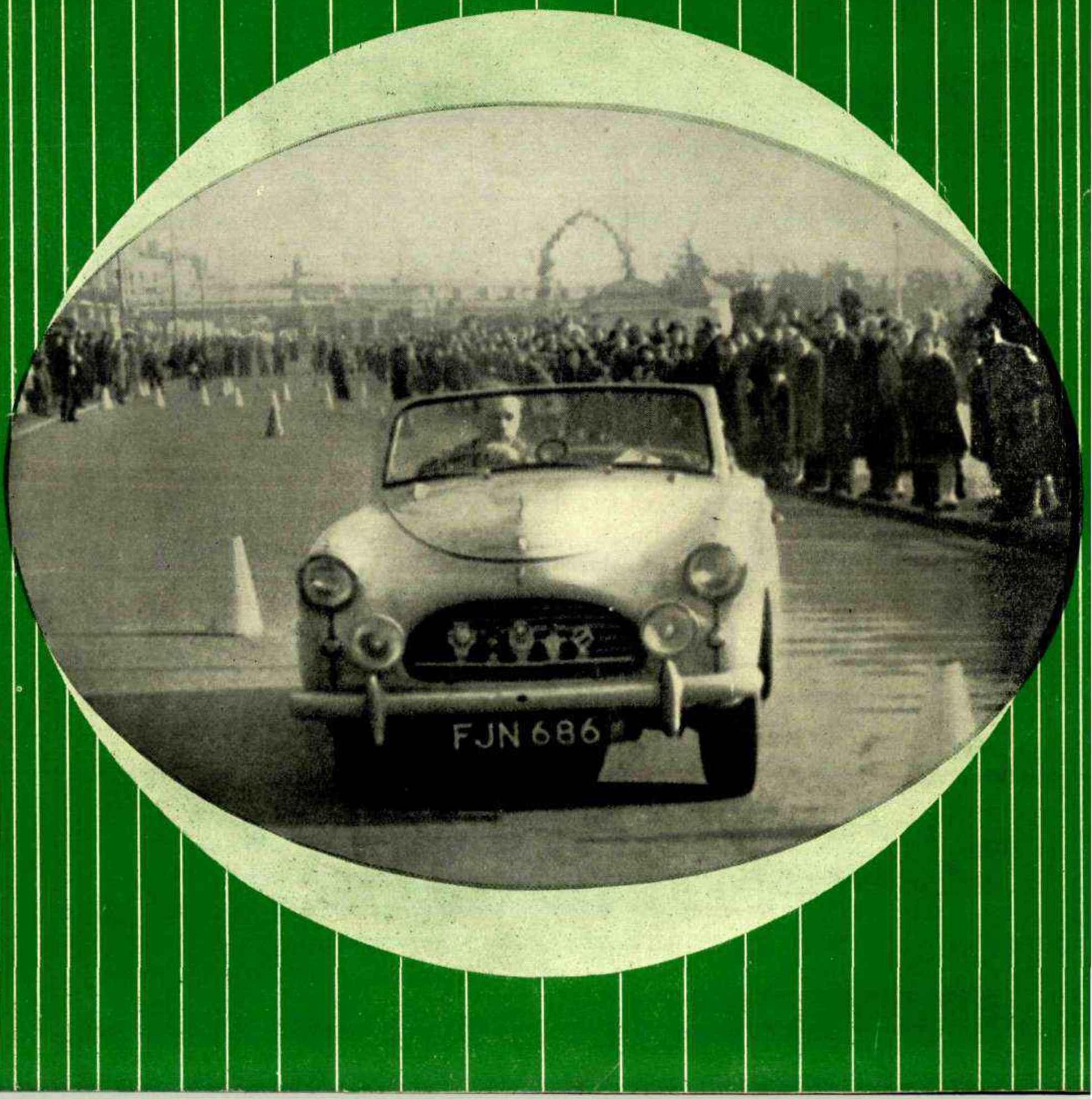
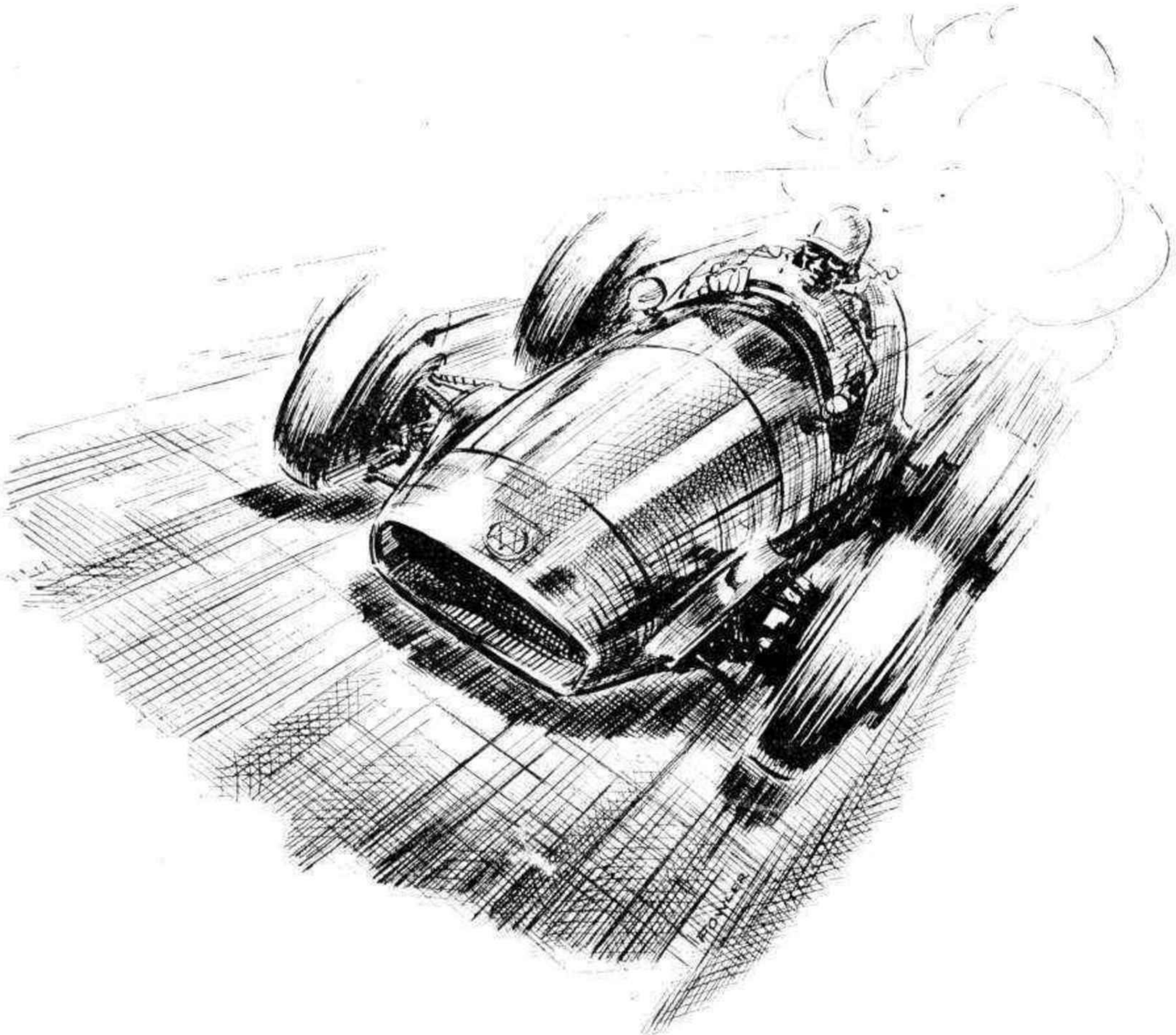
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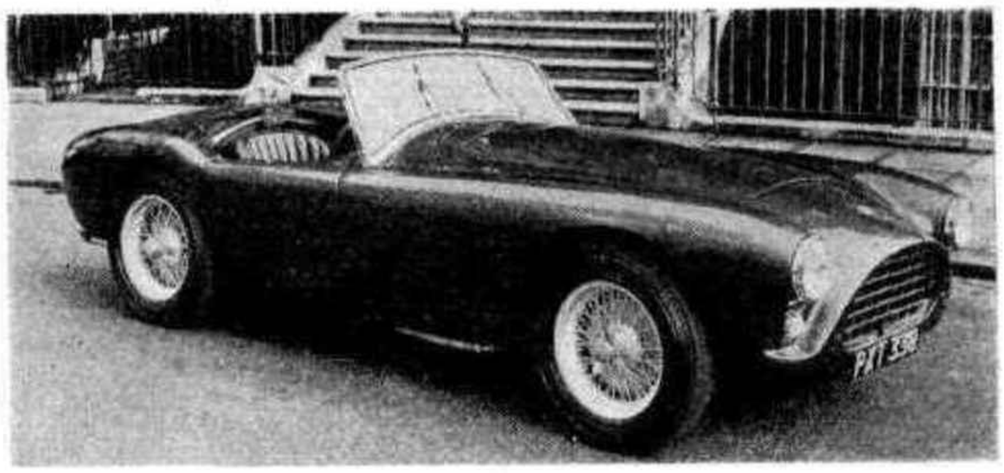
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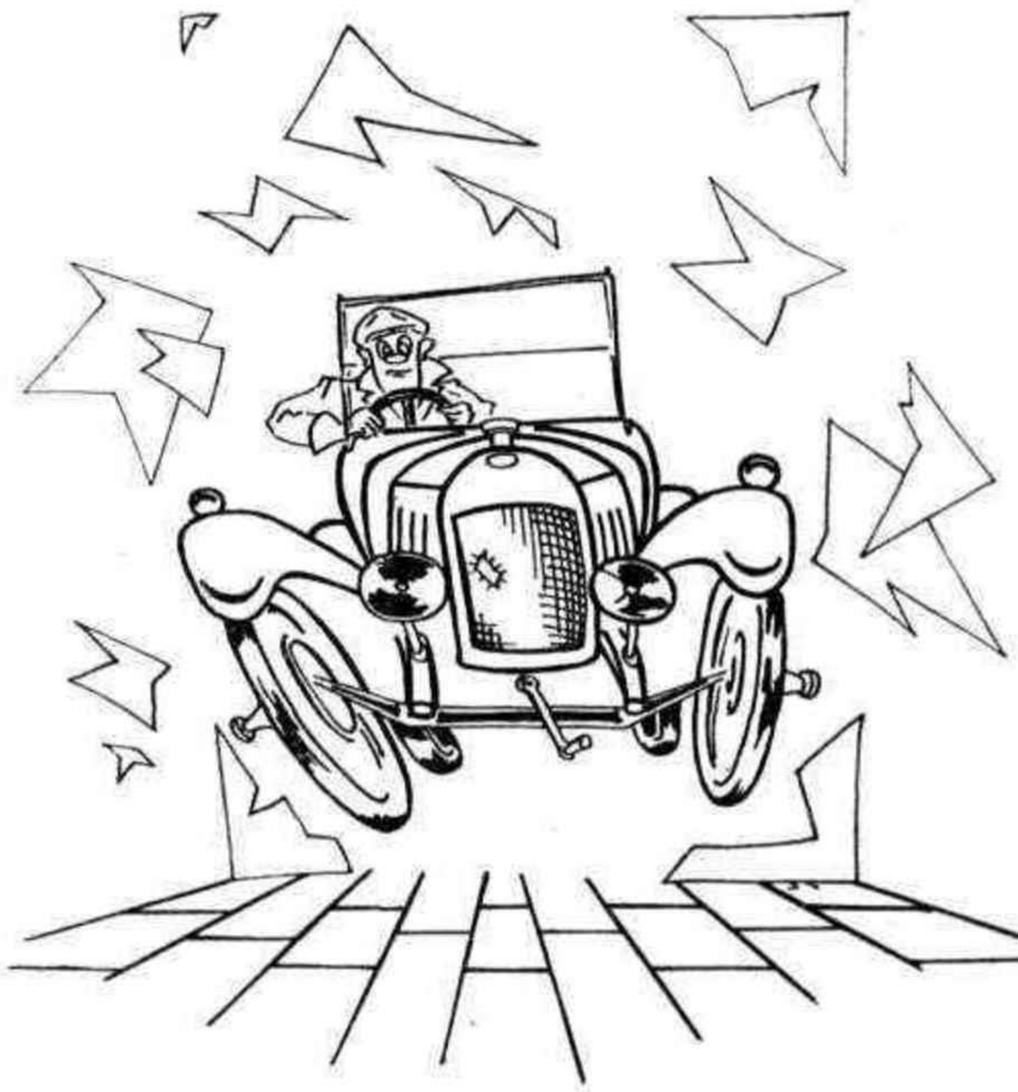
This month our comprehensive Used Car Stock includes : '49 and '50 Sunbeam Talbot 90, M.G. Magnette, '50 M.G. 1½-litre, '52 Jaguar Mk.VII, '38 Lagonda LG6 Coupé, '54 Triumph TR2, Jaguar XKC (Ex Ecurie Ecosse), '40 B.M.W. 326, '54 Armstrong-Siddeley Sapphire, '50 Riley 2½.

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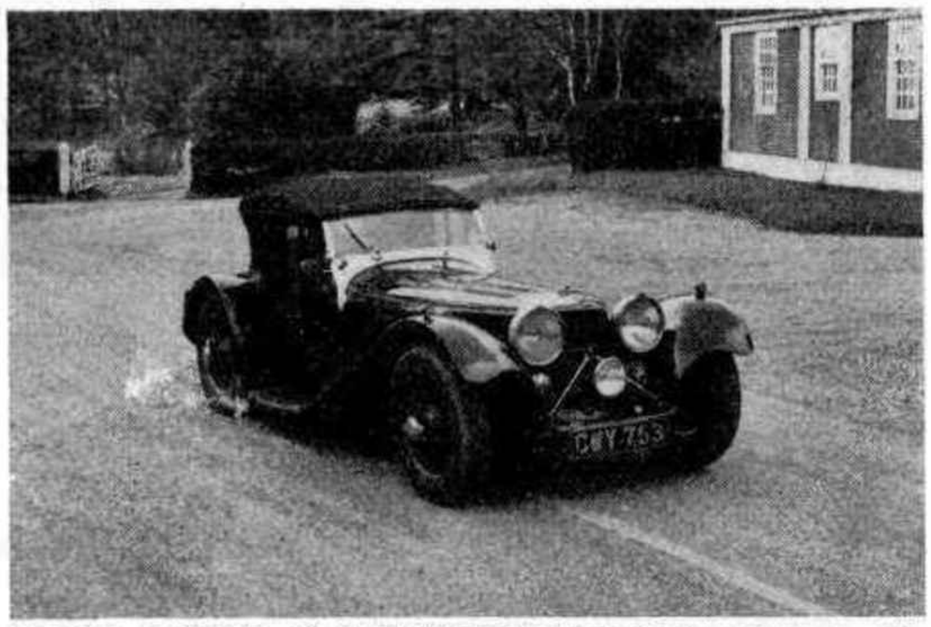


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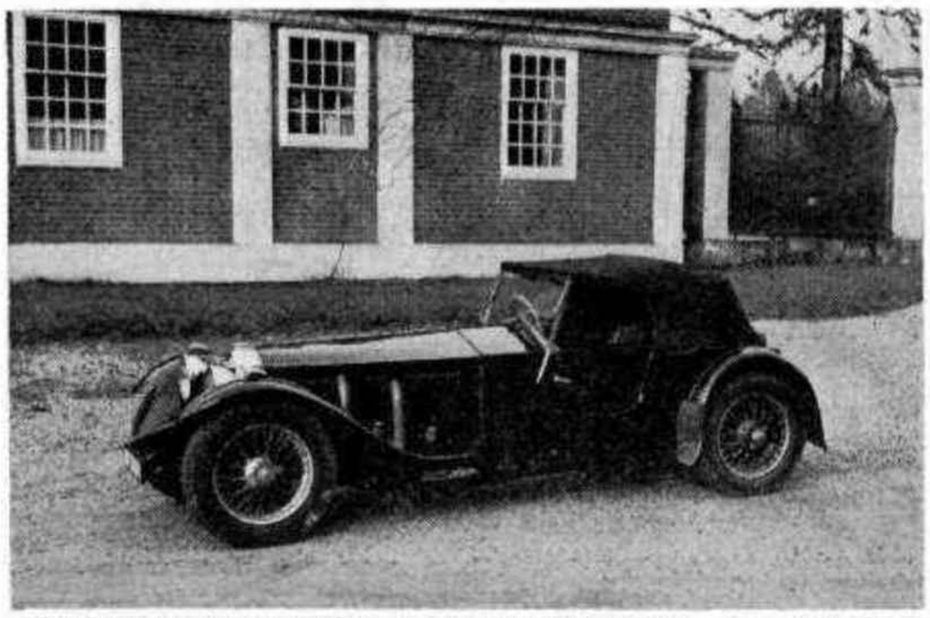
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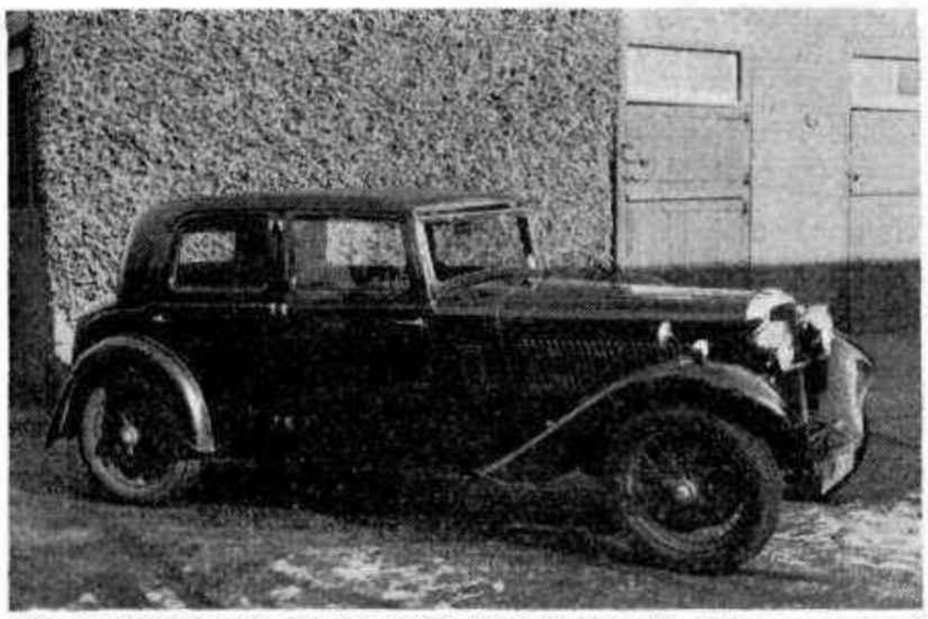
11a, Water Lane, LEIGHTON BUZZARD
Bedfordshire - - Tel.: Leighton Buzzard 2060



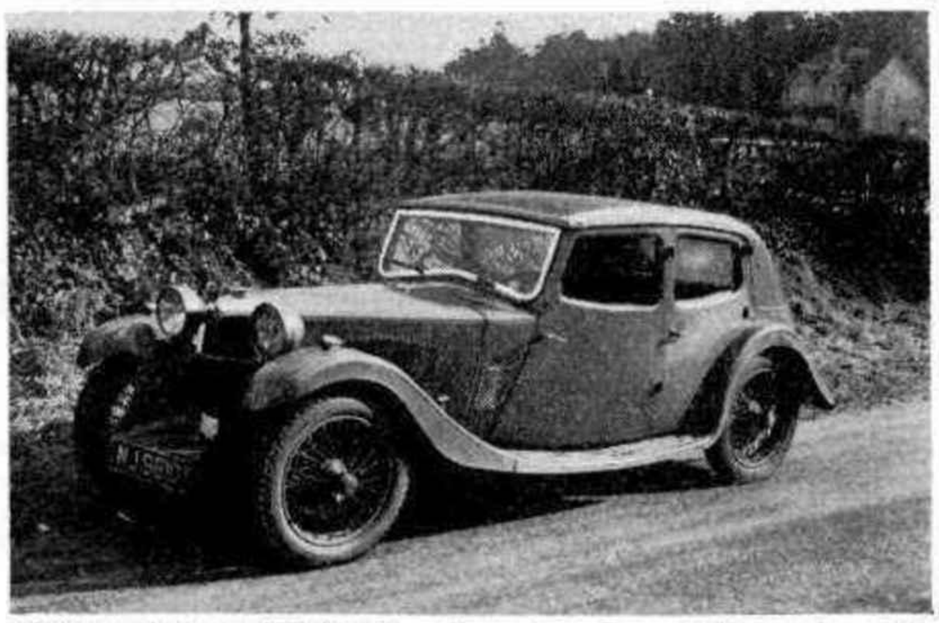
1939 S.S. JAGUAR 100 2½-LITRE 2-SEATER, finished in black with red wheels and red leather upholstery. Jaguars have always offered excellent value, and this model is no exception **£295**



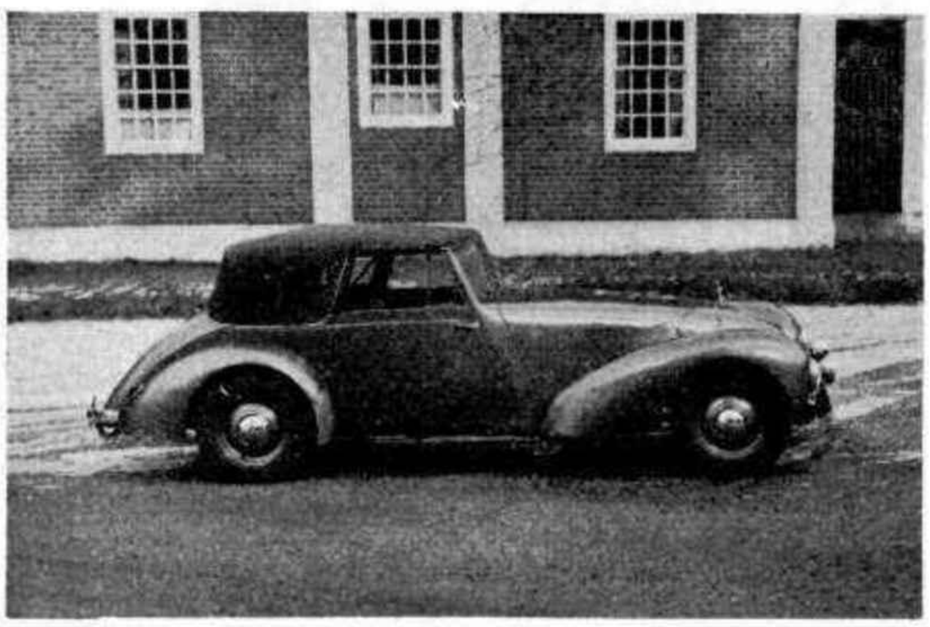
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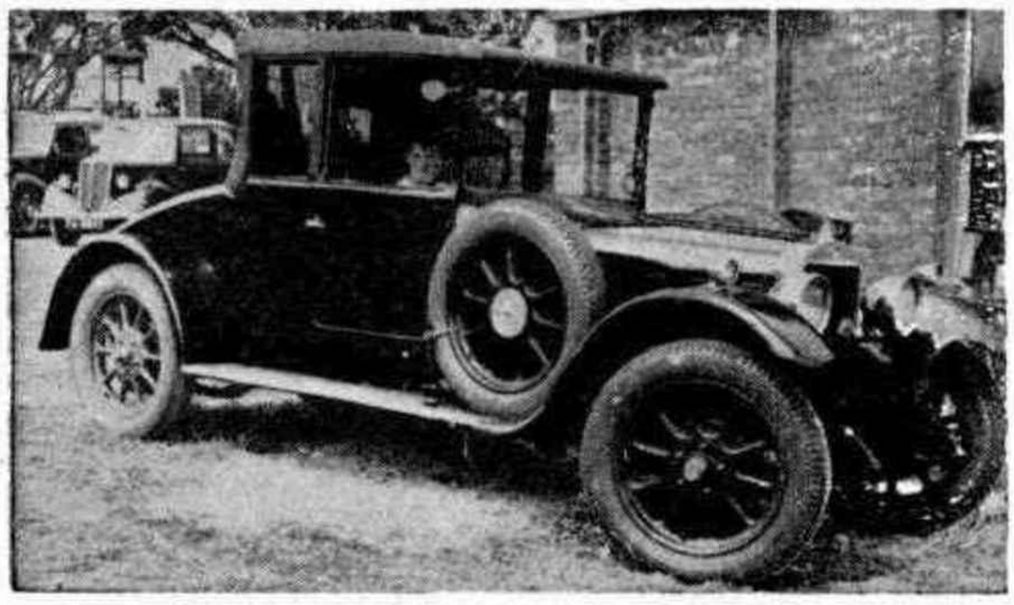
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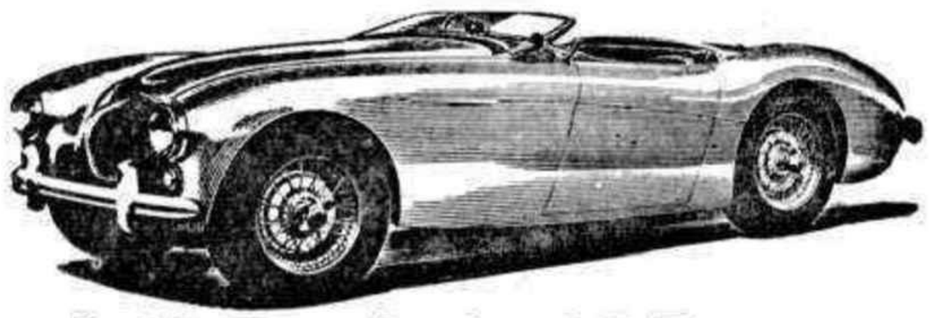
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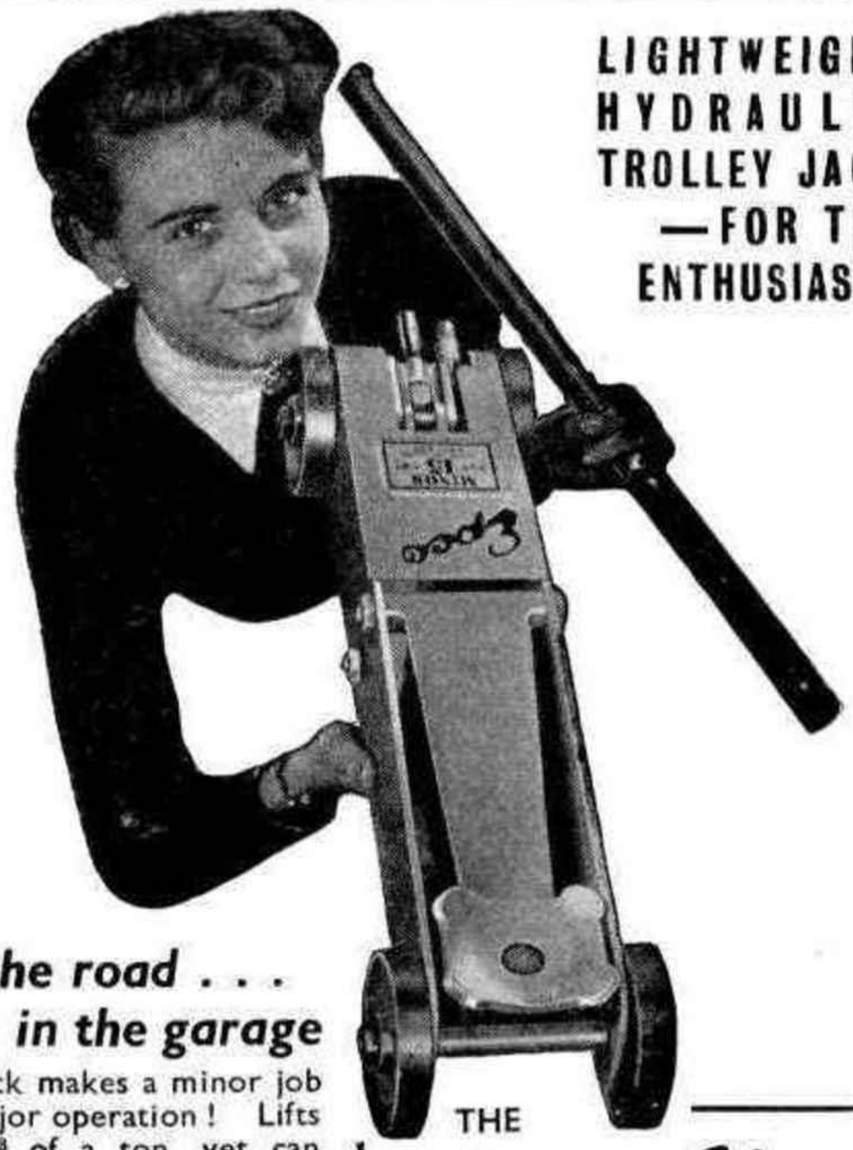
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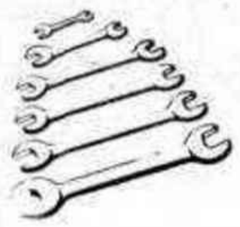
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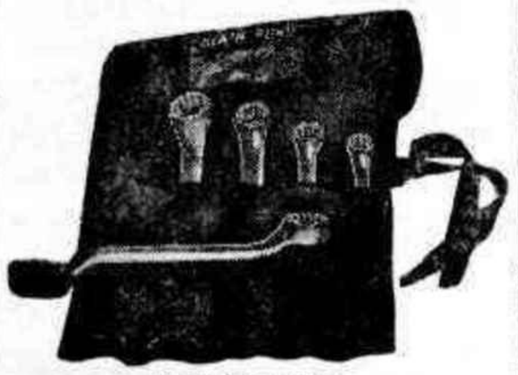
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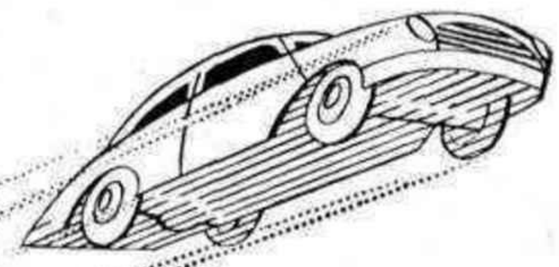
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MATTERS OF MOMENT

BRITISH SUNBEAM WINS THE MONTE CARLO RALLY

There are "tougher" rallies than the Monte Carlo—the Liége-Rome-Liége and the Alpine for example—and luck plays its part in all rallies and, perhaps, in the great winter event more than in most.

It cannot be denied that only a good touring car, in the best sense of that term, can win the Monte Carlo Rally, although other good cars may be eliminated through no fault of their own. So all praise to the Rootes Group, whose Sunbeam Mk. III saloon, driven from Oslo by the Norwegian drivers Per Malling and Gunnar Fadum, won by a clear 24 points. This Sunbeam was not one of the Rootes-blessed team entries but a private entry, handled by men who understand how to cope with secret checks. Sunbeams also won *L'Equipe* Challenge Trophy for the Best Aggregate Performance by three cars of the same make (Malling, Harper, Miss Van Damm).

So the Rootes Group has every reason to be proud of its products, which, in an event characterised by severe weather conditions, particularly for the Glasgow starters, a secret section in the mountains, an acceleration, reversing and braking test, a high-speed tour over 180 miles of difficult hill roads, and a race round the difficult Monaco G.P. circuit, have got off to as good a start of the 1955 rally season as National Benzole's Mr. Mercury's arrow or Regent's hare.

The winning Sunbeam used Champion sparking plugs, Mintex brake linings, Lockheed brakes and Tyresoles.

That second place was taken by a diminutive Dyna-Panhard, *driven by G. Gillard and R. Dugat from Monte Carlo, is proof that* air-cooling, front-wheel drive and a small engine are no detriment to effective winter competition motoring, while the excellence of the Type 220 Mercédès-Benz is emphasised further by H. Gerdum's and Dr. J. Kuhlisg's third place in one of these cars, starting from Munich. The winning Sunbeam lost 405.936 marks, the Dyna-Panhard 430.625 marks, the Mercédès-Benz 442.667 marks.

MOTOR SPORT does not propose to mention the innumerable winners of minor awards which come in the category of *Punch's* Most-Polished Hub-Caps Class (which, you may remember, was won by the Stormgarm "Whirlwind," on Swell oil), because doing so detracts from the publicity value of the main successes, which the marques of SUNBEAM, DYNA-PANHARD and MERCEDES-BENZ so richly deserve.

SUNBEAM further enhanced their victory by the winning of the *Coupe des Dames* with Sheila Van Damm in her Sunbeam, which was placed 11th in general classification and wrested this coveted award from Mme. Pochon's Alfa-Romeo and Nancy Mitchell's Daimler—a magnificent drive, which Anne Hall and Francoise Clark shared. They started from Munich.

It is significant that this year several manufacturers either sponsored or assisted entries, notably Armstrong-Siddeley, Aston Martin, B.M.C., Daimler, Ford, Jaguar, Standard and the Rootes Group from this country. This is indeed excellent, because there is no better publicity for motor cars in all the world than success in competition events, appropriately advertised, nor is there a better way of discovering faults which may lie dormant in one's products.

In having manufactured the outright winner of the Rally, the winners of the Aggregate Team Prize, and also the first British car to win the *Coupe des Dames* since 1932, the ROOTES GROUP gains well-deserved publicity for its consistently-effective SUNBEAMS. As we have observed, four of Britain's "Big Five" entered cars for this year's Rally (Vauxhall being the abstainer) but, apart from Rootes, only Ford got anywhere near home and even then G. Burgess' Ford Zephyr, the first British car to finish, in fourth place, arrived with only middle-speed in its gearbox. In the twenty highest-placed cars there were two Sunbeams (1st and 9th) and three Fords (4th, 12th and 14th, the last driven by Sydney Allard, 1952 winner, who declared publicly that the Zephyr Zodiac he used this year had insufficient performance), but the B.M.C. and Standard entries were nowhere.

The Aston Martin DB2/4 handled by experts Gatsonides and Becquart was placed seventh, beaten by a Lancia Aurelia (winning *marque last year) and another* Type 220 *Mercédès-Benz, and a* Mk. VII Jaguar was eighth, JAGUAR (Adams, Vard and Appleyard) also taking the Charles Faroux Challenge Trophy Team Prize. from D.K.W. and Sunbeam, slightly marred because Ian Appleyard's Mk. VII lost a core-plug in the Circuit of the Mountains and was described as looking more like an atomic explosion than any car before or since. But then, even the winner, Malling, changed a fan-belt before this test, most expeditiously they said, in 40 seconds! And some reports suggest that the Sunbeam's engine was pretty tired at the end.

Finally, W. M. Couper and P. Fillingham (Armstrong-Siddeley Sapphire) won the *Concours de Securite Routiere et Confort*, British cars, indeed, taking all the main "comfort" prizes. Note, and not incidentally, that standard-class cars beat "tuned-class" vehicles.

Comparatively easy this year's Rally may have been over some

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Front cover picture: R. J. RANDALL in his A40 sports, the winner of the Cats' Eyes Rally, seen driving through the last chicane in the Driving Test at Southend. Randall was the only competitor to have a clean sheet apart from B. H. Bowring.

routes, but that lessons remain to be assimilated before next year's event was evidenced by the casualties of 1955. To quote at random, reports spoke of a Standard Vanguard running a big-end before Doncaster, Nancy Mitchell's Daimler lost all but one of the Daimler's wheel-studs during the Circuit of the Mountains, there was the Jaguar core-plug, and the astronomical engine revs. of Burgess' Ford Zephyr as it was diced round the Monaco circuit in second gear. Meikle's Ford Consul blew a gasket before Lille, an Austin A30 and two Standard Tens were also out before reaching Lille, a Ford put its fan into its radiator, Reg Phillips' Ford temporarily lost its overdrive due to the solenoid switch freezing up, the Neil sisters' Standard Vanguard retired with lighting trouble, Peter Collins' Aston Martin suffered a puncture in the course of the Circuit of the Mountains and the hydraulic jack was found to be u/s., the engine of a Porsche sounded very odd towards the end, Gatsonides' Aston Martin had lost performance by the time he came to lap the Monaco circuit, so that he kept behind a Porsche and a Salmson, and many cars arrived almost *sans* brakes, including Adams' Mk. VII Jaguar and Couper's Armstrong-Siddeley Sapphire, etc., etc.

Out of 319 starters 48 retired.

After which, isn't it nice to know that you can go along to Devonshire House and, for £1,127 (inclusive of p.t.), order a Sunbeam Mk. III saloon like that in which those Norwegians won the Rally, completing the Circuit of the Mountains without losing a single mark?

RACING IN ENGLAND AGAIN

The 1955 racing season commences in this country on March 26th. On this date the B.A.R.C. will hold its first Members' Meeting at Goodwood, with scratch and handicap races for sports cars, points scored in these races counting towards the MOTOR SPORT Brooklands Memorial Trophy.

On the same day the Snetterton M.R.C. has a race meeting at Snetterton circuit for F. III racing cars and sports cars, with the possibility of a Formule Libre race. A match race between Lotus and Lister sports cars may be a feature of this meeting.

Although not a race, the weekend of March 26th/27th will see the V.S.C.C. Pomeroy Trophy Contest run off, with headquarters in the Brackley area and tests, including a one-hour High-Speed Trial at Silverstone circuit on the Saturday.

We commend these Sussex, Norfolk and Northants speed events to you, as marking the end of a hard winter. Give them your enthusiastic support, boys and girls!

THAMES ESTUARY A.C. "CATS' EYES" RALLY (Feb. 5th/6th)

The "Cats' Eyes" Night Navigation Rally, was held by the Thames Estuary A.C. on February 5th/6th. This event, granted a National Permit for the first time, attracted a large number of entries.

The first car left Lamb's Garage, Woodford, Essex, at 6 p.m., and during the next four hours competitors left at one minute intervals.

The route covered 458 miles, and included 8 sections, 21 time checks, and 40 route checks, which took competitors through the Home Counties, and Southern England. As in many rallies route checks were unmanned, and consisted of a board showing a letter or a number which had to be copied into the Road Books. Unfortunately, due to sabotage or negligence, check board three was missing, and caused confusion among competitors, who searched nearby ditches and hedges in vain. Due to this mishap the Club re-timed the Rally from the first time control. The really interesting section was section 4, which ran through the winding lanes of the Petworth/Goodwood area, a distance of 60 miles, with approximately 20 route checks. In this section navigational speed, concentration and teamwork were more useful than m.p.h.

Final Control number 8 was on the front at Westcliff, the Driving Test was held just beyond this Control, and consisted of driving in and backing out of a "garage," negotiating two chicanes, and stopping between a finishing line and a baulk line.

The first car was due to arrive at 11.37 a.m. and the final car should have been through by about 3.45 p.m., but, however, due to the rigorous conditions many cars were very late and some did not arrive at all.

It was interesting to watch the different ways in which the drivers tackled the test. Most competitors drove through at a moderate speed with the exception of one or two whose time reached a higher standard.

Very fast, clean runs were put up by R. J. Randall in his Austin A40 Sports, S. Moore in his M.G. TF, J. M. Shand in his Jaguar XK120 and J. Toomer and D. Llewellyn-Rees in their Triumph TR2s. On the other hand B. Harper in his Sunbeam-Talbot took a certain objection to a photographer, a lamp-standard, and a pylon, and endeavoured to remove the lot, but he was not the only one to lose ten seconds for sending pylons flying.

P. D. Sapsed in his Vauxhall Velox broke his offside rear suspension whilst negotiating the second chicane.

The Club handled the organisation of their First National Rally very efficiently, and although a severe test for navigation, proved to be an enjoyable and successful event.—M. P.

Provisional Results:

Best Performance: R. Randall (Austin A40 Sports), marks lost nil.
Special "Cats' Eyes" Award: B. H. Bowring (Austin A40), marks lost nil.

Category 1:
Class A: 1st, J. Moncrieff (Ford Popular); 2nd, F. H. Arthur (Ford Anglia); 3rd, S. G. Cobban (M.G. YB).
Class B: 1st, R. V. Fox (Ford Consul); 2nd, J. Maltby (Lancia); 3rd, R. A. Wilton (Ford Consul).
Class C: 1st, J. Trigg (Sunbeam); 2nd, J. Pocock (Vauxhall Velox); 3rd, R. Sawdon (Ford Zephyr).
Class D: 1st, J. Cutbush (Jaguar Mk. VII); 2nd, D. R. L. Wallace (Jaguar Mk. V).

Category 4:
Class A: 1st, S. Moore (M.G. TF); 2nd, J. Reynolds (M.G. TD); 3rd, P. A. Freeman (M.G. TA).
Class B: No finishers.
Class C: 1st, B. Day (Triumph TR2); 2nd, B. Clarke (Morgan Plus-Four); 3rd, Boulton (Healey Silverstone).
Class D: 1st, H. D. Mackay (Austin Healey 100); 2nd, Miss P. M. Burt (Aston Martin DB2/4).
Category 5: 1st, G. K. Farmer (Ford Consul); 2nd, J. H. H. Fisher (M.G. TD); 3rd, H. C. Terry (Ford Zephyr).
Team Award: M.G. C.C. (S.E. Centre), L. N. Needham (TD), S. G. Cobban (YB), J. Shove (TF); 2nd, Lloyds M.C., B. H. Bowring (Austin A40), J. J. Bremner (Ford Zodiac), J. B. Sunley (Sunbeam).

IRISH M.R.C. WINTER RALLY (Jan. 9th)

Winter Cup: A. G. Ryan (VW) lost 0 marks, time 97.4 sec.
Open-Car Award: Miss E. Ingram (M.G.), lost 0 marks, time 117.7 sec.
Closed-Car Awards: N. E. Gleeson (VW), lost 0 marks, time 104.7 sec.; H. P. Hanna (VW), lost 0 marks, 112.6 sec.; D. Connolly (VW), lost 0 marks, 135.0 sec.; C. Ward (VW), lost 1 mark, 98.1 sec.
Special Award: B. McMahon (Fiat), lost 2 marks, time 119.2 sec.

LANCASHIRE A.C. NEW YEAR RALLY (Jan. 16th)

1st: E. Vanner (Ford Anglia).
2nd: A. Newsham (Ford Anglia).
3rd: C. L. Kinns (H.R.G.).
First-to-Lead Prize: S. H. Pickles (Hillman Minx).
Novices' Award: E. Saltoun (Ford Consul).

BUENOS AIRES 1,000-KM. SPORTS-CAR RACE (Jan. 23rd)

1st: Valiente/Ibanez (Ferrari), 6 hr. 35 min. 15.4 sec.
2nd: Najurieta/Rivero (Ferrari).
3rd: Grandio/Faraoni (Maserati).
Up to 1,500 c.c.: Juban/Chavez (Porsche).
1,500-3,000 c.c.: Grandio/Faraoni (Maserati).
Over 3,000 c.c.: Valiente/Ibanez (Ferrari).
Fastest lap: Gonzalez (Ferrari).

POST-MONTE CARLO RALLY RACES (Jan. 23rd)

Race 1:	R. Cotton (Salmson)	23 min. 09.2 sec. ...	50.53 m.p.h.
Race 2:	P. Collins (Aston Martin) ...	23 min. 55.6 sec. ...	48.90 "
Race 3:	A. Canonica (Alfa-Romeo) ...	24 min. 01.8 sec. ...	48.70 "
Race 4:	K. Wharton (Daimler)	24 min. 43.0 sec. ...	47.30 "
Race 5:	T. C. Harrison (Ford Zephyr) ...	24 min. 36.3 sec. ...	47.60 "

Fastest lap: Cotton (Salmson), 50.63 m.p.h.

CAMBRIDGE UNIV. A.C. "MINIATURE MONTE" RALLY (Jan. 29th/31st)

General Classification:
1st: J. D. Scott (Triumph TR2), lost 5 marks, test time 25.6 sec.
2nd: A. Stross (Austin-Healey), lost 5 marks, test time 27.0 sec.
3rd: E. L. Yardley (Sunbeam-Talbot), lost 7 marks.
Class Winners:
Up to 1,200 c.c.: K. G. M. Pointing (Fiat).
Up to 2,000 c.c.: J. D. Scott (Triumph TR2).
Over 2,000 c.c.: A. Stross (Austin-Healey).
Team Award: B.A.R.C. team (Stross, Yardley and Pointing).

BUENOS AIRES GRAND PRIX (Jan. 30th)

1st:	Fangio (Mercédès-Benz), 60 laps (175 miles) in	2 hr. 23 min. 18.9 sec., 73.47 m.p.h.
2nd:	Moss (Mercédès-Benz)	2 hr. 23 min. 30.8 sec.
3rd:	Trintignant (Ferrari)	2 hr. 23 min. 53.1 sec.
4th:	Kling (Mercédès-Benz)	2 hr. 24 min. 17.5 sec.
5th:	Behra (Maserati)	2 hr. 24 min. 41.2 sec.
6th:	Menditegui (Maserati).	

STOP PRESS—MOSS' CRASH

The Publicity Boys and the Sensational Press let themselves go, as usual, over Moss' accident while he was carrying out chassis tests of the 300SLR Mercédès-Benz in readiness for the Mille Miglia.

Our "Correspondent on the Spot," D.S.J., who was the passenger in the car, informs us that the accident happened on a deserted stretch of road when passing a flock of sheep, one of them leapt in front of the car, which was doing a bare 70 m.p.h. This caused it to spin backwards into a ditch. It was not seriously damaged and neither occupant was in any way hurt.

THE RACING MECHANICS

(Continued from the January Issue)

LEO VILLA

IN searching for a key-word that summarises best the essential character of our fourth subject in this short series of articles, it is difficult to prevent the word "faithfulness" springing to mind. To someone who has not been privileged to know, at first hand, Leo Villa's relationship with the Campbell family, there is the difficulty of having to avoid being too sentimental about it, but it is nevertheless obvious to anyone who has seen Donald Campbell and Leo discussing some technical problem together, that there is no ordinary bond of affection between them. In these days of cheap and passing loyalties, such relationships do stand out as something from a past age, which, when they are gone, will leave this world infinitely the poorer.



LEO VILLA

The writer particularly wanted to include Leo Villa in this series, as he is so typical of the great motor-racing deeds of the 'twenties in the record-breaking sphere, a sphere that demanded, and still does demand, an altogether different approach. Although Leo has had more than the normal share of straightforward racing, he would probably be the first to admit that he would be strange to the "weekend after weekend" rush that the modern Continental tour demands. But record-breaking, as we have said, and Land Speed Record breaking in particular, was different. Here months and months of patient work all culminated in a few moments of intense endeavour during which there was room for literally no mistake.

First the setting of the target, inevitably a higher one in terms of sheer speed than ever before attempted. Then the months of design work, probing the problems of wheelspin, stability and control, the comings and goings of the "No. 8 Hats," and then the financial and commercial decision as to where and how the resulting motor car should be made. Special aero engine power units, often supplied with the official seals of secrecy still upon them, to be fitted and adapted, constant comings and goings from and to the many sub-contractors, "chasing things along" to ensure the steady and unhurried growth of the project, often with a target date in mind, dictated by the seasonal condition of the beach or other natural course on which the attempt was to be made. The exquisite joy of "screwing together" all the bits with the sure knowledge that each is the very best that can be produced—it is given to few men to shine in this fascinating branch of human endeavour. Then there was the preparation for the journey to far-distant lands, the crates of spares, the companionship with the engine specialists, the tyre specialists and all the other members of the team of experts that always accompanied the car. Then came the trial runs at the selected venue, the knowledge (kept very, very quiet) as to whether there was a lot or nothing in hand, and finally, after nights spent working or sleeping at the car's side, the attempt itself.

Glancing over some old books for "atmosphere" for this article, the writer came across *British Sports and Sportsmen*, published by *Country Life*, and in it a picture of Leo Villa having just unplugged the starter leads from "Bluebird" at Verneuk Pan in 1929. He is glancing up at Sir Malcolm, just before the "off," and what is going through their minds in those last ghastly moments one can but conjecture.

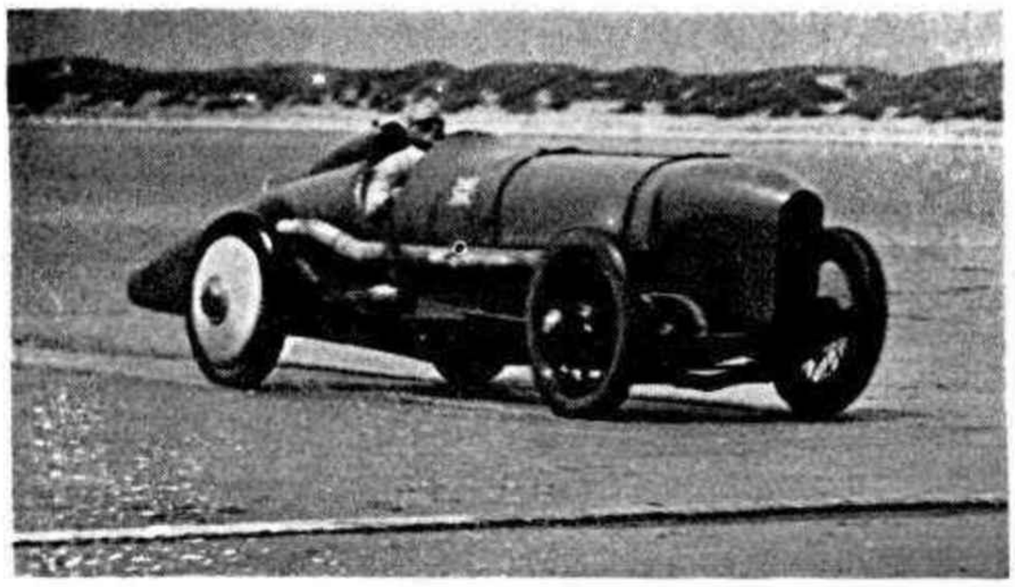
Unfortunately, as this article is being written, Leo is busy at Samlesbury preparing the new boat for the Ullswater attempt, and it has not been possible to ask him for his impressions. Donald Campbell very kindly "deputised" for him, with his memory that his father used to say that at such moments Villa was "worth his weight in gold."

That sort of experience was, and still is, Leo Villa's many times over, and one cannot but envy him his memories looking back over those years of service with the Campbell family. In spite of all the "headaches" he envies himself too, and although "the Guv'nor" is now passed from human sight, much, if not all, of his spirit continues in Donald, with whom Villa now works just as closely and happily—but of that more anon.

Sir Malcolm himself has left us some record of Leo's early years. He started his business career as a page-boy at Romano's, where his father was the head wine-waiter, but he fell out with the other page-boys and the final crisis arose over the small matter of an ink-pot that, under Leo's pilotage, somehow emptied itself over the hall-porter's head. Thus was proved again the unwisdom of fathers making their sons "go into the business" if the offspring really longs to play with motor cars. Accent on the "really."

In Leo's case it was very real, that longing, and through the kind offices of an uncle, he was placed on trial with Jules Foresti, who then handled the Gregoire agency. So successfully did young Leo go about the business of the motor cars he loved, that he was soon riding-mechanic to Foresti in the Targa Florio, and with no disrespect to Foresti's driving, anyone who could stand *that* twice must have been jolly keen! After that he spent some time with Ballot, accompanying Foresti in many races, and finally came over to deliver two cars to Sir Malcolm and stayed with him, first on a seasonal and then on a full-time basis, and his activities flowed naturally from cars to motor boats when Sir Malcolm, and then Donald, pursued the latter aspect of speed.

Although today Leo is not young in terms of years, in spirit he still retains the same outlook as he did in his youth. When Donald first took to high speed on water, with very little prior experience (a brave thing to do by any standards), there were certain aspects of the handling of the old propeller-driven "Bluebird" that worried him above a certain speed. The boat did not behave as the experts had said it would, but Donald, modestly deferring to their greater knowledge of the subject, was at first prepared to think that his impressions were wrong, because you obviously can't gain anything but fleeting impressions at "150 plus." Nevertheless, as his experience grew, his confidence grew too, and he knew that his impressions were right and that something odd was happening; he voiced his views privately to Villa. At once Leo volunteered to go for a run with Donald to observe the instruments and feel the thing for himself, but as the boat was a single-seater he had perforce to be accommodated by removing the starboard inspection hatch. It cannot have been a comfortable ride. It was a very brave thing to do. It was "typically Villa."



EARLY SUCCESS.—Leo Villa was responsible for tuning the ex-Guinness 350-h.p. V12 Sunbeam with which the late Sir Malcolm was the first man to set the Land Speed Record at over 150 m.p.h., in 1925. The car is now owned by Harold Pratley of South Woodford.

Oddly enough, as the writer was typing these words, Donald Campbell appeared on Television in "Sportsview," and now it is public knowledge that another attempt is to be made. As a climax to Villa's career and Donald's pluck, may God be with their venture.

During the course of the preparations for this new attempt, the writer well recalls being shown photographs of some of the model tests, and Leo Villa's beam of pride over the top of his spectacles at "being on the job again." He also recalls seeing the wind tunnel being prepared up at Kensington, Donald in his shirt sleeves, refusing to break off even for a drink, so keen was he to press on with the job. If enthusiasm can bring that record back from America it's here already, and of one thing we may be sure, that Leo will see that his "charge" is properly provided for on the preparation side.

There is something of the spirit of the New Elizabethan Age in this thing. Going back to motor cars, Leo's experience, of course, stretches right back into the "golden age" of Grand Prix racing, into and through "the doldrums," the sports-car revival of the late 'twenties, and must be nearly unique, especially as during most of those years Sir Malcolm was able to provide himself with the best cars that were available to the private owner—Bugatti, Delage, Sunbeam and Mercédès, chiefly. Today, thanks to the Pomeroy writings, the Delage, in particular, is well known, but imagine the joy of "opening up" that classic engine for the first time outside the factory racing-shop! Leo must look back over the subsequent history of that particular car with much fatherly pride, as it passed through the hands of Thomas, Ramponi and others. Verily, if he had time for pipe dreams they would be legion.

Then, too, imagine the satisfaction of taking over a real "works" Mercédès for the T.T. in 1930, an honour that seems lost now, but remember that at that time Mercédès were right at the top of the tree in sports-car racing, and there was no "proper" G.P. racing in those days. (Incidentally, it is interesting that on this point most modern enthusiasts, if asked who was the first British driver to be asked to drive for Mercédès, would say Richard Seaman, but surely the answer is Raymond Mays?)

Most of the older readers of MOTOR SPORT will be familiar with Sir Malcolm Campbell's book "My Thirty Years of Speed," but for the benefit of the post-war enthusiasts, the following brief quotation may set the scene for a typical pre-race period of those days for Leo Villa. Sir Malcolm writes: "When we were out on the circuit, his (Caracciola's) Mercédès showed much greater pace, and I could not get near the lap times that he was able to put up. Villa and the mechanics worked all night after our first practice, trying to gain more speed, but when I took the car out the next morning, it was still so much slower than Caracciola's that we grew desperate. I drove as hard as I was able, but the car was always many seconds behind the German driver's times. Again we worked all night on the car, but there was no improvement when I turned out next morning, starting the last day of practice. After one lap I came in and picked up Villa; I wanted him to come round with me and watch the behaviour of the machine. This time I drove just as fast as I knew how to send the car over the circuit and, for the only time that I can remember, I deliberately took risks. While I knew that Caracciola had greater experience in road-racing, I could not believe that his superiority was as great as his lap speeds suggested. When I started with Villa, it was with the intention of proving either that the German driver was altogether more skilful, or that my machine was not so fast as the one he was using. After that ride, Villa admitted that he had been badly scared, for the first time that he had ever travelled with me. When we came in, the speed that we had recorded was still nowhere near Caracciola's, so I asked him to take me round the course in my car. This he willingly did, and, sitting beside him, it seemed that his driving methods were very like my own. He assured me that the car was satisfactory, but suggested that its performance might be improved if a lower gear were fitted, and we carried out his suggestion . . . On Friday, the machines went before the officials for scrutineering and only then did the mystery become solved. All three Mercédès in the team were supercharged, and the scrutineers found that by some error, the German driver's machine had a larger blower . . ."

One is accustomed to drivers of racing cars facing risks with their eyes open, for it is part of their trade, and one is accustomed to mechanics whose job is the car and its preparation without risk of bodily harm, but one would be hard put to it to find a better example of someone prepared to do that *and* face the risks in the actual event than Leo Villa. Today, at 56, Leo is literally 56 years young, and in spite of being able to look back on a period over which the Land Speed Record rose from 150 m.p.h. odd, through stages to over 300 (and he may yet see the water record at over 200 m.p.h.), he, with all that wisdom which experience can command, would still tip an inkpot over the head of anyone who suggested that Donald was "sticking his neck out," or attempting something foolhardy that was not worth while.

May the armchair and the carpet slippers never claim such a man as Leo Villa, for of such stuff is history made.—"A. B. C."



QUIZ.—Who is this driver and where was he photographed? Put your solution on a p.c. and post it to us, so that we can publish the Names of the Knowledgeable in the next issue. (Don't worry, the lady is his wife!)

ABOUT THE BOND MINICAR Mk. C

SOME years ago MOTOR SPORT tested the Bond Minicar and reported on it enthusiastically, considering that in the course of this test the flywheel magneto shed a vital wire, a steering-pulley fell off and was commandeered by some passing Sea Scouts, a wheel split in half, the plug burnt out, and the clutch cable broke.

Last month we had occasion to spend a fortnight with the latest Bond Mk. C, which is a much improved little vehicle. Comfort has been improved by suspending the back wheels on bonded rubber units and the windscreen no longer goes opaque due to the scratching action of the wiper blade, as it is now of glass.

The 197-c.c. one-pot, two-cycle Villiers air-cooled engine gives 8.4 b.h.p. at 4,000 r.p.m., but is so low geared that it seems to be turning at twice this speed at an indicated 40 m.p.h. cruising speed. This sets up a very considerable racket and some vibration, but the game little unit doesn't appear to suffer, providing it is fed half a pint of oil per gallon of petrol (cost 5s. 3d. per gallon, using cheap petrol). It did hesitate once or twice, possibly due to a dirty plug, but never actually ceased work. Plug trouble seems a thing of the past and overheating doesn't occur in spite of the alloy head being partially blanked by the mounting-plate for the belt-drive starter. For emergencies there is a foot-operated de-compressor and a kick-starter on the engine. (The plug on the car tested was a Champion L-10.) It does something like 60 m.p.g. on No. 1 petrol, giving a tankful-range of about 150 miles, which is about as far as a Bond owner is likely to want to go at one sitting. The tank is difficult to refuel from a can.

The three-speed gearbox is controlled by a rigid steering-column lever with which the gears can be selected, quadrant fashion, without undue difficulty, if without *finesse*, the different locations being somewhat evasive, neutral especially so, and brutality sometimes called for to get bottom speed—against which the mechanism is apparently proof.

The clutch is feather-light, but the steering is heavy and jerky, although the geared mechanism is productive of greater peace of mind than the former cables-over-pulleys. With hood up and side-curtains erect the Bond Minicar is very effectively weatherproof, at the expense of contortions becoming necessary for entry and egress through the single (near-side) door.

The cruising speed is about 40 m.p.h., pick-up from rest is brisk, and if the ride is lively this three-wheeler feels essentially safe.

Having to visit H. R. Godfrey at the H.R.G. works, from Hampshire, we felt it appropriate to make the 29-mile journey in a cyclecar and took the Bond; it averaged a shade under 30 m.p.h.

The passenger accommodation of the Bond Mk. C de luxe is sensible—three abreast if need be on the bench seat and two children able to face one another in hammock seats behind, all under the hood. Dummy front wings, accommodating the lamps, enhance the impression of being in a four-wheeler.

The only instrument is the speedometer, with total milometer, which can be illuminated at night. There is an effective, but dazzling, exterior rear-view mirror, and a large back window in the hood. The glass-fibre bonnet is released by using a carriage key and when lifted all the mechanism is revealed. The electric starter works every time and is a vast improvement on the hand-starter of the earlier model. A tiny tumbler switch extinguishes the off-side head-lamp as an anti-dazzle measure, but the lamps are feeble. Moreover, no modern car can be possessed of less powerful brakes.

However, the speed of the Bond isn't great and it weighs only 5 cwt. 1 qr. unladen. It is a vehicle with many uses and the acme of operational economy.

Michelin tyres on the tiny (4.00-8) wheels inspire confidence and the Bond is amongst that class of vehicle which offers the advantages of those cyclecars of the early nineteen-twenties with most of the snags ironed out—although the larger engines and wheels of those days presumably meant lower revs. and a less lively ride. Life would be less droll without our modern minicars.

Incidentally, the Bond has a fantastic steering lock and with a wheelbase of only 5 ft. 6 in. can be steered so as to poke its pivoted power-unit pretty well up its own exhaust pipe. We wonder who holds the lap-record for this manoeuvre; the Editor would like to present a cup (china, tea, for the use of) to anyone who attains full cruising-speed on full lock!

The Bond Mk. C costs £299 15s., inclusive of p.t., in deluxe Family form, and the annual tax is £5. There is also a standard Family model priced at £284 10s. 5d., inclusive, and a three-seater utility version at £259 10s., or £284 10s. 5d. in de luxe form. The 3 cwt. Minitruck costs £274 12s. 6d. It is made by Sharpes Commercials of Preston, Lancashire.—W. B.

TRUE'S YEAR BOOK

"True's Automobile Year Book—1955." 128 pp. 8½ in. by 11 in. (*Fawcett Publications, Inc., Fawcett Building, Fawcett Place. Greenwich, Conn.* 75 *cents.*)

This is quite one of the best of these Year Books from America which it has been our pleasure to review. This is because the articles are long, informative and not spoilt by Americanese.

Editor John G. Kingdon has persuaded Tom McCahill to review the 1955 American automobiles in his forthright manner, Clyde Carley to recall the model-T Ford in a fascinating discourse, Griff Borgeson to tell us that "Miller Was a Genius," Dennis May to write of Cobbs' Land Speed Record and English Trials, Eugene Jaderquist to delve fascinatingly into the history of Chrysler, Cord and Auburn, and Russ Catlin to describe the three racing Mercédès which were Ralph de Palmer's best-liked cars.

Jaderquist tells us what electric cars were really all about, Kenneth Kincaid reports on gas-turbine cars, P. S. de Beaumont recounts the story of Four-Wheel-Drive. All the way new facts come to light and the whole book is delightfully illustrated, with many colour photographs and a fine Helck action-painting. George Monkhouse tells of the pre-war German racing cars, Le Mans, Bonneville and the Del Monte Concours d'Elegance are described, S. C. H. Davis writes of the Napier-Railton, and J. W. Freeman gives the truth about the Pegaso, etc.

A very worthwhile Year Book, and wonderful value at the price—why make us wait twelve months for its appearance, *True*?—W. B.

INFORMATION WANTED

A. J. Mould has discovered an early Star car, the body of which has been converted to a van. He seeks a suitable body and general information. Letters can be forwarded.

NEW FLOYD CLYMER TITLES

From Floyd Clymer's Los Angeles motor-book sausage machine have emerged a whole selection of new works, including his "Historical Motor Scrapbook No. 7," and "Ford Model-T Historical Scrapbook" (both 2 dollars each); an absorbing book, "Cars of the Stars and Movie Memories No. 1" (2.50 dollars), in the usual photostat style; the latest issues of *Cycle* and *Automobile Topics*, and "Floyd Clymer's Catalog of 1954 Automobiles" (1.50 dollars), which contains 220 illustrations and specifications of all U.S. cars, including Ford Thunderbird and Cunningham.

THE 17th INTERNATIONAL BRITISH EMPIRE TROPHY RACE

The B.R.D.C. will hold the British Empire Trophy Race at Oulton Park on April 2nd, with practice all day on April 1st. The race will be for sports cars running on pump fuel and will consist of three 44-mile heats, respectively for cars of up to 1½ litres, up to 2,750 c.c., and unlimited capacity, with a handicapped final of 70 miles. Prize monies total £1,500 and entries close on March 19th.

* * *

The Dolomite Association has been formed to cater for owners of Dolomite, Vitesse, Continental and Gloria Triumph cars. The annual subscription is £1 1s. for the first year and 10s. 6d. per year thereafter. Details from D. G. Lindsey, 36, Brook Road, East Dene, Bournemouth.

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The Broughton-Bretton M.C. now holds car events and is contemplating applying for R.A.C. affiliation. Secretary: P. R. Sheen, The Griffin, Mynydd-Isa, Mold, Flints.

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Due to a mistake in the allocation of the course by the landowners, the 750 M.C. All-comers' Trial is now postponed until March 20th.

CLUB NEWS

BRISTOL M.C. & L.C.C.

The Jan./Feb. issue of the club's journal contains a brief account of activities from 1911, when the club was formed, to the commencement of racing at Castle Combe circuit.

Future fixtures include the Full Moon Trial on March 12th, and a social visit to the Austin Motor Company on March 25th.

It is expected that race meetings will be held at the excellent Castle Combe circuit on April 9th (*C.I.*) and on October 1st (*International*), with a motor-cycle race meeting on July 9th. The club's President is " Dick " Caesar, and its Vice-Presidents are Mrs. Kathleen Maurice, L. D. Atkinson, S. Hodges, W. G. Kay, A. W. Morrish and C. B. Slater.

The annual subscription for car members is £1. Hon. Sec. : E. G. Reynolds, The Myrtles, Chew Magna, near Bristol.

ALVIS 12/50 REGISTER

The Alvis O.C. will invite the 12/50 Register, Humber Register, Sunbeam S.T.D. Register, Lea-Francis O.C., and Morgan Three-Wheeler Club to the second Annual Wishaw Night Navigational Exercise on March 6th, starting (at 2.30 p.m.) and finishing at the Cock Inn, Wishaw, near Birmingham. Entry fee 7s. 6d. Details from G. N. S. Davies, " Stonehouse," Cleeve Prior, near Evesham.

The Register will hold its Esso House Rally and Driving Tests as a three-cornered fight between the Alvis, Humber and Sunbeam Registers on April 24th. Entries, at 7s. 6d. each, close on April 18th. Details from the Hon. Registrar : N. H. Johnson, 399, Ley Street, Ilford, Essex.

TUNBRIDGE WELLS M.C.

The Tunbridge Wells M.C. announces that it will again open the club season at Brands Hatch on April 3rd with their its Annual Speed Event. The event caters for any vehicle other than a true racing car and is open to members of the following clubs : Aston Martin O.C., B.A.R.C., Maidstone & Mid-Kent M.C., 750 Car Club, Surrey Sporting M.C. and V.S.C.C. The Secretary of the event : G. W. Law, 8, Culverden Park, Tunbridge Wells, Kent (Tunbridge Wells 20741).

SEVENOAKS & DIST. M.C.

The Sevenoaks & Dist. M.C. has recently become recognised by the R.A.C. This club, which was formed in 1954, already has a membership totalling well over 100 members. Some of this year's fixtures are : Guys and Dolls Rally, Sunday, April 3rd; Versatility Trial, Sunday, May 15th; Kent Rally (lasting 12 hours), Saturday and Sunday, July 23rd and 24th; Driving Test meeting, Sunday, August 28th; Concours d'Elegance, Saturday, September 10th; Night Navigation Rally, Saturday and Sunday, October 22nd and 23rd; Barbecue Rally, Saturday, November 26th.

Hon. Secretary : I. Tyrrell, Pipers Croft, Brittains Lane, Sevenoaks, Kent.



INCENTIVE TO A WIDE-OPEN THROTTLE.—The start of a Shelsley-Walsh Speed Hill-Climb, pre World War II. The driver all tensed-up to let in his clutch is Lindsay Glegg. The car is his V-twin J.A.P.-engined, four-wheel-drive, Dorcas II.

ASTON MARTIN O.C.

The Aston Martin Owners' Club announces the following 1954 awards :—

The Members' Trophy : Peter Collins.
The Mort-Goodall President's Trophy : Peter Sims.
The St. John Horsfall Memorial Trophy : Bob Collinson and Jack Hobbs.
The Peter Bell Trophy : P. Tony Everard.
The Elwell-Smith Trophy : C. H. Sutcliffe.
The Charnwood Quart : S. F. Pile.
The Stapleton Associates Trophy : T. Sopwith.
The Sutherland Trophy : R. Eve.
The Wallace Trophy : P. S. A. Freeman.

The subscription costs 30s. for full and associate members, and 40s. for family members.

Hon. Sec. : A. Bowman Stewart, 45, Rutherwyke Close, Stoneleigh, Ewell, Surrey.

ROMFORD E.C.C.

Mr. Jenkinson, MOTOR SPORT'S Continental Correspondent, recently gave the Club a most interesting talk on his experiences following the Grand Prix races around Europe, during which he travelled over 30,000 miles. The speaker gave his opinions and impressions on the prominent racing cars and drivers of today and also his advice of determination and hard work to those wishing to get into the motor-racing world ! Mr. Jenkinson also described his experiences as a competitor in the Mille Miglia.

The first rally since R.A.C. membership was received was held recently in the form of a navigation trial, and was well attended. Competitors left Romford at 11 a.m. and proceeded to the first check point where the average speeds were calculated. A stop was made for lunch near Harlow. In the afternoon the trial continued with stops being made at certain check points for braking and hill-climbing tests. After tea at Dunmow the night navigation section commenced, the final check point being at Navestock. Altogether 130 miles were covered and the results were : Mr. G. Hill (Sunbeam Talbot) first, with Miss Iris Woollard (M.G.) second, and Mr. T. Hopwood (Singer) in third place.

On Thursday a film show was given by the Esso Petroleum Company, at which there was a very good attendance. Films included those taken at Aintree, Caldwell Park, Oulton Park and Crystal Palace, and also showed motor-cycle racing.

On March 6th the Club will visit the Police Driving School, Chelmsford.

THE CEMIAN M.C.

The annual general meeting was held at the Lotus Restaurant, Norris Street, London, S.W.1, on January 31st, and was well attended.

The Club was sorry to lose the services of R. L. Sadler, who has been Hon. Secretary for the past ten years and has unfortunately had to resign due to pressure of business. Francis Rourke was elected Hon. Secretary in his place and his address is : 26, Soho Square, London W.1; Telephone No. Gerrard 8943. The President continues to be Arthur A. Bolsom. and the Hon. Competition Secretary Geoffrey T. Wilby, and Hon. Treasurer E. C. Vriens. The new Assistant Secretary is B. D. Frost and A. J. Range was elected Chairman.

MORGAN THREE-WHEELER CLUB

A successful dinner was held in London during January by the S.E. Group of the Morgan T.W.C. and attended by some 67 bodies.

The following day a " Hangover Run " to Farnham was held, in which nine Morgans and three cars took part. One of the places visited was the Stoney Jump at Frensham, and those who know this forbidding loose-surfaced hill will realise that it is quite a climb for a trials motor-cycle. One member, however, drove a Ford Ten Morgan (with passenger) at a furious speed straight to the top. Shades of the 'twenties when Morgans were to be seen ascending precipices at most trials !

Later that day another member had the misfortune to break a camwheel tooth on his 1,100 o.h.v. J.A.P. In an effort to ascertain

the trouble the engine was removed and then replaced (transmission trouble was at first suspected), after which the front cover was dismantled. If a spare camwheel had been available the engine could have been running again in under two hours. As it was the kind soul who had previously assaulted the hill towed the car back to London.

Everyone lent a hand, and everyone (with the exception of the unfortunate owner) enjoyed the mechanical entertainment. Secretary: P. Davies, 36, Arbouretum Road, Worcester.

NOTICE

We welcome reports and news-items from Club Secretaries, but owing to space considerations cannot guarantee inclusion. Please note that items intended for the next issue are required not later than the 15th of the preceding month.

The Lancia M.C. Scavenger Rally will be held on March 6th, starting at 11 a.m. from St. John's Wood, London, and finishing about 6 p.m. at Ye Olde Thatched House, Epping (high tea available, 5s.). No competition licences required and all are welcome. Entry fee is 10s. and regulations are now available from Mrs. Neil Freedman, 4H, Hyde Park Mansions, N.W.1 (Paddington 9476).

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The London M.C. Coventry Cup Trial will be held on March 6th on private ground in the Aston Rowant area. Full details are available from J. H. Appleton, 99, Goldhawk Road, London, W.12.

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The Bugatti O.C. Opening Rally is scheduled for March 6th, at Chadwick Manor, Knowle, Birmingham. The George Harris Challenge Cup, Brescia Challenge Cup (no longer, alas, confined to Brescias), Taylor Trophy, Jacques Challenge Cup, Other-Makes Challenge Cup and the Scuderia Award will be contested at the Concours d'Elegance.

FIXTURES FOR MARCH

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

2nd.—B.A.R.C. (N.W.). Night Trial. *C.*
Ulster A.C. Trial. *C.*
5th.—Mid-Antrim M.C. Touring Trial. *R.*
Caernarvonshire & Anglesey M.C. Evening Rally. *C.*
5th/6th.—Falkirk & Dist. C.C. Two-day Rally. *R.*
A.C. Owners' Club. Night Navigation Rally. *R.*
Seven-Fifty M.C. Night Rally, Oxon. *C.*
6th.—Old Merchant Taylors' M.C. March Hares Rally. *C.*
Furness & Dist. M.C. Navigation Trial. *C.*
Oxford M.C. Rally. *C.*
Herts County A. & A.C. Navigation Rally, Herts and Bucks. *R.*
Alvis Owners' Club (M.). Rally. *R.*
Shenstone & Dist. C.C. Trial, Staffs. *C.*
Bugatti Owners' Club. Rally. *C.*
Bolton le Moors C.C. Rally and Driving Tests. *R.*
Cumberland S.C.C. *C.*
Eastwood & Dist. M.C. Rally. *R.*
Lancia M.C. Rally. *R.*
Exmoor M.C. Driving Tests. *C.*
Harrow C.C. Moss Trophy Rally. *C.*
Wadebridge & Dist. M.C. Voyageurs Rally. *C.*
Sunbeam-Talbot C.C. Cotswold Trial. *C.*
M.G. C.C. (S.E.). Driving Tests. *C.*
M.G. C.C. (N.W.). Navigation Rally. *C.*
8th/12th.—Surrey S.M.C. Touring Rally. *C.*
R.A.C. RALLY, HASTINGS AND BLACKPOOL. *I.*
9th.—Lanarkshire M.C. & C.C. Evening Rally. *C.*
12th.—Scottish S.C.C. Night Navigation Rally. *C.*
Bristol M.C. & L.C.C. Full Moon Trial. *C.*
Newry & Dist. M.C. Irish Experts' Trial. *R.*
Fairey Aviation C.C. Night Rally. *C.*
12th/13th.—Margate & Dist. C.C. Night Navigation Rally. *C.*
Mid-Cheshire M.C. Rally, Cheshire and N. Wales. *R.*
13th.—Dumfries & Dist. M.C. Galloway Night Rally. *C.*
Yorkshire S.C.C. Sporting Trial. *R.*
Arbroath & Dist. C.C. Rally. *C.*
Seven-Fifty M.C. Touring Trial. *C.*
King's Lynn & Dist. M.C. Rally. *C.*
C.S.M.A. (Farnborough). Photo Hunt. *C.*
Guildford M.C. Driving Tests. *C.*
West of England M.C. Sporting Trial. *R.*
Severn Valley M.C. Wrekin Trial. *C.*
Walsall & Dist. C.C. Sporting Trial, Belbroughton. *C.*
Kentish Border C.C. Trial. *C.*
Hants & Berks M.C. Blackwater Trial. *C.*
Chiltern C.C. Autocross. *R.*
M.C. C.C. (Scottish). Autocross. *C.*
18th.—Larne M.C. Trial. *C.*
19th.—S.U.N.B.A.C. Colmore Trophy Trial. *R.*
Grimsby M.C. Night Trial. *C.*
South Essex M.C. High Toby Navigation Trial. *C.*
Circle C.C. Touring Trial. *C.*
M.G. C.C. (Devon & Cornwall). Night event. *C.*
C.S.M.A. (Goring). Night Navigation Test. *C.*
FIVE HUNDRED MOTOR R.C.O.I. RACE MEETING, KIRKISTOWN. *N.*
19th/20th.—Windsor C.C. Night Rally. *C.*
South of Scotland C.C. Night Navigation Rally. *C.*
South Wales A.C. Rally. *C.*
20th.—Darlington & Dist. M.C. Grinton Picnic. *R.*
Swanage M.C. Social Run. *C.*
Cheltenham M.C. Rally, Glos. *C.*
C.S.M.A. (N. London). Centre Road Trial. *C.*
Huddersfield M.C. Gordon Allen Trophy. *C.*
M.G. C.C. (S.W.). Rally. *C.*
Morgan 4/4 C.C. Driving Tests. *C.*
Per Ardua M.C. Rally, Eastern Counties. *C.*
Haslemere M.C. Ronstan Trial. *C.*
Brighton & Hove M.C. Timed Trial, Spring Cup. *R.*
Eastern Counties M.C. Miniature Rally. *C.*
Wolverhampton & S. Staffs C.C. Trial. *R.*
Leicestershire C.C. Trial. *C.*
Nottingham S.C.C. Trial. *C.*
Morecambe C.C. Driving Tests. *C.*
R.R.D.E. M.C. Minimum Mileage Trial. *C.*
Peterborough M.C. Rally. *C.*
North Devon M.C. Trial. *C.*
Plymouth M.C. Rally. *C.*
Plymouth M.C. Autocross. *R.*
Cambridge '50 C.C. Autocross. *C.*
24th.—Jersey M/C. & L.C.C. Speed Trial. *C.*
25th/26th.—Eight Clubs. Eastbourne Rally. *C.*
26th.—Sporting Owner-Drivers' Club. Night Navigation Rally. *R.*
Omagh M.C. Trial. *C.*
Larne M.C. Trial. *C.*
Riley M.C. (Lowland). Candlelight Rally. *C.*
E.M.I. M/C. & C.C. Driving Tests. *C.*
Gosport A.C. Treasure Hunt. *C.*
Burnham-on-Sea M.C. Wessex Rally. *R.*
B.A.R.C. Members' Race Meeting, Goodwood.
S.M.R.C. Race Meeting, Snetterton.
Wirral Hundred M.C. Speed Trial, Rhydymwyn. *R.*
26th/27th.—B.A.R.C. (Yorks). All Fools' Rally. *C.*
Herefordshire M.C. Welsh Rally. *R.*
Burnham M.C. Night Rally. *C.*
V.S.C.C. Pomeroy Trophy. *C.*
27th.—North Devon M.C. Trial. *C.*
Durham A.C. & Newcastle & Dist. M.C. Rally. *C.*
North Midland M.C. Hopkinson Standard Car Trial. *C.*
North Cornwall M.C. Bodmin Trial. *C.*
Knowldale C.C. Main Road Trial. *C.*
Great Yarmouth & Lowestoft M.C. Rally. *C.*
Furness & Dist. M.C. Trial. *C.*
C.S.M.A. (East Midland). Spring Challenge Shield Trial. *C.*
Fylde M.S.C. Touring Trial. *C.*
Mid-Surrey A.C. Grand Cup Trial. *R.*
Chester M.C. Touring Trial. *R.*
Southern Jowett C.C. Rally. *R.*
De Lacy M.C. of Pontefract. Navigation Trial. *C.*
Horsham & Dist. M.C. & L.C.C. Spring Rally. *R.*
Sunbeam-Talbot O.C. Chilterns Trial. *C.*
Thames Estuary A.C. Rally. *C.*
S.C.C. of Norfolk. Club event. *C.*
Public Schools M.C. Rally. *C.*
Lothian C.C. Autocross. *R.*
Loughborough College M.C. Speed Trial. *C.*

PRIVATE FLYING NOTES

The Cost of Flying
How to "Date" an Aeroplane
A New Percival
An Inexpensive Cabin Machine
Vintage Reconstruction
AGM of the A.B.A.C.

WE hear a perpetual and almost daily moan that flying is too expensive, and that only the introduction of a practical and economical light aeroplane would bring the game within the pocket of the average man and woman. However, much as all enthusiasts would like to see one or more new types available to provide a spot of variety on the market, this would in no way reduce the cost of operation, for the idea that this depends entirely upon fuel consumption is indeed a popular fallacy rampant among those whose lot it is not to bear the financial brunt.

First, let us consider the aeroplane itself, with particular reference to first cost. I should be very surprised if even the simplest of toys could be produced for fewer than twelve hundred pounds, and then only if the demand warranted manufacture on a large scale—which, alas, could never be the case. So, while secondhand Tiger Moths exist for under £300, complete with 12 months' C. of A. and possibly over 1,000 hours to run on the engine, there can be little justification for laying a production line of any type of light aircraft.

Next, the engine that must power our new design. At present there is no power unit of suitable size and developing the required number of horses, so some benevolent soul (who would need to be a philanthropist in the best sense) would have not only to design and build something of suitable calibre, but also put it through an extensive and expensive type-test to satisfy the requirements of those who dictate such things. After all this, it might be cleared for service with a bill of health amounting to no more than 200 hours, at the end of which a major overhaul at great cost to someone.

Should there be the odd " Doubting Thomas " who needs material figures in order to be convinced, here is the answer. Let us assume that our old friend the Gipsy Major can be overhauled after 1,500 hours for £150, then the " life " dies at the rate of two shillings per hour flown. Working to a fuel consumption of 6 g.p.h. at a cost of 2s. 6d. per gallon (in the case of a club machine eligible for tax rebate), the total petrol/overhaul rate amounts to seventeen shillings.

Now to our hypothetical " economical " unit. Perhaps the makers could renew the 200-hour life for £100, while an hourly consumption of three gallons would dispose of 7s. 6d. Therefore we are faced with an equivalent expenditure of seventeen shillings and sixpence per engine hour, which is slightly more than that of the Gipsy Major.

In practice, numerous " trimmings " would make the total cost considerably higher in either case, but the comparison is direct and serves as a moral of some value. Admittedly the new product would increase in life as it proved itself over the years, but this would take time and could become practice only if numerous people would be prepared to accept and try it through the early stages of development.

Then there are other problems besetting our new little aeroplane. The expense of its own C. of A. type-tests would be borne by the first purchasers; there would be no ex-service spares, so these would be available only at manufacturers' new prices; and it is unlikely that home requirements at any rate would exceed a score or so machines, while the Continent already is amply supplied with aircraft for amateurs, so we must revert to hand construction and prohibitive costs.

A shame, but undeniably true. Everyone who has any feeling for the private-flying movement would like to see something fresh at meetings, displays and clubs, but these facts *are* facts and should serve to silence those who feel that an answer to the present high cost lies within the new year. Anyhow, is the expense so fantastic? Many people paid £2 10s. or so per hour before World War II, so surely the current rate of £3 to £3 10s. shows a considerably smaller percentage increase than that of your food, drink, tobacco or petrol?

* * *

New aeroplanes bring thoughts of Captain Edgar Percival, who is constructing a prototype of his first new design since he divorced himself, many moons past, from the firm bearing his name. His fame came from his sporting products of the 'thirties, with the Vega and Mew Gulls as the highlights of his achievements, but today he is concerning himself with something of more practical and bread-earning intent in the form of a crop-sprayer. So far little is known of its shape, size or capacity, and in fact Percival himself has not yet made any attempt at publicity, although perhaps soon we shall receive further information from the mouth or pen of the designer, who, incidentally, runs the only Percival Q6 light twin-engined transport remaining on the British register.

* * *

Since my last notes, I have heard of more ancient aircraft in the process of restoration. Another Puss Moth, G-AEOA, used until about four years ago by the Airways Aero Club at Denham but since deserted, is shortly to re-appear at Blackpool, where it will enter what should be popular service with the Blackpool and Fylde Aero Club. A Pobjoy-powered Swallow, G-ADDB, which last flew in 1939, is being acquired for £25 in five monthly instalments of £5 by one Julian Crosley, and is about to start a long surface journey from the Isle of Wight to a garage in the London area, where once again it should soon begin to look something like a Swallow.

If my eyes and ears have missed the news of anything interesting in the reconstruction line, please let me know, but I shall be more than surprised if any enthusiast has hidden away in his vintage barn a machine more noteworthy than the D.H.53 Humming Bird. Well, one of these is not just hidden in a barn, but being energetically rebuilt, even to the re-designing of several missing parts, while Alvis have sportingly manufactured a brace of new cylinders for its tiny A.B.C. Scorpion engine.

This little veteran, built in 1923 and lettered G-EBHX, will hold pride of place on the civil register, a position of honour that it will steal from the Cirrus 3-powered D.H.60 Moth G-EBLV, of 1925 brew. I know one pilot who will be knocking at the right door at the right time in an endeavour to get his hands on an aeroplane older than himself!

* * *

Mentioning registrations at random may baffle many readers, so for the benefit of those who are not clear about how the system works, I hope that this will enable you to discover for yourself the approximate age of an aeroplane when you meet it.

Apart from some very early attempts at allocating numbers to civil aircraft, the first time registrations came with the allocation of the letter " G " to all British machines, and this originally was followed after a hyphen by an " E " to represent England. Thus G-EAAA started the proverbial ball along its path, but only three or four aeroplanes of this era are with us today, for in 1928 the system was changed to cover the British Isles, with an " A " immediately following the " G " in a manner that is still in use. Therefore G-AAAA marked the first aircraft to be registered under that scheme, with the second machine G-AAAB and so on. After one completion of the alphabet, G-AABA was the next step, but in practice the third letter is the simplest guide to age.

In 1930 G-AB came into circulation (example, G-ABMR, a Hawker Hart of 1931 brew) and by 1933 G-AC was the order of the day. And so the alphabet progressed through the years until the outbreak of war, when G-AF was well under way.

Very few civil aeroplanes were registered during the 1939-1945 period, with the result that a third letter " G " satisfied the requirements until well into the resumption of peacetime civil aviation. Needless to say hundreds of ex-service machines flooded the market and these absorbed registrations at an alarming rate, while recent batches of Tiger Moths and Auster 5s (the last of each) are again rattling through the letters and the G-AN series have nearly come to an end.

However, one word of warning before you set about the countryside airing your knowledge of the registration system. There are occasional catches, such as the already-mentioned service/civil conversions, when an aeroplane is allocated the letters in current issue at the time of the changeover. Also, a machine imported from abroad may have flown with a foreign registration for many years before taking on its new home identification.

Nevertheless, in most cases the letterings coincide with the date of manufacture, and if you see an aeroplane with its third letter earlier than " F " you know that you have found a genuine, honest, pre-war vintage piece of machinery; and that is what really matters!

* * *

I am sure that Doug. Bianchi will forgive me if I describe him as a well-known " bodger " of odd aeroplanes, for that is what he

really is. Now he has found his own answer to those who grouse that there is no inexpensive cabin-type aeroplane available for general use, for he has modernised our ageing but ever-lasting friend the Tiger Moth. I called in to see him at White Waltham recently and found an extremely smart specimen G-ANSA complete with home-made cabin taking pride of position outside his workshops.

Bianchi had just completed this first conversion when I arrived and, in fact, it had not even taken the air, but was awaiting final clearance from the Air Registration Board prior (we hope) to the issue of its Certificate of Airworthiness. However, when all the formalities are over, he hopes to start a little production line and sell hooded Tigers for about £350 apiece, and I have a feeling that they should sell easily; if not, there is something radically amiss with the people who want aeroplanes these days.

My first contact with Doug. was just after the war when he opened a two-man-and-a-boy outfit at Blackbushe, in an elderly Nissen hut with the wall knocked down at the business end to enable bits of aircraft to be dragged in and out. Soon he managed to acquire an interesting Miles Falcon G-ADFH and a Magister G-AIVE for £80 the pair, and from there he went on; before long the ex-Alec Henshaw Mew Gull G-AEXF, perhaps the best-known racing aeroplane of all time, was in his hands for extensive overhaul and modification, and now he flourishes at White Waltham with three hangars in which he and his men can do whatever people do with small aircraft.

But still he is happiest when crawling under the machines himself and his coupé Tiger is the result of an engineer's practical common sense rather than the theoretical should-be-right stuff that so often just isn't right. Good luck, Doug., keep at it.

* * *

I dislike having to air another grouse about the apathy of so many people connected with private and club aviation, but it seems a shame that there should be such a poor representation at the annual general meeting of the Association of British Aero Clubs, held at the Waldorf Hotel on December 3rd. Group-Captain E. H. M. Miles, the chairman, together with the Association's Council and staff, work extremely hard for the benefit of the movement, and through constant perseverance have succeeded in gaining numerous concessions from Ministries and other official bodies. If club managements cannot trouble to take a deeper interest in the organisation that cares for their interests, how can we hope for the right sort of enthusiasm to be fed into their members?—D. F. OGILVY.

LETTERS FROM READERS—continued from page 135

Sir,

Thinking of replacing the four-year-old Lucas battery on my 1951 Riley, I removed it and replaced it, cleaning the posts and cable ends in doing so. The cure was immediate—no new battery is required after all!

The present-day fixing of the leads by means of a flimsy screw is perhaps prone to this kind of trouble, and a check here may save some other reader from wasting his money.

As the starter consumes some 100 amperes, a bad contact anywhere in the circuit can give the same effect as a dud battery.

I am, Yours, etc.,

Poynton. S. M. NEALE (D.Sc.).

Sir,

Mr. Lamebury seems to have had a bad time with car batteries and asks for advice. He wants a good battery and a guarantee that really works, so there is no doubt that what he needs is a Park battery. My last car, a 1936 Riley Lynx Sprite, was a brute to start, having a very high compression engine and a battery lead about 10 ft. long! I cannot remember how many batteries it had in its early life, but the last three were "Parks," the first two of which lasted through five winters each, and the last one which started giving trouble in its second winter was instantly replaced *free* by the suppliers, Messrs. Arthur Harrison & Co., of Preston, Lancs.

Incidentally, I cannot speak too highly of the above firm. They have supplied me with spares and repairs to all kinds of antiquated magnetos, dynamos, chargers, etc., and usually by return.

Such good service in motor electrical repairs is, in my 32 years of motoring experience, very rare, and deserves to be well known. I have, of course, no connection whatever with Messrs. Harrison nor with the makers of Park batteries.

I am, Yours, etc.,

Ulverston. LEONARD COWCILL

* * *

"TOPOLINO"

Sir,

I feel I must join the "Topolino" controversy. I owned a 1939 four-seater model for three years, using it mainly in Devon and Cornwall and frequently carrying four adults and a child plus picnic gear. The overall m.p.g. was 39-40 and on my annual London trip (less two adults, but plus luggage) I used to achieve a 30-m.p.h. average and an honest 50 m.p.g.

In my opinion the springing and steering were outstanding and the remoteness of the engine gave a big-car feeling.

My main criticisms were the poor power-weight ratio, difficult starting-handle access, and low ground clearance (exhaust pipe elbow).

I enjoyed my three years of Fiat motoring, although it had obvious drawbacks, in filling the gap between my old Morgan three-wheeler and my present 4/4!

As regards the new Allard Clipper, why shouldn't a 346-c.c. (8 b.h.p.) car of 6-7 cwt. carry three adults and two children if the 2 c.v. (375 c.c., 9 b.h.p., weight 10 cwt.) carries four adults to the Editor's satisfaction?

May I say, in conclusion, how much I enjoy the Road Tests and Letters from Readers in your honest-to-goodness magazine.

I am, Yours, etc.,

Liskeard. G. RUSSELL.

* * *

VINTAGE TO THE LAST . . .

Sir,

In reply to R. Bartle's letter in defence of a +(2) p.c. Ultra Lucia, may I, as another madman, extol the virtues of a vintage era transporter? I have got a Lucia Miniplus, which, though a little older (albeit an atmosphere bigger) than Mr. Bartle's missile, is slightly faster—making the outward journey to Orbit XII Pluto in —4.736 hours Mondial.

Unfortunately, I lost the telescopic tele-adjuster to my supersonic radar control on the last Plutonian journey and as I was neither able to stop my rocket and pick up the piece, nor able to get a spare on Pluto, my faithful steed is laid up. Instead, I am obliged to use a Lucia Superplusplus—a horribly modern "do-all" gadget—and to continue my vain hunt for a replacement. Would any enthusiast please help a fellow in trouble?

My heartiest congratulations to "Superlucal Speed Sport" (formerly MOTOR SPORT) for quick transmission [we receive news in —.91 Martian zircs on Pluto] of highly interesting reading matter.

I am, Yours, etc.,

Domicile 5b (27) +, "CLOTUS MANIACUS."
Xyrcy, Pluto (Orbit X).

[And to think that I always switch off the B.B.C. when that old fashioned "Jet Morgan" comes on!—ED.]

* * *

COMMENT

Sir,

Surely, if the vintage cult is to mean anything, the cars should be maintained as nearly as possible in their original form!

Such major surgical operations as that on the Binns 30/98 Vauxhall (p. 23, January) seem to imply that the design of the 'twenties was not so hot.

I am, Yours, etc.,

Thorpe Bay. F. DORMAN BYERS, B.Sc., A.M.I.Mech.E., M.I.N.

Sir,

I really do believe you when you tell us just once more,
Of the pleasure and contentment you derive from your Plus Four.
I read up all your comments when you take a car on test
For you do not pull your punches, should it not be of the best!
You give every indication of an earnest, honest man,
Yet you, too, can be awkward, ref.—the recent "Bishop Ban."
You have done your share of motoring in Nineteen Fifty-Four
And may you still continue to "drive on" more and more,
But when it comes to Scotland one thing I have to say,
"When you're standing at the Forth Bridge
You are nowhere *near the Tay!"*
So please amend page sixty—this favour I must ask it,
For every Scottish reader must, perforce, have blown his gasket!

I am, Yours, etc.,

Glasgow. J. R. B. MACKIE.

[We are temporarily out of stock of sackcloth, but we will apply a liberal quantity of ashes!—ED.]

ANOTHER DRIVING-TEST MEETING

ON February 6th the Vintage S.C.C. reverted to its former venue for driving-tests, in the arctic wastes of Slough, flanked by gas-works, railways, and wire-mesh pens most tantalisingly full of choice new Citroën Light Fifteens.

This time there was a splendid bias towards vintage-car entries, these outnumbering the thoroughbred post-vintage cars by 46 to 12, so that the latter were lumped together in one capacity class. Moreover, President Cecil Clutton arrived and competed in his fine 30/98 Vauxhall E-type and Secretary T. W. Carson was present in his vintage 40/50 Rolls-Royce, of such elegance that lots of spectators must have thought that the V.S.C.C. has West End headquarters.

The tests, some of which were an optional choice on the part of the 58 entrants, commenced with a width-judging event and a sprint with " Le Mans start " during which Nigel Arnold-Forster's 1926/30 Anzani Frazer-Nash shed a very wiggly chain.

Matters warmed up with a garaging test (two garages) and an out and back wiggle-woggle. In the former we saw (and heard) D. Denne do some cog-crunching in his 1913 Sunbeam and, stalling his engine, omit the second garage, J. Clements miss his cue in a 1926 Austin Heavy Twelve tourer with modern headlamps and a windscreen to its rear compartment, and K. E. Gormly's somewhat tatty Rolls-Royce Twenty also fail to put itself away.

Excellent ability was displayed at garaging by D. H. Gahagan (G.P. Bugatti) and J. D. Rogers (1920 Jowett Seven), but the Bugatti stalled when home and was pushed away. D. C. Webb was also very good indeed in his original 1924 Brescia Bugatti.

F. S. Lockhart experienced severe back-wheel frantics in his neat 1923 air-cooled, flat-twin Rover Eight chummy, but did well, Jeddere-Fisher's exceedingly direct steering on his 1914 bull-snouted Lagonda coupé caused peals of appreciative mirth from the frozen spectators, and W. S. Heath drove neatly and steadily in his smart 1938 " chain-gang " Frazer-Nash, which possesses a good steering lock. L. T. D. Taylor's modern vintage Austin Seven went berserk in the second garage, crossing a line it "hadn't oughter," and P. G. Bartleet only just got his 1927 2-litre Lagonda put away. N. Arnold-Forster holed in one and D. F. H. Wood's Riley Eleven coupé and Dr. D. P. Harris' 1934 Frazer-Nash were admirably manoeuvred. Alas, E. M. C. Butcher's agricultural-sounding 1929 14/40 M.G. failed and C. R. Peal's 1924/6 3-litre Bentley smote a marker at the first garage.

The wiggle-woggle was mostly taken sedately, but Lockhart was clapped, W. L. T. Winder was having a go in his Humber, and C. W. Robertson won a battle with the unshut driver's door of his 1929 Riley Nine Monaco saloon. G. Wellings drove quickly in his 1923 Morris-Cowley two-seater, N. D. Routledge momentarily ran out of direction in his 1924 Morris-Cowley tourer, the modern-vintage Austin Seven looked less stable than the purely vintage vehicles, and Dr. Chapman was kept busy. Rogers drove neatly, E. S. Eaton accompanied his 1928 Lancia Lambda with a fearsome facial expression and A. L. S. Denyer (1926 Lea-Francis) indulged in a final burst of speed. M. Huckstepp's 1924 Morris-Oxford carried a clearly-lettered can of Shell Motor Spirit, L. P. Sawers drove very nicely in his 1926 Lea-Francis, J. W. Rowley's 1929 shut-and-cut 1929 Lancia Lambda exuded drips of fluid from its weird exhaust system, Sam remained master of his 30/98, but Bartleet's Lagonda savaged a marker drum and shot off the course. Denyer was another who smote a tub, M. Leo was as fierce as his Lagonda, E. P. Davis and M. A. L. Coote handled their big carriages, respectively 1930 40/50 Rolls-Royce and 1934 4½-litre Lagonda, well, Gahagan's Bugatti was still misfiring as it did at Lasham, B. Mountford's Replica Le Mans 4½-litre Bentley tended to lock its back wheels and J. M. Hill's 1934 Bugatti seemed to sag in the middle. M. J. R. May's 1923 Autocrat was slow in all save engine revs. and D. E. Lincoln's very nice 1929 O.M. indulged in tail slides.

This was an assembly in the vintage tradition, with enquiries about such matters as what is a Hudlass ? and where does one get "gen" about a 14/40 Vauxhall front axle ? So that the Editor suppressed his shivers and remarked that he was inspired to acquire another vintage car, perhaps a Cluley he had seen cringing in a wayside garage. And then everyone melted away, Harry Bowler's Tamplin cyclecar on tow and Winder's Humber on a trailer, and we discovered that traffic on the recently de-restricted Slough-Windsor Road was at a standstill because some workmen had dug a huge hole in it outside Eton College.

Results :

Vintage Cars up to 1,500 c.c.—*1st Class Awards :* C. W. Robertson (1929 Riley Nine), C. A. R. Ripley (1923 Gwynne Eight); *2nd Class Awards :* F. S. Lockhart (1923 Rover Eight), W. L. T. Winder (1927 Humber); *3rd Class Awards :* D. F. H. Wood (1923 Riley), M. J. R. May (1923 Autocrat), J. D. Rogers (1923 Jowett).

Vintage Cars over 1,500 c.c.—*1st Class Awards :* J. W. Rowley (1929 Lancia Lambda), G. W. Wellings (1923 Morris); *2nd Class Awards :* B. Mountford (1928 Bentley), C. Clutton (1920 Vauxhall); *3rd Class Awards :* M. Leo (1930 Lagonda), S. Sedgwick (1928 Bentley), N. D. Routledge (1924 Morris-Cowley).

Thoroughbred Cars—*1st Class Award :* P. J. C. Chapman (1932 Frazer-Nash); *2nd Class Awards :* M. A. L. Coote (1934 Lagonda), W. S. Heath (1938 Frazer-Nash); *3rd Class Award :* D. H. Coates (1934 Lagonda).

BRITISH MINIATURES

In our January issue, reviewing a clever German working replica of the Jaguar XK120 fixed-head coupé, we asked when the British toy industry would turn its attention to realistic motor-car miniatures.

We now learn that a constructional kit for making a non-working replica of a 1903 Darracq two-seater, based on " Genevieve," is available from a London firm. The finished model is complete with imitation road springs, brass lamps, two spare tyres, hand-brake, bulb-horn, bucket seats, starting-handle, back axle and propeller shaft, crankcase and silencer. The parts are of metal, forming a proper chassis, which can be assembled by the novice with Bostik or a similar adhesive, or by the more experienced model-maker with solder. The latter would probably add pedals, steering-column gear-lever, etc. The completed car looks exceedingly handsome; it measures 4½ in. long and weighs 10¼ oz. The spoked road wheels revolve but the steering is fixed. The number plate carries the three-letter registration of the " Genevieve " prototype.

The kits cost 21s. each. Assembled models are also available, painted to customers' requirements and mounted on a wooden plinth, for 65s. each. This veteran Darracq replica is available from most good toyshops and details of where to obtain it can be had from the makers, Exakta Casting Co. (London) Ltd., 233/235, Pentonville Road, London, N.1.

They are already contemplating similar replicas of a Stanley steamer and the 1907 Rolls-Royce Silver Ghost.—W. B.

GOOD NEWS

The B.A.R.C. will revive its Nine Hour Sports-Car Race this year at Goodwood. " Le Mans in Sussex " will take place on August 20th.

LE MANS EXCURSION

A series of Le Mans excursions are being organised by H. Clarkson Limited, 9/10, Fenchurch Street, London, E.C.3 (Mansion House 0031). These include air and coach return journeys for £15, leaving Waterloo on June 11th and returning on June 12th, entry to the tribunes being bookable at £1 15s. extra or a seat in the covered grandstand for £4 extra. The aircraft will be Transair twin-engined Dakotas. Another air excursion will leave London on June 10th, returning on June 13th, at a cost of £14 return, inclusive of coach to Croydon airport, luncheon and refreshment boxes, etc. Passports and insurance can be arranged.

In addition, a coach journey is being arranged, from June 10th to 13th, with overnight stops at Chartres and Dieppe, costing £14 exclusive of the above circuit bookings. The two nights' accommodation with all meals is an optional extra at £7 per head. An air excursion from Birmingham is available for £17 return.

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If, in the event of mobilisation, you would choose to serve in a RASC MT Unit in the defence of your country, then you are advised to join the Reserve Army *now*. By doing so, you ensure playing the part you want to, should the need ever arise.

* *Each Unit meets only once a year for 15 days training. This is the only commitment in peacetime. Units train with vehicles applicable to the type of Unit.*

In many instances ranks previously held in the Services (not necessarily in the Army) can be re-granted. There is also good scope for further promotion. Full pay and allowances apply to all training and there are useful tax free bounties. The upper age limit for those with World War II experience is 50 years.

If you are interested please write (giving details of your previous service experience, including service number and ranks held), and of your civilian experience (qualifications) or just send the coupon below.

To O.C., H.Q., AER., RASC., Crowborough, Sussex.
Please send me details about joining an AER., RASC., MT. Unit.

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Address .....

.....

.....

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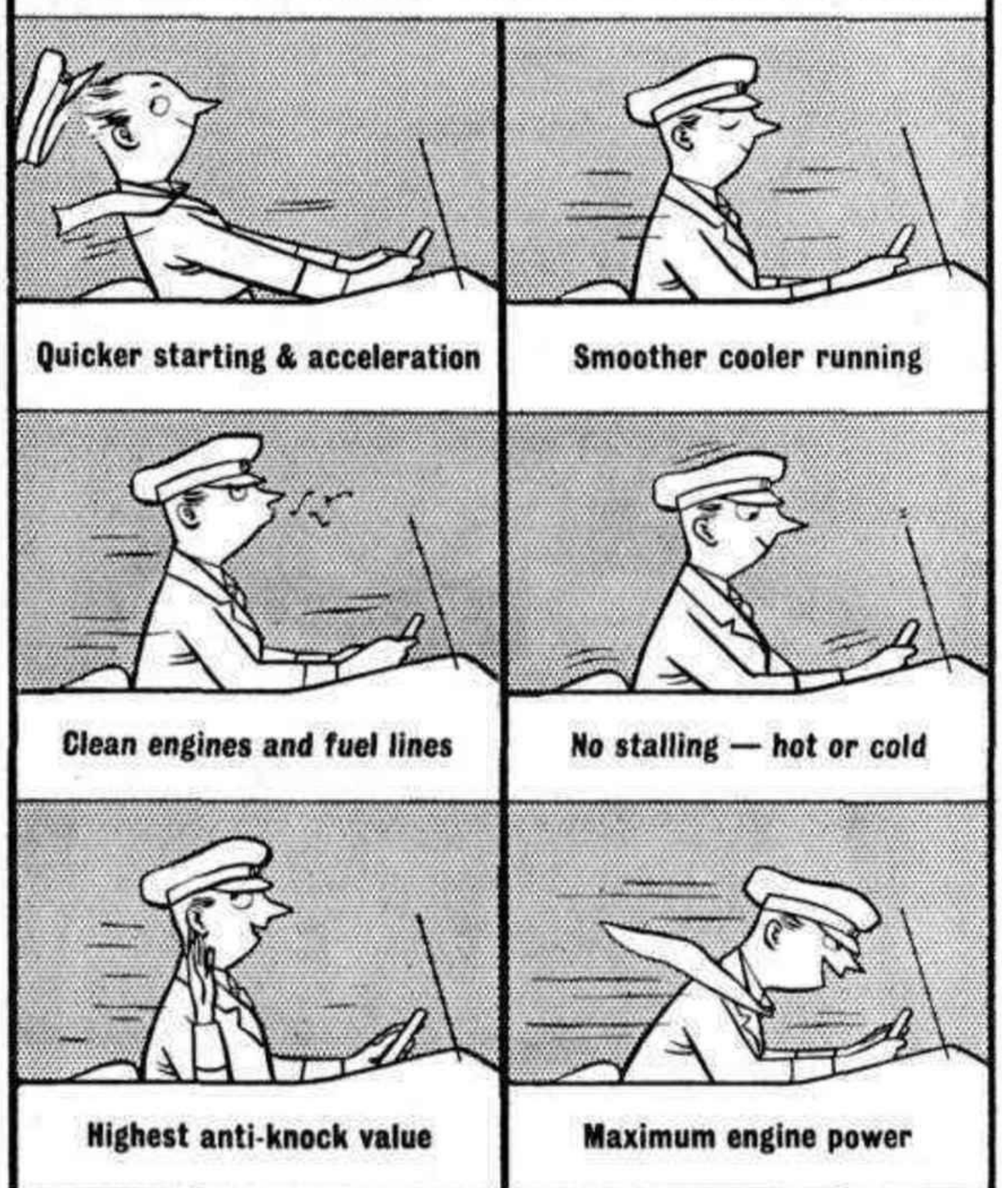
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Here IT is!



You'll see it speeding along the highway; you'll notice how it becomes the object of admiration in the busy street; you can't help watching it manœuvering so smoothly, so easily in city traffic . . . What is IT? It's the Triumph T.R.2—Britain's winning sports car, the car that has brought a new inspiration to motoring! Already its impressive record of achievements in the international sporting field puts it right ahead of its class. A car that inspires confidence the moment you ease yourself into the front seat because into it has gone all the skill, experience and craftsmanship of an organisation renowned for its long line of famous cars.

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Price: £625 (P.T. £261 10s. 10d.)

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TRIUMPH CARS · STANDARD CARS · STANDARD COMMERCIAL VEHICLES · STANDARD DIESEL ENGINES · FERGUSON TRACTORS

RUMBLINGS

What will Budget Day bring to ease the motorists' heavy burden? In a little more than a month we shall know the best, or the worst.

BUDGET DAY

We are due for kinder treatment, for the motor car is no longer a luxury, yet its users are savagely taxed. Petrol is sold at a fantastic price, due to the 2s. 6d. per gallon tax extracted from a class of the community which already pays for a driving licence, compulsory insurance and a Road Fund (!) licence to get on the road —and is very cross with the petrol companies for extracting recently another ½d. a gallon at a time when enormous profits are being made.

There are three possibilities about Budget Day for motorists, which it isn't necessary to be very clever to foresee.

The Chancellor may decide to reduce the exceedingly unjust petrol tax and lower purchase tax on new cars, for by doing so he will earn the gratitude of a vast, grossly over-taxed section of the community, contribute towards a reduction in the cost of living and, so far as lower p.t. is concerned, especially with the new hire-purchase facilities, will encourage home sales of new cars which, in turn, will reduce the number of secondhand vehicles which have been flooding our roads, especially as the used-car vendors seem reluctant to reduce the often-excessive prices asked for well-worn tinware at least fifteen years' old.

On the other hand, the Chancellor, disregarding the prevailing good economic position of the country, may increase the petrol and/or Road Fund tax, on the assumption that as the Government has little desire to build proper roads or to use the money motorists subscribe in taxation for this purpose, or the improvement of existing roads, he must somehow reduce congestion, an increase in the cost of motoring would automatically impede the sales of cars both old and new and restrict the use of those vehicles already in use.

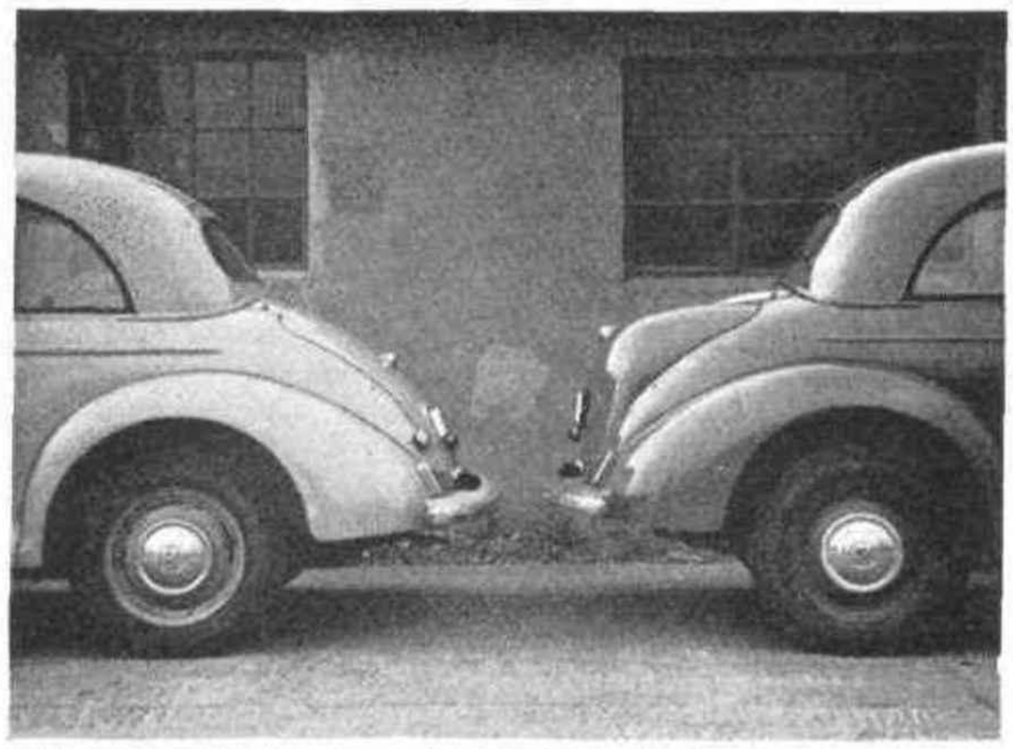
Or, of course, the Chancellor may decide to leave us as we are, which will be anything but just.

Do not forget, however, that if we own motor cars we also have the right to vote!

* * *

There is every prospect of another great race at Le Mans this year, on June 11th/12th, for the entry list contains the names of Ferrari, Mercédès-Benz, Jaguar, Maserati, Aston Martin, Porsche, Lagonda, Cunningham, Bristol, Gordini, Cooper, Talbot, Triumph, D.B., Arnott, Ferry, Frazer-Nash, V.P.-Renault, Kieft, Nardi, *Lotus, Moretti, M.G., Osca, Constantin, and Stanguelini amongst* the manufacturers' entries alone, besides private-entry applications

LE MANS



BUSTLE.—The Morris on the right has a bustle to its luggage-boot,—the Alexander Engineering Co. enlarged, fibreglass lid which takes 30 minutes to fit, costs £12 10s., and offers enhanced luggage accommodation compared to the standard boot seen on the left. The Alexander Engineering Co. of Haddenham also provide more "bustle" under the bonnet of these cars, with twin-carburetter sets, etc.

covering Jaguar, Ferrari, Gordini, Aston Martin, Porsche, Connaught, Osca, Renault-Ferry, Renault, D.B.-Panhard, and Monopole-Panhard cars.

The Mercédès-Benz will be SLR 3-litres, with Moss in the team, opposed by Jaguars probably improved D-type 3½-litre cars with Hawthorn amongst the drivers, and Ferrari, some of whose entry are likely to be the latest 3.7-litre six-cylinder machines. Two Maseratis will be the new 3-litre. Two 4½-litre V12 Lagondas and two 3-litre DB3/S Aston Martins come from the David Brown stable (drivers including Salvadori, Collins and Parnell), Cooper *cars have entered a 3½-litre Jaguar-powered tubular-chassis sports* Cooper, while the Frazer-Nash, interestingly, is specified as a 2.6-litre.

The Standard Motor Company intends to field three "works" TR2 Triumphs, opposed by a team of three 2-litre Bristols. B.M.C. return M.G. to the field with three 1½-litre M.G.s, we expect with all-enveloping bodywork, against which are the three 1½-litre Porches, two Maseratis, the Constantin, a Kieft and a Gordini, etc. Gordini has also put in two of his very fast 3-litre cars and a 2-litre.

It is very nice to see the Lotus concern represented by two 1,097 c.c. Coventry-Climax-engined cars, which will undoubtedly be the aerodynamic-bodied cars, while Kieft also has an entry of two *Coventry-Climax-engined cars in the 1,100 c.c. class, as has Arnott.* There is also a 1,098-c.c. Cooper entered.

The lone Cunningham is a 3-litre, which suggests an Offenhauser engine and to offset this diminished U.S. support Briggs Cunningham has put in a D-type Jaguar.

The race is limited to 60 starters, so some paring of the entry list is due. Boys and girls, book your seats NOW.

The "Big Five" and the Monte Carlo Rally

As stated editorially in this issue, it is truly encouraging to find that four manufacturers out of the "Big Five" prepared teams of cars for this year's Monte Carlo Rally.

B.M.C., under the direction of Marcus Chambers, the new M.G. Competitions Manager, fielded a team of M.G. Magnette saloons driven from Glasgow by Holt/Asbury, Holt/Collinson and Shaw/Brown, while "Mort" Morris-Goodall, who has left Austin-Healey to join Solex Ltd., took a new Austin A90 from Athens with Oscar Moore and Tom Walkerley, in a team completed by Mrs. Wisdom and H. C. Hobson.

The Ford Motor Company made a strong bid for victory, putting in teams of Consul, Zephyr and Zodiac. These comprised both modified and unmodified cars, Sleigh and Martin choosing to start from Monte Carlo in a normal Consul and the Allards from Lisbon with a standard Zephyr Zodiac. The special Fords had twin S.U. carburetters on the Consuls, Barwell triple S.U. carburetter sets on the Zephyrs and Zodiacs, overdrive, and batteries and auxiliary seven-gallon fuel tanks feeding *via* an S.U. petrol pump in their luggage boots, 20-gallon in place of nine-gallon main fuel tanks, while wheels were balanced on a Churchill Balancer and extra instrument-panels were installed for navigators. These Fords were prepared at the Lincoln Service Station on the Great West Road, and had the new Hall "electric brain" average-speed calculator.

The Rootes Organisation, under Norman Garrad, their Competitions Manager, relied on Sunbeam Mk. III saloons, referred to on the B.B.C. by their old name of Sunbeam-Talbot. Garrad could not sign on Moss, Johnson, Collins or Murray-Frame this year, but had Peter Harper, Sheila Van Damm, Jack Fairman *and himself to* drive the Coventry cars.

The Standard Motor Company chose to put in teams of modified Eights and Tens, handled by Mary Walker/Betty Haig, Farquharson/Peters, Leslie Brooke/Howard-Sorrell, Wallwork/Ray, Richardson/Heathcote and Gott/Brookes. These cars made a great impression in respect of their vivid performance and splendid handling qualities, the B.B.C. remarking on how Leslie Brooke passed their Ford Zephyr at over 80 m.p.h. on sheet ice, while Richardson went very fast in the Circuit of the Mountains, aided by George Boyle special twin S.U. carburetter and exhaust manifolds.

In the final placing the Rootes Group entry of Mk. III Sunbeams were placed 9th, 11th, 52nd and 122nd, winning the *Coupe des Dames* and the Aggregate Team Prize. Works Ford entries came in 14th (Zodiac), 36th (Zodiac), 72nd (Consul), 89th (Zephyr), 113th (Zodiac), 145th (Zephyr), 168th (Zephyr), 179th (Zephyr), 194th (Consul), with one retirement. B.M.C. (M.G. and Austin A90) placings were: 68th (Austin), 178th (M.G.), 202nd (M.G.), 208th (Austin), 232nd (Austin) and 237th (M.G.); and those of the Standard works entries 78th, 100th, 116th, 150th, 184th, with one retirement, taking third place behind a Dyna-Panhard and a Renault in the up-to-1,100-c.c. class.

BOOK REVIEWS

"The Grand Prix Car, Volume II," by Laurence Pomeroy, F.R.S.A., M.S.A.E. 344 pp., 8½ in. by 11 in. (*Motor Racing Publications, Ltd., Distributors, Temple Press Ltd., Bowling Green Lane, E.C.*1. 75*s.*)

When MOTOR SPORT reviewed Volume One of Laurence Pomeroy's monumental work, "The Grand Prix Car," we wrote that its appearance was one of the great literary motoring events of 1954. Now, early in 1955, comes the second volume, complementary with the first, bringing the book to the end of the formulae which governed racing up to the end of 1953, together with arguments and statistics based on the Grand Prix cars of last year.

The book abounds in magnificent illustrations, line drawings, sectional engineering plans and splendid full-page photographs, those pictures which illustrate the author's postscript being amongst the most dramatic motor-racing studies ever collected together.

The first part of this second volume of "The Grand Prix Car" consists of descriptions and specifications of the F. I and F. II cars of 1947-1953, such as the Tipo 158 Alfa-Romeo, 4½-litre Ferrari, 2-litre Ferrari, Maserati, Gordini, Connaught, Cooper and H.W.M. cars, not overlooking such projects as the C.T.A. Arsenal, rear-engined flat-12 Porsche and V16 B.R.M. The 1954 W.196 Mercédès-Benz is also touched upon. Racing history of the period is also effectively outlined.

The second half of the book reviews racing from 1906 to 1954, stating the relation of maximum to circuit speeds, covering the development of the supercharger, and describing the design changes in every aspect of the racing car down the years. Some of these chapters have appeared in the "Milestones of Speed" series in the *Motor* but much fresh material has been added. The tables with which the book abounds are quite fabulous. For example, there is a record of the major road races from 1947-1953, a summary of design development from 1900-1953, specifications of all the outstanding G.P. cars from 1906-1953, a table of maximum and relative lap speeds of the fastest cars of 1906-1953 and a list of G.P. cars by nationality and years of entry.

Any librarian dubious of the importance of motor-racing, but ordering these books, is going to revise opinion on receiving them, for Pomeroy's valued contribution to motor-racing literature is—monumental. To you and me "The Grand Prix Car" is breath-taking in the wealth of absorbing material we can enjoy from the armchair.

The author, in a delightful postscript covering racing conditions down the years and the financial aspect of racing, remarks that the effective working lives of racing-car designers are usually briefer than those of racing drivers. I do not know how the lives of motoring historians and Technical Editors fit in, but I hope devoutly that Laurence Pomeroy will be spared for many decades and that his next volume will cover racing under the prevailing formula, under which we can anticipate an enthralling season.—W. B.

"The Kings of the Road," by Ken W. Purdy. 216 pp. 5½ in. by 8½ in. (*Hutchinson and Co., Ltd., Hutchinson House, Stratford Place, London, W.*1. 15*s.*)

This book, well known in the U.S.A., has now come to this country. It is a study by Ken Purdy, Bugatti enthusiast and keen motor-minded Editor of the American monthly *True*, of all the more worthwhile motor cars and their reason for existence. Indeed, in Purdy's own words, "those fabulous cars that have been conceived not as sources of commercial profit or mere means of transport but as instruments of pure sensuous pleasure . . ."

The chapter titles largely describe the contents. Thus we have "The Fabulous Bugatti," "Of Ghosts and Wraiths," "The Mighty Mercer," "The Flying Mantuan" (Nuvolari), "The Big White Cars" (Mercédès-Benz), "With Body by Zagato" (Alfa-Romeo), "Pull Instead of Push" (Cord, mainly), "The Hallowed Bricks of Indianapolis," "The Green at Le Mans," "D for Duesenberg," "Hisso and Isotta, Isotta and Hisso," "The M.G. and How it Grew," "The Odd Ones," "The Vanderbilt Cup," "Why Not Steam?" and "Who Invented the Thing, Anyway?" Backed up by such controversial Purdyisms as "What We Have Lost," praising the old automobiles, "Is It Safer than the Horse?" and "What Hope for the Future?"

"The Kings of the Road" is a beautifully produced book in spite of its modest price by today's levels. It comes to you in a jolly coloured dust-jacket depicting a Jaguar XK120 fixed-head coupé on the front, Birkin's famous Brooklands blower-4½ Bentley single-seater and a Le Mans Duesenberg on the back, and Mercédès-Benz, Bugatti and TF M.G. Midget converging onto the spine.

The interior photographic illustrations are generally excellent, with pictures of racing drivers as well as of cars, Nuvolari's portrait forming the frontispiece.

Nevertheless, manufacturers' hand-outs have crept in here, as elsewhere. The back-fold of dust-jacket depicts a selection of car and car-club badge reproductions.

The text is lively and informative, using quotations from appropriate magazines and books in places, but it suffers, as so many recent motoring books have suffered, from inevitably repeating technical and historical data which have appeared elsewhere rather recently, especially in the periodical motoring Press of the last decade.

This criticism is only just if the book is read by a knowledgeable enthusiast, and even he may not object to having previously assimilated facts re-presented between two covers, nicely printed.

The Editor of MOTOR SPORT has been responsible for revising the text of "The Kings of the Road" for publication by Hutchinsons in this country, correcting a few dubious technical statements and translating Purdy's excellent book from American into English. Two chapters in the book are reprinted from *Atlantic Monthly* and six from *True*.

"Tuning and Maintenance of M.G.s," by Philip H. Smith. A.M.I.Mech.E. 180 pp. 5½ in. by 8½ in. (*G. T. Foulis and Co., Ltd., 7, Milford Lane, Strand, London, W.C.*2. 15*s.*)

This is a revised edition of Philip Smith's popular book. It is exceedingly comprehensive, covering both push-rod o.h.v. and overhead camshaft M.G. Midget engines in respect of descriptive matter, dismantling and assembling notes, tuning and "hotting-up" data, as well as information on supercharging, overhauling and tuning S.U. carburetters, super-tuning the T-type power unit, etc.

The book is well provided with wiring diagrams, lubrication charts and sectional and arrangement drawings of M.G. engine and chassis components.

"A.B.C. of British Cars," by John Dudley. 72 pp. 4 in. by 6 in. (*Ian Allen, Ltd., Craven House, Hampton Court.* 2*s.*)

This is a useful annual reference work to the cars of the British motor industry, having the merit of being inexpensive and of pocket size.

It covers *only* British cars, however, not cars available on the British market, and thus Citroën, for instance, is omitted. A list of prices would be useful, too, for it is necessary to flick from page to page to compare prices of different makes.

Illustrated with makers' hand-out pictures, one of almost every model available, the book provides a brief description of each make followed by a tabulated specification covering engine size, b.h.p., wheelbase, track, length, width, turning circle and U.K. prices. John Dudley attempts simple performance figures for m.p.g. and speed but appears to have employed manufacturers' data, the Ford Anglia and Prefect, for example, being credited with "a petrol consumption, at cruising speeds, of about 45 m.p.g.," whereas we only obtain about 30 m.p.g. from these cars—it all depends on what you mean by cruising speed, of course.

In the same way, speeds quoted sometimes seem optimistic—for example, some 120 m.p.h. for the Aston Martin DB2/4, 110 m.p.h. for the Jensen 541, in excess of 100 m.p.h. for the Swallow Doretti, over 100 m.p.h. for the Triumph TR2, and in excess of 110 m.p.h. for the normal Austin Healey Hundred—again, it all depends on what is meant by "top speed."

The book is indexed, concludes with a list of registration letters and the places they refer to and another list for identification of international *plaques*, and is a pleasing thing to scan when a new car is in prospect.—W. B.

"Grand Prix Murder," by Douglas Rutherford, 190 pp., 4¾ in. by 7½ in. (*Collins*, 14, *St. James's Place, London S.W.*1. 10*s.* 6*d.*)

This lighthearted crime story (if a crime story can be so called) has a lot of very good, up-to-the-minute Grand Prix motor racing in it, complete with all-enveloping bodies, fuel-injection, inclined engines and similar Stuttgartisms. Speeds are rather on the high side, with 200 m.p.h. along the straights, which perhaps explains a frequency of thrown-treads, but the story is not unduly dramatised apart from a murder in the cockpit, and many motor-racing enthusiasts will like this book, which is a Crime Club Choice.—W. B.

WHAT SOME OF THE SMALLER FIRMS ARE DOING

"Motor Sport" Visits Specialist Car Manufacturers in the London Area

(Further Illustrations will be found in the Centre Pages)

WITH the Big Five of this country—B.M.C., Ford, Standard, Rootes and Vauxhall—mostly set for expansion of their already huge outputs, the smaller specialist manufacturers might be thought to be facing lean times so far as car sales are concerned, especially as three of the Big Five list sporting or sports-type cars and, by utilisation of utility-car parts and their facilities for large-scale manufacture, such manufacturers can sell these cars at prices to which the small concerns find it almost impossible to descend.

The answer is to endeavour to build cars which are always one jump ahead of those built in the big factories, so that purchasers who appreciate individualistic cars of character—custom-built machines, as our American cousins say—will be attracted in spite of higher prices. It would be a thousand pities if the specialist manufacturers folded up; the firms we visited fortunately showed no likelihood of this—they continue as constructors of tailor-made cars of true character, well worth the extra pennies.—W. B.

A.C.

On one of the few sunny days in January (the 27th) I went along to Thames Ditton, still something of the remote village it was when Auto Carriers commenced building motor vehicles there before the 1914-18 war, to see how Ace production is progressing and what is happening over that enthralling new A.C. Aceca coupé which took last year's Earls Court Motor Show by storm.

After lunching more than adequately at the hotel on Tagg's Island, in the Thames—owned in part, incidentally, by the Hurlock brothers of A.C. Cars—as guest of "Jock" Henderson, we were able to inspect the A.C. factory and drive the prototype Aceca coupé.

Our visit was opportune, inasmuch as the first production Aceca was in course of assembly. This was right at the end of January and by now some of the ever-increasing orders for this Continental-style coupé should have been fulfilled.

There was only one prototype, the Show car, and since then very few changes have been introduced. To reduce engine and transmission noise within this compact coupé the propeller-shaft and frame-mounted differential unit are now rubber-mounted, the welded-up differential housing being supported on three Metalastic rubber bushes, one above and two below. This has involved the introduction of an extra tubular cross-member in the massive single-tube chassis frame. In addition, a very interesting innovation is the introduction of a one-piece bulkhead and dashboard in glass-fibre. This is immensely strong, facilitates production by sliding into place on the chassis, and insulates engine noise and heat. It probably weighs 20 lb. more than the former alloy structure, but as the sound-proof boarding once required is now dispensed with the total weight should not be greatly increased, if at all.

The body frame of the Aceca is of a composite welded-up small-diameter steel tube and wood structure, with wooden door frames, the panelling being of aluminium. So light is this frame that two people can lift it without anxiety. The body-frame of the open Ace weighs only 147 lb. and Mr. Charles Hurlock said that although they have been too busy to weigh an Aceca frame he wouldn't expect it to exceed 160 lb.

Further total weight reduction may be obtained by substituting Perspex for glass in the large rear window of the Aceca. The fitting of back bumpers to protect the vulnerable rear lamps is under contemplation.

We were able to appreciate the very neat welding-up of these frames (a coloured operative is particularly proficient), and to appreciate the steps taken by A.C. to obviate that irritating scuttle-float from which sports cars often suffer over bad surfaces. On the Aceca this takes the form of a scuttle cross-tube welded at right-angles to uprights rising from the chassis, while on the Ace a similar roll bar is employed, now further strengthened by a central inverted-vee tubular brace. Incidentally, rack-and-pinion steering is no longer employed.



SURREY FACTORY.—A view of the A.C. works at quiet Thames Ditton, not many miles from London, where, in the nineteen-twenties, A.C. racing cars used to emerge en route *for record-breaking attacks at Brooklands. The car emerging when our photograph was taken is the prototype A.C. Aceca coupe, the 2-litre six-cylinder o.h.c. engine of which bears some resemblance to that of the A.C. Six of* 1919.

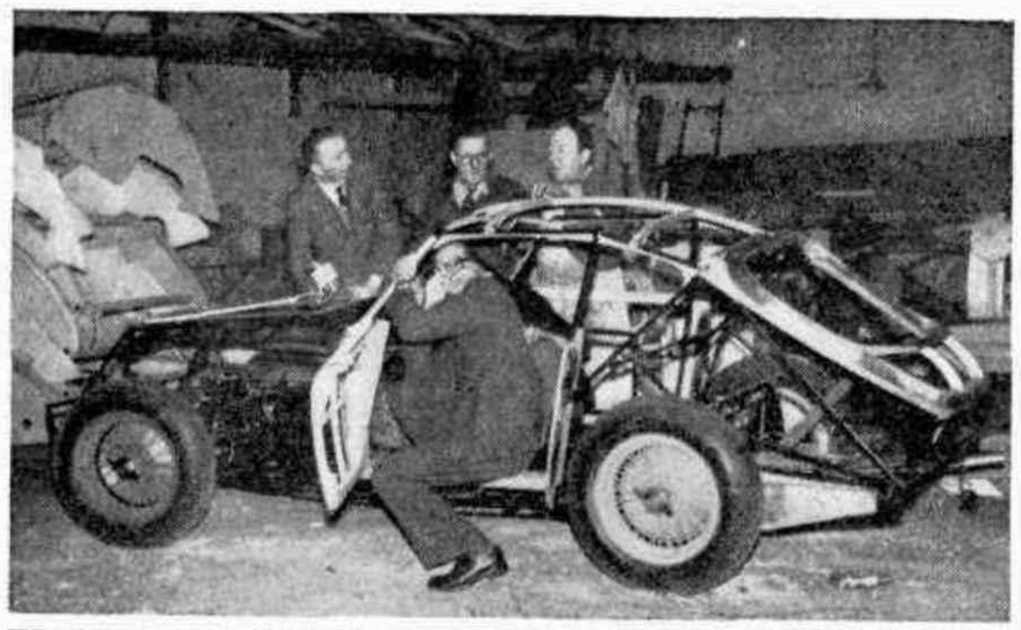
The Ace frame has no wood in its construction, even the door frames being all steel tube. The Thames Ditton works is now fully equipped for Ace and Aceca production, with all the jigs essential to body construction of this kind, and well versed in welding-up the many very neatly fabricated structures in these cars, which range from the wishbones of the all-round-independent suspension system to the clutch and brake pedal-mounting boxes and the aforesaid differential casing, etc.

When the body frame is completed on the chassis the vehicle is taken away in a truck to be panelled, a wide choice of colours being available for body and upholstery.

We heard of many famous personalities in the motor-racing and entertainments world who are likely to order A.C. Aceca coupés, having admired the "Ferrari-like" blue prototype at Earls Court. We tried to extract from "Jock" the name of the body designer responsible for this striking newcomer, but all he would say on that subject was that the A.C. Design Staff were responsible. They certainly have every reason to be proud of the finished product.

The famous 2-litre overhead-camshaft six-cylinder, light-alloy, wet-liner A.C. engine powers both Ace and Aceca and is bench-tested within the main assembly shop. Normally it is supplied with a compression ratio of 8.0 to 1, in which form, with three S.U. carburetters, it develops 85 b.h.p. at 4,500 r.p.m. The cylinder head is less shallow these days to provide this compression ratio and, if required, 30 thou. can be machined off the face of the head to provide a compression ratio of 8.5 to 1. The exhaust system these days is an intriguing straight-flow design with two tail-pipes per three cylinders, which gains six or seven horse-power over the manifold used on the normal A.C. saloon. The dynamo has had to be re-positioned to afford clearance for the back set of pipes.

While regarding the handsome engine of the A.C. we noticed some characteristically individual features. Thus, the grease-gun and oil-can are neatly carried in clips on the inside of the near-side front-wheel arch and the engine cooling fan is driven by a belt separate from that driving the dynamo, so that it may be removed if not required. Mr. Henderson told us that so ample is the Ferrari-like



FIRST ONE.—Finishing touches being made at the A.C. factory at Thames Ditton to the first production-model A.C. Aceca coupé.

radiator cowl as an air-intake that the fan is unnecessary in this country and that even during the Alpine Rally no trace of overheating was experienced.

The engine still retains direct white metalled connecting-rods and the crankshaft runs in *five* main bearings, as there is a bearing on each side of the timing sprocket.

An instance of the value of events like the Alpine Rally is shown in one small detail—the starter-motor solenoid and wiring junction-box are now mounted on the driving-compartment side of the footboard in the Ace, so that they are accessible without opening the bonnet; indeed, without getting out of the car.

The Ace and Aceca are attractive cars, priced respectively at £1,439 0s. 9d. and £1,722 7s. 6d. inclusive of p.t. Not only is the well-established light-alloy engine with its slightly-inclined o.h. valves installed in an essentially-modern rigid tubular chassis with independent suspension front and back by transverse leaf-springs and wishbones, but the body is beautifully proportioned, and items such as the straight-through exhaust system, alloy-panelled body, centre-lock wire wheels, which often comprise "extras," are included in the purchase price. A heater will be contrived for the Aceca and Michelin "X" tyres may become standard equipment, for they are regarded with high esteem by the works.

At the time of our visit more than sixty Ace two-seaters had been delivered and these cars will be seen in this year's R.A.C. Rally, Alpine Rally and sports-car races. Amongst the drivers may be Hazel Dunham, who had such bad luck in last year's "Alpine" when an alloy bracket supporting the oil-coils broke and shorted the battery, and a trailing lead-lamp punctured the fuel tank as the car was driven off following a wheel change.

Before we left Thames Ditton we had a brief drive in the prototype Aceca. Impressions—all that a short drive permit—were: The small, secure, easily-adjustable bucket-seats permit ample elbow room, useful head-room and good visibility, which will be further enhanced when the scuttle ledge is lowered in production models. The gear-changes go through well with the aid of a stiff, backward-cranked central lever (which, however, is rather too long), the brakes are light and progressive, the steering very light and sensitive, calling for finger-action only, and the suspension firm. That the body lines are practical as well as beautiful is obvious from the absence of wind noise. The doors contain neat little elastic-topped pockets, there is a fully-effective rear-view mirror, and a very massive hand-brake lever with fly-off action between the seats. Speedometer and rev.-counter (red-marked at 4,500 r.p.m.) occupy a raised cowl in front of the driver, with oil gauge between them, and a small wood panel in the expanse of the dashboard contains the water thermometer, fuel gauge and ammeter dials. The Aceca has a top-gear ratio of 3.9 to 1, giving a speed of 19.5 m.p.h. in top gear at 1,000 r.p.m., whereas the Ace has a 3.64 to 1 axle ratio, equal to 21.2 m.p.h. in top gear at 1,000 r.p.m. The Ace weighs 16½ cwt. unladen and 17½ cwt. is spoken of for the Aceca.

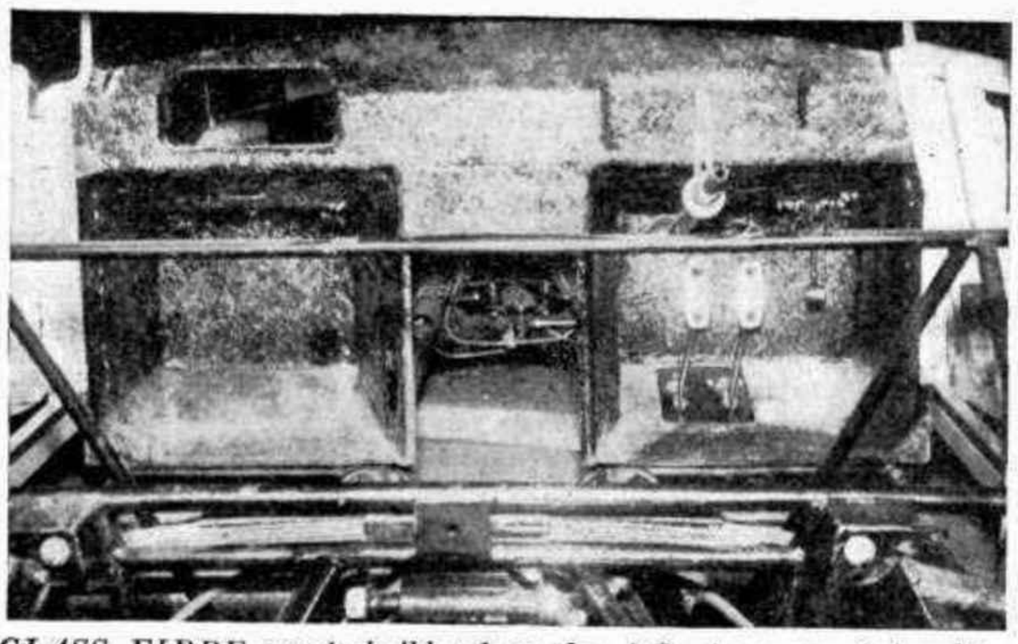
My brief drive in the much-discussed Aceca has certainly whetted the Editorial appetite for a prolonged road-test with this outstandingly smart, up-to-the-minute coupé and its companion Ace.

BUCKLER

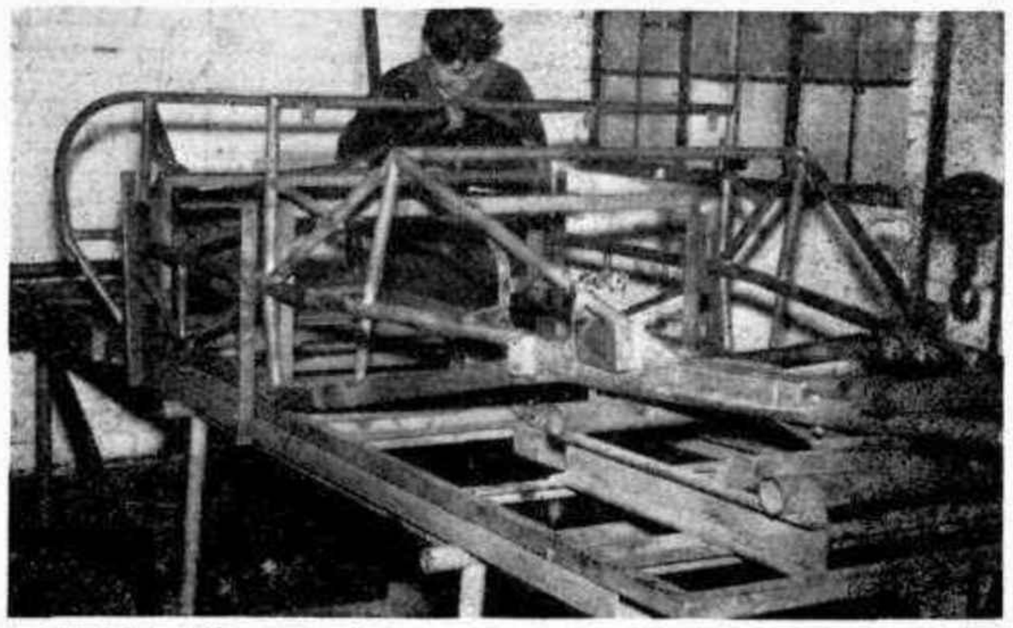
Bucklers of Reading have a new model, their Mk. D.D.1 in preparation for the coming season. Buckler pioneered the space frame for amateur assembly purposes and naturally retains this for the new model. It differs somewhat from earlier Buckler frames, having a box structure round the engine which is deliberately untapered so that there is ample width for proper spacing of the pedals. It is constructed of welded-up steel tubing, mainly 18 g. as for Buckler 90 (the original Mk. V. used 16 g. tubes), with four main cross-members. Suspension front and back will be by the new combined suspension/shock-absorber units—which make isn't finalised, but probably the new adjustable Girling struts will be used. Swing axles are used at the front, in conjunction with Ford front hubs, a de Dion rear-end being a notable aspect of the new Mk. D.D.1. This differential unit bolts neatly to the rear end of the space-frame. It will embody a proprietary differential unit and final-drive ratio to customer's requirements, the first unit having a ratio of 4.3 to 1. Transmission is by open shaft.

The new frame is designed with installation of a 1,100 c.c. or 1½-litre Coventry-Climax engine in mind, but will also accommodate M.G. or similar power units. It has a wheelbase of 7 ft. 6 in., compared with that of 7 ft. 3 in. on the Buckler 90 and 7 ft. 10 in. on the long wheelbase Mk. VI, Mk. VI-4 (occasional four-seater), and Mk. XI cars, the Mk. V and Mk. X (three-abreast seater) having the same wheelbase as the Mk. D.D.1. All versions use a track of 3 ft. 9 in.

Steering on the new car is by a light-alloy Burman Douglas steering box giving 1⅞ turns, lock to lock. A Buckler pressurised radiator with separate header tank behind the engine is used; whereas the Mk.V cars had a behind-engine radiator location, the 90 and D.D.1 have this component in front of the power-unit; with a Ford Ten engine the header tank on the 90 is mounted on the cylinder head.



GLASS FIBRE scuttle bulkhead on the A.C. Aceca coupé insulates noise and heat of the engine from the occupants and facilitates assembly.



LATEST.—The space-frame of the new Mk. D.D.1 Buckler, which has a de Dion rear-end and will accommodate the Coventry-Climax engine.

Both the 90 and D.D.1 Buckler frames have all-enveloping two-seater bodies, a feature of these bodies being a floor which also constitutes an undershield and seat base and a seat-back riveted to the propeller-shaft tunnel to provide rigidity and a base for two well-shaped armchair seats. Incidentally, hot air from the engine is led away to the rear down the propeller-shaft tunnel. A 6½-gallon fuel tank is fitted in the tail, its base forming an extension of the undershield, lugs being provided to facilitate continuation of the undershield beneath the back axle if the constructor so desires. The spare wheel is also accommodated in the tail, leaving room for the proverbial tooth-brush, pyjamas and nightdress. The tail panel hinges up for access but a similar arrangement at the front has given place to the more usual bonnet top-panel.

Derek Buckler claims that this body for the Buckler 90 calls for only 35 b.h.p. to achieve a speed of 90 m.p.h., as the frontal area of 9¾ sq. ft. is the smallest in use on a car of this kind. He quotes a weight of 70 lb. for the 90 body shell complete with two doors, the panelling being in 18 g. aluminium, and a dry weight of approximately 8¾ cwt. with Ford Ten power unit.

The 90 frame is intended primarily to accommodate a Ford Ten engine, gearbox and back-axle, using low-rate transverse leaf springs front and back and swing-axle i.f.s. The engine is 3½ in. lower in the frame than in earlier models and ground clearance is approximately 6 in., the height being approximately 29½ in.

The new Buckler DD.1 will have a very similar all-enveloping body and on this and the 90 a lower position of the air-intake is being introduced, making possible a more sloping nose. A dry weight in the region of 9-9½ cwt. is quoted for the D.D.1 according to the engine in use.

Fifteen Buckler 90s are likely to be seen in action this season at Club race meetings. In addition, Adrian Little, in collaboration with "Pip" Ravenshaw, is having the first Coventry-Climax-engined D.D.1 and Air-Commodore Worsley is installing one of these engines in a Mk. 90. As no proprietary gearbox is available suitable to this engine, TC M.G. gearboxes will probably be employed.

A recent exportation was a Buckler frame to take Morris Minor i.f.s. and an M.G. power unit.

In conclusion, it must be emphasised that Bucklers of Reading supply frames and bodies but not complete cars. They make special twin-carburetter and free-flow-exhaust sets for the Ford Ten engine and similar aids to increased performance—a new innovation in this department is a 13 in. pressed-steel wheel which weighs 10½ lb. and costs £4 10s.

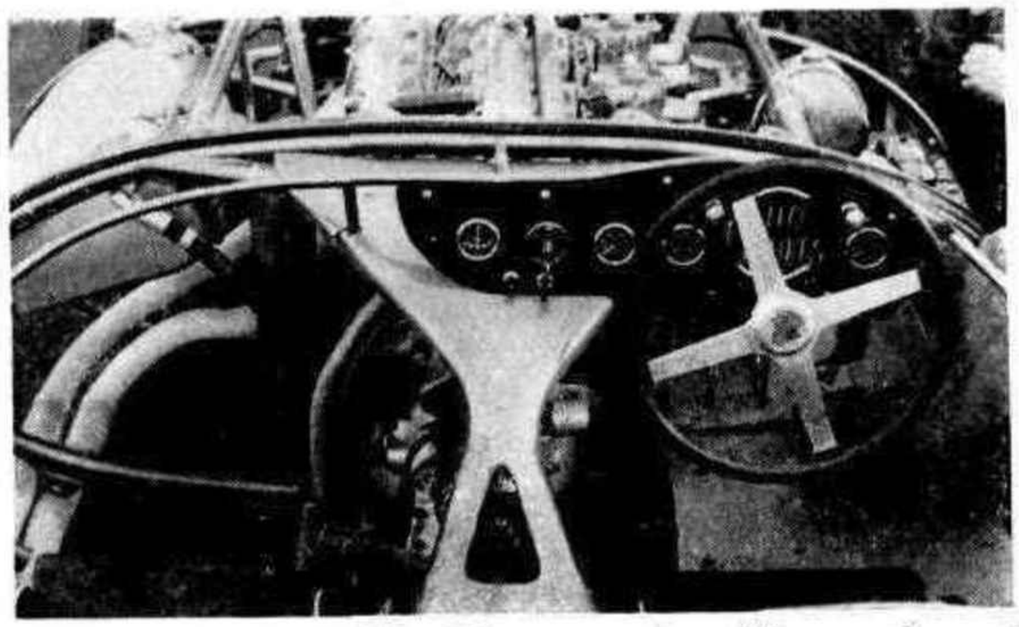
COOPER

A call at Cooper Cars Ltd. at Surbiton found the Coopers, father and son, in their usual state of pre-season bustle.

A whole flood of the new Mk. IX F. III Cooper frames was coming through, each with a single H.R.G.-Palmer two-pad disc brake on the back axle. The aim is for this well-established F. III car to weigh a mere 500 lb.

Sports cars were represented by the Cooper-Jaguar Mk. II and the new rear-engined Cooper 1,100 sportsmodel.

The Cooper-Jaguar is based on the car which Peter Whitehead raced last year and we were able to inspect the car which had been



HOW COOPER DOES IT.—The centre-section of the space frame of the Cooper-Jaguar sweeps in over the gearbox, leaving the door openings unrestricted.

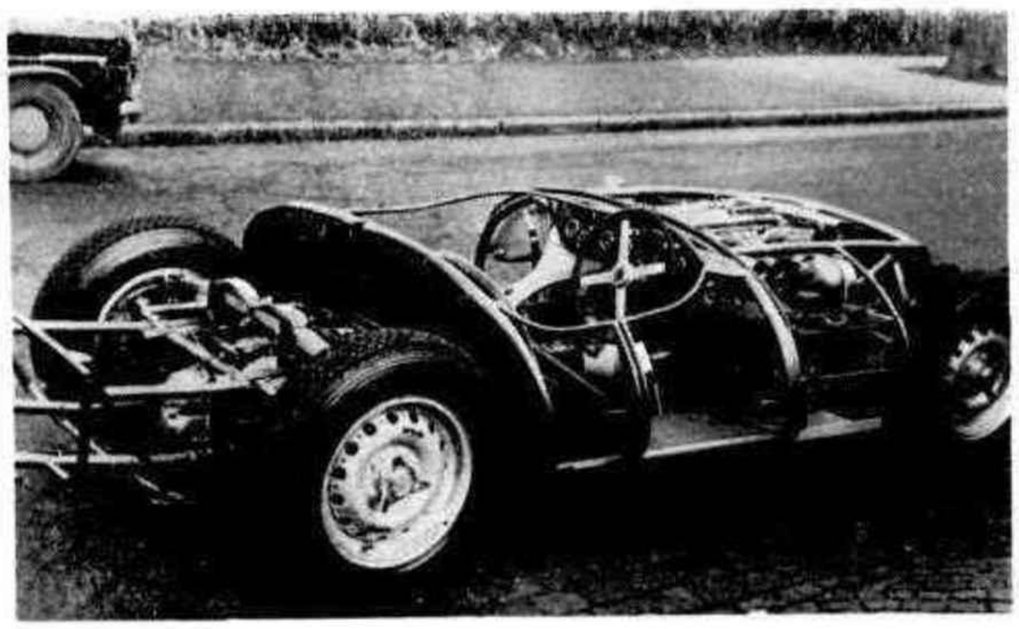
exhibited on the Jaguar stand at the Brussels Show. In its latest form the car is 4½ in. lower than before. The power unit and ancillary arrangements are 250-b.h.p. D-type Jaguar. The space-frame is ingenious, being swept-in at the centre, over the gearbox, so that high-set tubes do not obstruct the door openings. It is made of 16g. and 18g. steel tubing of 1½ in. diameter, and the 18g. aluminium body lifts off entirely in two sections for complete accessibility. Suspension is Cooper transverse leaf-spring and wishbones, providing independent suspension all round, the Cooper-Jaguar having double sets of wishbones. Dunlop disc wheels are used, the spare being carried in the tail, where it deliberately projects slightly to provide a bumper. Oil and fuel tanks live on the near side of the frame, the former over the exhaust manifolds. Coopers make their own bodywork, incidentally.

Very interesting is the new Cooper 1,100 sports model. The frame is rendered extremely rigid by hoops ahead and behind the cockpit area, in which the driver sits centrally, with the passenger on his left and the fuel tank on his right. The frame, like that of the Mk. IX Cooper 500, is of 1½ in. diameter 18g. steel tubing. Suspension is independent all round, on the Cooper system, the rear transverse spring having an anti-roll leaf above it.

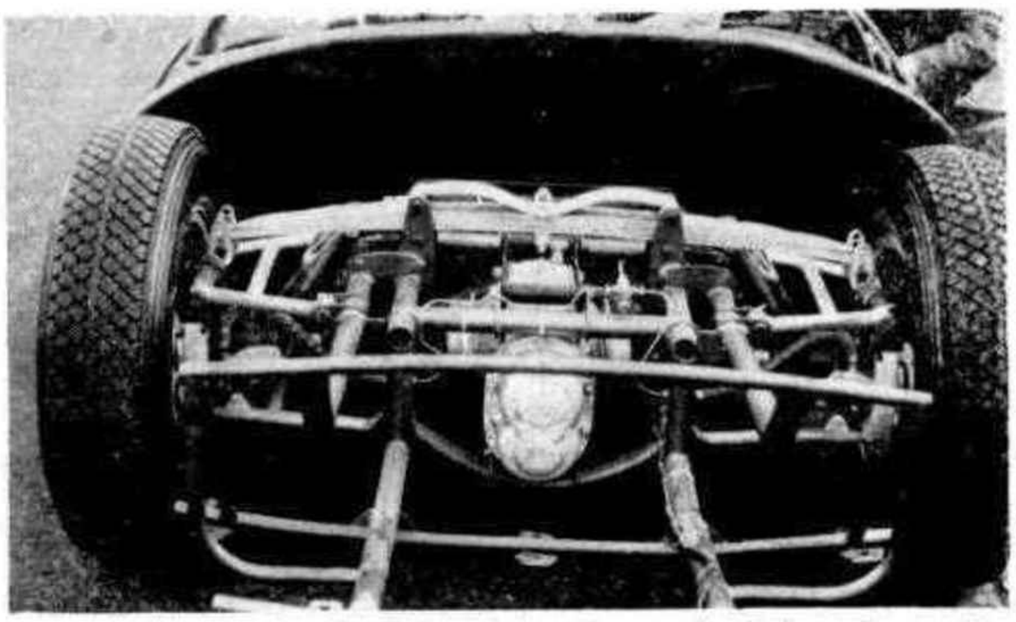
The engine is mounted behind the driver and is a Coventry-Climax, driving to a chassis-mounted Citroën gearbox behind the final-drive unit, this gearbox containing close-ratio Cooper gears giving four forward ratios.

Steering is rack-and-pinion and single wishbones are used for the suspension. The battery lives at the very nose of the car. It is hoped that this ingenious new 1,100 sports model will turn the scales at 7½ cwt., complete.

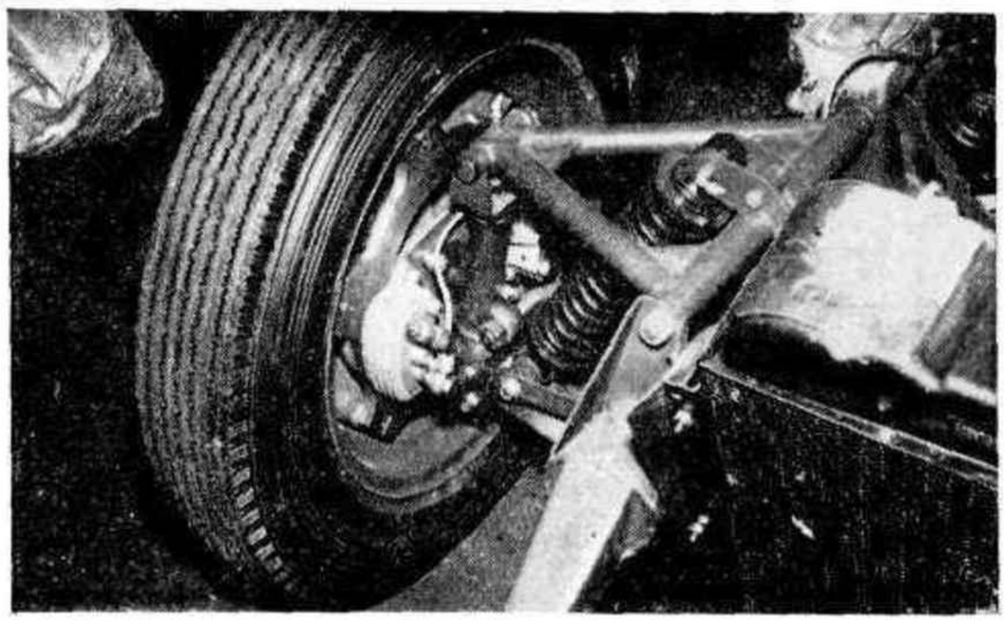
Cooper-Jaguar and Cooper 1,100 sports cars are being built for a number of well-known drivers, Tommy Sopwith having one of each sort on order and a provisional entry for Le Mans with the 1,100-c.c. Coventry-Climax-engined car.



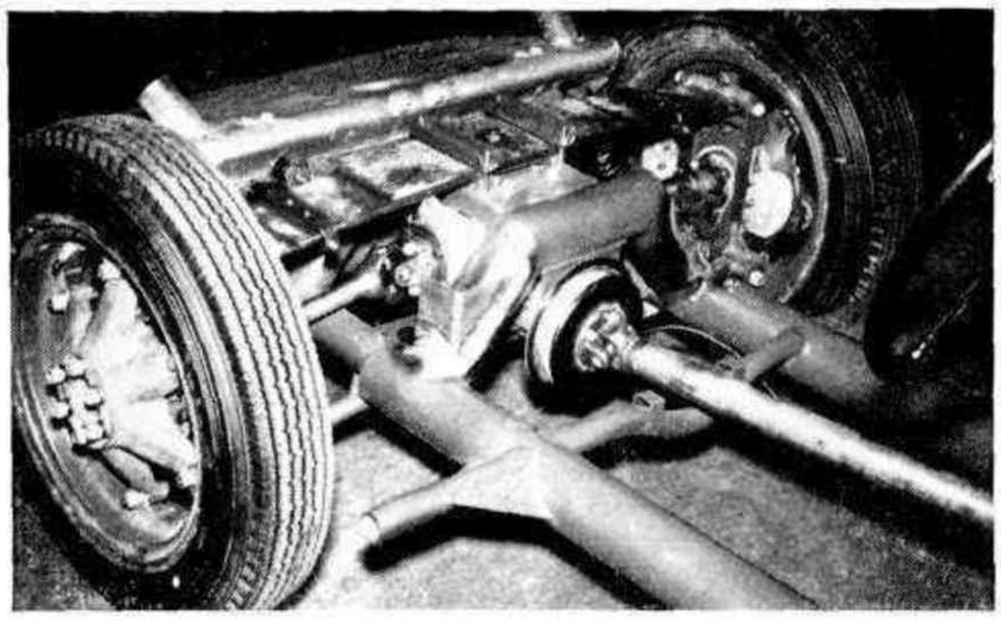
POTENT.—The Cooper-Jaguar space-frame chassis. This year these cars will have a D-type Jaguar engine developing 250 b.h.p.



REAR SUSPENSION of the Cooper-Jaguar is independent, using double wishbones and a transverse leaf spring. Note the anti-roll leaf above the main spring.



DISC BRAKE.—An exciting feature of the new 1½-litre sports H.R.G. is the use of H.R.G.-Palmer disc brakes, triple-pad at the front and two-pad at the back.



REAR END of the new H.R.G., showing the wide, three-leaf transverse spring, tubular chassis, long drive-shafts to the back wheels, the ingenious transmission brake and magnesium-alloy wheels.

H.R.G.

The H.R.G. Engineering Company, founded well before the war by Halford, Robins and Godfrey, has never built any cars but sports cars and, although these were of vintage persuasion, they have always been held in very high esteem by enthusiasts.

Consequently, it is extremely pleasing to find that the long-awaited new H.R.G., soon to go into production, is as sensationally advanced as the now obsolete models are charmingly old-fashioned.

The new H.R.G. has a single tube chassis frame of 16 g. steel, by which we mean that two parallel large-diameter tubes replace the side-members of the chassis of vintage times—some authorities maintain that our description is confusing, because frames with only one central tube were once made, but these are correctly termed backbone frames, and to call the H.R.G.-type frame a double-tube frame would be to suggest a space-frame having tubes one above the other.

These tubes are very slightly curved, so that they are lower at the back than at the front of the car. At the front the tubes terminate in short dummy dumb-irons for attachment of the nose of the body and at the back they are reduced noticeably in diameter to form a platform for the fuel tank. These main tubes are connected by three main tubular cross-members of identical diameter, of which the central one carries the two rubber bushes which mount the gearbox and is continued as a tubular scuttle hoop.

The first unorthodox aspect of this new H.R.G. sports-car which impinges itself on the observer is the suspension system.

In order to ensure wide suspension-links which are essential to maintain the road wheels in correct track it was originally intended to use single-leaf transverse springs of triangular formation. Special steels being required for such non-friction springs, which is difficult to obtain, a compromise has resulted in 5 in. wide, three-leaf springs being employed.

The front spring passes below the chassis tubes and wide-base A-shape fabricated wishbones are pivoted on brackets above the side tubes. At the back a similar spring is mounted above the chassis and rather different wishbones are used below it, the effect, front and back, being extremely rigid, wear-resisting location of the wheels.

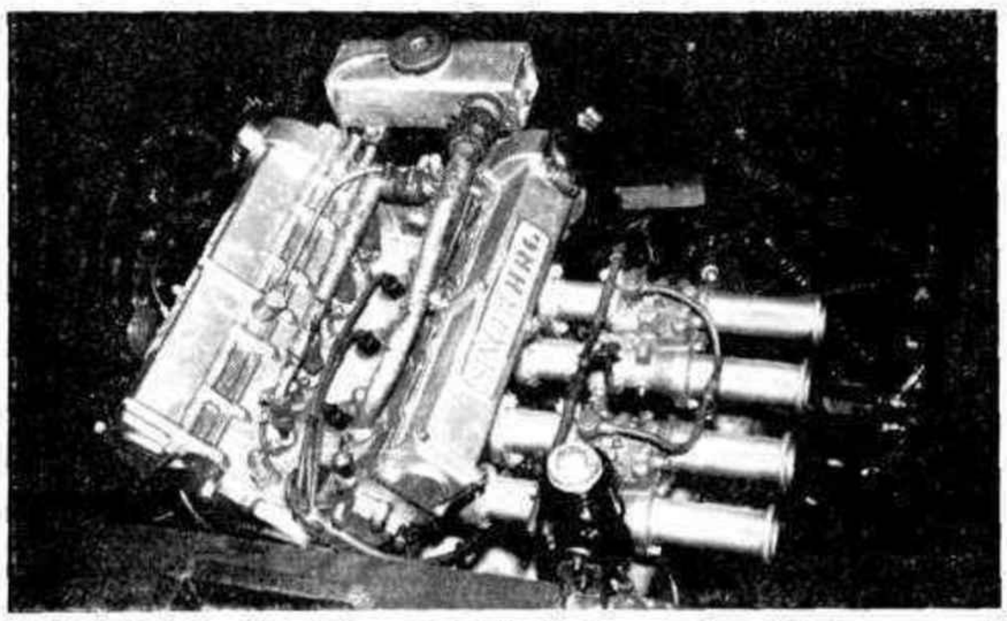
These low-friction leaf springs take only about 75 per cent. of the total weight of the car, the remainder being absorbed by Woodhead Monroe strut-type suspension-cum-shock-absorber units incorporating external coil springs. These are mounted at 45 deg. leaning in towards the top, those at the front being attached to the centre of the wishbones and at the back to brackets attached to an arched tubular auxiliary cross-member. This combination of coil springs and leaf-spring suspension, apart from its structural advantages, provides a form of variable-rate suspension.

The new H.R.G. has the final drive, casing being bolted to plates between the back main chassis cross-member and the aforementioned arched cross-member to which the rear suspension struts are anchored. Although the majority of the chassis components and brackets are welded-up in the modern chassis, certain mountings employ bolts and nuts for easy interchangeability. This applies to the final-drive assembly.

The drive passes to the hubs *via* universally-jointed open shafts to provide independent rear suspension, and special pains have been taken to make these shafts of considerable length, thus reducing angularity.

The power unit of the new car is a four-cylinder 73 mm. by 89.4 mm., 1,497 c.c. unit with a very business-like 90 deg. o.h. camshaft head. Known as the Singer-H.R.G., which name appears on the cam-box covers, this engine employs the bottom-end of the well-known Singer SM 1500 engine, but with a steel instead of a cast-iron crankshaft and other obvious modifications for increased power output. This pleasing-looking engine develops its peak power at 6,000 r.p.m. and with a free-flow four-branch exhaust system and ram inlet pipes in conjunction with two 40 mm. twin-choke Solex racing carburetters with air-intake extensions, 105 b.h.p. is developed at 5,500 r.p.m. on a compression-ratio of 8.7 to 1.

A belt-driven water impeller is used, this belt also driving the dynamo, and a four-bladed cooling fan is driven by a separate belt from the front of the impeller, so that the fan can be dispensed with when not required; the fan is mounted on slotted brackets for belt adjustment. A small header tank, incorporating the water filler, is mounted on brackets attached to the front of the cam-boxes, remote from the radiator, which is inclined *forward* at an appreciable angle to provide a low nose. Water leaves the cylinder head *via* a small-bore two-branch manifold delivering to the header tank. Water is directed to each exhaust-valve seat by means of an external gallery with four off-takes, coupled to the head by four small hose joints. The sparking plugs are in the centre of the hemispherical combustion chambers, inclined rearwards, ignition being by Lucas coil. The inlet valves are on the off side, the exhaust valves on the near



TWIN-CAM.—The Singer-H.R.G. 1½-litre engine which powers the new H.R.G. Note the double-choke Solex carburetters, water-feed to the exhaust valves, twin oil fillers and separate heater tank; 108 b.h.p. is developed at 6,000 r.p.m.

Continued on page 124

PICTORIAL REVIEW

C.U.A.C Miniature Monte

T.E.C.C. Cats' Eyes Rally Small Firms

Top, left : FAST RUN.—This TF M.G. driven by S. Moore made a very fast time during the driving test on the front at Southend.

Top, right : BANG !—The back suspension of P. Sapsed's Velox collapsed whilst negotiating the test chicane during the driving test of the Cats' Eyes Rally.

Bottom : STARTING OUT.—J. P. Russell in his Morgan leaving Lamb's Garage, Woodford, Essex, at the start of the Cats' Eyes Rally.









HEELING OVER.—F. Holmes in his Sunbeam-Talbot 90 in action during the final tests, at Southend, of the Cats' Eyes Rally.



TALKED ABOUT.—The beautiful A.C. Aceca coup
This is the prototype, but the first production version w
being completed during February.



ONE OF MANY.—D. Llewellyn-Rees bringing his Triumph TR2 round the pylon; one of the more popular of today's rally cars.



SMOOTH LINES.—M. Mostyn in his Jaguar XK120
w

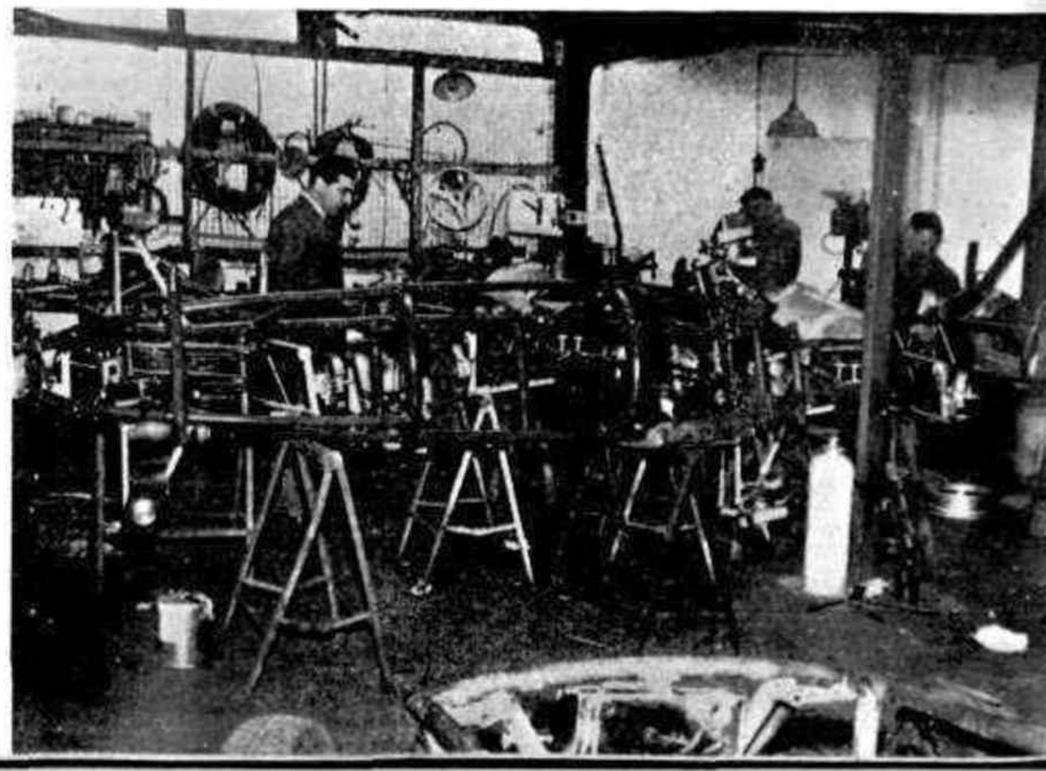


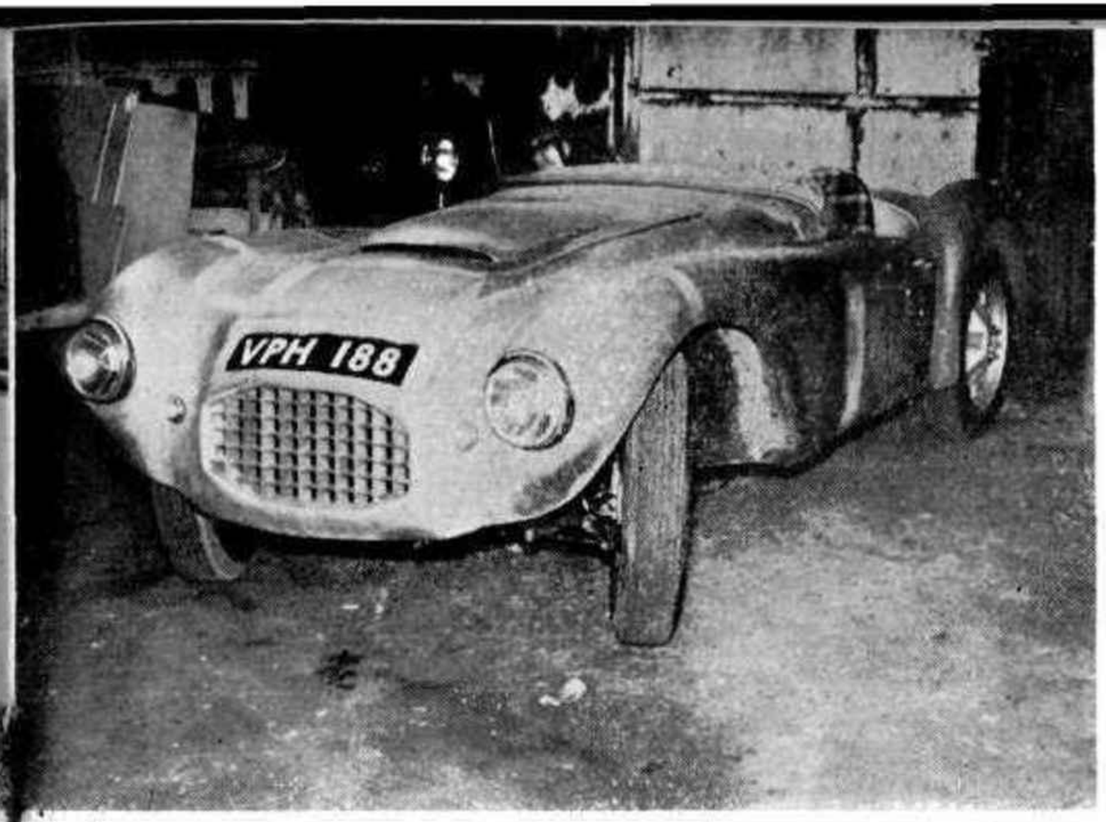
OLD STYLE.—F. W. Scott and G. S. Sutcliffe performing a manoeuvre during the Cats' Eyes Rally. Their M.G. has dual shock-absorbers, quick-action radiator filler, and twin outside exhaust pipes—obviously a sports car.

ANGLIA AWAY.—D. Dent turning into the North Circular Road at the beginning of the first section, in which he was one of the competitors to go astray.

BUSY.—Plenty of activity in the Cooper works Surbiton, with John Cooper at the back. The Cooper Jeguar, sports 1.100-c.c. Cooper and Mk. IX F. H Coopers are in steady production.





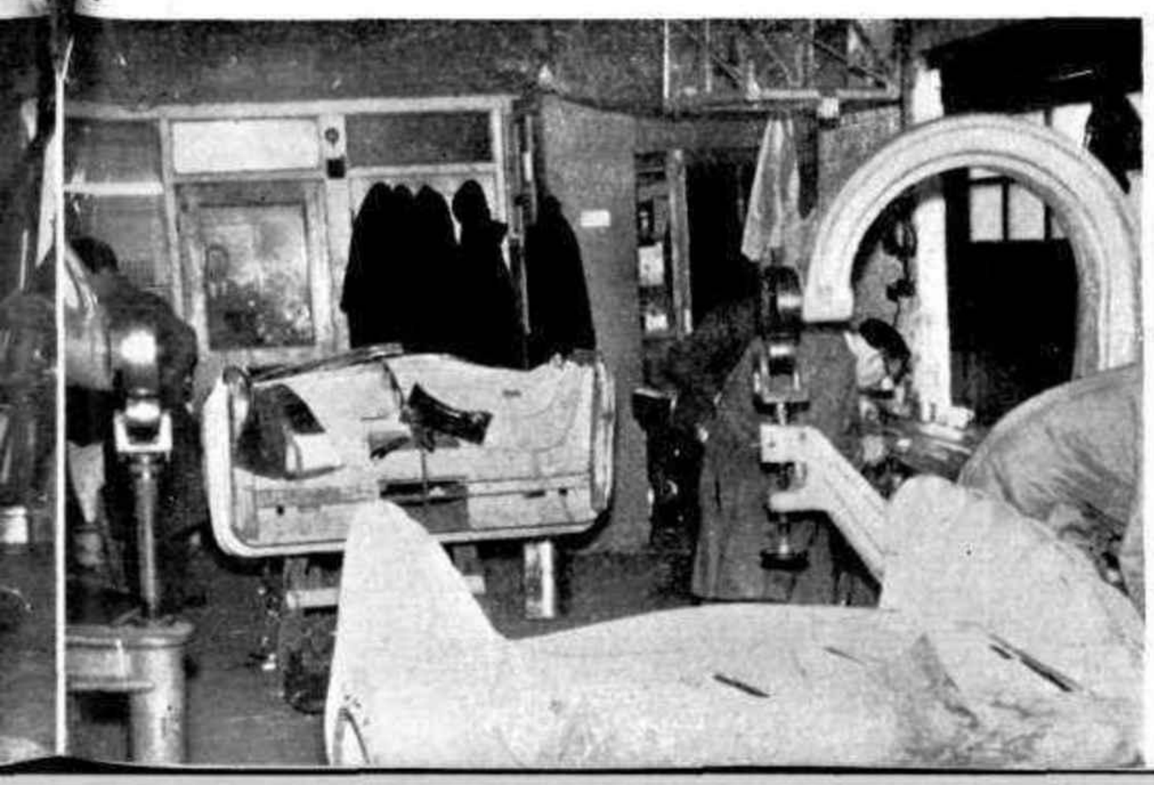


OLD INITIALS/NEW CAR.—The latest H.R.G. is as modern as the pre-war models were "vintage." The car is fully described elsewhere in this issue.



coupe made a fast run, giving him every reason to look so pleased ith himself.

BENDING TO THE TASK.—Body panellers from Williams and Pritchard finishing Lotus bodywork at the Hornsey Lotus factory.]



HIGH SHINE—about to be removed. The Hon. Cunliffe Lister's highly polished Jaguar XK120 coupe about to leave St. Neots on the Miniature Monte.

FORD'S ZEPHYR.—Here seen driving down the road out of St. Neots on the first section of the Miniature Monte.

WHERE DO WE GO FROM HERE?—J. Pay and A. Burgess with their Triumph TR2 plotting their course prior to setting out in the C.U.M.C.'s Miniature Monte.

STARTING OFF.—The start control marshal seen here checking out B. R. Hardcastle in his Hillman at St. Neots at the start of the Miniature Monte.









SMALLER FIRMS—Continued from page 120

side of the head. There is a quick-action oil filler at the front of each cam-box cover. This compact, high-output engine is in unit with the clutch and a close-ratio gearbox with central remote-control gear-lever. The unit is three-point mounted in the chassis, at the back as described and at the front on fibre pads on brackets extending out to the chassis tubes.

The drive passes *via* an open propeller shaft to the chassis-mounted-final drive unit.

A range of final-drive ratios ranging from approximately 3.5 to 1 to 4.5 to 1 will be available, but the prototype car and second chassis has gear ratios of 4.1, 5.1, 7.93 and 12.54 to 1. At the rear of the chassis a flat fuel tank of about 13-gallons capacity is fitted, the spare wheel being accommodated above it, with room for luggage above.

Steering is by a Singer circulating-ball-type steering box, the drop arm of which operates at the centre of the divided track rod behind the front spring, through a transverse drag-link.

One of the many outstanding features of the new H.R.G. is the use of disc brakes. These are of H.R.G. manufacture under Palmer licence and at the front employ triple pads per brake, two on the leading edge and a single pad at the trailing edge of the disc, two-pad brakes being used on the back wheels. These brakes, for which H.R.G. have the sole rights, are operated by the pedal *via* two hydraulic master-cylinders and a wiffle-tree system of adjustment is incorporated so that the braking effect can be varied between front and back wheels. These disc brakes put the new H.R.G. in the forefront of modern sports cars and they will contribute materially to the performance of the car, rendered extremely brisk by reason of the excellent power output of 72 b.h.p. per litre, and a total weight which is estimated to be in the region of 14-14½ cwt.

A fly-off central handbrake—typically H.R.G.—is fitted and as it isn't convenient to couple this to the disc brakes an ingenious solution has been found—the lever applies an expanding transmission brake at the back-end of the propeller shaft, through an enclosed cable. This brake, being geared-up, is very powerful, and fully capable of stopping the car on its own, but would naturally overheat under prolonged application.

H.R.G. wheels consisting of six magnesium spokes bolted to Dunlop steel rims are used, these wheels being handsome and business-like in appearance as well as light in weight and likely to ensure adequate cooling of the brake discs. They are bolted to the hubs with a row of six nuts, but normally tyre changes would be made by unbolting the rims. The tyres are 5.25 by 16 Dunlops.

The prototype car carries a conventional all-enveloping, aluminium body of rather bulbous form, with a conventional nose containing the radiator-intake grille, two bucket seats, a neat instrument panel with unobtrusive speedometer and rev.-counter and a small quick-action fuel filler in the tail panel.

It should be emphasised that the new H.R.G. incorporates certain Singer components, such as the radiator, stub axles, and steering linkages, although the latter are modified.

With its twin-cam engine and disc brakes this is essentially an up-to-the-minute design and no doubt the unusual suspension system will contribute to very effective road-holding.

The new H.R.G. is a welcome addition to the sparse ranks of 1½-litre sports-cars, and its announcement is likely to create widespread interest and admiration.

The price of this interesting newcomer will be determined by demand and production facilities, but is likely to be in the region of £1,700-£1,800, inclusive of disc brakes. It will be made in two wheelbases, 7 ft. 6 in. and 8 ft. 0 in., and a lower-priced version with twin S.U. carburetters in place of the racing Solex instruments is visualised.

LOTUS

A visit to Hornsey found Colin Chapman surrounded by partially-completed Lotus frames and body shells, hoping to complete two of the new Mk. IX cars for dispatch to America in time for the Sebring race, where they are due to be driven by Frank Miller and Len Bastrup, under the aegis of Bob Said.

The rise to fame of the Lotus is a success story indeed. Only a few years ago Chapman built a sports car, as an Austin Seven-engined 750 Formula machine, and its lightweight, rigid frame was developed to become amongst the best of its kind for 750 and 1,172 Formulae racing.

Following the many successes of the slab-tailed Mk. VI Austin Seven and Ford Eight and Ten-powered Lotus cars, highly-tuned M.G. engines were used for events outside the 750 M.C. Formula. The irrepressible Chapman, having got frame and suspension to his liking, turned his attention to streamlining, carrying out many experiments with wool tufts, in conjunction with Frank Costin, as well as wind-tunnel tests.

The result was the Mk. VIII Lotus with the twin-finned, all-enveloping aerodynamic body—a pretty devastating car to emanate from virtually an amateur-inspired pocket-factory. These cars firmly established themselves in competition work last season. Chapman admits that he does not love particularly the aerodynamic body but, as he said, you cannot sneeze at a free ten extra m.p.h., apart from which his bodies enhance stability.

This year will see the debut of the new Mk. IX Lotus. It is mainly similar to the Mk. VIII but, being built round the 1,100-c.c. o.h.c. Coventry-Climax engine, is lower and shorter, although track and wheelbase remain as before, the latter at 7 ft. 3½ in. The twin tail fins are shorter and more bulbous to partially enclose the back wheels and the whole car is lower, which eliminates the somewhat grotesque side-view of the Mk. VIII, which, being long for a small-engined car, and very advanced, tended to exude a rather space-travel atmosphere.

The Mk. IX will have a very neat ducted radiator, entirely sealed off from the engine compartment, air for brake cooling being taken from apertures on each side of it, while a low opening in the bonnet will admit cold air to the engine.

As the body is lower a slight "conning-tower" will surround the driver, to which will be shaped the U-windscreen. Minor mods. to suspension brackets, centre-lock wheels and a new de Dion back-end permitting tubular half-shafts, will be features of the 1955 Lotus. Fuel will be carried in a pannier tank on the near side, because this location will match the revised weight distribution consequent upon using the lighter Coventry-Climax engine. At present these tanks come in 19-gallon Le Mans and 13-gallon Sebring sizes, but a smaller one could be employed for short races.

The Coventry-Climax engine will be installed in 1,100-c.c. and 1½-litre form, mated to an M.G. TC gearbox. The nose of the car has been altered to provide a low-placed radiator inlet and a different air-flow round the front wheels; Chapman remarking, after further aerodynamic researches, that "Mercédès-Benz knew something about that department!"

Orders are flowing in for the new Mk. IXs. Ken Smith, the 500-c.c. exponent, will have one, Reg Bicknell will drive another, and Peter Gammon has a new Lotus on order but has specified a non-aerodynamic body because he wishes to keep weight to a minimum and the slab-tailed type saves some 50 lb. All these will be 1,100-c.c. cars. John Coombs has a 1½-litre Connaught-engined car, Nixon, the E.R.A. driver, a Lotus with 1½-litre Turner fuel-injection engine on the stocks, and Brian Naylor has acquired a used Lotus. In addition, Chapman will build himself a new car, Hacking will race a 1½-litre Lotus-M.G., while 2-litre Bristol-engined cars are being prepared for Michael Anthony and Scott-Russell, and Cliff Davis may decide on one. Moreover, a Lotus-Bristol is being supplied to an enthusiast purely as a road car.

At the time of our visit, early in February, these orders were reflected in panel-bashing activities on the part of Williams and Pritchard, who panel the Lotus space-frames.

For a small firm to have cars running at Sebring and an entry for Le Mans is creditable in the extreme. At the time of our visit Le Mans' plans were not very far advanced, but Chapman had great hopes of his entry of two 1,100 c.c. Coventry-Climax Mk. IX cars being accepted. The drivers are rumoured as possibly Gordon Wilkins/Ron Flockhart and Lance Macklin/Colin Chapman, but this obviously depends on various factors.

The Hornsey home of Lotus is rather cramped due to the car's very quick rise to fame, and discarded body-shells, new frames and other components are apt to stack-up outside on fine days, where they mingle with the delightfully early-vintage Austin Seven saloons of the employees. Plans are in hand for expansion and work has already commenced on a new engine assembly and test shop, wherein we imagine Chapman may extract more than the 72 b.h.p. at 6,300 r.p.m. which Coventry-Climax claim for their 1,098-c.c. engine. He also has plans for a neat transporter, based on a Commer van, which will accommodate two Lotus cars, one above the other.

In conclusion, we should explain that the Lotus Engineering Co. does not supply complete cars. The Lotus frame-cum-body-cum-suspension units, including de Dion rear-end, costs in the neighbourhood of £600, and auxiliaries in the region of another £250, without including the power unit. The price-total is still modest, judged by the available performance and competitions-record of these cars.



NEW.—The least-expensive Frazer-Nash is this 105 b.h.p. "Fast Touring" model, costing £1,650 "off the peg," exclusive of p.t.

A.F.N.

A visit to the historic Falcon works at Isleworth, where the chain-driven Frazer-Nash cars were assembled years ago, produced lunch with the Aldingtons, whither we were taken in a beautifully-constructed Type 501 B.M.W. saloon, and inspection of the latest Frazer-Nash model, the Fast Roadster, which is the least expensive model in the Frazer-Nash range, being priced at £1,650 basic. It is a handsome all-enveloping two-seater with the 105-b.h.p. triple Solex carburetter Bristol engine, in the well-tried Frazer-Nash single-tube chassis with transverse leaf-spring i.f.s. and torsion-bar rear suspension of the normal back axle. The specification includes rack-and-pinion steering, Girling 11-in. brakes with cast-iron drums, bolt-on disc wheels, one-shot chassis lubrication, and equipment includes bucket-seats upholstered in Vynide, laminated safety-glass in the windscreen, full all-weather equipment, etc. On the latest models the plated grille at the front of the carburetter air-intake on the bonnet is dispensed with.

We were able to inspect the new Sebring Frazer-Nash of which Stoop was soon to take delivery, and several fixed-head coupés in course of construction, with or without de Dion rear-end to customers' choice.



ISLEWORTH FASHION.—The Sebring Frazer-Nash, the Bristol engine of which gives 140 b.h.p. at 5,750 r.p.m. on a compression-ratio of 8.8 to 1.

As some confusion exists in respect of A.F.N.'s entry for Le Mans, we can say that if the new *sports* Type 502 B.M.W. 2.6-litre V8 engine is ready this will be used in a Frazer-Nash chassis, probably with fixed-head coupé body, but if not, a Bristol engine will be installed.

THE ADDRESSES OF THE SMALLER FIRMS REFERRED TO IN THIS ARTICLE

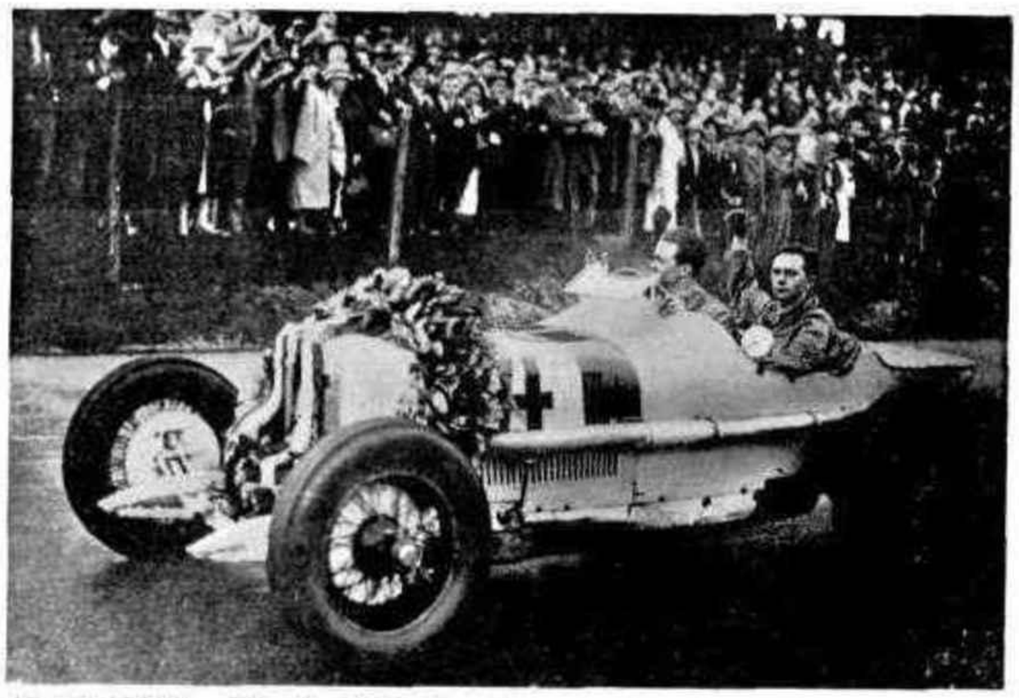
A. C. Cars, Ltd., High Street, Thames Ditton, Surrey.
A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middlesex.
BUCKLERS of Reading, Ltd., Caversham Road, Reading, Berkshire.
COOPER Car Co., Ltd., 243, Ewell Road, Surbiton, Surrey.
H.R.G. Engineering Co., Ltd., Oakcroft Road, Tolworth, Surbiton, Surrey.
LOTUS Engineering Co., Ltd., 7, Tottenham Lane, Hornsey, London, N.8.

TWO FILM SHOWS

This year the B.A.R.C. and V.S.C.C. again held their annual film shows. The former had some 2,000 members at four sittings of its Midnight Matinées at the Curzon Cinema. The films shown included a Stanley Schofield survey of B.A.R.C. races at Goodwood, Crystal Palace and Aintree, the Shell-Mex and B.P. documentary of the Nurburgring, nostalgic with still and action shots of the pre-war German G.P. cars but not a patch on Monkhouse's rendering of this theme, the Rootes Group colour films of the 1954 Alpine Rally and 1955 Monte Carlo Rally, with Sunbeam Alpines winning "Cups of Gold" in the former, a rather sickly Moss-the-hero sequence, some Movietones of motor sport and bathing-beauty parades, the latter of great technical interest, and, finally, the best film of the night, the Mercédès-Benz "Pioneers of Progress" film with commentary in English, showing the return of Mercédès-Benz to racing, with their successes at Reims and Nurburg and defeat at Silverstone.

When we came out, at 1.30 a.m., it was snowing, but on the run home over slippery roads we reflected that, with the Midnight Matinées over, Spring, and a return to motor-racing, cannot be far away . . .

The V.S.C.C. bioscope show filled Hammersmith Town Hall to capacity on February 15th. Whereas the seats in the Curzon were softly-sprung, as befitted owners of modern sports cars, Tim Carson had provided harder seats appropriate to his vintage-car-owning members. The bioscope had rather a task competing with the length of the hall but a very good evening's entertainment was provided. We saw the excellent Shell-Mex & B.P. film about motor-race marshalling, which every club official and marshal to do with motor-racing should be compelled to see, a Firestone film of the American veteran-car Glidden tour, various amateur films of V.S.C.C. events, and the great Anglo-American Rally, the latter in glorious technicolour, and the B.P. film of 25 years' racing at the Nurburgring, when we again heard the commentator describe a "still" of Caracciola's 1926 Avus G.P.-winning 2-litre straight-eight Mercédès as a P3 Alfa-Romeo! There was also a film of 1907 bandit-catching involving veteran cars and motor-cycles, which received the loudest applause of all.



CLANGER!—The "still" shot from the Shell-Mex and B.P. film of the "History of the Nurburg Ring," referred to in the accompanying paragraph. Described as an Alfa-Romeo, it is actually the 2-litre straight-eight Mercédes with which Caracciola won the Avus Grand Prix in 1926, run, not at Nurburg but at Avus. These were dangerous cars. During the race Momberger crashed, killing two officials. Two years earlier Zborowski was killed in a similar car at Monza. One of these Mercédes is stored today at a garage near London.

EVERY British car maker approves

WAKEFIELD Castrol MOTOR OIL (PATENTED) REGD.

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SIDESLIPS

BY

"BALADEUR"

WHEN famous British motor manufacturers fail financially—which, in the past at least, they have usually done through continuing to make the sort of cars which people like making instead of the sort which the public likes buying—they are customarily taken over by some larger industrial undertaking, so that the name at least remains, even if the product it attaches to ceases to bear any very obvious resemblance to its ancestors. Thus Daimler, although from the first this oldest of English makes was apt to be the plaything of company promoters, now finds itself part of the Birmingham Small Arms group; Napier is attached to the English Electric Company; Wolseley to the British Motor Corporation; Sunbeam and Talbot to the Rootes Group; Vauxhall to General Motors; and Bentley to Rolls-Royce Ltd.—to mention just a few which spring to mind. In France, on the other hand, things do not seem to happen like that. Of the oldest French makers, Panhard et Levassor and Peugeot still survive, more or less as glorified family businesses, a thing which seems to be unheard of in this country. Renault, but for the accidents of politics, would probably have survived also, this time as an industrial giant; but of the rest, shall we say, of the French participants in the Paris-Madrid race of 1903, most seem to have disappeared without trace. No one, I should have thought, had heard for years even of Mors, the winner.

Experience, admittedly, has taught me not to be too complacent about such assumptions. In one of these post-war years, I was looking at a catalogue of the Paris Salon, and was somewhat surprised to find that, according to the plan, one of the stands was occupied by Lorraine. Now Lorraine, as is well known, is the new-fangled name for the De Dietrich, such as Charles Jarrott drove into third place in the big-car class of Paris-Madrid, but no one seemed to have informed me that De Dietrich were still making cars, even under the name of Lorraine. Nor could any of the people who had visited that post-war Paris Salon tell me much about this mysterious Lorraine stand, except that one of the pundits opined that perhaps the firm now made a lorry. I could believe it of De Dietrich, who in their time have made all sorts of things, from railway rolling stock to motor cars designed by Bugatti, but this piece of information did not influence my view that Mors was as dead as the dodo. This assumption had nothing to do with the fact that the word means "death" in Latin, which is as irrelevant as the fact that in French it means a "horse's bit," because in the name the "s" is sounded, so that it is pronounced like the French word "morse," meaning a walrus, which is also quite irrelevant. The assumption was based, on the contrary, on the fact that the "Catalogue des Catalogues" for 1925 showed that the Mors car was still being made, while the name of the winner of Paris-Madrid was absent from the 1926 edition; and that, as far as I was concerned, was the last I had heard of it.

If I confined my reading to the motor papers, that, I suspect, would still be the last I had heard of it. But the other day I was reading the *Financial Times*, and in that estimable journal came upon an article about the French motor-cycle industry. French makers, I read, had been alarmed at the invasion of their market by Italian scooters, and some of them, such as Peugeot, had started to make scooters themselves. So far nothing in the article greatly surprised me; and then suddenly I came upon this portentous announcement. "Another newcomer in the field," declared the *Financial Times*, "the Mors company (whose main activity is electrical engineering) also proposes to raise its monthly output of scooters to some 1,000 units . . ."

Clearly the word "mors" should mean neither death nor a bit, nor a walrus; it should mean a phoenix. I quote from *La France Automobile* of February 8th, 1900: "It was in September, 1896, that MM. Mors, who until then had been solely occupied in their Grenelle factory with electrical apparatus for telegraphs, telephones and railway signals, embarked on plans for their first automobile . . ." Substitute, as an all too apposite sign of the times, the word scooter for automobile, and we are back, evidently, to 1896. History, apparently, does repeat itself. Will there, one wonders, one of these days be another race from Paris to Madrid, or at least Bordeaux, this time for scooters?



1903.—*Gabriel seen in action during his epic drive in the Paris-Madrid race, when his 70-h.p. "streamlined" Mors averaged a stupendous over 65 m.p.h. from Paris to Bordeaux. This picture forms one of many beautiful and dramatic full-page plates in "The Grand Prix Car, Vol. II," by Laurence Pomeroy, which is reviewed on page 116.*

The *Financial Times* is reticent with regard to the mechanical details of the 1955 Mors scooter. The Mors automobile of 1896, however, according to Gérard Lavergne, "had a motor with two opposite cylinders. It was a light car with stepped-cone speed-changing gear and a belt and toothed reversing gear . . ." Although he does not say so, it also, of course, had electric ignition, like the Benz, and in contrast to the Panhard, which used burners and platinum tubes. In retrospect this appears as a highly advanced feature, but it is at least a curiosity of history that during the Nineteenth Century it seems to have conferred no advantage whatever on its exponents, at any rate as far as racing was concerned: Panhard remained unbeatable until 1900—the very year, incidentally, in which this then highly conservative firm adopted electric ignition. Therein may be some consolation for those who, in subsequent years, have longed at times for an all-unelectric car. In any case, this first Mors model, again according to Lavergne, "seems to have been abandoned, or at least modified, to make the No. 4 type," which was the voiturette exhibited at the Tuileries in 1899. This also had "two opposite cylinders" and, apparently, dry-sump lubrication, since Lavergne declares that "lubrication is assured by a multiple delivery apparatus which conveys the lubricant to each part, and consequently there is no oil in the gear-case; the advantage of this is that the cylinders do not fill with liquid and the valves are not fouled." For all I know, the flat-twin design may have been modified again now to make the scooter.

Even by 1899, however, Mors had by no means confined their attention to flat twins. Indeed the second type of car, which had "a motor with four cylinders inclined at 45 deg.," must have

followed hard on the heels of the first, for Lavergne states that it " dates from 1896." This motor, he says, was " intended to economise space," and W. Worby Beaumont explains that it was " placed on one side at the back end of the boot." " In its mechanical design," adds the latter authority, this second type of Mors car " bears some resemblance to the Benz vehicle," a statement which is borne out not only by the fact that it used belt transmission but also because " the driver sits on the left-hand forward seat," a position which was long frowned on in more conservative French quarters. " The motor," says Beaumont, " is started by means of a key handle . . . two or three turns are given to the key handle which will start the motor." With the aid of the electric ignition, no more, no doubt, was necessary, but one suspects that the motor must have taken some time to warm up, in spite of the fact that only the cylinder heads were water-cooled, the barrels being provided with " radiating fins," as the carburetter, instead of being put in the angle of the vee engine, arranged with its crankshaft running across the car, was located forward of the whole unit, with separate induction pipes to each cylinder, those to the back pair being immensely long. A separate throttle valve, moreover, was provided in each induction pipe, at the cylinder end, and the driver could control these by pairs, so that, if he liked, he could " cut out one pair only, so halving the power of the engine," in spite of which, it was claimed, " the four-cylinder motor runs very steadily."

" Most of the vehicles fitted with them," adds Beaumont, " are arranged for high speeds "; and indeed, by July, 1897, less than a year after he had " embarked on plans for his first automobile," M. Emile Mors decided to go racing on one of them, from Paris to Dieppe. He drove a 5-h.p. two-seater, and had every reason to be pleased with his first effort, as he finished seventh, at 19.6 m.p.h., while Hourgières, the winner, on a 6-h.p. Panhard, averaged 23.1 m.p.h. The next year the output of the Mors engine was increased to 6 h.p., but by now the Panhards were using a vertical four-cylinder 8-h.p., instead of the 6-h.p. twin of 1897, and in the Paris-Amsterdam-Paris race it was obvious that the Mors was no match for them.

Messrs. Mors, however, were by no means obstinately wedded to their design bearing " some resemblance to the Benz vehicle," even if a motor " placed on one side at the back end of the boot " did save space. In 1898 they came to the conclusion that it was Levassor who had really found the answer, with his vertical engine in front, sliding-pinion change-speed gear, and final drive by side chains. Before the year was out, they had exhibited a phaeton on these lines, with an 8-h.p. vertical two-cylinder motor " carried in front, as in the Panhard car "—and with right-hand drive. By the beginning of 1899 they had progressed to a similar car with a 16-h.p. four-cylinder engine, which, recorded Beaumont later in the year, " has done some remarkable running this spring." By July, when the great race of the year, the Tour de France, was run, however, the new Mors, in Gerald Rose's view, was still " only in the experimental stage," but by September the experiments had evidently been successful, for in the Paris-Ostend race, Levegh on the Mors was matched against Girardot on a Panhard, and the two of them succeeded in dead-heating in a 200-mile race, the only time, as far as I can think, that such a thing has ever happened in a motor race.

Until now, Panhard had never failed to win the great race of the year, but in 1900 Mors finally showed what other people could do when at last they had learnt to build cars on Panhard lines, and in July Levegh on his 24-h.p. finally defeated the senior marque by winning Paris-Toulouse-Paris. The next year, Mors did it again, when Fournier won Paris-Berlin, and Panhard had to wait until 1902 for their revenge, when Mors were almost completely unsuccessful in Paris-Vienna. Then, in 1903, came Paris-Madrid and Gabriel's wonderful drive, when, on his 70-h.p. Mors, he averaged 65.3 miles an hour from Paris to Bordeaux.

Mors never reached these heights again, and after getting a car into the French Gordon Bennett team in 1904, the firm gave up serious racing in 1905. In 1908 it proposed to make a come-back, three cars being entered for the Grand Prix at double fees at the last moment, one of which failed to start while the other two finished quite creditably. But racing by now had become an extremely expensive business—so much so that the Grand Prix was abandoned altogether in 1909—and the 1908 effort seems to have been too much for Mors financially, as shortly afterwards it had to write down its capital. However, what with expenditure on racing and the aftermath of the American slump of 1907, most French motor manufacturers had a pretty chequered financial career during the Edwardian period.

In Mors' case, moreover, there seemed to be special reasons for believing that such embarrassments would prove purely temporary. " Its president, M. Citroën, a really first-class man," predicted *La Vie Automobile* confidently in 1910, " will be able to repair the errors committed by one of his predecessors." The nature of these reparations was not immediately apparent, except, perhaps, to the company's shareholders, who may have seen a steady improvement from then on in the appearance of their balance sheet. A few years before this, however, an American gentleman named Charles Y. Knight had electrified the motoring world by his appearance in Europe with a revolutionary engine, in which sleeve-valves replaced the hitherto universal poppets. He was apparently convinced that, as a result of his invention, the latter would soon be completely superseded, and, it must be admitted, a large number of the most eminent engineers were inclined to agree with him. To begin with, however, Mr. Knight seems to have decided that it would be unsuitable for all and sundry to be permitted to make motor cars with up-to-date engines; the privilege of exploiting his patents should be reserved to the leading manufacturer in each country. In England, he decided, this was Daimler, a decision which may perhaps have somewhat riled Messrs. Rolls-Royce, and which certainly inspired one of their directors to utter some very caustic criticisms of sleeve-valves, in anonymous letters to the motor papers. The leading French maker, in Mr. Knight's opinion, was Panhard et Levassor, who also gladly accepted his invitation to make sleeve-valve engines, and continued to do so for the next three decades. In Germany he nominated Mercédès, who were rather more half-hearted about it, making some sleeve-valve models but never wholly abandoning the poppet-valve; and in Belgium Minerva, who were as enthusiastic about it as were Panhard et Levassor in France. I have never seen any reference to Mr. Knight's attempts, if indeed he made any, to nominate a beneficiary in Italy.

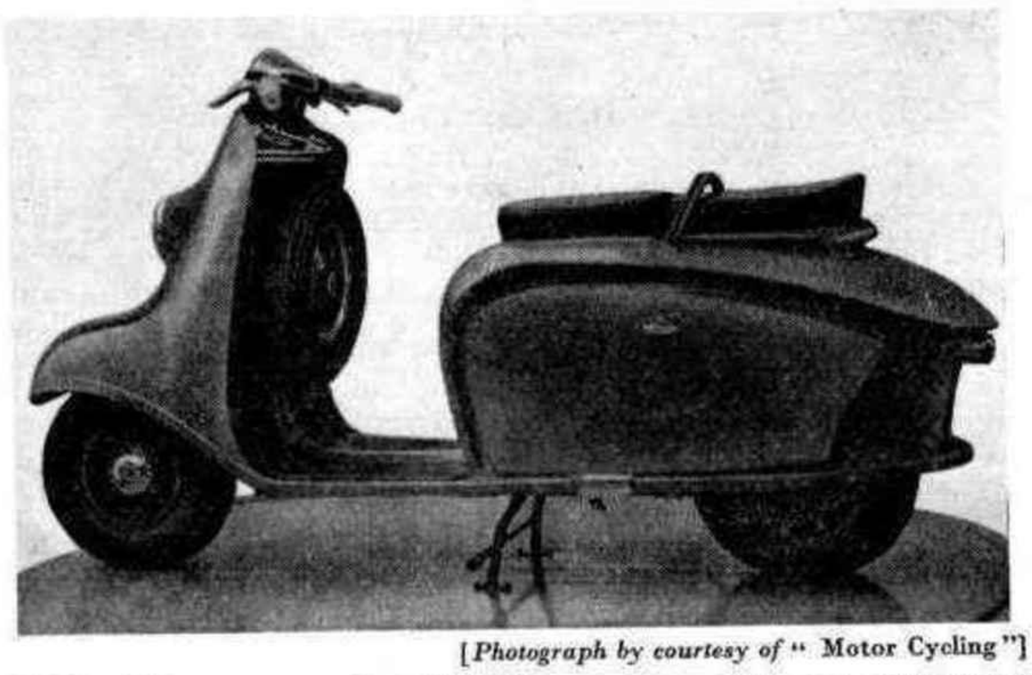
For the present, therefore, Daimler, Panhard, Mercédès and Minerva were in a position to gloat and repeat those famous lines, " We are the chosen few. All others shall be damned. There is no room in Heaven for you—we can't have Heaven crammed ! " And, indeed, in France a great number, if not all, of other manufacturers were brought to the verge of ruin, not by being forced to stick to poppet-valves, but by seeking after disastrous alternative versions of the " valveless " engine. After a time, however, Mr. Knight apparently relented, and decided that others might be admitted to the sleeve-valve Heaven, even at the risk of overcrowding. Messrs. Rolls-Royce did not accept the invitation, but in France several manufacturers did, and among the first of them was the Mors company.

For this there may have been a special reason. Its president, that really first-class man M. André Citroën, who had already conferred on the Mors company the benefit of his chevron-cut gears, had a brother, M. David Citroën, who represented the Minerva company in England. In consequence they doubtless knew all about sleeve-valves in the Citroën family, and before the end of 1912 the first Mors with a Knight engine had been announced to an appreciative public. By 1914 this type of engine had been fitted to all Mors models.

Possibly M. André Citroën was also influenced by the thought that in 1899 Mors had leapt into the front rank of French makers by building cars on Panhard lines, and that the same result might be achieved by flattering imitation in 1912. There are signs, however, that, apart from family connections, it was Minerva which this time was the more prominent exemplar. While Daimler and Panhard were primarily interested, in the years before the first war, in the qualities of silence possessed by the Knight engine, Minerva were inclined to see in it also a solution to the apparent limitation imposed by the poppet-valve upon engine speed—a limitation which others sought to circumvent, notably in 1914, by desmodromic devices. As a result, they built a team of Knight-engined racers for the 1914 Tourist Trophy race in the Isle of Man, which, after being very nearly warned off the course for going round in a cloud of almost impenetrable blue smoke, proved itself easily the most successful in the competition, and gave the winning Sunbeam, with a most up-to-date racing poppet-valve engine, designed on Henry lines, an exceedingly good run for its money. Later in that same season, in September, the Coupe de l'Auto race was to have been run in the Auvergne for 2½-litre cars, and this event was to have marked the return of Mors to racing. In fact, of course, the French were otherwise occupied by September, and I have never seen a description of the 2½-litre Mors. It seems permissible to surmise, however, that the two cars entered for the 1914 Coupe de l'Auto were, or at least were intended to be, sleeve-valve racers somewhat on the lines of the Tourist Trophy Minervas. Fate, however, decreed that they should never be given the chance to measure their prowess against the 2½-litre Peugeot, also with a Henry-designed engine, which was expected to win the race and which did win the Targa Florio after the war.

During the 'twenties the development of the sleeve-valve engine

for racing was continued in France, notably by Peugeot and Voisin, but not by Mors. Mors continued, until about 1925, to make cars with sleeve-valve engines, which were, according to the contemporary advertisements, "*simples, souples, silencieuses.*" It sounds, in fact, as if the firm was now more interested in those qualities of silence, sought pre-eminently before the war by Daimler and Panhard, than in the pursuit of power. In any case, the whole thing was, I should imagine, on a pretty small scale. For that really first-class man M. Citroën had by now shown himself to be really too first-class to be content to remain on as president of the Mors company. In 1919, in fact, he had decided to set up on his own, and by some arrangement the details of which are, I must admit, obscure to me, took over the main Mors factory in order to make the Citroën car. Possibly he proposed to Mors that modern conditions demanded mass-production, and Mors, true to the traditions of quality workmanship typical of old-established electrical engineers, refused to countenance the idea. Most people who preferred to go on making cars in the old-fashioned craftsman way duly went broke in the slump which started in 1929. Mors were perhaps wise in their generation in that they had already stopped making cars before the slump happened. With the disappearance of the car, I had rashly assumed that the firm had gone out of business. On the contrary, it now seems, it had merely returned to its last of electrical engineering, from which the incursion into motor manufacturing of thirty years before now appears as a mere temporary aberration. As a result, it evidently survived the slump, and the second world war. And now it is making scooters . . .



[*Photograph by courtesy of* "Motor Cycling"]

1955.—*The present product of the Mors concern—this up-to-the-minute mass-produced motor scooter.*

A SOUND PROPHECY!

Last July MOTOR SPORT drew attention, in an Editorial under the heading "Ridiculous in Retrospect," to the adverse report issued during the war by British engineers on the design of the VW. A British technical journalist found otherwise :—"It is quite certainly a car that would have been suitable for all German motoring conditions and also for export to world markets where car value is measured, not by eye appeal, as it often is in this country, but by sheer utilitarian considerations.

"Finally, it is well to remember that the enormous (K d F) works may be turned back to the production of cars with the cessation of war and that the design is sufficiently advanced not to have become out of date during the period of hostilities. The K d F may well, therefore, become a competitor for export business in the post-war period." Those words concluded an article entitled "The Truth Behind the K d F," by Laurence Pomeroy, which appeared in *The Motor*, dated March 12th, 1941.

The same journal, on January 19th this year, in reporting the 38th Brussels Motor Show, stated that the VW plant in Antwerp accounted for a large part of the total of 35,000 German cars sold in Belgium during 1954, the figures for American plants being 21,000, French 18,300, and British 16,700.

During 1954 Germany produced 242,673 VWs, as the K d F is now called, an increase of 35 per cent. over 1953. Of these, 108,922 were exported, an increase of 36.7 per cent. over the 1953 exports. About 30 per cent. of all passenger cars on German roads are now VWs. In Belgium the VW sells for 57,000 francs in standard form, compared to 49,500 francs (£360) for the Renault 750 "Normale" and 49,750 francs for the two-cylinder I.F.A. The two-door Austin A30 saloon costs 2,000 francs more than the VW, and the two-door Austin A40 21,600 francs more.

Then in the *Motor* last month "King Pin" advocated air-cooling, stating that "Volkswagen have done very well. Their design is now 20 years old. If Britain stepped in now with a brand new, properly-developed car of medium size, powered with a well-shaped six-seater body and 60 b.h.p. air-cooled engine, she would sweep in orders from all the world."

MONTE CARLO FLASH-BACK

This year's Monte Carlo Rally produced an excellent tale of good sportsmanship. When Ray Merrick's Standard Eight suffered a stone in its radiator near Carlisle another car of the same sort was seen outside a public house. The owner was persuaded by Merrick, in the middle of a snooker match, to swap radiators, after his father's permission had been obtained. Presumably the damaged radiator would suffice for the snooker-player's drive home, but not for the journey Carlisle-Monte Carlo.

This is reminiscent of those happy days when a G.N. or Bugatti owner, for instance, would drive down to Brooklands to watch a race, leaving his car near the railings, and on his return would find a cylinder or the radiator missing—robbed to enable a stricken competing car to resume its race, often *without* permission!

In applauding the Scotsman's sportsmanship may we express the hope that his car has been restored to normal and that he was rewarded by learning that his generous gesture enabled the little British car to complete its journey.

SCAVENGER!

The Editor has a scavenger complex and harbours in warm, dry places things like bits of Kaiser War aeroplane engines, mechanical oddments from extinct racing cars (he uses a valve from a 1914 G.P. Opel as a paperweight and the propeller from a 1918 Sopwith Salamander TF2 armoured single-seater Scout adorns his study), crankshafts from unusual engines, and so on.

If any reader is about to throw out debris of this sort W.B. would be glad to forestall the dustman . . . He is also anxious to complete his files of weekly motor journals of the 1919-1930 period and simply adores radiator badges and mascots.

A NEW DINKY MODEL

Meccano, Ltd., have brought out one of their best Dinky Toy miniatures to date, in the form of an open-bodied Cunningham C-5R sports/racing two-seater. Rather larger than previous Dinkys, this Cunningham is nearly 4 in. long and has an open cockpit with l.h. drive and blue-overalled driver. The finish, of a high standard, faithfully reproduces the white body with its dual banks of blue and the car has a full-width Perspex screen and carries the racing No. 31. Anyone who has seen the big Cunninghams upholding U.S. honour in modern sports/car races will want this model. Ask for it at any good toyshop or sports dealer.—W. B.

AMERICAN MAGAZINES

America's motoring journals have flourished exceedingly since the war and some of them are now very good indeed and we are delighted to see them.

Speed Age for February packed in an enormous amount of material reviewing last season's racing, continues Russ Catlin's History of A.A.A. National Championship Racing, dealing with the 1911 season, and outlines the successes of the late Wilbur Shaw.

Car Life for February reviewed pictorially the latest U.S. automobiles, introduced American drivers to the sports car, had an article on "Glamour Cars of the Movies" and reported on last summer's Anglo-American Vintage-Car Rally.

Antique Automobile, the beautifully-printed journal of the Antique Automobile Club of America, has a series of articles by Charles L. Betts, Jnr., on Indianapolis Stock-Car records, starting in 1914, and in its winter number recalled the Vanderbilt Cup races.

LETTERS from READERS

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

THE FORD CONTROVERSY

Sir,

It is with great interest that I have read the recent controversial letters regarding the products of the Ford Motor Co.

As the owner of a 1954 Ford Consul I must say that I am in entire agreement with all that Messrs. English, Campbell Kemp, McGhee and Etc. have had to say, with the exception of the excellent service and responsibilities accepted by Fords through their local agent. I, too, have had a new axle, speedometer, dip-switch, coil and many other small items replaced completely free and, added to this, St. Mary's Motor Co. placed at my disposal a car, also free of charge, whilst these repairs were being carried out.

I have become very satisfied with the performance of my car, particularly its comfort during journeys which often exceed 300 miles in one day, so much so that I have ordered another Consul to be delivered to me in June of this year.

I am, Yours, etc.,

Market Harborough. EATON CASTELL.

Sir,

Having read the letters of Mr. English, Mr. McGhee and Mr. Kearns, I can only conclude that they have been most unfortunate in the service they have received from their Ford motor cars, and apparently also from certain agents.

I have been driving motor cars of all sorts for well over 30 years, and just over twelve months ago I decided to buy a Ford Zephyr after consulting many members of my motor club and other friends who strongly advised a Zephyr. I have now had this motor car for 16,000 miles, which includes over 2,000 miles on the Continent last year, and I can say without any hesitation at all that I have never had a car more suited to my needs; incidentally, for the information of Mr. English, I still own a 3-litre Bentley. The Zephyr has never given me one moment's trouble or anxiety. I have used it in local rallies and I have driven it for every-day driving in all sorts of weathers. It has never been vicious either in wet or snow, or any other conditions. Of course, with small wheels and high power you can get into serious trouble with a car of this nature, as indeed you can in any car, if one is not prepared to drive with care and understanding, and I have no hesitation at all in saying that on a snowy road in the hands of a complete novice, the Zephyr would be a deadly weapon, but so would any other car.

One final word. I have so much confidence in the products of Ford that I have added a Consul to my collection for the use of my wife, a thing I would certainly not do if they were dangerous vehicles, as is suggested by your correspondents.

I am, Yours, etc.,

Holywell. A. HUGH RUTT.

Sir,

I admire your journal very much, especially regarding your mentioning the names of cars which have not been a source of pleasure to their owners. Other national motor magazines being frightened of losing advertising space refuse to mention any car by name in their "Letters from Readers" columns.

I have now topped the 700,000-mile mark driving cars of many types. Goodness knows how many more miles could be added to the above figure if I could remember the mileage done on motor-cycles in the earlier days.

I had several cars on order in 1951 and to my surprise I got delivery of a Ford Consul. I cannot say it has been trouble-free but, up to date (55,000 miles), I have had no engine, clutch, gearbox or back-axle complaints.

However, what I really wish to say is that the Consul is the finest car I have driven as regards cornering and roadholding, especially in wet weather, and although I am usually alone in the car I have yet to put weights, etc., in the "boot."

Some few weeks ago I was driving towards South Wales, taking things easily, when a modern Jaguar saloon and an A70 passed me having a "scrap." The thought passed through my mind that the road ahead had many curves and corners, so I set off in pursuit and, believe it or not, I passed both cars within the next seven miles. What the drivers of those cars thought when I took my hat off as I passed them (to show my old bald head) I cannot surmise.

My complaint with the Ford people is that they could and should improve the car inside; better seating, etc., especially the driver's seat. Another Consul is on order for spring delivery.

I am, Yours, etc.,

Totley. "UNCLE BEN."

Sir,

Mr. English has allowed his enthusiasm for the Volkswagen to run away with his judgment. I own neither a VW nor a Ford, but I have driven the New Anglia, been a passenger in a Consul for some 400 miles in two days, and motored many miles in a VW in Germany a year or two ago. I cannot accept the statement that the VW "generally leaves behind" a Consul. The published road-test figures just will not substantiate any such claim. If a Consul is being "driven" it will show a very clean pair of heels to a Volkswagen.

Accepting the Editor's remark that the New Anglia rivals the Consul in performance, some comparisons in performance between the VW and Anglia are available in a publication of a contemporary journal. This shows the Anglia to be 4 m.p.h. faster and with brisker acceleration right throughout the range, and in particular at the top end, where from 40-60 m.p.h. the Anglia took no less than 19 seconds less. From 0-60 the difference in favour of the Anglia exceeded 18 seconds.

The petrol figures for the VW are not quite so good either. The Editor and the publication referred to give a figure of 34-36 m.p.g. for an overall consumption and not the 40 claimed by Mr. English. If he is getting this figure I suggest he is not driving flat out. (At a constant 60 the road-test figure was just in excess of 33.)

I must confess that I am seriously considering changing to a VW and am only deterred by the very bad luggage accommodation, one suitcase being of little use to a family of four.

In conclusion, may I wish MOTOR SPORT continuing success in 1955. Your policy of publishing truthful and accurate reports cannot be too strongly supported.

I am, Yours, etc.,

Norwich. M. R. BRAITHWAITE.

[With my fingers crossed, I venture to remark that a large suitcase can be stowed under a VW's bonnet, leaving room for at least two more in the well behind the back seat.—ED.]

Sir,

Having driven in the official Ford works' competition team for nearly four pre-war years, and having owned a Ford of some description for the last twenty years I shall, unlike Mr. W. D. Kearns, probably buy many a Dagenham product in the years to come. But he has my sympathies in respect of the Zephyr, as I have also had trouble with wheelspin and skidding; have had two replacement clutch units; found it almost impossible to make a quiet change down from second to bottom gear.

Wheelspin can be greatly overcome by having the tyres "Wyre-soled," and by having all four wheels so treated road adhesion is much improved on wet surfaces.

I do not think that the transmission judder at low speeds, nor the savage clonks from the transmission when reversing (and in my case when going forward in bottom gear as well) can be attributed to rear engine-mounting bushes, but is due to the clutch unit itself. Replacement Ford units had little effect, but, coupled with attention to the rear dampers, a 95 per cent. cure was effected by some main Ford dealers who fitted non-Ford parts in the clutch unit.

My 1952 (late) model has never suffered with transmission vibration, but I know of one fairly new model which vibrates like mad at 60 m.p.h., and the only advice forthcoming from the Ford dealer from whom the car was purchased was "to accelerate to over 70 when the vibration would vanish!" This advice, although proving perfectly correct, was rather impracticable, and even a replacement balanced propeller shaft had no good effect. Could it be due to some misalignment somewhere?

I think most Ford enthusiasts will agree with me when I say that, generally speaking and forgetting the odd black sheep here and there, Ford products from the inception of the V8 to 1939 were trouble-free, both from the design angle and the turned out car, whereas the Pilot, Consul, Zephyr and the latest Anglia and Prefect cars are not free from design faults. One must except the pre-war 22-h.p. V8 as this was not one of Dagenham's best efforts.

I am, Yours, etc.,

London, N.14. "FORDITE."

Sir,

I am surprised at the adverse critics of the Ford Zephyr, as I have done 28,000 miles on one during the past year, and replacements have been confined to tyres at 22,000 miles, and a split battery, due to a pair of large bolts dropped into the housing at assembly. The head has not been removed, and the rear axle is intact despite a large mileage towing a heavy trailer, and the car free of rattles and mechanical defects performs as well as ever.

Frankly I cannot change into bottom gear, but many of my friends could not change from bottom to second on my 4¼ Bentley without a noise, so the complaint is quite aristocratic, and the lever is conveniently placed, unlike the atrocious arrangement on my Citroën.

The most serious defect is the transmission vibration, which also occurred on some Javelins- I understand it is better to unbalance the prop-shaft, but it is a point the makers should rectify.

So far as reliability goes it seems unlikely that such wide variations can occur on the production line, and I suspect careless servicing to be to blame, certainly in the case of your correspondent who suffered rapid front-tyre wear coupled with hub-bearing failure. Suffering the same symptoms I traced the trouble to end float and discovered that the mechanic had merely filled the cap with grease, instead of removing the assembly, greasing the rear bearing and readjusting, and I would imagine that exhaust pipes which drop off and engine bearers that fail are due to an initial failure to tighten up. I would therefore advise your unhappy correspondents to change their garage, not their Ford, now that the only better car in its class, the lamented Javelin, is, alas, extinct.

I am, Yours, etc.,

Sutton-cum-Granby. C. P. Moon.

Sir,

The misfortune which has fallen on B. Campbell Kemp since he purchased his Consul must be exceptional and one assumes that he has got one of those cars which occasionally emerge from every factory and with which everything appears to be faulty.

I have suffered similarly with a car considered by many enthusiasts as the ultimate when British cars of the Gran Turismo style are considered. Engine, transmission, suspension, brakes and body all gave continual trouble and besides the inconvenience caused through the car being off the road for a total of six months in the sixteen months of my ownership, the rectification of the many faults cost considerably more than the new price, including tax, of Mr. Kemp's Consul.

The area distributors had no mechanic with a knowledge of the cars nor did they carry a single spare part—the owner had to carry his own stock—and how necessary that stock proved to be when one endeavoured to obtain parts or information from the factory service department!

Nevertheless, there are undoubtedly some people who have had satisfaction from these so called "race-bred luxury cars," but I imagine that they will be as difficult to trace as will be dissatisfied Ford owners.

Like Mr. Kemp, I do not intend to tempt providence by purchasing another model from the same factory and now await delivery of a new and much less costly coupé from Coventry with which I anticipate increased performance coupled with reliability and, if required, a prompt and efficient spares service.

I am, Yours, etc.,

Edinburgh, 4. Thos. H. Legget.

Sir,

I have just read the letter written by Mr. B. Campbell Kemp in which he refers to his 1954 Consul.

This was of great interest to me as I am, among other things, responsible for the maintenance of a fleet used for self-drive hire.

These cars cover approximately 20,000 miles per year and yet, in the few years we have used them, no major troubles have been encountered.

When one considers the varying types of drivers who use these cars isn't it surprising that I have not encountered all Mr. Kemp's troubles and a few more besides?

Brake judder at low speeds is noticeable on a few cars, but only a few. Regarding the paint, I have nothing against this at all; it is quite within keeping with the type and price of the vehicle and anyway I have not experienced "peeling" inside or out.

I am not a modern car enthusiast, my own car being an Alvis 12/50, but the Ford range is my choice among mass-produced cars.

Maintenance of these vehicles is simplicity itself and I am quite safe in stating that the majority of work can be carried out by the owner-driver, even to relining a clutch or reconditioning a front suspension, it is all done in a matter of hours. How many other vehicles of the same class are as easy? NONE!

Regarding comments on roadholding, etc., all I have to say is, that like any car, they all entail using a little common sense.

Many thanks for a wonderful journal.

I am, Yours, etc.,

London, S.E.9. E. C. Leal.

Sir,

In relevance to the Ford controversy raging at the moment, may I quote from my Mum's autograph album, at March 29th, 1925, when people weren't in the habit of carrying ½-cwt. weights in their boots?:—

THE FORD CAR

The Ford is my automobile, I shall not want—another.
It maketh me to lie down in wet places;
It soileth my soul;
It leadeth me into deep waters;
It leadeth me into the paths of ridicule for its name's sake;
It prepareth a breakdown for me in the presence of mine enemies.
Yea, though I run through the valleys,
I am towed up the hills.
I fear much evil while it is with me,
Its rod and its engine discomfort me.
It anointeth my face with oil.
Its tank runneth over.
Surely to goodness the darned thing won't follow me all the days of my life, or I shall dwell in the house of the insane for ever.

I am, Yours, etc.,

Whetstone, N. Neil Dunlop (13⅔ years of age).

Sir,

I have only just seen your issue of January and feel urged to add a word on the other side of the discussion which is proceeding regarding Ford cars in general and Consuls and Zephyrs in particular.

Mr. English's claim to being objective would appear to be somewhat flimsy—if alone from his ill-chosen remarks about "tin fittings."

I have been driving Ford cars of various types for a considerable number of years as well as others and took delivery of a new Consul in October, 1953. To date the car has done over 22,000 miles. The sole replacements have been a new petrol pump diaphragm, a new bracket for the coil and a new windscreen-wiper motor.

As I am a salesman—not connected with the Ford Motor Co. or indeed with the motor industry—the car has to work hard and it is rare that I can spare it for a day off the road. It is true that it is maintained regularly, tyres changed round each 2,000 miles, etc., etc., but this I do not feel to be unreasonable. It NEVER spends a night in a garage.

It is true that ham-handed drivers need a boot full of ballast and that it is impossible to change gear with one's teeth whilst the hands are otherwise engaged, but for the normal driver in full possession of his senses—and a driving licence—the gear change is as sweet as anything I have ever handled except the short sports and racing-type lever jobs. Having been brought up on "crash" type gearboxes it is possible that I do not notice any difficulty in getting into bottom gear from second, but Mr. English also claims to have some experience.

Overall petrol consumption for the 22,000 miles is about 26 to 26.5 m.p.g. and since much of my driving is in London it would appear not to be difficult for this to be improved upon. Fast, long journeys NOT restricted to 60 m.p.h. show a consumption of 29 to 30 m.p.g. Oil consumption is still about 1,000 m.p.g., not including oil used in changing each 5,000 miles.

In a word, I would stress that I have made no effort to turn a hard-working saloon car with first-class performance for its type into a super sports or racing car, but I fear that it is usually used as such.

If, at any time, Mr. English can spare the time and would like a demonstration of the capabilities of just an ordinary Consul I would welcome the opportunity to prove to him that there is no justification in charges of vibration, frequent repairs, tyre wear, etc., neither will wheelspin or skidding set in unless one is driving on a skating rink. Even on ice I find no difficulty in maintaining a reasonable average speed well above the normal, if one is to judge from some of the specimens one sees about. I would also ask Mr. English if he can claim—as I can—over 20 years of accident-free driving on the road; if he cares to think about that it may strike him as not entirely irrelevant!

To avoid any charges of "selling" or advertising (although I repeat my disclaimer from any connection with Ford Company) will you allow me to sign myself just

London, S.E.13. "Salesman."

Sir,

We wish to reply to the vindictive criticism of the Ford Zephyr in your January issue.

We have had experience of these cars and are very favourably impressed. One of these has recently completed 21,000 miles and, apart from the normal routine servicing, the car has never been off the road. After this mileage it still has the original set of tyres, two of which are, however, due for replacement, and the other two good for at least another 5,000 miles.

The fuel consumption is on an average 26-27 m.p.g., which includes fast runs in the hilly districts of Northumberland; in addition it often has to cope with unmetalled roads in the same district. Incidentally, the only oil put into the car has been when serviced and the level remained constant between these times.

Admittedly the car is prone to skidding on wet roads, but this can easily be rectified by carrying weights in the boot, as many Zephyr owners do.

Most of the other faults mentioned by correspondents, such as damaged back axles, steering boxes, plucking at low speeds and juddering in reverse, can be eliminated by smoother driving techniques. From the mileage on the front tyres of Mr. Kearns' model it would appear that many of these faults have been caused by excessive hard cornering. We suggest that Mr. Kearns remembers that the Zephyr is not built as a sports car but as a family saloon, even though its rally successes might indicate the former.

The general character of the car gains the confidence of any conscientious driver by its excellent all-round visibility, its lighting system, and very brisk acceleration; we only deplore the three-speed gearbox; the ratios, however, are well chosen for this car. We do not find it difficult, as one correspondent apparently does, to engage first gear on the move, and none of us claim to be potential "Fangios."

We suggest that other Zephyr owners who are troubled by "drumming" at speeds round the 60-m.p.h. mark should tighten the screws on the windscreen and near-window mouldings; this does not eliminate the trouble but certainly reduces it.

We are, Yours, etc.,
J. R. U. Leishman.
E. S. Portlock.
M. Ransome.

Kingswood.

[This correspondence is now closed.—Ed.]

* * *

VAUXHALL MERITS

Sir,

Perhaps Mr. Bradpiece has not heard of the Vauxhall, now sadly Americanised until one can only recognise it as a descendant of the 30/98 Velox by its big heart.

The modern Velox costs, initially, the same as its Dagenham counterpart, but, according to both Road Tests and my personal experiences, can out-perform it on all points; 0-50 m.p.h. in under 14 sec. after being hastily run-in over one weekend 18 months ago. This car regularly does 25 m.p.g. around town, and on long runs 28-32 m.p.g. It cruises effortlessly at 70-75 m.p.h. and reaches its maximum, over 85 on the clock, quite easily and it has yet to have a replacement rear axle, after 23,000 miles. Personally, I dislike the suspensions on both cars, they are both very similar. But I will give Fords one thing, they do have good service, but then they do seem to need it!

Before finishing, I must just say that I think both methods of operating the windscreen wipers are terrible. Excepting on the over-run the Fords are stationary, and the Vauxhalls just wipe the air at speeds over 50 m.p.h., and not very effectively at that! What on earth is wrong with the electric-driven wipers? On the old Austin I have, the original electric wiper still works, after 18 years.

I am, Yours, etc.,
B.O.B.

Solihull.

Sir,

I feel I must reply to the letter of your correspondent N. Bradpiece. He states that "there is no other vehicle in the same price bracket which offers the advantages of the Zephyr." Has Mr. Bradpiece heard of the Vauxhall Velox? Compare its performance figures with those of the Zephyr. Acceleration from rest to 30 m.p.h., Velox 5.6 sec., Zephyr 6.2 sec.; to 60 m.p.h., Velox 20.4 sec., Zephyr 21.9 sec. Acceleration from 30-50 m.p.h. in second gear, Velox 7.4 sec., Zephyr 9.4 sec., and not 7.75 sec. as recorded by N. Bradpiece. The petrol consumption of the Velox is far superior to the Zephyr, being 31 m.p.h. at a constant 50 m.p.h., as compared with 26 m.p.g. of the Zephyr. Maximum speed is 3 m.p.h. greater in the Velox. Incidentally, the Velox is a roomier car, the length from dashboard to rear seat being 69 in. on the Velox and 66 in. on the Zephyr, and the width of the inside from door to door being 53½ in. to 50 in. Naturally with the considerable advantages the Velox has one would expect to find it in a higher price range than the Zephyr, whereas the corresponding prices are, actually, Velox £759 0s. 10d. and Zephyr £754 15s. 10d. By a small calculation it will be found that the Velox has covered the difference in price in under 600 miles.

I am, Yours, etc.,
F. A. Shaw.

Gidea Park.

* * *

VAUXHALL TUNING

Sir,

In the October edition of your highly respected paper there appeared a letter signed by a Mr. R. F. Coleman to the effect that conversion sets were not available "for the poor owners of Wyverns and Veloxes."

We would like to point out that this firm makes, and has done so for some time, such kits for Vauxhall cars. A further point in favour of our lay-out, too, is that Zenith carburetters are used, which means that the enthusiast has only to buy one or two carburetters instead of two or three, the original carburetter in each case being used, which reduces the cost considerably.

I am, Yours, etc.,
S. Killingbeck,
p.p. Sports Auto's and Services.

London, W.2.

* * *

NEW OR SECONDHAND—THAT IS THE QUESTION?

Sir,

I always enjoy reading through the Letters from Readers part of Motor Sport each month, and especially the unbiased remarks both for and against any particular car. I cannot help but feel rather smug when I read about a new car that has two engines in 11,000 miles, or four rear axles in 8,000 miles, of water in the boot, broken gearboxes, clutches that do not work, electrics that go wrong, and so on. Last summer I covered 30,000 miles on the Continent and used for the purpose a 1938 car, bought from a reputable trader in London and used for 2,000 miles in England before setting off for foreign parts. During the mileage I covered, which included everything from mountain tracks to autobahns and at a general overall running average of 40-45 m.p.h., I never failed to reach my destination on any occasion, except when I returned to London and was within a mile of Earls Court; then a rocker-shaft bolt broke and, had it not dropped down into the timing drive, I could have effected a roadside repair.

The only replacements I needed in 30,000 miles in this "umpteenth-hand" car were engine bearer springs, which broke every 10,000 miles, replacement taking 15 minutes, a prop.-shaft coupling, a set of friction shock-absorber discs, a rear torsion-bar that broke due to running without a shock-absorber on 2,000 miles of bumpy roads, and four new exhaust valves when the engine was decoked at 20,000 miles. On the electric side both the dynamo and starter had new brushes shortly after the decoke mileage, and no bulbs or wires were even looked at. The clutch has never needed adjustment, while the brakes have been taken up three times, and I still do 30 m.p.g. of petrol and 3,000 m.p.g. of oil, the odometer reads well over 80,000 miles (the driver's door has just begun to rattle), and the engine was rebored +30 thousandths of an inch some time before my ownership, during the 40,000-mile era. Due to not hanging about around the corners or over bad roads, the tyres wear out regularly in 14,000 miles, but they are 14,000 miles of enjoyable dicing with never an anxious moment, wet or dry, and I have cracked two road wheels under the stresses of a static degree of understeer, while the lightness of all the controls when returning to the car after grappling with Girling, Lockheed, Borg and Beck, Burman Douglas, Lucas, or any other specialist that helps the British motor industry, makes one think that something has become uncoupled.

This is no wonder car that I write about, just a family saloon made for the populace of Italy some 17 years ago and still used by the "funny English who love old cars"—what is it? Why, a perfectly standard 1938 Lancia Aprilia.

If it now falls about my ears in a thousand pieces and I have to give it away, it will only represent a loss of 3d. a mile.

I am, Yours, etc.,
"D. S. J."

Odiham.

Sir,

ROAD-TEST POLICY

While I have no particular sympathy for the Ford Motor Company in the sudden glare of unfavourable publicity, I rather wonder whether any of the other three big manufacturers, at the moment perhaps complacent, cannot also be brought down to earth by instances of bad design, shoddy manufacture, or indifferent service.

The importance of publication of these letters of criticism must outweigh the fact their connection with motor sport is negligible, as the reputation of British cars is, willy nilly, mainly based on the products of the " Big Four " by virtue of their 85 per cent. proportion of total production. The fact that MOTOR SPORT is probably the only motoring journal upholding improvement through criticism, rather than through concealment, is most important and praiseworthy.

I am, Yours, etc.,

Dunstable. E. J. ATTREE.

Sir,

I was, for five years, a regular reader of both national motoring weeklies, only to discover their complete lack of constructive criticism in their road-test reports.

As a Frenchman, I am very prejudiced in favour of the British automobile industry and I realise fully the utmost importance for this country of the export market. But when complaints of shoddy workmanship and slap-dash finish became a general chorus from dissatisfied customers from every corner of the world, I discovered, like thousands of other foreign readers, that your paper was the only one to be trusted to pronounce an unbiased and healthy judgment on the British industry and its competitors abroad.

I think your policy of honest and sound criticism is the only one capable of shaking the manufacturers out of their smugness and complacency.

I have been waiting for years to see a British firm bold enough to produce a true people's car, like the 2 c.v. Citroën, only to be forced into buying a Volkswagen.

I have no comment to offer about this car, except that it *goes*. It is left outside, winter and summer. I never touch it, unless to put very little petrol in it. It just goes without any fuss. I am not a mechanic; it is all I want from a car: not to be bothered.

I am, Yours, etc.,

Paris. " A FAITHFUL FRENCH READER."

Sir,

In reply to Mr. McKinlay, might I say that I rode many miles in Germany in the back seat of a Volkswagen without feeling uncomfortable, although I am over six feet tall.

While I am on the subject, I must say that I am rather mystified by the road-test speeds of two weekly magazines. The model in which I rode was credited with a mean speed of 62 m.p.h. by one magazine and 62.8 m.p.h. by the other. Although the instruction book recommended that 100 k.p.h. should not be exceeded, on the autobahn I saw speedometer readings of up to 120 k.p.h. (74 m.p.h.). I realise that the speedometer was probably optimistic but surely not by as much as nearly 20 per cent.?

I am, Yours, etc.,

Ruislip. P. R. STOKER.

* * *

"TAKE A CLEAN SHEET OF PAPER . . ."

Sir,

Surely it should not be necessary to take a completely clean sheet of paper to give us the sports car indicated by recent correspondence!

The development work would, in the main, appear to have already been carried out in our own Formula III class. The ideal would be, in my view, not to design a 750-c.c. 25-b.h.p. unit as advocated by Mr. Barker, but to utilise a motor already in existence, such as the Triumph T110 600-c.c. twin, which gives, with reliability, 42 b.h.p. and, in my experience, over 70 m.p.g. in a motor-cycle frame.

Combine this with the braking, cornering and roadholding ability advertised in such measure at every Formula III event, and one should have at a comparatively reasonable cost a vehicle able to hold its own with most, and certainly more fun than the majority.

Possibly with plastic body and careful attention to airflow, and with a functional emphasis, such a model ought to be capable of at least 85 plus m.p.h. and a fuel consumption figure between 40 and 50 m.p.g.

It should fill the gap caused by the loss of the sporting Morgan three-wheelers of venerated memory and lie within the same price range, and would provide us with a class of vehicle appropriate to modern economy, and be a fitting development from our own racing class.

It just seems odd that it has not yet been done.

Another matter! The inclination of the engine in the new Cooper Mk. IX has, I read, been the subject of a patent. Does this imply that the Daimler-Benz Grand Prix cars will have to tilt them back again before they can race in this country.

I am, Yours, etc.,

Coventry. L. G. MAY.

[We think the answer to the last paragraph of Mr. May's letter is that it depends which way you tilt it!—ED.]

* * *

A NEW BRITISH HIGH-PERFORMANCE CAR?

Sir,

Mr. Bishop may not like this, but recent correspondence and articles lead me to suggest that if the Nuffield Organisation were to ring the changes a little more than they did for the last Motor Show they could produce a very attractive little sports saloon.

Over the years the Nuffield group have produced an outstanding engine and a first-class body-cum-chassis unit. First, the M.G. Midget engine in its latest TF form—capable of owner development by factory-approved methods—and, secondly, the Morris Minor body and suspension—which by all accounts and my experience, has excellent roadholding and cornering qualities—which deserves better things than a Morris side-valve Series E or a B.M.C. 803-c.c. o.h.v.

Now, Mr. Bishop, persuade the powers that be to: (*a*) Put a TF engine-gearbox unit in a two-door Morris Minor body. (*b*) Increase the brake friction lining area to at least 150 sq. in. (*c*) Alter the rear-axle ratio to 4.5 or even 4.0. (*d*) Offer the car as a four-seater, or two-seater by removing the rear seat and re-trimming.

Then, Mr. Bishop, you will have earned your keep, because your company will then be besieged with orders, including mine, for a very potent sports saloon approaching the attractiveness of the Alfa-Romeo Guilietta sprint coupé with a maximum speed of 90 m.p.h. + at a price of £599 13s. 4d. including costs.

As an accountant, Mr. Bishop, I know something about costs.

I am, Yours, etc.,

London, S.W.19. A. A. YORK.

* * *

CAR PRICES IN CANADA

Sir,

I have decided to write to you partly out of duty and equally so as a sports-car enthusiast.

I enclose a copy of our Air Force magazine *Vorair* for which I run a motor column. You will notice an italicised paragraph at the commencement of the article which is of grave importance to the British Motor Industry. Canada, which at one time was one of Britain's biggest car purchasers, took only 50 per cent. of 1953's car-figures in 1954. In 1955 that figure of 50 per cent. will drop a further half unless the big three, B.M.C., Rootes, and Standard, can be morally (and from an economic point of view) persuaded to the light of common sense. The U.K. Trade Commissioner took me up on this article and by the time I had finished we were both in complete mutual agreement. I produced a chart of car prices, mark ups, $ to sterling values, etc., which has supposedly been transmitted to the S.M.M.T. However, I felt the situation might interest you. I had previously written to one of England's large motoring journals, but as expected the matter was too controversial to be published!

For your interest I will name the cars mentioned in that paragraph. Morris Oxford, Rover 90 and Jaguar, M.G. TF and Magnette. There are many further examples which I can quote at a later date if you so wish. The most serious aspect of the whole case is the price at which these cars sell in Canada. The Rover sells for $3.54 to the £ sterling (tax free price) and yet all of the popular cars sell at $4.11 to $4.18; in other words an added burden of $2-300 on the price of the car. This of course prices them out of the market. Who in their right mind is really going to buy an Austin A50 at $2,045 when he can get a 123-h.p., six-eight passenger Chevrolet with heater for $2,290? Or a Morris Oxford at $2,145? Or a Hillman VIII saloon for $2,000? There are even worse examples—A30 $4.36 to the £ and M.G. Magnette $4.50!

None of these extraordinary prices can be accounted for. The importing distributor only pays tax at the f.o.b. English distributor price (15 per cent. Excise and 10 per cent. sales), in addition mark-up is smaller than on the domestic models. Austin have a mark-up of 20 per cent., Rootes 17 per cent. and Nuffield 16 to 20 per cent. Jaguar allow 24 per cent. When you realise that the vast majority of sales are conditioned by the price given for the " trade-in," the dealer is not left with an excessive amount to work with.

If the Rover can sell for $3,240 (£915) ($3.54 to the £), then why can't the Austin A50, Morris Oxford and Hillman VIII saloon sell for: Austin, $1,695 (£478) instead of $2,045?; Oxford, $1,860

Continued on page 135

SHELL present a new multigrade oil in the Shell X-100 range

10W/30—gives more m.p.g. and even longer engine life

This additional grade in the Shell X-100 range has all the advantages that have made this famous oil the choice of millions of car-owners all over the world. It fights acid action, main cause of engine wear, so giving longer engine life. It keeps your engine clean and sweet running. And in addition, Shell X-100 10W/30 has remarkable new properties.

A new component ensures that Shell X-100 10W/30 flows as freely as a normal 10W grade oil when cold, yet is as thick as a normal 30 grade oil when hot. From freezing point to racing heat your engine enjoys perfect lubrication.

Costs more — but worth it. This new component is expensive to make; the new grade is expensive to buy. *But it saves much more than its extra cost.* It guarantees more efficient lubrication from the very first turns of the starter. The protective powers of Shell X-100 reach right through the engine *immediately*, so ensuring even longer engine life. Shell X-100 10W/30 also reduces oil-drag, relieving strain on the battery and giving up to 15% more miles per gallon. And it reduces carbon deposits —your engine keeps its full power longer.

Advantages of Shell X-100 10W/30	
Is ideal for 'stop-start' motoring	✓
Lubricates instantly, hot or cold	✓
Protects completely, hot or cold	✓
Gives up to 15% more m.p.g.	✓
Reduces carbon deposits —engines keep full power longer	✓
Eliminates need for seasonal oil changes	✓

IMPORTANT: Shell X-100 10W/30 gives best results in four-stroke petrol engines in good mechanical condition. Like all the Shell X-100 range of oils it is detergent, and if you have not been using a detergent oil you are recommended to drain the sump after the first 500 miles on the new grade and refill with fresh oil.

If you normally use S.A.E.20 grade you will find about the same oil consumption after changing to 10W/30. If you are used to S.A.E.30 you may notice some increase, but this will be amply repaid by saving in fuel, reduction in wear, and a useful increase in battery life.

Shell X-100 is available in all the following five grades, S.A.E. 20/20W, 30, 40, 50 and now S.A.E. 10W/30 (Multigrade).

Shell X-100 10W/30 is sold only in sealed tins.

SHELL X-100 MOTOR OIL

for longer engine life

it fights acid action—main cause of engine wear

LETTERS FROM READERS—continued from page 133

(£525) instead of $2,145?; Hillman, $1,700 (£480) instead of $2,000?

Do I have to explain further why British cars, including sports cars, are being forced off the Canadian market? Unfortunately, as the market has got progressively more competitive, the British prices here have gone up and up, showing no link with their British factory price!

Nowhere in the world does Britain have a more lucrative long-term market than in Canada. This is a wealthy, continuously-expanding market where developed buying habits can be made to stick, provided the manufacturer is willing to give the customer half a chance. And what do we see? No concern being shown for the long-term potential of this market, but rather a concentration on individual-unit profit, which is both a stupid and small-minded outlook never likely to endear English cars to Canadian customers.

Needless to state, I deplore this situation. MOTOR SPORT has the reputation of being a forcefully minded and courageously truthful journal and it is in that light I have written this epistle. If you wish any further information I'll only be too glad to supply your needs. Should you agree with my arguments you are free to do what you will with the material in this letter.

I am, Yours, etc.,

Winnipeg, Manitoba. E. P. MCLOUGHLIN, F/O,
Motor Editor, *Vorair*.

* * *

RE THE EDITOR'S NEW YEAR RESOLUTION

Sir,

I realise that most enthusiasts who are not VW owners must be getting heartily sick of reading about them. Each monthly issue that I read I think this must be the end of the VW correspondence and editorial praise but, apart from the New Year's resolution in the January issue (made to be broken anyway), I see no signs of abatement. However, before it does finish I feel I should like to get on the "gravy" train and say my piece.

I am a post-war enthusiast with a great love for vintage cars and good quality machinery. Since 1946 I have owned well over 20 cars, mostly with sporting characteristics. To mention a few: Lagonda Rapier, M.G., Fiat, O.M. 2.3-litre blown, J.B.M. (V8), H.R.G. 1,500, various Fords (blown or tuned), blown Minor, a few low-h.p. vintage cars and a Healey tourer. On all these vehicles I covered a considerable mileage, both on my job (average 500 per week) and weekly competitions, rallies, hill-climbs, sprints, and a little club racing (750 class this year).

A year ago I considered the VW to be just another uninteresting small car of rather peculiar design. Then a friend of mine bought one (much to my surprise he came off a Plus Four Morgan) after a demonstration. I tried it and was entranced. What smoothness! What a gear-change! What steering, seating and driving position! What ease of running at maximum speed (which seemed to keep building up slowly after you thought you had reached maximum)! What quality! All superb features, but—the snag—violent oversteer when cornered really fast, and not quite enough power for me.

A month or two later the larger-engined model was intro uced. I went to my local dealer and was amazed to find a full range of spares, fixed prices (very reasonable) for service and three factory-trained mechanics who were very keen. So I took the plunge, traded in my Healey (which I disliked despite its 105 m.p.h.), and drove away in a new Volkswagen. I drove her up to maximum speeds in gears from the beginning, but made sure she got the recommended service and oil changes.

After a while I found out the following facts: Oversteer is 99 per cent, cured by inflating the front tyres to 18 lb., rear 26 lb. (at slight discomfort loss), never tugging at the wheel, just lightly holding and slightly turning the wheel on fast corners, and being ever so gentle in the wet. The car corners like a leech, and was passing much faster cars on Silverstone Club circuit at the corners in safety. I completed nearly 50 laps in faster times by a few seconds than the tuned Minors, and my VW was standard except for jets. I know one of our VW team turned over when he took a wrong line due to being hemmed in at a corner (but so have Ferraris under similar circumstances). I used 20/30 tyre pressures on the standard Michelin tyres, and oversteer was absent at racing speeds when handled correctly. I have gained six awards for first in class and sometimes fastest saloon in autocross and hill-climbs this season.

She has done 11,000 miles, the only mechanical attention being one set of new plugs at 10,000—only because it is recommended in the handbook. Oil consumption almost nil; petrol average, including competitions, just over 30 m.p.g.

A few very minor faults developed in components when the car was new, windscreen wipers and a squeak in the clutch withdrawal, but were cured within a few hours free of charge. I get, with corrected speedo., 0-50 m.p.h. in 17.2 sec. (one up) and under favourable conditions over 80 m.p.h. Always a genuine 70 m.p.h. cruising over any surface in amazing comfort.

Finally, one more word about the oversteer. This is not caused by the rear-end weight but by the swing axles, which I believe can be adjusted. Most swing-axle cars seem to have oversteer, and rear weight helps to cure it. Note the difference in handling of the VW (with normal tyre pressures) with four up. So there we are. I have forsaken my high-speed sports (*sic*) car for a family runabout but, when its grandpa designed racing cars, I need make no excuse. Like Stirling Moss, I feel "if only it was made in England."

I am, Yours, etc.,

Manchester 14. ERIC LISTER.

* * *

BATTERY LIFE

Sir,

My experience over many many years of car ownership is simply—buy a battery from a firm of repute—remember reputation can never escape responsibility, and judiciously use a trickle-charger.

I have recently after nearly three years of use replaced a Lucas battery which was issued with my new 2½ Riley in December, 1951; my garage is unheated, and the starter never failed to start the car every day.

I am, Yours, etc.,

Parkstone. GEORGE PEMBERTON.

* * *

Sir,

As a vintage enthusiast I have been as interested as anybody in the correspondence in MOTOR SPORT over the appalling quality of both vehicles and service, particularly from abroad, of the post-war British product. However, I take no satisfaction in reading of this state of affairs beyond the fact of being devoutly thankful that I possess a pre-war vehicle of high quality that I shall endeavour to keep for a long time to come. It is with great pleasure, therefore, that I comment on Mr. C. P. Harrison's letter with reference to car batteries. Instead of buying a cheaper battery, which for all I know may be just as good as the standard one he has been using, may I suggest he buys an Exide? I have no experience of the new Silver Exide, but I can vouch for the Double Life. I fitted one of these batteries to my 16/80 Lagonda in 1938, transferred it to a 4½-litre in 1939, ran the car to the middle of 1940 when it was laid up and the battery kept charged and occasionally used, if needed, by my garage. It was put back in the 4½ when I took the car into use again early in 1947 and satisfactorily started that large engine until the following winter, a total period in use of nine years. Of course I have no connection whatever with the makers, but I thought this was a marvellous performance, and I wrote and told them so. Though they thanked me, I didn't think they were unduly impressed! It was presumably the sort of service they expected their batteries to give. Of course that was a pre-war product, though I naturally bought another, and that gave faultless service till I sold the car three years later. When my present car (a 4¼ Bentley) required a new battery in October, 1951, I naturally fitted a Double Life Exide, so that this has now served me for three years, and I shall be very surprised if it doesn't last for another three. I take care of my batteries, of course, and use a trickle-charger in the winter.

Now, a word to Mr. A. Hill about the Rapier. I have had two of these cars, one before the war and one just after, and entirely agree with him. I consider it was the finest small car of its era, but it was introduced at an unfortunate time in Lagonda's history. Announced at the end of 1933, it was some time getting into full production and when the old Lagonda company failed in 1935 it was carried on as a separate entity, as the Rapier, by its designer among others. It was expensive (and well worth it), but without the Lagonda name and backing it carried on for a year or so and then faded out. I've always felt this was a tragedy. The engine was a beautiful piece of work, most sturdily made, and as it built up its revs. almost as if supercharged (there was, of course, a supercharged version with a simply phenomenal performance) and delighted in them, the self-change gearbox suited it to perfection. Its steering and roadholding were outstanding, and if only it were possible to get engine parts (and I believe it isn't) it is the one and only small car that I should enjoy driving again.

I am, Yours, etc.,

Bedford. R. BAILLIE.

Continued on page 109

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ALLARD Sports two-seater, short chassis, Mercury engine, fog and spot lights, all weather equipment, three spares, fast, reliable and economical, excellent condition. £275. Tel.: MARyland 3525 or Ball, 2, Irvine Road, Colchester. [5641

EXCELLENT P.B. BLOCK, unused since linering. Uncracked head, crank, camshaft, rear housing, water pump, crown wheels and pinions, gears, aeroscreens, sump, distributor, twin spare extension, other items. Complete centric blower installation perfect. Box No F642, MOTOR SPORT, 15, City Road, London, E.C.1. [5642

LOTUS. Just assembled completely, unregistered, unpainted. £490. Write "Ashpools," Northall, Dunstable. [5644

CITROEN "Light 15" twin Solex carburetters ACE manifold. £7. 60, Gourney Court Road, St. Albans. [5645

WELFORD BROS. for Riley Spares—Service. Unique stock of new and used spares for all pre-war models including Valves 9s., Guides 4s. 6d., Valve Springs: single 8s. set, double 14s. set. Gaskets 17s set. Brake cables 22s. 6d. Speedo cables 24s. comp. Crown and Pinions £7 15s. set. All plus post. Also service exchange dynamos, BTH magnetos, starter motors, clutch plates, brake shoes. Quotations with pleasure. Always several excellent used Rileys for sale. Welford Bros., Central Garage, Rothley, Nr. Leicester. Tel.: Rothley 140. [5646

M.G. J.2 2-SEATER, Late 1933. Recent £102 overhaul. Hood, tonneau, braking, lights, trafficators. Well shod. Taxed. £165 o.n.o. Gregory, 19, Canterbury Crescent Gardens, Brixton, S.W.9. [5647

RILEY NINE Saloon, 1934. Twin carbs, crankshaft ground, new bearings, preselector, good tyres, good batteries. £90. Kendall, Sgts. Mess, R.A.F., Marham, Kings Lynn, Norfolk. [5648

1935 RILEY 15/6. Good runner. Body needs attention. £80 o.n.o. Thomas, 4, Severn Avenue, Weston-Super-Mare. [5649

LEA FRANCIS 12-h.p. 4ED Meadows, 4-seater tourer. Registered 1940. Good condition. £95. Sibley, 9, Beaconsfield Road, St. Albans. [5665

1928 RILEY 9 Tourer. Reasonably sound mechanically, bodywork rough. £25. Offers considered. Gibson, 82, Bramford Lane, Ipswich. [5668

1935 2-STR. MORRIS 8. Reconditioned engine. Chassis good, body fair. Taxed. Best offer over £60. 119, Wellsway, Keynsham, Bristol. [5669

ALVIS 12/50, 1927, 4-seater Tourer. Cycle wings. Jolly good all round. £85 or exchange small 2-seater. 96, Hounslow Road, Hanworth, Middx. [5671

MORRIS M10 8c TD con rods, pistons, camshafts, 12-volt dynamo. £14 10s. lot. 17, Lashford Lane, Dry Sandford, Berks. [5672

16/80 LAGONDA, 1933, Sportsman's Saloon. Preselector gearbox recently reconditioned, bodywork needs attention, engine and transmission good for age. Tyres good. Sacrifice at £120 o.n.o. Beath, Burleigh, Great Bolas, Wellington, Salop. [5673

1949 M.G. T.C. Red, reconditioned engine, recent respray and new hood, oilcoil, twin spares, luggage rack, Flamethrower and fog. Seen Staffordshire or Yorkshire. £400 o.n.o. Longhorn, Saracen's Head, Weston, Stafford. [5674

4.2 M.G. 100% mechanical condition, colour red, any trial or examination. 40 m.p.g. £95. Tel.: Uxbridge 2062. [5705

FOR SALE—*continued*

EXCLUSIVE ALLARD D.H. Coupé by Anthony Lucas. As new throughout. This £2,000 metallic blue/ivory hide dream car will sell £500 including £100 spares. "Bellefields," Firs Lane, Appleton, Cheshire. Tel.: Stockton Heath 446. [5675

1918 WILLYS OVERLAND (regd. '22). Recent overhaul, good tyres. Box noisy. (See MOTOR SPORT, Feb.) Asking £50 odd. Reason for sale: owner afflicted by Austin Specials. Write Grey, 27, Hill Street, W.1. [5676

1920 MORRIS-COWLEY, completely in pieces. New aluminium pistons, bearings, con rods, rebalanced crank. Good tyres, spare wheel. All complete. Owner moved, unable to reassemble. Buyer remove. Offers to Grey, 27, Hill Street, W.1. [5677

1931 INVICTA TOURER 4½-litre, grey/black 25,000 miles only since new. A really genuine bargain for the vintage car enthusiast. £135. Northolt Garage Ltd., Mandeville Road, Northolt, Middx. Tel.: WAXlow 1829 (2 lines). [5678

P.A. M.G. CAMSHAFTS, one new, one s/h J2 cyl. head. Magna radiator. 1935 Singer 9 cyl. block Fraser, 19, Tantallon Park, East Kilbride, Glasgow. [5684

1939 SUNBEAM TALBOT 3-litre Saloon. Maroon with grey hide upholstery and grey carpets. Coachwork and interior preserved in excellent condition. Engine completely reconditioned. New clutch fitted. £225. Garage Service Co., Ltd., 1013, Finchley Road, Golders Green, N.W.11. [5687

BROOKLANDS RILEY, complete less engine. offers. Dolomite engine and gearbox, £20. Knock-on wheels, assorted, 30s. each. Set of new Jaguar hub nuts £2. Set of M.G. shockers £2 10s. Pair J.2 rear springs, £2 10s. M.G. K.3 block, offers. S.U. Duplex fuel pump, new, £3. Riley 1½-litre front axle with Girling brakes, £4. Riley worm and segment steering boxes, £1 each. Riley rocker boxes, most types from 5s. each. Chiltern Cars, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel.: Leighton Buzzard 2060. [5692

MOTORISTS Technical Word Book, 5 languages, invaluable to motorists touring on the Continent (English, German, French, Italian and Spanish), 2s. 6d. post free. Wm. Dawson & Sons, Ltd., Cannon House, Macklin Street, London, W.C.2. [5693

ALVIS FIREFLY, 1933, Sports Saloon. Superb condition, enthusiast maintained. £140. Photo on request. Smith, The Warren, Hayes, Kent. Tel.: Hurstway 1403. [5688

LEA-FRANCIS, 1950, 2½-litre, 18-h.p. special aero-dynamic 2-4 seater. Winding windows and fitted with heater, H.M.V. radio, fog and spot-lights. Plastic hood. Michelin X tyres. All tools and instruction books, etc., and bills for approx. £200 spent during past 4,000 miles. The car has an excellent history, and cost when new nearly £2,000, taxed, open to any examination, and the price required is £585. Tel.: Caterham (Surrey) 3522. [5690

PAIR S.U. CARBURETTERS, 1¼in. bore ex Aston. £3 Tel. Caterham 3522. [5691

FRAZER NASH B.M.W. 328, 1940 Series (first registered 1947). Maintained regardless of cost and to full specification. Very many extras. In absolutely 100 per cent. condition. £439. Charles Simpson Motors Ltd., Staples Corner, London, N.W.2 Tel.: GLAdstone 1246/1921. [5694

ROLLS ROYCE, 1927, Windover Coupé. Recent complete rebuild at a cost of over £800. Now in perfect and original condition. Photograph in "Vintage Cars" by Clutton. £450. Box No. F695, MOTOR SPORT, 15, City Road, London, E.C.1. [5695

SALOON BODY for 1936/7 Talbot "75" or "105." Very sound condition; all glass and upholstery, buyer collects, £15. Quantity 1923/31 Austin 7 parts, including 1 engine, several cylinder blocks, con-rods, camshafts, etc., £15. Buyer collects. Bland, 27, Southfields Road, London, S.W.18. Tel.: VANdyke 1612. [5697

RAILTON STRAIGHT EIGHT. All models, also new and second-hand spare parts, reconditioned engines. A-One Motors (London) Ltd., TATe Gallery 0192 and VANdyke 5181. [5698

ALVIS SPEED 20, 1936, Charlesworth Sports Saloon. P.100s discs, windtones, fine tyres, good body and mechan. £185 o.n.o. consider exchange. Low h.p. Special or sports, plus cash. 32, Glenluce Road, S.E.3. [5703

WOLSELEY HORNET chassis. Cleaned and repainted. Wheels rebuilt 16 in. rears. £15. Morris 10 Series II engine mated Hornet 4 speed box, £5. TC windscreen (new) with wipers, £7. Ryder, 9, Cavendish Road, Eccles. Tel.: 3860. [5704

TRIUMPH ROADSTER, 1948. 1,800. £445 o.n.o. Wanted Larger saloon or convertible. Box No. F707, MOTOR SPORT, 15, City Road, London, E.C.1. [5707

FOR SALE—*continued*

AUSTIN ULSTER. Owner abroad N.S. Engine and electrics good, body recently rebuilt, Bowden cable brakes relined, hood and side screen. £80 o.n.o. Mather, 70, Lovibonds Avenue, Orpington, Kent. [5706

29,900 MILES, cherry-red Riley Roadster, November 1949, new battery, tyres, prop-shaft, gearbox; engine decoked, tuned, wheels balanced, brakes relined December 1954. Radio, heater, re-embellishers, flamethrowers, screen-washers, under-bonnet lamp. Perfect, forced sale by growing family. Leasor, 1, Grange Road, Highgate. Tel.: MOUntview 8312. [5708

1939 APRILIA. Green, 6,000 miles since makers major engine overhaul. Brakes relined, largely recellulosed, new Spicers, battery replated, new rear spring. Owner going abroad. £445 o.n.o. 17, West Way. Tel.: Broadstone 453. [5709

1926 3-LITRE BENTLEY Weyman Saloon, short chassis speed model. Black Primrose. £150 restoration includes wheels, bearings, brakes, tyres, tubes, clutch, springs, differential, water-pump. Bills (paid) available. Dry rot in baronial mansion enforces sacrificial sale £245. Photo available. Mann, South Audley, Park Gardens. Tel.: Bath 78078. [5710

1952 RACING RILEY 9. B.R.G. 2-seater. 104 m.p.h., 32 m.p.g., 8,000 miles. Perfect. Dealers offer £175. Best offer over. Must sell, new car arrived. Walker, 33, Hooks Road, Peckham, S.E.15. [5711

1935 VAUXHALL 20-h.p. Four-Door Cabriolet by Martin Walter, £50. 1934 Wolseley 9 h.p. saloon, £45. Jowett 7 h.p. engine, carb, dynamo, starter, gearbox, etc., £8 10s. Apply (daytime) Gillbrook Engineering, Woodbury, Devon. Tel.: Exmouth 2883 (evenings). [5712

ROLLS 20, 1926, f.w.b. Barrel Sided Tourer. Hood fixed, easily removed. One previous owner. Low mileage. V.G. tyres and battery. £150. Levis, 20, Wesminster Road, Eccles, Lancs. Tel.: ECC 1937. [5713

WOLSELEY HORNET SPECIAL, 12-h.p., 1934. Completely reconditioned throughout as new. 16 in. rears, fitted H.R.G. body, new hood. £125. Harris, 370, Sheffield Road, Sheffield. Tel.: 41657. [5714

ASTON MARTIN Mk. II 4-seater D/H Coupé. New rings, tyres, differential hood, etc. Very desirable car for man with family who still wishes to enjoy his motoring. £265. Larkins, 14, Ridsdale Road, Nottingham. [5715

RILEY NINE KESTREL, 1934/5. Crash box. Excellent condition. Offers over £110. Also, M.G. Magnette 1935/6, 2-seater sports, metallic blue, enthusiastically maintained, £150. 29, Duke Street, Birmingham. Tel.: AST 3443/3979. [5716

FAIR DAYS AHEAD?! M-type M.G., 1932. Red 2-seater. In fine fettle. New kingpins, springs, reconditioned radiator. Five good tyres, hood, sidescreen. £75. Belcher, The Old Cottage, East Hendred, Berks. Tel.: E. Hendred 215. [5717

1939 LANCIA APRILIA Saloon. Resprayed metallic grey with new chromium bumpers and wheel discs. Excellent tyres, brakes relined, new telecontrol shockers, new rear spring and Hardy-Spicers. Front suspension rebushed. Engine fitted new rings, valve guides, water pump, starter, Weber carburetter. Hand controlled radiator shutters, also water thermometer. Two previous owners. £395. 25, Church Lane, Wistaston, Crewe. Tel.: Crewe 7501. [5718

BREAKING. '39 Lincoln Zephyr engine; '47 Hillman Ten engine; '36 Vauxhall chassis; '32 Wolseley 12-6; '34 Austin Ten engine and gearbox. The Forge, Green Lane, Hanworth, Middx. [5719

ASTON MARTIN 1½-litre 2-seater saloon. This outstanding car is fitted with a low streamlined body of exceptional character and striking appearance, finished in red with beige upholstery, the bodywork and interior are virtually without blemish. Built in 1953 to special order for high speed touring, the performance is as one would expect, combined with remarkable economy and superb roadholding. £480. Read, Hollesley, Woodbridge, Suffolk. [5722

1924 LANCIA LAMBDA Tourer. £80 o.n.o. Tel.: Hillside 0557. [5720

JAGUAR, 1½-litre D.H.C., 1939-40 model. Excellent condition any trial. £245. 2, Coniston Road, Tettenhall, Staffs. Tel.: Wolverhampton 51838. [5721

1920 BUICK. 28-h.p. Running order. £25 or offers. Hodges, 25, Park Road, Rugby. [5723

FRAZER NASH, 1931. Boulogne Meadows. Everything works. £140. Brown, Corner Garage, Nettlebed, Oxon. [5724

£175—RILEY 9 KESTREL, 1935/6 Saloon. Black, cycle front wings. Special Series engine, coil, twin S.U., preselector, complete overhaul 52/53, records. 40 m.p.g., no oil, 4 new tyres. Regret parting. Lunn, Friern Cottage, Berkhamsted. Tel.: 749 [5725

FOR SALE—*continued*

SUNBEAM DAWN. Fine condition but needs one wing repairing, £45. Lagonda 16/80 largely rebuilt, needs spraying and assembling £55. Jaguar 2½ litre 1939, less gearbox, £45 Jaguar 3½ litre 1939, less engine and gearbox, £25. Bodies rough. Talbot 3 litre saloon, 38-9, new tyres, battery and heater, really perfect car throughout, guaranteed, £150. Lea-Francis 12/40 1932, crashed front, good engine, £25 Hardwick House, Studley, Warwicks. [5839

V.A. M.G. Entirely rebuilt 1953. New aluminium body, hide upholstery, new carburetters, steering box, radiator, lights, wings tank, etc. Engine reconditioned 11,000 miles ago. £260. Tetley, Bull and George Hotel, Dartford. [5840

FOR SALE—*continued*

TWIN 1in. S.U. CARBURETTERS. New condition, spare float chambers. Extras. Box No F841, MOTOR SPORT, 15, City Road, London E.C.1. [5841

ASTON MARTIN D.B.1 ENGINE. Under 200 miles, as new, £95. Also Lancia Aprilia, 1937, green, £265. Tel.: Bramley (Surrey) 3124. [5842

1936 RILEY NINE Merlin Saloon. Notek driving light, spare front axle, body just repainted £110 o.n.o. Tel.: Weybridge 3781, after 7 p.m. [5843

1950 SIMCA SALOON, L.H.D. One lady owner, 12,000 miles only, excellent condition £370. 46 Sutherland Road, Brighton Tel 20590 [5844

FOR SALE—*continued*

D.F.P. 1923 9.5 h.p. believed unique, just rebuilt, chromed crank, rebore, etc., alloy body, £65 o.n.o. Hyper Leaf rad., 50s.; three Rudge wheels, 18 x 550, ex-Talbot, £5; vertical magnetos, 6 cyl. Bosch and 4 cyl. B.T.H. (for Ford 10), £5 each; 2 S.U. carburetters, 1¼in. £35s. each. S. B. Turner, 42, Meadow Way, Old Windsor, Berks. [5845

A.C. 2 LITRE Sports Sun Saloon. Exported pre-war Channel Isles. First registered 1949. Genuine 63,000, works overhauled, excellent condition, 3 newest S.U.s, Fram oil filter, Zenith petrol filter, radio, Marchal fog, etc. Instruction manual. £190. Also trailer. Russocki 3, Arundel Court, S.W.19. Tel.: WIM 3497 evenings. [5846

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FRAZER-NASH Shelsley 2-seater 1½-litre Twin O.H.C. Excellent condition. Dunlopillo upholstery. All weather equipment. 12in. brakes. Shelsley straight front axle. Tel.: Eversley 3117. 24, Barkham Ride, Wokingham. [5250A

ALL FOR £45. 1929 Singer 8 Tourer, recently rehooded, new sidescreens, four new tyres. Clutch and steering overhauled, brakes relined. All in excellent condition, a genuinely grand old car. Spare engine complete including gearbox and starter motor. Spare front and back axles, all in very good order. Insured. 1, Longdown Road, Epsom, Surrey. Tel.: Epsom 641. [5254

COOPER MK. IV with 5 Stud J.A.P. engine. Steering, brakes and gearbox overhauled. 4 tyres half worn. 2 brand new. New chains, spare sprockets, quick lift jack. All in very good condition. £170. Seen Norwich. Write to L. R. Jarvis, 74, Whitehall Park, London. N.19. [5255

ALVIS FIREFLY, 1933, Saloon. Resprayed. Crash Box. Mechanically above average. Offers over £100. 15, Monahan Avenue, Purley, Surrey. Tel.: UPLands 2547. [5256

HOTCHKISS Paris-Nice Drophead, 1939. An excellent example. £290. £58 deposit or exchanges. Searle, 25, Church Street, Hampton. Tel.: MOLesey 4614. [5257

RILEY 9 MONACO, 1933. Chassis, back axle completed. Steering gearbox. Starter Motor. Rocker Boxes. All good condition. Hart, 7, Hilton Road, Harpfields, Stoke-on-Trent. [5258

1939 M.G. TA Tickford Coupé. Very good condition throughout. £260 o.n.o. Seen Longton, Staffs., Brereton, Weston Hall, Stafford. Tel.: Daytime Longton 39011. [5259

TALBOT 14/45 Saloon. £30 o.n.o. Details Staniforth, 14a, Harrowby Road, Leeds. [5260

M.G. TC engine and box, almost complete, good condition £50. Steering column £4 10s. Twin spare wheel carrier £3. 19in. wheel £2 10s. Blumels steering wheel slightly buckled £2 10s. M.G. TA engine parts except block and head £15. Pair front wings £7. Bonnet £5. Pair front hubs £4. Body parts. M.G. J2 body parts, gearbox, pair carburetters, starter, unused slab tank. 12in. rear brakes. J. C. Taylor, High Street, Riseley, Nr Bedford. [5261

HOTCHKISS 3½-Litre, 1935. Running recently, partly dismantled, towable, £35. Laidlaw, City Road, Newcastle-upon-Tyne. [5262

1924 STANDARD 14 Tourer. Good condition. £30 o.n.o. Gates, 45, Boundary Road, Hove. [5263

APRILIA D/H. 1939. Good home needed. Maintained regardless of expense. Genuine urgent reason for sale. Further particulars gladly sent. Pickles, Optician, Keighley. Tel.: 3923/4475. [5264

SINGER 9 Sports, 1936. O.H.C., twin carburetters, aluminium body. Good condition all round. £85. Owner abroad. Tel.: TID 1884. [5265

CITROEN LIGHT 15. 1950 model, very good condition. £500. Ward, Betton Hall, Shrewsbury. [5266

FN/BMW TYPE 319 Twosome Drophead, 1936. £145. Consider exchange car or post-war 10/12 cwt. van. 62, Mayfield Avenue, Southend-on-Sea. Tel.: 2538 Evenings. [5267

DAIMLER 20/70 Tourer, 1927. Engine damaged, otherwise good Offers please. Address reconditioned engine (£20) given. 59, Bathurst Walk, Iver. [5268

RILEY 16-H.P. 1940. One owner, ex. condition. Com. recd. engine. £245. Ewen, 79, Fortis Green, N.2. [5284

FRAZER NASH 1951. Le Mans Replica, but completely overhauled and rebuilt and now fitted latest type B. S. 1A. Engine, De Dion rear end; latest brakes and steering; wire wheels, etc. Car lowered and fitted new body, exceedingly low and light. This car has probably more successes than any other Frazer Nash and is offered ready for use with large amount of spares (list on request), and including spare wheels, differential, pistons, etc. Original body and all equipment, sprint tanks, etc. £950. Riffa Garage, Harrogate Road, Pool-in-Wharfedale, Yorkshire. Tel.: Arthington 149. [5285

NORTON 1953 499 cc. feather bed engine and gearbox, condition as new, used only this season. G.P. 10 carb, twin SU floats, exhaust, etc. Offers or exchange. Car Exchange, Ltd., 31, Clifton Hill, Brighton. Tel.: 29972. [5286A

LOTUS MK. VI Ford 10 engine, fully modified. Many awards including 4th Performance Car Cup. Rebuilt ready for this season. £500. Apply Desoutter, Nell Bridge, Nr. Adderbury, Banbury. Tel.: Kings Sutton 5. [5295

FOR SALE—*continued*

ASTON MARTIN. Short chassis tourer. Complete except engine and gearbox. £100 or nearest. Box No. F287, MOTOR SPORT, 15, City Road, London, E.C.1. [5287

RAILTON 10 D.H.C. 1938. Beautiful original condition. £425. Box No. F290, MOTOR SPORT, 15, City Road, London, E.C.1. [5290

MINOR COUPE. Daily use. £45 spent. Smart. £40. Perfect Lynx 9 Tourer or similar wanted about £150. Leeds. Box No. F291, MOTOR SPORT, 15, City Road, London, E.C.1. [5291

MORGAN 1954 4-seater. 1 owner, 13,000 miles. Perfect condition. £600. 50, The Charter Road, Woodford Green, Essex. Tel.: BUC 5877. [5294

1938 TRIUMPH VITESSE Saloon in excellent order. £150 just spent on engine, gearbox, etc. Bills. £215 o.n.o. James, School House, Sedlescombe, Sussex. Tel.: Sedlescombe 249. [5296

ALVIS 1937 SPEED 20 Charlesworth Saloon. Fitted reconditioned Speed 25 engine 1953. Unusually good condition. £275 o.n.o. Dr. Little, St. Luke's Hospital, Middlesbrough. [5297

1936-7 TRIUMPH DOLOMITE dismantling for spares. J. C. Taylor, High Street, Riseley, Nr. Bedford. [5298

SET BUCKLER type "D" gears, brand new, £7 15s. 6½in. headlamps, brand new, 45s. pair. Bracket to side-mount Ford Ten dynamo, 10s. 6d. Ex-R.A.F. radiator thermometer, new, 12s. 6d. Wanted: Aquaplane/SU. inlet/exhaust manifolds for Ford Ten. Bates, 230, Lodge Lane, Grays, Essex. [5299

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2-litre Speed Model tourer. Engine rebuilt at a cost of £135 only three months ago. New hood and tonneau cover fitted. **£185**

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FOR SALE—*continued*

AERO MINX SALOON, alloy body, breaking for spares. Complete Minx engine and Aero Minx remote control gearbox, reconditioned 2,000 miles ago, £25. M.G. Magna fitted Wolseley engine with rod through side, 4-seat body, spare engine, £50 o.n.o. Ariel Square 4,600-c.c. engine complete, £12. Cowham, "Grenston," Firs Lane, Appleton, Ches. Tel.: Stockton Heath 582. [5300

M.G. 12in. BRAKEGEAR, suit J.2, £5 o.n.o. 98, Langleys Road, Birmingham, 29. [5301

CROSSLEY 10, 1934, Torquay Saloon. Oilcoil, foglight, new battery, in daily use, very reliable quality car. £110 (close offer considered). Sisson, Moccas Rectory, Hereford. [5303

1933 J.2. (broken crank) 2-seater, £70. All parts P.A. M.G. 238a, Worplesdon Road, Guildford. Tel.: 5882. [5305

CRANKSHAFT, cylinder head, gearbox, block, etc., Singer Le Mans. S.a.e. Williams, 29, Raglan Gardens, Oxhey, Watford. [5306

RILEY 9, 1936 Kestrel. Preselector, excellent chassis with good tyres and no mechanical faults, put poor body, though very fair appearance. Therefore £70. Beavis, 122, Westbourne Park Road, Bayswater, W.2. [5307

FAMILY TROUBLES? Rover "10" with luxury shooting brake body professionally built 1950. 1935 chassis and engine reconditioned 1950. Engine overhauled Feb. 1954. Bills for £170. Immaculately maintained. £165. Full details. Lt.-Cdr. (E) T. G. F. Hardy, The Malt House, Colden Common, Winchester. [5313

SPEED SIX BENTLEY. 39,650 miles from new, June, 1930. Used only 1 year since 1939. Original paintwork,, upholstery and carpets as new. 3 unused new tyres, brand new battery, hood as new. Beautiful Continental close-coupled D.H. body. An unusual and exceptionally attractive car. Genuine 14-15 m.p.g. Perfect in every detail as trial will prove. Taxed and insured 1 year. £350 as space is urgently needed. This car is not for sale abroad. 22, Moss Lane, Sale, Cheshire. Tel.: Sale 1991. [5314

M.G. (J) GEARBOX, £6 6s. 70, Hartland Way, Shirley, Croydon, Surrey. Tel.: Springpark 5127. [5315

DELLOW MK. 1 2-seater, complete Eight engine, gearbox, back/front axles, steering brakes, wheels. Needs slight mechanical attention and body. Offers around £85. 9, Bungalow, Glengall Road, Peckham, S.E.15. Tel.: BER 2589. [5316

AUTOMATIC CLUTCH, 1936 Riley 9 h.p. Reconditioned ditto 12 h.p. Wainscot, 33, Willoughby Place, Rugby. [5317

4½ LITRE INVICTA. 2/4-seater, first regd. 1932, rebuilt and re-regd. 1951. Excellent condition. £100 overhaul recently. 0-80 m.p.h. in 17.6 seconds. £285. Owned and tuned by author "The Sports Car," Colin Campbell, Road End, Orchard Road, Old Thornaby, Nr. Stockton. Tel.: Stockton 66168. [5318

DIESEL CONVERSION. 4 cyl. Perkins engine, relined, reground head, bronze bearings, new valve seats and guides. Overhauled pump, injectors and starter. Studebaker overdrive gearbox. All stripped for reassembly. Over £200 spent. Accept £50. Handley, Halls Farm, Bramshill, Eversley, Hants. Tel.: Heckfield 97. [5319

"P" TYPE M.G. Fully overhauled and coach-painted within the last year. Fitted with twin chrome windtone horns and double dip headlights. New hood and screens. Photo available. £250 o.n.o. Dodgson, 10, Manor Avenue, Penwortham, Preston. [5320

HANDBOOKS: Austin, Ford, Hillman, Morris, Rover, Standard, Vauxhall, Wolseley, 5s. 6d.; Singer, 7s. 6d.; Riley, 9s. 6d.; Chrysler, M.G., 15s. 6d. Workshop Manuals: Morris, Wolseley, 16s. 3d.; Jowett, 19s.; Austin, 27s. 6d.; M.G., Riley, 31s. 3d. Catalogue sixpence Enquiries, stamp please. Vivian Gray, Postal Booksellers, 4, Chantryhouse, Hurstpierpoint, Sussex. [5321

1933 RILEY 9 Monaco Saloon. Splendid mechanical condition, clean appearance, enthusiast maintained, good tyres, taxed year. Large quantity of spares, including spare engine. £130. Williams, "Glynthorp," Broadway, Worcs. Tel.: 3153. [5323

1927 ROLLS PHANTOM I by Hooper. Mechanically very good. Body and accessories in excellent order. Mascot. £80. Box No. F324, MOTOR SPORT, 15, City Road, London, E.C.1. [5324

1936 RILEY LYNX 1½ litre, £200. Crankshaft, £5 1939 Austin 7 Van, £35. 113, Keith Lucas Road, Cove, Farnborough, Hants. [5328

M.G. 1936 2-SEATER Magnette. 7-1 compression ratio, twin exhausts, excellent condition "Frantoria," Northwick Close, Worcester. Tel. 2649. [5332

1952 FORD 10 h.p. open tourer. 13,000 miles, very good all-round condition. Will be sold to best reasonable offer. Smithies, Bramhall Lane S., Bramhall, Cheshire. Tel.: Bramhall 2506. [5333

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DAIMLER Special sports coupe, cost £3,000 1951 ... ... **£1,111**

DAIMLER, 1950, **2½** Barker drophead foursome coupe, specimen **£745**

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SUNBEAM-TALBOTS, range of seven 80 and 90s, saloons and coupes, from **£535**

ROLLS-ROYCE Twenty-five, 1934 series, special owner-driver sports saloon **£495**

JAGUAR, 1948/9, **3½** drophead coupe—also choice 15 other Jaguars **£495**

MERCEDES-BENZ, 1939 series, **14-h.p.** 4-door sports saloon **£295**

ROVER Fourteen, beautiful saloon, with 3-carburetter special engine **£165**

ROVERS 10, 12, 14 and 16s. Nine, post-war, available from **£445**

Pre-war ROVERS, four from **£165**

JAGUAR, 1939, **1½** or **2½s,** choice four from **£265**

CRESTLINER Special sports sedan by Ford, 1950/1 series, absolutely magnificent, all extras, pretty as a picture ... **£895**

ALVIS 14-h.p., 1948, fitted 4-door utility body, excellent value **£395**

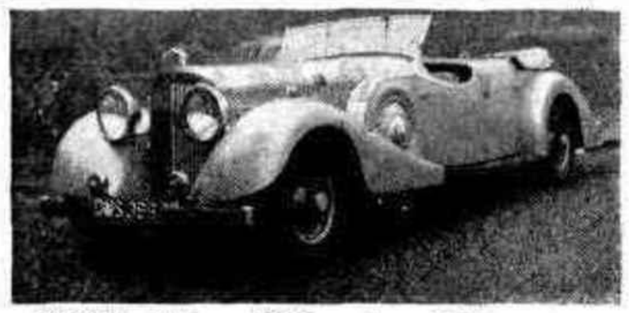
HILLMAN Ten drophead coupe, 1947, '48 and 51s from **£345**

WOLSELEY, 1938, **14-h.p.** saloon de luxe, beautiful, two from **£195**

JAGUAR Mk. V sports saloon, 1950 model, choice of five from **£595**

M.G. sports 2-seater, 1952 series, small mileage, beautiful and as new **£545**

TRIUMPH Dolomite, also **Vitesse** sports saloon, from **£225**



JENSEN 4-litre, 1940 series, Nash engine, two-speed axle. 20 m.p.g., 110 m.p.h. **£555**

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To make room for my new Spring Stock, I am offering the following cars at KNOCK DOWN PRICES, many below cost.

£35 HUMBER, 1931, **24-h.p.** drophead coupe. New hood, tyres, etc., recent engine overhaul. Very fine runner.

£35 MORRIS Minor 1932/33 saloon. Excellent runner. Taxed.

£50 RILEY 11-h.p. open 4-seater tourer. Very fine original condition.

£55 RILEY Nine, 1934, sportsman saloon. A good little runner.

£65 AMILCAR 9-h.p. Grand Prix-type sports 2-seater. Very fast and economical. Taxed.

£75 HUMBER Snipe, 1935, saloon. Clean interior, new king-pins, new tyres.

£85 B.S.A. 10-h.p., 1935, open 2-seater. Just rewired throughout.

£85 B.S.A. 10-h.p. open 4-seater tourer. Recent engine rebuild. New hood and side-curtains. Very economical.

£95 SINGER Nine, 1934, **Le Mans** 4-seater tourer. Fast and economical. Full all-weather equipment.

£95 CADILLAC V8, 1936/37, fixed-head coupe. Engine just rebuilt at a cost of £145 and not yet run-in. Fitted new battery, radio, etc.

£145 B.M.W. 16-h.p., 1937, drophead coupe. Exceptionally clean coachwork. Clutch needs attention.

£155 WOLSELEY Twelve, 1933, **Hornet Special.** Fitted with very attractive March Special open 4-seater touring coachwork. Fitted oversize tyres. Very attractive and clean appearance.

£185 LAGONDA 3-litre open 4-seater tourer. Excellent hood and side-curtains. Superb mechanical condition.

£185 ROLLS P. I, registered 1950. Fitted late-type sedanca-de-ville coachwork. Excellent mechanical condition.

£195 RILEY 1½ Adelphi, 1937, sportsman saloon. Clean and tidy coachwork. Very good mechanically.

£195 SALMSON Fourteen, 1939, sports saloon. Just decarbonised and resprayed in ivory and black. One owner till last year.

£195 RAILTON, 1936/37, drophead coupe. Immaculate inside and out and recently resprayed ivory and black. Just fitted new hood.

£210 HOTCHKISS Paris-Nice sports drophead coupe, 1935. 76,000 miles since new. Original unmarked carpets. Exceptionally clean coachwork and fantastic acceleration.

£250 LAGONDA 4½, registered 1950. Recently completely rebuilt with new open 2-seater coachwork. Engine, chassis, etc., overhauled. New tyres, recellulosed, rechromed, etc. Fantastic acceleration.

£265 ALFA-ROMEO, registered 1941, **17/50** supercharged open 2-seater. Just checked over by Alfa Concessionaires. Excellent tyres, good hood, side-curtains, tonneau cover. Brand new battery. Very, very fast.

£285 LAGONDA 4½, 1936, drophead coupe. New hood fitted, radio. Now being checked over in my works.

£295 ROLLS Twenty, 1928, 2-seater drophead coupe with dickey. Engine just rebuilt and not yet run-in. Fitted new hood, tyres and just resprayed.

£325 LANCIA Astura, registered 1947. Continental touring saloon by Farina. 90 m.p.h., 18/20 m.p.g.

£325 CORD supercharged **Westchester** sedan. 21,000 miles only since new. Immaculate ivory coachwork. New tyres. Twin outside exhausts. New clutch just fitted.

£350 MERCEDES 500K with 540K modifications, 1937. Excellent mechanical condition. A respray and new hood would enhance its appearance.

£365 MERCEDES 230, 1939, cabriolet. Beautiful condition inside and out. Fitted Marshall headlamps, five new tyres. Works maintained.

£385 MERCEDES 500K, 1937, open 2-seater roadster. Beautiful condition throughout. Engine now being overhauled in my works.

£385 ROLLS Twenty, 1938, **Replica** drophead coupe. New hood, tyres. 20 m.p.g.

At the time of going to Press I am negotiating for the purchase of the following immaculate carriages. Details of these models will be gladly forwarded to interested enquirers :—

Mercedes 170V, 1937, **14-h.p.** roadster. Gearbox now being overhauled. When completed car will be resprayed, rechromed, re-carpeted, etc.

Mercedes 38/250 drophead coupe. Just resprayed ivory and all parts rechromed.

Bentley 4½, 1930, sports saloon by Vanden Plas. This is a low-mileage car and is immaculate inside and out, and is a recent Concours d'Elegance winner. Engine seals still intact. Possibly the finest example in existence.

Rolls P. I, fitted Continental German touring coachwork. This car is in ivory and black and is in immaculate condition throughout, and was the property of the late Herr Von Ribbentrop.

Lagonda V12 drophead coupe, 1938. Fitted Sanction II engine.

By the time you read this advertisement I will have many more interesting carriages in stock.

Please 'phone, write or call for details of my latest stock position.

I URGENTLY REQUIRE TO BUY FOR SPOT CASH GOOD PRE-WAR THOROUGHBREDS AND SPORTS CARS OF ALL DESCRIPTIONS AND I WILL PAY TOP PRICES FOR TOP-CONDITION CARS. I AM NOT INTERESTED IN PURCHASING KNOCK-KNEED HORRORS OR ANY OTHER MONSTROSITIES WHICH CAN JUST ABOUT DRAG THEMSELVES ALONG.

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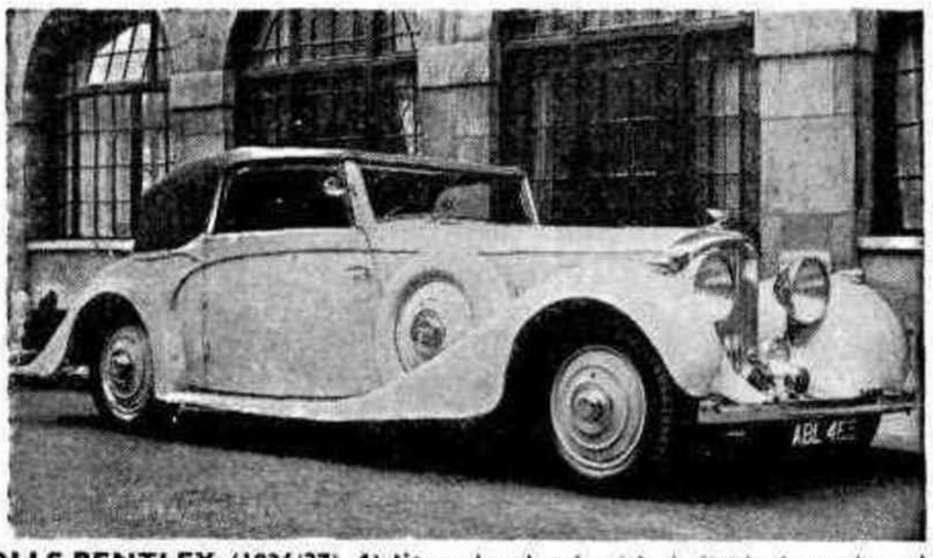
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ROLLS-BENTLEY (1936/37) 4¼-litre drophead with individual coachwork by Messrs. Windover. Post-war recondition and rebore by Bentley Motors, Ltd R/R maintenance history from delivery to date. Grey with fawn interior. Unusually attractive.

£700

ROLLS-BENTLEY (1936) 3½-litre two-door sports saloon by Gurney-Nutting Blue and black with blue interior. £252 expended with Bentley Motors, Ltd., in 1952. Authenticated 17,000 miles since. Pretty, but very close-coupled being very little more than an occasional foursome.

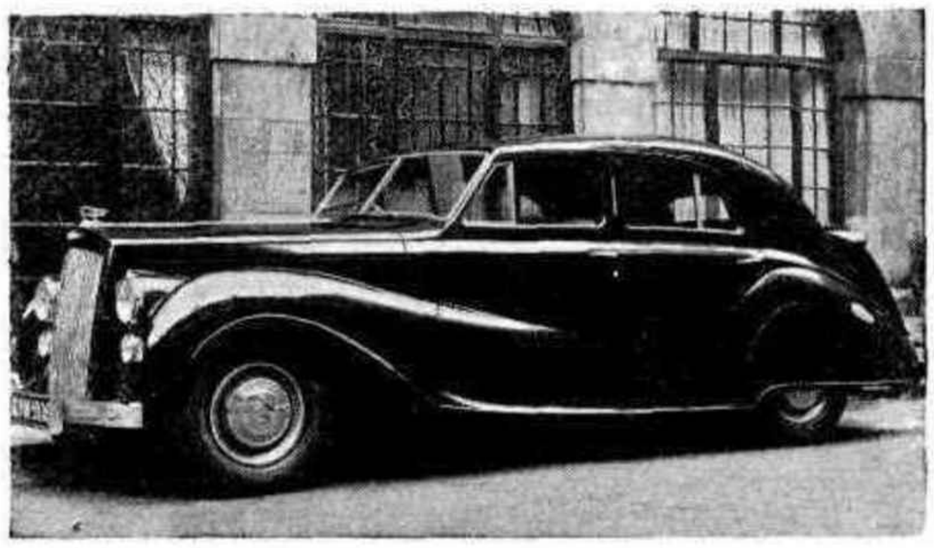
£550

ROLLS-BENTLEY (1936) 4¼-litre sportsman's saloon by Park-Ward. Black with fawn interior. Swept-back with very small boot. Major overhaul 1954. Good history. Purchased from a noted brewer. *"I often wonder what the vintners buy one half so precious as the goods they sell."—Omar.*

£600

ROLLS-ROYCE REPLICAS (1939-40). We offer a choice of two of these much sought-after models this month, by the Southern Motor Coy., one a drophead, the other a saloon. Both are in excellent condition. Space precludes a detailed description, but particulars and a photograph of either will be forwarded to interested enquirers.

£425 and £500



AUSTIN PRINCESS (1951). Coachwork by Messrs. Windover. Black. Chauffeur maintained with low mileage and in immaculate condition. One of the very few essentially luxury products of post-war construction that may be obtained at a reasonable figure, and exceptional value by any comparison or standard.

£775

ROLLS-ROYCE (1932) 20/25-h.p. touring saloon by Hooper. Extensive overhaul in 1952 including rebore. Little used since by professional punter who, in an inspired moment, decided to give up backing horses and become a tipster. He now has a post-war model.

£285

A similar model is in stock at **£250.**

ROLLS-ROYCE (1934) 20/25 owner-driver sun-roof saloon by Mayfair Carriage Co. Black with blue interior. History obscure, but mechanically as sound as a bell. The coachwork, however, is inclined to be somewhat "top-hat" in styling.

£325

HISPANO-SUIZA (1932) Coupe-de-Ville. This is the Prix-de-Berlin model of 37.2 h.p. and claimed some notice in the film production of "The Third Man." A recent overhaul was carried out by a Hispano specialist, detailed particulars of which are available. Photographs and a more adequate description may be obtained upon enquiry.

At the time of going to press I am negotiating the purchase of a **Lagonda V12** medium chassis saloon (1940), a **K500** two-seater **Mercedes** (1938), a 1938 3½-litre **Delahaye** saloon, and a 1947 **Mk. VI Bentley** standard steel saloon. Photographs and details of these models will be gladly forwarded to interested enquirers, subject to their being available.

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FOR SALE—*continued*

ALVIS SPEED 20 D.H.C. Vanden Plas Foursome. Recent new hood, recellulose, overhauled. £195. Keen, Bungalow, Neston, Wilts. [5726

LEA-FRANCIS 1934 Tourer; 5 new tyres; hood, screens, battery, paintwork renewed; heater, brakes relined; taxed; £110. Humber 16 Tourer, 1929; new hood and wind-up screens; repainted; smart appearance; excellent performance; taxed; £95. Amery, 32, Cross Street, Moretonhampstead, Devon. [5727

STUTZ 1934 SV16. Four-seater Luxury Sports Saloon by Brainsby Woollard. Blue, 36.4-h.p., 8-cyl., dual ignition. Excellent condition, recently £250 spent. Radio, etc. Must reluctantly sell, going abroad. Reasonable offer for quick sale. Fox, Tel.: FLAxman 8738 or Box No. F728, MOTOR SPORT, 15, City Road, London, E.C.1. [5728

TRIALS/SPRINT SPECIAL. Professionally built. 2½-litre M.G. engine in Lancia chassis. Road equipped. 3,000 miles since engine and transmission overhaul. Spare engine and gearbox. £150 o.n.o. Tribbeck, The Green, Stubbington, Hants. Tel.: Stubb. 191 [5729

FOR SALE—*continued*

1933 WOLSELEY HORNET SPECIAL. Twin S.U.s. Hydraulic brakes. Weather equipment good. Taxed and insured. Seen Chester. Haggling. £65. Box No. F730, MOTOR SPORT, 15, City Road, London, E.C.1. [5730

FRAZER NASH and Meadows spares. Block and pistons, £15. Roller crank, etc., also transmission spares. 24, Barkham Ride, Wokingham. Tel.: Eversley 3117. [5731

1935 LAGONDA RAPIER 10-h.p. Twin O.H.C. 2/4-seater sports. Bodywork immaculate, dark green. Excellent hood with large plastic rear window and sidescreens. Engine rebored. Crank ground new timing wheel and chains fitted twin S.U.'s. 5 almost new tyres, new 12V. battery, twin wipers, spot light, etc., taxed £165 o.n.o., consider exchange. Preston 16, Preston Avenue, Eccles. Tel.: Eccles 1027. [5732

1949 MINOR with Ford 10 engine. 9,000 miles since conversion, using Morris gearbox. Jarvis type hood, new carpet, many extras. Performance with economy. Must sell, new car arriving. £140. Tel.: PRO 1850, Budden, 104, St. Leonard's Road, London, S.W.14. [5734

FOR SALE—*continued*

AUSTIN 7 & M TYPE M.G. SPARES. Two Austin chassis frames. Two 18 wire wheels built to take 5 in. tyres. Front axles, etc. Two O.H.V. engines. M type also 1934 O.H.V. engine fits J.2. Gear box. Set hydraulic axles will fit J.2. Wolseley Hornet spares all kinds. W. Bishop, 9, Norman Road, Swindon. [5733

LAGONDA 3½-litre Pillarless Saloon, 1935. P100's, well shod, fast and sound. £150 o.n.o. Barrass, 78, Rupert Road, Netheredge, Sheffield, 7. Tel.: 54082. [5736

TWO 30 x 5 REMOULD COVERS. Unused. Farnborough, Kent. Tel.: 3931. [5737

1934 ALFA-ROMEO 2.9, Monoposto P.3, B Type, Ex Count Trossi. In pactically new condition, less engine unit but complete with gearbox and drives, new racing tyres. Offers around £175. Exchanges considered. R. Macpherson-Grant, Christmas Mill, Edenbridge, Kent. Tel.: Edenbridge 3118. [5738

RILEY NINE LYNX, 1933. £120. Good condition, twin carbs, all weather equipment tonneau, reconditioned engine and transmission. "Ben Alder," Upper Road, Meole, Shrewsbury. [5740

FOR SALE—*continued*

A.C. 1936 COUPE. New hood, battery, good body, sound engine. £130. 34, Austin Road, Beeches Estate, Cirencester. Tel.: Kingston 3923, weekends. [5374

G.P. BUGATTI. 17/50 twin cam Alfa engine. Road equipped, much rebuilt, registered U.K. 1949. Price £250. Consider saloon "Hack" part exchange. Tel.: Bradfield (Berks) 322. [5375

AUSTIN SEVEN "Special" Parts. Cheap. Ruby chassis, axles, gearbox, Bowdenex brakes, engine spares. Tel.: Bradfield (Berks) 322. [5376

A SPECIMEN 1½ Riley Adelphi. Beautiful body, no rattles, mechanically excellent. Sacrifice, £235. Tel.: Riverside 8009. [5377

TALBOT 65 SALOON, 1935. Engine/gearbox rebuilt by Bland 6,000 miles ago, bodywork fair, £65. Turner, 112, Westcombe Park Road, Blackheath, S.E.3. Tel.: GRE 3697, evenings. [5378

1937 2-LITRE DROPHEAD M.G. New hood and battery, good tyres, otherwise rough. £75 to £100. 1935 D.8 15 Drophead Delage. Reconditioned engine, etc., and similar saloon for spares. £150. 2 litre Lagonda dynamo and starter, £1 each. Blacklocks, Homestead, Lydd. [5379

RILEY 9 MONACO SALOON, 1938 (model) Special Series, engine and mechanical condition 100 per cent., body sound, good tyres and battery, interior recently retrimmed. £195. Tel.: Fairlands 5724. [5380

1910 ROVER. 7.8 single, V.C.C. certificate, 90 per cent. restored, c/w lamps and hood, completed 5 rallies over 300 miles last season. Sorry to part—time and space. c/w trailer. £150. Bellamy, 41, Lansdowne Avenue, Grimsby. [5381

ABSOLUTELY brand new Andre-Hartford friction shock absorbers. Large type. Suit Bentley, Mercs., Lags., etc. £2 each. Carriage extra. Box No. F383, MOTOR SPORT, 15, City Road, London, E.C.1. [5383

DELAGE D.I.S. 14/40 1927. Home-made body, cycle guards, good mechanical condition, decent appearance, ideal V.S.C.C. events. £45. Full particulars. Box No. F384, MOTOR SPORT, 15, City Road, London, E.C.1. [5384

SUPERCHARGER for 1952 Morris Minor, not been fitted. £30. 37, Sheen Lane, Mortlake. [5385

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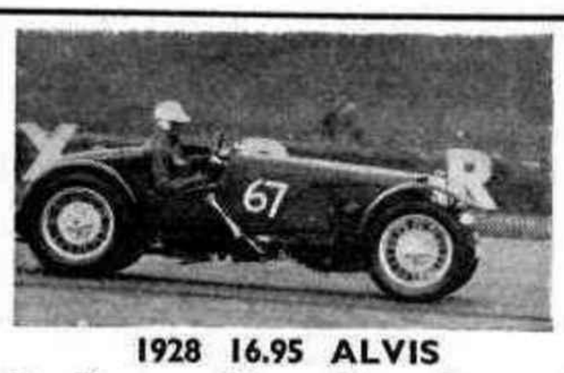
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CENTRIC 160 supercharger installation for P.B. M.G., good condition, £20. New M.G. rear brake cable complete, 25s. Scintilla Vertex. N.V.4, clockwise, unused since overhaul by makers, £8. New genuine M.G. camshaft bevels and sleeve, £6. E. Randall, 126, Leigh Road, Westbury, Wilts. [5772

1934 CITROEN 14. Good condition, interior needs tidying. £25. Snip. Sandall Motors, 4, Sandall Road, N.W.1. [5780

LEA-FRANCIS 12/40 2-seater. Excellent condition, good hood and screens, £75. Complete engines for 10 h.p., 12/40 and 2 litre available. Large range of new and good second-hand spares for all Vintage Lea-Francis. Gaskets, valves and guides, swivel pins and bushes, axle shafts, reconditioned rear hubs, brake and clutch linings always in stock. Holmesdale Garage, South Norwood Hill, S.E.25. Tel.: LIV 1906. [5775

B.S.A. TWIN FOUR-WHEELER. Excellent condition, 45 m.p.g. £75 o.n.o. Searle, 23, Orleans Road, Twickenham, Middx. [5777

1939/40 RILEY sports saloon, 1½ 12/4 de luxe. Absolutely 100% condition, including new engine ex-Riley works. This fine model was prototype mechanically of current model. Bodywork perfect and chrome excellent, tyres good. Car at present in paintshop and will be recellulosed inclusive at bargain price **£275**

1936 RILEY MERLIN 9-h.p. sports saloon, rechromed, resprayed, in very good condition. 100% mechanically, special big crank engine, twin carbs., nearly new tyres. Formerly property of retired gentleman and has been carefully used ... ... **Snip - £157 10s.**

RILEY 9-H.P. SPECIAL sports, in showroom condition. Looks similar TC M.G. Lowered 7 in., shortened 10 in.; wheels rebuilt, 550 by 16 in. tyres. Laystall balanced shaft and lightened flywheel. **Treen** remote-control crash box. New sealed-beam Lucas headlamps. This little beauty does not look like a one-off job as all workmanship is beyond reproach. Cost over £300 in 1947 to build ... ... **Sacrifice - £127 10s.**

RILEY NINE MONACO, 1934, all-metal saloon, in good all-round order. Many extras. Preselector box. Recommended at ... **£69 10s.**

RILEY NINE LINCOCK sports saloon 2-door occasional four. A little beauty, in original order, no mods. Nearly all new tyres and 40 m.p.g. Does not require any money spending on it. Fitted helical manual box, new batteries, etc. ... ... **Snip at 99 gns.**

1935 RILEY NINE, fitted new shooting-brake body in polished hardwood. Preselector box. Sold absolutely complete but *minus engine* at price far below cost of body, and all ready to drop engine in. **Sacrifice at £55**

1935 LANCIA ASTURA saloon, 28 h.p. V8, in very good condition; had little use previously, being doctor's spare car. The body is pillarless and coachwork is perfect, and paintwork is as new. Interior is absolutely unmarked, original carpets, etc. A real man's motor. Cost over £1 000 new. Accept **£195**

LEA-FRANCIS 12/4 (12/40 model), fitted utility body. I have known this car from new and sell with any trial, complete with spare engine, gearbox, etc., etc. Absolutely perfect, 30 m.p.g., and will last a lifetime. Body has been specially constructed, retaining the original lines of the saloon. Accept **£75**

SPECIAL ! ! !

ONE ONLY—**RILEY 9-H.P. MERLIN ENGINE, RECONDITIONED.** Sleeved standard, shaft ground, line-bored; ready to drop straight in chassis. This is the genuine **Merlin** with outside ribbed **Tecalemit** cleaner. 1936/38. First cheque **£69 10s.** secures, and, of course, unit is warranted for one month.

H. MIDDLETON (AUTOMOBILE ENGINEER), 13, TICKHILL ROAD, BALBY, DONCASTER. Tel.: 53901

FOR SALE—*continued*

SUNBEAM 12.8 h.p. Dec., 1933. 3 new tyres. wire wheels, good splines, preselector gears. Dural body and engine perfect. £120 or near offer. Cheeseman, 7, Albany Road, Hersham, Surrey. [5569

VINTAGE SUNBEAM 16 Saloon, 18.2 engine. one shot lubrication, Andre telecontrol shockers. One owner since 1938, stored war years. Nominal mileage since. A genuine car in excellent condition. First £50. Court House. Mountfields, Shrewsbury. Tel.: 2208. [5597

ALLARD DISTRIBUTOR (Lucas) and 2 makers rebuilt 6.50 x 16 tyres. £10. Spurr, Caledonian Road, Dewsbury. [5570

6 H.P. ROVER engine (modern). Run for short time only as stationary engine. Also radiator and diff. unit, £30 the lot. Wanted: Camptor "Itisa" Senior Tent light car-van. E. A. Morgan, 40, Coates Avenue, Barnoldswick, Via Colne, Lancs. [5572

DELAGE 1931. Superb D.H.C., one owner, resprayed last year, excellent mechanically, no oil, good tyres. £120 o.n.o. Tel.: Park 7202. [5573

ALVIS 1934 SPEED TWENTY. Taxed, insured. heater, going well. £95. Weston, Carryduff, Belfast. [5575

1934 RILEY KESTREL 9, less engine and gearbox, cheap to clear. Also centrifugal clutch and many spares, 1930-34. S.a.e. list. Gillnam, 9, Firs Road, Milnthorpe, Westmorland. [5576

1932 RILEY 9 TOURER. 4-seater, thoroughly overhauled, rebored, etc., reconditioned magneto, rewired, well shod, manual box. New hood. Nice condition throughout. £75 o.n.o Seen Sheffield. Box No. F577, MOTOR SPORT, 15, City Road, London, E.C.1. [5577

ROLLS 20, 1927, BARKER 4-seater, winding windows, mechanically perfect. Rolls maintained, £125. Box No. F579, MOTOR SPORT, 15, City Road, London, E.C.1. [5579

FIAT 514, 12 h.p., 2-seater and dickey. Excellent condition, hood rough. £60. Complete works of similar car for spares, £10. Jopling, 17. Kenton Park Crescent, Kenton, Middlesex. Tel.: Wor. 2879. [5580

M.G. 1939 T.B. SPORTS. Good condition. Andre telecontrols. £275 o.n.o. Tel.: Glasgow Merrylee 3245. [5581

1954 VOLKSWAGEN body shell, complete with doors, bonnet, front wings (no rears), boot lid perfect. £80. Wadsworth, Moseley House. Rosehill Road, Burnley. [5582

1927 RILEY TWELVE. Side-valve, 4-seater tourer. Reconditioned engine and steering. body, tyres, hood, etc., very good order. Second car (non-runner) for spares, £95. Vintage light car considered in part exchange. 4. Masons Road, Slough. Tel.: Burnham 1107. [5588

RILEY SPARES. Brooklands body complete. £20; 4.66 : 1 C.W.P. in good condition, £7 10s.. set 9 h.p. H.C. pistons, 9.1 C.R., domed + .030 oversize, £4 10s.; twin 26 m.m. VEH Zeniths on 3-stud manifold, £4; dynamo, £4; complete 9 h.p. engine, sound, £17 10s.; gearbox, in good condition, £5 10s. David Square, c/o 11a, Water Lane, Leighton Buzzard. Tel.: 2060. [5589

1932 RILEY 9 2-seater, completely rebuilt throughout to new standards, most attractive body styling and in every respect indistinguishable from new, rebuilding cost in the region of £500, any inspection welcomed. £185, or would consider exchange, cash adjustment either way with a very good popular make saloon. R Starmer, 2, Broadway, Kettering. Tel.: 4551. [5590

U.S.A. 1938 RED SCOUT. Excellent condition. inc. tyres, 41,000 miles (laid up throughout war). £210 o.n.o. Bromage, Crudwell House. Malmesbury, Wiltshire. Tel.: Crudwell 204. [5592

NEW ANGLIA owner wishes to secure perfect specimen Lancia Aprilia. Sale or exchange. Breese, Fleet Road, Holbeach, Lincs. Tel.: Holbeach 2147. [5568

1937 M.G. 2 litre. Smart, green and chrome. D/H, T. & I. for year. Owner getting married. E. Mortis, Cecil House, Hertford. [5593

ALVIS 12/50 T.J. Special 2-seater body. mechanically very good, twin S.U.s, well shod. Lively and reliable. £80 o.n.o. Pearson, Sandy Lane, Bearsted, Maidstone. [5594

HIGHLY INDIGNANT Talbot 105 just removed from finest garage in U.K. to revolting motorhouse desires new owner. Excellent condition, fitted new close-coupled Fox Nicholl saloon post-war. Genuine mileage 52,000, excellent brakes, no oil, good tyres. Around £160. Down Lodge West, Park Road, Kenley, Surrey. Tel.: Monarch 9944, Ext. 305, Daytime. [5595

RILEY 9 MARCH SPECIAL. 4-seater, recent £150 overhaul. The lot. Many extras. Taxed year. Outstanding car. £195 or exchange "T" type M.G. Box No. F596, MOTOR SPORT, 15, City Road, London, E.C.1. 5596

1932 LAGONDA 2 litre, with Weyman saloon body, completely rebuilt. Also Lagonda spares including two chassis, four engines, front and back axles, gearboxes, radiators, springs, wheels, tyres. Offers. Box No. F599, MOTOR SPORT, 15. City Road, London, E.C.1. [5599

LANCHESTER "10" SPORTS F/H Coupé, '34 Mulliner body, large boot, powerful hydraulic brakes, latest lighting, well kept. £120. Exchange "Blown-up" J.2 M.G. or sound P.B Tel.: Vigilant 5689. [5601

RILEY SPECIAL. Very fast, hydraulic brakes. rebuilt engine, gearbox, tyres. Tubular frame Spares. £130. Alvis T.F./T.J. required. Tel.. Harpenden 491. [5602

BREAKING FOR SPARES. 1929/30 o.h.v. Morris Minor. All parts available. What offers? E. M. Dowlen, 5, Grove Avenue. Harpenden, Herts. [5603

FORD SPECIAL, 2-seater, registered and built 1952 with new tyres, battery, radiator, steering, shockers, electrics, etc. Reason sale: Buckler completed. £85. Rance, 46, Gillshill Lane, Radlett. [5604

ALVIS SILVER EAGLE 16.95 h.p. drophead foursome 1936. In very good condition. Full details on request. £175. Require Alvis tourer. all types considered. Belcher, 9. Mansfield Road. Reading. Tel.: 3781, Evenings, 3675. [5607

RAILTON FAIRMILE Drophead Coupé in immaculate condition. new cylinder head and tyres. Superb performance, 20 plus miles per gallon. Offers. 5. Queen Victoria Street, Blackburn. [5611

1939 Alvis Speed Twenty-five, excellent condition **£250**
1946/7 Riley 1½-litre saloon, excellent value **£425**
1950 Sunbeam-Talbot 80 saloon, exceptional **£525**
1952 Citroen Light Fifteen, recently overhauled **£550**
1949 Model Riley 1½ saloon, exceptional **£550**
1951 Jaguar Mk. V d/h. coupe ... **£675**
Zephyr Zodiac, as new, overdrive, Servais manifold, etc. **£825**
Bristol 400, overhauled, repainted, 85C engine **£895**
Unregistered 1954 XK120 Jaguar, £1,450
Healey Elliot and **1948 3½ Jaguar** coupe expected shortly.

KINGSWAY MOTORS
HOYLAKE
Tel.: Hoylake 3351/2. *Evenings.:* Hoylake 3573

ALVIS FIREBIRD. 1934, drophead foursome Recent resleeve, brakes overhauled by Alvis. excellent hood, tyres and upholstery. Taxed £150 o.n.o. Clarke, 4, Ashmoor Grove, Welling, Kent. [5605

M.G. P.B. 1935. Good condition, B.R.G., decoked, etc. £175 o.n.o. Tel.: Guildford 4347, after 7 p.m. [5609

AUSTIN SPECIAL. Fibreglass body, all modifications, but incomplete. Offers or exchange. Tel.: Shoreham, Sussex, 2780. [5612

ALFA ROMEO 1750 c.c. 4-seater drophead coupé. £145. 598a, Kingston Road, Rayner Park, S.W.20. Tel.: Liberty 2959, daytime. [5622

1934 SINGER 14/6 Saloon, R/C gearbox, 14in brakes, 26 m.p.g. touring. Offers. Exchange Open Singer, might break if response. Goddard. 34, Plumbridge Street, S.E.10. [5292

T.C. MODEL M.G. Two-seater, recellulosed red and rechromed, new hood and sidescreens made in nylon. Reconditioned engine and complete clutch, new silencing system, reconditioned dynamo, new battery, king pins and bushes, 2 new tyres and 4 new tubes. Taxed to December, 1955. This car looks and is as new. Any inspection. £385 o.n.o. R. Langhorn, 19, Broadway, Royton, Nr. Oldham. Lancs. Tel.: Main 3358. [5326

BENTLEY 4½ 1930 XF 3521 Victor Broom drophead foursome. Mileage 15,000 since complete engine and chassis overhaul by Lawrence. Six almost new Indias, rebuilt wheels, rewired, new S.U.s, uses no oil, body fair. Exchange considered. £225. Arkell, The Hollow, Northchurch, Berkhamsted. Tel.: 23. [5327

RAPID, RELIABLE AUSTIN 7 2-seater sports. rebuilt 1953. Excellent condition, good hood. tyres. 91, Harwich Road, Lawford, Manningtree, Essex. [5610

CLYNO 1928 10 h.p. Saloon. Good condition. taxed. £20. Armstrong. The Craig, Wall. Hexham, Northumberland. [5608

MORRIS MINOR Saloon, 1933. Negligible oil £40. 23, Westbrook Road, Blackheath, S.E.3 Tel.: Greenwich 3816. [5651

M.G. J.2 8-H.P. Black, flared wings. 2-seater. Good condition, £140 o.n.o. 79, Glendon Road, Erdington, Birmingham 23. [5652

TRIAL/SPRINT SPECIAL. Original L.M.B (Ford) 1938, 9.8 h.p. All working parts renewed. New hood, tonneau. Resprayed. Ballamy (independent) suspension. £80 spent. Reasonable offers or exchange. Wynne Williams, Bryn Mafon, Caernarvon. [5653

R.R. SILVER LADY, dated 6.2.11. Mint. Offers 2, Spencer Crescent, Stapleford, Notts. [5654

LEA FRANCIS Tourer, 14/6 Twin O.H.C Completely rebuilt by enthusiast. 9, Carnegie Road, St. Albans, Herts. [5655

1946 M.G. T.C. Exceptional throughout. Factory replacement engine (std. bore) fitted 1,700 mls. Taxed December. £360. Seen Surrey. Box No. F656, MOTOR SPORT, 15, City Road, London, E.C.1. [5656

1927 CITROEN 12.8-h.p. 4-door Tourer. Good condition throughout. Very reliable. £50 o.n.o. 9, Vernon Court, Norfolk Way, Bishop's Stortford, Herts. [5657

23-60 VAUXHALL Tourer, 1923. Original and sound. Room needed for my 30-98. £65 or offer. Major Gill, McGrigor Mess, Aldershot. [5658

ALVIS 12/50, 1931, Saloon. Really immaculate and probably finest example available. Offers over £100. 35, Tuckton Road, Southbourne, Bournemouth. Tel.: Southbourne 48040. [5659

BENTLEY 3-litre, 1925, Black Label, brake body seats make bed, good mech. order, £85 o.n.o Alvis Firebird, 1936, recent engine overhaul, £75 o.n.o. Riley Kestrel, 1933, sound and fast, £85 o.n.o. Burt, 5, Oaks Road, Tenterden, Kent. Tel.: Wittersham 55 after 6.30 p.m. [5662

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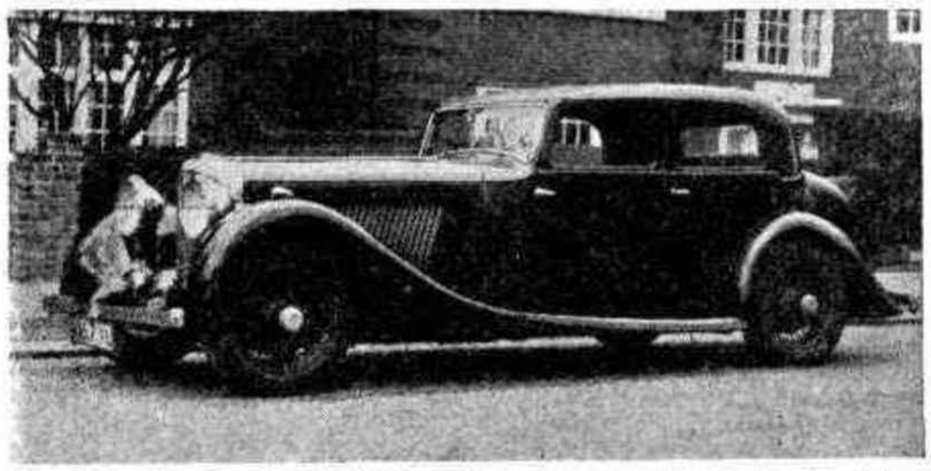
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1934 (*Sept.*) *BENTLEY 3½-LITRE sportsman's saloon, in black cellulose with dark green leather interior, body by H. R. Owen. Very fine chrome, Marchal headlamps, excellent tyres, most original tools. A specimen car.* **£395**

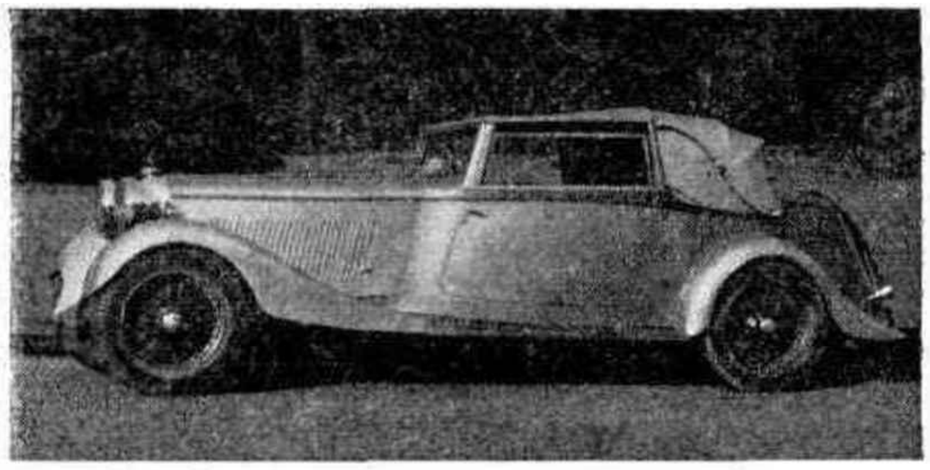
1936 BENTLEY 3½-LITRE, almost identical to the above car but the body is by Park Ward. Tyres, chrome, interior, excellent. The engine is undergoing complete checkover in our workshop at the moment. **£495**

1938 TRIUMPH ROADSTER 2/4-seater 14 h.p., in cream and black. Just fitted new water pump, new exhaust system throughout, brand new buff leather-cloth hood, the interior in green leather, the tyres almost new. An elegant motor. **£235**

1936 FORD V8 2/4-seater drophead coupe, 30 h.p., with 20 m.p.g.; in black with buff hood. In nice condition throughout; very fast, yet docile. Taxed. **£145**

1936 S.S.1 open sports 4-seater, in black cellulose (unmarked). All-weather equipment in grey and brand new. The engine is the 2½ o.h.v. Jag. There are twin, long trumpet, windtones, spotlamp, twin wing mirrors, etc. An extremely attractive car. **£185**

1934 ALVIS SPEED TWENTY, in black, original cellulose. The interior in red leather. P100s, twin spotlamps, all chrome exceptional condition, sun-roof, and the body by Charlesworth. This car is in fine original condition. **£165**



1934 *LAGONDA M45 4½-LITRE drophead foursome coupe, in green with almost new leather-cloth buff hood. The body, including wings, are all aluminium. The interior has been completely retrimmed in Tygan Plaid, the green carpets almost new, the chrome is first class. The P100 headlamps are fitted with stoneguards, there are remote-control dampers, the tyres are all very good. A very handsome car indeed.* **£185**

1937 VAUXHALL FOURTEEN foursome drophead coupé, cream with buff top which is new, including interior lining. The body is by Tickford. Extras include radio, heater, temperature gauge, etc. The chrome, paint, tyres, excellent. Taxed. **£160**

1939 ROVER FOURTEEN sportsman's black saloon, with brown leather interior. Excellent condition throughout. **£275**

1936 MORRIS EIGHT saloon, just fitted new engine, starter, dynamo, electric pump, voltage regulator, etc., and now ready for thousands of miles' trouble-free motoring. **£130**

1933 TALBOT 14/65 saloon, in extremely sound condition, new petrol pump, distributor, carburetter. **£85**

BENTLEYS! Bentleys! We are undoubtedly the best buyers of Red Labels and 4½s, **only open types,** and only **good-condition** cars please.

H.P. TERMS, AND USUAL INSURANCE FACILITIES, AVAILABLE ON ALL CARS. *EXCHANGES*

FOR SALE—*continued*

NOW DISMANTLING Jaguar 2½ litre saloon, all spares available, reasonable prices. Also 1937 Standard 14, 1936 Austin 12. Spare engines for Hillman 10, Austin Eight, Ford Ten, others. R. G. Donald (N.N. Motors), Dismantlers, 102, Cemetery Road, Sheffield, 11. Tel.: 25380. [5335

M.G. J.2 engine, gearbox assembly with starter, dynamo, distributor, S.U.s; requires big-end replacement. Box No. F336, MOTOR SPORT, 15, City Road, London, E.C.1. [5336

"MOTOR SPORT." May, 1932, to date. "Speed" 1935/9. Offers to Steel, Dellquay, Nore Road, Portishead. [5337

SILVER GHOST, 1921, F.W.B. coupé. Dickey. Will seat 4 to 6. Crankshaft assembly and gearbox overhauled. New piston rings. £130. Statham, Rivermead, Bitton Road, Keynsham, Somerset. [5338

RILEY LYNX 1½ litre 1936 4-seat tourer. Fast and 30 m.p.g. Chrome, paintwork excellent, new sports-coil, Servais exhaust, reconditioned engine, back axle and brakes. £255. Kent area. Box No. F339, MOTOR SPORT, 15, City Road, London, E.C.1. [5339

CITROEN 12 F.W.D. Sports Saloon. Extensively reconditioned. £120 o.n.o. Covil, 67d, Shooters Hill Road, Blackheath, S.E.3. [5340

ARMSTRONG 17, 1937, £60. Laystall engine overhaul £120, also Standard 16 h.p. engine and gearbox complete with accessories from late S.S., £25. Box No. F341, MOTOR SPORT, 15, City Road, London, E.C.1. [5341

£59. 20 H.P. ROLLS-ROYCE 1927 Saloon. Excellent mechanically, 4 new tyres, F.W.B., uses no oil. Some clot has put cycle type wings on it, otherwise standard and reasonable bodily, taxed and ready for immediate use. W. Barnes, Ic, Venner Road, Sydenham. Tel.: 7469. [5342

DYNAMOS. Singer 9 1931/3, £3. M. type Minor, 35s. S.V. Morris, £2. All sound. Carriage extra. Barnes, Ic, Venner Road, Sydenham. [5343

SPECIAL. Respectable M.G. body in red. Professionally mounted on Ford chassis and engine. All weather equipment, good tyres. Family forces sale. 45 m.p.g. Unsouped. Insured. £195 or first reasonable cash offer. Exchanges considered. Tel.: Croydon 8130. [5344

MAGNETO B.T.H. 4 cylinder, 200 miles only. Howard, 8, Park Town, Oxford. [5359

FOR SALE—*continued*

SNOGGIN WAGON. A mechanically sound 1929 3½ litre Sunbeam Tourer. Bags of room for romping around. Clean and tidy (at present). For quick sale £70. Birchlea, Little Baddow Road, Danbury, Essex. [5365

RAILTON TEN D.H. Coupé, 3/4-seater by Coachcraft. One owner 16 years. 43,000 genuine mileage, original dark blue, brown unpleated leather and carpets. Chrome perfect. Engine rebored at 32,000. New springs and shockers. Standard spares. This must be the most original and finest specimen available and looks like a miniature Bentley. Cruises 55/60 m.p.h. with 35 m.p.g. Second car to a Packard. Will consider offers around 335 gns. Tel.: Esher (Surrey) 4139. [5351

1929 SUNBEAM 16 h.p. drophead coupé with dickey. Excellent condition both bodily and mechanically. Under 10,000 since complete engine reconditioning. 4 nearly new tyres and 2 unused retreads. A charming but staid carriage absolutely reliable and good for thousands of miles. £85. Broadbent, Holton Beckering, Lincoln. Tel.: Wragby 348. [5352

1949 ALLARD DROPHEAD. Reconditioned Ford V8 aluminium cylinder head engine 8,000 miles. New radiator one year. Box No. F353, MOTOR SPORT, 15, City Road, London, E.C.1. [5353

RILEY 12/4 LYNX Tourer, 1937. £165. Wells, 187, Langley Way, West Wickham, Kent. Tel.: Springpark 5093. [5354

1929 4½ LITRE BENTLEY. 1938 V.D.P. 4-seater body. Maroon, beige leather, engine overhauled December, 1953, 3.3 rear axle, brakes just relined, £225. Hancox, 9, Shrewsbury Road, Birkenhead. Tel.: 9.30 to 5.30—Mountwood 2323; Evenings—Birkenhead 6089. [5355

TALBOT 105 Drophead 1935. Big-end gone. Any offers? To view Tel.: Meadway 2582, after 8 p.m. [5356

1926 DELAGE 2 litre D.H. coupé with dickey. £180 has been spent in last two months to bring car to concours condition. £250 o.n.o. Bone, Pebmarsh, Essex. [5357

ROLLS-ROYCE P.II 40-50 Continental Short Chassis, 4-seat, 4-door Cabriolet. Blue Leather hood. Bray, 3-note horn. Mileage 70,250. Perfect. £425. Box No. F358, MOTOR SPORT, 15, City Road, London, E.C.1. [5358

TRIUMPH GLORIA. 1934. 9.5 h.p. Body rough, no batteries. £20. Elliott, Carkettle, Ulverston, Lancs. [5363

FOR SALE—*continued*

T.C./M.G. 1947. Overhauled, new hood, screens, battery (Lithanode), tyres, etc., fog lamp, luggage grid, black, beige leather. Immaculate condition. 375 gns. Andrews, 22, Bavant Road, Brighton, 6. Tel.: Brighton 52855. [5345

FORD/M.G. SPECIAL. New 1172 c.c. engine approximately 3,000 miles ago. Body cream, black wings, 2-seater (Dunlopillo), all weather equipment. Offers after trial. Cox, 4, Southfield Avenue, Weymouth, Dorset. Tel.: Weymouth 1715. [5364

£50 VINTAGE HUMBER 16/6 Saloon. 20 m.p.g., in daily use, first registered 1929. Hall, 4, Seawall, Dymchurch. [5366

SUNBEAM SPEED TWENTY. In family since new, Nov., 1935. Beautiful condition, 25,000 miles, engine perfect. £150. McClure, 68, Malford Court, E.18. [5367

DIESEL CONVERSION. 1936 Cadillac. Reconditioned Perkins P.6. 35 m.p.g.—70 m.p.h., with overdrive. Seats 6 with comfort. Very good condition. Recent respray blue. £400. Owner posted abroad. Box No. F368, MOTOR SPORT, 15, City Road, London, E.C.1. [5368

VOLKSWAGEN, registered 1948. Recently overhauled, radio, chain link matting, two spots, twin horns. Owner emigrating. £250. Harries, 1, Queens Road, Chelmsford. [5663

1927 ROVER 9 TOURER. Aluminium body, excellent condition, good runner, taxed and insured. £50. Tel.: Ladbroke 5755. [5370

DELAGE 18.2, 1932, dismantled for spares. Most parts available. S.a.e. please. Craig, 63, Berwick Road, Welling, Kent. Tel.: Bexleyheath 4553. [5371

RILEY KESTREL 1935 12/4. Fair condition. 1952 block, rods and crank, £115 o.n.o. 1933 Riley 9 Monaco, body rough, minus one piston, £25 o.n.o. 1933 Riley spares, rear axle minus one H/S, front axle bent, gearbox, steering box, £8. 4 6 stud wheels, £3. 3 5 stud wheels, £2. Tyres—5.00 x 20, 6.00 x 16, 4.50 x 17, 40 per cent. worn, £2 each. 19 x 5.00 tyre and tube, 10 per cent. worn, £4. Haywards Cottage, Blackwater, Camberley, Surrey. Tel.: Yateley 3151. [5372

TRIUMPH DOLOMITE, 16 h.p. 6 cylinder, 3 S.U.s. Suitable for road, less bodywork. Reconditioned engine, clutch, shock absorbers, new tyres, windscreen, doors, bonnet, spare wheel and cover and grille. Workman, Tetbury Cottage, Ebley, Stroud, Glos. [5373

FOR SALE—*continued*

HORNET 2/4 TOURER. Body not immaculate but sound mechanically. Beetles along, 35 m.p.g. everything works. £40. Saker, The Wilderness, Baldock. Tel.: 275. [5773

BENTLEY 1928 4½ Sports Saloon. Good tyres battery, Servo brakes, low mileage. Offers around £200. Harman, Northaw, Wych Hill, Woking. Tel.: 2635. [5776

FIAT 11 h.p. 514 Saloon, 1931. Sound, reliable, taxed, must be sold. Best offer accepted McNeil, 46, Henlow Road, Maypole, Birmingham, 14. [5778

V.8 ENGINE UNIT. Accessories 6 v. sports coil, instruments, 500 Fiat head, 600-18 tyres. Benington, The Twitten, Crowborough, Sussex. [5779

DISMANTLING RILEY 9 (cracked block) and 12/4, sound spares cheap. Also some Cord spares. Baston, 127, Camden Road, London, N.W.1. [5781

ALLARD P.1 SALOON. May, 1952, fitted heater air conditioning twin chrome fishtails, excellent tyres and condition throughout, £535. Healey Elliot Sports Saloon, March, 1949, 2.4 litre fitted heater, radio, sunroof, truly remarkable performance at 27 m.p.g., £645. Fiat 1100 Saloon, Model 508C, November, 1939, only 2 owners from new, in original condition throughout, mechanically excellent, £295. The Manor Garage, Thingwall Road, Irby, Wirral Tel.: 9 a.m./6 p.m. Irby 1082. After 6.30 p.m. Hoylake 5561. [5782

1940 CITROEN Roadster. Really good. £275 Private owner needs Foursome Convertible No dealers. Box No. F784, MOTOR SPORT, 15, City Road, London, E.C.1. [5784

FORD SPECIAL, Regd. 1948. Austin 7 chassis, Ford 10 engine, 4.7 back axle, easy clean wheels, all weather equipment, excellent acceleration, 40 m.p.g., taxed, insured. £115 o.n.o. 81, Ockley Road, Croydon, Surrey. [5785

BENTLEY ENGINE. 4 litre, 6 cylinder. Excellent condition, oiled and crated. Twin S.U.s and distributor, £12. Frank, 75, Whitchurch Road, Chester. [5786

RILEY NINE MERLIN, 1936. In outstanding condition. £180 or nearest. Full particulars and photograph. 83, High Street, Old Fletton, Peterborough. [5787

VOLKSWAGEN. Registered Aug., 1948. £29 or reasonable offer. Good condition, taxed Evenings, 13, Avondale Avenue, Staines Middlesex. [5788

RILEY KESTREL 9, 1935. Twin carbs., mechanically and bodywork excellent. Recently reground crankshaft, relined brakes, clutch, two owners. Genuine 67,000 miles. £145 o.n.o Henry, 17, Ballbrook Avenue, Manchester, 20 Tel.: Didsbury 4101. [5789

M.G. V.A. 1½ litre, 1938 model, 4-seater tourer Good condition throughout. £245 o.n.o. Box No. F791, MOTOR SPORT, 15, City Road, London, E.C.1. [5790

BREAKING MK. 3 RILEY 9. Austin 7 4.5 axle, £6. 4 speed box, £4. Ford bits: Pair Y type front wings, £3; ditto dynamo, £3. Easyclean wheels, 10s. each; drums, 15s. each 'A" type gearbox, £3; V8 dynamo, reconditioned, £4; 2 good S/H 5.25-17 tyres, £3 Bagguley, Tudor Garage, Aston-on-Trent Derby. Tel.: Shardlow 356. [5792

ALLARD H.C. Alum heads, 30 h.p. 21 stud, 12,000 miles only. £15. 2, Ashbourne Road, Derby Tel.: 47059. [5793

HOME ON WHEELS. Guy 1948. Bunk, lockers for clothes, food, water tank, tap over sink Cookers, excellent condition. Mechanically perfect. £100. Wood, Corpus, Cambridge. [5794

TYRE BARGAINS. All unused. Four each of 13 x 45, 4.50 x 20, 4.50 x 21, H.D., 90s each. Carriage paid. Also other odd sizes Hamiltons, 22/24, Vicarage Street, Yeovil. [5795

VAUXHALL 14, 1935 SALOON. 3,000 miles since £90 overhaul, £80. Austin 7 1930 tourer, 4-seater, £46 spent, fast outfit, £47 10s. Hamilton, 25, Lyde Road, Yeovil. [5795A

40/50 NAPIER CUNARD Cabriolet 1920. 6½ litre O.H.C., 75 m.p.h., Prescott 66½ secs rare and magnificent carriage, £235, offers Also Lancia Astura radiator, rear telecontrol complete, bonnet. Augusta con-rod and Rudge wheel. Vintage and Edwardian electric and gas lamps, B.S.A. 3-wheeler half-shaft, 1937 Chrysler Richmond radiator and relined brakes used 700 x 19 racing tyre. Large collection post-war "Motors" and "Autocars." Barker Osborne Lodge, The Park, Cheltenham [579

HOTCHKISS "Grand Sport" 100 m.p.h Saloon, 1938. A fine example, £240 £60 deposit Molesey 2142/3, below. [579

LAGONDA 1935 16/80 Pillarless Saloon. Immaculate, with every original tool. £160. £4 deposit! Molesey 2142/3, below. [5798A

RILEY 1½ litre Adelphi. Exceptional specimen £170. £45 deposit! Other interesting cars available, exchanges considered. Insurance by instalments. Searle, 25, Church Street, Hampton Tel.: Molesey 2142/3 [5798B

£35. V.8 SPECIAL 5-seater tourer. Registered 1954. West Regional Autos, Barnstaple, Devon. [5783

ALVIS T.L. 12/60 B.B. Extensively reconditioned. Large quantity major and minor spares. Circa £200. Dr. Stretton, The Orchard, Iron Bridge, Salop. Tel.: 2166. [5799

ALVIS SILVER EAGLE Saloon, 1935 Model. Good condition throughout, well shod. £115 o.n.o. Holmes, 57, Drumbrae South, Edinburgh. Tel.: 67332. [5800

TRIALS SPECIAL. Ford 10, mileage 500. Parts cost £220 without body. Twin S.U.s. Silvertop, double valve springs, Banana exhaust, rev. counter, oil gauge, thermometer, sports coil, double dipping lamps. Spare head, steering column, carb., manifold. £125 or would break. Playford, Friars Street, Sudbury. [5801

1934 SINGER LE MANS 9 h.p. O.H.C. 2-seater. Maintained regardless of cost, selling regretfully due to purchase of family 12-seater. Sparrows Hall, Windsor Forest, Berkshire. Tel.: Winkfield Row 4012. [5802

FRAZER-NASH 1932 Meadows engined 2-seater in B.R.G. Mechanically perfect, 25 m.p.g., 90 m.p.h. Dewhurst. 76, Adelaide Road, N.W.3 Tel.: Primrose 4867. [5803

M.G. J.2. Engine and body in excellent condition, 4 good tyres, new spare. 1954 battery. £125. Tel.: CHIswick 4924. [5804

RILEY KESTREL 1½ litre, 1935. Grey and black, red leather, discs, chrome, bodywork, upholstery and mechanically in snperb condition. Two owners, one from 1940, completely overhauled 1948, mileage 56,500, licenced December, £235. Particulars, Lampitt, 65, Cornyx Lane, Solihull. Tel.: 1320. [5805

2½ LITRE JAGUAR, 1936/37, Sports Saloon Good condition, new exhaust system, pump, rockers rebushed, etc. Bills for over £40. Very good tyres and battery. 20 m.p.g., 85 m.p.h £150 or exchange for 1½ litre drophead or Riley 9. 87a, Hornsey Lane, Highgate, N.6. Tel.: MOU 8634 [5806

PISTONS AND LINERS for 1100 c.c. Ford Ten. £8; Ford rear axle, 4.7, c/w wheels, brakes, tyres, £40; 5.5 crown and pinion, new, £3, hydraulic brakes for Ford 10, £15. Various Girling parts, 2 4.50 wheels, new Michelins, £8; 2 front hubs, new, £6; Aquaplane/Ford 10 S.U.s and manifold, new, £12; Aquaplane front engine mounting, 30s.; 2 new, 2 part-worn 5.00 x 18 tyres, £8; Austin 7 radiator, lowered, £4. 1933 Rover 10 radiator, £2. Box No. F808, MOTOR SPORT, 15, City Road, London, E.C.1. [5808

JOHN GILMAN, Northfield Avenue, Long Eaton. Tel.: 2950. Jaguar Mark VII, superb condition, brakes relined, 5 Michelin X tyres, 5 Dunlop Road Speeds, spare, radio and heater, 24,000 miles, showroom condition, £900. Riley 12-6 Kestrel, good condition £52 10s. Triumph Gloria, 1938, good tyres, interior retrimmed, £90. Morris 8 Tourer good value at £90. Riley Spares. Riley/M.G. long battery, £3. Imp chassis, ideal for Special. [5809

12 V. TWIN S.U. pumps, £3, and M.G. 12 v. starter, £3. Box No. F810, MOTOR SPORT, 15, City Road, London, E.C.1. [5810

GENUINE J2X CADILLAC Allard ompetition 2-seater, 1952. 11,500 miles, full racing equipment, latest type HD shock absorbers, Special knock-on racing wheels with Dunlop racing tyres. Many extras. Perfectly maintained regardless of expense, unused last 18 months, now ready for immediate sporting events. A most successful car. £795. Bere Alston Motor Co. Ltd., Bere Alston, S. Devon. Tel.: 260. [5811

ROLLS 20, 1927. 4-seater drophead, German coachwork, modern lines, boot, new lined hood, heater, superb condition, extremely cosy Hunt, 31, Britten Street, London, S.W.3. Tel.: FLAxman 0268. 5812

M.G. N.A. Rebuilt and re-registered 1947, immaculate condition, £200. Deegan, 241, Station Road, Hayes, Middlesex. Tel.: Hayes 1336. [5813

ASTON MARTIN INTERNATIONAL. Extensively reconditioned, repainted, chromium axles etc., probably best example in existence. £225 Entwistle, 58, Stanley Road, Hoylake. Tel. Hoylake 5323. [5814

SPARES. Bugatti G.P. clutch, International Aston crankshaft, Riley 9 heads, 4 Amal layouts, etc. S.a.e. for list. Entwistle, 58 Stanley Road, Hoylake. Tel.: Hoylake 5323 [5815

1936 M.G. S.A. Sports Saloon. Has been maintained in excellent condition throughout regardless of expense. Truly a car for the connoisseur. Offers around £225. Harrison, 71 Harcourt Road, Bristol, 6. Tel.: Bristol 46587 [5816

BENTLEY 6½ 1926. Open 2-seater with dickey by H. J. Mulliner. B.R.G., scarlet leather, clutch relined, new hood and carpets, sound throughout. Seen Oxford. £150 o.n.o. Freeman, 34, Cartwright Gardens, London, W.C.1 [5822

1926 SAN SEBASTIAN Salmson, fitted 1925 G.P. engine. Reconditioned magneto and dynamo, spare engine and gearbox. £40. Mew, Broomhill Cottage, Tunbridge Wells. Tel. Southborough 1059. [5817

OFFERS ABOUT £220 are invited for a really good 1937 Silver Eagle Cross and Ellis tourer Tel.: Bulford 3114. [5818

12/50 ALVIS T.G. Cross and Ellis 1928 Saloon Good mechanical condition. Body fair. Taxed £65. Box No. F819, MOTOR SPORT, 15, City Road, London, E.C.1. [5819

1939 JAGUAR 1½ litre D.H.C. Reconditioned engine, new tyres and battery, hood and bodywork good. £195. Seven Stars, Bow, E.3. Tel. ADV 4290. [5820

MORRIS MINOR 1952 Nov. 29,000 miles Undersealed, covers, heater, twin S.U.s, raised c.r., copperised head, double valve springs special valves, manual ignition control. Many other extras. Nearest £500. Box No. F821 MOTOR SPORT, 15, City Road, London, E.C.1. [5821

1949 LEA-FRANCIS 18 SALOON, Langley grey, immaculate, heater, radio, new engine high compression pistons, Scintilla magneto twin carburetters, Laystall Balot engine, X type tyres on rear. £700. Wheelers Motors, 109, Goods Station Road, Tunbridge Wells Kent. Tel.: Tunbridge Wells 3255. [5823

ALVIS SPEED TWENTY. Vanden Plas Tourer, 1933. Completely restored as new, bills shown £200 o.n.o. Tel.: New Milton 2016. [5824

£30. LANCHESTER 21, 1926, Landaulette. Very good throughout, absolutely reliable, excellent tyres, brakes relined recently, good accumulator, 17-18 m.p.g., genuine and cheap, space wanted. Talbot 14/45 coupé, £25. Silver Crossley Saloon, £35, offers. Parker, Denmark House, Royston. [5826

BOWDEN FOR BARGAINS. The only Austin 7 specialist who doesn't like you to waste money. Lowered Ulster type suspension, £3 10s. (front and rear); independent front suspension, 3ft. 4½in. or 3ft. 9in, £8 and £9 including new springs, track rod; 1936 engine 4-speed box, £7; Three 1930-31 engines, 3-speed box, £6 each; 1936 rear axle complete £6; set double valve springs (box), 12s.; cranked front axle beams, £2 10s.; machined c/heads 15s.; lighten flywheels, 10s. Carriage extra Bowden Eng. Co., Ottery St. Mary, Devon Tel.: 391. [5827

1950 ALLARD P.1 Foursome Saloon. First class condition, alloy heads, 3.5 gear ratio, radio, spotlights, rimbellishers, etc., 25,000 since new engine. Kept very clean, little oil Michelin X tyres (almost new), alloy body, excellent black coachwork, meticulously maintained and driven carefully, though capable of over 100 m.p.h. Seen Streatham. Owner going abroad. £430, and well worth it! Box No. F828 MOTOR SPORT, 15, City Road, London, E.C.1 [582

SINGER 9 BLOCK (Plus 30 thou.) with pistons, rods, £10. Other parts available. French, "Mayfair," Linby Road, Hucknall, Notts. [5829

ALVIS 12/50 SALOON, 1932. Good condition throughout. £100. Gallimore, Bognor Bridge, Chichester. Tel.: 3886. [5830

RILEY 9 h.p. LINCOCK, 1933. Nearest £100 Dr. Spellman, Green Meadows, Little Chart, Ashford, Kent. [5831

1935 RAILTON Sports Saloon. Recently overhauled, new Carter carburetter, giving 22 m.p.g. £90. 44, Chauncy House, Stevenage, Herts. [5832

ALVIS 1936 13.2 h.p. black saloon. Excellent mechanical condition with new batteries and starter. The sunshine roof leaks, of course, but roofing material supplied, body sound and comfortable. £125. Outhwaite, Castle Farm, Wickham, Hants. [5834

FORD 10 SPARES. Reconditioned front axle complete, £12; complete rear axle, all new bearings, crown/pinion, £25, both Girling; new spring, £2; radiator, £4; Unused reconditioned Morris 8 steering and wheel, £5; pair new Andre Hartfords, £4; new Vauxhall tele shockers, £2 pair; pair new Dellow coil springs £3 15s.; five drilled Vauxhall wheels, fit Ford, £6; four reconditioned 4.50 x 17 tyres and tubes, £20. Oatley, 79, Woodbridge Road, E., Ipswich. [5835

TYRES, TUBES, TYRES. Most sizes in stock for all vehicles, 1900 to 1955. Also obsolete and beaded edge specially selected for Veteran cars. Hamiltons, 22/4, Vicarage Street, Yeovil Tel.: 927. [5837

AUSTIN SEVEN SPARES. 1922-37. Very large stocks, new and used. Triumph Spares, 1934-40, nearly all parts available, good Vitesse body, £15. Jaguar Spares and Service, all models. Price, Three Shires, Bearwood, Birmingham [5838

AMILCAR. Grand Sports 8.9 h.p. New tyres battery, £90 mechanical overhaul 2,000 miles ago, complete body rebuild, resprayed, host of spares. £150 o.n.o. 104, Littleheath Road Selsdon, Surrey. Tel. Sanderstead 1855 [5850

FOR SALE—*continued*

A70 ENGINES, guaranteed working order. Complete ignition, carburetter, fuel and water pump, inlet, exhaust manifold, £19 10s. Dynamo, starter, spares to suit. Overstrand Motors Ltd., 62, Cottage Grove, London, S.W.9. Tel.: BRI 2330. [5894

JUPITER 2-SEATER. Beautiful condition, new hood, tyres and battery. £430. Tel.: Derwent 5656. [5895

ASTON MARTIN International, modified to Le Mans. Very nice condition. £265. Cooper, "Ivelet," Jordans, Beaconsfield, Bucks. [5896

ONE ONLY. New Consul Convertible. Blue with blue upholstery. Smith's Motors, Dovercourt. Tel.: Harwich 700. [5897

ONE ONLY. V.W. Standard Saloon. Grey with grey upholstery. Smith's Motors, Dovercourt. Tel.: Harwich 700. [5897A

ONE ONLY. Standard Ten De Luxe. Grey with blue upholstery. Smith's Motors, Dovercourt. Tel.: Harwich 700. [5897B

ONE ONLY. Fiat 500 Convertible Coupé. Grey with grey upholstery. Smith's Motors, Dovercourt. Tel.: Harwich 700. [5897C

M.G. TWO LITRE 1938-9 Drophead. Good condition, any trial. Owner bought tinware! Reluctant sale. £140 or offer. Tel.: GIPsy Hill 3802. 86 Park Hall Road, London, S.E.21. [5898

SINGER NINE SPORTS two-seater, 1932-3. X rear axle, £60 overhaul, bargain £15. Wolseley 21, 1938, crashed, mechanical parts O.K., spares available. Willys Jeep, £60 hard top, engine and various parts in pieces, £45 the lot, or spares. Commer 30 cwt. van, 1937, excellent condition, taxed, £60. Tel.: Uplands 8101. 49, Hayes Lane, Kenley, Surrey. [5899

MERCEDES BENZ Type 230, 1939. Radio, recent engine and axle overhaul, Continental steering. £325. Usual facilities. J. B. M. Adams, Great Gidding Huntingdon. Tel.: Winwick 216. [5900

ALVIS FIREBIRD 14 h.p. D/H Coupé, 1935. Mechanically faultless, having been completely reconditioned, resprayed in 2 colours and rechromed, this car is in concours condition and is open to any trial or inspection. £260 Tel.: Mayfair 0797; Evenings Byron 1181, Ext. 40. [5901

FERDINAND, 1925 Bullnose Oxford Tourer. Entirely original, excellent condition throughout, taxed, insured. £85. St. John, Woodleigh, Waverley Road, Farnborough, Hants. [5903

AUSTIN SWALLOW SALOON. 55 m.p.g., averaging 30 m.p.h. Good mechanically, taxed, insured. £60. Box No. F904, MOTOR SPORT, 15, City Road, London, E.C.1. [5904

LAGONDA 3 litre Saloon, 1932. Good condition. £65 o.n.o. 28, Carlton Road, S.W.14. Tel.: PRO 7160. [5905

1926 BALLOT SALOON. Good body, tyres, batteries. Offers. Whitehouse, Charingworth, Campden, Glos. [5906

1935 RILEY KESTREL NINE. Good alloy body, twin S.U.s, E.N.V. box, 550 tyres, engine overhauled, rechromed, interior renewed. £225. Sullivan, 55, North Manor Way, Woolton, Liverpool. [5907

ALVIS 1935 SPEED 20 D.H.C. Mechanically good, body poor but redeemable. Best offer over £110. Kellett, 75, Newbold Road, Rugby. [5909

AUSTIN SPECIAL. Ford 10 engine, trials type body, all weather equipment, suitable for everyday use and rallies. £120 o.n.o. 122, Norfolk Avenue, Palmers Green, N.13. [5910

1939 FORD V8 SALOON. Reconditioned engine 1946. £55 overhaul just completed, brakes relined recently, excellent running order. 20 m.p.g. £95. Offer. Rees, 28, Stanhope Gardens, S.W.7. [5911

RILEY NINE (1933) Monaco. Black/red, good body, engine, batteries, tyres, approx. 40 m.p.g. £125 o.n.o. 40, Parkinson Lane, Halifax. [5912

ALVIS SPEED 20. 1932. Good coachbuilt 4-door brake body, taxed, insured. Everything works. About £70. Box No. F914, MOTOR SPORT, 15, City Road, London, E.C.1. [5914

1100 c.c. PEUGEOT 1939 model four-door, four-seater drophead saloon. Torsion bar independent front suspension, mechanically sound, licenced, interior rather shabby. £125. 29, Bank Street, Melksham, Wilts. Tel.: Melksham 2299, evenings after 7 p.m. [5845

STANDARD AVON, 10 h.p. Beetleback, 2-seater. Another stripped as spares, many others. E.G. 4 magnetos, con-rods, carburetters, etc. £115 o.n.o. Tel.: WAT 6249, after 7 o'clock. Box No. F699, MOTOR SPORT, 15, City Road, London, E.C.1. [5699

ROVER P3. Fuel-injection, sleeved 2,000 c.c., works experimental engine. Unused, perfect, new condition. Reputed unburstable 140 plus b.h.p. Starter, ignition, clutch, gearbox, freewheel, etc. Brand new. Fuel-injection pulsator complete, but manifolding replaced latest type, extra large triple S.U. Rover P3 chassis complete, including wire wheels, absolutely as new. Requires assembling. Spare front suspension set fully chromed. Chassis and engine complete, £325. Brand new Healey 3-seater, aluminium shell available, £60, or would build complete car? Please call, discuss. Churchley, 5, Westfield Road, Edgbaston, Birmingham, 16. Tel.: EDG 1734 [5900

FOR SALE—*continued*

RILEY NINE KESTREL 1934. Excellent condition, quiet manual box. £170 o.n.o., or exchange same age small saloon. Cash adjustment. Box No. F915, MOTOR SPORT, 15, City Road, London, E.C.1. [5915

BULLNOSE OXFORD 1925. Well shod, new Varley battery and hood, £50. Also spares, offers. Morgan, 1934, w/c, S.V. Matchless, well shod, £50. Going abroad. 14, Abbey Lodge, Park Road, N.W.8, or seen Horsham 33. [5848

M.G. 1936 P.B. 4-seater. Green. Above average condition, 4 new tyres. £185. Watson, Preywater, Woodcote Park, Epsom. Tel.: Ashtead 480. [5849

TALBOT "105" Super Speed Model drophead coupé by James Young. Blue and grey, in really beautiful condition, new hood, tyres and batteries, rear axle, gearbox, engine and chassis recently overhauled. Also 1933 Talbot "65" also in exceptionally good condition. Offers. J Joyce, Woodfield Farm, Renhold, Beds Tel.: Gt. Barford 349. [5851

4½ LITRE BENTLEY. Black Sportsman Saloon by H. J. Mulliner, in concours condition. First registered December, 1930, re-registered December, 1950. Latest type engine with blower crankshaft, etc., rebored and fitted new Hepolites during past year. This car is mechanically excellent throughout, having covered a small total mileage only, and a recent photograph with further particulars is available. Price £350. Stribley, 11a, Sherbourne Road, Acocks Green, Birmingham. [5852

FRAZER-NASH B.M.W. 1½ litre 4-seater sports. New hood, good tyres, radio, excellent performance, taxed. £125. Tel.: Yeovil 2101. [5853

T.R.2 (1954) Pearl White, fitted with heater and screen washers. Immaculate, any trial. £725. Tel.: Ascot 459. [5854

HORNET SPECIAL. Two-seater, good condition, oil 60 lb. hot. £95. West, Osborne Villas, Lee Road, London, S.E.3. [5855

VOLKSWAGEN, 1951 registered. Resprayed green, radio, heater, rimbellishers, loose covers, new battery, exhaust. £320. Exchange W.H.Y. 12, New Street, Sheerness. [5885

BREAKING COMPLETE 1930 Morgan-J.A.P. O.H.V. w/c Supersports. Ex-80/50 performance. Write details, Turner, Windhill Close, Bishops Stortford, Herts. [5886

RILEY 9 KESTREL, 1935. Sound, good appearance, preselector, completely overhauled last year. £110. 23, Westfield Avenue, Redcar, Yorks. [5887

VINTAGE AUSTIN 12/4 5-seater Tourer. Painted cherry red, brass rad., head and sidelights. Good hood and sidescreens; needs wiring. £65. A. B. M. Motors, 34, High Street, St. Mary Cray, Kent. Tel.: Orpington 28042. [5888

THE RILEY MAN offers the following new replacement parts for 9 h.p. models. Crownwheels and pinions, mated and guaranteed, £7 10s.; valves, 8s. 2d.; guides, 4s.; speedo cables, 22s. 6d.; twin manifolds, 45s.; gasket sets, 14s.; h.c. head gaskets, 6s. 6d.; solid copper, 15s. Hundreds of good used spares under money-back guarantee. S.a.e. for prompt quote. 270, Acton Lane, Chiswick, W.4. Tel.: CHI 5783. [5889

DELAGE D.6.70 2-door sports saloon, with two-tone black and dark green unmarked Italian coachwork. Looks and performs like a Bristol. Grey hide interior, speedometer reads 46,000. Has just had engine overhaul (first time) and Special 3-carb. manifold made. New Marchal spot, fog and reversing lights, radio, new batteries, tyres, post-war design, condition and appearance, £275. Jaguar 3½ litre sports saloon, 1938. Original black cellulose, brown leather interior, very good condition throughout, new battery, good tyres, 95 m.p.h. £145. Station Garage, Station Street, Droitwich. Tel.: 3378. [5890

SPEEDOMETER from 1928 Austin 7. Rebuilt as new, £4. J. Hunnybun, St. Thomas's House, London, S.E.1. [5891

M.G. J.4 rear axle complete, £10; 2 16in. wheels, new tyres, £6 each; complete steering unit, £2. 67, Cedar Grove, Yeovil. [5892

FORD TEN gearbox, £4; steering column, £3; pair radius arms, £1. Tel.: SILverthorn 3456, evenings. [5893

LUCAS PF770 Headlamps (as X½K 120), complete, new, £9.10.0 pair. P700 light units, £3 pair; ditto, 60 watt, new, with bulbs and holders, £4 pair. TD crown wheel and pinion, 2,000 miles, 75/-. TD tonneau, 30/-. Pocket stop watch, new, 39/-. Ramsbottom, "Westfield," Steeton, Keighley. [5884

WANTED

£50 AVAILABLE for sprint car. Everything considered. Box No. F933, MOTOR SPORT, 15, City Road, London, E.C.1. [5933

SIMMONS, 12, Rex Place, Park Lane, W.1. Tel.: GRO 1188. We have a constant and unvarying demand for Rolls Royce and Bentley models in good condition. We are also purchasers of Hispano-Suiza, Isotta Fraschini, and K.540 Mercedes-Benz and would be grateful to learn of any of these models for sale anywhere in the U.K. Simmons, 12, Rex Place, Park Lane, W.1. Tel.: GRO 1188. [5994

WANTED—*continued*

BENTLEY, 4½ litre wanted in good condition and reasonably priced. Photo etc. to Findlater, 29, Tanza Road, N.W.3. [5995

SOUND, IMMEDIATE PRE-WAR K500 or K540 Mercedes-Benz required by fair purchasers. Must withstand expert inspection. Clive Gunnell, 45, Southhill Park, N.W.3. [5996

LANCIA APRILIA, Astura or Augusta required. Searle, 25, Church Street, Hampton. Tel.: Molesey 2142. [5998

RILEY REQUIRED. 37 Monaco. Excellent condition please. Full particulars or what have you. Box No. F700, MOTOR SPORT, 15, City Road, London, E.C.1. [5700

MY WIFE wants vintage Austin 12/4 saloon to take the children to school. Wind and waterproof, reliable and cheap Surrey. Box No. F702 MOTOR SPORT, 15, City Road, London, E.C.1. [5702

M.G. T.C. wanted good condition. Late T.A. considered. Details and price to 70, Horseley Road, Tipton, Staffs. [5790

DAIMLER STRAIGHT 8. 26 h.p. workshop manual, handbook, information, etc. Askwith, 56, Howards Lane, Putney, S.W.15. Tel.: PUT 7000. [5796

SUNBEAM Sixteen 1927. Front axle, complete. "Clan Cottage," Spring Lane, Ashley, New Milton. Tel.: New Milton 2016. [5825

HANDBOOK or workshop manual for 1934, 1750 s.c. Grand Turismo Alfa. 44, Chancery House, Stevenage, Herts. [5833

CASH WAITING. Complete or part finished, Ford 8 or 10, special. West, 40, Cornwall Road, Ruislip, Middx. [5856

CITROEN. Badly bent or burnt out. Late model preferred. Apply, 561, Sac Thomas, M.T. Section, 16 M.U. R.A.F., Stafford or Chiswick 0952. [5857

REQUIRED urgently. Handbook. 34-35 Sunbeam Dawn. Pearce, 12, Canford Cliffs Road, Bournemouth. [5858

MORGAN post-war or 1940, any condition, damaged, less body or parts. Write, L. J. Brown, 29, Broad Lawn, Eltham, S.E.9. [5859

M.G. P.A. 2-seater, good condition, engine, bodywork, view London area. Around £120. Box No. F860, MOTOR SPORT, 15, City Road, London, E.C.1. [5860

REAR SPRINGS and Shackles for 1935 Aero Minx Sports. Henderson, 40, Grange Road, Darlington. [5861

URGENT. Handbook for 1935 Riley Kestrel 12/4. 14, Branting Hill Avenue, Glenfield, Leics. [5862

AUSTIN 7 or Ford 8 Special required. About £100 cash. Details, price, Taylor, 35, Heathcote Grove, Chingford, E.4. [5863

LAD of minute income (London area), wants Austin chummy tourer. Benefactors, please phone ENTerprise 2106. [5864

2 LITRE LEA FRANCIS, "Ace of Spades" engine. 14, Granville Gardens, Didsbury, Manchester. [5865

CHEAP, 4-seater, convertible, maximum 12 h.p., Riley, Hornet, Singer, Rapier. Wikeley, 183, Ladyshot, Harlow, Essex. [5866

MANCHESTER, 7 h.p. special or sports, 2-seater. Good condition. Tel.: URM 2585. [5867

SPORTS RACER. Preferably 1100 or 1500. Specials or Healey Silverstone. Also considered. Up to £500 depending on condition. Stelfox, Pentreclwydau, Resolven, Neath. [5871

LAGONDA 3L tourer. Good body, mechanics unimportant. 29, Victoria Arcade, Southend, Essex. [5872

A.C. 16 h.p. engine, complete or parts. Prices, details to 21, Winchester Avenue, Old Roan, Liverpool, 10. [5873

GIRL FRIEND urging, me, wishing for something that goes. Can anybody help? Payable at £2 weekly. Tel.: BEDford 66385 or Box No. F874, MOTOR SPORT, 15, City Road, London, E.C.1. [5874

LAGONDA RAPIER or 1½ Aston, saloon preferred. Howard, Broadway Avenue, Wallasey. [5875

GENUINE Brooklands Austin 7 engine in any condition, complete or just shafts and rods. Nutter, Homelands, Barnoldswick, Nr. Colne. [5876

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AUSTIN NIPPY or Special. Good condition. Rymill, 54, Longmore Avenue, New Barnet, Herts. [5878

BUCKLER. Lotus or interesting Special (not trials). Full details and price. Box No. F879, MOTOR SPORT, 15, City Road, London, E.C.1. [5879

1937 TRIUMPH Dolomite 1½ litre. Cylinder block bare, tappet block cover and one con rod. Complete engine if cheap. Gibson, Two Birches, Baileys Drove, Wool. [5880

TWO SEATER D.H.C. Alvis, Lagonda M.G., Armstrong, similar. 21, Gloucester Avenue, Margate. Tel.: THAnet 22352. [5881

RILEY NINE. Prefer Lincock or Monaco. Details to Stickland, 17, Branksome Road, Bristol, 6. [5882

FIAT 500 engine with or without gearbox, also 1948-50 Land Rover. J. Tunnard, Chestnuts, Algarkirk, Nr. Boston. Tel.: KIRton 221. [5883

£300 OR £100 and Kestrel Nine offered for 37/38 Six Light Kestrel Twelve. Sullivan, 55, North Manor Way, Woolton, Liverpool. [5908

WANTED—*continued*

GOOD HOME and up to £150 for sound 25 m.p.g. four-seater tourer or drophead, Alvis preferred Blythe House, Belle Vue Gardens, Shrewsbury. Tel.: 3826. [5302

500 c.c. RACING CAR wanted for display purposes, less engine and gearbox. Condition immaterial All replies answered. Box No. F308, MOTOR SPORT, 15, City Road, London, E.C.1. [5308

WANTED original handbook Rolls Phantom II SK. The Queen's Hotel, Ashby-de-la-Zouch. [5309

ENTHUSIAST requires fast vintage sports car. Must be perfect and original condition. Will consider 4½-8 litre Bentley tourer, S.C., Squire 1½ litre, Bugatti Grand Prix auto or Type 57 S.C., pre-1940 Alfa Romeo or Lago Darracq (Talbot), Mercedes Benz S, SS, SS-KL or 540K, or Jaguar SS100 3½ litre. Also interested in obtaining Rolls Royce Silver Ghost, pre-1925. Price immaterial for good specimen. Send price, photos and particulars to Box No. F322, MOTOR SPORT, 15, City Road, London, E.C.1 [5322

MARMAN V.16 engine and gearbox. Ditto V.12 Lancia. V.12 Lagonda. Cord engine and gearbox, or car complete for breaking. Any multi 2-stroke, providing cheap. Information appreciated. Barber, 21, London Road, Ipswich. [5329

WANTED TO HIRE. Fairly powerful car, sports or saloon. April, May, June. Details *with photograph if possible* by airmail to Forbes, Niger River Transport, Burutu, Nigeria. [5304

M.G. P.A. TWO-SEATER. Farquhar, 24, Kirkby Avenue, Sale, Manchester. Tel.: Sale 3544. [5330

O.M. 2 LITRE, 1929, 4.1:1 back axle or c.w. & p. wanted. Lincoln, "Binfield," Pine Grove, Weybridge. [5331

MORRIS 8 Series "E" engine required for 1939 tourer. State condition and price. F. W. Ridge, Jn., 152, Biddulph Road, Chell Green, Stoke-on-Trent. [5347

RILEY "LYNX" 9 h.p. or 12/4, 1934/37. Must be excellent condition. Kaufmann, 14, Fair Maid of Kent, Walmer. [5349

SPORTS 2-SEATER. £300 cash available. Write in first instance. Keith, 242, Trinity Road, London, S.W.18 [5360

SUPERCHARGER, preferably complete assembly for 2 litre Lagonda. Dickson, 7, Richmond Road, Corby, Northants. [5361

AUSTIN 7 part completed Special or a saloon which can be stripped. Box No. F362, MOTOR SPORT, 15, City Road, London, E.C.1. [5362

M.G. J.2 crown wheel and pinion, good condition, ratio 8 x 47. Moore, c/o Radnor, Gloucester Road, Old Patchway, Bristol. [5382

GOOD CONDITION gearbox for PA, PB or NA type M.G. or layshaft for PA box. Cooper, 13, Higham Station Avenue, E.4. Tel.: LAR 2111. [5412

WORKSHOP MANUAL for Singer Le Mans Saloon, 1933/34. Simmonds, 22, St. Georges Road, Wallingford, Berkshire. [5413

RILEY 9, 1930-31 MK. IV, 4-seat tourer. Good body and usable weather equipment. For cash or exchange 1934 Kestrel 9. Cash adjustment if necessary. Evenings, weekends or write. Munger, 47, Oxford Gardens, London, W.4. [5414

AUSTIN SEVEN SPECIAL or Nippy. Good condition. Details, price, photo (if possible) to 20, Reginald Street, Bradford, 5. [5415

TWO ROAD-WHEELS for Sunbeam-Talbot Mk. IIA. Taylor, 106, Ivy Street, Runcorn, Ches. [5416

AUSTIN SEVEN SPECIAL or Nippy wanted. Ernie, 11, Station Road, Toddington, Dunstable, Beds. [5417

M.G. T.C. Must be excellent condition, low mileage. Private. Newcastle/Tyne. Details and price. Box No. F418, MOTOR SPORT, 15, City Road, London, E.C.1. [5418

COOPER 500 c.c. wanted, good condition. Blundell, 16, Wright Street, Southport. Tel.: 56321. [5419

TALBOT "65" or "105" crown wheel and pinion. 22, Western Road, Sutton, Surrey. [5445

MANUAL GEARBOX with clutch and flywheel wanted for 1934 14 Talbot. Particulars "Elmwood," Oldfield Road, Hampton, Middlesex. [5446

AUSTIN NIPPY or similar sports car wanted London, N.W. Description and price to Box No. F439, MOTOR SPORT, 15, City Road, London, E.C.1. [5439

STUDENT wishes to assist in pits/preparation of rally/sports/racing cars with view to gaining driving experience (Mechanic.) Anything considered. 9, Murdoch Road, Wokingham. [5452

ALLARD DROP-HEAD COUPE privately. Box No. F643, MOTOR SPORT, 15, City Road, London, E.C.1. [5643

GOOD HOME OFFERED for Austin 7 Tourer 1926/8. Reasonable condition/price. Smith "Chaie," Shiplake, Oxon. [5679

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CRASHED POST-WAR CAR or parts required. King, 1, Meadow Close, Esher, Surrey. [5682

WANTED—*continued*

CAMSHAFT for 6-cylinder M.G. Magna L or Magnette. Backplates, shoes and hydraulic gear from Wolseley to suit above. Roebuck, Angel Cottage, West Knighton, Dorset. [5680

P.A. M.G. CYLINDER HEAD. Fraser, 19, Tantallon Park, East Kilbride, Glasgow. [5683

CROWN WHEEL AND PINION for 1923 Bamford A.-M. E.N.V. 37 x 8 or complete axle. V. D. C. Talamo, Wrest House, Silsoe, Beds. [5369

1933 RILEY 9 LYNX. Top price for really good car. Higson, 54, Merrial Street, Newcastle, Staffs. [5583

AUSTIN HEALEY 100 mid-Sept. Letters only to Miss O. D. Collins, Sunnings Ford, Corbets Tey, Upminster, Essex. [5584

FORD ENGINED sports car, post-war model. road used only, doors, full weather equipment. Write, D. Bettles, 225, Rochester Way, S.E.3. [5585

CROWN WHEEL and Pinion for Hotchkiss F.W.D. Model. Milne, Heath End, Basingstoke, Hants. [5586

MODEL "T" FORD required in good order. Pre-1916. No fantastic prices please, but good home to right car. Another make considered. N. Hawkins (V.C.C. member). Woodcot, Woodlands Lane, Hayling Island, Hants. Tel.: 77329. [5587

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ROLLS-ROYCE CARS. All models pre-1910. Engine and chassis spares or complete cars, condition immaterial, distance no object. James Neale & Sons Ltd., Graham Street, Birmingham, 1. [5616

INTERESTING Sports Car. Buckler or similar? Details, Hurst Hill Farm, Bramley, Surrey. [5617

ALLARD SALOON, also drophead coupé up to 20 h.p. wanted. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [5618

M.G. 2-SEATER. Rough or less engine or Special. Write, Fitch, Flat 2, 33, Kempston Road, Bedford. [5619

"N.E.," "Q." M.G. c/w and pinion, 8/33, 8/36 ratio. Also prop. shaft. Monk, 225, Slade Lane, Manchester, 19. [5620

ASTON-MARTIN Mk. II, 2/4, short chassis. Good condition, preferably after October, 1934. Horsman, Officers' Mess, Coltishall, Norwich. 5774

MISCELLANEOUS

GLASSFIBRE TECHNIQUE for car body and boat hull construction. Brochure on how to do, where to get and prices. 5/- post free. Complete experimental outfit with 2½ lb. of pure resin. 29/6d. Atlantic Garage, Mullion, Cornwall. [5334

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1932 GAMECOCK, excellent condition, for good 9-h.p. Lynx. Cash adjustment. Might sell. Ashby, 8, The Beach, Walmer. Tel.: Deal 1391. [5348

2½ LITRE JAGUAR, 1936/37 sports saloon, good condition; exchange for 1½ litre drophead, preferably M.G., Riley 9 or Talbot 10. 87a Hornsey Lane, Highgate, N.6. Tel.: MOU 8634. [5807

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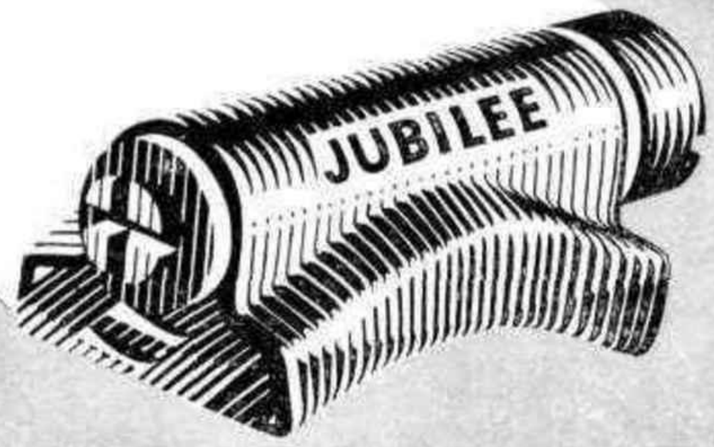
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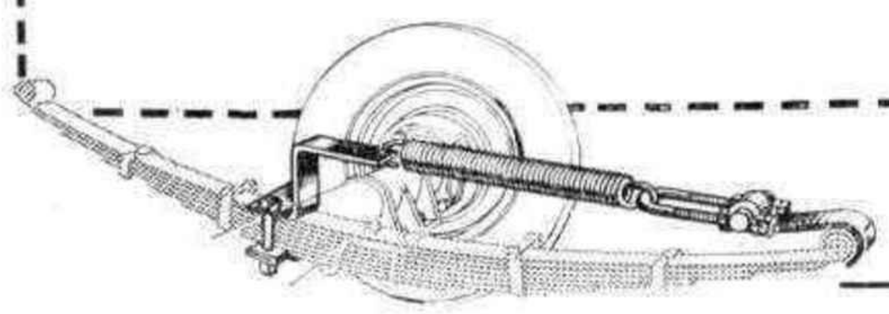
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