p.h. and were as serious in their preparation and organisation as Jaguar or Ferrari, while the DB cars were out to win the Index of Performance Handicap, but when the 1,100-c.c. Osca of Farnaud/Macheiraldo, the TR2 Triumph of Wadsworth/Brown, the Kieft-M.G. of Hitchings/Trouis, the 1,100-c.c. Kieft of Rippon/Black, or the Renault of Faucher/Hebert cannot keep up with 610-c.c. Panhards or 750-c.c. DBs, it is time for the organisers to start refusing entries. Le Mans lap-speeds for the top drivers are now around 115 m.p.h., so that any slow car is bound to get in the way, but as the race is run for all capacity classes this must remain one of the hazards; however the time is fast approaching when a sliding scale of qualifying speeds will have to be rigorously applied. With the faster cars exceeding

170 m.p.h. there is no room for cars that will not exceed 100 m.p.h., for a speed differential of 60 m.p.h. is about the limit of safety. This harangue is not necessarily directed at drivers' ability, but a combination of that coupled with slow cars, brought about by not being fully appreciative of Le Mans conditions in 1954.

The list of top-line cars described previously were clearly going to provide the pace-makers and presumably the winners, but from 2,000 c.c. downwards there was the makings of some interesting competition for class wins. At 2-litres the three Bristols of Wisdom/Fairman, Keen/Line and Wilson/Mayers were basically as finalised in the record runs at Montlhéry last year, being the 450 models, their six-cylinder engines having three double-choke Solex carburetors, topped by a row of air-straighteners of Bristol design on a new cylinder head. Compared with the finish of the many beautiful 403 models in the car parks, the 450s looked rough, but closer inspection showed that detail finish of vital parts was excellent, there being no waste of time and money on non-essentials. In opposition were two standard Frazer-Nash coupés, one the Swedish owned one that ran in the Mille Miglia, driven by Nottorp/Andersson, and the other the car that ran last year, now painted blue and driven by Becquart/Gatsonides; in addition was the already well-used car of Peacock/Ruddock, the two-seater well known in National events driven by the former. There was a lone Maserati, the factory cars arriving too late to pass the scrutineering, and this was a black A6G, driven by Portago/Tomasi; also there was a 2-litre Gordini as used in many sports-car races already, driven by Rinen/Moynet. Another Gordini of similar aspect, but with a 2½-litre engine, was being driven by Guelfi/Pollet and in the same class, 2,001 c.c.-3,000 c.c., was a DB2 coupé with DB3 engine. In the up-to-1½-litre class there was to be a serious contest between three Porsches and two Oscas, with the three German cars driven by Clies/Stasse, Frankenburg/Glockler and Hermann/Polensky, while the Italian cars were driven by Macklin/Leygonie and Giardini/Peron. The three Porsches were the new 550 models, the prototype of which ran in the Mille Miglia. They were open two-seaters, with the engine and gearbox behind the driver, but in front of the rear axle, suspension being i.f.s. at the front by trailing links and torsion bars and with swing-axes on torsion bars at the rear. All three were fitted with the new four camshaft engine, the layout being still on the Porsche air-cooled flat-four principle, while each pair of cylinders had a large 40 DCM downdraught Weber carburetor and distributors on the ends of the inlet camshafts supplied current to two plugs per cylinder. The three cars were perfectly turned out and identical in every detail, only coloured flashes along the rear wings giving identity, these being blue, green and red, for the pairs of drivers in the order mentioned. A fourth model was running, driven by Olivier/Duntov, with yellow flashes, being identical in all details, but having an 1,100-c.c. engine. The two Italian Oscas were the normal production two-seaters, of a shape and finish that reach perfection, and fitted with new cylinder heads with two plugs per cylinder fired from a distributor mounted on the front of the engine driven from the camshaft idler gear. Against the 1,100-c.c. Porsche were two Kiefts, the fibre-glass bodied car with 1,100 c.c. Coventry-Climax engine that still needs a lot of development, and the other a central steering position model that would have been a big car with a 2½-litre engine, so it was not surprising that the 1,100-c.c. M.G. engine could not drag the size and weight along very fast. Also in this class, as last minute entries, were the Osca of Farnaud/Machieraldo and a Gordini driven by Gendebien/Pilette. From here



**SMOOTH CONTOUR.**—The 1,100-c.c. Porsche driven by Duntov/Olivier. Fitted with the four-o.h.c. engine it proved exceedingly fast, but suffered from gearbox trouble and only just managed to limp to the finish.

to the end of the 57 starters was a long line of blue cars built around Panhard or Renault components, and whereas in the past many have been standard models suitably tuned, the French are so conversant with the changing times of Le Mans, that this year only one of the fourteen cars bore any resemblance to the standard model. A popular idea was to make a 550 Porsche out of Renault components, which is to say that the Renault engine was reversed and put in front of the rear axle. Among adherents to this theme were three cars built by Rene Bonnet, his first excursion into Renault realms, all previous ideas being around Panhard bits, of which three examples were entered. Panhard themselves entered four 610-c.c. cars, with their eye on the Performance Index and two had the very aeroplane-like bodies used last year but further improved in streamlining, one a coupé on very similar lines and the fourth a normal two-seater, entered by Monopole. Among all these little blue cars was a lone red model, a tiny Nardi, powered by a 750-c.c. Crosley engine and fitted with a body inspired by the works Jaguars; it was driven by Damonte/Gacon, but looked too delicate to last 24 hours.

By 3.45 p.m. on Saturday, June 12th, the 57 starters were lined up in front of the pits and the starting area was rapidly clear of all but the drivers. As is normal the cars were placed with the largest capacity cars nearest the flag, the others being placed according to engine size, the 610-c.c. Panhards being at the end of the row. Three practice periods had taken place during the week preceding the event, the first having almost everyone out, but no real speed being shown, everyone merely saying they were getting their lights in order, for many hours of darkness form part of the Le Mans race. On the second practice period some daylight running was included and no punches were pulled, everyone tried all they knew, with the result that Jaguar and Ferrari showed marked superiority over the rest of the field, though the Lagonda and the blown Aston Martin were impressive, as was the American Ferrari, while the 1½ Porsches were indecently fast for the size of their engines. The third and last practice period saw a quiet calm descend and there was a distinct lull in the pace, with the exception of a very quick lap by Walker (Jaguar) and Maglioli (Ferrari), both in 4 min. 18 sec.—188.225 k.p.h., just to show each other who was master! For the rest it was a case of not breaking anything before the great day, and at 4 p.m. on Saturday, June 12th, the great day started.

The crowds at Le Mans seem to get bigger and bigger each year and when Charles Faroux gave the signal to start there was hardly room for the public to cheer, let alone clap. As is traditional, the drivers ran across the road, jumped into the waiting cars and Le Mans 1954 was on. Manzon was the first of the Ferraris to get going and Wharton the first Jaguar, while Wilson in one of the Bristols was well up. The only car to be left on the line was the new Kieft of Rippon, but eventually the Coventry-Climax engine fired and all 57 cars were away. Away in the distance, beyond White House, three red specks appeared with a dark green one on their tail and a few seconds later the Ferrari team went by in the order Gonzalez, Manzon and Marzotto with Moss just behind. Already there was a considerable gap before Rolt and Wharton appeared, followed by Walters on the American Ferrari, Parnell with the blown Aston Martin, Levegh, Spear, Behra and Cunningham. In a surprisingly short time the whole field settled down and the Ferrari team kept in a small group, setting the pace, with Moss following them at his ease. These four were right out on their own, with



**EXPERIMENTAL.**—The new Kieft with plastic body aroused much enthusiasm for its neatness of line, but the 1,100-c.c. Climax engine was too new to last the 24 hours.



**OUT OF THE WAY.**—The 4½-litre V12 Ferrari, driven by Baggio/Rubirosa, did not last long, for Baggio put it over the bank at Tertre Rouge. He made some feeble attempts to dig it out but soon gave up.

no one else in sight and equally Rolt had shaken off the rest of the field, which was being led by Wharton, in spite of having crumpled his nearside front wing on the opening lap. Most people were running to expected form and some above it, such as the Porsches and Oscas, which were in front of all the 2-litre cars, while Thompson with the Lagonda was behind all the Aston Martins. After the first half-hour it was clear that Moss was playing a waiting game and making no effort to break any records, letting Ferraris set the pace, which they did with all three cars running in tight formation, until Moss moved in amongst them just to spoil their sequence. The weather was very dull and cold and when a shower of rain fell Rolt moved up among the leaders while Manzon dropped back a bit. After the first hour the order was Gonzalez, Marzotto, Moss in a group, then a gap before Rolt appeared and another gap before Manzon appeared, then already a lap behind came Behra, Walters, Levegh and Parnell. The leading Porsche driven by von Frankenberg was already out with mechanical trouble and Macklin was leading the 1½-litre class. With a new lap-record in 4 min. 20.8 sec.—186.239 k.p.h.—Moss moved up into the lead for a brief moment and there was never more than a few yards between him and the two Ferraris of Gonzalez and Marzotto. Shortly after two hours had passed the leaders completed 30 laps and at this point the regulations allowed them to make a refuelling stop. Marzotto was the first to come in, at exactly 30 laps, and after filling up he carried on, though Rolt who came in soon after to refuel handed over to Duncan-Hamilton. Two laps later Gonzalez refuelled and continued, while Manzon handed over to Rosier. Shortly after these changes Jaguar's fortunes changed also and first Hamilton, then Wharton and later Moss, all stopped at the pits with obscure troubles with the fuel system, and by the time filters had been cleaned, plugs changed, ignition systems checked much valuable time was lost and the three Ferraris were two laps ahead, with Gonzalez in the lead after setting a new lap-record in 4 min. 16.8 sec.—189.139 k.p.h. Although the roads were dry again, there was a lot of rain in the offing and weather conditions did not look at all encouraging. Already there were retirements and troubles. Baggio had stopped getting in everyone's way with the coupé Ferrari, by going over the top of the sandbank at Tertre Rouge, while Shelby had been off into the rough with the white Aston Martin. Levegh had crumpled the front of his Talbot and damaged his front suspension so had to retire, while Thompson had spun the Lagonda in a big way in the Esses before Tertre Rouge, crumpling the tail in so badly that it took him nearly 2 hours to get going again, only to have to withdraw when he reached the pits as there was no hope of getting any rear lights to work and darkness would soon be approaching. The American Ferrari spent a long time at its pit having a broken rocker removed so that it could carry on with only 11 cylinders working.

By 8 p.m. the field was really sorted out and Gonzalez still led from Marzotto, both on the same lap and neither having handed over to their co-drivers; Rosier was a lap behind, followed by Whitehead who was gaining rapidly after the uncalled-for pit stops. Salvadori had taken over from Parnell and was keeping the blown Aston Martin going at the same pace and was now fifth in the General Classification, followed by Hamilton and the two Aston Martin coupés in the order Bira/Collins, Whitehead/Stewart. With darkness came the additional hazard of plunging into complete blackness once the pits and grandstand area was passed, for the illumination along the pit area was its usual brilliance and after the pits the only indications of the long fast curve under the Dunlop

bridge were the little coloured lights on each bank, so that eyes were subject to continual changes of illumination, added to which the ever-present difficulty of passing slower cars was naturally more hazardous. Just before 10 p.m. Stewart in the second Aston Martin coupé and Meyrat in a Talbot were passing a slower car on the fast stretch between Arnage and White House when they collided, the Talbot being dented badly in the side, finishing up in the ditch, but with the driver unhurt, while the Aston Martin turned over and was completely written off, Stewart escaping with a broken arm from a wreckage that looked as if it should have killed him. Road conditions were now really horrid, for they were never consistent, the skies pouring out rain and drizzle in varying quantities, and occasionally things would almost appear to be dry again, so that drivers could never be certain of the road surface on two consecutive laps. During the darkness Trintignant took over the leading Ferrari and Maglioli took over the second one, while Whitehead had passed Rosier and was up in third place. By midnight Maglioli had stopped at the pits with gearbox trouble and had been forced to withdraw, and this let the Whitehead/Wharton Jaguar into second place, two laps behind the leading Ferrari and half a lap in front of the Rosier/Manzon Ferrari. In fourth place was the Jaguar of Hamilton/Rolt, followed some way behind, but going strongly, by the blown Aston Martin. The third Jaguar of Moss/Walker was now at the pits with brake trouble and though classed in 11th position was virtually out of the race. The Porsche of Hermann/Polensky was comfortably in the lead in the 1½-litre class and still leading all the 2-litre cars, the Bristol of Wilson/Mayers being in command of that class. The small cars were being led by the D.B. Panhard of Bonnet/Bayol and it was also in the lead on handicap. The 3-litre Gordini of Behra/Simon was in continual trouble with its ignition and had dropped right to the back of the field, but the 2½-litre car was going beautifully, driven by Guelfi/Pollet.

During the small hours of Sunday morning the leading Jaguar ran into gearbox trouble and had to retire, but the Hamilton/Rolt car was gaining ground rapidly and was only 1½ minutes behind the second Ferrari. The leader was still Gonzalez/Trintignant, with two laps in hand, and into fourth place had come the Aston Martin coupé driven by Bira/Collins, a few seconds in front of the blown car. The two Cunninghams were still thundering round making a fantastic noise, guaranteed to stop anyone from sleeping, and were sixth and eighth, while the 120C driven by the Belgians was doing a very regular run and was now seventh. The Swedish-driven Frazer-Nash was disqualified for refuelling too soon, 30 laps being the minimum between stops, and the American Aston Martin came into the pits and a broken stub axle was discovered, which finished its motor racing for the day. When dawn broke the sky looked really fierce, and though it was not actually raining there did not seem much hope of fine weather to come. As it became light Bira began to have trouble with the steering on his Aston Martin, there being a tendency to tighten-up after leaving corners, and just after 4 a.m. he ran off into the ditch just before the point where Stewart had crashed. After ploughing his way along the ditch he struck a post and the car was thoroughly smashed, the Prince escaping with bruises and cuts. This was a great pity for the Aston Martin team as the car was in fourth place in the General Classification and in a nice position should the leaders run into trouble. The blown Aston Martin was still going, much to everyone's amazement, including the team themselves, and at 6 a.m. the remaining Jaguar was in second place, two laps behind the leading Ferrari, which was still that of Gonzalez/Trintignant. The Cunningham of Spear/Johnston was fourth and when the Ferrari of Manzon/Rosier became stuck in second gear and had to withdraw, it moved up to third place. The leading Porsche had by now retired with mechanical trouble, leaving Macklin at the wheel of the Osca in the lead. The Bristol team were well in command of the 2-litre class, but more than 20 laps behind the Osca. As Manzon was about to withdraw the Ferrari, Macklin handed over to his co-driver, Leygonie, who promptly spun off the road and crumpled the tail of the car, but not so badly that it could not continue.

Of the two most powerful teams each had one car left, with Ferraris in the lead, but now Jaguars decided to throw caution to the winds and have a real go at catching the Ferrari, and Duncan-Hamilton began to wind things up in a big way at a time when most people want to relax and tour round. Trintignant was equal to it, however, and the two of them were lapping in under 4 min. 30 sec. which was a fantastic speed to be doing at 8 a.m. on the Sunday morning, but Jaguars were not going to let up. By this time there were only 25 cars still running and not all of those were very healthy, the official order being Ferrari, Jaguar now barely one lap behind, Spear/Johnston (Cunningham), Laurent/Swaters (Jaguar), Cunningham/Bennett (Cunningham), Parnell/Salvadori (Aston Martin), Guelfi/

Pollet (Gordini) going as well as ever, Macklin/Leygonie (Osca) with a crumpled rear-end, Wisdom/Fairman (Bristol), Wilson/Mayers (Bristol), Giardini/Peron (Osca) and Claes/Stass (Porsche), followed by the remainder of those left, with Bonnet/Bayol (D.B. Panhard) still ahead on handicap. The Bristol team was the only one left intact and were giving a fine demonstration of controlled running, the class win being their objective. Of the Frazer-Nashes only that of Becquart/Gatsonides was still running and that was having numerous delays at the pits.

The rain now came down really hard and the cars were completely lost in spray, but still Hamilton was pushing the Ferrari and when it came in to refuel at 9.30 a.m. Gonzalez took over while rear wheels were changed. There was a slight hesitancy in starting and this encouraged Jaguars, whose pit was next door, so that Hamilton was urged to push as hard as possible as it looked as though the Ferrari was beginning to tire. Down the long back straight times were being taken over a kilometre and the Jaguar was doing 251 k.p.h. against the Ferraris 245 k.p.h., but this year the Ferrari had Grand Prix brakes which were proving better than the Jaguar's disc type, while the 4.9-litre was showing an advantage on acceleration. Early in the race Moss had recorded 278 k.p.h. over the kilometre (approximately 173 m.p.h.), but conditions had been dry then whereas now rain was falling intermittently and the road never really dried out at all. By mid-morning the Jaguar, now driven by Rolt, was just over a lap behind, but still forcing the pace and it looked as though Jaguars were going to succeed in breaking up the Ferrari, for when Trintignant took over at the next pit stop the engine was even more reluctant to start, showing signs of lack of compression. With the rain having given over the Ferrari was able to use all its power, and when Rolt hit the bank on leaving Arnage and stopped at his pit to straighten the panelling, Trintignant got the Ferrari to two laps ahead. A slower car had drifted out just as Rolt was overtaking and had forced him off the road, but no serious damage was done and the pace continued. At one time it had looked as though the 1954 Le Mans was going to be a dull affair, but now things were looking up and it was not only becoming an endurance test, but a Grand Prix at the same time. With Hamilton back in the Jaguar it was lapping at 4 min. 39 sec. against Gonzalez, 4 min. 32 sec. and at midday on Sunday a further refuelling stop and subsequent hesitant restart by Trintignant had enabled the Jaguar to regain some ground and it was a little over one lap behind. The blown Aston Martin had for some time been showing signs of wear and now went out with a blown gasket, with only four hours to go to the end; it was the last of the David Brown cars to go and ironically the one that had had least preparation for the event. There were now only 23 cars still in the race and of these the remaining Porsche 1½-litre was in trouble and was doing as little running as possible, the mechanics doing some very leisurely work on the brakes to waste time. The 1,100-c.c. Porsche was in trouble with its gearbox and going slowly, while Blanc's Talbot was only just running. The two Cunninghams were still galloping along, but a long way behind the leaders, though in third and fifth place, in spite of the Spear/Johnston car having been off the road. In fourth place was the Belgian driven Jaguar going like a train and sixth was the 2½-litre Gordini.

The weather was now really bad and rain was falling heavily, but in spite of this the Ferrari was ahead of last year's average, but Trintignant had to ease as the roads became awash and Hamilton also slowed the Jaguar a little. During these slippery conditions Giraud-Cabantous spun off with the little V.P.-Renault and Giardini crashed his Osca. At 2.30 p.m., only 1½ hours before the end, the Ferrari came in for a refuel and change of drivers and at this point it was nearly two laps ahead of the Jaguar. After the tank was filled Gonzalez jumped in but the engine would not start and there was a moment of panic. Gonzalez got back in the pit and the mechanics looked at a couple of plugs, nothing seemed wrong so once again Gonzalez got into the car, but still the engine would not fire and there seemed to be a lack of compression coupled with a general dampness about the ignition system. By now the Jaguar was in sight, but instead of passing it came into its pit as Rolt, who had recently taken over, wanted some new goggles. He did not realise that the Ferrari was stuck at its pit for it was surrounded by a crowd of officials, trade representatives and photographers, but the Jaguar pit waved him frantically on as he was now on the same lap as the Ferrari. He rushed off again in the pouring rain while the two Ferrari mechanics worked feverishly to get the engine going. Meanwhile Gonzalez sat quietly on the pit counter, beyond expressing emotion, while Ugolini held his head and prayed. The Jaguar was almost in sight when the Ferrari engine fired and Gonzalez leapt in and was off, now only 1 min. 37 sec. in front of its rival.

During the next half-hour he increased this to 1 min. 55 sec. and as the rain was still falling Jaguars called in Rolt and put Hamilton in, who went away from the pits in a long slide as if doing a standing kilometre sprint. It was all or nothing now and Duncan had his jaw firmly set and was determined to push the Jaguar as hard as it would go. There was now one hour to go to the finish and Gonzalez suddenly dropped his lap times to nearly 5½ minutes, so that the determined Hamilton reduced the gap down to 1 min. 36 sec., but Ferraris urged the Argentinian to better things and he responded nobly and widened the gap to 1 min. 44 sec. by 3.30 p.m. If the two cars kept their speed to the end the Ferrari could not fail to win, but it was far from healthy and anything could happen, so Hamilton kept pressing on relentlessly. While all this excitement among the leaders had been going on the class-leading Osca, driven by Leygonie, had spun once more and this time smashed in the front, but, after waiting 15 minutes, during which time the car was moved by the marshals, he continued round to the pits, where Macklin took over, but it had to be disqualified for having received outside assistance. The Bristol team's fine demonstration run was also slightly spoilt when Fairman spun his car into the barriers and damaged the front of the body, necessitating a stop at the pits to straighten things out.

Slowly the last few minutes ticked by and at 4 p.m. on Sunday, June 13th, the chequered flag went out and the first to receive it was the battered Osca, followed in by Hamilton, Guelfi, then the three Bristols in line-ahead formation and in numerical order, and the rest of the remaining 20 runners, including a tired and ill Gonzalez, the winner of the 1954 Le Mans 24-hour race. It turned out that he had not eaten or slept throughout the 24 hours and it was sheer fatigue that had caused him to slow so violently during the last 45 minutes, only will-power making him respond to the pit signal for more speed.

When the total distances were calculated it was found that the Ferrari had won by only 4.09 kilometres after 24 hours of racing and, in spite of the appalling weather conditions, it had only just failed to beat last year's record made under perfect conditions. The Bristol team was the only one to finish intact and their speed and reliability, as well as their pit control, were applauded by everyone. Duncan-Hamilton's driving in the rain was fantastic and he looked very haggard and worn at the end, but he had done his job well and so very nearly pulled off another win for Jaguar. To be beaten by Ferrari is no disgrace, and though Jaguars were expected to wipe up this year's Le Mans race, the fact that they did not made no difference to the high esteem in which they are held by crowds. Ferrari went away victorious, the first time with a works car, but Jaguars could still hold their heads high for they had battled and lost, but lost honourably.

The handicap event on a calculated index of performance went, as always, to the small French cars, this time to the 750-c.c. D.B. Panhard driven by Bonnet/Bayol, and just how well deserved it was can be judged by the fact that they covered a greater distance than that recorded by Nuvolari/Sommer 20 years ago when they won the General Classification with a 2.3-litre Alfa-Romeo. Of the 20 cars running at the end only 18 were officially classified, as the Osca of Macklin/Leygonie was disqualified and the Talbot of Blanc/Nersessian took more than 30 minutes to complete its last lap.

**Results**

| GRAND PRIX D'ENDURANCE—24 Hours—Very Wet Conditions |  | Kilometres | k.p.h.  |
|---|--|------------|---------|
| * 1st:  | J. F. Gonzalez/M. Trintignant (Ferrari 4.9-litre)      | 4,061.150  | 169.215 |
| 2nd:  | J. D. Hamilton/A. P. R. Rolt (Jaguar 3.5-litre)        | 4,057.060  | 169.044 |
| * 3rd:  | W. Spear/S. Johnston (Cunningham 5.4-litre) ...        | 3,809.932  |         |
| 4th:  | R. Laurent/J. Swaters (Jaguar 3.5-litre) ...           | 3,725.120  |         |
| 5th:  | B. S. Cunningham/G. Bennett (Cunningham 5.4-litre) ... | 3,683.700  |         |
| * 6th:  | A. Guelfi/J. Pollet (Gordini 2.5-litre) ...            | 3,544.610  |         |
| * 7th:  | P. Wilson/J. Mayers (Bristol 2-litre) ...              | 3,505.570  |         |
| 8th:  | T. Wisdom/J. Fairman (Bristol 2-litre) ...             | 3,465.130  |         |
| 9th:  | M. Keen/J. T. Line (Bristol 2-litre) ...               | 3,437.160  |         |
| * 10th:   | R. Bonnet/E. Bayol (D.B. Panhard 745-c.c.) ...         | 3,232.520  |         |
| 11th:   | M. Becquart/M. Gatsonides (Frazer-Nash 2-litre) ...    | 3,072.290  |         |
| * 12th:   | J. Claes/P. Stasse (Porsche 1.5-litre) ...             | 3,064.130  |         |
| 13th:   | M. Hemard/P. Flahault (Panhard 612-c.c.) ...           | 2,988.320  |         |
| * 14th:   | A. Duntov/G. Olivier (Porsche 1.1-litre) ...           | 2,902.260  |         |
| 15th:   | E. Wadsworth/W. Brown (Triumph 2-litre) ...            | 2,885.900  |         |
| 16th:   | M. Gignoux/L. Cornet (D.B. Panhard 745-c.c.) ...       | 2,867.290  |         |
| 17th:   | R. Cotton/M. Beaulieu (Panhard 612-c.c.) ...           | 2,628.310  |         |
| 18th:   | R. Breuil/Py (B.G. Renault 747-c.c.) ...               | 2,613.060  |         |

Record lap: Gonzalez/Trintignant (Ferrari), 4 min. 16.8 sec.—189.139 k.p.h.  
\* Class winner.

**INDEX OF PERFORMANCE HANDICAP**

|      |  |       |                 |
|------|--|-------|-----------------|
| 1st: | R. Bonnet/E. Bayol (D.B. Panhard 745-c.c.) ... | 1.334 | figure of merit |
| 2nd: | M. Hemard/P. Flahault (Panhard 612-c.c.) ...   | 1.310 | " "             |
| 3rd: | J. D. Hamilton/A. Rolt (Jaguar 3.441-c.c.) ... | 1.297 | " "             |

**LE MANS SHORTS**

But for Fairman's slight error the Bristol team would have been the only one to come through the 24 hours unscathed.

The winning Ferrari was motoring for 23 hr. 35 min., the rest of the time was spent at the pits. The car that motored for the longest time was the Panhard-Monopole of Hemard/Flahault; it was stationary for only 5 min. 10 sec.

\* \* \*

Remembering that Jaguars won in 1951 with the then new Type C, it is interesting how many private Type C models are about now. In 1957 will there be as many of this year's models?

\* \* \*

Porsche reckon to have the Type 550 in production next spring.

\* \* \*

The Frazer-Nashes were absolutely standard and privately owned, yet did not get in the way through lack of speed.

\* \* \*

Every time Macklin worked his Osca to the head of the class his co-driver took over and let it drop back again—most disheartening.

\* \* \*

What a lot of people in the Press stand never make any notes—they must have remarkable memories, or perhaps they never make a report. Makes it very crowded for those who *have* to work and maddening for those who *want* to work.

\* \* \*

The car park layout was brilliant as usual, any car being able to drive away freely throughout the 24 hours. Naturally there was a jam at the end when everyone wanted to drive away, but the *gendarmerie* leapt about like race marshals, warning each line of traffic in turn to prepare to start in 30 seconds.

\* \* \*

Buses ran between the circuit and Le Mans every five minutes throughout the 24 hours.

\* \* \*

The trade houses nearly all had stands in a field behind the pits, in the form of a vast exhibition. A good idea as it kept the drinkers away from the pits and out of the way of the mechanics and team men who were trying to work.

\* \* \*

One could have spent the whole 24 hours being amused without ever seeing a car. There were film shows, television, cabaret shows, dancing, fairs, and all types of amusements going on the whole 24 hours. Truly there need never be a dull moment at Le Mans.

\* \* \*

Prince Bernhardt of Holland insisted on accompanying Trintignant on the lap of honour in the 4.9-litre Ferrari. The lap was completed in a downpour of rain, but the royal enthusiasm for motor-racing was not damped.

\* \* \*

On eight consecutive laps in the vital closing stages, while the roads were flooded, Gonzalez had to overtake a slower car round the blind bend after the pits.

\* \* \*

In 1956 the A.C. de l'Ouest will celebrate its 50th anniversary and to commemorate the occasion the 24-hour race will be preceded by a 2 or 3-hour race for women drivers only, in Le Mans sports cars, so you have two years during which to train your wife or girl friend. Also it is hoped to hold a Formula I race at Le Mans for the occasion and a demonstration of past Le Mans cars is planned. If you have a genuine Le Mans car that has competed at any time since the inception you are invited to put it into *original order* and contact the club. If you can persuade the original driver to accompany it, so much the better, but, *please*, no modified or improved Le Mans cars—they must be as raced at the time; it is to be an historic demonstration.

**HAWTHORN**

In offering our sincere condolences to Hawthorn on the loss of his father, which expression of sympathy will be endorsed by every one of our readers, we have to record that our leading C.P. driver is having a raw deal from his country. Apart from the question of whether or not he is more useful to Britain in a racing car than in an Army truck or trainer aircraft, the Farnham, Surrey, police served summonses for old driving offences on Mike a few hours before he was due to attend his father's funeral and, as if his fearful experience in and injuries resulting from the accident in a blazing Ferrari at Syracuse are not enough for the time being, Hawthorn is to be medically examined for call-up at the earliest opportunity.

When Britain has no first-line racing drivers we lament; when we achieve one we treat him in a manner which even hard-boiled John Gordon, of the *Sunday Express*, who was amongst those who criticised Hawthorn for evading call-up, declares is something of which British citizens should be ashamed. Never mind, Mike, whatever the future holds in store, you have the support of tens of thousands of enthusiasts, who wish you well.

The Volkswagen Owners' Club are holding a treasure hunt, starting at the Talbot Hotel, Ripley, Surrey, at 11 a.m., on Sunday, July 4th. No entrance fee to members; other Volkswagen owners, entrance fee 5s. Information from 30, Foscote Road, Hendon, N.W.4.

# RUMBLINGS

The opening race meeting at Aintree saw Stirling Moss back in winning form and Duncan-Hamilton going at his very quick best in his sports Jaguar. As the main event was for Formule Libre cars it was particularly interesting to speculate on whether the B.R.M.s would seize this opportunity to score a convincing victory. Two of the latest short-chassis, stub-exhaust, Mk. II cars were entered, but proved unable to beat unsupercharged cars which were giving away two to two and a half litres under the formula for which the fabulous supercharged V16s were built. Both Wharton and Flockhart extract all the performance possible from these difficult machines, but at Aintree, although Flockhart won Heat 2, his speed was fractionally slower than that of Reg Parnell's 1953/4 2½-litre Ferrari which won Heat 1, and Salvadori lapped faster than Flockhart in the Gilby Eng. Co.'s 2½-litre Maserati. In Heat 1 Wharton had to give best to Parnell, Collins in the Thinwall Ferrari, and Moss.

In the final both B.R.M.s suffered, it seemed, from overheating of the Girling disc brakes; Wharton's certainly did, with the result that car No. 9 retired, and Flockhart, in car No. 10, its tail displaying signs of fuel leakage, came in a poor third to the 2½-litre Maserati and Ferrari opposition, its performance scarcely better than that of Gerard's little 2-litre Cooper-Bristol.

Since Alfred Owen took over these over-rated racing cars he has had more "starts" than the British Racing Motor folk ever achieved and a very fair measure of success as well. Victories have been gained at Goodwood, Snetterton and Ibsley and proudly advertised by the Owen Racing Motor Association, although only at Goodwood was there any real opposition, in the shape of Salvadori and the new Maserati, and the longest of these races did not exceed 50½ miles.

This is far less serious today now that the B.R.M.s are owned by Mr. Owen instead of being supported by members of the British motor industry and therefore wrongly and harmfully mistaken for national entries.

We hope that before the season is over success in a reasonably long Formule Libre race will have come to the Alfred Owen stable.

His efforts to race the new B.R.M.s are highly praiseworthy, if belated, and there is no question but that the sight and sound of these exceptionally noisy and accelerative dark green cars are attractive to the spectators. We look forward to seeing the Mk. II cars run better in the remaining races that are open to them—these words are being written immediately after Aintree, so that you can ask us to swallow them if June brought a run of convincing successes!

Eyebrows have been elevated in certain quarters because Alfred Owen is subsidised by public subscription through O.R.M.A. and we wonder whether the amount received is really necessary to the millionaire-owner. Certainly one of Owen's keenest rivals, Tony Vandervell, has no publicly subscribed funds to draw on for maintaining his Thinwall Ferrari Special and the promising new 2-litre Vanwall.

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MOTOR SPORT is not a political paper but we just had to publish the letter from Mr. L. A. Postle, Jowett enthusiast of Attleborough,

## YOUR RATES

in our May issue. Old Mr. Postle, with the wisdom of the elderly, points out that local authorities still extract rates from property owners which contain charges for road and highway construction and repairs, in spite of the fact that it has been stated publicly, and so far as we know never refuted, that motorists already pay annually in taxation three times the amount spent on the roads.

This seems so grave an injustice to all members of the community, motorists and non-motorists alike, that they should take steps for its early rectification.

Thinking that perhaps there was a simple explanation, your Editor wrote about the matter in a private capacity to the local Rating Officer when paying his rates. Is it not significant that this gentleman, whose job it is to extract payment, replied that as a ratepayer and motorist himself, "I could not agree with you more as to the imposition of paying two or three times over for road works. We must hope that the efforts of the motoring associations to persuade Parliament to do something about it will soon meet with success."? In congratulating this particular Rating Officer on bravely agreeing that the rates he has to impose in his professional capacity are in many cases an "imposition," we do most certainly echo his hope that the A.A. and R.A.C. will be successful in their efforts. Don't you think you should take immediate steps to back them up and persuade all the ratepayers you know to do something on their own behalf?

## THE INTERNATIONAL FUEL ECONOMY CONTEST (June 19th-20th)

FROM the pleasant town of Cheltenham the local motor club, ably guided by W. Dembowski, held its annual fuel economy contest, this year elevated to International status, on June 19th/20th. There were two classes. That for standard four-seater cars, on a ton-m.p.h. basis, with the amount of ballast permissible this time wisely limited to 750 lb., had representatives of VW, Ford Popular, Standard Vanguard, Borgward diesel, Austin A30, Simca Aronde and Aston Martin DB2/4. The class for experimental cars was a straight fight on absolute m.p.g., between the Tapp/Drew Buckler, with specially-assembled Ford Ten engine using a high-compression-ratio and ribbed aluminium head, W. Boddy's normal 2cv. Citroën and W. Jasilkowski's XK120 Jaguar drophead, the only Continental entry, relying on its big engine to attain speed easily after coasting, because its two-seater body precluded it from the ton-m.p.g. category.

Scrutineering resulted in a Standard Eight being transferred to the Experimental class on account of an S.U. instead of a Solex carburettor and oversize back tyres while the Renault 750's extra air bleed was disallowed.

The drivers, some, in tennis-shoes, anxious to present a feather-weight touch to the accelerator, others relying on using full-throttle in the highest possible gear ratio and a maximum of coasting, were sent off on a course of nearly 600 miles, taken in three loops, the first into Wales, the second, at night, to Yeovil, the last up to Towcester, returning each lap to the Cheltenham control, average speed having to be maintained at not less than 30 m.p.h.

After the second lap the Buckler arrived with very little water, its radiator leaking, and as bonnets were sealed—thereby introducing a reliability aspect, especially with mixtures in some cases fined down to a minimum—this car's filler being under its bonnet, it looked as if the Citroën might win this class, although its coasting-periods were limited by anxiety on the part of its crew to maintain the required speed, which, however, was quite comfortably accomplished.

Excitement increased as the Buckler was due to check in, but it arrived on time, virtually air-cooled like its 375-c.c. rival, winning its class by 2.9 m.p.g. Wilkins' Simca Aronde, prepared under instruction from Paris, was intelligently driven to the Standard-car category. This is an intriguing event which we hope will be given S.M.M.T. support next year and attract a bigger entry.

### Results :

**Standard Cars**—1st : G. Wilkins and A. Gascoine (Simca Aronde), 70.8 m.p.g./90.0 ton-m.p.g.; 2nd : G. Heaps and M. Heaps (Standard Vanguard), 59.8 m.p.g./87.2 ton-m.p.g.  
**Experimental Cars**—1st : G. E. E. Tapp and L. J. Drew (Buckler), 86.6 m.p.g.; 2nd : W. Boddy and H. Birkett (Citroën), 83.7 m.p.g.

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 "Why 3 Wheels," by Kenneth Long. (The Star Publishing Co., Ltd., 104, Beverly Road, Whitley Bay, 32 pages, 8 in. by 10 in.; 3s. 6d.)

This little publication, which omits the "?" from its title, is a thinly-disguised advertisement for present-day tricars in general and the A.C. Petite, Bond Mark C and Reliant Regal in particular. The Workers' Playtime, the Pashley, the Gordon and some German makes receive passing mention, the Allard and other rumoured newcomers none. There is occasional criticism of a model tested by the author but mostly this is advertising matter, not always convincingly presented. The material provided could with advantage be expanded, and this book just asks for a chapter on three-wheelers of the past. Collectors, and particularly avid tricycle-fans, will find a certain fascination about it. The next edition, if any, could be vastly better.—W. B.

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 Writing from Stockholm, Tom Brahmner, secretary of the Stockholm M.G. Club, reports that the annual Spring Trial was held during May in glorious weather, ending with a speed test on a small closed circuit. "The top awards," he continues, "were gained by TC M.G.s, which soundly trounced all TD and the dismal TF opposition."



# GRAND PRIX DE BELGIQUE

## Fangio in Fine Form for Maserati

SPA, June 20th.

WITH the cancellation of the Dutch Grand Prix the first round of the World Championship in Europe was the Belgian race on the very fast circuit at Francorchamps in the South-East corner of Belgium. The entry list for the Belgian Grand Prix in past years has never been very large, but invariably contains the cream of Grand Prix racing and this year was no exception. Although the Lancia team made a tentative entry they withdrew it before practice began as tests at Monza had shown the new Formula I cars still needed further development if they were going to challenge the Ferraris and Maseratis. Being very choosy the Belgian organisers accepted only top-flight entries with the result that there were only fifteen runners, but they were all of Grand Prix category. Ferrari once more had their full team back in the field, as Farina was fit again after his Mille Miglia crash and Hawthorn was making his first appearance since his Syracuse accident. Accompanied by the recent Le Mans winners, Gonzalez and Trintignant, the Ferrari foursome was into its stride again and on the first evening of practice on the Thursday preceding the race, they were the only cars to put in an appearance. There were three 1954 models and two 1953 ones, Hawthorn and Trintignant being on last year's cars and Farina and Gonzalez on the new ones. Since it last raced, at Silverstone, the 1954 Ferrari had undergone some changes and though the original car was brought along, two later models were used. Outwardly they were not radically altered, but the engine was moved farther forward, redistributing the weight, and the inside of the cockpit was cleaned up, with panelling covering the side tanks and frame tubes. The two new cars were greatly improved in handling and Gonzalez was particularly satisfied now, but Farina still could not see eye-to-eye with the necessity for developing a new driving technique to suit the short stumpy cars. Hawthorn's car was fitted with a new gear-lever gate, mounted at an angle to the chassis in order to provide a better lever position and an improved selector-arm movement, while Trintignant's car was unchanged. During the first evening no very fast laps were attempted, and when a drizzle of rain came on Ferraris packed up for the day. However, on Friday evening practice started in earnest, for everyone turned out, and the presence of one man in particular put a new light on this year's Grand Prix racing; this was Juan Manuel Fangio, making his first European appearance of 1954 at the wheel of the new de Dion Maserati and normally one would expect a driver to take some while to settle back into the pace, not having driven since January, but not Fangio, he was straightaway in with the Ferraris and the practice battle for the front row of the grid really got under way, just as last year's Grand Prix events were always enlivened by the efforts in practice.

The record for the Francorchamps circuit stood at 4 min. 23 sec., set up by Fangio with a 159 Alfa-Romeo in 1951, and Gonzalez began to wind the new Ferrari right up and recorded 4 min. 25 sec. Fangio went out and equalled this and then there was a lull, during which time the rest of the runners recorded times anywhere up to 5 minutes. As the evening drew on, and the air became cooler, conditions were perfect and Gonzalez went out again and put in a lap at 4 min. 23.6 sec, actually catching and passing Farina in the process. Although the new car was reasonably unstrained at that pace, the oil was still getting a bit too warm and the wire-mesh grille in front of the radiator was removed, but no more very fast laps were done, the time recorded being considered good enough. Farina tried Hawthorn's 1953 car and made no secret of the fact that he thought it better than the new one, while Gonzalez was perfectly satisfied and having mastered the technique of a car with all its weight concentrated about the centre of the wheelbase, proclaimed it beautiful. The main difference between the two models was that with the new one the driver's reflexes have less time to react when driving on the limit, for road-holding is such that when the car does break away it does so very quickly and without the warning that the old cars gave, so that a driver must now anticipate the car's moves, rather than wait for them, as personal reflex times cannot be speeded up. With a lap time so close to the old record Ferraris were satisfied and went home, but Maseratis stayed on and a few minutes before the end of practice Fangio went out again and this time, trying so hard that the effect on the onlookers was electrifying, he recorded 4 min. 22.1 sec., not only fastest of the practice session but he beat his own record set up with the 159 Alfa-Romeo.

During this fantastic lap he had strained the Maserati to its absolute limit, going to 8,100 r.p.m., which is 700 r.p.m. more than the factory recommend to private owners, and the car really looked as though it had suffered, oil leaking everywhere, brakes sizzling, the engine a vast heat haze and in fact it had the appearance of not being able to stand another lap like that, whereas the Ferrari had not been unduly stressed after being thrashed by Gonzalez. However, a new lap-record was the thing and Friday practice finished with Maserati on top, the presence of Fangio having put new life into the Trident. All this rather overshadowed the other drivers' efforts, but Farina had recorded 4 min. 26 sec. and Marimon, with the second factory Maserati, 4 min. 27.3 sec. Hawthorn was obviously back in form but taking no risks and Moss was not happy with his Maserati, there being rather too much oil flying about the place. Mantovani was driving the third works Maserati, but still a bit out of element on a pure Grand Prix circuit and Mieres with his 1953/54 car was also feeling his way cautiously on his first occasion at Francorchamps. Bira had a brand new de Dion car, with a new type of gear change and improved gearbox, in place of his earlier model and was quietly settling things in and accustoming himself to the new technique, for the de Dion long-chassis cars handle very differently from the old cars. Three Gordinis were running, two works cars driven by Behra and Frere, and though both were going well they could not hope to challenge the red cars on such a fast course, especially with so many high-speed bends. The third car was the Belgian one driven by Pilette and finally the Belgian 1953/54 Ferrari was circulating slowly, driven by Swaters, as it was still rather new after a rebuild.

There remained one more practice period, on Saturday afternoon, during which there was a much calmer atmosphere though some of the slower cars improved their times. Hawthorn got down to 4 min. 29.4 sec. and Moss to 4 min. 40.8 sec., while Trintignant did some laps in the spare 1954 Ferrari in order to prepare himself for the time when the whole team would be on the new cars.

On race day the field lined up on the grid for the start which was given at 3 p.m., and in perfect weather conditions the 14 cars got away to a tremendous start. Fangio, Gonzalez and Farina were on the front, with the two up-and-coming youngsters, Hawthorn and Marimon, in row two, while right at the back was a fifteenth car, not really in the race, but getting away at the signal. This was a 1953/54 Maserati, driven by de Graffenried, and it had a movie camera mounted in the nose in order to record genuine racing scenes for the forthcoming film "The Racer." As the cars streamed down to the bridge of the Eau Rouge and up the steep climb beyond it was Gonzalez in the lead for Fangio had made a slight muff of his take-off and was then hemmed in by the rush of those behind. Away up the hill into the woods of Burneville the order was Gonzalez, Farina, Hawthorn, and meanwhile the rest of the field were spaced out up the steep curve after the Eau Rouge bridge. Suddenly, in the midst of the field the Maserati of Mieres became a sheet of flame and by sheer chance the others avoided him as he braked heavily and jumped off the moving car. A mechanic had not shut the tank cap properly and as he braked going into the first bend it had flown open, splashing him with fuel; then on the right-hand uphill swerve the fuel had spilled onto the exhaust pipe and that was that. Mieres was very lucky to escape with nothing more than some burns on his back and soon returned to the pits on foot. Meanwhile the Ferrari/Maserati battle was on and the end of the lap saw Farina leading Hawthorn and Fangio, with Marimon fourth, but stopping at his pit. There was no sign of Gonzalez and it was not until some time after the rest of the field had passed that he arrived and stopped at his pit to retire, the Ferrari having broken down within a few kilometres of the start. Swaters also came in with the yellow Ferrari and retired with a broken engine, while Marimon restarted after changing plugs. On lap two Fangio passed Hawthorn and as they passed the pits he was on Farina's tail, passing him at Malmedy corner on the next lap; already these three had outpaced the rest of the field which was being headed by Trintignant, with Behra right on his heels. Once in the lead Fangio drew steadily away and Farina could do nothing about it, while Hawthorn lay a comfortable third, and it was interesting to reflect that of the first three drivers, the leader was in his first race since January and the other two were in their first race since leaving hospital. On lap 10 Farina suddenly

closed on Fangio and on the next lap he regained the lead, but it was seen that Fangio's visor strap had broken and at the end of the lap he slowed down at his pit and cast it away, putting on the goggles he had round his neck. Meanwhile Hawthorn was in trouble with a split in his exhaust pipe, the fumes entering the cockpit and making him feel dizzy. Farther back Behra had scabbled past Trintignant only to have a rear axle mounting break so that he had to retire on lap 12. It took Fangio only 2½ laps to catch Farina, and though the latter tried all he knew to hang onto the Maserati, Fangio eventually got away as the cars left Stavelot to begin the uphill climb back to the start. Just before completing the 15th lap Farina's car burst and he coasted into the side of the road leaving Fangio to continue quite unchallenged, for Hawthorn was over one minute behind, with Trintignant even farther back. During the next few laps Hawthorn began to slow and it was clear that he was far from well, so, thinking he was not fully recovered from his previous accident, and that his injured leg was giving him trouble, Ferraris prepared Gonzalez to take over his car, flagging Hawthorn in as he started lap 19; it was only willpower that got him round that lap and he came into the pits and collapsed over the wheel. He was quickly lifted out and Gonzalez got in and was away, but already Trintignant had gone by into second place. While Hawthorn was revived Gonzalez was discovering the reason for the English driver's collapse, which was the broken exhaust pipe allowing fumes into the cockpit and at the end of one lap he stopped to have it repaired, for apart from the fumes the flames were burning the driver's arm. The pipe being on the opposite side of the car to the pits this break had gone unnoticed in the change of drivers as Hawthorn was unable to tell anyone until it was too late. This all happened after Fangio had completed 21 of the 36 laps over which the race was being run, and while the pipe was repaired Gonzalez lost nearly a whole lap so that the race, as such, was now over and of the 14 starters only seven were still running. Moss had been driving very steadily in mid-field and with all the retirements and delays he moved up into third place, about half a lap behind Trintignant, while for a similar reason Pilette with the yellow Gordini moved up to fourth place, followed by Bira and Mantovani, the latter having stopped three times for changing plugs. Paul Frere had retired with a broken rear axle, after two pit stops to remove water from the plug recesses, due to spray from the radiator, a common Gordini trouble.

Fangio could now ease right up and he dropped his lap times down to 4 min. 40 sec., so that Trintignant began to close up on him, but not dangerously so, and providing the Maserati did not break the Argentinian was a certain winner. Gonzalez restarted in sixth place, caught Bira and then a few laps later he caught Pilette, but Moss was too far away and the Ferrari settled down to finish the race. Unknown to the Italians Moss had lost all his oil pressure and was driving with his fingers crossed hoping the car would complete the course if it was not strained too much. Seven laps before the end Trintignant lapped Moss, Fangio having already done so; thus only the first two cars were on the same lap and in that order the seven remaining cars finished the Belgian Grand Prix, with Fangio in a well deserved first place having made a fantastic re-entry into European racing. He made the fastest lap and finished the day well and truly in the lead for the World Championship, while his race speed was a new record, being faster than that recorded by Farina with the 159 Alfa-Romeo in 1951, so that clearly the new Formula I cars are showing great progress. His driving throughout the race, and practice as well, had been remarkable and having put the Maserati trident back on the map it will be interesting to see what he can do for the Mercedes-Benz star, for he was only on loan for the Belgian race.

Results :

**BELGIAN GRAND PRIX—Formula I—36 Laps—509 Kilometres—Hot and Dry.**

|   |   |
|---|---|
| 1st : J. M. Fangio (Maserati) ...                 | 2 hr. 44 min. 42.4 sec. —185.172 k.p.h. |
| 2nd : M. Trintignant (Ferrari) ...                | 2 hr. 45 min. 06.6 sec. —184.720 k.p.h. |
| 3rd : S. Moss (Maserati) ...                      | 2 hr. 46 min. 09.0 sec. —1 lap behind   |
| 4th : J. M. Hawthorn/J. F. Gonzalez (Ferrari) ... | 2 hr. 47 min. 25.2 sec. —1 lap behind   |
| 5th : A. Pilette (Gordini) ...                    | 2 hr. 48 min. 25.0 sec. —1 lap behind   |
| 6th : B. Bira (Maserati) ...                      | 2 hr. 49 min. 07.7 sec. —1 lap behind   |
| 7th : S. Mantovani (Maserati) ...                 | ... —2 laps behind                      |

Fastest lap : J. M. Fangio (Maserati), 13th lap in 4 min. 25.5 sec.—191.547 k.p.h.  
 Retired : R. Mieres (Maserati), caught fire, lap 1; J. F. Gonzalez (Ferrari), engine, lap 1; J. Swaters (Ferrari), engine, lap 1; O. Marimon (Maserati), engine, lap 3; J. Behra (Gordini), rear suspension, lap 12; P. Frere (Gordini), rear axle, lap 15; G. Farina (Ferrari), mechanical trouble, lap 15.

SPA SHORTS

Most unfortunate man at the Belgian Grand Prix must surely have been Mieres for apart from his car catching fire just after the start, it had split an oil pipe at the start of both practice periods, and he had little opportunity to learn the circuit. Fortunately, the fire did not do very much damage.

Johnny Claes, who had no car for this year's race, had the consolation of taking the winner and his wife back to Spa after the race in a Gran Turismo Aurelia.

\* \* \*

On the long curve at Stavelot Fangio was able to gain over one second over most drivers, on driving alone. Hand timing showed Moss and Behra to be amongst the fastest of the general run of the field.

\* \* \*

Bira was well satisfied with his new Maserati, having a non-stop run, but neither he nor Moss dare use 8,000 r.p.m. as Marimon and Fangio were doing, for they did not have spare engines to hand.

\* \* \*

The exhaust fumes that caused Hawthorn to collapse were seeping under his visor so slowly that he was unaware of the effect until he suddenly found himself motoring on the grass at one point.

LETTERS FROM READERS—continued from page 394

COMMENT

Sir,

May I join in the spate of correspondence on the subjects of Austin-Healeys and Volkswagen?

I ordered an Austin-Healey when it was first shown at Earls Court. My only stipulation was that the car should be as displayed and perform in standard form at least as well as my Silverstone Healey. By the time a car was available I had competed against several standard Austin-Healeys and found them by no means as fast as my Silverstone.

I was then offered the "Le Mans" modifications, which theoretically endowed the A.-H. with almost exactly the same performance as the Silverstone had in fact. The price was raised some £200 and the car would not be supplied, at this figure, through any agent.

I did not accept the car but have since noted that the standard A.-H. is approximately one second slower than my Silverstone over the quarter-mile and about two seconds slower than Brooks' standard Silverstone at Goodwood. The Le Mans A.-H. at Brunton was about 1.5 sec. slower than my car.

The only Austin-Healey which has, to my knowledge, proved slightly faster than the Silverstone is the works car driven by Rudd at Brighton last September. I believe this was the car tested by one or more of your contemporaries.

Recently I bought a Volkswagen to replace my Morris Minor, which had consumed two engines in 17,000 miles, together with both front suspension units and two sets of brakes (shoes and all). The VW does just a little better than the makers claim in every respect. It is a superb design, beautifully made and finished in every detail. Even the pedal positions, which you rightly criticised, are easily adjustable.

In contradistinction I bought a new Ford Zephyr this year. It was only partly assembled when delivered and after 7,000 miles (and ten days in agents' hands) it is, to me, a classic example of bad design and appalling workmanship. I have no doubt that the Volkswagen service organisation is almost as good as Fords' but I have a feeling that I shall not be quite so much in need of it.

I hope you continue with your efforts to obtain "same as you can buy" cars for test and give your readers the plain uncensored truth. Those of us who buy foreign cars and thereby make a disproportionate contribution to the Treasury by way of import duty and inflated purchase tax do so through no love of the foreigner nor any wish to waste money.

If the ever-growing popularity of the Volkswagen does anything to shake the British manufacturers out of their "couldn't care less" attitude towards their customers, we who are so "unpatriotic" as to help ourselves to the better things of life will have made a substantial contribution to this country's survival in world markets.

I am, Yours, etc.,

Salisbury Green.

DENYS H. SESSIONS.

Peter Cavanagh, whose "Cars I Have Owned" article appeared in our April issue, has suggested the formation of a Healey Drivers' Club. Mr. Donald Healey has consented to become the Club's President and "Mort" Morris Goodall will assist in an advisory capacity to those members wishing to enter for competitive events. Healey owners can obtain details of this new Club from: N. G. Perkins, 1, Lattice Avenue, Ipswich.

# THE DECLINE OF THE SMALL BRITISH SPORTS CAR

*What Has Happened, Queries the Editor, to the Under-1,100-c.c., Lightweight, Inexpensive Cars in this Category?*

IT is an astonishing fact that in spite of the enthusiasm for motor sport prevailing all over the globe, including this country, the class of car which best meets the growing demand has practically disappeared from the British market. I refer to the small sports car, relatively inexpensive to purchase and to operate, which was once freely available to youth and beauty between the ages of 18 and 80. Look at the cars offered today and you will find that the least-expensive "off the peg" sports car is the Mk. II Dellow, at £448 plus p.t., compared with the lowest-priced non-sports car, the Ford Popular, at £275 plus p.t., both, incidentally, using the same 1,172-c.c. side-valve power unit. Moreover, apart from price, the selection of small sports cars available on the British market today can only be termed pathetic. Taking 1½ litres as the top capacity limit we find only six basic sports models by five different manufacturers. Come down to a capacity limit of 1,100 c.c., once so popular, and the representation is reduced to one. Of under-850-c.c. sports cars the score is nil, in spite of the one-time popularity of Austin, M.G., Triumph and Vale cars of this engine size and the attention which Continental manufacturers are devoting to the smallest sports cars through the medium of Dyna-Panhard, Renault, D.B., D.K.W., Fiat, etc.

The rising cost of existence in this green and pleasant land, the burning desire to motor interestingly, and the defence of the old Vale sports model by MOTOR SPORT readers (see the correspondence pages last month and this\*), indicate with clarity that there should be an appreciable demand for small two-seater and occasional four-seater sports cars of under 1,100 c.c.

In this country the former capacity classes in competition events of up to 850 c.c., 851-1,100 c.c. and 1,101-1,500 c.c. are used less frequently than they used to be, but on the Continent these, or near, distinctions are made. So it seems droll that the Allard Palm Beach is 8 c.c. above the 1,500-c.c. limit, the Dellow 72 c.c. above the 1,100-c.c. limit and the TF M.G. Midget isn't really a midget at all, being 150 c.c. too large for the 1,100-c.c. class but giving away 250 c.c. to 1½-litre cars.

It is naturally possible to modify these engines to attain the required reduction or increase in capacity, but I am concerned here with "ready-to-wear" sports models. It is significant that the once-popular 1,100-c.c. class is in 1954—with enthusiasm for motor sport at its zenith—reduced to a single representative, the rather staid Singer Roadster. The under-850-c.c., as I have observed, is deadlier than the dodo.

In view of Britain's long association with small sports cars and the latent market for such attractive little high-performance cars, this is a sad state of affairs indeed.

Even before World War I, small sports cars like the eight-valve Bugatti and Calthorpe Minor were finding favour amongst the young bloods of that era. After the Armistice of 1918, firms like Hillman, Singer, Bugatti, Silver Hawk, Calthorpe, Morgan, A.C. and others catered for the small-sports-car market. By the mid-'twenties such jolly little cars were firmly established in popular favour.

Looking through the files of MOTOR SPORT for this period, it seems that if the Editor was not donning his leather coat and fur-edged flying helmet to test a Grand Prix Salmson he was doing so to try a Grand Sport Amilcar or to sample a sports Senechal, later to be joined by the Vernon-Derby and Mathis Six, etc. Alfa-Romeo, Bugatti and O.M. offered 1½-litre fast cars in a more elevated price-class. British manufacturers responded strongly, with the Anzani-Frazer-Nash, 12/50 Brooklands Lea-Francis, Super Sports A.B.C., the fast version of the 1½-litre four-cylinder A.C., the Redwing Riley, the very excellent big-port, short-stroke 12/50 "duck's bottom" Alvis, the beautifully made side-valve Aston Martin, the sports Gwynne, the 60-m.p.h. Jowett, the "Aero" Morgan three-wheeler, the stylish 11.9-h.p. M.G. (actually just outside the 1½-litre limit) which stemmed from Cecil Kimber's No. 1 M.G. of 1924, a car which today would be too spartan to appeal to most enthusiasts

\* This is particularly interesting, because before these letters were received I should have agreed with "A. B. C." in his comments on this particular sports car.—ED.



IN THE DAYS OF OLD WHEN MEN WERE BOLD, it was quite usual for drivers to embark on long-distance trials in hard-sprung, small-engined sports cars with a minimum of weather protection, as this pre-war picture of an H.R.G. followed by an M.G. approaching Simms Hill in the 1939 M.C.C. Exeter Trial demonstrates.

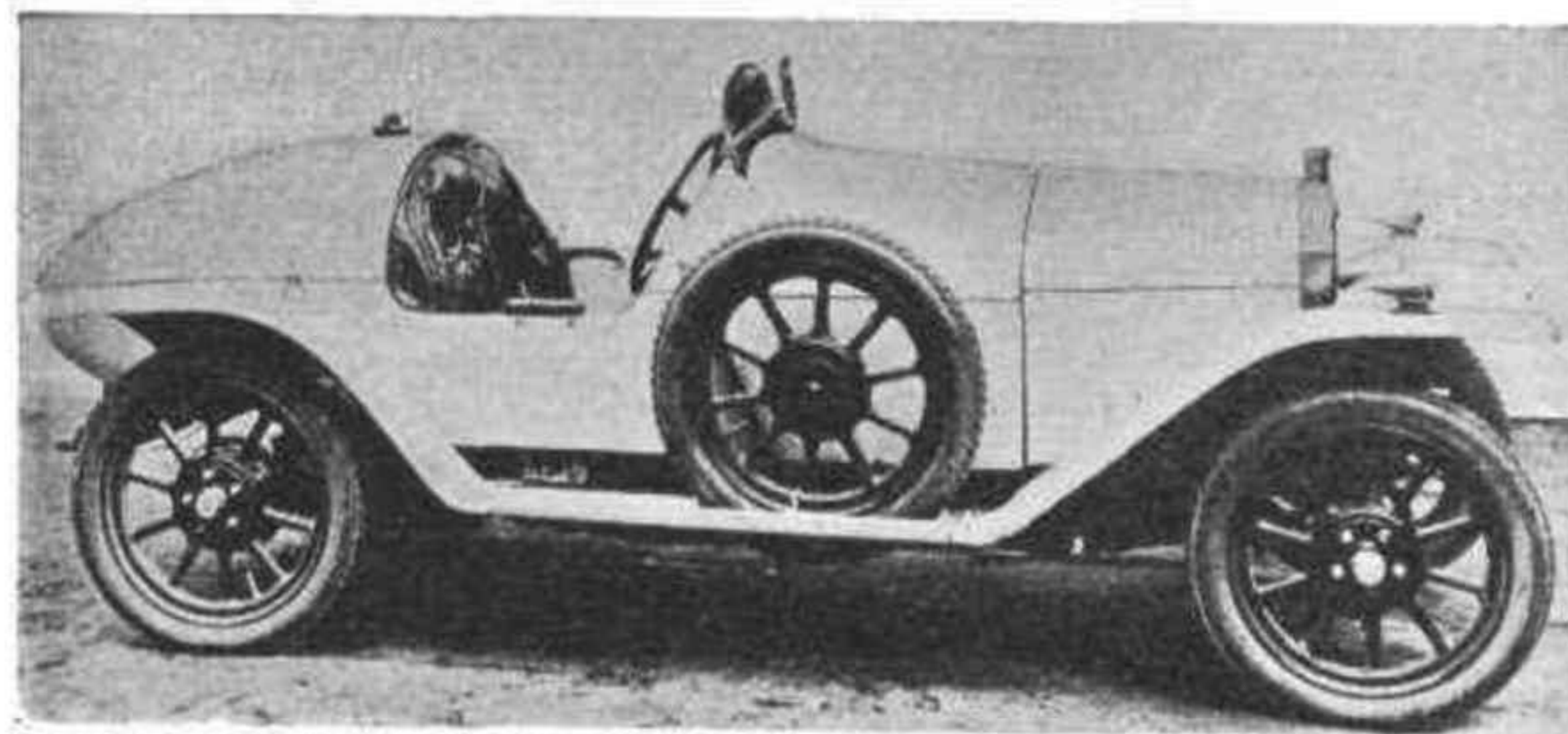
and the police,† and other lesser cars, while other manufacturers, such as Clyno, Windsor, Rover, Bayliss Thomas and Morris, etc., put sports bodies on their bread-and-butter chassis.

It was, indeed, the age of small sports cars! The "three esses" from France—Salmson, Surbaisse Amilcar and Senechal—were typical, having narrow two-seater bodies, sometimes with staggered seats, pointed tails like a Grand Prix racing car, and quite good four-wheel brakes. They had, respectively, twin-overhead-camshaft, side-valve and proprietary push-rod-o.h.v. engines, were capable of 70 m.p.h. or more, and sold for appreciably less than £300 from London-based concessionaires.

In the 1930s we had a good range of small sports cars on the market. Cecil Kimber had introduced the famous M-type M.G. Midget, virtually a standard o.h.c. Morris Minor chassis with sports pointed-tail fabric body, offering brisk motoring more by reason of light weight than anything drastic under the bonnet. It is nice to sometimes encounter an unspoiled version on the road today, beside which a TF Midget looks like a growing young giant. The M-type was available in "Double Twelve" form. The Austin Seven was offered as a mild sports two-seater by its makers as early as 1924, and Gordon England soon provided the fabric "Cup" two-seater and the "real racing" pointed-tail, staggered two-seater "Brooklands" model. By 1930 the "Ulster," in both blown and normally aspirated form, was an exceedingly attractive small sports car with a racing pedigree. Triumph offered the Coventry-Climax-powered 850-c.c. Super Seven in sports form, Vic Horsman racing two

† I drove this excellent "early morning" car about three years ago and enjoyed the experience enormously.—ED.

## OVER THIRTY YEARS APART



**THE SPORTS WOLSELEY TEN** of 1921.—With o.h.c. engine it was good for about 70 m.p.h. and was similar to the two-seater raced at Brooklands by Capt. Alistair Miller. "Excitements" not observable in the photograph included outside exhaust pipe and oil-filler extension to an aperture in the bonnet.

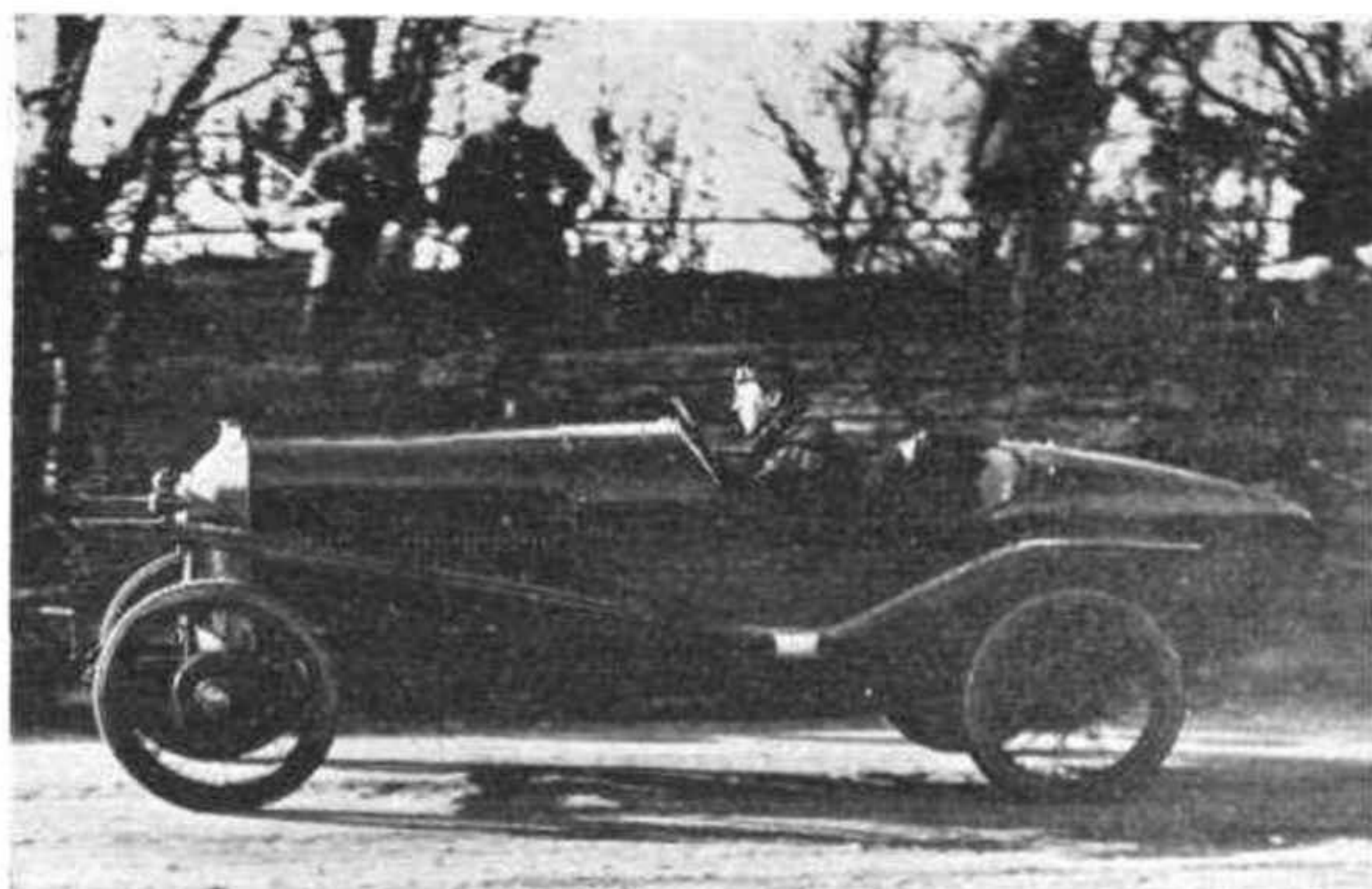


**THE MODERN TF M.G. MIDGET**, softly sprung, with i.f.s., push-rod o.h. valve gear, proper weather protection, luggage grid, boxed-in headlamps, etc., but thought by some to be too heavy for a sports car and too big to be called "Midget."

versions at Brooklands, and the Vale Special used this engine in a special, low-hung chassis. Singer had earlier introduced the sports-bodied "Porlock" version of the o.h.c. "Junior."

In the 1,100-c.c. class Geoffrey Taylor had launched his alluring low-chassis Alta and the Brooklands Riley Nine had been sponsored by Parry Thomas and Reid Railton.

From 1930 up to the outbreak of World War II can be regarded



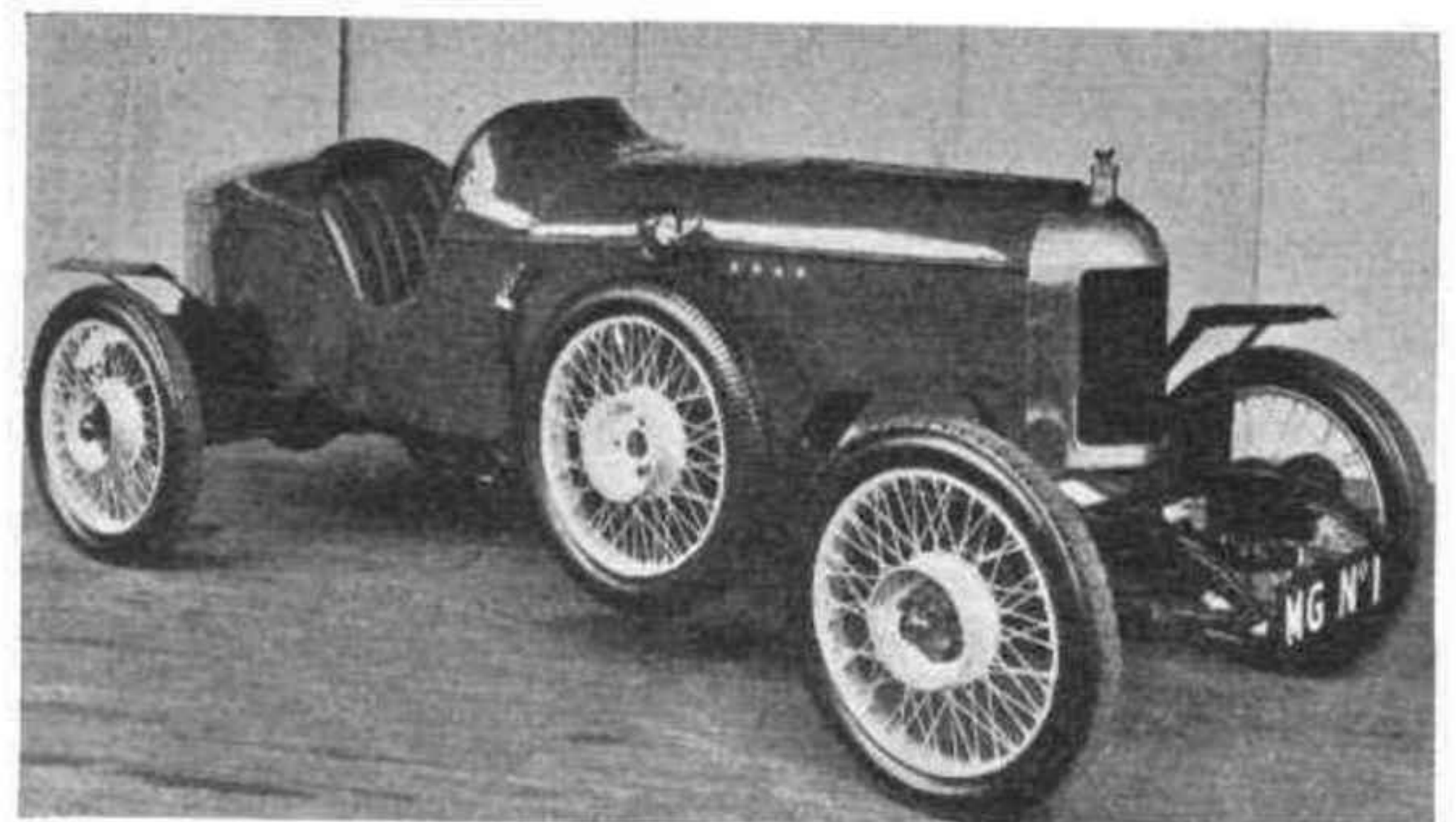
**ECHO OF THE MID-1920s.**—The Grand Sport Amilcar, with racing body and typically French wings, here seen in an Inter-Varsity Speed Trial, gave 75 m.p.h. for £285. At this time a Salmson cost the same, the Senechal sold for £240, the guaranteed-75-m.p.h. Brooklands Austin Seven for £265.

as the heyday of the British small sports car. The Singer Junior was soon to blossom out as the famous o.h.c. sports Nine, and Swift, Standard and others floated with the stream in offering sports bodies on their economy-car chassis. The M.G. Midget was developed via the two-carburettor J2 and P-types into the 939-c.c. PB model, the o.h.c. engine finally being replaced by the still-bigger T-type push-rod o.h.v. power unit. Blown and unblown 750-c.c. Montlhéry and J4 versions of the M-type were offered as true competition cars. The M.G. Magna and Wolseley Hornet six-cylinder o.h.c. cars came out as very popular sports models of "betwixt and between" 1,271-c.c. capacity, and the K-type M.G. Magnettes were pukka sports/racing 1,100-c.c. models, of which the blown K3 was in the higher price bracket. Riley introduced several excellent sports models, such as the Sprite and Ulster, which gained prestige because their engines formed the basis of the E.R.A. racing car. The o.h.c. Aston Martin and later "chain-gang" Meadows, Blackburn and Gough-engined Frazer-Nash cars were peers in the 1½-litre sports-car category, to be joined by the then-comparatively-low-priced Meadows-engined 1½-litre H.R.G., which in due course took on a Singer o.h.c. engine and was also offered in 1,100-c.c. form.

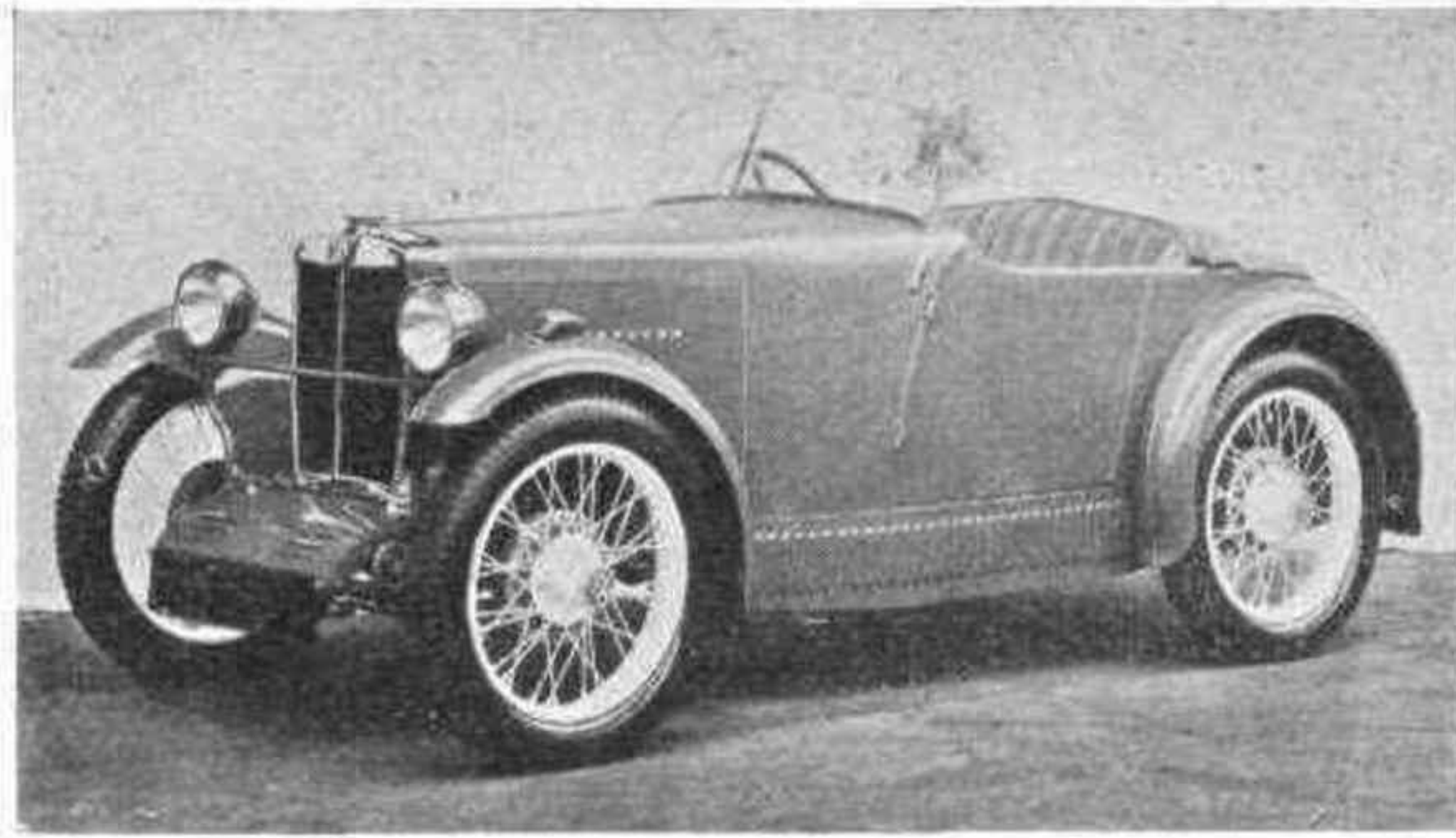
What a very different state of affairs exists today! Although the Continental manufacturers are developing some very potent and noteworthy small sports models, these are not available in the ordinary course of business from concessionaires in this country. The range of British under-1,500-c.c. sports models available in 1954 can be written down thus:—

| UNDER 850 c.c.        |       |                  |                 |             |              |                          |                 |                       |
|-----------------------|-------|------------------|-----------------|-------------|--------------|--------------------------|-----------------|-----------------------|
| Nil.                  |       |                  |                 |             |              |                          |                 |                       |
| 851—1,100 c.c.        |       |                  |                 |             |              |                          |                 |                       |
| Make                  | C.C.  | No. of cylinders | Valve gear      | Max. b.h.p. | No. of seats | Approx. dry weight (lb.) | Basic price (£) | Total price (£ s. d.) |
| Singer                | 1,074 | 4                | O.H.C.          | 36          | 4            | 1,750                    | 519½            | 737 8 9               |
| 1,101—1,500 c.c.      |       |                  |                 |             |              |                          |                 |                       |
| Dellow Mk. II         | 1,172 | 4                | S.V.            | 31          | 2            | 1,300                    | 448             | 635 15 10             |
| Dellow Mk. III        | 1,172 | 4                | S.V.            | 31          | 4            | 1,300                    | 498½            | 707 2 6               |
| H.R.G.                | 1,496 | 4                | O.H.C.          | 61          | 2            | 1,625                    | 895             | 1,269 0 10            |
| Jowett Jupiter Mk. IA | 1,496 | Flat-4           | Push-rod o.h.v. | 60          | 2/3          | 2,200                    | 725             | 1,028 4 2             |
| Jowett Jupiter R4     | 1,496 | Flat-4           | Push-rod o.h.v. | 65          | 2/3          | 1,568                    | 545             | 773 4 2               |
| M.G. TF Midget        | 1,250 | 4                | Push-rod o.h.v. | 57½         | 2            | 1,950                    | 550             | 780 5 10              |

This is not a very big selection, but if the quality is present it may be argued that this is of no moment. How, then, do these cars compare with those of the mid-twenties? They develop far more power, even the Singer, which as a four-seater roadster is not really



**BRITISH CONTRIBUTION** of the mid-1920s was the first M.G., completely devoid of weather protection and with wings that would upset the present-day policeman. But to drive it provides the rare satisfaction of wind howling past one's face, the "feel" of the engine working, a responsive gear-change which can also be felt, the intimacy and terrific visibility afforded by the narrow racing body, and extremely positive steering, which no modern small sports car can convey.



**THE MIDGET ARRIVES.**—The first of the M.G. Midgets, the fabric-bodied M-type of 1929, the chassis of which was virtually standard o.h.c. Morris Minor. Some enthusiasts own examples which are still in very fine condition.

a sports model at all, giving nearly the equal of the 1,100-c.c. sports models of 1925. But the excellent output of vigorous horses is offset by increased weight. A sports light car of 1925 weighed, ready for action, about 12 cwt. or less, whereas such a figure is today achieved only by the tubular-chassis Dellow with its comparatively sober side-valve power unit. The glass-fibre-bodied Jowett Jupiter R4, most exciting of our under-1½-litre sports cars, scales 14 cwt. dry. It has been a complaint of some of our correspondents that the 1½-litre TF M.G. is too heavy—it weighs over 17 cwt. dry—and although its performance has been maintained or improved by using the Stage Two tune for the engine, this involves a peak speed as high as 5,500 r.p.m. and is likely to produce an overall fuel consumption of less than 30 m.p.g.

The small sports cars of three decades or so ago were notable for simplicity and high gear ratios, yet light weight and low drag endowed them with quite "interesting" performance without excessive consumption of the then far less expensive fuel. Let me demonstrate this with another table:—

**1927**

| Car                | C.C.  | B.H.P. and R.P.M. | Top-gear ratio |
|--------------------|-------|-------------------|----------------|
| A.B.C. ...         | 1,320 | 40 @ 3,500        | 4.5 to 1       |
| A.C. ...           | 1,496 | —                 | 4.0 to 1       |
| Alvis ...          | 1,496 | 50 @ 3,500        | 4.3 to 1       |
| Alfa-Romeo ...     | 1,487 | —                 | 5.0 to 1       |
| Amilcar ...        | 1,078 | 34 @ 3,800        | 4.5 to 1       |
| Bond ...           | 1,496 | 50 @ 4,000        | 4.3 to 1       |
| Frazer-Nash ...    | 1,496 | 38 @ 3,700        | 3.8 to 1       |
| Lea-Francis ...    | 1,496 | —                 | 3.75 to 1      |
| Newton-Ceirano ... | 1,460 | 42 @ 3,200        | 4.075 to 1     |
| Salmson ...        | 1,086 | —                 | 4.0 to 1       |
| Senechal ...       | 1,094 | 39 @ 3,500        | 4.5 to 1       |

**1954**

|                      |       |              |                                 |
|----------------------|-------|--------------|---------------------------------|
| Dellow ...           | 1,172 | 31 @ 4,200   | 4.7 to 1 (5.5 to 1 alternative) |
| H.R.G. ...           | 1,496 | 61 @ 4,800   | 4.0 to 1                        |
| Jowett Jupiter Mk. I | 1,496 | 60 @ 4,500   | 4.56 to 1                       |
| Jowett Jupiter R4    | 1,496 | 65 @ 4,800   | 4.44 to 1 (o.d., 3.64 to 1)     |
| M.G. TF Midget ...   | 1,250 | 57.5 @ 5,500 | 4.875 to 1                      |

For once I am not riding my favourite hobby-horse by suggesting that the small-capacity sports cars of 1927 were in any way superior to those of 1954 (although if progress is to be measured, let us remember that a big-port 12/50 Super Sports Alvis was considered to give rather more than 50 very real horses and to weigh about 17½ cwt. fully equipped; Alvis Ltd. guaranteed 70 m.p.h. and many "duck's-bottoms" would do 80 or more). I merely imply that this class of car has been disgracefully neglected for many years and that a firm demand exists for simple, economical high-performance motor cars of 1,100 c.c. and smaller. They should have simple power units of comparatively low output to woo reliability, long mileage between servicing and fuel economy, the required performance being achieved by keeping the weight in the region of 12 cwt., preferably considerably less.

**HOW THE SPORTS M.G. MIDGET GREW UP**

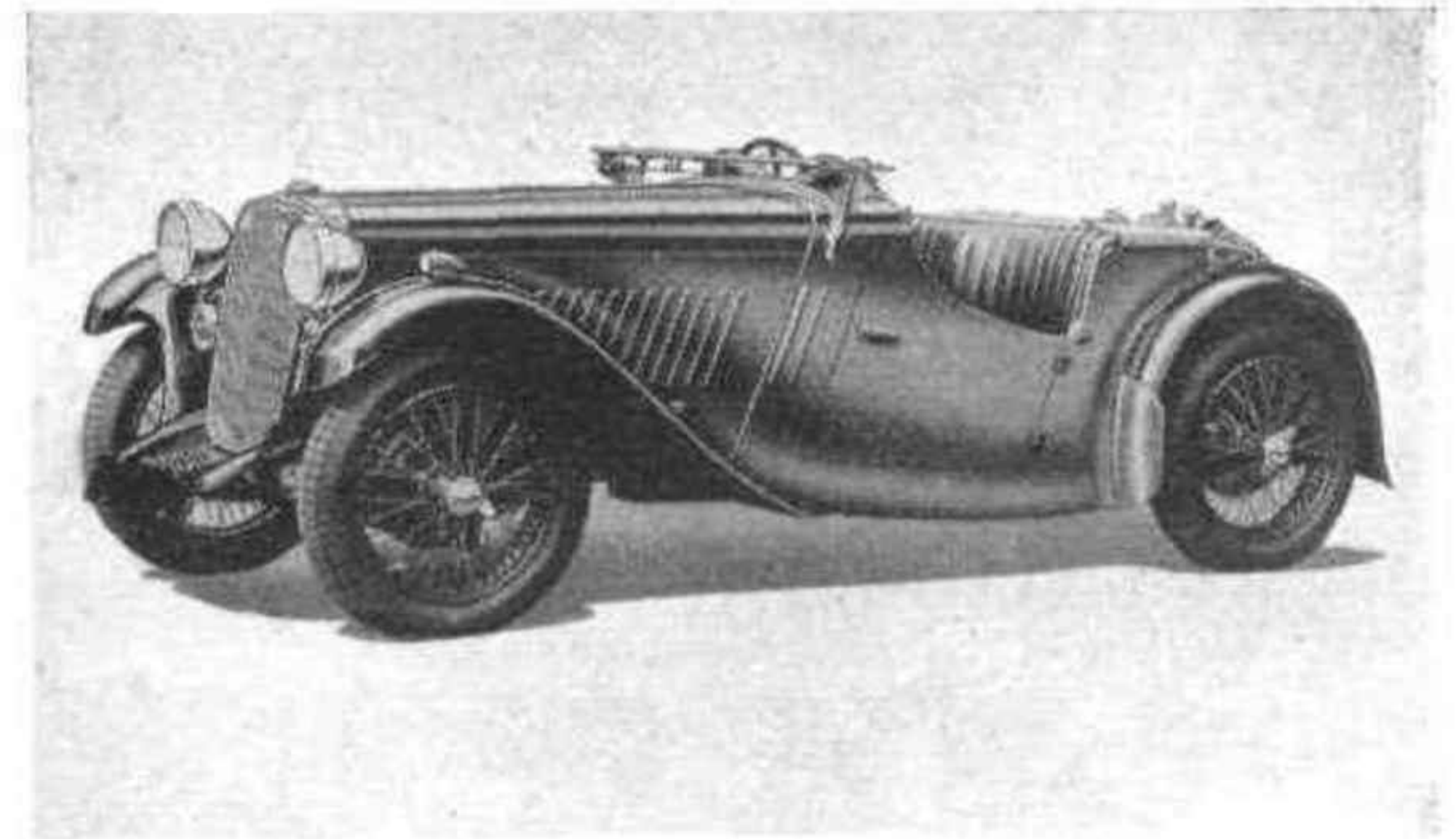
| Year      | Type          | C.C.  | Output                   |
|-----------|---------------|-------|--------------------------|
| 1929-1932 | M             | 847   | 20 b.h.p. @ 4,000 r.p.m. |
| 1930-1931 | Double-Twelve | 847   | 27 " @ 4,500 "           |
| 1931-1932 | Montlhéry C   | 746   | 37.4 " @ 6,000 "         |
| "         | " "           | 746   | 44.1 " @ 6,400 "         |
| "         | " "           | 746   | 52.5 " @ 5,000 " s/c.    |
| 1931-1932 | D             | 847   | 27 " @ 4,500 "           |
| 1932-1933 | J1            | 847   | 36 " @ 5,500 "           |
| 1932-1933 | J2            | 847   | 36 " @ 5,500 "           |
| 1932-1933 | J3            | 746   | — " s/c.                 |
| 1933 ...  | J4            | 746   | 72.3 " @ 6,000 " s/c.    |
| 1934-1935 | PA            | 847   | 36 " @ 5,500 "           |
| 1935-1936 | PB            | 939   | 43 " @ 5,500 "           |
| 1936-1939 | TA            | 1,292 | 50 " @ 4,500 "           |
| 1939 ...  | TB            | 1,250 | 54.4 " @ 5,200 "         |
| Post-war  | TC            | 1,250 | 54.4 " @ 5,200 "         |
| "         | TD            | 1,250 | 54.4 " @ 5,200 "         |
| 1954 ...  | TF            | 1,250 | 57.5 " @ 5,500 "         |

N.B.—The weight of the M.G. Midget increased down the years; whereas the M-type two-seater weighed about 10 cwt., the PA of 1934/35 turned the scales at 14½ cwt., the TD weighed 17½ cwt. with five gallons of fuel, or over 21 cwt. laden and ready to go.

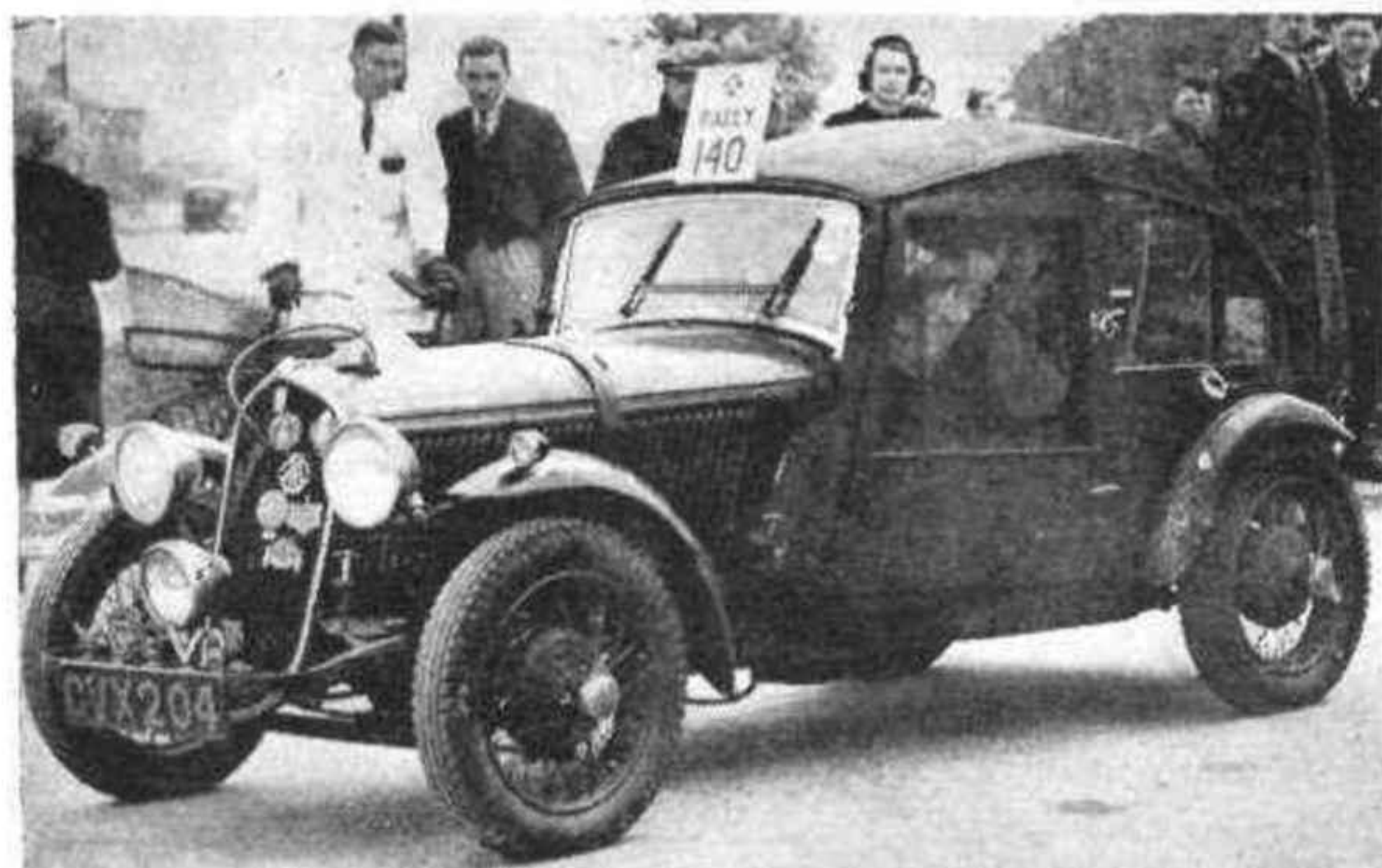
I visualise such cars as adjuncts to the family saloon for the middle-aged young, as well as the obvious choice of the rising generation. Although I have reached the age when I am supposed to have one foot in the grave and to be ready for putting out to grass in a nice quiet field within a year or two, I have never felt fitter in my life. I drove a sports two-seater on business and pleasure journeys in 1951, 1952 and 1953 without finding the absence of roof and wind-up windows a major inconvenience and, as keen as ever on motor sport, I can still drive 400 miles in a day without excessive fatigue and without speed or pleasure diminishing as such a journey nears its end. But I am aware that the sports two-seater is not everyone's everyday motor car. Some people complain of the nuisance of raising the hood every time it rains in this wet country, only to lower it again as the sun re-emerges because driving visibility and ventilation are badly impaired, of being unable to lock the vehicle and render it secure against today's crime-wave, of it being unsuitable for business and social (as distinct from sporting) occasions, of it causing too much nylon to be displayed during entry and egress, and of a small two-seater not allowing for even a planned family. In the 1920s, because saloons were sluggish, costly and not equipped with mod. cons., the gap between sports car and normal mode of transport was less marked.

The present price of sports cars precludes ownership of two cars in most cases, whereas the re-introduction of low-priced 1,100-c.c. sports models would open up a further market amongst those who would like to take a saloon instead of an umbrella on wet days, an open sports two-seater in place of golf-clubs at week-ends.

It cannot be denied that, however well established and excellent is the present range of under-1½-litre sports cars, it is nevertheless a restricted one. Only Singer and Dellow offer four-seaters, and the



**FAMOUS BRITISH SMALL SPORTS CAR** of the nineteen-thirties, the 972-c.c. Singer Nine Le Mans two-seater. The slab petrol tank and rear-mounted spare wheel(s) derived from the increase in popularity of mud-trials. The 1935 Speed Model was capable of 75.67 m.p.h. and 0 to 50 m.p.h. in 17 sec; it cost £225.



**NO NEED TO GET WET.**—A. C. Westwood rigged up this coupé body on the Fiat Balilla he drove in the 1938 R.A.C. Rally. The Balilla was an excellent small sports car, with higher gear ratios and steering ratio than was usual in British designs.

latter, developed from a trials car, is not intended to perform at much above 65 m.p.h. The H.R.G. has become relatively costly and is harshly cart-sprung, although admirable for the truly enthusiastic and competition-minded. The Mk. IA Jowett Jupiter is luxurious rather than inexpensively sporting and I have had no experience of the R4, which for all I know may never have gone into production, although on paper it seems about the best of them all in this category. The M.G. has a big following and we have read recently in these pages arguments for and against, but it is of an unfortunate capacity for competition work. And I cannot give a personal opinion of the TF, because the Nuffield Organisation's General Publicity Manager, Mr. R. A. Bishop, has informed me that this and other Nuffield cars are not available for road-test by MOTOR SPORT; no reason was given but perhaps they themselves no longer consider the TF a sports car?

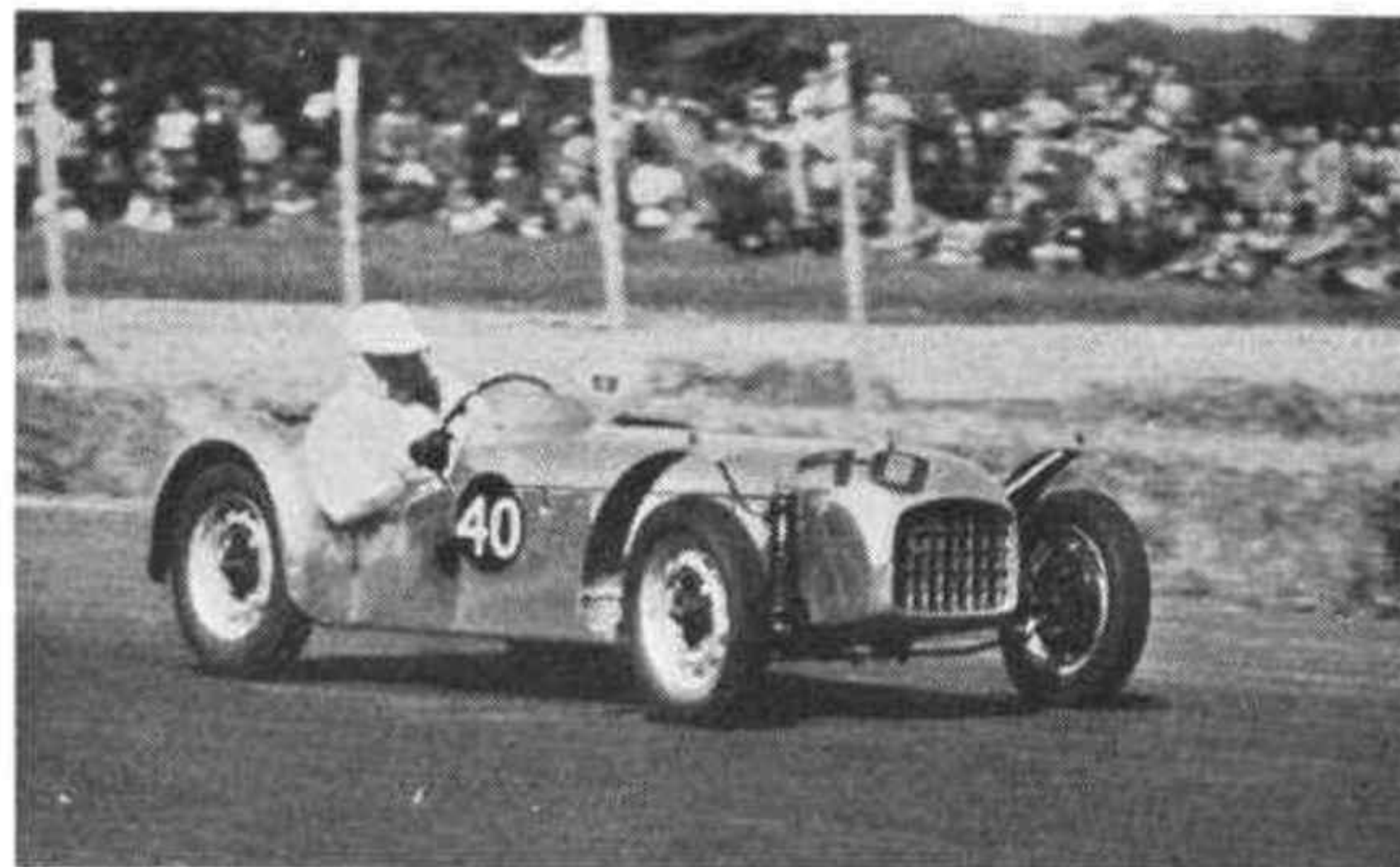
When you recollect the excellent sports cars of modest dimensions made in the past by the small concerns, the big combines should be able to build some really excellent models today—incidentally, what nostalgia is aroused by recalling those small constructors, not to mention the many small coachbuilders who specialised in sports bodywork on popular chassis but which, alas, have passed on.

In view of what is achieved today with engines of 800 c.c. and under in the saloon-car field (right down to the 375-c.c. engine of the Citroën 2 c.v.), I cannot see why a modern 80/85-m.p.h. sports car should need an engine exceeding 1,100 c.c. From production sports models of this kind might develop more specialised sports racing small-capacity cars able to defend British prestige in International races and rallies in which, at present, the Continental manufacturers have a monopoly of the honours.

It will be argued that the answer is to build your own sports car



**TYPICAL.**—The pre-war H.R.G. was typical of the best type of small sports car. The first models had a 1½-litre push-rod Meadows engine and could do nearly 90 m.p.h.; later o.h.c. Singer engines were used and today, made only in 1½-litre form, it is by far the most costly of Britain's under-1½-litre sports models.



**A SOLUTION** to the few small sports models now available is to build your own, such as the very excellent Lotus. A Ford-engined example is seen here racing at Ibsley.

from some of the excellent kits of parts now available, such as the remarkably effective Lotus, the Cooper, the Tojeiro, the Buckler or the Lister, etc. Such chassis frames and components, using a Ford Ten engine reduced to under 1,100 c.c. or a Ford Consul similarly brought below 1½ litres or a "hotted-up" M.G. engine increased to the latter capacity, provide just what I have in mind, especially as good roadholding and handling qualities generally are so essential to the enjoyment of sports motoring—some of us remember how we longed for an Ulster Austin Seven instead of a Chummy, even if it had to have a "cooking engine," because of the greater safety and control it offered even at modest speeds.

Not everyone, however, even with memories of their Meccano days still clear, wants to build a sports car. For this reason I think a return on the part of our manufacturers to under-1,100-c.c. sports cars is overdue. They would represent attractive vehicles both for home consumption and export. Shall we see some new small sports cars in this category at the next Earls Court Motor Exhibition?

W. B.

## THE 12-HOUR RACE AT HYERES

June 6th.

The 12-hour race on the triangular circuit at Hyeres on the south coast of France, near Toulon, saw quite a number of British competitors taking part, amongst whom were Abecassis/Gaze with the H.W.M.-Jaguar, Whitehead/Hamilton with Peter's special Cooper-Jaguar, Alan Brown with his Cooper-Bristol, A. G. Whitehead/Griffiths with a DB3S Aston Martin, Mann/Brackebury with the former's special coupé-bodied DB3 Aston Martin and Green with a Bristol-Kieft. The Cooper-Jaguar was unable to start due to failure of a vital part in the brake system.

Favourites for the race were Trintignant and Piotti who were sharing a 3-litre 12-cylinder Ferrari, though the H.W.M. was going extremely well. In the opening stages Brown kept the Cooper-Bristol in third place, until a bearing in the rear-end seized up, though Abecassis and Gaze had the H.W.M. firmly in second position, in spite of frequent stops for water due to a fractured water pipe. Their distance behind the Ferrari varied considerably, depending upon which driver was handling the Italian car, as the variation in lap-times between Trintignant and Piotti was remarkable, whereas the H.W.M. drivers were running very consistently. The organisation of the event was very much of a "free-for-all" nature and towards the end of the 12 hours the officials felt that the H.W.M. had been taking on more water than was decently permitted by the regulations and decided to disqualify the car. This produced a bit of an uproar amongst the British, but Abecassis inadvertently settled the problem by crashing on the last lap of the race and failing to finish.

### Results :

#### 12 Hours—Sports Cars

|       |                                    |                          |                    |
|-------|------------------------------------|--------------------------|--------------------|
| 1st : | M. Trintignant/R. Piotti (Ferrari) | 1,581.414 kilometres     | ... 131.784 k.p.h. |
| 2nd : | M. Picard/C. Pozzi (Ferrari)       | ... 1,515.278 kilometres |                    |
| 3rd : | Armengaud/Abbo (Osca)              | ... 1,417.376 kilometres |                    |

# FIRST AGAIN



*leads!*

## LE MANS 24 HOUR RACE

**1st FERRARI** Gonzalez Trintignant

**2nd JAGUAR** Rolt Hamilton

**4th JAGUAR**

*Index of Performance*

**1st DB PANHARD** Bonnet Bayol

3,000-5,000-c.c. class won by  
**FERRARI** Gonzalez Trintignant

2,000-3,000-c.c. class won by  
**GORDINI** Guelfi Pollet

1,500-2,000-c.c. class won by  
**BRISTOL** Wilson Mayers

500-750-c.c. class won by  
**DB PANHARD** Bonnet Bayol

(Subject to official confirmation)

*You can be sure of*



# OPENING MEETING AT AINTREE

**Stirling Moss Drives Impeccably to Win B.A.R.C. "Daily Telegraph" 100-mile "Aintree 200" and 30-mile 500-c.c. Race. Duncan-Hamilton's Jaguar Beats the Rest in the Sports-Car Race. Lap Record 81.82 m.p.h. by Collins (Thinwall Ferrari). B.R.M.s Outclassed.**

**T**HE new motor-racing circuit at Aintree, near Liverpool, opened to a wet but successful International meeting organised by the B.A.R.C. for the *Daily Telegraph* on May 29th. The circuit is, with Silverstone, the longest in this country, having a lap distance of exactly three miles. It possesses long straights and a series of interesting bends, is smooth and well surfaced in Asphaltic Grittite, but resembles an airfield circuit in being perfectly flat—although the huge and elaborate horse-race grandstands ensure an excellent view. A good deal of mud got conveyed to the course, which, like airfield circuits, lacks definition at the corners. With more hunting and a band it could resemble a Continental venue.

The B.A.R.C. wisely chose a sort of revival of their classic 200-Mile Race, but opened this to Formule Libre racing cars, and ran it as two 50-mile qualifying heats and a 100-mile final, probably thinking 150 miles was enough for the average English racing car. Continental drivers, who braved the dismal "Manchester weather" which unkindly enveloped Aintree for practice and the race, numbered Jean Behra, Andre Pilette (Gordinis), P. Etancelin (Talbot), Prince Bira (Maserati) and the American driver Carroll Shelby (Aston Martin).

The official figure for attendance is 25,000, and the prevailing enthusiasm was reflected by the dripping umbrellas of spectators who stuck it out on the top of the stands and in the enclosures. They were rewarded by seeing Stirling Moss drive in truly professional style to retrieve lost fortune, his new Maserati winning the "Aintree International 200" race and his Beart-tuned Cooper-Norton dominating the 500-c.c. event. Duncan-Hamilton took sports-car honours in his Type C Jaguar from the brilliant American, Shelby, in his Aston Martin DB3S and Jimmy Stewart in the ex-Le Mans-winning Ecurie Ecosse Jaguar. The O.R.M.A. proved that it has the right drivers, Flockhart winning Heat 2 in fine style, but neither his nor Wharton's new Mk. II B.R.M. had sufficient stamina for the 100 miles of the final, both suffering from disc brakes with insufficient retarding ability. Peter Collins showed outstanding virtuosity in the 4½-litre Thinwall Ferrari, second in Heat 1 to Parnell's smaller Ferrari, but it, too, grew tired of "long-distance" racing. Lap speeds were considerably lower than at Silverstone and Goodwood, the eight corners offsetting the long straights.

The meeting was well run but seemed somewhat over-organised to those unaccustomed to the elaborate lay-out and multiplication of officials at Aintree. One area-marshal proved needlessly obstructive to those brave mortals, the motor-racing picture-makers, who take risks to show us what happened with no "come-back" if they get bowled over, and one heat started a few minutes late, remarkable only because of the extreme punctuality of B.A.R.C. Goodwood races and entirely excusable under the prevailing "next to impossible" conditions. As the Duke of Richmond and Gordon said, Mrs. Topham's new circuit had at least been tested under the worst possible conditions and not found wanting. The "Christian names—over to you, old boy" p.a. commentary was open to criticism, because the commentators discussed "form" between themselves which gave rise to contradictions, and cracked jokes in the modern slap-happy manner, which we consider in poor taste at an International meeting. On one occasion they "tore the scoreboard off a strip" for being behind with race positions but it was only occasionally that we got more than the "first three" from the loudspeakers, although James Tilling had a lady lap-scoring for him and was obviously "on the beam." But is it reassuring for spectators when commentators call up one another for confirmation of whether or not a car sounds to be in trouble, or whether a driver is or is not on the same lap as the leaders, and so on? [This isn't sour-grapes criticism, because the proximity of a "mike" scares me stiff! But it may be that announcers have come to treat these once-fearsome objects with too great a degree of familiarity.—Ed.]

Otherwise, bravo Stirling Moss and thank you, Mrs. Topham. Aintree, we think, setting aside some purely personal prejudices, has its future in its tomorrows.—W. B.

\* \* \*

## THE OPENING CEREMONY

One felt especially sorry that heavy rain was still falling as Earl Howe prepared to "break the tape" of the new Aintree circuit

in his immaculate Aston Martin DB2. He addressed the crowds, at first inaudibly due to microphone maladies and then at full blast after he had found the right button—he obviously knows more about accelerators than acoustics. Mrs. Topham also said a few words, remarking "I don't like this" as she handed the microphone back, and the new circuit, with its Melling Crossing, Tatts Corner, Becher's Brook (Bend, Valentine's Way and Railway Straight, was open. Motor-racing enthusiasts in the Midlands and the North will become familiar with this fine £100,000 circuit but at this opening meeting we are sure many of the spectators expected to see Ken Wharton riding the jumps on Freebooter and Prince Bira leading in Early Mist.

## SPORTS-CAR RACE (10 Laps)

This provided a short, sharp curtain-raiser, in heavy rain. The field was interesting, with seven Type C Jaguars, including the three Ecurie Ecosse cars of Stewart, Sanderson and Sir James Scott-Douglas, and Duncan-Hamilton's Le Mans practice car, Salvadori's Maserati, Chapman's Lotus, Carroll Shelby's Sebring Aston Martin DB3S in American colours, Reece's 1,096-c.c. Osca, McAlpine's new Sports Connaught, and examples of Frazer-Nash, Healey, Cooper-Bristol, Kieft, XK120 Jaguar, Aston Martin and H.W.M.

Stewart led after the initial melée, but Duncan-Hamilton sat close behind and Shelby came through the field, driving well. We noticed Protheroe cornering well in his XK120, Gould was seen through the spray having his usual dice in the Kieft, Dickson's Frazer-Nash had business-like intakes on its bonnet, etc., and Walton snaked a bit in his Cooper-Bristol. Chapman, riding Lotus, fell at Becher's Brook!

Hamilton's Jaguar took the lead a few laps from the end, Stewart appearing to miss a vital gear-change. Shelby also passed the Ecurie Ecosse car, and the line-ahead Scottish running was interfered with because Tony Gaze had the H.W.M.-Jaguar ahead of Sanderson and Sir Scott-Douglas, finishing a second behind Stewart and actually setting fastest lap, at 75.1 m.p.h. Salvadori led Gould, of the 2-litre contingent. Duncan certainly pressed on, averaging nearly 74 m.p.h. under very wet conditions against Moss' winning 77.7 m.p.h. in the F. I. car in the Formule Libre race on a dry track, although over three times the distance.

|       |                             |     |                   |     |              |
|-------|-----------------------------|-----|-------------------|-----|--------------|
| 1st : | J. Duncan-Hamilton (Jaguar) | ... | 24 min. 20.4 sec. | ... | 73.97 m.p.h. |
| 2nd : | C. Shelby (Aston Martin)    | ... | 24 min. 28.0 sec. |     |              |
| 3rd : | J. R. Stewart (Jaguar)      | ... | 24 min. 34.0 sec. |     |              |

Fastest lap : F. A. O. Gaze (H.W.M.), 75.1 m.p.h.

## FORMULE LIBRE AINTREE 200—Heat 1 (17 Laps)

Any hopes that the rain might cease before the racing cars came out were effectively damped. Only three cars non-started, as some compensation, these being Dunham's D.H.S., the Emeryson and the Marquis de Portago's Maserati. This left Behra's blue Gordini, Parnell's 1953/4 Ferrari, Moss' Maserati, Wharton's stub-exhaust Mk. II B.R.M., McAlpine's, Marr's, Sir Jeremy Boles' and Young's 2-litre Connaughts, Gould's Cooper-Bristol, Brooke's H.W.M., Fairman's Turner, Hall's Cooper-Bristol, the aged E.R.A.s of Somervail and Birrell and Peter Collins in the 4½-litre Ferrari Thinwall Special.

Collins, who certainly never seems to recognise when a car is going as fast as it wants to, was expected in some quarters to be wild with all the Thinwall horses at his command. Instead, after a brilliant start, headed only by Parnell, he drove this big, magnificent car splendidly, leading from the first lap, from Parnell, Behra and Moss. Lapping at nearly 80 m.p.h. in clouds of spray, he built up a truly commanding lead after less than ten miles. Already McAlpine was in, wasting 30 seconds, asking puzzled mechanics to examine the Connaught's near-side front wheel, which appeared undamaged, and Boles' Connaught was in trouble, to stop on the circuit on lap seven.

It looked as if the Thinwall and its new driver would win in a canter, until a change of exhaust note heralded trouble. The odd beat of the V12 engine often suggests misfiring when all is well, but now, after nine laps, the discerning reported the big Ferrari in difficulties. Parnell's 2½-litre car had closed right up and on lap ten



passed Collins in front of the pits. Moss was in third place, having taken the Gordini on lap nine, but Collins had sufficient in hand to remain ahead of "No. 7" Maserati. Wharton never got the B.R.M. higher than fifth until lap 10, when he overtook the ailing Gordini. Somervail's gallant E.R.A. took on oil, just losing its place to Marr's Connaught. Otherwise, no excitement.

|       |                                     |     |     |                 |     |              |
|-------|-------------------------------------|-----|-----|-----------------|-----|--------------|
| 1st : | R. Parnell (Ferrari)                | ... | ... | 39 min. 45 sec. | ... | 76.97 m.p.h. |
| 2nd : | P. Collins (Ferrari)                | ... | ... | 40 min. 7 sec.  |     |              |
| 3rd : | S. Moss (Maserati)                  | ... | ... | 40 min. 12 sec. |     |              |
|       | Fastest lap : Collins, 79.88 m.p.h. |     |     |                 |     |              |

**FORMULE LIBRE AINTREE 200—Heat 2 (17 Laps)**

Fortified by lunch, the crowd settled down to watch Heat 2. With Whiteaway (H.W.M.), Nuckey (Cooper-Bristol), Lewis (E.R.A.) and Lund (Frazer-Nash) non-starters, the field consisted of the Belgian Pilette in a yellow Gordini, the Maseratis of Bira and Salvadori, Gaze's H.W.M., Tyrer's massive Bristol-Alta, Thorne and Boulton in Connaughts, Rolt in Rob Walker's Connaught, Gerard's Cooper-Bristol, Graham Whitehead's and Flint's E.R.A.s (the latter's is "Remus"), Etancelin's 4½-litre Talbot, the R.R.A. and Flockhart for B.R.M. Of these, Bira was left with oil running from the front of his car and Gaze was in almost immediately for a plug change, a trouble which dogged him all the rest of the race.

Flockhart at once put the B.R.M. at the head of affairs, controlling it like an experienced driver, leading Salvadori and Gerard. Gerard was going splendidly in his bright green Cooper-Bristol, watched by Joan Gerard, but Rolt, behind him, was losing ground, to retire with gearbox trouble. The R.R.A., too, had a heart-stopping overtaking episode on lap five and also retired, Whitehead called at his pit and Tyrer was lapped by almost the entire field. Bira had started eventually, but was soon back at his pit.

Interest centred on Salvadori's relentless chasing of the B.R.M.; on lap 12 he was within 3 sec. of Flockhart and lapping faster, a lap later six lengths behind, then 1½ lengths, and seeming to accelerate nearly as well, suggesting trouble in the V16. Flockhart scraped in to win by 3 sec., the order of the leaders unchanged.

|       |                                      |     |     |                   |     |              |
|-------|--------------------------------------|-----|-----|-------------------|-----|--------------|
| 1st : | R. Flockhart (B.R.M.)                | ... | ... | 39 min. 47.2 sec. | ... | 76.92 m.p.h. |
| 2nd : | R. Salvadori (Maserati)              | ... | ... | 39 min. 50.2 sec. |     |              |
| 3rd : | F. R. Gerard (Cooper-Bristol)        | ... | ... | 40 min. 50.6 sec. |     |              |
|       | Fastest lap : Salvadori, 79.3 m.p.h. |     |     |                   |     |              |

**500-C.C. SCRATCH RACE (10 Laps)**

It was certainly Moss' day and with his well-known virtuosity he took the Beart Cooper-Norton to the front and ran right clear of the others, winning at nearly 71 m.p.h. in the wet, and setting a F. III lap record of 72.19 m.p.h. Don Parker held second place and behind Russell was well established as third, but Brandon in Nuckey's Cooper was engaged in a terrific ding-dong with Hall's Cooper, ending in Eric's favour by 6 sec. Leston was not present. Incidents included gyrations by Howard and Phillipson at Tatts, engine failure on the part of Harris and Bueb, the disappearance of the Revis as it seemed to be coming into the picture, and a head-on argument with the wall at Anchor Crossing by Graham Maude.

|       |                                  |     |     |                   |     |              |
|-------|----------------------------------|-----|-----|-------------------|-----|--------------|
| 1st : | S. Moss (Cooper)                 | ... | ... | 25 min. 22.8 sec. | ... | 70.92 m.p.h. |
| 2nd : | D. Parker (Kieft)                | ... | ... | 26 min. 0 sec.    |     |              |
| 3rd : | J. Russell (Cooper)              | ... | ... | 26 min. 2 sec.    |     |              |
|       | Fastest lap : Moss, 72.19 m.p.h. |     |     |                   |     |              |

**FORMULE LIBRE AINTREE 200—Final (34 Laps)**

On the grid in the front row were Parnell, Flockhart, Salvadori and Collins. The second row contained Moss, Wharton and Gerard, the third row Pilette, Behra, Etancelin and Hall, the fourth row Nuckey, Marr and McAlpine, the fifth row Fairman, Thorn, Birrell and Boulton, with Rolt, Whitehead and, somehow, Bira, at the back.

As "Ebby's" flag began to fall Collins got the Thinwall Ferrari away in the lead ahead of Flockhart's B.R.M., and these two young drivers led Parnell and Wharton at the end of lap one, Moss fifth.

Collins proceeded to secure a most commanding lead, having the length of the Finishing Straight over the leading B.R.M. after only four laps. Already Parnell had begun to drop back, being passed by Wharton and Moss on lap two. Jean Behra was settling down to some fast work and by lap five Moss was in fourth place, with the Gordini behind him. Then on the next lap Flockhart skidded and clipped the straw bales, and fell right back to 11th; Salvadori spun off and went right to the bottom of the class.

This made the order of the leaders Collins, racing away on his own, Moss, Wharton, Behra, Parnell, Gerard. Flockhart's skid was a pointer to B.R.M. discomforts, and on the next lap Wharton waved Behra past as they went into Tatts. The B.R.M.'s brakes were obviously becoming ineffective; Wharton changed down twice before this slow corner, Flockhart three times.

Although Behra was now third, an ominous trail of smoke was coming from the Gordini's exhaust and when the Thinwall Ferrari began to sound like it had at the end of Heat 1 we realised it was anybody's race. Moss was driving calmly, stylishly in second place, not appearing to be trying to catch Collins but steadily closing up, with Parnell comfortably far behind after the inevitable had overtaken Behra and he came to his pit on lap 11.

Meanwhile, Flockhart was making up time and by the 12th lap was in sixth place, behind Gerard's Cooper-Bristol. But clearly the B.R.M. bolt was shot, for the little Cooper-Bristol kept ahead of the blown V16, a tribute to Gerard's driving but also an indication that Flockhart had only a part of that world-beating performance left.

Back in the field numerous pit-stops did not affect the main issue; Rolt and Birrell retired, Pilette like his team-mate was in trouble so was Bira, later to resume quite fast, Behra had a second stop, Marr's Connaught slid into deep mud beside the track, to be restarted by first-aid men.

But all eyes were on Collins and Moss. The rain had ceased and the track was dry. Collins would win easily if all his horses continued to prance, but clearly they didn't wish to.

Lap 13 saw Moss 26 sec. behind. He had made up two seconds by the next time round; Parnell third, Wharton, Gerard and Flockhart bunched, farther back. Lap 17 saw the gap between the leaders unchanged; Flockhart had scraped past Gerard, B.R.M.s now fourth and sixth, for Wharton was having a bad time, with Bira behind him but with no power to catch up.

Came lap 19—and Collins pulled in! Plugs were whipped out, new ones put in, the engine proved stubborn to restart, and it was some six minutes before Collins roared back into the race, hopelessly far back, even had the car been fit, which it wasn't. So Moss became the leader, Salvadori behind him on the road but way back in the race. Bira came in and his Maserati was reluctant to restart.

Flockhart's brakes became worse, so that Gerard re-passed him on lap 18, and Etancelin's Talbot gained on the B.R.M. into Tatts. Hall's Cooper-Bristol retired with a blown gasket, and Wharton retired, brakes oily and smoking, on lap 22. Moss was going wide into Tatts on his usual impeccable line, lapping now at nearly 77½ m.p.h. One commentator asked, "Would he have to refuel?" Quite properly James Tilling said he'd be very surprised if so. And, of course, Stirling didn't. He just drove on, comfortably in command of Aintree's first long-distance race.

Parnell stayed in second place, safely out of reach of Gerard and Flockhart. In the closing stages of the race, after Collins had finally retired on lap 28, the only excitement was to see whether Flockhart or Gerard would get third place. Bob was handling his little Cooper-Bristol magnificently, the boy from over the Border was doing his best sans brakes into the corners and "edge" out of them. The B.R.M. got by on lap 27 but always Gerard was a danger. On the final lap he closed right up, commentators and crowd danced with the audacity of it, but Bob slid wide on the last corner, to finish 1.4 sec. behind the B.R.M.

|       |  |     |     |                         |     |             |
|-------|--|-----|-----|-------------------------|-----|-------------|
| 1st : | S. Moss (Maserati)   | ... | ... | 1 hr. 18 min. 48.4 sec. | ... | 77.7 m.p.h. |
| 2nd : | R. Parnell (Ferrari)   | ... | ... | 1 hr. 19 min. 36.6 sec. |     |             |
| 3rd : | R. Flockhart (B.R.M.)  | ... | ... | 1 hr. 20 min. 32.6 sec. |     |             |
|       | Fastest lap : P. Collins (Thinwall Ferrari), 81.82 m.p.h.<br>Best 2-litre car : F. R. Gerard (Cooper-Bristol). |     |     |                         |     |             |

**"TIC-TACS"**

No madam, Jean Behra was milling round in a yellow Gordini, not taking the jumps on Golden Miller. Nor was Ron Flockhart a Russian Hero attempting to prove, *via* stub exhausts, that They, too, possess The Weapon . . .

\* \* \*

In contrast to the outcry about cruelty to horses after this year's Grand National, no one has complained of cruelty to racing drivers—although under the prevailing weather conditions, well they might!

\* \* \*

There were a number of charming young ladies in the pits, wearing Trade passes—the passes did not state what trade they followed.

\* \* \*

The pits are adequate without being as elaborate as those at Silverstone.

\* \* \*

Interested onlookers included the Mayor of Liverpool, a director of the *Daily Telegraph*, the Hon. Gerald Lascelles and his wife, A. Asher, who plans the *Daily Express* Silverstone meetings, etc.

\* \* \*

After John Morgan, much of the Aintree organisation rested on the good-natured shoulders of G. P. F. Sykes, who was grandly attired in a black "Tarmac" waterproof.

We saw Mrs. Topham in a police M.G. Midget which was ringing its "gong," but we don't think she was being arrested!

Congratulations to Liverpool for posting scores of policemen (and a policewoman) to wave the traffic away after the meeting; and to the slickness of the Mersey Tunnel officials in issuing tickets for this very excellent exit from the town.

Aintree organisation was apt to be overwhelming to those who have only once seen a horse race—like the Editor, after his aged car had back-fired during an Aldershot parade! For instance, having an invitation to lunch from the Aintree Automobile Racing Company and the *Daily Telegraph*, we tried to convert this into tickets on arrival at the course, but after visiting some twenty different officials who merely passed us on elsewhere we went to see Ian Gordon and Miss Hobbs and partook of the more humble, but very adequate Press luncheon. What, dear reader, has this to do with you? Well, a properly-fed Press-man should write more intelligently than one who starves . . .

Tony Vandervell was billed by one newspaper as Tony Vanderbilt. He personally assisted in changing the Thinwall Ferrari's many plugs after the car had become fluffly towards the end of Heat 1. Peter Collins, meeting Reg Parnell after this heat, got a kiss from

Sally Weston and happily pulled Reg's leg, calling him "You wicked old man."

Stirling Moss, in his victory speech, said that he hoped one day to win in a "green car" and not in one which is "merely painted green." His last lap was done in a British car—seated in the back of a Rolls-Bentley tourer, holding the very impressive *Daily Telegraph* Challenge Trophy. No win could have appealed more to the rain-soaked English spectators, but, phlegmatic to the last, they scarcely showed it! Moss won £610 in prize money and richly deserved it, even if, like all the true G.P. drivers, his style is relaxed and unspectacular.

The only warmth at Aintree came from the brake discs of the B.R.M.s.

The lightfooted agility of the Gordini mechanics unfortunately failed to do anything to cure their cars' ills; the phlegmatic Maserati mechanics smiled very slightly when Moss won, with Salvadori in fourth place.

The presence of the huge Ecurie Ecosse van and a Castrol van outside the Merton Hotel in Bootle was good free advertisement for the morrow's racing!

## A HAPPY OCCASION

ON May 20th a happy occasion at the Hawker aerodrome at Dunsfold was a demonstration by the G.Q. Parachute Co., Ltd., of Woking, of their retractable brake parachute, towed by the Napier-Railton racing car.

After an excellent lunch at the Lion Hotel, Guildford, we followed Sir Raymond Quilter's tuned Mark VII Jaguar to the aerodrome, where he drove the Napier-Railton and convinced the aeronautical experts present of the effectiveness of his very clever G.Q. brake parachute, which after acting as effective air-brakes, are retracted automatically for re-use by a 7-lb. 2-h.p. Rotax 24-volt electric motor energised by Exide aircraft batteries.

Of greater interest to us was the fact that, twenty years after Thomson and Taylor, Ltd., built it, John Cobb's Napier-Railton, which holds the Brooklands lap record at 143.44 m.p.h. and many other records, is still in existence and, indeed, is doing work of National importance.

The old car is much as it was in the Brooklands days, although the tail bears signs of the mutilation it received at the hands of the film-people (when the car "starred" in "Pandora and the Flying Dutchman"), and Sir Raymond, who always drives it and obviously loves the car, has re-fitted the protruding nose cowl used for that film, now carrying a G.Q. badge.

Otherwise, here is John Cobb's famous Brooklands car as Cobb would like to know it is preserved. The aged Y-12 Napier "Lion" aero-engine has given very little trouble save for certain water leaks. It is run on pump grade-one Shell petrol and Castrol XX oil and uses Champion R7 plugs.

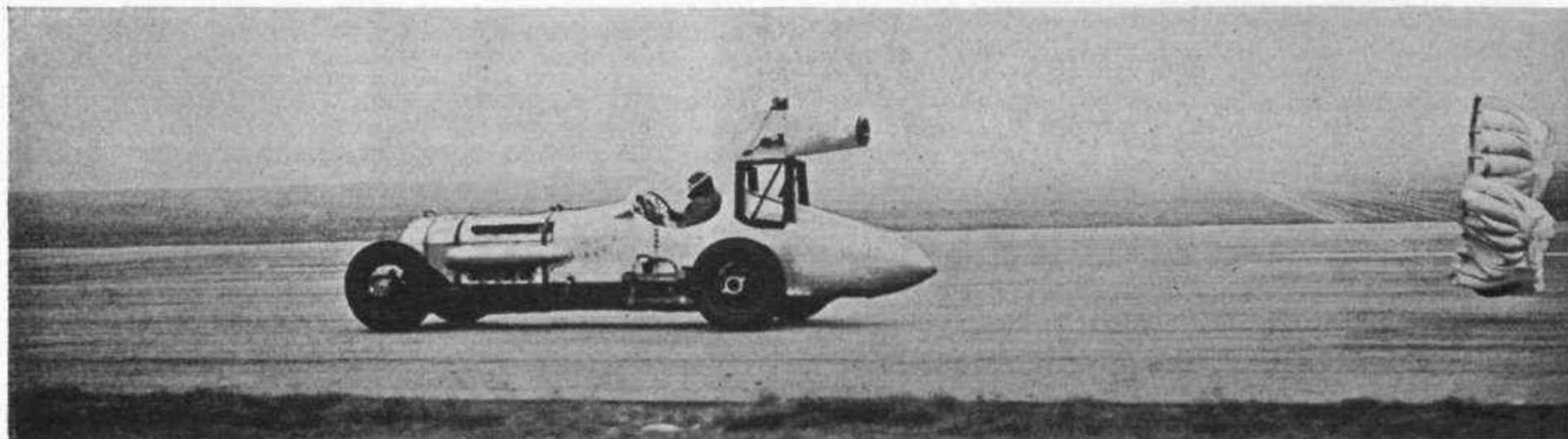
Because speeds of up to 140 m.p.h. are reached in the course of parachute testing and on the occasion of destruction tests no 'chute remains to slow the car on the 3½-mile runway, the old brakes (the Napier-Railton never had front-wheel brakes) were deemed inadequate and the problem of safe stopping was met by installing Dunlop disc brakes with Mintex linings on the back wheels.

These work perfectly and it is amusing to note that Mintex have reciprocated by putting a G.Q. parachute on their brake-testing XK120C Jaguar—clearly, G.Q. parachutes make aircraft safe but on the ground the Napier-Railton and this Jaguar make doubly sure by combining Mintex and G.Q.

Figures of 1½ to 2g. are realised on release of the parachute and in cross-winds on a wet runway Sir Raymond has had "interesting experiences"! In the car's cockpit he has had installed a special speedometer, an accelerometer, with a searchlight to illuminate these instruments if required and a ciné-camera to record the instrument readings; also a mirror so that he can observe what is happening when he releases a parachute from its container above the car's tail. Destruction tests of the parachute lines are possible at the full speed of the car.

The Napier-Railton is now shod with 7.00 by 19 Dunlop racing tyres front and back and due to wheelspin, particularly of the offside back wheel, under acceleration, these require occasional replacement. The stub exhausts evolved for the big car's long-distance record attempts at Montlhéry and Utah are now employed.

Sir Raymond Quilter, Bt., wears a harness when driving; in his close-fitting black helmet and small-lens goggles he looks not unlike John Cobb himself. Certainly it was a sentimental occasion when we saw him extend the car at Dunsfold. It is very good to know that the Napier-Railton is in such good shape and that it will not be broken up for scrap. Anyone who has to do with the buying of parachutes should bear G.Q. in mind if for no other reason (and we have no doubt the aeronautical experts could give them some very good ones) than that Sir Raymond Quilter's company has saved an historic racing car.—W. B.



# Hats off again



to

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# MOTOR SPORT

## Belgian Grand Prix—Francorchamps—Le Mans 24 Hours— Meeting, Goodwood

Top, left: **NEWCOMER** to the works Maserati team, Mantovani showed great promise at Spa in the Belgian Grand Prix, and it will be interesting to watch his progress during the season.

Top, right: **CHANGE OF MARQUE.**—Maurice Trintignant, previously associated with Gordinis, is now in the Ferrari team and drove well enough to finish second in the Belgian Grand Prix.

Bottom: **SCRAMBLED START.**—With mechanics still on the circuit the flag drops and the front-row cars get away, Farina (left) and Gonzalez (centre) getting a slight lead on Fangio with Hawthorn close behind.



# PICTORIAL REVIEW

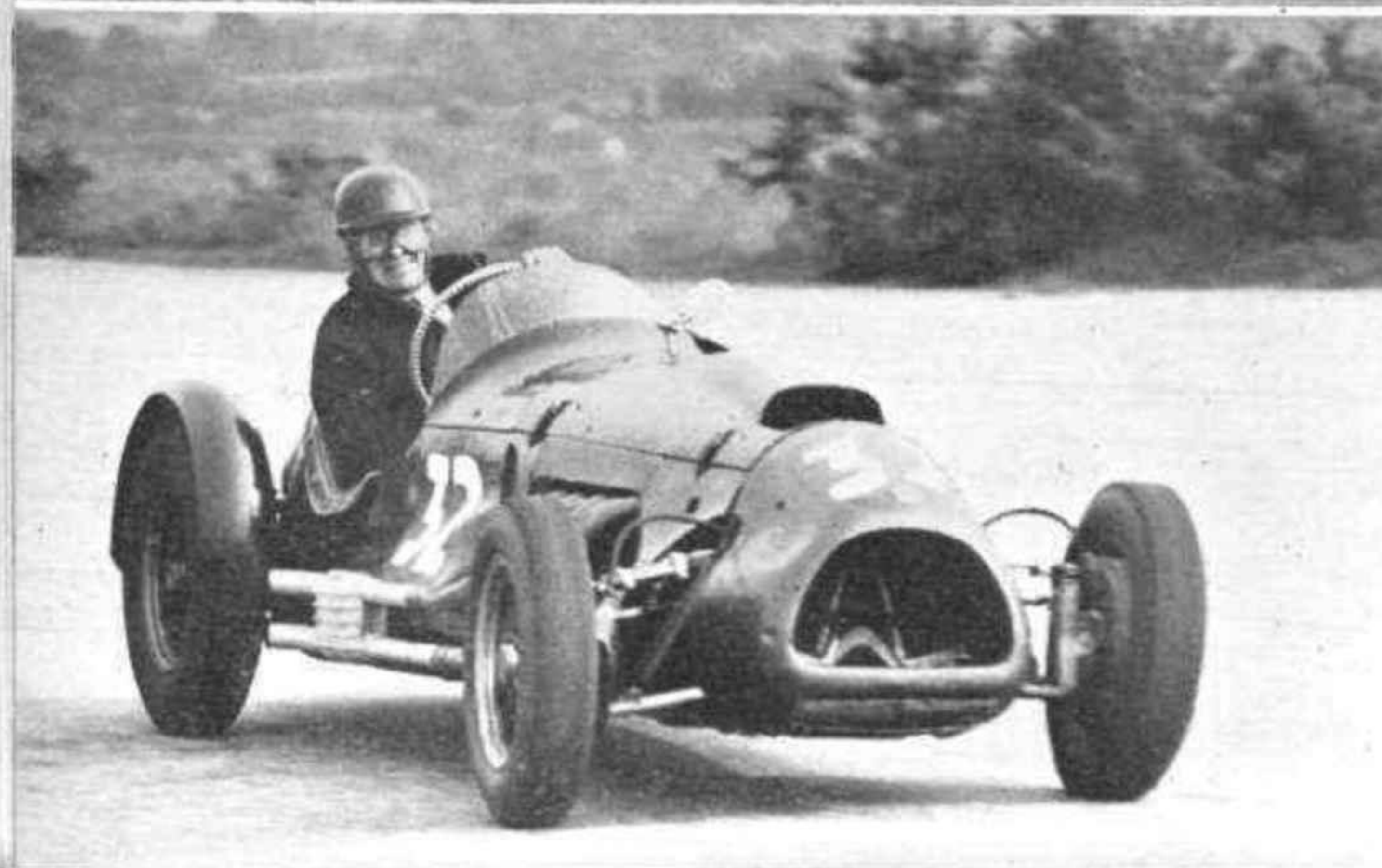
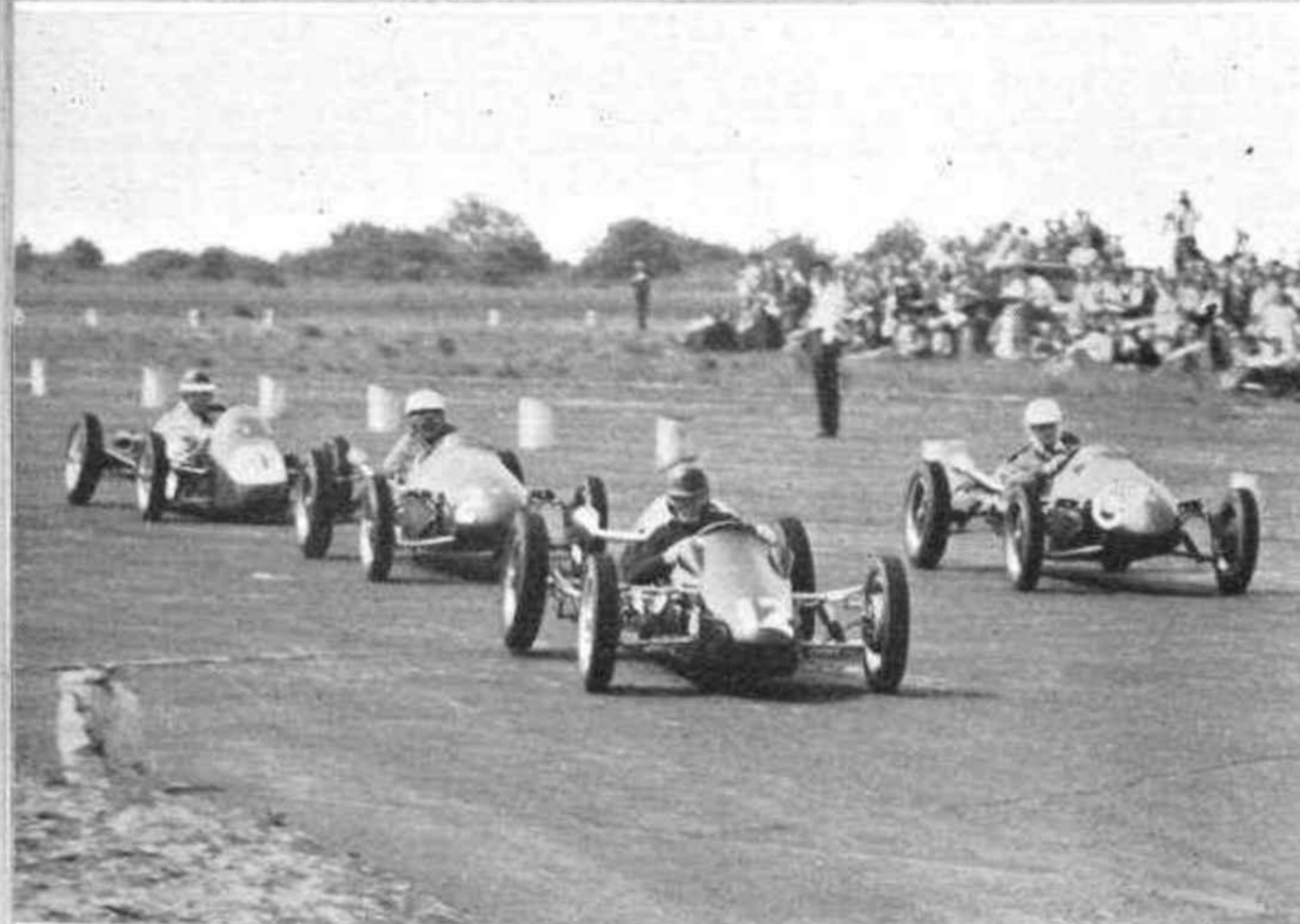
## West Essex Car Club, Snetterton — B.A.R.C. Whitsun and Aintree "200"

Top right : BATTERED BUT UNBOWED.—Tony Rolt in the battling Jaguar is seen shortly after he was pushed off the road by a slower car. Fortunately the damage was not serious and it was able to keep up the attack on the leading Ferrari until the end of the Le Mans race

Top left : BRUTE FORCE.—The Le Mans winning 4.9-litre V12 Ferrari being driven by Trintignant during Sunday morning. The hump on the tail covers the enormous fuel tank as the fuel consumption is rather extravagant.

Bottom : PACE SETTERS.—From the start the three 4.9-litre Ferraris set the pace of this year's Le Mans race, and here, in the order Manzon, Marzotti and Gonzalez, they already have a commanding lead, only 2 hours after the start, as they enter the Esses before Terre-Rouge.





**RICHES CORNER.**—A bunch of cars sweep round the first corner of the Snetterton circuit in the Formule Libre race. T. Hall (Cooper-Bristol) is followed by T. A. D. Crook in a car of the same marque, then Boulton (Connaught) and Salvadori (Maserati).

**HEAT WINNER,** and second in the final at Aintree was R. Parnell (Ferrari). He won his heat at 76.97 m.p.h.

**TROPHY WINNER.**—R. E. Berry (XK120) with a start of 1 min. 20 sec. kept in front of the "C-types" of the Ecurie Ecosse, to win the special Jaguar handicap event.

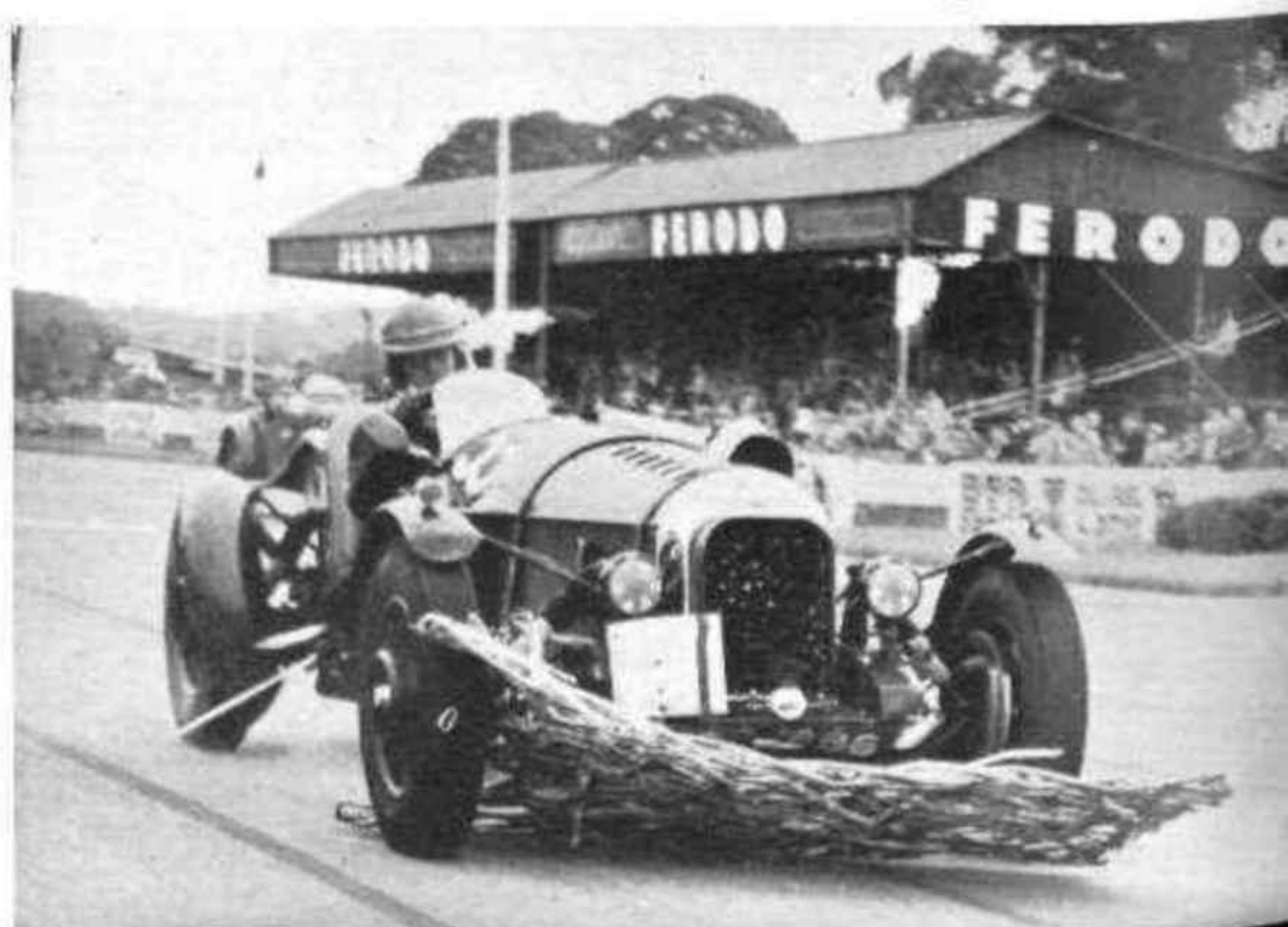
**PARKER AGAIN.**—This time after a very closely contested race. Here he is followed by Russell (No. 2), Taylor (No. 4) and Hall (No. 6) on the outside, all in Coopers. The Kieft, however, held the lead all the way to win at 79.58 m.p.h.

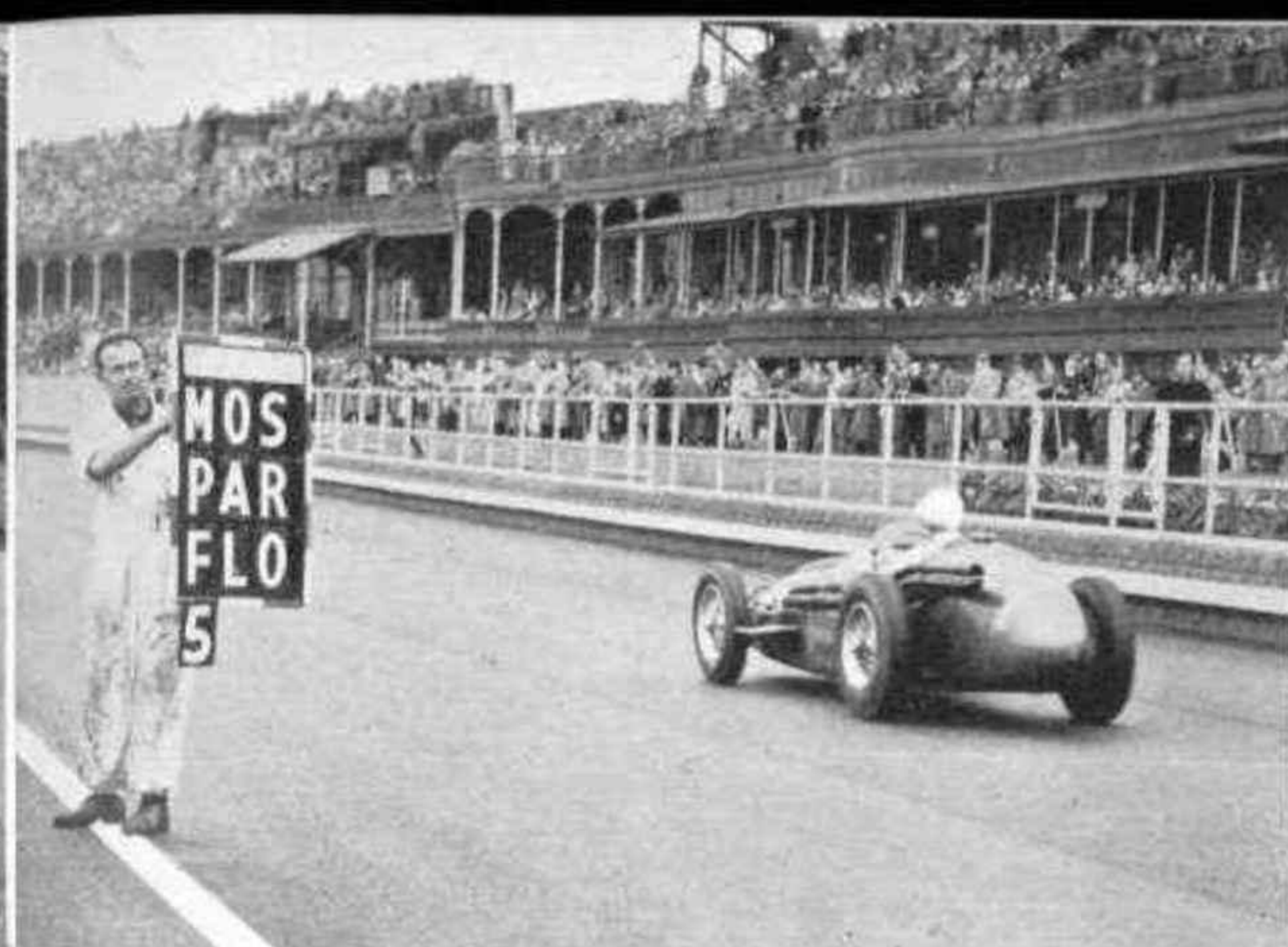
**SUCCESSFUL DAY**—for Tony Crook, in his Cooper-Bristol, seen here at Riches Corner. He had a first, second, third and fourth out of four drives during the W.E.C.C. Snetterton meeting.



**CLOSE UP** of Peter Collins, in the Thinwall Special, as

**COW-CATCHER.**—D. G. Groves motored along unaware of the addition to his Vauxhall in the last lap of the second Whitsun Handicap.





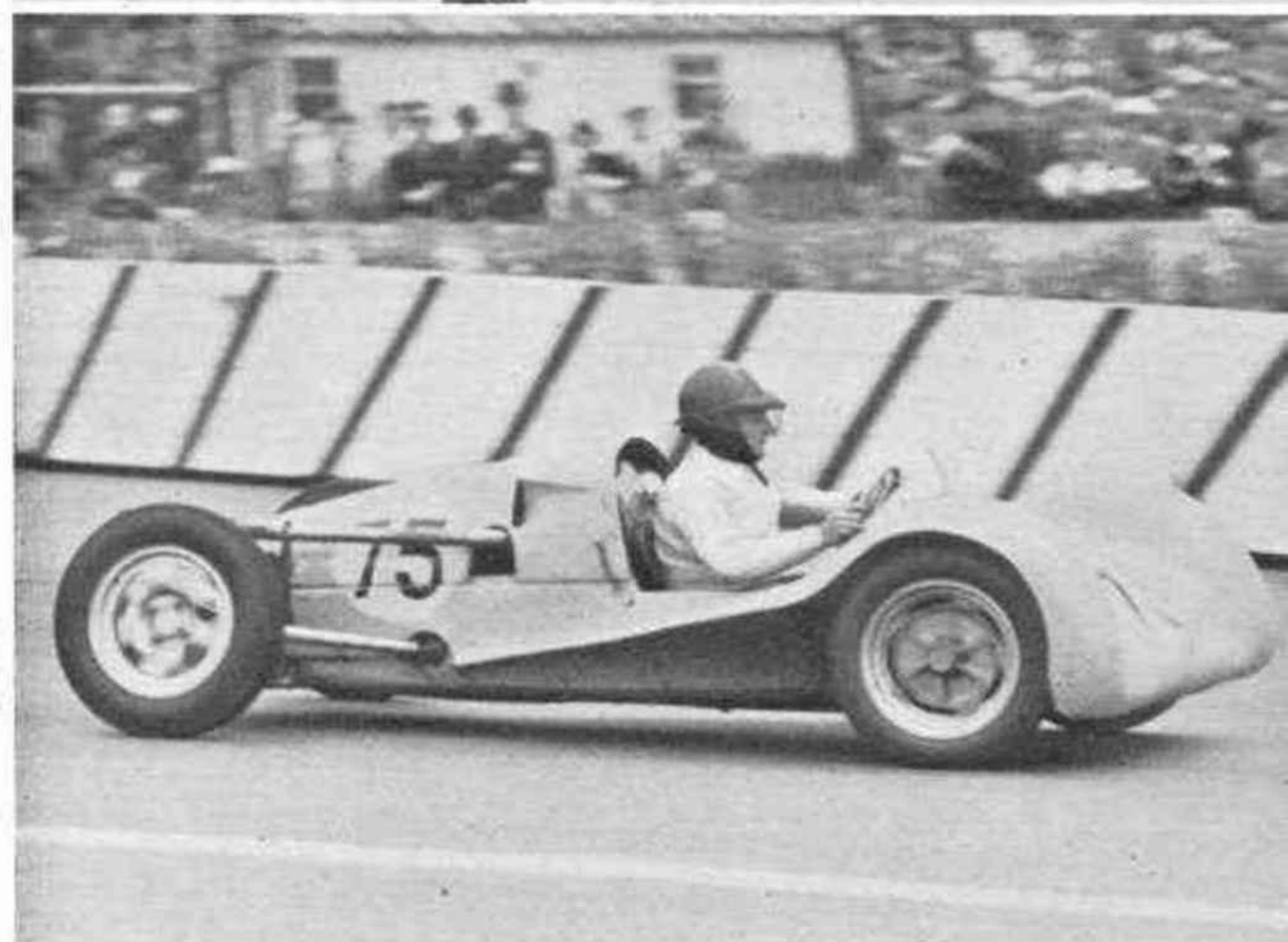
**TIC-TAC MAN.**—Alf Francis, mechanic to Moss, signals the position to his driver during the closing stage of the Final of the Aintree "200."



**ALL TOGETHER.**—With military-like precision the drivers get away in the Le Mans start of the Johnson Challenge Trophy event for sports cars during the Goodwood Whit-Monday meeting.



he takes the chicane during the Goodwood Whitsun Trophy race which he won.



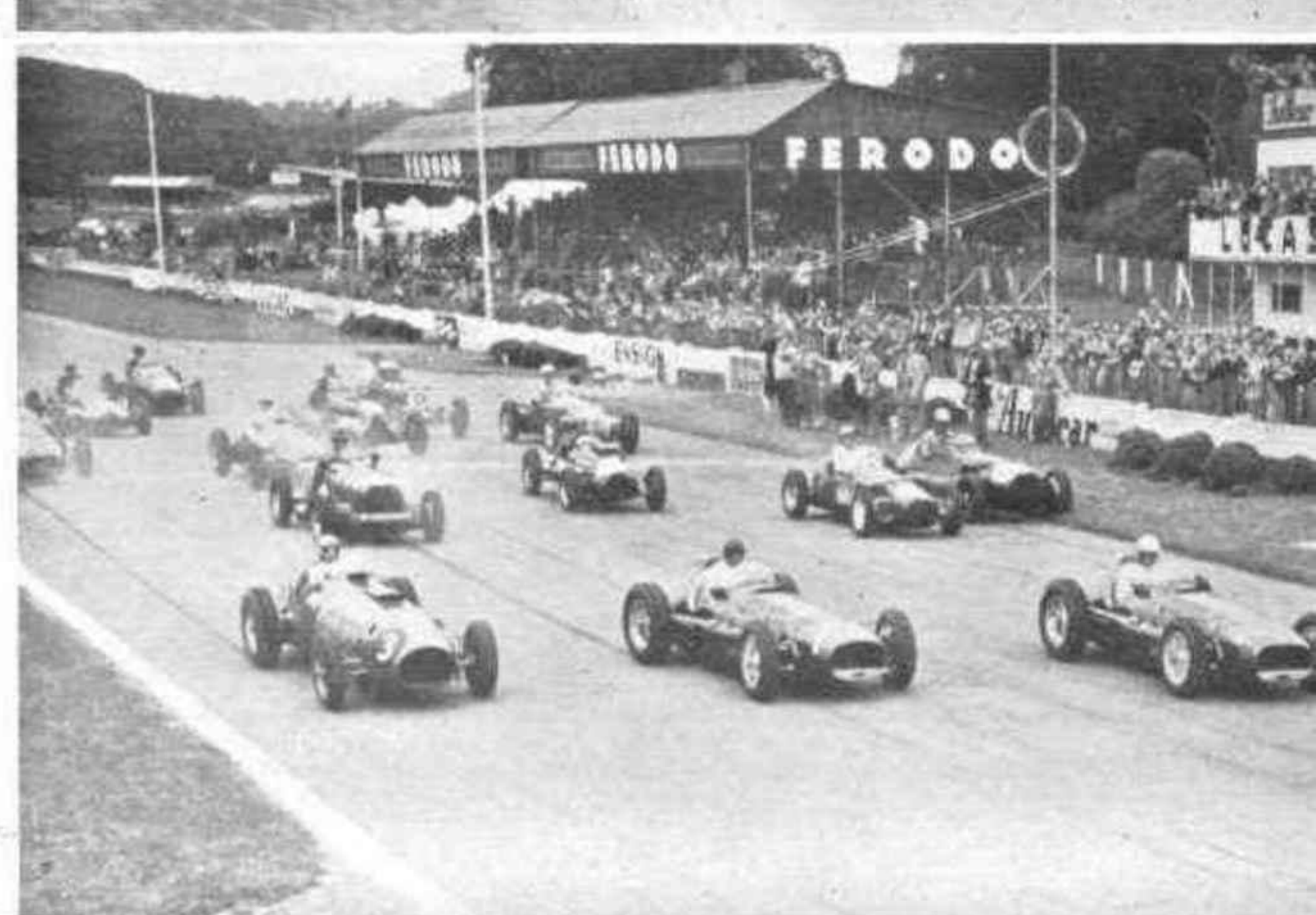
**OUT IN FRONT,** and never seriously challenged in the Formula III race at Goodwood, was Bicknell (Revis), here seen taking the chicane at the Sussex circuit.



**TAKING MADGWICK,** and about to clip the grass, is R. Salvadori in the Maserati sports car. Although not placed, he drove well after a bad start.

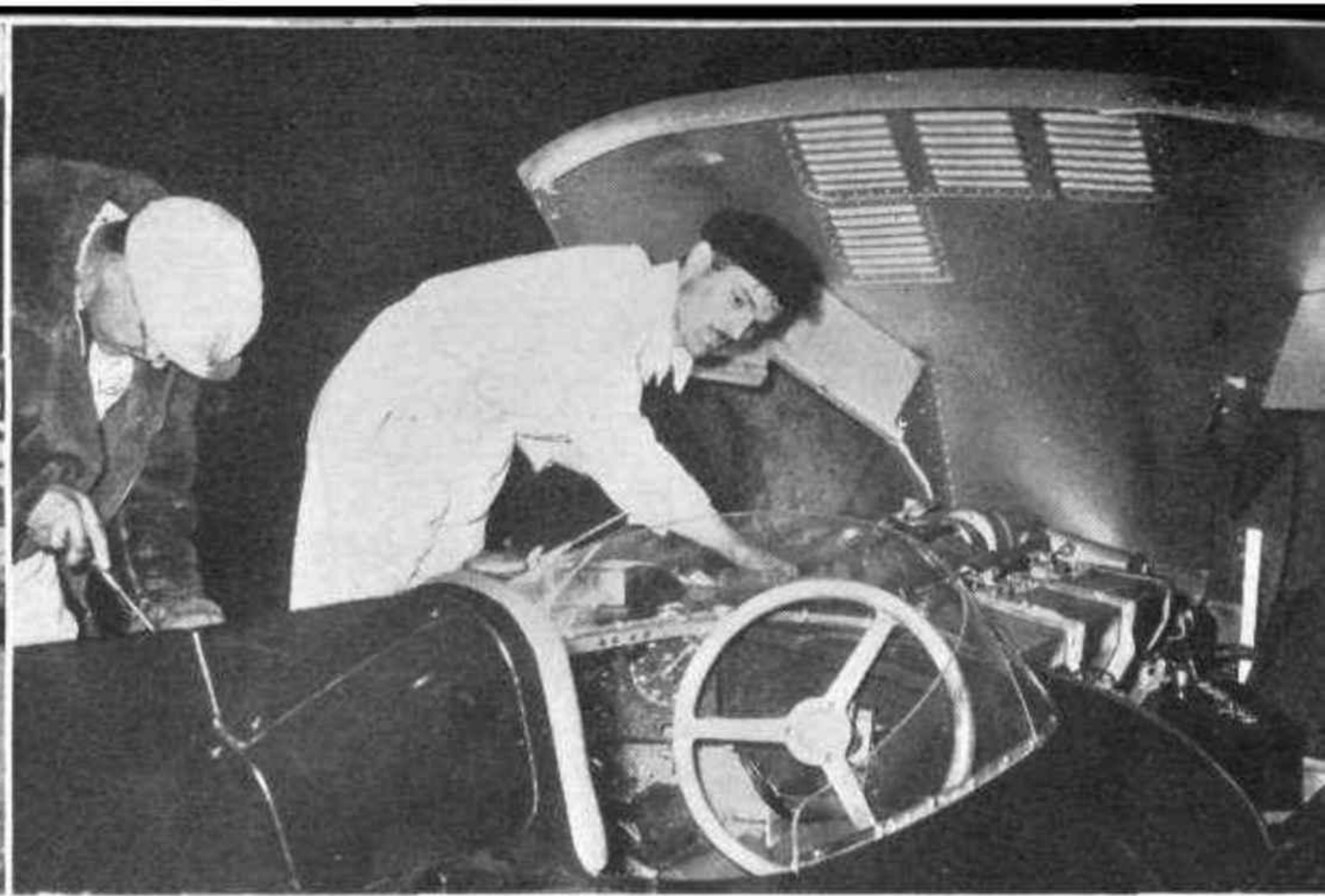
**HANDICAP WINNER** of the first Whitsun event for sports cars was Sir J. Boles (Aston Martin DB3) here leading Protheroe (XK120) and M. W. Head (XK120C) around Madgwick corner.

**FORMULE LIBRE.**—The field gets away with Collins (Thinwall Special) and Wharton (B.R.M.) leaving black streaks, while Flockhart (B.R.M.) does not leave any rubber behind. G. N. Richardson (R.R.A.) takes to the grass on the far side.





**SHORT RACE.**—The Panhard-Monopole of Dussous and Savoye did not get far in this year's Le Mans race. On the first lap it lost a wheel and was lucky to spin clear of the other competitors. Here the VP-Renault, the BG-Renault and a 4-c.v. saloon pass by



**NIGHT STARVATION.**—During the hours of darkness at Le Mans the Jaguar of Whitehead/Wharton was still suffering from fuel-feed trouble, but eventually a broken gearbox caused its retirement.



**FINE CIRCUIT.**—The Le Mans circuit is one of the best in Europe for detail finish and this view of Johnston (Cunningham), Thompson (Lagonda) and Gueifi (Gordini) entering Tertre-Rouge corner gives a good idea of the track as it passes between two public enclosures joined by a footbridge by courtesy of Dunlop.

**DETERMINED EFFORT.**—Leygonie seemed determined to spoil the good work of Macklin and twice bent the 1½-litre Osla when it was leading its Class at Le Mans. Here he is during the incident which caused their disqualification.

**NIGHT DRIVE.**—Jack Fairman getting into the Le Mans Bristol he shared with Wisdom, for a spell of night driving. Shortly before the end of the race a slower car caused him to spin into the barriers; he got going again to enable Bristol to be the only team to finish.







**OUTPACED.**—Although it finished the 24 hours the standard TR2 Triumph of Wadsworth/Brown was not really capable of keeping up the high pace set at Le Mans this year.



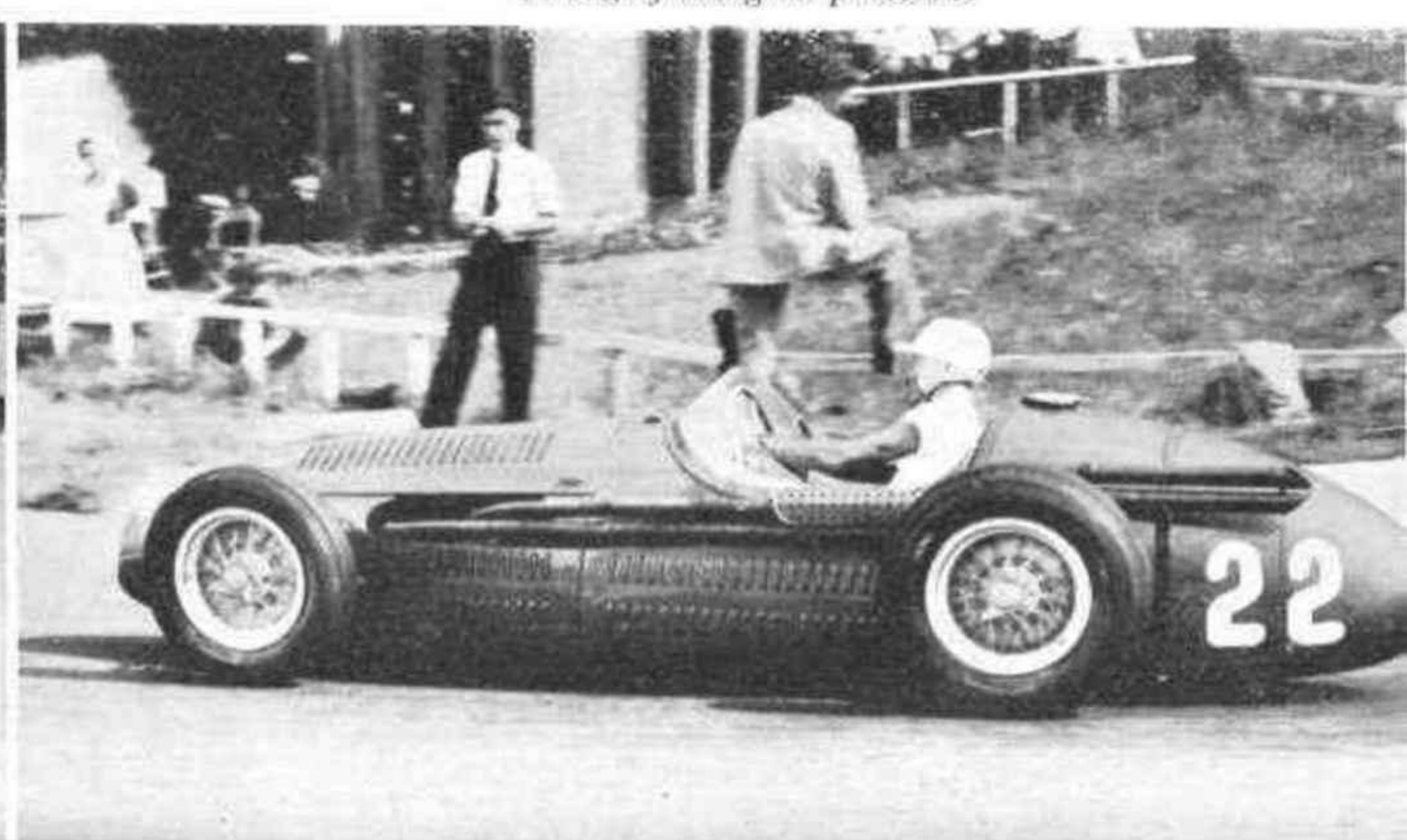
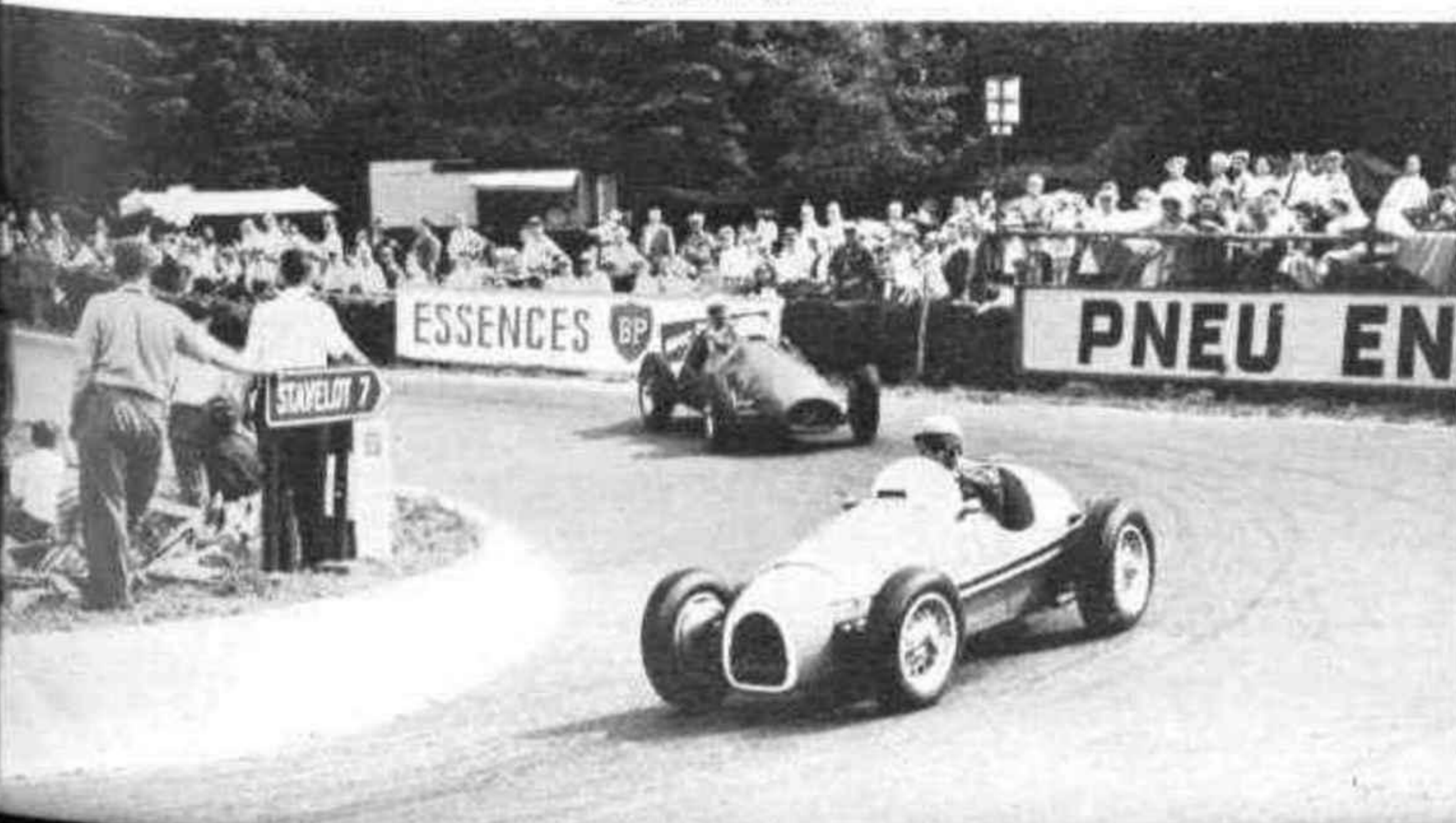
**TOWARDS THE END.**—Briggs Cunningham splashing his way through the torrential rain that flooded Le Mans during the closing hours. The car is one of the 1952 Chrysler-engined Cunninghams and went regularly to finish 5th.



**UNCHALLENGED.**—Juan Fangio, on loan to Maseratis for the Belgian Grand Prix, won the race at a record speed of 115.00. Apart from early opposition from Farina he virtually had the race in his pocket all the way.

**RARE OCCASION.**—Owing to the rapidly dwindling field there was little close racing at the Francorchamps circuit, Jean Behra (Gordini) and M. Trintignant (Ferrari) did keep company for several laps till the Gordini retired.

**A WORTHY THIRD** was gained by S. Moss (Maserati), though in the closing stages he had to reduce speed to avoid damage to his engine through failing oil pressure.



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# MY VISIT TO SEBRING

by ROB WALKER

(Continued from the June issue)

WE arrived just in time for lunch at our hotel, Harder Hall, which is situated on the edge of Sebring, between two lakes and the golf course, and it has the most delightful surroundings. Everybody interested in the race seemed to be staying at the hotel, and the first to greet us was that great character Wacky Arnold, who, amongst other things, is the Chicago agent for Astons. Wacky always wears high-heeled cowboy boots, usually has a cigar up, and has rather long curly hair down his neck. His main business is not cars and, when asked how he got into the motor trade, he said that he had been very keen on buying cars for himself as a hobby, but one day he counted them and found he had 500, so he said: "Say Wacky, this is no hobby, it's getting to be quite a business." Many other notables were staying at the hotel, amongst whom were Harry Schell and his Ferrari partner, the Marquis de Portago, thrice European Steeplechase Champion, Donald Healy and his team of Lance Macklin and Morris Goodall; later they were joined by Tommy Wisdom. The whole Lancia team were there, with such well-known names as Ascari, Fangio, Taruffi and Manson; also Rubirosa.

Just before luncheon one day I was standing near the desk when a reporter rushed up and said to me, "Say, can you tell me where I can find Rubirosa." Not being well versed in "multiple marriage makers" this type had matrimony until after the race, when he mixed motors with matrimony. So I replied to the reporter: "I am afraid not, I have never heard of him." Whereupon he took one look at me, his eyes came out on organ stops, and he raced off in the opposite direction as if he thought that he had arrived in a mad house.

I believe the Lancia team were a bit dissatisfied with their bill, which came to 2,000 pounds for the week, but I am not altogether surprised at its size because each morning Taruffi left the water running in his bath until it flowed all over the tiled floor, as they do in Italy, but this floor was not designed for this sort of thing and it immediately dripped through the dining-room ceiling onto the people having breakfast below—always onto the same party. On the first day the management were somewhat annoyed, but on the third day there was a real fury, but Taruffi always asked, in Italian, well what were the tiles for if not to hold water. The Italians always conveniently lose all knowledge of English in a crisis. It was noticeable that the American staff are much more familiar than those in England. Whenever I chose anything on the menu, our waitress would say, "You can't have that—you wouldn't like it," and as a matter of fact, if it was anything like the rest of the food she was dead right, I wouldn't like it. As Reg Parnell put it, the only thing they make in this country with any taste in it is the Worcester sauce. To show what one might expect from the lift boys a friend of mine was paying his first visit to the States and when he got into a lift the boy said, "Say Bud, have you got a light?" so my friend replied "Yes, thanks," which terminated that conversation somewhat abruptly.

After landing and settling in at the hotel we then had to find out how the cars were after their journey from Buenos Aires, where they had been; being prepared after the Sports-Car Race there, in which one of them finished second. They had arrived more or less undamaged, with their 10 large packing cases of spares and about 140 tyres, which Dicky Day, of Avons, was looking after. The third car arrived while we were at the garage, and we went to the station to unload it, using the platform, a ramp to drive it onto. This car was to be driven by two Americans, but as the two originally asked had had to refuse, owing to business commitments, John Wyer now had the problem of choosing two who could handle the car to its full ability, also being fast and reliable, out of the numerous applications, many of whom he had never heard of. As usual, he made a wonderful choice, selecting Carol Shelby and Chuck Wallace; they were both good although not very well known, and Carol proved quite exceptional, being very steady, and in the end his lap times were not far off the maestros Reg Parnell and Peter Collins, which is a very creditable effort for one's first drive in a car. Drivers now being settled, we next all had to get Florida driving licences so that we could float around town in our luxurious limousines. Getting the licences was easier than one might expect because Peter Collins had made a very careful choice of his girl friend



PETER COLLINS' GIRL FRIEND, or "de D.A.'s assistant"; but here she is acting as Rob Walker's assistant, keeping the lap times at Sebring. Her name is Fearu.

for this particular town, and he had settled for the "de D.A.'s assistant," which proved to be a most wise choice in every way. Not only were licences forthcoming immediately, but complaints for carving people up were successfully repressed. Of course, they were unfounded anyway. The girl friend turned out to be a most efficient lap-scorer as well, and withal a delightful person. For any further details, please apply to Peter Collins.

The following morning was spent at the garage with the cars and seeing to odd details, but our important engagement was in the afternoon, when the team were to make a broadcast at Tampa, which is 100 miles away. We were told to be at the Broadcasting House at 6 p.m. and the advertising agent, who was leading in his car and showing us the way, elected to start at 4.20 p.m. on a fairly busy highway. None of us wanted to do the driving, and I shall not mention the Italian-sounding name of the lucky boy who was eventually elected, but, anyway, he made a very creditable effort against insurmountable odds, and I can only remember one car pushed completely off the road, two stop signs ignored, besides the fact that we never managed to get down to the speed limit, but we always had de D.A.'s assistant to look after our interests. We arrived for the broadcast at 6.10, and it was due to start at 6.15, so there was no time for rehearsal.

We were ushered into the studio and the show was on; from that moment I was transported into Filmland, and convulsions. I just could not believe that this really happened in real life, and there it was going on in front of my very eyes. I will try to put down a short resumé of how it went, but everyone who has ever been to the pictures knows the form. It went something like this: "This is C.B.S. Network broadcasting through stations ABC, ABX, etc. We now have for you your favourite sportscaster, Sol Solomons, brought to you by courtesy of the Quick Check Food Stores. Say, Sol, what've you got for us tonight?" "Wal, I've got a couple of National Baseball players here, and, what do yer know, I've got that world-famous Austin-Martin motor-racing team right here in the studio." I never quite found out whether Sol was in the pay of B.M.C. or whether Austin-Martin was a real genuine mistake, because just at that moment, and at every succeeding moment when anything important is going to be said, a small guy leaps up to the microphone and starts off: "Say, folks, don't forget when you're doing your down-town shopping, do it at the Quick Check Food Stores. It is quicker, better, cheaper and, remember this, there is a 5 cent reduction on every 100 dollars you spend." I can't remember whether he said a 5 cent or five per cent. reduction, but probably the former I should think. Then all the team were interviewed and I was brought happily back to reality seeing the

solid British form of Reg Parnell giving his views on the forthcoming race, and looking as if he would like to tell them what would happen if they did not quick check his food stores in Derby. Afterwards they told us that Sol's Sportscast was the most popular programme of the week and was listened to by two million people, at a cost of £400 to the sponsor. So you too can be a radio star and have your own programme if you so desire for a mere 1,000 bucks.

The following day I was asked to go to the airport and pick up our chairman, David Brown, who was arriving from England. John Wyer and Reg Parnell were to go down in the Studillac to greet him if he arrived on time, but if he was on a later aircraft I was to wait for him with the Hudson, as John and Reg had to get back, it being a matter of some 270 miles from Sebring to the airport and back! We arrived in Palm Beach just in time to check up that the aircraft was on time, and then we went and had lunch at the restaurant on the pier. We could see several people on the beach bathing and they all looked very brown. We arrived back at the aerodrome just in time to see the New York aircraft coming in but David Brown was not on it, and the next one in was not until 9 p.m., so John and Reg returned to Sebring, leaving me with the Hudson to meet the evening aircraft. I sat around sunbathing and sending off exotic postcards all the afternoon, then fixed myself up with a meal and an hotel if necessary. After getting back to the aerodrome and finding no chairman on the 9 p.m. plane, I received a message from John Wyer to say that David Brown would not arrive until 2 p.m. the following day and that I was to leave the car at the aerodrome for him to pick up, and if I rang Briggs Cunningham I could probably get a lift up with him, but I must be at Sebring in time for 3 p.m. practice. I rang Briggs and he kindly said he would pick me up at the airport at 9.30 in the morning.

We were only a party of seven going up to Sebring with Briggs, so nothing very much in the way of cars was needed. We only had two Continental Bentleys, a Vignole-bodied Cunningham, and one of the very latest Ghia V8 Fiat coupés. Mrs. Cunningham drove one of the Continental Bentleys, with Bill Spear and Phil Hill in the other, whilst Briggs drove the Cunningham with Laurence Pomeroy as his passenger, and I was allotted to the Ghia Fiat with John Gordon Bennet of Jersey fame as my coachman. John, who, of course, partnered Briggs Cunningham at Le Mans last year, and will again this year, had the worst possible luck in the actual race at Sebring. He was driving as partner to McKenna in a C-type, and when McKenna was due to come in at the end of his first spell he saw somebody already in at the adjacent pit to his own, so he decided to do one more lap, in the course of which he spun off the course, of course, and it took three hours to dig the car out, whilst



THE HON. GERALD LASCELLES and his wife Angela struggling with the massive lap-chart at Sebring. Well-known Aston Martin mechanic Bill is seen behind them and team manager John Wyer has his back to them.

John was cooling his heels in the pit. They did in the end get going and I think might have done very well but for this. John and I had not actually met before this trip, but we got on very well, having many friends in common. He told me that at the time, besides being the New York Jaguar agent, he was also agent for the 300SL Mercedes, one of which he was taking across America the following week; he said that delivery was not beginning until June, but they had sold every model that was to be produced until the end of October, and looked like selling more. The price in America was only 6,800 dollars, and a speed of 126 m.p.h. on third and 170 m.p.h. on top was claimed.

By comparison our Ghia-bodied Fiat—I believe it cost about 8,500 dollars—did not do too well. It had a very beautiful body, incredibly low for a hard top; if anything, too low, as John and I both wished we had had crash helmets on after a long stretch of bumpy road, although I have my doubts if we would have had room to wear them. The engine had bags of poke for a 2-litre, and would motor up to about 110 m.p.h. with goodish acceleration, but for a new car it really was as rough as a bear's posterior, especially the gearbox, which whined terribly in the lower gears.

We arrived at the hotel at Sebring for lunch and then we drove out to the course for the first practice with the three team cars in line astern of the Studillac. Unfortunately, troubles fairly soon developed with the cars, and these were never entirely to leave us. It was quite obvious that throughout this meeting we suffered from one thing that in normal circumstances would not arise. After the race in Buenos Aires the cars were prepared there, but the big snag was that there was no opportunity of testing them at all and this was the first time they had been tried. Consequently certain minor faults showed up which had not been suspected, the most important one being the distributor which failed in B.A. was not cured just by fitting a new one; the fault lay deeper. All the drivers managed to complete their practice and the team drivers were all about the same time, Peter Collins actually being fastest, and the two Americans being rather slower, but doing very well for their first time ever in the car. When the time came for night practice we were down to one car as the others had been sent back to the garage to be worked on for the morrow, but everybody managed to do four or five night laps and they seemed quite happy about it. The most striking thing about the practice to me was that the Americans, who, after all, are in the amateur status, were considerably faster in their privately-entered 4.5 Ferraris than the works Lancia team, who had professional drivers of the highest class, including two world champions. I had expected the Lancias to be quite unassailable, although they had a smaller engine, but the 4.5 Ferraris were 5 sec. a lap faster, which speaks very highly for the cars and the driving of Bill Spear and Phil Walters.

On Saturday there was to be some unofficial practice, but it poured with rain all day, which did not help our chances of getting any proper testing in. We sent one car up with Roy Salvadori in it, as he dislikes getting wet more than anyone, and he lapped pretty fast for over an hour. Then Reg brought his car up to try the ignition again but it was still rough. Eventually, it was decided to put this engine in the worst chassis and the drivers volunteered to work through the night changing the engines, as the mechanics were busily engaged in other jobs on the cars. Reg Parnell led the drivers and did most of the work himself, and with his very considerable experience they finished the job by 2 a.m. and, not only that, they found the fault with the distributor to be worn driving gears, which they changed. This made it the best engine of the lot, so it really turned out to be unfortunate that they put it in the worst chassis in the end.

The evening before the race, Gerald Lascelles and his wife flew in from his sugar plantation in Barbados; this caused great excitement and the papers had been full of the arrival of the Queen's cousin, Lord Lascelles—the latter was, of course, confusing him with his brother. Our waitress came rushing up to us at dinner, wanting to know if that man was the Queen's cousin. On our replying in the affirmative, she said, "Oh, isn't he lovely." Actually, we had not sort of looked at him in this light, so we were stumped for an answer. Gerald and his wife had volunteered to keep the race chart and after dinner I showed him the formidable chart with 65 cars going for 12 hours, that John and I had prepared for him. He seemed undaunted at the task, although we had little help for him, but in the end Roy and Pat Griffith volunteered to assist. Pat has terrific energy and is always willing to help when not driving; in fact, at Le Mans he managed the pit signals and danced the Le Mans samba on the counter throughout the whole night. Actually, I have found the secret of this vitality—he likes at least four plates of eggs, bacon and sausage for breakfast, and other things, of course.

The race day dawned bright and sunny, with an ice-cold strong wind, and I could not see the temperature rising to the eighties or nineties that day, although we did get very burnt by the wind. The mechanics rolled up to 7.30 breakfast, looking rather tired, having been working all night, but the drivers were remarkably fresh after their 2-a.m. engine change.

As far as the race is concerned, as a timekeeper I just don't know what goes on with the rest of the field, so it is no use writing about it—anyway it is all past history, but I would like to mention one or two things of interest after giving a brief account of our own misfortunes. Reg Parnell got away to a bad start for him, and was last of the trio, whilst Peter Collins was well up in about seventh spot (American!) and Carol Shelby was mid-field. It was very soon seen that Reg had adopted that well-known crouch and a broad grin, which always spells trouble for someone, and he began moving up through the field with some rapidity, shortly to pass Carol and go to the aid of Peter, who was trying to sort out Harry Schell's Ferrari, chief rival in the 3-litre class. Whilst Schell was busy with Peter, Reg came tearing up and passed them both and then drew away rapidly; this was too much for the Ferrari, which withdrew with back axle trouble. Things looked quite bright. Reg was going well and had just done our fastest lap when a bearing went, seizing the rod; his oil pressure had never been of the brightest from the start. Reg hopefully pushed it for about a mile, as if he had not had about enough exercise after his engine change for one day; anyway, this was greatly appreciated by the Americans, with whom Reg is very popular. Meanwhile, Peter Collins was going well, and then the second blow arrived—he came in with a back brake seized and nothing could be done about this unless both back brakes were disconnected, which would be very dangerous for the driver, although under the circumstances we might have done well if this had been done. Through all this, John Wyer was superb; the greater the crisis, the calmer he becomes. He surely is one of the greatest of team managers, and if ever England has a national team I hope he is asked to manage it.

Meanwhile our American drivers were circulating steadily and coming up in position. After five hours they were fourth and then in the sixth hour trouble again, the same back brake seized, and there was nothing to do but retire it. Our hopes were dashed. Incidentally, it really was brake trouble that put them out, not like my Delage in the British Grand Prix which was officially retired with gearbox trouble—several people told me they could not understand it when so much steam and water were pouring out of the exhaust pipe!

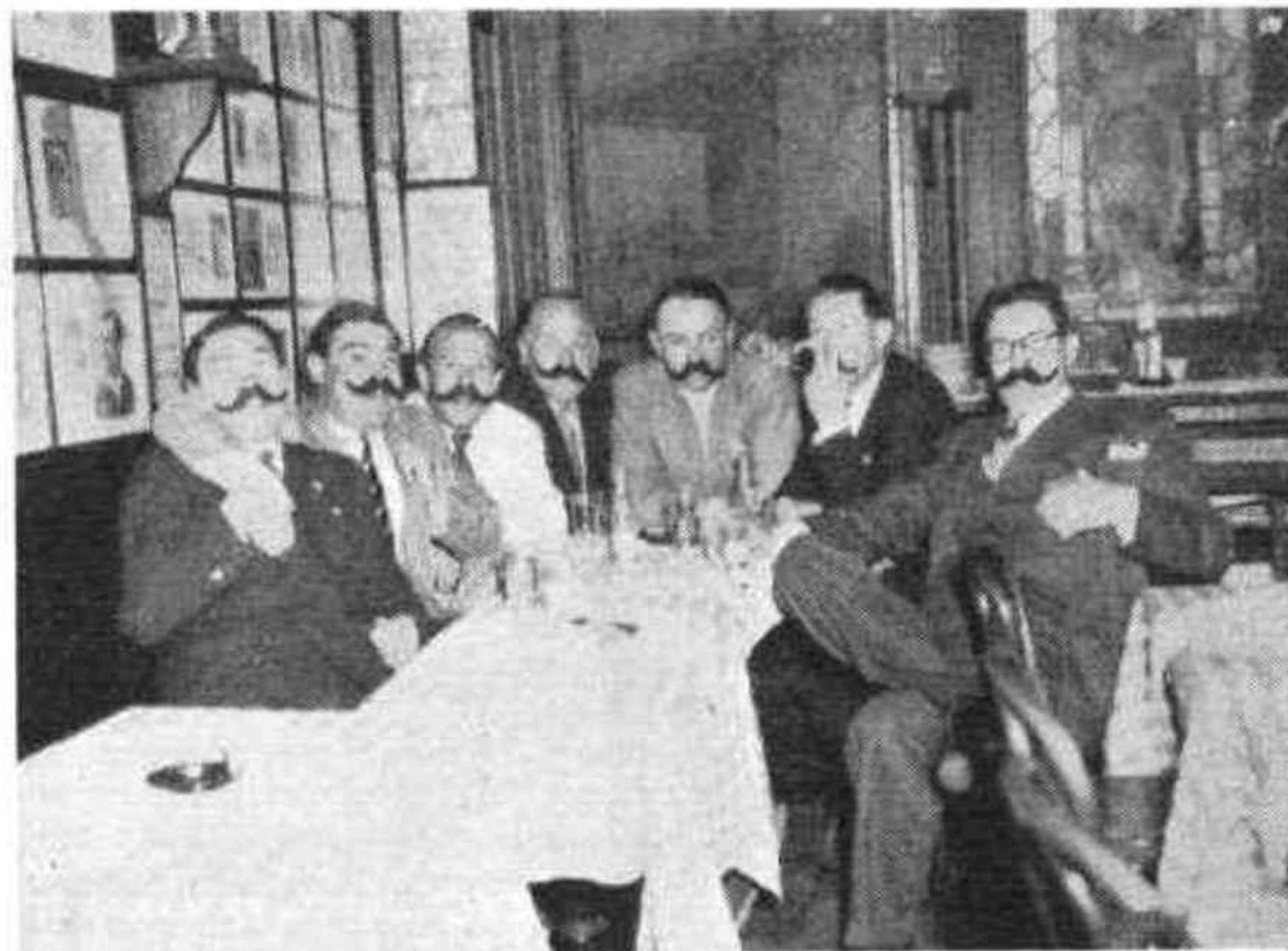
One of the most striking sights in the race was the Lancia teamwork; down all the straights all three cars were abreast, passing and re-passing each other, making it quite impossible for Bill Spear in the faster Ferrari to get through, but he hung on doggedly and once slipped into third place, only to lose it, again. No doubt his pressure was the undoing of the Lancias and, anyway, he was not to be denied because whilst the Lancias refuelled he got into first place, only to have to retire later.

I was quite staggered at how slowly some of the drivers cornered, in fact they were taking one particular make of car around without any sound from the tyres at all, and before this I did not know it was possible to corner this car without squealing. In comparison, Stirling Moss and Lance Macklin were hurling their cars through the corners, and no doubt the Aston boys were too, but I could not watch these whilst they were still running.

It was very hard on Taruffi after leading so long and then pushing the car so far, to be disqualified, but it was good to see the Americans, unlike so many International organisers, stick to the rules laid down, no matter to whom they applied. In this instance, they were twice violated through no fault of the Italians, but through necessity. Firstly, the car having been pushed to the pit and worked on did not leave the pit having started on the starter, and secondly the car did not cross the finishing line under its own power, it was pushed, so the Americans, quite rightly, disqualified it, and thus Lance Macklin got into third place on three cylinders.

I think the Moss-Lloyd win in an Osca was generally popular. It ought to have been anyway, as it should have satisfied and consoled all participants. It was an American entrant, with a British and an American driver in an Italian car. What more could you want? I know—an all-British win. It is interesting to note that Stirling's contract with Jaguars forbade him to drive the 4.5 Ferrari, or any car of comparable size to the Jaguar, and that is why he drove the Osca, which only goes to show you can't keep a good man down.

The outcome of the race must have been something of a disappointment to David Brown, after all he had put into it, but if it was, he certainly did not show it, and was in fact as cheerful as if he had won it. He and John Wyer were immediately discussing how best they could profit for the next race from the faults found, and



AT THE "GAY NINETIES," NEW YORK.—Left to right, Roy Salvadori, Pat Griffith, Peter Collins, Reg Parnell, John Wyer, Rob Walker and host Nelson Rose.

before the Sebring event had finished telegrams were already flashing to Feltham. The morning after the race John Wyer and the drivers went to the prizegiving, and to their great surprise Reg Parnell was presented with the Dunlop Gold Cup for Sportsmanship. Whether this was an individual award, or to David Brown and his team, I don't know, but in either case, I think it well deserved. I said to John Wyer by way of consolation, "Well, I think that is the nicest possible cup to win," and he replied, "I don't know about that, but in the circumstances it is the only possible one we could have had." Meanwhile, I had been designated to go with David Brown and Gerald Lascelles and his wife to Tampa, a hundred miles from Sebring, where they were to catch an aircraft for San Francisco. My job was to bring the Studillac back when they had left, and I had a most delightful run, when I had got used to the hydromatic gears, and I clocked over 110 m.p.h. several times.

The following morning we all packed into the two cars, and finally left Sebring for West Palm Beach, where we were to meet Briggs Cunningham at his racing establishment, which is a large hangar on the airport. It is a most beautiful shop where you could quite literally eat off the floor. It has wonderful machinery and ample space, with odd Ferraris dotted around here and there. We saw the new car for Le Mans, and we weighed the 4.5 Ferrari engine which will be used in the new car if the 5-litre is not ready in time. Then Briggs took us all to have a magnificent lunch, and finally came to the airport to see us off on our flight to New York. So as we winged our way westwards, whilst the sun sank slowly beneath the swaying palms, we say farewell to this golden city of tropical splendour. You may wonder why we were going westwards. Well, we did a left-hand circuit for the sake of alliteration.

We arrived at Idlewild, New York airport, at about 9.30 at night, to be met by Nelson Rose of the Esso Petroleum Company, or Standard Oil in America, who had a complete programme mapped out for us for the whole night. I did not know what to expect. I was ready for anything, even to meeting Al Capone, but all we met was the most wonderful Alka Zone I have ever known; from the time we met Nelson the stuff just flowed, all at his generous expense. First we went to the Gotham Hotel on Fifth Avenue, where they had booked us the most marvellous suite including reception room. Then, having left our luggage and changed, we went to an Italian restaurant called Astis. Here the waiters, waitresses, barmen, and in fact everybody, are opera singers, and the whole time they are serving you they sing superb opera, also the food is most excellent: the only really good food I had in America. At about 1 a.m. we moved on to the Gay Nineties, a night club that lived up to its name, playing all the old tunes. Everybody was given a false moustache, and when the party was all wearing them they took a group photo. I seemed to be wearing two, one upside down, or the camera was drunk. We eased out of this joint soon after 4 a.m. or, to be exact, it closed down on us, so we returned to our hotel suite for a little liquid refreshment, and later, much later, bed.

In the morning we all had only one idea, and that was to buy some presents to take back with us. I had had strict instructions not to bring anything that could be bought in England, as it would be waste of dollars, and this was nearly my undoing. I was up somewhat late, not surprisingly, and having packed and fixed everything,

time was getting on. John Wyer said we must be back in the hotel at 2 p.m., ready to leave for Idlewild, which is supposed to take an hour from Fifth Avenue, as we had to be at the airport at 3 p.m. for a 4 o'clock take-off. Well, I searched up and down Fifth Avenue, trying to find something I could not get in England, but it seemed impossible, and I was getting frantic with despair. Eventually I picked on an alligator pair of shoes with handbag to match, but by the time I had found the money, they had got the right size and packed them up, it was 3.15, and when I got back to the hotel the others had left long ago. Everybody was agreed that it took about an hour to Idlewild Airport, so things looked rather black. I had a quick gin and tonic to give me strength, chose my Jehu with some care, and we were off on our record-breaking run; to encourage him to greater efforts I either threatened to hit him over the head with my box of shoes, or regaled him with stories of how slowly the American traffic went, and had we been going from London to our airport we would have been doing about 100 m.p.h. This treatment definitely had an effect, so I took to watching out of the back window for the cops. They appeared once, but fortunately went off in another direction. We made it with 7 minutes to spare, but then came a mile of corridors, and as I went tearing down the finishing straight the only person I could see was Dunlop Mac; he was just going to get out his tyre gauge to take my pressure, when he looked at the colour of my face and realised his gauge didn't read that high, so he rushed me to the Pan-American official, who was waiting for me, and got me on board at exactly 4 p.m., and we were off. I had not been through customs, the passport office, or anything.

On leaving America, I think the three things that struck me most were their wonderful National Airlines, running just like our trains, but more frequently; the heavenly smell of the orange blossom everywhere in Florida; and the fact that so many people buy American cars. We really only came away with two accomplishments, the winning of the Dunlop Gold Cup for Sportsmanship, and the breaking of the taxi record from Fifth Avenue to Idlewild, but this is subject to official confirmation, which we hope to get within the next ten years. Unfortunately, I believe there has been a protest over this, because the passenger was aiding and abetting the driver against the cops, which is contravening the rules. A pity, really.

This story seems to have gone on far longer than I intended; once I start I go on and on. I can't think what would happen if I got paid for it. I must finish by reminding both my readers that all characters in this story are entirely frictional, as I shall no doubt find out when it is published.

## CONTINENTAL RACES

THE weekend of May 22nd-23rd saw a wide variety of motoring events taking place on the International Calendar. At Bari, in the south of Italy, Froilan Gonzalez recorded his third successive Formula I victory by winning the Bari Grand Prix. Although Behra (Gordini) did his utmost and severely worried the second Ferrari team man, Trintignant, he was unable to approach the Argentinian, who covered the 60 laps of the 5.5-kilometre course with a surety that is very different from the rather wild Gonzalez of last year. Of the 12 starters seven completed the course and though Marimon tried hard to keep his Maserati with the Ferraris and Behra's Gordini he eventually had to drop back when the Frenchman passed him during a record-breaking lap.

| Results :  |                          |                             |                    |
|--|--------------------------|-----------------------------|--------------------|
| GRAND PRIX OF BARI—Formula I—60 Laps—330 Kilometres—May 23rd |                          |                             |                    |
| 1st :  | J. F. Gonzalez (Ferrari) | ... 2 hr. 21 min. 8.2 sec.  | ... 141.300 k.p.h. |
| 2nd :  | M. Trintignant (Ferrari) | ... 2 hr. 21 min. 15.1 sec. |                    |
| 3rd :  | J. Behra (Gordini)       | ... 2 hr. 22 min. 9.4 sec.  |                    |
| 4th :  | O. Marimon (Maserati)    | ... 1 lap behind.           |                    |
| 5th :  | H. Schell (Maserati)     | ... 2 laps behind.          |                    |
| 6th :  | B. Bira (Maserati)       | ... 4 laps behind.          |                    |
| 7th :  | U. Maglioli (Ferrari)    | ... 6 laps behind.          |                    |

In Belgium the Automobile Club of Spa held races for production cars on the Francorchamps Grand Prix circuit. Outstanding driver of the day was Paul Frere, who won the standard production-car event with a vast Chrysler New-Yorker, fitted with every conceivable type of 'matic device to hinder high-speed driving. Having finished that "battle with science," he then got into a TI Alfa-Romeo 1,900 saloon and won the race for standard cars of the more sporting type. To close the day of racing there was an event for sports cars and it produced not only a very interesting entry but also an exciting race. The entry included an A6G Maserati driven by the Swiss motor-cycle champion Benoit Musy, XK120C Jaguar, Alan Brown's Cooper-Bristol driven by Jacques Swaters, Glockler and Olivier with Porsches, Mlle. Thirion with her Mille Miglia Gordini, a TR2 Triumph,

Austin-Healey, numerous XK120 Jaguars, and a trio of Ferraris, one of which was a brand new "Mondial" model. Musy, in the Maserati, and Davids, in the XK120C, soon ran away from the rest of the field and had a fierce battle which lasted the whole race, with victory going to the Jaguar.

| Results :   |                                  |                            |                    |
|---|----------------------------------|----------------------------|--------------------|
| AUTOMOBILE CLUB OF SPA—FRANCORCHAMPS                                  |                                  |                            |                    |
| <b>Production Cars :</b>  |                                  |                            |                    |
| 1st :   | P. Frere (Chrysler)              | ... 1 hr. 10 min. 33 sec.  | ... 144.101 k.p.h. |
| 2nd :   | H. Franssen (Mercury)            | ... 1 hr. 14 min. 25 sec.  |                    |
| 3rd :   | A. Pilette (Ford)                | ... 1 hr. 14 min. 55 sec.  |                    |
| Fastest lap : P. Frere (Chrysler), 5 min. 39 sec.—149,946 k.p.h.      |                                  |                            |                    |
| <b>Special Production Cars :</b>                                      |                                  |                            |                    |
| 1st :   | P. Frere (Alfa-Romeo 1,900)      | ... 1 hr. 10 min. 46 sec.  | ... 143.660 k.p.h. |
| 2nd :   | P. Martignoni (Alfa-Romeo 1,900) | ... 1 hr. 11 min. 13 sec.  |                    |
| 3rd :   | R. Stasse (Alfa-Romeo 1,900)     | ... 1 hr. 11 min. 28 sec.  |                    |
| Fastest lap : P. Frere (Alfa-Romeo), 5 min. 48 sec.—146,068 k.p.h.    |                                  |                            |                    |
| <b>Sports Cars :</b>  |                                  |                            |                    |
| 1st :   | H. Davids (Jaguar XK120C)        | ... 1 hr. 6 min. 11.9 sec. | ... 153.609 k.p.h. |
| 2nd :   | B. Musy (Maserati A6G)           | ... 1 hr. 6 min. 16.5 sec. |                    |
| 3rd :   | J. Swaters (Cooper-Bristol)      | ... 1 hr. 8 min. 21.0 sec. |                    |
| Fastest lap : Davids (Jaguar XK120C), 5 min. 24.8 sec.—156,502 k.p.h. |                                  |                            |                    |

Once again Sicily echoed to the sound of super sports cars when the Targa Florio was run over eight laps of a closed circuit of 72 kilometres, on the northern shore of the island, not far from Palermo. Following his win in the Tour of Sicily earlier in the season, Piero Taruffi drove a 3.3-litre Lancia to victory at a new record speed.

| Results :  |                               |                           |                    |
|--|-------------------------------|---------------------------|--------------------|
| THE 38th TARGA FLORIO—8 Laps—576 Kilometres—May 30th |                               |                           |                    |
| 1st :  | P. Taruffi (Lancia 3.3-litre) | ... 6 hr. 24 min. 18 sec. | ... 89.930 k.p.h.* |
| 2nd :  | L. Musso (Maserati A6G)       | ... 6 hr. 31 min. 51 sec. |                    |
| 3rd :  | R. Piotti (Lancia Aurelia)    | ... 6 hr. 55 min. 11 sec. |                    |

\* New record.

## TO SILVERSTONE PER SIMCA

AFTER being without it for 4½ months we put a well-known sports two-seater back on the road for the journey to the Daily Express Silverstone Meeting. However, the ride on the secondary roads which we covered in a hurry for the practice session showed up the discomfort of the ride, and the cold, wet weather made a roof and wind-up windows desirable.

Consequently, through the good offices of Gerry Ames, of Downtons, we arranged to swap the sports car on the Friday evening for a French Simca Aronde saloon. This provided entirely adequate performance and every possible comfort over the Silverstone weekend. It was also a very handsome-looking car to return to after long spells of reporting.

Like certain individuals, the Simca is unassuming and for this reason one is apt to overlook, as in the case of modest personalities, its good qualities. Yet these it certainly possesses. For a 1,221-c.c. car it is very roomy, it being possible to seat six if necessary on the deep, comfortable bench seats. It also has performance suggestive of at least a 1½-litre, yet returns over 30 m.p.g. under lead-footed driving. It corners very nicely indeed, roll killed before vicious roll over-steer develops, the steering light, smooth and responsive, and the Dunlops making no protest. These handling qualities can, perhaps, be summed up by remarking that 44 miles were easily disposed of in an hour when I was tired after a 5 a.m. start and a long day "at the races," over the winding, hilly by-roads I cover to escape the post-Silverstone traffic.

Under these conditions the sureness of the hydraulic brakes gives complete confidence. Clearly the almost-square 45-b.h.p. o.h.v. engine has plenty of life, the acceleration being decidedly "usable", in spite of pleasantly high gearing which safeguards the small engine from overworking. The steering-column gear-change is somewhat stiff, but satisfactorily substantial.

The Simca Aronde was fully reported on in MOTOR SPORT last January but it seems that the car tried recently went better than its predecessor, because it would cruise at an effortless speedometer 70 m.p.h. (well over a mile-a-minute) and show 80 very easily, the true maximum being approximately 75 m.p.h. There was some noise transmitted over certain surfaces but the engine is notably quiet. Sixty is usual in third gear. Its performance figures certainly bear comparison with those of other under-1,300-c.c. cars.

The screenwipers failed on a wet night (fuse?), but a tiny crank handle is provided for such a contingency and vastly amused the children if not the driver!

There are certain shortcomings about some of the minor controls, as recounted in the full test report, but for those seeking a small-engined car of modern style and appointments, yet with sports-car gearing and handling qualities, the Aronde is it. It should be a quick rally car. The Simca is handled by Fiat (England) Ltd., Water Road, Wembley, and this attractive little French car with traces of Italian ancestry costs £896 9s. 2d. mit p.t.—W. B.

## TO GOODWOOD IN A FORD ANGLIA

**Dagenham's Latest Small Car, the Least-Expensive 70-m.p.h. Saloon on the Market, Which Should Make a Good Rally Car, Handles Well, has Excellent Acceleration and Represents Exceedingly Good Value for Money**

**T**HIS title goes well with the observations under the heading "To Silverstone in a Simca" which appear elsewhere in this issue of MOTOR SPORT, but in point of fact, although we went to the B.A.R.C. Whitsun Meeting in a Ford Anglia, we also went to the M.M.E.C. Silverstone Meeting in it and to several other places as well.

The great Ford Motor Company has not made a bad car, at least from the advent of the model-T, and it has since that time sought to provide vehicles of good performance and passenger-capacity which are reliable, economical, inexpensive to purchase and which appeal to a very considerable proportion of the car-purchasing public.

The 1,172-c.c. side-valve, two-door Anglia saloon, selling for fractionally over £511 with p.t., follows in this Dagenham tradition.

It, and the four-door Prefect (hush, my child, no doubt these will be seen on the road in due time!) and the least-expensive-of-'em-all Popular, brought crowds to the Ford stand at the last Earls Court Show. The Popular offers very sensible 35-m.p.g. minimum-motoring for the masses, and the Anglia provides greater refinement and much better performance still at a highly competitive price.

The modified version of the famous "1,172" power unit, now giving 36 b.h.p., produces over 70 m.p.h., very good acceleration, particularly in middle-cog, a distinctly usable top-gear performance for the shift-shy, and is notably smooth up to 40 m.p.h. in second gear and 60 in top. It becomes somewhat intrusive thereafter, up to maxima of 48 in second and 72 or so in top. The gear ratios are spaced as well as can be contrived in a 3-speed gearbox.

The body is roomy and has some good amenities. The seats are comfortable but not luxurious and the effect of sitting *on* rather than *in* the car at least offers truly excellent forward visibility, aided by the brief bonnet but somewhat spoiled by wide screen pillars. Leg room is generous in front, not too restricted in the back, and entry to the back seat, *via* the near-side door and front seat, is aided by a balanced tip-up for this front seat.

The luggage space is extremely generous, although cases, etc., share the big boot with the spare wheel and the tool-kit and jack in sack-cloth wrappings. The boot lid is balanced, and locks. There are wind-up windows and half-windows in the front doors. The minor controls and instruments are simple but call for minor criticism not worth detailing. There is a speedometer having a rather pleasing transparent needle with milometer but no trip, an ammeter, and a suitably pessimistic fuel gauge, but no oil gauge or clock, although an oil-warning lamp is provided. Self-cancelling direction indicators, the recessed horn button in the steering-wheel centre (the *horn* note is horrid), a very convenient central hand-brake lever, and (extra charge) a good heater, are definitely amongst the amenities. So would be the adjustable, self-parking dual screen-wipers had their blades not had a tendency to grease the screen, even in rain.

The body interior is nicely finished, some of the details are of plastic material, and I liked the leather door-pulls. No door pockets are provided, but a truly capacious, full-width, under-facia shelf and a shelf behind the rear seat make up for this. There is a swivelling ash-tray in the facia, and a fitting for a radiator-blind cord, although the blind was not present on the car tested. The body gives the impression of being light, because some floor, side-panel and bonnet judder is evident over bad roads, and minor rattles are heard. Nor is sound-proofing entirely proof against the transmission of road noise *via* the tyres and engine noise towards peak revs. Heat and fumes, however, are entirely absent, and the body completely rain-proof.

The pedals are rather small and high off the floor, the mirror is adequate but not 100 per cent., and when testing petrol consumption a dry tank resulted in a momentarily blocked jet. The forward-hinging bonnet top panel provides reasonable accessibility of the mechanism, but the oil filler isn't easy to use. The near-side petrol filler is splendidly placed for pump or can refuelling, but the cap seemed apt to jam when the rubber washer beneath it got wet.

The Ford Anglia stands out because it performs so briskly and handles so delightfully in spite of the generous capacity of the body its side-valve 1,172-c.c. engine is asked to propel. The speedometer needle surges towards "70" on every brief straight and a genuine



cruising speed of 60 m.p.h. and more can be held indefinitely (which, however, exceeds 2,500 ft. per min. piston velocity), with extremely vivid pick-up to 40 in second gear as a matter of course, although the noise level becomes high above 55 m.p.h. This is comment rather than criticism in view of the Anglia's size and price.

This ability to *go* is matched by an ability to *keep going* round corners and to *stop*. I would not describe the roadholding as the absolute best amongst small cars, but certainly the Anglia is exceedingly safe and pleasant to drive, the steering smooth, taut and high-g geared (two turns, lock to lock), and the roadholding of a high order. The car rolls quite a lot on fast corners but is free from that distressing habit so many family cars have of lurching into an extreme oversteer. The back wheels give that happy impression of following the front ones through the curves and although the wheels break-away fairly readily, particularly on wet surfaces, serious slides do not develop if judicious use is made of the quick steering. The small steering wheel has two rather thick, odd-shaped spokes; once or twice a front wheel contacted a near-side kerb, because the front wheels are farther back than the driver's very clear view of the near-side wing leads him to believe. The steering transmits no return motion, has mild castor action, and the wheel transmits only slight vibrations (including that from the engine when it is idling).

The 7-in. Girling hydraulic brakes are powerful, progressive and vice-free, if a thought fierce due to brief pedal movement. Their linings emitted a distinct squeak.

The suspension is comfortable, but firm, so that the Anglia's occupants are conscious that at times the 13-in. wheels are bouncing up and down; the back ones tend to judder under strong uphill acceleration over disgraceful surfaces. The Goodyears howl mildly only under really hurried cornering tactics.

The gear-change is by a good, rigid central lever, although, being longer than that of earlier Ford Tens, some of the speed of cog-swapping seems to have been sacrificed. Reverse is opposite first with no safety-catch, and can be "snicked" during ham-handed shifting into second, while the small amount of lateral movement across the gate can cause confusion at times. The gears are not noisy but the synchromesh "sizzled" and we thought at times we could distinguish the back axle humming its thoughts. The clutch needed care at "take-off," inclining to fierceness, which the pendant pedal exaggerates.

The qualities of brisk performance, excellent roadholding with pleasant steering, and good forward visibility collectively render the Ford a remarkably fast A-to-B conveyance in the modest-price class.

Unfortunately one pays rather dearly for this in respect of petrol and oil consumption. The former came out at fractionally better than 29 m.p.g., driving hard but coasting where prudent (although Grade 2 petrol produced no symptoms calling for the purchase of better fuel), and some oil was required after about 300 miles, but none thereafter.

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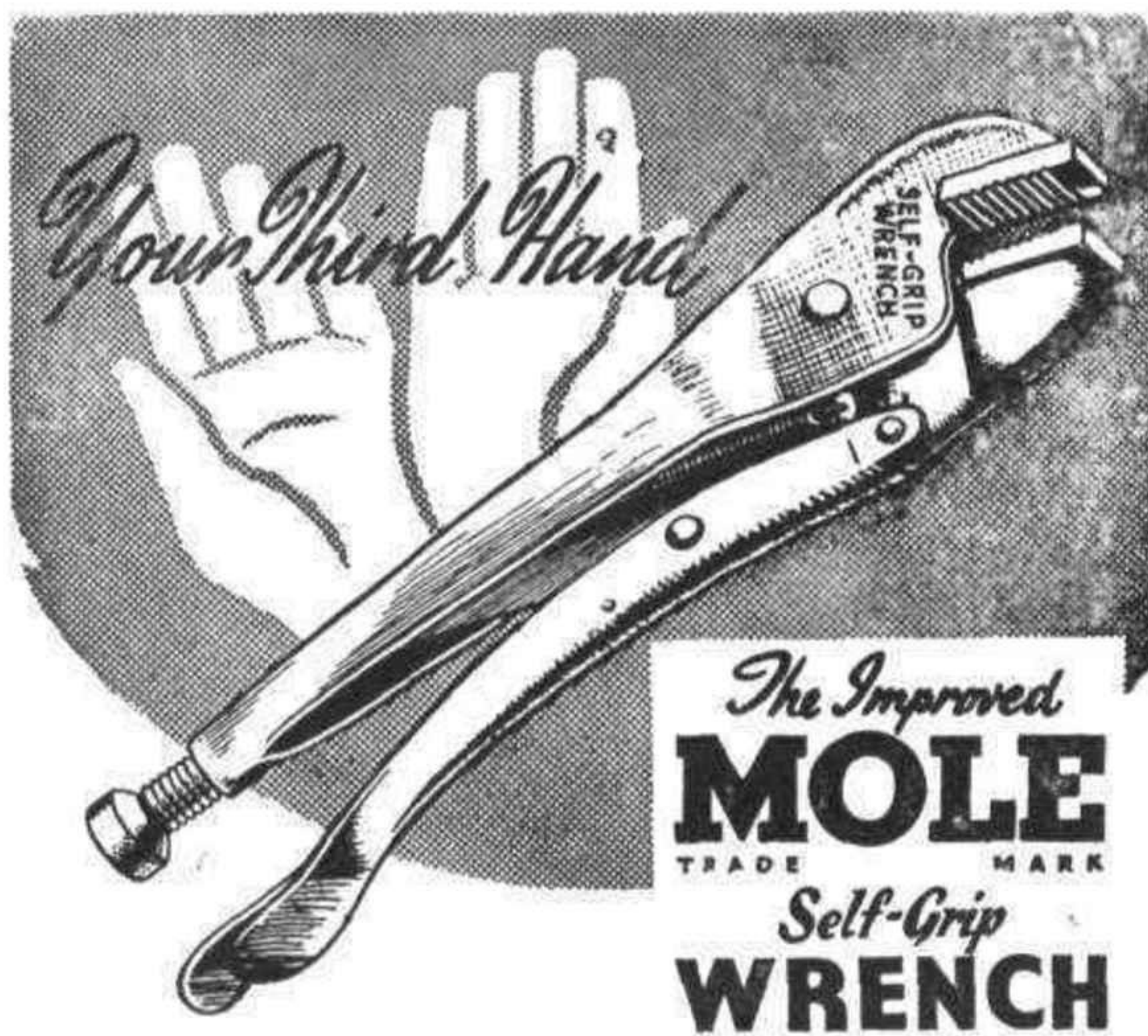
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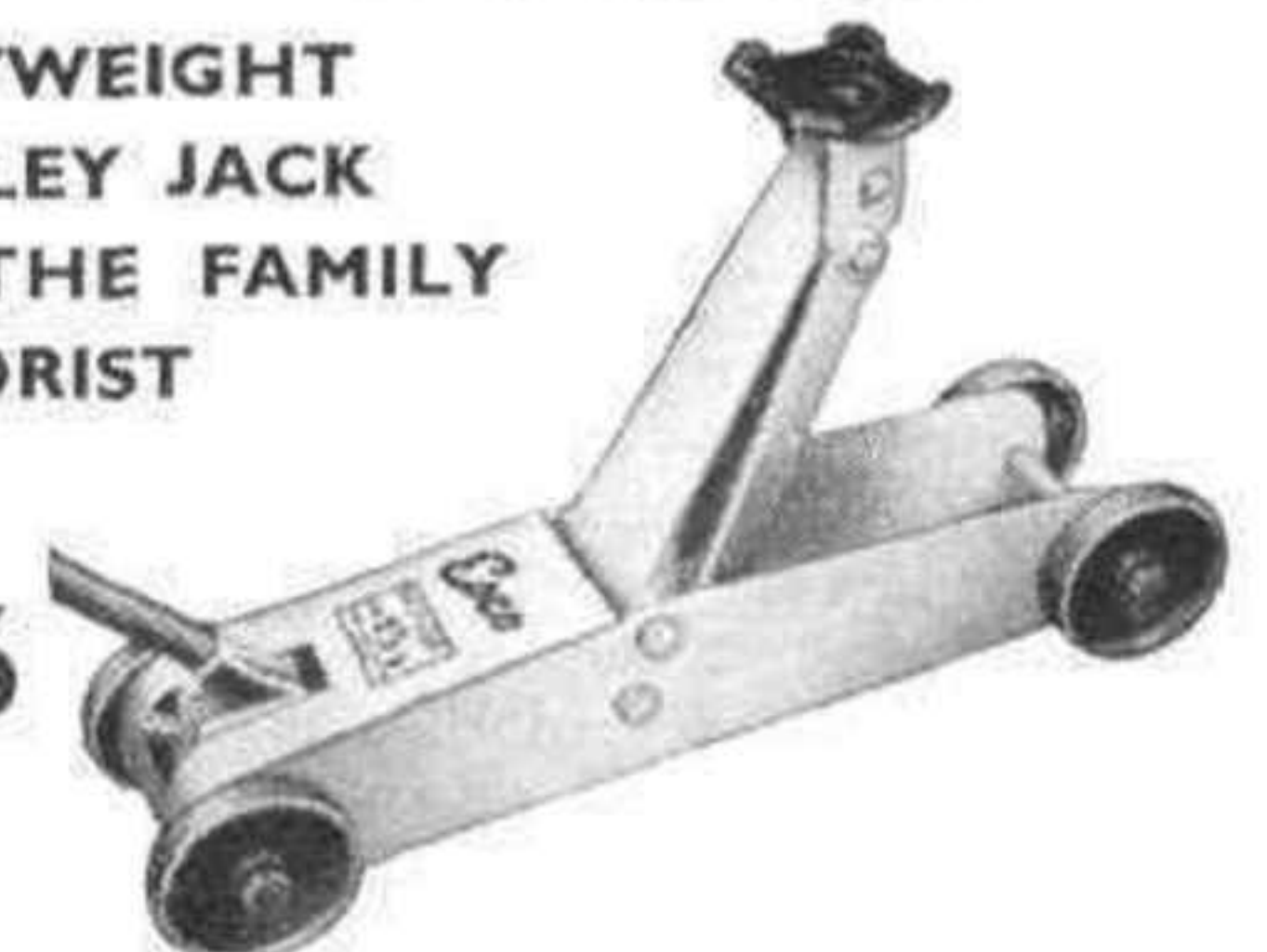
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There are cars in the Anglia's capacity class produced in this country and on the Continent which are faster, yet use less petrol; nevertheless, they do not all possess the Anglia's accelerative powers in spite of their o.h.v. engines and lower gearing.\* On the other hand, also, the Ford is certainly the least-expensive 70-m.p.h. saloon, and its low servicing charges and many practical features offset a somewhat disappointing fuel consumption. When Sir Patrick Hennesy introduced the new small Fords at an unveiling party last winter he emphasised that in offering "cars for the people," Dagenham has no intention of skimping on performance (which, he said, tends to increase traffic congestion), passenger accommodation or amenities such as proper luggage accommodation and ample door, window and luggage-boot apertures.

Although I personally dislike cars of square aspect, which look as if they are constructed with the children's plastic bricks, with drawing-pins for wheels, this is the modern tendency and the Anglia conforms better than many.

Despite the fact that Sir Patrick prepared us to expect two very good cars, Dagenham's achievement in providing a roomy saloon which weighs only 15½ cwt., possesses such outstanding performance for its size and such good handling qualities, at a price which puts it only five places up from the least-expensive car on the British market, is something enthusiasts will be quick to appreciate. I shall expect to see the Ford Anglia putting up some fine rally performances in the near future.

\* The average of six cars of up to 1,300 c.c. gives 0-50 m.p.h. in 20.3 sec. and a maximum speed of 71.9 m.p.h. for a basic price of £483. The 1,172-c.c. Ford Anglia accelerates from 0-50 in 18.5 sec., does 72.6 m.p.h., and its basic price is £360.

#### THE FORD ANGLIA TWO-DOOR SALOON

**Engine:** Four cylinders, 63.5 by 92.5 mm. (1,172 c.c.).  
**Side valves:** 7.0 to 1 compression ratio. 36 b.h.p. at 4,500 r.p.m.  
**Gear ratios:** First, 15.072 to 1; second, 8.252 to 1; top, 4.429 to 1.  
**Tyres:** 5.20-13 Goodyear Super Cushion de Luxe on bolt-on steel disc wheels.  
**Weight:** 15 cwt. 1 qtr., without occupants but ready for the road with approx. 1 gall. of fuel.  
**Steering ratio:** Two turns, lock to lock.  
**Fuel capacity:** Seven gallons. Range approx. 203 miles.  
**Wheelbase:** 7 ft. 3 in.  
**Track:** Front, 4 ft. 0 in.; rear, 3 ft. 11½ in.  
**Dimensions:** 12 ft. 7¼ in. by 5 ft. 0½ in. by 4 ft. 9½ in. (high).  
**Price:** £360 (£511 2s. 6d. with p.t.).  
**Makers:** Ford Motor Co., Ltd., Dagenham, Essex.

The example I drove for 693 miles proved very entertaining, sufficiently fast on average journeys to be not in the least tedious and, a few minor irritations apart, it was entirely dependable.

Dagenham has, indeed, produced another very sensible and desirable car.—W. B.

### THE M.M.E.C. AT SILVERSTONE (June 5th)

The Midlands Motoring Enthusiasts' Club ran off its sixth annual Silverstone meeting to schedule on Whit-Saturday, with a programme of scratch and handicap 5, 6, 8 and 10-lap races for sports and racing cars. The weather held out until the last race, which was run in a thunderstorm. Rather like a school sports-day, competitors appeared again and again in good-natured "have a go" competition. In particular Peter Gammon, the Stirling Moss of club race meetings, had a very busy day, running in nearly every event, stopping for no apparent reason in one, but netting five "firsts" and two "seconds" with his incredible Lotus-M.G., which ran right away from Baxter's Type C Jaguar and beat all the 500s in a racing-car event, and the Clairmonte-Connaught, the ex-Skelly Alta with Bristol engine driven by A. "Elbows" Wake and the R.R.A. in the Formule Libre race. With this Lotus about one wonders if big-engined cars are worth while at these meetings!

Certainly the R.R.A. spun into Woodcote's ditch because a brake cylinder pipe severed, releasing all the fluid, and the Clairmonte, having trouble with its brakes, also spun, but Gammon had comfortably beaten the latter in another race.

Watling Greenwood's smart and effective R.W.G. gained a "first" and a "second." The 500-c.c. 8-lap race was won by Headland's Martin-Headland from Moor's Wasp and Anderson's Staride, Rowbotham's J.L.R. having gear-change difficulties. Jackson's Cooper-M.G. went well in the small sports-car races but a TF M.G. was completely out-classed. Moor might have got another "second" in the fifth race but missed an upward gear-change out of Beckett's and let the Alta-Bristol by, with Headland leading very comfortably—500 c.c. ahead of 1,971 c.c.!

The 1,172 Formula race, five laps from scratch, saw a great battle between David Small's smart and successful D.H.S. IIb and Walshaw's Lotus, but Walshaw cornered wide on the final circuit and remained behind Small, Marsh's Dellow third. Walshaw made amends by winning Heat 1 of the sports-car handicap from Nurse's fast Riley and Marsh, while in Heat 2 J. E. G. Stevens won in a DB3 Aston Martin (early type) from Gammon and Shale's Austin-Healey.

One race saw Burton's very impressive vintage 4½-litre Bentley, its driver really busy with the tiller, keep ahead of mere XK120 Jaguar and Austin-Healey opposition.

During the afternoon Bleakley's TR2 Triumph shed its off-side front wheel just as another of these cars did at the Eight-Clubs meeting; luckily the car came safely to rest—but scrutineers should note.

A good meeting, enthusiastically run. Even in the thunderstorm only an Austin-Healey spun off, Nurse winning in fine style on handicap from Gammon, both going magnificently, with White's Austin-Healey third.

### BRANDS HATCH WHIT-MONDAY MEETING

This meeting was notable for the fact that it was the first time that racing cars of Formule Libre class had raced at Brands Hatch—and I hope we see much more of it, as the battle between Whitehouse and Beauman was fought out in the highest standards of motor racing.

The open challenge race was won at speed by Don Parker. Russell gave him a run for his money, but Parker will take a lot of beating at Brands. The junior race was won fairly easily by Barrett, driving an Emeryson. The senior race was again won by Parker. (When are some new drivers going to arise to challenge the maestros?) The J.A.P. race was won by Creamer.

In the sports-car race Peter Gammon again gave a spectacular display of driving—he was never seriously challenged except towards the end when Scott-Brown, driving a Lister-M.G., put up a great fight. The latter drove an exceedingly fine race and struck one as a most impressive driver.

The great event of the day was the Formule Libre race of 30 laps. There was a good entry, but it was evident that the two Connaughts and the Cooper-Bristol would start favourites. Beauman, in a Connaught, led right from the start, driving magnificently. Soon, however, Whitehouse, driving brilliantly, worked his way through the field into second place. Crook had to retire with engine trouble, so that the two Connaughts had it all their own way, as Gammon, driving well as he did, was outclassed by these two cars. Three laps from the end Whitehouse scraped past Beauman and went on to win a truly magnificently driven race.—J. C. M.

#### Results:

**Open Challenge Race.**—1st: D. Parker (Kieft), 69.02 m.p.h.; 2nd: J. Russell (Cooper); 3rd: N. Berrow-Johnson (Martin Special).  
**Junior Race.**—1st: R. J. Barrett (Emeryson), 66.71 m.p.h.; 2nd: A. A. Butler (Staride); 3rd: A. Eccles (Staride).  
**Senior Race.**—1st: D. Parker (Kieft), 69.49 m.p.h.; 2nd: N. Berrow-Johnson (Martin Special); 3rd: J. Russell (Cooper).  
**Sports-Car Race.**—1st: P. D. Gammon (Lotus), 65.01 m.p.h.; 2nd: A. Scott-Brown (Lister); 3rd: M. Anthony (Lotus).  
**Formule Libre Race.**—1st: W. J. Whitehouse (Connaught), 68.69 m.p.h.; 2nd: D. Beauman (Connaught); 3rd: P. D. Gammon (Lotus).  
**J.A.P. Race.**—1st: S. W. Creamer (Creamer), 64.86 m.p.h.; 2nd: G. M. Jones (Cooper); 3rd: R. C. Smith (J.B.S.).

### STOCK-CAR RACING

It is obvious, from his article "Idiot's Delight" in the May 21st issue of *Truth*, that Bernard Levin dislikes stock-car racing. We are glad to note that he states: "Stock-car racing is to ordinary motor-racing as all-in wrestling is to the Sadlers Wells Ballet."

Incidentally, the bumping and boring has recently been transferred from New Cross to Harringay.

## COURSE DE COTE DE PLANFOY

ST. ETIENNE, May 16th.

WITH all the Grand Prix activity concentrated on Silverstone, the Continent saw a relatively quiet weekend and the Automobile Club du Forez organised their hill-climb for touring and sports cars. The course remained on the main road out of St. Etienne, but this year finished just before the village of Planfoy instead of after it as last year, making a distance of 5.2 kilometres. As the road is an important one, being RN 82, it is not possible to close it to the public for more than one day, so instead of having a practice session competitors were allowed two climbs, and the best time was counted for the results. Most competitors spent Saturday afternoon driving up and down the hill and though the road was open to normal traffic the police were marshalling on every corner and preventing any risk of meeting other competitors returning down the hill.



LE DEPART.—Seen leaving the starting line of the Planfoy Hill-Climb is Jean Blanc in his Lago-Talbot. He made fastest-time-of-the-day.

All cars in the touring category were weighed before the start, just to make sure they were basically standard and had not got aluminium bodies, etc., and the first runs commenced with the inevitable 4 c.v. Renaults, which hummed away up the hill between the crowds of spectators on each side of the start. The groups were classes by capacity in the standard international limits of up to 750 c.c., 750-1,300 c.c., 1,300-2,000 c.c. and over 2,000 c.c. Surprise of this group was a local driver, J. Rocher, with a standard 1,500 Porsche, who beat three Alfa-Romeo TI saloons and a Sprint model, as well as the German Porsche specialist Von Frankenburg with a 1,300-c.c. Porsche and a Swiss driver of a 2½ Lancia Aurelia G.T. His time was 3 min. 20 sec. and remained unbeaten until the faster sports cars appeared. Among the sports group were an 1,100-c.c. Osca coupé, Bourely with his 1,500-c.c. Gordini coupé, a new French-owned Maserati A6G, a TR2 Triumph, Pozzi with one of last year's Le Mans Lago-Talbots and Blanc with his earlier Lago-Talbot. Of special interest was the Alfa-Romeo of a Swiss driver Ducrey,



DISCO-VOLANTE.—The special Alfa-Romeo of the Swiss driver Ducrey. Using the same type of engine as the 1900 model, and many of the mechanical components of the production car, it proved to be a very rapid 2-litre.

for it was the first Disco Volante model, built around 1,900 Alfa-Romeo parts. The engine was a very special version of the 1,900 brought up to a full 2 litres and having four Weber carburettors, while the gearbox was of 1,900 type, but with a central remote control. The chassis frame was of multi-tubular pattern and front and rear suspension followed 1,900 principles, while TI type brakes were used with Rudge hubs and wheels. The two-seater body was not so "Disco" as the much publicised models and looked the better for it. It was the car's first outing in the new owner's hands and he only just failed to make second f.t.d. against the two Talbots driven by experienced and practised drivers.

Although it did not actually rain for the meeting, the roads were wet in places, but everyone drove with reserve and there were no incidents to cause delays. The result was that the 52 starters all had their two runs and the meeting was finished in excellent time, the organisation being most efficient.

The system of timing was by electrical coupling between the finish and the start and competitors were sent off at one-minute intervals with a short break between classes. Each class was then conducted back to the start by a member of the local motor-cycle club over a circuitous route round the neighbouring hills, and thus brought back to the paddock entrance in their correct starting order, the start being at the exit of the paddock. After the second runs all competitors waited at the summit and then returned down the hill in convoy and were led through the town to the "prizegiving" hotel. It was a well-run meeting organised by a small but enthusiastic club and, as so often happens, better than some events run by bigger and more renowned organisations.

### COURSE DE COTE DE PLANFOY—5.2 Kilometres—Damp Conditions

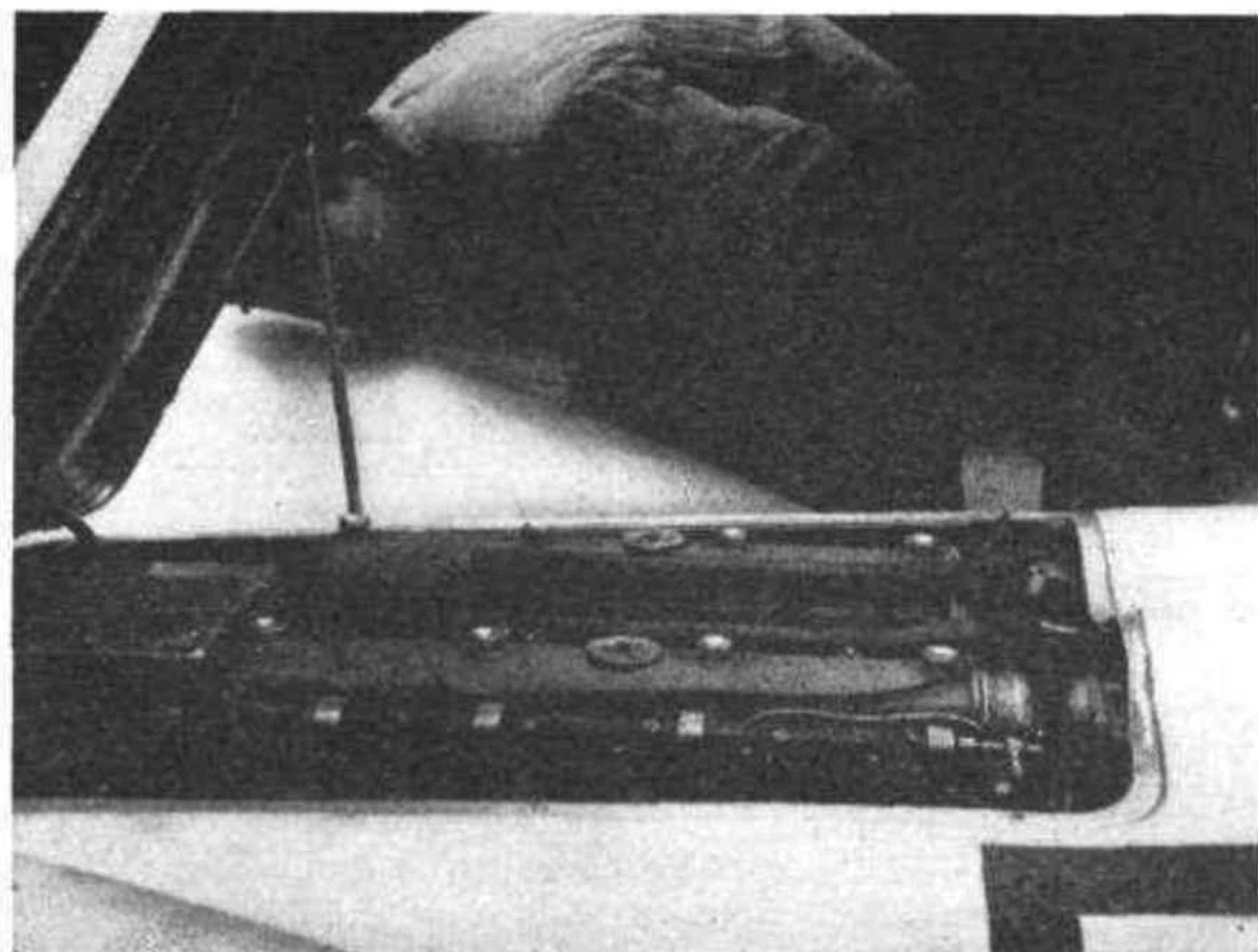
| Results (fastest six times) : |                                  |                      |                    |
|-------------------------------|----------------------------------|----------------------|--------------------|
| 1st :                         | C. Pozzi (Talbot 4½-litre)       | ... 3 min. 1.8 sec.  | ... 102.970 k.p.h. |
| 2nd :                         | J. Blanc (Talbot 4½-litre)       | ... 3 min. 3.0 sec.  |                    |
| 3rd :                         | J. Ducrey (Alfa-Romeo 2-litre)   | ... 3 min. 3.6 sec.  |                    |
| 4th :                         | R. Bourely (Gordini 1½-litre)    | ... 3 min. 7.8 sec.  |                    |
| 5th :                         | G. Barbier (Peugeot Special 203) | ... 3 min. 12.6 sec. |                    |
| 6th :                         | —, Maret (Cisitalia 2.8-litre)   | ... 3 min. 14.6 sec. |                    |

## 17th EIFELRENNEN MEETING

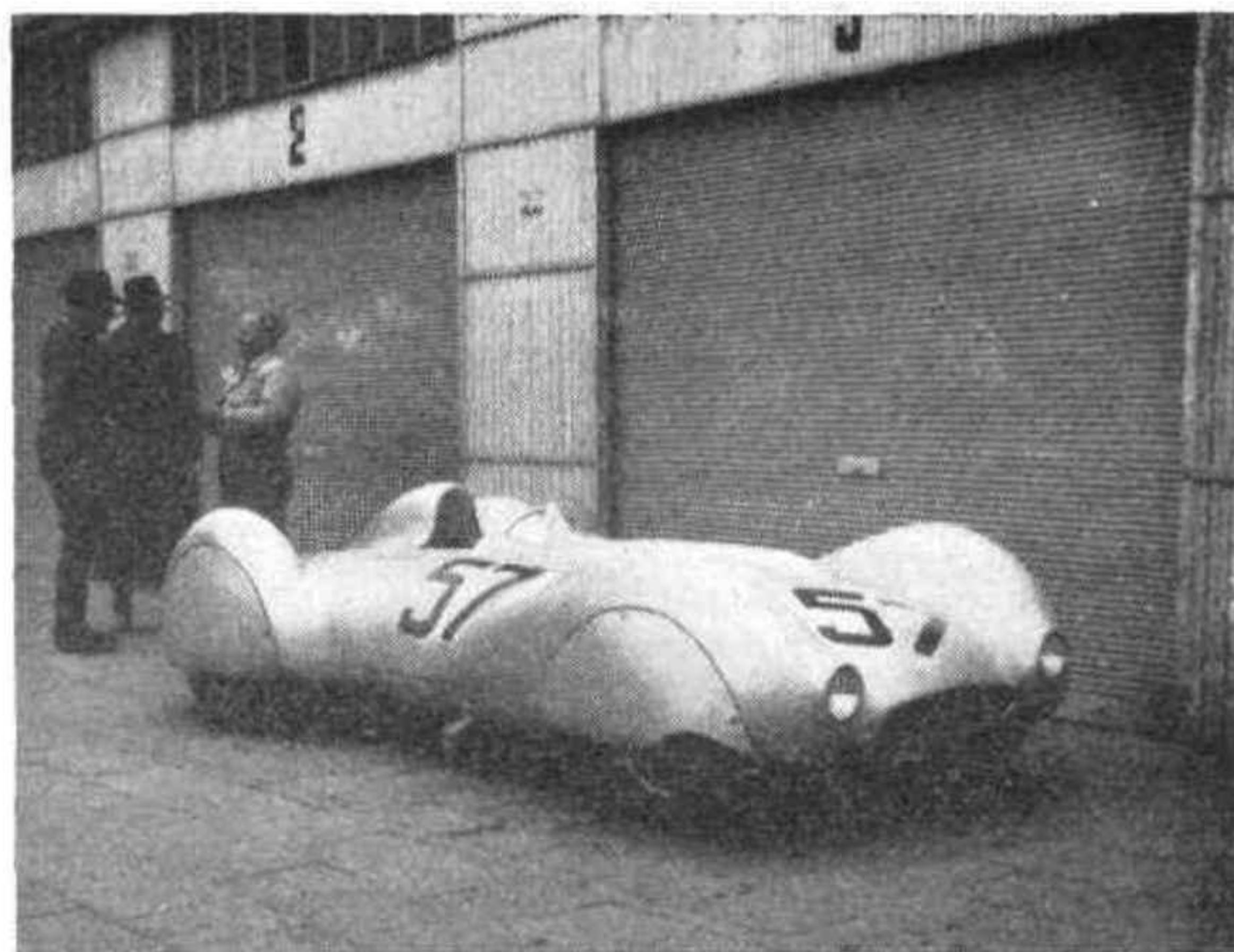
NURBURGRING, May 23rd.

THE annual Eifelrennen meeting on the Nurburgring track in Western Germany saw events for sports cars and Formula III cars, as well as motor-cycle races and a vast entry produced a very full day of racing. After two events for "series" sports cars that were both dominated by a large collection of Porsches, the two most important events of the day took place, the first for racing/sports cars up to 1,500 c.c. and the second for Formula III cars. These two events were run concurrently, the sports cars starting first, followed after a short interval by the Formula III field. This arrangement of running two races concurrently on the same circuit is possible at Nurburgring by reason of the length of one lap, which is 22.8 kilometres; both classes had to cover five laps.

The racing/sports class invariably produces a battle between the two 1½-litre German makes, Borgward and Porsche, but this time the race was enlivened by the addition of another German make with two E.M.W. cars from Eisenach. These cars were entirely new and built by the firm who have taken over the old B.M.W. works, that firm having moved its activities to Munich. These E.M.W.s were fitted with new 1½-litre six-cylinder engines with 2 o.h.c., each camshaft driving a six-cylinder magneto, mounted at the rear, there being two plugs per cylinder. Carburation was by six carburettors of German make, somewhat similar to the Amal motor-cycle carburettor and a six-branch exhaust system led into a short stub pipe protruding from the side of the body. A four-speed gearbox, with a long central lever, was coupled directly to the back of the engine and the transmission drove to a differential mounted on the chassis frame. This frame was composed of two large diameter tubes, with sundry cross-members, and the front suspension was by double wishbones with the top ones connected to long thin torsion bars, parallel with the frame. At the rear the suspension was of orthodox de Dion layout with links connecting the hub carriers to longitudinal torsion bars. Knock-off hubs were used in conjunction with wire-spoke wheels while the bodywork was a masterpiece of panel-beating, enclosing all the wheels, and the driver's left-hand seating position having a head fairing. So closely did the bodywork fit the mechanical components that long bulges were required in the bonnet top to clear the camshaft covers, these bulges being continued into the scuttle, the right-hand one finishing in the rear-view mirror and the left-hand one finishing in the flair below the aero-screen. The resultant car was extremely low and very pretty to look upon, but the lowness of the driver's seat produced a rather ungainly-



**NEW GERMAN ENGINE.**—The six-cylinder twin o.h.c. 1½-litre engine of the E.M.W., showing the tops of the six motorcycle-type carburetors, the cooling-system header tank and the close fit of the scuttle over the two camshaft-driven magnetos.



**SPORTS CAR.**—The new sports 1½-litre E.M.W. from Germany, showing the very pretty lines of the all-enveloping body. The wheel spats are held in place by quick-action fasteners and the exhaust-pipe stub can be seen protruding from the side of the car.

looking driving position. These two E.M.W.s were driven by Barth and Rosenhammer and entered by the factory, and in opposition were three factory-entered Borgward 1½-litre cars, of the type used in last year's Mexico race, with four-cylinder engines and all-enveloping bodies with short stumpy tails. The three drivers were Hartmann, Brudes and Bechem. Porsche had their Mille Miglia car with the four-camshaft engine (which will not fit into a normal Porsche saloon, in spite of what some Rally people think), and tried numerous drivers during practice, including Hermann Lang, but finally Hans Hermann was prescribed fit enough after his crash with the Formula I Mercedes-Benz, and it was he who drove the car in the race. From Italy came Giardini, Francois and Brandi with three standard two-seater 1,452-c.c. Oscas, beautifully finished in deep red and the rest of the field consisted of private-owners with various versions of the Porsche push-rod cars. Trenkel and Vogeles had "Glockler" versions, with the engine in front of the rear axle, while Merkel had a standard Porsche 1,500 with an open two-seater body. Last in the list, but by no means least, was Colin Chapman with the new ultra-streamlined Lotus-M.G. What with one delay and another, Chapman eventually arrived at the Nurburgring after practice had finished and naturally the organisers refused him permission to start in the race, for the Nurburgring is not to be taken lightly and calls for a great deal of practice. However, they compromised by agreeing to let the car run if an experienced driver could be found for it. Obvious choice was Stirling Moss, who was there with a Cooper 500, but as his race was running at the same time as the sports-car race he could not help out. Eventually a German driver, Erwin Bauer, was found who agreed to drive the Lotus. He was reserve driver for the Osca team and had a great deal of experience of the Nurburgring, so the choice was a wise one.

On race day the front row consisted of the German rivals, Borgward, Porsche and E.M.W., with Porsche and Osca cars in the second row. The Lotus, looking very sleek and efficient in racing green, had to be content with being on its own in the back row, with 18 cars in front of it, as it had done no practice. From the start Hermann leapt into the lead with the four-cam Porsche and by the time the cars reached Adenau, barely half-way round the first lap, he had built up a lead of 15 seconds over the next man. Then a rare occurrence took place, the Porsche split the rubber universal joint in its steering column and Hermann had to limp slowly round for the rest of the lap and retire. This left Bechem with a Borgward in the lead, followed by Giardini and Hartmann, with Rosenhammer fourth on the first of the E.M.W. cars. At the end of the second lap the order was the same for the first three but Bauer had swept the Lotus right through the tail-enders, past both E.M.W.s, two Oscas and a Borgward and was now in fourth place, though a long way behind the leading cars. On lap three Hartmann caught and passed the Osca of Giardini, so that Borgward were now first and second, while the Lotus was going quicker than ever as Bauer became used to it so he soon left the rest of the field behind and began to close up on the Osca lying in third place. The remaining laps saw no change in the order of the race so far as the first four were concerned and while it was a resounding victory for Borgward the Lotus-M.G. had

made a great impression and everyone regretted that Chapman had been too late to qualify to drive it. The two E.M.W. cars ran true to "new car" form and after going well for two laps petered out, but not before showing good promise.

The Formula III race was started shortly after the sports-car race and an excellent entry lined up at the start. The German driver Theo Helfrich had a new Cooper-Norton Mark VIII, as did Adolf Lang and the Australian driver Hunt. Moss was driving the Francis Beart special Mark VIII Cooper, while C. A. N. May had his Cooper-J.A.P. Two cars were entered by the Cooper factory and driven by Lewis-Evans and Leston, and Alan Brown had a new model. There were other earlier model Coopers from Holland, Belgium and Germany, all painted their national colours; in opposition to all these Surbiton products were the Kiefts of Parker, Walker and the Belgian Texidor, while Loens and Fenning had Erskine Starides, all these using Norton engines. The ex-Instone Mezzo-litre, driven by Byrnes, looked very Grand Prix with its forward-mounted engine and neat bodywork amidst all the normal 500 layouts.

During practice Alan Brown put himself out of the event by looping his Cooper in a careless moment, fortunately with nothing more severe than bruises and a severe twisting; Helfrich succeeded in recording fastest practice lap and the front row of the start saw him in company with Moss, Evans and Parker, with Hunt, Lang and Leston in row two. The start was first-class, the four green cars of Moss, Evans, Leston and Loens rushed away into the lead, it being a most heartening sight to see them leave behind the red, orange, white, yellow and blue cars of the various countries competing. If only a similar occurrence could take place in Formula I, motor-racing would take on a new interest. At the end of the first lap Lewis-Evans was firmly in the lead and Moss and Parker were wheel to wheel for second place, followed by Leston, Helfrich, Hunt and Lang. Walker came slowly into his pits with the entrails of his rear suspension dragging behind him, the back of his Kieft having broken its rubber bands. On lap two Lewis-Evans was even farther in front and Moss was still trying to deal with Parker while Leston had dropped two places. Loens was hanging on to the leading bunch, but a flooding carburettor was losing him valuable speed. After another 22-kilometre lap Lewis-Evans was nearly a half minute in front of Moss who was now on his own as Parker's clutch ceased to function so he retired at his pit. So fast was Lewis-Evans driving, and smoothly at that, that there was now a big gap before Helfrich, Leston, Hunt and Lang came by in that order, while May had now caught up with Loens, who was slowing. Shortly after this these two became mixed together with the result that May went hedging-and-ditching and Loens stopped. At the end of the five laps everyone was awaiting the arrival of Lewis-Evans when Moss streaked across the line instead. Evans had passed the last signalling post so could not be far from the finish and after a short time he appeared over the brow of the hill leading up to the finishing area pushing his car, the engine having suddenly cut out completely for no very apparent reason. With barely 100 yards to go he paused in a very weak condition and Helfrich swept by into second place, while Lang, Hunt and Leston were fast approaching. Seeing the chequered

flag so near Evans made a last big effort and amid applause pushed his car over the line in third place, the moral winner of the event.

Results :

EIFELRENNEN (May 23rd)—NURBURGRING

Racing/Sports Cars up to 1½ Litres—5 Laps—114.05 Kilometres :

|       |                            |                            |              |
|-------|----------------------------|----------------------------|--------------|
| 1st : | K. Bechem (Borgward) ...   | 57 min. 59.1 sec. ...      | 118.0 k.p.h. |
| 2nd : | H. Hartmann (Borgward) ... | 58 min. 33.3 sec. ...      | 116.8 ..     |
| 3rd : | F. Giardini (Osca) ...     | 1 hr. 0 min. 10.8 sec. ... | 113.7 ..     |
| 4th : | E. Bauer (Lotus-M.G.) ...  | 1 hr. 0 min. 44.7 sec. ... | 112.7 ..     |
| 5th : | R. Trenkel (Porsche) ...   | 1 hr. 1 min. 24.5 sec. ... | 111.4 ..     |
| 6th : | W. Seidel (Osca) ...       | 1 hr. 1 min. 26.0 sec. ... | 111.4 ..     |

Fastest lap : K. Bechem (Borgward), 11 min. 18.2 sec.—121.0 k.p.h.

Formula III Cars—5 Laps—114.05 Kilometres :

|       |                                    |                            |              |
|-------|------------------------------------|----------------------------|--------------|
| 1st : | S. Moss (Cooper-Norton) ...        | 58 min. 49.8 sec. ...      | 116.4 k.p.h. |
| 2nd : | T. Helfrich (Cooper-Norton) ...    | 1 hr. 0 min. 17.1 sec. ... | 113.6 ..     |
| 3rd : | S. Lewis-Evans (Cooper-Norton) ... | 1 hr. 0 min. 44.0 sec. ... | 112.7 ..     |
| 4th : | A. Lang (Cooper-Norton) ...        | 1 hr. 1 min. 20.1 sec. ... | 111.5 ..     |
| 5th : | R. Huut (Cooper-Norton) ...        | 1 hr. 1 min. 22.4 sec. ... | 111.4 ..     |
| 6th : | L. Leston (Cooper-Norton) ...      | 1 hr. 1 min. 59.0 sec. ... | 110.4 ..     |

Fastest lap : S. Lewis-Evans (Cooper), 11 min. 26.4 sec.—119.6 k.p.h.

THE BOL D'OR

(May 29th-30th)

THE Bol d'Or must surely be one of the few remaining races that has not changed its character with the passage of time, for it has always been a miniature Le Mans for the private owner rather than for the factories. Limited to "light cars," this annual 24-hour race is one that is run on sheer enthusiasm, both by organisers and competitors, rather than a race run for commerce and it still manages to retain its character of an endurance race rather than a high-speed regularity run. For the 26th occasion of the Bol d'Or a change in the regulations made it possible for two drivers to share a car, whereas in the past only one driver was allowed, and the engine capacity limit was set at 1,600 c.c. Thirty-eight cars took part, representing a wide range of models and types such as are seen at any Club Silverstone meeting and none of them showed any real deviation from true amateur. The circuit used for this 24-hour race was the 6.3 kilometre one at Montlhéry, using one-half of the banked track and part of the road circuit, and at 5.45 p.m. on Saturday 36 drivers sprinted across the track in a Le Mans-type start to the cars waiting in front of the temporary pits constructed in the starting area of the track. The reason that only 36 drivers went off when the flag fell was because the two English entries were still filling their fuel tanks. These two were the Horridge Special, consisting of a Jowett Jupiter chassis fitted with a Riley Sprite engine and Wilson gearbox, with a rather odd-looking, though simple and effective, body. This was being driven by the owner, John Horridge, and the French driver George Trouis. The second English entry was a Ford-Lotus belonging to R. Hardy with Gerard Crombac sharing the driving. The atmosphere of the Bol d'Or is one of relaxed freedom with only vague attentions to rules and regulations as and when they are needed, consequently competitors have to keep their wits about them to keep up with the organisers, and *vice-versa*. The start was actually only half an hour late and this caught the two English teams napping, but being the Bol d'Or they joined in the fray as soon as they were ready, having lost just over a lap to the other competitors.

A lone Porsche 1,500 Super, belonging to the French driver G. Olivier, swept away into the lead, being by far the fastest car running and at the end of the first hour it had built up a considerable lead. Co-driver was the Belgian girl Gilberte Thirion, who took over later on and kept going at a very regular pace, but not quick enough to prevent a two-seater DB Panhard, driven by de Burney and Etienne, from keeping on the same lap. Following came a very neat home-built special constructed around Fiat 1,500 parts, with three Solex carburettors, special exhaust system and a fully-enveloping body. It ran remarkably quietly and smoothly and its speed was deceptive but it was running in third place, driven by the owner Poulain and L. Renvoise. On the same lap was another special, this one built around 4 cv Renault parts, having the engine at the front of a tubular chassis with a normal one-piece rear axle. This car, called a Ferry, was a very neat affair and was showing a surprising turn of speed and regularity, driven by a young French driver named Hugonet and an elderly but experienced French amateur named Profichet. Two laps behind came three cars in a group, Dubois and Contet with an MD coupé, Chancel and Malroux with a Panhard coupé and Botchaco and Cotton with a two-seater DB Panhard. The MD was one of a team of three cars built around Peugeot 203 components with very professionally-built coupé bodies, two of which had standard-size Peugeot engines and the third, of Dubois and Contet, having an enlarged engine to put it in the 1,600-c.c. class. The Panhard coupé was a new one with a longer and sleeker looking body than normal, while the DB was a well-



SUCCESSFUL HOME BUILD.—The strange-looking Horridge Special of J. Horridge and G. Trouis, comprising a Riley engine and a Wilson gearbox in a Jowett Jupiter chassis. It is being fuelled and oiled during a pit-stop during the Bol d'Or in which it finished a worthy second after a very regular run.

worn Le Mans two-seater. Following these was running one of the smaller engined MD coupés and then came the Horridge Special going very well after missing the start. The Bol d'Or sees the rare sight of racing cars running with sports cars, for there is a racing class of cars up to 1,100 c.c. and being a 24-hour event they have to be equipped with headlamps, which must surely be the only occasion on which single-seaters race with lights. There were two single-seaters running, both built around Simca-Fiat 1,100-c.c. components, and in the same class was the Lotus, running without front mudguards, thus qualifying as a racing car. Of the single-seaters, the Simca-Cesure, driven by de Voos and Baldini, was going steadily, though not outstandingly fast, while the Simca-Monopole was going slowly.

As the hours passed darkness came and the pits became a feverish scene of waving torches and signalling boards, most of which were seen by the drivers more by intuition than anything else. The two English cars were being operated as one team and had a very efficient signalling board illuminated by a neon tube, while others used spot-lamps to illuminate the signaller and his board. One *equipe* signalled a driver to come in to refuel by shining a torch on a fuel funnel, the driver presumably knowing his own personal funnel! The Porsche team were very badly prepared for the dark and Mlle. Thirion went on for lap after lap without seeing the frantic signals her pit were giving her. The whole pit area was lit by a row of bulbs that illuminated the pit-counters, but little else, and as the cars were passing at their maximum speed the whole scene was rather confusing. However, it was all part of the delightfully informal atmosphere and as the night wore on some people fell asleep, others produced vast quantities of food and drink and many started working steadily on their cars in order to keep them running. One Peugeot 203 team ran a big-end and set quietly about dismantling the engine and fitting a new bearing. Crombac ran the Lotus into a ditch when the radiator blew steam all over him. The rules permitted only the driver to work on the car if it was away from the pit area, though at the pits the number of helpers was unlimited. The near-side front suspension of the Lotus was too badly bent to allow its return to the pits so Crombac went off to Paris and dismantled the suspension from another Lotus he had there and returned with the complete assembly. Hardy then carried the parts to the derelict car and proceeded to fit them by the road-side, eventually getting the car race-worthy again and rejoining the fray, having lost about four hours. The Peugeot engine rebuild was completed and it too rejoined the race.

The Porsche was still going round at an impressive speed, way out ahead of the rest of the competitors, and in second place was the little Ferry-Renault giving a most impressive demonstration, while just behind it the Fiat 1,500 Special was keeping a steady and quiet third place. Then came Botchaco and Cotton with the DB, followed by Sigrand and Celerier with the 1,300-c.c. MD, the larger car of this make having succumbed to a big-end. Three laps behind the MD was running the Horridge-Riley going remarkably well and a long way ahead of the next car which was a Simca Aronde with a special coupé body. By mid-morning on Sunday things looked to have settled down to a procession finish and Mlle. Thirion was circulating with the Porsche well in the lead, when she suddenly arrived at the pits in neutral with a ticking noise coming from the back. Olivier took

the car round for a lap to see what the trouble was and returned a long time later to retire with a broken crown-wheel and pinion, the tick having become an ominous clonk. This was all most unexpected and woke everyone from their mid-morning slumbers, for the sun was now very hot. About the same time the Fiat 1,500 ran a big-end and the drivers decided to do a very quiet lap every now and then as they had been going so well that with only one lap for each remaining hour they would still be well up in the classification. All this now left the little Ferry-Renault in the lead and the pit crew became unbelievably excited. At 20 hours the little grey Ferry was eight laps ahead of the black coupé MD which in turn was eleven laps ahead of the Horridge-Riley. Four laps behind came the Aronde coupé and then the single-seater Simca-Cesure still sounding surprisingly healthy and in fact all these cars were running as well as at the beginning. The Panhard of Botchaco and Cotton had stripped a timing gear and everyone was busy fitting a new one. Shortly before the 21st hour the Ferry came in for a refuelling stop and when the starter button was pressed nothing happened. There was a big pandemonium while the battery was changed, but that made no difference and it was found that the starter motor had burnt out. Now the rules insisted that cars could not be push-started and here was the little Ferry perfectly sound with the engine unable to start as there was no provision for a handle. This was most embarrassing for everyone, for its performance until now had been appraised on all sides and it thoroughly deserved to win, but the rules said it could not be push-started. After trying in vain to make the starter work the Director of the race, Eugene Mauve, who has been the power behind the Bol d'Or since its inception, agreed to let them push-start the car, providing they didn't go beyond the pit area. This was done and away went the Ferry, back into the race, but now many people felt this was a rather violent breaking of the rules and that a protest ought to be made, but the Ferry *equipe* were such a nice crowd and so deserving of victory that no one really had the heart to protest. While the matter was being contemplated the Ferry returned to its pit as something seemed wrong and the plugs were changed. Another push-start was essayed and as the engine fired there was an ominous clonk and a pool of oil appeared under the car. A mechanic picked up what appeared to be a big-end cap and the gallant little car was pushed away, to everyone's sorrow. The matter of protesting was now settled and the MD was now in the lead, still going at a very comfortable pace, with the Horridge-Riley second, but too far away to be a danger. Third was the special-bodied Aronde, followed by the Simca-Cesure single-seater, a Panhard Junior, driven by Biasuz and Atienza, a Panhard coupé, driven by George and Costa, and then a perfectly standard Simca Aronde saloon that was running like a clock.

The final hour saw only 21 cars still running, the Fiat 1,500 Special doing a very slow lap every now and then, a 4 cv Renault going equally slowly with its big-ends knocking louder on every lap, the Lotus consuming vast quantities of water as the head gasket had blown, and others driving with crossed fingers, for the race had proved to be a real test of endurance. With only a few minutes to go to the completion of the 24 hours, the leading MD suddenly went sick and ran slower and slower and it began to look as though the Horridge-Riley might win, for it was still going as well as ever, but the MD just managed to complete the 24 hours before it finally succumbed.



**AFTER 24-HOURS.**—The M.D. coupé that won the Bol d'Or seen on the finishing line, where it succumbed to engine trouble a few minutes after the finish! Built round Peugeot 203 components, the M.D. is exceedingly well made and has a very fine detail finish in both coachwork and chassis.

Being a race on distance covered in 24 hours many of the cars that retired had completed enough laps to remain well up in the General Classification, and the little Ferry was placed ninth, and the Porsche 20th, though both had stopped running. Although only 21 cars were still running at the end, 26 were classified, having completed more than the required minimum number of laps.

The 26th Bol d'Or had lived up to the reputation set by its predecessors and was a true endurance race for the amateur drivers, providing an excellent 24 hours of sport for all concerned.

#### Results :

#### THE BOL D'OR (May 29th-30th)—MONTLHERY—6.3-Kilometre Circuit—24 Hours

|       |  |     |               |     |                |
|-------|--|-----|---------------|-----|----------------|
| 1st : | J. Sigrand-Celerier (MD Peugeot)       | ... | 2,554.417 km. | ... | 106.434 k.p.h. |
| 2nd : | J. Horridge-G. Trouis (Horridge-Riley) | ... | 2,506.896 "   |     |                |
| 3rd : | J. Prieur-A. Prieur (Simca Special)    | ... | 2,432.143 "   |     |                |
| 4th : | de Voos-Baldini (Simca-Cesure)         | ... | 2,418.430 "   |     |                |
| 5th : | Biasuz-Atienza (Panhard Junior)        | ... | 2,373.689 "   |     |                |
| 6th : | J. George-Costa (Panhard coupé)        | ... | 2,348.292 "   |     |                |

38 starters—21 finishers—26 classified.

#### THE WITHDRAWAL OF AUSTIN-HEALEY—

*continued from page 353*

did was to publish a picture of their car in full-page advertisements in the motor papers, with, below, it, two tabulated specifications, one applying to the racing Charron-Laycock, the other to their standard model. Thus they emphasised that, apart from having no lamps, self-starter or road equipment, a racing body, a Claudel-Hobson instead of a Zenith carburetter, pressure in place of Autovac fuel feed and a non-adjustable steering column, the racing car was absolutely standard and consequently its non-stop run at 65 m.p.h. over 200 miles of the unsmooth Brooklands Track was a highly creditable performance.

Having made his entry for this year's Le Mans race Austin-Healey would have been advised to start, even if using standard cars. These would, we feel sure, have performed satisfactorily and this could have been advertised effectively on "Charron-Laycock" lines, particularly as much favourable comment was heard last year when these cars, believed to be standard models apart from the aforementioned close-ratio gears, were placed 12th and 14th at Le Mans, driven by Gatsonides/Lockett and Becquart/Wilkins. The privately-entered Triumph which finished 15th this year was certainly increased the prestige of the TR2.

It is true that Mercedes-Benz achieved a small degree of publicity by refraining from entering for last year's Le Mans race after having snatched victory in 1952 on the retirement of Levegh's Talbot—on the grounds that they would have won again in 1953 had they been present and that they had no further lessons to learn. But not to enter is different from entering only to withdraw and this year Mercedes-Benz and Lancia at least withdrew reasonably soon, declaring their cars unready; not a few weeks before the race, as Austin-Healey have done.

The fact remains that Donald Healey, however unsporting and unfortunate his action, has focussed attention on the position of sports-car racing.

Whether in future this will lead to a change is a matter for conjecture.

Sports-car racing comes broadly into three categories—catalogue cars, cars which differ from standard but only in respect of modifications purchasable from the manufacturer, and "prototypes," in which few holds are barred in pursuit of "improving the breed."

A mid-way line between the catalogue cars which Frazer-Nash, for instance, used to enter for the Ulster T.T., and the 4.9-litre V12 Ferrari "single-seater" sports car which won this year at Le Mans might be found by stipulating that competing cars must use pump fuel and be able to run satisfactorily under traffic conditions such as prevail along Oxford Street between 5 p.m. and 6 p.m. each weekday.

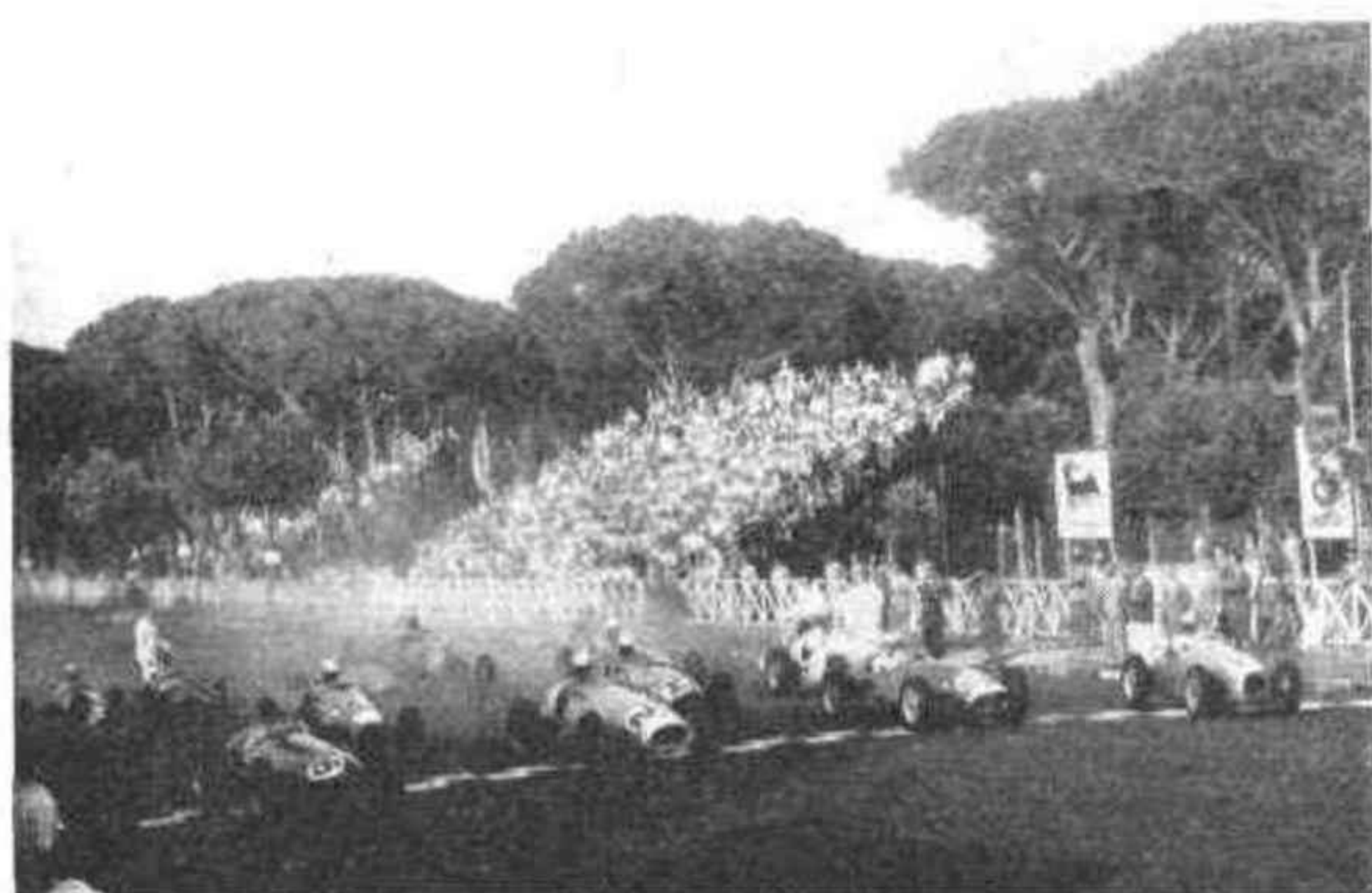
When the writer asked Aston Martin if the cars with which they had won the Team Award in a pre-war Ulster T.T. conformed to catalogue he was told "no, but we can convert a standard 'Ulster' to T.T. specification if you are willing to pay for the mods. and you will find you can poodle along behind the trolley-buses in Hounslow without oiling plugs, overheating, or making a noise that will win you a ticket"—which was found to be true.

The "docility with speed" theme might in some way be applied to entrants in sports-car races. On the other hand, we have no proof that a 3.3 Lancia or 4.9 Ferrari would not conform . . .

The withdrawal of Austin-Healey, "the sports car of the century," from Le Mans was lamentable, and its disappearance from future European sports-car races is to be regretted, but Mr. Healey's reasons certainly provide food for thought.—W. B.

# XIII GRAN PREMIO ROMA

## Marimon has his First Grand Prix Win



FLAG FALL.—The start, showing, l. to r., Marimon (Maserati), Manzon (Ferrari), Moss (Maserati) and Behra (Gordini) in the front row. Although he was the first to move off, Marimon then hesitated and Simon, just behind, went by.

CASTELFUSANO, June 6th.

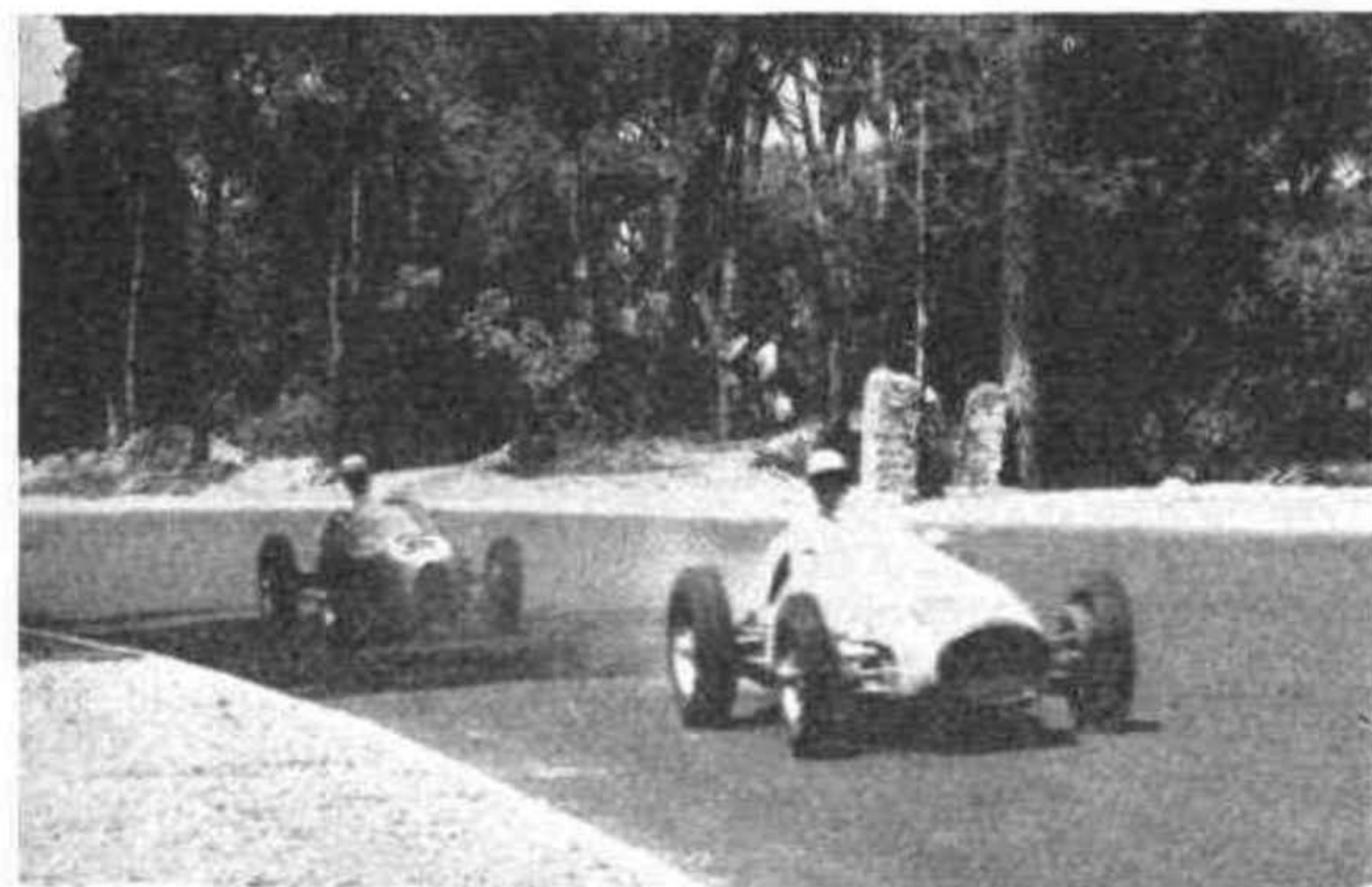
EVERY weekend in the summer months the populace of Rome go to the Mediterranean coast to the holiday resort of Ostia, and as most of them use their own transport, from Aurelias to Lambrettas, there exist two roads that run direct from Rome to the coast, a distance of some 12 miles. Not content with this, the local authorities built a new highway that runs in a straight line, in true Roman fashion, across virgin countryside, and this is a modern double-track road that finishes up in a vast carriageway with six traffic lanes, but no centre strip, that forms the last three miles into Ostia, onto the promenade. It is part of this six-lane road that the Automobile Club of Rome used as a basis for an entirely new circuit that was completed last month. Approximately 2 kilometres of the magnificent highway was used for the main straight, with the start and finish area situated half-way along it, the course then turning right just before the promenade along a new wide road, right again up an existing tree-lined avenue to a series of very fast right and left-hand curves past Castelfusano, from which the circuit takes its name, along a short straight and round a fast banked curve onto the main highway again, the complete lap measuring 6.950 kilometres. In many ways this new circuit resembles the pre-war Tripoli one, for it is flat and has only fast curves rather than corners, and before practice began it was pretty obvious that lap speeds were going to be well over 100 m.p.h.

Most unusual for an Italian Formula I race, there were no official Ferraris running and Maserati seized the opportunity and put in everything they had. There were four 1954 cars running, three red ones driven by Marimon, Mantovani and Musso, and Stirling Moss with his green one, fresh from his Aintree victory. Schell and Mieres had their privately-owned cars, the 1953 chassis with 1954 engine, and de Riu had a rather rough-looking 2-litre 1952 model. There were two Gordini 2½-litre cars, driven by Behra and Simon, being the two cars that had run at Bari two weeks earlier. Behra's Aintree car going to Chimay. Rosier and Manzon had their private 2½-litre Ferraris and they were the mainstay of the opposition from Ferrari. There were also three locals none of whom had had any Grand Prix experience and seemed only interested in posing as racing drivers. They all had Ferraris, Serena having Whitehead's original short-chassis, swing-axle car, with a 2-litre V12 engine; Carlo Mancini had a 1950 Formula II car, and Guido Mancini a 1953 Formula II four-cylinder, but all three were in bad trim and had obviously not been raced for some time. A fourth local was Taraschi with a supercharged 750-c.c. Giaur, that was well turned out and looked like a toy alongside the 2½-litres. It had a four-cylinder Giaur engine, developed from Fiat, with a Roots-type supercharger on the front of the crankshaft and a huge Weber carburetter. A tubular chassis carried Fiat-type front suspension and a one-piece rear axle suspended

on coil spring. The driving seat was set to the left of the transmission and the whole car was nicely proportioned for a 750 c.c.

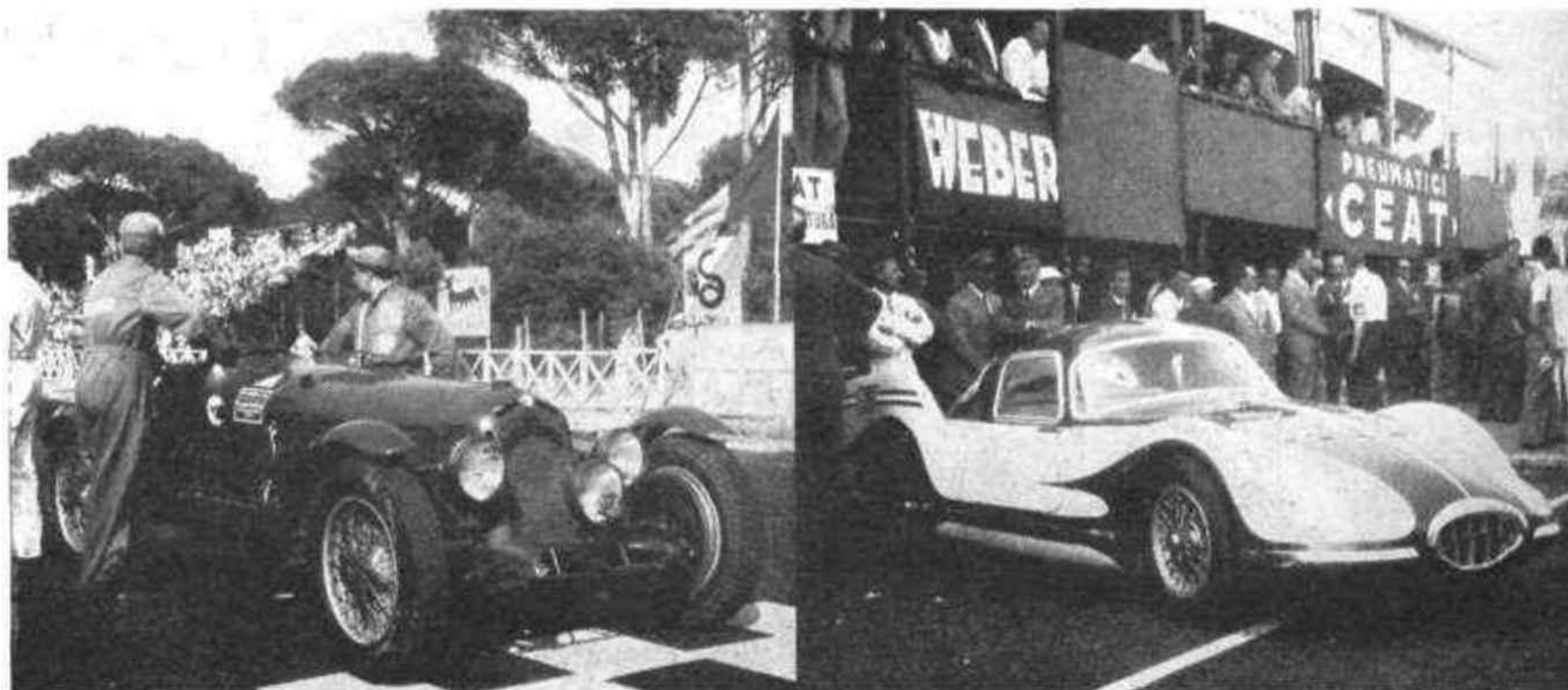
There were two practice periods on the day before the race and the first saw Marimon making fastest lap in 2 min. 17.1 sec., a speed of over 106 m.p.h., with Manzon 0.1 sec. slower, and Behra 0.8 sec. slower. The Maseratis were blowing rather a lot of oil about the place, mainly from the oil tank breather, and every time a car stopped at the pits there was a great deal of mopping-up being done. In the afternoon the local drivers appeared and did a few hesitant laps, the four-cylinder Ferrari splitting its gearbox casing, while the others never ran properly. Moss was having trouble with a magneto and Maseratis arrived late in the proceedings, having been sorting out their morning troubles, which included a split casing on the rear of Marimon's car. The Giaur was running very well and making a nice "supercharged" noise and Rosier frightened his mechanics by cutting the engine of his Ferrari as he went past the pits; they thought it had blown-up, but the driver was only coasting as he was about to run out of fuel. Eventually Moss got going and on his third practice lap turned in 2 min. 17.3 sec., only 0.2 sec. slower than Marimon who had been going round and round for some time. Just before practice ended Maseratis sent Marimon out again and this time he really tried and did 2 min. 15.4 sec., but Moss had given them quite a shock. He, however, was quite content with his time, knowing his own capabilities, and a front row position on the grid was what he was interested in.

Sunday was typical of "sunny Italy"; the Romans had filled Ostia to overflowing and as the race was scheduled to start at 4.30 in the afternoon a big crowd attended the event. The start was actually at 5 p.m., by which time all the grandstands were well filled, and before the racing cars were taken out to the grid three demonstration runs were made. The first was by a 1911 de Dion Bouton, which rumbled round for a lap on its solid tyres, then a 1933 Monza Alfa-Romeo 2.3-litre, in original sports-racing trim, was driven round by the Rome Alfa-Romeo agent; this was a fine example of a Monza and was reputed to have been owned by Nuvolari himself. Finally, and so impressive as to be almost "out of this world," was a run by the new Fiat turbine car. This beautiful two-seater coupé, finished in cream and scarlet, with chrome-plated wire wheels, massive finned alloy brakes, two big tail fins and a Motor Show finish, was driven by the Fiat specialist and one-time racing champion Salamano. As it went past the pits, every bit as fast as the Formula I cars, it gave a fascinating glimpse into the future. After a parade of the flags of the competing nations, accompanied by their National Anthems, the serious business of the Grand Prix commenced. It was to be completed over 60 laps of the circuit and on the front row were Marimon, Manzon, Moss and Behra, followed by Simon, Schell and Rosier. The only non-starter was Mancini with the four-cylinder Ferrari and fourteen cars left the line, Marimon making a very slow getaway while the blue cars of Behra, Manzon and Simon leapt into the lead followed by Moss. By the end of the second lap Marimon



NEW CIRCUIT.—This shot of Manzon's Ferrari followed by Behra's Gordini during practice shows the magnificently wide new road cut through the forest around Castelfusano.

**PAST AND FUTURE.**—This 2.3-litre supercharged Alfa-Romeo and the Fiat turbine car both gave demonstration runs on the Castel-fusano circuit, before the Rome G.P., to emphasise the progress made in twenty years by the Italian automobile industry.



had taken the lead from Behra and from then on he was unassailable, piling up a steady 2 seconds a lap over the Gordini. Moss was being content to sit back for a time and watch, for 60 laps on such a fast circuit could easily cause engines to break. After a slow opening lap Mieres suddenly produced terrific form and swept past Schell, Moss, Simon and Manzon in quick succession and on lap nine was lying third. Manzon then had a go and shook off Mieres and Simon, and on the 10th lap Moss moved in, passed Simon and was about to take Mieres when the Argentine's engine lost power and he came into the pits at the end of lap 13. The plugs were changed, but the engine did not show any improvement and the car was withdrawn. Mantovani had already called at the pits to change a plug, the long full throttle sections causing havoc, and on lap 15 Manzon came into the pits with his exhaust pipe adrift and this let Moss into second place, some 45 sec. behind Marimon, who was lapping most regularly, for as Manzon stopped Behra broke a stub axle and managed to bring the Gordini to rest out on the circuit without damage, but out of the race. At 20 laps things had sorted themselves out and Marimon had built up his lead to nearly one minute, Moss was comfortably ahead of Simon, who was followed by Schell, trying hard, Musso, who was not very fast, Mantovani and Manzon making up for time lost at the pits and Rosier bringing up the rear; all the local boys having disappeared within six laps of the start. It was now Musso's turn for trouble and he went by in a cloud of smoke caused by oil leaking onto the exhaust pipe and seemed content to go on like that until the Maserati pit flagged him in and spent a long time repairing the leak.

Just after half-distance Mantovani came in again for a plug change and the repair to Musso's car having proved ineffective he retired in another cloud of smoke. Marimon was still way ahead, but his exhaust note did not always sound crisp; though Moss' was perfect, he could not make up any ground on the Argentine driver. Simon then came into his pit complaining that the engine did not seem right and Behra and the lone mechanic with the Gordini team fiddled about with the fuel feed; then Behra set off in the car, but a misfire soon made itself apparent, though he continued to circulate. Manzon was working his way steadily up towards the front when the Ferrari began to overheat and he stopped to take on water, but only one more lap showed that damage had already been done and he withdrew. With 10 laps to go to the finish Moss lapped Schell and only he and Marimon were on the same lap, Schell being followed by Mantovani, Behra and Rosier. On lap 51 Behra was lapped by Moss and the Frenchman tucked in behind the Maserati and got a useful tow in the slip-stream, but on the next lap Moss had dropped back and signalled to his pit that all was not well with the rear end. He completed the following lap very slowly and came to rest just before the finishing line with the final drive bevels chewed-up, his idea being to push the car over the line and be classified, for Marimon was now on his 55th lap. Unnoticed, due to this incident, Mantovani was rapidly catching Schell and they crossed the line two laps behind the leader, but only 0.4 sec. apart, Marimon having won at 170.907 k.p.h. (approximately 106 m.p.h.). Of the 14 starters only six finished, and of those only Marimon, Schell and Rosier had run non-stop. Moss was certainly the most unfortunate driver, having been robbed of a certain second place, and the crowd showed their appreciation, many of them remembering his heroic drive in 1950 on the old Rome circuit with the 2-litre H.W.M. In the opening stages of the race Marimon had recorded fastest lap, on his 14th circuit, thereafter he was able to take things comparatively easily, to

win his first Grand Prix, a well-deserved victory and not before its time.

**XIIIth ROME G.P.—Formula I—60 Laps—394.4 Kilometres—Warm**

|                                       |                             |                |
|---------------------------------------|-----------------------------|----------------|
| 1st : O. Marimon (Maserati) ...       | 2 hr. 18 min. 48 sec. ...   | 170.907 k.p.h. |
| 2nd : H. Schell (Maserati) ...        | 2 hr. 19 min. 43.4 sec. ... | 2 laps behind  |
| 3rd : S. Mantovani (Maserati) ...     | 2 hr. 19 min. 43.8 sec. ... | 2 laps behind  |
| 4th : A. Simon/J. Behra (Gordini) ... | 2 hr. 19 min. 32.4 sec. ... | 3 laps behind  |
| 5th : L. Rosier (Ferrari) ...         | 2 hr. 19 min. 35.4 sec. ... | 3 laps behind  |
| 6th : S. Moss (Maserati) ...          | 2 hr. 18 min. 55.8 sec. ... | 7 laps behind  |

*Fastest lap:* O. Marimon (Maserati) on 14th lap in 2 min. 15.7 sec. ... 174.826 k.p.h.

*Retired:* C. Mancini (Ferrari), lap 1; Serena (Ferrari), lap 2; G. de Riu (Maserati), lap 4; B. Taraschi (Gaur), lap 6; R. Mieres (Maserati), lap 13; J. Behra (Gordini), lap 16; L. Musso (Maserati), lap 32; R. Manzon (Ferrari), lap 41.

**SALVADORI'S SNETTERTON**

The W.E.C.C. meeting at the Norfolk circuit provided a day of exciting racing and also the best weather of the Whitsun holiday. Roy Salvadori's six drives brought him the reward of four firsts, one second and a third. Driving an Ecurie Ecosse C-type Jaguar in the Lyons Trophy event he was 11 sec. behind the winner, R. Berry (XK120), who received 1 min. 20 sec. start.

The 500-c.c. race was hard fought all the way, Don Parker leading from the start closely followed by Russell, Hall and Taylor. The latter spun off coming out of the banked corner on the last lap which certainly cost him third place. Taylor was credited with the fastest lap at 80.87 m.p.h.

T. A. Crook (Cooper-Bristol) led all the way in the 2,000-c.c. sports-car race followed by Salvadori (Maserati), both tying for fastest lap at 83.08 m.p.h. The Formula I event provided a mixed bag of Connaughts, Cooper-Bristols, etc., but Salvadori led them all in his 2½-litre Maserati, at an average of 87.85 m.p.h.—W. J. F.

**SWEEPING VW SUCCESS IN AFRICA**

In the 1954 Coronation Safari, a very tough 2,000-mile competition run at speed over indifferent roads and sponsored by the *East African Standard*, the first five places in Class A and the Team Prize were taken by Volkswagen cars. The *East African Standard* reports:

"And in they came in one of the most impressive demonstrations of high-speed regularity and reliability in motoring history, No. 1 Volkswagen at 4.28, No. 2 at 4.30, No. 5 and No. 6 at 4.36 and 4.38, respectively, No. 8 at 4.42 and No. 12 at 4.50 p.m., three of them within fractions of a second and the rest within seconds of scheduled time. Their eliminating test times varied only between 18.1 and 19.1 sec. The triumph was complete; to comment would be superfluous; to praise be a gilding of the lily."

**"MOTOR SPORT" CLUBS CHALLENGE TROPHY**

The score to date is: A. J. Nurse, 12 points; R. C. R. March, 10 points; G. H. G. Burton, 7 points; Sir T. Bevor, 4 points; R. H. B. Mason, 2 points; R. Gammon, 1 point. The next round will be the M.C.C. Silverstone Race Meeting on July 3rd.



## LETTERS from READERS

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

### BRITISH LONG-DISTANCE RACES WANTED

Sir,

It seems to me that the main reason for the unwillingness of continental firms to enter the International events run in this country is the sort of racing in which they are expected to participate.

When post-war circuit racing was in its infancy, the events organised at Goodwood by the B.A.R.C. were admirable and extremely attractive because of the varied display of cars on view. As more and more circuits came into existence what the spectators got was Goodwood after Goodwood, weekend after weekend. This was all very well for the spectators, but now that these events are getting international permits, they are, understandably, not at all attractive to continental firms. They have little prestige value, being nothing more than a contest for the cars, and that is why Ferrari, Gordini and company prefer to enter the smaller events on the continent. After all, it does cost quite a lot to bring a team of cars, or even one car, to this country from abroad.

Let's have fewer of these heats and finals surrounded by a multiplicity of other events for sports and Formula III cars. If the organisers were to have one Grand Prix of 150-200 miles, preceded by a Formula III race and/or a sports-car race, and were to call the main event a Grand Prix, then they would surely have more foreign entrants. As an added inducement the R.A.C., or some association of all the newspapers supporting motor-racing in this country, might consider promoting a national championship based upon the results of five, or at most, six events at various courses in the country, at Snetterton, Dundrod, Aintree, Oulton Park and Charterhall, and including the British Grand Prix. If the prize was considerable, as it well might be if the newspapers support it, the result would be more interesting international racing, and nothing could be better for the sport. What about it?

I am, Yours, etc.,

Liverpool.

RONALD O. LLOYD.

Sir,

May I take this opportunity of deploring the modern tendency towards uniformity in the motor-racing programmes seen on many English circuits. I refer specifically to the present preponderance of 5 and 10-lap races over the endurance sports-car races and the 30 to 50-lap events for racing cars. The short sprint races can be very exciting, but when a whole day is devoted to them the overall result becomes a glorified form of speedway racing. A sprint race may be the most suitable type of race for a vintage car, but surely the organisers of race meetings can trust the reliability of recently produced sports and racing cars to continue racing for periods of an hour or more.

I sincerely hope that it is not true that the organisers of motor racing in England think only of the revenue obtained from the undiscerning crowds who can only appreciate a race in which all the competitors tear around in a noisy bunch and stop when the lead becomes temporarily settled.

I would like to make an appeal on behalf of those, like myself, who cannot always get to circuits such as Goodwood and Silverstone where long-distance races are held, and who would like to see races in which strategy and reliability are as important to winning as is high speed. Let us have less of those races which finish just as soon as they start to become interesting.

I am, Yours, etc.,

London, W.

MAX E. BARTON.

### FRENCH SMALL CARS

Sir,

I read Mr. Banks' peculiar attack on Citroëns immediately after returning from a 2,000-mile trip through France in a Ford Popular, and I can assure him that I would have exchanged the Ford on the spot for any of the Citroën models which passed us.

I think it is fair to compare the 2c.v. and the Popular as they both represent national ideas of economy cars and they would probably cost about the same to produce under similar conditions.

I personally found the Ford, which had done 4,000 miles, to be almost intolerably uncomfortable over French roads.

The toy-size dampers restrained not at all the violent up-and-down motion, which at times threw the back seat passengers off the seat. I had better not mention the steering and cornering.

Being ridiculously low-g geared, the Ford would not better 50 m.p.h. even in the best conditions, and this was barely enough to pass the French commercial traffic.

The suction windscreen wiper did not affect the speedometer, but it did not wipe either when the throttle was open.

But to be fair the car gave not the slightest trouble, though driven flat out for nearly the whole time.

On the other hand, the 2c.v. literally rides better than a Rolls. While eating "frites" in the centre of Amiens I saw a P2 Rolls making very heavy weather of a villainous stretch of cobblestones, while in its wake a 2c.v. just gently undulated.

Incidentally, we saw many Citroën Cloverleaves, some of them about 30 years old without f.w.b., and they were mostly charging along in great style.

Mr. Banks makes great play with graves. I should imagine Henry Ford would rest very easily after selling 15 million unconventional cars, which everyone laughed at and everyone bought. But he might be amused that the same suspension is still in use.

If Herbert Austin is revolving it is doubtless with the aid of yards of "silent" chains, which will drown the clatter of a Citroën.

As Lord Nuffield made his fortune with a French engine he will not agree with Mr. Banks at all.

My own car? I have a vintage Vauxhall which not even Laurence Pomeroy would call beautiful.

I am, Yours, etc.,

Hook.

M. R. L. BARTON.

Sir,

In a letter from Mr. S. C. Banks, the following astounding statement occurs: "When has France ever made a small car or motorcycle which wasn't badly finished, grossly underpowered, and fantastically ugly?"

(1) "Badly finished": My 1951 Renault 750 has better and better-tailored upholstery than any British car of comparable size. Its chrome is still perfect, which can hardly be said of the many small British cars of equal age which I see around me. In 20,000 miles repairs and replacements have consisted of one handbrake cable, one speedometer cable, one headlamp bulb.

(2) "Grossly underpowered": Has Mr. Banks ever been in a 1950 or '51 Morris Minor? Power in a small car is closely linked with gearing, and in the current crop of small British cars a poor power/weight ratio is disguised by the use of abysmally low gearing. In last month's Mille Miglia, Renaults took the first five places in the 750-c.c. touring class. I didn't notice the names of any British cars among the finishers in this class. Underpowered, indeed! Mr. Banks should look up the road tests of the 750-c.c. Dyna Panhard.

(3) "Fantastically ugly": Beauty is a matter of opinion. I think the Renault has considerable aesthetic appeal. Nowadays, I frequently follow Austin A30s for a hundred yards or so before overtaking them, and even my wife, who has no interest in cars, comments on the pain caused her by the rear view of an A30.

My Renault, my eleventh car, is the smallest I've had and one of the most charming. Its predecessor was, by chance, my first British car and, by design, will probably be my last. It was a poor effort, short-lived and unreliable, which may be excusable, but it is depressing to realise from correspondence in the motoring press that in Britain this vehicle is considered to be a very good car.

I am, Yours, etc.,

Stillorgan, Eire.

P. HALION, B.E.

### GERMAN CAR LONGEVITY

Sir,

Mr. Penrhyn Peach raises a point which must have occurred to many readers, i.e., "why do Volkswagen engineers consider twenty minutes' bench running a sufficient 'running-in' period?" They do not consider twenty minutes sufficient!

Dr. Porsche designed the car to spend its entire working life at

"running-in" speed, the theory being, and to my mind it is one which British manufacturers would do well to consider, that the engine is designed of low weight by the use of alloys and air-cooling which is too powerful for the vehicle. It is then de-tuned to give the required performance for the chassis and the use to which it is to be put. The VW engine is R.A.C.-rated at 14.7 h.p. and has only 14 cwt. to propel.

The potential of this power/weight ratio is obvious, but VW set out to build a car which would give better-than-average fuel economy and mechanical life. To obtain this, gear and compression ratios were carefully chosen and the induction valve ports designed to allow only low volumetric efficiency giving 30 b.h.p. at 3,400 r.p.m.

All this results in the production of a car from which only 60 per cent. of the potential power may be obtained under any working conditions, but enabling one to cruise at maximum speed, reach 68 m.p.h. at 3,400 crankshaft r.p.m., and, more important, do all these things for 60,000-100,000 miles at around 40 m.p.g.

I am, Yours, etc.,  
R. M. W. CROXFORD.

Silsoe.

Sir,

There is nothing extraordinary about not having to "run-in" a Volkswagen—or any other vehicle made to good engineering standards; this was precisely the attitude of the late J. G. Parry Thomas more than 25 years ago. He argued that to attain a polished surface you must use a high-speed mop and that the same applies to bearing surfaces—you cannot burnish slowly.

I well remember Baragwanath, after putting up a 350 J.A.P. engine, saying to the owner: "Take it up the Great North Road and belt it in bottom gear for ten miles." He did, and the following week he won a clubman's 5-lap mountain handicap race at Brooklands.

Probably there have been more engines suffer premature demise through "careful" owners staggering up hills on top gear than could ever have been had they let them rev. happily.

I am, Yours, etc.,  
E. A. WRIGLEY.

London, N.W.2.

\* \* \*

GRAND PRIX SELECTION

Sir,

I refer to your most interesting article "The World's Leading Grand Prix Drivers"; it is a type of article of which I should like to see many more.

Although in the main I agree with the list which you printed, there would be one or two differences in my survey. For example, I think Gonzalez should, despite his lack of polish, come into the first bracket. He is certainly very fast and reliable, and I think that his rugged approach is not so much a lack of development as an individual style. Hermann Lang, I know, has not had any success in post-war Grand Prix racing, but I am sure that he is the equal at least of Rosier and Chiron and should be included: personally, I would have put him in Group 2, but I can see reasons for his only going into 3.

I think a better grading system would be to start with a maximum of ten points and work down; my list would be (for the most important drivers):—

|             |              |            |                 |
|-------------|--------------|------------|-----------------|
| 10 pts. ... | Fangio.      | 7 pts. ... | Marimon.        |
| 9 .. ...    | Ascari.      | 7 .. ...   | Salvadori.      |
| 8 .. ...    | Farina.      | 6 .. ...   | Schell.         |
| 8 .. ...    | Gonzalez.    | 6 .. ...   | Bayol.          |
| 7 .. ...    | Hawthorn.    | 6 .. ...   | Parnell.        |
| 7 .. ...    | Moss.        | 6 .. ...   | Maglioli.       |
| 7 .. ...    | Villoresi.   | 6 .. ...   | Lang.           |
| 7 .. ...    | Manzon.      | 5 .. ...   | Bira.           |
| 7 .. ...    | Wharton.     | 5 .. ...   | Collins.        |
| 7 .. ...    | Trintignant. | 5 .. ...   | de Graffenried. |
| 7 .. ...    | Simon.       | 5 .. ...   | Macklin.        |
| 7 .. ...    | Rolt.        | 4 .. ...   | Rosier.         |
| 7 .. ...    | Behra.       | 4 .. ...   | Chiron.         |

This is no disrespect to Ascari because if I could have the technique of either driver, then Ascari's would be my choice. I should say that he is the contemporary version of that greatest of all drivers, Rudi Caracciola, whilst Fangio is the modern Nuvolari or Rosemayer.

Incidentally, a driver who has not yet driven often, but who from his brief appearances shows signs of greatness, is Geoffrey Duke. After the Sebring crash he returned to motor-cycles, but he drove splendidly in the British Empire Trophy in 1952 and also at Berne. I think his style is extremely polished and I reckon him to be potentially a top-line driver.

I am, Yours, etc.,  
R. A. PRICE.

Coventry.

Sir,

In your article on the world's Grand Prix drivers you admit that Tony Rolt is not on a par with Moss and Hawthorn and yet he is placed in the same category. May I suggest, therefore, that the drivers should be divided into five categories as follows:—

|         |             |         |           |             |
|---------|-------------|---------|-----------|-------------|
| Class 1 | Class 2     | Class 3 | Class 4   | Class 5     |
| Ascari  | Gonzalez    | Manzon  | Bayol     | Bira        |
| Fangio  | Hawthorn    | Rolt    | Collins   | Graffenried |
| Farina  | Moss        | Simon   | Salvadori | Rosier      |
|         | Villoresi   | Schell  | Macklin   |             |
|         | Trintignant | Wharton | Parnell   |             |
|         | Behra       | Taruffi | Herrmann  |             |
|         | Marimon     | Gerard  | Flockhart |             |

There are few people who will dispute the first three places. Class 2 consists mainly of the younger drivers who will join Ascari and his friends in time to come. At the moment Gonzalez must be on the very verge of Class 1.

Classes 3 and 4 are very much a continuation of one another. I have included Herrmann mainly because of his eighth place in the German Grand Prix. This was achieved on a Veritas and in the process Herrmann beat Rosier in his Ferrari.

Class 4 is made up of those older drivers who are well past their peak, but who can still put in a very polished performance.

I am, Yours, etc.,

Bournemouth.

J. J. R. LORD.

\* \* \*  
NO SERVICE

Sir,

I think that you may be interested to hear of my experience with a Regent Service Station at Stratford-upon-Avon. One night recently I drove my Javelin into a queue for petrol behind two other cars and was just about to drive up to take my turn when the attendant waved both his hands at me in order to tell me to go away! He would not serve me and put up a closed sign. I was so staggered by this treatment that I was unable to say anything, and I have yet to see a worse case of bad service to be shown anywhere by any garage.

I might add that I was the last in the queue (I had to reverse out), and that the attendant could have served me without serving others and then closed. However, he was obviously watching the clock very closely and did not want the trade or my meagre money.

I was lucky to reach Warwick without running out and there succeeded in getting what I wanted from a very helpful Cleveland Station just outside the town—what a contrast! It is interesting to note that while the latter station is in private hands, the Stratford one belongs to a chain group who trade under a Blue Star! Please print this as I feel others ought to be fairly warned.

I am, Yours, etc.,

W. Bromwich.

J. M. TRIMBLE.

\* \* \*  
SERVICE

Sir,

In these days of "couldn't care less," the writer feels that any firm who "couldn't care more" deserves an honourable mention.

Such a firm is Messrs. Bowman and Acock of Malvern, who specialise in a spares service for Morgan three-wheelers. A telegram or telephone call to them invariably produces a parcel at the door within twenty-four hours and the bill comes at the end of the month.

Such service for a 21-year-old vehicle is quite unequalled in my twenty-five years of motoring experience. Owners of four-wheel Morgans may like to know that the firm offers a similar service to them. [Good!—Ed.]

I am, Yours, etc.,

Stroud.

"MORGANATIC."

\* \* \*  
30/98s

Sir,

I would like to correct an understandable error in the June issue, in which you show a photograph of A. R. Miller driving Pat Melville's 30/98 Vauxhall. From the programme this appears to be correct but in fact Miller was driving his own 30/98 which had been entered by Melville. As some of your readers are probably interested in the few remaining 30/98s these details might help. Miller's car is the one Hughes built from Vauxhall bits and is almost entirely a late or S-type 30/98 with a shortened chassis. Melville's car, on the other hand, is a 1924 one and has the original Velox body and is outwardly, at any rate, altogether more standard. I believe it has not yet fully recovered from a mechanical disaster which overtook it at the V.S.C.C. Silverstone meeting last July.

I am, Yours, etc.,

Leamington Spa.

PETER SEWELL.

Continued on page 362

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**BENTLEY 6½-LITRE, 1929**, Weymann limousine by Gurney Nutting. One previous owner. Total mileage: 24,000. Class winner, Kensington Gardens Concours d'Elegance 1952 and 1953; and mechanically excellent. £290; all reasonable offers considered. P. N. H. Gush, Curlews Farm, Carters Clay, near Romsey. Tel.: Lockerley 220. [1357]

**SIX 12-VOLT S.U. PETROL PUMPS**. Genuinely as new. £2 5s. each, postage 1s. 6d. Bluemels spring steering wheels, 16 in. and 18 in. Excellent condition, £1 10s. each, postage 1s. 6d. Or c.o.d. Box No. X358, MOTOR SPORT, 15, City Road, E.C.1. [1358]

**RILEY NINE 2-seater tourer (1931)**. Original body manual box (noisy). In regular use. £50. 90, Blackthorn Crescent, Farnborough, Hants. [1359]

**FOUR ALMOST NEW** and four very good 775 by 145 headed-edge tyres. 39, Southfield Park, Harrow. [1360]

**JAGUAR 1½ special equipment saloon**, late 1946. Reborn, resprayed. Heater, Radiomobile. Photograph. £360, 92, Coburg Road, Dorchester. [1363]

**1931 AUSTIN SEVEN 4-seater tourer**. Doctor's reserve car in daily use. Good tyres and weather equipment. New battery. Taxed year. £55. Tel.: Wimbeldon 1902. [1364]

**LE MANS SINGER NINE saloon, 1934**. Excellent condition. Recently rebored; 40 m.p.g. £135. Smith, 61, Erleigh Road, Reading, Berks. [1369]

**BENTLEY 3-LITRE RED LABEL, 1926**, fixed-head foursome. An outstanding example of careful restoration, really worth inspecting if you are Bentley-minded. £325, o.v.n.o. Seen Berkshire. Box No. X370, MOTOR SPORT, 15, City Road, E.C.1. [1370]

**BENTLEY 3-LITRE RED LABEL V.D.P. tourer**. A superb example; recent complete overhaul Bentley specialists. Telecontrols, 18-in. wheels, P80s. £325, o.v.n.o. Stenlake, Hollies, Blackall Road, Exeter. Tel.: Exeter 54670. [1372]

**FORD EIGHT SPECIAL, 1953 engine, alloy body, 4-seater with hood**. £95. Seen London area. Box No. X373, MOTOR SPORT, 15, City Road, E.C.1. [1373]

**£90. AUSTIN SPECIAL open 2-seater, built '49**. Aluminium body, mechanically perfect; good tyres. Clean throughout. Economical and fast. Taxed and insured, photo from: 8, Langley Street, Luton. [1374]

**LANCIA DILAMBDA 32-h.p. 8-cylinder Weymann saloon** by Mulliners. Dark blue and black. In very good condition throughout. First registered 1930. Box No. X375, MOTOR SPORT, 15, City Road, E.C.1. [1375]

**1934 RILEY 14-H.P. KESTREL**. Full mechanical overhaul and tuning. Body sound. £150, o.n.o. Leake, 2, Highfield Avenue, Chesterfield. [1376]

**M.G. TC, 1947**. Airflowed head, inlet manifold, etc. 1½-in. S.U.s; ex-Peter Gammon. 1½-litre block. Oversize valves, Martlets, Stellite tappets. 10 to 1 c.r. Standard bodywork; 90 m.p.h. plus, 0 to 60 in 13 sec., 33 m.p.g. Suitable club events and daily motoring. £375. Gutteridge, Funtington, Chichester. Tel.: West Ashling 316. [1377]

**STRIPPING J2**, including unused reconditioned engine. Also "M" engine and box. Wanted: PA and Riley Nine engines. Any condition. Box No. X378, MOTOR SPORT, 15, City Road, E.C.1. [1378]

**£7 10s. WORTH full comprehensive insurance** (including goods carrying) purchasable for £5, o.n.o. Box No. X380, MOTOR SPORT, 15, City Road, E.C.1. [1380]

**1½-LITRE VINTAGE sprint/racing car (Triangle Special)**. Perfect condition. Accessories to convert to sports car. Very potent indeed. Richards, 9, Coppice Road, Birmingham 13. [1381]

**CROSSLEY 15.7-H.P., 1930/31**, saloon (aluminium), 26 and 1,000 m.p.g. Offers. Parker, Denmark House, Royston. [1383]

**1936 RILEY 1½-litre Lynx sports tourer**. Ex-Motor Show. Immaculate. £245. View Sundays. 5, Solon Road, S.W.2. [1384]

## FOR SALE—continued

**SINGER-FORD, 1952**. Ford Ten engine, gearbox and clutch in 1934 Singer sports 4-seater. £150, o.n.o. Beeson, 51, Cambridge Road, E.11. [1386]

**1934 CROSSLEY**. Needs £10 then roadworthy. Offers. Myatt, Park Avenue, Cheadle, Staffs. [1388]

**ALVIS PISTONS CHEAP**. 12/50, 12/60 Firefly 11.9-h.p. Specialoid, 30s. per set. Block bored if required, 50s. South Herts Reborn Service, 11, Wrotham Road, Barnet. [1391]

**H.R.C., 1947, 1,100**. Well maintained. £400. H.C.L., Swallow, Harefield Estate, Middleton, Bognor, Sussex. [1393]

**£15. K3 M.G. Engine, gearbox, all accessories**. Nelson Tavern, Failsworth, Manchester. [1397]

**"MOTOR SPORTS"** for 1947-8-9-50-1-2-3 and several pre-war numbers. Also 15 books, including Chula's "Brought up in England," "Dick Seaman," etc. Lyndon's "Grand Prix," Birkin's "Full Throttle," "Wheels take Wings," Klementaski album, Portfolios of Speed, etc. Exchange for camera or photographic equipment. Bailey, 2a, Dryburgh Road, London, S.W.15. Tel.: Putney 8633. [1398]

**LOCKHEED 2LS conversions for Rileys**. Suitable for models with 13-in. continuous-cable brakes. Back plates, £2 5s. each. Lockheed equipment, £16. Special inlet manifolds for twin S.U., £3. Or four Amals, £4. The prototype M.G. Magnette rear axle (current series). Almost complete Morris Oxford i.f.s. overhauls, repairs, modifications, tuning, etc., to all types of sports and racing cars, Rileys a speciality. A. Farina, The Garages, Park Drive, Rayners Lane, Harrow, Middlesex. [1400]

**1935 ALVIS 14-h.p. sports saloon in excellent condition**. Done 4,000 miles since crankcase overhaul. £150, o.n.o., Croft & Blackburn, Ltd., The Square, Ripon. Tel.: 111/112. [1401]

**1928 LEA-FRANCIS 11.9-h.p. drophead coupé**. Motor Show car of year. One previous owner since new. Paint, bodywork exceptional. Dynamo just rebuilt, battery and starter perfect. Laminated glass all windows. Tyres and original leather hood good. Original handbooks and tools. Cruises 50 m.p.h. and 26-30 m.p.g. Has given faultless daily use since bought early 1954. Nearest £140. Details, photos. Maguire, 24, The Ridgeway, Kenton, Middlesex. Tel.: Wordsworth 2135. [1402]

**FOUR-SPEED GEARBOX Austin Seven and clutch thrust**. Just vetted. £3 10s. Exchange good 3.5 by 19 tyre. 63 Canterbury Road, Farnborough, Hants. [1405]

**SINGER NINE fitted 1950 with attractive occ. 4-seater body in B.R.C.** All-weather equipment, new headlamps, ammeter, battery, rewired, clutch overhauled. Excellent tyres; 38 m.p.g. £150, o.n.o. Reason for sale produced on request if required. Box No. X406, MOTOR SPORT, 15, City Road, E.C.1. [1406]

**1928 LEA-FRANCIS tourer in really good condition; 12-h.p. Meadows 4ED engine, resprayed, new hood**. £125. Carpenter, Wellnigh, Woodmansterne Lane, Banstead. Tel.: Burgh Heath 880. [1410]

**M.G. PA. Quite exceptional condition**. One private owner since 1936. S.A.E. for particulars to: More, Newbold-on-Stour, Warwickshire. [1411]

**TALBOT SPARES**: Having purchased the entire stock of spares from the manufacturers, we can supply practically all parts for 6-cylinder models, including valves, guides, gaskets, pistons, gearbox parts, bumpers, etc. We hold large stocks of secondhand spares for most other vehicles. Shock-absorbers, brand new; 5,000 Luxax vane and piston-type, large and small—a bargain, whilst they last, 25s. each, plus postage. Clare's Motor Works, 260, Knights Hill, London, S.E.27. Tel.: GIP 0132. [1414]

**SINGER LE MANS, 1934, 2-seater**. £120, o.n.o. 32, Dunkeld Road, Goodmayes, Essex. [1415]

**AUSTIN SEVEN COUPE, 1936**. Battered but beautiful. £55, or nearest. Smith, 93, Chapel Farm Road, S.E.9. [1418]

**SHABBY SILVER EAGLE, 1932**. Needing man-hours on paint, plus some L.s.d. on details, otherwise sound. Fast. Nearest £60, or might swap small sports. Quick disposal essential. Box No. X419, MOTOR SPORT, 15, City Road, E.C.1. [1419]

**FOUR BRAND NEW TYRES, 6.00 by 17 and one not new but in good condition**. Today's price £9 10s. per tyre; price the lot £30. 400, Gidlow Lane, Wigan. [1420]

**ALVIS SD 12/50 BEETLEBACK**. Mechanically excellent. Cromard liners. Stromberg DD. £120. Buying f.w.d. McCosh, 3, Kedleston Road, Derby. Tel.: Derby 43520. [1422]

**M.G. PA, July, 1935**. Privately owned. 400 miles since £110 overhaul, including rebore, new crankshaft. Complete all accessories. New hood and cover, new battery, five new tyres. Immaculate in racing green. Genuine "Condition" car. £198. No dealers, please. "Greenside," Stane Street, Ockley, Surrey. Tel.: Capel 3257. [1423]

**MORRIS MINOR, 1953, convertible**. £70 accessories. Scrupulously maintained engine and body. £550. Tel. (Glasgow): Western 3032. [1427]

## FOR SALE—continued

**1930 (JULY) BENTLEY 4½-litre 4-seater 4-door drophead with Corsica body**. Mechanically sound. Tyres excellent. Taxed for year. Car for the enthusiast. £195. Eagle Motors (Faringdon), Ltd. Tel.: Faringdon 2261/2. [1424]

**ALVIS, 1936, SPEED TWENTY Charlesworth saloon**. Excellent condition throughout. Past Concours awards. £250, or exchange smaller. George, 42, Chawnhill, Stourbridge. Tel.: 57580. [1425]

**FRAZER-NASH, 1933, T.T. REPLICA**. Fitted 6-cylinder 2 o.h.c. Blackburne. New battery, tonneau, tyres. £150 spent on engine and transmission. Selling under doctor's orders. £300. Box No. X426, MOTOR SPORT, 15, City Road, E.C.1. [1426]

**MORGAN THREE-WHEELER, 1936**. Matchless w.-c. Good condition. Must sell. Nearest offer £120. Tel.: WAN 1226. [1430]

**ALVIS FIREFLY 11.9, 1933**. Engine rebuilt, crank ground, new mains, ends, valves, timing, king-pins, etc. Brakes relined. Exceptional mechanical condition. Body fair. Well shod. Property garage owner's son recently called up. Any trial. £125. Terms if required. Station Garage. Tel.: Robertsbridge (Sussex) 29. [1431]

**£15. CARAVAN, two-berth, excellent condition**. Also Riley Nine spares. Oakley, "Langdon," Jacobstow, Bude. [1432]

**H.R.C., 1939, 1,100-C.C.** In excellent condition, including hood and screens, Windtones, oil-coil, spotlight. Price £275. Tel.: Kingston 9148. [1433]

**ALVIS TJ 12/50 tourer**. Needs new hood, but good mechanical order. £70. Redgrave, Framfield, Sussex. [1434]

**1912 DAIMLER LIMOUSINE in perfect original condition**. Over £100 spent on coach paint and overhaul last year. Original electric and horn, etc. nearest offer £200. Oakden, Towers Farm, Poynton, Stockport. Tel.: Poynton 2036. [1435]

**£20, O.N.O. 1927 Singer Senior open tourer o.h.v. 9.8-h.p.** Running order. Excellent tyres. Toured Cornwall, 1952, without trouble. Cocks, 4, Xmas Field, Sible Hedingham, Essex. [1436]

**ALVIS SPEED TWENTY, 1933, V.D.P. drophead**. Engine overhaul March. Bills for £50. Reluctant sale forced by foreign appointment. £160, o.n.o. Seen Bristol (July/August), or Lt. J. Gully, R.N. H.M.S. Harrier, near Haverfordwest. [1437]

**FRAZER-NASH-B.M.W., 1937, 1½-litre saloon**. Exceptional condition. New tyres, hydraulic 2LS brakes. Grey/black. £285. B.M.W. spares. Pair half-shafts, 5.15 diff. unit, steering units, l.h. and r.h. brake drums, shoes, etc. Offers to clear. Box No. X438, MOTOR SPORT, 15, City Road, E.C.1. [1438]

**ASTON MARTIN DB2, 1953, saloon**. Blue/beige leather. Radio. 6,700 miles. £1,975. Jack Olding & Co. Tel.: MAYfair 5242. [1439]

**AUSTIN NIPPY, 1933, 45-50 m.p.g.** Aluminium body. Powder blue, interior maroon. Widened rear axle, oversize tyres, spare wheel, side-screens, hood. Full tool kit. Excellent condition throughout. S.A.E. Details, photograph. £135, o.n.o. Box No. X440, MOTOR SPORT, 15, City Road, E.C.1. [1440]

**HORNET SPECIAL**. Windscreen, spare wheel and mounting, 12-volt battery, spot lamps, oil-coil and few other spares available. 9, Harvey Road, Guildford. [1441]

**AUSTIN SEVEN SPECIAL**. Good working order. Large rear wheels, spare engine, gearbox, etc. £90. Might split. Ellis, 15, Kingsgate Avenue, N.3. [1442]

**1939 PEUGEOT 202 1,133 c.c., o.h.v., cabriolet, r.h.d., 4-door**. Leather, new hood. Recent respray (grey), reconditioned engine and steering gear. Marchal lamps. Tidy, fast, reliable. Midlands. £210. Box No. X443, MOTOR SPORT, 15, City Road, E.C.1. [1443]

**M.G. K3 MAGNETTE**. Ex-Goldie Gardner. Rebuilt 1950 with lovely 2-seater body. Recent mechanical overhaul. Sacrifice £275, o.n.o. Apply: Worswicks Garage, 40, Croham Road, South Croydon. Tel.: CRO 2664. [1444]

**1½-LITRE ASTON MARTIN MARK II saloon**. Resprayed two-tone grey, rechromed. Attractive lines and immaculate externally. Internally very fair. Reconditioned, resleeved, replacement engine by the specialists, Friary Motors, Ltd. At present running-in with further inspection due at 1,000 miles. Taxed. Heartbreaking reason for disposal. Positively no near offers. £350. Tel.: Uxbridge 3516. [1445]

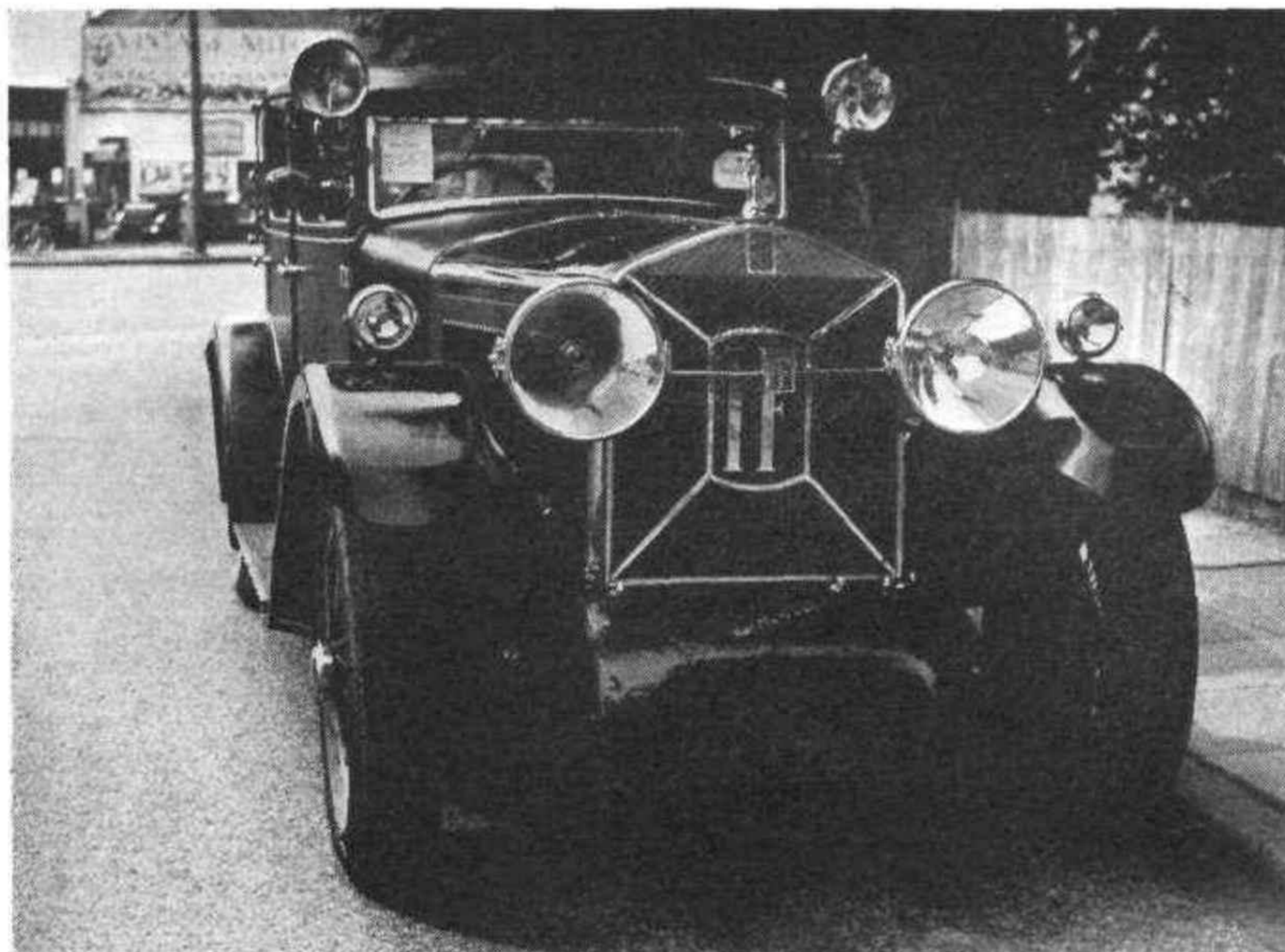
**MERCEDES-BENZ 36/220**. Low mileage. Sprayed white last year. Just had new clutch fitted and decarbonised. Rechromed. Immaculate throughout. 12/16 m.p.g. Hodson, Knapwell, Cambs. [1446]

**FULL RACING EQUIPE**. Cooper Mark V (ex-Ken. Wharton) plus two engines. Seven spare tyres and tubes, three spare fuel tanks, quick-lift jack, Cooper trailer. Lovely V8 shooting brake. £535, or exchange Austin A90 convertible plus cash. Box No. X448, MOTOR SPORT, 15, City Road, E.C.1. [1448]

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- ASTON MARTIN 1½-litre**, 1932, 4-seater International tourer... **£165**
- ALVIS Speed 20/25**, 1937, sportsman saloon. Recent engine overhaul by makers. Fitted radio, excellent tyres, etc. ... .. **£335**
- ALVIS Speed Twenty**, 1934, sports saloon. Recent engine overhaul and fitted five new tyres and batteries ... .. **£165**
- ALVIS Speed Twenty**, 1935. Recently fitted new open touring coachwork. New batteries ... .. **£195**

- FIAT 501 10-h.p.**, 1926, 2/4-seater roadster. One owner until three years ago. Very clean and excellent runner—complete with instruction book and a load of spares... .. **£45**
- MERCEDES 2.3**, 1938, cabriolet. Works maintained and immaculate coachwork ... .. **£395**
- MERCEDES 36/220** supercharged 2-seater. This is the very famous ex-E. L. Mayer car and is naturally in 100 per cent. condition and possibly the finest of its type in existence ... .. **£450**
- ROLLS Twenty-Five**, 1930, saloon with two disappearing occasional seats. Excellent condition ... .. **£195**
- ROLLS Twenty-Five**, 1934/35, sports Continental Sedan de Ville in beautiful condition. Fitted many extras including radio, 25 m.p.g.... **£650**
- RILEY 2½**, 1938, sportsman saloon. Fitted manual box with overdrive, disc wheels, new tyres, radio. Late property of an engineer. 90 m.p.h. with comfort ... .. **£295**

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VAUXHALL 30/98, OE 15, standard Velox tourer, 1927. Hydraulic front brakes. Very original. Mechanically good, bodywork undergoing renovations; good tyres, etc. A very sound specimen at £185.

LANCIA 8th SERIES tourer, original save for modified hood and sidescreens (these are very good and ingenious). Excellent tyres and very fair all-round order. Recent top overhaul and new valves. £130.

RILEY NINE MONACO saloon, 1933. Mechanically quite reasonable, good tyres, etc. Bodywork quite tidy, but needs some attention. £55.

A very rare light car—1923 STONELEIGH, 8-h.p., 2-cylinder o.h.v., self-starter, etc. Original 3-seater body, hood, etc. In very fair order. Good tyres and an excellent runner. £50.

1915 HUPMOBILE 17-H.P. 2-seater roadster, electric lighting and starting, speedo, etc. all original, first-class tyres, etc. Now being repainted and rehooded. Price when complete will be £185.

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EVANS, 286, Gorleston Road, Oulton, Lowestoft.

# CLUB NEWS

## PER ARDUA M.C.

The Club's first event since being affiliated to the R.A.C. was held on May 23rd and took the form of a series of driving tests staged at the Slough Trading Estate. Despite somewhat gloomy weather and desolate surroundings, the small but enthusiastic entry enjoyed an interesting day.

The Triumph TR2, in the capable hands of S/L Giles, achieved the "Best Performance of the Day" and also proved the winner of the "Open Class." F/L. Pascoe-Watson put up a consistently good performance in his A40, just beating F/L. James in his 1½-litre Riley, so winning the "Closed Class." F/L. Durman did well to finish second in the "Open Class" in his little home-built "special," whilst F/L. Neve is to be commended on his perseverance in struggling through the tests with his majestic Rolls. He found this handsome vehicle something of a handful when it came to manoeuvring a lot of Rolls through what must have seemed smaller and smaller spaces—although they cheerfully pressed on, Neve and his crew no doubt felt at times that the Club was aptly named!!

Many of the competitors were competing in this type of event for the first time and made some surprising discoveries about the length,

width, etc., of their cars!!! However, judging by the comments heard in the nearby hostelry at the close of the day, it was apparent that all had enjoyed themselves, which augurs well for future meetings of the Club.

### Results :

**Best Performance of the Day :** S/L. D. Giles (Triumph TR2).

**Winner—Open Class :** S/L. D. Giles (Triumph TR2).

**Winner—Closed Class :** F/L. J. W. Pascoe-Watson (Austin A40).

## SUDAN C.C.

Even with the arrival of the hot weather, the Sudan C.C. continues to thrive and is steadily increasing its membership. Anyone interested who is going to or passing through the Sudan, should write to the Hon. Secretary, Mrs. Kentish, c/o The Buildmore Co. (Sudan), Ltd., P.O. Box 314, Khartoum, Sudan, or to Major Wilson Hawkins, 11, York House, Church Street, London, W.8.

## HANTS AND BERKS M.C.

The Hants and Berks M.C. organises a vigorous series of events throughout the season, has recently commenced to issue a magazine, and will hold its popular Great Auclum Speed Hill-Climb, over that sporting course near Reading with its fast banked bottom corner, on August 7th. Hon. Sec. : D. Johns, 48, Reading Road, Woodley, Berkshire.

## FIXTURES FOR JULY

R. — Restricted Event.

C. — Closed Event.

C.I. — Closed Invitation Event.

N. — National Event.

I. — International Event.

- 3rd.—Tunbridge Wells M.C. Rally, Tunbridge Wells. C.I.  
Veteran C.C. of G.B. Rally, Yeovil. C.
- 3rd/4th.—Peterborough M.C. Rally, Peterborough. C.  
Exmoor M.C. Rally. C.I.  
Cemian M.C. Rally, Surrey/Hants. C.I.
- 4th.—Severn Valley M.C. Rally, Shropshire. C.  
N. Midland M.C. Trial, Derbys. C.  
Manchester Univ. M.C. Driving Tests. C.  
Horsham & Dist. M.C. & L.C.C. Trial, Sussex/Dorset. C.  
Sporting C.C. of Norfolk. Rally. C.I.  
N. Ribblesdale M.C. Driving Tests, Settle. C.  
Eastwood & D.M.C. Rally, Notts. C.  
Hagley & Dist. L.C.C. Trial, Redditch. C.  
Riley M.C. (N.W.). Gymkhana, Bowland Forest. C.
- 10th.—HALF-LITRE C.C. RACE MEETING, OULTON PARK.  
B.A.R.C. Race Meeting, Aintree. C.  
Winfield J.C. Race Meeting, Charterhall. C.  
M.G.C.C. (Scottish), Hill-Climb, Edinburgh. C.I.  
Middlesbrough & D.M.C. Sand Races, Redcar. C.I.  
Lancashire A.C. Hill-Climb, Whalley. C.I.  
M.C.C. Trial. R.  
Brighton & Hove M.C. Rally. C.I.  
Bristol M.C. & L.C.C. Veteran Car Trial.  
Riley M.C. (Highland). Gymkhana. C.  
R.S.A.C. Veteran Car Rally.
- 11th.—Grimsby M.C. Driving Tests N. Lincs. C.  
London M.C. Driving Tests, Horley. C.  
B.A.R.C. (Yorks). Trial, Leeds. C.  
Lancs. & Ches. C.C. Trial, Ches./Derbys. C.  
Old Merchant Taylors M.C. Rally, Chilterns.  
Lloyd's M.C. Rally, London Counties. C.  
Taunton M.C. Rally. C.I.  
S. Wales A.C. Rally, Cardiff. C.I.  
Burnham-on-Sea M.C. Rally, Mendip Hills.  
S. of Scotland C.C. Rally. C.  
Bugatti O.C. Hill-Climb, Prescott. R.  
East Anglian M.C. Sprint. C.I.  
N. London E.C.C. and Herts County A. & Ae. C.  
Durham A.C. Hill-Climb, Co. Durham. C.
- 12th.—Herefordshire M.C. Rally. C.
- 13th.—M.G. Car Club (S.W.). Rally. C.
- 14th.—S.U.N.B.A.C. Trial, Warwicks. C.  
Manchester Univ. M.C. Driving Tests, Lancs. C.  
Cornwall V.C.C. Race Meeting, Davidstow. C.
- 15th.—Westmorland C.C. Trial. C.  
N. Cornwall M.C. Driving Tests, Davidstow. C.
- 17th.—Grimsby M.C. Rally, N. Lincs. R.  
M.C.C. Trial. R.  
Oxford M.C. Rally, Oxon. C.  
500 M.R.C. of Ireland. Sprint, Kirkstown Airfield. C.  
R.A.C. BRITISH GRAND PRIX, SILVERSTONE. I.
- 17th/18th.—Rhyl & D.M.C. Rally, N. Wales. C.
- 18th.—{ Bolton le Moors C.C. } Trial, Lancs./Yorks. C.  
{ Blackpool & Fylde M.C. }  
C.S.M.A. Driving Tests, Hendon. C.  
West Essex C.C. Rally, E. Counties. C.  
Haslemere M.C. Rally, Haslemere. C.  
Leicestershire C.C. Driving Tests, Leics. C.  
Mid-Derbyshire M.C. Trial, Derbys. C.  
De Lacy M.C. Gymkhana, Pontefract. C.
- 21st.—Omagh M.C. Trial.
- 22nd.—JERSEY M.C. & L.C.C. HILL-CLIMB, BOULEY BAY. I.
- 24th.—N. of Ireland M.C. Rally.  
Aston Martin O.C. Race Meeting, Silverstone. R.  
WELSH M.R.C. RACE MEETING, FAIRWOOD. N.
- 24th/25th.—West Hants & Dorset C.C. Night Trial, Hants. C.
- 25th.—Thames Estuary A.C. Rally. C.I.  
Shenstone & D.M.C. } Driving Tests, Lichfield. C.  
Hagley & Dist. L.C.C. }  
Fylde Motor Sports Committee. C.  
King's Lynn & Dist. M.C. Driving Tests. C.  
Allard Owners' Club. Driving Tests, Horley. C.
- Lancashire A.C. Hill-Climb, Whalley. C.I.  
R.S.A.C. HILL-CLIMB, REST AND BE THANKFUL. I.  
Pembrokeshire M.C. Hill-climb, Lydstep. C.I.  
Newry & D.M.C. Hill-Climb, Spelga Pass. C.I.
- Half-Litre C.C. Race Meeting, Brands Hatch. C.  
Aston Martin O.C. Race Meeting, Coxford. R.  
Half-Litre C.C. Race Meeting, Cadwell Park.  
Cornwall V.C.C. Race Meeting, Davidstow. C.  
Maidstone & Mid-Kent M.C. Speed Trials, Brands Hatch. C.I.
- 31st.—Bentley Drivers' Club. Race Meeting, Silverstone. C.I.  
SCOTTISH M.R.C. RACE MEETING. N.

## MORE LETTERS from READERS



### A CASE FOR ALCOHOL

Sir,

The very best news that the car owners have had lately is that the Cleveland Co. have at long last been able to put on the market and made available all over Britain an unfaked motor spirit. This is just as it should be as we are now able, if we have a sense of discrimination, to buy jam British produced and from fresh fruit and sugar only, though this has been the case for forty years in Australia and South Africa, where the governments would permit no mucking about with food, and if labelled raspberry, raspberry it had to be, and not turnips, though there might be just as much nourishment in the one as the other.

In the case of Cleveland Alcohol Mixture the petrol cannot be said to be adulterated, as the alcohol is a power producer in its way just as much as the oil spirit, but what the percentage is we are not told. Knowing the "oil" people as I have done for the last thirty-five years and their propensity by a whispering campaign to run down a competitor's product in order to sell their own, already the question is being bandied about "what about valves?" The motor owners, whether sports car, or otherwise, can reply "forget it" and "I am willing to try anything once."

"Consumption" will be another query, and the reply to that can be also "forget it." Sad to relate, it is now sixteen years since the motorist was denied the use of this really super spirit, which went off the market because it was too good, and was taxed off the market by a 3d. per gallon tax on industrial alcohol, which also put up the charge for cleaning a suit of clothes by 6d.; so one may assume that there are few motor owners who can say they have had an experience of Cleveland-Discol of 1938. Yes sir, the production and sale of British alcohol was displacing the import of foreign oil spirit, so it had, in the opinion of the international trading politicians, to be taxed off the market to make room for the foreign. It was the 1½d. per gallon tax on the mixture which drove alcohol off the market, making it 1s. 7½d., as against petrol at 9d. plus 9d. spirit tax, making it 1s. 6d.

It was this largely British product which enjoyed a bigger sale to the sports-car owner than any other brand, as thousands of retailers could testify in the same way as they could about lubricating oil. I cannot remember the exact date when Messrs. Cleveland first marketed Discol, but at that time I was a travelling representative of a lubricating oil concern, and very British at that then, but not so now. We representatives were asked to run on Cleveland-Discol exclusively and take a special note of the consumption, without any alteration to carburettors which were Zenith, Solex, S.U. or Cox-Atmos. I had the latter, with adjustable jet. I could make no great claim for lower consumption as, at 30 miles to the gallon, my Coventry-Climax-engined 1,496-c.c. Clyno cost only three-fifths of a penny per mile in any case. I could detect no difference in speed, though at low speeds the engine was smoother. One could put the car into top gear, get out and walk by the side to steer it, but top speed was about 60. What was of the utmost importance to a motor-lubricating oil firm was the effect of the fuel on the oil in the sump, which was mineral oil, plus a fatty oil of animal origin now used for making margarine—before inhibitors, detergents were in vogue, and wire gauze the only filter. Admittedly, there was little blow-by, thanks to the cast-iron pistons with a clearance when new of half a thou. per inch diameter, and a running-in of 1,000 miles with oil heavily loaded with graphite running-in compound, the Cleveland test commencing at 15,000 miles. Samples were sent to our laboratory, and it was found that in every case there was far less contamination of the oil either by carbon or by what was then called the "heavy end" of petrol.

My firm came to the conclusion from over 100 laboratory tests that Cleveland-Discol caused less contamination to lubricating oil than any other brand of spirit. We started this test with newly decarbonised engines, and heads were lifted at 5,000 miles. I am not saying there was no carbon, but there was very little; obviously, because alcohol on combustion does not produce carbon, and we do not expect a sooty deposit on the Christmas pudding when we set light to the brandy or whisky, which has the same chemical composition, though made from grapes in one case and grain in the other, as the alcohol in Cleveland-Discol.

As to valves, the best answer to that is that there was very little loss of compression when properly tested by a gauge. As for plugs, which were new when the test started but of a practically unknown make, they were never removed until the head was removed, when

they were sent to the makers, who reported back that they had no fault to find with the fuel, cleaned them, and sent them back telling me they were as good as new.

From that experience, admittedly not with a sports car, if the spirit Messrs. Cleveland are supplying today is as fine as it was 25 or more years ago, the motor user need have no hesitation in using it. The proof of the pudding is in the eating and in 1938 Cleveland-Discol enjoyed the biggest sale among sports-car owners, and they are drivers of discrimination, who like to test for themselves and are not prepared to believe sales-talk.

I have been retired from business since 1945, so I have no axe to grind, and certainly no connection with Messrs. Cleveland, but now their alcohol mixture is available I shall change to it from No. 2; although the price is higher, it may be cancelled out by more miles per gallon, which advancing of the magneto may achieve. I do not mind paying a bit more for spirit improved with alcohol, which I buy at the same price as petrol, but I draw the line at paying for non-power-producing chemicals with comic names. As to alcohol, though it is mixed with petrol I shall be paying petrol price for it, which seems to me out of all reason. Alcohol pre-war was sold retail at 9d. and commercial-users could buy at 7d. in 500-gallon loads, so 6d. was the outside cost of production, and I am not aware that any crop was grown for the production of industrial alcohol, though we know barley is grown for whisky, which, up to the 1914-1918 war, was sold retail at £1 per gallon, the tax on it being 16s. 6d.

Is it to be supposed that industrial alcohol costs 50 per cent. more to produce now than it did in 1938? It saves dollars, anyhow! I would also point out that up to the outbreak of war and Pool, spirit made from coal rubbish was sold at the pump for 9d., plus 9d. tax. We were told that during the war millions of gallons of high octane spirit for the use of the Forces was made from the same sort of coal waste, but since then this industry seems to have closed down, but huge factories to make motor spirit from foreign oil have been erected. British production of alcohol, and motor spirit from coal, could bring the price of foreign oil spirit down with a run.

I am, Yours, etc.,

Attleborough.

L. A. POSTLE.

\* \* \*

### A PRE-F.W.D. CITROEN

Sir,

I am most interested in letters you print concerning the Citroën, and there have been many recently, but I have failed to see any mention of other than the front-wheel-drive models.

Now I look longingly at these excellent cars but am proud of the fact that I am behind the wheel of a rear-wheel-drive Citroën—a Model P35, 11.4-h.p. 1933 saloon.

I think I can honestly say that I have read all of your "Letters from Readers," but have failed to see any reference made to these robust cars. It is about time somebody mentioned them, as I am sure some of your readers may own, or have owned, this or similar models.

I know of four in this area, but to date have not had the opportunity of contacting the owners to discuss their steeds. Whilst garages know the model, very few seem to have any real knowledge of it. (Is it possible that they just don't require mechanical attention?) All I get is: "That was a good model—they don't make 'em like that now!"

To me they are fine, sturdy-looking cars, with their stout "edge-on" wings and solid disc wheels (the number of people who ask me why I put on such small wheels is amazing!).

The whole design is "clean," and the large rear boot is very useful and keeps the interior of the body for "passengers only." It gives you the feeling, when driving, that it will "plod on" for ever, but is hardly in the sports/saloon class for performance.

I am, Yours, etc.,

Sleaford.

D. BYRNE.

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### WELSH M.R.C. NATIONAL RACE MEETING

This meeting, sponsored by the *Daily Telegraph*, is for sports cars and Formula III racing cars and is being held by the Welsh Motor Racing Club (Swansea), Ltd., at the Fairwood Racing Circuit near Swansea, on July 24th.

The chief race of the day is for the 500 c.c. Championship of Wales and the *Daily Telegraph* Trophy.

In addition to Perpetual Challenge Trophies there are substantial cash awards for all events.

Regulations are available from the Secretary of the Meeting: A. T. Watkins, 28, Walter Road, Swansea.



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|  |           |   |           |
|--|-----------|---|-----------|
| 1951 Allard K2 2-seater roadster. Many extras  | £445      | 1949 M.G. TC 2-seater. Laystall Lucas head                  | £445      |
| 1950 Allard J2 2-seater. Ardun heads, close-ratio gearbox  | £495      | 1946/7 M.G. TC 2-seaters. Choice of four                    | From £345 |
| 1949 Allard 71K drophead foursome  | £345      | 1939 M.G. TB Tickford coupe, also TB 2-seater at            | £315      |
| 1950 Allard 71L 4-seater tourer. Above average condition   | £325      | 1937/8/9 M.G. TA 2-seaters. Choice of four                  | From £255 |
| 1948 Allard 71L 4-seater tourer  | £295      | 1936 M.G. PB 2-seaters. Choice of two. Also two 4-seaters   | From £215 |
| 1948 Alvis 14-h.p. Tickford coupe. One owner. Specimen   | £525      | 1935 M.G. PA 2- and 4-seaters. Choice of four               | From £175 |
| 1939 Alvis 4.3 drophead coupe. Exceptional condition throughout  | £395      | 1933/4 M.G. J2 2-seaters. Choice of three                   | From £125 |
| 1938 Alvis Speed Twenty-five tourer. Radio, heater   | £295      | 1937 M.G. 1½-litre sports saloon. Also 1½-litre tourer at   | £265      |
| 1935 Alvis Speed Twenty drophead foursome  | £245      | 1934 M.G. K3 Magnette 2-seater. Ex-Works car                | £295      |
| 1934 Alvis Speed Twenty V.D.P. tourer  | £195      | 1935 M.G. 12-h.p. NA Magnette 2-str. Also two 4-strs.       | From £165 |
| 1951 Aston Martin DB2 sports saloon. Many extras. Specimen   | £1,695    | 1937/8 M.G. 2-litre sports saloons and drophead coupes      | From £175 |
| 1938 Aston Martin 2-litre 2¼-seater  | £295      | 1939 M.G. 2.6-litre drophead foursome                       | £295      |
| 1935 Aston Martin 1½-litre S/C Le Mans 2-seater  | £285      | 1938 Mercedes-Benz 540K, Type B, cabriolet                  | £495      |
| 1935 Aston Martin 1½-litre long-chassis tourer   | £295      | 1937 Mercedes-Benz 500K, Type B, cabriolet                  | £395      |
| 1938 B.S.A. 10-h.p. 2-seater. Above-average condition  | £195      | 1939 Mercedes-Benz, Type 320 roadster. Specimen             | £425      |
| 1935 Bentley 3½-litre Park Ward sports saloon. (illus.)  | £555      | 1938 Mercedes-Benz, Type 170V, cabriolet                    | £225      |
| 1934 Bentley 3½-litre V.D.P. tourer. Specimen. (illus.)  | £645      | 1938 Railton Straight Eight drophead foursome               | £245      |
| 1934 Bentley 3½-litre A. Mulliner drophead foursome. (illus.)  | £495      | 1939 Railton 10-h.p. drophead coupe                         | £275      |
| 1927 Bentley 4½-litre Black Label V.D.P. tourer  | £275      | 1948 Riley 1½-litre sports saloon. Specimen throughout      | £575      |
| 1926 Bentley 3-litre V.D.P. tourer   | £195      | 1939 Riley 1½-litre Nuffield drophead coupe                 | £345      |
| 1926 Bentley 3-litre drophead foursome   | £285      | 1938 Riley 16-h.p. Big Four Kestrel saloon                  | £295      |
| 1928 Bentley 4½-litre Black Label tourer   | £195      | 1937 Riley 1½-litre Kestrel saloon                          | £255      |
| 1953 Buckler Mark V. 9,000 miles. One owner (all modifications)  | £445      | 1936 Riley 1½-litre Lynx tourer                             | £265      |
| 1952 Buckler, Ford Ten engine. Close-ratio gearbox   | £395      | 1937 Riley 1½-litre Sprite 2-seater                         | £325      |
| 1938 Delage D6/70 drophead foursome. (illus.)  | £345      | 1938 Riley 1½-litre Adelphi saloon. Above-average condition | £265      |
| 1952 Frazer-Nash Mille Miglia. Low mileage. (illus.)   | £1,495    | 1935 Riley Imp 2-seater                                     | £295      |
| 1938 Frazer-Nash B.M.W. Type 328 2-seater  | £495      | 1934 Rolls-Royce 20/25 Park Ward drophead foursome          | £565      |
| 1939 Frazer-Nash B.M.W. Type 327 drophead foursome   | £395      | 1933 Rolls-Royce 20/25 Salmons cabriolet                    | £275      |
| 1952 Healey 2½-litre Duncan sports saloon  | £595      | 1924 Rolls-Royce Twenty Park Ward drophead foursome         | £225      |
| 1950 Healey Silverstone 2-seater. Ex-Sessions. (illus.)  | £695      | 1929 Rolls-Royce Twenty owner-driver saloon                 | £225      |
| 1952 Jaguar XK120 2-seater. Completely modified. Specimen  | £995      | 1939 Singer 9-h.p. 4-seater tourer                          | £195      |
| 1950 Jaguar Mark V drophead foursome. Radio, heater  | £695      | 1935 Singer 1½-litre 2-seater                               | £185      |
| 1939 Jaguar 2½-litre drophead foursome   | £275      | 1935 Singer 9-h.p. Le Mans 2-seater                         | £165      |
| 1937/8 Jaguar 100 2½-litre 2-seaters. Choice of two  | From £375 | 1952 Sunbeam Talbot 90 Mark II convertible. Specimen        | £695      |
| 1938 Lagonda V12 Park Ward Sedan-de-Ville saloon. Electric division. Radio. Specimen throughout (illus.) | £545      | 1939 Sunbeam Talbot 10-h.p. 4-seater tourer                 | £245      |
| 1935 Lagonda 4½-litre Rapide V.D.P. tourer. Specimen   | £275      | 1947 Volkswagen Standard saloon. Choice of three            | From £255 |
| 1934 Lagonda 4½-litre V.D.P. tourer  | £195      |   |           |
| 1935 Lagonda 10-h.p. Rapier tourer   | £195      |   |           |
| 1946 Lea-Francis 14-h.p. sports saloon. Above average condition  | £395      |   |           |
| 1946 Lea-Francis 14-h.p. sports 2-seater. Specimen   | £395      |   |           |
| 1949 Maserati San Remo 4CLT 1½-litre S/C. Ex-Parnell   | £995      |   |           |
| 1948 (Rebuilt) Maserati 2.9-litre 2-seater. Ex-Tim Birkin  | £645      |   |           |
| 1952 Morgan Plus Four 2-seater roadster. One owner   | £495      |   |           |
| 1949 Morgan 4/4 4-seater tourer  | £345      |   |           |
| 1939 Morgan 4/4 2-seater. Many extras  | £295      |   |           |
| 1950 M.G. 1½ sports saloon. Radio  | £525      |   |           |
| 1952 M.G. TD 2-seater. Many essential extras   | £585      |   |           |
| 1949 M.G. TC 2-seaters. Choice of two  | From £395 |   |           |

#### Selection from ANNEXE stock of 100 cars:

|  |           |
|--|-----------|
| 1935 A.C. 16/56 drophead 2-seater with dickey  | £125      |
| 1932 Alfa-Romeo 17/50 4-seater tourer          | £175      |
| 1938 Alvis 17-h.p. Silver Eagle sports saloon  | £95       |
| 1934 Alvis Speed Twenty V.D.P. tourer          | £125      |
| 1934 Alvis Speed Twenty saloons. Choice of six | From £125 |
| 1927 Bentley 3-litre Blue Label V.D.P. tourer  | £145      |
| 1930 Bentley 6½-litre drophead foursome        | £195      |
| 1929 Bugatti 3.3-litre sports 2-seater         | £195      |
| 1931 Delage D8 4-litre drophead foursome       | £115      |
| 1934 Lagonda 4½-litre sports saloon            | £115      |

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 Name and Address..... Year..... Tel. No.....



**FOR SALE—continued**

**750 SPORTS SPECIAL.** This handsome little car was completely rebuilt regardless of cost in 1952. Appearance and mechanical condition like new. Records of post-war achievements available. £150. Platt's, Marlow, Bucks. Tel.: 215. [1454]

**1933 J2 M.G. B.R.G.** Excellent condition. Modified crankshaft. Tyres perfect. Complete engine overhaul 4,000 miles ago. £145, or exchange 12/16-h.p. pre-war saloon car. James, 6, Anson Road, R.A.F., Benson, Oxfordshire. [1455]

**4½-LITRE BENTLEY,** 1929, first-class order. Receipts for £500 overhaul. Inquiries: S. Berry, Resthaven, Thurlstone (Tel.: 212), Devon. [1456]

**ATALANTA, II H.P., 1,496 C.C.,** 1938. Most attractive 2-seater; 33 m.p.g. Spare engine. New hood and tonneau cover. Windscreen lowers and side-screens fit as fly-screens. Cotal box, de Dion axle. Four-wheel independent suspensions. New battery. 1,200 miles since overhaul of engine, brakes, steering and transmission. Long-stroke engine; 80 m.p.h. Not licensed 1944-1952. Photographs sent on request. Will demonstrate by appointment up to 100 miles from Preston. No offers. £450. Lob, 173, North Road, Preston. Tel.: 5295. [1460]

**HANDBOOKS:** Austin, Ford, Morris, Standard, Triumph, Vauxhall, 5s. 6d.; Cord, Jowett, Renault, Volkswagen, 7s.; Armstrong, Hillman, Humber, Jaguar, Morgan, Rover, Sunbeam, Wolseley, 8s. 6d.; Chevrolet, American Ford, Riley, Singer, 10s. 6d.; Chrysler, Dodge, 14s.; Alvis, M.G., 15s. 6d.; Workshop Repair Manuals: Ford, 11s.; Morris, 17s. 6d.; Jowett, 21s.; Austin, Chevrolet, American Ford, Hillman, M.G., 32s. MOTOR SPORT, 1945-54, 1s. 9d.; *Vintage Car*, 1953, 3s. Catalogue motoring publications, 6d. Inquiries, stamp, please. Vivian Gray, Postal Booksellers, Hurstpierpoint, Sussex. [1461]

**NEW—FOUR 4.75 BY 16** Standard 8/9-h.p. steel wheels, Pirelli tyres, tubes—offers set? Singer Nine used spares, cheap. 43, Temple Bar, Willenhall. [1462]

**AUSTIN SEVEN SPECIAL.** Over £200 spent on complete rebuild. I.F.S., h.c. head, twin carburettors, etc. 9, Forest Drive West, Leytonstone, London. [1464]

**£100—TRIUMPH VITESSE** saloon, 16 h.p., July, 1937. Excellent runner, fast, reasonable, new batteries. Couzens, Rushden (Tel.: 2769), Northants. [1466]

**ROLLS-ROYCE 20/25** engine/gearbox unit, ex-chassis No. GGP 39 at 63,000 miles, £75. Also rear axle, wheels, hubs, instruments, Autovac, steering-column, horn, etc. Baker, Highlands, Bucklebury, Berks. [1467]

**SINGER LE MANS CRANKSHAFT,** 2-bearing. Also surplus head, brake linings, etc. Williams, 35, Royston Park Road, Hatch End, Middlesex. Tel.: 4362. [1468]

**12/50 ALVIS ATLANTIC** saloon. First registered July, 1932. Rebores and sleeved and thoroughly overhauled within last 5,000 miles and in excellent mechanical condition. Bills for about £100 available. Bodywork weathertight, but not very smart appearance. £125 or nearest offer. Box No. X470, MOTOR SPORT, 15, City Road, E.C.1. [1470]

**XK120,** 1951 model, L.h.d. A really beautiful and outstanding specimen, just recellulosed in special shade silver grey. Unmodified except for 8:1 compression. Fitted loose covers, rimblishers, twin spotlamps, Michelin Xs, etc.; much above average. Any trial or inspection; terms, exchanges. Remfry Motors, 362, Anlaby Road, Hull. Tel.: 51039. [1471]

**1938 FIAT 1,100.** Recent £120 overhaul. Many spares, tools, etc. Post-war appearance and performance. Expert examination welcomed. Best offer around £200. Box No. X498, MOTOR SPORT, 15, City Road, E.C.1. [1498]

**FOR SALE—continued**

**SUNBEAM DAWN, 1935, 12.8.** Garage invoices showing expenditure of £150 on engine, front independent suspension, etc., recently. Superficial damage to near-side mudguards; otherwise excellent body inside and out. £100 or nearest. Brereton, Barclays Bank, Tunstall, Stoke-on-Trent. [1475]

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**New TR 2 Triumph** For early delivery  
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**Type 51 Bugatti**—perfect example, road equipped. £475.  
**1949 Triumph** roadster. Exceptional condition. £495.  
**1937-8 4½ Bentley** saloons. Overhauled. From £750.  
**1952 (Oct.) Healey Tickford** saloon. £925  
**1952 750-c.c. Renault.** 17,000 miles. Expected shortly.  
**1953 (Nov.) XK120** coupe. Expected shortly.  
**1953 Jaguar** coupe as new all modifications and extras. £1,450

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**ALLARD.** 1951 PI sports saloon. Bluish grey, with grey leather. One owner. 26,000 miles. Laid up 12 months. 499 gns., or £175 deposit.  
**BENTLEY.** 1935 3½-litre sports saloon by Park Ward. DK series chassis with ride control. Post horns, spot-lamps, etc. Grey, with blue leather. Two owners. First-class A.A. report with car. 469 gns., or £165 deposit.  
**JAGUAR "100."** 1937 sports 2-seater. Original condition throughout. Black, with red leather. New hood, tonneau and screens. Twin horns, aero-screens and spot-lights. Four new tyres. 379 gns., or £133 deposit.  
**PEUGEOT.** 1939, Type 402, 2-litre Le Mans 2-seater. One owner. Laid up six years. New Dunlop racing tyres on lightweight wheels. New hood and screens, etc. 329 gns., or £116 deposit.

Any car or motor-cycle taken in part exchange

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**FOR SALE—continued**

**FORD V8 (1940) 91A** drophead coupé, post-war design and appearance. Built-in headlamps, hydraulic brakes. Open to any examination. £165. Tel.: Derby 40021. [1474]

**QUANTITY OF SPARES** for early side-valve Aston Martin cars. Set of new pistons for Speed Six Bentley. Unused pre-war Marshall supercharger, Type 150. Set of new oversize pistons for 8-cyl. 2.3 Alfa-Romeo. Blagdon Engineering Co., Blagdon, Seaton Burn, Northumberland. [1476]

**BUGATTI 57 S.C.** coupé 2-seater, excellent condition throughout. Seen London by appointment. £1,300. Box No. X478, MOTOR SPORT, 15, City Road, E.C.1. [1478]

**VINTAGE TALBOT** sports, 8.9 h.p., 1926. What offers? 66, Cromwell Road, Eastney, Portsmouth. [1479]

**FOR XK120:** Cylinder head, fitted racing camshafts; complete all valve gear, covers; reasonable offers. Also: fitted seat covers, very smart, best weatherproof woollen, by well-known makers. Brand new (cost 11 gns.), offered 8 gns. S.A.E. Miss Haig, Twitten, Nutbourne Common, Pulborough. [1480]

**AUSTIN NIPPY,** fitted Ford Eight engine and gearbox. Re-upholstered, new carpets, new battery and wiper motor. The whole car in excellent condition. Fast and reliable. £145. Box No. X481, MOTOR SPORT, 15, City Road, E.C.1. [1481]

**ALVIS, 1937, 4.3-LITRE** drophead coupé. Engine and chassis completely overhauled during re-sleeving. The whole car is in very sound condition. £300. Can be inspected at Newcastle-upon-Tyne. Write: Box No. X482, MOTOR SPORT, 15, City Road, E.C.1. [1482]

**TALBOT 110,** 1936. Vanden Plas aluminium sports body. Excellent condition. 65,000 miles. One of the twelve specially built. £275. Box No. X483, MOTOR SPORT, 15, City Road, E.C.1. [1483]

**M.G., 1951, TD,** green, small mileage. Extras. Perfect condition. £515, or consider exchange. 919, Warwick Road, Solihull, Warwickshire. [1484]

**1934 J2 M.G.** Recellulosed, reconditioned engine. Lathe, power drill, motor mower, car radio taken in part exchange. Dixon, Glebe Cottage, Kidmore End, Reading. [1485]

**LANCIA DILAMBDA,** 1933, James Young aluminium pillarless saloon. Damaged gearbox, excellent order otherwise. £55. Jackson, 10, Winers Glebe, Byfleet, Surrey. [1486]

**8-LITRE BENTLEY** engine for sale, No. XX 5114, in good condition, complete with twin carburettors, magneto and coil ignition units, axial starter, clutch, etc. Nearest to £100 secures. Schooner Garage, Shoreham, Sussex. [1487]

**1923 23/60 VAUXHALL KINGTON** tourer. Recent repaint, re-nickel, hood, tonneau. Fine original condition. £150, o.n.o. Wanted: Riley 18-h.p. V8 o.s. exhaust camshaft or complete engine. Oakende, Barnet Gate. Tel.: Bar 2329. [1488]

**A40,** excellent condition, 1948. 20,000 miles. £480, or exchange for 1½ or 2¼ Riley. Write: 33, Windmill Road, Gillingham, Kent. [1489]

**ALVIS 12/50, 1928, TG,** 2/3-seater. A.C. 2-litre, 1928, 2/3-seater. Both completely rebuilt and in excellent condition. Offers. Jackson, 10, York Road, Edgbaston, Birmingham. [1491]

**BUGATTI, SPECIMEN, TYPE 40,** 4-seater tourer, fitted 1½-litre Type 37 twin-carburettor, h.c. engine. Perfect original coachwork unmarred. Marvellous acceleration. New battery; recently recellulosed. A delightful genuine vintage car, a joy to behold. Full particulars or any trial a pleasure. £245. Churchley, 5, Westfield Road, Edgbaston, Birmingham. Tel.: EDG 1734. [1492]

**1928 HILLMAN, 12.8 H.P.;** engine damaged; good touring body and 500-20 tyres. 1933 Hotchkiss, 23.8 h.p., dismantled, 1932 Morris-Cowley, dismantling. Crevald, 468, London Road, Slough. [1493]

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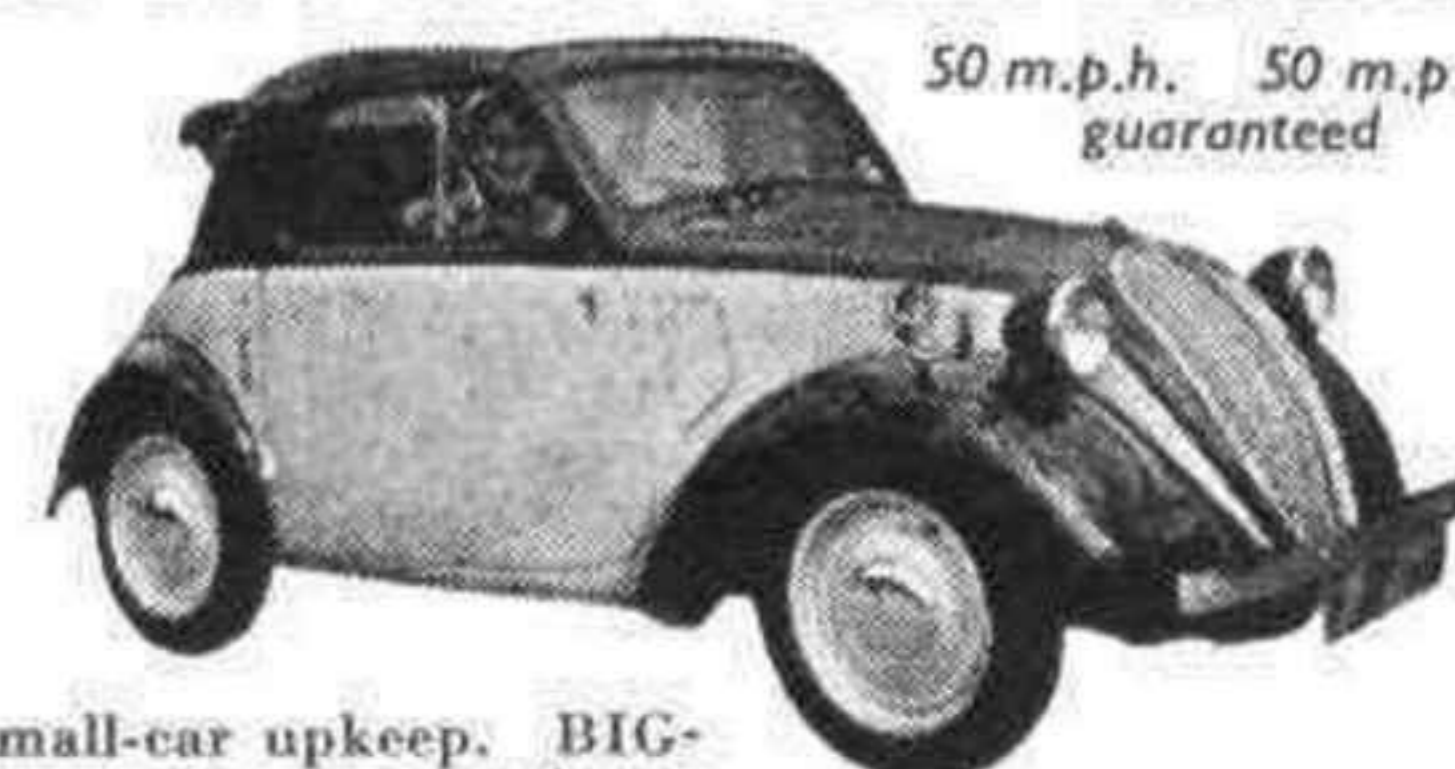
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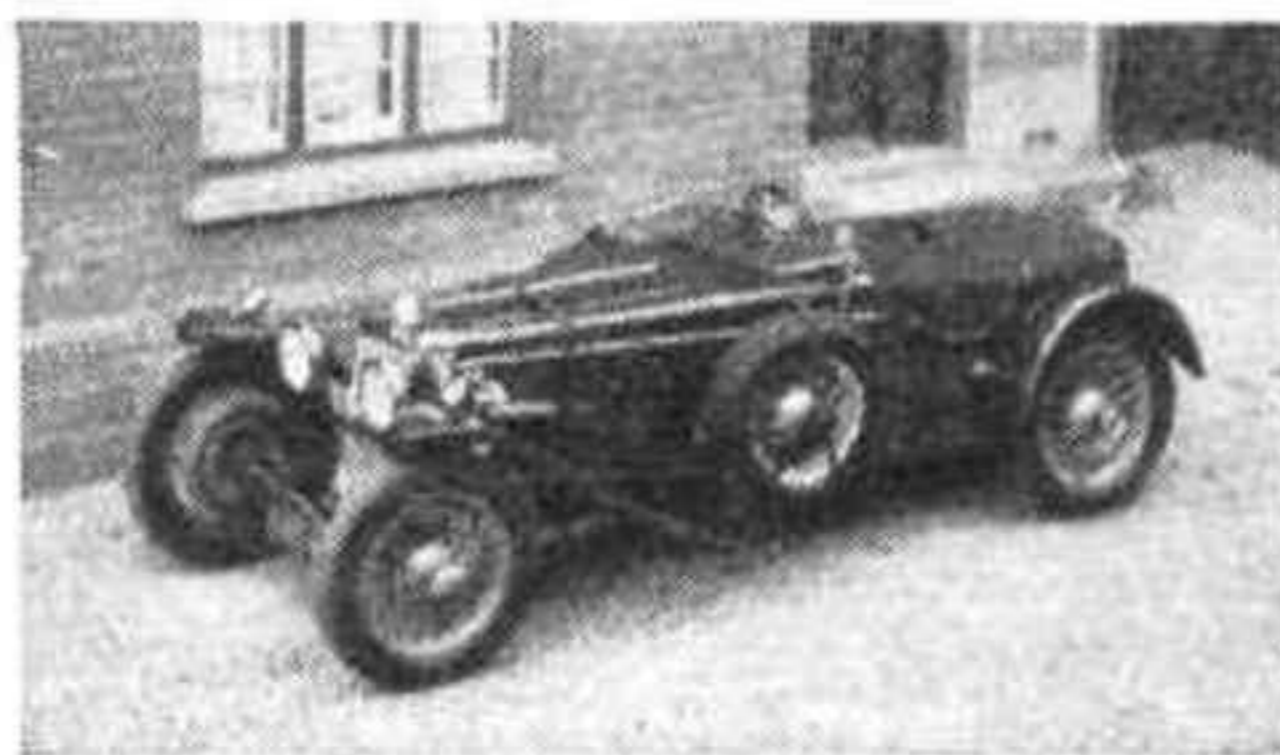
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Blackburne twin o.h.c. engine. Over £400 been spent in bringing car to present excellent condition. Engine has been completely rebuilt, including liners, new pistons shaft ground, etc., fitted Scintilla magneto. New clutch bearings and lining, rebuilt bevel box completely rebushed. New chains. New carpet, floor, tonneau, hood, side curtains, etc. Many engine spares. Selling to buy larger car.

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## FOR SALE—continued

- RILEY 9-H.P.**, 1929. £20. In very good running order, fabric body rough. A. E. Chevell & Son, 336, Goldhawk Road, London, W.6. Tel.: RIV 4955. [1449]
- EXUBERANCE OF ENTHUSIAST** only required to complete my Ford 8/10 Special. Chassis, tyres, etc., good, body fair; two engines, 4.7 axle, complete or separate. Would transport. £75, or offers. Hall, Trewinnow, Davidstowe, Cornwall. Tel.: Otterham 221. [1451]
- CENTRIC SUPERCHARGER.** Complete for PA M.G.' £12. Dean, New Road, Codford, Warminster' Wilts. [1452]
- 1932 TALBOT 75 SALOON.** Reconditioned engine, new battery, wiring, exhaust, windscreen, weather-proof, reliable, body fair. £35, or would break for Spares. Also 1935 Armstrong Siddeley 7-seater limousine. Good condition throughout. £75. Algate, Shardeles, Newgate, Cottingham, E. Yorks. [1453]
- HAVE A BABY!** Wanted, a loving father for my 1928 registered, 1929 baby Peugeot, 6.4 h.p., 4-cylinder open tourer. Unique example of this wonderful lightweight vintage car, which is in excellent order throughout and guaranteed to be in original specification. Must go to appreciative home. Buy yourself economy motoring for £50 or offer. Oakley, Montague Place, Brighton 7. [1494]
- MODEL-T FORD, 1913.** Recently completely overhauled. Body dark green with black wings. New tyres. In excellent running order. £385. Youngs Garage Ltd., Banbury, Oxon. [1495]
- LAGONDA 4½-LITRE** pillarless saloon. Good engine, tyres; sound motor. 1934. Black, maroon. £145. Petersfield Garages, 1357, Stratford Road, Birmingham. Tel.: Springfield 1848. [1496]
- 173 "MOTOR SPORTS,"** 1933 to date, 50s.; 121 *Autocars*, 1952 to date, 40s.; few *Motors*; 26 "Steam Car Developments," 20s. One 18-in. k.o. wheel, one half-shaft and hub, two back plates complete with shoes and Lockheed cylinders for Triumph Gloria sports, 30s. lot. Armstrong-Siddeley 12-h.p. back axle complete, 30s. Wolsey Hornet 4-speed box, 30s. Vauxhall Fourteen clutch, 30s. Auxiliary oil cooler and filters, all cheap. Williams, 45, Ardeen Road, Doncaster. [1499]
- S.S.100 JAGUAR, 1938** (regd. 1951), 2½-litre, special 2-seater alloy body. Very attractive. Dunlop racing tyres, Scintilla magneto. New tonneau. Very fast. £225. Tel.: Harrow 3702. [1501]
- ROY'S AUTOMOBILES LTD.** offer: 1949 Healey sports utility, A-type chassis, £350. 1948 Alvis Fourteen streamlined utility, £395. 1940 Rover Twelve saloon, £365. 1948 M.G. TC, reconditioned, £385. 1938 M.G. TA, £265. 1937 Austin Seven Nippy, overhauled, £165. 1938 Rover Fourteen sports saloon, £265. 1938 Morris Eight, 2-seater, £165. 1935 Riley Nine Monaco saloon, £165. 1936 Austin Ten tourer, £125. All in undisputable condition for year. Terms, exchanges. 127, Parkway, Regent's Park, N.W.1. Tel.: Euston 2700/8894. [1503]
- RILEY NINE MK. IV, 1929,** tourer. Green. Weather equipment good, new tyres; oil consumption nil. Excellent condition. North London. £85. Box No. X504, MOTOR SPORT, 15, City Road, E.C.1. [1504]
- RILEY FALCON, 1936.** Body rough. Running order. £55, bargain. 49, Mancroft Avenue, Shirehampton, Bristol. [1505]
- LAGONDA 16/80 V.D.P.** 2-seater, with host of spares. S.A.E. for details. Also a few spares for 2-litre. MV4 Scintilla Vertex, unused. No reasonable offer for above refused. Gunton, 57, Warwick Street, Haslingden, Lancs. [1506]
- ALVIS, 1930, SILVER EAGLE** light brake, excellent. £50, or exchange smaller—equally potent. Tudor Thatch, Buckland, Aylesbury. [1507]
- AUSTIN SEVEN SPECIAL.** Built 1953. Overhauled throughout. Hydraulic brakes. Fast and reliable. Offers around £90. 36, Fir Tree Road, Banstead, Surrey. [1508]
- 1934 J2 M.G.** Engine completely overhauled 1,000 miles; bottom end by Laystalls. Overhauled clutch, carburettors, pump, starter; new king-pins and silencer. £135, o.n.o. 117, Cromwell Road, Hounslow, Middlesex. [1509]
- LAGONDA RAPIDE 4½-LITRE, 1935,** drophead, good condition. £100. Tel.: PRI 1272. 228, Haverstock Hill, Hampstead, N.W.3. [1511]
- LANCIA AUGUSTA, 1934,** 4-door saloon. Excellent condition, good performance. £195. 14, Borth Avenue, Mile End, Stockport. [1513]
- J2 M.G., 1933,** fitted flared wings and swept-down rear end. Four good tyres. Reconditioned crankshaft, steering box, carburettors. Body condition good, hood rough but waterproof. £115. Tel.: PAL 2769, evenings or weekends. [1516]

## FOR SALE—continued

- FIAT 1,500** drophead foursome, 1937. Radio. £150, exchange considered. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [1517]
- B.S.A. SCOUT, 1938,** 2-seater. In excellent mechanical condition and very smart appearance. Taxed. Must sell, best offer accepted. Box No. X519, MOTOR SPORT, 15, City Road, E.C.1. [1519]
- CITROEN 12.8** f.w.d. saloon, extensively reconditioned, modern appearance, and all spares obtainable. £145. Covil, 67d, Shooters Hill Road, Blackheath, S.E.3. [1520]
- FRAZER-NASH-B.M.W.** The secretary of the B.M.W. Car Club, having purchased 321, offers 319/45 4-seater drophead coupé, owned by him since 1940. Mechanically excellent, engine, axle, gearbox, clutch, brakes, electrics, overhauled. Recent recellulose (french grey), rechrome, red hide, Dunlopillo. 25 m.p.g. Specimen car. £265, o.n.o. 5, St. Leonard's Court, S.W.14. Tel.: Prospect 2177. [1521]
- 1950 AUSTIN A70** engine, with manifolds, carburettor, air cleaner, distributor, petrol and water pumps, fan, oil filter and front mountings. £27 10s. Box No. X522, MOTOR SPORT, 15, City Road, E.C.1. [1522]
- LAGONDA, 1935, RAPIDE.** Aluminium sports saloon by Gurney-Nutting. New (not reconditioned) engine 1951. Twin carburettors, magnetos and windtones. Spotlight. Fully instrumented; tools; 17 m.p.g. £180 quick sale. View/trial, 24, Thornton Way, N.W.11. Tel.: SPE 0531. [1523]
- FORD V8** Oct., 1937, 8-seater brake. Reconditioned engine, radiator, battery, rewired. £60. Tel.: Southend-on-Sea 67461. [1524]
- M.G., 1933, J2** engine, clutch, starter, carburettors, reconditioned dynamo, exhaust and water manifold. This engine was bought as a spare and is now dismantled and ready for rebuilding. Offers to E. Probert, Medow Croft, Lennards Lane, Wincham, Northwich, Cheshire. [1525]
- RILEY 9-H.P., 1930/34.** Many sound parts available. Hudson, Motor Spares, Upton-on-Severn. Tel.: 281. [1526]
- AUSTIN 7-H.P., 1927/36.** Many sound parts available. Hudson, Motor Spares, Upton-on-Severn. Tel.: 281. [1527]
- SINGER SPORTS, 1931,** very good mechanically; poor hood. £50. Cutler, 61, Tring Road, Dunstable, Beds. [1528]
- SHORROCKS SUPERCHARGER, £20** or offers. Seen at St. Mary's Motors, Newcastle-on-Tyne. [1530]
- ROLLS-ROYCE REPLICAS, 20 H.P.,** foursome drophead coupé. Wonderful condition (bills shown); radio; chromium luggage rack. An absolute bargain sale at £450. Douglas Wild, Crocombe, Barmset. Tel.: Wells 3000. [1531]
- B.S.A. 10-H.P. 4-seater** Scout, 1937. Cromard liners. Selling family reasons after 14 years. £115, o.n.o. Orford, Toller, Dorchester. [1532]
- TALBOTS: 1934 14/65** saloon, taxed, clean, in excellent running order, £110, o.n.o. 1933 18/75 sports saloon, clean, very good running order, £90, o.n.o. Kearslake, Bishops Barn Farm, Woodmancote, Emsworth, Hants. [1534]
- M.G., 1933, 2-seater.** Smart appearance. In good mechanical order. Over £200 recently spent. Bills available. First offer of £150 secures. 23, Prince Edward Road, Billericay, Essex. [1535]
- RILEY NINE.** Recently lowered and restyled with attractive aluminium 4-seater sports body, slab tank, cycle wings. Mechanically very good; superb roadholding. An excellent opportunity for the enthusiast. £105. 404, Allesley Old Road, Coventry. [1536]
- JAGUAR 100 2½.** Resprayed. Mechanically excellent condition; engine new crankshaft, cromards, carburettors, radiator, etc. Steering transmission o.k. Tyres good. £375. Box No. X537, MOTOR SPORT, 15, City Road, E.C.1. [1537]
- ALVIS, 1938, SPECIMEN 4.3** saloon. Reputed fastest in road trim in country. 0-80 under 20 sec. Property managing director enthusiastic motorist and engineer. Maintained exclusively by Alvis. Dark blue/tan upholstery. Five almost new tyres, corrected speedometer; 8½ to 1 compression ratio; 70-deg. overlap camshaft, polished ports, stellite valves, twin exhausts, lightened flywheel. Re-bored, new crankshaft and all bearings, clutch, gearbox and back axle overhauled. Special brakes and air-scoops, air-horns, heater, radio. Tel.: Gerrards Cross 3877. [1538]
- ALVIS SPEED TWENTY, 1932, S.A. 19.82.** Bodywork, five wheels and tyres, some engine and chassis spares. Offers. Wood, 92 A.M.Q., R.A.F., Driffild, Yorks. [1539]
- ALVIS 12/50, TYPE TJ,** fabric sports saloon, 1932-£90. Tel.: FOO 7616. [1541]

## FOR SALE—continued

- AERODYNAMICALLY** and aesthetically dreadful but efficient—reliable home-built Riley Nine 2-seater. Weatherproof. Goes like the clappers but not fast enough to evade stork. Many engine spares. Offers. Wilson, 3, Lemsford House, Lemsford, Herts. Tel.: Welwyn Garden 4110. [1540]
- 1½-LITRE SINGER, 12.9 H.P.,** 4-seater sports tourer. Six-cylinder o.h.c., twin Solex. Well shod. New clutch. Taxed the year. Very good condition. 1933. £115, o.n.o. Tudor Cottage, Forest Ridge, Keston Park, Farnborough (Tel.: 3361), Kent. [1542]
- TALBOT 105.** One of the great competition team cars of 1930, GO 54. In excellent working condition throughout. Crown-wheel and pinion, batteries, electricals, etc., recently renewed. To be seen London or Hampshire. £200, o.n.o. Tel.: Tate Gallery 1684. Box No. W894, MOTOR SPORT, 15, City Road, E.C.1. [1543]
- ALVIS SPEED TWENTY-FIVE, 1937.** Immaculate condition. H.M.V. radio. Everything works, even the clock. £80 and unlimited time spent since purchase in February. Reason—too large for small wife to drive. £375, o.n.o. Tel.: Walsall 4625, between 5-7 p.m. [1544]
- TUBULAR CHASSIS,** Ford Ten-engined 2-seater, hydraulic brakes, i.f.s., detachable aluminium body. £225. Hill, 95, Lincoln Street, Wakefield, Yorkshire. [1545]
- ALFA-ROMEO, 1,750** s.o.h.c. drophead coupé, excellent condition. Any reasonable offer accepted. Taylor, Dolphin Hotel, Wincanton. [1546]
- RILEY KESTREL 15/6, 1936,** first registered September, 1935. Excellent condition. 2,000 since complete overhaul. Bargain, £165, o.n.o. 19, Stanwell Road, Ashford, Middlesex. Tel.: Ashford (Middlesex) 2487. [1548]
- BENTLEY 3-LITRE** large 4-seater tourer. Good condition. Twin S.U.s, P100s, two new tyre 8, battery, hood. Insured till April, 1955. Photograph. £120. Pyle, 159, Warwick Road, Coventry. Tel.: 601651. [1550]
- 1936 RILEY 12/4 KESTREL** Six Light saloon; good condition; £165. 1948 (September) Allard 2-seater sports. Excellent condition. £360 (Manchester area.) Box No. X551, MOTOR SPORT, 15, City Road, E.C.1. [1551]
- 7.00 BY 21 NEW DUNLOP,** Pirelli tyres, £8. Bentley spares: 8-litre wheel, 21 in., £10; 6½, 4-litre bulkheads, £1; Bosch coils, 12v., 25s.; Bosch, Delco distributors, £3; Smith's 12v. 15a. dynamo and coupling, £12; 6½-litre front spring, £3; Zeiss 11-in. headlamp, original lens, reflector, £5. Batten, Rushlake Green, Heathfield. [1554]
- HERCULES** diesel-engined Studebaker President, 1938, overdrive, 26 h.p. £350. 104, Willoughby Road, Langley, Bucks. [1555]
- ALVIS SILVER EAGLE 16/98.** Rebuilt throughout, body partly fitted. Offers. Lobb, "Penlee," Sticker, St. Austell, Cornwall. [1556]
- 1939 B.S.A. 10-H.P.** grey sports saloon. No oil; 40 m.p.g. £165. Ritson, 125, Broadoak Road, Ashton-under-Lyne, Lancs. [1557]
- SPARES FOR 1920? CUBITT** tourer. Pawley, 1, North Parade, Skipton-in-Craven, Yorks. [1559]
- RILEY NINE, 1931, MONACO,** sound condition. Taxed year. £48 or exchange. Tel.: Beckenham 2862. [1560]
- ALVIS SPARES: 12/50** engine complete, good running order, less manifolds, £12 10s.; rear axle complete with wheels, tyres, £5 10s.; front axle with wheels, two new tyres, £5; gearbox, £1 10s. Most parts for 1930 Silver Eagle 16/95, cheap. Railton Straight-Eight engine, 1934, complete, running order, part dismantled; almost complete spare engine also; £10 both. Dewhurst, 76, John Street, Blackburn, Lancs. [1561]
- "BULLNOSE" OXFORD** tourer. Four-seater. Excellent example of rare motor. £75. Tel.: Park 9591, 7 p.m. (London). [1563]
- 1936 RILEY NINE MERLIN.** £160. Grover, Hollybank, South Common Road, Uxbridge. Tel.: 3947. [1564]
- 1936 SINGER LE MANS 9-H.P.** 2-seater. Complete mechanical overhaul, including engine and rear axle, bills shown. Bodywork and hood excellent. £175. Tel.: Caterham 3406. [1565]
- AERODYNAMIC RAYNER BUCKLER,** Ford engine, usual mods., 4-speed box, 10,000 miles. Terrific performance. Excellent condition. £310. Bone, Pebmarsh, Essex. [1514]
- L172 HAWES SPECIAL.** Davis manifold, twin S.U.s, aquaplane head, swing axle suspension, two leading-shoe hydraulic brakes, four-speed box, under 8 cwt. Lapped Silverstone Old Club Circuit 1.29. Tel.: ENT 3010 (evenings); NOR 4266 (day). [1567]

**FOR SALE—continued**

**M.G., 1939 TA drophead coupé.** Black, smart, lively. Two previous owners, well maintained. Thoroughly sound. Extras include oil coil, Fram, spot, Brooklands wheel. Taxed year. £285. Tel.: BECKENHAM 1050. [1660]

**LANCIA APRILIA and Riley Falcon 12/4 bits and pieces.** Some new, all serviceable. Box No. X661. MOTOR SPORT, 15, City Road, E.C.1. [1661]

**1930 FIAT 514 2-seater and dickey.** New king-pins, bushes, Welworthys. Reupholstered. Reconditioned gearbox. Complete spare mechanics. £75. 30 FAI Solex, hardly used. £4. Tel.: Wordsworth 2879. [1662]

**WOLSELEY HORNET SPECIAL.** £105 plus or minus 5. Mechanically, electrically and hydraulically very sound. two carbs, three-manifold exhaust, oil rod, rev-counter and similar desirable features. Tel.: Warwick 85. [1663]

**DONNET-ZEDEL.** Aged 27, 2-seater. Impressive sports body in excellent condition. 9.5-h.p., 35 m.p.g. Just rebored, new battery, tonneau, upholstery, reasonably shod. Offers. Pett, 10, The Drive, Hove. [1664]

**RILEY E.N.V. GEARBOX.** Pair front wings, 2 head lamps, 1 spot lamp, 1 Notex fog. Master Volkswagen dynamo. 158, Clifton Road, Shefford, Beds. [1665]

**WOLSELEY HORNET SPECIAL 2/4-seater.** New house necessitates reluctant sale. £90, or exchange good Austin Seven saloon. Weldon, High Folly, Misbourne Avenue, Chalfont St. Peter. [1666]

**RILEY NINE, 1934, Lyncock.** Sound condition. £65. 1932 saloon. Excellent, spare engine. £95. Tel.: Hove 33931. [1667]

**HEADLAMPS 10½-in. diam., double fronts, stone-guards, rebuilt, rechromed S.S.100.** £14. Tel.: Hig 2677 (Birmingham). [1669]

**LAGONDA 2-litre, 1933.** Fast sports saloon. Good appearance. £100, o.n.o. Tel.: Acorn 7983. [1670]

**MORGAN 4/4, 1950, drophead.** Recent rebore, new gearbox, batteries. £425. 2, Warrender Way, Ruislip, Middlesex. [1671]

**M.G. FORD EIGHT SPECIAL.** Almost completed. Reregistered. £60, offers. Flying Fish, The Hollows, Brentford. [1672]

**1937 RILEY NINE MONACO, reconditioned.** Special series engine. £185, o.n.o. 3, Elgin Avenue, Chelmsford, Essex. [1673]

**ROLLS-ROYCE.** Must clear. 1929, 40/50 T. & M. —owner driver saloon. Tyres as new, body sound throughout, engine good. Space wanted. What offers? Harold Garage, Lowmoor, Bradford. Tel.: Lowmoor 954. [1674]

**FORD TEN engine, gearbox, back axle.** 187, Woodrow Avenue, Hayes, Middlesex. [1675]

**J2, M and F MAGNA spares cheap.** S.A.E. 30, Ashwood Avenue, Coventry. [1676]

**36/220 MERCEDES-BENZ 2-seater sports.** Rebuilt and first-class specimen car. 21, Chaddesley Road, Kidderminster. [1677]

**LEA-FRANCIS, 1930, 12/40 saloon.** 27/28 m.p.g. Spare mag. and rear spring. £60, o.n.o. Bostock, "Eclipse," Egham, Surrey. Tel.: Egham 2989. [1678]



**THE IMHOF ALLARD SPECIAL**

This well-known 100-m.p.h. car was fully reviewed in *The Motor*, March 26th, 1952, and in *America in Cars*, December, 1953, as well as *Road and Track*. Unique aluminium custom body offers exceptional luggage space for this type of car, together with "J2's" superb roadholding and high power/weight ratio. Bored and stroked Mercury engine, dual carbs., aluminium heads; 120 b.h.p. at 3,800 r.p.m. 10,000 miles, immaculate.

Offers invited around £900  
Further details, owner:

**R. LEIBY**  
292, GREAT WEST ROAD, HESTON, MIDDLESEX

**LAGONDA**

4½-litre Rapide tourer, fitted outside exhaust system. Resprayed and rebuilt. A very fast Lagonda indeed ... .. £625

1935 Rapide tourer, resprayed British Racing Green. All-weather equipment in good condition. Radiator reconditioned ... £335

1934 drophead coupe by Freestone and Webb. Generally a sound chassis. An attractive 4½-litre for the family man ... .. £195

Repairs and Tuning.

**MAURICE LEO,**  
Gregories Road Garage, Beaconsfield.  
Tel.: Beaconsfield 538.



**CORD D/H COUPE** Registered 1945  
V8 Lycoming engine. F.W.D. Cotal electric gearbox with overdrive. Retractable real-beam headlamps, disappearing hood, red leather upholstery. This impressive car is in very nice condition throughout. £325. Or would consider part exchange Bentley 4½ or similar, or small sports car.  
8, Carnarvon Drive, Bourne Avenue, Hayes, Middlesex.

**FORD V8 SPARES**

We dismantle Ford V8s and nothing but Ford V8s; we have large stocks of secondhand spares and units for all models from 1932 onwards; we can also supply new parts at Ford list prices. Ford V8s urgently wanted for dismantling.

**V. C. SAUNDERS, LIMITED**  
(The Ford V8 Specialists)  
39, Doddington Road, Battersea, S.W.11.  
Tel.: MACaulay 5223.

*So Jehu rode in a chariot . . . and the watchman told, saying . . . "the driving is like the driving of Jehu, son of Nimshi, for he driveth furiously."*

**ANTONY HYDE-EAST**

Insurance Broker  
*missed this one through being born too late.*  
**9, WALDEGRAVE ROAD, TEDDINGTON**  
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**J. E. MUFF**

SPORTS CAR SPECIALIST.  
**DELAGE, 1939, D6-75 saloon.** Overhauled. Cotal gearbox, low mileage. Immaculate. A gentleman's car ... .. £395  
**B.S.A. Scout, 1936 model 2-seater, f.w.d.** rebuilt; an attractive little car which can motor ... .. £95  
**VAUXHALL, 1935, 14/6 Martin Walter** drophead. Pretty car with lively performance ... .. £125  
**ALVIS, 1929, 16.95 Beetleback.** Rebored, well shod, sound potent car. Needs detail tidying ... .. £75  
**EAST PARADE GARAGE, HARROGATE**  
Tel.: 2390, 2990.

**G. R. STOKES**

OFFERS

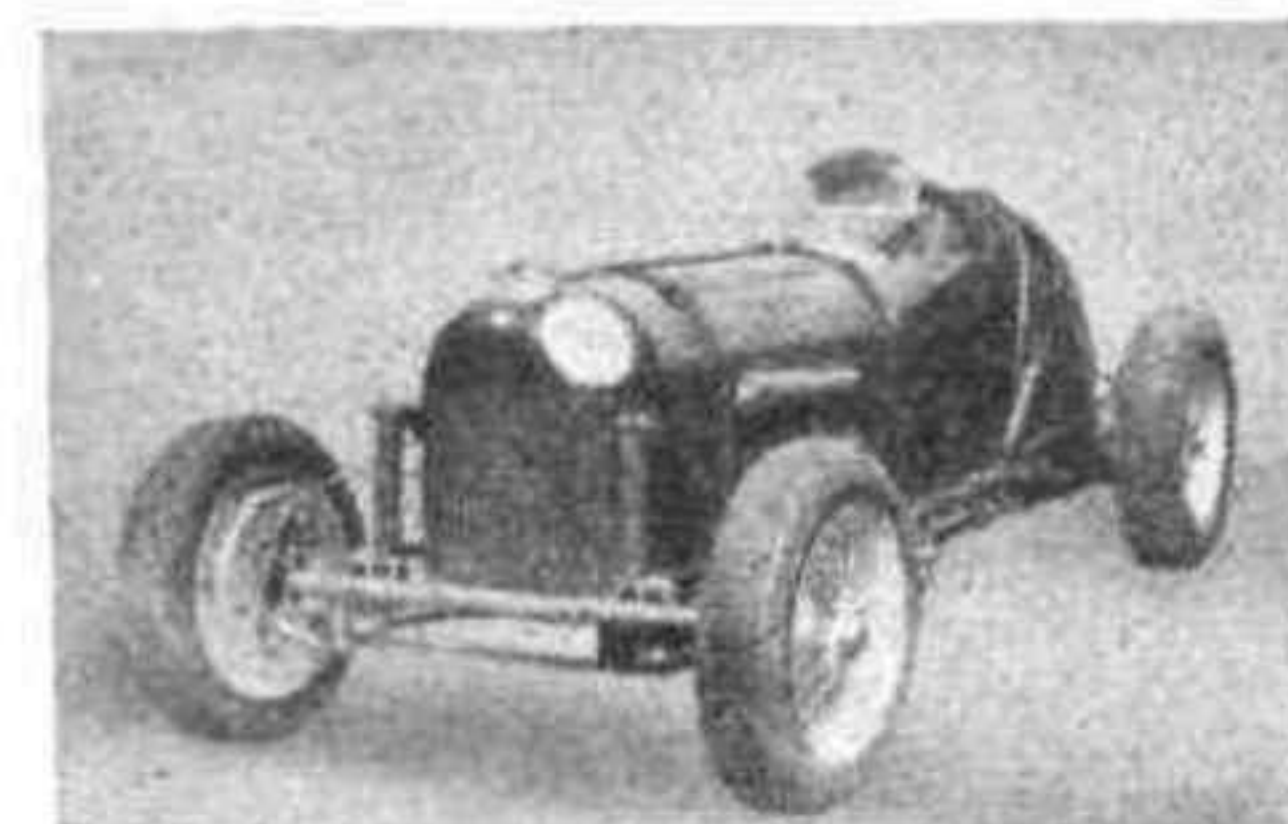
**Riley Nine, 1933, with 1934 engine and crash box.** Fitted with extremely well built and attractive van body in 1950 and a very sound and useful vehicle. £125.

A large quantity of Riley spares, including Newton clutches, pre-selector bellhousings, crankshafts, knock-on wheels, axleshafts, hubs, Girling axles, etc.

**M.G., 1936, PB 2-seater.** In grey primer. Stored 1940-1953. Total mileage 36,000. Lockheed brakes, tuned engine, new hood, screens and tonneau, 4 Amals and manifold included in price at £225.

May M.G. spares including J2 crank, head, manifolds. Also various hubs, shafts, axle beams, etc., etc.

**NORTHFIELD AVENUE, SAWLEY.**  
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**THE SEMMENCE SPECIAL**

(ex Hawthorn)

A.C. 2-litre engine. F.N. chassis. Ready for sprints and speed trials. Awards secured at Brighton, Lewes, etc. Recent Laystall overhaul.

**£275** o.n.o.  
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**ROLLS-BENTLEY (1937)** 4½-litre Sportsman's saloon by Windover. Grey with red leather interior. Full detailed history. Completely immaculate in every respect.

**£725**

**ROLLS-BENTLEY (1936)** 3½-litre drophead coupe by Thrupp & Maberley. Full post-war history in detail. Recently recellulosed and major overhaul.

**£550**

**1930/34 MODELS.** We offer this month a choice of three of these early 20/25 chassis. Two saloons by Park Ward and the other an open tourer by Windover. Apart from existing faults, which will be disclosed to intending purchasers, these Rolls will be fully warranted in the usual manner.

**£285 / £400** or thereabouts.

**ALVIS Speed Twenty-five (1937)** taken in part exchange last month. Mechanically excellent, but not up to our usual coachwork standard.

**£235**

**ROLLS-ROYCE 20/25 (1935)** Sportsman's saloon with large boot by Barker. 44,000 miles only from new in the hands of a very fastidious gentleman.

**£625**

**ROLLS-BENTLEY (1935)** 3½-litre close-coupled drophead coupe by Abbott. Ivory with dark blue interior and hood. No known history. Condition only reasonable. Taken in part exchange last month.

**£400**

**RILEY (1947)** 1½-litre sports saloon. All mod. cons. Outstanding fettle for post-war.

**£485**

For the collector and antiquary. 1910 Wolseley Ten touring wagonette and 1911 Model "T" Ford landaulette with plush and button upholstery. Stored for twenty-one years in the hands of their only owner and in original mint condition. Details upon request.

WE WOULD GREATLY APPRECIATE DETAILS OF ANY WELL-CONDITIONED ROLLS-ROYCE OR BENTLEY MODELS WITH A KNOWN HISTORY WHICH ARE CURRENTLY ON OFFER. MR. SIMMONS WILL ATTEND ANYWHERE IN GREAT BRITAIN BY PRIOR ARRANGEMENT, AND WITHOUT ANY OBLIGATION WHATSOEVER.

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**2-LITRE BUGATTI, 1929,** occasional 4-seater. Very attractive body lines. Excellent throughout. Nice paintwork, new hood, new tyres, brakes relined. **£225.**

**1935 RILEY 1½ KESTREL.** The first glance at this car will indicate its very low mileage, 26,000. **£245.**

**500 RACING CAR J.B.S.** New condition, new tyres, ready to race. **£250.**

**SS 20-h.p. 4-seater sports. £120.**

**1938 RILEY 16/4 saloon,** synchromesh overdrive. Very outstanding condition and performance. **£295.**

**1936 RILEY MERLIN 9-h.p.** Very clean, nice paintwork. **£175.**

MANY OTHERS

RILEY AND SPORTS SPECIALIST—EXCHANGES—H.P.—INSURANCE—OPEN EVENINGS

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### FOR SALE—continued

**MORGAN, 1935,** 3-wheeler, F4 mod. 2-seater, Ford Eight. New hood, brakes, pinion, hubs. Rewired. Screens. Sound and distinctive. £150. Centric blower, £10. 68, Bolton Road, Salford 6 (weekends). [1679]

**ALFA-ROMEO 1,750-c.c.** Turismo foursome drop-head coupé. In excellent all-round condition. New hood. Paint and upholstery in very good order. Good tyres. Complete spare engine and gearbox and many other spares. £165, o.n.o. Tel. (Mr. Day): MAC 1321, after 7 p.m. [1684]

**RILEY NINE SPECIAL 4-seater sports.** Rebuilt 1953. Works new or reconditioned. New tyres, headlamps, electrics. No hood or sidescreens. So wife insists crucifixion. £70, o.n.o. Tel. Highbury (Birmingham) 3876. [1685]

**LE MANS SINGER NINE, 1936,** 2-seater. Red. Excellent order. Genuine selling reason. £185. Stewart, Park Gate, Chelsfield, Kent. [1686]

**HUMBER SUPER SNIPE chassis.** Bonnet, screen, wings complete. Ex-works 1947. £125. Tel.: Prospect 7520. [1687]

**MORGAN SUPER SPORTS 3-wheeler.** Air-cooled o.h.v., Matchless. Originally 1934. Many modifications. Hydraulic brakes, new hood. £155. 70, Woodbrook Road, Abbey Wood, S.E.2. [1688]

### FOR SALE—continued

**RILEY NINE MONACO.** Twin carburettors, engine, clutch, gearbox overhaul just completing. Reconditioned starter, rear brakes, good body and Michelins. £90. 26, Broad Oaks Road, Solihull, Warwickshire. Tel.: 3419. [1689]

**INSTRUCTION MANUALS.** Many vintage "Motor Sports," etc. List S.A.E., 119, Kensington Avenue, Watford. [1690]

**NA MAGNETTE, 1936,** red tourer. First-class condition. £250. Chalmers, 21, Thistledeane, E. Molesey, Surrey. Tel.: Emberbrook 2734. [1691]

**1930 LAGONDA 2-LITRE** low-chassis 4-seater steel-bodied tourer, P100s. £230 overhaul April, 1953. Stored in heated garage December, 1953, to date. £170. Dudley, 207, Walmersley Road, Bury, Lancs. [1693]

**RILEY NINE MONACO, 1937 model.** Bodywork immaculate, good tyres. Special series engine, cruise 55 m.p.h., 33 m.p.g. Chassis in good condition. £275, o.n.o. D. Walter, 66, Palace Road, London, N.11. Tel.: Bow 0282. [1694]

**TALBOT 14/45, 1932.** Sound condition. Runs well. £60, or offer. Dexter, 7, Chaseville Park Road, London, N.21. Tel.: Lab. 4332. [1695]

### FOR SALE—continued

**INTERNATIONAL ASTON MARTIN parts** for sale. Write, stating requirements, 29, Ware Road, Hertford. [1696]

**ASTON MARTIN 1½-litre.** Exchange relined brake shoes, send 58s. 6d. and your shoes; exchange water pumps in stock. 1928 A.C. rear axle, offers. F. J. Dove, A.M.I.M.I., 118, Wednesfield Road, Wolverhampton. Tel.: 25305. [1697]

**RILEY NINE, 1931.** Good all-round condition. 40 m.p.g. £65. Welch, R.C.A., Queens Gate, S.W.7. [1698]

**TALBOT FOURTEEN sports saloon.** Superior condition, original finish. £150 overhaul engine, (bills) 9,000 miles, chassis, dynamotor 3,000. Bargain for first £65. Dr. Barry, 56a, Elmbourne Road, London S.W.17. Tel.: BAL 5742. [1699]

**£30 MORRIS COWLEY** tourer, 1929. Good running order. 60, Pepys Road, Wimbledon, S.W.20. Tel.: WIM 7180. [1701]

**1939 FIAT 500 (l.h.d.) drophead.** Well shod. Taxed until December, 1954. £140. Box No. X702, Motor Sport, 15, City Road, E.C.1. [1702]

## FOR SALE—continued

- WELFORD BROS. FOR RILEY SPARES—SERVICE.** Among our comprehensive stock of spares we carry new valves, 10s. each; guides, 5s.; valve springs: single, 9s. set; double, 16s. set; gaskets, 17s. set; brake cables, 19s. 6d.; Speedo cables, complete, 26s.; king-pins and bushes, track-rod ends, timing gears, pistons, rings, oil pumps, single and twin inlet manifolds, exhaust manifolds, crown wheels and pinions. All above are new and plus post and packing. Central Garage, Rothley, near Leicester. Tel.: Rothley 140. [1566]
- CROWN WHEEL AND PINION,** 1933/34 Austin Seven, unused, 8 by 42. £5 10s. Pinsent, Church Easton, Oxon. [1568]
- ROVER 75,** as new, Jan, 1949. Radio, heater, covers, rimblishers, etc. £675. Exchange considered. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [1569]
- RILEY NINE LYNX,** 1934. B.R. Green. New S.U.s, battery, tyres. £155. 73, College Road, Harrow Weald. Tel.: Harrow 1201. [1573]
- BENTLEY 3 and 4½-litre engines and all chassis parts available.** 18, 19 and 21-in. wheels and tyres. Box No. X574, MOTOR SPORT, 15, City Road, E.C.1. [1574]
- BENTLEY 4½-LITRE fitted new shooting-brake body 1950.** Recent rebore, mechanically excellent. Ideal family car, or for holidays or caravanning. £160. Box No. X575, MOTOR SPORT, 15, City Road, E.C.1. [1575]
- RILEY LYNX 12/4 tourer,** 1936. Running-in. New cellulose, hood, screens, interior. Immaculate £250. Tel.: Horley 227. [1576]
- M.G. MAGNETTE,** 1934, NA 2/4-seater. Very nice condition. £120. 31, Cloisters Avenue, Bromley, Kent. [1578]
- LANCIA ASTURA,** 1933. New rings. Well shod. Body excellent. £130. Leaff, 60, St. Stephens Road, Leicester. [1579]
- RAILTON TEN,** 1939, fixed-head coupé 4-litre/4-seater. Completely rebuilt mechanically. New tyres, resprayed (bills for £200). Spares plentiful. Over 35 m.p.g. and 70 m.p.h. with lines of a miniature Bentley. 325 gns. Offers to: "Bryony," Claremont, Esher (4139), Surrey. [1581]
- 1938 RILEY SIXTEEN saloon with overdrive.** Over 90 m.p.h. and terrific acceleration. This car has been maintained regardless of cost, and is considered the finest example available. First £300, or near offer. Field, Wick, Bristol. Tel.: Abson 285. [1582]
- M.G., 1937 1½-LITRE TYPE VA saloon.** Engine, chassis and body all in superb condition. Any examination welcomed. £235, o.n.o. 21, Sinclair Drive, Liverpool 18. Tel.: Childwall 3530. [1584]
- 3-LITRE RED LABEL BENTLEY.** In good general condition. 3.5 axle ratio, open 4-seater. No weather equipment. £165. Wrangaton Engineering, Wrangaton, South Brent, Devon. [1585]
- 1951 (JULY) ALLARD K2 sports 2-seater.** In nearly new condition. Royal blue with blue upholstery. Fitted extras. Really beautiful specimen. £695. Pantiles Service Garage. [1586]
- 1950 HEALEY 2-seater.** Finished red. This car is faultless in every detail. Low mileage, carefully used. Recent special maintenance overhaul and tuned to 120 m.p.h. £695. Pantiles Service Garage. [1587]
- 1954 (MAY) AUSTIN A40 sports.** Pastel green with heater. Taxed, works mileage only. Unmarked and as new. £795. Pantiles Service Garage, London Road, Guildford. Tel.: 5326. [1588]
- FRAZER-NASH B.M.W. TYPE 319/45 cabriolet,** 1938. Registered 1948. Thoroughly reconditioned and in perfect condition. £250, or offer. Tel.: Hampstead 6743. [1589]
- ROLLS TWENTY Park Ward saloon,** 1928. Well maintained. Good condition. Best offer over £250. Tel.: ARC 1872. [1591]
- 1934 RILEY NINE ASCOT drophead coupé.** Pre-selector gearbox. Engine completely overhauled, not yet run-in. New king-pins, bushes, prop-shaft and pinion bearings. Springs set up and shackle pins renewed. Bodywork sound and smart. £125. 10, Brunswick Road, Sutton, Surrey. Tel.: Vigilant 7737. [1592]
- ALVIS SPEED TWENTY-FIVE,** 1937. Really a specimen drophead. Probably one of the best on the road. £395. Box No. X593, MOTOR SPORT, 15, City Road, E.C.1. [1593]
- RILEY NINE KESTREL,** 1935. Twin S.U.s, pre-selector. Major overhaul year ago. New battery, distributor, headlining, sliding roof, March. Tyres good, bodywork sound. All instruments work. Taxed December. £150. Consider Austin Seven part exchange. Daniel, 14a, High Street, Roehampton. Tel.: Putney 5947. [1595]

## FOR SALE—continued

- TWO OWNERS ONLY 17-H.P. ARMSTRONG** sports foursome, 1937. Full history. Faithful friend, always well maintained same firm. Tele-controls, four good tyres. Two unused Firestone spares, four retreadable. Gearbox Armstrong, rebuilt March. Wire wheels. Laugh and keep price £130 o.n.o., to good home. Seen Surrey. Box No. X596, MOTOR SPORT, 15, City Road, E.C.1. [1596]
- ASTON MARTIN,** 1932, International open 2/4-seater. Good condition. Offers near £190. Woodroffe, Richmond Place, Chester. [1598]
- GENTLEMEN,** I have Rover Meteor saloon, 1934, 16-h.p. Rebuilt like new. Cylinders sleeved. Recellulosed. New tyres. After 100 miles find valve-timing hopeless. Camshaft needs grinding. Job for the enthusiast. Haven't the time. What offers. Victor Ashby, Towcester. [1599]
- COMPLETE MORRIS COWLEY CHASSIS,** 1931 (hydraulics). Everything checked and cleaned. Also doors, wings, rad., shell. Austin Seven 2-seater body, dynamo, rad., Hillman G/B. Many accessories. Offers! Come any time. 9, Murdoch Road, Wokingham, Berks. [1600]
- 1935 MERCEDES-BENZ coupé supercharged 38/250 model.** Recent complete engine overhaul, resleeved. New tyres, battery. Taxed and insured year. £350. T. C. Williams, Peniarth Fawr, Abergele. [1602]
- INTERNATIONAL ASTON MARTIN.** Excellent condition. 32 m.p.g. £210. Kimberley, 22, Penmanor, Finstall, Bromsgrove, Worcs. [1603]
- ALVIS SILVER EAGLE sports coupé,** 1935. New tyres and hood. Engine overhauled. Beautiful condition. Offers around £145, or exchange 2-seater sports. Keenan, Southview, Little Stretton, Shropshire. [1604]
- RILEY NINE MARK IV.** Partly stripped chassis but complete. Body u/s. £20, o.n.o. Tel.: ELM 1538. [1605]
- ALVIS D.H.C.,** 1935, model, 14-h.p. New batteries. Good tyres. £150, o.n.o. Tel.: Eltham 4249. [1606]
- 1939 2½-LITRE JAGUAR.** £225, or exchange M.G. Midget. Tel.: Sanderstead 2737. [1607]
- 1936 ALVIS 17-h.p. chassis.** Mechanically perfect. No body, £60. Alfa-Romeo Gran Turismo saloon. No engine, £175. A70 engine would really make it go. Tons of good spares. Also 1938 Talbot 18-h.p. saloon, £75. Granville Jones, 47, Edmundstown, Tonypany, Glam. [1608]
- LANCIA APRILIA,** 1938. Engine excellent. Good throughout. £295. Cole, Windrush, Nazeing, Essex. Tel.: Nazeing 2273. [1610]
- TRIUMPH OWNERS** need my list of good used spares, 1930-36, all models; S.A.E., stating which. Rickard, 56, Clayhall Avenue, Ilford. Tel.: Wanstead 3488. [1612]
- CHROME LUGGAGE GRID** for M.G., TC or TA £3 10s. Lucas spot lamp, £3. Both good condition. Tel.: SYD 6107. [1613]
- AUSTIN SEVEN 3-seater tourer.** Slick modern Duralamia body. Crocodile bonnet and boot. £63. 28, Valentine Road, Birmingham 14. [1614]
- 1935 WOLSELEY HORNET SPECIAL.** Good condition. £120. 98, Charter Avenue, Ilford. Tel.: VAC 9416. [1615]
- 1939 JAGUAR SS100 Competition 2-seater.** Reconditioned engine not yet run in. New battery, tyres, etc. Body work all overhauled and resprayed in white, and rechromed. All in excellent condition. £385. Manor Engineering Works, Ashby Mews, Geoffrey Road, Brockley, S.E.4. Tel.: TIDeway 6000. [1616]
- WOLSELEY HORNET DAYTONA,** 1933. Immaculate. Sale, or exchange 4-seater saloon. Allinson, 38, Dartmouth Park Road, London, N.W.5. Tel.: Gulliver 2635. [1617]
- TWO ROLLS-ROYCE 20/25s,** 1933. Rippon-bodied R.R. 20/25. Good condition. 1934 20/25 saloon. Complete. Recently fitted new cylinder head and four new hubs. Best offer accepted for one or pair. Harold Garage, Huddersfield Road, Low Moor, Bradford. Tel.: Low Moor 954. [1618]
- ALVIS SILVER EAGLE saloon,** 1935. Good mechanical order. Small mileage since rebore. New radiator. Tyres good. Bodywork, interior, bit untidy. Price £150, or near offer. Tel.: Farnborough (Kent) 4751. [1619]
- 1932 MONACO.** Excellent mechanical condition. £48. Wanted saloon. £100, 2-litre max. Beckham, Bungalow, Wrington, Bristol. [1620]
- RILEY USED PARTS.** 1937 Merlin Nine, £140. Chili Parlour Café, Hatfield, Herts. [1631]

## FOR SALE—continued

- CROSSLEY, 1935,** Regis saloon 12-h.p. Black. Only two owners (one for 16 years). Maintained at Crossley works by executive of company. Completely reconditioned 1952. First-class running order. General condition good. Coventry Climax engine. Twin carbs. This is a bargain for any enthusiast. Price £100, o.n.o. Graingers, 1, High Street, Bovingdon, Herts. [1621]
- RILEY 9-H.P. MERLIN.** 38 m.p.g., new battery, twin rear lights, Windtone horns. Excellent condition. £175. 3, Queens Road, Enfield, Middlesex. [1622]
- LAGONDA 16/80 1,997-C.C. VANDEN PLAS 4-seater** tourer. Engine resleeved and completely renovated 5,000 miles ago. Body in top condition. Please ring WHI 8727 (10-5), or apply 20, Benwood Court, Sutton, Surrey. [1623]
- 1933 INVICTA 1½-litre saloon,** post-war standard 14-h.p. Engine and gearbox fitted, good tyres and battery. £85. Austin 8-h.p. engine complete with dynamo starter and carburettor and new distributor, sound running order. £30. Dismantled M-type M.G. Part cleaned and painted. Almost complete engine, chassis, axles and springs, etc., in sound condition. £28. Landshop Garage, 59, Caversham Road, Reading. Tel.: 2067. [1624]
- CITROEN FIFTEEN,** 1937. Rack and pinion steering. Exceptionally good throughout, much spent last 3 years, and small mileage since by owner advertiser who seeks convertible. £185. Lock, Hartford, Huntingdon. Tel.: Huntingdon 408 (after 6 o'clock). [1625]
- DELAGE DISS,** 1925, 2-seater sports by Rippon. Photo. £85. 26, Tumblewood, Bantstead, Surrey. [1626]
- SILVER GHOST.** New tyres. At present breakdown lorry. £50. 21, Watford Road, Northwood. Tel.: POPesgrove 8861. [1627]
- POINTED TAIL TANK.** Hyper leaf radiator. Essex tourer. Austin Seven spares. 21, Watford Road, Northwood. Tel.: POPesgrove 8861. [1628]
- RILEY SPARES** can be obtained from the Riley specialist: Wesbell Motors, Balfour Road, Hounslow, Middlesex. Overhaul, repair and servicing. Tel.: Hounslow 9359. Open to offers: 1930 Hillman 12/4 tourer. Mac. perfect, but paint and front wings rough. [1629]
- 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. [1630]
- SUPERCHARGED RILEY IMP.** Unique car. Modifications too numerous to state. Bought for £450 in 1950. Since then recellulosed, rechromed. Spare engine, Laystall crank, etc. Must sell. Nearest £350, or Ford and cash. Not available before 14th. Last, Yew Trees Charfield, Woodbridge, Suffolk. [1632]
- CADILLAC,** 1930, drophead coupé. New carburettor, S.U. pump, battery. Engine overhauled. Very good condition. £55. Tel.: KENsington 1058. [1640]
- FRAZER-NASH.** Loveliest, fastest in country. Twin cam, 3 carbs., 8½ c.r., 2 doors. Streamlined front, many mods. Showroom condition. Over 90 m.p.h., 33 m.p.g. New streamlined Vyanide Perspex hood. Engineer's baby. Ready to race. Private. £275. Hyde, 39, Harewood Avenue, Marylebone Station, N.W.1. [1641]
- FRAZER-NASH ANZANI.** Superb condition. New hood, cellulose, all chrome. Sound. Much time and money spent. Electric pump, rear tank; over 30 m.p.g. Tel.: Flaxham 5954. [1642]
- J.A.P. 1,100 O.H.V. engine:** new valves guides, springs, camwheels, and followers, complete with new clutch, £25. Also all parts 1934 Morgan. Wheels with good 400-18 tyres. £3 10s. All electrics good, gearbox sound. Offers considered for all or anything. Seen Kent Box No. X643, MOTOR SPORT, 15, City Road, E.C.1. [1643]
- 1935 TRIUMPH GLORIA 10.8.** Under 5,000 miles since complete engine rebuild. Chrome rings. Brakes relined June. General condition very reasonable. £125, o.n.o. Richardson, School House, Leek-Wootton, Warwick. [1644]
- JAGUAR 100 2-seater sports,** 1938. Superb condition. Dual exhausts. Tele-controls, vacuum gauge, etc. £350. 218, Sheen Road, Richmond, Surrey. Tel.: Richmond 3259. [1854]
- RILEY 1½-LITRE, 1937, KESTREL SPRITE.** Six light. Excellent order throughout, new tyres, Fram. Offers to Lewis, 14, Church Street, Seaton Carew, Durham. [1647]
- £65. 1932 MORRIS MINOR** tourer. Completely reconditioned engine, gearbox, retreads. Tel.: Epsom 1164. [1648]

## FOR SALE—continued

- BUGATTI, BRESCIA BODY**, supercharged M.G. installation. Singer 14-h.p. 6-cylinder complete chassis. Singer 8 and 9-h.p. Standard B9, 12 and 16-h.p. 6-cylinder engines and gearboxes. S.S. and Jaguar axles, frame, steering and wire wheels. Box No. X649, MOTOR SPORT, 15, City Road, E.C.1. [1649]
- FORD, 1937, V8**, 30-h.p., drophead coupé. £215. Box No. X650, MOTOR SPORT, 15, City Road, E.C.1. [1650]
- CHRYSLER**, 1930, Silverdome 6-cylinder. £45. Studebaker h.d., body, frame, axles. Box No. X651, MOTOR SPORT, 15, City Road, E.C.1. [1651]
- ASTON MARTIN**, 1939, drophead coupé. Red. Comfortable, fast. 25, Northmoor Road, Oxford. [1652]
- RILEY NINE MONACO**, 1934. New king-pins, carb., battery, dynamo. Comprehensively insured. Pleasing appearance. Fast. £95. Tel.: HAYes (Middlesex) 4869. [1653]
- ROLLS-ROYCE PHANTOM II**, 1930, Continental saloon. A very good one indeed. Offers to: Oscar Moore, 204, Ballards Lane, N.3. Tel.: Finchley 2920. [1655]
- HALF-LITRE 500 C.C. RACING CAR**. J.A.P. 5-stud. Burman gearbox. Spare cylinder barrel and sprockets. New rear Dunlop racing tyres. Ready for racing. £150, or ex modern small saloon. Cash adjustment. Wood, 63, Bowling Hall Road, Bradford (21635), Yorkshire. [1656]
- SAVE TIME**—and money—by taking advantage of our new brake shoe relining service. Same-day return on most types; postcard brings quotation. Trade relinings undertaken. Ferguson Brothers of Stapleton, Darlington. [1657]
- SPECIALISERS** and other spanner-happy types can obtain many of the replacement parts they require from us. Road springs, axle shafts, steering parts, crown-wheels and pinions, electrical bits and pieces—try us first. Ferguson Brothers, Stapleton, Darlington. [1658]
- M.G. GEARBOX**—P-type—£7 10s. 26, Elmwood Drive, Breadsall, Derby. [1659]
- 1928 14.75 CHASSIS** with 16.95 engine open 4-seater, or 1930 TJ 12/50 saloon, cr. gearbox, twin S.U.s. £75 each, o.n.o. Box No. X703, MOTOR SPORT, 15, City Road, E.C.1. [1703]
- JAGUAR 2½-LITRE 1936**. Black, green leather. Recon. engine, new exhaust system, good tyres, interior, body. 22 m.p.g., cruising 60 m.p.h. 85 m.p.h. plus. Insured to October. £175, o.n.o. (building own house). Tel.: MOU 8634. [1704]
- 1949 CITROEN**. Light Fifteen Special. D.H.C. by Georges Irat, Paris. Metallic beige. Excellent condition. Mohair hood. £325. Or 1936 Marendaz Special, 2-litre Coventry Climax. 95 m.p.h., 85 in 3rd, 24 m.p.g. Scarlet with new maroon mohair hood, tonneau, and side screens. Excellent condition for year. £250, o.n.o. Photos on request. Jacobs, Heanton Close, Braunton, N. Devon. [1705]
- 1931 2-LITRE LAGONDA**. Open tourer, low chassis model. Ex-blown, twin Zenith carburettors. New hood and batteries. £150, o.n.o. Panton, 14, Honeywood Road, Colchester. [1706]
- BRITISH SALMONSON 12 H.P.** Saloon. 1934. Mechanically good throughout, body fair. £55. Box No. X707, MOTOR SPORT, 15, City Road, E.C.1. [1707]
- VOLKSWAGEN** 1947, right-hand drive, very good condition, leather, £320. Tel.: Epsom 1164 after 6 p.m. [1708]
- LAGONDA** 2-litre (12.8), 1931, tourer. Good condition. £165 or offer. Pottinger, 12, Warren Road, Chingford, E.4. [1710]
- SINGER LE MANS**. Secondhand spares for rear axle and gearbox. S.A.E. list. Box X711, MOTOR SPORT, 15, City Road, E.C.1. [1711]
- LEA FRANCIS**, 1931, 12-40 saloon. Well shod, reliable. £75, o.n.o. Tel.: MOU 7830. [1712]
- TRIUMPH DOLOMITE Sports Saloon**, 1938. Fast, economical, mechanically perfect. Clean inside and out. £210, o.n.o. Owen, Padbury, Buckingham. Tel.: 3194. [1713]
- LEA FRANCIS 12/40 Saloon**, 1930. Taxed year. Starter ring required, otherwise sound. £75 o.n.o. 27, Barnfield, Flixton, Manchester. [1714]
- 1926 VAUXHALL**, 14/40 Tourer. Excellent tyres, sound hood, side screen. Good runner. £100, o.n.o. Brain, Bracken Cottage, Mill Green, Ingatestone, Essex. [1715]
- LAGONDA RAPIER** 2-seater. Fast, economical, in excellent all-round condition, maintained by owner. £220 or offer. Details, trial. "Sherwood," Tinsley Lane, Crawley. Tel.: 1140. [1716]

## FOR SALE—continued

- MORRIS MINOR**, 1929. Good tyres and a runner, but will break for spares if sufficient demand. 57, Westfield Road, Rugby. [1718]
- VW**, registered 1948, recently completely modernised cost of £250 by enthusiast R.H.D. vynide upholstery, trim. Class respray Austin blue. Fitted latest type steering wheel, bumpers, overriders, chrome strips, hub caps, running boards. Self-cancelling wipers and windscreen washer. Engine just completely reconditioned, professionally tuned, raised compression ratio, over-size inlets. Andre Hartfords on front. Very potent, looks equal to new model. Only reason for sale owner has new de luxe VW, cannot afford both. £395. Knight, Rookhill Road, Christchurch. Tel.: Highcliffe 475. [1720]
- RAILTON Straight Eight**, all models, also new and secondhand spare parts, reconditioned engines. A-One Motors (London) Ltd. Tels.: Tate Gallery 0192 and Vandyke 5181. [1721]
- MERCEDES-BENZ 230**, 1939, R.H.D. black saloon, red leather, fitted suitcases, all round independent springing, latest Solex, Oilcoil and Bosch ignition. Mechanically perfect. £350. Box No. X723, MOTOR SPORT, 15, City Road, E.C.1. [1723]
- ASTON MARTIN 1½-LITRE L/C**. Excellent 4-seater Bertelli body. Engine overhauled. £325. McEwen, Great Longstone, Near Bake-well, Derbyshire. [1724]
- H.R.G. 1937 MEADOWS**. Impressive record of that year, Le Mans, Monte Carlo, Donnington 12 Hour R.A.C. tuning, 101 m.p.h. One owner since. Completely overhauled and of very smart appearance. A specimen model and one of the best turned out at that time. £350. Part exchange considered. Baldwins Garage, Rainhall Road, Barnoldswick, Lancs. Tel.: 3105. [1725]
- JAGUAR "100"**, 3½-litre. Transmission completely overhauled. Engine and body excellent. £370. 112, Torkington Road, Hazel Grove, Stockport. Tel.: STEpping Hill 2270. [1727]
- M.G. MAGNETTE "NA"** 2-seater, 1935. Superb condition, new king pins, battery. Ign: 100%. Full weather equipment, twin spot lamps. £175, o.n.o. exchange considered. Tel.: Beckenham 2862. [1732]
- 1929 HUMBER 9** anxious to marry crown wheel and pinion, can be towed away for £20. Tel.: CUN 9088. [1733]
- FRAZER NASH**. Brooklands Meadows 1933. Complete rebuild 1952, including lined engine. Martletts KE 965 valves, new alloy body. 7,000 miles since. One owner 12 years. £245. Tel.: FLAXman 5285. Box No. X734, MOTOR SPORT, 15, City Road, E.C.1. [1734]
- BENTLEY 4½ L.C. TOURER**. New traditional type aluminium body 1936. Recent bills £300. New radiator, six good tyres, engine excellent, no oil. 18 m.p.g. at 55 m.p.h. in normal traffic. 50 in second, 70 in third. Nearest £240. 23, Sion Hill, Bath. [1735]
- ROLLS 20**, 1924 chassis complete or as spares. Good tyres. Box No. X736, MOTOR SPORT, 15, City Road, E.C.1. [1736]
- FORD A and B spares**, several 14.9 h.p. and 24 h.p. engines, gearboxes, rear axles, etc., cheap to clear. V. C. Saunders Ltd. (The Ford V8 Specialists), 39, Doddington Road, Battersea, S.W.11. Tel.: Macaulay 5223. [1738]
- 1939 2-SEATER SPORTS**. Wolseley chassis. Fox & Nicholl body, post-war Standard 12 engine and gearbox. Full weather equipment. Well cared for and maintained. Seen Guildford or London. £150. Dr. Scarr, 1, Warren Road, Guildford. Tel.: 66808. [1740]
- BENTLEY Red Label open 2/4 seater**. Engine body work in excellent condition. New S.U. carburettors, giving 25 m.p.g. Two new tyres, three good. New hood tonneau cover. Taxed, insured. £230, o.n.o. Beckett, Woodgreen, Fordingbridge, Hants. [1741]
- M-TYPE M.G.**, superb mechanical condition, present owner has overhauled every moving part, replaced where necessary, and fitted fold-flat screen, electric wipers, cycle-type wings. Genuine over 60 m.p.h. Owner buying Aston Martin. Good tyres, taxed December. £95. London area. Apply after July 15th to Box No. X742, MOTOR SPORT, 15, City Road, E.C.1 [1742]
- JAGUAR SPARES** and service for all models, export orders carefully attended. Price, Bearwood. [1747A]
- AUSTIN SEVEN spares**, 1922-38. Large stocks of new parts. Triumph spares, 1934-40. Nearly all parts. Price, Three Shires, Bearwood, Birmingham. [1747]

## FOR SALE—continued

- ASTON MARTIN 2-LITRE SPEED MODEL**. 2-seater Ulster body, dry sump. Perfect condition, full road equipment, good tyres. £350. 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. [1745]
- RAILTON**, Cobham Sports Saloon. First £60 drive away. Taxed year, heavy duty battery, clutch relined, gearbox overhauled. Quick sale, reason—bought coupé. Peacock, Meadow House, Hockwold, Norfolk. Tel.: Feltwell 305. [1746]
- FORD 10 SPECIAL**. Two-seater. Built 1950. £250. Good performance. Photo and details. Goldsworthy, Debdale, Merafield, Plympton, Devon. [1748]
- ALVIS SILVER EAGLE**, 1935. Excellent condition. New pillars. Rebuilt wheels and a host of extras. First offer of £175. Hudson, 39, Leeds Road, Wakefield. Tel.: Wakefield 3524. [1730]
- ALVIS FIREFLY Sports Saloon**, body very good condition, engine excellent, resselector. £130. Durkin, 130, Church Road, Freshfield, Lancs. [1796]
- ALVIS FIREFLY**, 12 h.p., d/h coupé. Genuinely excellent hood, body, engine. Cruises 55/60. Oil (hot) 70 lb./sq. in., petrol 28 m.p.g. Any trial. Nearest £185. Hythe End House, Staines. [1748]
- £95 DELAGE 18.2 H.P.** Sports Saloon, 1932. Engine overhauled including rebore, new pistons, cylinder head machined, new main gaskets, new exhaust valves, bearings metalled, crank reground, flywheel balanced, front springs tempered and set. Servo brakes, one-shot chassis lubrication, thermostatically controlled radiator shutters, double horns, double dippers, walnut trims. Unrepeatable. Stewart, 17, Avenue Road, Bishop's Stortford, Herts. Tel.: Bishop's Stortford 503. [1750]
- 1936 1½-LITRE ASTON MARTIN Mk. II Long Chassis Tourer**. Acquired by present owner 1938. Meticulously maintained and in exceptional condition. Splendid example. £285. Winterbotham, The Rosery, Speer Road, Thames Ditton, Surrey. Tel.: EMBERbrook 4626. [1751]
- ALVIS Crested Eagle Charlesworth Saloon**. Car No. 18617, Type TA 25.63, Engine No. 14340. Offer wanted for all spares except ruined engine—block cracked, other damage not yet known. F/Sgt. Wood, 92 A.M.Q., R.A.F. Driffield, East Yorks. [1753]
- LEA-FRANCIS 12/40** 2-seater being reconditioned. Large stock of spares for all vintage Lea-Francis models and Meadows engines. Repairs and overhauls a speciality. Holmesdale Garage, South Norwood Hill, S.E.25. Tel.: LIV 1906. [1754]
- RILEY SPARES**. 1½ twin manifold £2. 36 VH Zenith £2.10. 1½ S.U. £2.10. Almost complete 1932 Nine engine and clutch £12. Tel.: BOW 4775. [1755]
- SWIFT**. Good home wanted for 10 h.p. 1927 tourer. Good condition. Seen Croydon. Box No. X756, MOTOR SPORT, 15, City Road, E.C.1. [1756]
- M.G., 1939, TA**, 10 h.p., red. Magnificent condition. New Toulmin engine just fitted. Extras. £295. Adams, Braeriach, Milehouse, Dumfries. [1757]
- PROFESSIONALLY-BUILT V8 SPECIAL**. Allard chassis, Citroen i.f.s., four-speed crash box, b.r.g. Cost builder £1,100 in 1949, bagging starts £225. Tel.: HARrow 9837. [1758]
- £40 SUNBEAM 20 Saloon 1930**. Rewired, good condition. Details phone Liberty 7809 [1759]
- 1939 D/H COUPE FORD**, 30 h.p., 91A, 3/5 seater, new hood, re-cellulosed cream £185 or with cash for Volkswagen. 87, Bromley Heath Road, Downend, Bristol. [1760]
- CORD Westchester body**, £50. Supercharged engine/accessories, £55. Rostron, 19 Balfour, Southport. [1761]
- M.G. J2**. Completely overhauled. Mechanically and bodily perfect, extras. Offers over £150. Tel.: Leamington Spa 329. [1762]
- FIAT 1500**, 1937 pillarless saloon. Recent respray, radiator, big ends and other attention, sound. (West Middx.). Box No. X763 MOTOR SPORT, 15, City Road, E.C.1. [1763]
- 1931 RILEY NINE** utility, converted tourer. Mechanically perfect, good tyres, batteries and green cellulose. £85. Harcourt, 179 Avon Road, Chelmsford. [1764]
- 1939 2.6 D.H./M.G.** Grey with red leather. Good condition. £265, 7, Bridge Street, Pershore, Worcs. [1765]

## FOR SALE—continued

- 1933 MORRIS 12-H.P.** 2-seater special. Insured. £55 o.n.o. Gash, BRixton 5700. [1767]
- RILEY KESTREL**, 1933, 12/6 six-light saloon. Aluminium body, blue. Very smart with first-class engineer's certificate. New tyres. Instruction book. Photo supplied. £150. One trial will convince. Available end August. 75, Wendover Road, Stoke Mandeville, Bucks. [1768]
- M.G. J2.** Exceptional condition. Finished ivory with blue upholstery. Nicest J2 I have seen. £180. Tel.: ENT 5512 evenings. [1770]
- M.G. 1949** (Oct. T.C. Red Enthusiast maintained and in absolutely faultless condition. Extras include aero screens, twin horns, luggage grid, spotlight, special steering wheel. £435. 14, Braybon Avenue, Brighton, Tel.: 52532. [1771]
- INSTRUCTION MANUALS.** Manuals also wanted. Manuals, 49, Kent House Road, London, S.E.26. [1772]
- ENTHUSIAST'S** 4-wheel car 500-c.c. Triumph Trophy engine, blower cooled. Just run in. 4-speed, positive stop, reverse gearbox. 12 volt starter and dynamo. 4-elliptic and coil springing. Shock absorbers, 4-wheel brakes. Requires body. Any trial. Offer to Moores, 115, Park Terrace, Leyceet, Stoke-on-Trent. [1773]
- M.G., T.C., '47.** Black with red upholstery. Very good condition. £350 o.n.o. Dady, 113, Queensway, Petts Wood, Tel.: Orpington 2414. [1774]
- £95. PACKARD** 1938 33-H.P. saloon in fair condition or exchange Singer Le Mans engine, no cracks, £17 10s., gearbox £10, axle £10. Austin 7 special, fitted alloy head and wheels, £55. Douglas 1918 593-c.c. combination, dirty but sound and all original, £15. Wanted, Lancia Aprilia 1938 spares. 136, Kettering Road, Northampton. [1775]
- FORD TEN ENGINE**, completely reconditioned, eight head, heavy-duty clutch, gearbox, dynamo, starter, distributor, etc., new twin S.U.s and manifold, four branch exhaust system. Unused, £80. 5 easy-clean wheels, tyres and tubes, £15. Complete front axle damaged, complete rear axle, complete steering and brakes, Austin Seven chassis, bucket seats and sundry pieces, £20. Lot £105. Penfold, Daggie Cottage, Aldingbourne, Sussex. [1776]
- 1924 CITROEN**, 11.4 tourer, 34 m.p.g. Good condition, engine and electrics overhauled, new hood, tonneau and tyres, spare engine, gearbox, axles, tyres, etc. £65. Apply after 10th. 37, Borkwood Way, Orpington, Kent. [1777]
- 1931 MORRIS MINOR** open two-seater, excellent condition, just overhauled, including new vertical drive and valves, new battery, rewired, rebuilt dashboard and speedometer, new windscreen, reconditioned hood, good tyres. Car re-painted black and silver, brakes excellent. £75. Brown, Durham's Farm, Tel.: Hildenborough 3220. [1778]
- 1934 RILEY TWELVE** saloon. Any trial. Price around £115. Nevill's Motors, Railway Approach, Wallington, Surrey. [1779]
- BENTLEY 3-LITRE** 1926 Red Label V.D.P. 4-seat tourer. Late type engine. Recent mechanical overhaul. Re-wired. In wonderful condition and original appearance. £295. Brake, 48, Zealand Avenue, Harmondsworth, Middlesex. Tel.: Colnbrook 72 (weekdays). [1780]
- OUTSTANDING FORD 10 SPECIAL**, professionally built, completed June 1951, Small mileage, weekend use only, no competitions, 2-seater aluminium body finished sports red. Ample luggage space, 3 spare wheels, under body protection, full weather equipment, Zenith and twin S.U. sets, Windtones, radio, spotlight, no one-off parts, genuine car as new, genuine reason for sale, would prefer purchase by enthusiast than other type. Any trial, written guarantee. Nearest £375. Weekends please. 8, Eastbourne Road, Hanley, Stoke-on-Trent. [1781]
- 1939 M.G. T.B.** 2-seater, red. Extras include radio, chrome carrier, spotlights, twin tones. £240 or exchange for older car plus cash. Beaton, 9, Silver Street, Godmanchester, Hunts. [1782]
- RILEY 9** crankshaft, 1½ journals, good condition, £6. "Cherries," Howard Road, Seer Green, nr. Beaconsfield, Bucks. [1783]
- M.G. J4** fitted rebuilt P/Q engine. Attractive aluminium two-seater body. 16 in. wheels, new tyres. Full road equipment. Receipts for over £100. Tuned, ideal road car. £225. 67, Cedar Grove, Yeovil. [1784]
- 1934 SUNBEAM 20.** Black, good throughout, two new tyres. £75 o.n.o. 313, Deane Road, Bolton. [1786]

## FOR SALE—continued

- MORRIS CUNARD SPECIAL SPORTS** 4-seater tourer. Excellent all-round condition. £160 o.n.o. Holly, Flat B, 26, Arundel Gardens, W.11. [1787]
- ALVIS 12/50** parts, 50/-. Large collection Brescia parts, £5, buyer collects. Pr. 18x600 part-used r.t., 70/-. 19 x 500 tyre and tube, 70/-. Haywards Cottage, Blackwater, Camberley, Surrey. Tel.: Yateley 3151. [1790]
- ALVIS, £130.** Speed Twenty, aluminium body. Fitted 12 engine, 28 m.p.g., very interesting model. 7, Larkwood Road, Chingford. [1791]
- 1934 RILEY NINE KESTREL.** Preselector gearbox, twin carburettors. Good body. £145. The Gardens, Belvoir, Nr. Grantham. [1793]
- B.S.A. 1939** 4-seater Scout. Good mechanical condition. Substantial bills available. £190. Box No. X795, MOTOR SPORT, 15, City Road, E.C.1. [1795]
- ALVIS SPEED TWENTY, 1934.** Freestone & Webb pillarless saloon body. All in beautiful condition. £285. Light, 155, St. Andrews, Bridport, Dorset. [1798]
- LAGONDA M.45, 1935** sports saloon. Excellent condition throughout. P.100s, heater, reversing lamp Bargain, £165 o.n.o. 80, Muswell Hill Road, N.10. Tel.: Tudor 7396. [1799]
- £37 10s. RILEY NINE** saloon, 1929. Mechanically, electrically and bodily sound. Well shod. 24, Stratford Road, Twickenham. Tel.: POPesgrove 5939. [1800]
- LAGONDA 16/80 SPORTS, 1935.** Excellent condition throughout. New weather equipment, carpets, batteries. £195 o.n.o. Williams, Culmhead House, Blagdon Hill, Taunton, Somerset. Tel.: Blagdon Hill 221. [1802]
- £95.** Impoverished nursing sister forced to find good home for Wolseley 12-h.p. two-seater Hornet, 1932. Reconditioned engine, two new tyres. Has mind of its own. Goes like a scalded cat. Sister McGregor, R.A.F. Hospital, Wroughton, Wilts. Tel.: Wroughton 291. [1803]
- RILEY NINE** saloon, October, 1934. Manual box, k.o. wheels, good battery, mechanically sound and body good. £90. Cann, Blackhill Bungalow, Woodbury, Nr. Exeter, Devon. Tel.: Exmouth 2883. [1804]
- HARDSURFACED ROCKERS.** M.G., Wolseley 6/- exchange, bushes 6/-, shafts from 15/- pair, valve guides from 3/- each, also in stock valves, springs, v/caps, gaskets, clutch plates, brake linings, half shafts, king pin sets, crown wheels/pinions, etc. Riley rockers re-faced 4/6, valves, guides, gaskets, king pin sets, contacts, valve springs, etc., in stock. S.U. exchange service, other service items also. Usual economical prices. THOMSON'S, 102, Kingston Road, Wimbledon, S.W.19. Tel.: LIBerty 8498. 9 a.m. to 9 p.m., open Sunday morning. [1806]
- RILEY NINE MONACO, Mark IV** saloon. Reliable, mechanically excellent. Body rough but spares included. £45. Walker, Tel.: MIT 1357. [1807]
- 1927 H.E. SIX TOURER.** 2½-litre. Re-painted B.R.G. with black swept wings similar to Bentley. Good hood and tonneau cover. Engine just decarbonised, also 3 S.U.s conversion available. Excellent running order and appearance. Another complete spare car and many spares available. £90. Deakin, Tel.: Ewell 4075 (Surrey). [1808]
- FORD 8 D.L.** saloon, 1938. New 10 engine, clutch, gearbox, steering, Rotoflos, heavy-duty battery, h.c. head, 3,000 miles. Tygan tartan covers, flat top-spot overriders. £195, or exchange T-type M.G. Carr 105, Goldhawk Road, Shepherd's Bush, London. [1810]
- ALVIS SPEED TWENTY, V.D.P.** drop head, 1933. Mechanically good, body, hood, cellulose good, interior fair. Offers. Old St. Mary's, Elstree, Herts. Tel.: Elstree 2153. [1811]
- BENTLEY, 1926 3-LITRE RED LABEL** tourer. Black with red leather upholstery. Overhauled last Christmas. New main bearings, tonneau and battery. Completely rewired. Bosch magnetos, P 100s and spotlight. Economical. Any trial. Offers around £190. Lieut. Storey, R.N. Engineering College, Keyham, Plymouth. [1797]
- 1929 RILEY NINE SPARES.** Reconditioned engine, except block (cracked after overhaul). Set new timing gears £3. Reground crank, rods, pistons £4. Clutch, gearbox, rear springs, etc. 24, Stratford Road, Twickenham. Tel.: POPesgrove 5939. [1801]
- £50. 1938 MORRIS 12 BRAKE.** Good appearance, running order FLA 6551. [1819]

## FOR SALE—continued

- 1949 ALLARD D/H.** Column change, hide, 28,000. Fast, sound. £375. Exchange Triumph, Lea-Francis, B.M.W., Sprite, similar. 12, New Street, Sheerness. [1812]
- ALVIS 1930, 2/3-seater,** plus dickey. Fine condition. Fast, reliable. £125. Sherwood, 24, Woodside Road, S.E.25. [1813]
- £100. 1936 HILLMAN 21-H.P.** 7-seater. New mains, big ends. Ideal holiday car. Taxed Cuff, Norway House, Meopham, Kent. Tel.: Meopham 3118. [1814]
- FRAZER-NASH B.M.W. 320 coupé,** 1938. Recently overhauled. Best offer, Warren, Woodhouse Farm, Fyfield, Abingdon, Berks. Tel.: Frilford Heath 350. [1815]
- M.G. J2, J4** engine, Laystall crank, P.A. brakes, new battery, 38 m.p.g. Attractive car. £130. Offers Box No. X816, MOTOR SPORT, 15, City Road, E.C.1. [1816]
- S.S. 100 2½.** Reluctantly for sale due to illness of owner. Brakes, wheels, steering overhauled. New gearbox, wheel bearings, etc. Very good looking, fast and economical. £300. Also unused, boxed, Lucas SLR700S Flamethrower. £4. Surrey. Box No. X818, MOTOR SPORT, 15, City Road, E.C.1. [1818]
- DELAGE 2-LITRE,** 4-seater tourer. New battery, radiator, magneto, two new tyres. Good condition. £55. Tel.: Hampstead 4725. [1820]
- RAILTON** Cobham de luxe 1938. Fine condition. £325. A-One Motors (London) Ltd. Tate Gallery 0192 and Vandyke 5181. [1722]
- ALFA ROMEO, 1750,** twin o.h.c., drop-head coupé, 2/3-seater. Original registration 3/2/30. Engine, etc., first-class order, body now requires attention. Wish to sell to "Alfa" enthusiast who will continue maintenance, etc., and appreciate this fine car. All details and photo to genuine interests. Price: not less than 400. Box No. X821, MOTOR SPORT, 15, City Road, E.C.1. [1821]
- VAUXHALL 23/60, 1925.** Excellent condition throughout. Powerful f.w.b. Daily use. £70. 93, Hunters Road, Surbiton. [1822]
- £30. ROVER 9, 1925** Roadster. Re-bored, re-ground crank, etc. Sound body, good tyres. Owner purchased 12/50. Near High Wycombe. Box No. X853, MOTOR SPORT, 15, City Road, E.C.1. [1853]
- A.B.C. SPORTS.** Must sell. No room. First £40. Jenvey Melplash, East Lane, W. Horsley, Tel.: E. Horsley 3106. [1824]
- RILEY 12-H.P., 1933** Mentone saloon. Taxed, insured December. £65. Miller, 308, Porters Avenue, Dagenham, Essex. [1825]
- JAGUAR, 1939,** 3½-litre saloon. Powder blue, twin spots, twin horns. Very good condition. Good tyres. Sale £250 or offer or exchange good 4½ open Bentley or similar. Henthorne, New Barn Cottage, Alston, Longridge, Nr. Preston, Lancs. Tel.: Longridge 3259. [1827]
- X.K.120 JAGUAR SPORTS.** Fully modified to "C" specification. Unraced and in mint condition throughout. Numerous extras. Further details please phone evenings or weekend. Tel.: Waxlow (London) 3458. [1828]
- LAGONDA 4½-litre 1934** saloon. Over £200 recently spent on overhaul of chassis, re-conditioning of body, replating and respraying in two colours, faultless condition and performance. Privately owned. £265. Box No. X829, MOTOR SPORT, 15, City Road, E.C.1. [1829]
- ALFA ROMEO ZAGATO, 1930.** 1750-c.c. Foursome drop head. Reconditioned throughout regardless of cost. Details and photographs available. Privately owned. £225. Box No. X830, MOTOR SPORT, 15, City Road, E.C.1. [1830]
- 1950 JAGUAR MARK V** 3½-litre saloon, genuine 24,000 miles. Gunmetal, faultless condition and performance. Privately owned. Beautifully maintained. £725. Box No. X831, MOTOR SPORT, 15, City Road, E.C.1. [1831]
- M.G., 1938 12-H.P.** 4-seater sports. Engine, brakes, overhauled, new hood, etc., October. £220. T-type or 10-h.p. saloon. 112, Bursland, Letchworth. [1833]
- THE FRIENDLY HORNET SPARES SERVICE.** All enquiries answered personally. '31 crankshaft 70/-. Vertical dynamo 47/6. '32 saloon doors, 22/6, etc., etc. S. H. Scott, 14, Orchard Way, Luton, Beds. [1834]
- SUNBEAM**—interesting 3-litre vintage tourer. 5 nearly new 20-inch tyres, good battery, gearbox case cracked, spare available £3. Everything else sound. £25 o.n.o. or break. Tel.: FLAman 8902. [1835]



## FOR SALE—continued

- 1110. FORD 14.9** four-door saloon, 1934. Over-size Dunlop Forts, Rotoflo shockers, oil-coil, thermostat and thermometer, twin wind-tone horns, luggage grid and trailer bar. Rewired and resprayed. A genuinely exceptional example of the series renowned for their rugged reliability. The leather upholstery is good, so are the tailored carpets. The chrome on the powerful double dippers is quite as new. A good car in daily use. Seen and tried any time. Tel.: Hainault 448. [1836]
- WE ARE PROUD** to offer one of the finest 4½-litre, 1931, 100 m.p.h., low chassis, Invictas in the country. Specially light bodywork, aluminium wings. Resprayed maroon, wheels stove enamelled cream. New tyres, hood and batteries. Engine, gearbox and steering overhauled. Offered at the very low figure of £275. **1938 2-LITRE M.G.** open 4-seater sports Cream cellulose, excellent tyres and battery, Philco radio, chrome superb. Very good condition. £145. Wych Engineering Co., Station Garage, Station Street, Droithwich Spa. [1837]
- BUGATTI TYPE 49** 3.3-litre tourer. Body by Corsica, Zeiss headlamps, good order. £300 o.n.o. Box No. X838 MOTOR SPORT, 15, City Road, E.C.1. [1838]
- LAMBDA.** Reasonable offer and good home for 8th series long chassis Weymann saloon in good condition all round. New Exide battery, brakes re-lined, all tyres are good, low oil consumption, new roof cover and carpets. Genuine reason for sale. Box No. X839, MOTOR SPORT, 15, City Road, E.C.1. [1839]
- ROVER 14 SPORTS SALOON.** 1940 model (same as post war). Good chassis, engine, tyres. Body needs attention (mostly paint and trimming). £195. Box No. X841, MOTOR SPORT, 15, City Road, E.C.1. [1841]
- 1938 M.G.** V.A.-type d/h coupé. Engine rebuilt, new block, pistons, crank, etc., new hood, extras, £325. After 6 p.m. Monmouth Hall, Dunball, Bridgwater, Somerset. [1842]
- RILEY.** Dismantling 1933 14-h.p. saloon. Reground crank. Body sound. All parts cheap. 30, May Terrace, Lipson, Plymouth. [1843]
- THE RILEY MAN** offers a superb collection of guaranteed used spares, springs, wheels, axles, gearboxes, etc. New replacement crowns and pinions 9 h.p. £7 10s. pair; gasket sets 11/9; solid copper head gaskets 11/9; valves, springs, thousands of parts stocked. Special 3-stud twin inlet manifolds, new 45/9. S.A.E. please for prompt quote. 270, Acton Lane (near Bollo Bridge), Chiswick, W.4. [1844]
- RILEY SPRITE.** Engine reconditioned, not run. £65. 1934 Riley 12/6, engine reconditioned, 300 miles. £45. Also reconditioned dynamo and starter motor, preselector box, rear and front axles—in fact the whole car available as spares. Offers. Mather, Tel.: St. Helens 4323. [1845]
- BENTLEY RED LABEL** 1927 Corsica sports body, fine condition. £275 or exchange later Alvis, Lagonda or Mercedes, cash either way. 10, Salisbury Road, Manchester, 21. Tel.: CHORLTON 3687. [1846]
- M.G. MAGNETTE.** 1936 model, 12-h.p., 2-seater. Completely reconditioned engine. £165. Streamlined totally-enclosed steel trailer. £60. Bower, 10, Canwick Hall, Lincoln. [1847]
- WOLSELEY HORNET.** 1935, four seat, open sports, 14-h.p. Beautiful condition. £165. 29, Thornway, West Park, Bramhall, Cheshire. [1848]
- LEA-FRANCIS,** 1928, 12/40 tourer. One owner since 1929, very little used since 1939, original cellulose on body, blue, tyres, battery, hood, screens, and mechanically in very good condition, many extras. Nearest £80. Lampitt, Cornyx Lane, Solihull, Birmingham. [1849]
- UNUSUAL OFFER:** 1950 Citroen Light Fifteen de luxe. Immaculate condition. Many extras. Michelin X-tyres. Taxed. Exchange small car, 1953, 1954, 16, King Street, Shrewsbury. Tel.: 6456. [1850]
- RILEY 9 ENGINE.** 1934 series. Dismantled. Cylinder block relined standard. All parts available, except oil pump. £5 the lot. Purchaser collects. Tel.: PRImrose 9508. [1851]
- FIAT 500.** Brand new Arnott supercharger. Carburettor, oil tank brackets, etc., fits without modification. Cost £65—accept £30. Also front and rear bumpers, sound. £4. Two 5.50 x18 worn racing tyres. £4. Two alloy streamlined wings ex-Delahave. £7 10s. Large Siddeley special preselector gearbox, cost £180 accept £30. Offers considered. P. Waring, 7, Howitt Close, N.W.3. Tel.: WEM 1222. [1852]

## FOR SALE—continued

- 1933 J2 M.G.** Engine overhauled. £135. 23, St. Clair Drive, Southport. [1840]
- 1930. HUMBER 9/28** tourer, 1929. A trim little craft, mechanically excellent, starts immediately on the button, plenty of oil pressure, good battery, four tyres as new, one spare (worn), bodywork sound throughout. A really good example of the type so much in evidence at vintage rallies, etc. Repainted and complete with original instruction book. Box No. X855, MOTOR SPORT, 15, City Road, E.C.1. [1855]
- SILVER GHOST.** Mechanically excellent, coachwork poor, ideal for large doggy family, daily use. Seen 25, Bunhill Row, E.C.1. Tel: office TEM 3411. [1856]
- RILEY NINE MARCH SPECIAL.** Good condition. £130 o.n.o. Exchange with cash, Aston? Box No. X857, MOTOR SPORT, 15, City Road, E.C.1. [1857]
- AUSTIN SEVEN.** Engine rebuilt as new, battery new. Swap faster car. Anything. Box No. X858, MOTOR SPORT, 15, City Road, E.C.1. [1858]
- 1932 RILEY 9.** Reconditioned engine, new batteries, good tyres, 36 m.p.g. Offers. 146, Weirdale Avenue, N.20. [1859]
- M.G. J2.** Rebores engine complete but dismantled, with polished ports, alloy con rods, etc. Chassis frame, axles, windscreen, knock-on wheels, steering column, etc. S.A.E. for enquiries. Also M-type spares, wheels, engine, axles, etc. Austin 7, 1933 windscreen, radiator, Wolseley special inlet manifold, camshaft, M.G.-type gearbox, J2 camshaft, radiator. R. Wright, 39, Newtown, Bradford-on-Avon, Wilts. [1860]
- M.G. P.A. 1934** 4-seater, hood, tonneau, smart grey. Excellent condition. £155. Tel.: Bow 7438. 37, Thorold Road, N.22. [1862]
- SINGER LE MANS 9-H.P.** New hood and tyres. Reconditioned engine. Immaculate throughout. Finished ivory and red. Mc Killop, 57, Norwood Crescent, Southport. Tel.: 88931. [1863]
- TALBOT 75** Saloon, 1934. New roof, battery; crankshaft reground, good tyres. Fast, economical. £80, exchange utility. Tel.: Orpington 3036. [1864]
- RILEY NINE LYNX,** crash box. £120 on new parts including 1½ in. crank crown wheel and pinion, etc. Bills shown. Special series, twin S.U. carburettors, fast and clean. Photo on request. £160, o.n.o. 118, Twyford Road, Eastleigh. [1866]
- DE DION** Engine, single cylinder, 8 h.p., about 1903 or 1904. Excellent condition. Offers to Hornep Concrete Works Ltd., Kendal. [1867]
- 1948 HUMBER SUPER-SNIPE** Saloon fitted P6 Diesel. Black with brown upholstery. In very good order. 38 m.p.g. £550. Box No. X868, MOTOR SPORT, 15, City Road, E.C.1. [1868]
- 4½-LITRE LAGONDA** Pillarless Saloon (reg. Dec. 1934), running order. Coachwork good. Engine requires tuning. £200, o.n.o. Frank Harrison, The Garage, Mexborough, Yorks. [1869]
- SUNBEAM SPARES** for 23.8 and 18.2. Also Bentley 4½ 1928 dismantled (engine and magneto reconditioned). We also have thousands of parts for Austin, Morris, Ford, Hillman, Standard, Singer, Jaguar, Armstrong, etc. A. Fielding, Lerry Garage, Talybont, Cards. Tel.: 79. [1870]
- BENTLEY 6½-LITRE,** 1930, F.H. coupé. Big, black, fast and in good condition. Taxed. £175. P. F. Barnard, Victoria Barracks, Windsor. [1871]
- M.G.,** 1938 model, 2-litre saloon. Complete overhaul 2,000 miles ago, including engine, transmission, suspension and brakes. Excellent throughout. £230. Smart, Savay Farm, Denham, Bucks (after 5 p.m.). [1872]

## WANTED

- INTERESTING 4-SEATER** sports car. 12 h.p. max. Sound. All replies answered. Hope, 8, Norland Road, Kensington, W.11. [1361]
- LARGE ROOTS SUPERCHARGER,** preferably Marshall Type 150. Farley, Harbury Manor, Leamington Spa. [1382]
- 1937 RILEY 15/6** engine, gearbox and handbook. Box No. X385, MOTOR SPORT, 15, City Road, E.C.1. [1385]
- SET OF FLARED WINGS** off Singer or M.G. 140. Lennard Road, Beckenham, Kent. [1392]

## WANTED—continued

- TOURER BODY** in restorable condition, and large pair of bell-shaped head and sidelamps from a 1913 to 1916 R.-R. Silver Ghost. F. W. Buess, 331, West Doran Street, Glendale 3, Calif. [1390]
- A.C., 1937, MANUAL,** spare parts list, etc. Also Tapley meters, fog and spot-lamps. Box No. X394, MOTOR SPORT, 15, City Road, E.C.1. [1394]
- SWEPT WINGS** for J2 M.G. Any condition. Bert (Jnr.), 6, Durants Road, Enfield, Middlesex. Tel.: HOW 2813. [1403]
- DO YOU WANT A SPECIMEN?** Two throttle benderns, returning U.K. late July, each seek specimen P or TA M.G., around £200. Other similar passion wagons considered. Photos appreciated. All replies answered. Write airmail (6d.) soonest. Capt. Mills, 63 Coy M.E.L.F. 28. [1404]
- "VINTAGE CAR,"** Nos. 1, 2, 3, at your price. Lieutenant Rumsey, H.M.S. Thunderer, Plymouth. [1408]
- CHILD'S PEDAL CAR,** Austin model preferred. Also required: four Ace discs to fit 18-in. wheels. Tel.: Reigate 4797. [1409]
- STEAM CAR,** post 1920. Doble, Stanley, etc. Runner preferred. All information welcome. Box No. X412, MOTOR SPORT, 15, City Road, E.C.1. [1412]
- URGENT.** 13 by 54 crown-wheel and pinion, for Type 37 Bugatti, Somerset, Cefntilla Court, Usk, Mon. Tel.: Usk 50. [1395]
- AUSTER REAR SCREEN,** any condition. Howarth, 86, Park Crescent, Harrow Weald, Middlesex. [1416]
- FORD MODEL T.** Any model, any condition. Dudley Motor Co., Ltd., Wellington Road, Dudley. [1417]
- AUSTIN SEVEN OR 1,172 FORD SPECIAL** complete chassis required for cash or exchange for as new £2.8 Paxette camera with built-in exposure meter and flash equipment. No bodies or fancy prices, please. Unfinished special ideal. 1, Barn Crescent, Stanmore, Middlesex. [1447]
- HOTTED-UP FORD ENGINED SPECIAL** required. Suitable for trials and autocross. Details and price. Box No. X428, MOTOR SPORT, 15, City Road, E.C.1. [1428]
- 500-C.C. RACING CAR.** Up-to-date improvements essential. State lowest price. Box No. X429, MOTOR SPORT, 15, City Road, E.C.1. [1429]
- 2-LITRE M.G.,** 1939. Synchronesh cones or complete synchronesh gearbox in good condition. Any other useful spares. Write: Sperry, 66, Hawthorne Road, Castle Bromwich, Warks. [1450]
- A.C. INSTRUCTION MANUAL** wanted for 1936 Aero saloon. McChie, 18, Newton Street, Glasgow. [1421]
- URGENTLY!** Handbooks for Daimler Fifteen, Fiat 1.100, Hornet Special, Invicta, Morris 10/12 III, Phantom II, many others. Please state price. BCM/INSTRUCTBOOK, London, W.C.1. [1458]
- ALFA-ROMEO,** 1931, single-cam 1,750: half-shafts, splined differential gear, near-side differential plate. Shaw, 36, The Avenue, Durham. [1459]
- CYLINDER HEAD** for 1937 Lancia Augusta. State price. 112, Meadow Street, Sheffield. [1463]
- ASTON MARTIN,** Bugatti, Frazer-Nash (chain-drive), Riley, or similar sports car around 1½ litres, in good original condition. Jordan, 97, Sedbergh Road, Kendal. Tel.: 488. [1465]
- FRAZER-NASH, 1926-30, BOULOGNE 2/3-seater.** Condition not first importance if priced accordingly. Chubb, 14, The Square, Carshalton, Surrey. [1469]
- COMPLETE CHASSIS** with engine, wheelbase 9 ft. 6 in. to 10 ft., suitable for special body; must be cheap. D. Y. S. Ltd., 362, Anlaby Road, Hull. [1472]
- FOR 2.9 ALFA-ROMEO,** one pair standard superchargers in good condition, or would exchange for unused pair oversized. Blagdon Engineering Co., Blagdon, Seaton Burn, Northumberland. [1477]
- 500-C.C. RACING CAR** wanted, any type considered. 4, Boughton Street, St. John's, Worcester. [1497]
- OLD LOW-H.P. CAR** in running order. Shabby exterior or antiquity no objection if mechanically o.k. Must be very cheap for spot cash. Box No. X500, MOTOR SPORT, 15, City Road, E.C.1. [1500]
- 16-IN. WHEELS,** 575 by 16 tyres, for M.G. 87, Henley Road, Reading, Berks. [1510]
- VINTAGE LIGHT CAR** in first-rate condition, preferably 2-seater tourer. Box No. X515, MOTOR SPORT, 15, City Road, E.C.1. [1515]
- BENTLEY 3/4 SPARES.** Starter motor with fixing bolt. Speedo head: Rev.-counter and drive. Other parts. W.H.Y., or complete car for spares. Cheap. Pasco, 26, Avondale Avenue, Moreton, Wirral. [1571]

**WANTED—continued**

**CRANKSHAFT-DRIVE DYNAMO** urgently required for G.P. T37 Bugatti. Diameter 100 mm. Crisp, 10, Camelford Street, Brighton. [1512]

**TWO CARS WANTED!** Drophead coupé or roadster, also small car. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [1518]

**M.G. MAGNA, 1932, RADIATOR.** Sale or exchange. Minor radiate. 1932—good. Box No. X533 MOTOR SPORT, 15, City Road, E.C.1. [1533]

**REWARD!** For any information spares, etc., for 1914 Renault believed Type 20/30. Fitton, 11, James Street, Watersheddings, Oldham, Lancs. [1547]

**TA BLOCK** and 1947 Vauxhall Ten head. Can offer new TC block in exchange. Complete Ford Ten engine and stripped Vauxhall 12/4 engine and gearbox for sale. Jepson, Styal, Cheshire. [1549]

**POTENT RELIABLE SPORTS CAR** or "special" required, ceiling £75. Photographs useful. All letters answered. Box No. X558, MOTOR SPORT, 15, City Road, E.C.1. [1558]

**CRASHED POST-WAR CAR** or half-built trials car required. Price and particulars, Box No. X562, MOTOR SPORT, 15, City Road, E.C.1. [1562]

**DELAGE ENGINE.** Type D6.60, D6.70, or D6.3L. State Type, condition and price. Box No. X570, MOTOR SPORT, 15, City Road, E.C.1. [1570]

**CYLINDER BLOCK** or engine reconditionable for 1927 Humber 14/40. Leaf, 60, St. Stephens Road, Leicester. [1580]

**CITROEN LIGHT FIFTEEN** cylinder block wanted. 1937-38, 11CL2 model. Hoffman, Dudley House, Dudley Road, Whalley Range, Manchester. [1583]

**MORRIS EIGHT** series E 4-speed gearbox. Also engine if cheap. Humphreys, Wellington Stores, Battle, Sussex. [1594]

**TRIUMPH ENGINE, 1937/9 4-cylinder.** Very cheap car considered. Box No. X601, MOTOR SPORT, 15, City Road, E.C.1. [1601]

**CRANKSHAFT NOSE PINION** and cross-shaft for 9.5-h.p. twin o.h.c. French Salmson or complete engine if cheap. D. Friston, 12, Parkhill Road, East Croydon, Surrey. [1609]

**RILEY NINE KESTREL, 1933-6,** manual gearbox. Write: Jones, 47, Waverley Lane, Farnham, Surrey. [1611]

**LAGONDA RAPIER, 1936.** Wanted new set camshaft chain-wheel gears and chains. Box No. X597, MOTOR SPORT, 15, City Road, E.C.1. [1597]

**6½-LITRE BENTLEY.** Must be mechanically good but may be bodily shocking. Box No. X639, MOTOR SPORT, 15, City Road, E.C.1. [1639]

**BENTLEY, 6½ Speed Model,** open or closed wanted. Mint condition and realistic price essential. Photographs, details to Kirkby, 33, Station Square, Harrogate. [1646]

**RILEY 9** crown wheel and long type pinion. Approx. 4.7-1 ratio. Mison, 28, Ashcombe Park, Neasden, N.W.2. Tel.: Gladstone 6882. [1654]

**30/98 O.E. RADIATOR** in good condition required. Box No. X668, MOTOR SPORT, 15, City Road, E.C.1. [1668]

**RILEY IMP.** Enthusiast, unable to pay dealers' prices wishes to buy privately. Write giving details in full to Tomkins, 2, Lime Grove, Longsight, Manchester, 12. [1680]

**J.2 M.G.** road wheel without tyre. Box No. X681, MOTOR SPORT, 15, City Road, E.C.1. [1681]

**3-LITRE BENTLEY,** engine can be dud, but otherwise mechanically sound. Reasonable. Box No. X682, MOTOR SPORT, 15, City Road, E.C.1. [1682]

**S.U. CARBURETTORS.** Pairs 1½ in. for TD. J. Ramsbottom, 89, Greenhead Lane, Keighley. [1683]

**ROLLS TWENTY** body, type immaterial, must be good mechanically. About £100. Sub.-Lt. Lord, H.M.S. Excellent, Portsmouth. [1692]

**LANCIA** Aprilia, Augusta or Astura. Searle, 45, Park Road, Hampton Hill, Middx. Tel.: Molesey 4614. [1700]

**VINTAGE OR VETERAN** Rolls Royce Tourer required. Details and price to Box No. X709, MOTOR SPORT, 15, City Road, E.C.1. [1709]

**RILEY 18 H.P. V-8** offside exhaust camshaft. Would consider complete engine. Abbot, 20, Athol Road, Whalley Range, Manchester. [1717]

**POOR ENTHUSIAST** offers approximately £135 for Riley, Lagonda or Alvis Coupé. Replies answered. Box No. X729, MOTOR SPORT, 15, City Road, E.C.1. [1729]

**RILEY 12** Saloon required, 1936/8, preferably Adelphi. Rees, 12, Pier Street, Aberystwyth. [1731]

**FIVE M.G. K.O. WHEELS.** 450 x 19, with tyres, or 550 x 16 wheels only. Box No. X743, MOTOR SPORT, 15, City Road, E.C.1. [1743]

**WANTED—continued**

**ALLOY CYLINDER HEAD** for Ford 8. Write Box No. X785, MOTOR SPORT, 15, City Road, E.C.1. [1785]

**RILEY SPORTS, 2-4 seater,** preferably crash box, photos returned. £120 max. 268, Bilton Road, Rugby. [1788]

**4½ INVICTA (1935)** instruction manual required. Greenwood, 8, Lynton Grove, Heaton, Bradford, Yorks. [1792]

**J.A.P. engine** Morgan. Any condition. Beard, 1116, Bristol Road South, Birmingham, 31. [1794]

**ALVIS SPEED 20** type SA or SB engine in good condition, but minus starter, magneto, carburettors. Urgent, state price. Box No. X805, MOTOR SPORT, 15, City Road, E.C.1. [1805]

**RILEY** enthusiast is looking for a near perfect pre-war 1½ litre, no dealers. Box No. X809, MOTOR SPORT, 15, City Road, E.C.1. [1809]

**VOLKSWAGEN** Body and/or chassis "plate." Any type. 48, The Mount, Coulsdon, Surrey. [1823]

**RILEY NINE** Engine, 1932. Cylinder head not essential. Donovan, 10, Dial Square, Woolwich Arsenal. Tel.: Woolwich 2044, Extension 1322. [1826]

**FIAT 500,** speedometer, distributor shield, spare wheel cover. 16, Onisbury Road, Southampton. [1861]

**S.O.S.** Wanted urgently, con-rod, four pistons for 1928 Anzani 1½-litre. Would buy cheap engine same type. Moreton-Smith, Icknield Way House, A.E.R.E., Harvell, Berks. [1865]

**THOROUGHbred** for Continental Touring. Lagonda L.G.6 preferred or similar. Box No. X832, MOTOR SPORT, 15, City Road, E.C.1. [1832]

**MISCELLANEOUS**

**ENTHUSIAST** interested rally "navigating." Offers? Wintle, 142, South Birkbeck Road, Leytonstone, E.11. [1387]

**NEW HOOD AND SCREENS** for 1939 Morris E. tourer. Black. Exchange frames. £9. Tel.: Farningham 2277 (Kent). [1389]

**YOU CAN LEARN TO FLY . . .** the game that must appeal to all sporting motorists. Open or closed training aircraft. Trial lesson, 35s. Full bar and catering facilities, rallies, competitions, etc. Elstree Flying Club, Elstree Aerodrome, Herts. The club with the sporting spirit. [1490]

**ENGINEER, BACHELOR, 30,** wishes to contact another owning small sports car, contemplating fortnight's touring holiday, home or abroad. Birmingham area. Box No. X502, MOTOR SPORT, 15, City Road, E.C.1. [1502]

**CYCLE WINGS** (domed and beaded), 5 in., 6 in. and 7 in. wide, steel. 10s. each front, 12s. 6d. rears; carriage and packing: 3s. 6d. pairs, 5s. sets. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [1553]

**SILVERSTONE.** All-night service at Aylesbury for petrol, taxi, or breakdowns. 50 yards from Market Square. The Bucks Motor Co., Ltd., Station Garage, Aylesbury. Tel.: 164/5. [1572]

**HOODS RENEWED** in plastic or double-duck material from £6. Sidescreens 30s. each front, 25s. each rear. The Croydon Trimming Co., 101, Southbridge Road, Croydon, Surrey. Tel.: CRO 3954. [1577]

**REPLACEMENT HOODS FOR M.G.** Best quality—Black or fawn double-duck, flexible rear window. Easily fitted by private owner, so order with confidence. TA, TC, £5 10s. Zip-centre tonneau covers, TA, TC, £4 17s. 6d. All fittings. Satisfaction or money back. A. C. Winmill, 37, Tonstall Road, Mitcham. [1590]

**"PHOTO-MECA."** We specialise in good cheap photographs of unusual motor cars or motorcycles within a ten-mile radius of Portsmouth. We may also be able to assist in any technical motoring problem—drop us a line. P. A. Downes, 41, Marmion Road, Southsea, Hants. [1632]

**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. [1633]

**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. [1634]

**HELMETS,** goggles, overalls, gloves. Illustrated catalogue, 3d. D. Lewis Ltd., 124, Great Portland Street, W.1. Tel.: MUS 4314. [1635]

**TRIPLEX EXPRESS REPLACEMENT SERVICE.** Any pattern supplied. Balmers (Glass Merchants), Ltd., Derby Road, Watford. Tel.: Watford 4268. [1636]

**MISCELLANEOUS—continued**

**YOUR OPPORTUNITY** to drive a Formula III racing car. Membership £5 5s. S.A.E. for details Premier Motor Racing Club, Hosey Common, Westerham, Kent. [1637]

**SUMMER SALE—V.B.S.** offer bargain batch of priceless information comprising invaluable BENTLEY Data Tables and Buyer's Inspection Guide, 7/6; with THREE MANUALS—3-litre, 6/-; 4½-litre, 10/-; and 6½-litre, 5/-; for ONLY 20/-!! Details supplied. Vintage Bentley Service, Box No. X645, MOTOR SPORT, 15, City Road, E.C.1. [1645]

**ITALIAN GRAND PRIX, Sept. 5th.** Unique opportunity combining practice and race days with ten days' holiday French Riviera, by Luxury Coach. Depart London evening Sept. 2nd, Monza 4th, Riviera 6th, returning 17th, arriving London, Sept. 19th. Fare £20. Details Alan Jones, 31, Meridian Place, Clifton, Bristol. [1726]

**TYRES, TUBES.** We carry large comprehensive stocks of new, remoulds, used. Also obsolete and beaded edge specially selected for vintage and veteran cars. Tyres are our business. We can supply most sizes for all vehicles, 1904 to 1954. Express service to anywhere in U.K. Hamiltons (M.S.), 22/4, Vicarage Street, Yeovil. Tel.: 927. [1739]

**M.G. BLAZER BUTTONS.** Essential to the enthusiast. See June advertisement (last page). [1744]

**HERE IT IS—Bowden I.F.S. unit** for Austin 7 Saloon or Special. In kit of parts—2 special radius arms, 4 side plates, 2 front springs, track rod with ball ends, exchange steering arms. Saw centre section from axle (discard). Sandwich beam ends between side plates and bolt together, top spring goes in same place, other underneath. Both ends fixed by bolts in side plates, £8. Lowered suspension as usual £3 10s. Bowden Eng. Co., Ottery St. Mary, Devon. Tel.: 391. [1749]

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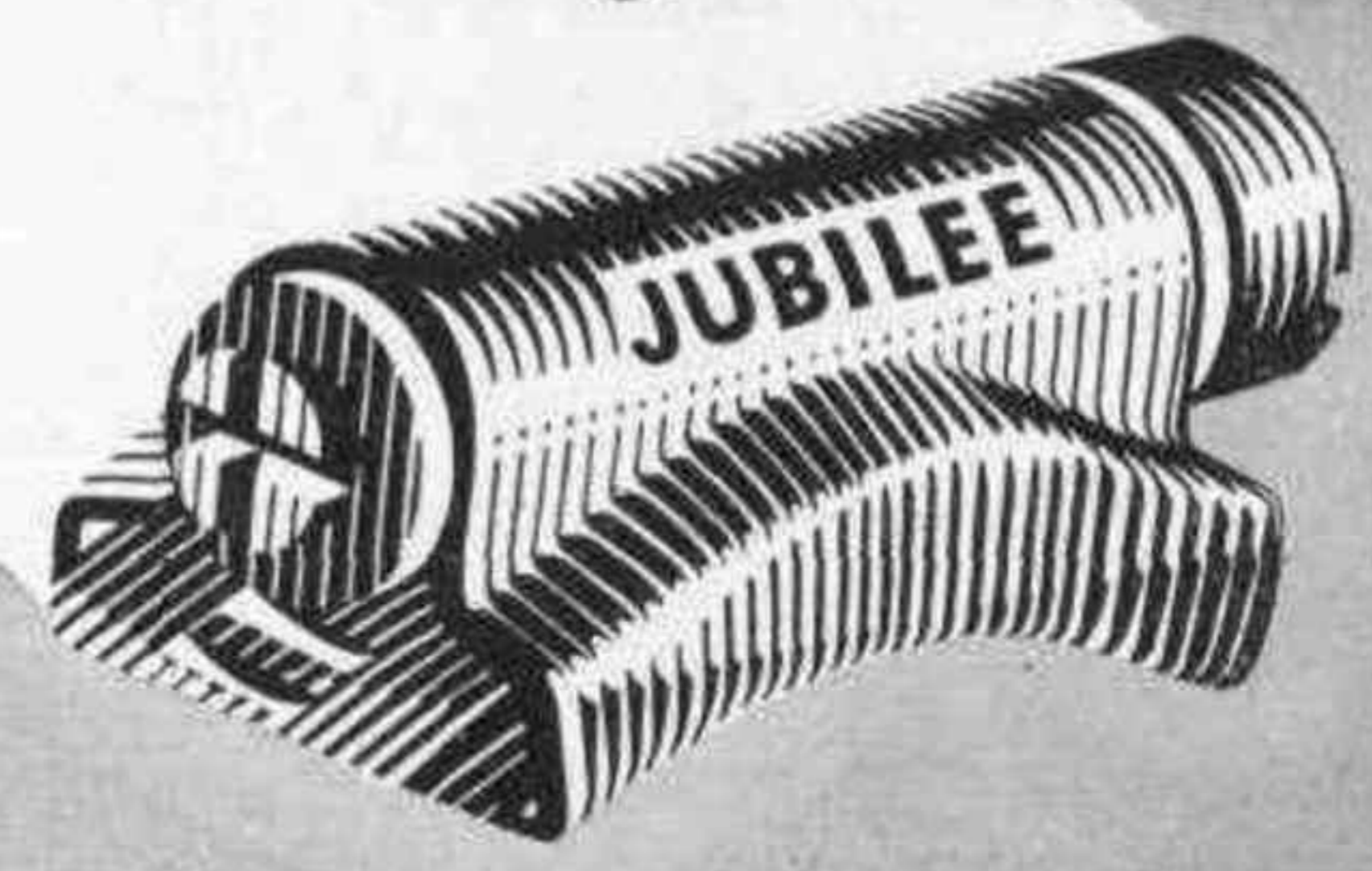
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