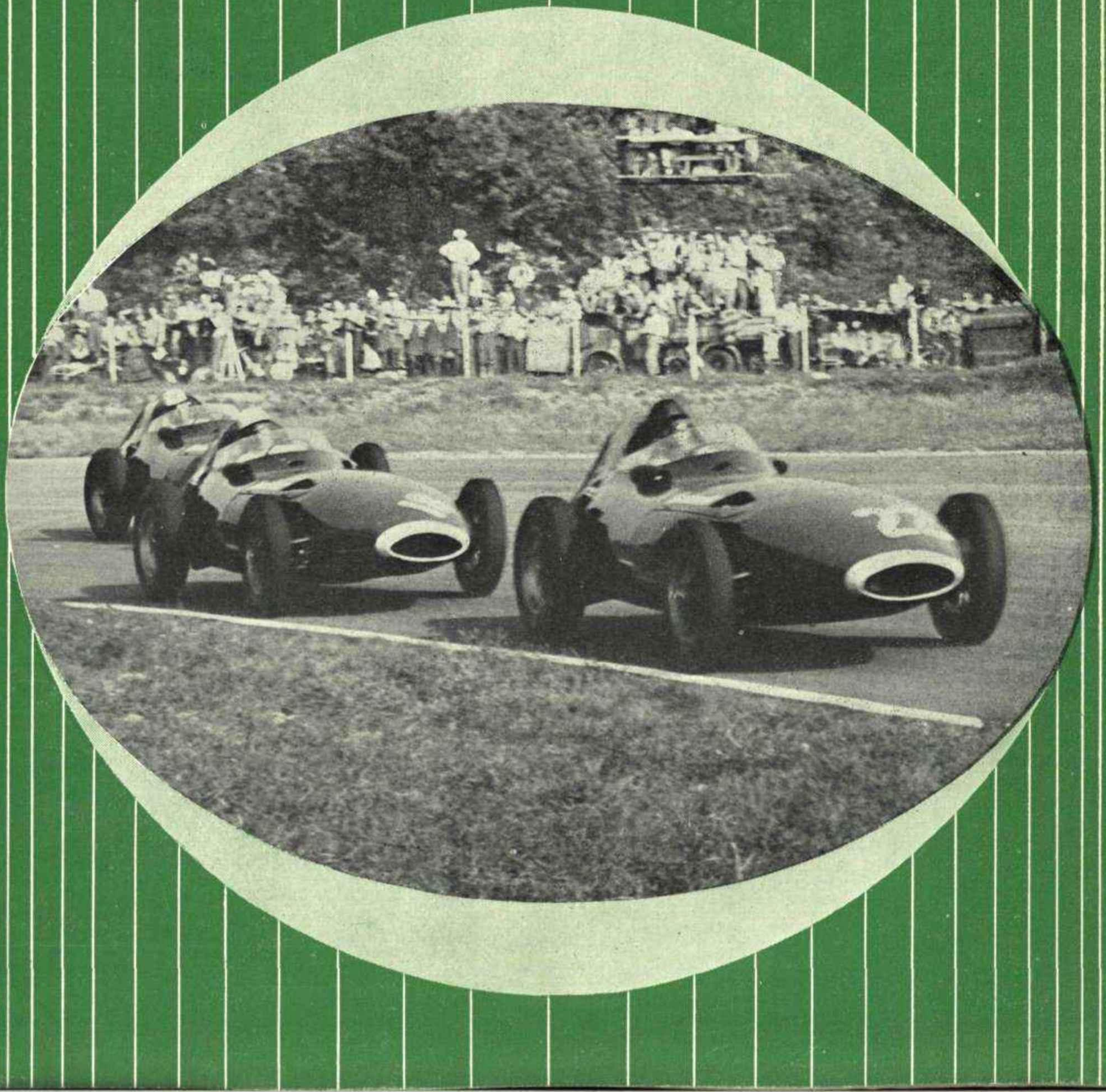
Vol. XXXIII No. 10 ONE SHILLING AND SIXPENCE October, 1957

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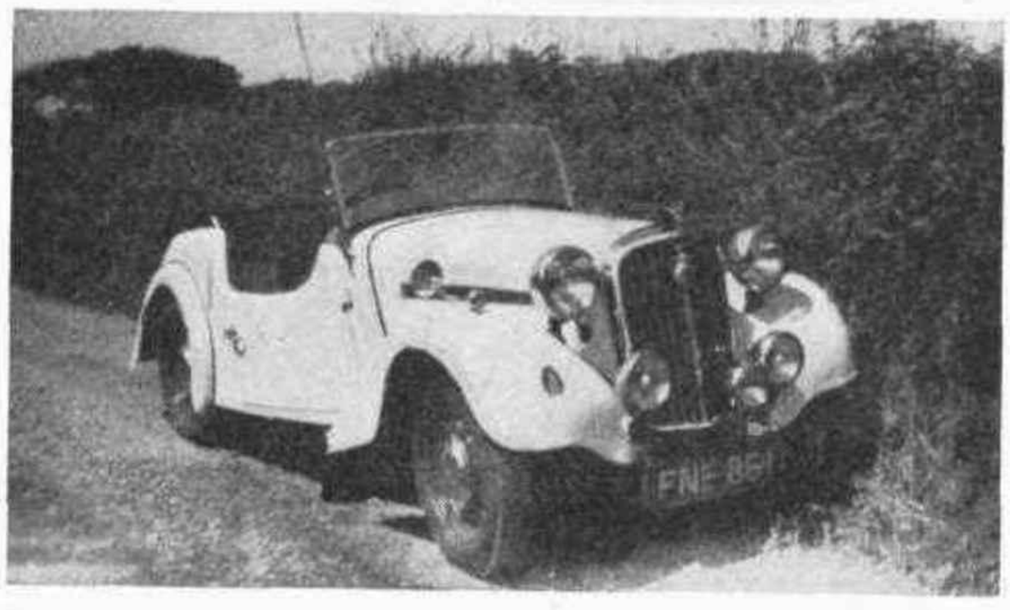
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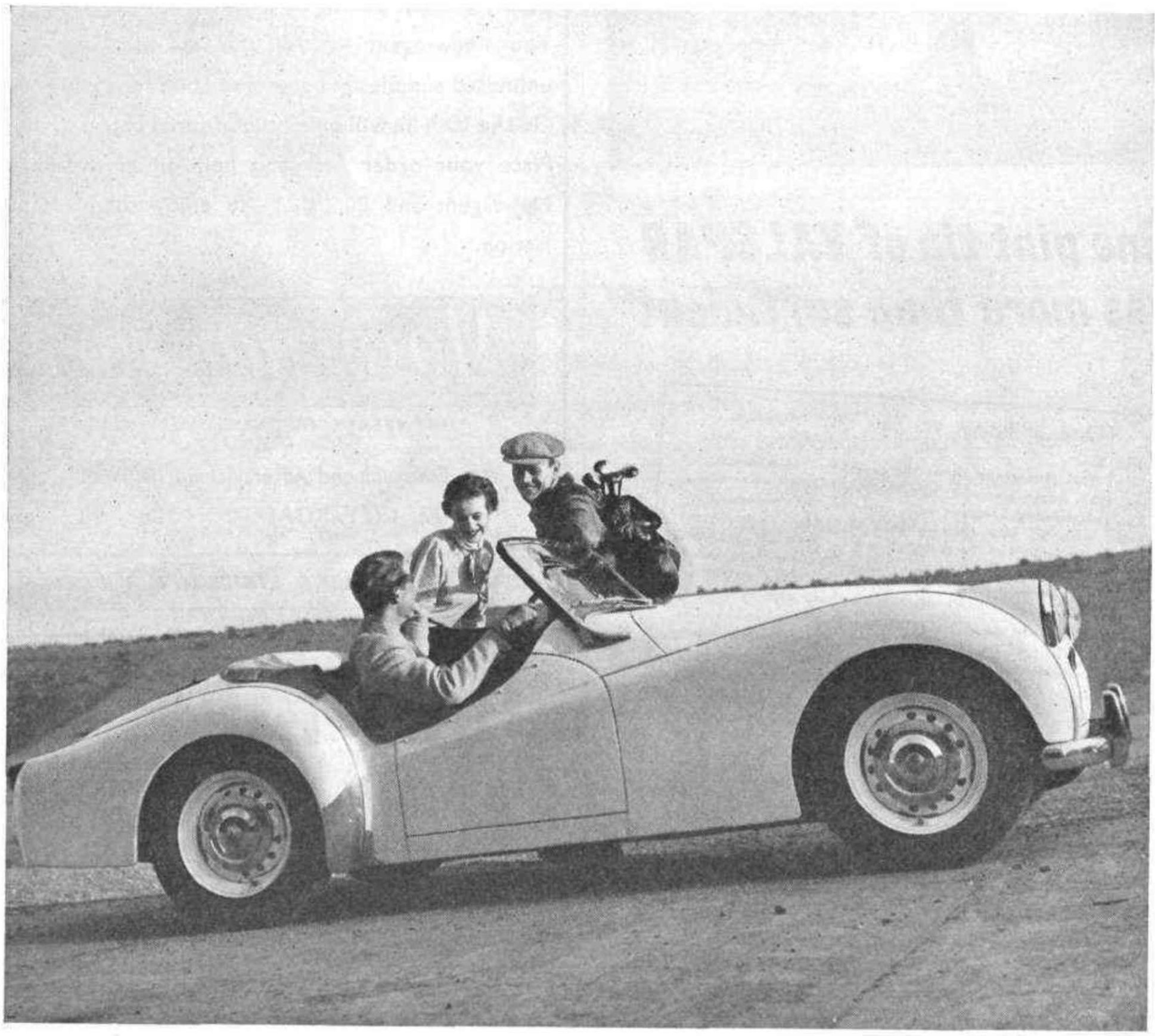
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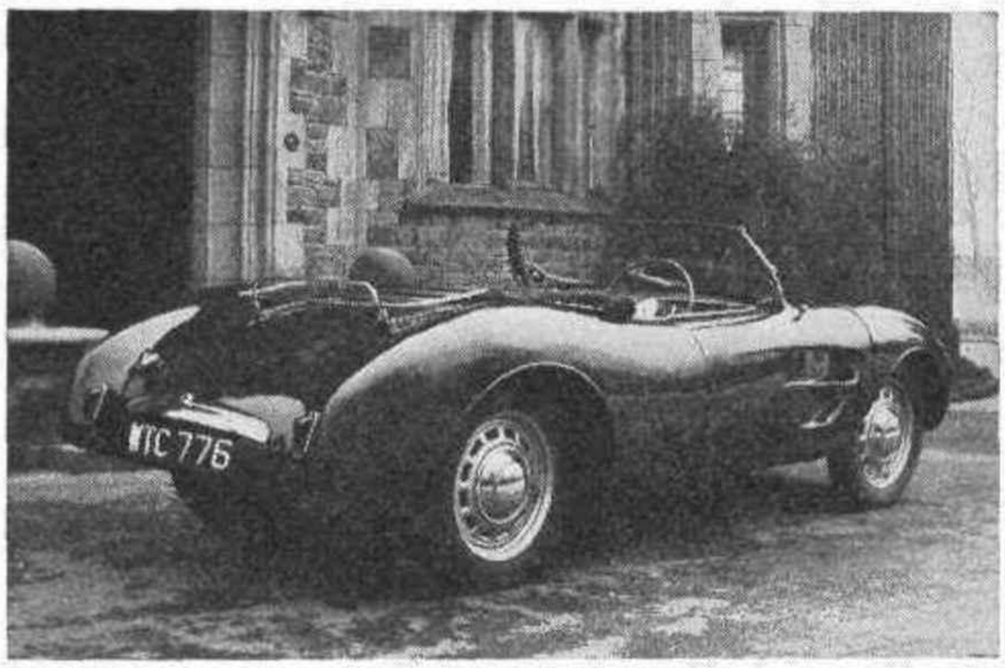
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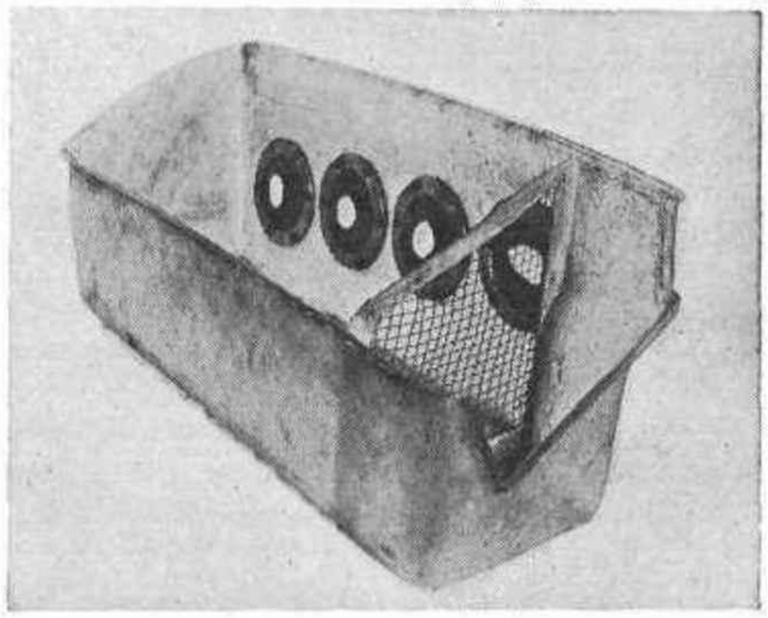
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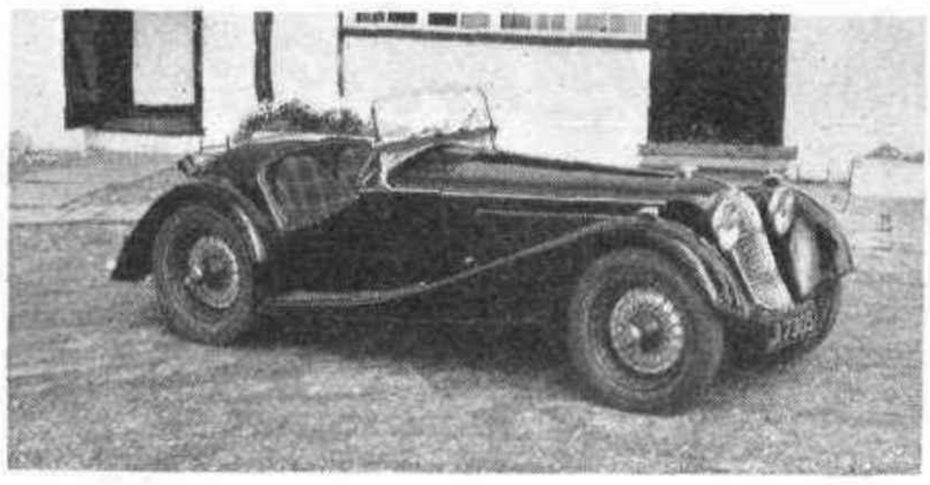
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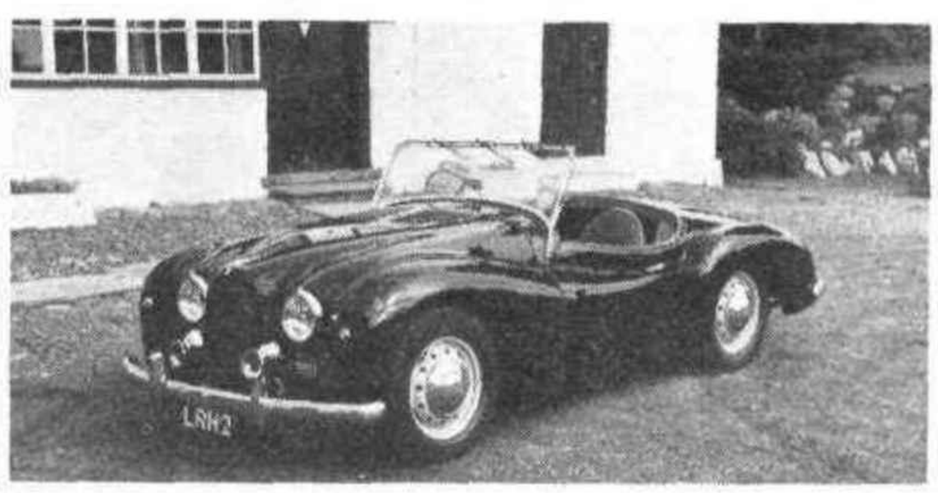
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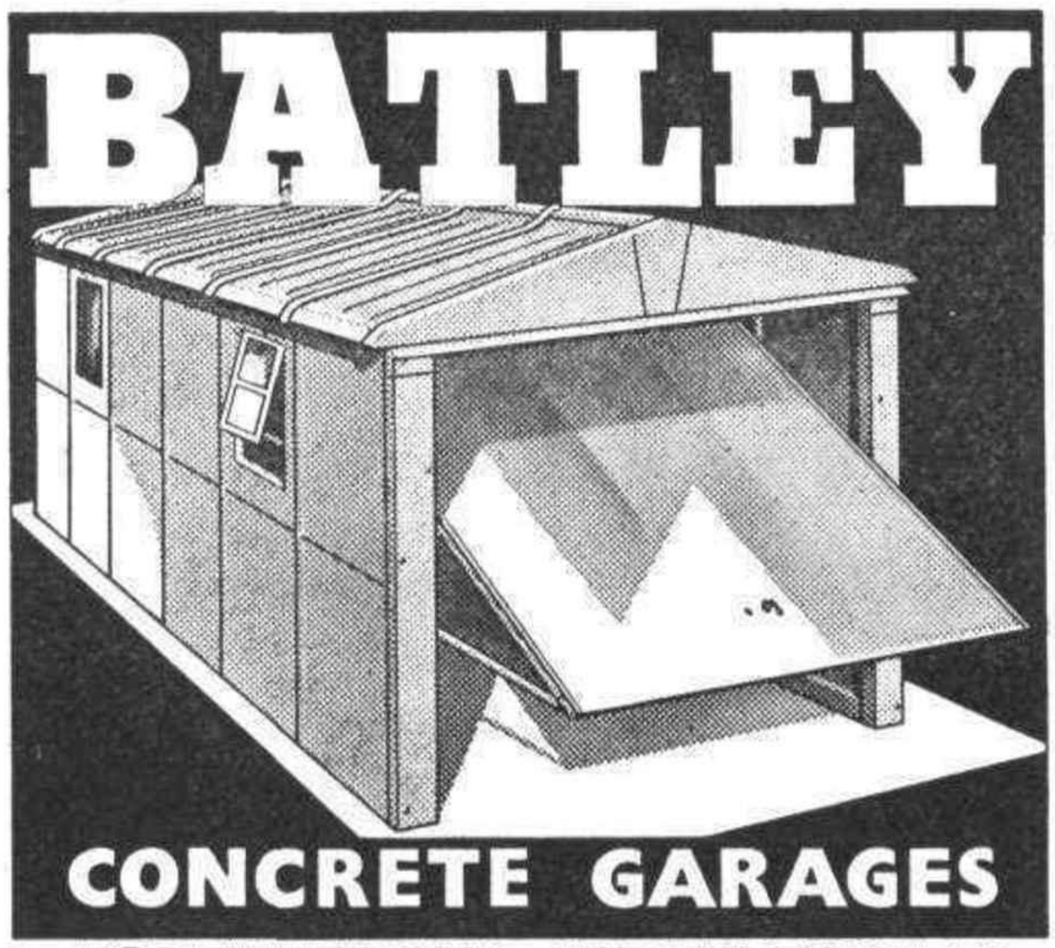
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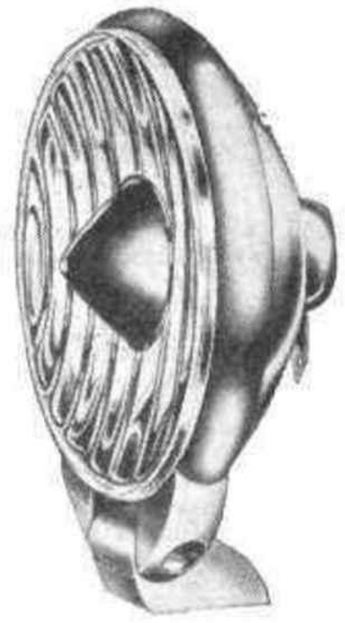
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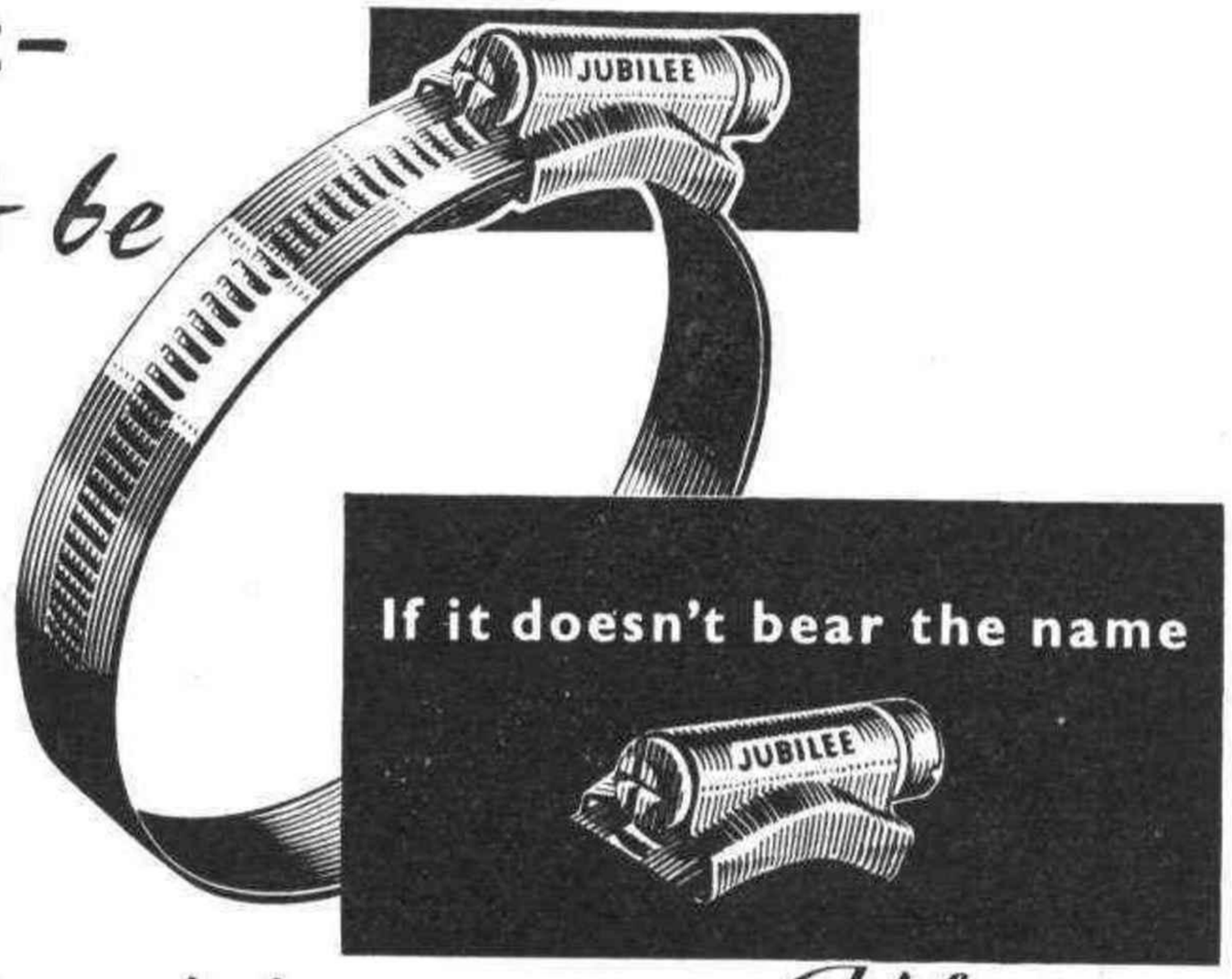
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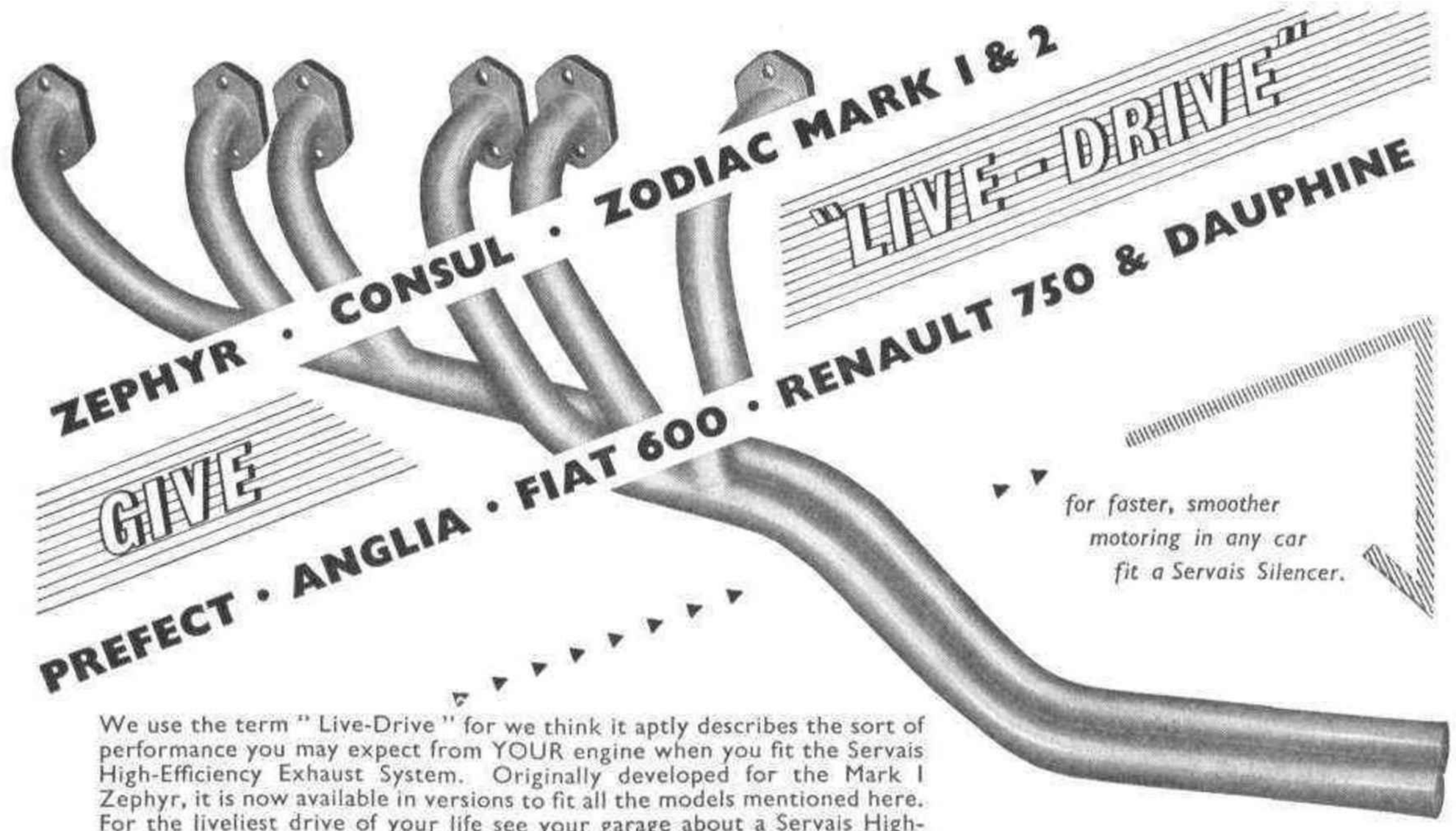


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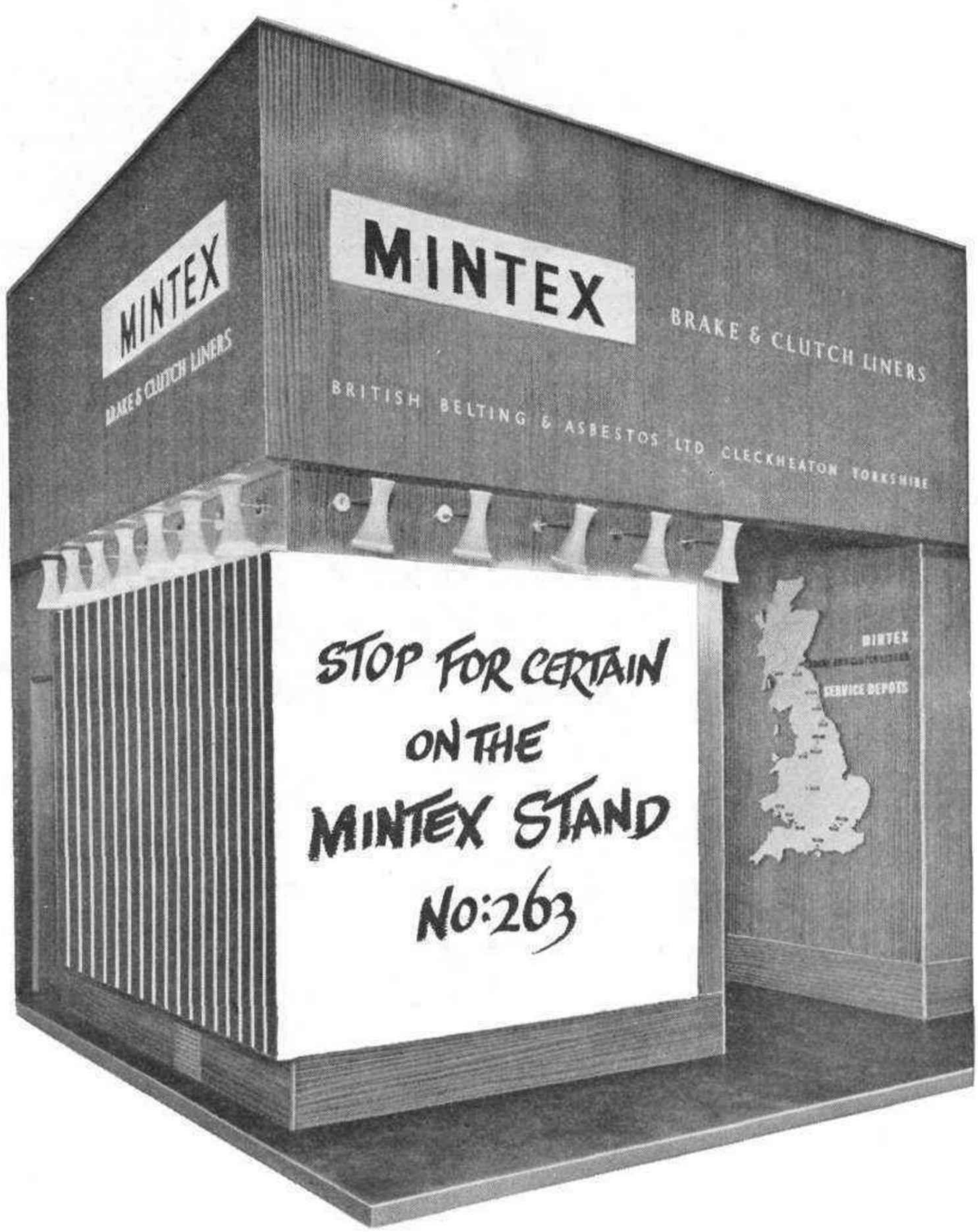
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VOL. XXXIII No. 10 VANWALL VANQUISH FERRARIS AND MASERATIS AT MONZA OCTOBER, 1957

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MATTERS OF MOMENT

THE MAGNIFICENT VANWALL ACHIEVEMENT

Last month we devoted a leader to congratulating Fangio on his fifth World Championship. The previous month we offered congratulations to Vanwall and Stirling Moss on winning the G.P. d'Europe. Now MOTOR SPORT joins British motor-racing enthusiasts in praising the magnificent achievement of Tony Vandervell in winning so convincingly the Italian G.P. with his Vanwall. This is unquestionably the greatest G.P. victory ever achieved by a British car, for at Syracuse two years ago Connaught merely caught Maserati napping, at Aintree Vanwall won " at home," at Pescara they won convincingly one of the smaller races, but at Monza Stirling Moss' Vanwall vanquished eleven Maseratis and four Ferraris and lapped Fangio himself, while Brooks' Vanwall set the lap record and Lewis-Evans made fastest practice time. The British Vanwall has proved itself capable of beating the greatest Continental Grand Prix cars and drivers, on classic circuits.

Tony Vandervell broke into modern motor-racing only eight years ago and he deserves the greatest credit for having achieved supremacy in the Grand Prix field. He has done this by demanding absolute efficiency in everything that affects the Vanwall team. The cars are built to tool-room standards on fabulously expensive machines. Sufficient spare cars and engines are maintained to ensure the entry of complete teams. Modern transport vehicles are used and a team of drivers of the highest calibre has been signed on. The result is success—success far more convincing even than that tasted by Segrave and the now legendary Sunbeam in France 34 years ago. (Incidentally, one of the nicest aspects of Vandervell's success is the way in which he refuses to use Vanwall victories to advertise his Thinwall bearings—racing is, literally, his hobby.)

In offering Mr. Vandervell heartfelt congratulations, MOTOR SPORT links his name with those of Leo Kuzmicki who helped develop the efficient Vanwall engine, Harry Weslake who investigated the gas flow in the cylinder heads, Colin Chapman who designed the tubular space-frame and revised the suspension, Frank Costin who planned the low-drag body, David Yorke who manages the team, Fred Fox, the engineer in charge, and chief mechanic Cyril Atkins, ably assisted by M. Birkinshaw, D. Orchard and the other mechanics. At Monza we saw three green cars on the front row of the starting-grid. Next year let us hope to see Vanwalls finishing in invincible 1, 2, 3 order in the major G.P. races.

There is every possibility of the cars from Acton accomplishing this but it is to be hoped that insistence next year on " commercial petrol " for G.P. racing will not undo all the good work put into the Vanwall engine. Ferrari seem happy about the proposed new ruling, so it will probably be adopted. But many experts consider this would be a retrograde step and some even believe that so much is now known about racing-car engines that all future Grands Prix should be *Formule Libre*, disregarding even a capacity limit, on the grounds that no matter what size and type of car is adopted cost of construction will be levelled out in the pursuit of race-winning performance. With highly specialised vehicles competing in sports-car races, is it logical to impose restrictions on the design of G.P. racing cars?

CONTENTS

	Page
MATTERS OF MOMENT	561
FIXTURES FOR OCTOBER	562
A BORGWARD ISABELLA IN CANADA	563
CONTINENTAL NOTES	564
B.O.C. PRESCOTT	565
SILVERSTONE TROPHY MEETING	566
PITY THE HISTORIAN	571
VETERAN—EDWARDIAN—VINTAGE	572
B.A.R.C. CLUB GOODWOOD	578
GRAN PREMIO D'ITALIA	579
PICTORIAL REVIEW	583
GRAND PRIX OF MODENA	587
SPORTS CARS AT SPA	589
RUMBLINGS	591
VINTAGE POSTBAG	594
LETTERS FROM READERS	597

Front cover picture : BRITAIN SUPREME.—The three Vanwalls in action at Monza, Brooks leading Moss in the winning car, with Lewis-Evans bringing up the rear. Moss actually lapped Fangio's Maserati and won very comfortably at 193.563 k.p.h.

THE IMPORTANCE OF RALLIES

With sports/racing cars becoming more and more removed from catalogue models, the importance of the major rallies as a car-buying yardstick should not be overlooked. The competing vehicles are not necessarily standard but their performance over thousands of miles of road motoring at least emphasises that they are practical cars for those who can afford replicas. It is excellent that many great rallies are still held in spite of organisational difficulties, and the good showing of the value-for-money Triumph TR sports cars and the Nancy Mitchell/Joan Johns M.G. MGA in the Liége-Rome-Liége Rally will not have been overlooked by enthusiasts for British cars—and warm felicitations to Nancy on winning the Ladies' European Touring Championship. Outright victory in this tough Continental contest by a Porsche endorses our recommendation of air-cooled rear-engined motor cars while the Tour de France was a vindication of the Ferrari Europa.

ANNOUNCEMENT

A Verifax Copier having been installed at our offices, we are able to offer copies of any article appearing in any issue of MOTOR SPORT for 1s. a page. In view of the large number of MOTOR SPORT road-test reports published in the past 33 years, and the many specialised articles under such headings as " Veteran Types," " Sideslips," " Cars I Have Owned," " Famous Vintage Makes," " Motoring Sportsmen," etc., etc., as well as innumerable technical descriptions, race reports, historical surveys, etc., your future pleasure and research reading should be almost inexhaustibly enhanced by this new service. Inquiries and orders to MOTOR SPORT, 15, City Road, London, E.C.1.

"MOTOR SPORT" PROPOSES

The newsagent disposes. We have heard from many readers that they were unable to get their free copies of *Motoring News*; in fact, in some cases they were asked to pay 6d. We are sorry if you were disappointed, but most of our readers saw the copy and have since bought the issues of September 12th, 19th and 26th, and thousands, we have heard, have found just what they wanted—a newspaper giving the weekly highlights of motoring for only sixpence.

The November issue of "MOTOR SPORT" will be published, during the London Motor Show, on October 23rd. At Earls Court "MOTOR SPORT" will occupy Stand 74, Ground Floor.

Motor Sport Events for October

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

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Oct. 4th ...	M.C.C.	Rutland Arms Hotel	Bakewell	Trial	11.00 p.m.
Oct. 5th ...	Hants & Berks M.C.	Chequers Hotel	Oxford	Night Trial (*R.*)	8.00 p.m.
,, ...	North Staffs M.C.	Silverstone	Towcester	Race Meeting (*R.*)	12 noon
,, ...	Pembrokeshire M.C.	Lydstep	Tenby	Hill-Climb	1.00 p.m.
,, ...	Shenstone & Dist. C.C.	Two-point start	—	(*R.*)	7.30 a.m.
,, ...	Border M.R.C.	Charterhall	Berwick	Race Meeting	1.45 p.m.
,, ...	Aldermaston M.C.	Halfway Garage	Padworth	(*R.*)	2.00 p.m.
Oct. 5th/6th	Mid-Surrey A.C.	Sanford's Garage	Leatherhead	" 200 " Rally	9.30 p.m.
,, ...	V.S.C.C.	Presteigne	—	(*C.*)	4.00 p.m.
,, ...	Eastwood & Dist. M.C.	Trent Bridge	Nottingham	Rally	8.00 p.m.
,, ...	Newport C.C.	Gwent Service Station	Newport	(*C.*)	10.30 p.m.
Oct. 6th ...	Stafford & Dist. M.C.	Penkridge	Stafford	Rally (*C.I.*)	10.00 a.m.
,, ...	Berwick & Dist. M.C.	Winfield	Berwick	Sprint (*R.*)	2.00 p.m.
,, ...	Rhyll & Dist. M.C.	—	Rhyl	Driving Tests	11.00 a.m.
,, ...	Airedale & Pennine M.C.	Bank Top	Wilsden	(*C.*)	2.30 p.m.
,, ...	Liverpool M.C.	MR 109/526739	Helsby	Autocross (*R.*)	11.00 a.m.
,, ...	Old Merchant Taylors' M.C.	Durrants	Croxley Green	Autumn Rally	2.00 p.m.
,, ...	Civil Service M.A.	Broxhead Common	Bordon	Trial (*C.*)	10.30 a.m.
,, ...	Stockport M.C.	Five Ways Hotel	Stockport	Rally (*C.*)	10.30 a.m.
,, ...	Harlow A.C.	Edinburgh Way	Harlow	Rally	9.30 a.m.
,, ...	Yeovil C.C.	Yeovil Car Club Circuit	Yeovilton	Trial (*C.*)	2.30 p.m.
,, ...	B.R.S.C.C.	Brands Hatch	Farningham	(*C.*)	1.30 p.m.
Oct. 8th ...	Allard O.C.	Norbury Hotel	London, S.W.16	Film Show	8.00 p.m.
Oct. 12th ...	SNETTERTON M.R.C.	SNETTERTON	THETFORD	RACE MEETING (*N.*)	5.00 p.m.
,, ...	Rolls-Royce M.C.	—	Buxton	Navigation Trial (*C.*)	11.45 p.m.
Oct. 12th/13th	Marconi A.C.	The Barn	Braintree	(*R.*)	—
,, ...	S. Caernarvonshire M.C.	Llanbedr	Barmouth	(*R.*)	10.00 p.m.
,, ...	North London E.C.C.	E. C. Fleming	Stevenage	—	8.00 p.m.
Oct. 13th ...	King's Lynn M.C.	—	King's Lynn	Treasure Hunt (*C.*)	3.00 p.m.
,, ...	*Severn Valley* M.C.	*Shrewsbury*	—	(*R.*)	10.00 a.m.
,, ...	Southsea M.C.	Deers' Hut	Longmoor	Trial (*R.*)	10.30 a.m.
,, ...	M.G. C.C.	" Sugar Bowl "	Burgh Heath	(*C.*)	2.00 p.m.
,, ...	B.A.R.C. (N.W.)	Number 1 Car Park	New Brighton	(*C.*)	1.00 p.m.
,, ...	Sunbeam S.T.D. Register	R.M.A., Sandhurst	Camberley	Driving Tests	2.00 p.m.
,, ...	Cumberland S.C.C.	T.A. Centre	Harraby	Driving Tests (*C.*)	1.30 p.m.
,, ...	Hagley & Dist. M.C.	Stewponey Hotel	Stourbridge	Trial (*C.*)	10.00 a.m.
,, ...	Eastbourne & Dist. M.C.	Horse & Groom Hotel	Eastbourne	Rally	10.00 a.m.
,, ...	Berwick & Dist. M.C.	" Rum Puncheon "	Berwick	Border Rally	12 midnight
Oct. 19th ...	Hastings & St. Leonards C.C.	The Castle Inn	Battle	(*R.*)	2.00 p.m.
,, ...	Larne M.C.	—	Larne	(*C.*)	2.30 p.m.
Oct. 19th/20th	Worcestershire M.C.	" Bull " Car Park	Worcester	Rally (*C.*)	7.00 p.m.
,, ...	Chiltern C.C.	Bell House Hotel	Beaconsfield	Night Rally	10.00 p.m.
,, ...	Flying Fox C.C.	Strines Inn	Sheffield	Night Rally (*C.*)	10.00 p.m.
,, ...	Warrington & Dist. M.C.	Tall Trees Garage	Warrington	Rally (*R.*)	Midnight
Oct. 20th ...	Glossop & Dist. M.C.	Market Place	Glossop	Rally (*R.*)	9.00 a.m.
,, ...	Bedford A.E.C.	—	Bedford	Rally	—
,, ...	Brent Vale M.C.	Byron Hotel	Greenford	(*C.*)	9.00 a.m.
,, ...	De Lacy M.C., Pontefract	Clubhouse	Pontefract	(*C.*)	10.30 a.m.
Oct. 26th ...	West Hants & Dorset C.C.	Two-point start	Bournemouth	Jubilee Rally (*R.*)	1.00 p.m.
,, ...	Burnham-on-Sea M.C.	Burnham-on-Sea	—	(*C.*)	8.30 p.m.
Oct. 26th/27th	Guildford M.C.	Guildford	—	Night Rally (*R.*)	8.30 p.m.
,, ...	Tunbridge Wells M.C.	Shelley Arms Hotel	Uckfield	Night Rally	9.00 p.m.
,, ...	Nottingham S.C.C.	R.A.C. Offices	Nottingham	Rally	11.00 p.m.
Oct. 27th ...	East Anglian M.C.	Colchester	—	(*C.*)	2.00 p.m.
Oct. 29th ...	Glossop & Dist. M.C.	" Dysart's Arms "	Mossley	Rally	10.00 a.m.

LIEGE—ROME—LIEGE RALLY

1st : Storez/Buchet (Porsche).
2nd : M. and Mme. Schlesser (Mercedes-Benz 300SL).
3rd : Consten/Pichon (Triumph TR3).
1,100-c.c. class : Michy/Foulgoe (Renault Dauphine).
1,300-c.c. class : De Laganiste/Nicol (Peugeot 203).
2,000-c.c. class : Storez/Buchet (Porsche).
Over 2,000-c.c. class : M. and Mme. Schlesser (Mercedes-Benz 300SL).
Ladies' Prize : Nancy Mitchell and Joan Johns (M.G. MGA).
Team Prize : Triumph TR.

20-GHOST CLUB CONCOURS D'ELEGANCE

1st : W. Woodmansee (1922 Silver Ghost Brewster tourer).
2nd : Lord Bruce (1921 Silver Ghost Barker tourer).
3rd : F. B. Hands, Jnr. (1925 Silver Ghost Brewster tourer). / M. R. and D. W. Neale (1910 Silver Ghost Fuller limousine).

JEANS GOLD CUP RALLY

1st (Jeans Gold Cup) : J. W. Waddington/J. M. Wood (Wolseley 1,500).
2nd : F. Snaylam/P. L. Glaister (Triumph TR3).
3rd : J. D. Wood/D. A. Wilkinson (Triumph TR2).

B.A.R.C. BRUNTON SPEED HILL-CLIMB

New Course Record :	T. Sopwith (Cooper-Climax)	23.40	sec.
Saloons :	**Up to 950 c.c. :** J. Ashworth (Morris Minor)	36.01	,,
	951-1,400 c.c. : R. P. Heatley (Ford)	34.06	,,
	1,401-1,900 c.c. : E. E. Fenning (Wolseley 1,500) ...	31.48	,,
	1,901-2,750 c.c. : P. J. Harris (Ford Zephyr)	32.77	,,
	Over 2,750 c.c. : J. A. Tiller (Ford Pilot)	32.48	,,
Closed Cars :	**Up to 2,000 c.c. :** J. Burke (Porsche)	27.08	,,
	Over 2,000 c.c. : J. Sieff (Mercedes-Benz 300SL) ...	27.20	,,
Sports Cars :	**Up to 950 c.c. :** G. V. Coles (s/c. M.G.)	28.29	,,
	951-1,400 c.c. : W. A. Cleave (Morris)	27.74	,,
	1,401-1,900 c.c. : M. J. Reid (M.G. MGA)	30.45	,,
	1,901-2,750 c.c. : J. R. Rudd (Frazer-Nash) ...	25.38	,,
	Over 2,750 c.c. : T. Sopwith (Mercedes-Benz 300SL)	25.93	,,
Sports/Racing Cars :	**Up to 1,100 c.c. :** Patsy Burt (Cooper-Climax)	24.73	,,
	1,101-2,000 c.c. : T. Sopwith (Cooper-Climax)	23.40	,,
	Over 2,000 c.c. : P. L. Farquaharson (Allard)	25.31	,,
Racing Cars :	**Up to 500 c.c. :** R. B. James (Cooper)	24.57	,,
	Over 500 c.c. : D. R. Good (Cooper 1,100)	23.68	,,

V.S.C.C. MADRESFIELD RALLY

Vintage Touring-Car Class : J. K. Milner (1926 A.C.).
Vintage Sports-Car Class : R. E. B. Noble (1930 Alvis).
Post-Vintage Thoroughbreds Class : W. Bradley (1934 Frazer-Nash).

A BORGWARD ISABELLA IN CANADA

Some Impressions of a VW Owner's Graduation to Ownership of this 1½-litre German Saloon



IN ITS SPORTS COUPE FORM.—A stylish model of the Borgward Isabella seldom seen in England. In Canada, though, it is less costly than a 2.4 Jaguar or Mercedes-Benz 220S.

YOU may be interested to learn the feelings of one enthusiast who bought a car, without even road-testing it, on the strength of a MOTOR SPORT Road-Test Report.

I had previously, since coming to Canada, owned two Volkswagens, a 1954 30-h.p. model and a 1955 36-h.p., each of which had been driven nearly 50,000 miles on brutal roads at high speeds with no trouble whatsoever save for one broken shock-absorber—the result of clouting it on a high rock at excessive speed. On each of these cars a second spare tyre was carried and all six were rotated regularly, with the result that tyre wear at the time of sale was only about 50 per cent. despite the high mileage at high speeds. The conditions under which these cars were driven ranged from sub-zero weather on ice-rutted dirt roads to 100 deg. heat on endless dusty gravel roads and prairie highways. When the second VW began to bulge at the seams as the result of the rapid growth of my five children it was replaced with the fantastically economical Mercedes-Benz 180D. This car was subsequently sold when it became expedient for me to fly for four months, and for this time we were without a car. But the time came to buy another car, and I cast my eyes about for a roomy, fast, economical, road-worthy European saloon. American cars are firmly eschewed because of their inherent unwieldiness on our gravel roads, their unquenchable thirst, their poor construction and their firmly built-in troubles. Another 180D was ruled out because of its understandably low top speed and generally mediocre performance, despite magnificent construction and superb roadholding. Many cars were inspected and tested and rejected for various reasons—the new car would have to face the same conditions as the Volkswagens had suffered and survived.

The new Morris Isis—a good car—was rejected instantly, without even a test, because of the linkage of the beside-the-seat gear lever; this protrudes under the car and would be sheared off within the first 100 miles on a gravel road—it is surely one of the most ridiculous devices ever fitted to a car for sale in rough country. The Vauxhall Cresta, which I drove for nearly 1,000 miles, handled nicely enough in the city, left an unsatisfying impression at speed and seemed too fragile for this country; it has no resale value here, possibly because it looks exactly like a 1950 Chevrolet. The Austin A105 felt heavy and unwieldy, the brakes are inadequate and the front-end suspect, although it *looks* pretty enough. The Vanguard Sportsman had no message beyond the fact that its seat was most uncomfortable, and memories of reported excessive tyre-wear in European rallies are disquieting. The Ford Zodiac seemed to be the only choice; it had a good report in MOTOR SPORT and was quite pleasant to handle, and costs $800 less than the Mercedes-Benz 190, which had been the automatic first thought. The Zodiac, however, shared with all the other cars tested the infuriating tramping of the back axle on *its cart springs over rough roads—the one very real fault to be found* with it. For good measure, while the "test-fest" lasted, the Sunbeam Rapier and the MG Magnette were also tested, even though they offer only about the same amount of room as the VW, but the roadholding of each was pathetic and quite intolerable after so many enjoyable miles of Volkswagening, and the Magnette managed to trap even my size-eight shoe quite firmly between the gearbox tunnel and the brake pedal (remember this is left-hand drive), and its steering-wheel is at a most awkward angle.

I had just about decided to buy the Zodiac—though with some misgivings because of its adrenalin-provoking rear axle—because of its price difference with the 190 Mercedes, when in fretful indecision (you can see that I was scarcely over-enthused about it) I went leafing through some back numbers of MOTOR SPORT. In the October 1955 issue I found a report on the Borgward Isabella. These cars are just gaining a foothold in this part of the world, and I had seen only one or two about, there isn't even a full dealer in Alberta as yet. But your report seemed to suggest that it offered everything I was looking for—roominess, economy, comfort, and above all, roadholding. I decided that this was the car for me—without even driving one, so complete is my trust in your road-tests, and without any further messing about I bought one. The car itself completely justifies my faith in your reports and to my delight I later found your comments confirmed in two other periodicals which are also noted for the impartiality and integrity of their road-tests, *Consumer Reports* and *Road and Track*.

I can say without qualification that I have never been so impressed by any car apart from the VW. The roadholding is superb, the steering is altogether delightful (I wonder if your test car had the correct recommended pressures for highway driving of 28 p.s.i. front and 30 p.s.i. rear—with these pressures the steering is definitely not "spongy"), and the economy is altogether out of line with the magnificent performance. This 1.5-litre car has the same top speed as the Zodiac, is slightly slower through the gears although the excellent 4-speed gearbox compensates for this on rough or twisty roads, yet the worst petrol consumption it has given is 24 m.p.g. in the city, and on one 200-mile stretch of hard-top highway which I regularly cover, it gives 32 m.p.g. at a steady 60/65 m.p.h., falling to 27 m.p.g. when driven at about stage nine, and this without benefit of overdrive. The Isabella costs $5 *less* than the Zodiac *sans* overdrive in this city. It is a full six-seater which amply accommodates the seven members of my family. The construction merits superlatives—not a rattle at nearly 20,000 miles despite the bad roads and hard driving; grease-nipples on the door-hinges, and 1½-in. thick insulation all around the fire-wall, as I recently discovered when I was fitting a windscreen washer. And that roadholding! Isabella cheekily "sees-off" hot Buicks and Chevvies and Mercuries as soon as the going gets rough or twisty. They sail by on the dual carriageways but are completely nonplussed to be passed with ease on the next corner or rough spot when their enormous stop-lights are illuminating the countryside. And all this compares with the 24/25 m.p.g. which I used to get consistently from my 1954 Anglia driving it at a fairly consistent stage nine before I came to Canada. Short of reading it in MOTOR SPORT or actually experiencing it myself, I wouldn't have believed it. And now I am thinking of a second car. My wife loves Isabella—the highest compliment she could have paid it was when she said: "*But it handles just like a VW,*" *and wants to keep it for herself.* We don't need a six-seater as a second car—I will use it for my travels—and I have been looking around, and the beautiful new Isabella coupé which comes out here this Autumn costs $500 less than the 2.4 Jaguar or the 220S Mercedes-Benz.

But for the obvious limitations of your space I would happily burble on for ever about Isabella. Other owners I have met are all reminiscent of VW owners in that they are infectiously enthusiastic about their cars. One owner I met had had occasion to write to the factory in Bremen about a speedometer cable which had broken

Continued on page 569

CONTINENTAL NOTES

THIS continual winning by British Formula I cars is something we have all been waiting for, and, personally, I have been waiting 25 years for this to happen. No matter whether it is Vanwall beating all-comers at Monza, or B.R.M. beating a lot of also-rans at Silverstone, they are Formula I victories by British cars, and that to me is a state of affairs on which we cannot improve. There are people who pooh-pooh Grand Prix racing, and trump up the hoary old adage about " What does it prove?" claiming sports-car racing to be *the* thing. To them I can only say : " All right, but I like Grand Prix cars," and I know there are many more besides who look upon Grand Prix racing as the pinnacle of motor-racing.

This season has been a truly great one for those of us who believe in Grand Prix racing, and for the few who have been able to witness all these victories—Aintree, Caen, Pescara, Monza, Silverstone, and not forgetting the recent past of Syracuse and 1956 Silverstone—it has been immensely satisfying. One thing that amazed me, especially after the two Vanwall victories in Italy, was the number of Italians who came up and offered me their really heart-felt congratulations, using such adjectives as " *tremendo*, *fantastico*, *mervelloso*." When I replied that they should congratulate Mr. Vandervell, not me, they always insisted that it did not matter. " You are British," they would say, " and Britain has produced fine cars and fine drivers, congratulations." It is not often that I have patriotic feelings, especially about the British Motor Industry, but sentiments such as these, and from many people closely connected with the Italian racing teams, I found very moving, and gave a cheer for Vanwall, Connaught and B.R.M. To hear " God Save the Queen " after the races, paying tribute to British machines and British drivers, especially at Monza, was truly wonderful, for the Italians really try at Grand Prix racing. For years we have beaten them at sports-car racing, in particular Le Mans, for they have never made what I consider serious attempts at such racing, while our complete monopoly in 500-c.c. racing is mainly due to no one else having a serious try, but Grand Prix racing is a branch of the Sport in which the Italians have specialised for years. The rot really began back in 1955 when Connaught trounced the Italians at Syracuse, and now, two years later, Vanwall have brought that beginning to a wonderful climax with three World Championship victories during 1957.

From now on, of course, Mr. Vandervell and his team have a really difficult task, for it is one thing to battle your way from nothing to the top of the tree, and a very different thing to live up to it and stay at the top. Rejoice we must at the present situation, and celebrate if you feel it does any good, but on no account must we become complacent. Maserati and Ferrari are not going to take the Monza beating lightly and on October 27th, at Casablanca, we should see a fierce battle being waged between the British and Italian Grand Prix teams.

* * *

While we are rejoicing over the successes of Vanwall and B.R.M. we should pause to shed a silent tear over the demise of Connaught, for after Kenneth MacAlpine decided he could not afford to support the Connaught racing team any more, and no one was prepared to take his place, the team was disbanded. In the middle of September the Connaught racing team came to a complete and final end when



The very attractive Aston Martin coupe with body by Carrozeria-Touring of Milan, which was used by Mr. David Brown at Spa recently. It has wishbone and coil-spring i.f.s. and de Dion rear-end on torsion bars as well as disc brakes. A truly advanced Gran Turismo car.



A little Gran Turismo car was this Lancia Appia with lightweight aluminium body by Zagato of Milan. After being a rather dull little saloon the Appia has proved remarkably good in this tuned G.P. form.

all their assets, including seven Grand Prix cars, came under the auctioneer's hammer. It was an unhappy day down at Connaught Engineering on the Portsmouth Road when all the cars and the stock of parts, together with all the experimental equipment, was put up for auction to the world in general. Simply because Rodney Clarke and Kenneth MacAlpine could not raise financial support from a big industrialist, or even a thought from the British Motor Industry, all their efforts over the past eight years have had to be thrown to the winds and the scavengers.

Looking round the line of ready-to-race Grand Prix cars, the spare engines, gearboxes, chassis parts, experimental bits and pieces, test equipment and so on, made me feel rather bitter about the motoring world. All this material, together with the people who built it, represented a vast potential provided it was kept together, but now that it is spread far and wide, an engine here, a car there, a gearbox somewhere else, it represents nothing in the sphere of International Grand Prix racing. Doubtless the new owners of the cars will have a lot of fun with their acquisitions, bought for a tenth of the price needed to conceive the cars, but why, oh why, could not the British Motor Industry have taken a keener interest. Connaught were the first to prove that the Italians were not the masters at Grand Prix racing, their victory at Syracuse will always remain memorable and Mr. Vandervell has shown that an industrial concern controlled by an industrial potentate can do even better, while Mr. Owen's faith in B.R.M. has at last reached fruition. If the " Big Six " in the British Motor Industry had spent a little of their advertising and entertaining costs on Grand Prix racing we could now have had three Grand Prix teams at the top.

The sale at Send really was the end of the Connaught racing team, though Connaught Engineering still carries on as a general garage and motor agent, while some of the racing staff have been retained to run a small workshop specialising in tuning and quality maintenance, but the actual Racing Department is no more. To me, who has motor-racing at heart, like many thousands of others, and does not view it as an easy-money pastime, glamour parade or publicity lever, the sight of the words " Racing Department " on a closed door has always brought on a feeling of reverence and awe, and to see that sign painted out at Connaught Engineering, and all the efforts that went on behind that door being laid bare to be picked at by passers-by, gave me a nasty lump in the throat.

If we look back in history, similar occurrences have happened continually, but even so it is not a pleasant thing to witness, and I can now sympathise more fully with the people at Alfa-Romeo, Mercedes-Benz, Cisitalia, H.W.M., Talbot, E.R.A., Bentley, Sunbeam and others, all of whom have had to paint out those magic words " Racing Department."

As a matter of historical note, the Grand Prix Connaughts were bought by Brian Naylor, Ken Flint, John Coombs in partnership with John Young, and Bernard Ecclestone, the new and untried C-type with space-frame and one of the B-type cars being unsold.

* * *

Included on this page are two photographs of rare cars seen in Continental paddocks, and, apart from the actual racing and racing cars, one of the joys of being allowed on the inside at race meetings is to be able to prowl around behind the pits. Often one comes across an experimental car, or a one-off, and part of the fun is to watch to see who is in charge of it. Naturally, all one finds cannot be put into print, or else MOTOR SPORT would have to double its size, but, none-the-less, the behind-the-scenes side of motor-racing is one of fascination.—D. S. J.

Bugatti O.C. Prescott Speed Hill-Climb (Sept. 8th)

FASTEST time of the day was made by Dick Henderson at the wheel of his Cooper, the third occasion on which he had achieved this, having won at Craigantlet and Shelsley Walsh in previous weeks.

Tony Marsh succeeded in retaining his title of Hill-Climb Champion of Great Britain, with 41 points against his nearest rivals, Henderson and Mike Christie, who were equal second. W. G. Sadler, the Canadian, was present with his unusual Sadler Special, a Chevrolet Corvette-engined car, which succeeded in making f.t.d. at the recent Brighton Speed Trials. Perhaps the most inspiring cars to watch at Prescott are the Bugattis, some of which must indeed know their own way almost to this hill-climb venue. In the Bugatti Handicap six cars came to the line, representing most of the principal Bugatti models which have achieved fame; the class winner was J. M. Perkins in his 35B, which stormed up the hill in fine style.

Of the ladies, Jean Bloxam took her DB3 Aston Martin away from the line very well on her second try, but for f.t.d. in this class Pauline Brock improved on her previous record with a time of 45.80 sec. F. de Gallais, from Jersey, arrived with a strange Jaguar-engined car resembling a Cooper. The large engine was also rear mounted and twin rear wheels were added for more traction. It made a time of 45.63 sec. on its second run.

Another favourite at Prescott is Shutler's enormous Invicta sports saloon, with preselector gearbox; the car surges forward in a most impressive manner when the cogs are automatically swapped and enabled it to record a time of 53.40 sec. on its second trip, which is not unreasonable for so large a car.

In the over 300-c.c. sports-car class, J. Forbes Clark and R. F. Bloxam came up to the start with D- and C-type Jaguars respectively, but both found it difficult to get away from the starting line without too much wheelspin, although the D-type was not very far from equalling the class winner's time.

Chain trouble dogged many of the smaller cars such as Coopers and the Farley Special, but Pauline Brock in her Cooper 500 made better time than the male competitors in this class, recording 45.80 sec. on her first run.

In the sports-car classes R. D. Jennings stole off with the honours with his A.C., taking only 49.08 sec. to reach the summit on his first run. Unfortunately, Ken Rudd was a non-starter in this class for 1,601-3,000-c.c.-engined cars, the nearest best time to Jennings being B. Phipps in his Morgan with a time of 50.08 sec.

In the up-to-1,100-c.c. cars Pauline Mayman did well in her Cooper, taking second fastest time for a lady driver, but E. Lewis succeeded in winning the class record with a Lotus.

Other class winners were Parker with his Jaguara in the over-3,000-c.c. class and T. A. Roberts in the 300SL Mercedes-Benz, which came first in the Grand touring-car category, taking 52.74 sec. for its seemingly unhurried ascent.

Other well-known racing machinery which was to be seen at this event was J. P. G. Horton's early Connaught, with which the owner made some very smooth ascents, although he was not amongst the fastest timed competitors. J. T. Stuart also turned up with his Cooper-Bristol, making a creditable run with 45.27 sec., only 1.30 sec. behind the class winner, Michael Christie, driving Rob Walker's Cooper.

The E.R.A. Special driven by J. Berry appeared to need some holding at the corners, which it took in large bites. D. R. Good was another who took corners wide but ended up spinning round against a bank halfway up the course.

Tours of honour were made in true Prescott style by the garlanded winners of trophies and awards. Only very slight rain fell during the second runs but this was insufficient to make any material differences on the timed ascents.—I. G.

Results :

Fastest Time of the Day : Dick Henderson (Cooper), 43.32 sec.
Second Fastest : Michael Christie (Cooper), 43.51 sec.
Fastest Sports Car : T. E. B. Sopwith (Cooper), 45.75 sec.
Fastest Time by Lady Driver (racing cars) : Miss Pauline Brock (Cooper 500), 45.80 sec.
Second Fastest Time by Lady Driver (sports cars) : Mrs. P. Mayman (Cooper), 48.34 sec.
Staniland Trophy : Michael Christie (Cooper).
John Broad 1,500-c.c. Trophy : W. F. Moss (E.R.A.).
Rivers Fletcher Trophy : W. F. Moss (E.R.A.), 47.27 sec.
David Porter Trophy (G.T. saloons) : T. A. Roberts (Mercedes-Benz), 52.74 sec.
Foreign Drivers' Trophy : L. V. Rainwater (U.S.A.) (Lotus), 46.16 sec.

RESULTS OF RECENT HILL-CLIMBS

GAISBERG (AUSTRIA) (Aug. 15th)

1st :	W. Daetwyler (Maserati 200S)	4 min. 54.9 sec.;	4 min. 54.7 sec.
2nd :	H. Herrmann (Borgward 1500RS) ...	4 min. 59.8 sec.;	4 min. 59.5 sec.
3rd :	R. von Frankenberg (Porsche 1,585-c.c.)	5 min. 03.3 sec.;	4 min. 59.8 sec.
4th :	G. Cabianca (Borgward 1500RS) ...	5 min. 04.1 sec.;	5 min. 01.9 sec.
5th :	H. von Hanstein (Porsche 1,585-c.c.) ...	5 min. 17.6 sec.;	5 min. 00.9 sec.
6th :	B. Ruffo (Maserati 200S)	5 min. 10.5 sec.;	5 min. 10.4 sec.

An unusual thing about this mountain hill-climb was that the results were obtained by adding together the times of the two runs, the official classification being given as a total time. The two works Porsche Spyders with enlarged engines should have been driven by Maglioli and Barth, but they were involved in an accident on the road prior to the meeting, while practising in a Porsche Carrera.

LENZERHEIDE (SWITZERLAND) (Aug. 25th)

1st :	W. von Trips (Porsche 1,680-c.c.)	3 min. 28.6 sec.
2nd :	R. von Frankenberg (Porsche 1,585-c.c.)	3 min. 31.2 sec.
3rd :	W. Daetwyler (Maserati 200S)	3 min. 31.4 sec.
4th :	H. Herrmann (Borgward 1500RS)	3 min. 31.6 sec.
5th :	P. Monteverdi (Ferrari 750S)	3 min. 34.0 sec.
6th :	T. Sopwith (Cooper F2)	3 min. 35.2 sec.

This short mountain hill-climb was the Swiss part of the Championship and Porsche were able to get von Trips to take the place of Maglioli, while von Frankenberg drove the other works car, Barth also still being in hospital following the Austrian accident. For this event a bigger and better Spyder engine was built.

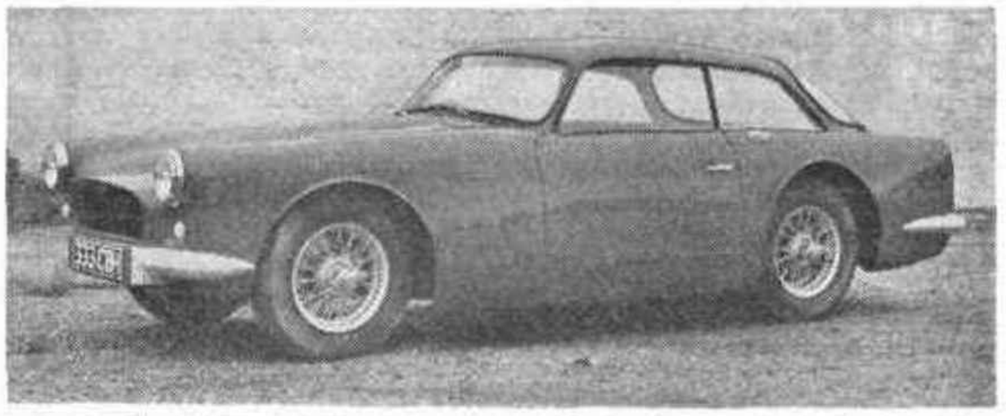
AOSTA-GRAN ST. BERNARD (ITALY) (Sept. 1st)

1st :	W. Daetwyler (Maserati 200S)	22 min. 10.9 sec
2nd :	W. von Trips (Porsche 1,680-c.c.)	22 min. 19.6 sec.
3rd :	H. Herrmann (Borgward 1500RS)	22 min. 24.1 sec.
4th :	R. von Frankenberg (Porsche 1,585-c.c.)	22 min. 44.4 sec.
5th :	G. Cabianca (Borgward 1500RS)	22 min. 45.0 sec.
6th :	G. Munaron (Porsche Spyder)	23 min. 00.5 sec.

This was the Italian round in the European Championship, over the long and tortuous Gran St. Bernard pass from Italy into Switzerland, the top part of which is loose shale. With a total length of 33.9 kilometres, the contestants had to work really hard to get down into the 22-min. class of time. The fact that the same few drivers dominate all the European hill-climbs is similar to the British Hill-Climb Championship, and shows that this specialist type of racing calls for consistent running in such events, though von Trips rather upset things by joining in halfway through the season and doing remarkably well. Only his accident back in May, at the Nurburgring, prevented him from taking part in all the events towards the Championship.

A NEW 2-LITRE BRITISH GRAN TURISMO SALOON

The picture below shows a car, as yet unnamed, which J. S. Gordon and J. E. Byrnes of Peerless Motors Ltd., Slough, expect to produce by next spring. Designed by Bernie Rodger, it has a space frame of 1½ in. by 1 in. rectangular steel tube, de Dion back axle with 3.7 Salisbury diff. unit sprung on rear-shackled TR3 leaf springs, modified TR3 front suspension, TR3 100 b.h.p. engine/gearbox unit with o/d, Girling disc front brakes, Triumph rear brakes and centre-lock wheels, and Sponson fuel tanks of 5½ gall. each. The radiator is Standard Ten. A very Continental two-door full four-seater saloon in 16 g. aluminium, lower than a Porsche Giulietta, will be supplied by a Sunbury firm. The wheelbase is 7 ft. 10½ in., the dry weight is given as 17 cwt. and 118 m.p.h., 30 m.p.g., 0-50 m.p.h. in 7 sec. and 0-80 in 17 sec. are claimed. The boot holds two big suitcases and the Ferrari-like nose carries a " W " motif, as the name will probably be Warwick. It may be possible to keep the basic price of this ambitious newcomer to under £1,000. The two/four-seater prototype was thrashed for 6,000 miles, absolutely trouble-free. Incidentally, history hides in unexpected places. After the 1914/18 war the firm sold Peerless chain-drive lorries and a fitter who worked on them helped to build the prototype of the new car.—W. B.



The International Trophy Meeting — Silverstone

MOTOR RACING VARIETY

SILVERSTONE, *September 14th*

UNDER normal circumstances the *Daily Express* sponsored meeting at Silverstone is held in May, but this year the petrol rationing frightened the organisers into postponing their race meeting until a suitable date could be found. This turned out to be the day scheduled for the R.A.C. Tourist Trophy, which seems fated not to happen regularly, and in consequence the International Trophy meeting took place just six days after the Italian Grand Prix at Monza. At the best of times this Silverstone meeting never has a very terrific Formula I entry, invariably clashing with the Naples Grand Prix, so that the Italian teams usually divide their forces, but this year, being sandwiched between the races at Monza and Modena, neither of the Italian Formula I teams was interested in attending. In addition Vandervell felt that his team had worked hard enough winning Pescara and Monza and decided to give the Silverstone meeting a miss, especially as it did not count for anything very much Internationally. Added to this was the fact that Formula II cars were to run concurrently with the Formula I cars, and while this is all right on a long circuit like Nurburgring, round the Silverstone airfield it was cramping things a bit. All that was left was B.R.M. as they gave Monza a miss, so had plenty of time to prepare for Silverstone, and they did an excellent job, entering three cars driven by Behra, Schell and Flockhart.

As always happens at this meeting there are numerous short sprint-type races, with the Formula I event for the International Trophy as the main event of the day. This year the entry was divided into two separate heats, everyone finishing in his heat going into the Final, with the starting grid for the Final being decided on heat speeds. The starting grids for the heats were established on practice times, so that what it boiled down to was two lots of extra practice in the form of the heats and the race proper over 35 laps or 105 miles, each heat being only 15 laps.

The first heat showed promise of an interesting scrap for Brooks was driving R. R. C. Walker's Cooper with 2-litre Climax engine, in practice he had beaten Behra (B.R.M.), Flockhart (B.R.M.) and Gregory (Maserati Centro-Sud). Also in this heat were Halford and Gould with Maseratis, the former now driving his own car again, not the borrowed one he had at Monza, Gerard with his rear-engined Cooper-Bristol, Salvadori, Marsh, Ireland, Leston, Naylor, Cunningham-Reid, Burgess and Moore with Formula II Coopers and Allison with a Formula II Lotus, all these cars having Climax engines. Scott-Brown with the new Lister was a non-starter, as it had suffered from oiling troubles in practice. At the very fall of the flag this heat turned into a dull procession, for Brooks stripped the crown-wheel and pinion as he shot off the line and Behra had no trouble in taking the lead and setting his own pace. The B.R.M. was running extremely well, and just as at Caen, Behra drove it hard enough to keep a comfortable lead and finish the race, without breaking the car or overstressing it. With Behra leading and Flockhart a comfortable second, the only interest lay in the way some of the Formula II cars were comparing with the private owners on Maseratis. Gregory was in a steady third place and showed no likelihood of doing anything except staying there, but Salvadori was leading both Gould and Halford on the Maseratis, while Ireland had his Cooper between them for a while. The lonely Lotus single-seater driven by Allison had stalled on the line as the fuel pump is driven from the rear axle and does not work when the car is stationary. There is an overriding hand operation for the pump but it did not keep the carburetters full and the engine stalled just before the flag fell. As a result Allison was a long way back to start with, but the Lotus soon showed its paces and he romped through the field almost catching up with the Maseratis, but he must have stretched things a bit for on lap 10 there was an almighty bang as he approached Copse Corner and he came to rest with steam coming out of the exhaust pipe and oil and water pouring out of the carburetters. At this point he had been leading the Formula II cars for Salvadori had stopped at the pits with a loss of power and though he continued to finish, albeit slowly, it was not until afterwards that the trouble was traced to a blocked main-jet. All this trouble among the Formula II cars left the first five places occupied by Formula I cars, followed home by Ireland, Marsh and Leston, all on Coopers. Marsh had been having a stirring scrap with Naylor until the latter retired with a broken half-shaft. In spite of having things all his own way Behra set up a new lap record in 1 min. 42 sec. before settling down to tour home the winner of heat one. Due to their troubles Brooks and Allison were eliminated from the Final, or would have been but for a crafty move during heat two, of which more anon.

Results :

HEAT 1—15 Laps—72.5 Kilometres

1st :	J. Behra (B.R.M.)	25 min. 58.8 sec.—163.19 k.p.h.
2nd :	R. Flockhart (B.R.M.)	26 min. 46.2 sec.
3rd :	M. Gregory (Maserati)	26 min. 50.2 sec.
4th :	H. Gould (Maserati)	27 min. 31.6 sec.
5th :	B. Halford (Maserati)	27 min. 35.6 sec.
6th :	I. Ireland (Cooper F. II)	1 lap behind
7th :	T. Marsh (Cooper F. II)	1 lap behind
8th :	L. Leston (Cooper F. II)	1 lap behind
9th :	N. Cunningham-Reid (Cooper F. II)	1 lap behind
10th :	F. R. Gerard (Cooper-Bristol)	1 lap behind
11th :	I. Burgess (Cooper F. II)	1 lap behind
12th :	R. Salvadori (Cooper F. II)	1 lap behind
13th :	R. Moore (Cooper F. II)	2 laps behind

In heat two the third B.R.M. was making its appearance, driven by Schell, and the only opposition he had, apart from Formula II cars, was from the Maseratis of Bonnier and Bueb, the Swedish driver on the second Centro-Sud car and the British driver on Syd Greene's elderly car. At the last minute, however, fresh hope arose for Brabham took over the works Cooper with 2-litre Climax engine, not 2½-litre as stated in the programme. Brabham was the outstanding driver of heat two, for while Schell drove a careful and just-fast-enough-to-win race, without stressing the car, Brabham really diced with Bonnier for second place, the cheeky little Cooper getting ahead on the third lap and fighting every inch of the way for the rest of the race, to arrive in second place. Bonnier was getting more and more indignant, for the Maserati was so much better on acceleration, but there was nowhere to attain high speed and the Cooper sailed into the corners at impossible speeds and only because Brabham worked like mad did it get round, but he did it on every corner. While Brabham was embarrassing Bonnier, a similar thing was happening further back, for Wicken was keeping up with Bueb on the Gilby Maserati, the little rear-engined car being so much faster round the corners. Behind all this there were some alarms and excursions, for on the second lap de Tomaso was crowded into the retaining wall on the inside of Copse Corner and his desmodromic-valve Formula II Osca looped-the-loop and deposited him unhurt on his backside, the car being very badly bent. Fairman was driving R. R. C. Walker's Formula II Cooper, and going quite well, when he was flagged in and Brooks took over, working his way up to sixth place and thus getting into the Final. What Cooper could do Lotus could do just as easily so one of the team Lotus single-seaters, driven by Henry Taylor, was called in and Allison took over, he finishing seventh and also qualifying for the Final. Other single-seater Lotus cars were driven by Hall, who retired after only two laps, and Dennis Taylor, no relation to Henry, who finished behind Graham Hill who was driving the works Formula II Cooper vacated by Brabham in favour of the 2-litre car.

Among the retirements were the old four-cylinder Ferrari of Marc Rozier with low oil pressure and Richardson's new R.R.A. Special with 2.4 Jaguar engine in the single-seater Aston Martin DB3S chassis that Parnell took to Australia.

It was quite obvious that the B.R.M.s were going to have a field day, for there was no one to oppose them, and being driven conservatively they all three ran without a faulter and gave an excellent demonstration.

Results :

HEAT 2—15 Laps—72.5 Kilometres

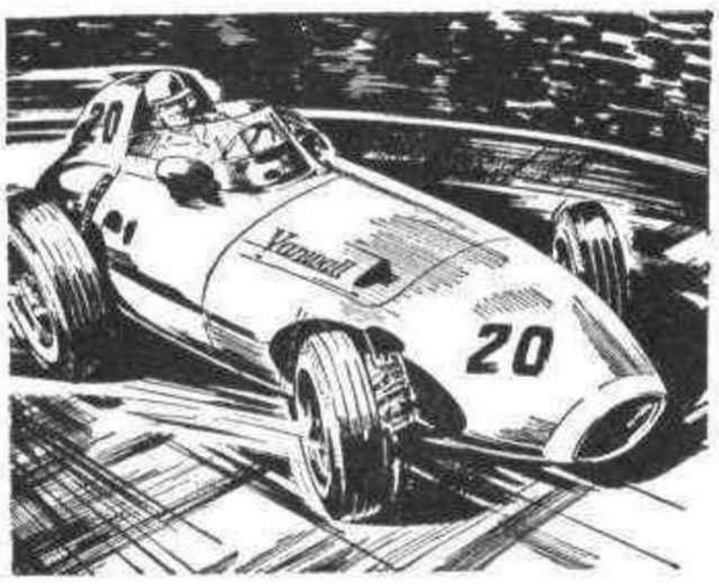
1st :	H. Schell (B.R.M.)	26 min. 58.0 sec.—157.20 k.p.h.
2nd :	J. Brabham (Cooper 2-litre)	27 min. 05.0 sec.
3rd :	J. Bonnier (Maserati)	27 min. 08.0 sec.
4th :	I. Bueb (Maserati)	27 min. 58.0 sec.
5th :	G. Wicken (Cooper F. II)	28 min. 02.0 sec.
6th :	J. Fairman/C. A. S. Brooks (Cooper F. II)	28 min. 07.0 sec.
7th :	H. Taylor/C. Allison (Lotus F. II) ...	28 min. 41.0 sec.
8th :	G. Hill (Cooper F. II)	28 min. 52.0 sec.
9th :	D. Taylor (Lotus F. II)	1 lap behind
10th :	J. Russell (Cooper F. II)	1 lap behind
11th :	R. W. Thackwell (Cooper F. II)	1 lap behind
12th :	R. Gibson (Cooper F. II)...	1 lap behind
13th :	J. Stuart (Cooper-Bristol)	1 lap behind

The front row of the Final saw Behra, Flockhart, Gregory and Schell in that order, followed by Brabham, Bonnier and Gould, the rest of the heat finishers following on. As Flockhart could not catch Behra in the heat, and Schell had not approached the Frenchman's times the result was foregone, the only possible snag being any mechanical troubles that might arise. So leisurely were the cars

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being driven that trouble seemed unlikely, and so it proved, as the three B.R.M.s gave a demonstration run over 35 laps, in the order Behra, Schell and Flockhart, their race numbers being the tidy sequence of 6, 7 and 8. For a few laps Behra equalled the old lap record of 1 min. 43 sec. set up at the beginning of 1956 by the Vanwall, so it could be seen that he was not trying very hard, for his best heat of 1 min. 42 sec. was only 1 sec. improvement over two seasons of racing which is not the normal rate of progress one expects. However, he was wise in not going unnecessarily fast, and he gave a smooth display of driving to lead the Bourne cars home in a victorious 1-2-3. Once again Brabham was the high-light, keeping his little Cooper between the two Centro-Sud Maseratis, and actually leading both of them for a few laps. Eventually this spirited dicing came to an end for oil began to appear from ominous places and he withdrew before there was a big bang. The Formula II cars saw Salvadori, Allison and Brooks in that order have a close battle, but then the leading Cooper began to lose its brakes and Allison went ahead, while Brooks retired with suspected valve trouble. This bout of Formula II trouble let Gould and Halford up into seventh and eighth places, behind Allison in the Lotus that was comfortably in sixth place overall, and miles ahead of the next Formula II car which was the slowing Salvadori, while Wicken was the next 1½-litre runner. On lap 31 Allison was trying to take things easy and in consequence he relaxed his concentration and hit a marker drum, bending a wheel and coming to rest out of the race and loser of a certain sixth place overall. Behra's steady progress gradually saw him lap most of the other runners, so that at the end of this triumphal tour only his team-mates and Bonnier were on the same lap. All three B.R.M.s ran perfectly throughout the heats and the Final, and though they did not lap fantastically fast they showed good reliability and chalked up a second win for Bourne this year, as well as yet another win for British G.P. cars, thus putting more nails in the coffin of Italian supremacy in Grand Prix racing.

Results :

INTERNATIONAL TROPHY—FINAL—35 Laps—169 Kilometres—Dull and Overcast

1st :	J. Behra (B.R.M.)	1 hr. 1 min. 30 sec.—160.85 k.p.h.
2nd :	H. Schell (B.R.M.)	1 hr. 3 min. 00 sec.
3rd :	R. Flockhart (B.R.M.)	1 hr. 3 min. 06 sec.
4th :	J. Bonnier (Maserati)	1 hr. 3 min. 07 sec.
5th :	M. Gregory (Maserati)	1 lap behind
6th :	H. Gould (Maserati)	1 lap behind
7th :	B. Halford (Maserati)	1 lap behind
8th :	R. Salvadori (Cooper F. II)	1 lap behind—1st, Formula II
9th :	I. Bueb (Maserati)	2 laps behind
10th :	G. Wicken (Cooper F. II)	2 laps behind—2nd, Formula II
11th :	T. Marsh (Cooper F. II)	2 laps behind—3rd, Formula II
12th :	N. Cunningham-Reid (Cooper F. II)	2 laps behind
13th :	G. Hill (Cooper F. II)	2 laps behind
14th :	F. R. Gerard (Cooper-Bristol)	3 laps behind
15th :	L. Leston (Cooper F. II)	3 laps behind
16th :	R. Gibson (Cooper F. II)	4 laps behind
17th :	R. Moore (Cooper F. II)	4 laps behind
18th :	J. Stuart (Cooper-Bristol)	4 laps behind

New Lap Records :

Formula I : J. Behra (B.R.M.), in 1 min. 42 sec. ... ... 166.25 k.p.h.
Formula II : C. Allison (Lotus), in 1 min. 46 sec. ... ... 159.98 k.p.h.

* * *

Besides the International Trophy Race there were various supporting races, rendering this an All Formule meeting.

The first race was the up-to-1,500-c.c. Sports-Car Race, over 15 laps. Allison in a team Lotus with twin-cam Climax engine led from the start, pursued by Scott-Brown in the Elva-Butterworth and Innes Ireland using much road and sometimes the grass in his 1,100 Cooper-Climax. On the opening lap Raby spun the 1,100 Elva at Copse, involving Tomaso's desmodromic Osca, while McMillan's Lotus, a Climax engine substituted for its Stanguellini power unit, took evading action on the grass outside them. The two who had spun continued, the Osca showing signs of the impact, but after Raby had spun again the observers took action and he was flagged in, the driver or the car being considered dangerous. McMillan was likewise called in.

The Elva-Butterworth retired with a broken valve—Butterworth will have difficulty living this down but, in fact, it was an exhaust valve and not a Butterworth flap valve which dropped. Allison seemed to have the race buttoned up, but dirt in the fuel caused him to stop, putting Hall's Lotus in the lead, followed by Bueb's Lotus—two " 1,100s " at the head of the field, with Flockhart in Coombs' twin-cam Lotus in third place, closing up. After five laps Flockhart was second and after eight laps he was in the lead. Three laps from the finish Stacey's 1,100 Lotus displaced Bueb in third place, passing on the inside at Copse, but on the last lap Bueb repassed the team-Lotus car. Dickson's Lotus broke an oil pipe, H. Taylor in Chapman's Lotus lost time fastening his car's bonnet when in fourth place and Ashdown, who lost time at the start, spun his Lotus at Copse, continuing unperturbed, where, a few laps later, Dalton's Lotus stopped in mid-track. The 1,100s had virtually trounced the 1½-litre sports cars.

Bob Gerard tagged along at the back of the field in a Turner, and, stopping to inspect the rear suspension, covered only 12 laps.

Results :

1st :	R. Flockhart (Lotus-Climax)	29 min. 04.0 sec.	90.63 m.p.h.
2nd :	K. Hall (Lotus-Climax)	29 min. 16.2 sec.	89.99 ,,
3rd :	I. Bueb (Lotus-Climax)	29 min. 33.6 sec.	89.11 ,,
1,100-c.c. Class :			
1st :	K. Hall (Lotus-Climax)	29 min. 16.2 sec.	89.99 m.p.h.
2nd :	I. Bueb (Lotus-Climax)	29 min. 33.6 sec.	89.11 ,,
3rd :	A. Stacey (Lotus-Climax)	29 min. 34.4 sec.	89.07 ,,
1,500-c.c. Class :			
1st	R. Flockhart (Lotus-Climax)	29 min. 04.0 sec.	90.63 m.p.h.
2nd :	H. Taylor (Lotus-Climax)	29 min. 58.0 sec.	87.91 ,,
3rd :	J. Fast (Osca)	31 min. 01.0 sec.	84.93 ,,

* * *

The big-sports-car race over 15 laps, divided into up to and over 2,700-c.c. categories, promised excitement. Scott-Brown in the previously undefeated 3.8-litre Lister-Jaguar was opposed by four works Aston Martins, Lewis-Evans and Tony Brooks having DBR/1/300 cars, Brooks' with wide-angle valves, and Salvadori and Cunningham-Reid the backbone-chassis 3.7-litre Spa DBR/2/370 models. Flockhart drove an Ecurie Ecosse 3.8-litre Jaguar, Duncan Hamilton a 3.8 Jaguar, Bueb a 3.4 Jaguar, Blond an H.W.M.-Jaguar, amongst an exciting line-up for the Le Mans-style start—which we consider inadvisable in any race of less than an hour's duration. Salvadori led away when the flag fell but Scott-Brown was right up on him, snatching the lead by Stowe, but only momentarily. Archie was throwing the Lister about with his usual happy abandon and on the fourth lap he led Salvadori, with the Aston Martins of Brooks and Reid running close-spaced in third and fourth positions. This order held to the finish, because Archie could do nothing about Salvadori and the 3.7 Aston Martin. On lap 10 Reid got the other 3.7 past Brooks' DBR, but only momentarily until, on the last lap, he passed Brooks to lead him over the line by one second. The gap between Salvadori and Scott-Brown was also given as a second and Aston Martin took the team prize. Lewis-Evans was not so versed in handling a David Brown car, and was placed sixth, beaten by Naylor's remarkable 2-litre Lotus-Maserati. Hill spent much of the race spinning the Tojeiro-Jaguar before retiring with suspension trouble, Gammon's Tojeiro-Jaguar lost oil pressure and Duncan Hamilton retired with front-end damage. Back in the field Moore's Lister-Maserati just held off Campbell-Blair's Lotus-Bristol and Brabham, in Whitehead's Aston Martin, went round as if touring Masten Gregory'sV12 Ferrari. The gap was very small, but the official timekeepers only timed to the nearest second!

The closing stages of the race were rendered exciting because Mairesse in the yellow Equipe Nationale Belge Ferrari had shaken out of a sandwich between Lewis-Evans and Naylor and at the end beat the Aston Martin by 4 sec.

Results :

1st :	R. Salvadori (Aston Martin)	27 min. 25 sec.	96.08 m.p.h.
2nd :	A. Scott-Brown (Lister-Jaguar)	27 min. 27 sec.	95.96 ,,
3rd :	N. Cunningham-Reid (Aston Martin)	27 min. 44 sec.	95.00 ,,
Up to 2,700 c.c. :			
1st :	B. Naylor (Lotus-Maserati)	28 min. 57 sec.	91.00 m.p.h.
2nd :	A. Moore (Lister-Maserati)	14 laps	85.02 ,,
3rd :	N. Campbell-Blair (Lotus-Bristol)	14 laps	84.98 ,,

* * *

As light entertainment, and a race the results of which are instructive to the car-buying public, the *Daily Express* put on the usual Production Touring Car Race, in four classes, over 15 laps, the amount of modification permissible being somewhat controlled this year. Hawthorn's 3.4 Jaguar led Scott-Brown's sister car until Archie retired after five laps with brake trouble—but not before both drivers had set a new touring-car Class C lap record of 84.3 m.p.h. Hamilton now took second place, leading Bueb, the Jaguars taking the Team Prize. Behind the leading Jaguar trio Grace was putting up a splendid show in his Riley Pathfinder, which had a big pipe protruding from under the engine to feed in cool air. He led Flockhart's 2.4 Jaguar and Jack Sears' Austin 105, thereby confirming our regret that the old twin-high-camshaft Riley engine has been forsaken by B.M.C. There were the usual cars paired off to fight duels, Scott's Ford Zephyr finally getting the better of Harrison's Zephyr, these Fords having short exhaust pipes. Dalton's M.G. Magnette, more fortunate than Derrington's, which had lost all its big-ends in practice, couldn't shake off Sprinzel's cheeky little Austin A35, while Wallwork's Borgward TS75 was tailed by Reid's D.K.W. and Wright's Morris Minor 1000, Baldam's Standard Ten and Bob Gerard's A35 lapped in a bunch in that order. Two Wolseley 1,500s were running in their first big event, but one retired and the other, in company with various A35s, a Standard Ten, a Borgward, a Magnette and a very slow Renault-Dauphine were vanquished by the amazing little Michelin-shod A.F.N.

896-c.c. D.K.W. handled by Cunningham-Reid, who having driven a rear-engined rear-drive Cooper and front-engined rear-drive Aston Martin in earlier races, was now having a go in a front-engined front-drive car! Adler had an enormous accident at Club Corner, his Austin A105 hitting the wall after a slide and being reduced virtually to scrap.

Results

Up to 1,100 c.c. :

1st :	N. Cunningham-Reid (D.K.W.)	13 laps	...	70.00 m.p.h.
2nd :	J. Sprinzel (Austin A35)	13 laps	...	69.35 ,,
3rd :	W. Wright (Morris Minor 1000)	13 laps	...	66.59 ,,

1,101-1,500 c.c. :

1st :	A. Foster (M.G. Magnette)	14 laps	...	72.24 m.p.h.
2nd :	J. Waller (M.G. Magnette)	14 laps	...	72.17 ,,
3rd :	T. Bridger (Borgward TS75)	14 laps	...	72.10 ,,

2,000-3,000 c.c. :

1st :	G. H. Grace (Riley Pathfinder)	14 laps	...	76.23 m.p.h.
2nd :	R. Flockhart (2.4 Jaguar)	14 laps	...	76.19 ,,
3rd :	J. Sears (Austin 105)	14 laps	...	75.80 ,,

Over 3,000 c.c. :

1st :	J. M. Hawthorn (Jaguar)	32 min. 03 sec.	...	82.19 m.p.h.
2nd :	D. Hamilton (Jaguar)	32 min. 14 sec.	...	81.73 ,,
3rd :	I. Bueb (Jaguar)	32 min. 53 sec.	...	80.11 ,,

* * *

The long day's racing concluded with a 500-c.c. race, again over 15 laps. Jim Russell's works Cooper led the two opening laps but was passed by both Lewis-Evans in the Beart-tuned Cooper and Don Parker (Cooper). Six laps elapsed and Russell was in second place, but he couldn't catch the versatile Lewis-Evans, who only a week earlier was the sensation of Monza with his fastest Vanwall practice lap. The race became a procession, except that on lap seven Boshier-Jones got the R. R. Jackson Cooper momentarily ahead of Russell's and that two laps from the finish Leston won his duel for sixth place with Robinson. M. C. Brackenbury overturned his Cooper and was severely injured.

Results :

1st :	S. Lewis-Evans (Beart-Cooper)	29 min. 47 sec.	...	88.45 m.p.h.
2nd :	J. Russell (Cooper)	30 min. 04 sec.	...	87.61 ,,
3rd :	D. Parker (Cooper	30 min. 06 sec.	...	87.52 ,,

MINIATURES NEWS

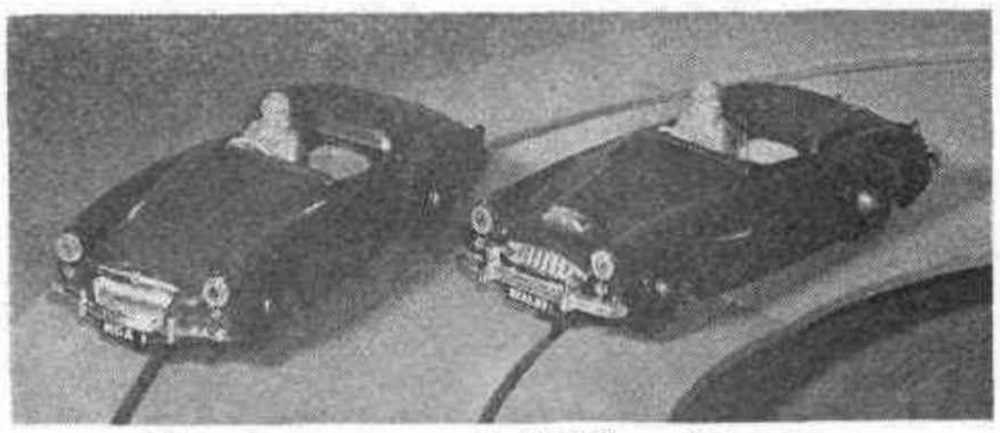
THE outstanding development in the world of miniatures is the introduction of their V.I.P. Model Roadways by the well-known scale model firm of Victory Industries (Surrey) Ltd. The 1/18th-scale model vehicles with electric propulsion made by this company are well known to MOTOR SPORT readers, the range of beautifully-finished, realistic car models comprising M.G. TF, M.G. MGA, Austin-Healey, Hillman Convertible, Hillman Minx, Triumph TR2, Austin Somerset, Standard Ten and Morris Minor, at prices from £1 19s. 9d. to £2 3s. 6d. each, including p.t. There can be few users of the real thing with souls so dead as not to wish to own a Victory Industries replica.

Last year at the B.I.F. these cars were seen in an elaborate Alpine road scene, steering themselves round bends by means of external antennae moving the stub-axle steering. The B.B.C. rushed in the TV cameras and got the public clamouring for model roadways of their own. Victory Industries were not content with the visible steering method and bided their time while experiments took place.

The result is their V.I.P. electric model roadway, in which the cars, to a more convenient 1/32nd. scale, equivalent to roughly gauge 0 in model railway parlance, are steered by a slot in the road, being propelled by T.V.-suppressed 12-volt motors fed from batteries or a step-down transformer from the mains. The models have proper Ackermann steering and model Dunlop tyres and will reach scale speeds exceeding 100 m.p.h. They run on a roadway built up of interlocking metal sections on plastic supports, so that any layout of any road width can be built up. The road can be sectioned off to enable cars to be stopped and started as required by electric remote control, working traffic lights, flashing Belisha beacons, etc., can be incorporated, and models may be reversed. A comprehensive range of accessories such as bridges, cross-overs, road junctions, and roadside buildings is in course of preparation and it is planned to introduce at least four new models every year for use on the roadway. At present an Austin-Healey 100 Six and an M.G. MGA are available, controlled by separate two-speed control buttons. A set to provide a figure of eight with flyover crossing, fencing and these two cars costs £7 9s. 6d. with p.t.; extra cars, £1 8s. 9d. with p.t.

We journeyed to Guildford for a demonstration and we were impressed with the solid construction of the track, realism of the models and their ability to stop and restart on the uphill side of the bridge—in fact, they will climb 1-in-6 gradients and take curves of 6-in. inside radius, or tighter than those of an 00-gauge model railway. It is obvious that there will be a big demand for V.I.P. Model Roadways for educational purposes under the headings of road-safety in schools and learner-driver instruction. Apart from this, scale road layout and operation will appeal as a hobby. The slot method of steering is a great advance on the rail system, and although a polished surface is desirable for good electrical contact, this can be disguised by a covering of graphite. The models operate reliably for days on end, given replacement of the contacts, which have to be of very thin wire which wears after a time. Any layout is easily assembled, 10.4-in. straights being sold from 10½d. each and 60-deg. curves from 1s. each.

The possibility of scale racing tracks, to the layout of classic full-size circuits, is immediately apparent, perhaps for four or more cars. Safe cornering is normally assured by a peg that stops the tail from sliding but if this is dispensed with the models will skid, and even leave the road and overturn, if taken too fast into a corner following a long straight. We wonder who will be the first motor-racing personality to install an elaborate layout?



A race in progress on the V.I.P. model roadway.

Reverting to the 1/18th-scale Victory miniatures, the Hillman Convertible was a recent edition, these models having the full blessing of the car manufacturers, who use them for sales promotion purposes. The very latest is the M.G. Ex. 179 record car.

V.I.P. Roadways can be purchased from good model shops. Special inquiries should be directed to Victory Industries (Sales) Ltd., Barfax Works, Worplesdon Road, Guildford, Surrey, when mention of MOTOR SPORT will ensure prompt attention.

Lesney Products & Co. Ltd., whose "Models of Yesteryear" miniatures we referred to last month, have introduced the fourth in this series, a pleasing and realistic 1937-type Sentinel 7-tonner steam lorry. The underfloor engine, water tank, chain-drive and dished wheels are faithfully reproduced.—W. B.

A BORGWARD ISABELLA IN CANADA—

continued from page 563

after the warranty period. He received a reply by telegram and instructions were wired to the distributor, 200 miles away from here, to send a replacement by Air Express free of charge. He also had a letter from the factory asking him to report any short-comings or suggest any improvements that would be suitable for this terrain.

Another significant point is that most of the Borgward owners I have met are ex-VW owners like myself who have had to buy a larger car because of growing families. Just think of the huge number of VW owners who will be graduating into larger cars as their families grow up, and who, having had the benefit of i.r.s., will never reconcile themselves to cart springs, solid axles, and inferior roadholding. And Carl Borgward is the only one who can offer these potential buyers a car which will fill the price gap between the VW and the Mercedes-Benz. That is, as far as Canada is concerned, as there are no French or Italian cars available here at present. The only imported cars which I see regularly on my travels over the bad Northern roads here are the cars from West Germany. British cars—probably to the satisfaction of their manufacturers if to nobody else—are increasingly to be seen in the cities, doing boys' work for the ladies as second cars.

In conclusion, I will come to the point of this article, which is to thank you most sincerely for an honest report on a car which, as you so aptly said, "is virtually without rivals."—M. C. Hogan.

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greater safety Antifade brakes, superb road holding, uninterrupted vision.

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PITY THE UNHAPPY HISTORIAN!

THE historian who busies himself with motor-racing history is largely dependent on contemporary race reports in the motoring journals. Thus he is open to be hopelessly confused by the fallibility of reporters, or rendered hopelessly inaccurate if he gleans information from one source only.

To illustrate the pitfalls that await him, let us consider how the recent Italian Grand Prix will appear to the scribe of, say, 1977. Because Britain gained her greatest Grand Prix victory of all time in this race and Vanwall won the first British Continental *Grande Epreuve* since Segrave and the Sunbeam came home first at Tours 34 years ago, great interest centres about what took place at Monza, and will do so as long as motoring history is written. Let us, then, see what different contemporary reports have to say about some leading aspects of this great race (see table below) :—

QUERY	JOURNAL "A"	JOURNAL "B"	JOURNAL "C"	JOURNAL "D"	JOURNAL "E"
What caused Lewis-Evans' Vanwall to stop after making fastest practice lap ?	"A rotor arm snapped . . . his engine was changed overnight."	Not referred to.	"Magneto drive sheared . . . a new engine was fitted . . ."	". . . damaged its magneto drive . . . the engine had to be changed overnight."	"A broken magneto rotor shaft, so it was not too serious."
What was the order immediately after the flag fell ?	"Moss, Musso, Lewis-Evans, Behra, Brooks."	"Moss, Lewis-Evans, Musso, Brooks, Behra, Collins, Hawthorn."	"Moss, Musso, Lewis-Evans, Brooks, Behra."	"Moss, Musso." (Musso is shown on row two of the grid, then described as coming through from row three.)	"Moss, Lewis-Evans, Brooks, Musso."
What was the reason for Brooks' first pit-stop ?	"Throttle sticking" ("fell right down the field").	No reason given ("lost a whole lap").	"Sticking throttle (1¼ min. —lost four places)."	"Seized throttle linkage."	"Throttle stuck open" ("lost a whole lap").
Why did Lewis-Evans stop ? And when ?	Lap 23 : "Complaining that the steering felt tight and that the water temperature was going up."	Lap 24 : "Apparently a leak in the cooling system caused pressure to build up in the header tank, which in turn tightened up the steering."	Lap 25 : "Stiff steering."	Lap 24 : "Complex troubles arising from a split cylinder head." Eventually caused retirement.	Lap 23 : "Cracked the head . . . a core-plug weld having given way . . ."
What stopped Brooks the second time ?	"A gearbox plug had fallen out" (when sixth).	"The drain plug came out of the gearbox and the Vanwall lost all of its oil."	". . . a recurrence of the sticking throttle trouble."	". . . an oil plug had come out of the gearbox. A Pirelli was changed."	"Oil was appearing in the cockpit . . . a bung having come out of the gearbox. . . Rear wheels changed. Car would not at first restart and vapour lock had to be cured."
What of Fangio's stop ?	Lap 41 : "Rear wheels, fuel. 39 sec."	Lap 42 : "Fuel, tyre change."	Lap 41 : "Worn tyres, fuel. 39 sec."	Lap 40 : "Rear tyres, fuel."	Lap 41 : "Rear tyres."
What finally caused Lewis-Evans to retire ?	"Overheating (lap 50)."	Lap 50 : Not stated.	Lap 57 : "Severe overheating."	See above answer to the fourth query.	"Water leak in head (lap 48)."
Who was black-flagged, and why ?	Not mentioned.	"Volonterio—thought to be throwing oil."	"André Simon."	Not mentioned.	"Volonterio — officials thought he had not practised."
Collins retired with ?	Not stated (lap 65).	"Cracked cylinder block."	Not stated.	"Dropped valve."	"Suspected broken valve."
Why did Hawthorn stop ?	"Engine spluttering."	Lap 77 : "Fuel line fracture."	Not stated.	"Split fuel pipe on the engine."	"One of the fuel pipes to the carburetters had split."
What of Moss' pit-stop ?	"Changed rear wheels, dipped tank, checked oil (50 sec.)."	"Oil, a wheel changed."	"Oil, changed rear wheels, check over."	"Oil, fresh near-side Pirelli (less than 44 sec.)."	"Near-side rear tyre changed and some oil added to the tank."
What, respectively, caused the retirements of Bonnier, Halford, Schell, and Behra ?	"Bonnier—31 laps. Halford—37 laps. Shell—40 laps. Behra—50 laps." No reasons given.	"Bonnier—31 laps, overheating. Shell— 34 laps, water pump. Halford—47 laps, engine. Behra—50 laps, engine."	"Bonnier—engine trouble. Schell—engine trouble." Others not mentioned.	"Bonnier (no reason). Schell—oozing oil. Halford — valve-spring trouble. Behra—oozing oil after boiling."	"Bonnier—31 laps, overheating. Schell—34 laps, split oil pipe. Halford—47 laps, broken valve cap. Behra—50 laps, overheating."

Perhaps sufficient evidence has been provided to fill you with sympathy for future writers of motor-racing history ? There were plenty of other discrepancies amongst the motor scribes at Monza ! One paper retired Godia instead of Piotti, later to award him ninth place, one report says a chunk of rubber came out of Brooks' tyre, another that this happened to Lewis-Evans, while some reports put the Italian cars on nitro-benzine fuel, others put it into the tanks of the Vanwalls, and only one reporter said the Ferraris were using nitro-methane. Some journals referred to axle changes in practice for the Vanwalls, others ignored this, and no one told us whether they were raised or lowered if they were altered at all. One journalist became excited about the deflector shield on the top of the V12 Maserati engine, forgetting it was in use at Rouen, and lots of editors used "Vanwall Hat Trick" for headlines, overloooking the fact that this would have been true had Vanwall won at Nurburg but wasn't so after Monza. And, by 1977, no one will ever know how Harry S(c)hell spelt his name ! I repeat, pity the unhappy historian in years to come !—W. B.

Events in France

CIRCUIT OF CADOURS (Sept. 8th)—Two Heats

After his mechanical misfortunes at Spa recently, Andre Loens had better luck on the Cadours circuit in the south of France, and won the event, which was decided on aggregate times for two heats, both run under very wet conditions.

1st :	A. Loens (Maserati 200S)	70 laps	2 hr. 38 min. 32.6 sec.
2nd :	G. de Beaufort (Porsche RS)		2 hr. 39 min. 24.0 sec.
3rd :	C. Storez (Porsche RS)		2 hr. 41 min. 14.0 sec.
4th :	F. Picard (Ferrari TRC)		2 hr. 42 min. 07.0 sec.
5th :	J. Battista (Ferrari TRC)		1 lap behind
6th :	F. Tavano (Ferrari TRC)		2 laps behind

COL DE FAUCILLE HILL-CLIMB (Sept. 8th)

1st :	W. Daetwyler (Maserati 200S)	6 min. 36.5 sec.
2nd :	F. Pittet (Ferrari 750S)	6 min. 51.2 sec.
3rd :	M. Rozier (Ferrari 625)	7 min. 03.7 sec.

VW NEWS

In the Australian Mobilgas Economy Trial the first six places were taken by Volkswagens.

* * *

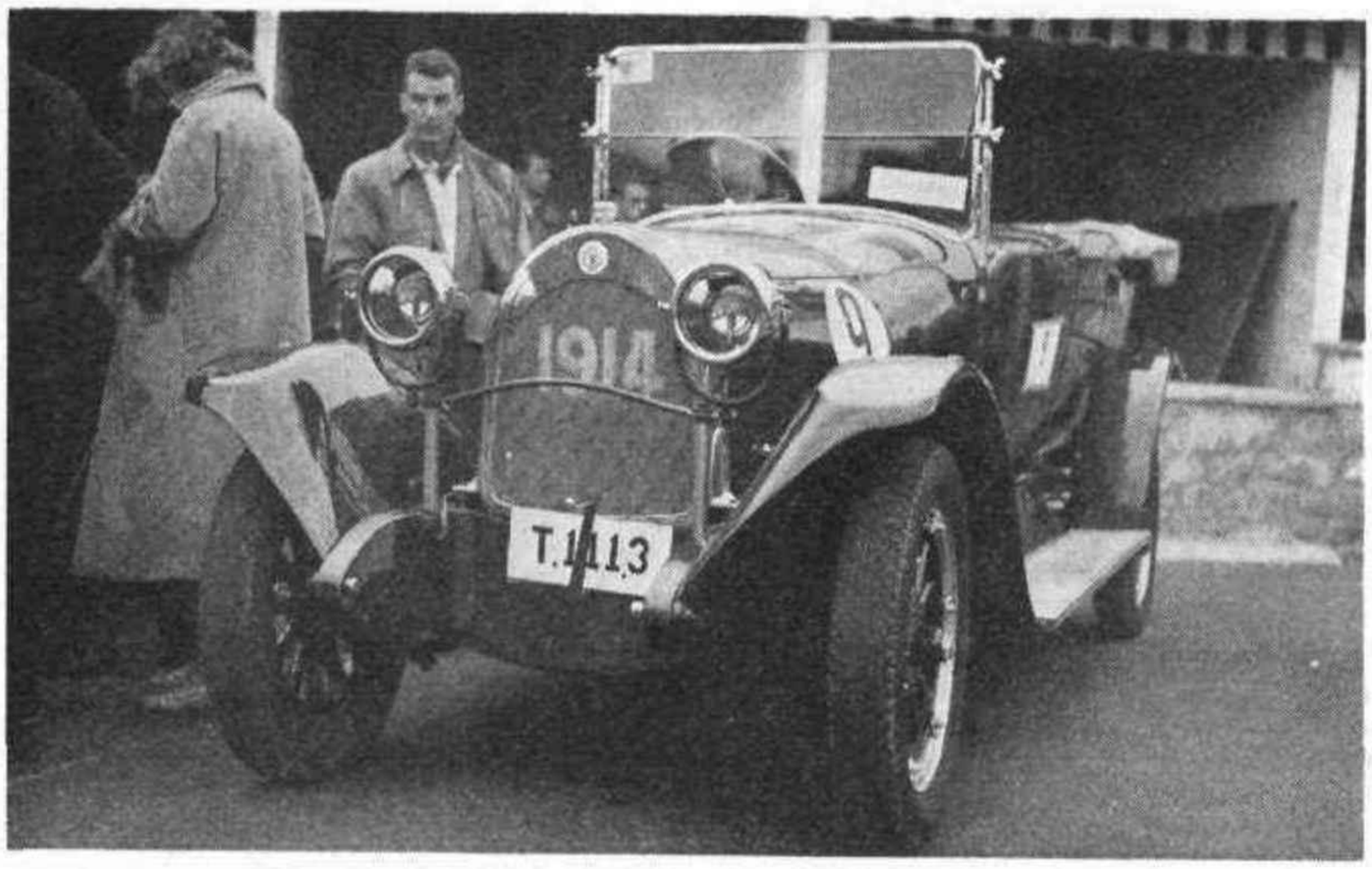
At the Plaistow Repair Depot of the British Volkswagen concern a modern paintshop has just been added, in which complete VWs can be expeditiously spray-painted.

* * *

Apart from the revised appearance of the saloon VW, the Karman-Ghia coupé, already one of the most handsome production cars on the road, is to be slightly altered in respect of the roof-line and the appearance of the tail.

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



THEY DO IT IN BELGIUM, TOO!—A beautifully-equipped and immaculate full touring 1914 Scania-Vabis which took part in the G.P. des Ancêtres at Spa on August 25th, as reported on the next page.

THE VINTAGE S.C.C. PRESCOTT SPEED HILL-CLIMB (August 25th)

1926 BUGATTI VANQUISHES 1936 E.R.A.

THE annual hill-climb, when the V.S.C.C. borrows Prescott Hill from the B.O.C., was confined this year to Edwardian, vintage and historic cars. A pleasantly competitive and compact meeting resulted, at which scarcely a driver put a wheel wrong, if we overlook the quite harmless inversion by Jack French, who trod on the wrong pedal of his famous Austin Seven in the wrong place.

Alas, a well-balanced entry attracted but a small " gate," probably because a gale was blowing, for all the world as if T. H. White's Master had commenced his global threat.

Amongst sports-cars up to 1,100 c.c. French was seconds ahead of his rivals, doing 54.35 sec. to 60.07 sec. by Bader's 1929 " Brooklands " Riley Nine, and Winder's somewhat hybrid 1924 Humber was nearly 14 sec. slower than the Austin. In this class Turney's 1929 Riley Nine was dressed up as a p.v.s. It was beaten by Lisle's 1927 Amilcar, a much nicer car.

Grice was the hero of the up to 1,500 c.c. class, his 1921/30 G.N. making 49.91 sec., whereas Ashley's 1930 Frazer-Nash needed 53.34 sec. and Geoghegan's 1928 Frazer-Nash, in spite of a good start, 53.95 sec. It was a " chain gang " triumph in spite of Alvis, Bugatti, Lea-Francis and Aston-Martin opposition. Tom Rolt made a rare appearance in his green 12/50 duck's-back Alvis, which as an unmodified 1924 model has the short-stroke engine, small-port head, cone clutch, outside exhaust system and no front brakes. Dewhurst drove an unbelievably abbreviated Brescia Bugatti unbelievably slowly although ultimately s.t.d., which *someone* has to do, was clocked by Goodwin's 1927 3-litre Bentley in 71.53 sec., if you leave out the Edwardians—even then, only Bendall's 1913 12/15 Sunbeam was slower!

D. Allen's A.C.-Nash scored in the category up to 3-litres, against what on paper seemed strong opposition. He did 54.08 sec., R. P. Bradley's Bentley 56.16 sec., and Noble's Silver Eagle Alvis 57.88 sec. McNaughton's re-bodied twin-cam 3-litre Sunbeam was a mixed-up sort of car in performance as well as appearance and Marsh's Lancia Lambda seemed to be worn out, judging by the smoke from its bonnet. The big sports-car class was enlivened by the heroic efforts of Pat Melville to beat five Bentleys with his 30/98 Vauxhall—*not* the 30/98 he took to America as the commentator told us. He clocked a rousing 52.14 sec. and was beaten only by Burton's famous Bentley (50.00 sec.). Amongst the Bentleys Sue Taylor made a charming picture—in view for 67.18 sec.—in a 1927 100 m.p.h. spare-Le-Mans-team-car-old-boy, 3-litre. Morris momentarily locked wheels in his elegant 1930 6½-litre.

Fitzpatrick's Metallurgique making one of its non-appearances, four Edwardians contested Class 7, Clutton going quickest in the Itala, Barry Clarke winning on handicap in his 1913 25/50 Talbot (that people *will* call a Pearley or Lambert Talbot), while Bendall's Sunbeam is beautifully balanced for neat cornering and Neve's T.T. Humber has a fine deep exhaust note but drips oil. The Itala wanted only 57.15 sec. and was thus faster than anything in the 1,100-c.c. racing-car class, which Wood's 1923 Riley won in 57.75 sec. This is a very interesting car, one of three built by the works for sand-racing. It has a drilled chassis, s.v. Redwing engine with tulip valves, drilled con.-rods, slipper pistons, double valve springs and alloy head, a racing body and is modernised only by the addition of vintage Morris front brakes. Wood brought it on a trailer behind his vintage Riley Eleven coupé—a fine vintage turn-out. Climbing in second gear the Riley even beat Gaskell's blown Lagonda Rapier, which seemed to be suffering from fuel starvation but made a great deal of sound, endorsing the proverb, " Empty pots make the most noise! "

The 2-litre racing class was won by W. F. Moss in the E.R.A. " Remus," which for a while held f.t.d. until Stubberfield in the next class tried again. Brewer drove the ex-Good E.R.A., Hull the ex-Carson E.R.A. for Jeddere-Fisher still in Fiji, Taylor was as usual terrific in the Caesar-Special and Richardson slow, missing a dog-swop on his first run in Vaughan's ex-Fane single-seater Frazer-Nash. Moss took the class with 46.29 sec. from Taylor (47.8 sec.).

The E.R.A.s had aroused those spectators not much in sympathy with slow vintage ascents and they remained with their eyes open to see Stubberfield make f.t.d. in 45.63 sec. in his twin-rear-wheeled 1926 G.P. Bugatti. This won him the up to 3-litre racing-car class from Perkins' Bugatti (47.86 sec.). The over 3-litre category was Melville's, in 53.35 sec.—W. B.

* * *

The car parks at this meeting repay a prowl. This time we noticed a 1926 Hillman Fourteen saloon, a Star saloon aping a 20/60 Sunbeam, a rare Diatto tourer with its vintage running boards serving as a picnic table, Pomeroy's Prince Henry Vauxhall and a s.v. Riley tourer.

* * *

The hill was opened by J. Astley's splendid 1920 G.N., which has the rare V-twin push-rod o.h.v. Vitesse engine, safety-clips on its hubs (reminder of G.N. wheel-shedding episodes!), twin magnetos and a single big brass Lucas headlamp in front of its V-shape dummy radiator.

* * *

Waine drove Rowley's fabulous 1924 V12 G.P. Delage but it was suffering from icing-up (in August!) and in spite of great willingness to spin its wheels, clocked only 53.63 sec.

* * *

Tubbs calls the Edwardians Teddy-cars.

* * *

Apparently Clarke runs his 1913 Talbot on Pratt's Mixture, judging by the tin on its running board.

* * *

Nigel Arnold-Forster's Anzani Frazer-Nash, all polished aluminium, was perhaps the best turned out car present (57.95 sec.). Nor is it spoilt by oversize tyres.

* * *

French's Austin had negative-camber front wheels and Batho's fabric Riley Nine tourer had a racing-type disc for its competition number.

* * *

Winder's 1923 Humber hybrid seemed to dislike carrying an L-plate (64.34 sec.), misfiring its way up.

At Silverstone races however fast the pace is,

And Goodwood, Oulton or even in Grand Prix,

In Astons, Jaguars, Lotus or in Cooper cars,

Winning drivers all and one agree —

"Esso for Extra"

— same as sold to you and me



FINEST PETROL IN THE WORLD

Daily Express International Meeting — Silverstone, September 14

SPORTS CAR RACE (1)

Up to 1,500 c.c.	**1st**	**R. Flockhart**	LOTUS-CLIMAX •
1,100 c.c. Class	**1st**	**K. Hall**	LOTUS-CLIMAX •
1,500 c.c. Class	**1st**	**R. Flockhart**	LOTUS-CLIMAX •

SPORTS CAR RACE (2)

Over 1,500 c.c.	**1st**	**R. Salvadori**	ASTON MARTIN
Up to 2,700 c.c.	**1st**	**B. Naylor**	LOTUS-MASERATI •
Over 2,700 c.c. Class	**1st**	**R. Salvadori**	ASTON MARTIN

All Sports Car Races and classes won on Golden Esso Extra

FORMULA II RACE

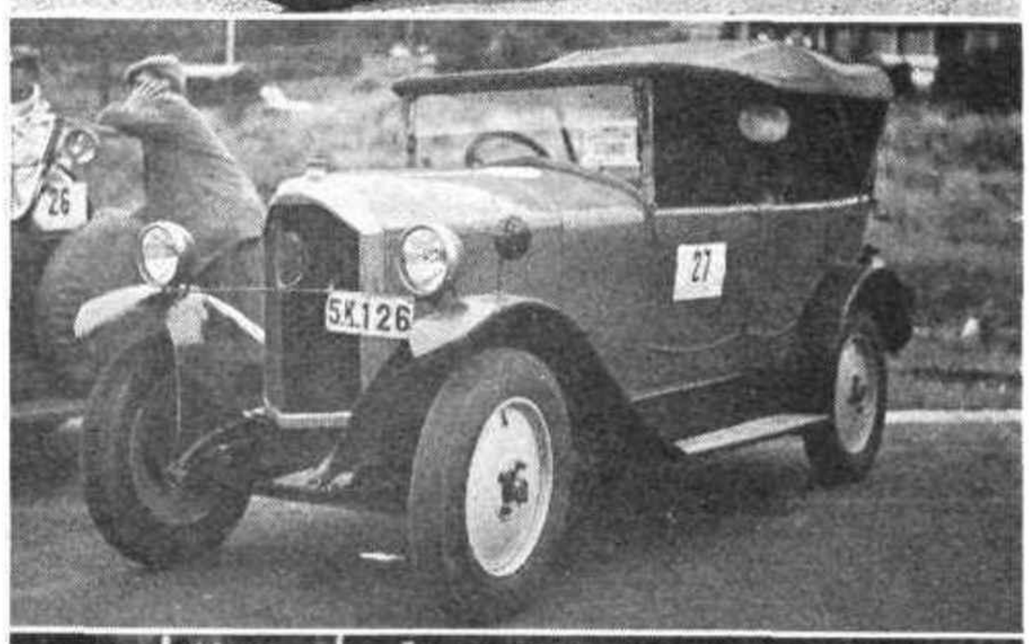
1st R. Salvadori COOPER-CLIMAX •

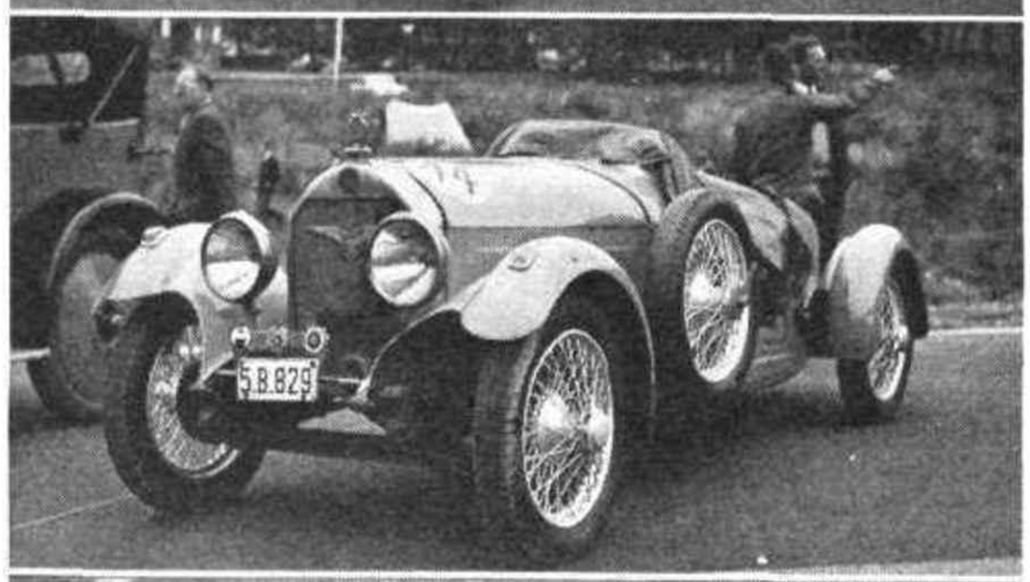
Record Lap by Cliff Allison, Lotus-Climax, 99.41 m.p.h.•

(Subject to official confirmation)

• Also using Esso Extra Motor Oil







This was the third August Sunday on which we had found comparatively clear roads on journeys of around 200 miles, made without deliberately selecting back routes—certain proof that there is still a lot of pleasure motoring to be had on English roads!

VINTAGE S.C.C. EDWARDIAN AND LIGHT CAR TRIAL (Aug. 24th)

This took place the day before Prescott, in the Cheltenham area, with the following results :—

Light Cars :—1*st Class Award :* D. R. Frith (1927 Austin Seven), 2*nd Class Award :* D. Dighton (1928 Humber). 3*rd Class Award :* J. K. Milner (1926 A.C.).

Edwardians :—1*st Class Award :* W. Bradley (1912 Mors). 2*nd Class Award* B. M. Clarke (1913 Talbot).

GRAND PRIX DES ANCETRES (August 25th)

Before the recent sports-car race took place on the Spa-Francorchamps circuit, the newly-formed Veteran Car Club of Belgium organised a Rally and Time Trial. During the morning a remarkable number of vintage and veteran cars arrived, some on lorries, some on trailers, but a large number under their own power; in fact, some of the cloverleaf Citroëns looked as if they had just dropped in while on their way about their normal business.

To English eyes this gathering produced an interesting variety of obscure makes, and there was a goodly assortment of sports and touring cars. Among the rare makes were a four-seater Scania-Vabis of 1914, a very sporting C.I.M.E. constructed in 1924 from many specialist components, a big four-seater Vermorel of 1922, and a rare Premier built in Nurnburg in 1910. The sporting was represented by a line of Amilcars, ranging from an early sports with ¼-elliptic front springs [the Petit Sport—Ed.], to quite a late one, looking like a production version of the racing six-cylinder, but fitted with normal s.v. engine; a Type 43 Bugatti, a hairy 1925 F.N., and a stark 1910 Imperia. In addition there were numerous other cars, more well known, such as Citroëns, Fords, Mercedes-Benz and so on.

Having assembled in front of the pits, the cars were sent off on a regularity test round the Spa circuit, cutting out the steep climb of l'Eau Rouge, and using instead, the old circuit from pre-war days, with its tight hairpin and not so steep hill climb. The cars were divided into three categories, "Ancêtres" up to December 31st, 1904; veterans, up to 1916 and vintage cars up to 1926. The first group had to complete one lap, the second group two laps and the third group three laps, and needless to say an awful number were penalised for going too fast, a dice round the wonderful Spa circuit in any car just inviting speed.—D. S. J.

It is quite astonishing how old cars continue to come to light. A 1913 12/16 Sunbeam tourer has just been found, in running order, after being stored in Leeds since 1930. And that Coupe de *l'Auto* racing Sunbeam of about the same age, which used to stand in the public enclosure at Brooklands until it vanished after about 1925, is rumoured to be hale and hearty somewhere in London!

* * *

Bearing on the correspondence about vintage Rover cars, a modified 9/15 Rover was seen recently in Hampshire, converted into sporting guise, but in the vintage tradition.

* * *

News from the Fiat Register :—A member, Lt. D. A. C. Berridge, *drove his 1926 Tipa 501B Fiat out to Naples to rejoin his* unit by ship. Fiats made a great fuss of him when he called to see them. I. Ransley-Clements, another member, is repainting a well-preserved Tipo 514S Fiat, a rare model which is apparently *circa* 1931, in original condition except for a later carburetter and which out-accelerates his fiancee's 1956 Standard Ten up to 65 m.p.h.

* * *

Who were the two enthusiasts who drove a vintage Alfa-Romeo to the Monza Grand Prix? Writing of this make, Jesse Alexander recently bought a vintage twin-cam 1½-litre Alfa-Romeo saloon for £10, which his wife employs as a shopping hack.

* * *

READY FOR THE G.P. des Ancêtres.—From top to bottom, a 1910 *Imperia with spartan open body and wooden mudguards, a large, impressive and original* 1922 *Vermorel tourer, a* 1923 *Mathis tourer with the pointed radiator, an unusually big* 1925 *F.N. sports model, with pointed tail, presumably the 3-litre, and a* 1925 *Amilcar in true V.S.C.C. spirit.*

THE AUTOMOBILE MUSEUM AT TURIN

Anyone interested in historic cars who passes through Turin without paying a visit to the Automobile Museum is denying himself a rare treat. At present the museum is housed at the huge sports stadium at 123, Via Sebastopoli, in a long semi-circular hall under the stadium seats, near the Lido; the latter is also worth visiting, but for a different reason! The Museum authorities are to be warmly congratulated not only on having collected together some very historic early vehicles and one of the finest collections of racing cars in the world, but because they have extended their exhibits to embrace the more imposing vehicles of the Edwardian and vintage period. Britons making the pilgrimage cannot help feeling that, after Turin, the S. Kensington collection is sadly inadequate and the Montagu Museum cramped for space. It is good to know that the Turin Museum will soon be housed in a splendid new three-storey building. As laid out at present, however, it is altogether delightful, especially as the cars are in fine condition, without being so glossy as to promote suspicion as to their authenticity.

The racing cars at the time of our visit comprised a little, very short, very smart Temperino of the sort on which Alberto Ascari served his racing apprenticeship, a Chiribiri which served the same purpose for Nuvolari and Jack Scales, a 1914 G.P. Fiat with imposing overhead-camshaft engine, primitive front brakes and lots of pipe work adorning its squat tail-petrol-tank, a P2 Alfa-Romeo with the 1930 mods, a 2½-litre Maserati of *circa* 1930, the remarkable 12-cylinder front-wheel-drive racing Itala, the fantastic Trossi radial-engined G.P. car, the air-cooled front-wheel-drive Nardi used for record-breaking but looking like a Shelsley Special of the nineteen-thirties, a track-racing Fiat with sharp polished "nose" to its pointed radiator, the tiny record-breaking Nibbio, a rather sad G.P. Bugatti and—wait for it—a recent Formula Two Ferrari, a beautiful Type 159 Alfa-Romeo and Fangio's medium-chassis W196 Mercedes-Benz with inboard front brakes. By any standard, a pretty formidable assembly! Moreover, a *monoposto* P3 divided-prop.-shaft Alfa-Romeo and a 1922 G.P. Fiat are to be added when the new building is ready. Amongst many scale models is a large one of a 1912 Coupe de *l'Auto* Sunbeam and a smaller model of one of Sir Malcolm Campbell's Land Speed Record "Bluebirds."

The very early exhibits include a pre-1900 de Dion, a 1900 Peugeot Bébe which the Curator is in process of rebuilding, a 1904 12-h.p. Marchand, a White steam car, enormous steam-carriages, and a 7/10th-full-size replica of the Cugnot steam-car.

Amongst the Edwardian exhibits are vast tourers and landaulettes which look as if they could be taken straight out and driven in a V.S.C.C. competition—where they would unquestionably create an enormous stir! A V8 de Dion chassis, an Aquila Italiana, a 40/50 Rolls-Royce, a 1909 28/40 Itala, vast Fiats of all kinds, huge examples of Zust and Storero, a gigantic 1912 Itala and the actual "Paris-Pekin" Itala are but a selection. There is an excellent belt-drive Bedelia cyclecar, one of the first Diattos, a model-T Ford chassis, big Isotta-Fraschini and Vinot-Deguingand, etc. The vintage exhibits include Fiat and Lancia sections, the former embracing an immaculate Tipo 501 tourer, a Tipo 525, an experimental saloon disguised by a Lancia radiator grille and a car with "FIAM" on its badge, presumably being a Fiat made in Milan. There is a modern V8 Fiat, a Ballila saloon, *circa* 1933, of which less-well-preserved specimens are still encountered on Italian roads, and a splendid 1904 racer of "Paris-Madrid" persuasion.

Very attractive is a sports V-radiator S.P.A., a make taken over by Fiat and the equivalent of our vintage Bentleys. The Lancias include a Trikappa, a 1929 Dilambda, a 1922 sectioned Series II *Lambda, a 1929 8th-Series Lambda tourer, Astura and other models.* Here they have included a fine sports Nazzaro. Alfa-Romeo is represented by some fine sports cars. A 1906 Darracq built in Milan is soon to be presented to the Museum. Modern cars are included only if they have accomplished something outstanding, like the "Kon-Tiki" Fiat 1900 and a Cape-record Jeep. There are the usual models and many early aeroplane engines, photographs and paintings, etc.

If you decide this Museum is worth a visit—there is no charge—make a day of it and take a shooting stick, for each exhibit merits long and detailed study.—W. B.

R.A.C. DIAMOND JUBILEE CAVALCADE (September 1st)

It was a happy thought on the part of the R.A.C. to stage a giant cavalcade of ancient and modern cars from Battersea Park, London, of Festival Gardens fame, to the organisers' own Country Club at Epsom. The Motor Industry and enthusiastic private owners co-operated to the extent of bringing 196 vehicles, ranging from E. D. Woolley's 1897 Daimler to modern models. The public seemed thoroughly to enjoy the Cavalcade, turning out in satisfactory numbers to watch it, and a special Souvenir Programme ("The Age of The Motor Car," R.A.C., 2s. 6d.) was prepared about the run, much of the material, which included colour plates, being provided by the Editor of MOTOR SPORT. B.M.C. brought their historic vehicles on transporters but, in contrast, Jim Wallace drove his 1922 7-h.p. Wolseley up from Worcestershire and back in the day! Motor-cycles were represented by a 1904 Ariel, 1904 Quadrant, 1910 Bradbury, 1912 A.J.S., 1912 P. & M., 1914 Douglas, 1914 Matchless, etc., and many of the old favourites amongst veteran, Edwardian and vintage cars made the journey. An interesting newcomer was Miss Tullock's 1920 Autoglider motor scooter.

SUNBEAM M.C.C. 11th VETERAN AND VINTAGE RALLY (Sept. 8th)

Held this year at Eastbourne, this event attracted 75 car and motor-cycle entries.

Results:

Twitchen Trophy: G. T. Huxtable (1914 Motosacoche m/c.).
F. A. McNab Memorial Bowl: G. W. Goodall (1901 Royal Enfield m/c.).
Blockely Bowl: F. D. Forster (1925 Levis m/c.).
V.M.C.C. Cup: S. R. Blundy (1926 Scott m/c.).
V.S.C.C. Cup: R. Toomer (1930 Sunbeam Sixteen).
S.M.C.C. Cup: W. Searl (1914 Sparkbrook m/c.).
V.C.C. Cup: R. C. Tulley (1914 Model-T Ford).
Team Award: Messrs. M. Searl (1914 Levis m/c.), W. Searl (1914 Sparkbrook m/c.) and W. Moore (1915 Douglas m/c.).

V.S.C.C. GOODWOOD RALLY AND RACES (Sept. 14th)

On a pleasant Saturday morning in autumn what more pleasing sight could there be than a collection of vintage cars gently threading their way down through the undulating County of Hampshire to Goodwood.

There were only two races during the day, namely a 10-lap vintage sports-car event and a 10-lap race for vintage and historic racing cars. The first resulted in a win for George Burton in his immortal and much-modified 4½-litre Bentley, with David Allen's A.C.-engined Frazer-Nash in second place. Nigel Arnold-Foster drove very well in his 1925 'Nash but came up against heavy metal in Major Bailey's Bentley 6½, which pulled into third place.

The vintage and historic racing-car run was another epic event for W. F. Moss in the heroic E.R.A. "Remus." From a fine array of other E.R.A.s, Maseratis, Amilcars, a Bentley and an Alvis, the E.R.A. held the lead from the start. Hull's E.R.A., emitting the most splendid screams from its supercharger as it went past, delighted all spectators. Moss' speed was 74.17 m.p.h., contrasting with Burton's 74.80 m.p.h. with the Bentley in the previous event. Terry Carson in another E.R.A. finished in second place.

In between the races, however, came the grand event of the day—the cavalcade of the vintage cars. The paddock was very crowded with both vintage machinery and admiring humans both ancient and modern. Amongst the rare "birds" were Tennent's little 1924 Ariel, Campion's somewhat stark and tattered Calthorpe, a positively indecently large Isotta-Fraschini driven by T. C. Lyons, and some very fine and some tired early Jowett twins. The Rolls-Royce contingent were well represented with a variety of impeccable small models, except for a sad 40/50 in poor state and with a strictly non-U Lucas windtone horn mounted on the wing—the owner shall be nameless. O.M.s were also nicely turned out but the Humbers were generally rough.

The tour of the circuit began sedately with Milner's A.C. leading, but after a few laps the Bentleys "bumbled" past at the head of the column and each group kept its own formation. The Rolls-Royces swept by with commendable silence but a set of four Austin Seven Chummies in line abreast, all in different colours, brought forth cheers, or maybe tears, from all and sundry. Austin Heavy Twelves followed, there being a saloon, a four-seater tourer and a two-seater model. B. C. Peerless in his G.B.-plated Trojan purred by, seemingly oblivious to the coarse noises made by other vintage cars! Later on the Alfas started speeding up, until a dice resulted in which the Amilcars were doing very nicely, thank you! The finalists for the concours were the Isotta-Fraschini of Lucas (the ultimate winner), Mann's Bentley, Capt. Axford's Napier, Johnson's Alvis, and Skinner's Rolls-Royce, which was placed second.—I. G.

BEAULIEU DRIVING TESTS (Sept. 15th)

Next day at Beaulieu Abbey the vintage cars had a short acceleration and braking test. Starters had difficulty getting away from the line on the gravel road and, although heavy, "top hat" clearance Rolls-Royces spun sideways, the sight of Laurence Pomeroy, bouncing up and down in his famous Prine Henry Vauxhall, produced some hearty laughter from onlookers. K. N. Pollard was one of the troubled competitors who had to cope with a puncture before making his run on the test road. Winner of the Montagu Cup was J. D. Rogers in his beautiful 1923 907-c.c. Jowett twin.—I. G.

FRAGMENTS ON FORGOTTEN MAKES

No. 3—The Day-Leeds

A few years before World Stupidity No. One, the firm of Job Day & Sons, Ellerby Lane, Leeds, had a steady business making automatic tea packaging machinery and an interesting sideline in motor-cycles. These were normal single-cylinder side-valve affairs which were entered fairly regularly in reliability trials as Mr. Joe Eastwood, now gaffer of a very glossy motor emporium, recalls, he having been tester-rider with the company at that time. The significant thing from our point of view, however, is that this was happening at a time when anyone who had access to a V-twin engine, slapped it into a frame, put a wheel on each corner and said, " look I've made a cyclecar." In all fairness this wasn't the way Day's went about it. One gathers that the brothers Albert and Charles were agin' the idea from the start and that the keen one, known with North Country informality as Willie Harry, had all his work cut out to sell the thing to them. Sell it he did, however, and in 1912 the Day-Leeds cyclecar was announced in the motoring press and offered for sale at £120, complete with " hood, lamps, horn and screen."

As a matter of fact the machine never went into serious production although a prototype appeared at the Olympia Show of that year (with a patched crankcase due to a last-minute argument with a solid object), and there are photographs showing two slightly different models.

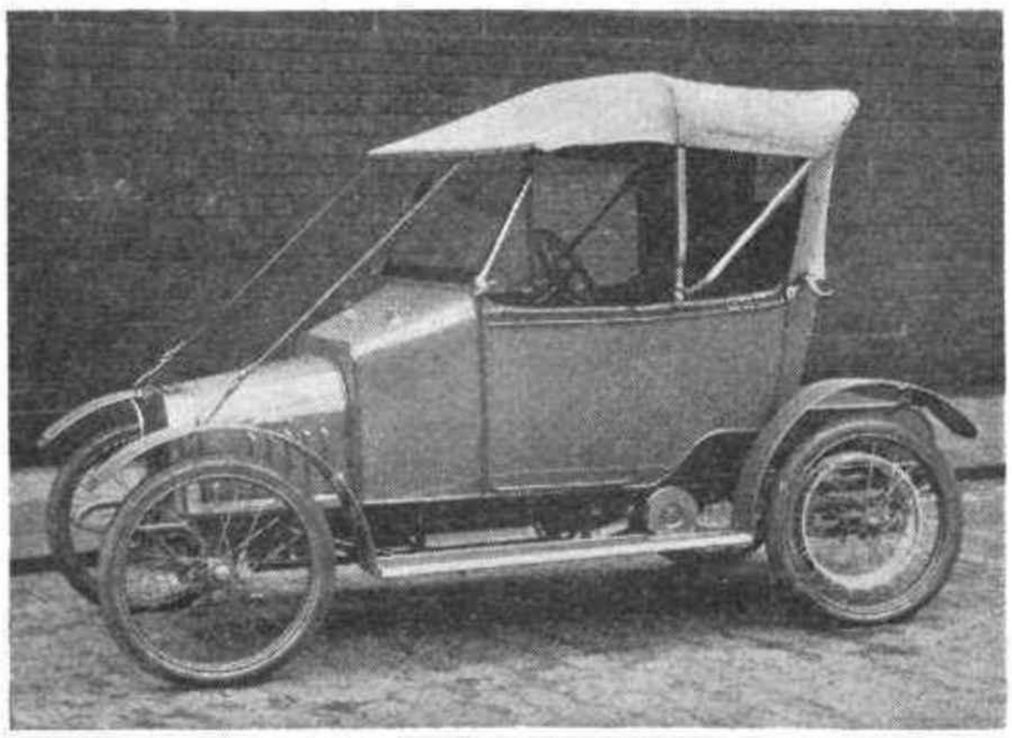
It wasn't a cyclecar in the sense that the Bedelia, G.N. and Carden were cyclecars, but only in having a motor-cycle engine and transmission (countershaft, 3-speed and reverse gearbox and belts) and an all-up weight of 5½ cwt. The appearance was that of a normal light car with a standard of finish and accommodation which seemed quite exceptional.

The engine, of 85 mm. bore, 88 mm. stroke, giving a capacity of 999 cc., was mounted across the front of the tubular frame, detachable and interchangeable wire wheels carried 650 by 65 mm. tyres. the springing was ½-elliptic all round and steering was direct. The cone clutch was faced with vulcanite and to make stopping the car a less casual affair, two brake blocks were used on each belt rim instead of the usual one.

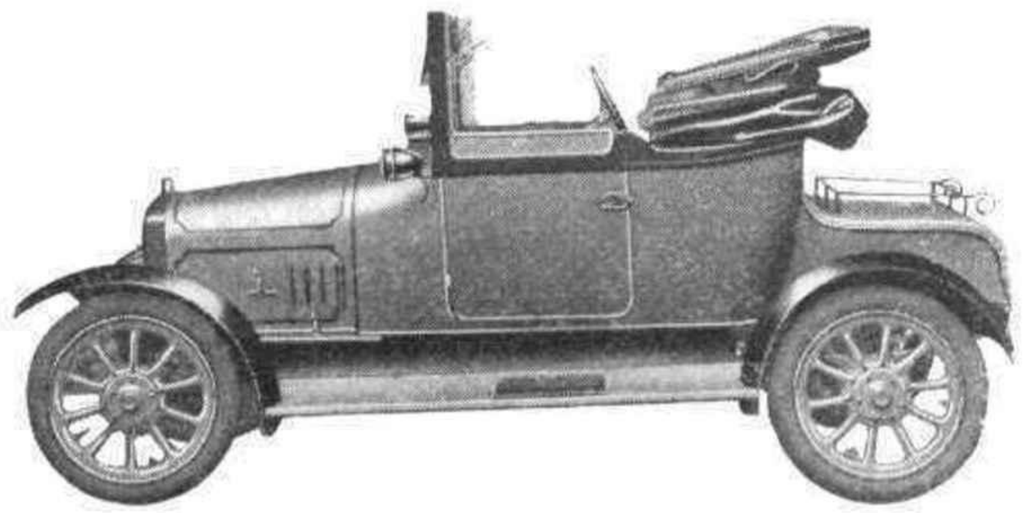
Just why this model was dropped, no one now remembers, but it was only a year or so later that the Day-Leeds grew up into a " proper " motor car.

Originally a Turner engine was used but before long Day's were turning out a 4-cylinder water-cooled s.v. unit of their own design. Just who the designer of this new car was, by the way, is another of those little mysteries. He was certainly an outside consultant engineer, there is a strong impression that he was paid vast sums of money for doing the job, and there is a suspicion that his name was Smith, which seems fair enough !

The bore and stroke were 64 by 100 mm., giving a capacity of 1,286 c.c. Lubrication was by a system of chain and troughs. Chains also drove two external shafts, one on each side of the crankcase. The nearside one worked a Bosch magneto but the other merely buzzed around in two little bearings and served no purpose at all.



The Day-Leeds as it was in one of its prototype versions prior to the first World War.



The Day-Leeds as it grew up, after the Armistice, with a four-cylinder water-cooled engine and a body nicely made by Lockwood and Clarkson. This coupe would have been the doctor's ideal in the nineteen-twenties ! Note, however, the abnormally long steering column.

These engines gave 18 b.h.p. at 2,200 r.p.m. which doesn't exactly put them in the racing-car category, but they proved to be completely reliable and well up to the job of propelling 11½ cwt. of motor car. And, of course, each one was hand-assembled under the expert eye of Mr. Barnett, the shop foreman, who had joined Day's from Daimlers.

Just to give the modern generation an idea of the workmanship involved, the crankshaft was made on a milling machine, it was then filed to the correct profile, hardened, and finally stoned to the required limits !

Castings were supplied by a firm in Antwerp who buried the patterns for safety during the war and then had difficulty in finding them again.

Meanwhile a Manchester firm took over the job with not nearly such good results. Another trouble around this time was the cracking of the front stub axles but co-operation with Sheffield steel experts soon answered that one.

The attractive and beautifully finished two-seater body was made by Lockwood and Clarkson of Leeds and one of the tester's jobs was to run the chassis to the body builders and take back a completed car. A distinguishing feature was the unusually long steering column, which must have been an embarrassment to the entry or egress of stout parties. The gate change to the 3-speed and reverse gearbox was on the driver's right, the cone clutch was now leather-faced and detachable steel artillery wheels carried 700 by 80 tyres. At a price of £195 in 1915 this sensible little car compared well with the Morris of the period.

Although Day's never took part in sporting competitions they won a commercial competition of some interest. It was probably in 1914 that a gentleman with the unlikely name of Hamilton Grapes was sent to England by the Australian postal authorities to choose the light car he considered most suitable for their suburban services. This was an order of some importance and several makes, Calthorpe, Singer and so on, submitted their cars to a 1,500-mile test followed by a strip-down examination.

The worthy Mr. Grapes examined the bits of Day-Leeds spread all over the floor of the works and announced that this was the best of the lot. Could this, I wonder, account for your recent photograph of the restored Day-Leeds in Australia ?

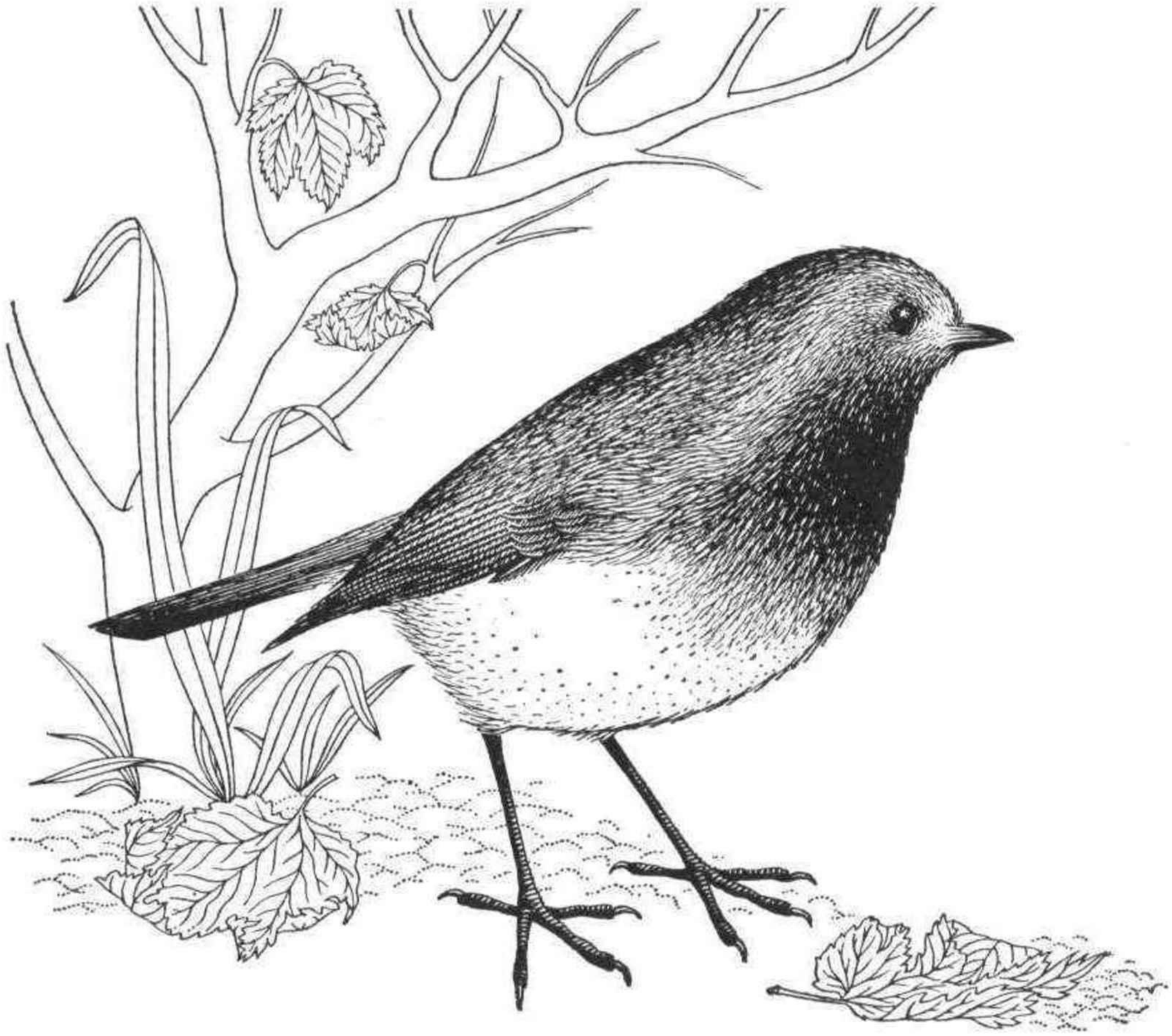
Only small modifications were made to the design as the years went on and, by 1924, ten to fourteen cars a month were leaving the works, although the price had risen to around £400 with very full equipment.

To compete successfully would have meant expensive reorganisation on mass-production lines so, to the relief of Albert and Charles, and the regret of Willie Harry, it was back to the packaging machinery, in which line Job Day and Sons are still very active.

It seems a pity that such a thoroughly honest little car, made by real engineers with a pride in their craft, should have to disappear. But perhaps even that is preferable to having yet another Rootes or B.M.C. permutation with only the name scrawled in illegible chromium along the bonnet to remind us of the past.

As one old foreman engineer said, " Nowt but t'best went into t'owd Day-Leeds."—K. Lloyd Griffin.

[" Vintage Postbag " will be found on pages 594 and 596.—Ed.]



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INNES IRELAND WINS 1957 "MOTOR SPORT" BROOKLANDS MEMORIAL TROPHY

WHEN Innes Ireland took his Lotus-Climax to Goodwood on the last day of August for the third B.A.R.C. Members' Sports-Car Meeting of the season, he led the annual MOTOR SPORT Brooklands Memorial Trophy Contest by 16 points, to 10 points each scored by Foster and Page, nine by Bristow and eight each by Greene and Charles. In his first race Innes spun at the first corner and was disqualified, Bristow's Cooper-Climax winning and increasing his total to 13, while Greene's Cooper-Climax was third, moving his score up to 10 points. In his second race Ireland made no mistakes, leading all the way, to win with 20 points. Bristow breathed down his neck all the way and in a gallant last-lap effort got by going into Woodcote Corner. He failed to stay on the road round that corner (where Tony Brooks once went straight on in similar circumstances in his Frazer-Nash !), let Greene by, but crossed the line third, only to be disqualified under the B.A.R.C.'s rather distressing "no-spin, keep-to-the-road" rule. So the score was: Ireland 20, Bristow 13, Green 13. Greene then won his handicap race, thus clinching second place, with 17 points. Mike Hawthorn, who won this MOTOR SPORT contest with his Rileys in 1951, presented the Brooklands Memorial Cup and cheque for £75 to Ireland, who was congratulated by His Grace the Duke of Richmond and Gordon. Greene was presented with a cheque for £50 and Bristow with one for £25. Previous winners have included the late Jim Mayers, Mike Hawthorn, Oscar Moore, Cliff Davis, R. Watling-Greenwood, George Abecassis and Peter Lumsden.

* * *

The meeting opened with the course slippery from fine rain, which caused Ireland's spin at Madgwick, as recorded. Bristow's Cooper led the whole of this 10-lap scratch race, pursued by Hill's not-entirely-fit Lotus. Several drivers found adhesion lacking but Gibbs' Lotus stopped with a broken throttle rod. Fowell's Lotus indulged in a fierce duel with Greene, which ended in Fowell retiring on the last lap. Ireland made fastest lap, at 84.37 m.p.h.

A 5-lap Handicap followed, splendidly won by Fitzwilliam's ex-Lord Selsdon Lago-Talbot at 77 m.p.h. from Goddard-Watts' Berkeley, Steel driving with determination in Rosemary Seers' Cooper-Zephyr to finish third. It was a photo finish of 0.6 sec., the old Talbot bunching itself up to pip the buzzing Berkeley on the line. Mrs. Ashby's Lew-M.G. retired in flames, and Parvin's Ford Special shed its near-side back wheel.

Next we had a 5-lap up-to-350-c.c. race of ten Berkeleys, against which the lone Goggomobil, in the absence of the sports coupé Goggo, was completely outclassed. The Berkeleys cornering in an incredible manner, nose down on three wheels, and seemed entirely spin-proof, until Jameson proved that they can run out of road, at the *chicane*, Derisley scraping past to take his third place. Meisl's car all but seized solid, Catt's hit the scenery, but Goddard-Watts won at over 63 m.p.h., lapping at 64.38 m.p.h. (a 350-c.c. lap record), to win from Graham and Derisley. Williamson had twin silencers exposed beneath the nose and Burgess drove a coupé which exhausted out of side port-holes.

When the blue haze had dispersed, Shaw drove a Tony Crook conversion Fiat 600 right away from the field in a 5-lap Handicap, beating easily a twin-S.U. Renault Dauphine. Baldam's fast-cornered Standard Ten was second, ahead of Odoni's Ford. Sparrowe's M.G. coupé sounded to have blown-up expensively, a Panhard rod didn't help Barker's Ford to a place, and a Hillman Minx rolled horribly through the *chicane* to the level cornering of two VWs.

There followed the 5-lap Scratch race already described in which Ireland won and Bristow made such a gallant bid for victory, only to be disqualified for his effort.

An interesting 10-lap Marque Scratch Race followed, Looker's Morgan Plus Four leading the elite of sports cars for three laps, being passed by Carnegie's Le Mans disc-brake M.G. and Foster in Jacobs' M.G. MGA, until Foster out-drove Carnegie, even on braking, to lead. When Carnegie pulled in Looker was second and then what appeared to be fuel starvation brought Foster to a crawl, after which he would pick up, only to crawl again. Looker thus led again for the last three laps, but he had done some mild ploughing at St. Mary's in trying to hold the M.G.s so the B.A.R.C. said no and gave the race to McCulloch's steady Triumph TR2, with Robinson's A.C. Ace [I still say they roll under racing cornering.—ED.] second, Hubner's Morgan Plus Four third. Good show, Morgans! Looker's even made fastest lap, at 77.28 m.p.h.

Two 5-lap Handicaps concluded the dicing, Cuff-Miller, after a bit of pre-race under-bonnet flap, winning the second race that day for the old Lago-Talbot, from Coles' re-bodied blown 750 M.G. and Leighton's Lotus-Ford, while Greene took the last race from Lawrence's "limit" Rotacks-M.G., making up 2 min. in the five laps, with Duckworth's Lotus-Climax third. Charles (Jaguar D-type) went off the course at Madgwick.—W. B.

Winners:

10-lap Scratch Race: C. Bristow (Cooper-Climax)	82.05	m.p.h.
5-lap Handicap "A": R. W. Fitzwilliam (Lago-Talbot)	77.00	,,
5-lap Scratch Race: J. Goddard-Watts (Berkeley)	63.02	,,
Closed Car Handicap: R. Shaw (Fiat 600)	62.79	,,
5-lap Scratch Race: I. Ireland (Lotus-Climax)	84.29	,,
10-lap Marque Scratch Race: I. W. McCulloch (Triumph TR2) ...	75.26	,,
5-lap Handicap "B": E. W. Cuff-Miller (Lago-Talbot)	76.87	,,
5-lap Handicap "C": S. G. Greene (Cooper-Climax)	82.76	,,

BRIGHTON SPEED TRIALS (Sept. 7th)

IN spite of the presence of racing cars, several of them supercharged, and one aero-engined, a sports car surprisingly set up the f.t.d. at Brighton on Saturday, September 7th. This was achieved by a very neat "special," the Sadler, driven by Bill G. Sadler, a Canadian who was responsible for its construction. This car was powered by a 4,640-c.c. Chevrolet Corvette engine, and clocked 25.44 sec. over the standing-kilometre stretch.

The driver genially credited his success to the weather, for soon after his run the dark clouds lowered and rain began to fall steadily, making a skating rink of the course and causing the faster cars to snake wildly when accelerating, thus losing them much valuable time. Few records were, therefore, broken, but Ian Walker in a Lotus broke the class record for series production sports cars in a time of 29.79 sec. and Don Haldenby in a 250-c.c. Scorpion took the class record in 44.00 sec. T. Dryver in the ex-Wharton 2-litre E.R.A. had his chance of f.t.d. spoiled by the wet weather, though he carried off two racing classes. F. M. Wilcock, who recently sold his famous twin Merlin aero-engined car to the United States, was using the ex-Ted Lloyd-Jones Triangle Special with only one Rolls unit, managing to score a class third. R. R. C. Walker took the up-to-1,500-c.c. class in his Formula II Cooper and took second place in the class for unlimited-c.c. racing.

In the ladies' class, Mrs. Jean Bloxham, taking over the H.W.M.-Jaguar at late notice (George and Angela Abecassis still holidaying), performed brilliantly, but Miss E. Griffin, driving the Formula II Cooper belonging to Tony Marsh, beat everyone with a run in 26.55 sec., and this time was unequalled by any other racing car. Splendid, indeed!

Paul Emery was most unfortunate in having the con.-rod emerge from the Alta engine in his Emeryson before he could even make a getaway, whilst Jack Bond's E.R.A. literally disintegrated just after the start, leaving hot spare parts lying around the course.—M. C.

Results:

Class 1 (Series Production Sports up to 1,500 c.c.): 1st: Ian Walker (Lotus), 29.79 sec. (*class record*). 2nd: J. Burke (Porsche), 30.40 sec. 3rd: G. H. Williamson (Lotus), 32.76 sec.

Class 2 (Series Production Sports over 1,500 c.c.): 1st: J. Coombs (Jaguar XKSS), 26.63 sec. 2nd: M. Salmon (Jaguar), 26.85 sec. 3rd: W. J. Tillyard (Mercedes), 28.98 sec.

Class 3 (Sports up to 1,100 c.c.): 1st: J. Fisher (Lotus), 28.71 sec. 2nd: J. Playford (Lotus), 28.91 sec. 3rd: Miss P. Burt (Cooper), 29.16 sec.

Class 4 (Sports, 1,101-1,500 c.c.): 1st: W. S. Frost (Lotus), 28.20 sec. 2nd: E. Lewis (Lotus), 29.72 sec. 3rd: M. H. White (Lotus), 30.10 sec.

Class 5 (Sports, 1,501-2,500 c.c.): 1st: P. J. Brazier (A.C. Ace), 31.39 sec. 2nd: Sir C. Edwards (Cooper), 32.10 sec.

Class 6 (Sports over 2,500 c.c.): 1st: W. G. Sadler (Sadler Special), 25.44 sec. **(fastest time of the day).** 2nd: E. P. J. Alexander (Cadillac-Allard), 25.67 sec. 3rd: P. Woozley (Allard), 26.00 sec.

Class 7 (Supercharged Sports up to 2,000 c.c.): 1st: D. C. Bishop (M.G.), 34.50 sec.

Class 8 (Supercharged Sports, unlimited): 1st: M. Mostyn (Mostyn Special), 30.83 sec.

Class 9 (Racing, 250 c.c.): 1st: D. C. Haldenby (Scorpion), 44.00 sec. (*class record*).

Class 10 (Racing, 500 c.c.): 1st: M. C. Brackenbury (Cooper), 32.43 sec. 2nd: D. Wagner (Cooper), 32.97 sec. 3rd: M. Trackman (J.B.S.), 33.98 sec.

Class 11 (Racing, 501-1,100 c.c.): 1st: A. E. Marsh (Cooper), 28.50 sec. 2nd: J. D. Farley (Farley Special), 29.95 sec.

Class 12 (Racing, 1,101-1,500 c.c.): 1st: R. R. C. Walker (Cooper), 27.91 sec. 2nd: J. D. Farley (Farley Special), 28.98 sec. 3rd: A. E. Marsh (Cooper), 29.40 sec.

Class 13 (Racing, 1,501-2,000 c.c.): 1st: T. Dryver (E.R.A.), 28.20 sec. 2nd: B. James (E.R.A.), 29.37 sec. 3rd: R. D. Wilkinson (E.R.A.), 29.38 sec.

Class 14 (Racing, unlimited c.c.): 1st: T. Dryver (E.R.A.), 27.72 sec. 2nd: R. R. C. Walker (Cooper), 28.18 sec. 3rd: F. M. Wilcock (Swandean Flying Saucer), 28.61 sec.

Class 15 (Vintage): 1st: A. S. Raven (2.9 Bugatti), 29.54 sec. 2nd: R. E. Hardy (Sumner-J.A.P.), 32.06 sec. 3rd: F. E. Wall (2.3 Bugatti), 33.21 sec.

Class 16 (Racing and Sports, unlimited, Lady Drivers): 1st: Miss E. Griffin (Cooper), 26.55 sec. 2nd: Miss P. Burt (Cooper), 28.74 sec. 3rd: Mrs. J. Bloxham (H.W.M.-Jaguar), 29.85 sec.

Bentley D.C. Class: C. H. G. Burton (4½-litre), 30.93 sec. 2nd: M. D. Hollis 4½-litre), 31.40 sec. 3rd: R. W. Hogg (4½-litre), 32.94 sec.

Brighton and Hove M.C. Handicap: 1st: S. B. Rolfe (Aston Martin), 19.30 sec. corrected. 2nd: W. Frost (Lotus), 22.39 sec. corrected. 3rd: K. N. Rudd (A.C. Ace), 24.06 sec. corrected.

XXVIII GRAN PREMIO D'ITALIA

A TRULY WONDERFUL VANWALL VICTORY

MONZA, *September 8th.*

REALISING the impossibility, from a technical angle, of running a race on the combined road and track at Monza, the past lessons having been absorbed, the Automobile Club of Italy decided to hold this year's Grand Prix of Italy on the road circuit only. The last time this was done was in 1954, before the banked track was built, and then the circuit was slightly longer than it is at present, so that this year's speeds represented an entirely new set of records.

Every year before Monza the two Italian teams have a try-out during the week before the race and prior to official practice beginning, and this year the 12-cylinder Maserati was the great hope, Behra and Fangio having been lapping in 1 min. 44 sec., unofficially. When the official practice began at 3 p.m. on the Friday afternoon, Maserati, Ferrari, Vanwall and all the private owners except the Centro-Sud pair were ready to go, and it was Schell who started things. He began lapping around 1 min. 48 sec. in one of the lightweight chassis six-cylinder cars, and then Brooks went out in one of the Vanwalls and very soon stirred things up by making a lap in 1 min. 45.6 sec., shortly afterwards improving this to 1 min. 44.9 sec. The Scuderia Ferrari had their Lancia/Ferraris out and von Trips was having his first Grand Prix drive since his Nurburgring sports-car accident. As he was pushed off, fuel which had run down into the exhaust pipes ignited, and he was being wheeled along with sheets of flame belching out of the megaphones and looking highly dangerous until the engine fired and blew the flames out. After a lap or two he came in and Hawthorn took the car, lapping in 1 min. 47.1 sec. Then Fangio joined in the fun, driving a lightweight-chassis six-cylinder Maserati, and he started off with 1 min. 45.7 sec.; he then did 1 min. 43.5 sec., improving on the time of Brooks, so he came in to sit and watch the result. This little effort had caused the Maserati engine to be pushed round to 7,800 r.p.m. but it did not seem to mind. Collins was circulating steadily but going very little faster than Hawthorn, and when Musso went out and tried all he knew and recorded only 1 min. 45.7 sec., it was pretty obvious that the Lancia/Ferraris were lacking steam, and going past the pits they were visibly slower than the Vanwalls. Moss was out in another Vanwall and got down to 1 min. 44.4 sec., while Lewis-Evans was running pretty steadily at around 1 min. 46 sec. They both came into the pits and Moss took over the junior member's car and in a very short time recorded 1 min. 44.2 sec., and then 1 min. 43.9 sec., while Behra was doing 1 min. 45 sec. in the third of the lightweight six-cylinder Maseratis. Scarlatti was the fourth team member of the Trident firm, and he was driving the old "Spa" ducted-radiator car, while Piotti, Gould and Godia had their own cars, the last-named, however, having been entered as a fifth factory car. Halford had made arrangements to borrow a Maserati for this race, keeping his own car in readiness for taking to Silverstone. The car he borrowed was the 1956 model owned by Du Puy, which had not been used since its return from New Zealand, where the late Ken Wharton should have driven it. It had now been rebuilt and painted red, with a green flash down the centre of the bonnet, so that it looked the twin of Halford's own car.

The track temperature was very high and for a time there was a slight lull in proceedings, everyone waiting for the cool of the evening to begin. The position stood at this point: Fangio fastest with 1 min. 43.5 sec., then Moss with 1 min. 43.9 sec., and third Brooks with 1 min. 44.9 sec., and there was every indication that a really "hairy" split-second dice was going to start, for fastest time of the day.

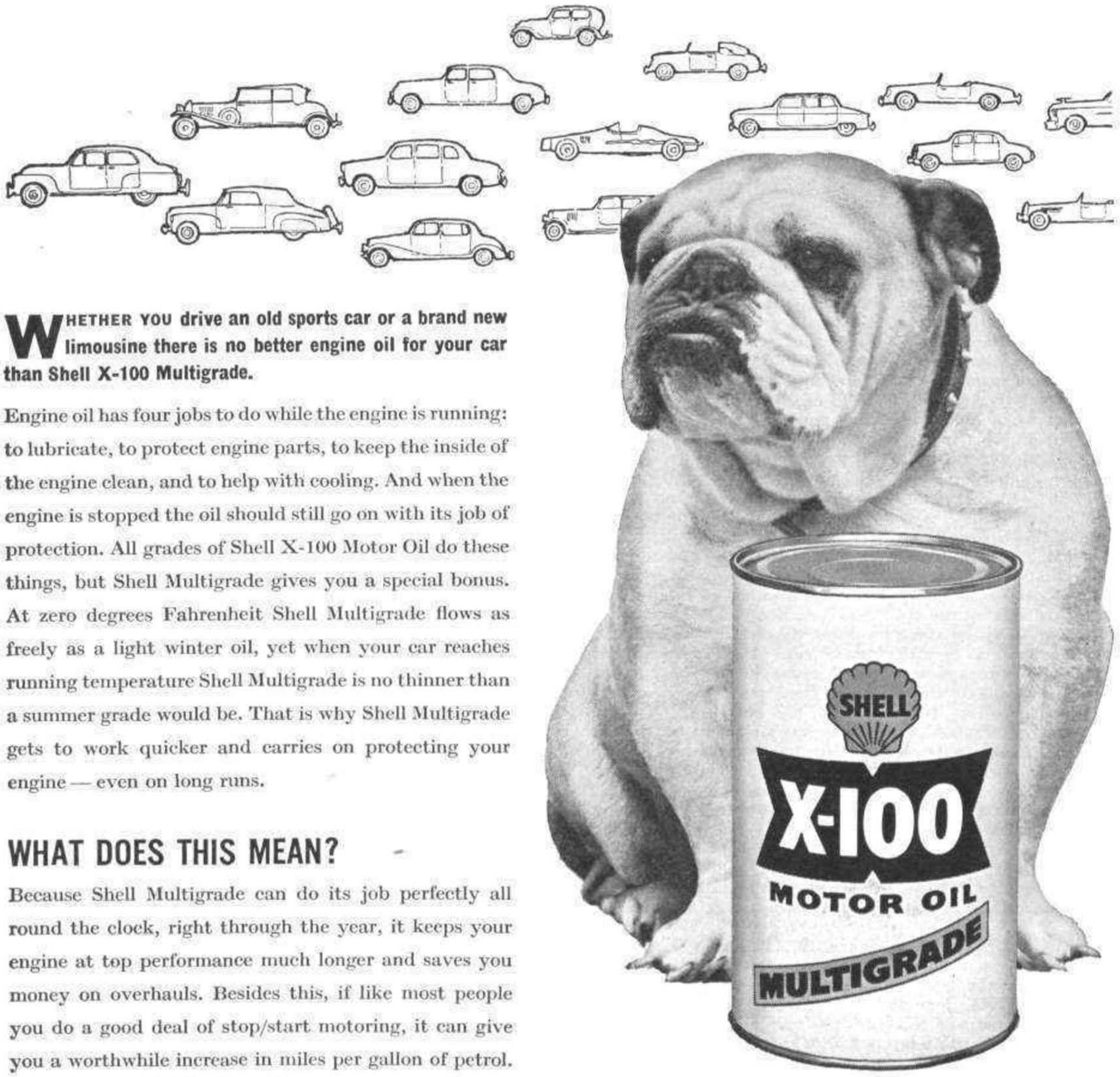
Behra went out in the vee-12-cylinder Maserati, but was not outstandingly fast, and then the Vanwall team began to shuffle around with the numbers on the cars, wiping them off one car and painting them on another, having four cars for the three drivers to choose from. Brooks went out and started with 1 min. 43.7 sec., and then really stirred things up with a lap in 1 min. 43.3 sec., the best so far and the first to record a speed of over 200 k.p.h. for the lap. Von Trips was proving to be the fastest of the Ferrari team, with a time of 1 min. 45.6 sec., and he then handed the car over to Gendebien, but the Belgian could not approach this sort of lap time, being fairly consistently around 1 min. 50 sec. Moss then went out in the car Brooks had been driving but could not make any improvement to the lap time. Schell went out again in a six-cylinder Maserati and the 12-cylinder car was put away, still not being quite right. Moss then went out in his original car, having tried all the others, including the spare, and this time he set a new f.t.d. with a lap in 1 min. 43.2 sec., a speed of 200.581 k.p.h. Behra was trying really hard with a six-cylinder car and eventually did a rousing 1 min. 44.3 sec., but the Vanwalls were obviously the fastest cars and their drivers were really and truly setting the pace for this first practice period.

It was now 5.15 p.m., with another 45 minutes of practice left, and at this point three of the Vanwalls were taken away to the paddock, everything being well under control, but Moss stayed behind with his fast one, in case anyone had ideas about improving on his best time of 1 min. 43.2 sec. Conditions were now excellent, the sun was going down and the air was quite cool, and Collins was the first to go out again, but his times were still no menace to the Vanwalls, but then Fangio went off again and Moss sat up and took notice. Starting at 1 min. 45 sec., Fangio gradually went faster and faster, until he did 1 min. 43.4 sec., and then his last lap equalled Moss' time of 1 min. 43.2 sec., so the battle was now really on. Out went Moss in the Vanwall and started with a lap in 1 min. 43.5 sec., so that Fangio realised the boy meant business, and, sure enough, the lap times dropped rapidly, Moss' ultimate lap being 1 min. 42.7 sec., a speed of 201.557 k.p.h. This was really serious motoring, and it seemed unlikely that Maserati could do anything about it, but they sat waiting at the top end of the pits while Collins went out once more, but he could not even improve on von Trips' time, let alone approach the Maserati or Vanwall times. Just as the timekeepers announced six minutes to the end of practice, Fangio went off again in his six-cylinder Maserati, so it was now or never. With a completely clear track he pulled out all the stops, taking the corners on the absolute limit, sliding to the very edge of the road, but the Maserati just had not got the power to cope with the British car, and even though Fangio stretched it to 7,900 r.p.m., his best lap of the three he did before the circuit was closed was 1 min. 43.1 sec., so to Moss and Vanwall went the honours for the day, and it was very obvious to everyone that the Vanwall team had not only set the pace throughout practice, but had come out on top—and without the slightest trouble.

On Saturday there was another practice period, again from 3 p.m. until 6 p.m., and the Maserati team were as before, whereas the Ferrari team had had a shuffle. The long-chassis car which should have been for Hawthorn was now given to von Trips, while the engine was swapped for that in Collins' car, only Musso keeping his car unchanged. On the long-chassis car an aluminium tray had been fitted around the carburetters and a long intake running to the front of the nose, rather reminiscent of a Cooper-Bristol, had been added. The only change in the Vanwall team was that Lewis-Evans had the car that had been spare the day before. The day was even hotter than before, and for quite a time there was not much enthusiasm to go motoring, though Hawthorn took the modified long-chassis car round for a few laps, running on von Trips' numbers. Lewis-Evans went out to do some steady lappery, having had only a few spasmodic laps the day before, and the two Centro-Sud cars now joined in, driven by Gregory and Bonnier. The 12-cylinder Maserati was now much happier and, after a few laps with a six-cylinder, Behra took it out and, winding it up to a full 10,000 r.p.m., he got his time down to 1 min. 43.9 sec. This made Brooks go out and try, and he got the Vanwall round in 1 min. 43.2 sec., so yet another session of Monza one-lap speed trials began. While the Vanwalls were standing at the pits the heat of the sun was so great that it was causing vapourising in the Bosch pump, so wet rags were hung over the pumps to cool them. Fangio then arrived, and went straight out in his six-cylinder Maserati, equalling Brooks' time, but almost immediately the British driver retaliated with a really shattering 1 min. 42.9 sec., while the day was still very hot. Moss did a few laps but showed no improvement over this time and came back to the pits, and then Behra went out again in the 12-cylinder Maserati. Now, thanks to the Vanwall team, a good time was going to have to be less than 1 min. 43 sec., anything more was relatively unimpressive; yet none of the Lancia/Ferraris could approach this target, though Collins did manage 1 min. 45.5 sec., thus making the best time for the Rampant Horse team. Behra could only just break 1 min. 44 sec. with the 12-cylinder car, and then Lewis-Evans was off again, this time in the spare Vanwall. Behra brought the 12-cylinder car in and handed it over to Fangio, and went out again

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himself on his six-cylinder model. With very little warning, and certainly no fuss, Lewis-Evans suddenly recorded 1 min. 42.5 sec. and, to show it was no fluke, he followed it with 1 min. 42.4 sec., and this really set everyone buzzing, for practice was now rapidly drawing to a close. As the Vanwall mechanic flagged Lewis-Evans in, after his last electrifying lap, the engine cut and he coasted out of sight, to come to rest round beyond the Lesmo turns. Meanwhile Fangio had been thrashing the 12-cylinder Maserati round and, getting more and more used to it, he got down to 1 min. 43.8 sec. Just to see that everything was all right with his own car Moss did a leisurely 1 min. 43.4 sec., and at that the day finished, with the Vanwall mechanics setting off to tow in the broken car of Lewis-Evans. In spite of all the battling that had been going on, this was the first casualty among the works boys; it subsequently turned out to be a broken magneto rotor shaft, so it was not too serious. All these closely-fought time trials among the factory teams rather overshadowed the efforts of the private owners, but Gregory had done an excellent 1 min. 48.9 sec. and Bonnier 1 min. 49.17 sec., these two being the only ones to break 1 min. 50 sec. among the non-works cars. Halford had been having fuel-feed trouble with his borrowed car, the cockpit tanks being gummed up through a long period of standing, and Simon was having similar trouble with the Maserati of Volonterio, which he was driving. Gould was getting thin on tyres, one front one loosening all its tread, but not actually coming off, and Piotti managed not to be last, leaving this position to the Bristolian.

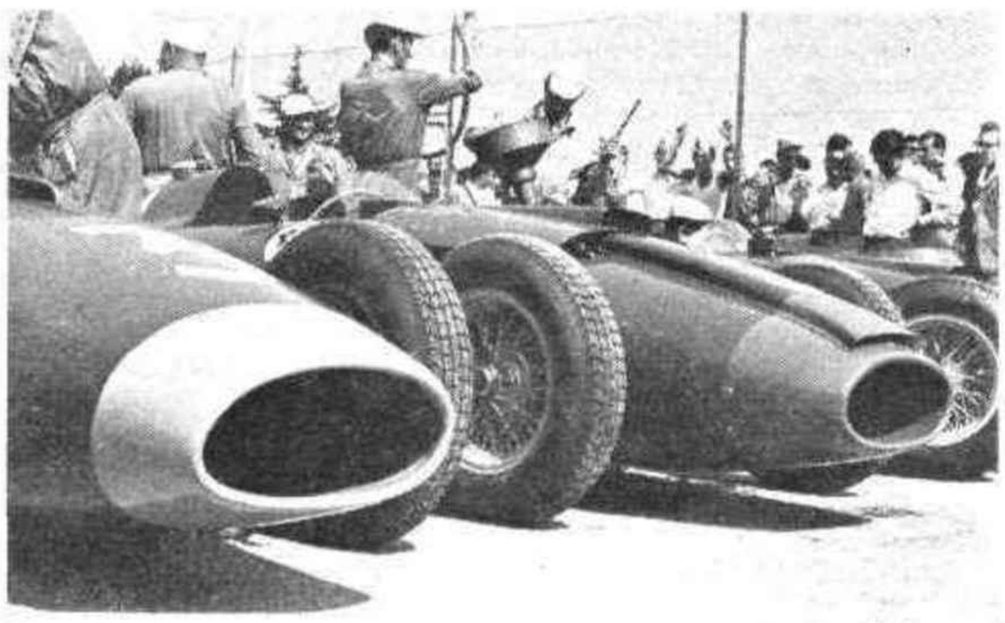
The two days of practice had been truly memorable, with the Vanwall team in complete command of the meeting, and the final summing up of the times gave the order Lewis-Evans, Moss, Brooks, Fangio, Behra, Schell, Collins, von Trips, Musso and Hawthorn. There was no arguing the fact that the Vanwall team were easily the fastest, while the Lancia/Ferraris were right out of the picture.

Race day, on Sunday, saw the start arranged for 3 p.m., consistent with the practice days, and a thing many other organisers might well copy, for it allowed an appreciation of race conditions to be assessed very accurately during practice. It was a truly wonderful sight to see the three green Vanwalls on the front row, with only the six-cylinder Maserati of Fangio keeping them company. For many years now we have had to watch starts with one or two green cars scattered about amongst the rows of the grid, but here was a complete triumph; the first three cars on the grid were green and behind them came row upon row of red cars. If all three Vanwalls had blown sky high at the fall of the flag no one could have complained, for they had proved themselves in practice. As it was, when the flag fell it was Moss who leapt away into the lead, with Lewis-Evans and Brooks right on his tail, while Musso made a shattering start from the third row, where he had been in company with von Trips, Hawthorn and Gregory, and was right behind the Vanwalls as they roared away towards the Curve Grande.

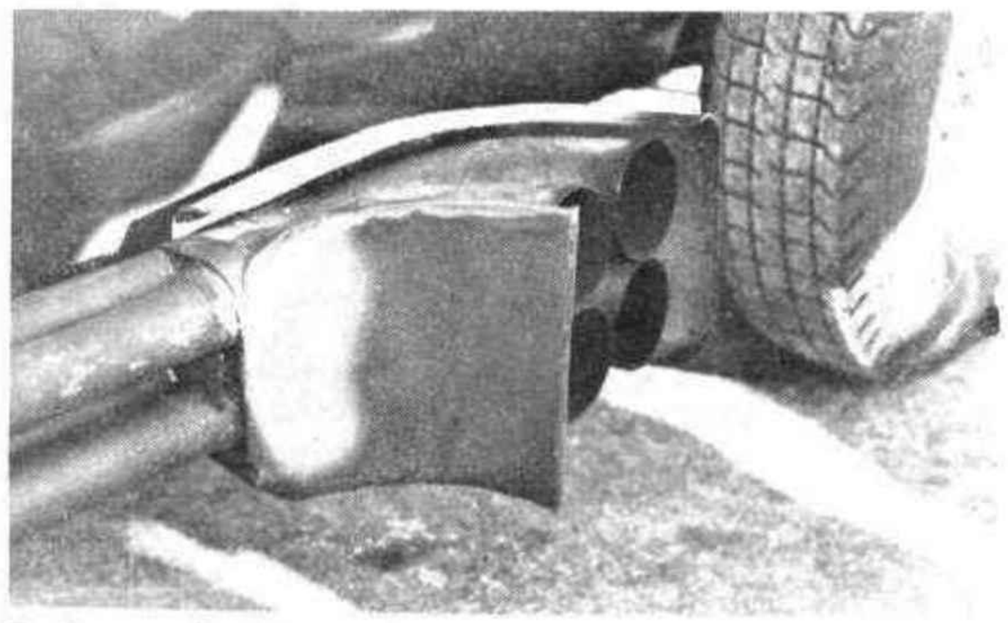
The start had been one of those lovely Grand Prix affairs where everyone inched forward before the flag fell, but, even so, Behra, Schell and Collins in the second row did not get among the leaders. In the fourth row had been Scarlatti, Bonnier and Halford, followed by Godia, Simon, Piotti and Gould. Down the back straight it was Moss leading, with the screaming pack hard on his heels, and as they ended the hair-raising opening lap the order of the leaders was Moss, Behra, Lewis-Evans, Brooks, Musso, Fangio, practically nose to tail. The next lap saw Behra a little closer to Moss, Evans and Brooks side by side, Fangio right behind them, and Musso hanging on gamely, followed by Schell, Collins, Hawthorn and Bonnier, the Swedish driver having a real go and leaving all the other independents way behind. The practice had shown that the issue lay between Vanwall and Maserati and now the race was living up to the practice, with Behra out to show the British that the 12-cylinder Maserati could really go, for he had taken the new car, whereas Fangio had settled for a six-cylinder. On the fourth lap Behra sailed past Moss going down the back straight, and now the battle was really on, for the end of lap four saw the order Behra, Moss, Brooks, Lewis-Evans, Fangio, running in line-ahead formation, with only a foot or two between each car, having come out of the south turn in a very close bunch across the road. These five had already left the rest behind, but following came Schell, Collins, Musso, Hawthorn and Bonnier in another such fiendish dice. Down the back straight again they went, and Moss went back into the lead, so that lap five read: Moss, Behra, Brooks, Fangio, Lewis-Evans, as quick as that, and the leader was lapping at 1 min. 47.5 sec., on new tyres and full tanks. There was clearly no quarter being given, and certainly no holds being barred, the Vanwalls driving as a team and making the two Maserati drivers use whatever road was left over; gentlemanly "after you" stuff was not the order of the day! Every kilometre of the race was being hotly contested, the cars running two and three abreast through the corners, all text-book driving having been thrown to the winds long ago.

On lap seven Fangio whammed by into the lead, followed by Moss, Brooks, Lewis-Evans and Behra, but leadership in this battle of the giants was only theoretical, for no stop-watch could measure the gaps between this leading group of five. Behind them Schell was sweating visibly to keep off the attacks of Collins, while Musso was not far behind, though Hawthorn had been passed by Bonnier, the Englishman not being too happy with the handling of his Lancia/Ferrari. The rest of the field were trailing along in the rear, but, bearing in mind that they were lapping at nearly 120 m.p.h., it will be appreciated that they were doing some pretty skilled trailing. Von Trips and Gregory were having a wheel-to-wheel battle and, farther back, Godia was leading Halford on the straights but losing ground on the corners. Just when it looked as though Fangio had got command, Moss took the lead, and then Brooks went by the lot, while four laps later Lewis-Evans sailed by into the lead and Moss took a back seat. There was nothing at all to choose between these five drivers and cars, and they finished each lap in a solid bunch, none of them ever looking like being able to keep the lead for long; it was real Grand Prix racing with a vengeance, and the most wonderful thing of all was that three of the five were British cars driven by British drivers, something that has never before been seen in Grand Prix racing.

The pace was so hot that somebody had to give in, and on lap 20 it was Brooks who succumbed, for his throttle stuck open and he had to stop at the pits to have it freed, losing a whole lap to the leaders and rejoining the race just as the four leaders went by again. Bonnier had already been at the pits, his Centro-Sud Maserati showing signs of getting hot, which was not surprising in view of the speed he was going, while Hawthorn was now back in his stride and having a go at Musso, though they had dropped quite a way behind Collins. Bonnier's pit stop had put him at the back of the field, behind Gould, Simon, Halford, Godia and Gregory, reading from the back, and at this point came the leaders, now rapidly closing on Scarlatti and von Trips, who were still dicing together. On lap 22 the order was Moss, Lewis-Evans, Fangio and Behra, but they were so close that it might easily have been the other way round: however, on the next



The Lancia/Ferraris of Collins and Hawthorn were fitted with long air intakes on the nose cowling, and here one is seen alongside the more orthodox Ferrari nose.



During practice Ferrari fitted this deflector in front of the exhaust megaphone to try and create more extractor effect.

lap Lewis-Evans signalled distress to his pit and came in at the end of the lap.

Now the bitter fight was breaking up fast, for Evans had cracked the head on the Vanwall, a core-plug weld having given way, and though it was peened over as a temporary repair he was last when he rejoined the race four laps later. Fangio and Behra were now getting very much out of breath and decided to call off the wheel-to-wheel battle, letting Moss get ahead and hoping that he too would have trouble like his team-mates, and by lap 26 things had settled down to some semblance of order, Moss being 5 sec. ahead of Fangio, who was leading Behra. Then came a long gap before Schell appeared, still ahead of Collins, and after another gap came Hawthorn and Musso, just about to be lapped by Moss. Brooks came next, leading Scarlatti and von Trips, who in turn was followed by Gregory all on his own, and then Godia and Halford still battling happily; another long gap ensued before Simon appeared, leading Bonnier, Gould and Lewis-Evans. On lap 28 the big dice really finished, for Behra stopped for rear tyres and fuel, the 12-cylinder Maserati having proved very extravagant, and it was a fine sight to see the Frenchman get away again using very high revs. and spinning the wheels madly in order to keep the multi-cylinder engine up on the power curve. This stop dropped him down to fifth place, behind Collins, and a whole lap behind Moss, while on lap 30 Moss lapped Collins, leaving only Fangio and Schell on the same lap as himself.

At this point Brooks reappeared at the pits to complain that oil was appearing in the cockpit, and as he stopped it was noticed that a large piece of tread had come off one of the rear tyres. The oil leak was traced to a bung having come out of the gearbox. Luckily it was still lying in the undertray, and after some rather brusque words from Mr. Vandervell it was screwed back in place and the gearbox refilled. By the time the rear wheels had been changed five laps had passed and then the heat of the day had vapourised the fuel in the injection pump, so that when Brooks was ready to go again the car would not start. After much pushing it was dragged back to the pits, the vapour lock got rid of, and then he was able to rejoin the race, but now last behind Lewis-Evans. After these petty bothers all eyes were on Moss, who was now 10 sec. ahead of Fangio and gaining ground rapidly, and it was hoped that his car would not give trouble. Bonnier came in once more with too much temperature and, rather than risk blowing-up, the car was withdrawn, while Schell came in with an oil leak, and as a precaution the rear tyres were changed at the same time. This left only Moss and Fangio on the same lap, followed a long way back by Collins, Behra, Hawthorn, Musso, Scarlatti and von Trips, these last two still having a race together, and in consequence they were gaining on the people in front. Although occasionally broken up by other cars lapping them, Godia and Halford continued their race, Halford gaining on the corners and Godia gaining on the straights. Then Scarlatti and von Trips went by Musso, and the Roman stopped at the pits to complain of an obscure vibration, but nothing could be found amiss so he was sent off again.

By lap 40 Moss was leading Fangio by 17.5 sec., and it was obvious that the World Champion was playing a waiting game, hoping for the Vanwall to break up, it being quite impossible for the Maserati to cope with the superior speed, even though he had revved the six-cylinder engine to 8,400 r.p.m., a mere 800 r.p.m. over the limit. On lap 41 Fangio made a quick pit-stop for rear tyres, the race speed being more than Pirelli could guarantee to cope with, and this let Moss get nearly a whole lap ahead. Way down at the back of the field Simon stopped to refuel and Volonterio took over, only to be black-flagged as the officials did not realise he had done the necessary practice laps. After a brief discussion he was allowed to continue. The 12-cylinder Maserati had run its race, for on lap 35 Behra had stopped to take on water—it was obviously running very hot—and though he restarted at the end of the field the car was not showing its earlier form, and on lap 45 he came in for more water. This was just over half-distance, the total laps being 87 to make a full 500 kilometres, and the situation was Moss in the lead, nearly a lap ahead of Fangio, then Collins, Hawthorn, von Trips, Scarlatti, Gregory, Musso, Halford and Godia, with Behra, Brooks and Lewis-Evans still trying to make up time for their pit stops. The oil leak on Schell's car had proved unrepairable, so Scarlatti was called in and the American took the car over, the rear tyres being changed at the same time. Lewis-Evans was in the pits once more, still suffering from the water leak in the head, and though he restarted it was only for a few laps, the car finally succumbing on lap 48. Halford had eventually got the lead from Godia, for the Spaniard thought it was time he led on the south curve but came unstuck and spun, though he managed to keep going. However, Halford's lead was short-lived for a valve-spring cap then split and he had to retire. The overheating 12-cylinder Maserati finally protested strongly and



Hawthorn's Ferrari and Masten Gregory's Maserati racing past the elaborate Pirelli electric scoreboard, which indicates that Moss' Vanwall leads Fangio's Maserati at a cool 195.3 k.p.h. after 75 laps.

Behra coasted straight into the paddock with the engine dead and a trail of oil coming out from underneath, and it retired officially with "boiling water trouble." Brooks was now running in close company with Moss, even though he was only in 10th position, and his car was going perfectly, as was the leader's.

At 55 laps there seemed little hope of anyone doing any overtaking, and a lull settled on the race, it now being a question of waiting to see who was going to break down first. It turned out to be Collins, for he went by on lap 58 making a horrid noise, and two laps later came into the pits on six cylinders. After some fiddling he went off again, on seven cylinders, did a lap like that and then retired with a suspected broken valve. Now the order was Moss Fangio, Hawthorn, von Trips, Gregory, Schell in Scarlatti's car, Musso, Brooks, Godia, and Gould and Volonterio bringing up the rear. At lap 68 Moss was given a signal which said "LOOK TYRES," which he did and carried on with no signs of distress, and he was now well over a whole lap ahead of Fangio, the Maserati driver having given up all hope of ever catching the flying Vanwall. Gregory at last found someone to dice with, for Hawthorn lapped him, and he then hung on closely, the Lancia/Ferrari and the blue-and-white Maserati running round in close company.

At the end of the 77th lap Moss came into the pits, the near-side rear tyre was changed and some oil added to the tank, and in the meantime Fangio went by, to be on the same lap as the Vanwall, but then Moss was off again, now about three-quarters of a lap in the lead. On the same lap Hawthorn arrived at the pits with misfiring engine and it was found that one of the fuel pipes to the carburetters had split. This was bodged up and he rejoined the race, but now down to fifth place, so that von Trips moved up into third position, followed by Gregory. It was now nearly all over, apart from the rejoicing, and while Moss sailed round serenely in the lead, Brooks was still driving hard, and just before the end caught Musso to take seventh place, and on lap 74 he had recorded the fastest lap of the race, in spite of having an inoperative clutch.

Amid much rejoicing by the many British people present and an air of bewilderment from the Italians, Moss crossed the line to win the third Grande Epreuve for Vanwall this year, and the first British win at Monza, having beaten the full force of Italy on its home ground in one of the straightest and most open fights we have seen for a long time. Fangio finished second, nearly three-quarters of a minute behind, but nevertheless World Champion for the fifth year, and von Trips arrived third, having driven a steady and unspectacular race, but now fully recovered from his crash injuries.

Results :

GRAN PREMIO D'ITALIA—Formula I—87 Laps—500.25 Kilometres—Hot

1st :	S. Moss (Vanwall) ...	... 2 hr. 35 min. 03.9 sec. ...	193.563 k.p.h.
2nd :	J. M. Fangio (Maserati)	... 2 hr. 35 min. 45.1 sec.	
3rd :	W. von Trips (Lancia/Ferrari)	... ...	2 laps behind
4th :	M. Gregory (Maserati) ...	... ...	3 laps behind
5th :	G. Scarlatti/H. Schell (Maserati)	... ...	3 laps behind
6th :	J. M. Hawthorn (Lancia/Ferrari)	... ...	4 laps behind
7th :	C. A. S. Brooks (Vanwall) ...	... ...	5 laps behind
8th :	L. Musso (Lancia/Ferrari) ...	... ...	5 laps behind
9th :	F. Godia (Maserati)	... ...	6 laps behind
10th :	H. Gould (Maserati)	... ...	9 laps behind
11th :	A. Simon/O. Volonterio (Maserati)	... ...	15 laps behind

Fastest lap : C. A. S. Brooks (Vanwall), on lap 74, in 1 min. 43.7 sec.—199.614 k.p.h.

Retired : L. Piotti (Maserati), lap three; J. Bonnier (Maserati), lap 31, over heating; H. Schell (Maserati), lap 34, split oil pipe; B. Halford (Maserati), lap 47, broken valve cap; S. Lewis-Evans (Vanwall), lap 49, cracked head; J. Behra (Maserati), lap 50, overheating; P. Collins (Lancia/Ferrari), lap 62, valve.

Continued on page 593

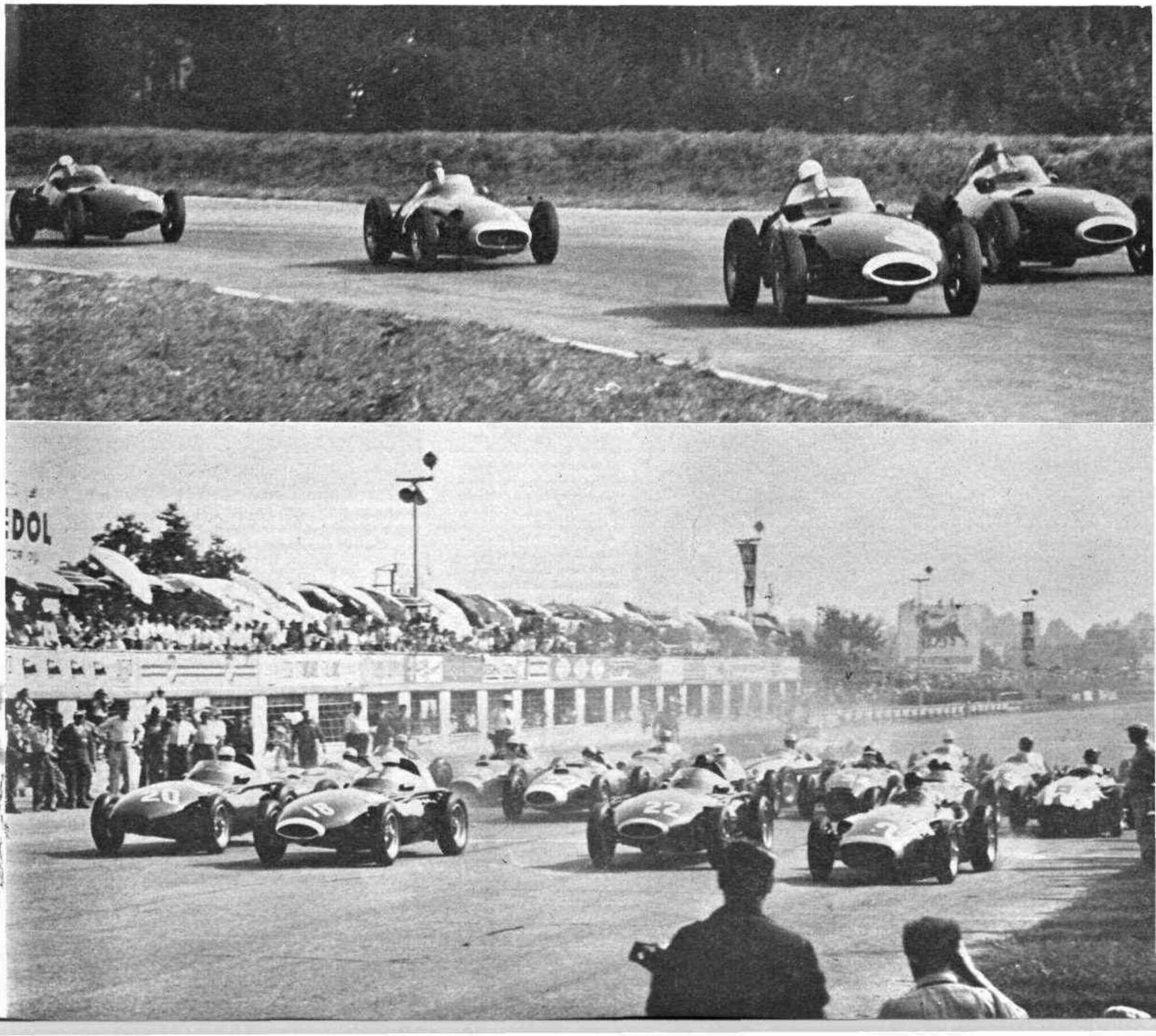
PICTORIAL REVIEW

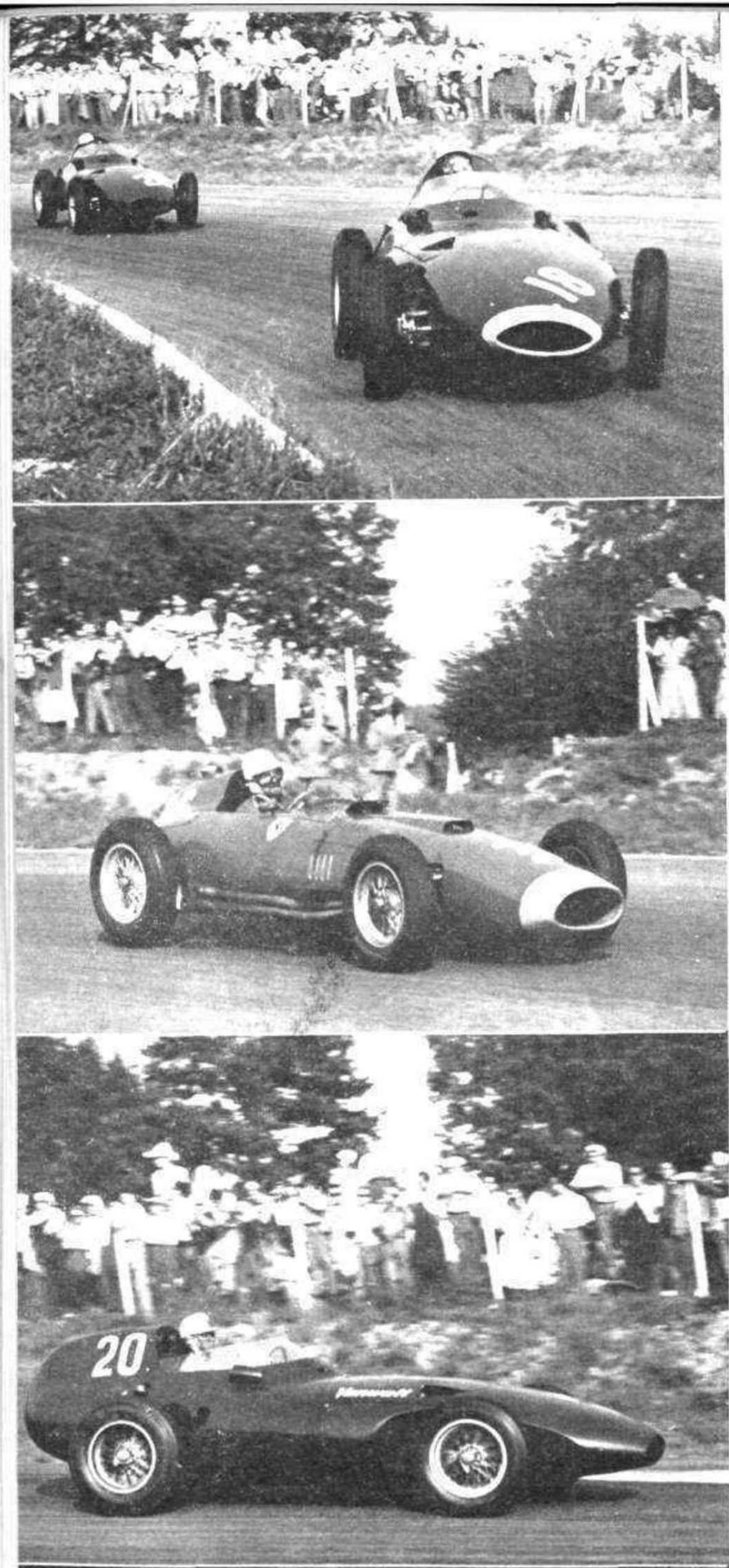
Italian Grand Prix B.A.R.C. Goodwood

B.O.C. Prescott Silverstone International Trophy Meeting

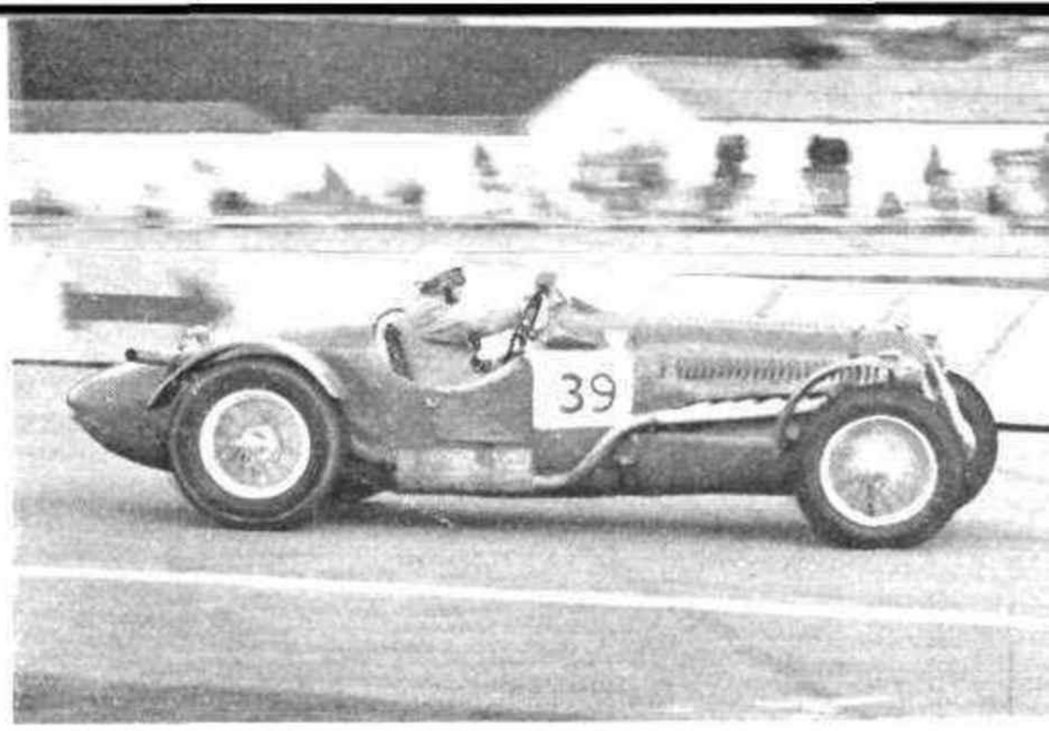
Top : BREATHLESS OCCASION.—The Italian Grand Prix a few laps old, with that immense battle between the three Vanwalls and Fangio's six-cylinder Maserati in full cry. Moss fractionally leads Brooks on this particular lap and Lewis-Evans follows Fangio.

Bottom : BRITISH CARS ON THE FRONT ROW !—A start which every English spectator will remember—the three Vanwalls accelerate away at Monza, Moss (18) in the centre, gaining the lead, Fangio (2) is beside them, and Musso's Ferrari (32) coming through from the third row.





MOSS THE MASTER.—Stirling Moss was complete master of the situation at Monza, where he gained the greatest British victory of all time in the field of Grand Prix racing. His victorious Vanwall is here seen leading team-mate Lewis-Evans.



LIFE IN THE OLD CAR YET!—The ex-Lord Selsdon Lago-Talbot won the two races for which it was entered at Goodwood on August 25th. It is here seen competing in the hands of E. W. Cuff-Miller, who won the second race in which this fine old 4½-litre car ran.

BRAVE DRIVE.—The bearded Wolfgang von Trips finished third for Ferrari at Monza, in spite of the fact that this was his first appearance since his accident at the Nurburgring.

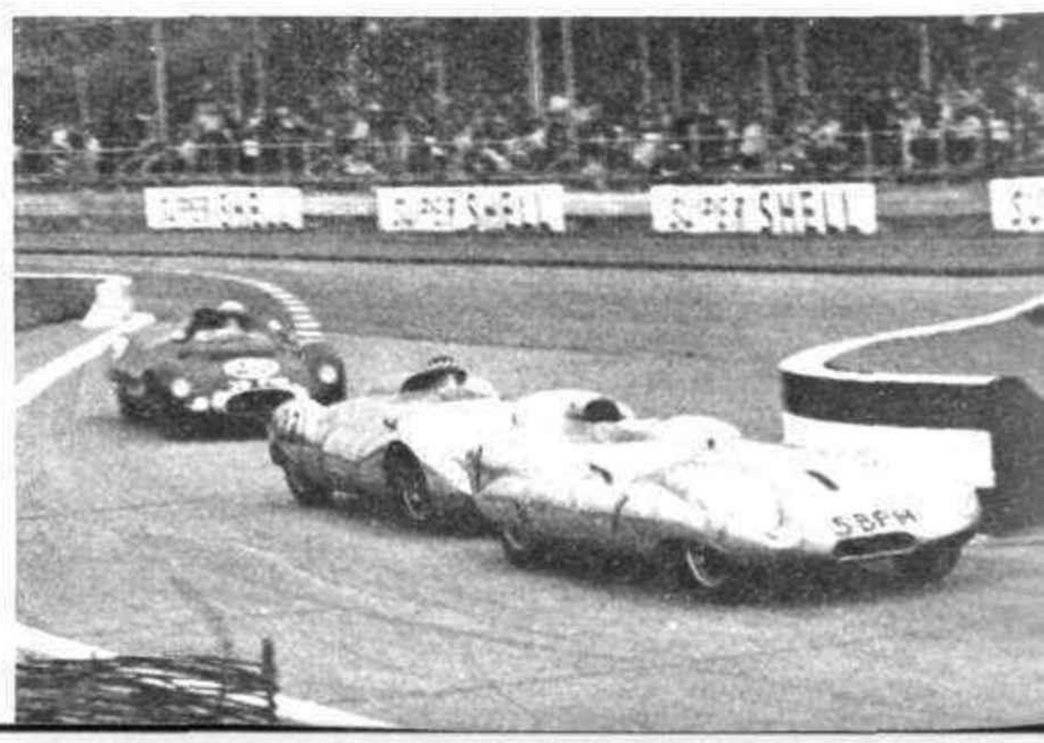


PRESENTATION.—Mike Hawthorn presents to Innes conclusion of this year's B.A.R.C. Goodwood Members' Race share of the champagne are William Boddy, Editor of M

"STUPENDOUS" was the word which best describes the performance of Lewis-Evans' Vanwall in practice for the Italian Grand Prix at Monza, when he set fastest lap speed, which neither Moss nor Fangio could equal. He is here seen during the race, before his Vanwall retired with very odd symptoms, following a crack developing in the cylinder head.

HARD-TRIER.—Hawthorn drove his quite unsuitable Ferrari into third place behind Moss and Fangio at Monza until a petrol pipe broke. He eventually finished sixth.

NOTHING IN IT.—C. Bristow (Cooper-Climax) right up on the tail of Innes Ireland's Lotus-Climax in a race which counted towards the Brooklands Memorial Trophy Contest at Goodwood. K. A. Greene, who was eventually placed second, isn't far behind Bristow, either!





TOURING IN SUSSEX.—The "bread-and-butter" cars having a go at Goodwood. The handicapper seems to have succeeded in bringing a quantity of assorted machinery together on the last lap.

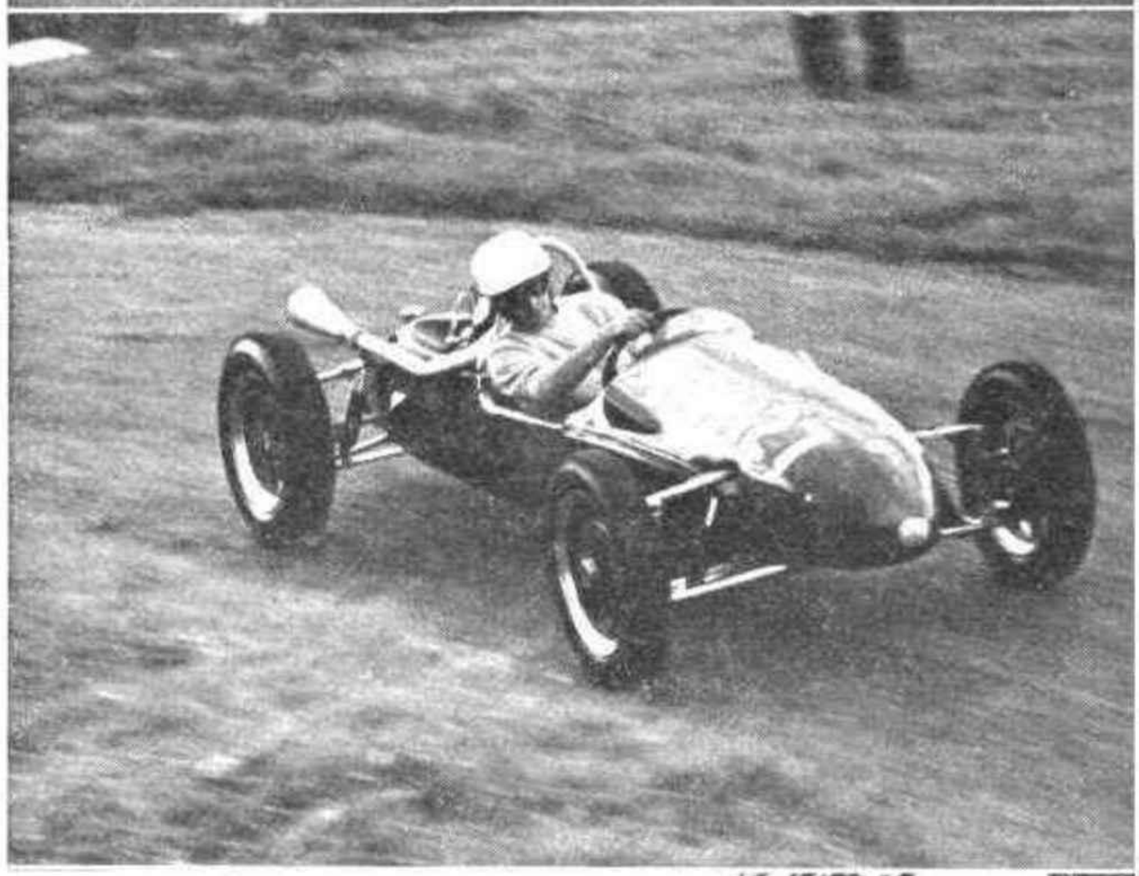
ALL READY.—The 300SL Mercedes-Benz of T. A. Roberts about to take off from the starting line at Prescott during the Bugatti O.C. meeting on September 8th.





Ireland the MOTOR SPORT *Brooklands Memorial Trophy at the Meetings. Hawthorn won this Trophy in 1951. Waiting for their* MOTOR SPORT *(behind Mike), and L. D. R. Cade (beside Mike).*

LEADING LADY.—Driving a Cooper 500, Pauline Brock succeeded in reaching the summit of the hill in very good time, and without any mishaps en route.

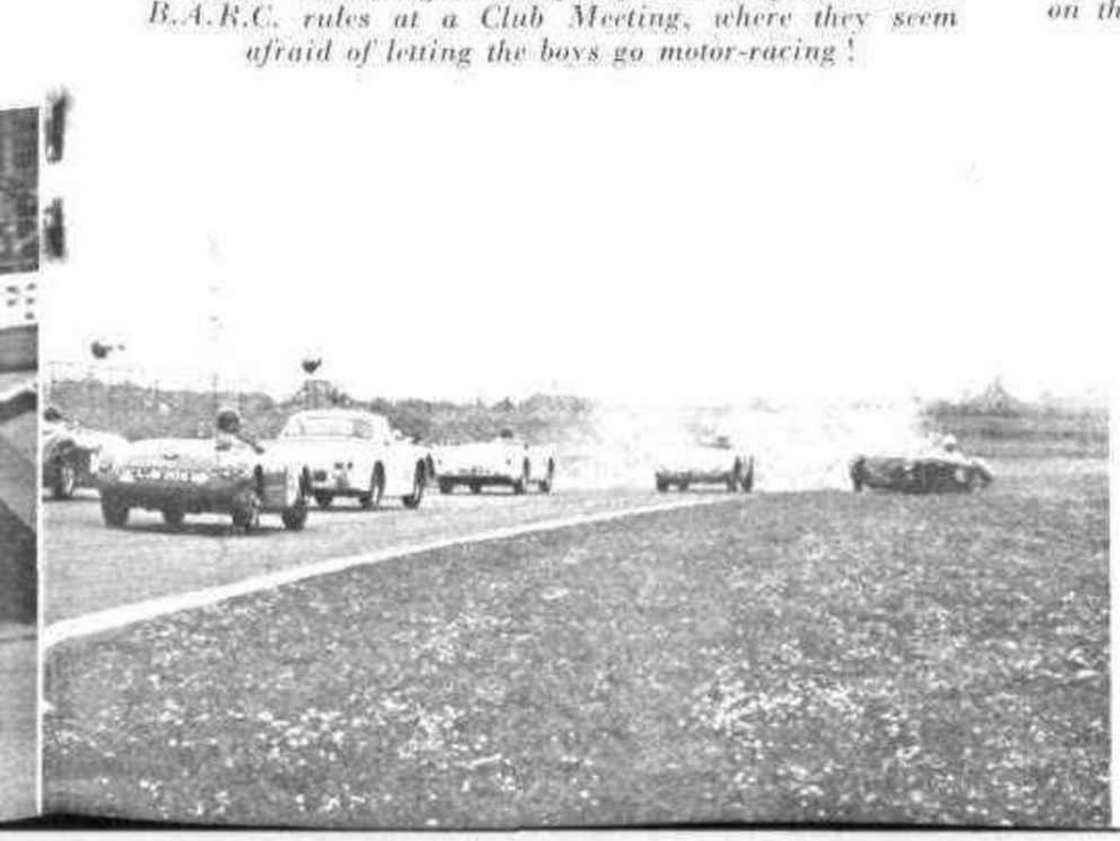


PASTORAL SCENE.—One of the rural scenes afforded to spectators who are willing to climb to the upper slopes of the course. Here may be seen the H.A.R. Special of H. A. Richards which is noted for its noise but not its speed.

BUSY CORNER.—A string of sports cars cornering at Goodwood as an Austin-Healey spins off. A spin or excursion onto the grass disqualifies a competitor under B.A.R.C. rules at a Club Meeting, where they seem afraid of letting the boys go motor-racing!

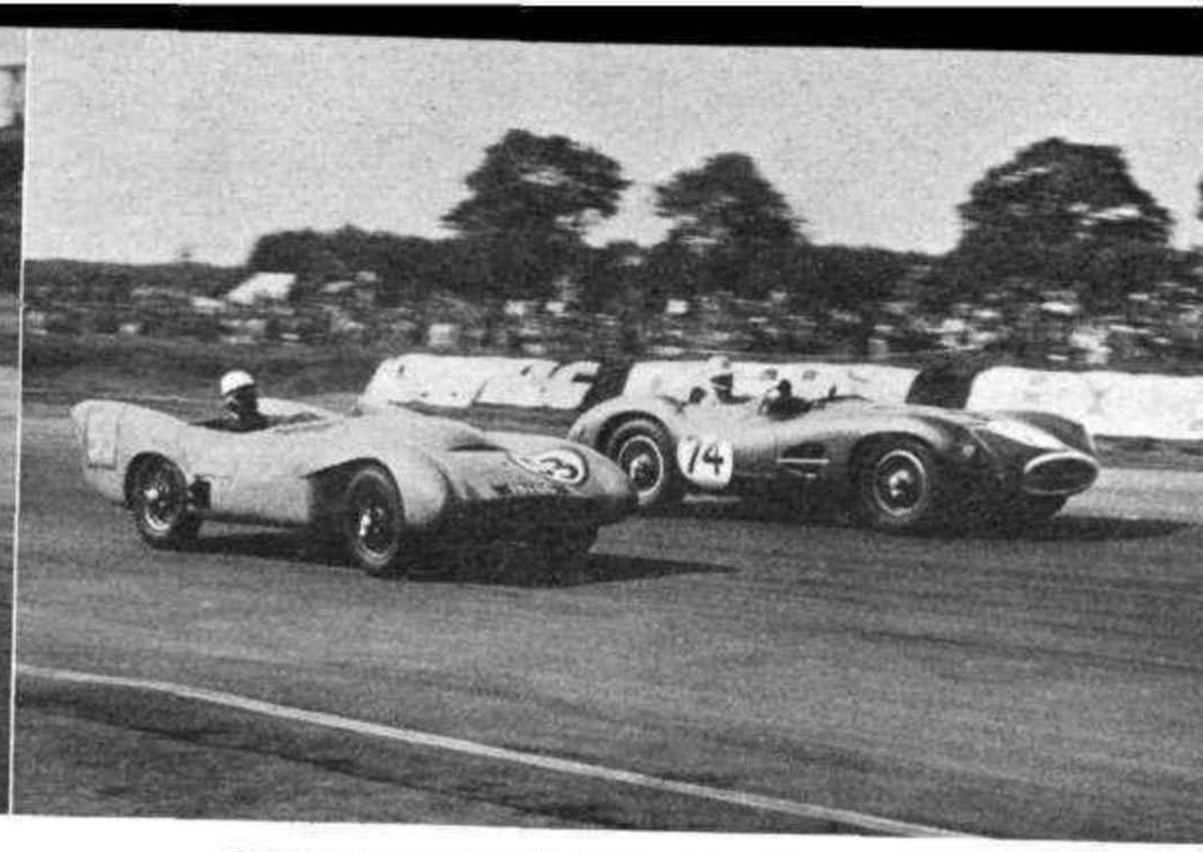
BUGATTI BOY.—Preparing for the start is one of the familiar Prescott Bugattis, that of J. M. Perkins, which is known for its high-speed ascents and which on this occasion won its class.



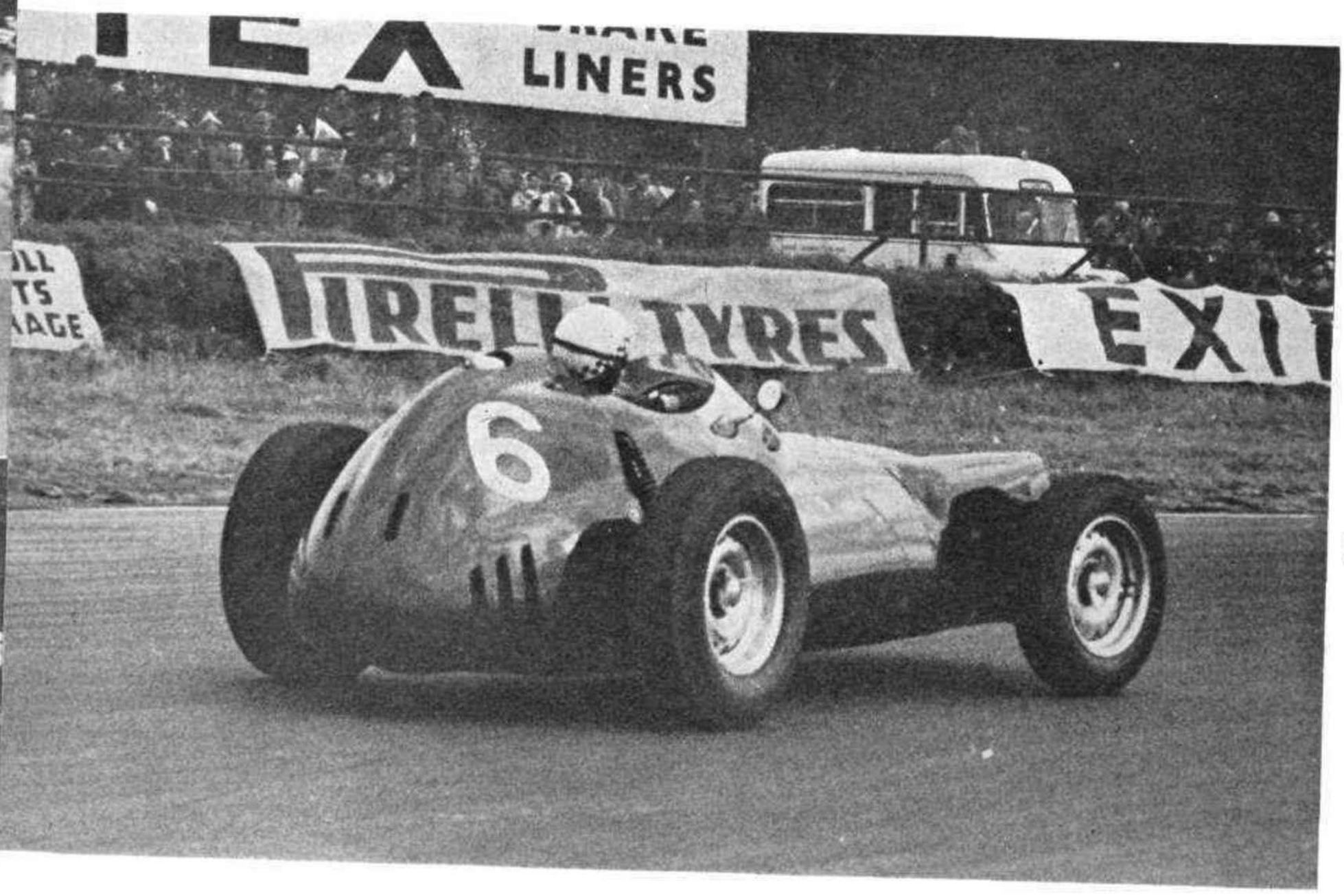




GETTING THERE.—Mike Hawthorn's 3.4 Jaguar saloon rolling round Silverstone to win the Production Touring-Car Race at the International Trophy Meeting.



LISTER VANQUISHED.—Roy Salvadori at last beat Scott-Brown's Lister-Jaguar, at Silverstone. His DBR/2/370 is here seen passing Campbell-Blair's Lotus-Bristol.



GOOD AND FAST.—Jean Behra demonstrates the excellent speed and new-found reliability of the B.R.M. when winning the B.R.D.C./"Daily Express" International Trophy Race at Silverstone. He set a new lap record of 103.31 m.p.h.

TWIN-CAM SUPERIORITY.—Ron Flockhart with the 1½-litre International Trophy Sports-Car Race in his sporran at Silverstone—the car is John Coombs' Lotus.

THAT MAN FROM DOWN-UNDER.—The Australian driver Jack Brabham went well at Silverstone until his 2.2-litre Cooper retired.





FIFTH GRAND PRIX DE MODENA

Italy Has a Win

MODENA, *September 22nd*

THE Modena Autodrome is, in reality, the perimeter track of a small private aerodrome, completely flat and a mere 2.306 kilometres to the lap. It is used extensively throughout the year by Maserati and Ferrari for test purposes, being on the edge of the home town of these two teams. The Formula I race was held in two Heats, of 40 laps each, the ultimate result being obtained by adding the times for the two races, in which all competitors were intended to take part.

The Maserati team consisted of Behra, Schell and Scarlatti, the first two driving the lightweight-chassis six-cylinder cars, and the third car being the old heavy-chassis model. It had been hoped that Fangio would also drive but he was suffering from a damaged wrist caused in a minor road accident. In practice, Behra and Schell tried the offset transmission 12-cylinder car, but it was not as fast as the six-cylinder cars. Since Monza it had been fitted with a larger radiator and a header tank behind the engine. It was tried on long tail-pipes and short tail-pipes with megaphones, but could not go fast enough to justify its use on this short circuit.

Scuderia Ferrari entered Collins and Musso with two enlarged Formula II Ferraris. Musso had the original car that raced at Naples and Reims, and Collins had a brand new one. The first cars were fitted with enlarged V6 engines of 1,860 c.c., appearing outwardly identical to the 1,500-c.c. unit, while Formula I Lancia/Ferrari brake drums and Super Squalo Ferrari back-plates were used. The bell cowling had been made much longer and the fixed air intake from the Weber carburetters protruded through the bonnet top and was surrounded by a Perspex shield in place of the bonnet top bulge used previously. The windscreens were also of Perspex and wrapped round the cockpit sides. On the new car two magnetos were mounted on the rear of the inlet camshaft instead of the front and the steering-box was on the right instead of the left. Both cars were fitted with two long tail-pipes and megaphone ends. In practice it was still obvious that these beautiful little Grand Prix cars, with enlarged engines, were very fast, and the Ferrari team intimated that eventually the V6 engine would be enlarged to 2,500 c.c. and retained in the same Formula II chassis for next year's Grand Prix racing, the V8 Lancia/Ferraris being scrapped.

Bravely entering into the lion's den were two B.R.M.s, straight from Silverstone, with Flockhart and Bonnier as drivers; it had been hoped to borrow Lewis-Evans but Mr. Vandervell thought otherwise. With Bonnier leaving the Centro-Sud Maserati team, Gould took his place for this event and gave his own car to Colin Davis. The other Centro-Sud car did not run, for two reasons. First, Gregory had a difference of opinion with Signor Dei, the owner, and secondly it broke its clutch just before the race, so Gould took the silver car. To complete the entry there was Halford with his own Maserati.

The line-up for the first Heat, according to practice times, was Behra, Schell and Musso in row one, Scarlatti and Flockhart in row two, Collins, Bonnier and Gould in row three, and Halford and Davis at the back. Behra made a poor start and it was Schell who led away, with Musso right behind, and the little Ferrari took the lead on lap two. By lap 11 Behra had caught Schell, then Musso, and, once in the lead, drew away by superior driving, his slides through the artificial S-bend being a joy to watch. Flockhart was in fourth position until he spun on lap nine and dropped to the back of the field, and Bonnier in the other B.R.M. was having a scrap with Scarlatti and Collins. Already, Halford, Gould and Davis were a fair way back and the last-named went out on lap eight with a sick engine. The first three places were secure, the order being Behra, Musso and Schell, while Collins eventually crept past Bonnier and Scarlatti and started to make up ground, but he could not catch Schell. On lap 12 Flockhart stopped briefly at the pits to report sinking oil pressure, but went on again. On such a short circuit, with lap times only just over 1 min., there was no relaxation and Behra had to work to keep his lead for Musso was not giving up the chase. The order remained unchanged, with Behra, Musso, Schell and Collins all on the same lap, followed by Scarlatti and Bonnier in close company, and Halford, Gould and Flockhart bringing up the rear. Just before the end, Halford had his exhaust pipe come adrift and stopped to remove it; this allowed Gould and Flockhart to go by, and then the B.R.M. overtook the Centro-Sud Maserati. Apart from that nothing vital happened, and all but Davis completed the Heat and prepared for Heat two.

During the opening dice, Musso had done a lap in 1 min. 02.2 sec., a speed of 133.466 k.p.h., and after taking the lead Behra equalled this time, which was a new lap record.

The start for the second Heat was according to the finishing order in Heat one, so Behra, Musso and Schell were on the front row, followed by Collins and Scarlatti, then Bonnier, Flockhart and Gould and Halford at the back. Fangio acted as starter and Behra made no mistake this time and led from start to finish, never so much as being challenged by the others, but for second place there was a close fight between Musso, Collins and Schell, the little bored-out Formula II Ferraris going amazingly well. Scarlatti was driving well in fifth place until he spun and let the two B.R.M.s go by, but neither of the Bourne drivers could approach the leaders. Schell scrabbled by Collins on lap 12, but until lap 28 there was nothing to choose between the two V6 Ferraris and the straight-six Maserati. Scarlatti made up for his spin and caught Flockhart by lap 23 but then the B.R.M. had the fuel pump break off its mounting and was out, while four laps later Bonnier stopped with a broken universal joint, so that the Italian cars now had things all their own way. Once again the order was Behra, Musso, Schell and Collins, all on the same lap, the others being lapped. Three laps before the end, Halford broke a gear in the rear axle, but was able to push the car over the line and qualify. Behra made the fastest lap in Heat two but not quite so fast as in Heat one. By adding the times a general classification was decided and Behra was the undisputed winner.—D. S. J.

MODENA GRAND PRIX

Heat One—40 Laps—92 Kilometres—Hot

1st : J. Behra (Maserati 250S) ... ... 42 min. 23.1 sec. ... 130.574 k.p.h.
2nd : L. Musso (Ferrari 1,860-c.c. V6) ... 42 min. 43.6 sec.
3rd : H. Schell (Maserati 250S) ... ... 43 min. 09.8 sec.
4th : P. Collins (Ferrari 1,860-c.c. V6) ... 43 min. 18.5 sec.
5th : G. Scarlatti (Maserati 250S) ... ... 1 lap behind
6th : J. Bonnier (B.R.M.) ... ... 1 lap behind
7th : R. Flockhart (B.R.M.)... ... ... 2 laps behind
8th : H. Gould (Maserati 250S) ... ... 3 laps behind
9th : B. Halford (Maserati 250S) ... ... 3 laps behind
Fastest lap : L. Musso (Ferrari) and J. Behra (Maserati), in 1 min. 02.2 sec.—133.466 k.p.h.
Retired : C. Davis (Maserati 250S), engine, lap eight.

Heat Two—40 Laps—92 Kilometres—Hot

1st : J. Behra (Maserati 250S) ... ... 42 min. 24.8 sec. ... 130.473 k.p.h.
2nd : L. Musso (Ferrari 1,860-c.c. V6) ... 42 min. 44.6 sec.
3rd : H. Schell (Maserati 250S) ... ... 42 min. 47.0 sec.
4th : P. Collins (Ferrari 1,860-c.c. V6) ... 42 min. 47.3 sec.
5th : G. Scarlatti (Maserati 250S) ... ... 1 lap behind
6th : H. Gould (Maserati 250S) ... ... 2 laps behind
7th : P. Halford (Maserati 250S) ... ... 6 laps behind
Fastest lap : J. Behra (Maserati), in 1 min. 02.6 sec.—132.613 k.p.h.
Retired : R. Flockhart (B.R.M.), fuel pump drive, lap 23; J. Bonnier (B.R.M.), universal joint, lap 27.

Final Classifications by Addition of Times :

80 Laps—184 Kilometres

1st : J. Behra (Maserati 250S) ... 1 hr. 24 min. 47.9 sec. ... 130.503 k.p.h.
2nd : L. Musso (Ferrari 1,860-c.c. V6) ... 1 hr. 25 min. 28.2 sec.
3rd : H. Schell (Maserati 250S) ... 1 hr. 25 min. 56.8 sec.
4th : P. Collins (Ferrari 1,860-c.c. V6)... 1 hr. 26 min. 05.8 sec.
5th : G. Scarlatti (Maserati 250S) ... ... 2 laps behind
6th : H. Gould (Maserati 250S) ... ... 5 laps behind
7th : B. Halford (Maserati 250S) ... ... 9 laps behind

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TOUR DE FRANCE

Without question the Ferrari Europas dominated this year's Tour de France, and even Moss in a Mercedes-Benz 300SL could not get near them.

1st : O. Gendebien and L. Bianchi (Ferrari Europa).
2nd : M. Trintignant and F. Picard (Ferrari Europa).
3rd : J. Lucas and J. Malle (Ferrari Europa).

CASTROL WINS

AT SILVERSTONE

SPORTS CAR RACE

OUTRIGHT WINNER

DAVID BROWN

ASTON MARTIN

(R. Salvadori)

3RD ASTON MARTIN (N. Cunningham - Reid)

4TH ASTON MARTIN (C. A. S. Brooks)

MANUFACTURERS TEAM PRIZE

ASTON MARTIN

WAKEFIELD Castrol MOTOR OIL

Follow the experts –

always ask for Castrol by name

SPORTS CARS AT SPA

Ferrari Defeated by Tyre Trouble

SPA, *August 25th.*

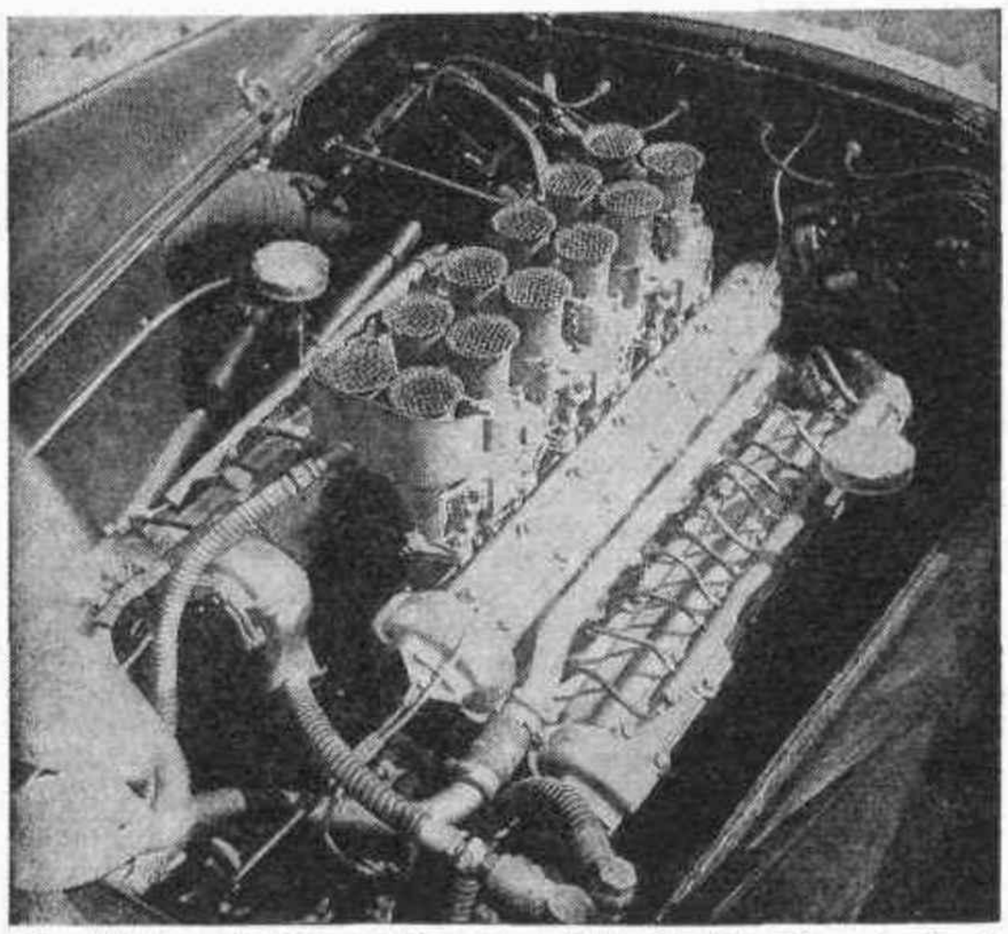
AFTER the cancellation of the Belgian Grand Prix, the Royal Automobile Club of Belgium rēalised what a waste of a good circuit this cancellation was causing, and subsequently organised a race for sports cars over a duration of three hours. In many respects this resulted in a repetition of the meeting organised by the Spa Club back in May, when Aston Martin cleaned up, but nevertheless it resulted in a meeting full of interest.

The only factory team entered was Aston Martin, and they had three cars with them, the Le Mans 3.7-litre back-bone chassis car for Brooks, and their two DBR1/300 models for Salvadori and Cunningham-Reid, but unfortunately the latter driver crashed the 3.7-litre car while he was trying it in practice. Cunningham-Reid himself was unhurt, but the car could not be repaired in time, so he had to forfeit his drive and Brooks took over the second 3-litre car, this one having the new cylinder head with the valves at 95 degrees in place of the normal 60-degree valve angle. Naturally there were no official Jaguars present, but the Ecurie Ecosse had their three cars running, Lawrence in the 3.8-litre injection car, and Fairman and Seidel in the normal 3.5-litre D-types. The German driver was taken on at the last moment having been " fishing " to try a D-type for some time. Other Jaguars were the white one of Murkett Brothers, this time being driven by Naylor, in place of Henry Taylor, he being stood in the corner for bending the car in the Leinster Trophy, the Equipe National Belge Jaguar driven by young Bianchi, and Broadhead's Jaguar driven by Bueb. The two Whiteheads had an Aston Martin apiece, these being the 1956 works Le Mans DB3S models, with the wide slot radiator grille, but minus the head-fairings. The Equipe Belge provided the main opposition to the British cars with a borrowed 4.1-litre, 4-o.h.c., vee-12 Ferrari works car, painted yellow, as it was supposed to be a private entry, and this was driven by Gendebien. This team also had their own 3.5-litre 12-cylinder Ferrari running, driven by de Changy. To complete the list of over-1,500-c.c. runners were Loens with a brand new 200S Maserati, Milhoux with the Belgian Testa Rossa Ferrari and the Temple Buell pair of blue-and-white Ferraris, with Gregory in the 3.5-litre 12-cylinder car and Brabham in the 2-litre Testa Rossa.

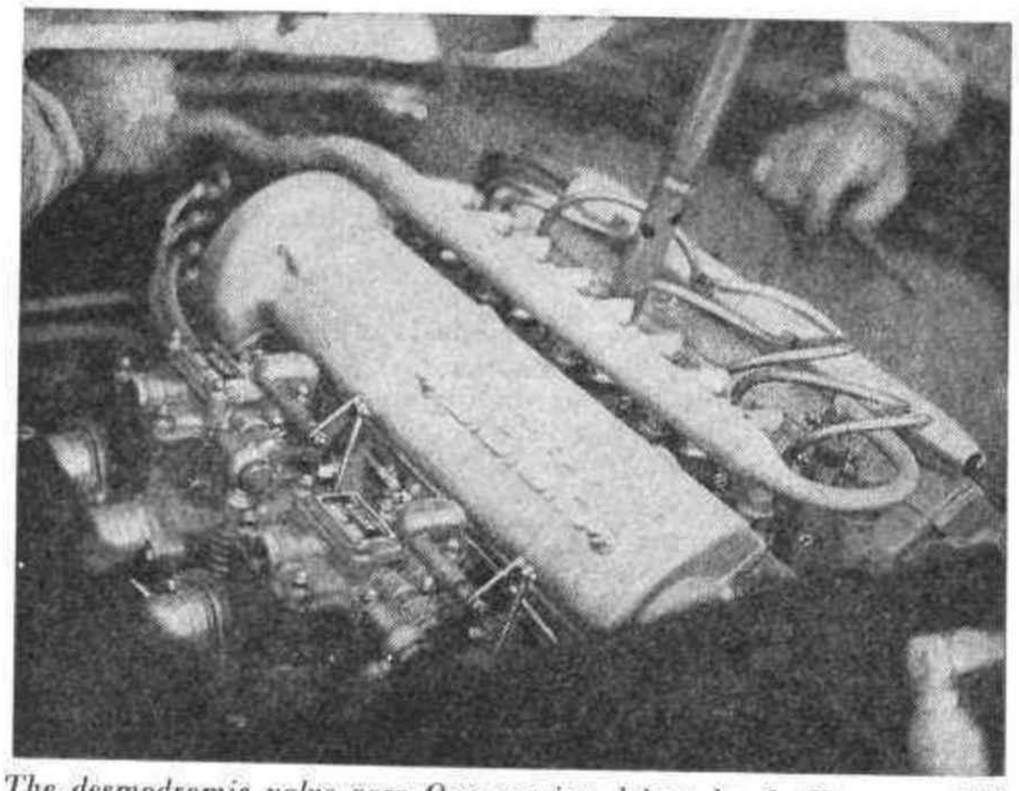
Running concurrently but viewed as a separate race was a class for sports cars up to 1,500 c.c., and Team Lotus had two single-cam cars running, Allison in the one with the F. II elektron wheels, and Ireland in the normal team car. There were four private Lotus, one 1,500 driven by Moran and three 1,100 models driven by Piper, Hicks and Campbell-Jones, while the main opposition came from the Osca of de Tomaso. This was the new, shorter, narrower and lighter car, and was fitted with the new engine with desmodromic valve gear, making its first competition appearance. Isabelle Haskell had a normal 1,500 Osca, as had Fast, the Swedish driver, while Porsche opposition was provided by de Beaufort, Goethals and Houdusse with 1500RS models, and Tassin with the old Belgian team Spyder, and to complete the list there was Berger with his old 150S Maserati. Gran Turismo cars up to 3-litres were also allowed to compete, but only one turned up, this being the Europa Ferrari of Ringoir, so he had a race all by himself.

There were two days' practice, and apart from the 3.7-litre Aston Martin being eliminated, Milhoux upset his 2-litre Ferrari, and Goethals upset his Porsche, while Loens broke the final drive on his new Maserati and Brooks ruined the bearings on one of the DBR1/300 Aston Martins. However, the Aston Martin mechanics put in some hard work and repaired the car, and Loens fitted another final drive, but far too low for the fast Spa circuit, it being the only one available. Gendebien was easily fastest of the big cars, with a time of 4 min. 11.7 sec., and everyone got excited because this was faster than the Formula I lap record of 1956. In their excitement they all forgot that the pits have been moved back, making the downhill rush from La Source a lot quicker, and that all the corners from Stavelot to La Source have had the edges cleaned up, giving as much as 3 ft. more width to play with, and at 140-150 m.p.h. that counts for a great deal. Due to these circuit changes lap speeds can no longer be compared with previous records, and the only conclusions to be drawn are that the circuit and sports cars are very fast, for Gendebien's time represented an average speed of 201 k.p.h. The desmodromic Osca was going very fast also, lapping in 4 min. 41 sec., and making the Lotus boys whistle through their teeth a bit.

Although torrential rain swept the Spa-Francorchamps countryside during the morning, by the time the cars were lined up for the Le Mans start a bright sun was shining and the circuit was drying rapidly. The arrangement for running the race was that it should be for three hours' duration, but at the end of the third hour if the leader was somewhere out on the circuit, he would be allowed to complete that lap before the flag fell. This meant that instead of the chequered flag falling at exactly three hours, probably as some back-marker was trundling by, it would be given to the winner of the race, but possibly some minutes after the three hours. On paper it looked like being a runaway win for Gendebien with the 4.1-litre Ferrari, with Brooks trying to keep up, but things went wrong from the beginning, for the Ferrari took a long time to start its engine, and it was nearly last away, while also having trouble starting were Lawrence with the injection Jaguar, the electrically-driven fuel pump not being right, and Naylor, who was making his first start in a Jaguar and did not know the drill. On the opening lap Brooks took the lead from Gregory and de Tomaso lost the lead of the 1,500 class by spinning madly, but luckily keeping on the road and being able to carry on, with a rather pale face. Gendebien made a fantastic opening lap, coming by in sixth place, and interest then lay in seeing if he could catch the flying Brooks. On the next lap he was fourth and the one after that third, the order being Brooks, Gregory, Gendebien, Bueb, Salvadori, Graham Whitehead, de Changy and Peter Whitehead. While the big cars were becoming strung out the 1,500 leaders were in a tight cut-and-thrust group in the order, on lap four, Allison, de Beaufort, Ireland and de Tomaso, but the next lap saw the order changed, and these four had a real scrap. Naylor was making up for his bad start and was now amongst these 1,500-c.c. cars and gradually worked his way through them and set off after the tail of the big cars. Gendebien got past Gregory on lap six but was 35 sec. behind Brooks, and a fastest lap in 4 min. 23 sec. reduced the lead to 28 sec., but then trouble began, for the Ferrari threw the tread off its left rear tyre and Gendebien stopped to change it. This set him back behind Gregory again, and Bueb and Salvadori went by before the yellow Ferrari rejoined the race. In one lap Gendebien passed the two British drivers, and was back in third place, now setting up new fastest laps almost every time round, getting down to 4 min. 16.5 sec., but then another tread came off, this time on the right rear tyre, and he came into the pits once more.



The fabulous 4-o.h.c. vee-12 engine of the 4.1-litre Ferrari, showing the imposing array of double-choke carburetters. This engine develops far more power than any Grand Prix engine, yet constitutes the F.I.A. idea of a sports car.



The desmodromic valve gear Osca engine driven by de Tomaso which showed an excellent turn of speed. The disposition of inlet and exhaust has been reversed compared with the normal Osca, but two double-choke Webers are still used.

One hour had now passed, and Brooks was running comfortably in the lead, carefully and accurately controlled from the pits by Wyer and Parnell, and Gregory was still second in the American-owned Ferrari. The 1,500-c.c. scrap had at last been settled, and it was the desmodromic-valve Osca that was way ahead, with a fastest lap in 4 min. 44.8 sec., followed by Allison, de Beaufort and Ireland, while Lawrence suddenly arrived at the pits, having been missing for a long while out on the circuit with the troublesome Lucas fuel-injection pump. The Ecurie Ecosse were having a bad time, for Fairman had lasted only two laps before valve-gear trouble intervened and Seidel had been passed by Naylor, who was now up to ninth place and going strongly. Gendebien rejoined the race with a new tyre fitted, still in third place, for Bueb was too far behind to be a challenge, and once more the Belgian driver set about reducing the gap between the Ferrari and the leading Aston Martin, while Gregory held on to second place. After these two delays Gendebien got really mad with the 4.1-litre and flung it round the circuit faster and faster, lap records flying in all directions: 4 min. 15.3 sec. then 13.1 sec., followed by 13.0 sec., and by the end of the second hour he got down to 4 min. 10.4 sec., a speed of 202.715 k.p.h., but he was still over 1½ min. behind the serene and comfortable Brooks in the healthy-sounding Aston Martin.

Gendebien was now back in second place, ahead of Gregory, and these two were the only ones not to be lapped by Brooks, for Salvadori, who was fourth, was a whole lap behind. Bueb had retired just after half-distance with a broken oil pipe to the valve gear, limping into the pits with oil spraying into the cockpit, and de Changy was in trouble with the Belgian Ferrari, having only third gear left in the gearbox. The Whiteheads were in reasonably close company, Graham leading, and holding fifth and sixth places behind Salvadori, but Naylor was catching them rapidly, which their pit did not seem to realise. Bianchi had stopped out on the circuit when the Jaguar engine went dead and, opening the bonnet, he eventually traced the trouble to a broken spring on the contact-breaker points. By sheer chance the Lotus of Campbell-Jones was lying in the ditch nearby, he having spun off and bent the car, so the resourceful Bianchi realised that it would have a Lucas ignition unit and went and robbed it of bits to repair his Jaguar. He rejoined the race after some while, going as well as ever but being a long way back. Ireland was in trouble with the Lotus 1,500, losing water, and getting very hot, and eventually got back to the pits to retire, but Allison was still going well, having taken the lead when the Osca stopped for fuel and oil, but it was short-lived as the Lotus then had to refuel and the Osca went back into the lead. Poor Brabham in the Testa Rossa Ferrari did not seem at all happy, and could not even keep pace with the leading 1,500-c.c. cars.

At two hours Brooks had covered 27 laps and was still going round in 4 min. 20 sec. with consumate ease, while Gendebien was driving harder and harder, setting an all-time lap record on lap 29 of 4 min. 09.8 sec.—203.202 k.p.h.—and this got him within 47 sec. of the leading Aston Martin, but then a third tyre gave out and once more the yellow Ferrari pulled into the pits. While Gendebien was limping back to the pits Gregory retook second place and after this tyre change it was all over, for the time lost was more than even Gendebien could cope with, so when he restarted it was to settle for third place and lap about the same speed as the leader.

Meanwhile the battle in the 1,500 class was getting more furious for Allison was creeping up on the Osca, and by 2½ hours he was within 5 sec., but then de Tomaso saw the danger and opened up the taps and the sleek little red car drew away. In doing so he set two more 1,500-c.c. record laps, first in 4 min. 39.3 sec. and then 4 min. 34.4 sec., the remarkable speed for a small car of 184.985 k.p.h. With a little more than five minutes before the three hours still remaining, the Osca had a comfortable 20-sec. lead over Allison, but then as it rounded La Source hairpin there was a puff of smoke and it came down the hill to the pits running on three cylinders and making an odd noise. The mechanic raised the bonnet, took a quick look and shut it again. There was a serious mechanical derangement and the car was wheeled away, but at the same time Allison arrived and also drew into the pits, quite unexpectedly. He was rapidly running out of fuel, due to it slopping out of the filler on one of the tanks, so a churn of fuel was poured in and he went off again, now certain of winning the 1,500 class.

The three hours concluded while Brooks was on his way round on his 41st lap, and when he arrived back at the finish the chequered flag was lowered and a race that had been very full of interest was over. Gendebien was not breaking records any more, but was still gaining on Gregory, and by the finish he had him in sight, and these two were still the only ones not to be lapped by Brooks. In fourth place came Salvadori and then there was a last-minute scrap for fifth place, for Naylor had been quietly working the white Jaguar closer and closer to the Whitehead Aston Martins, first of all catching Peter and then Graham, and though the latter got by the Jaguar again on the last lap, Naylor pipped him on the hairpin and led across the line by a few feet, taking fifth place. After Peter Whitehead came Seidel, who had driven a steady and unspectacular race, but not fast enough to get anywhere, and then Brabham, de Changy and Bianchi. In the 1,500 category Allison was right out on his own and though there were eight finishers in the class they were all way behind the Lotus 1,500.

Results :

THREE-HOUR SPORTS-CAR RACE—SPA—14.1 Kilometres—Warm and Dry

1st :	C. A. S. Brooks (Aston Martin DBR1/300)	41 laps—578.1 kms.—3 hr. 01 min. 47.5 sec.—190.800 k.p.h.
2nd :	M. Gregory (Ferrari 3.5-litre)	41 laps—3 hr. 03 min. 14.9 sec.
3rd :	O. Gendebien (Ferrari 4.1-litre) ...	41 laps—3 hr. 03 min. 39.1 sec.
4th :	R. Salvadori (Aston Martin DBR1/300)...	40 laps
5th :	B. Naylor (Jaguar D-type)	39 ,,
6th :	A. G. Whitehead (Aston Martin DB3S) ...	39 ,,
7th :	P. N. Whitehead (Aston Martin DB3S) ...	39 ,,
8th :	W. Seidel (Jaguar D-type)	39 ,,
9th :	J. Brabham (Ferrari TRC)	38 ,,
10th :	A. de Changy (Ferrari 3.5-litre) ...	37 ,,
11th :	L. Bianchi (Jaguar D-type)	35 ,,

Fastest lap : O. Gendebien (Ferrari 4.1-litre), 4 min. 09.8 sec.—203.202 k.p.h.

1,500-c.c. Category :

1st :	C. Allison (Lotus-Climax 1,500)	38 laps—535.8 kms.—174.980 k.p.h.
2nd :	G. de Beaufort (Porsche 1500RS) ...	37 laps
3rd :	I. Haskell (Osca 1,500)	35 ,,
4th :	C. Tassin (Porsche 1,500 Spyder) ...	35 ,,
5th :	D. Piper (Lotus-Climax 1,100)	35 ,,
6th :	J. Fast (Osca 1,500)	34 ,,
7th :	R. Hicks (Lotus-Climax 1,100)	34 ,,
8th :	J. Houdusse (Porsche 1500RS)	33 ,,

Fastest lap : A. de Tomaso (Osca 1,500), 4 min. 34.4 sec.—184.985 k.p.h.

SPA SHORTS

The race could really be considered a victory for Avon tyres, for Aston Martin had no limit to their speed, whereas the 4.1-litre Ferrari had to compromise between the Ferrari power and the Englebert tyres.

Maserati supplied Andre Loens with a brand new 200S four-cylinder and first of all the crown-wheel stripped and in the race a piston collapsed. Not a good advertisement for Modena.

Berger went straight off the road in his 1½-litre Maserati and down a steep bank, luckily without hurting himself, but the car was rather bent.

In view of the speed and length of time of the race the Murkett Brothers' Jaguar was fitted with an extra fuel tank just forward of the bulkhead, to avoid having a pit stop.

The de Tomaso Osca with desmodromic valve gear was the property of the Argentinian, but it had the blessing of the Osca factory and the support of their mechanics.

In the paddock was a beautiful Aston Martin with bodywork by Carrozeria-Touring of Milan. It was a close-coupled four-seater with wishbone and coil-spring i.f.s., de Dion rear axle, disc brakes, and adjustable rear shock-absorbers, operated from the driving seat. As it was driven by David Brown one assumes it was a 1958 prototype.—D. S. J.

RUMBLINGS

Speed shops, where they sell the parts and have the facilities for souping-up popular cars, are common in America but the idea is an innovation here. Barry Eaglesfield, whom one automatically associates with Bugattis, opened the Chequers Speed Shop at Camberley, Surrey, at the end of August.

SURREY SPEED SHOP

At this garage on the Portsmouth Road, Eaglesfield stocks every conceivable item of speed equipment and conversion kit for Ford, Morris, M.G. Austin and other popular makes. At his party on August 27th such exponents of the art of this motoring black-magic as Michael Christie, Leslie Ballamy, Louis Giron, Derek Buckler and Archie Butterworth were present. A particularly tasteful display had been arranged of special heads, manifolds, shock-absorbers, anti-roll bars, exhaust systems and the like from all the better chefs of souping, laid out under make headings and every item bearing a price tag. Bucklers of Reading showed Mk. DD II, Mk. XV and 90 tubular space frames, designed for Morris engine and suspension units, Ford components, or for any engine of up to 2-litres capacity depending on requirements. From this truly fascinating display we were reminded that apart from speed equipment the Chequers Speed Shop stocks all manner of lamps, safety belts, maps, map measurers, instruments, gloves, clothing and general rally equipment. In addition, they sell all kinds of vintage and veteran decor, in the form of wall-paper, curtain material, pictures, trays, glasses, lampshades and pottery, suitable for the homes of old-car fanatics.

The garage is decorated with Eaglesfield's own pictures and model cars and is open seven days a week from 8 a.m. to 10.30 p.m. Tuning of all kinds, from setting carburetters to complete overhaul and modification, can be undertaken, under the supervision of G. A. Upton, M.E.Mech.E., M.I.A.E., A.M.I.A.A., who spent 30 years with the old Lanchester Motor Co. There is a machine shop in which precision machining, experimental work and "one-off" jobs can be done and there is a scheme afoot to allow enthusiasts to garage their cars free and use the tools and equipment and obtain advice for a charge of 5s. an hour upwards.

Altogether an ambitious venture and if you wish to bring the chequered flag closer home the Chequers Speed Shop may very well be the means of your doing so.

* * *

Fifty years ago the first Hillman was built, a car evolved rather hastily for the 1907 T.T. Race by William Hillman and Louis Coatalen. Twenty-five years ago Rootes announced the first Hillman Minx. To celebrate this double anniversary Sir William Rootes announced the new Jubilee Hillmans in London on August 29th. Basically the Minx continues unchanged but the Jubilee models are smarter, have a new camshaft which provides 864 lb./in. torque at 2,200 r.p.m. instead of 837 lb./in. at 2,400 r.p.m., the maximum output of 51 b.h.p. now being developed at 4,400 instead of at 4,600 r.p.m., and the radiator grille has been simplified into a shallow lattice pattern. Rootes have also followed B.M.C. and Standard in offering two-pedal control as an optional extra on a small-engined car, Manumatic transmission being available for the De Luxe, Convertible and Estate Car models. There are also interior changes of detail, including door-operated interior lighting.

JUBILEE HILLMAN MINX

More important than these modifications is Sir William Rootes' decision to maintain existing prices at a time when the rising cost of raw materials and wage increases in all grades of industry are causing other manufacturers to raise the price of their cars. This courageous policy recalls price slashing by William Morris (now Lord Nuffield) during the slump of 1919. Sir William is holding Hillman prices firm in spite of having to meet an annual increase of £3¼-million in his steel bill alone. If this gamble is to come off he will have to increase Minx sales by 750 a week.

Apart from unchanged prices of existing models a new low-price Minx Special saloon is announced. This has a simplified instrument panel, modified interior and exterior trim, and a floor gear-lever, but has the improved engine, and bucket front seats which normally cost £15 extra. The Minx Special offers a saving of £46 10s. over the De Luxe saloon. We find it rather droll that when we went to Michael Christie's party (reported last month) we were shown the floor gear-change as a luxury extra on the Alexander Minx and at Rootes' party a month later we were shown the same thing as a means of reducing the price of the normal Minx! But this trend towards the return of "real" gear-lever is to be encouraged, so let's not haggle over it!



The new Jubilee Hillman Minx Convertible.

SHELSLEY WALSH HILL-CLIMB (Aug. 31st)

Being the only meeting this year at Shelsley Walsh, the Midland Automobile Club had a fine entry of interesting sprint machinery entered, and with good weather the meeting proved a great success. Among the more exciting motor cars were Henderson's Cooper, an early chassis with V-twin J.A.P. supercharged by an enormous "blower" on the side, and using twin rear wheels; Phillips' intriguing Cooper with 1,100-c.c. four-cylinder Climax engine mounted across the frame and driving by chain to a Norton gearbox, cooling being by the water in the jacket and a small header tank; the fabulous Farley Special with V-twin J.A.P., two-stage supercharging, Harley-Davidson gearbox, Michelin X tyres and a very forward driving position; the le Gallais Special from Jersey, with XK120 engine behind the driver, special two-speed gearbox, de Dion rear end, twin rear wheels and inboard brakes; the ex-Fane single-seater Frazer-Nash now owned by Col. Vaughan; the famous R4D Zoller-blown E.R.A. 2-litre, ex-Mays and Wharton and now owned by "T. Dryver," who also had his de Havilland-engined M.G.; the Norris Special supercharged 2-litre Alta single-seater; a 2½-litre supercharged H.W.M.-Alta owned by Tony Gaze; and many others, not forgetting the seemingly orthodox V-twin J.A.P. Coopers of Marsh, Christie, Rivers-Fletcher, Good and Boshier-Jones, nor the Formula II Cooper-Climax models of R. R. C. Walker, driven by Christie, that of Sopwith, and that of Marsh. A more varied collection of exciting sprint machinery would be hard to find, and Shelsley Walsh lived up to its name in the sprint world.

Results:

F.T.D.: R. Henderson (Cooper), 35.84 sec.

Fastest Shelsley Special: C. Summers (Farley Special), 37.15 sec. (*new class record*).

Fastest Sports Car: T. Sopwith (Cooper), 39.09 sec.

Fastest Lady Driver: Miss R. Cowell (Emeryson 2½-litre), 40.41 sec. (*new class record*).

BOOK REVIEW

"British Racing Green—1946-1956," by Louis Klemantaski and Michael Frostick. 60 pp. (*The Bodley Head, 10, Earlham Street, London, W.C.2.* 15*s.*)

This is a survey of what British cars driven by Britons have done in post-war racing up to the end of 1956, and for its excellent pictures and memory-refreshing text it is to be recommended. We cannot call the book complete, however, when Tony Brooks' win at Syracuse in the Connaught, Britain's first victory in a race of this sort since Segrave's Sunbeam came home first at San Sebastian in 1924, is omitted from pictures, story and table of race results!—W. B.

VANWALL TRANSPORT

The victorious Vanwalls are now transported to the various circuits in a Leyland Royal Tiger van presented to them by Leyland Motors Ltd. It is shod with Michelin Metallics.

For higher smileage...

It's the aromatics in National Benzole that put more zing into your car. There's more life in every drop, more power in every pint, more drive in every gallon. Aromatics boost performance! Fill up for higher smileage—with HIGH-AROMATIC NATIONAL BENZOLE



Go NATIONAL BENZOLE

...AND SUPER NATIONAL MIXTURE FOR HIGH PERFORMANCE CARS

GRAN PREMIO D'ITALIA—continued from page 582

MONZA MUSINGS

A nice gesture of enthusiasm at the finish was the appearance of an enormous Union Jack which covered the victorious Vanwall as it stopped at the pits. From whence it came nobody seemed to know.

A finer culmination to a season of progress one could not wish for. To beat the Italians at Monza is surely the greatest achievement ever made by a British racing car of any type.

It was a nice birthday present to Mr. Vandervell. The "guv'nor" was 57 on the day of the race. Now that Britain is well and truly on top of the Grand Prix tree, not once, but three times in one season, every right-thinking enthusiast should make sure his car is fitted with Vandervell bearings, if only to ensure a steady flow of money into the coffers which support the Vanwall team.

At last the 12-cylinder Maserati showed some sort of form, and Behra's efforts with it were commendable. It was certainly fast.

The Ferrari team were in a very unhappy state, being very much down on power, but rumour about using straight petrol now bears more weight than ever. If the Ferrari cars go well at the beginning of next season, relative to all the other cars, then we shall know the answer.

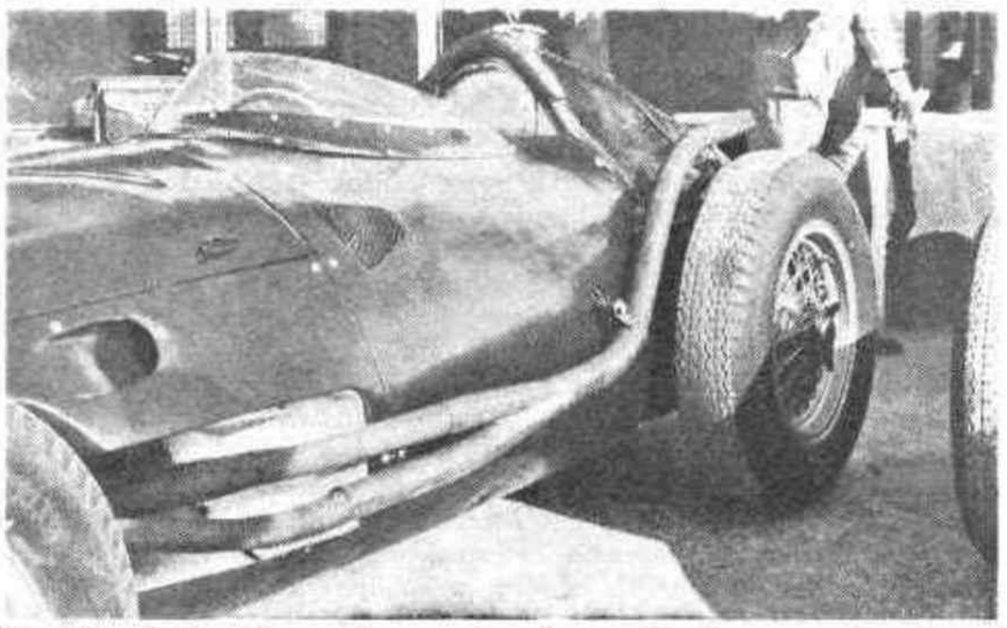
The Vanwall team still maintain they are not using anything very special in the way of fuel, even though their eyes are streaming from nitro-methane fumes as they tell you.

The Cooper-Bristol-inspired air intake on the Lancia/Ferrari in practice presumably worked, for Collins had one fitted to his car for the race. The tray round the carburetters was left off both his and Hawthorn's car for the race, however.

Tyres were a big problem, 17-in. rears being desirable to avoid tread throwing, but with Mr. Pirelli still out of the racing business stocks are running low.

NOTES ON THE CARS AT MONZA

The Maserati team ran their three lightweight-chassis six-cylinder cars, the old hack car with the ducted radiator and the heavier 1956 chassis, and a new 12-cylinder car. This new car had a chassis with offset transmission, as used last year at Monza, the 12-cylinder engine running across from right to left, with the propeller-shaft running under the left front corner of the driving seat. Behind the clutch was a reduction-gear train, to lower the prop.-shaft line and also reduce the speed of the shaft, and a five-speed gearbox was used, as on the 1956 Monza cars. The front of the chassis frame had been modified and the steering box was no longer positioned in front of the engine on outriggers but was mounted on the right-hand side of the frame, just above the wishbone mounts, the steering-column running across the right-hand cylinder head. The intakes for the carburetters were surrounded by an aluminium tray, as experimented with at Rouen earlier this year, and sunken ducts on the bonnet top scooped in air. In the radiator intake was fitted a baffle to deflect air up to the top of the cooling element. The engine was still using 24 coils, with the special Magneto-Marelli distributor units driven from the inlet camshafts, while plugs were 14 mm. The exhaust system had reverted to the original long thin tail-pipes.



The 12-cylinder Maserati reverted to long tail-pipes extending beyond the rear axle, as used on the first try-out at Syracuse early in the year. It was said that pick-up from slow corners was improved.

The Ferrari team consisted of four cars ostensibly the same, inasmuch as they all had Lancia-inspired wishbones and coil-springs at the front, de Dion rear, with transverse leaf-spring, and the narrow 1957 bodywork. However, one car had a wheelbase some 4 in. longer than the others, which could be seen by the gap between the bunch of megaphones and the rear wheel, while this car also had the old modified Lancia chassis frame, the other three having Ferrari-built chassis frames of different size tubing. Two of the normal cars were fitted with long air-intakes extending down to the front of the nose, while in practice one car was fitted with deflectors in front of the megaphones, presumably as an attempt to provide more exhaust extraction.

As has been commonplace, the Vanwall team consisted of four cars, all identical, and so much so that all components are easily interchangeable from chassis to chassis, this being part of the overall Vandervell plan. The only changes made, apart from gear ratios, were the use of varying tyre sizes during practice, but this was more of necessity than design, due to shortage of stocks of Pirellis.

The Centro-Sud Maseratis had both undergone complete overhauls since Pescara, the Gregory car now being blue with white stripes, while the Bonnier-driven one had a completely rebuilt engine and was now silver with a blue-and-yellow stripe down the centre.

D. S. J.

THE FARNBOROUGH FLYING DISPLAY (Sept. 4th)

METEOROLOGICALLY speaking, Press Day was the worst of Farnborough week, with cloud down to 500 feet and continuous drizzle. Pilots were restricted to radar-controlled circuits, and, in the main, the flying programme was a series of take-offs, fly-pasts and landings. Twice the pattern was broken, by Hunters, one performing a perfect slow roll in front of the spectators, the other a half roll and inverted fly-past, followed by a dicey roll-out, which nearly ended it all for the pilot!

The helicopters were least affected by the weather and gave their usual nippy display. The Wessen, the world's first free-turbine-engined 'copter was remarkably quiet by comparison with the din that is usually associated with these machines.

Many of the aircraft shown are almost veterans, but the Saunders-Roe S-R 53, with its Spectre variable thrust rocket motor, as well as a conventional turbo-jet, is something quite new. Several other aircraft were fitted with auxiliary rocket motors, which, for the first time, are fully controllable.

Miles have produced two new aircraft—the H.D.M. Caravan, with ultra high-aspect-ratio wing (reminiscent of the Liberator), making it a very manoeuvrable transport aircraft, and the M.100 Student, an *ab initio* jet trainer, which will compete with the Jet Provost.

The Accountant is a tribute to the enterprise of a private company—Aviation Traders Ltd. This versatile, and primarily economic, aeroplane has been designed to replace the Dakota, and uses the already-proven Rolls-Royce Dart turbo-prop. engines. It can be used in two forms—a 28-seater long-range version, and a 40-seater short-range version—and promises to be just as popular as its predecessor.

The most exciting aeroplane of the show was undoubtedly the English Electric P-1. Unfortunately we were not able to watch it put through its spectacular routine on Press Day. The P-1B is the last manned fighter to be ordered for the R.A.F. It is quite incredible that this aircraft, which can exceed the World's Speed Record climbing, is also manoeuvrable.

Other items that we missed because of the weather were the precision aerobatics of the R.A.F. and R.N. teams. However, we were able to see these, with the rest of the normal flying programme, on television—in the dry!

A preview of things to come was given in the Guided Weapons display by an evil-looking collection of missiles. With the advent of more of these monsters, Farnborough will lose much of its glamour.—A. B.

Note.—One of the few aircraft not flying on Press Day was the Javelin, the all-weather, day and night-fighter!

THE THINGS THEY SAY . . .

". . . give me an automatic gearbox every time."—Stirling Moss in the *Daily Mail* of September 13th, 1957.

* * *

"I disliked the draught at the back of the neck . . . the lack of an ashtray . . ."—Robert Glenton in a road-test report on a 1927 4½-litre Bentley, in the *Sunday Express* of September 1st, 1957.

VINTAGE POSTBAG

Sir,

I am astounded to see that your "Vintage Postbagers" are considering the old Rover Nine as a motor car. Perhaps, if you will permit me (for professional reasons) to be anonymous, my personal experiences of this beast may be of interest.

In 1926 my unfortunate father bought a nice new Rover Nine (also called 9/20) four-seater tourer, mid blue, registration number PF 2240, for the list price of £225. This was one of the most unsatisfactory models of car from a well-known British manufacturer that I have ever heard of in the post-1918 period. The engine was all right—barring a loosened core plug—but the transmission was of almost incredible badness. In four years and about 20,000 miles there occurred two differential failures, one breakage in the gearbox (mainshaft), one shearing of the propeller-shaft, one interesting crack in a (solid) disc wheel threatening to encircle the hub, one front-brake plate casting cracked across (I remember the parent crawling back from Bristol to London with the hand-brake only!); all this with careful driving by a driver who was certainly not out to get the utmost from the car. Petrol consumption started at about 42 m.p.g. but at one point the engine got the habit of spitting back through the carburetter when an attempt was made to exceed 30 m.p.h., and a richened mixture giving about 35 m.p.g. was then resorted to.

It was, by the way, when we were bowling along A 23 at Coulsdon, Surrey, at a steady 28 m.p.h., waiting for the engine to start its tricks, that a number of "gentlemen in blue" halted us and, waving stop-watches, affirmed that we had covered the last quarter-mile at 35 m.p.h.—a feat which at that point was quite beyond us! This was, of course, in the old 20-m.p.h. limit days, and Papa knew better than to argue. The fine, pleading "guilty," was £3, and the demonstration of the honesty and reliability of the British policeman has been a most useful object lesson to his son ever since.

I think the 9/20-h.p. rating was a fair one. One or two tests along the Reigate-Dorking road, then just reconstructed, showed that, given time, a speed of 50 m.p.h. could be attained on the level. The present writer was only a passenger while the Rover was in the family. It was only in 1930, when Papa saw the light, traded the Rover to a Hampstead motor shark for £35 and bought a 1929 Jowett, that I attained the age of 17. It goes without saying that the 1929 Jowett never gave the slightest trouble!

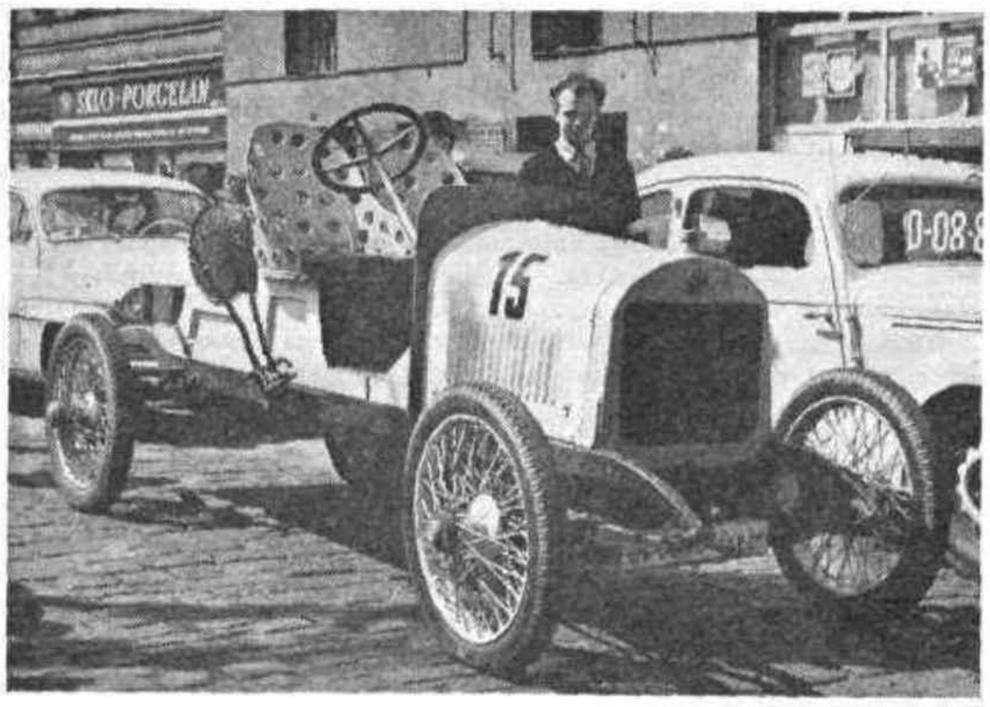
My impression is that the thorough badness of the Rover Nine gave to the reputation of the Rover people a knock from which they took a long time to recover. That anyone who is not totally ignorant of the matter should seek to maintain one as a specimen of Fine Old Motor Car is absolutely beyond me. I can understand a liking for the Rover Eight—a useful car with a flat-twin engine—which preceded it; but a Rover Nine, definitely no.

Since writing the above, I have come across the log of petrol purchases between 13,955 and 17,385 miles, in the covers of an old route book, and find that 15,421 miles was reached on July 26th, 1929. The sufferings with the vehicle—which are, let me emphasise, typical and not peculiar to this particular specimen—probably therefore totalled 17,450 all told.

I am, Yours, etc.,

Gateshead. "EXPERIENTIA DOCET."

* * *



Sir,

Whilst in Czechoslovakia a week or two back, at a place called Mlada Boleslav, in connection with one of our World Championship Model Flying Meetings, I encountered a Czechoslovakian car rally. The vintage specimen shown in the enclosed photograph may be of interest to you. It is apparently one of the first sports cars made in the Skoda factory in the days it was known as Laurin and Klement—I was given a date for this vehicle of 1890 to 1900, but I consider this extremely doubtful.

I am, Yours, etc.,

Watford. H. G. HUNDLEBY.

[Photograph reproduced at foot of previous column.—ED.]

* * *

Sir,

I was most surprised when my son showed me some correspondence in your magazine concerning the Butler-Lacey car. As I owned one of these cars back in England in about 1926, I may be able to shed some light on the matter.

The car was made by a firm of light engineers at Hendon, and on a business visit to their works in 1925 I learnt that they had recently recommenced car production (about twelve cars had been made between 1918 and 1920). Mr. Ironside, the works manager, took me for a demonstration run in one of the new cars, and, attracted by the solid and commodious body, I bought the car on the spot. I remember that the open four-seater coachwork was very similar to the small Humber (or was it the Bean?) of the same year.

We used the Butler-Lacey for about two years, and perhaps readers will be interested in this photograph of my wife preparing for our holiday in 1926. I found this in our family album, and will try to find a better one showing the whole car.



THAT PROBLEM CAR!—Here at last is a picture of the controversial Butler-Lacey—or are we still the subject of a leg-pull?

As this car was a great success, I tried to buy another in 1929 or 1930, but found that the firm had already succumbed to the depression. I don't believe I ever saw another Butler-Lacey on the road and as far as I know the car never went into serious production. I doubt if the whole output can have amounted to more than 24 cars, which is a pity because it was a beautifully-made, though expensive, car and had a fair turn of speed—one could cruise all day, five up, at fifty miles an hour.

I am, Yours, etc.,

Montreal. HUMPHREY LUSHINGTON.

* * *

Sir,

Perhaps a few facts about the Nazzaro car may interest your readers. This make was the unsuccessful venture of that famous Fiat driver Felice Nazzaro in the realm of industry. As far as I know the following successes were scored:

1913 Targa Florio	... ...	Nazzaro
1914 Coppa Florio	... ...	Nazzaro
1920 Targa Florio	... ...	Meregallis

In the French Grand Prix of 1914 three Nazzaro cars were entered,

ENDURANCE

in your tyres, too —thanks to RAYON



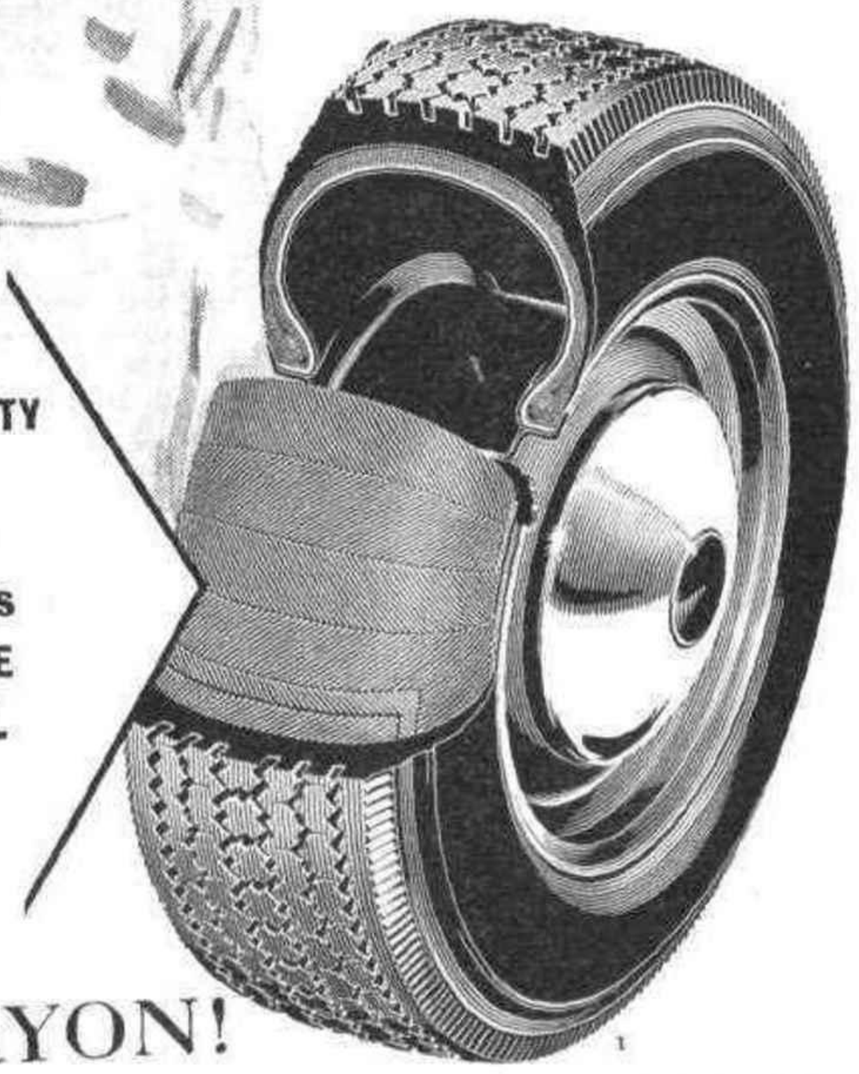
WHAT makes for ENDURANCE? In simple words—long-lasting toughness, strength and stubbornness. Just as they are the essential qualities of the rugby player, so they are those of the High-Tenacity Rayon Cord carcase in your tyres.

The strength of rayon tyre cord improves year by year. A single strand of the newest rayon cord—Tenasco Super 105—now has the breaking strain of over 35 lb, nearly double the strength of the original rayon tyre cord.

Fast-running tyres can get as hot as boiling water, and because of this some tyre cords lose too much strength. But not rayon. RAYON HAS A HIGH RESISTANCE TO HEAT.

Rayon tyres keep their shape. IT IS RAYON'S SHAPE STABILITY WHICH ADDS MILEAGE TO YOUR TYRES.

HIGH-TENACITY RAYON HAS ENDURANCE —this means SAFER, MORE ECONOMICAL DRIVING FOR YOU



You're *safer* when you ride on RAYON!

COURTAULDS HIGH-TENACITY RAYON

THE WORLD'S LEADING TYRE CORD

"TENASCO" REGD. COURTAULDS HIGH-TENACITY RAYON

driven by Porporato, de Moraes and Nazzaro. These cars had four-cylinder long-stroke engines (94 by 160 mm.), a single overhead camshaft, V-pointed radiator and stubby tails. They did not figure prominently in that famous race. As F. Nazzaro won the French Grand Prix of 1922, driving a Fiat, I suppose he wound up his factory during 1921.

Enlarging on the Steiger car, this make won the Eifel race in 1922, driven by Volkhardt. In the Avus race of the same year Kaufmann finished sixth in the 10-p.k. class.

A full team, Kolb, Mayer and Kaufmann, participated in the Targa Florio of 1924. Mayer was fourth in the 3-litre class and 15th in the general category. During 1925 Kaufmann was second in the Eifel race and had the fastest lap to his credit. In the Solitude race the same driver won the 3-litre class. During the years 1923-1926 Steiger scored a good many wins in hill-climbs driven by Kappler. I believe the factory ceased to produce after 1926.

I am, Yours, etc.,

Blomendaal. J. C. KORTHALS ALTES.

* * *

Sir,

I can tell you a little about the Short-Ashby light car. Only a little I regret, as I was a small boy in the early nineteen-twenties when my brother and I, on holiday at Heacham on the Wash, met a King's Lynn grocer, a Mr. Ashby, and his son, who were associated with the venture.

The works was at Towcester, Northants. The friction drive was through a leather-edged sliding wheel on a countershaft. This wheel was in contact, spring-loaded I assume, with the rear face of the flywheel. Bottom gear was when this wheel was gripping near the centre of the flywheel, and the higher gears were obtained by moving the wheel along the countershaft away from the flywheel centre. A great many ratios were therefore possible, but slip and excessive wear was, I think, the "bugbear."

The car had a radiator like a scaled-down Rolls-Royce.

I think Mr. Ashby, senior, put up money; his son was active in the actual production.

I am, Yours, etc.,

London, N.W.3. J. W. RAMM.

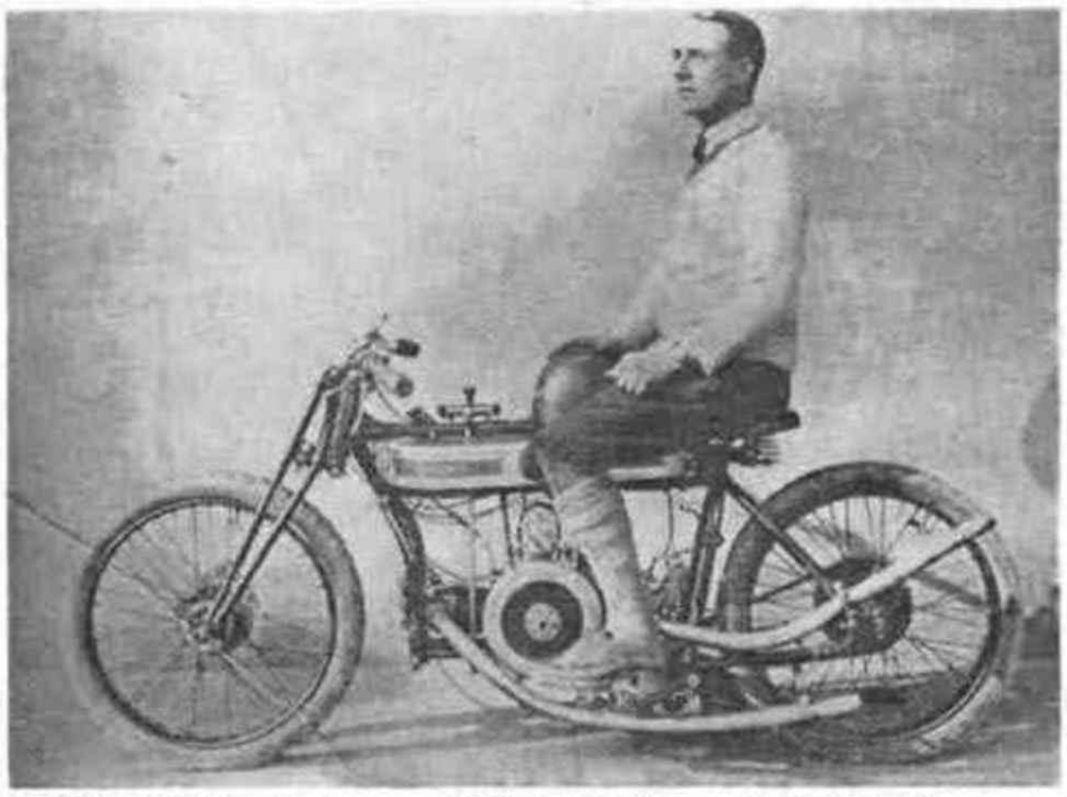
* * *

Sir,

Mrs. Allan's article ("Cars I Have Owned," MOTOR SPORT, May, 1957, pages 227-228) was more than interesting to me, as I can just remember my father's Douglas, which is referred to in the article. I enclose a picture of the machine in all its beauty. Besides racing it solo and with a sidecar, my father used it as his everyday machine in connection with the small motor-cycle garage he had in Brighton in the 'twenties. What wonderful memories those days hold! Every bike that came into the garage had a character of its own and the riders were individual personalities. The glorious summers, the Christmases with deep snow, the lovely unspoilt Sussex countryside with its blackberrying and mushrooming, the trips on the paddle steamers (*Brighton Belle*, *Devonia* and *Waverley*), the hill-climbs and treasure hunts, and the speed trials on Madeira Drive!

I am, Yours, etc.,

Wilmslow. A. R. VOLE.



NOSTALGIC.—A memory of the days when only the fanatics went to races and the game was less complicated—the Volk Douglas stripped for speed.



Sir,

I think perhaps your readers might be interested in the photograph [See above.—ED.] of a Model-T Ford lorry, which I came across while on holiday in Paisley. The owner, sitting in the passenger seat, told me that he bought it new 38 years ago, and he uses it regularly every day.

The only deviation from original is a magneto to replace the trembler coils, although the box that used to contain them is still fitted to the dash.

I wonder if many modern vehicles will be running as well in 38 years' time?

I am, Yours, etc.,

Kenton. E. SMITH.

* * *

Sir,

I would be very grateful if any readers could help me with information regarding two Edwardian cars which I am starting to renovate.

One is a 1905 Rexette 8-h.p. V-twin three-wheeler. My only query here is regarding the back half of the body. In advertisements of the times that I have seen the driver's seat is a single one with the radiator wrapped round it. On my car it is a double seat, and the radiator is right out in front of the car. I would like to know if this was also a standard design as it does not appear to be an amateur's modification.

The other car is a 1910/12 Bedelia. In all the literature that I can find about the Bedelia the driver sat behind the passenger. In my car the driver sits in front, the body being, of course, single width. Here again this does not look like a conversion, and I cannot imagine anyone ever going to such lengths to move the driving position and all that it entails. It is possibly a prototype or a later model, but it is certainly a Bedelia although fitted with an English engine—a Blumfield. This, I believe, was not uncommon.

Any information, however slight, that anyone can pass on to me will be very much appreciated.

I am, Yours, etc.,

Northampton. E. D. WOOLLEY.

[Letters will be forwarded. It seems possible that Mr. Woolley's Bedelia may, in fact, be a Super, in which the passenger sat behind the driver.—ED.]

* * *

Sir,

I have read in your July issue an article on "Cars I Have Owned" containing an account of the unfortunate experiences which Mr. I. S. Ross had when he owned an Albert. I was fortunate in obtaining a "demonstration" Albert car from my local agents in 1918 when it had only 2,000 miles registered on the dial.

My experience with this car was extremely satisfactory—I used it about 12 years before selling it, and clocked between 120,000 and 130,000 miles. I had none of the troubles scheduled by Mr. Ross and have very pleasant recollections of 12 years of trouble-free motoring. Of course, I had punctures and other minor inconveniences but have nothing but praise for the Albert.

As I have owned and driven bikes and cars since 1907, and up to now have not had an accident, I feel I am justified in expressing my opinion in praise of my Albert.

I am, Yours, etc.,

Swansea. HENRY A. ELLIS.

P.S.—As wife of the above, may I add my tribute. We filled our Albert to capacity and over often. I have often "thanked" Albert at the end of a long run for another trouble-free day. We feel we had to write in defence of our old and trusted friend.—M. C. ELLIS.

LETTERS from READERS

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

INDIANAPOLIS

Sir,

While I may agree with Denis Jenkinson's view that it was unmannerly of the European drivers (and constructors ?) to dismiss the 500 miles of Monza so roughly, I am amazed that he, like so many British and continental motor-racing journalists, has taken the serious view of this promotion which he has.

I believe with him that a serious racing enthusiast should take the opportunity to witness a "big-car" track race; and have made my required trip to Indianapolis. But really, once is enough. While one may hopefully search out the "great deal of originality in construction" which your correspondent seemed to find, the inescapable truth is that American race-car design is static; the peculiar conditions of Indianapolis, the race and the track both, have developed an antiquated freak, albeit to a very high pitch.

As an American who holds to the peculiar notion that in addition to being good clean fun, motor-racing *should* help to improve the breed, I reject Indianapolis and its associated manifestations. The sympathy expressed by the European motoring press for these hapless types whose cars have little in the way of brakes or transmissions, and which won't steer to the right appears somewhat more than curious to me.

Mr. Jenkinson notes that chassis will be stronger next year, now that the boys know what Monza's all about . . . Which makes it the more of a pity that they weren't required to drive one heat of the three in a clockwise direction, and on the road course.

This might have :

1. Equalised things so that Comm. Ferrari, the Orsis and others might have entertained some hope that they were not entering a contest completely rigged against them, and
2. Brought about a major revolution in American racing-car design, long overdue.

I am, Yours, etc.,

New York. KENNETH MEYER.

* * *

THE WORTH OF THE RENAULT

Sir,

So Mr. Taylor wants to start a controversy about Renaults. Well, here goes !

I also own a secondhand 750—a 1954 model. I bought it in July 1956, since when I have clocked up 11,000 miles. (This includes a 3,000-mile tour of France with four up and piles of luggage.) Except for a new windscreen wiper motor—the gears of the old one were stripped when an errant Dartmoor pony chewed up the wiper arm—this car has given perfect service.

The brakes are excellent—even with "hands off." The engine starts instantly even in the coldest weather. And roadholding is outstanding; few small cars—or large ones for that matter—can go round tight corners with such a firm grip on the road.

As for Mr. Taylor's condemnation of the i.r.s. assembly—I am truly amazed. For a start, if such a state of affairs was apparent on all 750s, this marque would hardly be so popular with millions of hard-driving Frenchmen. Nor would it have proved so successful in rugged events like the Mille Miglia, where it has outclassed many more powerful cars.

One more point I cannot let go unchallenged. Mr. Taylor says that most Renault owners admit that their cars are "awful." I just couldn't disagree more ! Not only have I met very enthusiastic Renault owners—I have also had some very flattering remarks passed on this car by many pro-British types.

Snags ? Of course there are. She's definitely noisy at high speed. Synchromesh could be better. The indicator arms rattle like clappers and the inside trim is hardly luxurious. But for roadholding, petrol economy (45-50 m.p.g.) and sheer "slog-ability," she's first-class. My next car will most certainly be another Renault. Hooray for such an "awful" car !

I am, Yours, etc.,

Newnham Hill. M. B. WYATT.

———

Sir,

I was extremely interested to read the letter from Mr. Taylor in which he refers to the 750 Renault. It would be interesting to know at what mileage the rear-axle pivot wear developed, and also what type of road surface was usually involved. I own a 1955 750 which now has 11,000 miles on the clock, and, upon inspection, I can detect no wear at all in the swing-axle pivots. Regarding the universals, surely it is sound engineering policy to enclose these in a dust-free oil-bath, although I admit accessibility suffers.

I am rather surprised that Mr. Taylor seems to have no good points for the Renault, as in some respects it is an outstanding little car. Considering its engine size, the acceleration is amazing, and this, coupled with the light and accurate steering, make it such a fascinating car to drive. It is certainly not perfect, especially as regards engine and transmission noise, but, then again, what mass-produced cheap small car is ? I think it would be improved by the addition of an extra gear ratio, and also by omitting underseal under the wings, since this soon peels off in patches. The omission of an engine oil filter is also rather surprising, although, again, I suppose the initial cost enters into it.

I am, Yours, etc.,

Alvaston. D. R. PHILLIPS.

* * *

RAILTON ENTHUSIASTS

Sir,

May I be allowed to reply to the letter from Mr. Hyde-East concerning the Railton Owners' Club ? Without wishing in any way to take sides in their dispute with the Vintage Sports-Car Club, I must say that the Railton Owners seem to be very odd people. I myself am the owner of one of the Hudson-Engine Specials, about which they are so cutting in their remarks. Far from not wishing us to join the Club, the Secretary of the Railton Club took a friendly interest in my Skinner Special and asked me to join, but the Committee took me in as an Associate Member. After many months I heard no more about the Club, saw no signs of any competition activity whatever, and resigned. My other reason for doing so was that I found that the Hudson gearbox was very pleasant for touring but did not stand up to hard driving in competitions—which it was not, I believe, designed for. Some months after my resignation I started receiving correspondence.

I think the remarks with regard to Hudson Specials are rather uncalled for because, if one considers the record of the Hudson Owner Specials as compared with the record of the much greater number of members who own Railton cars since the war (with the one most honourable exception of Mr. Raven with his open Railton), competition work has been undertaken by the Hudson Specials to a much greater extent than by Railton owners.

My own Skinner Special has done a mere six events—three hill-climbs and three Bugatti Rallies. The Triangle Skinner Special and the Spikins Hudson Special have undoubtedly done a good deal more competition work than my car has. My car was built as a tourer and not a competition car anyway.

If one goes back to the days before the war, the Spikins Hudson was successful in winning one of the R.A.C. Rallies and I believe that Strang's Special tourer was the fastest Hudson-engine car in terms of Brooklands lap-speed, while one very seldom saw the Railton competing then—as now.

I do not in any way wish to run down the Railton car. I think it is a very bad principle to run down other people's cars anyway, but it seems to me that the fault lies with the people who own them in that they talk about what they could do to the competition if they entered but they rarely set out to prove it.

As far as the Vintage Sports-Car Club is concerned, I must say that they used to take a pretty poor view of Invictas and made a number of adverse remarks, but they only amused us so we entered our cars for open events like Shelsley, Silverstone, Prescott, Rest-and-Be-Thankful, Brunton, Firle and other track and hill-climb events and worked our passage the hard way, when the Vintage Club made honourable amends.

So, Mr. East, we can only suggest that the Railton owners forget their grievance, turn up at the starting line in the same quantities and have a good go and enjoy themselves. A piece of advice which I am sure Mr. Reid Railton would endorse !

I am, Yours, etc.,

Covent Garden. DONALD MONRO.

[With reference to this correspondence Mr. Hyde-East asks us to emphasise that he headed his original letter "A Small Band of Enthusiasts."—ED.]

AND SO SAY ALL OF US

Sir,

I have been a reader of your excellent magazine for some years. I have followed the various attempts to produce a world-beating Formula I car. We now have one, bravo Vanwall!

Mr. Tony Vandervell has gained a great deal of prestige for this country in general, and the British motor industry in particular.

Is it right for one man to bear the cost of the whole enterprise? The rest of the industry will gain, by the Vanwall victories, an increase in demand for their cars abroad.

Surely, it is only right for the car manufacturers to make a donation to the Vanwall concern, and make sure that money is not lacking to produce more of these fine cars in the future?

I am, Yours, etc.,

Hornsey. A. JOHN SIMONS.

* * *

ORIGINS OF ROADHOLDING

Sir,

Regarding Mr. K. Eames' letter published in your excellent September issue and referring to what Mr. Eames calls the founding of the science of vehicle handling, may I suggest that the name of the French scientist Monsieur Georges Broulhiet should be remembered?

If my recollection is correct, it was as a result of his work and initiative that Peugeot first produced the combination of a welded box frame with soft independent front suspension.

Monsieur Bouton would also most certainly be surprised to see the results given by his de Dion axle on the fastest cars of today.

The original work of the Citroën firm is certainly too recent, I hope, to have escaped even Mr. Eames' attention.

I am, Yours, etc.,

GEORGES ROESCH, M.I.Mech.E., M.S.I.A., M.S.A.E.

London, N.W.11.

* * *

MOURN FOR THE RILEY

Sir,

I was not surprised to read your editorial note "Mourn for the Riley," and wholeheartedly agree with your views on this subject.

I am sorry, though, that you did not make a passing reference to the relevant B.M.C. advertisement in other journals. The irony, no doubt unconscious, of the specification which after listing all the typical features of any B.M.C. product. ends by saying: "And, for enthusiasts—there's the traditional Riley radiator, symbol of a great name in motoring proudly maintained" gave me bitter amusement.

I am, Yours, etc.,

Tollerton. G. A. BODEN.

* * *

ROOTES—OR RATIONALISATION RATIONED

Sir,

There must be many besides myself who are wondering why Rootes have gone so far and no farther in rationalising their production of what I may call their small-car range: Hillman, Singer and Sunbeam Rapier. We all know that these various models use basically the same body pressings and differ only in engines and "embellishments."

The engine picture is the most confused and confusing. As MOTOR SPORT has in the past pointed out, the pepped-up version of the Minx as supplied in the Rapier cannot really be said to turn the latter into a true *gran turismo* vehicle—and, indeed, Alexander-Laystall have now done a better job with *their* particular Minx conversion. The Singer engine as used by Rootes at present has very little edge over the standard Minx engine. This is the more to be deplored because we *know* the potentialities of this engine: at the 1955 Motor Show, the old Singer company introduced the Hunter "75," the performance figures of which were pretty astonishing.

I am grateful to Rootes for many things—they give us one of the smartest hard-top coupés available anywhere, and the *only* drophead in the medium-price range. But they could cut prices and thus do themselves and the public a good turn if they did away with the multiplicity of models now offered (five, with three different engines) and concentrated on essentials. For what do we really want?

One four-door saloon (and possibly a really smart estate-car?).
One hard-top coupé.
One drophead coupé.
Let *each* of these be offered with a choice of engine:—
The standard Minx engine for the family motorist.
The Singer stepped up to 75 b.h.p. for the more sporting type.

I am, Yours, etc.,

London, N.W.7. E. JUNGE.

ENTHUSIASM

Sir,

Your articles describing visits to factories on the Continent and in England make very interesting reading. As a Dauphine owner, I especially appreciated the one entitled "Parisian Affair."

In a country where the tendency is to regard a car merely as a means of covering a vast distance with as many passengers and as much luggage on board as possible, people who enjoy *driving* their cars and who select them accordingly form a relatively small proportion of the motoring population. In Johannesburg, however, we have our fraternity of motorists who take a pride in their cars and in their manner of piloting them. One sees, of course, flocks of VWs, all containing their—to a greater or lesser extent—fanatical owners. These are watched jealously by an ever-growing band of Dauphine owners, who go to great pains to show that jauntiness at the corners and liveliness at the traffic-lights are not necessarily VW prerogatives!

We shall continue to wait impatiently for our copy of MOTOR SPORT, with its meaty reports on overesas events, and, of course, its unique approach, which one can perhaps only describe as "young at heart . . ."

I am, Yours, etc.,

Johannesburg. PATRICK G. P. COYNE.

* * *

I.T.C.A.

(*With apologies to the late Tommy Handley*)

Sir,

As we share your enthusiasm for Volkswagen, we asked for and obtained an agreement with them. We had been handling cars from one of the larger English firms, but couldn't see that our sales of their products would be necessarily prejudiced. We were informed by them, however, that they would not renew our Agreement with them unless we gave up Volkswagen. As we prefer to make our own decisions concerning what we sell, we made our choice. Does anyone want an illuminated sign going cheap?

I am, Yours, etc.,

Gt. Witley. T. S. MOORE,
Arthur Moore & Sons.

* * *

TWENTY-NINE YEARS' FAITHFUL SERVICE

Sir,

Driving my 1927 Austin Heavy Twelve through a Sussex town recently, I saw a similar car in mint condition parked outside a garage. Wishing to contact the owner for a natter, I made inquiries, and discovered that the garage owner sold this very car 29 years ago to a pair of old ladies from a nearby village. He said he regularly serviced the vehicle, and that it was only used for weekly shopping expeditions and for an annual trip to Cheltenham. Last year, they called in high dudgeon, complaining bitterly that the speedometer did not work. He was able to replace a sheared speedo. drive within the hour, but they were still indignant when they collected the car, saying: "Nothing has ever gone wrong before"!

A relative of mine has a 1956 Austin A30 van "on his firm." At 6,000 miles the differential literally blew up, but the B.M.C. agents say that no spare axle assemblies are available or are likely to be for some months. Comment seems superfluous.

I am, Yours, etc.,

Peaslake. L. R. JAMES.

TAILPIECE



A scene at Brands Hatch. [*Photo by J. Phillips*

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FOR SALE

WHAT AM I BID for D.K.W. pre-war chassis with 2-seater detachable hardtop body. 55 m.p.g. Needs time spent on it. Apply, 27, West Street, Wivenhoe, Essex, or phone, 9-5 p.m., Ipswich 3087 (Mr. Wright). [4525

1955 MINOR CONVERTIBLE. sky blue, perfect condition. £485. Webster, Arish Mell, Northaw, Herts. [4526

RILEY KESTREL SPRITE, late '37 6-light saloon, grey and maroon. Smart, reliable car in good mechanical condition. £235. Cooke, 6, Colburn Ave., Hatch End (4407), Middx. [4527

TRIUMPH 1800 ROADSTER. 1947. Quite exceptional condition and appearance. £385 o.n.o. H.P. available. Phone: Walton-on-Thames 6792. [4528

MORRIS MINOR Derrington alloy head, 1951/3, £6; Kumficar Tygan covers same, £3 10s. Pryke, 6, Morden Road, Seven Kings (5737), Essex. [4529

1939 M.G. T.B. New engine, rear axle, plastic hood, shockers, k./pins, brakes. £275. WAX 5848. [4530

1934 TRIUMPH 12.95 SPORTS SALOON. One previous owner. Stored 17 years. 32,000 miles. £155. WAX 5848. [4531

LAGONDA V.12 SALOON. 1938. Original black. Immaculate. 43,000 miles. £320. H.P. LIV 5859. [4532

VOLKSWAGEN, 1947 l.h.d. Re-con. engine, starter dynamo. New batt. New (strengthened) c.w. & p. Re-sprayed. £230. P. T. Ross, 16, St. George's Road, E. Twickenham. POP 2807. [4534

LANCIA APRILIA, 1937. Excellent appearance and performance. Good tyres. Nearest £170. Porter, Salthouse Lane, Lincoln. Pone 21185. [4535

1931 M.G. 18/80 4-seater tourer. Paintwork, upholstery, excellent. Outside exhaust. Striking appearance. Extremely reliable. £165. Rathbone, 97, South Croxted Road, West Dulwich, S.E.21. GIP 3463. [4536

ROVER SPEED FOURTEEN. 3 carbs., original paint, stored seven years. Bar House Garage, Crofton Wakefield. [4542

LANCIA/AUSTIN, Aprilia '37 breaking eng. and G.B. £40, front axle £12, etc. Austin 7 tourer rebuilt engine £30. 1, Aspen Gdns., Hammersmith. [4537

EXCEPTIONAL RILEY. 1937 1½-litre saloon. Sprite modifications. Best price over dealer's offer £180. Details: Upminster 2978. [4538

LAGONDA 16/80, 1933. Good condition. £140. Robertson, 227, Greenford Road, Greenford, Middx. [4539

£50. M.G. 8 h.p. " M " type, red, two-seater. Good tyres, recon. dynamo, rewired. Exchange 4-seat tourer; Riley, Morris, etc. 81, Clarence Road, Teddington. KIN 2271. [4540

RAILTON, 29 h.p. saloon, Nov. '38. Excellent condition. £125. Todd, 31, Glasgow Road, Paisley. Telephone 8178. [4543

1930 MORRIS OXFORD SIX. Mechanically sound, tyres and wheels almost new, 18 x 550, body poor, best offer or would separate, seen Coventry area. Box No. T.544. [4544

ROLLS-ROYCE, 1933. 20-25 owner-driver saloon, impressive blue/black coachwork. Immaculate inside and out. Blue hide. £290. Box No. T.545. [4545

RILEY, 1937 9 h.p. saloon. Special series engine. Excellent mechanically and bodily. £125. Silverthorn 8085. [4546

ROLLS-ROYCE 20, 1924. Enthusiast forced to sell. Bargain at £75. Aplin, Castle Bromwich Hall, Castle Bromwich, Warwickshire. CAS 3440. [4550

BREAKING 1930 RILEY NINE MONACO. Most parts available. UPLands 3397. Box No. T.553. [4553

FOR SALE—*continued*

M.G. T.A. SPARES. Inlet manifold, front Apron, twin spare wheel carrier, F.T. 27 fog light, mats, horn, road wheel, steering wheel, full length tonneau cover, new M.G. hood, rear lamp. 14, Poona Road, Tunbridge Wells. [4547

ROLLS 20/25 SALOON, 1935. In very good all round condition. £250. Railton D.H.C., I.F.S., excellent body, chassis, and chrome. Requires attention. Ideal for enthusiast with a little spare time and a little spare money, £17. I am looking for a vintage or near vintage vehicle, preferably open and of a sporting character, either cash or exchange. Box No. T.552. [4552

RILEY KESTREL SPRITE. Reluctantly sell to genuine enthusiast only. Maintained regardless. Photo and details. 60 in 3rd Sprite performance! £395. Love, 45, Valley Drive, Kingsbury, London, N.W.9. [4554

UNUSUAL VINTAGE TOURER, 1928 Armstrong Siddeley 15. Clean, well shod, utterly reliable. £50. 48, Canning Road, Wealdstone, Middlesex. Harrow 3268. [4555

1935 HUMBER 12 h.p. saloon. Smart appearance, sound. Good runner. £42½. Howard 4306. [4556

LAGONDA L.G.45, G.10, 1937. Pillarless saloon, in French grey with red upholstery. H.M.V. radio, discs, screenwash, vanity cabinets, etc. Six new tyres on wheels, jackall system, automatic chassis lubrication. Everything working perfectly. This must be the finest in England. £425. Malone, 47, Wandle Road, Morden, Surrey. Tel.: Mitcham 5418. [4557

1937/55 ARMSTRONG SPECIAL. Ostensibly a well maintained 17 h.p. Salonette, this car shatters bystanders by 10 second 0-60 figures. No external sign of late V.8 engine fitted by noted engineer for his own enjoyment. Very well appointed inside and out. Silent, fast travel with reasonable economy and nominal maintenance. Selling only as business decrees purchase of dull, semi-commercial tin box. Offered with regret, and a quantity of spares, at £175. Stanley, 46, Sillwood Rd., Brighton. Brighton 28873. [4558

CITROEN " 12 " (1937), with spare " 15 " linens, cylinder head, etc., also front end parts, nearest £130, would separate. Also Ford 8 block, 10 head, new carb., oil pump, con. rods, chain, sprocket T/R ends, etc. Nearest £9. Willcox, Tudor Gate, Henfield 335, Sussex. [4559

1932 RILEY 9 MONACO SALOON. Excellent running order. £55. 1931 Austin 7 saloon. Good tyres. Taxed. £28. 59k, Netherhall Gardens, N.W.3. Hampstead 5732. [4560

VOLKSWAGEN, 1947-9 body and suspension parts, 6-cylinder Chevrolet engine. Write for list. Wanted: Door windows and winders for 1953 Volkswagen. Box No. T.562. [4562

1935 BRITISH SALMSON and " Ecurie Dogsbody," must part because of low funds. Good condition with T.O. cams, but new piston rings advisable, almost weatherproof. Offers around £100 to Tony, Woodlands Hotel, Timperley, Cheshire. [4563

FORD 8, 1934. Rough except complete new engine and gearbox, etc., 3,000 miles. £30 or break. Macfarlane, 38a, Monmouth Rd., London, W.2. [4564

MORGAN 4/4 2-seater. I.F.S./underslung rear. Excellent hood, sidescreens, tonneau. £150. 138, Glenny Road, Barking, Essex. [4565

INTERESTING 1927 ROLLS 20. Weyman owner-driver saloon. F.W.B. Six good 600 x 19's. Sound throughout. Photo. Walton-on-Thames 5397. [4570

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RILEY " CONTINENTAL " 1½-litre saloon. Excellent. £145. Ballard, 46, Little Brays, Harlow, Essex. [4566

RILEY 9 KESTREL, 1935. New battery. £65 o.n.o. Wanklyn, 14, Garden Crescent, West Hoe, Plymouth. [4568

£75. J.B.M. SPECIAL, reg.: 1951, Ford motor, Morris chassis. Cartwright, 14, Lee Park, S.E.3. [4569

CITROEN L.15, 1952. French export rhd. Interior trim and upholstery poor. Body and paint good. Mechanically overhauled. £360 o.n.o. Luckhurst, 10, Johns Green, Sandwich, Kent. Phone 2223. [4573

JUPITER, Nov. '52. Series 3 engine. £400. Exchange 750 Renault or similar. 73, Leam Terrace, Leamington Spa. [4574

RILEY CROWN WHEEL & PINION 5.5 : 1, excellent, £5. Pair splined shafts, 15s. each. Complete front axle with springs, £1 10s. Bruce, " Beechlands," Elwick Rd., West Hartlepool. Tel. 5202. [4576

PARTIALLY COMPLETED Austin 750 Special. Modified chassis brakes and suspension. Needs only body to complete. Towable. Also sufficient spares for another car, including 3 axles, 3 gearboxes, etc. £50 the lot. Trott, " The Cottage," Chesham Lane, Chalfont St. Peter, Bucks. [4577

1927 HISPANO-SUIZA 27 h.p. Barcelona drophead coupé. £180. Box No. T.578. [4578

M.G. T.A., 1938/9, 2-seater sports. Must sell. £175. 75, Springfield Road, Cotham, Bristol. [4598

ROLLS ROYCE Phantom III, 1937/8, sports saloon. Outstanding car. £475. 75, Springfield Road, Cotham, Bristol. [4599

LANCIA LAMBDA 7th Series 2-seater. Excellent condition. New hood, battery. Engine recently overhauled. Business forces sale. Bargain, £95. Beard, 29, Sidaway Street, Old Hill, Staffordshire. [4600

DELLOW. Re-registered 1957. Wade supercharged. £345. Must be sold—wedding bells. Stevens, 119, Stonol Road, Hall Green, Birmingham. MID 2531 a.m. only. [4602

TALBOT 20.9 h.p., 1937, black saloon. Well preserved and in good mechanical condition. Owner would sell to good home for £75. East Horsley 2775. [4603

EXCHANGE OR SELL £400 o.n.o. Mk. V Jaguar, reg. late '49. In very good condition. Heater, loose covers. All tyres good. Recond. engine. No rust or bumps. Deep black finish. Exchange for anything if good. Cash adjustment. Box No. V.604. [4604

FOR SALE: AUSTIN A.90 Westminster " Alexander " conversion complete. Practically unused and in perfect condition. £35 o.n.o. Hunridge, Mowbray House, Mowbray Road, Cambridge. [4606

ALVIS SILVER EAGLE black sports saloon. Body in very good condition and mechanically sound. £95. Also Speed 20 engine, gearbox, back axle and other spares. Brickell, Pucknoll, Dorchester, Dorset. [4610

1912 LONDON (UNIC) TAXI in running order. £130, no offers. Bell, Horndon-on-the-Hill, Essex. [4613

TALBOT 105, 1934, D.H.C. by James Young. New hood and good tyres. Just repainted and in first class mechanical nick. Maintained by qualified engineer (new big ends 2,000 miles ago). An extremely attractive motor at 125 guineas. A. K. Potter, 22, Barnett Wood Lane, Ashtead, Surrey. [4614

MAGNETTE PARTS: Pair 1¼in. S.U.s, £11; inlet manifold, £1; air cleaner and pipe, £1; " T.D." crown w. & p. 5.1, £2. All are slightly used only. Ramsbottom, Westfield, Steeton, Keighley. [4615

DELLOW, 1950. Full weather equipment, tonneau, sealed beam lamps, Marchal spot, excellent tyres. £265. Sanders, Braunston, Rugby. [4616

BREAKING " M " TYPE 1930 M.G. All parts in good condition. Weekends, 57a, Bell Street, Reigate. Tel. 4260. [4618

SINGER SPORTS 2-seater, 1932. New hood, side screens and carburettor, re-wired, 5 good tyres. £45 o.n.o. Carr, " Llanover," Vale Street, Upper Gornal, Nr. Dudley, Worcs. Phone: Sedgley 2018. [4619

A.C. 1937 Drophead Coupé in very good order. Grey exterior. Makers' overhaul at 29,000, now 44,000. £185. Phone: Sewell, BATtersea 7236. [4620

TWO NEW 4.50 x 19 RETREADS, £3 5s., o.n.o. 5, Robymount Avenue, Huyton, Lancs. [4622

DE LUXE STANDARD 10, full £50 Alexander conversion. Two colours, unmarked. Special rally enthusiast's car. Additional graded and hooded navigator's speedometer. New town-country rears. Underseal. Instrument panel. Heater, radiator blind, etc. Conversion plus extras, £90; accept £550. C. P. Blackmore-Reed, 372, Wickham Road, Shirley, Croydon. [4623

NOTE: The November issue will be published on October 23rd
(Final date for Classified Advertisements—October 12th)

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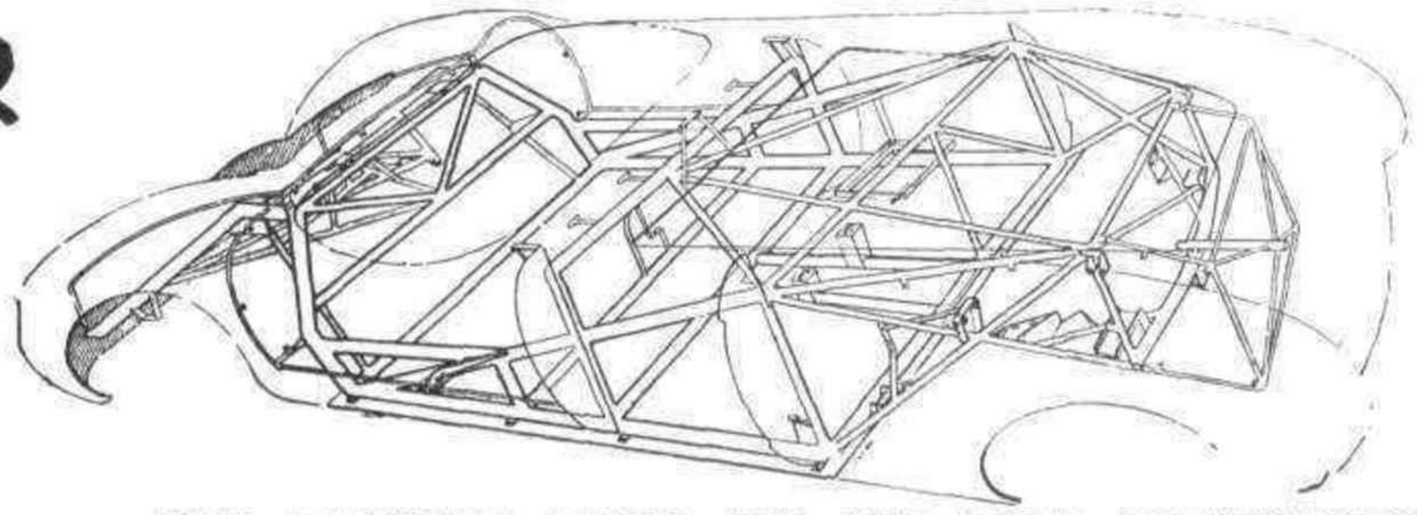
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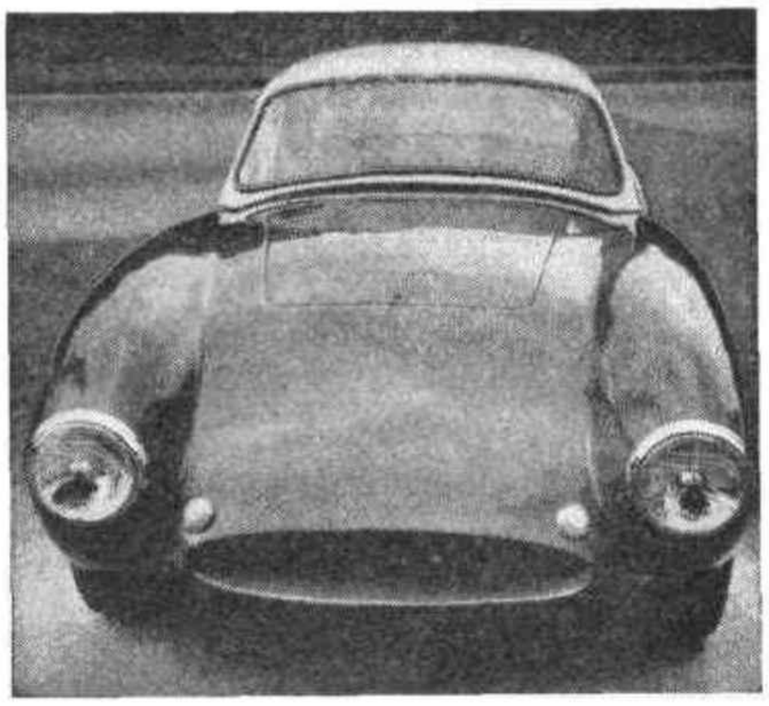
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Aston Martin DB2, 1951/2 model in superb condition, only had 3 owners, total mileage about 40,000, carefully maintained **£1,125**

1954 Jaguar XK120 special series convertible, undoubtedly the finest mint condition specimen available ... **£899**

1952 Daimler 2½ special sports convertible, looks worth £2,000, superb condition, the finest available ... **£845**

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1955 M.G. TF sports 2-seater, 16,000 miles **£666**

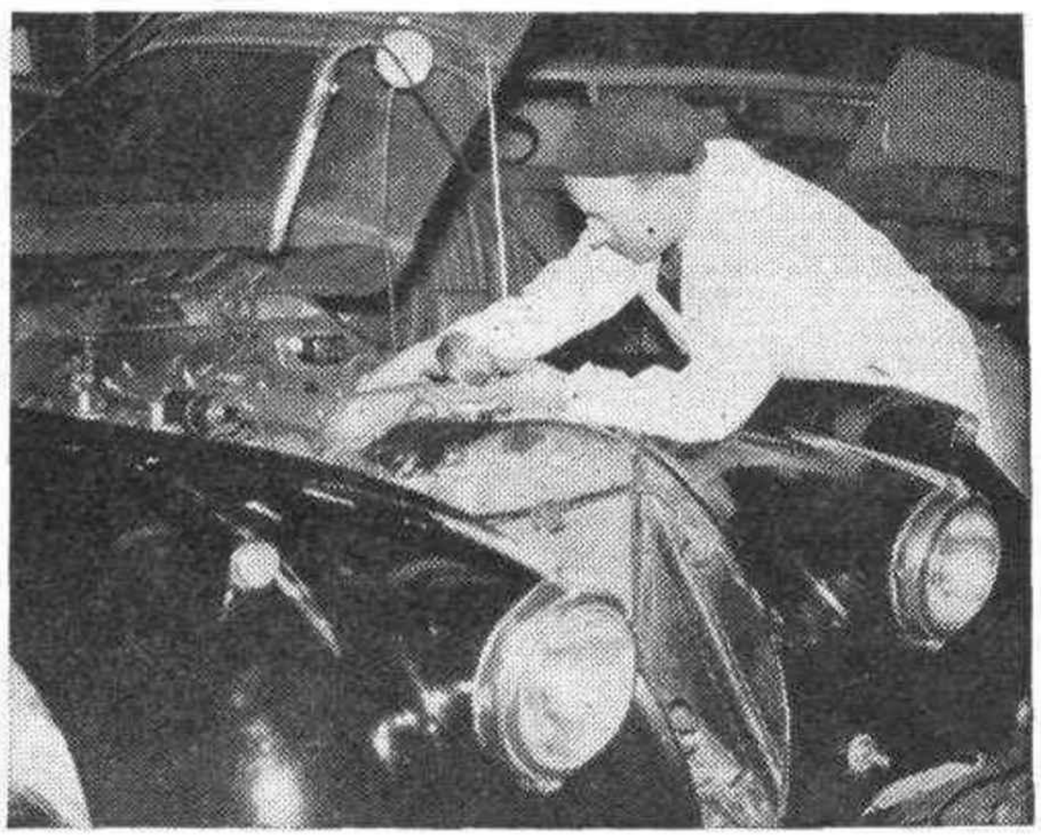
1951 Riley 2½-litre sports roadster, superb example **£477**

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1953 Austin A70 convertible, as new **£444**

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1950 Austin A90 convertible, three from **£399**

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FOR SALE—*continued*

MORGAN, 1932 S.S., J.A.P. O.H.V./W.C. Three speed/reverse. Speedo. Enthusiast maintained. £110 o.n.o. Parry, 30, Bedford Drive, Rock Ferry, Cheshire. [4626

1939 FORD 8, £45. Body and chassis rotted, rest fair. Nearly complete. Runs. Will break. Deane, 38, St. George's Drive, Ickenham, Middlesex. Uxbridge 4548 (day). [4628

1936 ROLLS BENTLEY 4¼ litre. Grey. Thrupp & Maberley semi-razor edged saloon. Very nice condition. Offers £450, or exchange smaller car. Jeans, 23 Clifton Road, Chippenham, Wilts. [4630

WOLSELEY HORNET Special, '32. Good body, engine and tyres, excellent brakes. Insured. First £70 secures. Wilson, Brentwood 25. [4631

1937 RILEY KESTREL 9. Preselector, twin S.U., exceptional condition all round. Just fitted new timing gears. £145 o.n.o. 1938 New Imperial motorbike, unused 6 months, £4. One 6.00 x 21 retread, £4. D. Symonds, 87, East Lane, Wembley. Arnold 2036. [4632

ALVIS SPEED 25, 1939. Black Charlesworth saloon. Good condition. New tyres, batteries. £150. Box No. V.633. [4633

LAGONDA RAPIER, 1934. 1104 c.c., 2 o.h.c., Vanden Plas 4-seat tourer. Wonderful condition. Overhaul, including respray, chrome liners and crank grind 8,000 miles back. Spares and instruction book. Goes like a bomb. £245. Terms or exchange quality saloon. Miller, Officers' Mess, R.A.F. Colerne, Wilts. [4634

FRAZER NASH, 1933, 1½ litre Anzani. Running, but needs some attention. £75. Bolney 380, Sussex. [4637

COOPER 1100 J.A.P.-twin. Immaculate. Special trailer. Full spares, jacks, fuel, etc. £425. Box No. V.638. [4638

FRAZER-NASH Mille Miglia in new condition, with Bristol B.S.4 engine. Colour, dark green. Box No. V.639. [4639

1934 ALVIS SPEED 20 Tourer. Excellent mechanically and bodily, having been completely rebuilt over past four years by present owner. Full history available. Seen Wilts/Dorset. Enquiries to Box No. V.640. [4640

SALMSON, 1930, 2-seater, 1100 double o.h.c. Smart and mechanically sound. Offers. Also numerous Salmson spares. Details, 269, Locking Road, Weston-super-Mare. [4641

EXHAUST MANIFOLD, S.U. Carburettor, air cleaner and carburettor branch pipe for 1953 M.G. Y.B. Saloon. Offers. Oxspring, 62, Shiregreen Lane, Sheffield. Phone 386859. [4642

2 LITRE FRAZER NASH B.M.W., 1936. Good condition. Recently decoked, new rings, brake linings and clutch. £120. Ruddle, 41, Bowling Green Road, Cirencester, Glos. [4643

CLYNO 10.8, 1927, 2-seater tourer. Good condition. Repainted. New tyres and battery. Believed to be one of the only two like it going. Also 1½ engines, 1 front and 2 back axles. Bargain, £50. Bowett, Easton House, Easton, Stamford, Lincs. Phone: 3261 Stamford after six. [4644

LANCIA APRILIA, 1939. Well maintained. Extras. £200. Or exchange for British family saloon. Martin, South View Road, Bransty, Whitehaven, Cumberland. [4652

1935 SINGER Le Mans 2/4-seater. Tuned Super 10 engine. Good condition. £125 o.n.o. Seven Kings 0940. [4653

"MOTOR SPORT," 1953-54-55-56. 30s. or offers. Golding, 88, London Road, W.13. PER 3267. [4654

FUEL INJECTION! C.A.V. four cylinder pump, £20 o.n.o. Two Solex twin choke carburettors, 1¾in. bores, £10 each, o.n.o. Two Smiths electric clock driving mirrors, 12 volt, £3 each. Four Lucas 12 volt trafficators, 14s. each. All above are new. Box No. V.655. [4655

S.U. CARBURETTORS! Three H.2, 1¼in., 70s. each. Three H.4, 1¼in., £4 each. Three H.6, 1¾in., £5 each. Solex twin choke horizontal carburettor, 1¼in. bores, £8, o.n.o. Two Lucas 25521D starter motors, 85s. each. All above brand new. Box No. V.656. [4656

BUCKLER, Ford engine, 8.5 : 1 compression ratio, twin S.U.s, four branch exhaust, back axle 4.7. Professionally built alloy body. Good tyres, battery, hood, tonneau. 35/40 m.p.g., 70/75 m.p.h. £350 o.n.o. Consider exchange Popular. 225, Rochester Way, S.E.3. [4657

TALBOT 12-24. Engine, gearbox unit and other spares, sound. Also four Austin Twenty 18in. artillery wheels (good) and a number of very good 18in. and 19in. tyres, all reasonable. Crabtree, "The Castle," Colne, Lancs. [4658

TYRES, new and remoulded, 700 x 16, 700 x 17, 700 x 18, 700 x 23, 750 x 23, 750 x 24, 895 x 135. Few only. Rice, 295, Stansted Road, Bishop's Stortford, Herts. 1575. [4659

AUSTIN 7 "CHUMMY," 1929. Original bodywork in B.R.G., much brasswork. Hood, sidescreens, full tonneau cover. Modifications include aluminium head, lightened flywheel, 1-5/16in. crank. Ulster gear ratios, 5.25 : 1 rear axle inverted with flat rear springs. Bowdenex brakes. £75 o.n.o. Jarvis, 79, Milborough Crescent, Lee, London, S.E.12. LEE 8736. [4660

FOR SALE—*continued*

ROLLS ROYCE Tourer, 21.6 h.p., 1927. Thoroughly overhauled (bills) and in excellent order except minor paint, upholstery and sidescreen defects. Original condition. £300. Riverside 3184. [4661

VERY EXCEPTIONAL 1937 2½ litre Jaguar Saloon. The following in last 3,000 miles: rebore, crank ground, sprayed, rad chromed, new carpets, heater, partial re-trim, new back axle complete, new windscreen, new Lucas battery, new radiator block. Also new wiper motor and blades, king pins, steering parts, starter motor, clutch lined and new teeth on flywheel, almost completely re-wired, rear shockers overhauled, rear of body rebuilt. Beautiful car. Terrific performance. 23 m.p.g. on long run. Good tyres. Handbook. £185 o.n.o. Phone: Welwyn Garden 4913. [4662

1926 AND 1927 HILLMAN 14 Saloons. Rebored. Reconditioned radiators, dynamos, magnetos; new tyres. What offers? 3 litre Bentley axle casings, 6½ litre bits, 8 litre frame. Will go for scrap if not otherwise sold. Dale, 2, Station Road, Histon, Cambridge. [4663

TALBOT 20.9 Saloon de luxe, 1938. Used few weeks yearly, laid up over 10 years. Total mileage 27,600. Oil pressure 40 at 40 m.p.h. Scrupulously maintained, no rust, and wonderful chromium. Bargain, £225. Wills. 159, Midstocket Road, Aberdeen, Scotland. [4664

1928 RENOVATED CITROEN Saloon. Owner has duplicate. Believed only two in England. 45 gns. Evans, 58 Elsham Road, W.14. [4667

ALVIS 12/50 D.H.C. Mechanically perfect, bodily sound. New speedo, many extras. Very reliable. £130. Or exchange 12/50 4-seat tourer. Increasing family needs larger car. Beaken, 150, De Beauvoir Road, London, N.1. [4668

ALL THE REMAINS of my 1930 Triumph Super Seven, including c. w. & p. and magneto, £5. Michael Frost, "Ashmount," Datchworth, Herts. Knebworth 2387. [4669

MORGAN 4/4 SPECIAL, professionally rebuilt 1957. Splendid potential. Offers around £120. Flick, Flat 1, 554, Chester Road, Sutton Coldfield. Phone (evenings) ERDington 7188. [4670

TALBOT SPARES: 95 reconditioned engine, traffic clutch, Wilson gearbox, steering, carbs, new prop shaft, differential, c.w.p., etc, front wings, doors. Any offers. Must clear. Buyer collects. Details, Sykes, 36, Belle Vue Grove, Middlesbrough. [4671

ROVER 12, 1936, 4-seater tourer. New hood, screens. Engine needs attention. £75 o.n.o. Belton, South Street, Morton, Gainsborough, Lincs. [4672

MORGAN 3-WHEELER, 1934. Matchless Mx.4 o.h.v. W/C engine. Good condition. £90 o.n.o. Lees, 90, Burton Road, Melton Mowbray, Leicestershire. Tel. 864. [4673

VOLKSWAGEN CHASSIS, 1953. Complete with 5 wheels, good tyres, steering, suspension, transmission and many other parts. Fitted with the right body this could easily make an outstanding sports/racing car. £85. Read, Hollesley, Woodbridge, Suffolk. [4674

"MOTOR SPORT," June 1948 to March 1957. Townend, 30, Hull Road, Cottingham, E. Yorkshire. [4678

MUST SELL. Owner going overseas. 1948 model Citroën Light 15. Good condition. £295. 50, Cambridge Road, Kesgrave, Ipswich. [4679

M.G. P.B. In good condition, carefully maintained. £175 o.n.o. Evenings. 1, Poplar Road, Botley, Oxford. [4680

M.G. P.A. ENGINE. Breaking for spares. Write or call in evenings. G. Stuart, 326, Green Lane, Chertsey, Surrey. [4681

RILEY LYNX/SPRITE, 1936/7, 4-seater tourer. Green/green leather. Excellent mechanical condition and appearance. Performance with economy. £125. Taxed year. Terms possible. 37, Parkside Drive, Edgware. STO 7073. [4682

SUNBEAM 20 Tourer, 1927. Mechanically sound. Excellent set of 525 x 21in. tyres; Dunlopillo seats. Needs re-upholstering and hood cover. Well worth restoring. £25. Simmons, Windmill Cottage, Windmill Road, Mortimer, Berks. [4683

M.G. (P.A.) RADIATOR in good condition, £4. SYD 6107. Bullen, 37, High Street, London, S.E.20. [4684

RILEY 9, Kestrel, 1934, reconditioned engine; good body. £90. 120, Tudor Avenue, Worcester Park, Surrey. Derwent 4803. [4685

1952 BENTLEY Mk. VI with special Mulliner sports body. Purchase price £6,500. Will accept £2,500 o.n.o. Excellent condition, having had recent manufacturer's overhaul. Black body and red upholstery. 45,000 miles. Box No. V.686. [4686

HALF SET BRAKE LININGS, 2½ Jaguar, £2. 827, Rochdale Road, Middleton, Lancs. Castleton 57418. [4687

M.G. T.A., 1938. Body immaculate, engine fair; hood, tyres, good. Fully insured. Financial state forces reluctant sale. Bargain price, £185. Write or call, Mr. Catterwell, "Riverlea," 1, Kingsway, Woodbridge, Suffolk. All enquiries answered. [4688

FOR SALE—*continued*

FRAZER-NASH, Anzani, 1929. £120. Seen Bletchley or London by appointment only. Write T. W. H. Brown, 76, Perryn Road, Acton, London, W.3. [4689

AQUAPLANE MANIFOLD with two 1¼in. S.U.s air filters, Derrington head (spigot) for Ford 10 used 100 miles only. Lucas Windtones (6v.) unused. Offers. Box No. V.690. [4690

1936 MORGAN 4/4. Coventry Climax engine. New 1956 front suspension, differential, batteries, hood and side-screens, etc. Perfect mechanical condition. £185. Milling, Allandale, Rutland Avenue, Walton, Warrington. [4691

1933 J.2 M.G. Black and grey rebuilt body, reasonable hood, screens. Rebored, new crank, mains, big, little and cam bearings. Modified oil filter, relined clutch, new springs, good tyres, lights, battery. £150. Firm giving me "car." Curtis, Great Sampford, Saffron Walden. [4692

M.G. BRAKE CABLES. New complete replacement brake cables, all models. M, D & F.1, 28s.; all other models 33s. each, post paid. State front or rear. Ferguson, 53, Brinkburn Avenue, Darlington. [4693

1929 MORRIS COWLEY F.H.C. 2-seater with dickie. Engine and clutch overhauled last year. Needs tidying up. £40. Stott, "Adlington," Cambridge Road, Stansted, Essex. [4694

RILEY, 1937, ADELPHI Saloon. 60,000 miles. Sliding roof. Good condition. Ravensbourne 1267. [4695

1,000 c.c. J.A.P. SPECIAL. Single seater, smart clean body, ideal sprint and hill-climber. Weight about 620lb. Ready to race, except tired crankpin. First reasonable offer. Owner distracted by older, heavier metal, and younger, lighter new wife. Also: Two each, 6.00 x 20 tyres, 5.00 x 15 racers; Burman gearbox; 4½ Invicta pieces, engine, gear, axles. Ring KENsington 9140. [4698

1929 A.C. MAGNA 2 litre chassis, less bodywork. Completely dismantled. Extensively reconditioned. Numerous spares. Offers around £65. Chadwick, "Estella," Strand Quay, Rye, Sussex. [4699

BRISTOL "401," November 1950. Specimen car. Silver grey. £795 o.n.o. Silverthorn 4109 after 7 p.m. [4700

2½ LITRE JAGUAR D.H.C., 1938. Engine recently reconditioned, body and tyres good. £115. Also Zenith conversion unit, 50s. Hurst, 26, Cliveden Road, Wimbledon, S.W.19. Liberty 1516. [4701

FRAZER NASH MILLE MIGLIA. The most immaculate and beautiful specimen of this highly sought after type in existence. This was the New York Show car and has a magnificent performance to match its looks: 0-60 m.p.h. 7.5 secs., 0-80 m.p.h. 13.5 secs., 0-100 m.p.h. 22 secs., 115 m.p.h. at peak engine revs, 25 m.p. gallon. Insurance rates are low. One other owner. £1,250. May be seen by appointment. The Cottage, Cranfield, Spring Road, St. Osyth, Essex. Telephone: Clacton-on-Sea 4624. [4702

1933 AUSTIN 12 Berkeley Saloon, just rebored; engine overhauled, new dynamo, recent bills over £40. Needs painting. 22 m.p.g. Rear seat ideal for courting. £70 o.n.o. Or exchange for Austin 7 tourer, or 750-1100 c.c. Special. Yorke, 34, Ferndene Road, S.E.24. Brixton 8315. [4703

RILEY 9 Tourer 4-seater, 1929. Body, tyres, battery, hood, excellent. Mechanics rough, but very mobile. £50. Newman, 7, Manor Farm Cottages, Luddington, Nr. Stratford-on-Avon. [4704

4 LITRE BENTLEY Engine and Gearbox. Will sell separately. Box No. V.706. [4706

1933 TALBOT 65 Breaking. J. Miller, Icknieldway House, AERE Harwell, Berks. [4707

RILEY 9 Differential assembly complete with new unused crown and pinion. £6. Barnes, 41, Nagshead, Avening, Stroud, Glos. [4708

ICE BLUE A.70 HEREFORD, unmarked, as new. Modified reconditioned engine, suspension, steering. Loose covers, rimbellishers, Servais exhaust, heater, etc. Engineer owned and maintained. 27-33 m.p.g. £425 or exchange sports car. Mills, 7, Tope Road, Arborfield Cross, Berks. Phone 252. [4709

GARAGE PROPRIETOR wishes (with considerable misgivings) to dispose of his personal Rolls Royce 20/25 2-seater coupé by James Young. Only true connoisseur willing to pay for true value received and in search of a "rare jewel" need apply, but photographs and fullest details will be supplid to all genuine persons interested. Over £1,100 spent on reconditioning in last four years. Box No. V.710. [4710

ASTON MARTIN 1½ litre open Le Mans. First class condition. Many extras. £255. Dixon, Euston 7050, extension 401 (weekdays). [4711

MORRIS 8 Tourer, Series I. Modified; quite fast. Many extras. £120 o.n.o. Harmer, 25, Leighton Close, Edgware, Middx. [4712

RAILTON Straight 8 Sports. Completely rebuilt. Raised compression, Scintilla, duel choke carb. Cream with red interior. Won Railton O.C. driving tests, Sept. £285. Hennings, "C," Warrior Square, Horseshoe Barracks, Shoeburyness. [4713

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

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PORSCHE BORGWARD LLOYD JAGUAR VOLKSWAGEN

1936 Rolls-Royce 20/25 saloon. Unbelievably genuine, 20,000 miles. Whole car as new... ... ... **£875**

1955 Volkswagen De Luxe, sun roof. Many extras including adjustable seats. One owner and low mileage. Immaculate **£625**

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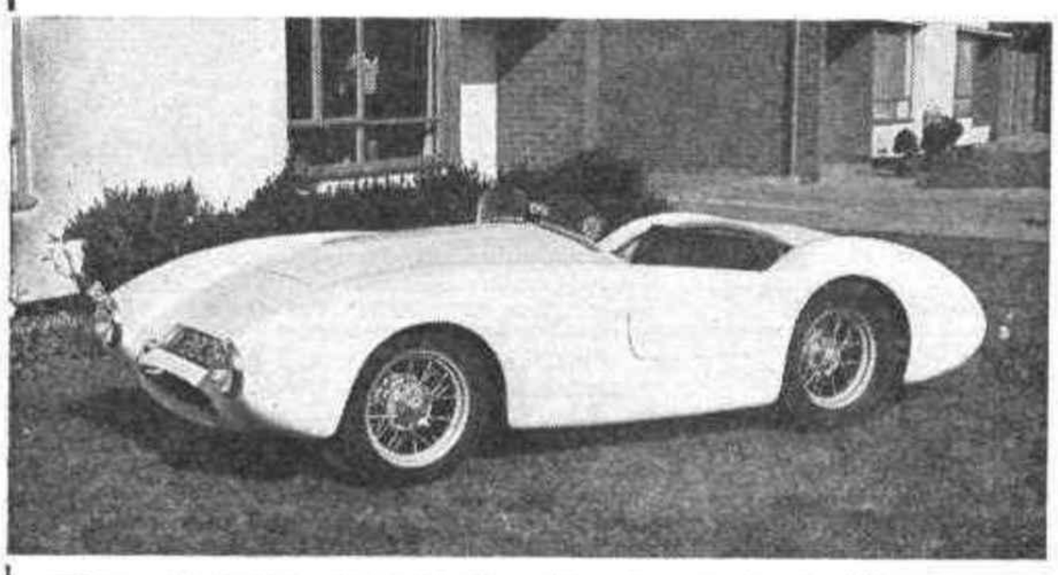
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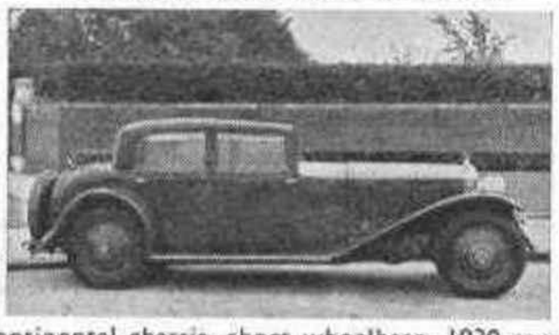
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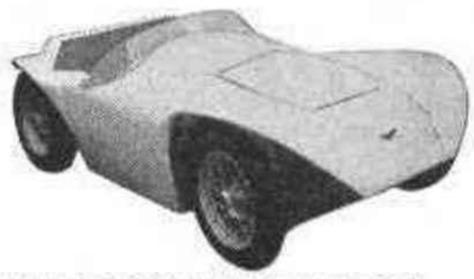
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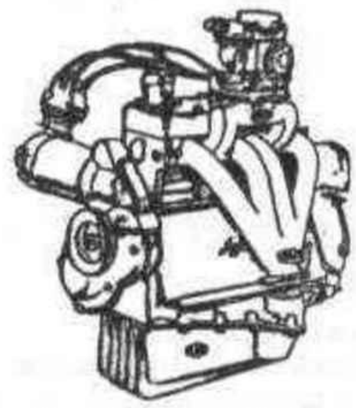
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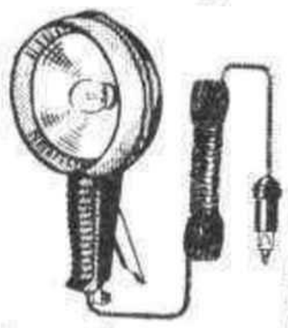
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LAGONDA 31 2 litre Weymann. Concours de Elegance, 1955. Original and immaculate condition. 24 m.p.g., 85 m.p.h. No oil. Photo available. £250. Dowsett, 29, Gravel Road, Twickenham, Middx. [4722

SHORROCK SUPERCHARGER in mint condition. First £25. Worth double. Tel.: Watford 2953. [4723

DUNLOP Racing Tyres/Tubes. Four 550 x 15 near new. Sell or exchange road tyres. W.H.Y. Also wanted: Two Vauxhall/Ford 15in. wheels (5 stud). Box No. V.726 [4726

£35 OR OFFER. 1929 Delage D.M.S. Well shod (two tyres new), magneto overhauled by Scintilla. 22 m.p.g. Body drophead in fair condition, upholstery poor. Ideal opportunity for impecunious enthusiast to obtain a vintage car in fair condition. Handbook. Insured till July 1958. Owner just married, has no space and wants cash. Box V.727. [4727

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1934 TALBOT 14/65, Darracq saloon body, in excellent condition. Engine overhauled. Overseas posting forces sale. £90. 31, Grove Avenue, Yeovil, Somerset. [4731

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FORD ANGLIA de Luxe, December 1955. Black. Twin S.U.s, overdrive. Many extras. Unique example in superb condition. Wyatt, Yattendon, Berks, 214. [4738

£45. TRIUMPH 9. New car forces sale of reliable family hack. 205, Wilmington Gardens, Barking, Essex. RIP 1949. [4739

1921 BULL NOSE MORRIS Tourer, Hotchkiss engine. Rebuilt 55-56. Bills for £300 available. £160. P. Griffin, 25, Laurence Gardens, Mill Hill, N.W.7. MIL 2815. [4740

1928 FIAT 509A Saloon. Laid up 20 years. Restored original. Low mileage. Two owners. Excellent condition. £85. Consider exchange for older car. Gordon Maclean, Kingston Bagpuize, Abingdon, Berks. Longworth 385. [4741

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DELLOW. Oct. 1950, 2-seater. Sound mechanically, clean appearance. B.R.G. Fully equipped. £300. Exchange W.H.Y. Details, 12, New Street, Sheerness. [4746

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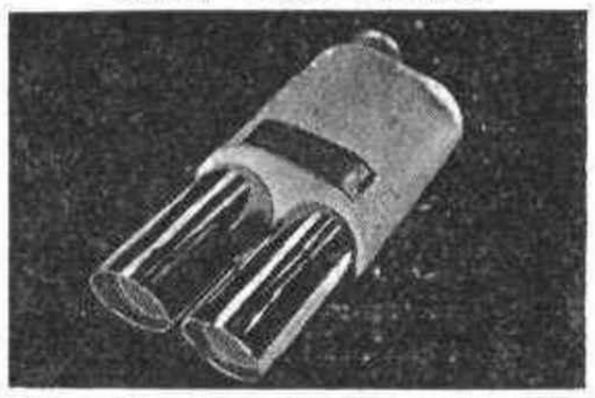
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AUSTIN 7 VAN, 1934. Rebored 3,500 miles. Tyres good. Body, battery, poor. £10. 115, Sydenham Road, London, S.E.26. Uplands 8917. [4761

3 LITRE BENTLEY, 1927, Red Label. Mechanically superb. 2/4-seater body with all weather equipment. Many extras, including high-lift camshaft, speed six brakes, Zeiss headlights, etc. Excellent tyres. £250. Box No. V.762. [4762

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ALVIS FIREBIRD ENGINE, gearbox and all access, good condition. Offers. 20, Bourne Ave., South Ruislip. [4764

1934 TART TRAP. Black 4½ Lagonda pillarless saloon. Engine overhauled 2,000 miles ago. Body, batteries, tyres, P.100s good. Owner posted. £100 o.n.o. Box No. V.766. [4766

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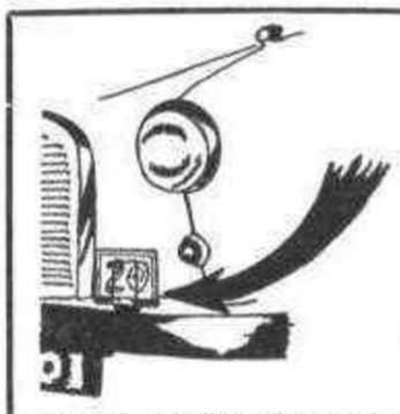
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1935 P.A. M.G., big ends gone (runable), no hood, bodywork solid, paintwork rusty, good tyres, £80. Full details. Webb, "Bank House," Tean, Stoke-on-Trent. [4884

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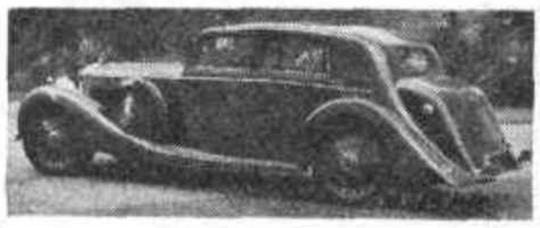
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1934 TALBOT 95, aristocratic Darracq saloon, thoroughbred performance. Photos. Offers nearest £100. Partridge, 48 Officers' Married Quarters, R.A.F. Andover, Hants. [4886

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1930 RILEY 9 Monaco. Good general condition, brass lamps and radiator. £55 o.n.o. or straight swop sporty 2-seater. 20 Windsor Road, Oldham. [4888

M.G., 1938, S.A., with rare and striking Charlesworth 4-seater, open sports body, mechanically excellent. £80. Dixon, 31, Brompton Avenue, Liverpool, 17. Sefton Park 2693. [4890

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500 c.c. TRIUMPH Speed Twin engine, perfect suitable special £15. Beggar's Roost, Tannery Lane. Send. [4893

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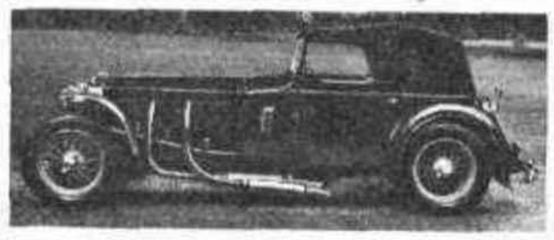
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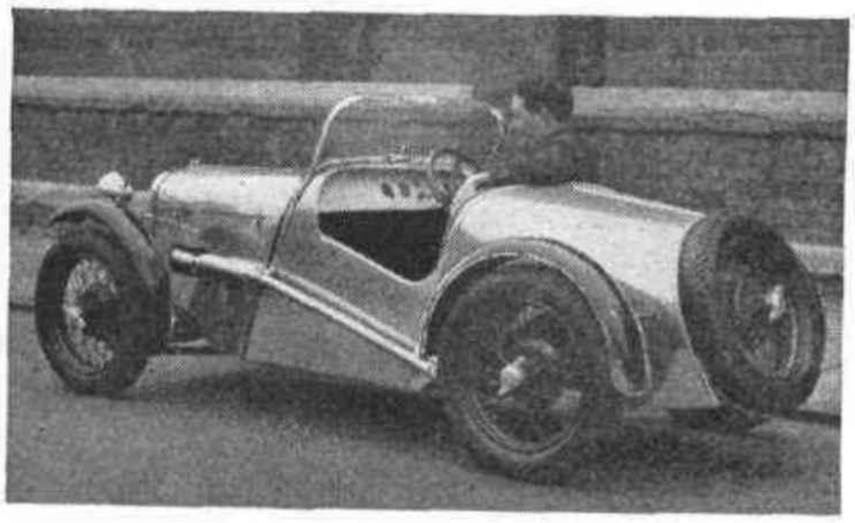
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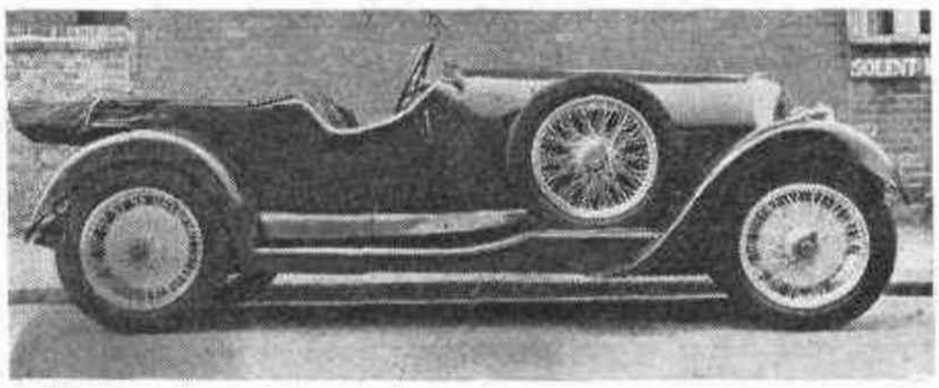
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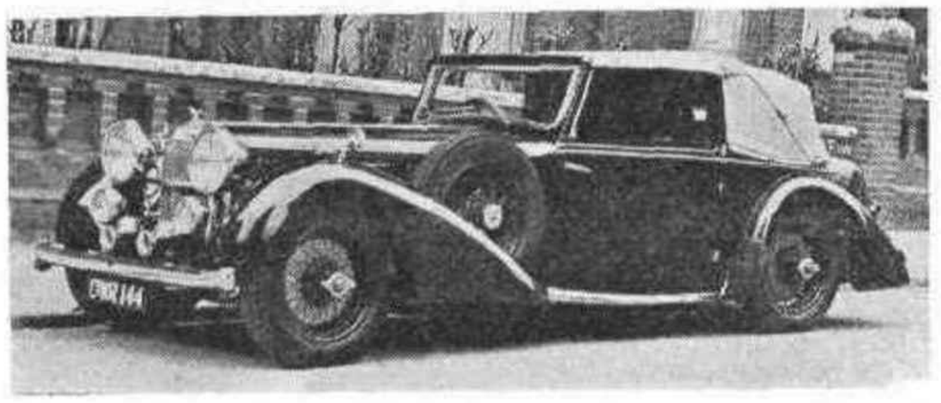
1932 ALFA-ROMEO 1,750 drophead coupé with a very pretty English body, finished in silver grey with grey upholstery. Almost new tyres, new black hood. **£225**

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VINTAGE 1927 20 h.p. 4-cylinder Austin aluminium 4-door saloon in splendid condition throughout. Good tyres, Bosch magneto. Very handsome car. Box No. V.775. [4775

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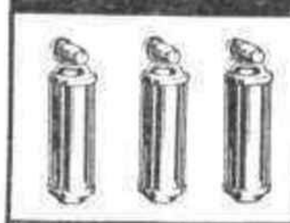
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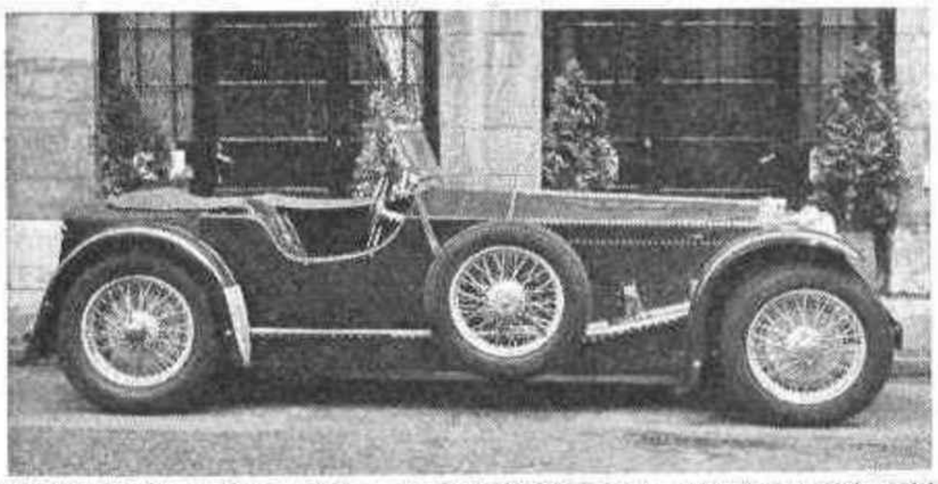
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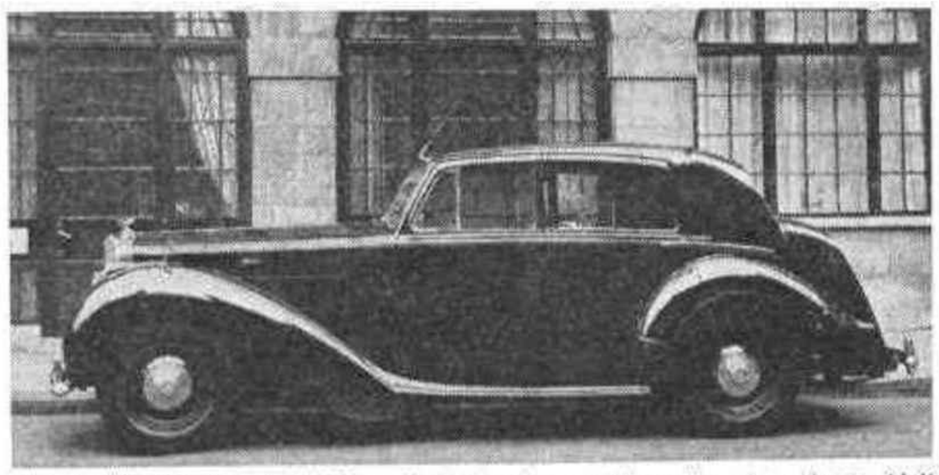
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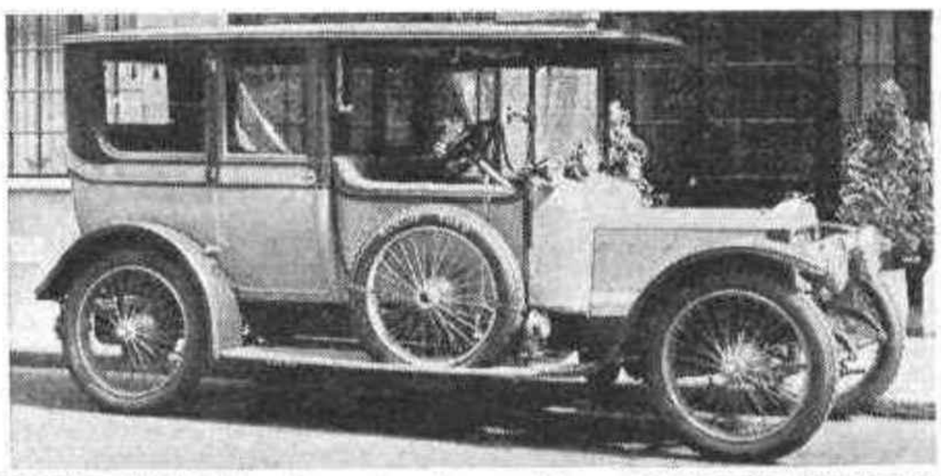


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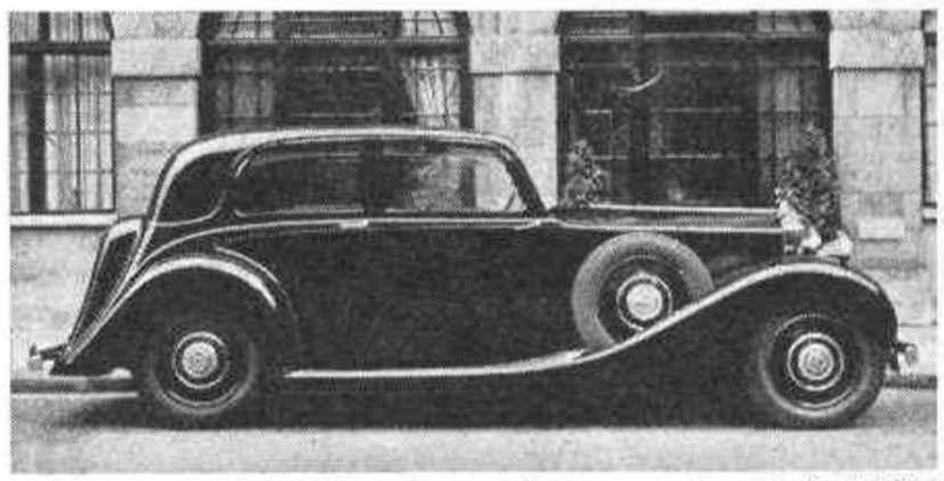


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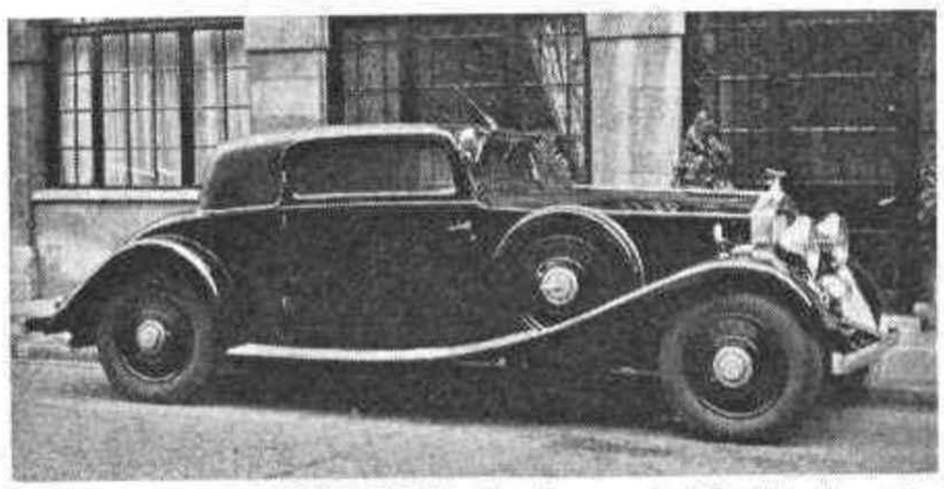
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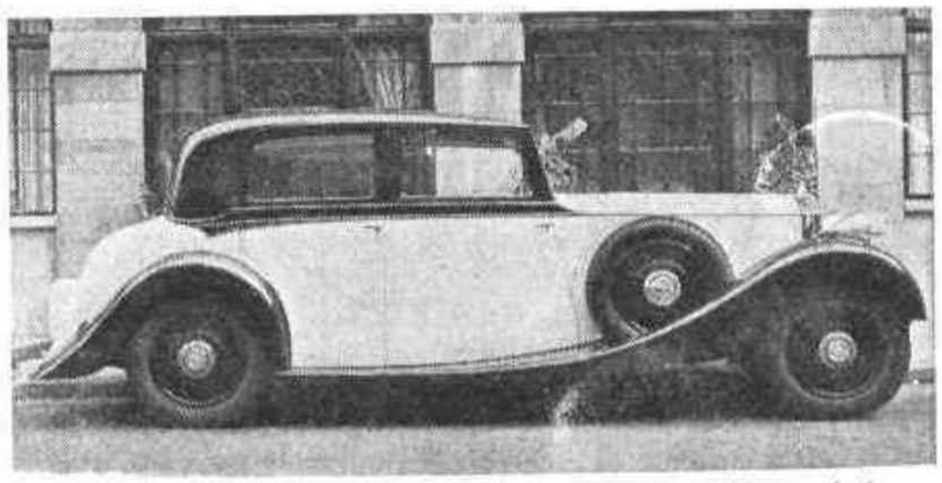
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TALBOT 105 D.H.C., 1937. Overhauled 10,000 miles ago. Maintained by Bland. Would rather lay up than sell for under £150. Davies, 295, Warwick Road, Solihull, Warwickshire. [4913

750 SPECIAL, professional alloy body, hood and screen. New 17in. tyres, S.U. carb., '37 head, 4-speeds. £100. Part exchange 1172 Special. 228, Edwin Road, Rainham, Kent. Phone 82637. [4914

SUNBEAMS, two, for £100. A, 1926 Tourer 20.9; four new tyres. B, 1933 Speed 20 Saloon; excellent tyres, brakes overhauled. Or £60 each, separately. A host of valuable spares £20 extra. No offers. E. A. Price, 76, High Street, Stoke Newington, N.16. Evenings or week-ends only. [4915

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S.U. 1¼in. CARBURETTORS. Suit A.70, M.G., Riley, etc. As new, £7 pair. Twin manifold for A.70, 15s. Air filters to suit, 10s. each. Healey Silverstone c.w.p., 3 to 1, new, £35. D. Postma, 34, Boundary Road, Norwich. [4923

LAGONDA 16/80, 1934, Saloon. Mechanically good, body needs attention. Spare engine available. £85. Thom, 49, Highfield Way, Rickmansworth 5344. [4924

STRIPPED ready for building special. Mk. 7 Jaguar. Not crashed. Everything complete and in perfect running order. Guaranteed 12,000 miles. £295, 94, Hartland Drive, Edgware, Middx. COL 6693 or STO 5378 after 7.30. [4925

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FORD MODEL T. Specimen car in superb condition. Two owners only. Fordor coach-built body, all instruments, silk blinds, new Exide battery. £250. Taylor, Holly Bank, Yatton, Bristol. Telephone 3332. [4929

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TALBOT 14/65 Darracque Saloon, 1936. Sound condition. New battery. Dynostarter. Spare major components, engine, gearbox, etc. £85 o.n.o. 64, Foley Road, Streetly, Sutton Coldfield. [4932

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1950 MINOR saloon, reconditioned engine, 17,000 miles, Alta conversion, 63 m.p.h. third gear, heater, excellent condition. £395 o.n.o. Phone Gross at VIGilant 9149. [4947

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WADE SUPERCHARGER, complete, including carburettor, fan, belts, etc., to fit Ford 10. Phone Primrose 8714. [4949

1954 MORGAN PLUS 4, two-seater, red, very good condition. £510 o.n.o. Write Grafton, Warwick House, Woodstock, Oxon. [4950

BENTLEY 4½, 1930, four-seater tourer, B.R.G. rebodied, rebuilt, mechanically excellent, hood, interior good, exterior immaculate, tyres good, photo. £295. Consider exchange Alfa 1750, Lancia, Aston, Nash, W.H.Y. Calvert. 112, Westgate, Bradford. [4951

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SUPERCHARGER, Arnott. Ex new-type Ford Prefect. Needs slight attention. Offers. Harrison, 12, The Woodlands, Goddard Avenue, Hull. Phone Hull 18693. [4953

1928 ALVIS, 14/75 d.h.c., with dickey, green. In good, sound condition throughout. Taxed, insured. £100 or offers, to Davison, 32, King's Road, Haslemere, Surrey. [4954

1933 SUNBEAM 19 h.p. sports saloon. Engine and body in superb condition. Photos on request. Two owners since new, 20 m.p.g. £100. Rudkin, 239, Swithland Lane, Rothley, Leicester. [4955

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ALVIS FIREFLY, 1934, saloon, good mechanically. £85 o.n.o Arand, 54, Birley Road, N.20. After 7. [4961

RILEY 12/4 Kestrel A36. Good condition, except starter ring, taxed and insured. £125. 6, Ashburnham Court, Mill Hill. 3178. [4962

CHRYSLER Richmond, 1937, r.h.d., 20 m.p.g., contemporary lines and comfort. £115. Garston (Herts) 3852. [4963

LAGONDA LG6, Sports Saloon, 1939, 6-cylinder, 4½ litre, 29 h.p., twin magnetos, fuel pumps, carburettors, 19 m.p.g., i.f.s., excellent condition. Photograph available. Offers over £400. Box V.964. [4964

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2 LITRE LAGONDA, 1932. Low chassis, excellent condition throughout, with new hood, sidescreens, etc. £200 o.n.o. Nugent, The Grove, Over, Cambs. Swavesey 305. [4968

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£150. 1939 CITROEN 12. Exchange considered, owner going overseas, wife wishes to be left with less-complicated machinery. Bird, 6 Gloucester Road, Wyton, Hunts. [4970

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18/80 M.G., 1930. Four-seater tourer, excellent condition, spares. £140. Bloor, 10 Lawrie Park Gardens, London, S.E.26. SYD 6231. [4974

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LANCIA Aprilia, 1938, not mint but good all-round condition, excellent motor, two new tyres. Would respond to detail tidying. Delivered south by arrangement. Offered for realistic price of £125. Sanderson. The Green, Duddingston, Midlothian. [4972

12/50 ALVIS, 1926 Sports Tourer. Rebored, taxed December. Excellent condition. Spares. £120. Bloor, 10 Lawrie Park Gardens, London, S.E.26. SYD 6231. [4973

SPLENDID VINTAGE CROSSLEY, 1925 Tourer, 18/50. Immaculate condition, screens, hood perfect, genuine mileage under 3,000. Laid up nearly 30 years by original owner. All new tyres. 80 m.p.h., 20 m.p.g., handbook. Gift at £375 or offers. Photos sent. Davies, 45, Catherine Street, Liverpool 8. [4975

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THICK-SET LITTLE DROP-HEAD Mercedes-Benz, 200D, 6-cylinders, 18 h.p., 1936. Overdrive, four independents, hydraulics, heavy leather, chrome, rebore inevitable, also hood going, needs rescue. Reasonable offers to Ferrier, GROsvenor 4774 (day) or PARk 4797 (evenings), or write Box V.978. [4978

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T.R.3. Private buyer will give above dealer's price for model in good condition; small mileage. Soft top, dark blue/green preferred. Box No. A.32, Smith Library, Camborne, Cornwall. [4611

MERCEDES 200 Saloon. State condition. Required early new year. Realistic prices, please, to John Winyard (Sawmills), Limited, Bilston, Staffs. [4617

IMPOVERISHED engineering student, bearded (blames exorbitant price of blades), desires ownership of philanthropist's spare waggon. Sports preferred (Lotus, Le Mans, etc.) Can offer magnificent sum of £5 (cash!). Box No. V.621. [4621

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KESTREL SIX-LIGHT wanted. One requiring attention not objected to. 42, Eversley Avenue, Barnehurst, Kent. [4752

POST-WAR H.R.G. 1500 wanted. H.P. preferred. 17, Riverside Gardens, Enfield, Middx. [4753

FIAT 500 or Lloyd, clean condition. Reasonable price. 73, Leam Terrace, Leamington. [4754

4 LITRE BENTLEY open tourer in good original condition. Price and recent photograph to B.M./G.B.M., London, W.C.1. [4755

T.C. M.G. WANTED. £300 cash given for good specimen, perhaps a little more for an extraordinary one. Malone, 12, Birch Grove, London, W.3. [4756

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1951 XK120, dark red, superb condition **£495**
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1949 Lea-Francis 14-h.p. roadster, blue **£395**
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1946 M.G. TC, black/green, new tyres ... **£355**
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1937 M.G. TA, white, very attractive ... **£195**
1938 M.G. TA, 2 owners from new, green **£265**
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1934 M.G. Magnette NA 2-seater, red ... **£125**
1952 Riley 2½-litre saloon, black/red ... **£525**
1951 Riley 2½-litre hard-top roadster ... **£455**
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1951 Riley 1½-litre saloon, 1 owner, black **£625**
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1955 TR2, red/black, low mileage, 1 owner **£675**
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WANTED—*continued*

WANTED: 1500 H.R.G., post-war, not aerodynamic. Must be good condition. Arkell, The Hollow, Northchurch, Berkhamsted. Tel.: Berkhamsted 23 after 7 p.m. [4791

H.R.G. 1500, non-aerodynamic, good condition. Cash waiting. Price, details, Brierley, 3, Sea Road, Felixstowe, Suffolk. [4792

POTENT but reliable supercharged sports machine: Alpha Romeo, Bentley, Bugatti or Mercedes-Benz preferred. Send full details with photograph and price. Box No. V.793. [4793

WANTED: Partly built or unfinished Ford Special. Cash available. Please write Fenwick, Royal Standard, St. Mary's Road, Sheffield. [4794

DYNAMO, Starter Motor (12v.), camshaft drive gears for O.H.C. M.G. Birmingham, Springfield 2507. [4795

VOLKSWAGEN, 1949, r.h.d. Engine and cellulose condition immaterial but essential no rust. Under £200. Box No. V.796. [4796

WANTED: M.G. V.A. front axle beam. Duncan, 85, Village Way, Ashford, Middlesex. Telephone 2846. [4797

EARLY FRONT ENGINE COOPER Sports, open body, good chassis, less engine and gearbox. Must be cheap. Box No. V.798. [4798

1948/50 HEALEY, Drophead preferred. Details and price, 19, Eric Avenue, Emmer Green, Reading. [4799

AUSTIN SPORTS or other small sports required. Give details. 85, Ram Gorse, Harlow, Essex. [4800

R.A.F. TYPE ALTIMETER, also eight-day clock. Lamb, P.O. Tandaai, Southern Rhodesia. [4801

£150 OFFERED for well preserved P.A. or P.B. M.G., or J.2 if in excellent condition. Contact Mr. J. Swanson, 7, Bloom Grove, West Norwood, London, S.E.27. [4816

HARDTOP T.R.3 required, as fitted to production model. Holloway, 149, Apsley Road, Birmingham 32. [4818

M.G. T.A., P.A. or J.2 spares required. Slab tank. Would consider complete car or special. 342, Barlow Moor Road, Manchester 21. [4862

ASTON MARTIN, 1935, short chassis international. Must be very good or capable of re-instatement without extensive rebuild. Box No. V.911. [4911

MORGAN PLUS-4 Drophead Coupé, T.R.2/3 engine. Up to £780 offered. Any area. Box No. V.935. [4935

WANTED: LANCIA APRILIA, approx. 1938. Details please. Cash sale. Bagshaw, 143, Mutton Lane, Potters Bar, Middlesex. [4936

WANTED: CYLINDER HEAD for 1936 Alvis "Firebird." Davies, 5, Abbott Road, Abingdon, Berks. [4937

WANTED: COLUMBIA 2-speed axle or internals. Latham, 226, Hagley Road, Birmingham 16. [4938

GENUINE BROOKLANDS Riley Nine or "Treen" Riley. Surrey. Box No. V.939. [4939

WANTED: Complete hood and rear seat for 1924 Morris Cowley Tourer. Price and particulars to: Dundass, Old Thatch, Beydon, Suffolk. [4940

WANTED: A.7 ENGINE, in good condition. suitable 1931 chassis. Bedford, 110, Waverley Road, St. Albans. [4941

SUPERCHARGER, low pressure, and fittings. Suitable 1949 1½ litre Riley. Hill, 9, Dyrham Close, Westbury, Bristol. [4942

£500 CASH offered for best Volkswagen de luxe saloon. All letters answered. Box U.847 [4847

ALVIS 12/50 required, pre-1928 tourer, mechanically sound, original body. Clark, 1 Dyneley Hall, Bramhope, Leeds. [4848

T.C/T.D. M.G., £300-£400. Mills, 7, Tope Road, Arborfield Cross, Berks. Phone 252. [4850

W.H.Y. ANYTHING very cheap and sporty? State price. Box U.851. [4851

WANTED. Pre-1953 Volkswagen. Private buyer. Lintern, 54, Broadwater Road, Worthing, Sussex. [4852

RILEY, 1½ litre engine required by 1936 Adelphi chassis. Goody, 3, Highbank, Westdene, Brighton. [4853

ALFA ROMEO 2.3 Brianza or Zagato two-seater. Finch, White House, Husthwaite, York. [4854

PAIR 6.00 x 16 or similar wheels, tyres and tubes in good condition. Suitable T.C. M.G. Jones, 38, Cherhill, Calne, Wiltshire. [4855

POSITIVELY LAST APPEARANCE of following ad. £275 maximum for potent racy, fully road-equipped, zoomph-laden, fibreglass special. Contact Charles Lewis, Hurstgate, Hook Heath, Woking. [4856

3 or 4½ LITRE BENTLEY, 1926-29. Must be in good mechanical order. Open body, fair but not ruinous, capable transporting wife and children. Dr. Morris. Knightsbridge 0346. [4857

T.R.2. TONNEAU COVER. Black plastic-covered preferably. Walmsley, 31, Bridge Street, Ramsbottom, Lancashire. [5010

RED DEVIL MASCOT wanted urgently or similar. 359 City Road, London, E.C.1. [4945

3 LITRE BENTLEY, ROLLS 20/25, 2 litre Lagonda or what interesting vintage machinery have you. Must be open. Cash. Photographs returned. S.A.E. Details Thomson, "Dawncils," Gosmore, nr. Hitchin, Herts. [4997

WANTED—*continued*

M.G. N.A. cylinder block, consider complete engine. Hughes, 177, Whitmore Avenue, Grays, Essex. [5033

HARDTOP for 1952 T.D. M.G. P. E. Field, 41, Tattersall Gardens, Leigh-on-Sea, Essex. [5034

FORD 1172 SPECIAL. I.F.S. Good condition. Weather equipment. Details. Photograph (returnable) to Jackson, 93, Wayland Avenue, Brighton, Sussex. [5035

IMPORTANT CASH OFFERED for good original car. No fancy prices. Photo and details to Dymond, Stockwood Lodge, London Road, Luton. [5036

SPEED-SIX BENTLEY tourer with second preference for an 8 litre, or Hispano or similar in good and original condition. Would purchase 57 s.c. Bugatti in preference to any. Onslow, 3, Farmer Street, W.8. [5037

RILEY 9, Match Special, must be good. Gregory, 240, Mays Lane, Barnet, Herts. [5038

ASTON MARTIN, 1½ or 2 litre saloon in good condition or at least restorable. Price and details. Box V.039. [5039

REQUIRED for M.G. T.C., 4.875:1 crown wheel and pinion or complete differential unit. Also supercharger suitable for T.C. Price and details to Box V.040. [5040

GWYNNE 8 half shafts for 1923 or later model. Polard, High Cross, Aldenham, Herts. [5041

HEALEY TICKFORD saloon, "F" type chassis preferred, over average price offered for genuine low-mileage model, "not rallied or tanned," wanted for "own smoker." Also interested in any good Healey, all leters answered. Box V.044. [5044

2 cv CITROEN CABRIOLET wanted, realistic price. Henderson, 20, Great King Street, Edinburgh, 3. [5130

AUSTIN CHUMMY WANTED. Details to 20, The Grove, Claines, Worcester. Phone 2177. [5147

ORIGINAL FRONT WINGS, cycle type, brake drum fitting, for 2-litre Lagonda, low chassis. Also gear box or parts for same. Aston, "Roundhay," Ripple, Tewksbury. [5104

M.G. J.2. ENGINE complete or block with crank, etc., or just crank. W.H.Y. Tricker, 1a, Grasmere Avenue, Coventry. [5137

THOROUGHBRED SPORTS-TOURER. 2 litres or less. A.C. drophead coupé with dickey would be ideal. Bugatti ditto. Sound and reliable. No ancient monuments. A.A. inspection is required. Photos appreciated. Box V.138. [5138

SUITOR AVAILABLE to woo and pamper genuine thoroughbred, preferably Bentley, Bugatti, Rolls. Pronounced vintage flavour with open top preferred. Must be original and in fine fettle. CC not critical, but price realistic. All letters and photos gratefully acknowledged. Box V.148. [5148

HELP! Feeling lost without chariot, would like to exchange up to £100 for 2-seater Sports or Special. Good engine, tyres, brakes, performance wanted, but body condition less important. Full details, photo (returnable) to White, 9, Brook Avenue, Timperley, Cheshire, please. [5149

PRIVATE BUYER offers up to £275 cash for good Citroen, Javelin, Vanguard or Volkswagen. Tucker, "Byways," Pinchbeck, Spalding, Lincs. [5150

ROLLS-BENTLEY required either 3½ or 4¼ litre—no silly prices please. 83, Belgrave Road, London, S.W.1. TATe Gallery 4692. [5152

LAYSTALL LUCAS HEAD and/or Blower wanted for T.C. M.G. by private cash buyer. Co. Durham. Box V.139. [5139

WANTED, 1928-30 blown T.T. Lea-Francis, early 10h.p. Calcott, 10h.p. Calthorpe Sports (circa 1921) or early Cooper (circa 1923). Condition not important but original specification required. If any of the foregoing are available please send details and price by letter only to P. M. S. Newsome, Great Gate House, Kenilworth. [5140

UP TO £200 CASH offered for good potent thoroughbred Sports or Tourer (not over 2½ litres) in spanking condition. Alvis Speed 20, SS100, etc. Able to stand inspection, no junk please. Might consider special if really good. Write 45, Tynwald Hill, Liverpool, 13. Phone Stoneycroft 5208. [5141

SPECIAL or practical car for enthusiast; under £100, reliable, enonomical. Colloff, 38, Carlyle Road, Birmingham 16. [5142

WANTED. 1172 SPECIAL. Must have proprietary fibreglass body. All letters answered. Price approx. £200. A. Godfrey, 27, Chaworth Road, West Bridgford, Nottingham. Nottingham 83172. [5143

M.G. P.B. 4-seater. Must be immaculate throughout. Cash paid. COLindale 7817. [5144

ROLLS OR ROLLS-BENTLEY. Surgeon wishes to buy privately. Pre-1939 model. Sports saloon preferred. Must be well maintained. Box V.145. [5145

PRIVATE BUYER will consider any sensibly priced postwar, high-performance vehicle, closed or open, including specials. Alternatively, reasonably rapid Vintage or P.V.T., particularly Lancia, Alfa, Nash. All letters answered, photos returned. Surrey. Box V.146. [5146

WANTED—*continued*

WANTED. SPECIAL. Ford or Austin, good mechanical condition. Fookes, 16, Westbourn Street, Lancaster Gate, W.2. [5049

MISCELLANEOUS

VISITORS find Great Gidding on B.660, four miles off A.1, 12 miles north of Huntingdon. J. B. M. Adams, Great Gidding, Huntingdon, is postally correct. Letters marked "Hunts," seem to come via Hampshire! [4859

HISPANO-SUIZA SPARES and repairs. G. Briand, 47, Tamworth Road, Croydon. Tel.: Croydon 1742. [4803

ANY CARS leaving Lisbon for U.K. around 31st October willing take paying guest, male, 26. Box No. V.612. [4612

THE TITLE "Overseas Drivers' Club" speaks for itself. Be recognised by the badge of achievement. International membership. Enquiries welcomed from prospective members throughout the world. Details from Head Office, 309, Neasden Lane, London, N.W.10. [4627

PARTNERSHIP/DIRECTORSHIP wanted established motor engineering works, tuning establishment, specialist car business or garage, which must be open to every investigation, including accountants'. Advertiser, engineer with long, varied experience at director level. Box No. V.651. [4651

ROLLS 40/50 owner requires equally glamorous female companion for rallies, polishing, etc. (Other interests as well.) Kensington. Box No. V.666. [4666

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LEARN TO FLY! A trial lesson costs only 39s. 6d. so book to-day through Elstree 3070, or write for details to the Chief Instructor, Elstree Aerodrome, Herts. [4697

DETAILS OF SUNBEAM owners club required. Miss J. Bell, 21, Broadway, Knaphill, Woking, Surrey. [4715

PATENTS consultant. Qualified service. C. L. Browne, 114, Greenhayes Avenue, Banstead, Surrey. [4760

EDINBURGH Correspondent to "Motor Sport" alleging knowledge remains 25/50 Talbot chassis, please contact Barry Clarke, 42, West Street, Wilton, Salisbury, Wilts. [4804

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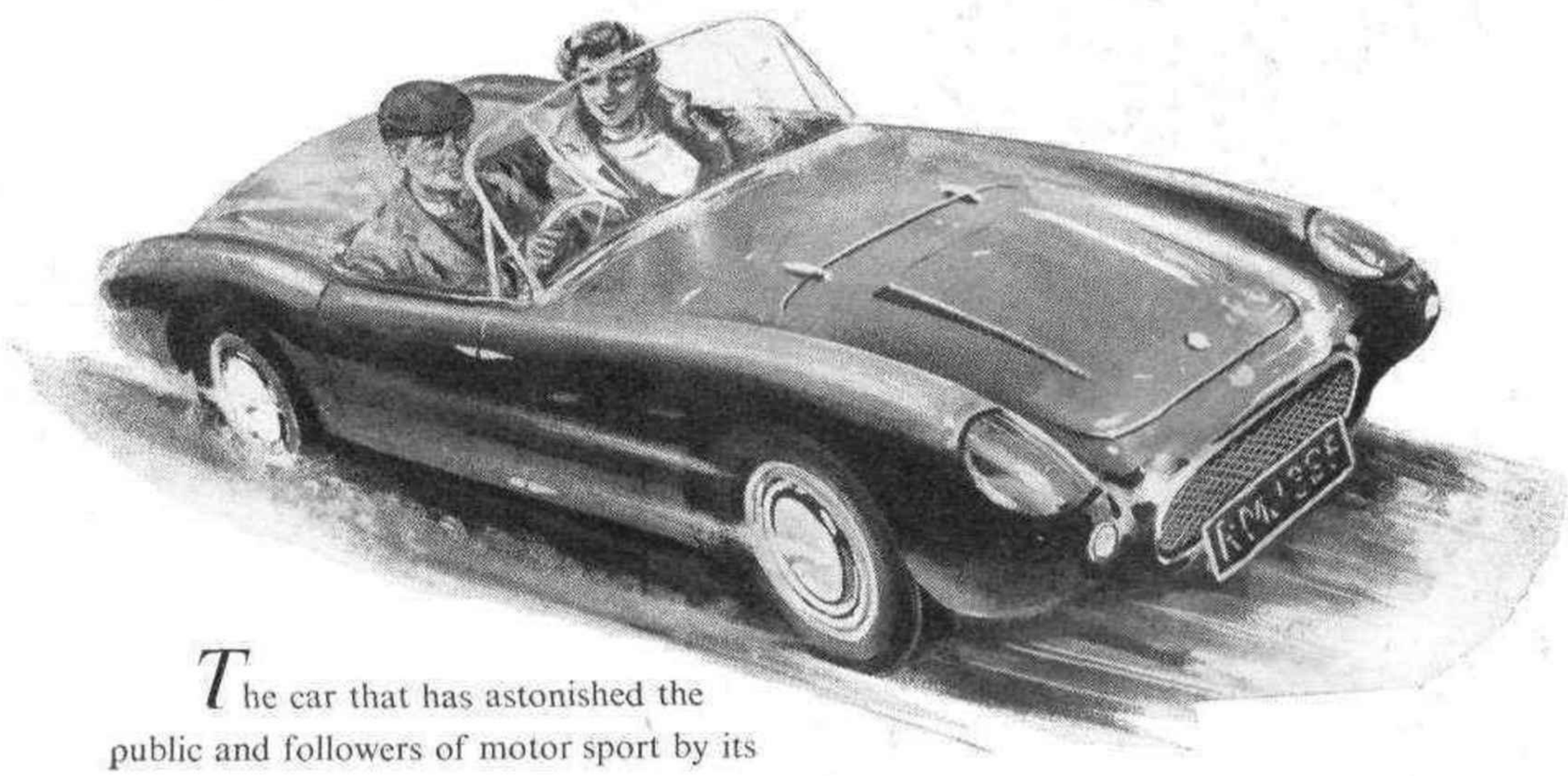
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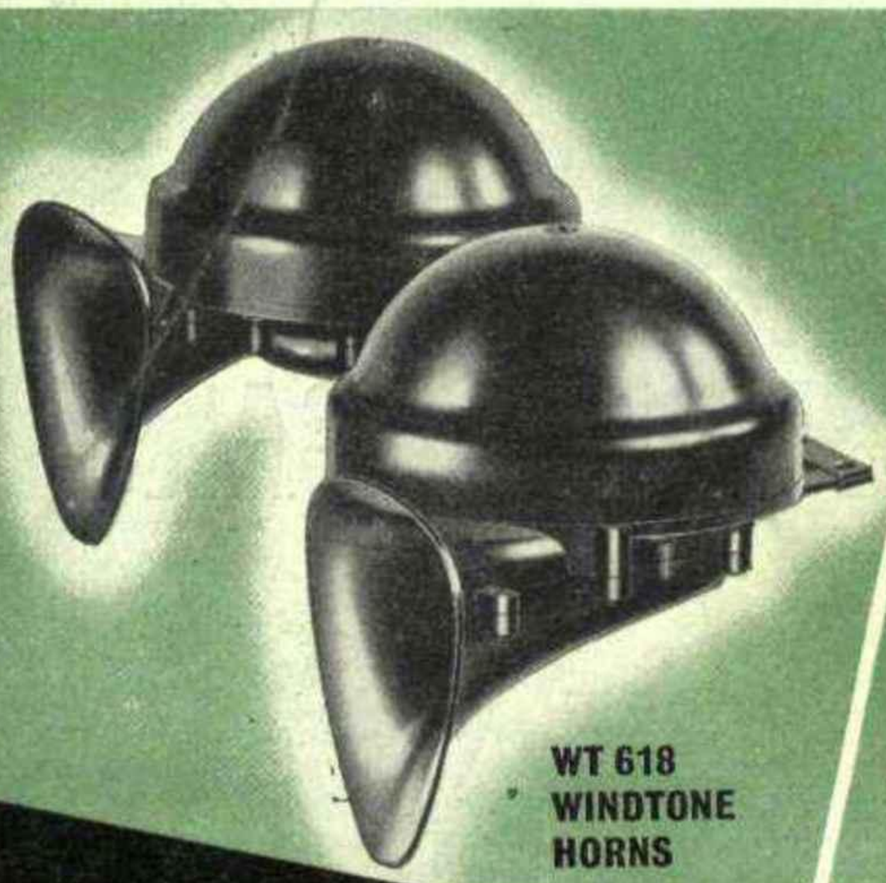
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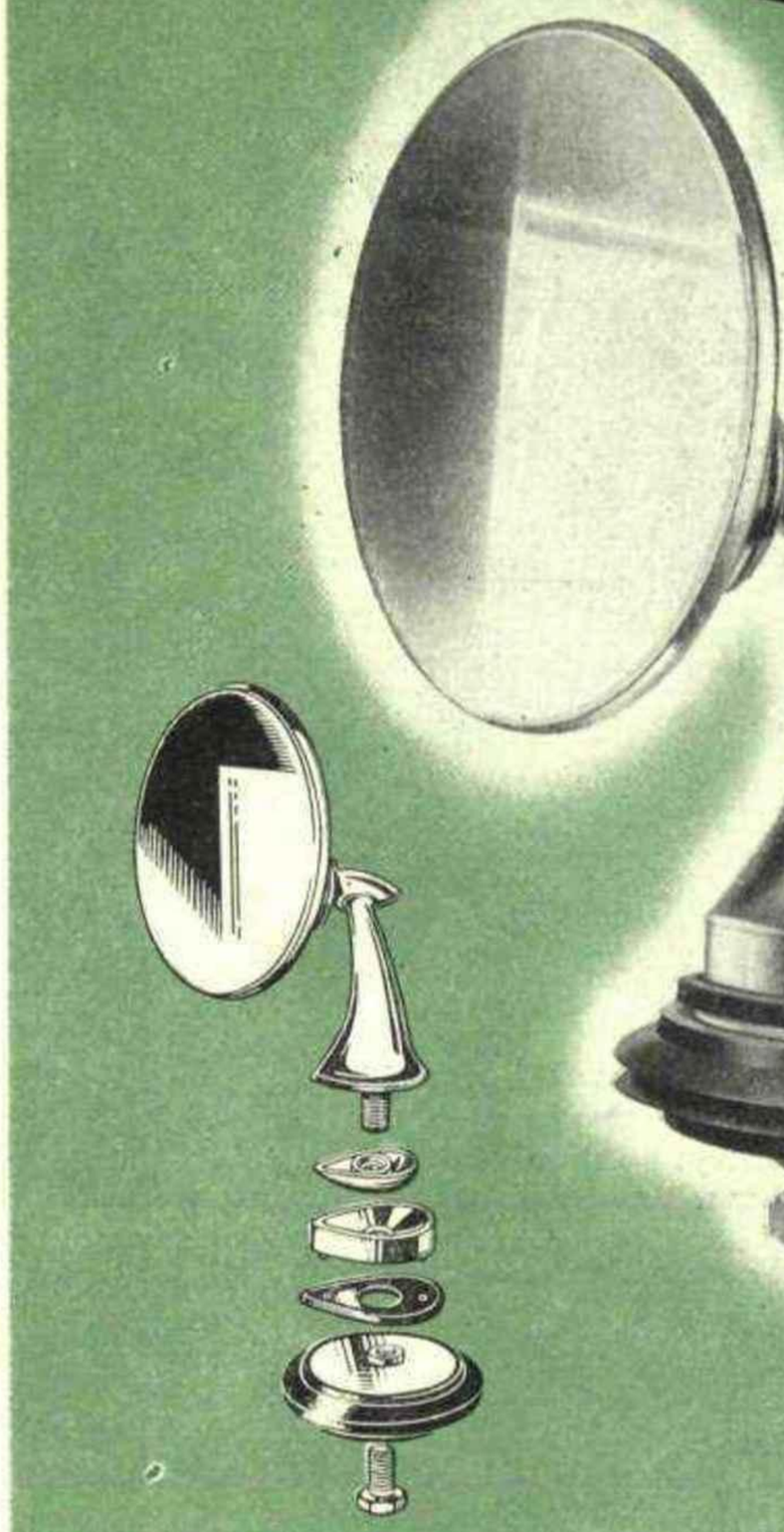


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