

Vol. XXXI No. 6

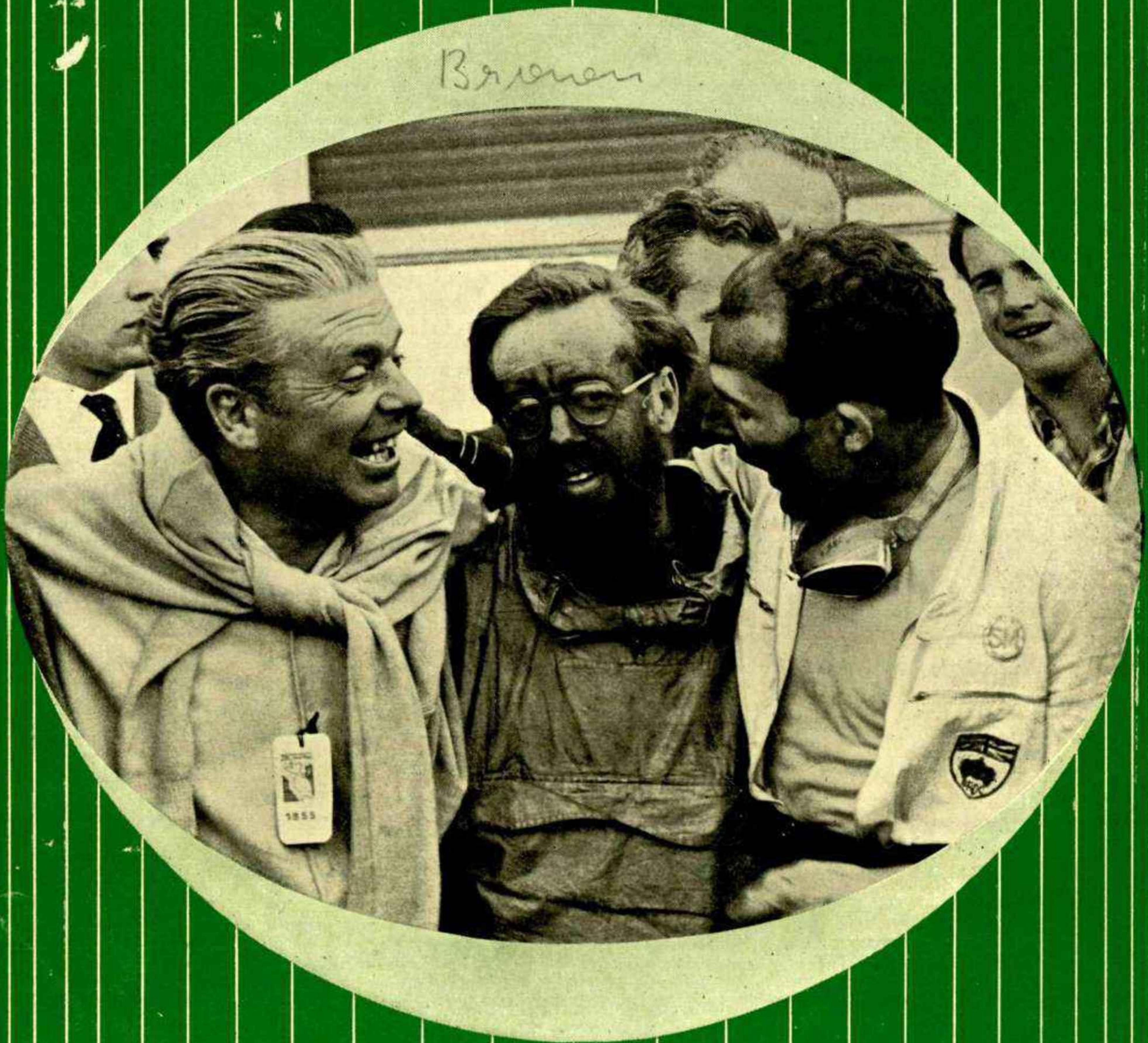
ONE SHILLING AND SIXPENCE

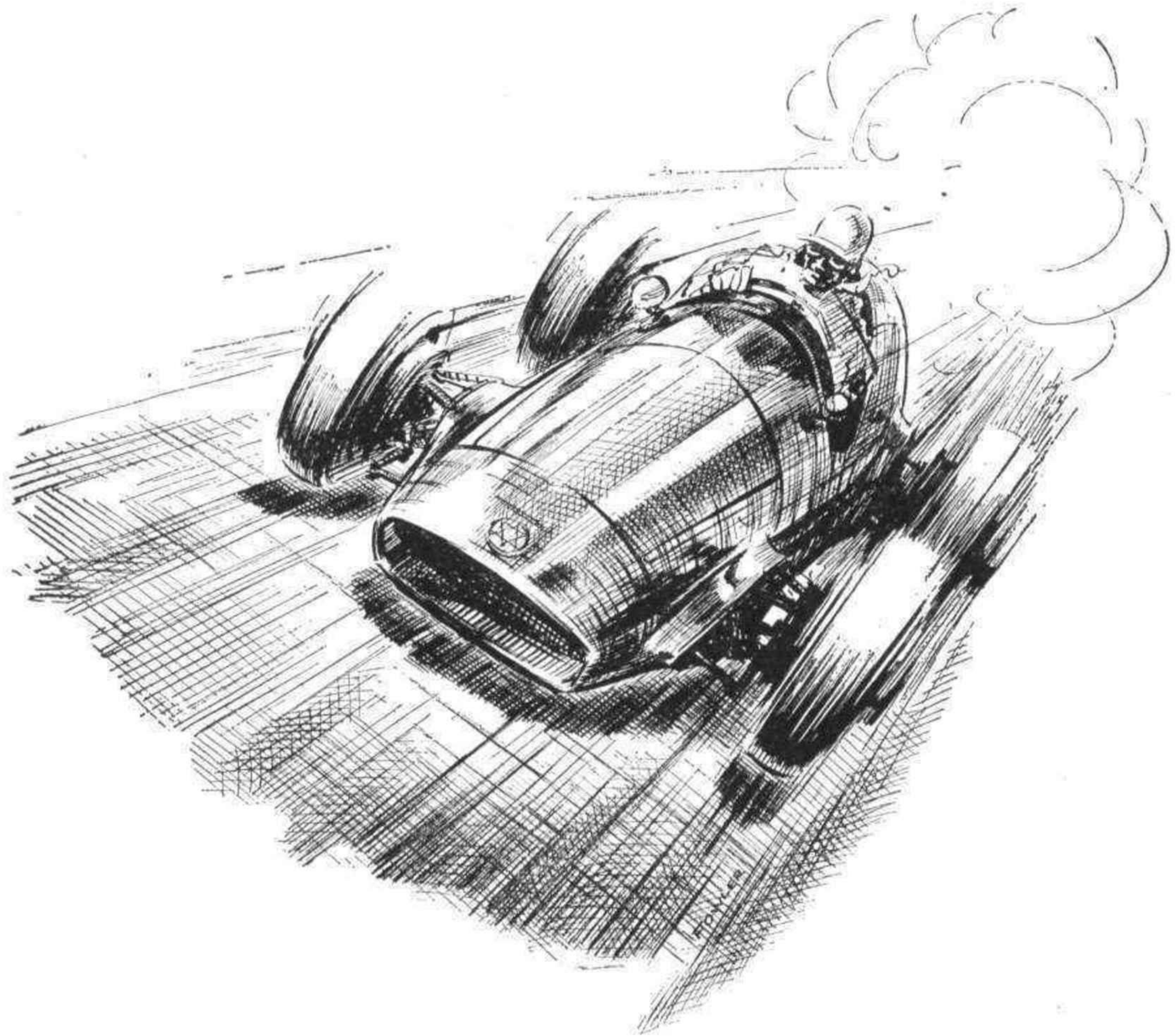
June, 1955

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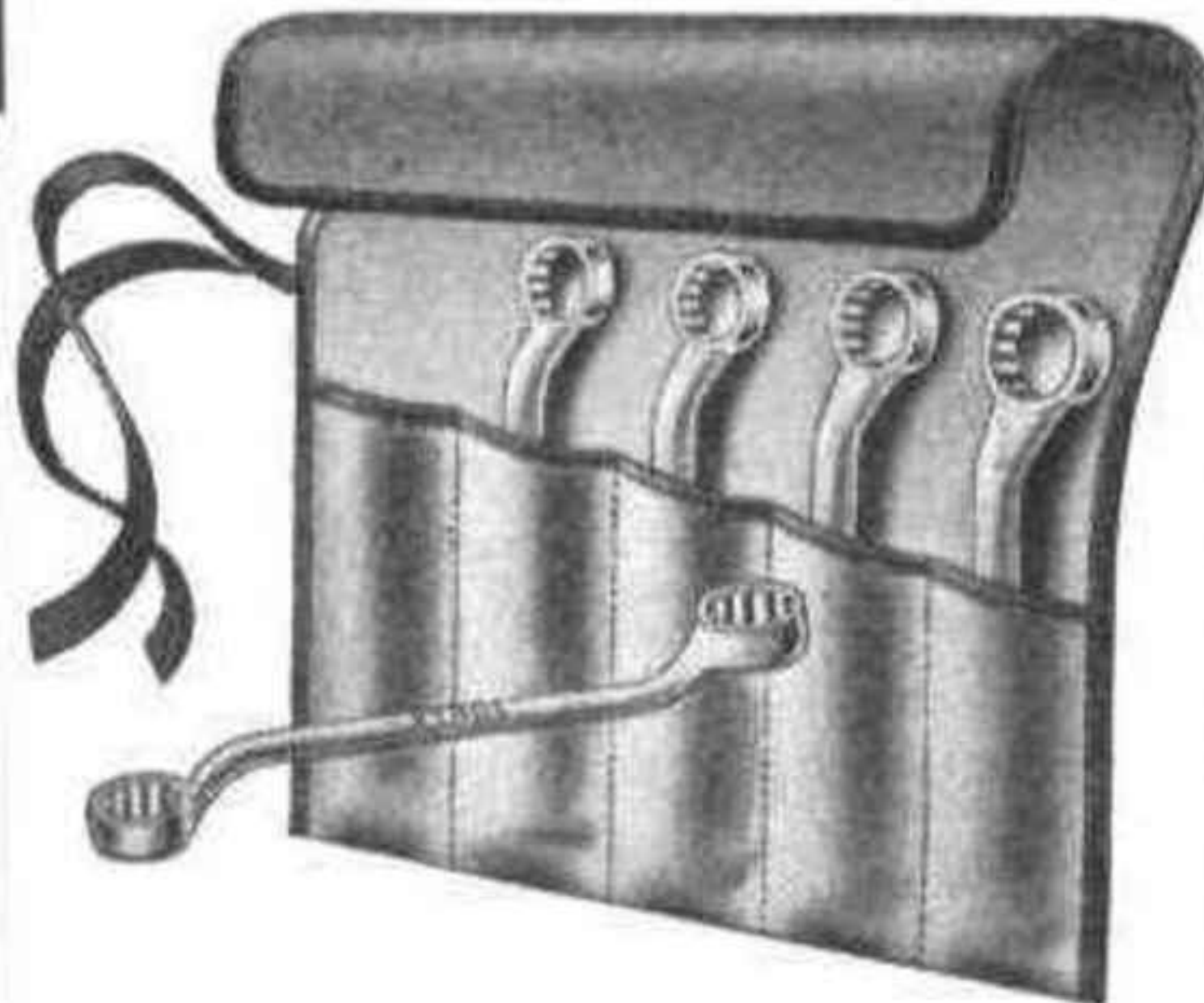
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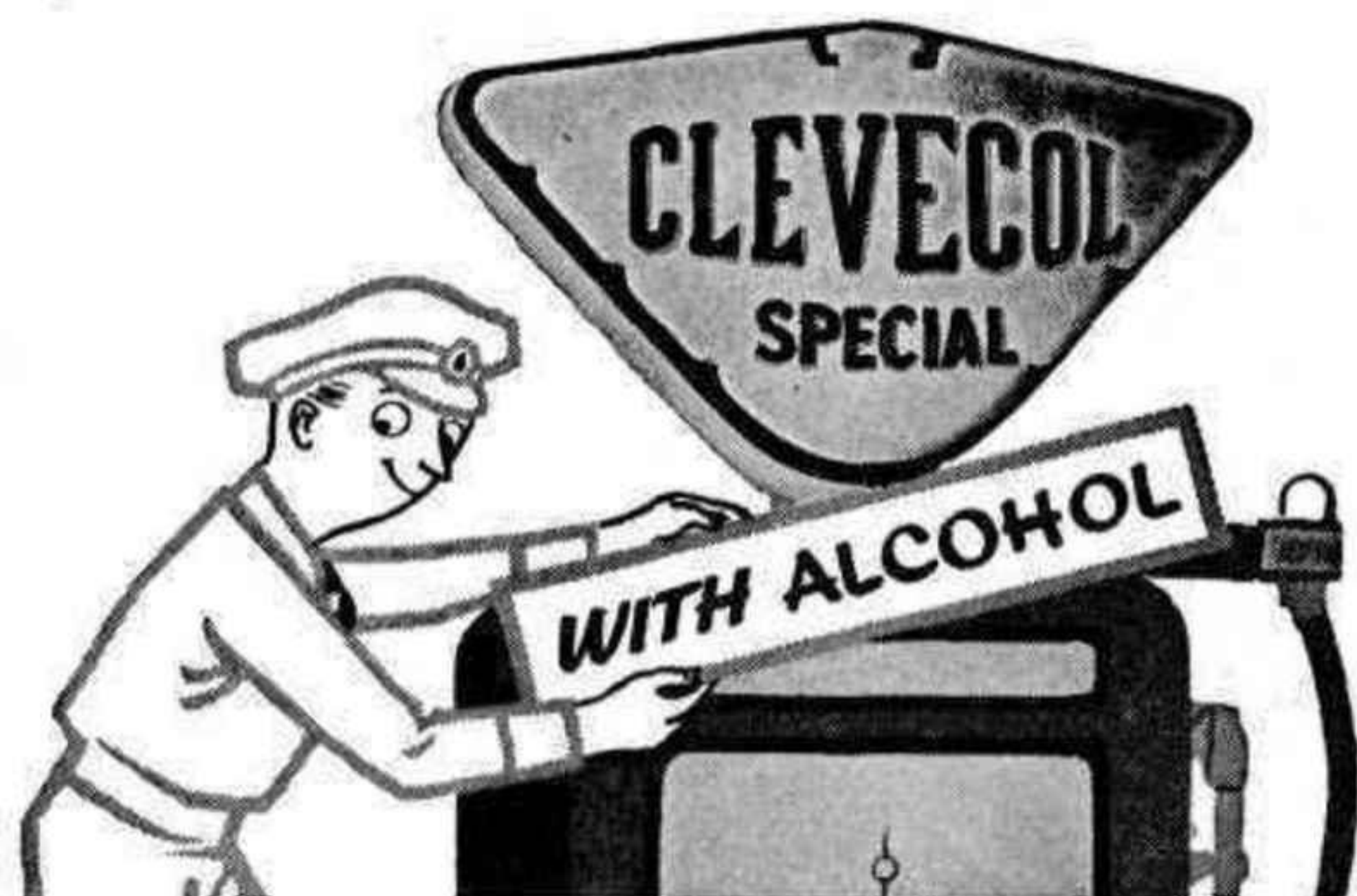
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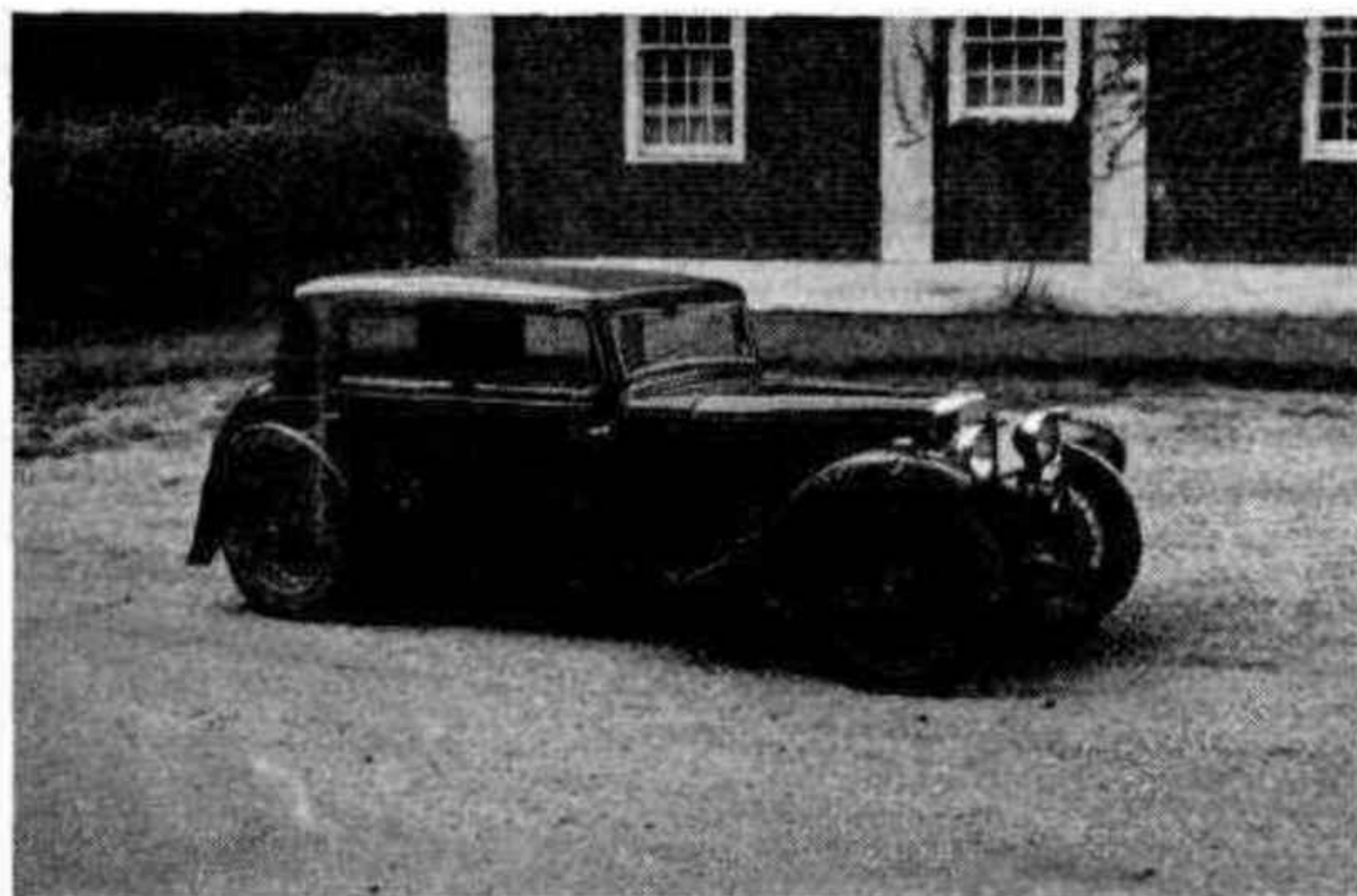
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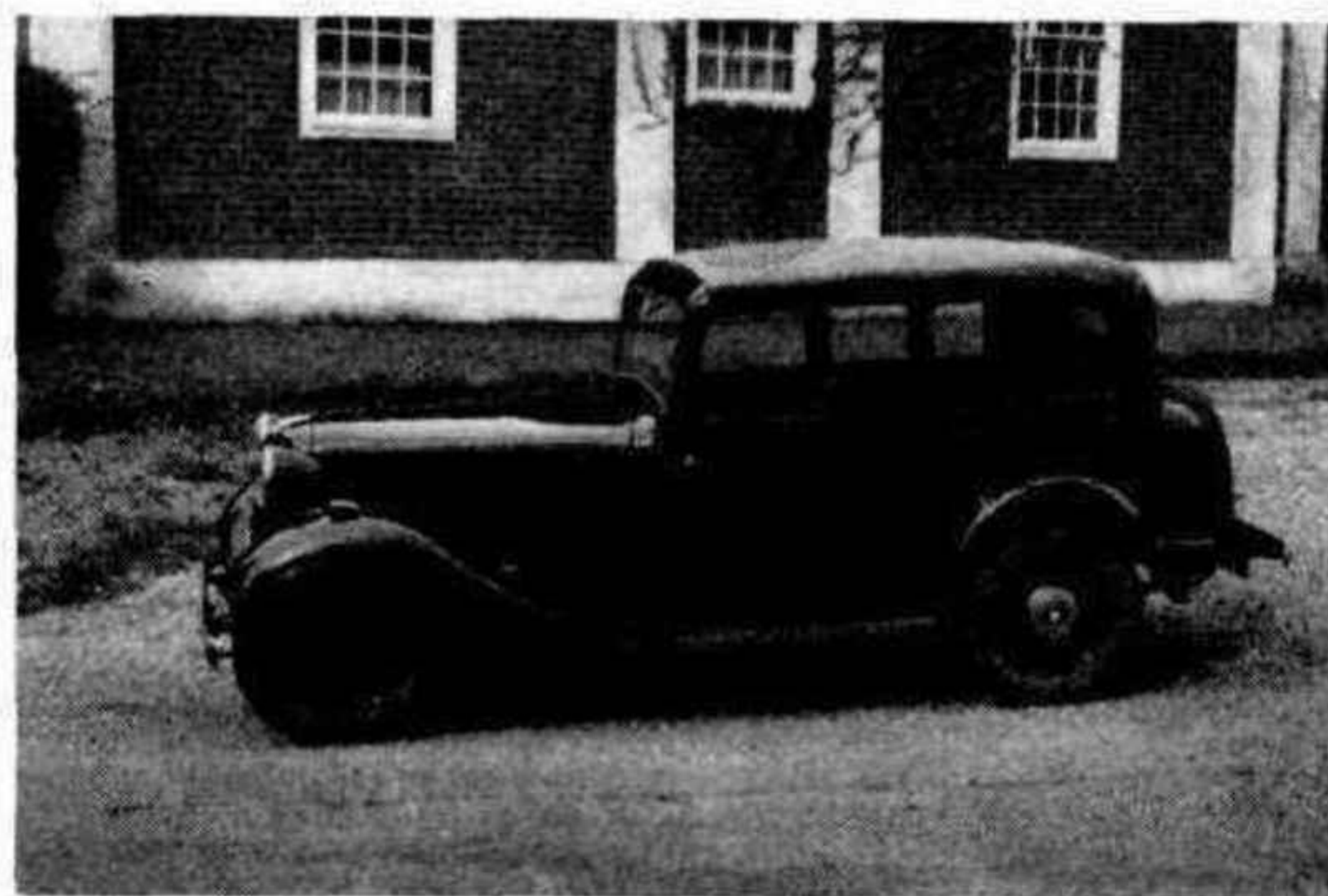


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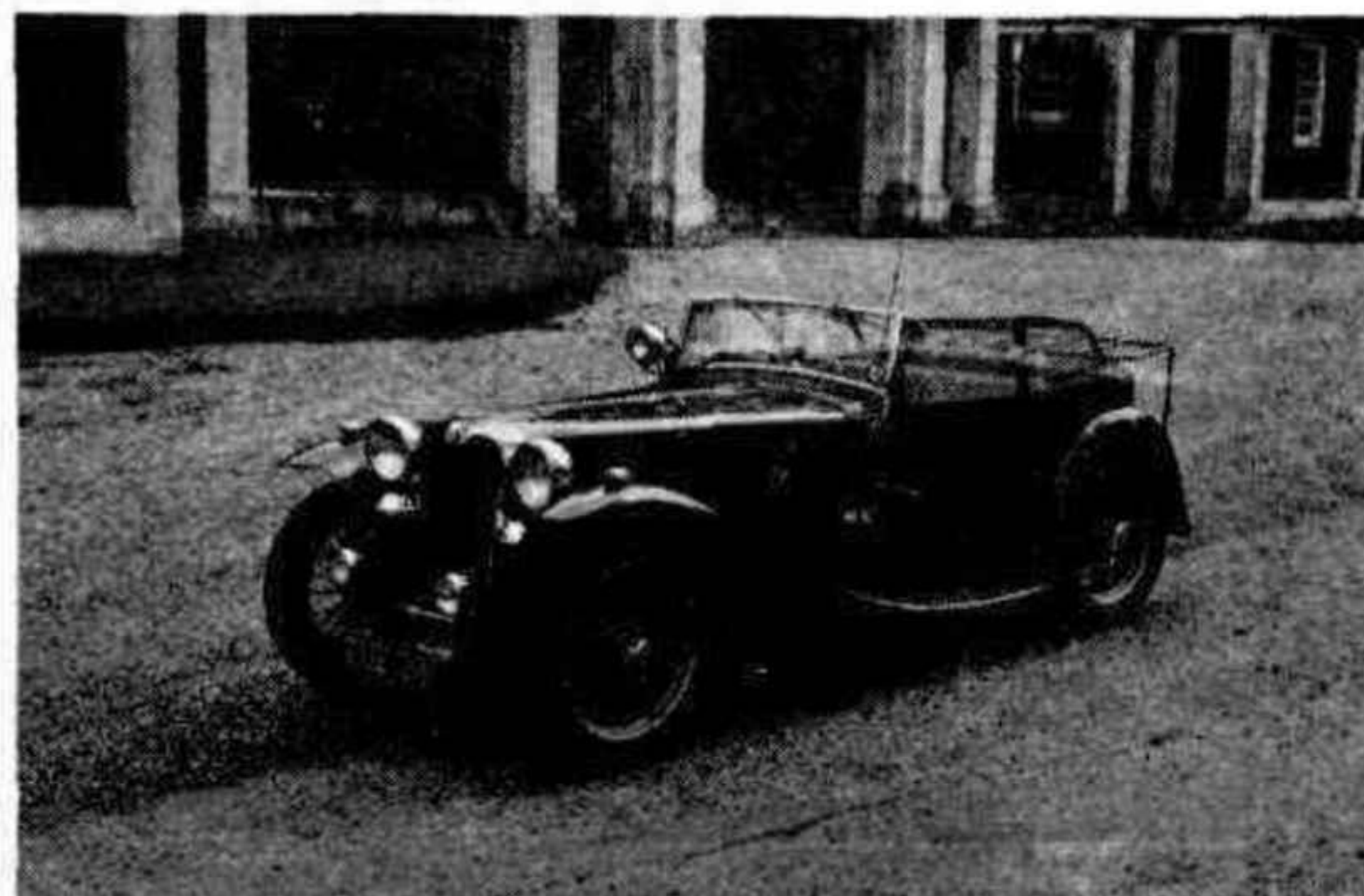
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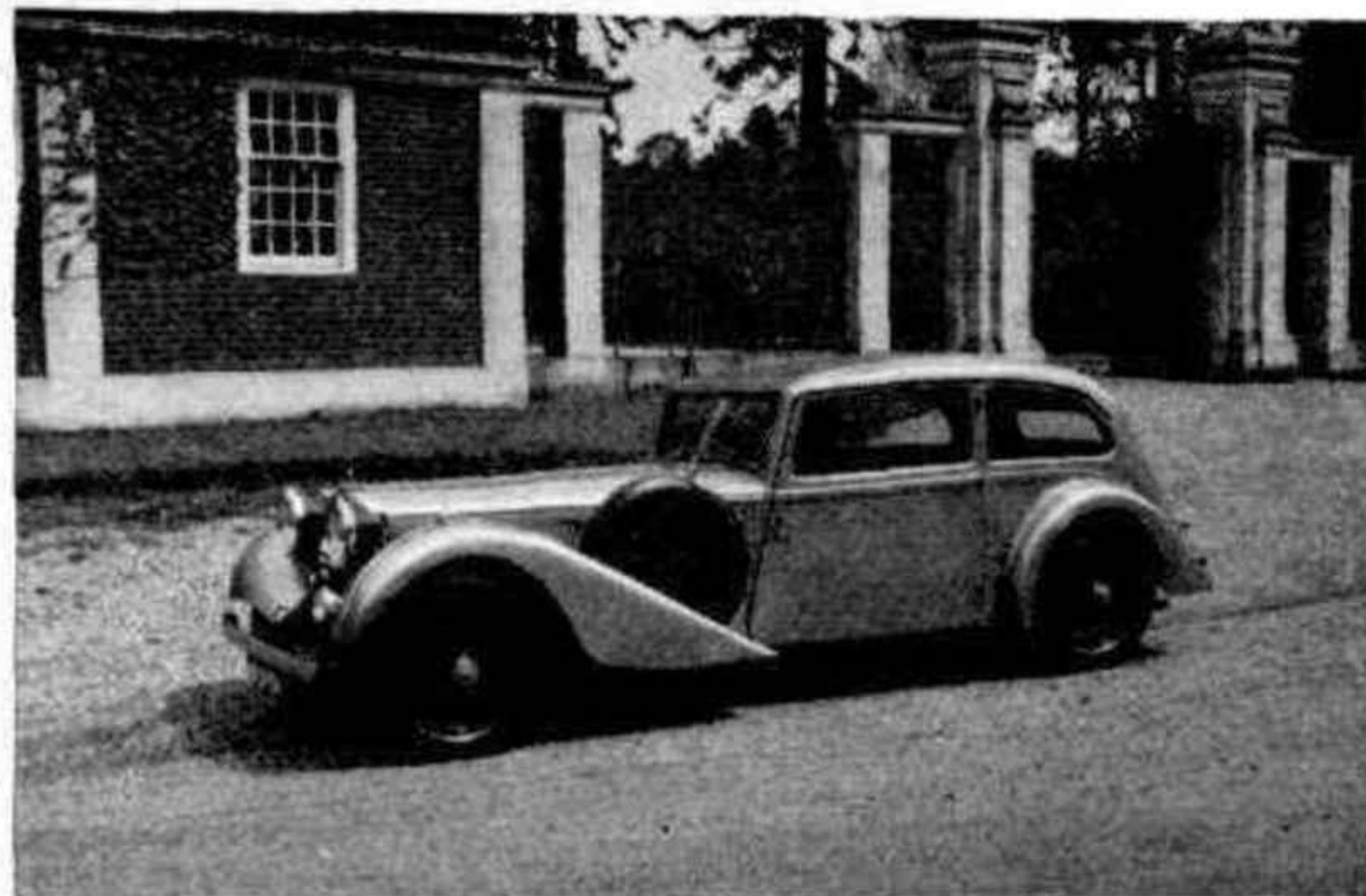
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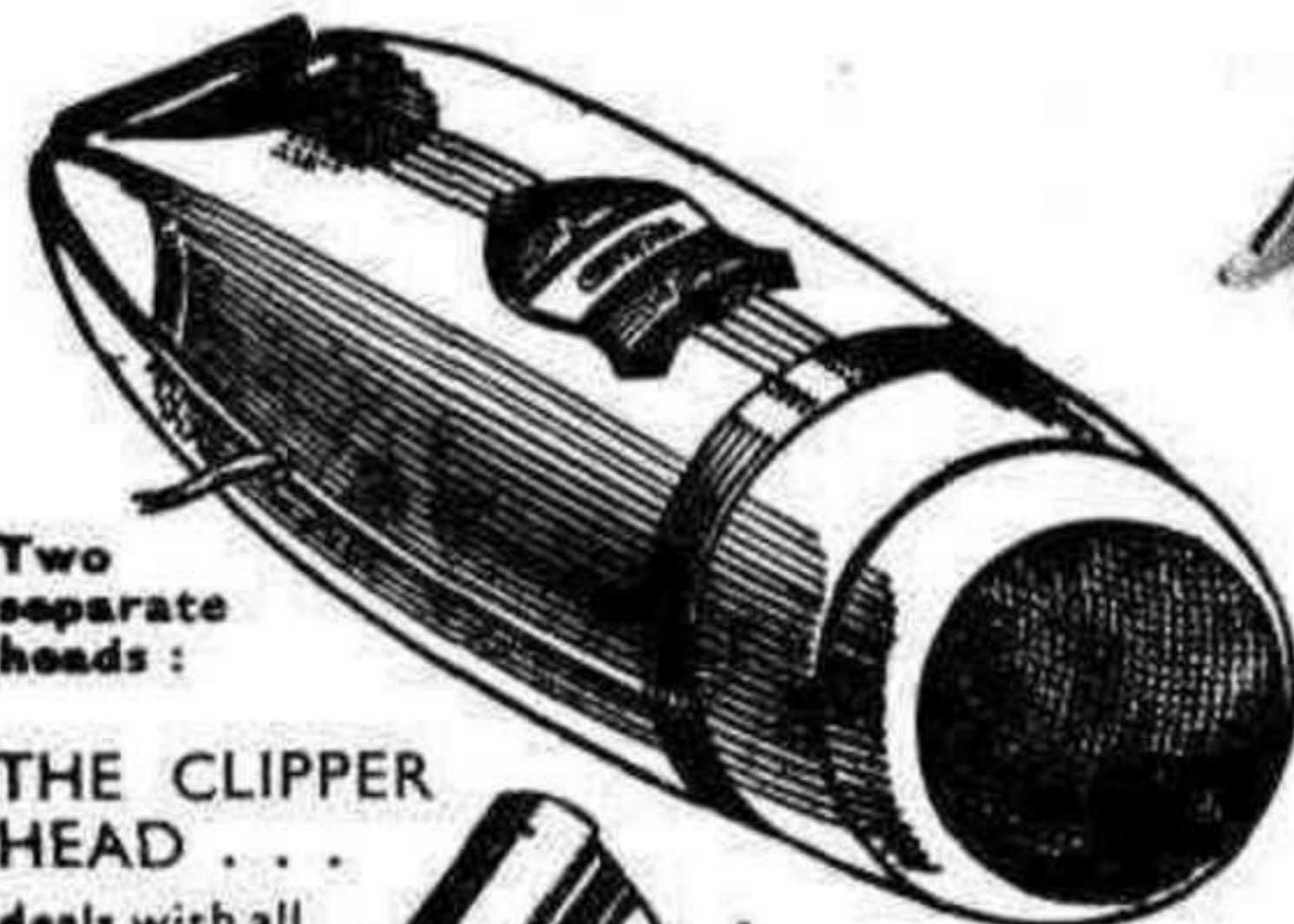
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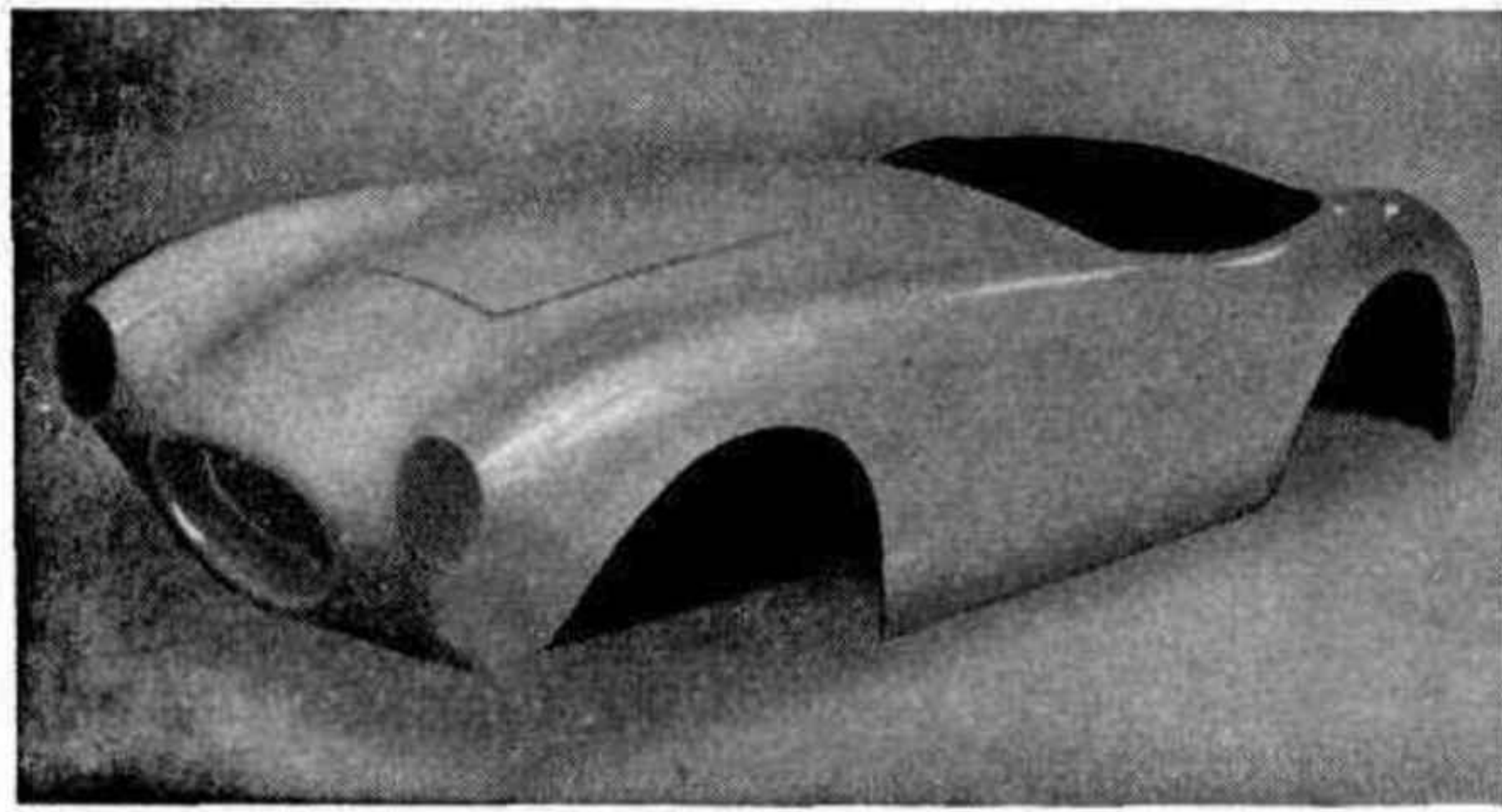
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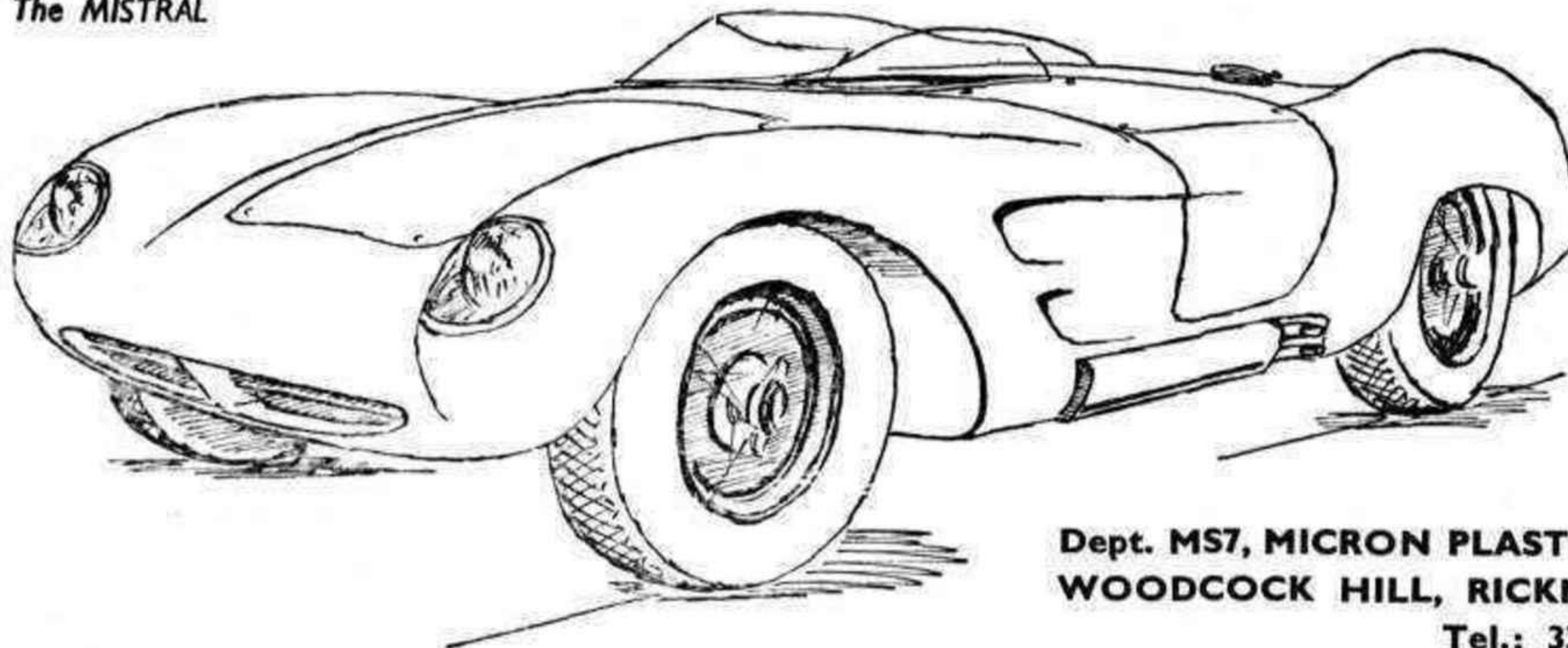
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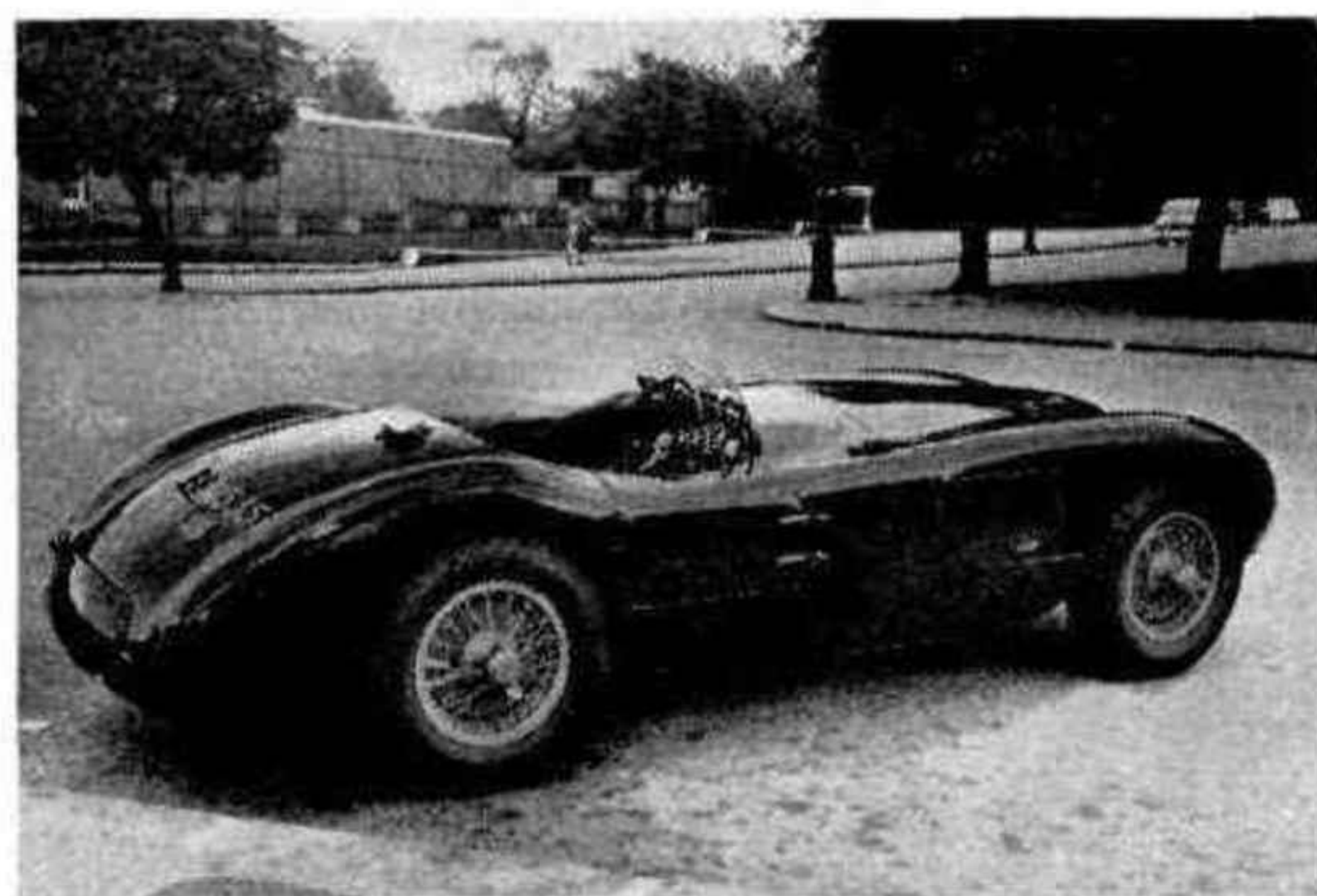
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MATTERS OF MOMENT

COME ALONG, BRITAIN!

Mercédès-Benz, with the aid of two Englishmen, have won Italy's Mille Miglia, one of the world's toughest motor races. The German firm spared no effort or expense to achieve this victory, as will be apparent from the account of the race published in this issue of MOTOR SPORT.

This month another important sports-car classic takes place in France, the Le Mans 24-Hour Race of June 11th/12th. Mercédès-Benz will make every effort to win this as well, opposed by strong Italian and British teams.

The Motor Industry is one of the few commercial undertakings in which products can be assessed directly, and sold, on the results of publicly-observed and widely-reported competitions. Air-lines no longer order aircraft on the outcome of the King's Cup Race, but purchasers of motor cars all over the world are influenced according to placings in races like the Mille Miglia, Le Mans, Reims 12-Hours, Nurburgring 1,000 kilometres, T.T. and Pan-America.

So we beseech the British Motor Industry to put its very best effort into building G.P. and sports cars capable of winning today's stern races.

In the sports-car field the endeavours of Aston Martin, Austin-Healey, Bristol, Jaguar and Frazer-Nash amongst the established manufacturers are noteworthy, and at Le Mans M.G. will re-enter the field, in competition with the astonishing Porsche.

So far as Formula I racing is concerned, the highest praise is due to Kenneth McAlpine, Alfred Owen and Tony Vandervell for attempting to build British G.P. cars, respectively Connaught, B.R.M. and Vanwall, of which the Connaught and Vanwall showed distinct promise at Silverstone last month.

If the B.R.M. turns out to be a copy of the Maserati (this is pure surmise, based on the fact of successful modifications having been made by O.R.M.A. to one of these cars), and if the Vanwall chassis has a distinct affinity with Ferrari design, this is no cause for shame.

Rather let us copy successful Continental designs and get a British car first past the chequered flag than spend time and our unfortunately limited resources on attempting unsuccessfully to perfect a fresh design, which was the mistake we made with the V16 B.R.M. After all, is not Sunbeam always spoken of with respect as the only British car to have won the great French Grand Prix and, in fact, was not Segrave's victorious car at Tours in 1923 very like the Italian Fiats of the year before, having been designed at Louis Coatalen's request by the Italian engineer Bertairone?

Consequently, if Britain is able, by borrowing points from Maserati, Ferrari and others, to provide her drivers with winning cars, built by Englishmen in English factories and aided by British components—as the O.R.M.A. Maserati driven so ably by Peter Collins at Silverstone was aided by Dunlop disc brakes—let us, indeed, rejoice. Once Britain gets into the G.P.-winning groove an original all-British Formula I car might well follow—if Connaught haven't got such a car already.

In the vaster sphere of ordinary motor cars the unique and excellent VW is making inroads into export markets, and we repeat our sincere hope that matters like air-cooling, weight-reduction (our VW, with considerable extra equipment, weighs only 14 cwt. 1 qtr.), independent rear suspension, etc., are receiving urgent attention on British drawing-boards and that we shall soon be able to report on Mr. Ferguson's people's car from first-hand experience of it, instead of reading about it in the newspapers.

THE TULIP RALLY

The R.A.C.-West's Tulip Rally attracted much attention in this country and was a good rally, perhaps with over-much emphasis on the handicapped racing at Zandvoort. It was won by the Dutch drivers Tak and Niemoller in a 300SL Mercédès-Benz, with the Bristol 404 of Banks/Meredith-Owen second and another 300SL third, a German-British-German sandwich. British class wins were gained by Standard Ten, Jaguar,

Bristol, Ford Zephyr and A.C. Ace cars, the last named defeating the TR2s. Pat Moss' M.G. Magnette retired with lubrication trouble, its gasket being borrowed for the sick Magnette of Shaw and Lawson, and Blockley's Austin-Healey retired early with gearbox failure.

THE ENGLISH SPRINT

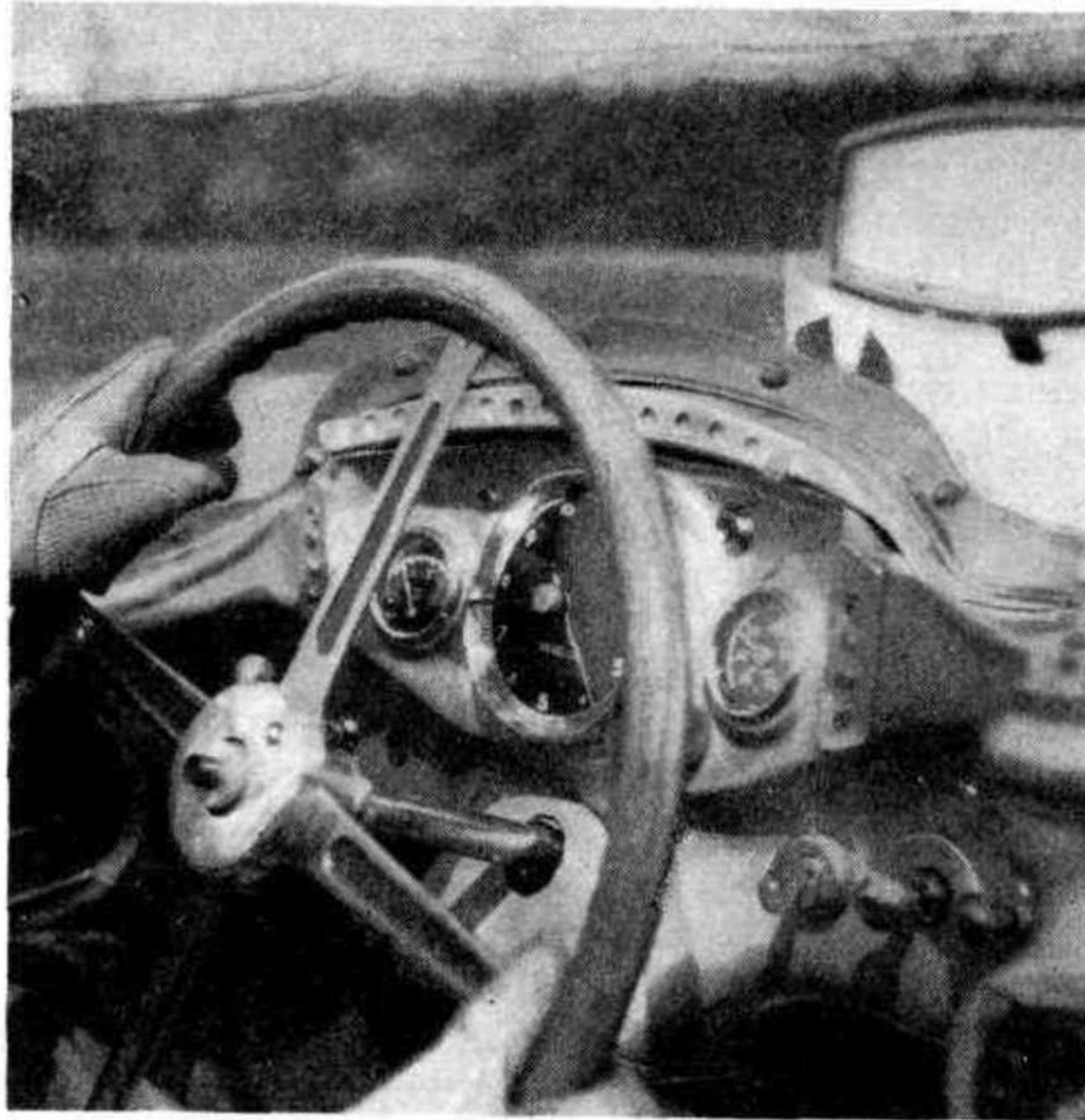
While circuit racing may be infinitely more exciting, it would be a thousand pities if that traditional English event, the sprint, should fade away. Consequently, it was nice to see a reasonably large crowd enjoying the B.O.C. Prescott Speed Hill-Climb on May 22nd. Fastest lady was Nancy Mitchell, who got Bill Sleeman's fearsome s/c 1,132 c.c. Cooper up in 51.3s. Class winners were:

Sports Cars: Mackenzie Low (Elva), 51.14 sec. (class record); B. Eaglesfield (Tojeiro), 53.33 sec.; P. A. Everard (Aston Martin DB3S), 48.66 sec.; T. A. D. Crook (Cooper-Bristol), 49.13 sec. **Racing Cars:** W. A. Taylor (Caesar Special), 50.18 sec.; D. Parker (Kieft 500), 46.54 sec.; M. Christie (E.R.A.), 45.12 sec.; A. F. Rivers-Fletcher (Cooper 1.100), 45.08 sec.; T. Robins (Bugatti), handicap

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Front cover picture: VICTORIOUS TRIO after the Mille Miglia Race. He who designed the winning Mercedes-Benz, he who piloted it round the course and he who drove it with brilliant skill and stamina, i.e., from left to right, Herr Uhlenhaut, D. S. Jenkinson and Stirling Moss.



WITH MOSS IN THE MILLE MIGLIA

by

DENIS JENKINSON

THE WINNING HANDS.—With a sure grip on the steering wheel, Stirling Moss corners the Mercedes-Benz 300SLR. Instrumentation is nicely simple, oil-pressure gauge, tachometer and water temperature; beside are fuel-pump switch, starting mixture control and extra fuel-pump switch, while the black object at the foot of the photograph is the magneto switch.

ON May 1st motor-racing history was made, for Stirling Moss won the 1,000-mile Mille Miglia, the first time in twenty-two years that this has been achieved by a British driver, and I had the very great privilege of sitting beside him throughout this epic drive.

But let us go back to the beginning, for this win was not a fluke on the spur of the moment, it was the result of weeks, even months, of preparation and planning. My enthusiasm for the Mille Miglia race goes back many years, among the reasons being the fact that it is permissible to carry a passenger, for this event is for all types of road-going cars, from family saloons to Grand Prix-type racing/sports cars, and when I had my first taste of the lure of the Mille Miglia as a competitor last year, with Abecassis in the H.W.M., I soon set about making plans for the 1955 event.

Regular MOTOR SPORT readers will remember that last year I enthused over a little private dice that Moss gave me in a Maserati, and at the time I mentioned to him my desire to run in the Mille Miglia again. Then in September, whilst in discussion with the American driver John Fitch, we came to the decision that the only way a non-Italian could win the Mille Miglia was by applying science. At the time he was hoping to be in the official Mercedes-Benz team for the event, and we had long talks about ways in which the driver could use a passenger as a mechanical brain, to remove the responsibility of learning the circuit. When it is realised that the race is over 1,000 miles of ordinary, unprepared Italian road, the only concession to racing being that all traffic is removed from the roads for the duration of the race, and the way through towns is lined with straw bales, it will be appreciated that the task of one man learning every corner, every swerve, gradient, hummock, brow and level-crossing is nigh impossible. Even the top Italian drivers, such as Taruffi, Maglioli, Castellotti, etc., only know sections of the route perfectly, and all the time they must concentrate on remembering what lies round the next corner, or over the next brow.

During the last winter, as is well known, Moss joined the Mercedes-Benz team and the firm decided that it would not be possible for Fitch to drive for them in the Mille Miglia, though he would be in the team for Le Mans, so all our plans looked like being of no avail. Then, just before Christmas, a telephone call from Moss invited me to be his passenger in the Mille Miglia in a Mercedes-Benz 300SLR, an invitation which I promptly accepted, John Fitch having sportingly agreed that it would be a good thing for me to try out our plans for beating the Italians with Moss as driver.

When I met Moss early in the new year to discuss the event I already had some definite plan of action. Over lunch it transpired that he had very similar plans, of using the passenger as a second brain to look after navigation, and when we pooled our accumulated knowledge and ideas a great deal of ground work was covered quickly. From four previous Mille Miglia races with Jaguars Moss had gathered together a good quantity of notes, about bumpy level-crossings, blind hill-brows, dangerous corners and so on, and as I

knew certain sections of the course intimately, all this knowledge put down on paper amounted to about 25 per cent. of the circuit.

Early in February Mercedes-Benz were ready to start practising, the first outing being in the nature of a test for the prototype 300SLR, and a description of the two laps we completed, including having an accident in which the car was smashed, appeared in the MARCH MOTOR SPORT. While doing this testing I made copious notes, some of them rather like Chinese due to trying to write at 150 m.p.h., but when we stopped for lunch, or for the night, we spent the whole time discussing the roads we had covered and transcribing my notes. The things we concentrated on were places where we might break the car, such as very bumpy railway-crossings, sudden dips in the road, bad surfaces, tramlines and so on. Then we logged all the difficult corners, grading them as "saucy ones," "dodgy ones" and "very dangerous ones," having a hand sign to indicate each type. Then we logged slippery surfaces, using another hand sign, and as we went along Moss indicated his interpretation of the conditions, while I pin-pointed the place by a kilometre stone, plus or minus. Our task was eased greatly by the fact that there is a stone at every kilometre on Italian roads, and they are numbered in huge black figures, facing oncoming traffic.

In addition to all the points round the course where a mistake might mean an accident, and there are hundreds of them, we also logged all the long straights and everywhere that we could travel at maximum speed even though visibility was restricted, and again there were dozens of such points. Throughout all this preliminary work Moss impressed upon me at every possible moment the importance of not making any mistakes, such as indicating a brow to be flat-out when in reality it was followed by a tight left-hand bend. I told him he need not worry, as any accident he might have was going to involve me as well, as I was going to be by his side until the race was finished. After our first practice session we sorted out all our notes and had them typed out into some semblance of order, and before leaving England again I spent hours with a friend, checking and cross-checking, going over the whole list many times, finally being 100 per cent. certain that there were no mistakes.

On our second visit to Italy for more laps of the circuit, we got down to fine details, grading some corners as less severe and others as much more so, especially as now we knew the way on paper it meant that we arrived at many points much faster than previously when reconnoitring the route. On another lap I went the whole way picking out really detailed landmarks that I would be able to see no matter what the conditions, whether we had the sun in our eyes or it was pouring with rain, and for this work we found Moss' Mercedes-Benz 220A saloon most useful as it would cruise at an easy 85 m.p.h. and at the same time we could discuss any details.

Our whole plan was now nearing completion, we had seventeen pages of notes, and Moss had sufficient confidence in me to take blind brows at 90-100 m.p.h., believing me when I said the road went straight on; though he freely admitted that he was not sure whether



BEFORE THE START.—Bearded Denis Jenkinson, MOTOR SPORT's Continental Correspondent, and Stirling Moss receiving instructions from Herr Neubauer.

he would do the same thing at 170 m.p.h. in the race, no matter how confident I was. He said he'd probably ease it back to 160 m.p.h. for, though that 10 m.p.h. would make no difference to the resulting crash if I had made a mistake, it comforted him psychologically! Throughout all this training we carefully kept a log of our running time and average speeds, and some of them were positively indecent, and certainly not for publication, but the object was to find out which parts of the 1,000 miles dropped the overall average and where we could make up time, and our various averages in the 220A, the 300SL and the 300SLR gave us an extremely interesting working knowledge of how the Mille Miglia might be won or lost.

Our second practice period ended in another accident and this time a smashed 300SL coupé, for Italian army lorries turn across your bows without warning just as English ones do. Rather crestfallen, we anticipated the rage of team-chief Neubauer when we reported this second crash, but his only worry was that we were not personally damaged; the crashed car was of no importance; these things happened to everyone and anyway their only interest was to win the Mille Miglia, regardless of cost.

Leaving Italy for another brief respite, we both worried-out every detail we could think about, from every aspect, the car, the route, our hand signals—for we could not converse in the 300SLR—any emergencies that might arise, anywhere we could save seconds, details of our own personal comfort which would avoid fatigue, and so on. We lived and breathed Mille Miglia day in and day out, leaving no idea untried. The joy of all this was that Daimler-Benz were doing exactly the same things on the mechanical side, supervised by engineers Uhlenhaut, Kosteletzky and Werner, while the racing department were working unceasingly and Neubauer was worrying-out every detail of the race-organisation in Italy. We were putting all our efforts into this race, knowing that they were negligible in comparison with those of the factory.

After Easter we went out to Brescia for our third and final practising session, the technical department, with Kling and Herrmann, having already made an extra one. During their practice period they had thrashed the prototype car up and down the section from Rome to Florence, for this part of the route was the hardest. There are few straights, but all the time the car is averaging nearly 100 m.p.h., the chassis being subjected to strains from every possible angle, and as the 58-gallon petrol tank would be full when leaving Rome, this part of the route would be the most likely on which a breakdown would occur.

By now our details of the route were perfected and I now wrote them all down on a special sheet of paper eighteen feet in length. Moss had had an alloy case made, on the map-roller system, and for our final practice I employed this machine, winding the paper from the lower roller to the upper one, the notes being read through a Perspex window, sealed with Sellotape in the event of the race being run in rain. A complete lap in a 300SL was done as a sort of dress rehearsal, this car being ideal as it had a maximum of nearly 140 m.p.h., good acceleration, and was a very good approach to racing conditions, while at the same time we could speak to each other if the need arose, though normally all our conversation was done by hand signals, there being about fifteen altogether, to cover every aspect of

conversation. During this dress rehearsal we employed an amusing technique in the more deserted parts of the route, especially in the mountains, where I kept an eye on the approaching road out of the side windows, and even out of the rear one on mountain hairpins and, by continually shouting "Yes" while the road was clear, Moss could have a real go at "nine-tenths" on the section of road just in front of him, certain in the knowledge that no traffic was approaching, for it must be remembered that all our practice was being done on normal Italian roads, open to the public. This technique, while being amusing to us, was also useful to Moss as it meant he could get the feel of the road surface conditions at racing speeds. By now the Mille Miglia date was approaching and all round the 1,000 miles we saw more and more signs of growing enthusiasm, occasionally seeing other competitors practising parts of the route, while the police were beginning to leap off the pavement, stop the traffic and wave us on over crossroads with excited cries of "Mille Miglia—via" and, of course, the Italian populace were leaping straight up into the air with joy as Moss fought the sliding SL through many of the corners. It was interesting that the average English enthusiast would turn his head and look if he saw a 300SL being really motored, whereas the Italians, from errand boys to bank managers, will spontaneously leave the ground and spin completely round, with excited waves, at the same sight, and then rush to another point in the hope of getting a further glimpse of the speeding car. We completed our third practice period without any crashes, though the "hack" SLR decided to give-up-the-ghost while we were having a final run in it, but we were entirely blameless; old age creeps on the best vehicles, and this one had done the equivalent of at least six Mille Miglias in the hands of Moss, Fangio, Kling and Herrmann, the four drivers for the race.

A week before the event we went to Stuttgart to try out the actual car we were using in the race, and several laps of the fast Hockenheim circuit convinced us that we had a truly magnificent 3-litre sports car under us, the eight-cylinder fuel-injection engine giving well over 290 h.p. on normal pump petrol, and the car geared to give a maximum of 170 m.p.h. at the peak revolutions of 7,500 r.p.m., though we were given no ultimate limit, should the car wind itself over this downhill. On this SLR the seats were made to measure for us, being cut-and-shut just like a tailor would make a suit, while every detail in the cockpit received our personal attention, and anything was altered to our desire without question. When we finally left the racing department at 5 p.m. on Tuesday, April 26th, we had the pleasant feeling that we had just left an organisation that knew no limit to the trouble they would go to in order that we might start the Mille Miglia with everything on our side.

Next day we flew to Brescia and when we went round to the garage in the evening the cars were already there, having been driven down in the fast racing lorries overnight. We were now satisfied with almost everything we could think about; we had practised wheel-changing over and over again, in case we had tyre trouble, and I would add that we impressed the Mercedes-Benz mechanics by changing a rear wheel in 1 min. 25 sec. from stopping the car to starting off again, including getting the tools and spare wheel out of the boot and putting everything back again. We had practised fitting the temporary aluminium aero-screens that went in front of the Perspex screen should it be broken by a stone—Mercedes-Benz engineers remembering how Hermann Lang was nearly suffocated



ON TEST.—The final proving of the Mille Miglia-winning 300SLR was carried out by the Moss/Jenkinson team on the fast Hockenheim circuit in Germany.



IN FULL CRY.—The Moss/Jenkinson Mercedes-Benz taking one of the multitude of the Mille Miglia corners in its stride.

at 170 m.p.h. at Donington Park in 1938 when his windscreen was broken. We had tried changing plugs; we had studied the details of the pipes of the fuel-injection, the petrol pumps, various important parts of the wiring system, how the bonnet catches functioned; we were given spare ignition keys, shown where numerous small spares were stowed should we stop by the roadside with minor trouble; and by the end of the week we felt extremely confident that we could give of our best in this toughest of motor races, lasting for more than 10 hours over every known road condition, over mountains and through cities, for 1,000 miles.

On the Friday before the race we did a final test on the nearby Autostrada, to try-out some windscreen modifications to improve the air-flow along the cockpit sides. Also Moss tried out a new mechanism fitted to the gear-change that would prevent him from changing from second gear to fifth gear. The gear-gate is exposed, with first left-forward, second centre-rear, third centre-forward, fourth right-rear, and fifth right-forward. Being used to four-speed boxes Moss was occasionally going across the gate from second to fifth, and when he told the engineers about this the racing department set to and designed, drew and made an entirely foolproof link-mechanism that fitted on the top of the gate that would prevent this. He mentioned this on Tuesday afternoon and on Friday morning the new parts arrived in Brescia and he was trying the mechanism out before lunch—at such speed does a true racing department work.

For the week before the race I had been going to bed extremely early and getting up extremely early, a complete reversal of my normal life, for to suddenly get up at 6 a.m. gives me a feeling of desolation until well past mid-morning. Moss had been employing similar tactics, so that when we went down to the start at 6.30 a.m. on the morning of May 1st we were both feeling ready for anything.

All the previous week a truly Italian sun had blazed out of the sky every day and reports assured us that race-day would be perfectly dry and hot, so we anticipated race speeds being very high. I had a list of the numbers of all our more serious rivals, as well as many of our friends in slower cars, and also the existing record times to every control point round the course, so that we would have an idea of how we were doing. We had privately calculated on an average of 90 m.p.h.—2 m.p.h. over the record of Marzotto, providing the car went well and the roads were dry. Mercedes-Benz gave us no orders, leaving the running of the race entirely to each driver, but insisting that the car was brought back to Brescia if humanly possible. Moss and I had made a pact that we would keep the car going as long as was practicable having decided in practice at which point we could have the engine blow-up and still coast in to the finish, or to a control. At Ravenna, Pescara, Rome, Florence and Bologna there were Mercedes-Benz pits, complete with all spares, changes of tyres should it start to rain, food, drink and assistance of every sort, for in this race there are no complicated rules about work done on the car or outside assistance; it is a free-for-all event.

The enormous entry had started to leave Brescia the previous evening at 9 p.m., while we were sleeping peacefully, the cars leaving at 1-min. intervals, and it was not until 6.55 a.m. on Sunday morning that the first of the over-2,000-c.c. sports cars left. It was this group that held the greatest interest, for among the 34 entries lay the outright winner of this race, though many of the 2-litre Maseratis and smaller Oscas and Porsches could not be overlooked. Starting positions were arranged by ballot beforehand and the more important to us were: Fangio 658, Kling 701, Collins (Aston Martin) 702, Herrmann 704, Maglioli (Ferrari) 705; then there went off a group of slower cars, and Carini (Ferrari) 714, Scotti (Ferrari) 718, Pinzero (Ferrari) 720, and then us at 7.22 a.m. There was no hope of seeing

our team-mates, for they left too long before us, as did Maglioli, but we were hoping to catch Carini before the end. Our big worry was not so much those in front, but those behind, for there followed Castellotti (Ferrari 4.4-litre) 723, Sighinolfi (Ferrari 3.7-litre) 724, Paulo Marzotto (Ferrari 3.7-litre) 725, Bordoni (Gordini 3-litre) 726, Perdisa (Maserati 3-litre) 727 and, finally, the most dangerous rival of them all, that master tactician, Taruffi (Ferrari 3.7-litre) 728. With all these works Ferraris behind us we could not hang about in the opening stages, for Castellotti was liable to catch us, and Sighinolfi would probably scabble past us using the grass banks, he being that sort of driver, and Marzotto would stop at nothing to beat the German cars, so if we didn't press-on straight away there was a good chance of the dice becoming a little exciting, not to say dangerous, in the opening 200 miles.

Neubauer was ever present at the start, warning Moss to give the car plenty of throttle as he left the starting ramp, for Herrmann had nearly fluffed his take-off; he also assured us that we could take the dip at the bottom of the ramp without worrying about grounding. The mechanics had warmed the engine and they pushed it up onto the starting platform to avoid unnecessary strain on the single-plate clutch, one of the weak points of the 300SLR. The route-card which we had to get stamped at the various controls round the course was securely attached to a board and already fitted in its special holder, the board being attached by a cord to one of my grab-rails, to avoid losing it in the excitement of any emergency. We both settled down in our seats, Moss put his goggles on, I showed him a note at the top of my roller device, warning him not to apply the brakes fiercely on the first corner, for the bi-metal drums needed a gentle application to warm them after standing for two days.

Thirty seconds before 7.22 a.m. he started the engine, the side exhaust pipes blowing a cloud of smoke over the starter and Sig. Castegnato and Count Maggi, the two men behind this great event, and then as the flag fell we were off with a surge of acceleration and up to peak revs. in first, second and third gears, weaving our way through the vast crowds lining the sides of the road. Had we not been along this same road three times already in an SLR amid the hurly-burly of morning traffic, I should have been thoroughly frightened, but now, with the roads clear ahead of us, I thought Moss could really get down to some uninterrupted motoring. We had the sun shining full in our eyes, which made navigating difficult, but I had written the notes over and over again, and gone over the route in my imagination so many times that I almost knew it by heart, and one of the first signals was to take a gentle S-bend through a village on full throttle in fourth gear, and as Moss did this, being quite unable to see the road for more than 100 yards ahead, I settled down to the job, confident that our scientific method of equalling the Italians' ability at open-road racing was going to work. At no time before the race did we ever contemplate getting into the lead, for we fully expected Fangio to set the pace, with Kling determined to win at all costs, so we were out for a third place, and to beat all the Ferraris. Barely 10 miles after the start we saw a red speck in front of us and had soon nipped by on a left-hand curve. It was 720, Pinzero, number 721 being a non-starter. By my right hand was a small grab rail and a horn button; the steering was on the left of the cockpit, by the way, and this button not only blew the horn, but also flashed the lights, so that while I played a fanfare on this Moss placed the car for overtaking other competitors. My direction indications I was giving with my left hand, so what with turning the map roller and feeding Moss with sucking sweets there was never a dull moment. The car was really going well now, and on the straights to Verona we were getting 7,500 in top gear, a speed of 274 k.p.h., or as close to 170 m.p.h. as one could wish to travel. On some of these long straights our navigation system was paying handsomely, for we could keep at 170 m.p.h. over blind brows, even when overtaking slower cars, Moss sure in the knowledge that all he had to do was to concentrate on keeping the car on the road and travelling as fast as possible. This in itself was more than enough, but he was sitting back in his usual relaxed position, making no apparent effort, until some corners were reached when the speed at which he controlled slides, winding the wheel from right to left and back again, showed that his superb reflexes and judgment were on top of their form.

Cruising at maximum speed, we seemed to spend most of the time between Verona and Vicenza passing Austin-Healeys that could not have been doing much more than 115 m.p.h., and, with flashing lights, horn blowing and a wave of the hand, we went by as though they were touring. Approaching Padova Moss pointed behind and I looked round to see a Ferrari gaining on us rapidly, and with a grimace of disgust at one another we realised it was Castellotti. The Mercedes-Benz was giving all it had, and Moss was driving hard but taking no risks, letting the car slide just so far on the corners and no more. Entering the main street of Padova at 150 m.p.h. we braked

for the right-angle bend at the end, and suddenly I realised that Moss was beginning to work furiously on the steering wheel, for we were arriving at the corner much too fast and it seemed doubtful whether we could stop in time. I sat fascinated, watching Moss working away to keep control, and I was so intrigued to follow his every action and live every inch of the way with him, that I completely forgot to be scared. With the wheels almost on locking-point he kept the car straight to the last possible fraction of a second, making no attempt to get round the corner, for that would have meant a complete spin and then anything could happen. Just when it seemed we must go head-on into the straw bales Moss got the speed low enough to risk letting go the brakes and try taking the corner, and as the front of the car slid over the dry road we went *bump!* into the bales with our left-hand front corner, bounced off into the middle of the road and, as the car was then pointing in the right direction, Moss selected bottom gear and opened out again.

All this time Castellotti was right behind us, and as we bounced off the bales he nipped by us, grinning over his shoulder. As we set off after him, I gave Moss a little handclap of appreciation for showing me just how a really great driver acts in a difficult situation.

Through Padova we followed the 4.4-litre Ferrari and on acceleration we could not hold it, but the Italian was driving like a maniac, sliding all the corners, using the pavements and the loose edges of the road. Round a particularly dodgy left-hand bend on the outskirts of the town I warned Moss and then watched Castellotti sorting out his Ferrari, the front wheels on full under-steer, with the inside one off the ground, and rubber pouring off the rear tyres, leaving great wide marks on the road. This was indeed motor-racing from the best possible position, and beside me was a quiet, calm young man who was following the Ferrari at a discreet distance, ready for any emergency. Out of the town we joined an incredibly fast stretch of road, straight for many miles, and we started alongside the Ferrari in bottom gear, but try as the Mercedes-Benz did the red car just drew away from us, and once more Moss and I exchanged very puzzled looks. By the time we had reached our maximum speed the Ferrari was over 200 yards ahead, but then it remained there, the gap being unaltered along the whole length of the straight. At the cut-off point at the end we gained considerably, both from the fact that we knew exactly when the following left-hand corner was approaching and also from slightly superior brakes. More full-throttle running saw us keeping the Ferrari in sight, and then as we approached a small town we saw Castellotti nip past another Ferrari, and we realised we were going to have to follow through the streets, until there was room to pass. It was number 714, Carini, so soon, and this encouraged Moss to run right round the outside of the Ferrari, on a right-hand curve, confident from my signals that the road would not suddenly turn left. This very brief delay had let Castellotti get away from us but he was not completely out of sight, and after waving to Peter Collins, who had broken down by the roadside before Rovigo, we went into that town at terrific speed. Straight across the square we went, where in practice we had had to go round the island; broadside we left the last right turn of the town, with the front wheels on full opposite lock and the throttle pedal hard down. Castellotti was in sight once more but out on the open roads he was driving so near the limit that on every corner he was using the gravel and rough stuff on the edges of the road. This sent up a huge cloud of dust, and we could never be sure whether or not we were going to enter it to find the Ferrari sideways across the road, or bouncing off the banks and trees, for this sort of hazard a scientific route-navigating method could not cope with. Wisely, Moss eased back a little and the Ferrari got ahead of us sufficiently to let the dust clouds settle.

WHAT LIES AHEAD?—Beyond the vision at points such as these the Moss/Jenkinson team knew what lay ahead, as they had it all written down on the special map-roller device containing notes of all such points throughout the 1,000 miles of the Mille Miglia route.



Along the new road by the side of the River Po we overtook Lance Macklin in his Austin-Healey, and he gave us a cheery wave, and then we went through Ferrara, under the railway bridge, over the traffic lights and down the main streets and out onto the road to Ravenna. All the way along there were signs of people having the most almighty incidents, black marks from locked wheels making the weirdest patterns on the road, and many times on corners we had signalled as dangerous or dodgy we came across cars in the touring categories lying battered and bent by the roadside, sure indication that our grading of the corner was not far wrong. To Ravenna the road winds a great deal and now I could admire the Moss artistry as he put in some very steady "nine-tenths" motoring, especially on open bends round which he could see and on those that he knew, and the way he would control the car with throttle and steering wheel long after all four tyres had reached the breakaway point was a sheer joy, and most difficult to do justice to with a mere pen and paper. Approaching the Ravenna control I took the route-card board from its holder, held it up for Moss to see, to indicate that we had to stop here to receive the official stamp, and then as we braked towards the "CONTROLLO" banner across the road, and the black and white chequered line on the road itself, amid waving flags and numerous officials, I held my right arm well out of the car to indicate to them which side we wanted the official with the rubber stamp to be. Holding the board on the side of the cockpit we crossed the control line, bang went the rubber stamp, and we were off without actually coming to rest. Just beyond the control were a row of pits and there was 723, Castellotti's Ferrari, having some tyre changes, which was not surprising in view of the way he had been driving.

With a scream of "Castellotti!" Moss accelerated hard round the next corner and we twisted our way through the streets of Ravenna, nearly collecting an archway in the process, and then out on the fast winding road to Forli. Our time to Ravenna had been well above the old record but Castellotti had got there before us and we had no idea how Taruffi and the others behind us were doing. Now Moss continued the pace with renewed vigour and we went through Forli, waving to the garage that salvaged the SL we crashed in practice, down the fast winding road to Rimini, with another wave to the Alfa-Romeo service station that looked after the SLK that broke its engine. I couldn't help thinking that we had certainly left our mark round the course during practice. Ever since leaving the start we had had the rising sun shining in our eyes and, now, with the continual effects of sideways "G" on my body, my poor stomach was beginning to suffer and, together with the heat from the gearbox by my left buttock, the engine fumes, and the nauseating brake-lining smells from the inboard-mounted brakes, it cried "enough" and what little breakfast I had eaten went overboard, together with my spectacles, for I made the fatal mistake of turning my head sideways at 150 m.p.h. with my goggles lowered. Fortunately, I had a spare pair, and there was no time to worry about a protesting stomach, for we were approaching Pesaro, where there was a sharp right corner.

Now the calm, blue Adriatic sea appeared on our left and we were on the long coastal straights, taking blind brows, and equally blind bridges at our full 170 m.p.h., and I chuckled to myself as I realised that Moss was not lifting his foot as he had threatened. We were beginning to pass earlier numbers very frequently now, among them some 2-litre Maseratis being driven terribly slowly, a couple of TR2 Triumphs running in convoy, and various saloons, with still numerous signs of the telling pace, a wrecked Giulietta on the right, a 1,100-c.c. Fiat on the left, a Ferrari coupé almost battered beyond recognition and a Renault that had been rolled up into a ball. Through Ancona the crowds were beautifully controlled, barriers keeping them back on the pavements, and we were able to use the full width of the road everywhere, and up the steep hill leaving the town we stormed past more touring-car competitors who had left in the small hours of the morning while we were still asleep. All this time there had been no signs of any of our close rivals. We had passed the last of the Austin-



ONE OF THE MANY.—Lucid kilometre posts such as this enabled Jenkinson to plan the Mille Miglia on paper in great detail.

Healeys, driven by Abecassis, a long way back, and no Ferraris had appeared in our rear-view mirror.

It was a long way down to the next control point, at Pescara, and we settled down to cruising at our maximum speed, the car giving no impression at all of how fast it was travelling, until we overtook another competitor, who I knew must be doing 110 m.p.h., or when I looked sideways at the trees and hedges flashing past. It was now mid-morning and the sun was well above us but still shining down onto our faces and making the cockpit exceedingly hot, in spite of having all the air vents fully open. Through the dusty, dirty Adriatic villages we went and all the time I gave Moss the invaluable hand signals that were taking from him the mental strain of trying to remember the route, though he still will not admit to how much mental strain he suffered convincing himself that I was not making any mistakes in my 170 m.p.h. navigation. On one straight, lined with trees, we had marked down a hump in the road as being "flat-out" only if the road was dry. It was, so I gave the appropriate signal and with 7,500 r.p.m. in fifth gear on the tachometer we took off, for we had made an error in our estimation of the severity of the hump. For a measurable amount of time the vibro-massage that you get sitting in a 300 SLR at that speed suddenly ceased, and there was time for us to look at each other with raised eyebrows before we landed again. Even had we been in the air for only one second we should have travelled some 200 feet through the air, and I estimated the "duration of flight" at something more than one second. The road was dead straight and the Mercedes-Benz made a perfect four-point landing and I thankfully praised the driver that he didn't move the steering wheel a fraction of an inch, for that would have been our end. With the heat of the sun and the long straights we had been getting into a complacent stupor, but this little "moment" brought us back to reality and we were fully on the job when we approached Pescara. Over the level crossing we went, far faster than we had ever done in practice, and the car skated right across the road, with all four wheels sliding, and I was sure we were going to write-off some petrol pumps by the roadside, but somehow "the boy" got control again and we merely brushed some straw bales and then braked heavily to a stop for the second control stamp. Approaching this point I not only held the route-card for the driver to see, but also pointed to the fuel filler, for here we were due to make our first refuelling. However, I was too late, Moss was already pointing backwards at the tank himself to tell me the same thing. Just beyond the control line we saw engineer Werner holding a blue flag bearing the Mercedes-Benz star and as we stopped everything happened at once. Some 18 gallons of fuel went in from a gravity tank, just sufficient to get us to our main stop at Rome, the windscreen was cleaned for it was thick with dead flies, a hand gave me a slice of orange and a peeled banana, while another was holding a small sheet of paper, someone else was looking at the tyres and Moss still had the engine running. On the paper was written "Taruffi, Moss 15 seconds, Herrman, Kling, Fangio," and their times; I had just yelled "second, 15 seconds behind Taruffi" when I saw a uniformed arm trying to switch off the ignition. I recognised an interfering police arm and gave it a thump, and as I did so, Moss crunched in bottom gear and we accelerated away as hard as we could go. What had seemed like an age was actually only 28 seconds!

Over the bridge we went, sharp right and then up one of the side turnings of Pescara towards the station, where we were to turn right again. There was a blue Gordini just going round the corner and then I saw that we were overshooting and with locked wheels we slid straight on, bang into the straw bales. I just had time to hope

there was nothing solid behind the wall of bales when the air was full of flying straw and we were on the pavement. Moss quickly selected bottom gear and without stopping he drove along the pavement, behind the bales, until he could bounce down off the kerb and continue on his way, passing the Gordini in the process. As we went up through the gears on the long straight out of Pescara, I kept an eye on the water temperature gauge, for that clonk certainly creased the front of the car, and may have damaged the radiator, or filled the intake with straw, but all seemed well, the temperature was still remaining constant. There followed three completely blind brows in quick succession and we took these at full speed, the effect being rather like a switchback at a fair, and then we wound and twisted our way along the barren valley between the rocky mountain sides, to Popoli, where a Bailey Bridge still serves to cross a river. Along this valley I saw the strange sight of about 50 robed monks, with shining bald pates, standing on a high mound and waving to us as we went by with a noise sufficient to wake the devil himself. Up into the mountains we climbed, sliding round the hairpins with that beautiful Moss technique I described two months ago in MOTOR SPORT, and then along the peculiar deserted plateau high up in the mountains we held our maximum speed for many kilometres, to be followed by a winding twisting road into Aquila, where up the main street the control was dealt with while still on the move. We certainly were not wasting any seconds anywhere and Moss was driving absolutely magnificently, right on the limit of adhesion all the time, and more often than not over the limit, driving in that awe-inspiring narrow margin that you enter just before you have a crash if you have not the Moss skill, or those few yards of momentary terror you have on ice just before you go in the ditch. This masterly handling was no fluke, he was doing it deliberately, his extra special senses and reflexes allowing him to go that much closer to the absolute limit than the average racing driver and way beyond the possibilities of normal mortals like you or me.

On the way to Rome we hit a level crossing that had been just "bumpy" in the SL and smooth in the 220A; the resultant thud threw us high out of our seats into the airstream, and with a crash we landed back again, nearly breaking our spines, but the Mercedes-Benz suspension absorbed it all without protest and there was no feeling that anything had "bottomed" unduly severely. This sort of thing had happened three or four times already, for our routing was not infallible, and it seemed unbelievable that nothing broke on the car each time. Although we occasionally saw a train steaming along in the distance we never came across any closed level crossings, though if we had we had a remedy. In practice we had tried lifting the barrier, Italian gates being two long poles that lower across the road, and found that the slack on the operating cables was just sufficient to allow the car to be driven under the pole, much to the annoyance of the crossing-keeper. However, this did not arise and down into the Rome control we had a pretty clear run, being highly delighted to overtake Maglioli soon after Rieti, he suffering from an arm injury received in practice, and a car that was not going well. With a grin at each other we realised that one of our unseen rivals was now disposed of, but we still had Taruffi behind us on the road, and no doubt well ahead of us on time, for all this ground was local colour to him. Coming down off the mountains we had overtaken Musso driving a 2-litre Maserati and as we had calculated that we were unlikely ever to catch him, if we averaged 90 m.p.h. for the whole race, we realised we must be setting a fantastic record speed, but as Taruffi had been leading at Pescara, his average must be even higher.

The last six miles into the Rome control were an absolute nightmare; there were no corners that needed signals, and we would normally have done 150-160 m.p.h., but the crowds of spectators were so thick that we just could not see the road and the surface being bumpy Moss dared not drive much over 130 m.p.h. for there was barely room for two cars abreast. It seemed that the whole of Rome was out to watch the race, and all oblivious of the danger of a high-speed racing car. While I blew the horn and flashed the lights Moss swerved the car from side to side and this had the effect of making those on the very edge leap hastily backwards, thus giving us a little more room. The last mile into the control was better organised and I was able to show Moss the control card, point backwards at the fuel tank and also at the fibre disc wired to the steering column which had to be punched at this control. "Bang" went the stamp and we then drew into the Mercedes-Benz pit and switched off the engine; this was our first real stop since leaving Brescia nearly 3½ hours ago, and our average speed to this point was 107 m.p.h., the average to Pescara having been 118 m.p.h., the mountain section causing it to drop from there to Rome.

As we stopped Moss leapt out to relieve himself, I felt the car rise up on the jacks and heard the rear hub nuts being beaten off, the windscreen was cleaned and a welcome shower of water sprinkled

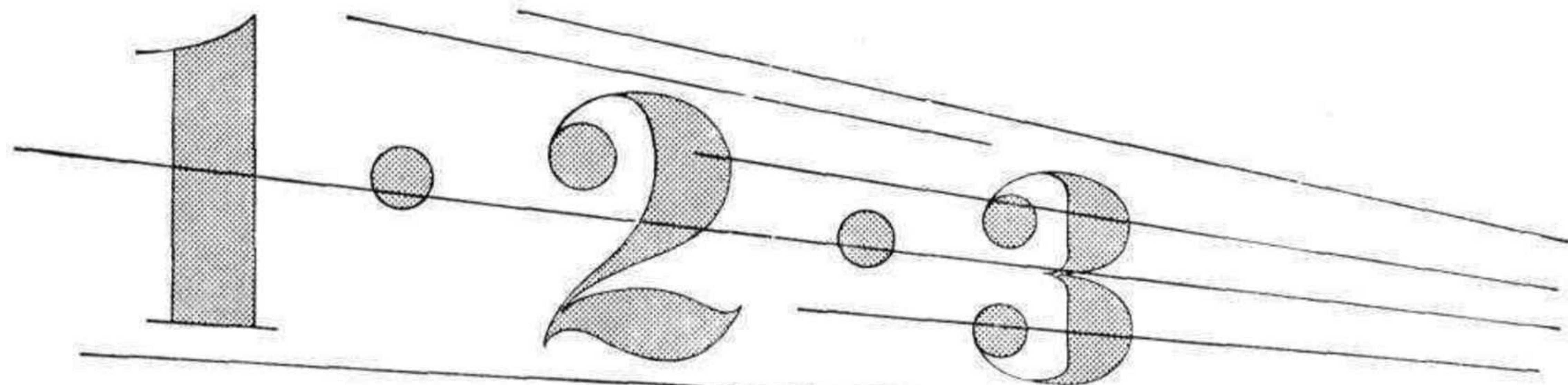
over me, for I was very hot, very tired, very dirty, oily and sweaty and must have looked a horrible sight to spectators. The fuel tank was being filled, someone handed me a drink of mineral water and an orange, and offered a tray of sandwiches and cakes, but I felt incapable of eating anything firmer than a slice of orange. A hand appeared in front of me holding a sheet of paper and I snatched it and read "Moss, Taruffi, Herrman, Kling, Fangio" and the times showed we had a lead of nearly two minutes. Bump went the car as it was dropped down off the jacks, and with a lithe bound Moss was into the driving seat again and as we took the hairpin after the control I managed to yell in his ear "First by more than one minute from Taruffi" and then the noise of the exhaust and wind prevented any further words. On the next bend we saw a silver Mercedes-Benz, number 701, well off the road among the trees and badly wrecked. We knew it was Kling and exchanged long faces with each other, wondering how badly hurt he was, but this had no effect on Moss and he now began to put everything he knew into his driving, on this most difficult section, while I had to concentrate hard in order to give him warnings and signals of the approaching road conditions, for this was indeed a difficult section for both of us. Past Monterosi we waved to the "Agip" service station, where we had a sheep-killing incident in practice, and then we sped on our way through Viterbo, sliding this way and that, leaving the ground on more occasions than I can remember, yet all the while feeling completely at ease, for such is the confidence that Moss gave me, and round the corners I never ceased to marvel at the superb judgment with which he weighed up the maximum possible speed at which he could go, and just how far he could let the car slide without going into the ditch or hitting a wall or rock face. Now there was the continual hazard of passing slower cars, though it must be recorded that most of them gave way splendidly, keeping one eye on the mirror. Just after Acquapendente I made my first and only mistake in navigating, that it was not serious is why you are reading these words now; having just given warning of a very dodgy right-hand bend I received a shower of petrol down my neck and looking round to see what had happened we arrived at another similar corner, and I missed the signal. Fortunately Moss had recognised the corner, for he knew many parts of the course extremely well, and after seeing that the petrol was coming from the filler due to surge, I looked back to see an irate Moss face saying very rude things at me and shaking his fist, all the while cornering at a fantastic speed. How serious the fuel surge was I did not know, and as the exhaust pipes were on the side of the car I decided it would be all right and said nothing to Moss, as he appeared not to have received any of the spray. For the next 10 or 15 miles I received this gentle spray of cold fuel, cooling in the enormous heat of the cockpit, but a little worrying in case it got worse. Up the Radicofani Pass we stormed and the way the car leapt and slithered about would have really frightened me had I not already had a lot of experience of its capabilities and of the skill of Stirling Moss; as it was I sat there and revelled in the glorious feeling of really fast motoring. Over the top of the pass we swept past a saloon car competitor, into a downhill right-hand bend followed by a sharp left-hander. Now, previous to this Moss had been pointing to the front of the car and indicating that a brake was beginning to grab on occasions, and this was one of them. Without any warning the car spun and there was just time to think what a desolated part of Italy in which to crash, when I realised that we had almost stopped in our own length and were sliding gently into the ditch to land with a crunch that dented the tail. "This is all right," I thought, "we can probably push it out of this one," and I was about to start getting out when Moss selected bottom gear and we drove out—lucky indeed! Before we could point the car in the right direction we had to make two reverses and as we accelerated away down the mountainside I fiddled about putting the safety catch back on the reverse position of the gear-gate, while we poked our tongues out at each other in mutual derision.

At the Siena control we had no idea of whether we were still leading or not, but Moss was quite certain that Taruffi would have had to have worked extremely hard to catch him, for he had put all he knew into that last part of the course, he told me afterwards. Never relaxing for an instant he continued to drive the most superb race of his career, twirling the steering wheel this way and that, controlling slides with a delicateness of throttle that was fairy-like, or alternatively provoking slides with the full power of the engine, in order to make the car change direction bodily, the now dirty, oily and battered collection of machinery that had left Brescia gleaming like new still answering superbly to his every demand, the engine always being taken to 7,500 r.p.m. in the gears, and on one occasion to 8,200 r.p.m., the excitement at that particular instant not allowing time for a gear change or an easing of the throttle, for the way Moss steered the car round the sharp corners with the back wheels was sheer joy to experience.

On the winding road from Siena to Florence physical strain began to tell on me, for with no steering wheel to give me a feel of what the car was going to do, my body was being continually subjected to terrific centrifugal forces as the car changed direction. The heat, fumes and noise were becoming almost unbearable, but I gave myself renewed energy by looking at Stirling Moss who was sitting beside me, completely relaxed, working away at the steering as if we had only just left Brescia, instead of having been driving for nearly 700 miles under a blazing sun. Had I not known the route I would have happily got out there and then, having enjoyed every mile, but ahead lay some interesting roads over which we had practised hard, and the anticipation of watching Moss really try over these stretches, with the roads closed to other traffic, made me forget all about the physical discomforts. I was reminded a little of the conditions when we approached one corner and some women got up and fled with looks of terror on their faces, for the battered Mercedes-Benz, dirty and oil-stained and making as much noise as a Grand Prix car, with two sweaty, dirty, oil-stained figures behind the windscreen, must have looked terrifying to peaceful peasants, as it entered the corner in a full four-wheel slide. The approaches of Florence were almost back-breaking as we bounced and leapt over the badly maintained roads, and across the tramlines, and my heart went out to the driver of an orange Porsche who was hugging the crown of the steeply cambered road. He must have been shaken as we shot past with the left-hand wheels right down in the gutter. Down a steep hill in second gear, we went, into third at peak revs, and I thought "it's a brave man who can unleash nearly 300 b.h.p. down a hill this steep and then change into a higher gear." At speeds up to 120-130 m.p.h. we went through the streets of Florence, over the great river bridge, broadside across a square, across more tramlines and into the control point. Now Moss had really got the bit between his teeth, nothing was going to stop him winning this race, I felt; he had a rather special look of concentration on his face and I knew that one of his greatest ambitions was to do the section Florence-Bologna in under one hour. This road crosses the heart of the Apennines, by way of the Futa Pass and the Raticosa Pass, and though only just over 60 miles in length it is like a Prescott Hill-Climb all the way. As we got the route-card stamped, again without coming to rest, I grabbed the sheet of paper from the Mercedes-Benz man at the control, but before I could read more than that we were still leading, it was torn from my grasp as we accelerated away among the officials. I indicated that we were still leading the race, and by the way Moss left Florence, as though at the start of a Grand Prix, I knew he was out to crack one hour to Bologna, especially as he also looked at his wrist-watch as we left the control. "This is going to be fantastic," I thought, as we screamed up the hills out of Florence, "he is really going to do some nine-tenths plus, motoring" and I took a firm grip of the "struggling bar" between giving him direction signals, keeping the left side of my body as far out of Moss's way as possible, for he was going to need all the room possible for his whirling arms and for stirring the gear-lever about. Up into the mountains we screamed, occasionally passing other cars, such as 1900 Alfa-Romeos, 1,100 Fiats and some small sports cars. Little did we know that we had the race in our pocket, for Taruffi had retired by this time with a broken oil pump and Fangio was stopped in Florence repairing an injection pipe, but though we had overtaken him on the road, we had not seen him, as



MERCEDES-BENZ 300SLR as it left the factory. Note the Perspex covers over lamps, air-intake on off side of bonnet, cockpit air-scoop in front of screen, dual headrests with fuel-filler in the driver's, under-bonnet outlets in front of door, three-eared hub-caps and negative camber of rear wheels.



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All used K.L.G.



one of **SMITHS** accessories for better motoring

the car had been hidden by mechanics and officials. All the time I had found it very difficult to take my eyes off the road. I could have easily looked around me, for there was time, but somehow the whole while that Moss was really dicing I felt a hypnotic sensation forcing me to live every inch of the way with him. It was probably this factor that prevented me ever being frightened, for nothing arrived unexpectedly. I was keeping up with him mentally all the way, which I had to do if I wasn't to miss any of our route marking, though physically I had fallen way behind him and I marvelled that anyone could drive so furiously for such a long time, for it was now well into the Sunday afternoon. At the top of the Futa Pass there were enormous crowds all waving excitedly and on numerous occasions Moss nearly lost the car completely as we hit patches of melted tar, coated with oil and rubber from all the other competitors in front of us, and for nearly a mile he had to ease off and drive at a bare eight-tenths, the road was so tricky. Just over the top of the Futa we saw a Mercedes-Benz by the roadside amid a crowd of people, it was 704, young Hans Herrmann, and though we could not see him, we waved. The car looked undamaged so we assumed he was all right.

Now we simply had to get to Brescia first, I thought, we mustn't let Taruffi beat us, still having no idea that he had retired. On we went, up and over the Raticosa Pass, plunging down the other side, in one long series of slides that to me felt completely uncontrolled but to Moss were obviously intentional. However, there was one particular one which was not intentional and by sheer good fortune the stone parapet on the outside of the corner stepped back just in time, and caused us to make rude faces at each other. On a wall someone had painted "Viva Perdisa, viva Maserati" and as we went past in a long controlled slide, we spontaneously both gave it the victory sign, and had a quiet chuckle between ourselves, in the cramped and confined space of our travelling hothouse and bath of filth and perspiration. On another part of the Raticosa amid great crowds of people we saw an enormous fat man in the road, leaping up and down with delight; it was the happy body-builder of the Maserati racing department, a good friend of Stirling's, and we waved back to him.

Down off the mountains we raced, into the broiling heat of the afternoon, into Bologna, along the dusty tramlined road, with hordes of spectators on both sides, but here beautifully controlled, so that we went into Bologna at close on 150 m.p.h. and down to the control point, Moss doing a superb bit of braking judgment even at this late stage in the race, and in spite of brakes that were beginning to show signs of the terrific thrashing they had been receiving. Here we had the steering column disc punched again and the card stamped, and with another Grand Prix start we were away through the streets of Bologna so quickly that I didn't get the vital news sheet from our depot. Now we had no idea of where we lay in the race, or what had happened to our rivals, but we knew we had crossed the mountains in 1 hr. 1 min., and were so far ahead of Marzotto's record that it seemed impossible. The hard part was now over, but Moss did not relax, for it had now occurred to him that it was possible to get back to Brescia in the round 10 hours, which would make the race average 100 m.p.h. Up the long fast straights through Modena, Reggio Emilia and Parma we went, not wasting a second anywhere, cruising at a continuous 170 m.p.h. cutting off only where I indicated corners, or bumpy hill-brows. Looking up I suddenly realised that we were overtaking an aeroplane, and then I knew I was living in the realms of fantasy, and when we caught and passed a second one my brain began to boggle at the sustained speed. They were flying at about 300 feet filming our progress and it must have looked most impressive, especially as we dropped back by going round the Eidenza by-pass, only to catch up again on the main road. This really was pure speed, the car was going perfectly and reaching 7,600 r.p.m. in fifth gear in places, which was as honest a 170 m.p.h. plus, as I'd care to argue about. Going into Piacenza where the road doubles back towards Mantova we passed a 2cv Citroën bowling along merrily, having left Brescia the night before, and then we saw a 2-litre Maserati ahead which shook us perceptibly, for we thought we had passed them all long ago. It was number 621, Francesco Giardini, and appreciating just how fast he must have driven to reach this point before us, we gave him a salutary wave as we roared past, leaving Piacenza behind us. More important was the fact that we were leaving the sun behind us, for nice though it was to have dry roads to race on, the blazing sun had made visibility for both of us very tiring. Through Cremona we went without relaxing and now we were on the last leg of the course, there being a special prize and the Nuvolari Cup for the fastest speed from Cremona to Brescia. Although the road lay straight for most of the way, there were more than six villages to traverse, as well as the final route card stamp to get in the town of Mantova. In one village, less than 50 miles from the finish, we had

an enormous slide on some melted tar and for a moment I thought we would hit a concrete wall, but with that absurdly calm manner of his, Moss tweaked the wheel this way and that, and caught the car just in time, and with his foot hard down we went on our way as if nothing had happened. The final miles into Brescia were sheer joy, the engine was singing round on full power, and after we had passed our final direction indication I put my roller-map away and thought "If it blows to pieces now, we can carry it the rest of the way." The last corner into the finishing area was taken in a long slide with the power and noise full on and we crossed the finishing line at well over 100 m.p.h., still not knowing that we had made motor-racing history, but happy and contented at having completed the whole race and done our best.

From the finishing line we drove round to the official garage, where the car had to be parked and Stirling asked "Do you think we've won?" to which I replied, "We must wait for Taruffi to arrive, and we don't know when Fangio got in"—at the garage it was finally impressed upon us that Taruffi was out, Fangio was behind us and we had won. Yes, won the Mille Miglia, achieved the impossible, broken all the records, ruined all the Mille Miglia legends, made history. We clasped each other in delirious joy, and would have wept, but we were too overcome and still finding it hard to believe that we had won. Then we were swept away amid a horde of police and officials, and the ensuing crush amid the wildly enthusiastic crowds was harder to bear than the whole of the 1,000-mile grind we had just completed.

Our total time for the course was 10 hr. 07 min. 48 sec., an average of more than 157 k.p.h. (nearly 98 m.p.h.) and our average for the 85 miles from Cremona to Brescia had been 123 m.p.h. As we were driven back to our hotel, tired, filthy, oily and covered in dust and dirt, we grinned happily at each other's black face and Stirling said "I'm so happy that we've proved that a Britisher can win the Mille Miglia, and that the legend 'he who leads at Rome never leads at Brescia' is untrue—also, I feel we have made up for the two cars we wrote off in practice," then he gave a chuckle and said "We've rather made a mess of the record, haven't we—sort of spoilt it for anyone else, for there probably won't be another completely dry Mille Miglia for twenty years."

It was with a justified feeling of elation that I lay in a hot bath, for I had had the unique experience of being with Stirling Moss throughout his epic drive, sitting beside him while he worked as I have never seen anyone work before in my life, and harder and longer than I ever thought it possible for a human being to do. It was indeed a unique experience, the greatest experience in the whole of the 22 years during which I have been interested in motor-racing, an experience that was beyond my wildest imagination, with a result that even now I find it extremely hard to believe.

After previous Mille Miglias I have said "he who wins the Mille Miglia is some driver, and the car he uses is some sports car." I now say it again with the certain knowledge that *I know* what I'm talking and writing about this time.—D. S. J.

In view of the space devoted, we feel justifiably, to the Mille Miglia race, "Readers' Letters" are held over until next month.—Ed.

The 1955-56 edition of "Auberges de France," which constitutes membership of the Club des Sans Club, has been issued. It is obtainable in English at only 12s. 6d. from the Seymour Press, Ltd., 282, Vauxhall Bridge Road, London, S.W.1. It includes notes on wines, etc., and, with the Michelin Guide, is indispensable to travellers in France and adjacent countries.

* * *

The Elstree Flying Club has issued a little book about its activities, amusingly illustrated and containing, besides, some excellent photographs. It is obtainable free, on application to the Secretary, Elstree Flying Club, 78, Buckingham Gate, London, S.W.1.

* * *

A set of brightly-coloured decorative prints measuring 9 in. by 6½ in. in a series "Classic British Motors" has been issued by The Archives, 146, Cromwell Road, London, S.W.7, for 10s. There are eight prints, showing full-size views of 1898 Daimler, 1902 Wolseley, 1906 Rover, 1907 racing Napier, 1909 Austin Seven, 1909 Vauxhall, 1911 Rolls-Royce and 1913 bull-nose Morris-Oxford.

* * *

The Veteran Car Club of Great Britain has recently compiled a catalogue of early motor vehicles in public museums, collections of motor manufacturers and traders, and the larger private collections in the United Kingdom.

SORTING OUT THE SPECIALISED SPORTS CARS

With Some Notes on the Trend of Amateur Design



Buckler.



Connaught.



Cooper 1,100.



Cooper-Jaguar.

LAST month we drew attention in the Editorial to the extremely healthy state of the Sport from the aspect of amateur-built sports cars.

In an attempt to clarify the salient points in the design of such cars we give a table (see pages 340-341) covering sixteen different cars which are seen in current sports-car racing. In referring to these cars as of amateur design we imply no criticism of their constructors, far from it; we use this term to differentiate between the sports cars of the small constructors and the accepted manufacturers.

The former have grown out of a desire on the part of keen enthusiasts to possess and race vehicles which really do "go" and hold the road, and it is significant that the better of such cars have begun seriously to challenge such manufacturers' sports/racing cars as the D-type Jaguar, Aston Martin DB3S, Austin-Healey 100S, and Frazer-Nash in British circuit races.

Indeed, the British Motor Industry should look to its laurels. In the 1,100-c.c. class it has nothing comparable to the Cooper-Climax and Lotus. The once-virile 1½-litre category is again the undisputed preserve of the larger-engined Lotus and Connaught cars. In the 2-litre class the Lister-Bristol has no manufacturers' counterpart and, at all events on a wet course, the R.G.S. Atalanta "sees off" cars like works Jaguars and Aston Martins in spite of having an engine which literally has never had an overhaul since it was purchased and which pokes out under 200 h.p., the car's acceleration and performance thus reflecting the efficiency of its chassis and body design.

Jaguar has so ably upheld British prestige in the past that we shall expect great things from the latest of Bill Lyons' cars at Le Mans, where it is to be hoped that the fortunes of that genuine enthusiast, David Brown, will improve, for since entering racing his Aston Martins have had a rather dismal record. It seems that M.G. will re-enter sports-car racing at Le Mans, probably with 1½-litre cars having new inclined-valve cylinder heads and all-enveloping bodies, and Frazer-Nash and Bristol will enter cars. Otherwise, it is from the small-production specialised sports models that we derive interest in sports-car racing, at club race meetings up and down the country.

To qualify the specifications given in the accompanying table let it be said that the design details on such cars change frequently as improvements are incorporated, and experiments made, but the data published was reasonably accurate at the time it was compiled. Figures for tyre size, axle ratios and brake-drum size can be approximate only, changes being possible here to suit changing conditions

and circuits, while for b.h.p. and weight figures we have had to rely on the estimates of constructors; the weight figures, in particular, are approximate, some being for cars "wet," others "dry" (i.e., sans fuel, oil and possibly water), while because the smaller concerns seldom possess a dynamometer horse-power figures are often "guesstimation."

On the whole, however, we think the information to be gleaned is definitely worth while.

The outstanding factor is the employment by these small builders of the very best Continental design practice. Thus, of the sixteen cars described, only three, the Elva, J.A.G. and Leonard, use a rigid back axle and these are in the smaller-capacity classes.

Every single one of these cars has a tubular chassis frame—here the problem-child of nomenclature again rears its ugly head and "space frame" is best understood as implying a frame with more than two parallel tubes (the "ladder" frame), because a true space-frame has every tube in tension or compression and, in fact, there are not very many frames of which this is so. Dick Shattock refers to the frame of his R.G.S.-Atalanta as a multi-tube frame for this very good reason but where builders call their space-frames we have followed suit.

In 1955 no surprise is occasioned that all the sports cars with which we are dealing have independent front suspension, but manufacturers who still cling to the old-fashioned rigid back axle should note how the amateur builder, unless very cramped for finance, has discarded this troublesome component, using some form of independent rear suspension unless, as in the case of the Beart-Rodger, Buckler, Connaught, H.W.M., Lister and Lotus, a de Dion rear-end is employed.

There is obvious understanding of the need to have large-area, well-cooled brakes even on these comparatively lightweight cars and following the lead amongst manufacturers taken by Jaguar, Austin-Healey and now Aston Martin in the use of disc brakes, Cooper Cars, Ltd., have this type of retardation on the Mark II Cooper-Jaguar, as has the Lotus-Bristol, and Lister have been trying them on the 1955 Lister-Bristols. The employment of inboard drums at the back to reduce unsprung weight to a minimum and so exploit independent suspension of the back wheels to its full advantage is seen in the Lister-Bristol, Lotus Mark IX and X, and R.G.S.-Atalanta, and the little Revis with its solitary inboard drum.

Perusal of the columns of the table devoted to engines and gear-boxes proves that here most amateur constructors are sadly ham-

Elva.



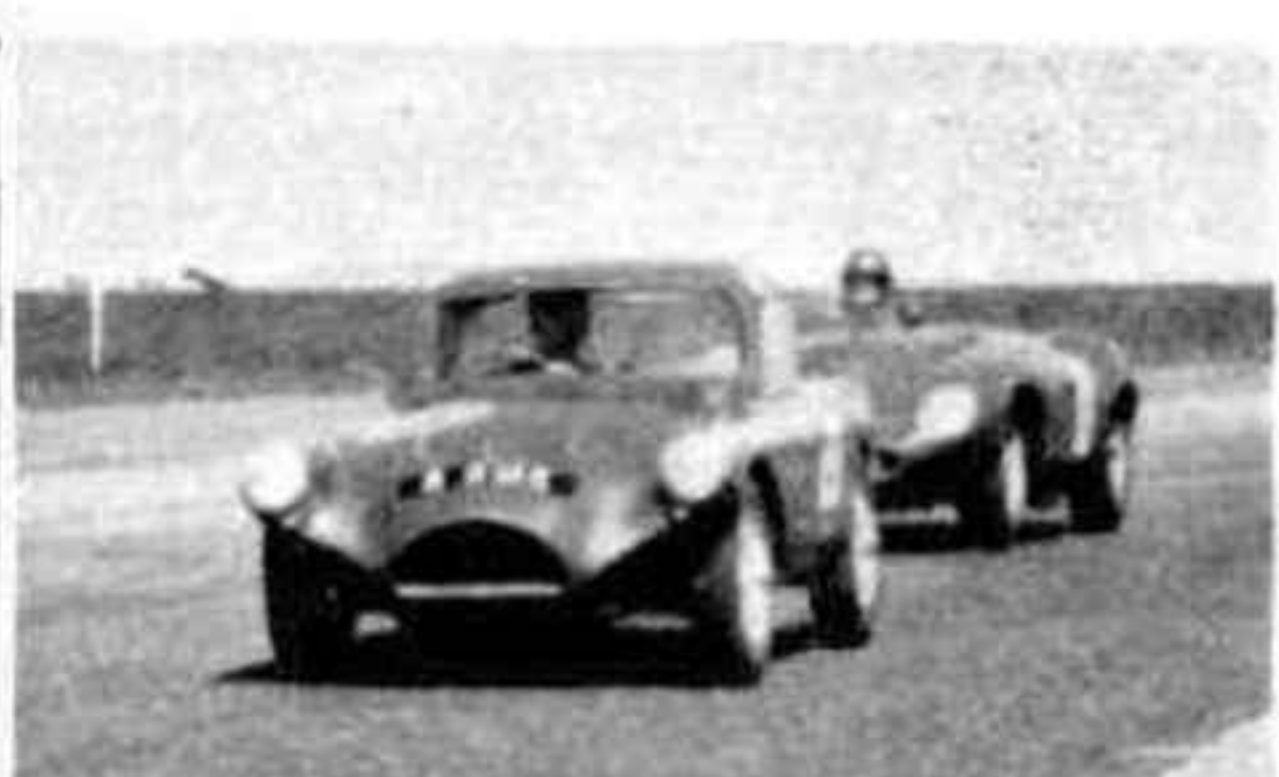
H.W.M.-Jaguar.



Halseylec.



Lester.





Lister-Bristol.



Lotus-Bristol.



R.G.S.-Atalanta.



Beart-Rodger-Climax.

pered, although the fortunate procure Bristol or Jaguar power units if entering the 2-litre and upwards classes and for the 1½-litre and under brigade some excellent progress is being made in the development of former bread-and-milk engines.

While on this subject I must hasten to correct the false impression that the 1,100-c.c. Coventry-Climax type FWA engine is virtually a marine unit. This impression may have arisen because one of these engines was exhibited in the Motor Boat section at the last Earls Court Motor Show, but the makers, Coventry-Climax Engines, Ltd., of Widdington Road Works, Coventry, inform me that they have never made a marine petrol engine and that the type FWA was designed as a sports/racing car unit. They are justifiably proud that it produces some 75 b.h.p. at 6,200 r.p.m. for a weight of 208 lb. complete with starter and dynamo. They have no intention, contrary to rumours, of offering a 1½-litre version of this engine, but hope to have "something interesting to offer for 1956"—perhaps a twin o.h.c. 1½-litre unit? By the way, Moss retired the Beart-Rodger Climax at Goodwood on Easter Monday because the throttle-linkage came adrift, not because its engine blew-up.

How much good chassis design and especially a proper understanding of aerodynamics pays is illustrated by a speed increase of about 25 m.p.h., from 115 to about 140 m.p.h. achieved from the R.G.S.-Atalanta without any alteration to its aforesaid rather "cooking" Jaguar power plant.

For this reason all-enveloping bodies are universal, and the Monkey Stable are using coupés to combat driver-fatigue in the longer races that are their main interest. The stage has certainly been reached when air-tunnel research should pay big dividends and real live aerodynamicists must be employed in body-shape research, as Lotus and Connaught have done.

The glass-fibre body construction pioneered by R.G.S. has, we see, spread to Kieft, J.A.G. and Lester.

Torsion bar suspension is not popular, being confined to Connaught and R.G.S.-Atalanta, probably because torsion bars are less easy to anchor than coil springs. The latter are the most popular form of suspension medium, but the dear old "cart-spring," in transverse location, as borrowed for this class of car by Cooper from the Fiat Topolino front-suspension layout, has not by any means gone out of the picture.

Far from being outclassed, these brave new "backyard builders" can give points to the Industry. Only when it comes to our three outstanding manufacturers' sports/racing cars do we find affinity. For example, the 3-litre 180 b.h.p. Aston Martin DB3S has a tubular ladder-type 7 ft. 3 in. wheelbase frame, de Dion rear-end, trailing-arm torsion-bar independent suspension all round, and special AM-Girling brakes with Alfin bi-metallic drums, disc brakes having been used experimentally. Then the D-type Jaguar possesses a 3½-litre 250 b.h.p. engine in a 7 ft. 6 in. wheelbase stressed alloy space

frame, torsion bar and wishbone i.f.s., trailing arm torsion bar suspension of (however) a rigid back axle, specially located, and Dunlop disc brakes. The Austin-Healey 100S develops 132 b.h.p. from a 2.6-litre four-cylinder engine and its specification embraces a 7 ft. 6-in. wheelbase frame mainly of 3-in. square steel tubing, coil-spring unequal-length wishbone i.f.s., Dunlop disc brakes and a rigid back axle located by a Panhard rod and sprung on ½-elliptic leaf-springs which is so outmoded in the backyards.

Needless to say, these three cars have all-enveloping bodies, the D-type Jaguar having a faired headrest for the driver which incorporates a single fin.

Frazer-Nash use an 8-ft. wheelbase ladder-type tubular frame, de Dion rear end with torsion-bar and A-bracket suspension, coil-spring or transverse-leaf-spring wishbone i.f.s., rack-and-pinion steering, and all-enveloping or exposed-wheel two-seater or coupé body to choice for their faster models, which to date have used a Bristol engine from which 145 b.h.p. is probably realised in the works car.

The performance of the specialised products in competition with those of the big factories is truly praiseworthy. In this year's British Empire Trophy Race a 2-litre Lister-Bristol won outright (a Cooper-Bristol did so in 1954) and this car and the new 1½-litre Connaught (further details on page 313) vanquished Parnell's disc-braked new 2½-litre Aston Martin in the final, while the R.G.S.-Atalanta set the fastest race-average speed, quicker in the rain than Duncan Hamilton's D-type Jaguar. At Castle Combe a driver new to the R.G.S.-Atalanta, after a poor start, came home second in the big sports-car category to a C-type Jaguar, while at the Easter Goodwood Meeting the Lister-Bristol beat a Frazer-Nash Le Mans Replica in the 2-litre sports-car event, and at Charterhall the Lister-Bristol beat Austin-Healey 100S and Jaguar XK120C.

So far as sports-car racing on British circuits is concerned I look to these specialised, in some cases "one-off," cars to provide the main interest in the four months that remain of the 1955 season.

We have not seen everything yet, for some of the 1955 models, such as Connaught and Lister-Bristol, are not, at the time of writing, developed to quite the same extent as the 1954 cars. Incidentally, can I now make a plea for abolition of "Le Mans" starts for short races? Such a start is excellent for the real Le Mans race, where no one settles down for a lap or so and the huge crowds like to see their drivers on parade. But it is exasperating to spectators at short races when promising duels between closely-matched rival makes fail to materialise because the cars concerned have started from opposite ends of a long line of parked vehicles and maybe one driver is a bad sprinter or trips over the gear-lever and so loses the race before his engine starts. In "production sports-car races," where proper doors and efficient starters are part of the game, a Le Mans start is perhaps permissible. But please, not for drivers of the less-sedate sports cars, in brief races.—W. B.

J.A.G.



Kieft.

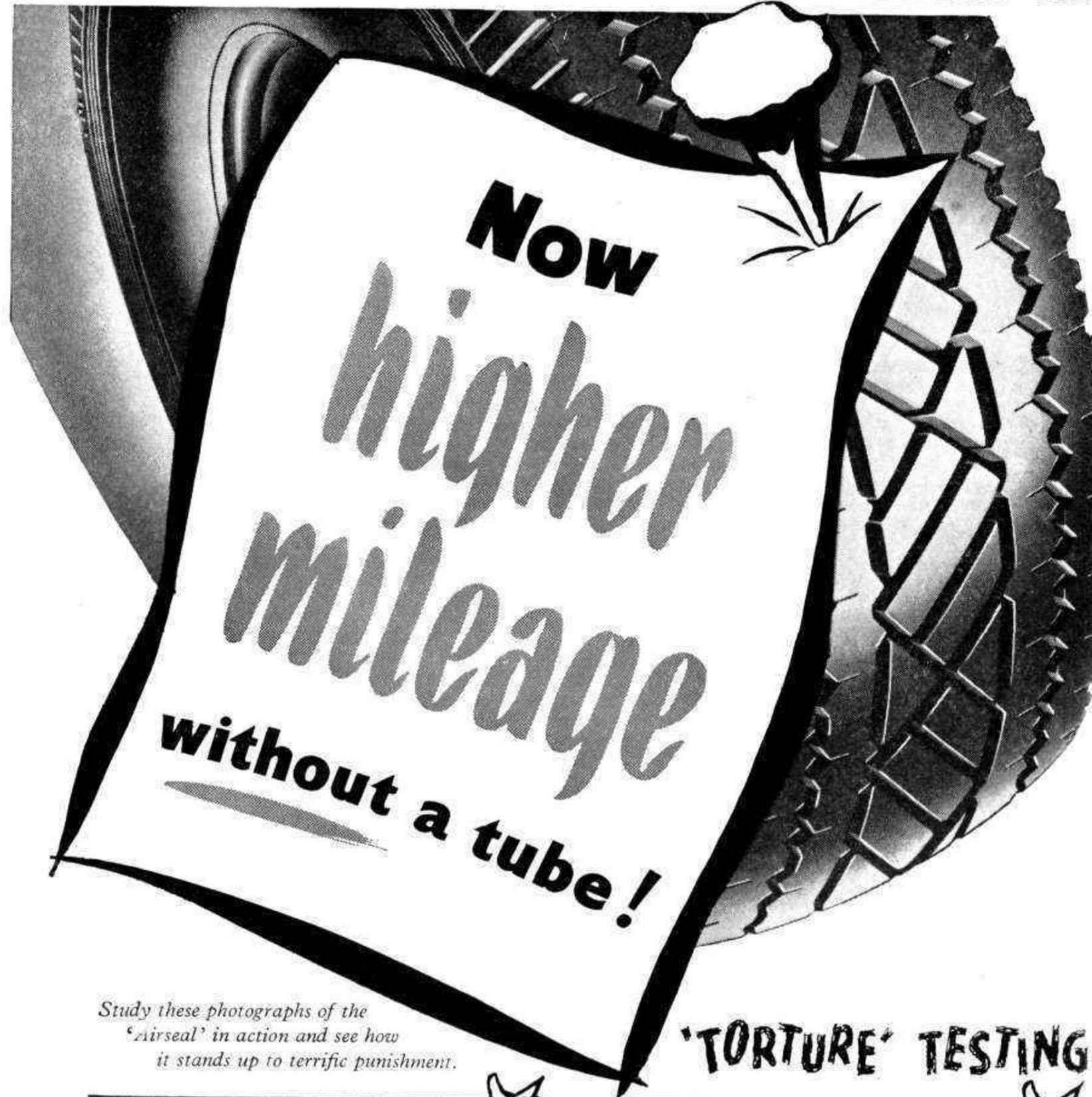


Revis-Borgward.



The specification tables relating to this article will be found on pages 340-341.

HERE AT LAST IS THE TYRE THAT ANSWERS ALL



Study these photographs of the 'Airseal' in action and see how it stands up to terrific punishment.

'TORTURE' TESTING



1 **"TEAR-AWAY" TURNS.** We literally tried to tear the 'Airseal' from its rim with maximum-speed turns—but despite the distortion not an atom of air was lost.



2 **KERB CRASHING.** Punishing treatment for tyre and rim alike—but after continuous kerbing the 'Airseal' holds its full pressure.

YOUR DEMANDS FOR TROUBLE-FREE TRAVEL!

New **AVON** H.M.



THE TYRE WITH THE TWO-FOLD RIM SEAL!

Q. *Is the new 'AIRSEAL' just like any other tubeless?*
A. No! In design and construction it is vastly superior. It has a two-fold rim seal—where the bead bases are a wedge fit to the rim contour, and 5 air locking ribs are forced against the rim flange by internal pressure.

Q. *And is it absolutely puncture proof?*
A. No. No tyre is! Penetrations occur in all pneumatic tyres.

Q. *Then why all this fuss about 'AIRSEAL'?*
A. First, consider a regular tyre. Its inner tube is under tension, stretched by the internal pressure. If punctured, the hole immediately enlarges and the tyre deflates suddenly—causing erratic steering, possible damage to the tyre, and possible danger to the car, its occupants and other road-users. With 'AIRSEAL', if punctured, the air may possibly escape, but so slowly that a journey—even hundreds of miles—can be completed without a wheel change!

Q. *So punctures will never cause a hold up... but what about bursts?*
A. Many so-called bursts are caused by tubes splitting through a smallish bruise. Bursts of this nature cannot

occur with 'AIRSEAL' tyres. Even extraordinary treatment will produce nothing more than a slow leak. 'AIRSEAL' eliminates the source of most tyre troubles because it eliminates the inner tube that was subject to punctures and blowouts.

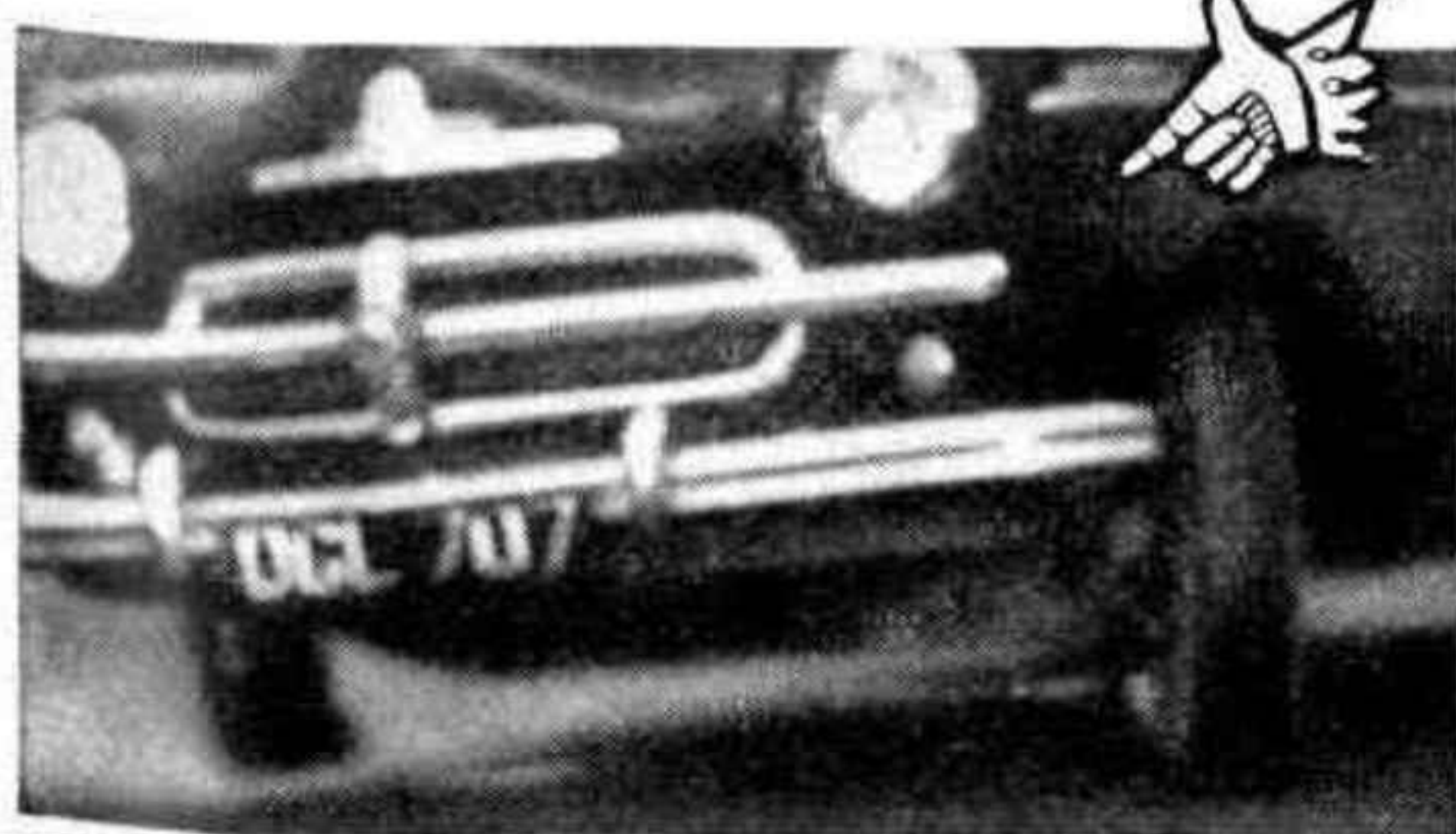
Q. *But if by some remote chance the tyre does deflate what happens then?*
A. You change the wheel as heretofore. But the chance is very remote indeed, certainly the odds are far less than with regular tyres.

Q. *Can 'AIRSEAL' tyres be easily repaired by owners?*
A. Yes, full instructions are available for removing, fitting, repairs, and maintenance.

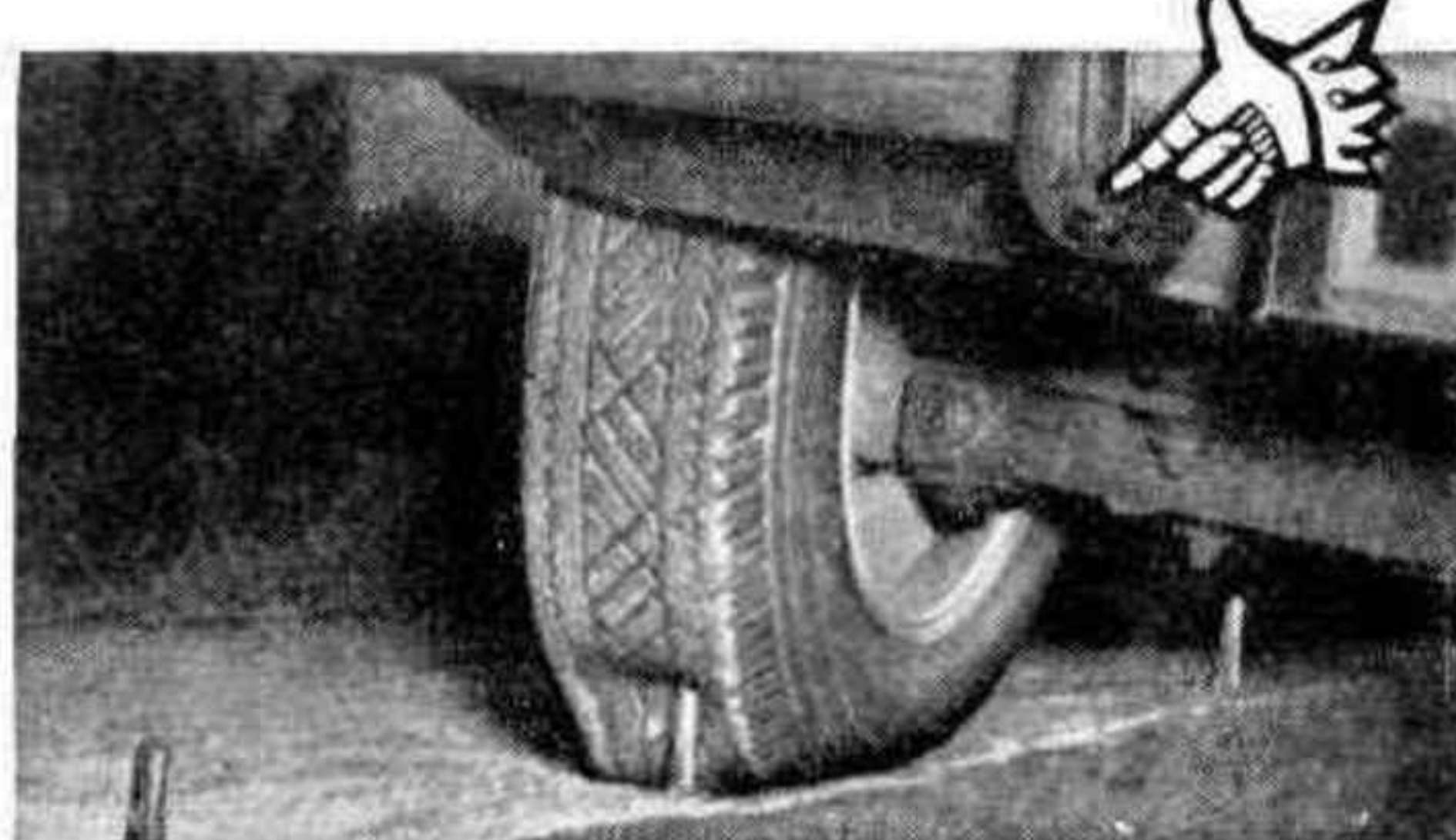
Q. *And does 'AIRSEAL' give higher mileage?*
A. Even higher mileage—because it generates less heat, has a lower rolling resistance and is more flexible. And because it keeps its correct pressure for months without attention, it prevents excessive wear caused by under or over inflation.

*If you want maximum mileage with minimum maintenance
 Don't say 'tubeless'
 say 'Airseal'*

proves amazing air retention under all conditions



3 BRUTAL BRAKING AT FULL LOCK. Look how that offside tyre is dragged by the forces of this braked turn—but again the treatment failed to rob the 'Airseal' of air.



4 BOUNDING OVER STEEL BOLTS! Here's rough riding for you—bolt after bolt—4" of steel set in concrete—pounding the tread—but still no air loss with 'Airseal'.

Motor Sport Events For June

THE R.A.C. FIXTURE LIST for June has become totally inadequate due to cancellations and lack of information as to time and place of start, consequently **MOTOR SPORT** is starting a system whereby each Club Secretary will be sent a reply-card every month on which to describe the event that his Club is organising together with the important information as to the nearest prominent town and time of start. From this data **Motor Sport Events for July** will be compiled—any events not included will imply that a cancellation has occurred or that the Secretary concerned has failed to comply with our request.

CONTINENTAL NOTES

THE recent unique experience of being part of the fabulous Mercedes-Benz team for the Mille Miglia carried with it experiences almost beyond the wildest imagination, from the sound of Herr Neubauer's voice morning after morning telling us it was 5 a.m. and to be ready to leave on a practice lap of Italy, to being allowed into the very heart of the Daimler-Benz racing department.

When due to test the 300SLR at Hockenheim we drove the car the 100 miles or so, with engineer Kosteletzky showing us the way. For this purpose he used the factory 300SL that won the Pan-American race in 1952, still fitted with Solex carburettors, and we ran in convoy along the German Autobahns at a very steady 130 m.p.h.

On another occasion a short trip in Italy provided the opportunity of going with engineer Uhlenhaut in his personal 300SL. This car is styled on the same lines as the production models, but the body is of magnesium, the whole car has been narrowed and lightened, while most important, the gearbox is in unit with the differential and the rear-axle layout is identical to the Grand Prix cars, with separate swinging beams and double-universal-jointed drive shafts, and, of course, fuel injection. This car was built in the winter of 1952/53 and was the prototype for the team of cars Daimler-Benz were going to build before they decided to go the whole hog and make sports-car versions of their Grand Prix car. Joining an Italian Autostrada Uhlenhaut accelerated up through the gears from a standstill to 150 m.p.h. without a break, and cruised steadily at 140 m.p.h.; on ordinary roads he drove hard all the time, keeping the engine working in the 4,500-6,000 r.p.m. range all the while, and with a boyish determination that was fascinating to watch, coming from a "boffin" in his middle-forties.

After I had commented on the way he used engine and gearbox, he demonstrated that he only did it for fun, showing that this particular SL would pull in top gear at 500 r.p.m. without the use of the clutch. Then he pushed the throttle to the floor and the car went straight up to 5,000 r.p.m. still in top gear, and to really convince me he kept in top gear round some very wiggly parts in a tiny Italian village we were visiting. On another occasion he left an hotel in Brescia, in this same car, with spinning wheels, leaving two snaky black lines for 20 yards up the road. When I remarked afterwards that this sort of SL motoring was my idea of "real motoring," Uhlenhaut grinned and replied, "Yes, it is fun, isn't it?"—of such stuff are the Daimler-Benz engineers made.

Before leaving the subject of Daimler-Benz, I must write about a remarkable experimental vehicle that the racing department have built. It is called Uhlenhaut's High-Speed Transporter, and is illustrated in "Pictorial Review." The engine is a standard fuel-injection 300SL, as are the brakes and the front suspension, while the rear axle is a similar swing-type to the Grand Prix cars, with the pivot point well below the centre line of the wheels. The engine is just behind the driving cab, while the radiator is at the rear, fed from air-scoops in front of the rear axle. It is as easy and light to drive as a 220A Mercedes-Benz and has a top speed of 105 m.p.h., complete with Grand Prix car on the back as shown, while the roar it emits would do justice to a really good sports car. In view of the performance of this "lorry" it is fitted with a disc brake on the transmission and an exhaust brake on the engine, and can be driven on the Autobahns at high speed using only the exhaust brake for slowing down for traffic conditions. Most beautifully finished in blue and chromium it is an inspiring sight and was built mainly for fun, but with the

excuse in the back of the mind that it could prove useful for getting a car to a race meeting quickly, if there had been a delay at the factory, or for rushing a car back to base for any serious modifications.

It is hoped to take this "racing lorry" to Aintree for the British Grand Prix, so if a blue lorry overtakes you while on your way in your TR2 or Austin-Healey, don't be worried, and don't try and keep up, the brakes are exceedingly good.

I must apologise for all my articles in **MOTOR SPORT** being about German cars and Daimler-Benz, but I hope later in the season someone will take me for a ride in a 3-litre Maserati, or a 3.7-litre Ferrari—even a 750-c.c. Stanguellini would make a change for the readers.

* * *

Italy is certainly the home of fascinating motor cars, and the little Alfa-Romeo Giulietta Sprint is becoming increasingly popular, being seen in all parts south of the Alps, though its more staid brother, the four-seater saloon on the same chassis parts, has not yet begun to appear on the roads. When it does it should produce some amusing rivalry for the 1,100 Fiat TV, for Italians simply love to "play bears" at all times, with anything and anybody. As the Editor remarked last month, the day of the big-engined car is fast disappearing, and the new saloon 1,300-c.c. Alfa-Romeo is certainly going to prove more popular than the larger 1,900 Alfa-Romeo saloon, while the number of Fiat 600 models about Italy is almost unbelievable, many of them already covered in dozens of fancy extras that the accessory manufacturers have put on the market. At the moment most of these are decorative rather than functional, but it will not be long before special tuning parts become available.

In addition to being the land of interesting cars, Italy has another fascination and that is the enormous sporting spirit. In any day of motoring you can see signs of a bicycle race, a motor-cycle race, a rally or a car race being held, having been held, or about to be held on the normal public roads, and the public just love it and scream and shout with joy at the sight of a competition number or an open exhaust, while they are surprisingly knowledgeable over the whole gamut of sport, from Fangio to Coppi. Italy also has some wonderful scenery, mountains, lakes, beautiful cities and their film stars, but there seems to be little opportunity of appreciating them during the summer months.—D. S. J.

VIII GRAN PREMIO DI BARI

This year it was the turn of sports cars to use the fast sea-front circuit at Bari, way down in the south of Italy on the Adriatic coast, the first race for sports cars up to 2,000 c.c., the second over 2,000 c.c.

Both races were run at night, the main straight lit by neon-strips, the rest of the circuit by normal white light, and with the harbour lights twinkling in the background the race turned out to be not only exciting but picturesque.

The results were as follows:—

Up to 2,000 c.c.—40 laps—222 kilometres.

1st :	C. Perdisa (Maserati A6G) ...	1 hr. 43 min. 12.9 sec. ...	128.818 k.p.h.
2nd :	M. Dalla Favera (Ferrari 4-cyl.)	1 hr. 43 min. 44.7 sec.	
3rd :	G. Scarlatti (Maserati A6G) ...	1 hr. 44 min. 59.0 sec.	
4th :	G. Valenzano (Maserati A6G) ...	1 lap behind.	
5th :	Signorina de Filippis (Maserati A6G)	2 laps behind.	
6th :	G. Starrabba (Maserati A6G) ...	3 laps behind.	
7th :	A. Buffa (Maserati A6G) ...	3 laps behind.	
8th :	F. Landi (Ferrari 4-cyl.) ...	3 laps behind.	
9th :	E. Lopez (Maserati A6G) ...	4 laps behind.	
Fastest lap :	C. Perdisa (Maserati), on 25th lap, in 2 min. 28.7 sec.		134.122 k.p.h.

Over 2,000 c.c.—50 laps—277.5 kilometres.

1st :	J. Behra (Maserati 3,000-c.c.)	2 hr. 05 min. 50.0 sec. ...	132.079 k.p.h.
2nd :	L. Musso (Maserati 3,000-c.c.)	2 hr. 07 min. 37.9 sec.	
3rd :	M. Gregory (Ferrari 3,000-c.c.)	1 lap behind.	
4th :	E. de Graffenried (Ferrari 3,000-c.c.)	1 lap behind.	
5th :	F. Bordoni (Gordini 3,000-c.c.)	1 lap behind.	

RUMBLINGS

Considerable interest has been aroused by the successful showing of the new Connaught sports car in the now somewhat neglected 1½-litre class. The new car is built in the

THE NEW SPORTS CONNAUGHT small Connaught factory at Ripley in Surrey, under the sponsorship of that keen, versatile and essentially cheerful enthusiast, Kenneth McAlpine. Besides driving his own cars in races, McAlpine is a frequent competitor in motor-cycle trials.

Details of the sports Connaught, which is destined for Le Mans, are as follows:

Engine:

Cylinders: Four. *Bore:* 75 mm. *Stroke:* 84 mm.
Cubic capacity: 1,484 c.c.
Valves: O.H.V. (short push-rods).
Compression ratio: 9 to 1.
Power: Over 110 b.h.p. at 6,000 r.p.m.
Carburation: Two twin-choke Weber carburettors.
Ignition: 12-volt coil. *Lubrication:* Dry sump.

Transmission:

Clutch: Nil.
Gearbox: Wilson self-change. Separate from engine.
Prop.-shafts: Engine to gearbox, short shaft with Layrub joints; gearbox to differential, Hardy Spicer joints.
Final drive: Connaught axle with magnesium alloy casing. Short universally-jointed, splined shafts to wheels (Hardy Spicer).

Chassis:

General design: A-shaped frame of 3½ in. diameter, 16-gauge tubing. One tubular central cross-member. Axle forms rear cross-bracing. Tubular front cross-member forms the oil tank.
Front suspension: Independent by torsion-bars and wishbones of unequal lengths.
Rear suspension: De Dion, with torsion-bars and parallel pairs of radius-arms on each side behind the axle.
Dampers: Armstrong hydraulic piston-type.
Wheels: Borrani Rudge-type wire or magnesium zirconium alloy, bolt on.
Brakes: Alfin/Girling drum, 21S; 12 in. by 2 in. front, 9 in. by 1½ in. rear (auto-adjusting).
Steering gear: Rack-and-pinion (auto-adjusting).
Radiator: Light alloy weighing approximately 12 lb. including oil radiator.

General:

Body: Tubular frame, 22-gauge aluminium alloy covered. Air ducts for carburettors and brakes.
Tank capacity: 24 galls. approx. (three tanks, one in tail and one on each side of scuttle).
Overall length: 13 ft. 6 in. *Overall width:* 5 ft. 2 in.
Height to top of scuttle: 2 ft. 10 in. *Wheelbase:* 7 ft. 6 in.
Track: 4 ft. *Ground clearance:* 4 in. approx.

* * *

The most revolutionary and advanced vehicle ever to be driven on public highways was given its world driving premiere in New York

AND NOW, THE LINCOLN FUTURA

early in March. Benson Ford, vice-president of Ford Motor Company, who drove the sleek, low-slung, twin-plexiglas dome Lincoln Futura for the first time on a public thoroughfare in Central Park, called it a "\$250,000 laboratory on wheels."

"We speak of the Futura as the 'car of tomorrow' because it embodies many advanced styling and mechanical designs which we feel will be found on future production cars," Mr. Ford said. "Because the Futura is a completely roadworthy vehicle, it is much more valuable than an ordinary 'dream car.' We expect to gather a great deal of important engineering data from it and also to test public reaction to its very advanced styling. The Futura is a visible example of the company's forward research in engineering and styling."

Almost 19 ft. long, 7 ft. wide and only 52.8 in. high, the Futura has a low silhouette and smooth-flowing lines almost devoid of exterior ornamentation. Its all-steel body is a beautiful pearlescent, frost-blue white, painted with lacquer made from the distillation of fish scales. This unusual paint gives the body an iridescent quality. Specific features which Ford engineers are evaluating in the Futura include:

Low-silhouette styling with its "shark-fin" rear quarter panels. A study will be made of the aerodynamic effect of these fins in



SPACE-SHIP STYLE.—The Lincoln Futura.

helping to stabilise the car at high speeds.

A 330-h.p. experimental overhead valve V8 engine with modifications of such basic components as carburetter, oil-bath air-cleaner and dual fans to achieve a lower bonnet line.

Low, experimental chassis, with tubular cross-member, on a 126-in. wheelbase.

Push-button turbo-drive automatic transmission with controls on a central pedestal arm-rest. Indicator lights on the cowl in the driver's line of forward vision show the gear being used.

Air scoops on the top of the rear fenders which direct air into the air-conditioning system and also air-cool the rear brakes. This is a development growing out of Lincoln's three consecutive annual victories in the Pan-American road race.

Electronic safety device which prevents the car from starting with the top up and doors open.

Central focus instrument cluster with all the instruments in the steering-column binnacle. The steering wheel itself revolves around the binnacle, which includes warning lights for fuel, battery and temperature in its upper half and a speedometer and tachometer in the lower half. A compass is mounted on the cowl in front of the driver and a clock in front of the passenger.

A circular radio aerial, combined with an "audio approach" microphone, mounted on the low, flat rear deck. This microphone is designed to pick up and amplify the sound or horn signal from any car approaching from the rear.

Stylists describe the Futura as being "sculptured in steel" and offering "a new concept of fine shapes formed in graceful curves which minimise the need for chrome trim." From its forward-thrusting hooded headlights to its raked back rear quarters, the Futura's styling is clean and crisp. The only adornment on its sides is a tapered, chrome protection moulding which runs the full length of the car and is filleted into the sheet metal of the body. This moulding is an extension of the massive, oblong bumper-grille, with its concave centre, which effectively camouflages the opening necessary for cooling.

A "contour-matic" top consisting of clear plastic twin canopies joined into a unit reflect the Futura's jet-age styling. This is further emphasised by the V-shaped low rear deck, the canted rear fenders and jet-tube exhausts built into the rear bumper which has a concave centre similar in styling to the front bumper. The graceful union of the rear deck and the rear tail-fins illustrates the "sculptured metal" theme of the Futura. There are no windows to open or close in the Futura and an air intake in the top, combined with air intake and exhaust louvres behind the seats, provides fresh air for the driving compartment. Door handles are flush with the top of the doors on the exterior and operate electrically to open the top and mechanically to release the door latch. An interior handle operates the top and then releases the door for exit. The seats are soft formed, bucket type with high backs to give greater support to the entire back and neck. Between the seats and extending forward from the package tray is the pedestal arm-rest which houses the automatic push-button controls, interior light, a padded arm-rest, ash tray and space for a telephone.

The interior styling of the Futura complements the exterior in its simplicity of line, combining black leather, blue-white leather and chrome trim. The upper section of the instrument panel is covered with black leather and the lower section in blue-white pearlescent. The steering wheel is black with chrome squares on the back surface, and with two jet-pods on either side to operate turn signals. Side panels emerging from the instrument panel form a unit tied together with built-in arm-rests. Seats have white leather bolsters and pleated black leather inserts. The horn pedal, brake pedal and accelerator are each rimmed with chrome and the compartment floor is covered with a rich, deep-pile black carpet.

Ball-joint front suspension, power steering and power brakes add to the handling ease of the Futura.

CLUB NEWS

ALVIS 12/50 REGISTER

The Esso House Rally and Driving Tests, open by invitation to the Humber and Sunbeam S.T.D. Registers, took place on April 24th, with an entry of 46 and nine non-starters.

Best overall performance was made by B. Maxwell-Muller's F.W.D. Alvis disguised under an S.S.I. tourer body. He scored 160 marks. F/O N. Bennett "batted" ably for his side, coming second, with 144 marks, in a TG Alvis 12/50, while third best performance went to M. Robertson's 12/50 Alvis with 139 marks, so the Alvis Register had every reason to be pleased.

The contest consisted of a single navigational road-section, with clues to be unravelled, and three driving tests at Esso House, one of which involved driver and passenger in eating a very dry biscuit and inflating and bursting a paper bag against the stop-watch, a somewhat messy occupation at which Mr. Paget's younger daughter scored the greatest applause.

An interesting Humber present was a 9/20 with bulbous-tailed 2-seater body, rather reminiscent of the bodywork on the Triumph Ten, believed to be the only example in this country, although there is said to be another in Australia. A very smart and noisy 2-seater F.W.D. Alvis competed, the little Humbers were notably nimble in the tests and the bigger Sunbeams and Talbots mostly managed well.

The prizes were presented by the Hon. Registrar of the Sunbeam Register, Mrs. W. Boddy, who came in a "VW," and the Hon. Registrar of the Humber Register, Lt. A. B. Demans, was present, having arrived in a 2-litre Lagonda. The best performance amongst Virginia Water starters was made by Lt.-Comdr. Rabbit's big-port



ANOTHER QUIZ.— *Who is this well-known personality in the world of motoring, now some years older than when the photograph was taken? There was but a small response to the May Quiz Picture but five readers, C. Mann, of London, N.W.8; R. Bellamy, of Shrewsbury; W. J. Holloway, of Torquay; P. A. Brown, of London, S.W.7; and C. Meisl, of Ripley, sent correct solutions—E. W. Rankin, P.R.O. of Jaguar Ltd.*

SD 12/50 Alvis (78 marks), the Humber prize went to P. G. Walters (9/20), the Sunbeam prize to E. A. Price (Twenty tourer) and other awards were won by D. W. Jopling (12/25 Humber), G. Beauthorpe (TJ 12/50 Alvis) and D. Preston (TG 12/50 Alvis). Hon. Secretary: R. H. Johnson, 399, Ley Street, Ilford, Essex.

MANX A.C.

The Manx A.C., in conjunction with the V.C.C. N.W. and N.E. Sections, will hold a veteran car rally from June 11th-16th. This is in the nature of a series of socials and organised drives and free passage is promised to early entrants, of which 50 are expected.

SINGER O.C.

The Annual General Meeting of the S.O.C. was held at Club H.Q., Ashtons Hotel, Paddington, on March 16th. After a review of club sporting and social activities for the year, the election of officers and committee for 1955/56 took place, when J. Sewell was elected Chairman with R. F. Matthews as Vice Chairman and Hon. Treasurer and R. C. Ince as Hon. Secretary. After a vote of thanks to the retiring committee a unanimous vote was passed that Keith McDowall be made a Vice President, and Jean McDowall be made an Honorary Life Member of the club. A presentation was made to them both in appreciation of their services as founders of the S.O.C. At a recent Extraordinary Meeting of the Singer Owners Club a motion was passed that owners of Singer-engined HRGs be invited to join the club as Full Members. Secretary: R. C. Ince, 75, Apple Grove, Enfield, Middlesex.

R.A.C. BRITISH HILL-CLIMB CHAMPIONSHIP 1955

The R.A.C. British Hill-Climb Championship, 1955, will be decided upon the results of the following six hill climbs:

Bo'ness	...	...	...	June 25th
Rest-and-be-Thankful	...	...	...	July 2nd
Bouley Bay	...	...	...	July 21st
Craigantlet	...	...	...	August 6th
Shelsley Walsh	...	...	...	August 28th
Prescott	...	...	...	September 11th

The championship will be open to any individual driver of British nationality holding an F.I.A. Competition Licence issued by the R.A.C. There will be no formalities of entry.

The marks obtained in four meetings only will count towards the championship. The R.A.C. will assess a competitor's marking from his four best performances, only one marking per event to count.

The following system of marking will be employed:

For the fastest time of the day	...	...	10 marks
For the second fastest time	...	...	9 marks
For the third fastest time	...	...	8 marks
And so on to 10 places.			

On completion of the championship meeting these marks will be totalled by the R.A.C., and the eligible driver gaining the highest number of marks will be adjudged the champion. The winner will hold the R.A.C. Trophy for twelve months, as from the 1st January following the year of the competition. He will hold the title of British Hill-Climb Champion for the same period, and will receive a plaque or other souvenir.

In the event of a tie, the eligible driver who has, in the opinion of the Competitions Committee, put up the more meritorious performance during 1955 shall be adjudged the winner.

Entrants are bound by the General Competition Rules of the R.A.C., these Conditions and the Supplementary Regulations of each championship meeting.

PLYMOUTH M.C.

On April 17th the Plymouth M.C. ran off their Manor Trophy Rally for Standard Production Cars. The event was run in conjunction with a similar one by the Highland Touring Club of California, which had invited the Plymouth Club to form Anglo-American teams. The winning team was the driver from each club losing least marks. The American club presented neat windscreen plaques, commemorating "The First Transatlantic Rally."

The Manor Trophy was run over a short route, interspersed with simple tests, the results being as follows:—

Manor Trophy —1st:	T. Way (Triumph TR2), 8 marks lost.
2nd:	D. Algate (Triumph TR2).
3rd:	G. H. Turnbull (Vauxhall).
Non-Trade Award —	L. B. Fredman (Morgan).
Team Awards —1st:	D. Algate/Mr. and Mrs. E. Kelley (M.C. TD).
2nd:	R. Way/Mr. and Mrs. E. Murphy.
3rd:	C. Hoare/Mr. and Mrs. Paterson.

THE RACING MECHANICS

(Continued from the March Issue)

"ALF" FRANCIS

IN order that there shall be no misunderstanding at the outset, the writer would like to make clear that he has never met the subject of this present article, and, to show how the years pass, when your Editor 'phoned the other day and said in a commanding tone, "What about 'doing' Francis?", he replied with what dignity he could muster, "Bill, I'm so sorry to be so out of date on motor racing these days, but who is Alf Francis?" All of which is, of course, disgraceful in the extreme, but, needless to add, Boddy was very right, and to exclude from this series the man who, in large measure, has been associated with the Moss successes would be absolutely unpardonable.

Under the sting of the editorial rebuke, a letter was at once dispatched northwards to an appropriate address, and in two days' time back came one of the nicest replies ever, full of praise for "his" driver, and written in that refreshing Continental style of absolute frankness and cheerfulness which our own nation seems to lack, signed "A. Francis, Alf." Which seemed at once to put us on good terms, and to a limited extent absolve the writer from the crime of his personal ignorance.

The Francis story is notable for the confirmation it gives of the truly ecumenical nature of craftsmanship, especially as applied to the technicalities of motor racing. Its influence stretches beyond national barriers and finds final fulfilment between man and man alone, in mutual personal respect and joy in the doing of a good job. "You don't work for Stirling so much as with him," Francis says.

The son of a Polish garage proprietor, Francis is now some 37 years old, and his career started way back when he served a three-year course in mechanics, and then became apprenticed to his late father's business. Came the tragedy of 1939, when young Alf joined the Polish Army and saw the murder of Warsaw at first hand. To us, perhaps, a man playing the piano in the moonlight; to him the end of his native city and everything that represented home and kindred.

He was taken prisoner, but escaped to Roumania, where temporarily he found employment as a specialist in oil engines. When the grey hordes threatened again he took his departure to France, re-joined the Polish Army, only again to sense the bitterness of retreat against hopeless odds. When France fell he was evacuated to the U.K. With the help of the Army authorities he set to and gradually mastered the English language, and in 1944 passed as a Master Motor Mechanic with the Polish Ministry of Industry and Transport Commission. He married that same year and departed for the Normandy "do" with the 1st Polish Armoured Division, and finished up in Germany when Hitler finally rid the world of his own filthy presence.

Now, with a small daughter to care for, poor Francis, like so many others, watched from afar the final sadness of his native land, and set his face to rebuild life anew, with nothing but his skill and a happily married background. He began in London, where opportunity offered as a semi-skilled fitter, but rapidly rose to a better position, until, at his wife's suggestion, he tried motor-racing work. In 1948 he joined George Abecassis as his chief mechanic with the 1½-litre Grand Prix Alta, and was with Abecassis and Heath when these two decided to build the first H.W.M. Then came the ever-memorable Continental seasons of the H.W.M. folk, which did so much to ensure that at least some "wearing of the green" took place where it counted most, with Alf as head mechanic. As a direct result, the meeting with Moss followed, when Stirling joined the team. In Alf's own words: "... end of 1949 met Mr. S. Moss, who then joined the team, and we became very good friends and proudly, I must say, we spend most happy hours motor racing..."

The year 1950 saw our subject become naturalised, and in 1952 he left H.W.M. to join Peter Whitehead, and spent the next season there. He then accepted an invitation to become Works Manager to Ray Martin Motors Ltd., who, of course, built the Cooper-Alta for Moss, amongst other things. Then came the Moss switch to Maserati, when Alf went with him as personal mechanic, first privately, and then under the official auspices of the Modena folk, and that just about brings things up to date, except that Moss' contract with Mercedes-Benz has, perhaps, robbed Alf of his chief ambition, which is to be fully associated with Moss during a season when he becomes World Champion, as he (Alf) is convinced that he (Moss) will be. And so say all of us.



"ALF" FRANCIS

So there it is, and to have prepared motor cars for some 94 first-class events, and to have had a big hand in the building and development of twelve new racing cars in six years is no ordinary record. Indeed, it shows again the extraordinary capacity for hard work that is so essential to this game of being a mechanic. But then we have already seen that these men are different, both in skill and enthusiasm and that incredible capacity to "keep going when the rest have stopped." Further, they keep going cheerfully, and for that the Army was excellent training. With the Army behind you as an experience, in a very real sense, a pile of outer covers behind the pits becomes a deck chair on a sunny day, and the front seat of a 3-ton Bedford or 7-ton Commer a Slumberland mattress!

Consider for a moment the events, outlined by Raymond in his book on Stirling Moss, that happened between Reims and Bari from a certain Monday night till the next Thursday, when, due to a combination of misfortunes, Alf went for practically four whole days without more than a snatched "kip" occasionally, driving single-handed a van with "duff" steering over a thousand miles, and even at the end was wide enough awake to change the wheels on all the cars, so that the drivers could practise the following morning. The man who is capable of being spoken to after that is man indeed, and it gives some idea of what the job can entail.

Why do they do it? Because however *blasé* you become it's fun at bottom, and such people never grow up psychologically. It's individualistic, it's adventure, and in spite of all the "tears and sweat" there's the underlying fun and good humour that always saves the situation. Perhaps the "Continental circus" motor-cyclist boys between the wars had it in the fullest measure, perhaps not, but as we have seen it's an International spirit, and now that the financial side of motor racing makes conditions less pinched, the cementing of International relationships goes ceaselessly on. Says Francis: "... I have my best memories with H.W.M. as their head mechanic, particularly with S. Moss, Lance Macklin, Louis Chiron, Fischer of Switzerland, G. Abecassis, Giraud-Cabantous of France as the team drivers, and Mr. Heath as 'the boss'..."

But however that may be, surely few mechanics may look back on a season so full of portent as Moss' last year, and did any pair ever have such foul fortune as came their way during it? Imagine the soul-searing agony of the broken de Dion tube at Silverstone, or the even more provoking affair of the oil tank at Monza, when you go away convinced that "Mr. Maserati" makes his motor cars out of—well, you know what.

Continued on page 316

NEW ROLLS-ROYCE AND BENTLEY CARS

'My new engine will be as silent and as swift as clouds moving before a storm!'—Chapter 1.

Like an arrow the Silver Cloud shot forward on its last, most desperate race against time.—Chapter 22.

"The Silver Cloud," by Katrin Holland (Nicholson and Watson, 1936).



LATEST BENTLEY is the Model S, which has a 4.9-litre engine, automatic transmission, and a body by the Pressed Steel Company. The price, after purchase tax has been met, is £4,669 0s. 10d.

THE "magic of a name" is such that an announcement of new Rolls-Royce and Bentley models arouses more than the normal amount of attention. Consequently, interest attaches to the recently introduced Rolls-Royce Silver Cloud and S-series Bentley cars.

Both are virtually the same design, which means that the Rolls-Royce Silver Cloud is a high-performance car. It supersedes the Silver Dawn, which was the 10-ft. wheelbase 4½-litre Rolls-Royce of last year, although the 11 ft. 1-in. wheelbase 4½-litre Silver Wraith Rolls-Royce remains in production.

The new Rolls-Royce and Bentley have an engine capacity of 4,887 c.c. to ensure ample performance for their considerable bulk, this being the engine developed for the Bentley Continental in 1954, further enlarged by 37 c.c. It retains i.o.e. valve layout but now has a six-port alloy head with two S.U. HD6 carburettors, feeding through redesigned water-jacketed inlet manifolds, and new exhaust manifold. The engine is of the old long-stroke type (95 by 114 mm.) employing the modest compression ratio of 6.75 to 1. No figures are revealed for b.h.p. or b.m.e.p., as is R.-R. practice, but road speed in top gear at 2,500 ft. per min. piston speed equals 82½ m.p.h.

The chassis is an entirely new one, being a separate welded structure with box-section side and cruciform members, and the wheelbase increased by three inches, to 10 ft. 3 in.

It has been said that the late Sir Henry Royce excelled in perfecting conventional automotive practice rather than in the development of unorthodox designs; that this tradition is being maintained is apparent after studying the specification of the Bentley-S and



SILVER CLOUD is the type name of the new Rolls-Royce. The forward mounting of the radiator is retained and the engine is now of 4,887 c.c., like that of the new Bentley-S.

Rolls-Royce Silver Cloud. The transmission is automatic, the delightful r.h.-change gearbox having gone before the American demand for self-selection, although driver skill can still be employed and four forward ratios of 3.42, 4.96, 9.0 and 13.03 to 1 result. But independent rear suspension, now common on Continental cars, has been eschewed in favour of an old-fashioned back axle sprung on ½-elliptic cart-springs, to which have been added such refinements as electric ride-control, anti-roll bar, rubber-bushed shackles, grooved Neoprene spring inserts, and grease-filled leather gaiters.

Front suspension is independent by unequal-length wishbones and coil-springs, damped by R.-R. hydraulic dampers. The braking system retains the famous R.-R. mechanical servo introduced thirty years ago, but this gearbox-driven brake now rotates twice as fast as before. Hydraulic operation is used at the front and trailing shoes are fitted, with automatic adjustment of almost-zero clearance. The cast-iron brake drums are of 11½ in. diameter and 3 in. wider than before, giving a lining area of 240 sq. in. (compared with 186 sq. in. of the Bentley B7). The hand-brake is the all-too-familiar pull-out "umbrella handle."

There is a new steering layout with cam-and-roller gear and three-piece transverse track-linkage. The beautiful centre-lock wheels of old have given way to stud-attached pressed-steel discs, the diameter of which has been decreased from 16 in. to 15 in.

Both these new Rolls-Royce and Bentley cars have Pressed Steel Company four-door saloon bodies, with alloy doors, bonnet-top and boot-lid. Luggage space is increased, and there are such refinements as one-shot chassis lubrication, a very comprehensive heating and ventilation system with rear-window demister, separate adjustable back-rests to the bench-type front seat, and dial-type instruments for speedometer, water temperature, oil pressure and sump contents, and ammeter. Both front doors lock and upholstery is in English hide with foam-rubber overlays on spring cases; there are pile carpets and French walnut veneer facia and garnish rails.

Those who seek the best kind of English motor car bound with tradition will find their ideal in these new Bentley and Rolls-Royce cars, the prices of which are, respectively, £4,669 0s. 10d. and £4,796 10s. 1d. inclusive of p.t. Those who think in terms of small high-efficiency engines, all-independent suspension and tubular chassis, etc., may, perhaps, consider that the magic lies mainly in the name.

THE RACING MECHANICS—continued from page 315

But to offset that, imagine the joy of winding the winch and pulling the same car up into the van after the "day out" at Aintree, when there is no doubt that the same Mr. Maserati has the sun shining from a very peculiar part of his anatomy.

And so it goes on, one day a pleasant stop for a glass or two of *vin rouge* at some "Café-Bar" with ample time to spare, the next "pressing on" hour after hour with the wretched wagon getting seemingly slower, trying to catch the boat, with the kilometres stretching to miles and the "two-thirds" calculation haunting you.

Funny, too, how sometimes the beautiful piece of craftsmanship that is the engine slips back into the chassis, or the bottom rings pop into the bores like magic, whilst at other times the infernal contraction swings back and traps your hand against the bulkhead several times, or the expenditure of two thumb nails and the ruination of a decent penknife achieve nothing. But there it is, that's the job, and how well worth while it all is when your race is over, the car has done well, and you can spare the odd few minutes in the Paddock to sit on the rear wheel and hear all about it from your "bloke."

"A. B. C."

THE NEW

PIRELLI

Speed
TYRE

Built for the *really* fast car . . . for speeds of 85–120 miles an hour. Designed expressly for use on the road, yet embodying the main structural features of a racing tyre modified to give longer tread life and maximum safety under all conditions. A thoroughbred in *every* way, born of the technical skill that has made PIRELLI a famous name in motor racing throughout the world.

Ruggedly robust in construction and patterned for a tenacious “drag-free” grip on any surface, this is the tyre to stand the strain of rapid acceleration . . . sustained effort . . . fast cornering. A tyre built to resist centrifugal force and the effects of rising temperature; a tyre without equal for *SPEED* . . . with Safety.

***The SAFER
tyre for
the FASTER
car***



THE IV GRAND PRIX DE BORDEAUX

A Maserati Benefit

Bordeaux, April 24th.

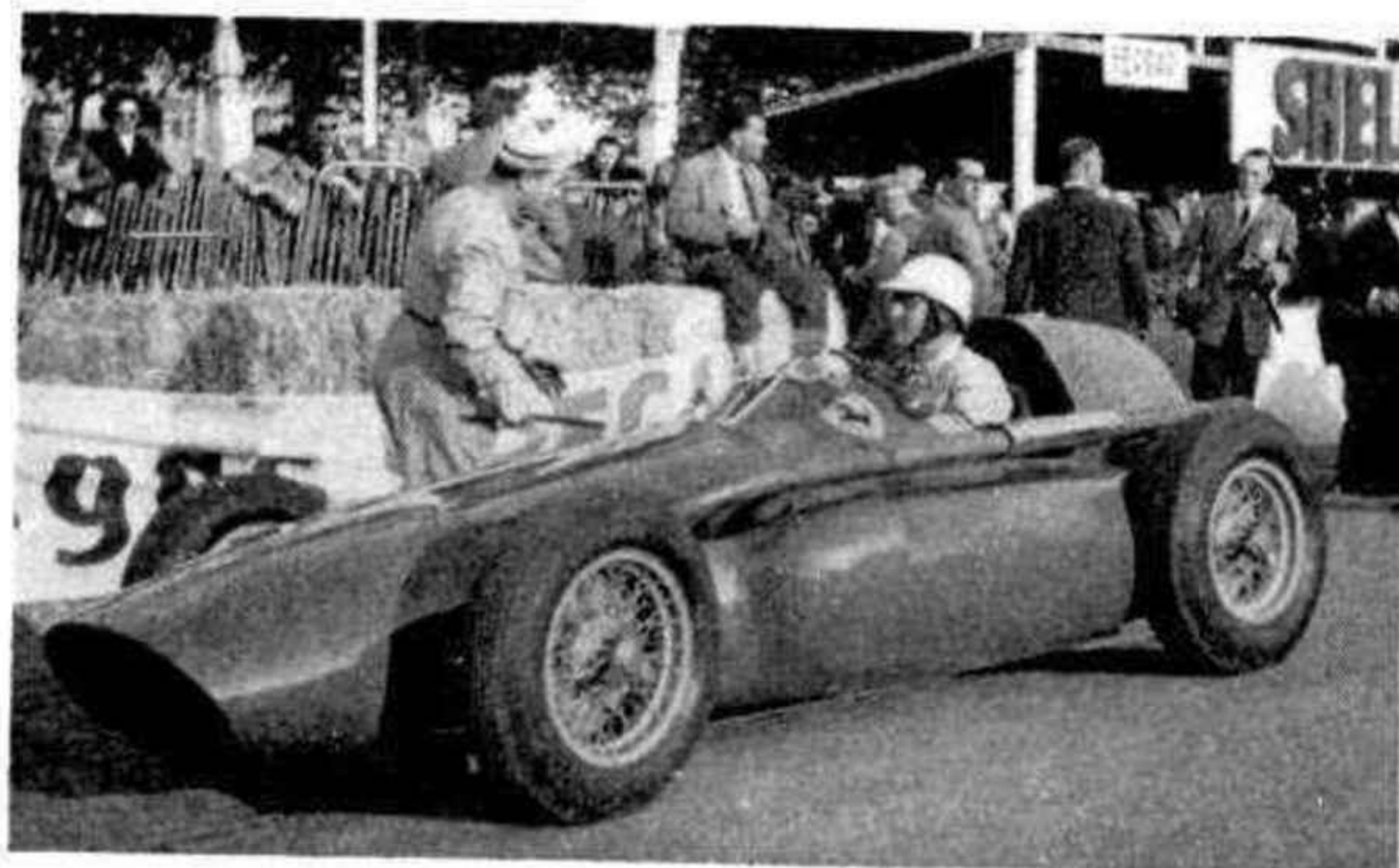
THE Bordeaux race was the third of this season's smaller Grand Prix events, and once again the Maserati team were out in force, though this time opposed by Ferrari, instead of Lancia as at Pau. The Maserati factory team consisted of the trio, Behra, Mieres and Musso, driving the same cars they used at Pau, and they were supported by numerous private owners driving Maseratis. Mieres had the new cylinder head on his car, with the three 45DCO Weber carburetters mounted on slightly-inclined inlet ports, the carburetter flange being separated from the head by a rubber block, while those on the 1955 head on Behra's car, now with equal-length intakes, were mounted rigidly. Musso still had the small-port head and 42-mm. carburetters, as did the private owners, who were Moss, Rosier, Bira and Simon. The British-owned Maserati had undergone many changes, as seen at Goodwood at Easter, but since then the S.U. fuel-injection system had been removed and the engine fitted with the original Weber carburetters once more, though still retaining the "corners-by-Dunlop," which included the brakes, wheels and tyres.

The main opposition to the Maserati team were the two "Super-Squalo" Ferraris to be driven by Farina and Trintignant. These were unchanged in any major aspect from the one that appeared briefly at Turin, and the Ferrari team were rapidly gaining confidence in these new cars, for this time they did not bring any of the earlier models as spares. These two rather ugly new models, designated the Tipo 555, were identical but for one detail, this being the steering box, which was mounted on the right of the frame on Farina's car and on the left of the frame on Trintignant's car, with the steering column running along the respective side of the engine and coupled to the steering wheel by universal joints.

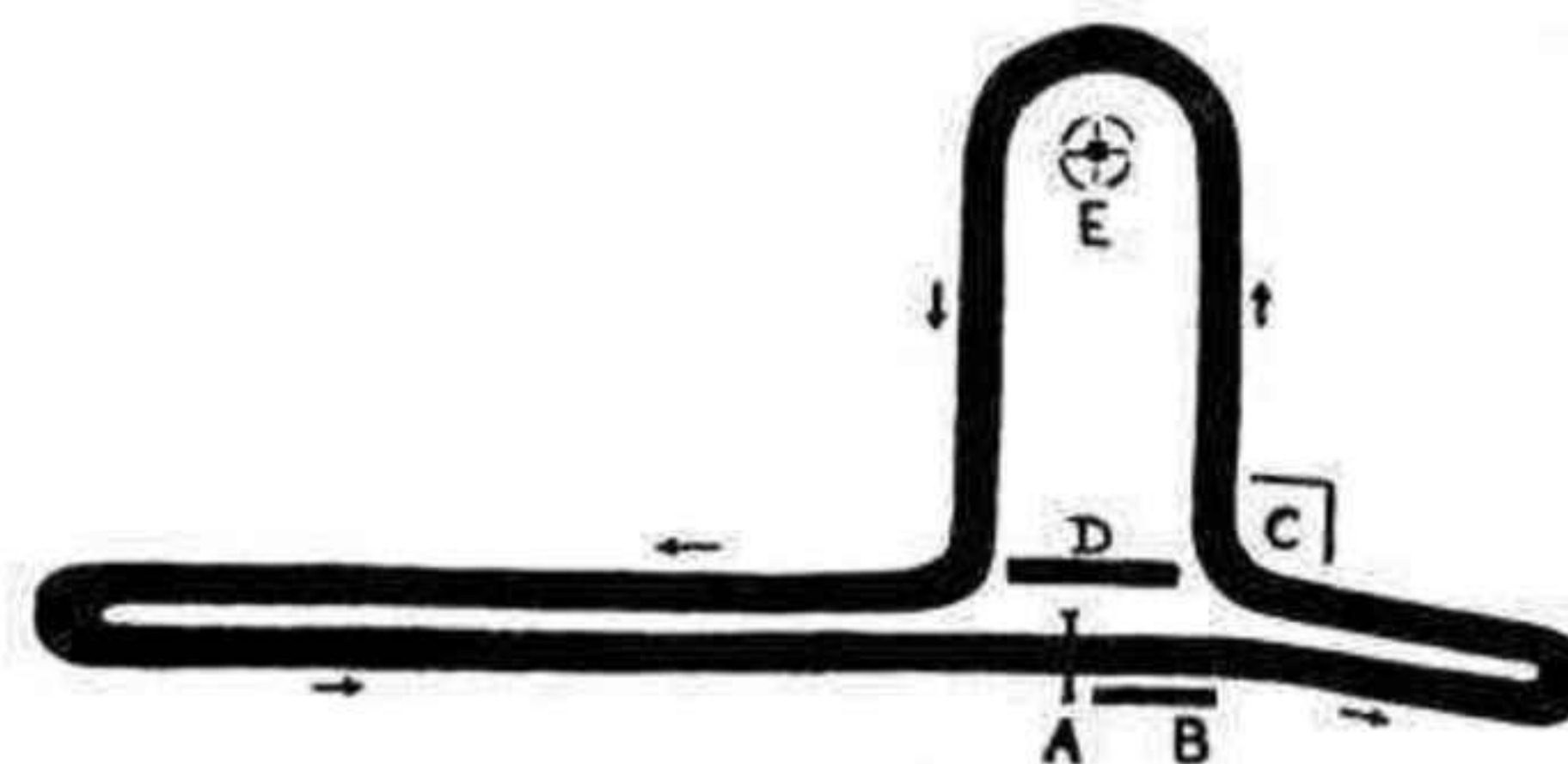
Supporting the two factory cars was the privately-owned Tipo 625 of de Portago, but he had the advantage of being looked after by the Ferrari mechanics and team organisation. To complete the entry of twelve cars there were two Gordinis, as used at Pau; Bayol having the new car with the disc brakes and Manzon the 1954 model with 2LS brakes on the front, both cars being fitted with the new type of engine.

By way of a change the sun shone brilliantly over Bordeaux throughout the meeting, and the little T-shaped circuit of 2.457 kilometres was in good condition, except for some loose gravel on the two right-angle corners where the road had been widened on the inside. The first practice was late on Friday afternoon and the Maserati team were in fine form, being in the charge of a new team manager and the cars being in the care of Bertocchi's younger brother for the first time, the regular head mechanic being busy with the preparation of cars for the Mille Miglia.

Behra went straight out and set the pace of the meeting with laps



ANOTHER ATTEMPT.—Farina continues to do his utmost for Ferrari and is here seen about to set off on some more practice laps at Bordeaux in the new Tipo 555 Ferrari four-cylinder.



Circuit of Bordeaux (length 2.457 kilometres).

- | | |
|----------------------|---------------------|
| A. Start and finish. | D. Main grandstand. |
| B. Pits. | E. Monument. |
| C. Paddock. | |

at 1 min. 24 sec., and Musso soon joined him at this pace; then Behra got his time below the 24-sec. mark and, as the two Ferraris were having trouble with brakes, the Maserati team were content. The lap record stood to Gonzalez in 1 min. 22.7 sec., set up last year, and when Moss went round in 1 min. 22.3 sec. everyone sat up and took notice, while the Maserati mechanics had a cautious glance at the car when it came into the pits, for they were no longer looking after it, as last year, Moss now being a true private owner having to buy his spares the same as anyone else.

Behra went out again and this time got down to 1 min. 21.7 sec., and all the Maserati drivers agreed to leave it at that, but Ferraris were not content and Farina tried both cars, recording his best time of 1 min. 23.6 sec. with Trintignant's car. The Ferraris were going well and seemed to have stopped giving trouble, but they just were not fast enough to deal with the Maseratis.

Some observations made during the height of practice showed that Moss was leaving his braking for the hairpin after the pits quite a lot later than anyone else, the disc brakes seemingly justifying their reputation, but the factory cars had more acceleration out of the hairpins, as had the two Gordinis, which were going well but not well enough to provide any serious opposition.

The second practice was again held in the sunshine of the late afternoon, but proved to be one long session of trouble, for on the way to the circuit Portago's Ferrari split an oil pipe, which delayed his practice; and Musso was lapping very fast, putting in one at 1 min. 22.1 sec., when there was a puff of smoke as a valve dropped in and that finished his practice.

The two works Ferrari drivers were really trying to lower their times, Farina using brakes and gearbox to an extreme in trying to slow for the hairpins, while Trintignant was cornering very near the limit, but neither could beat the times of the Maserati drivers. While Farina was trying hard the Ferrari burst the oil feed to the rear tank and spewed oil all round the track on its way back to the pits. This caused a long delay while mechanical sweepers tried to dry the surface, and though everyone started to practise again it was impossible to approach earlier speeds so one by one the drivers packed up and went home, eventually leaving only the two works Ferraris circulating until it was almost dark, both of them trying to put in a time that would get them in the front row of the start, but all to no avail.

After lunch on Sunday, April 24th, the twelve competitors lined up on the starting grid, with Behra, Musso and Moss in the front row, all in Maseratis, and side by side in row two were the works Ferraris. Just as the flag went up and everyone was beginning to

Continued on page 320

VARIETY AT IBSLEY

Salvadori Wins Two Races at Excellent W. Hants & Dorset C.C. Race Meeting

THE W. Hants & Dorset C.C. held its fifth Ibsley Race Meeting, on April 30th, as it is fully competent to do, and offered, as usual, some delightfully varied racing. Ibsley circuit, near Ringwood, has some fast corners and four reasonably-long straights in a lap distance just short of two miles. In practice on a wet course Salvadori in the F.I Maserati was very fast and was confidently expected to break the lap record of Flockhart's B.R.M. (87.39 m.p.h.) on race day—this Roy did, the new record being 0.6 sec. faster, equal to 1 min. 21.4 sec. Salvadori also won the big sports-car race in a DB3S Aston Martin, during the course of which he established a new sports-car lap record of 84.3 m.p.h., beating Stewart's Jaguar record by 1.4 sec. Bueb set a new F. III lap record of 82.18 m.p.h., beating Leston's record by 3 sec. Hawthorn was a surprise starter in a Lancia Aurelia Gran Turismo saloon.

The programme, with 179 entries, included 750 and 1,172 Formula races, a vintage-car race, saloon-car race, etc., an idea other clubs might copy. The exits from the circuit were sensibly thought-out and, altogether, Ibsley ended the April racing on a sound note.—W. B.

* * *

SPORTS CARS, ANY CAPACITY (Le Mans Start—5 Laps)

This was sub-divided into three capacity classes. Rudd's A.C. Ace led all the way, followed by an incredibly tight bunch composed of Trimble's Austin-Healey, Halford's Riley and Lund's R.W.G., which later spaced out in that order. Standbridge's A.C. Ace stopped on the first lap with a partially-seized gearbox and Ladd's M.G. ploughed through the straw bales at tight Court Corner. Rogers' Morgan Plus Four had overturned in practice.

Up to 1,500 c.c. :	1st : B. Halford (Riley) 68.77 m.p.h.
	2nd : C. M. Lund (R.W.G.)
	3rd : P. J. E. Binns (Riley).
	Fastest lap : Lund and Halford.
1,501-2,000 c.c. :	1st : K. N. Rudd (A.C.) 71.23 m.p.h.
	2nd : D. J. Rickman (Triumph).
	3rd : J. N. C. Greenwood (Triumph).
	Fastest lap : Rudd.
Over 2,000 c.c. :	1st : J. M. Trimble (Austin-Healey) ... 68.83 m.p.h.
	2nd : D. E. Rickman (Austin-Healey).
	3rd : C. Lewis-Kusten (Allard).
	Fastest lap : Trimble.

750-c.c. AND 1,172-c.c. FORMULA RACE (5 Laps)

This race attracted ten Austin Seven-base Specials and 12 1,172 Formula cars. Of the latter, the advantages conferred by a good chassis and streamline bodywork were demonstrated by MacDowel, whose Lotus with Mk. VI chassis and Mk. IX tail-finned aerodynamic body ran right away from the rest, lapping at over 70 m.p.h. with a Ford Ten engine complying with the 750 M.C.'s requirements. Laverton's older Lotus with lined-down Ford Ten engine was second, followed by Tapp's Buckler 90. There will surely be sadness that even this branch of "poor man's racing" is dominated by Loti and the latest Buckler? Croot cornered fast in the Cuff Special.

The 750-c.c. division saw Aberg fight out a grand battle with Stanley's Austin M.M. Special. Baxter sawed at his old Austin Seven steering wheel in true Etancelin manner. Adamson had an ingenious carburation system on his Austin Seven, consisting of a high-set Ford Stromberg downdraught carburettor feeding two curved inlet pipes, with a four-branch exhaust system.

750 c.c. Race :	1st : S. O. Aberg (Austin) 58.53 m.p.h.
	2nd : P. S. Stanley (Austin M.M.-Special).
	3rd : P. Taylor (Austin).
	Fastest lap : Stanley.
1,172-c.c. Race :	1st : M. C. H. MacDowel (Lotus) 68.38 m.p.h.
	2nd : K. D. Laverton (Lotus).
	3rd : G. E. E. Tapp (Buckler).
	Fastest lap : MacDowel.

VINTAGE SPORTS-CAR HANDICAP (5 Laps)

This was rather spoilt because the handicappers made a gift of it to Williamson's very fast Bentley. Characteristically, however, Williamson tried hard, changing down beyond Court Corner each lap. Old-school Bentleys dominated the racing, West's high-chassis, bolster-tank, 4½-litre Invicta, which was towed to Ibsley behind a

delectable three-speed Twenty Rolls saloon, never having a chance from the 35-sec. mark and trailing its exhaust pipe in disapproval.

1st :	J. A. Williamson (Bentley)	35 sec. handicap	... 64.28 m.p.h.
2nd :	G. H. G. Burton (Bentley)	..	Scratch.
3rd :	D. McKenzie (Bentley)	... 35 sec. handicap.	
		Fastest lap :	Burton.

SPORTS CARS (1,500 c.c. Non-s/c. and 1,200 c.c. S/c.) (5 Laps)

This was exciting, Leston's Connaught soon displacing Bueb's Cooper-Climax from the lead. Sopwith held a good third place on his first outing with the Cooper-Climax, after Chapman's unpainted Lotus-M.G. had retired.

Further back in the race Tapp's Buckler 90 was unable to overtake Liddell in the old works blown Buckler, with huge rear tyres.

1st :	L. Leston (Connaught)	... .. 76.99 m.p.h.
2nd :	I. Bueb (Cooper-Climax).		
3rd :	T. O. M. Sopwith (Cooper-Climax).		
		Fastest lap :	Chapman (Lotus).

CLOSED-CAR HANDICAP (5 Laps)

This was fun, and enlivened by Hawthorn's driving of a 2½-litre Lancia Aurelia Gran Turismo saloon, which he threw about in fine style, the car notably stable over the bumps. It was unplaced but made fastest lap at over 72 m.p.h., winning a special prize. Sopwith's special three-carburettor Sapphire, also on scratch, was easily outdistanced. Sparrowe's 1,098-c.c. M.G. coupé had a resin-body.

Graham's Austin A30, ably driven, with twin S.U.s and 8.2-to-1 compression ratio, outpaced a Morris Minor and a Standard Eight from the same mark, and Atyeo's Wade-blown Ford Prefect got into second place before the engine succumbed. Cuff-Miller's Ford Anglia chased Shillabeer's Vauxhall Velox and Ellsworth-Laing's aged coupé B.M.W. did wonders in holding off Shute's Ford Consul. A revealing race!

1st :	N. W. Graham (Austin)	... .. 54.69 m.p.h.
2nd :	Miss P. Burt (Aston Martin).		
3rd :	J. M. Sparrowe (M.G.).		
		Fastest lap :	Hawthorn (Lancia).

FORMULE LIBRE (over 500 c.c.) RACE (15 Laps)

Sports cars were admitted, and this was a really fine race. Salvadori led after the first lap, which Cobden's ex-Whitehead Ferrari dominated, and behind Beauman's Connaught took Keen's Cooper-Alta after six laps, Brabham's Cooper-Alta going great guns behind, although Riseley-Pritchard's Connaught got by after seven laps.

Behind, Scott-Brown drove his usual unruffled race in the 1954 sports Lister-Bristol, and when Beauman and Brabham vanished with two laps to go he was placed fifth, Young (Connaught) pipping him on the last lap.

Wick drove his Cooper-Jaguar well (it has triple two-choke Weber carburettors), Webb's fuel-injection Turner was motoring well, but Anthony's disc-brake Lotus-Bristol with roll-resistance at the rear, was outclassed by the Lister. Incidentally, Anthony had made good use of the R.E.M.E. breakdown crane in the Paddock to remove the engine from his car after a stone had punctured the sump.

1st :	R. Salvadori (Maserati)	... .. 86.6 m.p.h.
2nd :	J. Riseley-Pritchard (Connaught).		
3rd :	J. A. Young (Connaught).		
		Lap record :	Salvadori.

FORMULA III (15 Laps)

A race-long tussle between Russell and Bueb held everyone's interest, the Cooper-Nortons very close most of the time, until Bueb fell back a shade, only to come up again before the end, losing by half a length.

Third place was a similar hard struggle, Don Parker coming up on Lewis-Evans' Cooper-Norton after a bad start, to a ding-dong occasioned by the Cooper being faster on the straights, where the Kieft seemed overgeared. Bicknell crashed his Revis-Norton. Shaddick's I.E.R. Midget-J.A.P. spun suddenly at Court Corner, causing driver and spectators to register amusement.

1st :	J. Russell (Cooper-Norton)	... .. 79.8 m.p.h.
2nd :	I. Bueb (Cooper-Norton).		
3rd :	S. Lewis-Evans (Cooper-Norton).		
		500-c.c. lap record :	Bueb, 82.18 m.p.h.

SPORTS CARS (over 1,500 c.c.) (7 Laps)

Great stuff, Salvadori leading in the Aston Martin but Scott-Brown not only closing on him at corners but coming up alongside as they straightened out, when the larger car would draw away. Blond drove his C-type Jaguar with disc brakes very well, Wick was again fast but couldn't catch Blond, and Anthony held off Margulies' C-type Jaguar. The Clairmonte had a Connaught engine with non-alloy head and ram-inlet pipes for the four carburettors. Carnegie contrived an accident in his C-type Jaguar which reduced the car to a vintage model, both metaphorically and literally!

1,501-2,750 c.c., Non-s/c. 1

- 1st : W. A. Scott-Brown (Lister-Bristol) ... 80.09 m.p.h.
- 2nd : M. P. Anthony (Lotus-Bristol).
- 3rd : C. M. Clairmonte (Clairmonte).

Over 2,750 c.c., Non-s/c.; 1,200-2,000 c.c., s/c. 1

- 1st : R. Salvadori (Aston Martin) ... 80.95 m.p.h.
 - 2nd : P. Blond (Jaguar).
 - 3rd : C. Wick (Cooper-Jaguar).
- New sports-car lap record : Salvadori, 84.3 m.p.h.*

* * *

The Paddock and car-parks contained some interesting machinery, including a Lea-Francis-engined Gordano coupé, an Alfa-Romeo Giulietta, McDonald Hobley's two-shade Ford Prefect with "funny-peculiar" horns, two 300SL Mercedes-Benz and an aged Austin Twelve two-seater, belonging to an official, which seemed to have shed its timing-chain, but which was running again at the end of the afternoon.

In spite of overcrowding on our roads the journey home, mostly up A31 on a Saturday evening, proved very pleasant, the roads being practically empty.

IV GRAND PRIX DE BORDEAUX—continued from page 318

case in their clutches Farina stalled his engine and there was a moment of chaos. Head mechanic Meazza was the first to see what had happened and he ran to the car, shouting to the other Ferrari mechanics to bring the portable starter and the shaft that has to be inserted through the radiator of the Ferrari. The director of the race kept the flag up for a few seconds longer until the Ferrari engine was running again, and as the mechanics whipped out of the way down went the flag and the twelve cars got away amid the smoke of exhaust fumes and burning rubber, all scrabbling into the first hairpin in a tight bunch. It was Behra who came out first, followed by Musso and Moss, and they kept that order round the swerves of the opening lap. Behra had already got 3 sec. over the rest and he went by determined to build up a big lead in the opening stages.

On the second lap Moss began to have trouble with snatching brakes which locked the front wheels, and one by one nearly the whole field got past him in the ensuing laps. Behra gained 1 sec. per lap over Musso and Trintignant, who were only a few feet apart, while Farina was some way back in fourth place. By the time the first 10 laps had been completed Behra was leading comfortably and Trintignant had forced his way past into second place, his Ferrari having a dent in the nose, and Musso's Maserati a dent in the tail as a result. Farina slowed and stopped at his pit to say the gearbox was not working properly, and though he was stationary for only a second or two, the pace was so hot that it dropped him from fourth to eighth place. Trintignant had set the lap record to 1 min. 22.3 sec. and the race average was nearly equal to the old lap-record, but try as the Ferrari driver would he could make no impression on Behra's lead, though he got well away from Musso, who was in third place. At the end of lap 14 Farina retired with a broken gearbox, Trintignant knocked another tenth of a second off his record, and on the succeeding two laps Behra got down to 1 min. 21.9 sec., followed by 21.7 sec., and then the pace began to settle down.

Portago was in trouble with an overheating engine, and shortly afterwards Bayol broke the transmission of his Gordini, having held a worthy fifth place, while all the time Moss was being worried by his grabbing brakes and was nearly a minute behind the leader and having difficulty in keeping up with Simon (Maserati).

In spite of the furious pace set by the leaders, all twelve competitors kept up and it was not until after 20 laps that Behra began to lap the tail of the field, which was comprised of Rosier, Bira and Portago.

As is usual, the race now began to settle down and from lap 30 to lap 45 the only interest centred around a little private scrap between Moss and Simon, the disc brakes now beginning to behave themselves on the green Maserati. Behra was circulating steadily in times of 1 min. 23 sec. and the afternoon was beginning to prove very warm, a rare thing for Bordeaux. Portago's engine suffered from the overheating and he gave up and later Trintignant found the heat of the Ferrari cockpit too much for him and he came in and handed over to Farina. This dropped the car from second place to sixth place and left the Maserati factory team in full command, running line-ahead in 1-2-3 order, followed by Moss and Simon, the Britisher now beginning to speed up and lap as fast as Behra, but nearly a lap behind him. Farina tried all he knew to get the Ferrari up amongst the leaders, but the Maserati position was unassailable and the three team cars toured round in a demonstration run. After spinning completely round on the right-hand corner joining the back leg of the straight, Farina gave the Ferrari back to Trintignant, and this dropped them to next to last and all hope of getting anywhere was gone.

Interest now centred on Moss, who was beginning to lap in terrific style, and he began to gain seconds on the leaders, but on lap 62 one of his tank straps broke and trailed behind him and, four laps later, he was forced to stop at his pit and replace the broken strap with wire and this lost him 3½ min., nearly three laps over the leaders. With all opposition gone the factory team closed right up and toured round in a polite group, in the order Behra, Musso and Mieres, and on lap 70 Trintignant retired with non-existent brakes on the Ferrari and only Simon was on the same lap as the leaders, he being in fourth place.

Moss had rejoined the race and was going at a terrific pace, but with little hope of getting near the leaders, and for the next 20 laps a deadly calm settled over the circuit, with the leading Maseratis having a grand tour, only 4 sec. separating them. They moved aside to let Moss flash past, reducing his handicap to two laps, and at lap 90 there were eight cars still running, seven of which were Maseratis, the odd man out being Manzon with the second Gordini, but he was in trouble with rapidly fading brakes. Moss was last, but still lapping in 1 min. 23 sec., whereas the leaders had slowed to laps around 1 min. 28 sec., and just when it seemed that all the Maseratis were going to finish without trouble, Rosier dropped out with a broken gear-change, Bira lost a lot of time at his pit trying to make his brakes work, and Simon retired with engine trouble. All this moved Moss up to fifth place behind the brakeless Gordini of Manzon, and now the green Maserati began to show its real form. For the second time Moss swept past the factory team, now only one lap behind, but this time they did not move aside so willingly and Mieres received a sharp dent in the tail, and after Moss had lapped in 1 min. 21.3 sec., the Maserati pit signalled to Behra and he put in a 1 min. 22.4-sec. lap in order to keep an eye on Moss.

On lap 104 Moss broke the lap record again, with 1 min. 21.2 sec., and just to make sure he did it again on lap 105 with 1 min. 20.9 sec., and there he let the matter rest. For a moment the Maserati team began to panic, and Behra drew away to a 10-sec. lead over his team-mates, spoiling the nice demonstration run. Moss sailed past Manzon into fourth place but was still a whole lap behind the leaders and, realising that even Moss could not make up the distance in the last 10 of the 123 laps, the three red Maseratis closed up again and toured in to win a resounding victory for the Modena Trident. For the last few laps they were going one way along the double-track road as Moss was going the other way and he waved to them over the straw bales, but the Italian team did not respond, they still were not too sure about the fast "Inglese."

The Maserati team have been going from strength to strength so far, while Ferrari is still floundering about with his new Tipo 555, and it will be interesting to see if the six-cylinder cars can keep up the pace in the second round of the World Championship, at Monaco.

Results :

IV GRAND PRIX OF BORDEAUX—Formula 1—123 Laps—302 Kilometres—Very Hot

- 1st : J. Behra (Maserati 250/F.I) ... 2 hr. 54 min. 12.6 sec. ... 104.112 k.p.h.
- 2nd : L. Musso (Maserati 250/F.I) ... 2 hr. 54 min. 12.8 sec.
- 3rd : R. Mieres (Maserati 250/F.I) ... 2 hr. 54 min. 13.8 sec.
- 4th : S. Moss (Maserati 250/F.I) ... 1 lap behind.
- 5th : R. Manzon (Gordini) ... 2 laps behind.
- 6th : B. Bira (Maserati 250/F.I) ... 4 laps behind.

Fastest lap : S. Moss (Maserati), on 105th lap, in 1 min. 20.9 sec.—109.371 k.p.h. (record).

Retired : Farina (Ferrari), lap 15, gearbox; Bayol (Gordini), lap 23, transmission; de Portago (Ferrari), lap 42, overheating; Trintignant (Ferrari), lap 71, brakes; Rosier (Maserati), lap 92, gear-change; Simon (Maserati), lap 100, engine.

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XIII GRAND PRIX DE MONACO

A RACE OF SURPRISES, FERRARI WIN THE GRAND PRIX OF EUROPE

MONTE CARLO, May 22nd

THE town of Monte Carlo was reinstated as a racing circuit on May 22nd for the first time since 1952, and the meeting was given the title of the European Grand Prix. More important, however, was the fact that the Grand Prix of Monaco was the second round in the World Championship, and the first in Europe for 1955.

The anticipation of this first Grande Epreuve has made itself felt strongly throughout Europe for some weeks, and the entry proved to be one of the finest seen for many a year. It was the first 1955 appearance in Europe of the W196 Mercedes-Benz cars and in view of the fact that the Monaco circuit is a tortuous one the Stuttgart firm built two special cars for the race. These were much shorter in the wheelbase than any previous models, and as a result there was no room for the inboard brakes at the front, so these were mounted normally, on the wheel hubs. At the same time this saved a great deal of weight, with the lack of drive shafts and universals; at the rear the brakes remained in the normal position. Other than this major alteration the two short-chassis cars were similar to the Argentine models, though the car given to Fangio had the engine mounted slightly farther forward, while the car Moss drove had it in the normal position, relative to the driver that is. Having no knowledge on the handling of these very short cars, the Mercedes-Benz engineers made the two cars slightly different in order to learn something. Their third entry was a long-chassis car with all four brakes inboard and in the hands of Herrmann, as Kling was not fully recovered from his Mille Miglia accident.

Gordini entered a team of three cars, Manzon and Pollet with the earlier chassis models, but the former car now fitted with Messier disc brakes, and Bayol was on the only 1955 model. Then Rosier and Simon were down to compete with their private Maseratis and Macklin with the Maserati of Moss, disc brakes, Dunlop wheels and all. Two Vanwalls were entered, with Hawthorn and Wharton as drivers, while the Lancia team had four entries, the drivers being their regular three, Ascari, Villoresi and Castellotti, with the fourth car loaned to Chiron, for old-time's sake. Four official Maseratis were in the hands of Behra, Mieres, Musso and the new boy Perdisa, and to complete the entry Ferrari had two Tipo 555 cars and two Tipo 625 models, the drivers being Farina, Trintignant, Schell and "X." Finally, was the lone independent Whiteaway, with his H.W.M. and out of this formidable list of runners only twenty were going to be allowed to start, the choice resting with the organisers and obviously on practice times.

Originally the three practice periods were planned for the earlier hours of the morning on the Thursday, Friday and Saturday before the race, but certain teams pointed out the impossibility of trying to carburate at 6 a.m. for a race to be held at 3 p.m., so Thursday saw the practice changed to the afternoon. Another dubious rule had been inserted in the regulations, which said that only those times recorded on Thursday would count for the front row of the starting grid, the rest of the rows being decided in the early morning practices. This was to encourage drivers to try hard on the opening practice and thus induce the public to pay to come and watch that practice, and needless to say the idea was not at all popular with the drivers, many of whom had not driven before on this difficult winding 3.145 kilometre circuit. The only drivers not out for the first practice were Hawthorn, whose Vanwall was delayed by the Channel crossing, Wharton, who was going to be a non-starter after his Silverstone accident, Macklin as the Moss Maserati was still being rebuilt, and the complete Gordini team who just were not ready.

Fangio and Moss were soon in their stride and Ascari, using Castellotti's car, was not far behind, while a fourth Mercedes-Benz, another long-chassis car, was being driven by Engineer Uhlenhaut, so that he could find out what the circuit was all about and know what the drivers meant if they complained about the cars.

Farina was trying both a Ferrari 555 and a 625, the latter fitted with new brakes that were bigger and better than before. It was not long before the usual practice split-second battle began between Fangio, Moss and Ascari, the Italian now on his own Lancia and also at times on the Turin team's spare car. They had five cars present, all fitted with yet another type of oil cooler, this time having a normal oil radiator mounted on each side of the cockpit, between the body and the pannier fuel tank. As would be expected, Behra was the fastest Maserati driver and though he joined in the dice for the front row he could not approach the two short-chassis Mercedes-Benz cars. During this practice period Herrmann had a bad slide at the top of the hill before the Casino and went through a stone palisade, wrecking the car and damaging his leg and his lungs, while Schell broke one of the 555 Ferraris so that the end of practice saw only the Lancia team feeling happy and confident. The result of the battle for the front line was in the order Fangio, Ascari, Moss, Castellotti, Behra, Trintignant, Villoresi and Musso, the rest being some way behind, so the first three could rest content.

Next morning saw practice start just before 6 a.m. and this time Gordini had his three cars out, the lone Vanwall appeared, driven by Hawthorn, and Macklin was circulating. Ferrari were undecided about their race order, but Farina wanted to drive the 625 with the new brakes, still refusing to get used to the handling of the "Super Squalo," Trintignant was given the second 625 and Schell one of the new ones. For the second new car they brought in Taruffi and Frere and they both practised, to see who would start in the race. Towards the end of practice Moss tried the short Mercedes-Benz to be used by Fangio and got within one-tenth of a second of the Argentinian's time, whereas on his own car he was more than two seconds slower. Although Moss was not very happy about this the engineers were content, for they had learnt a great deal more about weight-distribution. With Herrmann out of the race, Simon was co-opted into the Mercedes-Benz team, with Le Mans as the long term view, and he was given the spare long-chassis car and began the difficult task of learning how to control the really fast Grand Prix car. Another driver who was trying to convince himself he could cope with a 1955 Grand Prix machine was Chiron, and he was making steady progress, but not lapping terribly fast. The Vanwall, with its fuel-injection and Amal G.P. carburetter bodies, used as air intakes and to provide the throttles, was sounding its usual crisp self and going quite well. Behra was now getting into his stride and Castellotti was still showing great form.

On the third day things were due to start at 6.15 a.m., but Macklin poured oil all over the track from the green Maserati and there was a 40 minute delay while the mess was cleared up and some rude words exchanged. All the time the weather was proving perfect, and the last practice period saw the top boys trying all they knew, though quite why was difficult to understand, for the front row was already decided. In spite of this Ascari turned 1 min. 41.1 sec. equalling Fangio's best for Thursday, just to show the Germans that the Lancia was going well, and Fangio replied with a lap one-tenth of a second slower and then Castellotti did 1 min. 42 sec., which surprised everyone and probably himself as well, and practice finished with everything at fever pitch and excitement high for the race. As an interlude Uhlenhaut drove Moss's Maserati.

Starting at 2.45 p.m. on Sunday, May 22nd, the Grand Prix was to run over 100 laps of the tiny circuit and everyone was anticipating a great deal of bumping and boring to be indulged in with so many top Grand Prix cars and drivers on the grid. Of the total entry that practised Macklin and Whiteaway did not qualify and 20 cars lined up on the quayside facing towards the gasworks hairpin, with Fangio, Ascari and Moss on the front row, last year's World Champion being on the inside; behind were Castellotti and Behra, followed by Mieres, Villoresi and Musso, Trintignant in the best Ferrari, with Simon alongside and the others in threes and twos behind. At flag-fall there was nothing to choose between the leaders and out of the hairpin Mercedes-Benz led Lancia with a thundering horde right behind them. Fangio appeared out of the tunnel on the far side of the quay, well ahead of Castellotti, Moss, Ascari, Behra and the rest and away went the Argentinian to build up a lead. After five laps Moss scrambled past Castellotti, but by now Fangio was some 7 sec. ahead and when the turmoil began to settle a bit and things took on some semblance of order Fangio still led. At lap 10, he was 9 sec. in front of Moss, who was the same distance ahead of a close trio comprised of Castellotti, Ascari and Behra, the first two passing and re-passing, then came Mieres running alone, to be followed by another dicing trio, Villoresi, Perdisa and Trintignant. Schell and Hawthorn were in close company, and the rest were beginning to straggle, with Farina right at the back having dented his car's nose on someone's tail in the starting melee and been pushed to the back. So close were the cars in the opening laps that nearly everyone had dents at front or back, and Rosier had spun completely and wiped off the tail of his car, the oil tank later coming adrift. Fangio and Moss were well out on their own, while Ascari was being harassed by Castellotti and then Behra passed both Lancias and took third place. At 20 laps the gap between the two short-chassis Mercedes-Benz cars was still around 9 sec., but they were more than that much in front of Behra's Maserati and the two Lancias. Trintignant got past his two adversaries and began to close on Mieres who was in sixth place, and on lap 23 Hawthorn was overdue, arriving later with a broken throttle linkage on the Vanwall and having to retire. Simon burst the engine on his Mercedes-Benz, Musso had broken his Maserati and Manzon and Taruffi had been at the pits, the furious pace beginning to tell. The leaders were lapping at 1 min. 46 sec. and soon Moss closed up on his team-mate and the two cars circulated a few feet apart, in complete command of the race and seemingly all set to give a Mercedes-Benz demonstration.

On lap 35 Castellotti hit a kerb and the next lap a rear tyre went down and he stopped to change it, taking on fuel at the same time, and then Behra called into his pit with trouble, all of which left Ascari securely in third place, but more than 40 sec. behind Fangio. Trintignant had caught and passed Mieres, but now the Maserati driver was beginning to retaliate and they were having a private race together, while Castellotti was working his way up from ninth place, to which he had dropped. Perdisa had been going consistently, shaking off Villoresi, but when Moss lapped him he tended to get in the way, and the Mercedes-Benz driver gave him a severe "talking-to" as he eventually got past. On lap 50, just halfway through the race, Fangio came to a sudden halt on the far side of the circuit, by the railway station, when his transmission broke and Moss appeared past the pits on his own; then Behra and Perdisa were flagged into the pits together and they changed cars and went off again, the Frenchman now being seventh and having regained the lap he lost due to his pit stop. With only Moss and Ascari on the same lap the race began to settle down, there being 84 sec. between the two cars on lap 60, and when on lap 65 Mieres had the transmission of his Maserati break, just after he had re-passed Trintignant, the result seemed settled. Moss was circulating steadily and smoothly and though Ascari was resigned to second place he was now being harassed by Perdisa, for the young Maserati driver, having been lapped by Ascari, suddenly began to drive at a furious pace and sat right behind the Lancia. For lap after lap this went on and Ascari just could not get rid of the Maserati on his tail, while Moss was beginning to make up a full lap on the Italians, and everyone waited to see when he would lap the Italian champion.

As has happened so often to Moss, what was going to be a certain victory was snatched from his grasp, but this time with unexpected additional drama. As he completed lap 81 a cloud of smoke poured from under the bonnet as the engine burst and spewed oil onto the exhaust pipes and he drew into his pit. While most people were watching to see if anything could be done to the Mercedes-Benz Ascari was coming down the hill approaching the chicane leading onto the promenade, still with Perdisa just behind him, and then without warning the Lancia slid straight across the road, crashed through the straw bales and sandbags and went over the edge to plunge down into some 15 feet of water, the hot engine sending up an enormous cloud of steam. For some moments there was chaos, and while men in "Frogmen" suits swam to where the Lancia had disappeared and boats sped across the harbour, Ascari surfaced and was retrieved suffering only from a slight cut on the nose, but very lucky to have escaped drowning. In a few seconds the whole race had changed completely, Trintignant was now left in the lead, followed by Castellotti and Behra, but the Maserati spun almost immediately and stalled and now Perdisa moved up into third place. At last the excitement died down and the last 10 laps closed quietly, with a very surprised Trintignant the winner, the Ferrari team finding it hard to believe, and Castellotti in second place. Farina kept profiting by retirements and climbed to fourth place, followed by Villoresi, Chiron who had kept his Lancia going steadily, Pollet with a lone Gordini, with the second 555 Ferrari, having been shared by Taruffi and Frere, in eighth place. The other car of this type driven by Schell had disappeared in a cloud of smoke that was classic. As a complete anticlimax Moss pushed his broken Mercedes-Benz across the line to be classified ninth and last.

Results :

GRAND PRIX OF MONACO—Formula 1—100 Laps—314.5 kilometres—Very Hot
 1st : M. Trintignant (Ferrari 625) ... 2 hr. 58 min. 09.8 sec. ... 105.914 k.p.h.
 2nd : E. Castellotti (Lancia D50) ... 2 hr. 58 min. 30.0 sec.
 3rd : J. Behra/C. Perdisa (Maserati 250/Fl.), 1 lap behind.
 4th : G. Farina (Ferrari 625), 1 lap behind.
 5th : L. Villoresi (Lancia D50), 1 lap behind.
 6th : L. Chiron (Lancia D50), 5 laps behind.
 7th : J. Pollet (Gordini), 9 laps behind.
 8th : P. Taruffi/P. Frere (Ferrari 555), 14 laps behind.
 9th : S. Moss (Mercedes-Benz W196), 19 laps behind.
 Fastest lap : J. M. Fangio (Mercedes-Benz), on 27th lap, in 1 min. 42.4 sec.—110.568 k.p.h. (new record).

Retired : Musso (Maserati), lap 8; Rosier (Maserati), lap 9; Hawthorn (Vanwall), lap 23; Simon (Mercedes-Benz), lap 25; Manzon (Gordini), lap 41; Fangio (Mercedes-Benz), lap 59; Bayol (Gordini), lap 64; Mieres (Maserati), lap 65; Schell (Ferrari), lap 67; Ascari (Lancia), lap 81; Behra (Maserati), lap 84.

PICTORIAL REVIEW

European Grand Prix, Monaco

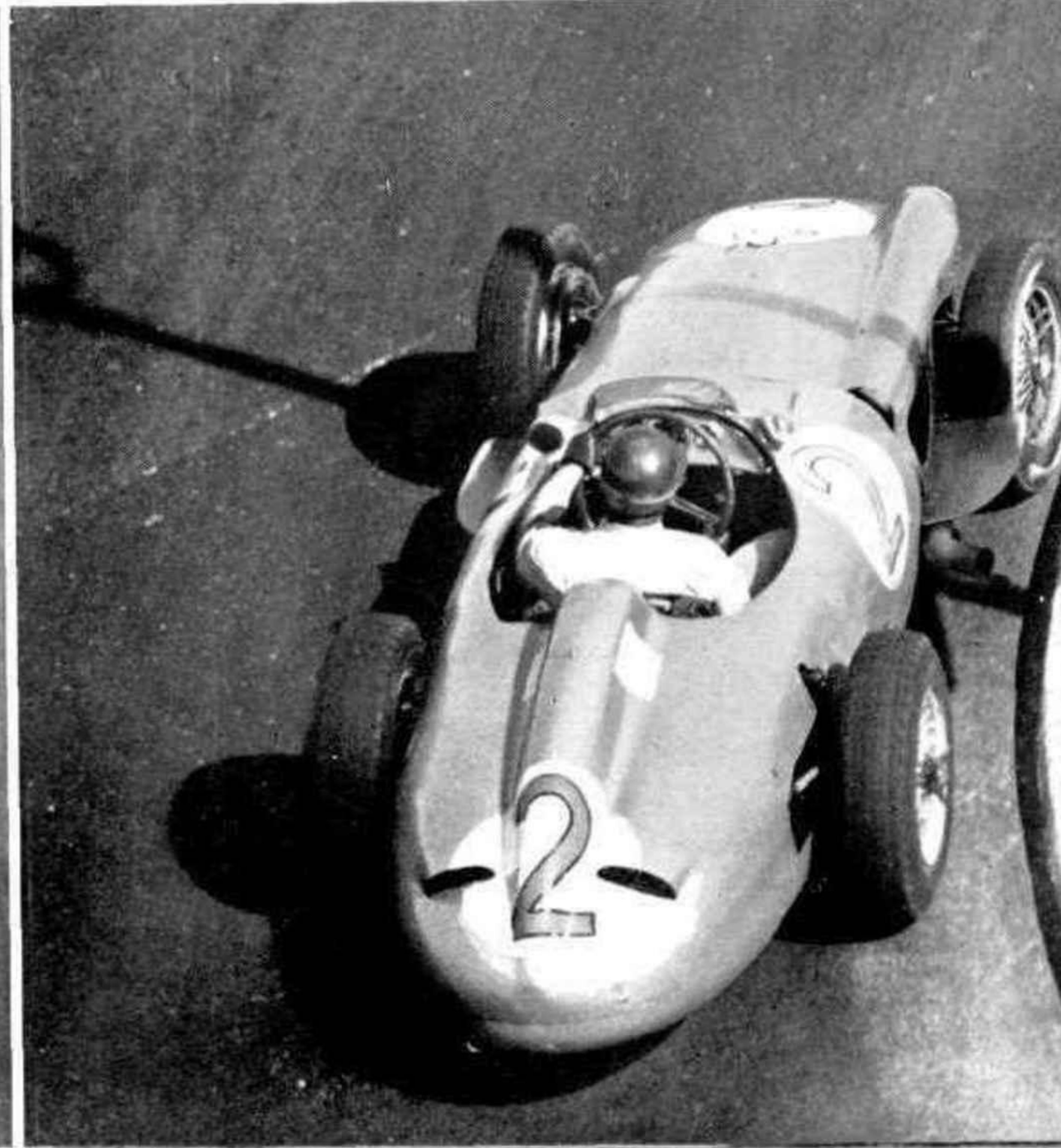
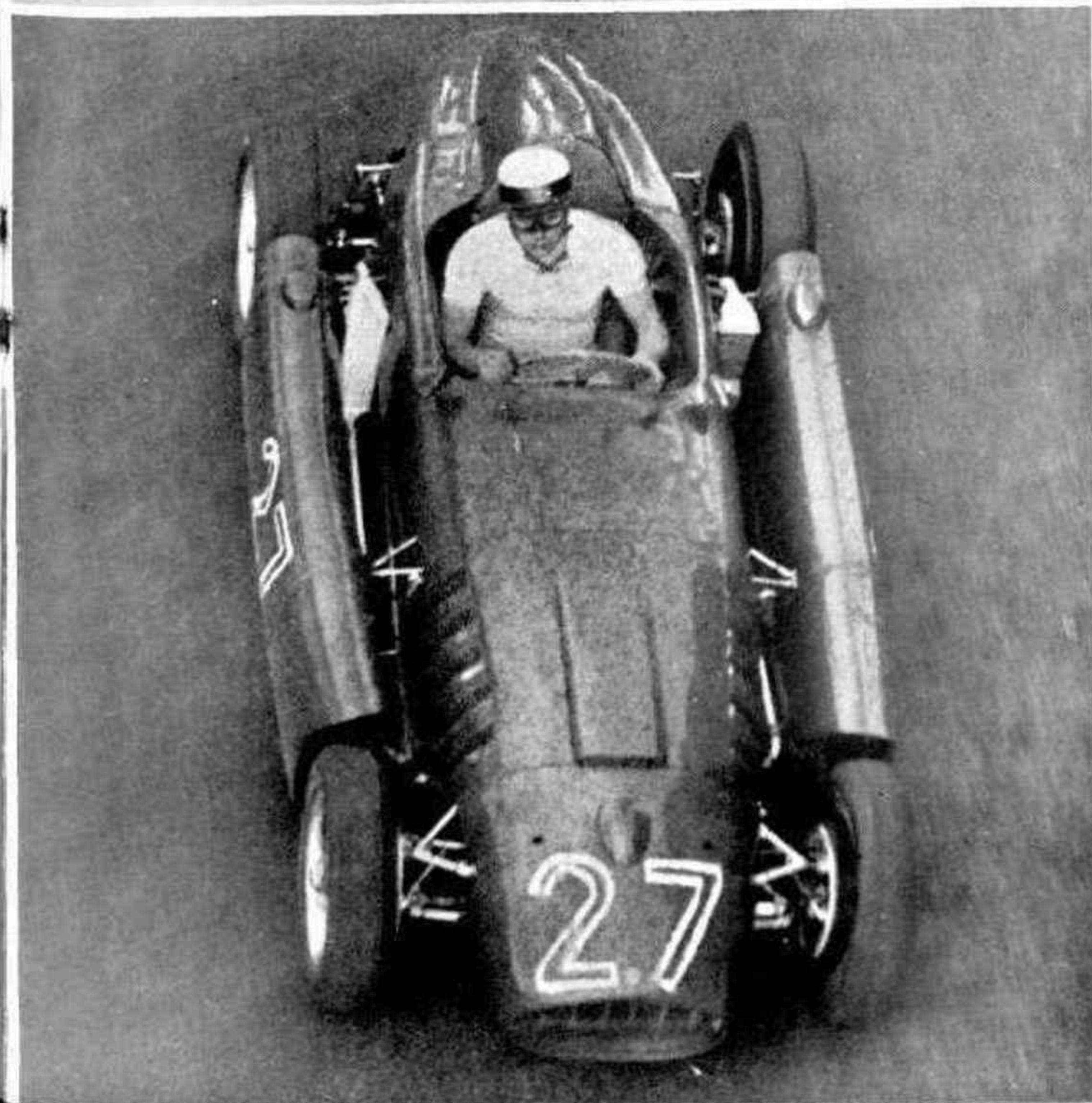
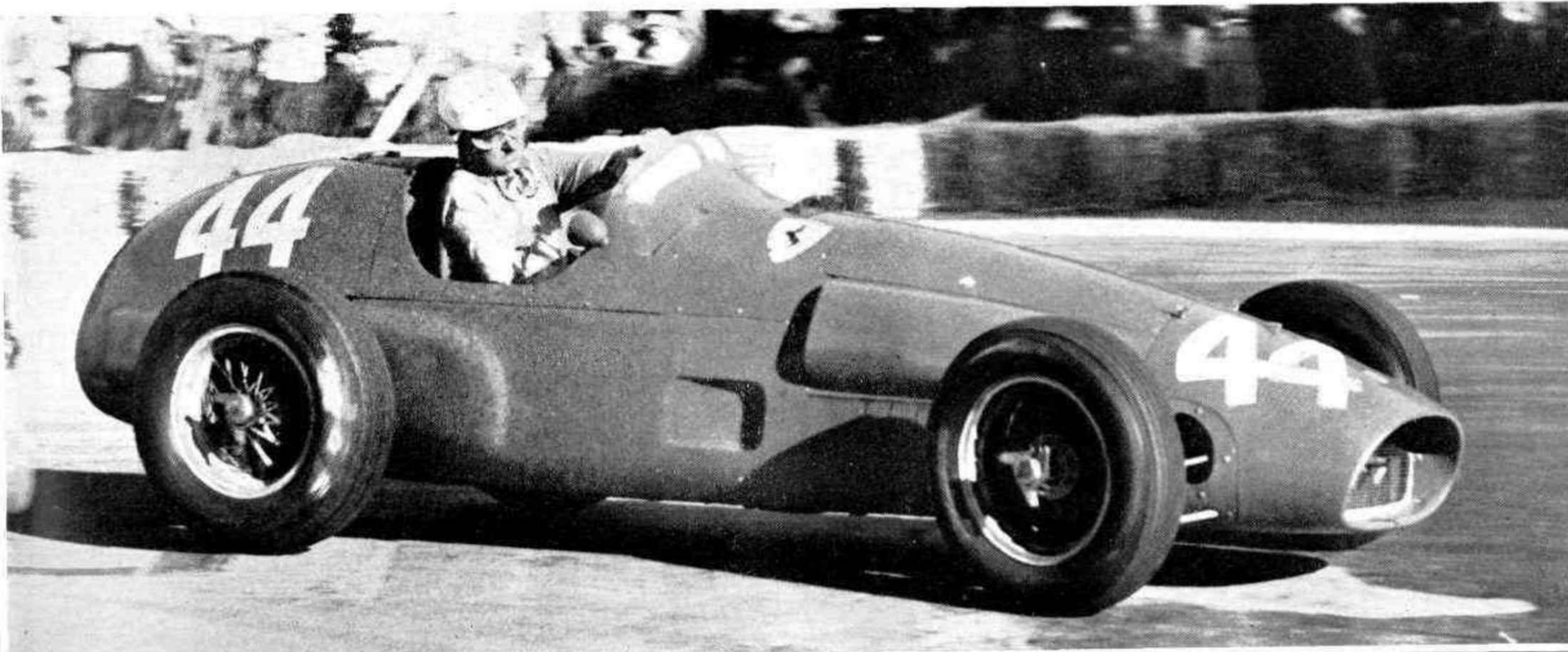
G.P. de Bordeaux, etc.

“Daily Express” Silverstone Meeting

Top: SURPRISE VICTORY FOR THE PRANCING HORSE.—Trintignant on his way to an unexpected but extremely popular win for Ferrari in the European Grand Prix at Monaco. Driving one of the older long-chassis cars the Frenchman won at an average speed of 105.914 k.p.h.

Bottom, left: PRACTICE SHOT.—The very fast Lancia driver Castellotti, seen from above—compare this car with the Mercedes-Benz opposite.

Bottom, right: LOOKING DOWN on Fangio as he swings his Mercedes-Benz under the railway bridge at Monaco; note the hazards of kerb and drain. Fangio set a new lap-record for this difficult circuit, of 110.568 k.p.h.

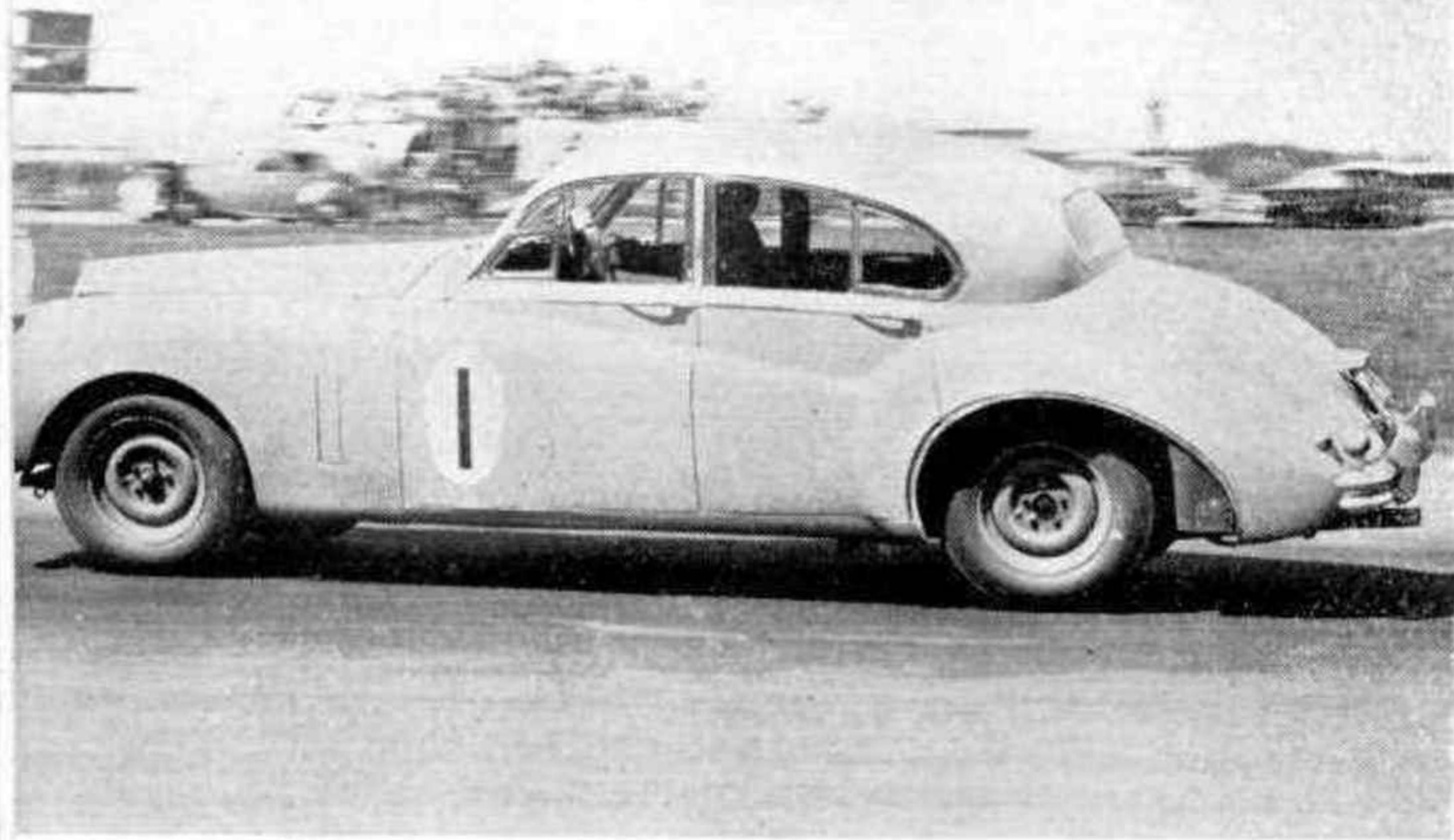




PARNELL ON FORM.—Reg. Parnell was in great form at Silverstone and his 3-litre, disc-braked Aston Martin DB3S led the entire field except for Hawthorn's D-type Jaguar and won at 93.58 m.p.h. when the Jaguar broke down.



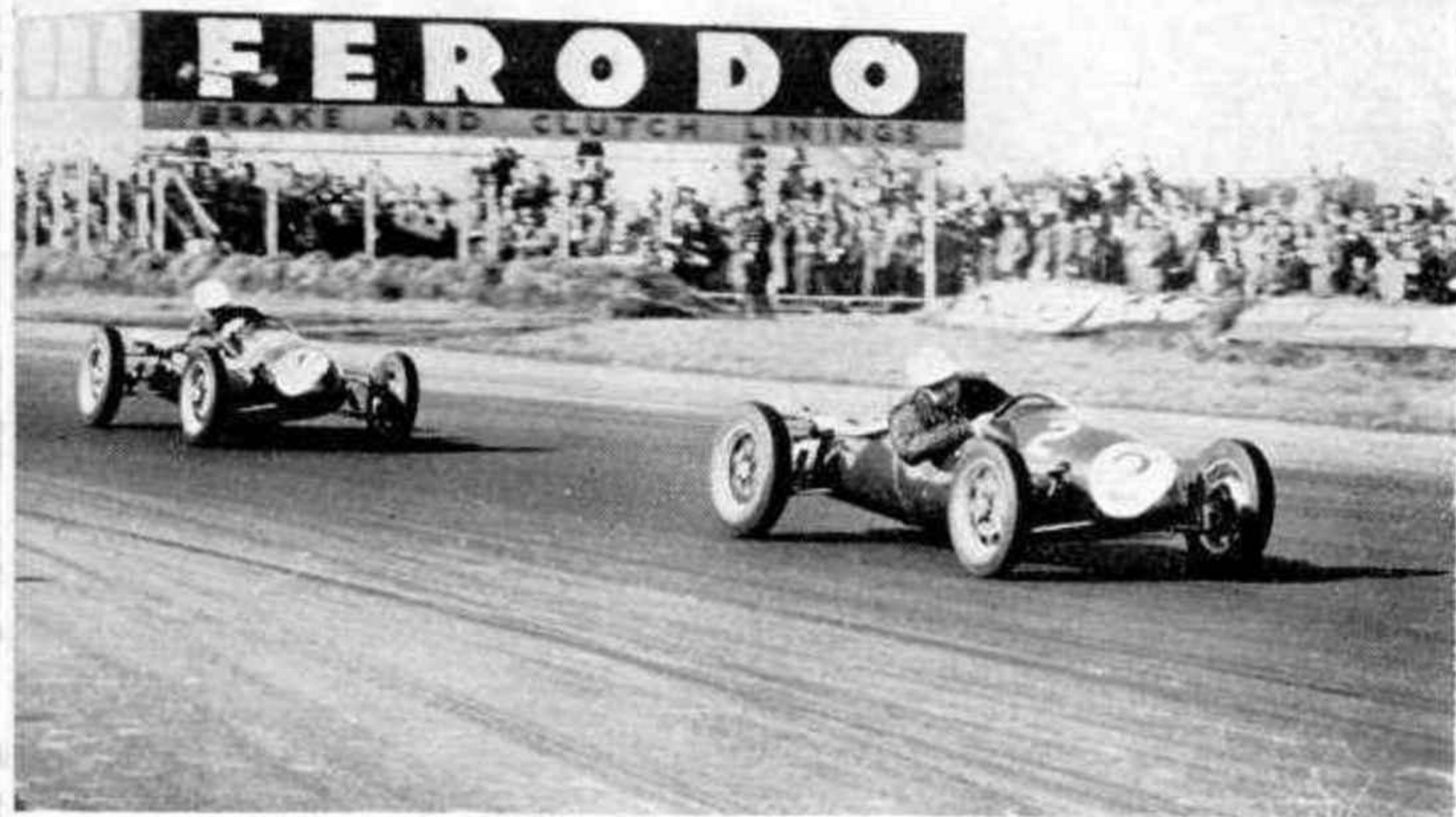
OIL AND WATER.—Hawthorn was reminded at Silverstone that these fluids are essential inside a motor car engine; the F. I. Vanwall sprayed his legs with oil and the D-type Jaguar, seen above, with water, when he led the Sports-Car Race "in the bag."



ON THE WAY TO VICTORY.—Hawthorn's Mk. VII Jaguar kept well ahead of the field in Silverstone's Production Touring-Car Race. Rumour had it that these cars had light-alloy bodies but then most of the competing vehicles were modified from standard.



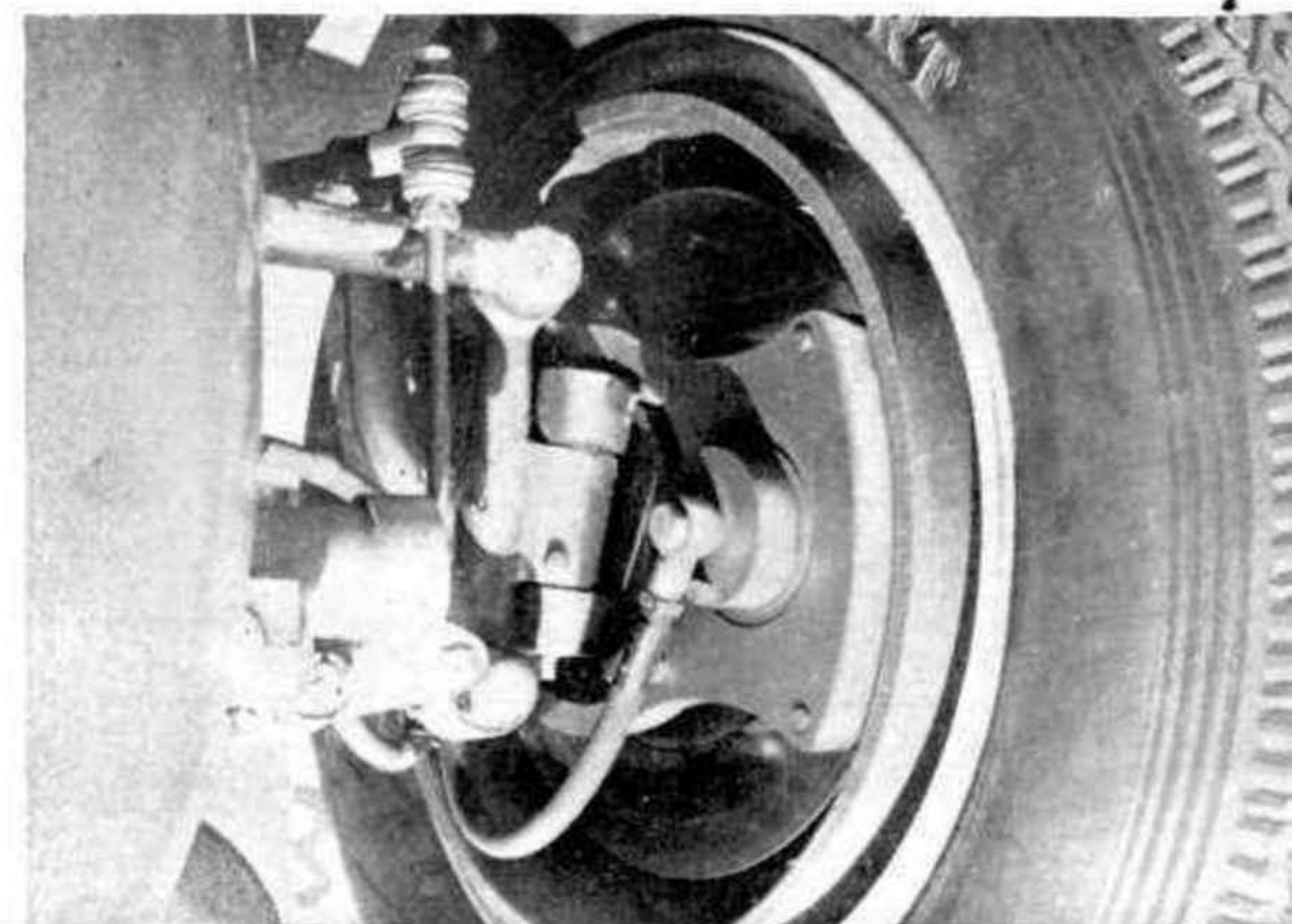
CONCENTRATION on the part of Peter Collins, in a Cooper 500.



FIERCE STUFF.—Ivor Bueb's Cooper 500 ahead of Jim Russell's Cooper during the 50-mile half-litre race at the Daily Express Silverstone Meeting.

STEADY STUFF.—Bira has a habit of finishing high up in races—like his third place at Silverstone—without apparent effort. In practice his Maserati spun off twice, but Prason was driving it.

FRENCH DISC.—The Messier disc-brake used on the 1955 Gordini driven by Bayol at Bordeaux. In actual stopping power it showed little advantage over the drum brakes on Manzon's earlier car, but it is possible that they might last longer.





EXCELLENT!—describes the performance put up at Silverstone by Jack Fairman in the new F. I Connaught; he held third place for 28 laps behind the Maseratis of Collins and Salvadori.



BRITAIN'S F. I HOPE, McAlpine's Connaught, leads Collins' winning O.R.M.A. Maserati, during the Daily Express International Trophy Race, with Salvadori's Maserati coming up behind.



A WONDERFUL DISPLAY of speed and stability was put up throughout the Silverstone Production-Car Race by C. A. S. Brooks in the A.F.N. D.K.W. Sonderklasse. This car was standard except for exhaust-modifications costing but £50.



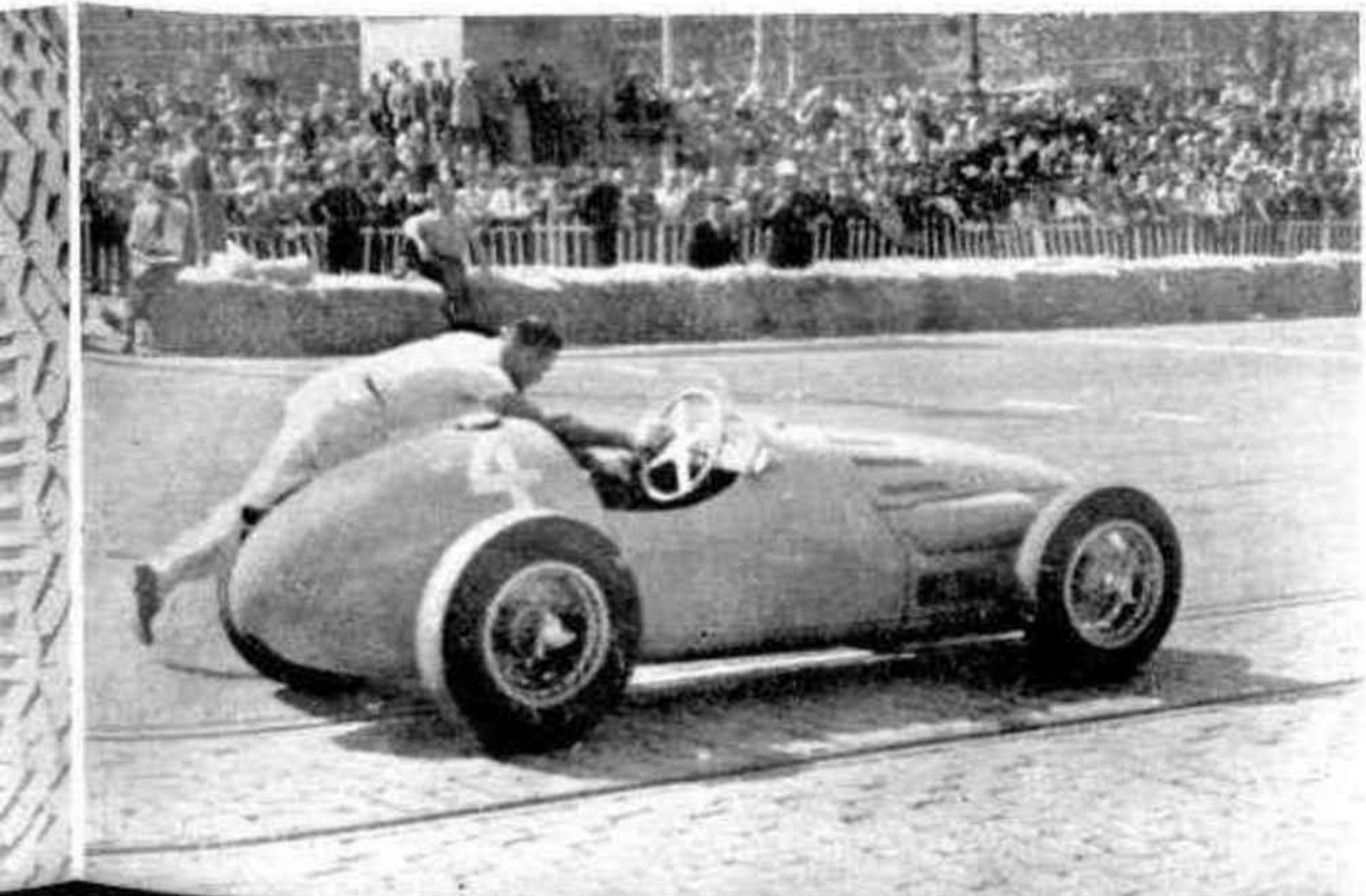
PRODUCTION TOURING CAR? Ken Wharton put up an impressive display in this Ford Zephyr in the Silverstone Production Touring-Car Race, aided by a huge bucket "dicing throne," R.M. light-alloy, twin S.U. head, dual exhaust system, overdrive, rear-located battery and stiffer-than-standard suspension.



CLOSE-UP!—Sports-car racing is becoming intense, as Leston's expression testifies, while he "pushes" Anthony's Lotus-Bristol round Copse Corner at Silverstone. He is followed, moreover, by Brooks' Frazer-Nash and Bueb's Cooper 1,100, both class-winners. Puzzle!—where is Brooks?

...the big race at Silverstone in the Owen-modified disc-braked Maserati.

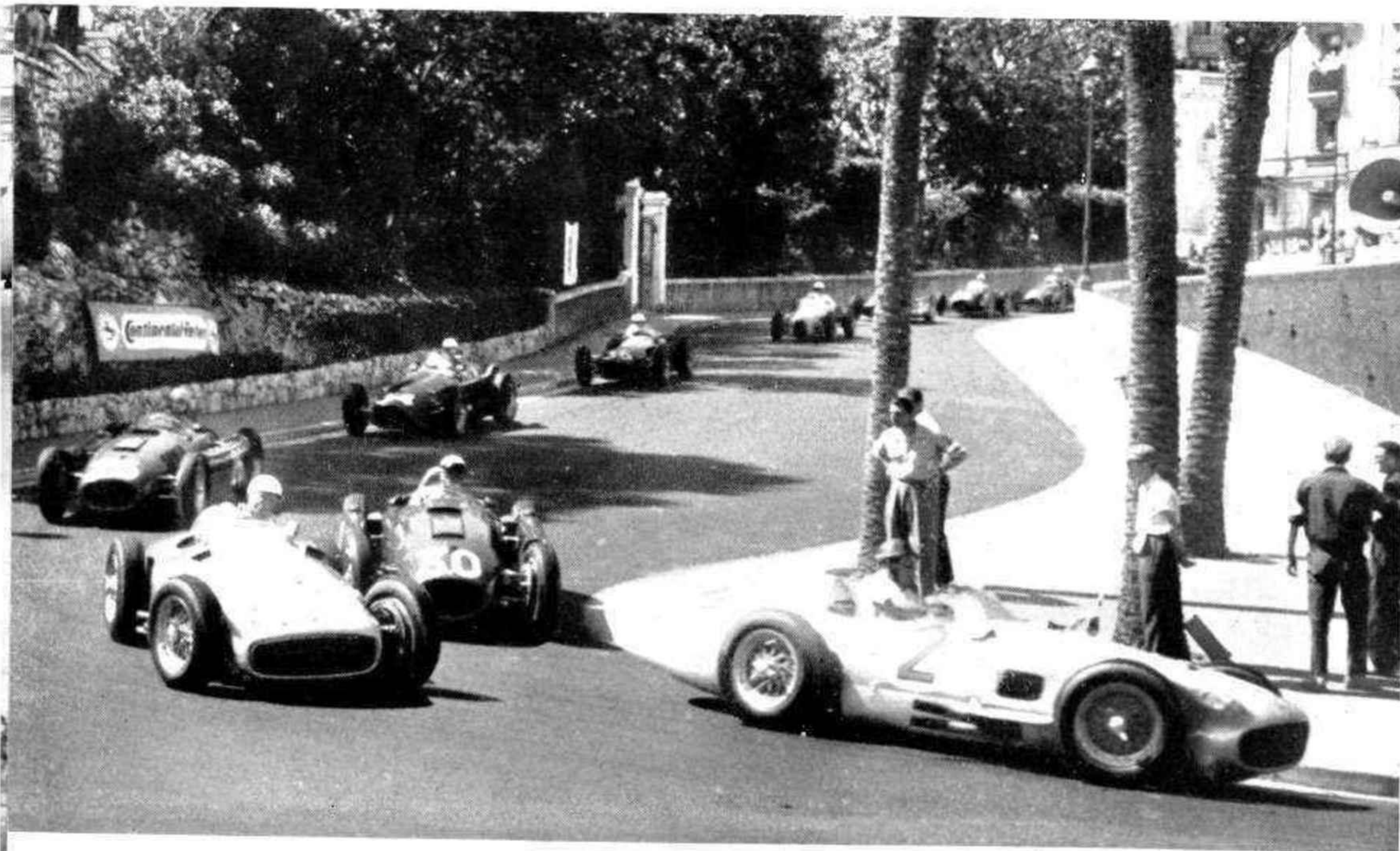
GALLANT BUT FRUITLESS.—Bayol pushed the disc-braked 1955 Gordini back to the pits, but the damage to the transmission was irreparable and he had to retire when lying fifth at Bordeaux.





DRIVING STYLES AT MONACO.—left top, Trintignant; right top, Castellotti; left bottom, Villoresi; right bottom, Frere.

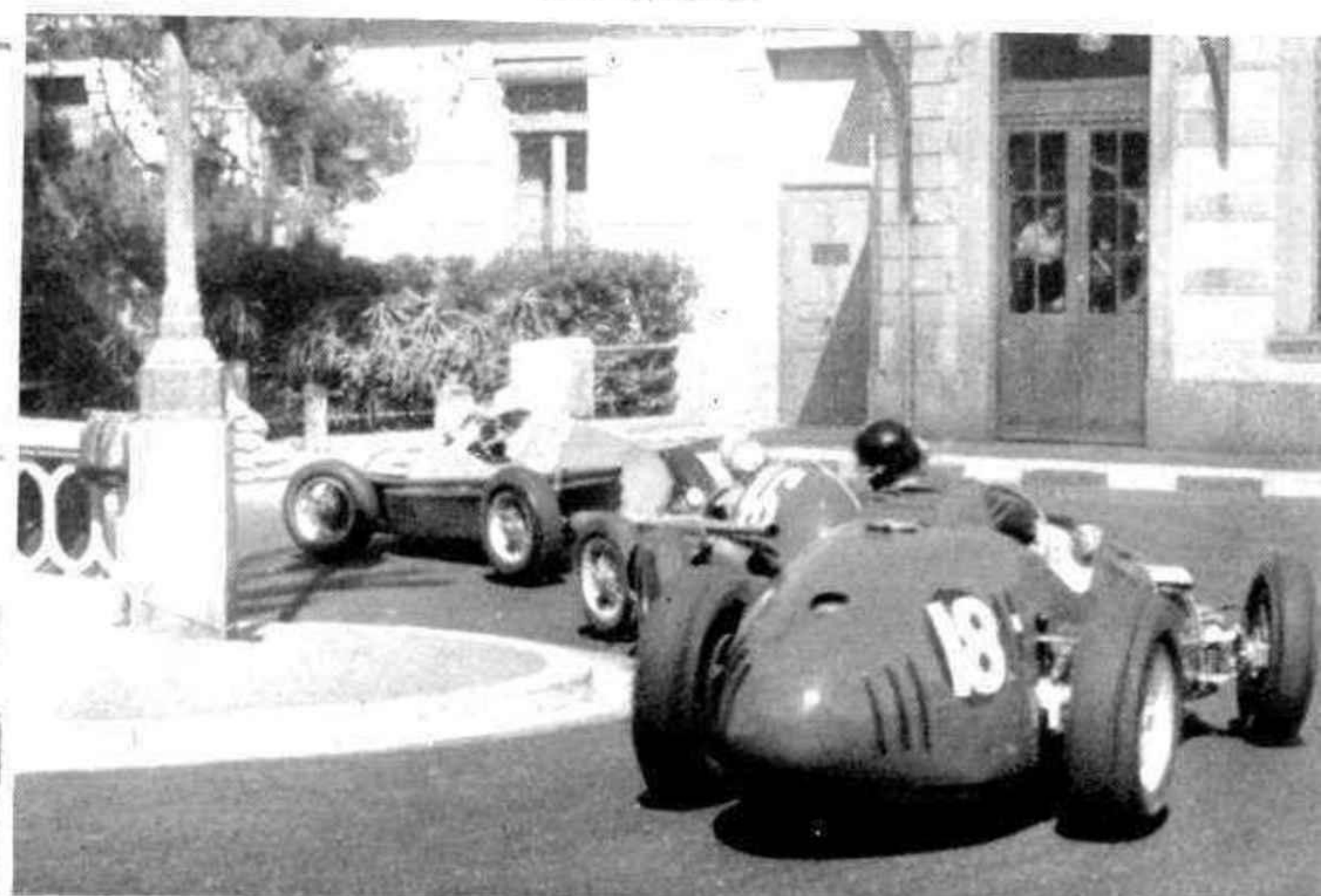
CLOSING UP.—Fangio having been signalled to slow and let Moss close up, these two Mercedes-Benz run first and second in the European G.P. at Monaco at around half-distance.



MONACO, FIRST LAP.—Fangio's new short-chassis Mercedes-Benz takes Station Corner ahead of Moss and Castellotti, while behind stream Ascari, Behra, Musso and the rest. By the end of this first lap a large proportion of the cars had small dents in their tails, evidence of their proximity to each other.

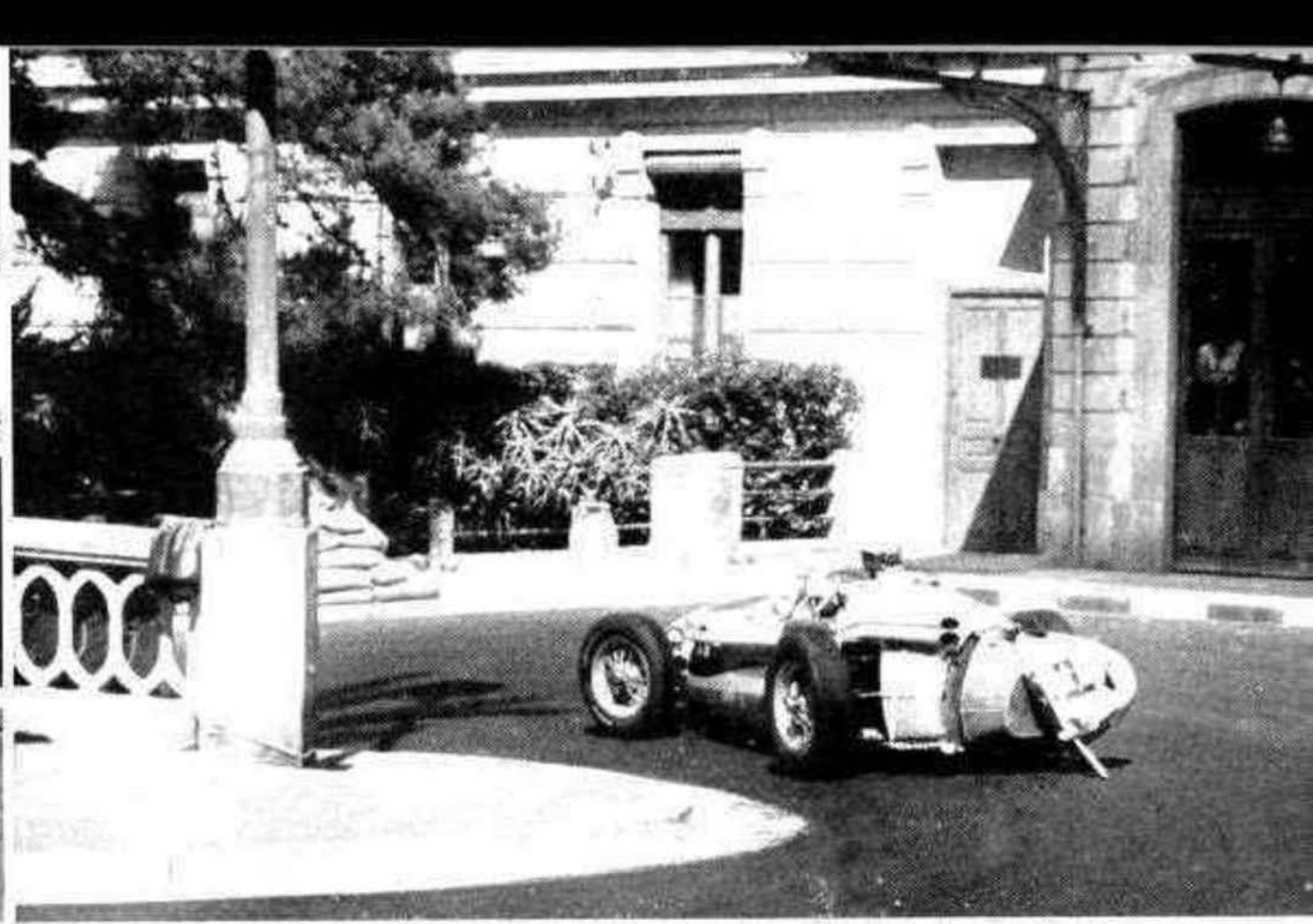
SECOND HOME AT MONACO.—Castellotti in the Lancia which was beaten by Trintignant's Ferrari. During the opening laps he overtook both Ascari and Moss, driving with a skill and determination that should take him to the top.

FOLLOW-MY-LEADER through the sun-drenched town of Monte Carlo, Manzon's Gordini, Harry Schell's Ferrari and Hawthorn in the lone Vanwall at Station Corner. Hawthorn managed to overtake Schell in the Ferrari before the throttle linkage on the Vanwall broke, causing him to retire.





CLOSE TOGETHER.—Schell's Ferrari follows Musso's new Maserati at Monaco down and round the turn by the Station.



ROSIER'S REAR!—The veteran French driver continues after damaging the tail of his Maserati in the European G.P. This caused his ultimate retirement with a loose oil tank.

STIRLING MOSS at the wheel with Denis Jenkinson to guide him, tense, seconds before the start. On the left, wearing overcoat, is Castagnato, the organiser of this, the most gruelling of all races. Behind car on the right, wearing trilby hat, Neubauer, the Mercedes team manager, and by side of ramp smiling confidently, Uhlenhaut, the designer of what we now know to be the winning car.



HIGH-SPEED LORRY.—This was said about Bentleys, but did they ever carry a G.P. car on their backs at over 100 m.p.h.? The remarkable Mercedes-Benz 300SL transporter, built as a technical exercise by the Daimler-Benz racing department. With a frontal area little more than a saloon car and 240 h.p. available, the performance can be imagined—see page 312.

ITALIAN ARTISTRY.—The very pretty open two-seater sports Lancia Aurelia 2½-litre as used by Jean Behra and Cesare Perdisa, the factory Maserati drivers, for their personal transport. This model is now in production and represents two major changes in the Turin firm's policy, first an open model, and secondly the fitting of a left-hand driving position. All the mechanical components are the same as the Gran Turismo model.



CASTROL

WINS

MILLE MIGLIA

1ST & 2ND MERCEDES-BENZ AT RECORD SPEED OF 97.95 M.P.H.

SILVERSTONE
SPORTS CAR RACE

1ST R. PARNELL (ASTON MARTIN) **2ND** R. SALVADORI (ASTON MARTIN)
and **1ST, 2ND & 3RD** in Class D
ASTON MARTIN

PRODUCTION CAR RACE (Class F)
1ST M.G. MAGNETTE (R. W. Jacobs)



THE MASTERPIECE IN OILS

XXII


 1000
MIGLIA

Stirling Moss Makes History with a Decisive Win for Mercedes-Benz

Brescia, May 1st.

THE fabulous Italian sports-car race, the Mille Miglia, took place over the weekend of April 30th-May 1st, but preparations for the event began many months before, not only amongst the big firms whose aim was an outright win, but also amongst all the various classes, for the XXII Mille Miglia contained 14 different classes, from diesel-engined cars and touring cars, through Gran Turismo groups to free-for-all sports categories, permitting thinly-disguised Grand Prix cars. Naturally, the main force for the outright winner comes from the Sports Class over 2,000 c.c., and Mercedes-Benz were testing their new 300SLR model in Italy as early as February, having already used the engine in their Formule Libre Grand Prix cars in the Argentine. The Ferrari factory had also used the Argentine races to try out their new six-cylinder 3,750-c.c. sports car and also had a resounding victory with it in the Tour of Sicily. Maserati raced their new 3-litre six-cylinder model, derived very directly from the Formula I car, in Sebring, Sicily and Dakar. These three firms were the main protagonists for the XXII Mille Miglia, and as the end of April approached activity around Italy became much more noticeable.

Italian drivers enter the Mille Miglia as a sort of tradition and they filled all the classes with every type of vehicle imaginable, and with an enormous German entry of diesel, 300SL, and the factory team of 300SLR Mercedes-Benz, Porsches, both standard and sports, together with a very large British entry, most of it of a sporting rather than serious nature, and numerous French cars in the smaller-engine capacity classes, a total of 652 entries was received. Not all of these presented themselves for the scrutineering and many of those that did had little intention of going very far round the course, but the tradition of the Mille Miglia is such that enthusiasts in and around Brescia are happy to enter and retire a few kilometres up the road, just to swell the numbers and enjoy the wonderful atmosphere of the start. Altogether 521 cars started in the race, leaving at one-minute intervals from the main road to the east out of Brescia, each car's number being its actual starting time.

Scrutineering took place in the main square of Brescia during the three days before the race, and on Friday Mercedes-Benz took their four 300SLR models along, two at a time, on an enormous trailer. The first pair were those of Fangio and Kling, both of them driving alone, with the passenger seat covered over and a Perspex screen enveloping the driver on both sides, with a single headrest behind the driver. The second pair were those of Moss and Herrmann, they both taking passengers with them, the former with the MOTOR SPORT Continental Correspondent, Jenkinson, and the latter with a Mercedes-Benz mechanic, Herman Eger. These cars had two long headrests forming part of the tail and looked particularly fierce sports cars, the other two looking more like Grand Prix cars. Mechanically all four were identical, using the same layout of mechanical detail as the W196 Grand Prix Mercedes-Benz, with the near-horizontal eight-cylinder fuel-injection, desmodromic valve engine, five-speed gearbox on the rear axle, torsion-bar and wishbone i.f.s., and torsion-bar swing-axle rear suspension; all brakes were mounted inboard, steering was left-hand, and two short stub pipes protruded from the side of the car just in front of the passenger seat. The 3-litre engines were developing 295 b.h.p. at 7,500 r.p.m., the fuel tank in the tail held 260 litres, and they were anticipating making only two stops, one at Pescara for a small quantity of fuel and the other at Rome for rear tyres and to fill the tank right up.

The whole Mercedes-Benz approach to the Mille Miglia was one of thoroughness, all the cars carrying two spare wheels in the tail, one front and one rear, while quickly attachable aluminium aeroscreens could be fitted in front of the permanent Perspex screen should it become smashed by a stone or a bird. The afternoon saw the square crowded with spectators from almost all countries, there being large contingents of English and American visitors, and almost

until dark the four scrutineering bays dealt with competitors' cars, making sure the standard cars were standard, especially the Gran Turismo categories, and wiring a circular fibre disc to the steering column of all cars. These discs had to be punched at the Rome and Bologna controls, in addition to the route card handed over at the start, which had to be stamped at the controls at Ravenna, Pescara, Aquila, Rome, Siena, Firenze, Bologna and Mantova.

On Saturday morning a swarm of 2-litre Maseratis arrived driven by works driver Musso down to comparative newcomers, and also in this class were five TR2 Triumphs, Scott-Russell, Steed and Brooke on English ones and a French one and a Swiss one. In the over-2,000-c.c. class only one 3-litre Maserati was presented, to be driven by the new young Italian driver Perdisa. There were many 3-litre four-cylinder Ferraris, privately owned, but it was not until nearly lunch-time that the works Ferraris drove in, amidst wild cheering and booming exhaust notes. Until now the programme had contained a long row of Xs beside the Ferrari numbers, and speculation had been high as to who was to drive them. Maglioli, Sighinolfi, Carini, Paulo Marzotto and Taruffi were all on the new 3,750-c.c. six-cylinder models, with de Dion rear ends and five-speed gearboxes, while Castellotti was on loan from Lancia and had been given a 4.4-litre six-cylinder Ferrari.

Starting positions in the Mille Miglia are arranged by ballot and it was now clear as to the form the race would take. Mercedes-Benz drivers were Fangio 658, Kling 701 and Herrmann 704, and the X on 705 had been given to Maglioli; Carini was 714, on his own amongst a number of private owners. Moss was 722, and the numbers 723, 724, 725 were works Ferraris, as was 728. The Marenello firm arranged their drivers in the order Castellotti, Sighinolfi, Marzotto and Taruffi, so that the young Britisher had a formidable array behind him, added to which 726 was Bordoni with a 3-litre Gordini, and 727 was Perdisa. Also in this class was a lone Aston Martin DB3S, driven by Collins, 702, and Austin-Healeys driven by Abecassis, Flockhart, Macklin, Healey and an Italian named Verilli, but they could not hope to cause any bother to the might of Stuttgart and Maranello. The whole of the scrutineering was carried out under a hot sun shining from a cloudless sky and it seemed certain that race day would prove fine, and it was expected that records would be broken.

At 9 p.m. on Saturday night the diesel class of Mercedes-Benz and Fiat cars began to leave, and they were followed by a bunch of 250-c.c. Isettas, a row of 2 c.v. Citroëns, some of them very highly tuned, and even with lowered bodywork, for this was the Series Special Class in which modifications were allowed. Leaving at minute intervals, this group seemed to go on for ever, with Fiat 500, Fiat 600, Renault and Panhard entries. Following these went an enormous class reserved solely for absolutely standard 1,100 Fiat and Lancia Appia cars, and just after midnight the first of the 750-c.c. sports cars left. The volume of noise increased as Siata, Moretti, Stanguellini, Fiat, Giannini, Bandini and various "one-off" cars joined the fray to do battle with Panhard, D.B. and Renault sports models in a very serious Franco/Italian duel. The touring class up to 1,300 c.c. was a long row of "Millecento" Fiats, livened up a bit by some D.K.W.s and Peugeots and a lonely Volkswagen. Special Fiats dominated the Gran Turismo class up to 1,100 c.c., and then came a most interesting group. This was the Gran Turismo up to 1,300 c.c., and more than 30 Alfa-Romeo Giulietta Sprints were making their first Mille Miglia appearance. Interspersed among the Italian cars were nine 1,300-c.c. Porsche Super models. This class was to be followed closely by all Italians and Germans, as well as many others. The over-1,300-c.c. touring class consisted mostly of 1,900 Alfa-Romeo models, but not so many as in previous years, no doubt many drivers changing to the smaller Giulietta models.

At 3.52 a.m. on Sunday morning the really fast cars began to leave in the over-1,300-c.c. Gran Turismo group, and this contained Porsche 1,500 Super, Lancia Aurelia, Mercedes-Benz 300SL, Alfa-Romeo Sprint, Fiat 8V, a lone Jaguar 140 coupé, a 203 Salmson and two works Aston Martin DB2/4. The numerous Porsches were obviously badly handicapped by having to go in this class against much bigger cars, and hot favourites were the 300SL models, while the Aston Martins could not be ignored, being driven by Paul Frere and Wisdom. The Mercedes-Benz were in the hands of Fitch, Gendebien, Peters and Casella, and as all cars had to be strictly to catalogue the performances in this class held everyone's attention.

It was still dark as an almost all-Italian class of 1,100-c.c. sports



cars set off, comprised of numerous Fiat Specials, Osca and Stanguellini entries, and they were followed by the 1,500-c.c. sports class. This category should have seen the first appearance of the new 1,500-c.c. Maserati, but none was ready in time. However, four Porsche 550 Spiders opposed three Oscas, three Siatas, two special Giuliettas, a Peugeot, an Ermini and a lone Gordini, the last driven by the two Belgian girls, Thirion and Washer. At eight minutes past 6 a.m. the row of TR2 Triumphs began to leave, followed by a multitude of 2-litre Maseratis and three Mondial Ferraris, Taramazzo and Leto di Priolo driving factory cars and Cornacchia a very similar model.

By now it was broad daylight and the real giants of the race were lined up behind the starting ramp awaiting their time to be off on the 1,000 miles of normal Italian roads, passing through villages, towns and cities, along dead-straight coastal roads and crossing mountain passes, every imaginable type of road being covered by the route, which must surely constitute the toughest racing circuit in the world on which to drive a near-Grand Prix car. The noise of the Mercedes-Benz and Ferrari cars was accentuated by the silence of the Austin-Healeys, and as Taruffi drove down the starting ramp at 7.28 a.m. the cheering and waving reached a climax, and the 1955 Mille Miglia was completely under way. By now, of course, many of the cars were well on their way round the 1,000 miles, and, equally, many had retired or crashed, for the accident rate in this race is high, though injuries surprisingly small.

As was expected, Castellotti set the pace, his 4.4-litre proving too fast for the Mercedes-Benz, and at Ravenna he was leading Moss by nearly 2 min., and behind came Taruffi, Herrmann, Kling, Maglioli, Perdisa and Fangio, the Argentinian not really feeling in the true Mille Miglia spirit. Marzotto had retired just after Verona when a tyre burst at over 160 m.p.h., the ensuing dice frightening him sufficiently for him not to want to risk another. Castellotti was going all out to try and break up the German cars, but he too had tyre trouble and then between Ravenna and Pescara the Ferrari engine could not stand the pace and blew up. By now Moss had taken the lead, but after they had all clocked in at Pescara Taruffi had got in front by 15 sec., and Moss was followed by Herrmann, Kling, Fangio and Maglioli, the rest being far behind. Everyone was driving to the limit of their cars and the average at Ravenna had been 192.414 k.p.h., while, after passing through the hills behind Ancona and the numerous villages down the Adriatic coast, Taruffi had averaged 189.909 k.p.h., all records being surpassed by a margin undreamed of by even the most optimistic follower. At Pescara Mercedes-Benz and Ferrari had refuelling stations and, while Moss stopped for only 28 sec., Taruffi was stationary for more than 60 sec. and set off again, now no longer in the lead, amid hoots and whistles from the crowd.

Moss still led at the Aquila control, but Taruffi was ever present in second place, followed by Herrmann, Kling and Fangio. With Castellotti and Marzotto out of the race and Maglioli still suffering from a damaged arm incurred during practice, the Ferrari hopes looked forlorn, especially as Carini and Sighinolfi just could not cope with the pace. The lone Maserati of Perdisa was running in seventh place but too far behind to count. At Rome, after crossing the mountains through Antrodoco and down to Rieti, Moss had gained an advantage of nearly 2 min., but still Taruffi clung on, driving desperately, but his task looked hopeless as he was followed by Herrmann, Kling and Fangio, and all four Mercedes-Benz cars seemed set to finish the course.

On the first bend after the Rome hairpin Kling slid off the road and smashed his car against the trees, wrecking it completely, but fortunately with no very severe damage to himself, and not long after this Taruffi ran into trouble, and he arrived at the main Ferrari depot at Viterbo with an oil pump having failed. The Mercedes-Benz team had refuelled and changed rear tyres at Rome and intended to go through non-stop to Brescia, but the pace was telling, for Moss had averaged 173.021 k.p.h. to Rome, and after Taruffi's trouble Fangio had one of the injection pipes split and ran on seven cylinders most of the way to Firenze, the next Mercedes-Benz depot. This allowed Perdisa to make up lost ground, and though Mercedes-Benz were 1-2-3 at Firenze the Maserati was not far behind the third German car. The only Ferrari left in the running was Maglioli, but, in addition to suffering with his damaged arm, his car's shock-absorbers had given out and then a petrol pipe broke, so that he dropped a long way back. Moss was really out to win now and he never let up at all, his average at Firenze being 157.064 k.p.h., and he set out over the Futa and Raticosa passes with renewed vigour, there being no one to approach his performance.

At the top of the Futa Herrmann had trouble with his fuel tank filler and had to retire as it was impossible to corner without being soaked in petrol, and also on this section Perdisa's Maserati broke down with engine trouble, so that Moss was now out on his own, leading the race at Bologna by nearly 28 min. from Fangio, but still the British team in the German car did not let up and over the final stretch from Cremona to Brescia Moss averaged 198.496 k.p.h., an enormous speed when it is remembered that this included stopping at Mantova to have the route card stamped. His overall average for the race was 157.650 k.p.h., beating the old record of Giannino Marzotto by over 15 k.p.h., and he covered the 1,000 miles in 10 hr. 07 min. 48 sec. After the Firenze control Fangio's Mercedes-Benz went properly again, but he could not catch the flying Moss and he finished second, while behind him struggled Maglioli. The rest of the over-2,000-c.c. sports cars that finished were so slow that 2-litre and Gran Turismo cars filled the next seven places.

Of the various class battles the 1,300 Porsches completely trounced all the Alfa-Romeo Giuliettas, the Mercedes-Benz 300SL cars dominated their class from start to finish, Maserati won the 2-litre sports class, and Seidel and Glockler brought their 550 Porsche home first in the 1,500-c.c. class, but only after Cabianna's Osca broke down in the mountains after Firenze.

Results :

MILLE MIGLIA—Italy—1,597 Kilometres—Conditions Very Hot

*1st :	S. Moss/D. Jenkinson (Mercedes-Benz 300SLR)	10 hr. 07 min. 48 sec.	157.650 k.p.h. (new record)
2nd :	J. M. Fangio (Mercedes-Benz 300SLR)	10 hr. 39 min. 33 sec.	
3rd :	U. Maglioli/G. Monteferrario (Ferrari 3.7-litre)	10 hr. 52 min. 47 sec.	
*4th :	F. Giardini (Maserati 2-litre)	11 hr. 15 min. 32 sec.	
*5th :	J. Fitch/K. Gessl (Mercedes-Benz 300SL)	11 hr. 29 min. 21 sec.	
6th :	S. Sighinolfi (Ferrari 3.7-litre)	11 hr. 33 min. 27 sec.	
7th :	O. Gendebien/M. Washer (Mercedes-Benz 300SL)	11 hr. 36 min. 00 sec.	
*8th :	W. Seidel/H. Glockler (Porsche 550)	12 hr. 08 min. 17 sec.	
9th :	L. Bellucci (Maserati 2-litre)	12 hr. 09 min. 10 sec.	
10th :	S. Casella (Mercedes-Benz 300SL)	12 hr. 11 min. 15 sec.	
11th :	G. E. Abecassis (Austin-Healey 100S)	12 hr. 21 min. 43 sec.	
12th :	S. Sbraci (Maserati 2-litre)	12 hr. 24 min. 31 sec.	

* Class winners.

Class Results :

Diesel Category :			
1st :	Retter/Larcher (Mercedes-Benz)	16 hr. 52 min. 25 sec.	94.645 k.p.h.
2nd :	Reinhart/Wineuski (Mercedes-Benz)	17 hr. 12 min. 14 sec.	
3rd :	Masera/Cardinali (Mercedes-Benz)	17 hr. 23 min. 30 sec.	
Special Series Touring, 750 c.c. :			
1st :	Galtier/Michy (Renault 1,063)	14 hr. 44 min. 58 sec.	108.275
2nd :	Redele/Pons (Renault 1,063)	15 hr. 01 min. 43 sec.	
3rd :	Gesmier/Queffelec (Renault)	15 hr. 58 min. 35 sec.	
Standing Touring, 1,100 c.c. :			
1st :	Moroli (Fiat 1,100-c.c.)	14 hr. 14 min. 43 sec.	112.107
2nd :	"Quinto"/Rolfo (Fiat 1,100-c.c.)	14 hr. 43 min. 57 sec.	
3rd :	Cerrone/Zoppetti (Fiat 1,100-c.c.)	14 hr. 47 min. 41 sec.	
Sports, 750 c.c. :			
1st :	Storez (D.B. Panhard)	13 hr. 21 min. 03 sec.	119.618
2nd :	Auricchio (Stanguellini)	13 hr. 55 min. 22 sec.	
3rd :	Navarro (Panhard)	13 hr. 58 min. 01 sec.	

	<i>k.p.h.</i>
Special Series Touring, 1,300 c.c. :	
1st : Mandrini/Bertasi (Fiat 1,100-c.c.) ...	13 hr. 48 min. 12 sec. ... 115.697
2nd : Valotti (Fiat 1,100-c.c.) ...	13 hr. 58 min. 12 sec.
3rd : Guiraud/Abaud (Peugeot 203) ...	14 hr. 09 min. 04 sec.
Gran Turismo, 1,100 c.c. :	
1st : Viola (Fiat 1,100-c.c.) ...	14 hr. 32 min. 50 sec. ... 109.780
2nd : Tiozza/Poggi (Fiat 1,100-c.c.) ...	14 hr. 54 min. 27 sec.
3rd :	
Gran Turismo, 1,300 c.c. :	
1st : Frankenburg/Obendorff (Porsche) ...	12 hr. 58 min. 39 sec. ... 123.059
2nd : Trips (Porsche) ...	13 hr. 02 min. 55 sec.
3rd : Buticchi (Alfa-Romeo) ...	13 hr. 17 min. 18 sec.
Special Series Touring, over 1,300 c.c. :	
1st : Cestelli/Musso (Alfa-Romeo 1,900) ...	13 hr. 14 min. 05 sec. ... 120.667
2nd : Sala/Viliani (Alfa-Romeo 1,900) ...	13 hr. 14 min. 57 sec.
3rd : Stern/Barbey (Alfa-Romeo 1,900) ...	13 hr. 15 min. 51 sec.
Gran Turismo, over 1,300 c.c. :	
1st : Fitch/Gessl (Mercedès-Benz 300SL) ...	11 hr. 29 min. 21 sec. ... 139.000
2nd : Gendebien/Washer (Mercedès-Benz SL) ...	11 hr. 36 min. 00 sec.
3rd : Casella (Mercedès-Benz 300SL) ...	12 hr. 11 min. 15 sec.
Sports, 1,100 c.c. :	
1st : Bourillot (Osca) ...	13 hr. 01 min. 21 sec. ... 122.634
2nd : Colantoni/Foglia (Osca) ...	13 hr. 12 min. 27 sec.
3rd : Nobile/Bettiol (Osca) ...	13 hr. 18 min. 38 sec.
Sports, 1,500 c.c. :	
1st : Seidel/Glockler (Porsche 550) ...	12 hr. 08 min. 17 sec. ... 131.570
2nd : Descollanges/Nicol (Osca) ...	12 hr. 29 min. 56 sec.
3rd : Lautenschlager/Scholl (Porsche 550) ...	12 hr. 59 min. 52 sec.
Sports, 2,000 c.c. :	
1st : Giardini (Maserati A6G) ...	11 hr. 15 min. 32 sec. ... 141.843
2nd : Bellucci (Maserati A6G) ...	12 hr. 09 min. 10 sec.
3rd : Sbracci (Maserati A6G) ...	12 hr. 24 min. 31 sec.
Sports, over 2,000 c.c. :	
1st : Moss/Jenkinson (Mercedès-Benz 300SLR) ...	10 hr. 07 min. 48 sec. ... 157.650
2nd : Fangio (Mercedès-Benz 300SLR) ...	10 hr. 39 min. 33 sec.
3rd : Maglioli/Monteferrario (Ferrari 3.7) ...	10 hr. 52 min. 47 sec.
Total starters : 521. Total finishers : 281.	
G.P. of Nuovolari (fastest time Cremona-Mantova-Brescia—134 kilometres)	
S. Moss/D. Jenkinson (Mercedès-Benz), 39 min. 54 sec.—198.496 k.p.h.	

* * *

MILLE MIGLIA MUSINGS

Moss drove as hard as possible for the whole 1,600 kilometres and was not aware Taruffi had retired until he reached Brescia

* * *

Gendebien had the bad luck to puncture a tyre just before arriving at Brescia, while leading his class; this delay let Fitch into the lead. The Belgian driver arrived at the Mille Miglia just having recovered from an illness and only saw his SL two days before the race.

* * *

The Aston Martin DB3S of Peter Collins was fitted with disc brakes, and these necessitated peculiar wire-spoked wheels with very

offset rims, in order to clear the brake pads and keep the centre line of the tyre in the right place. Some Lancia Aurelias were also fitted with this type of wire wheel.

* * *

The lone VW in the touring class looped the loop soon after the start, but the American driver Newcombe was unhurt. Equally, Millecento Fiats, Giuliettas, Aurelias and Ferraris all wrote themselves off. To crash in the Mille Miglia is no disgrace.

* * *

The two Aston Martin DB2/4 models were the factory ones used in the Monte Carlo Rally. Neither of them finished the Mille Miglia, though they got a bit farther than the DB3S.

* * *

J. B. (H.W.M.) Heath had a comfortable ride round on his own in a Jaguar 140 coupé, his first Mille Miglia, and he finished 40th.

* * *

The efforts of Abecassis in the Austin-Healey were very good, finishing ahead of many 2-litre Maseratis. Lance Macklin also completed the course, but Flockhart finished up in a ditch and Healey stopped for breakfast after all the fast cars had overtaken him, for the roads then became open.

* * *

The Belgian girl Gilberte Thirion completed the course in a works 1,500-c.c. Gordini, finishing 57th, but she lost a lot of time due to running out of petrol.

* * *

The Porsche driver Trips was leading his class when the throttle linkage broke. He wired the butterfly fully open and drove on the ignition switch for the last quarter of the race, and this dropped him to second place in his class.

* * *

Bayol broke the rear suspension of his D.B. Panhard and the wheels leant against the body, but being f.w.d. he was able to make the car drag itself back to the finish.

* * *

The astounding 250-c.c. Iso-Isettas, the things that are the same measurements no matter from which angle they are viewed, with four little wheelbarrow wheels, averaged 50 m.p.h. to Rome.

* * *

There were at least eight 300SL Mercedès-Benz in Brescia during race week, and more Porsches than one cares to imagine.

THE NATIONAL TRACTION ENGINE RALLY

Those readers who for reasons geographic, domestic or financial have to forgo the pleasure of a visit to Le Mans may like to note that on June 11th the National Traction Engine Rally organised by the N.T.E.C. and sponsored by Philips Electrical, Ltd., will take place at Bridge Farm, Appleford, near Abingdon, Berkshire, starting at 2 p.m.

This event, a change from motor racing, includes a parade, obstacle race, flat race, timber-loading demonstration, threshing-set working, relay race, tilting, ladies' challenge trophy, tug-of-war and an elegance contest, it is hoped with more than two-dozen engines competing. In addition, there will be a display of model traction engines, and probably roundabouts and swings for the children.

The event will be opened by Raymond Glendenning, who is scheduled to arrive by helicopter. Admission costs 2s. per person, or 3s. for admission from 10.30 a.m. onwards and cars containing up to six persons can park for 10s. each, motor cycles 5s. each, these charges inclusive of admission. As the proceeds go to the Corneo-Plastic Unit and Eye Bank, the Girl Guides and the Appleford Sports Club, no grumbles should be heard. Advance tickets from : F. Stephens, N.T.E.C., 52, Bedford Row, London, W.C.1, or A. Dacre Lacy, P. & E. S., Ltd., 34, York Way, London, N.1.

R.A.F. ESCAPING SOCIETY COMPETITION

To raise funds for the R.A.F. Escaping Society, which helps the widows and orphans of those courageous men who lost their lives assisting R.A.F. and allied airmen to escape during the war, a new Austin-Healey is offered as first prize in a competition which involves forecasting the average speeds of the first three cars to finish in the

B.A.R.C. Nine Hours' Sports-Car Race at Goodwood on August 20th

The Austin-Healey has been presented by H. Shale. Entry in this deserving competition costs 5s. a go. Clubs can obtain £5 books of tickets from the Organising Secretary, S. Miller, R.A.F. Escaping Society, 83, Portland Place, London, W.1. Old Brooklands' habitués will no doubt wish to enter when they recall that the Society's founder, Viscount Portal of Hungerford, was once a competitor at the Track at the wheel of a 1914 4½-litre Berliet, as recounted on page 195 of volume one of "The Story of Brooklands" (Grenville Publishing Co.).

THE PARIS CUP RACE, MONTLHERY (April 17th)

After setting the pace of the meeting in practice, with his D-type Jaguar, Duncan Hamilton was beaten in the actual race by Andre Pilette with a Formula 1 Gordini. The Belgian was driving for the Gordini factory and in practice he used the eight-cylinder 3-litre sports car, although the race was open to all types of cars it was generally accepted as a sports-car event. The car had trouble at the end of practice so Gordini produced one of his Grand Prix cars as a substitute in the actual race. Not content with this rather dubious change the car was then placed in the front row of the start in spite of the protests of Hamilton and de Portago who were sharing the front line, the Spaniard driving Rosier's old converted 4½-litre Ferrari, now running as a sports car. Naturally the Gordini ran away from the D-type Jaguar and there was nothing Hamilton could do about it.

Results :

COUPE DE PARIS—16 Laps of 6.283-Kilometre Circuit—100.534 Kilometres.

1st :	A. Pilette (Gordini 2,500-c.c.), 37 min. 16.7 sec. ...	161.811 k.p.h.
2nd :	J. D. Hamilton (Jaguar D-type).	
3rd :	F. Picard (Ferrari 750S).	

GETTING TO KNOW THE STANDARD TEN

Britain's Outstanding Small Car

IN an Editorial preface to our report on the R.A.C. Rally in the April issue we stated that the Standard Ten is Britain's outstanding small car. This statement was based on the fact that the Standard Eight and Ten have o.h.v. engine and four-speed gearbox in contrast to Ford's predilection for side valves and three speeds, and their possession of happier gear ratios, and more urge than the Austin A30 or Morris Minor. At that time we had not sampled the car on the road and suffered slight pangs of conscience; now, after covering 676 miles in a Standard Ten we can endorse our bold opinion.

This little car can do a very good job of work—it belongs to that admirable breed of post-war small cars which perform well, accommodate four people without giving them the impression that they are in a very small vehicle, feel durable, and yet offer economy of running which is an essential to many owners in this age of savagely-taxed petrol.

The 948-c.c. push-rod o.h.v. engine is a wonderfully willing worker, capable of propelling this little four-door saloon at over 73 m.p.h. under favourable conditions and making an indicated cruising speed of 60.65 m.p.h. habitual. Moreover, it is aided by a useful four-speed gearbox which enables indicated speeds of 22, 38 and 55 m.p.h. to be reached on the indirect ratios. The central gear-lever is good of its type, although being cranked so that the hand moves up-and-down instead of fore-and-aft, and somewhat stiff to move, the changes of ratio cannot be made with quite the speed or facility of a remote gear-lever.

The clutch is light if rather troublesome to engage smoothly. The steering is heavy at low speeds, not really light in normal use, but possesses ample castor action, does not suffer from column judder or transmit much return-motion, while it is geared nicely at $2\frac{1}{4}$ turns lock-to-lock. It has a firm feeling and only about one inch of lost movement at the wheel, but the turning circle is rather large. Nor is the steering particularly accurate (the Morris Minor scores here).

The Standard Ten has quite supple suspension, coil-spring and wishbone i.f.s. in front, $\frac{1}{2}$ -elliptic at the back, so that it rolls when cornering and dips its nose when anchored in a hurry. Nevertheless, over bad surfaces the ride is good, but not outstanding, some shake and movement being transmitted. The back axle definitely tends to steer the car, especially as the tiny wheels register the pot-holes, and British designers really should begin to think in terms of independent rear suspension. On certain surfaces wheel noise is evident. Yet, for all this, the cornering powers are surprisingly good, as rally drivers on a tight schedule will testify. The brief wheelbase and the excellent forward visibility make a frenzied journey in this small motor car enjoyable to the enthusiast. The 13-in. Dunlop tyres howl sometimes in surprise, but not unduly loudly, and the Girling brakes, although calling for considerable depression of the pedal and apt to squeak, are deceptive, being light to apply, progressive and able to lock the wheels in an emergency. The "real" handbrake is somewhat lost between the separate front seats but is reasonably easy to use; it holds convincingly.

Acceleration is quite brisk, due to the sensitive gear ratios. Of engine noise there is some but it isn't excessive. The combination of acceleration, cruising speed and handiness results in satisfactory average speeds, 46 m.p.h. being achieved, for instance, on a winding, hilly, cross-country journey to Silverstone, admittedly on traffic-free roads, but with Henley-on-Thames to negotiate, where the traffic lights were hostile.

There is enough room within, if not to spare, and the seats are really comfortable, after one has become used to sinking rather low into soft cushions. Instrument panel there is none, this being replaced by a hooded speedometer (reading to 90 m.p.h.; in readiness for some Alexander modifications?) sans trip reading but possessing a total mileage recorder (without decimal readings), and warning lights to remind you about oil and dynamo charge. The speedometer's plated rim tends to reflect sunlight at certain angles. A row of good-quality push-pull switches, their functions outlined in white letters, but confusing at night, control starter, lamps, heater, twin wipers (non-self-parking and noisy) and choke, supplemented on the car tested by two similar switches for the Lucas spotlamps.

Upholstery is Vynide, the doors have push-button handles, which, like the window winding handles, feel durable, and a truly commendable feature is the provision not only of a capacious, 21 in. wide shelf under the dash, with an additional 8 in. wide compartment on

the driver's side, but, in addition, roomy rigid pockets in the front doors and a shelf before the back window. As if this isn't enough, Standard's provide a very commodious luggage boot (lockable, but without a lid support), with the spare wheel stowed separately. A refinement is the provision of small ventilator windows in all four doors, although these have somewhat crude fasteners, and lack rain-gutters. The doors are of ample size for dignified negotiation; the driver's locks with the ignition key, a separate key being needed for the boot.

Twin anti-dazzle vizors are provided and the test-car had a heater with controls within easy reach of the driver; it warmed the car reasonably effectively but the demister didn't appear to function. Not a drop of water entered the body during the tropical cloudburst which stopped sports-car practice at Silverstone on May 6th. There is a good if vibratory rear-view mirror to complement the large back window. The interior lamp, like the wipers and indicators, only functions when the ignition is "on" and does not light as the doors are opened. The flashing direction-indicators are controlled by a tiny lever to the right of the steering column and self-cancel by a steering—but not a time—switch. A bulb on the end of the control lever blinks in tune with the indicators. We liked the ash-tray which swivels out of sight under the dash.

You cannot expect everything for a basic price of £409 and the Standard's doors are "tinny," there was a rubbing noise from the steering column, sundry rattles, and the engine sometimes tended to stall when changing down into second gear. The exposed door catches effectively smear grease on one's clothing. Against this no oil or water was needed, no fumes entered the car, and the fuel consumption worked out at $36\frac{3}{4}$ m.p.g. in a combination of rapid driving, pottering about with much use of the lower ratios, and many cold starts. With quieter driving but many stops and starts a gallon lasted nearly 42 miles, and the overall average was 38.2 m.p.g. Moreover, a notice on the screen proclaimed that full power should not be employed for 500 miles in view of recent attention to pistons and bearings; this seemed odd in a car submitted for road-test, and one that had apparently done only about 6,300 miles, but it also suggested a stiff engine not conducive to maximum economy. Very minor criticisms: the speedometer needle floated, the fuel gauge showed $\frac{3}{4}$ full while petrol overflowed although it showed "F" next morning, and the interior door handles are rather large, attracting loose sleeves and tiny hands.

For a small car this Ten bristles with good points; besides those outlined, the gearbox, propeller-shaft tunnel and front wheel-arches do not intrude unduly into the interior.

The engine calls for the best-quality fuel and starts satisfactorily if not instantly from cold; the choke does not incorporate a hand-throttle.

Successful in rallies, this little Standard is a charming and useful car. The Standard slogan of years ago used to be "Count Them on the Road"—it certainly applies today, for the popularity of these Eights and Tens is a feature of British highways and byways.—W. B.

THE STANDARD TEN FOUR-DOOR SALOON

Engine: Four cylinders, 63 by 76 mm., 948 c.c.; overhead valves operated by push-rods. 7 to 1 compression ratio; 33 b.h.p. at 4,500 r.p.m.

Gear ratios: First, 19.45 to 1; second, 11.2 to 1; third, 6.62 to 1; top 4.55 to 1.

Tyres: 5.60 in. by 13 in. Dunlop G.T. on bolt-on disc wheels.

Weight: 15 cwt. (less occupants but ready for the road with one gallon of petrol).

Steering ratio: $2\frac{1}{4}$ turns, lock-to-lock.

Fuel capacity: 7 gallons. Range approx. 267 miles.

Wheelbase: 7 ft. 0 in.

Track: 4 ft. 0 $\frac{1}{2}$ in.

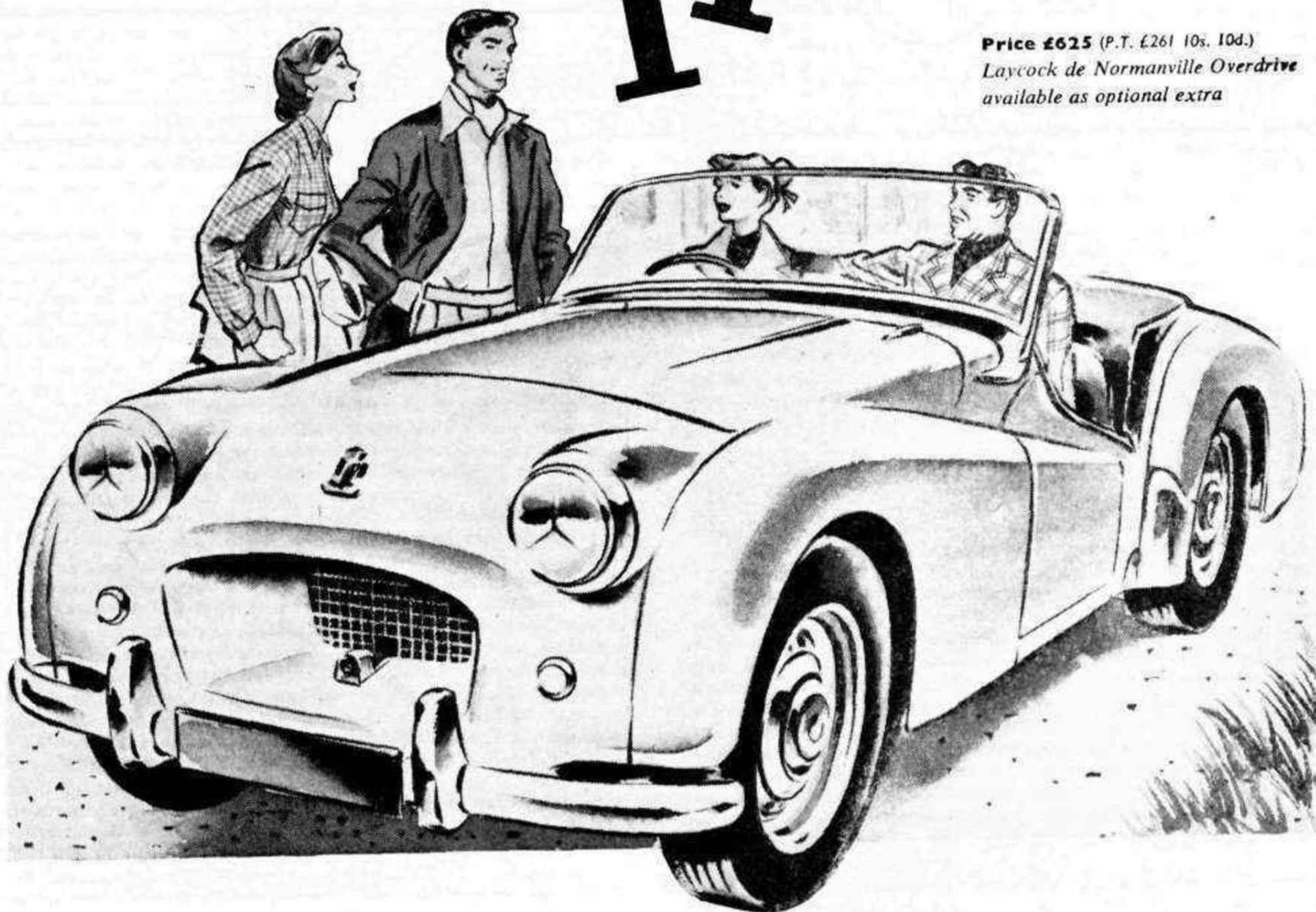
Overall dimensions: 12 ft. 1 in. by 5 ft. 0 in. by 4 ft. 10 in. (wide).

Price: £409 (£580 10s. 10d. with p.t.).

Makers: Standard Motor Co. Ltd., Coventry.

Here **IT** is!

Price £625 (P.T. £261 10s. 10d.)
 Laycock de Normanville Overdrive
 available as optional extra



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.

The Triumph T.R.2 Sports

Manufactured by Triumph Motor Co. (1945) Ltd., Coventry, England. A subsidiary of The Standard Motor Co. Ltd.

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





INCENTIVE TO A WIDE-OPEN THROTTLE.—At the top of the banking at Montlhéry last year, Chancel attacks Class H records from 50 km. to 250 miles in a Dyna-Panhard running at 5,700 r.p.m. and said to give 85 b.h.p. from its 610 c.c. flat-twin air-cooled engine—

B.R.S.C.C. RACE MEETING BRANDS HATCH (May 1st)

ON Sunday, May 1st, the British Racing and Sports-Car Club held another meeting at Brands Hatch. This time the weather, unlike the last meeting on Easter Monday, was unpleasant and the steady downpour of rain continued throughout the afternoon.

The programme included qualifying races with finals for 500 c.c. cars, sports-car events for 1,200-c.c. and 1,500-c.c. cars, and a J.A.P. race. Heat 1 of the first race was won by George Wicken in a Cooper at 61.03 m.p.h., following him in was Raby also in a Cooper, although he was a little way behind. Heat 2 began well with Taylor in the lead and Ivor Bueb just behind him as the second lap came up. Taylor, however, was unable to stand the pace for Bueb overtook him and held the lead until the ultimate winner of the race, S. Lewis-Evans, came upon the scene. In this event Fergusson in an Emeryson was a non-starter and Lund after seemingly retiring at the pits made a quick recovery and continued racing. Jim Russell, also in this heat, was lying in third place for a while and eventually managed to pull up into second place for the finish followed by Taylor into third place. Heat 3 saw Bridger leave the starting line first with Heath second although the latter dropped back leaving the main order: Bridger, Cowley and Parker, the order which they held for almost the entire race; fourth place went to Manning in a Staride, and the winner's speed was 61.89 m.p.h. (Bridger, Kieft). In the race for sports cars up to 1,200 c.c., Hale was a non-starter in his Lotus and Frank Nichols, the designer of the new Elva, was unfortunately unable to be present because the bonnet of the car blew up during practice and he was hit on the head; he was not seriously injured. Peter Gammon drove the car in this event, but was not quite so successful as he was last time owing to the presence of Ivor Bueb and his Coventry Climax-engined Cooper with four-wheel independent suspension and cut off rear-end. This car was very fast and Bueb succeeded in coming through to second place from the rear of the starting grid before he had even completed half a lap and by the end of it he had overtaken Gammon and was leading. First place went to Bueb with a speed of 57.14 m.p.h. and Gammon came in third. The J.A.P. race started well for Iszatt and Heath followed by Manning and Taylor; after three and a half laps the order changed to Manning, Iszatt and Heath, the roadholding of the Staride driven by Manning appeared to be superior to that of the Coopers in view of the heavy rain that was falling at the time. By the seventh lap the order had changed again, Taylor leading followed by Heath and Walker, although on the final lap Heath made a great effort and overtook Taylor in a very spectacular fashion only a short distance from the finishing line. The race for larger sports cars began with Gammon in the lead, but Les Leston soon remedied this by passing him with his Connaught, David Piper in a Lotus lying third; Ivor Bueb, however, was also very much in the running and began to press Leston until he succeeded in passing him, Leston, however, passed Bueb again on the inside of Paddock bend but spun off the

track and regained second place only to be challenged by Austin-Nurse (Lotus-M.G.). The order of finishing was: Bueb, Leston, Austin-Nurse and Piper; 61.11 m.p.h. was the winner's speed. The Consolation Final for the 500 saw Lewis-Evans lead off well with Hall second, but the latter soon took over the lead and won the race at 58.09 m.p.h., with Brown second. The second final for 500-c.c. cars consisted of another fight between Taylor, Heath and Iszatt; Taylor and Heath in the lead to begin with followed by Iszatt who later moved up into second place, finishing order was Heath third, who had dropped back a little, Jones second and Taylor first at 60.37 m.p.h. in an Arnott. The last race of the day was the 15-lap final for 500-c.c. cars again. Lewis-Evans won this event at 63.35 m.p.h., but considerable credit must go to George Wicken who put up a wonderful battle in driving rain to bring his car into second place. Lewis-Evans was off first from the start followed by Cowley and Raby, later when Don Parker was lying third Wicken, who was then fourth, just managed to pass him on the outside of Paddock bend when the cars were almost touching and by pressing on hard was able to capture second place.

In spite of the weather then, an interesting and quite informative afternoon was had by Formula III and sports-car fans.—I. G.

COMPARISONS

Having once been told that it is unethical for a journalist to compare one make of car with another (an opinion with which we disagree, because what the journalist does not do for the customer, the customer will do with the journalist's facts and figures) we were amused to note that L. E. Dove, Ltd., Standard and Triumph dealers of Wimbledon, have issued folders relating to the cars they handle, in which they compare these cars with rival makes. They explain that they believe people are tired of having to take what they are offered and of having to make their choice from catalogues only.

In their Standard Eight folder they publish figures, quoting m.p.g. from the *Autocar*, to show that this car beats the Austin A30, Morris Minor and Ford Anglia on "first-cost, running cost and weight." In their Standard Ten folder they similarly claim superiority over Ford Anglia, Hillman Minx and Austin A40 in respect of petrol consumption, housing space required, and initial cost in four-door saloon form, reminding us that the Standard Ten was outright winner of the R.A.C. Rally.

Dove's Standard Vanguard folder compares this car with the Vauxhall Velox and Austin A70, claiming advantages in respect of manoeuvrability (based presumably on turning-circle only), seating capacity and optional overdrive. The Vanguard Diesel folder contains no comparative figures "because there is no comparison," while the Triumph TR2 folder offers *Autocar* road-test figures for Allard Palm Beach, 220 Mercedes-Benz, Sunbeam Alpine and Aston Martin DB2, concluding "There is no comparison by value/performance standards anywhere." We notice that no Austin-Healey figures are given.

No doubt Messrs. Dove will encounter criticism and comment over their "gloves off" policy, just as *MOTOR SPORT* does, and possibly the Trade won't exactly love them, but theirs is a rather refreshing publicity approach. Incidentally, they opened recently the first TR2 Centre.



—and, **TOO MUCH WIDE-OPEN THROTTLE!**—To conclude this series of pictures, here is Mongin in trouble with the Leicestershire police after returning in his Delahaye from the 1937 T.T. at Donington.

PETER COLLINS RUNS AWAY WITH MASERATI-DOMINATED "DAILY EXPRESS" INTERNATIONAL TROPHY RACE AT SILVERSTONE

Parnell Wins Sports-Car Race for Aston Martin. Hawthorn's Mark VII Jaguar Takes Touring Car Honours. Bueb (Cooper) Leads the 500s.

HORRIBLE weather for practice gave way to a beautiful day at Silverstone on May 7th and an enormous crowd gathered for the "Daily Express"-sponsored B.R.D.C. International Trophy Meeting, a day of varied, interesting competition.

The great teams of Mercedes-Benz, Ferrari, Lancia and Maserati were absent, although this was certainly not due to indifference on the part of the B.R.D.C. or Mr. Asher of the "Daily Express." An aeroplane actually took-off for Italy when Ferrari intimated that two of the new Ferraris would race, but had to return empty when the entry was withdrawn. In fact, we do not think this marred the race. When two or three or all four of the big Continental teams are entered, loss of one will lessen the interest, but had Ferrari alone come to our shores with his cars they could but dominate the race. As it was, before K. D. Evans dropped the Union Jack, the big race was an open affair between the new Vanwalls, the new Connaughts, a Gordini and a range of older Maserati cars. Of these, Fairman ably showed the great merit of the new G.P. Connaught, holding third place for 27 laps before retiring, and the Vanwalls showed promise, only to succumb to mechanical failures, so that it was a thousand pities that Wharton re-entered the race and crashed seriously when victory was quite out of his grasp—the car was practically scrap and commiserations go to Tony Vanwall over this calamity.

For a while a truly furious duel was waged between oil-soaked Salvadori and Collins, but then the disc-braked O.R.M.A. car entered by R. Mays ran out ahead to a brilliant victory, its engine and cockpit as clean as when it started, Salvadori second, Bira's aged Maserati a cool third.

In the sports-car race Hawthorn was unassailable until his Jaguar let him down, whereupon Parnell won for Aston Martin—deservedly, for he displayed every ounce of his old fire. He was followed home by Salvadori in the other disc-braked 3-litre Aston Martin, with which Rolt's larger-engined D-type Jaguar couldn't cope.

The touring-car race was a lot of races in one and the results repay careful study. Hawthorn won in a Mark VII Jaguar saloon. The usual ding-dong battle enlivened the 500-c.c. race, which was a Cooper-benefit for Bueb, who stayed off Russell and S. Lewis-Evans.

During the meeting new lap records were set up, as follows, assuming that the shape of the corners, now marked by low fences, has not altered so that the former records do not count:—

500 c.c. : Bueb (Cooper), 89.3 m.p.h. Sports cars : Hawthorn (Jaguar), 96.67 m.p.h. FI : Salvadori (Maserati), 98.48 m.p.h.

The equipment which brought success was as under:—

Collins' Maserati : B.P. fuel, Energol oil, Weber carburetter, Marelli ignition, Lodge plugs, Dunlop tyres, Dunlop disc brakes.

Parnell's Aston Martin : Esso fuel, Castrol oil, Weber carburetter, Lucas ignition, K.L.G. plugs, Avon tyres.

Hawthorn's Mark VII Jaguar : Shell fuel, Shell oil, S.U. carburetter, Lucas ignition, Champion plugs, Dunlop tyres.

Bueb's Cooper : Esso fuel, Esso oil, Amal carburetter, Lucas ignition, K.L.G. plugs, Dunlop tyres.

The practice periods were marked by high wind, heavy rain and a number of unwanted episodes. Duncan Hamilton overturned the Gordini, escaping injury but damaging the car. Shattock had an almighty accident in the R.G.S.-Atalanta, but was able to get it repaired before the race. Less fortunate, Baron de Portago crashed his Ferrari at Club Corner, fracturing a leg. Prason took out Bira's Maserati and spun off at Becketts, and immediately afterwards at Stowe Corner, uprooting an Antone loud-speaker, after which the Prince replaced him!

During practice for the touring car race Wharton's Ford Zephyr with Mays' head, stopped at Stowe for no apparent reason; Wharton climbed from the special armchair dicing-seat, threw a coat round his shoulders, repeatedly pressed the starter button, the engine fired and he was away. Less happy was Derrington, whose Ford Consul boiled furiously.

The practice periods closed with fastest laps as follows:—

Touring cars : Hawthorn (Jaguar) and Titterton (Jaguar), 80.44 m.p.h.

Sports Cars : Hawthorn (two Jaguars), 95.75 m.p.h.

FI Racing cars : Salvadori (Maserati) and Hawthorn (Vanwall), 97.57 m.p.h.

500-c.c. cars : S. Lewis-Evans (Cooper), 80.44 m.p.h.

It was learnt as Friday's storms abated that the following would be absentees on the morrow—Stewart (Jaguar), Schell (Ferrari), Cliff Davis (Maserati), Keen (Cooper-Bristol), Coombs (Lotus), Scott-Russell (Lotus) and Parker (Kieft) amongst the sports cars; Willis (VW), Bulmer (VW), Feldman (Simca), Rendell (Borgward) and Warren (Morris Minor) amongst the touring cars; Marr (Connaught), de Portago (Ferrari), Farina (Ferrari) and Trintignant (Ferrari) of the FI cars; and Marsh (Cooper), Fergusson (Cooper) and the two new Martins of Sanderson and Veronique of the half-litres. Don Beauman was put on as Jaguar reserve driver, Raymond Mays nominated Peter Collins as O.R.M.A.'s Maserati driver and Pollet was to have Hamilton's Gordini if it was ready.

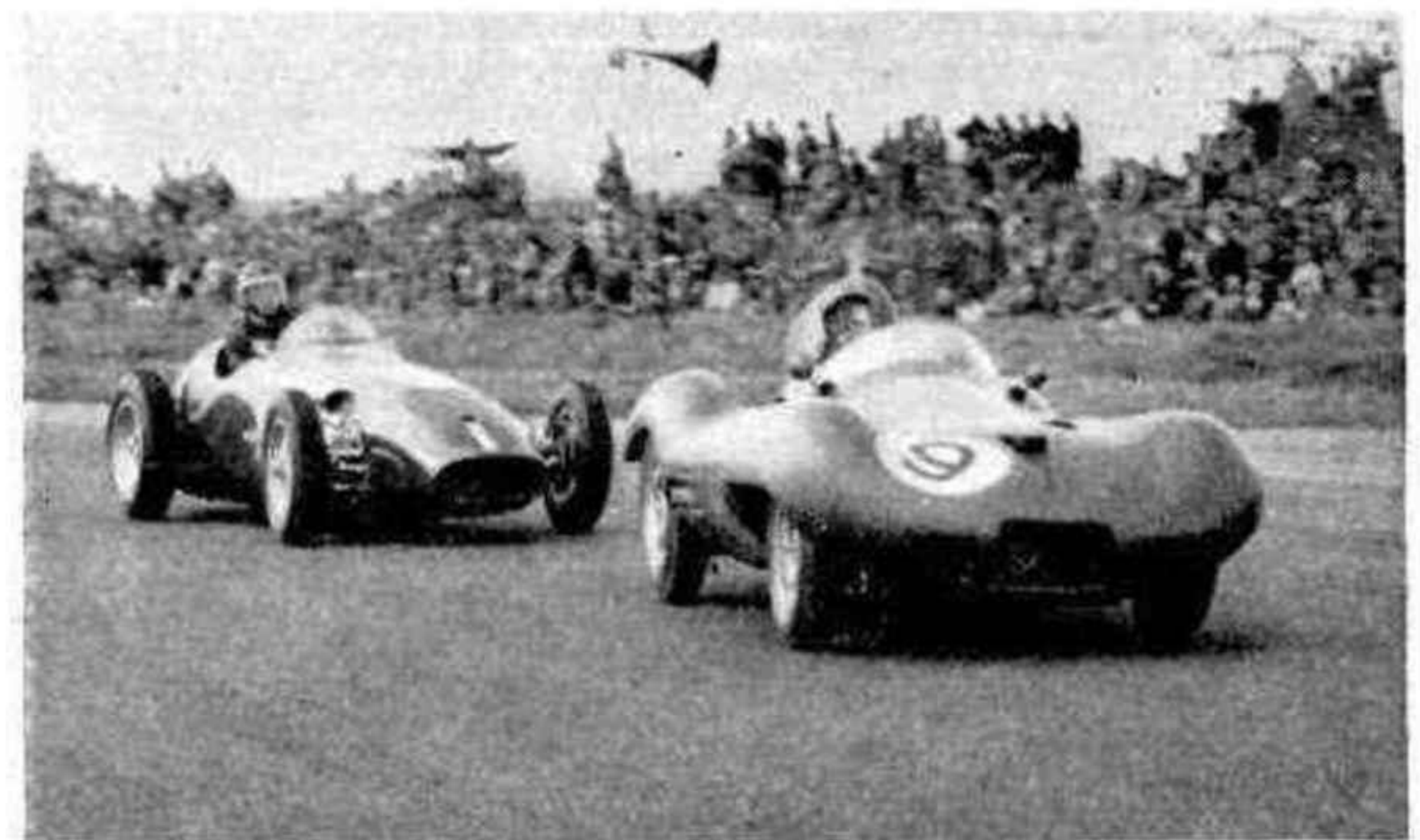
Practice produced the usual feverish and intriguing scenes. Moss arrived fresh from his epic Mille Miglia victory in his Type 220 Mercedes-Benz saloon, Hawthorn was in his Lancia Aurelia, B.M.C. brought Eyston's M.G. record car, which was to give a demonstration, in the new Competition Department Morris Appleyard-bodied van from Abingdon-on-Thames, while the Ecurie Bernoise Cooper 500 arrived in a Peugeot D.M.B. van, Hansjorg Gilomen and his staff seemingly indifferent to the stinging rain.

The special cylinder heads and multi-carburetters of the production touring cars were enlightening, Wright's Morris Minor, for instance, having ram-pipes for its twin S.U.s and Rogers' Riley Pathfinder an air-scoop protruding coyly forward.

The Ecurie Ecosse Jaguars, arriving in two advertisement-decked buses, attracted much attention by reason of their smart appearance. They have cleaned-up instrument panels this year. The works D-type Jaguars of Hawthorn and Hamilton had no tail-fins, these being of no value on Silverstone according to "Lofty" England, but that on Rolt's car had not been removed.

The Aston Martin DB3S cars were another attraction for the Paddock prowlers. Those of Collins and Peter Walker had no radiator grilles; Parnell's and Salvadori's were the disc-braked cars. Early on Saturday morning John Wyer put Parnell and Walker through some practice Le Mans starts in a quiet corner of the Paddock; Reg had this nicely buttoned-up, but Peter found gear-selection and clutch-engagement difficult.

Anthony's Lister-Bristol wore a rabbit mascot, Rodney Clark's Austin Princess was in great demand for towing McAlpine's G.P. Connaught about the Paddock and two young women in skin-tight trousers and using long umbrellas were in demand by Press cameramen for posing before the racing machinery. In contrast to the sleek transports was Peter Gammon's decidedly utility Volkswagen.



BRITISH FI CARS.—Fairman went extremely well at Silverstone in one of the new Connaughts, here seen leading Hawthorn in the more fortunate of Vandervell's Vanwalls.



BEFORE the disastrous accident to Ken Wharton, the Vanwall laps Silverstone at 96.67 m.p.h. on its best lap, equalling Hawthorn's speed in the other Vanwall. The hole in the bonnet top was cut to give access to the fuel injection linkage, but—

International Sports-Car Race. 40 Laps. Approx. 120 miles.

This race, which obviously lay between the D-type Jaguars and the 3-litre DB3S Aston Martins, was actually divided into four classes, up to 1,500 c.c., 1,500-2,000 c.c., 2,000-3,000 c.c. and over 3,000 c.c. Rolt got away to a good start, but his tail-finned Jaguar was overtaken by Hawthorn's Jaguar after four laps. Behind, Parnell was doing his utmost and after 14 laps displaced Rolt, while by lap 19 Salvadori in the other disc-brake Aston Martin was close up on Rolt and in third place by lap 20. It looked extremely improbable that Parnell could catch Hawthorn, but with four laps to go and the Jaguar in an unassailable position water cascaded over Hawthorn's legs and Parnell went into the lead. Hawthorn somehow contrived to keep going to the end, in fourth place, his average speed still within 0.43 m.p.h. of Rolt's!

Wharton's Aston Martin retired early, and Chapman's hard-tryed M.G. engine in his Lotus tried to eject its crankshaft via a cracked crankcase at Stowe Corner in the first fifteen minutes' racing. Alan Brown seemed to find the H.W.M.-Jaguar something of a handful and broke a valve after five laps, while Abecassis retired his H.W.M.-Jaguar due to overheating, and Whitehead's Cooper-Jaguar, never in the picture, stopped to check an oil-leak.

The 1½-litre class was led by Leston's Connaught for a time, but Bueb's very fast 1,100 Cooper-Climax replaced him. Moss was delayed at Stowe Corner when the ignition distributor of the Beart Rodger faulted, the Scintilla rotor-arm proving troublesome, but Stirling cheerfully cured the trouble himself and continued. Scott-Brown went splendidly as usual in the 1½/2-litre class with a lap at 90.84 m.p.h. until the head gasket blew, although he had been careful not to over-rev. Brooks then took the lead in the taper-snout, helmet-winged de Dion Frazer-Nash, which proved more than a match for Crook's Cooper-Bristol. Parnell, of course, led Class D as well as the race, the Jaguars of Rolt and Hawthorn, Hamilton and Titterington, the latter breathing down Duncan's collar, being between the Aston Martins of Collins and Walker, whose ordinary brakes may or may not have made them some two m.p.h. slower than the Parnell/Salvadori cars. Sparken's Ferrari was a disappointment on this circuit and the classes suffered from the paucity of runners. Mayers, using this race as a try out for the coupé Lester, politely waved faster men on; he fell out before half-distance with suspension trouble.

Parnell deserved his victory, for he really made David Brown's car motor, especially when on lap 30 he threaded between Gammon and Sulman's Aston Martin at Stowe and when he passed inside Titterington at this corner! Sears escaped injury in a spectacular crash in the Lister-Bristol and Shattock, after holding off Macklin's Austin-Healey for a time, retired with a broken oil pipe from the rear main bearing of the old-type Jaguar sump.

1st : Parnell (Aston Martin), 1 hr. 15 min. 04 sec., 93.58 m.p.h.; 40 laps completed.
 2nd : Salvadori (Aston Martin), 1 hr. 15 min. 25 sec., 93.15 m.p.h.; 40 laps completed.
 3rd : Rolt (Jaguar), 1 hr. 15 min. 33 sec., 92.98 m.p.h.; 40 laps completed.
 4th : Hawthorn (Jaguar); 5th : Hamilton (Jaguar); 6th : Titterington (Jaguar); 7th : Collins (Aston Martin); 8th : Walker (Aston Martin); 9th : Sparken (Ferrari); 10th : Bueb (Cooper); 11th : Leston (Connaught); 12th : Brooks (Frazer-Nash); 13th : Whitehead (Cooper-Jaguar); 14th : McAlpine (Connaught); 15th : Crook (Cooper-Bristol); 16th : Moore (Lister); 17th : Macklin (Austin-Healey); 18th : Sulman (Aston Martin); 19th : Moss (Beart-Rodger).

Manufacturers' Team Prize : Aston Martin.
Fastest lap and new sports-car record : Hawthorn (Jaguar), 96.67 m.p.h.

Class Results :

Over 3,000 c.c. :	1st :	Rolt (Jaguar) ...	92.98 m.p.h.
	2nd :	Hawthorn (Jaguar) ...	92.55 ..
	3rd :	Hamilton (Jaguar) ...	91.81 ..
2,000-3,000 c.c. :	1st :	Parnell (Aston Martin) ...	93.58 ..
	2nd :	Salvadori (Aston Martin) ...	93.15 ..
	3rd :	Collins (Aston Martin) ...	91.72 ..
1,500-2,000 c.c. :	1st :	Brooks (Frazer-Nash) ...	38 laps at 87.81 m.p.h.
	2nd :	Crook (Cooper-Bristol) ...	37 laps.
	3rd :	Moore (Lister-Bristol) ...	37 laps.
Up to 1,500 c.c. :	1st :	Bueb (Cooper-Climax) ...	38 laps at 88.43 m.p.h.
	2nd :	Leston (Connaught) ...	38 laps at 88.00 ..
	3rd :	K. McAlpine (Connaught) ...	38 laps.

Class winners' equipment : Rolt (Jaguar) : Shell fuel, Shell oil, Weber carburetter, Lucas ignition, Champion plugs, Dunlop tyres. Brooks (Frazer-Nash) : Shell fuel, Shell oil, Solex carburetter, Delco ignition, K.L.C. plugs, Dunlop tyres. Bueb (Cooper) : Esso fuel, Esso oil, S.U. carburetter, Lucas ignition, K.L.C. plugs, Dunlop tyres

International Production Touring Car Race. 25 Laps. Approx. 75 miles.

This was in five classes, up to 1,100 c.c., 1,200-1,500 c.c., 1,500-2,000 c.c., 2,000-3,000 c.c. and over 3,000 c.c. Entries could have been more representative.

Nothing could stop the works Mark VII Jaguars from leading comfortably, Hawthorn dominating the race. These big cars rolled and wallowed round at the speed of F3 racing cars, but Appleyard's private entry, his white saloon, retired with water-pump failure, a Jaguar malady that day.

Behind the Jaguars Grace's Riley led Wharton's Ford Zephyr, but after four laps the Ford went ahead, lapping at over 77 m.p.h., to take fourth place when Appleyard retired. Crook had his very racy sounding Bristol 405 in sixth place. Rogers was throwing his Riley Pathfinder round, tyres sending out smoke clouds in protest, until a big-end failed. Gelberg's older Riley was slow and sheared a fan-blade.

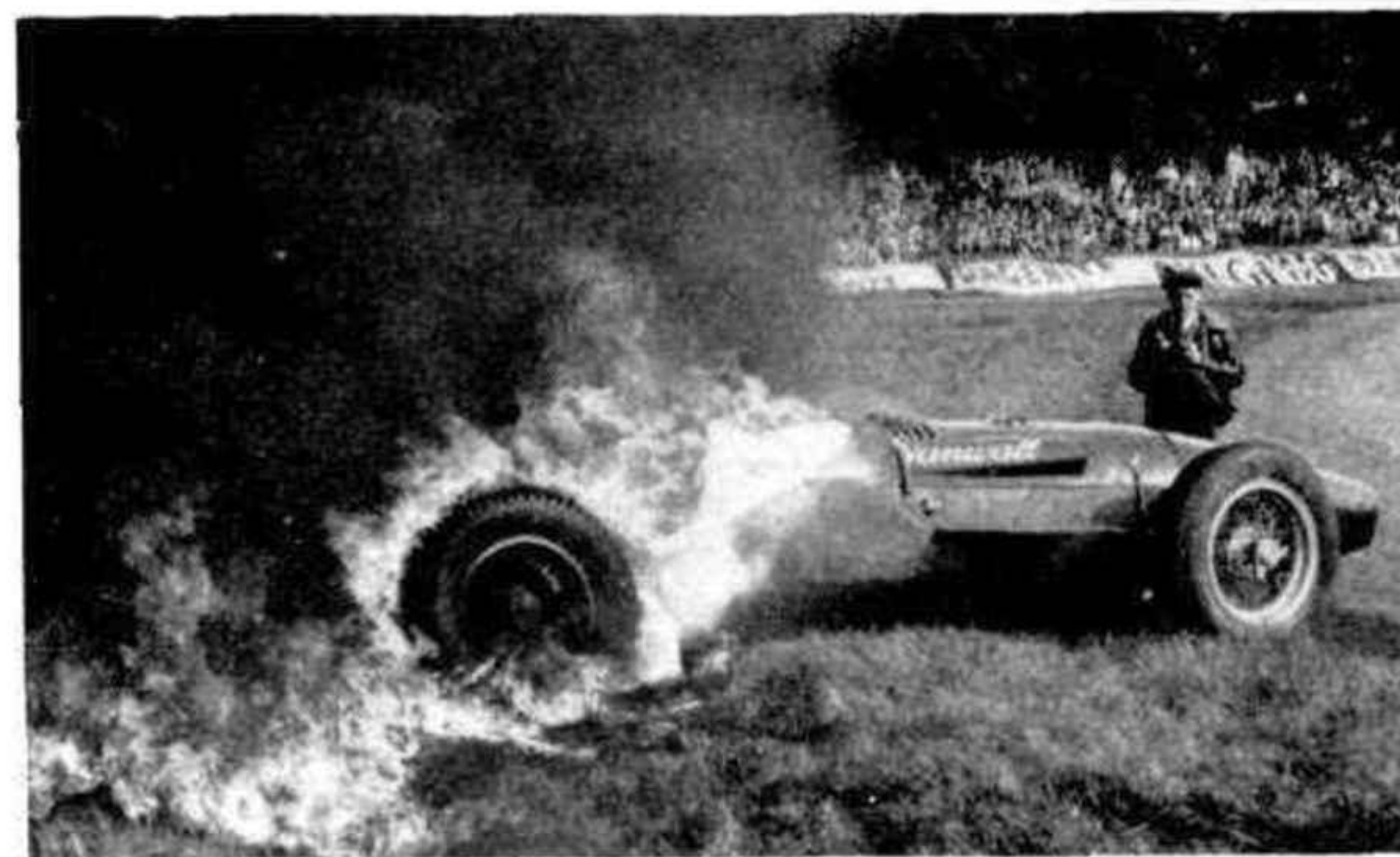
In the 2-litre class Derrington's Ford Consul retired with loss of cooling water and Buckley's Bristol 405 couldn't hold Crook's. The M.G. Magnettes, led by Jacobs' works car, held off Smith's Peugeot 403 and the Borgward.

The small class was remarkable for the splendid performance of the 896 c.c. three-cylinder two-stroke D.K.W. cars. Brooks did a lap at 68.87 m.p.h. and actually led the larger Peugeot, Borgward, de Mattos' Ford Consul, the Fiat 1,100 TV and other cars. We timed it round Stowe Corner, where it was half-a-second faster than Hawthorn's winning Jaguar and 0.2 sec. faster than Wharton's Ford Zephyr, while Burn's was just as steady and effortless but, having not quite so much "tune," was not quite so fast. We believe that £50 or so covered all the "mods." to Brooks' car, which was the sensation of the race, matched against other cars with expensive special heads, manifolds, axle-ratios, etc. Michael Christie's Morris Minor, a works entry presumably with full Alexander modifications, ran its bearings after 13 laps, and the Fiat 1,100 TV was a lap behind the slower of the two D.K.W.s!

Results :

1st : Hawthorn (Jaguar), 55 min. 38 sec., 78.92 m.p.h.; 25 laps completed.
 2nd : Stewart (Jaguar), 55 min. 40 sec., 78.87 m.p.h.; 25 laps completed.
 3rd : Titterington (Jaguar), 55 min. 54 sec., 78.54 m.p.h.; 25 laps completed.
 4th : Wharton (Ford); 5th : Grace (Riley); 6th : Crook (Bristol); 7th : Sims (Riley); 8th : Buckley (Bristol); 9th : Jacobs (M.G.); 10th : Nickols (Ford); 11th : Foster (M.G.); 12th : Waller (M.G.); 13th : Smith (Peugeot); 14th : Brooks (D.K.W.); 15th : Potter (Peugeot); 16th : Fairman (Borgward); 17th : De Mattos (Ford); 18th : Burn (D.K.W.); 19th : Easton (Fiat); 20th : Wright (Morris Minor); 21st : Westley (Austin); 22nd : Williamson (Ford); 23rd : Rogers (Riley).

Manufacturers' Team Prize : Jaguar.
Fastest lap : Hawthorn (Jaguar), 81.06 m.p.h.



—AFTER the car had run wide at Copse Corner, while passing Salvadori's Maserati, it hit a marker sign, split its undershield and fuel tank, burst into flames and was reduced to scrap.

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Class Results :

Over 3,000 c.c. :	1st :	Hawthorn (Jaguar) ...	78.92 m.p.h.
	2nd :	Stewart (Jaguar) ...	78.87 ..
	3rd :	Titterton (Jaguar) ...	78.54 ..
2,000-3,000 c.c. :	1st :	Wharton (Ford) ...	76.18 ..
	2nd :	Sims (Riley) ...	73.77 ..
	3rd :	Nickols (Ford) ...	23 laps.
1,500-2,000 c.c. :	1st :	Crook (Bristol) ...	24 laps at 74.67 m.p.h.
	2nd :	Buckley (Bristol) ...	23 laps.
	3rd :	De Mattos (Ford) ...	22 laps.
1,100-1,500 c.c. :	1st :	Jacobs (M.G.) ...	23 laps at 71.45 m.p.h.
	2nd :	Foster (M.G.) ...	23 laps at 71.05 ..
	3rd :	Waller (M.G.) ...	22 laps.
Up to 1,100 c.c. :	1st :	Brooks (D.K.W.) ...	22 laps at 67.66 m.p.h.
	2nd :	Burn (D.K.W.) ...	22 laps at 66.31 ..
	3rd :	Williamson (Ford) ...	20 laps.

Class winners' equipment : Wharton (Ford) : B.P. fuel, Havoline oil, S.U. carburetter, Lucas ignition, Champion plugs, India tyres. Crook (Bristol) : Esso fuel, Esso oil, Solex carburetter, Lucas ignition, K.L.G. plugs, Dunlop tyres. Jacobs (M.G.) : Esso fuel, Castrol oil, S.U. carburetter, Lucas ignition, Champion plugs, Dunlop tyres. Brooks (D.K.W.) : Esso fuel, Esso oil, Solex carburetter, Bosch ignition, Bosch plugs, Michelin tyres.

International Trophy Race. 60 Laps. Approx. 180 miles.

On the starting grid the front row was occupied by Fairman's new G.P. Connaught, Moss' Maserati, now with Weber carburation again, Hawthorn's Vanwall and Salvadori's Maserati, the last two having made practice laps of 1 min. 48 sec.

Behind were Beauman's remarkable F2 Connaught, Manzon's 2½-litre Gordini, and Collins in the modified O.R.M.A. disc-braked Maserati. In the next row stood Keen's fuel-injection Cooper-Alta, Parnell in a Rosier blue Ferrari, Wharton's Vanwall and Bira's Maserati, the fourth row containing Riseley-Pritchard's F2 Connaught, Gerard's F2 Cooper-Bristol and McAlpine's new G.P. Connaught, which had been 6 sec. slower in practice than Fairman's.

The field was made up of Rosier's Maserati, Holt's F2 Connaught, Simon's Maserati, Brown's F2 Connaught, Pollet's Gordini, Emery's Emeryson, Brabham's F2 Cooper-Alta and Coombs' F2 Connaught.

First round was Salvadori, followed by Collins, with Fairman third. The new Connaught held everyone's attention and Fairman set a new F1 lap record of 96.67 m.p.h. on his sixth lap. Moreover, Hawthorn was next up in the Vanwall, in front of Moss, who was followed by McAlpine. Maserati, Maserati, Connaught, Vanwall, Maserati, Connaught, and all F1 cars! However, although for 25 laps Salvadori led Collins with the latter creeping closer and closer, to lead for two laps before Salvadori repassed, the others were less fortunate. Moss retired on lap ten with serious engine trouble and Hawthorn likewise on lap 15, his legs soaked with oil.

This put the order to Salvadori, Collins, Fairman, Bira, McAlpine, Manzon and the G.P. Connaught had put in a lap at 97.57 m.p.h.

For once Gerard's Cooper-Bristol had faltered and he lost four minutes and later two minutes having plugs and carburetter chokes changed, before going at his usual rapid pace. Brown's Connaught had retired, and Wharton's Vanwall had lost two minutes for attention to its carburation.

After 20 laps the leaders were as before, but Simon had ousted Rosier from sixth place. The old Gordini transmission trouble retired Manzon, Wharton's Vanwall was given new plugs, the Emeryson stopped racing, but Salvadori led, and broke Fairman's lap record, with a circuit at 98.48 m.p.h., regaining his lead from Collins on lap 28. Alas, on the preceding lap Fairman's altogether splendid drive came to an end, when the Connaught's throttle-linkage came unbuttoned. This made the leaders Salvadori, Collins, Bira, Simon, Beauman—who had come up strongly—and Rosier.

We now saw one of the most intense duels ever seen at Silverstone, even by Continental aces, as Collins came to grips with Salvadori. They were all but literally tied together, those two Maseratis, and Collins would pass going into a corner, Salvadori would fend him off, yet Collins would repass on the inside on that same corner. Whether Salvadori was tired by this intense driving or whether Collins had only now begun to use superior brakes and speed, the fact is that he took the lead on lap 35 and was never re-challenged. He drove on to an impeccable victory, from Salvadori, with the wily, calm Bira in third place a lap behind, Simon a lap farther behind in fourth place, Rosier still farther back.

Of the others, Wharton was virtually out of the race after another pit-stop lasting 19 minutes with only 18 laps covered. McAlpine's steady drive in the other G.P. Connaught was terminated by fuel feed failure after 27 laps, with a loss of 13 minutes while a pipeline and union were repaired. Beauman's oil-pressure vanished and put an end to a gallant drive in an F2 car, after 42 laps. Other cars were in trouble, but they were scarcely in the count. Some required fuel and oil, and Simon a fresh near-side back wheel.

To all intents and purposes the race was run and it was exceedingly unfortunate that when Wharton's Vanwall restarted it proved very fast and was driven so, for Wharton lost control of it at Copse Corner and it hit the 100 yards sign, uprooting the concrete base. This

threw the car into the air, the broken de Dion tube ripping under-shield and fuel tank, so that the car burst into flames. Wharton jumped out with considerable burns and a fractured wrist. The crowd surged forward but order was soon restored by the mobile police and marshals. Unfortunately the small fire-extinguishers could not quell the blaze and when the foam-hoses had been laid the firemen thought it prudent first to extinguish flames in the grass and going towards the track, so that Tony Vandervell's car was badly damaged aft.

The race ran on to the following result:—

- 1st : Collins (Maserati), 1 hr. 49 min. 50 sec., 95.94 m.p.h.; 60 laps completed.
- 2nd : Salvadori (Maserati), 1 hr. 50 min. 29 sec., 95.37 m.p.h.; 60 laps completed.
- 3rd : Bira (Maserati), 1 hr. 51 min. 39 sec., 94.38 m.p.h.; 59 laps completed.
- 4th : Simon (Maserati); 5th : Rosier (Maserati); 6th : Riseley-Pritchard (Connaught); 7th : Brabham (Cooper-Alta); 8th : Holt (Connaught); 9th : Coombs (Connaught); 10th : Gerard (Cooper-Bristol).

Fastest lap : Salvadori (Maserati), 98.48 m.p.h.

International 500-cc. Race. 17 Laps. 50 miles.

The new Martins were non-starters. The Coopers of Leston, Allison, Bueb and S. Lewis-Evans occupied the front row of the grid, the last-named having made fastest practice lap, in 2 min. 11 sec. Burgoyne drove the four-cylinder Turner-engined Kieft.

Bueb led the first four laps, then Lewis-Evans who had fallen back to third place behind Russell came up to lead for one circuit. Immediately Bueb and Russell repassed and on lap nine Bueb led Russell. These two duelled to the end, Bueb only regained the lead on the last lap. Lewis-Evans shot over the bank at Copse Corner, slightly hurting a luckless spectator and Taylor, Headland and Higham all left the road at this notorious point, Headland breaking both his legs. Lewis-Evans had set a new F3 lap record of 87.81 m.p.h. before he took to aviating, but this was easily wrested from him by Bueb, on his 15th lap. Russell had also elevated the lap record. Retirements were numerous, including Davis, Swaelens, Texidor, Naylor, Lones and Moor, whose Cooper dropped a valve.

- 1st : Bueb (Cooper), 34 min. 20 sec., 86.96 m.p.h.; 17 laps completed.
- 2nd : Russell (Cooper), 34 min. 22 sec., 86.87 m.p.h.; 17 laps completed.
- 3rd : S. Lewis-Evans (Cooper), 34 min. 32 sec., 86.45 m.p.h.; 17 laps completed.
- 4th : Allison (Cooper); 5th : Parker (Kieft); 6th : Fenning (Staride); 7th : Wicken (Cooper); 8th : Gilomen (Cooper); 9th : Leston (Cooper); 10th : Boshier-Jones (Cooper); 11th : Tyrrell (Cooper); 12th : Truman (Cooper); 13th : Bridger (Kieft); 14th : Bicknell (Revis); 15th : Symonds (Cooper); 16th : Greenall (Cooper).

Fastest lap : Bueb (Cooper), 89.30 m.p.h.

So concluded an interesting if not intense day's racing. The enormous crowd went home dry (externally) and rejoicing that the new G.P. Connaught in Jack Fairman's hands has made an excellent start in F. I racing. Traffic control got the vehicles away expeditiously, at all events from the Paddock and main-entrance enclosures.—W. B.

LAP RECORDS FOR SOME BRITISH CIRCUITS

Circuit	Lap Distance	Lap Record at May 1st	
		Racing Cars	Sports Cars
		m.p.h.	
Aintree ...	3.0 miles	Moss (Maserati) 89.55	Gregory (Aston Martin) 81.57
Brands Hatch	1.24 ..	Beauman (Connaught) 73.42	Brown (Connaught) 71.54
Cadwell Park	1.3 ..	Bueb (Cooper) 61.50	
Castle Combe	1.84 ..	Wharton (B.R.M.) 89.77	Parnell (Aston Martin) 83.01
Charterhall ...	2.0 ..	Wharton (Thinwall) 85.71	Parnell (Aston Martin) 73.77
Crystal Palace	1.39 ..	Parnell (Ferrari) 75.82	Crook (Cooper-Bristol) 71.08
Davidstow ...	1.9 .. (approx.)	Brandon (Cooper) 77.88	Walton (Cooper-Bristol) 80.72
Dundrod ...	7.3 ..	Farina (Alfa-Romeo) 94.0	Hawthorn (Ferrari) 92.38
Fairwood ...	1.71 ..	Coombs (Cooper) 76.60	
Goodwood ...	2.4 ..	Hawthorn (Thinwall) 94.53	Moss (Jaguar) 87.45
Ibsley ...	1.99 ..	Salvadori (Maserati) 87.82	Salvadori (Aston Martin) 84.30
Oulton Park	2.75 ..	Moss (Maserati) 85.40	Leston (Connaught) and Parnell (Aston Martin) 79.53
Silverstone ...	2.93 ..	Farina (Thinwall) 100.16	Hawthorn (Jaguar) 95.79
Snetterton ...	2.71 ..	Collins (Thinwall) 94.37	Whitehead (Cooper-Jaguar) 86.02

XII GRAN PREMIO NAPOLI

Naples, May 8th.

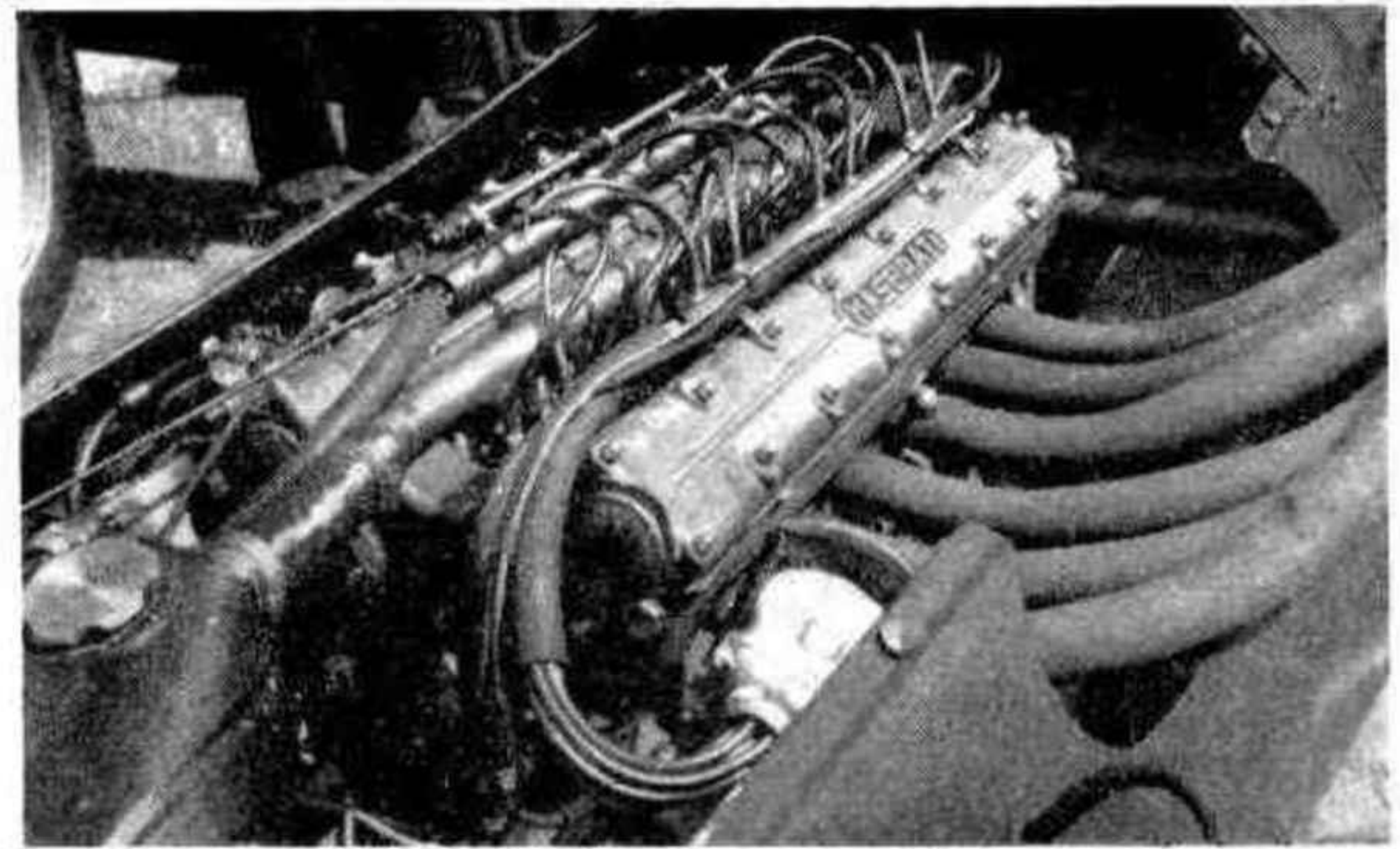
AS in 1953 the arduous Circuit of Posillippo, on the outskirts of Naples, attracted the Continentals more than did the flat wastes of Buckinghamshire, and the Lancia and Maserati teams preferred to race in Southern Italy rather than in our own International Trophy meeting at Silverstone.

The Posillippo circuit is through the streets of a suburb of Naples, high up on the hillside overlooking the picturesque bay of that town. The 4.1 kilometres used for the circuit contain all manner of corners, steep gradients, both up and down, very little straight, and abound in natural hazards such as trees, kerbstones, concrete walls, drains and gutters, lamp-posts and so on; while the surface is such that a strong suspension system is most important. In fact, a "street race" in the true sense of the words.

The small, but select, entry consisted of Ascari and Villoresi on Lancia, with Castellotti as reserve driver; Behra, Mieres and Musso with the factory Maseratis; Taraschi with his nicely rebuilt V12 Ferrari; Scarlatti with one of the old Formula II Ferraris, with 2½-litre four-cylinder engine; Volonterio with an early Formula I Maserati, with ½-elliptic rear end; and Whiteaway with his H.W.M.-Alta.

Two practice periods were allowed, but only the second one counted for starting times, and Behra and Mieres needed all this to learn the circuit, it being their first visit to Naples. The other three fast drivers were well versed in the difficulties of the seemingly never-ending corners and the steep gradients, having raced on the circuit in previous years. No factory Ferraris were present and the situation was similar to Pau last month—a straight battle between Lancia and Maserati. During the official practice period it was Ascari who set the pace, the Lancia not being changed from Pau and being the one used there by Villoresi, with the wide-spaced de Dion tube anchorages. Musso was in great form, seeming to like the difficult circuit, but he could not approach Ascari's times, while the other three were some way behind. The rest of the runners were naturally much slower, but the two Ferrari drivers showed almost equal ability on their very different cars. The H.W.M. was slow and had trouble with its ignition timing, while the private Maserati seemed to be coasting down the hills.

In view of the afternoon sun becoming unbearably hot in this part of Italy, the race was started at 11.30 a.m. and in the front row of the uphill start were Ascari, Musso and Behra, with Villoresi and Mieres just behind, their respective lap times being 2 min. 08.1 sec., 09.5 sec., 10.9 sec., 11.0 sec. and 11.9 sec., the rest being nearly 20 sec. or more slower. The Maserati team were using the same cars as at Bordeaux, but they could not repeat their performance and it was Ascari who leapt away into the lead as the flag fell. Whiteaway was in trouble with fuel-feed and drew straight into his pit, to lose 17 laps while the fault was located. As the cars appeared at the cross-roads at the end of the first half lap the Lancia was still leading, followed by Musso; and at the end of the lap these two were already a long way ahead, with Villoresi, Behra and Mieres behind, then Scarlatti and Taraschi having an interesting private duel and Volonterio being a lonely last. He was not lonely for long, however, for by the third lap Ascari had overtaken him, making up one whole lap in three! Villoresi had a wild slide at the crossing, which allowed Behra to slip by into third place, but then the Frenchman clouted a kerb and buckled the rear left wheel and hub. He drew into the



The six-cylinder Maserati Formula 1 engine which is becoming extremely reliable and said to be producing over 260 b.h.p.

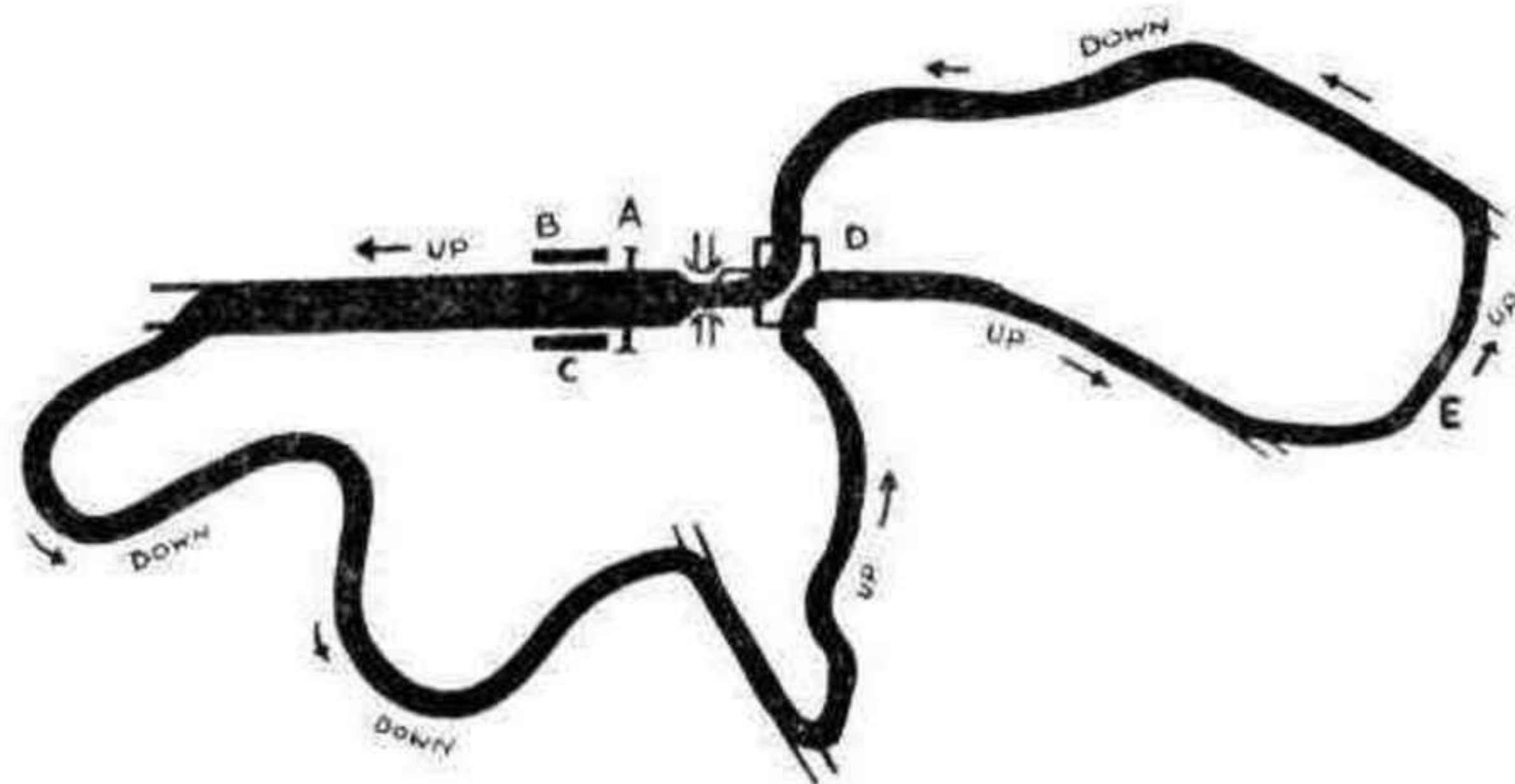
pits at the end of lap four and lost five laps while the complete hub was changed, rejoining the race in last position, with the exception of Whiteaway who was still at the pits, having only covered 200 yards of the race.

It was interesting that in practice the old lap record, set up by Ascari in a 2-litre Ferrari in 1953, was not approached, the time being 2 min. 7.7 sec., which he made in the fury of trying to catch Farina after a surprise pit-stop. By lap 10 of the 1955 race, to be run over 60 laps of the circuit, Ascari had 9 sec. lead over Musso, and was increasing it steadily, without making any great efforts, so that there seemed little likelihood of any new records being set up, and he was lapping around 2 min. 13 sec. The order remained the same until lap 15, when Mieres came into the pits with an oil leak, and this let Taraschi into fourth place just ahead of Scarlatti, these two still continuing their private duel, with the 12-cylinder Ferrari in front. Mieres rejoined the race again but was not happy, and on lap 23 returned and the car was withdrawn.

Whiteaway had now begun to race, but he too was soon back in the pits, and all the while Ascari, Musso and Villoresi circulated on the same lap, with Behra making up some ground but not gaining on the leader. Observing the uphill corner at the cross-roads, where the surface was smooth and a bit slippery, it was noticeable how the Maseratis had the rear wheels break away quite early, and they went up the hill on left lock correcting the tail-slide. The Lancias, however, showed no inclination to break away either front or back, until a point was reached where the whole car suddenly slid bodily across the road a matter of two or three feet, with all four tyres at apparently the same angle of slip, which is my theory for the reason Lancia took so long to get their cars into the Grand Prix field last year: the drivers had to learn to drive them.

The race now became a procession, with the exception that Scarlatti got his four-cylinder Ferrari past Taraschi's 12-cylinder, and then drew away to a very respectable lead. Whiteaway was beginning to go motor-racing now, but was still calling at his pit at odd intervals to try and make the Alta engine work, while Volonterio was continuing his unhurried pace. On lap 48 Ascari came up behind Villoresi, having made up a complete lap, and in getting past he recorded the fastest lap of the race, in 2 min. 10.6 sec., but this did not stand for long. Behra was beginning to learn his way round the circuit and he caught up with Musso, though still many laps behind, and after following the Italian for some time, learning the best way round, he went past and set up a new fastest lap in 2 min. 9.4 sec., but still nowhere near the record.

With no apparent effort Ascari reeled off the remaining laps and led Musso home by more than half a lap, with Villoresi in third place, both Lancias running perfectly throughout the race and showing great promise for the Grand Prix of Europe in two weeks' time, their fortunes being recorded elsewhere in this issue. There they will be up against the Mercedes-Benz team, with the new very-short car with outboard brakes, if it proves successful, and the Ferrari team.



CIRCUIT OF POSILLIPPO (NAPLES)
(Length: 4.100 kilometres.)

- A. Start and finish.
- B. Pits.
- C. Main grandstand.
- D. Straw bales in middle of X.
- E. Very narrow.

Results:

GRAN PREMIO DI NAPOLI—Formula I—60 Laps—246 Kilometres—Hot

1st:	A. Ascari (Lancia D50)	... 2 hr. 13 min. 03.6 sec.	... 110.927 k.p.h.
2nd:	L. Musso (Maserati 250/F.1)	... 2 hr. 14 min. 20.6 sec.	
3rd:	E. Villoresi (Lancia D50)	... 1 lap behind.	
4th:	J. Behra (Maserati 250/F.1)	... 5 laps behind.	
5th:	G. Scarlatti (Ferrari 4-cyl.)	... 6 laps behind.	
6th:	B. Taraschi (Ferrari 12-cyl.)	... 7 laps behind.	
7th:	O. Volonterio (Maserati A6G)	... 13 laps behind.	

Fastest lap: J. Behra (Maserati), on 44th lap, in 2 min. 09.4 sec.—114.064 k.p.h.
Retired: Mieres (Maserati), lap 23; Whiteaway (H.W.M.), lap 18.

SORTING OUT THE SPECIALISED

Make	Model	Engine	B.H.P. and R.P.M. (approx.)	Gearbox and ratios	Transmission	Chassis frame	Front suspension
BEART-RODGER CLIMAX	Type 66	Coventry-Climax 1,100	71 b.h.p.	Riley casing, own gears	Open shaft	Tubular space frame	Coil springs with unequal-length tubu- lar wishbones
BUCKLER	D.D.1	Coventry-Climax or M.G.	—	M.G. TC	Open shaft	Tubular space frame 18g. steel tubing	Divided front axle beam. Woodhead- Monroe struts
CONNAUGHT	Le Mans	4 cyl., 75 by 84 mm., 1,484 c.c., 9 to 1 comp. ratio. Two high-cam- shafts and push-rods. Dry-sump lubrication	115 b.h.p.	Wilson pre-selector	Separate gear- box. Open shafts	Tubular ladder type 3½ in. by 16g. steel tubing	Unequal length wish- bones. Torsion bars. Armstrong S.A.
COOPER	1,100	1,190 c.c. Coventry- Climax at rear	75 b.h.p.	Citroën casing Ratios: 4.0, 5.17, 7.56 and 10.9 to 1	Universally- jointed shafts	Tubular space frame 1½ in. by 18g. steel tubing	Transverse leaf spring and wish- bones
COOPER-JAGUAR	Mk. II	Jaguar D-type	250 b.h.p. at 6,000 r.p.m.	Jaguar box	Open shaft	Tubular space frame 1½ in. by 16 and 14g. T45 steel tubing	6-leaf transverse leaf spring and double wishbones. Arm- strong S.A.
ELVA	—	Ford Ten with o.h. inlet valves	—	Pre-war Standard 12, own gears	Open shaft	Tubular space frame	Coil springs and wishbones
HALSEYLEC	—	Coventry-Climax 1,100	75 b.h.p.	Bristol	Open shaft	Tubular ladder type	Transverse leaf spring and wish- bones. Cooper- Bristol type
H.W.M.-JAGUAR	Sports	Jaguar	240 b.h.p. at 5,700 r.p.m.	Jaguar box 4.11, 4.93, 7.18 and 12.54 to 1, and 3.48, 4.17, 6.08 and 10.09 to 1 overall	Open shaft	Tubular ladder type	Helical springs and wishbones. Anti-roll bar. Girling piston- type and André S.A.
J.A.G.	—	M.G. 1½-litre	82 b.h.p.	M.G. TC	Open shaft	Tubular ladder type 3½ in. by 16g.	Coil springs and unequal-length wish- bones
KIEFT	1,100	Coventry-Climax 1,100 c.c.	72 b.h.p. at 6,300 r.p.m.	Moss 4.8, 6.7, 9.6 and 16.3 to 1 overall	Open shaft separate gear- box	Tubular ladder type 3 in. steel tubing	Coil springs and wishbones. Wood- head-Monroe S.A.
LEONARD	1½-litre	M.G. TD/TF	85 b.h.p.	M.G.	Open shaft	Tubular ladder type	Coil springs and wishbones as TF M.G.
LESTER	M11 M15	Coventry-Climax 1,100 M.G. 1½-litre	75 b.h.p. at 6,200 r.p.m. 100 b.h.p. at 7,300 r.p.m.	M.G. TC 4.4, 5.96, 8.63 and 14.92 to 1 overall	Open shaft	Tubular ladder type 3½ in. by 16g. steel tubing	Coil springs and RR 51 alloy wish- bones. André fric- tion strut S.A.
LISTER-BRISTOL	—	Bristol	140 b.h.p.	Bristol	Open shaft	Tubular ladder type 3 in. steel tubing	Coil springs and equal-length wish- bones
LOTUS	Mk. IX Mk. X	Coventry-Climax 1,100 c.c. Bristol	75 b.h.p. at 6,200 r.p.m. 140 b.h.p.	M.G. TC 1, 1.35, 1.96 and 3.38 to 1	Open shaft	Tubular space frame 1½ in. and 1 in. square mild steel tubing	Coil springs and divided Ford axle. Woodhead - Monroe S.A.
REVIS	Borgward	Borgward 1½-litre	100 b.h.p.	Borgward 5-speed	Open shaft	Tubular ladder type 2½ in. by 16g. T45 steel tubing	Coil springs and double wishbones
R. G. S. ATALANTA	3½-litre	Jaguar C-type	190 b.h.p. at 4,800 r.p.m.	Jaguar C-type	Open shaft	Multi-tube frame, 2 in. by 18g. steel tubing	Double trailing- links. Laminated torsion-bars. Tele- scopic S.A.

N.B.—It will be obvious that because the figures refer to specialised sports cars they will be apt to vary with customers' requirements, different circuits, etc. This list.

SPORTS CARS (See Article on Pages 308 - 309)

Rear suspension and axle	Brakes	Fuel tanks and capacity	Tyre size	Normal rear axle ratios	Steering gear	Weight (approx.)	Body	Wheelbase	Track
de Dion, with coil springs	Girling Front : 9 by 1½ in. Rear : 8 by 1½ in.	8g. under near - side seat	Front : 4.50 by 15 in. Rear : 5.00 by 15 in.	4.5 to 1	Fiat	7½ cwt., dry	All-enveloping, 2st.	7 ft. 0 in.	3 ft. 9 in.
de Dion, Woodhead-Monroe struts, parallel, inboard at rear, trailing arms located by Watts' linkage	Lockheed Front : 10 by 1½ in. Rear : 9 by 1½ in.	3½g. to 8g. in tail	Front : 4.50 by 15 in. Rear : 5.00 by 15 in. 5.50 by 15 in.	4.3 to 1	Burman-Douglas	3½ cwt.	All-enveloping 2st.	7 ft. 3 in.	3 ft. 9 in.
de Dion, with twin radius arms. Torsion bars. Armstrong S.A.	Girling 2 LS Alfin drums Front : 12 by 2 in. Rear : 9 by 1½ in.	Two side, one in tail	5.50 by 15 in.	3.414, 3.77, 4.0, 4.33 to 1	Rack and pinion. Universally-jointed column	12½-13 cwt.	All-enveloping, twin tail-finned 2st. 22g. alloy panels on tubular frame, Dzus fasteners	7 ft. 6 in.	4 ft. 0 in.
Transverse leaf spring and wishbones. Jointed drive-shafts	Integral with wheels	8g. central on off side	Front : 4.00 by 15 in. Rear : 5.00 by 15 in.	4.0 and 4.5 to 1	Rack and pinion	7-7½ cwt.	All-enveloping, 2-seater. Alloy panels, no frame	7 ft. 5 in.	Front : 3 ft. 9½ in. Rear : 3 ft. 11 in.
6-leaf transverse leaf spring and double wishbones. Armstrong S.A. Jointed drive-shafts	Dunlop disc, with hydraulic servo	37g. in tail	Front : 6.00 by 16 in. Rear : 6.50 by 16 in.	3.2, 3.6, 3.9, 4.2 to 1	Rack and pinion	17 cwt.	All-enveloping 2st. 18g. alum. alloy. Dzus fasteners	7 ft. 7 in.	4 ft. 3 in.
Coil springs. Rigid back axle	Girling, as Ford Anglia	4g. in tail	Front : 4.50 by 15 in. Rear : 5.25 by 15 in.	4.424 to 1	Burman worm and peg	9 cwt., wet	All-enveloping, 2st.	6 ft. 11 in.	Front: 4ft. 0½ in. Rear: 3ft. 11½ in.
Transverse leaf springs and wishbones, jointed drive-shafts. Cooper-Bristol type	Lockheed 10 by 1½ in.	7g. in tail	Front : 5.00 by 15 in. Rear : 5.50 by 15 in.	4.0, 4.5 to 1	Rack and pinion	9½ cwt.	All-enveloping, 2st.	7 ft. 3 in.	4 ft. 2 in.
de Dion, with helical springs. Girling strut-type S.A.	Girling turbo-finned drums	30/40g. in tail	Front : 6.00 by 16 in. Rear : 6.50 by 16 in.	4.11 and 3.48 to 1	Rack and pinion	17 cwt.	All-enveloping 2st.	7 ft. 6 in.	4 ft. 3 in.
Coil springs. A-bracket and radius arm. Rigid axle	Lockheed 2 LS 10 by 1½ in.	7g. in tail	5.00 by 16 in.	4.0 to 4.7 to 1	Morris rack and pinion	11 cwt.	All-enveloping, glass-fibre, 2st. or coupe	7 ft. 6 in.	4 ft. 0 in.
Transverse leaf spring and wishbones jointed drive-shafts. Woodhead-Monroe S.A.	Girling 2 LS. 11 by 1½ in.	10g. in tail	Front : 5.00 by 15 in. Rear : 5.50 by 15 in.	4.3 and 4.8 to 1	Rack and pinion	11½ cwt., dry	All-enveloping, glass-fibre 2st.	7 ft. 6 in.	3 ft. 10 in.
½-elliptic springs. Rigid M.G. axle	Lockheed	11g. in tail	5.50 by 15 in.	4.1 and 4.5 to 1	Rack and pinion	10 cwt.	All-enveloping, plastic or alloy, 2st.	7 ft. 3 in.	4 ft. 1 in.
Transverse leaf spring and RR 51 alloy wishbones Andre friction strut S.A. jointed drive-shafts	Lockheed 11½ by 1½ in. Mk. 11 Alfin turbo-finned drums	15g. in tail	5.50 by 15 in.	4.4 to 1	Morris Minor rack and pinion	9½ cwt.	All-enveloping, twin tail-finned 2st. glass-fibre coupé on tubular steel framework	7 ft. 3 in.	4 ft. 4 in.
de Dion, with twin radius arms, coil springs	Lockheed 12 by 2½ in. Elektron, axial-finned drums, inboard at rear	8g. plus 5g. on near side	5.50 by 16 in.	4.1 to 1	—	11½ cwt., dry	All-enveloping, twin tail-finned 2st.	7 ft. 6 in.	4 ft. 3 in.
de Dion (3 in. by 16g. tube) with twin ½ in. by 18g. radius arms. Panhard rod coil springs. Woodhead-Monroe S.A.	Lockheed 2 LS, 11 by 2½ in. Inboard at rear Mk. X : Dunlop disc	12g. on near side. Also 6½g. and 18g. tanks	Front : 4.50 by 15 in. Rear : 5.25 by 15 in.	—	Burman worm and nut	9 cwt. Mk. X : 11 cwt.	All-enveloping, twin tail-finned 2st. Dzus and budget fasteners	7 ft. 3½ in.	Front: 4 ft. 0½ in. Rear: 3 ft. 11½ in.
Swing-axles with tubular radius arms. Rubber stand suspension	Girling, 9 by 1½ in., single inboard drum at rear	10g. in tail	Front : 4.50 by 15 in. Rear : 5.00 by 15 in.	4.0, 4.1, 4.2 to 1	Rack and pinion	9 cwt. 1 qr.	All-enveloping, 2st.	7 ft. 1½ in.	Front: 3 ft. 11½ in. Rear: 3 ft. 11 in.
Double trailing link. Laminated torsion-bars, jointed drive-shafts. Telescopic S.A.	Lockheed 2 LS Front : 11 by 2½ in. Rear : 11 by 1½ in. Alfin drums with turbo-fins. Inboard at rear	Two 15g. in tail.	Front : 5.50 by 16 in. Rear : 6.00 by 16 in.	3.6, 4.1, 4.25, 4.5 to 1	Marles	19 cwt., wet	All-enveloping, glass-fibre, 2st. with twin tail fins	8 ft. 0 in.	Front : 4 ft. 3 in. Rear : 4 ft. 3 in.

moreover, does not pretend to be complete, omitting older designs such as Cooper-Bristol, Cooper-Alta, Turner, R.W.G., etc., but it does sort out this year's prominent specialised sports cars.

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- 1934 RILEY KESTRAL Nine Chassis.** Ideal for Special builder. Reblocked radiator, Special Series engine, mechanically sound, crash box, P100's, wings sound but body framework going. Also a few spares. £50 or offer. Hutton, "Quince Cottage," Moorhayes Drive, Laleham-on-Thames, Middx. [7364]
- BRAND NEW M.G. E.N.V. gearbox, close ratio,** fit F. or D. Type Magna P.A., P.B., £17. Four Amal carburetters, complete with manifold and linkage, ready to fit. £15. 42, Yeading Gardens, Hayes, Middx. [7366]
- ALVIS SPEED TWENTY, 1933, D.H.C.** Good all-round condition. Full details and trial. Open to offers. Box No. J367, MOTOR SPORT, 15, City Road, London, E.C.1. [7367]
- ALVIS SPEED 20 Charlesworth Saloon.** £100 o.n.o. Briggs, 1, Wickwood Court, Sandpit Lane, St. Albans. [7368]
- 3 LITRE BENTLEY, 1924.** Mechanically sound with good body, new hood and tonneau cover. Brake drums skimmed, new shoes, linings. Dynamo, starter motor overhauled. £200. Logue, 61, Grange Avenue, Manchester, 19. [7369]
- VINTAGE A.C., 1929, 16 h.p. A.C. Aces** Coupé. Excellent engine, brakes relined, good tyres, hood. Owner posted overseas. £70. Box No. J370, MOTOR SPORT, 15, City Road, London, E.C.1. [7370]
- TRANSPORTER, 1948 Commer Observation** Coach. High rear platform, complete with seats, etc. Ideal vehicle for conversion, giving good capacity and crew quarters. Tyres, body and mechanical condition excellent. £350. Parsons & Parsons Ltd., Potter Street, Harlow, Essex. [7371]
- 1923 SILVER GHOST CHASSIS.** Excellent condition, log and instruction books, ready to tow away. £35. Tel.: Rainham 4610, 133, Broad Street, Dagenham, Essex. [7372]
- FORD ZEPHYR cylinder head, Barwell gas-** flowed, c/r 8.45:1, o/s valves, double springs, etc. Used 3,000 miles only. Also pair Allard 7:1 alloy heads for Ford Pilot, as new. Offers to Kastner, Thirlmere, Wrea Green, Preston. [7378]
- R.A.F.-TYPE FLYING JACKETS.** Sheepskin, very large collars, largish size. One brand new, £20; another £14. Approval. Box No. J380, MOTOR SPORT, 15, City Road, London, E.C.1. [7380]
- LEA FRANCIS 1929 low aluminium 2/4-seater** sports. Rebuilt throughout, little used since. 1½ litre Meadows 4 E.D. twin S.U.s, new liners, makers' pistons, shaft ground and re-metalled, new battery, hood, five new tyres; electrics reconditioned, matched instruments; P100's; recellulosed blue/grey. Car in new condition. £275. Cardiff area. Tel.: Dinas Powis 2204. [7382]

FOR SALE—continued

- ROLLS PHANTOM I, 1928, Barker Landulet** coachwork. £90. Smith, Tel.: Bourne End 622 (Bucks). [7383]
- LAGONDA L.G.45, 1936, Pillarless Saloon.** Engine just overhauled, brakes relined, new prop. shaft and U.J.s fitted. Four new tyres, excellent condition throughout. Talbot 105, 1936 Coupé, carefully maintained and in good condition but requires new tyres. No reasonable offer refused. Carlyon House, St. Neot, Nr. Liskeard, Cornwall. [7384]
- TRIUMPH 14/65 Roadster, 1940.** Excellent condition, used daily. Top speed 85. £250 o.n.o. After 7 p.m. 79, Eaton Crescent, Swansea. [7385]
- REGRETFULLY—4½ litre Bentley 1928.** Clutch relined, recently rewired, serviceable hood, taxed end 1955. £185 or good offer. Bucknall, Hunter's Close, Dean Row Road, Wilmslow, Cheshire. [7386]
- M.G. TICKFORD DROPHEAD, T.B. New hood** and respray. Extra wheels with balloons, etc. Seen Clapham Common. Any trial. Owner going abroad. £300. Tel.: BATTERSEA 4409, after 6. [7387]
- H.R.G. 1948 1500 cc, Aerodynamic F/H Coupé.** Very fast car. £420 o.n.o. Write particulars and appointment. 181, Old Bedford Road, Luton, Beds. [7388]
- 1934 SINGER LE MANS 9-h.p. O.H.C. 2-seater.** Maintained regardless of cost. Selling regretfully due to increase in family. Sparrows Hall, Windsor Forest, Berkshire. Tel.: Winkfield Row 4012. [7389]
- ENTHUSIAST'S 1938 model Brough Superior** Coupé 20-h.p. Genuine 25 m.p.g. Total mileage 40,000. First-class condition family car offered with much regret. Including spares and extras. Bargain. £450 o.n.o. Hall, 47, St. Davids Road North, St. Annes-on-Sea, Lancs. Tel.: 2719. [7390]
- B.S.A. tricycle cylinders, rusty, 30/-.** Pair Morris Cowley brakes with unused nitralloy liners. £3. Perrot shafts for early 3 litre. £3. Hydraulic braking set from Morris 8, absolutely complete, effective. £12. Vincent Rapide, 1951, with Shadow additions, a really beautiful engine, but in every other respect, damnable. Offers. Buyers collect. Croshaw, Loretto, Wraybury, Staives. [7393]
- DISMANTLING crashed 1937 Fiat 500.** Spares include engine and gearbox with rad, starter, dynamo, carb and distributor. £40. Also complete front end and windows, seats, etc. Offers. Clampin, 80, Argent Street, Grays, Essex. [7394]
- M.G. MAGNA Coupé 1933, Bodily, mechanically** sound. £60 or offer. Kilby, Isleham, Ely, Cambs. Tel.: Isleham 259. [7395]
- 1947 STANDARD 12 Coupé, 33 m.p.g. Two** owners. 49,000 miles. Body unmarked. New tyres. Engine reconditioned at 40,000 miles. No dealers. £335. Write Lt./Cdr. M. Crosley, R.N.A.S. Ford, Sussex. [7396]
- RAPIER Drophead 4-seater, Dec. 1936.** Two owners. Tyres and battery nearly new. Spare parts included. £150 or offer. "Foxley Bank," Eaton Road, Malvern Wells, Worcs. Tel.: Malvern 1214. [7397]
- BENTLEY, 1929, 4½.** Original, unmodified, collector's piece. Three owners. 80,000 miles. Gurney Nutting, open, four, fabric. Never competed. Taxed year. Just repainted, re-chromed, rebored, brakes relined specialist. Complete renovated weather equipment. Front, rear tonneaux. Well shod, two spares. Offers. Bury, Mountstewart, Newtownards, Ulster. [7399]
- FIBREGLASS BODIES.** Why not build your own body at home? Full information on materials, how to build body and mould cheaply, easily where to get goods, etc. Written for the amateur. Only 4/6d. or for full details of our home construction kits send s.a.e. Martin, 12, Cromwell Road, Portsmouth. [7400]
- MORGAN PLUS FOUR, 1951, 40,000 miles.** Good condition throughout. Well shod. £385. Horne, Roberts Hall, R.M.C.S., Shrivenham Wilts. [7401]
- HANSA 1939 4-seater D.H. Sports.** Excellent condition. Any trial. Pickard, 42, Henley Street, Battersea, S.W.11. [7402]
- TRIUMPH T.R.2 new for immediate delivery** from stock. Finished signal red. From the distributors—Stanbourne Motor Co., 169-171, Old Christchurch Road, Bournemouth. Tel.: Bournemouth 7007. [7403]
- TRIUMPH T.R.2, October 1954.** Heater and overdrive. Finished signal red. In new condition throughout. Low mileage. Stanbourne Motor Co., 169-171, Old Christchurch Road, Bournemouth. Tel.: Bournemouth 7007. [7403A]
- SINGER LE MANS gearbox, carburetters, steer-** ing, crankshaft, head, wheels, axles, hubs, etc. Paris, 6, Fort Road, Halstead, Kent. Tel.: Sevenoaks 3769 evenings. [7404]
- ROLLS ROYCE 40-50 Limousine, 1930.** £125. Tel.: PUT 6436. [7409]

FOR SALE—continued

- RILEY MONACO, 1932, Twin S.U., 7:1 pistons.** Engine and chassis recently overhauled. Taxed to December. Dreadful body but otherwise virile. £50. Tel.: Field End 8346 after 7. [7405]
- AUSTIN 7 2-seater, Alloy body, 1953.** Stab tank, wheels 15F, 16R, hood, modified brakes, oil rear shocks. New tyres, tubes. Many spares. Alta head, downdraught manifold, axle ass'y, steering, etc. 28, Guildford Way, Wallington, Surrey. Haggle at £95. [7406]
- ASTON-MARTIN LE MANS 2/4 1933.** Fitted V.8 engine. £225. Photograph and further details from Richards, 125, Church Lane, Birmingham. [7407]
- 1936 A.C. 2-seater D.H.C. with dickey.** New hood, sleeves, mains, ends, etc. £200 o.n.o. or exchange saloon. Tel.: WOR 1918. [7410]
- AUSTIN ENGINE, 750 cc., 1928, H.C. head.** Decarbonised. Good condition. £15 o.n.o. including dynamo, magneto and starter. Tel.: Chancery 7457. [7412]
- MORRIS MINOR SPARES, 1931 s.v., complete** chassis sound, good tyres, 2-seater body rough. Sell whole or break, S.a.e. please. 11, Rydal Road, Little Harwood, Blackburn. [7413]
- CAR RADIO, Ex 1950 Vaux.** Perfect order including speaker grille and telescopic aerial. Best offer. Curtis, 46, Cressingham Road, Reading. [7414]
- "MOTOR SPORT," April 1951 to October 1954.** "The Motor," May 23, 1951 to May 26, 1954. Dates inclusive. Best offer. Curtis, 46, Cressingham Road, Reading. [7415]
- FINAL OFFER for genuine enthusiast, 4½(S)** Bentley 1931 (built '33). Condition throughout V.G., including tyres and all weather equipment. 14 m.p.g. £275, no less. Spares. Box No. J416, MOTOR SPORT, 15, City Road, London, E.C.1. [7416]
- 1934 ALVIS SPEED 20 Charlesworth Saloon.** Very good order throughout, not run since top overhaul (new valve springs fitted). Matrimony enforces change to "Popular" motoring. £195. Brooks, Layer Marney, Essex. Tel.: Tiptree 207. [7417]
- ALVIS FIREFLY dynamo, model C5A-1, type** BU-O, £3. Petrol pump, modern type fitting Firefly, £1. Both excellent. Set new cyl. liners, fit 12/70, £3. Wanted, c.w. & p. 477 suitable Firebird. Wetherell, 45, Nethervale Avenue, Glasgow, S.4. Tel.: Merrylee 5540. [7418]
- TALBOT DARRACQ 75, 1934.** One owner since 1936. Unused during war. Total mileage 28,000. New tyres, battery, shock absorbers. Engine and gearbox recently overhauled. Immaculate appearance and 100% mechanical condition. Photos available. £165 o.n.o. Clark, 33, King John's Road, Kingswood, Bristol. Tel.: 74644. [7419]
- 1936 RILEY 9 Merlin.** Clean, reliable car in daily use. £110. Reilly, Tel.: MAI 5504 evenings after 8. [7420]
- ALVIS 1932 TL/12/60.** Engine excellent, bodywork good. 70 m.p.h., 22 m.p.g. New pump, carburetters. Much money spent on this car by present owner. £110. Can be seen by arrangement. Box No. J421, MOTOR SPORT, 15, City Road, London, E.C.1. [7421]
- 1928 4½-LITRE BENTLEY.** Coach built tourer, very original, full all-weather equipment, plate clutch, D type box, just decarbonised, recent engine overhaul, plenty of urge, maintained regardless. Reason for sale—unsuitable for owner's business. £330. Brookes, 33, Gordon Avenue, Norwich. Tel.: Norwich 33633. [7430]
- £25. MUST SELL.** 1930 Morris Cowley 12-h.p. Tourer. Well shod good running order. Moorcot, Tower Road South, Heswell, Wirral. Tel.: Heswell 3301. [7431]
- 1927 AUSTIN Heavy 12-4 Windsor Saloon.** Taxed, insured. Completely roadworthy. Interesting history. £50. Higgens, 621, Lordship Lane, N.22. Tel.: BOW 0346. [7432]
- 1954 (OCTOBER) TRIUMPH T.R.2.** British Racing Green. Overdrive, wirewheels, heater. 4,000 miles. Excellent condition. £795. Private sale. Tel.: Wembley 6246 during business hours. [7433]
- B.S.A. 3-WHEELER Twin, 1931 "Saloon body."** Needs exhaust pipe and top-end overhaul. 55, Hillingdon Road, Gravesend, Kent. [7434]
- TWO LINCOLN ZEPHYRS, 1937.** One goes like a bomb. Other part broken up for spares. Selling together £300. Tel.: Rickmansworth 4568 or 2767 evenings. [7435]
- ROLLS ROYCE Silver Ghost Hooper limousine.** Servo F.W.B. Excellent condition. £80. John Bolster, Goose Farm, Nr. Wrotham, Kent. [7436]
- 1950 MORGAN 4/4 2-seater, B.R.G.** Recent bills £140. New tyres. Extras include heater, water pump, full length tonneau, flashing indicators, twin Mellotones. £410. Filt./Lt. Elliott, R.A.F. Manby, Lincs. [7437]
- M.G. 1938 V.A. 1½-litre Tourer.** Sound car. £185. Tel.: Northampton 31001. [7438]

FOR SALE—continued

CAR RADIO. 6v DeWald. Just overhauled. In good working order, needs aerial. £5 or offer. Block, 55, Grimsey Road, Leiston, Suffolk. [7440]

SALE OR EXCHANGE. 1929 T.T. Replica. Leaf 1½. Cozette blown, Roller Meadows. 2-seater. Good battery, hood and tyres. Drop screen. Spares include gearboxes, axles, chassis, radiator. Rewired. £120. Open Bentley wanted. Cash adjustment. Grottes Lodge, Blackheath, London. [7442]

ROLLS ROYCE. 1939 Replica. 21 h.p. in showroom condition. Owner-driven saloon with boot. Black, beige hide. £425 o.n.o. Mile Oak Garage, Tamworth, Staffs. Tel.: Tamworth 554. [7443]

1954 REPLICA Frazer-Nash. Full touring equipment to conform with law. Licensed to December. £1,900. Box No. J444, MOTOR SPORT, 15, City Road, London, E.C.1. [7444]

LAGONDA 16-h.p. Sportsman Saloon. Engine thoroughly overhauled August 1954. Car repainted lately. British Racing Green. Pre-selector gearbox. Car mechanically perfect. Immaculate condition. New tyres. £260 or offer. Stanbridge, 22, Elwis Street, Marshgate, Doncaster. Tel.: 49780. Please make appointment. [7445]

1932 12/50 SALOON. rebored, brakes relined, £75. 120 "Motor Sport" £3. Wanted, handbook, starting handle 1933 Rolls 20/25. Tel.: Radlett 5613. [7446]

ALVIS SPEED 20 1934. Charlesworth Saloon. Excellent condition throughout. £125 o.n.o. Rich, Wrongs Farm, Cornard, Sudbury, Suffolk. Tel.: Sudbury 2055. [7447]

AUSTIN 7 SPECIAL. Built 1953. Reconditioned engine, new aluminium body, rear tank, remote gear lever, 40 m.p.g., reliable and sporting car. £45. Also B.M.W. motor-cycle, 500 c.c. twin, shaft drive, £90 or exchange good Riley 9 Special, Edgington, Mark's Tey, Stubbington, Hants. [7448]

HEALEY 2½ LITRE 2-seater. Distinctive lightweight body, B.R.G., 8:1 c.r. Lucas mod. head. Recent engine rebuild with new bearings, relined clutch and brakes, £375. Dr. Longton, St. Margarets Hospital, Epping. [7449]

BENTLEY 4½ litre Saloon by Gurney-Nutting. Comprehensive overhaul 4,000 miles, crank grind, new mains and big ends, new drain tubes, new races throughout; 3 mm. off block; clutch relined, rewired, body sound; lower panels refabricated, new running boards, new carpets; excellent tyres, wheels rebuilt, £225. Box No. J450, MOTOR SPORT, 15, City Road, London, E.C.1. [7450]

SUNBEAM COUPE, 1931. Runner. Cheap to enthusiast. Offers. Sheaf, 55, Mayplace Road East, Bexleyheath, Kent. Tel.: Bexleyheath 954. [7451]

HARDSURFACED ROCKERS. M.G., Wolseley 6s. each, others serviced. Rocker bushes, 5s. each; shafts from 15s. pair; valve guides, 3s. 6d. Also in stock valves, springs, gaskets, king-pin sets, crown and pinions and many other items. S.U. exchange service and spares. Brake and clutch lining service. Large valves and 150 lb. springs for tuning XPAG. Exchange heads, blocks, cranks, etc. S.a.e. list. Thomson, 102, Kingston Road, Wimbledon, S.W.19. Tel.: Liberty 8498. Telephone up to 10 p.m. [7452]

MARSHALL NORDEC Supercharger for M.G. Y, T.C. or T.D. 8,000 miles only, perfect and complete all fittings. £33 o.n.o. Loxton, Gains Cottage, Bicton Heath, Shrewsbury. [7453]

MORRIS COWLEY. 1924, 11.9-h.p. 2-seater tourer. 30 m.p.g. Good condition throughout. Rebored July, 1954. New hood, battery, universal joints, brakes relined, 8 good tyres, 500 x 19. Many excellent spares, including complete chassis and good engine. £85. Harrison, 36, Egerton Gardens, Knightsbridge, S.W.3. [7454]

BENTLEY 4½ 1929 4-seater open sports. In really good condition, £250 or near. Booth, 55, Headingley Lane, Leeds. 6. Tel.: 54795. [7455]

1911 DE-DION BOUTON 8 h.p. Racing Voiturette. Many V.C.C. awards. Specimen condition. Booth, 55, Headingley Lane, Leeds, 6. [7456]

£75 O.N.O. Wolseley Hornet Special. Mechanically good. T. & I. Requires hood and minor repairs. Tel.: BAT 8442. [7457]

ALVIS 1929, S.D. 12/50 Beetleback. Big port engine, 4,000 miles since crank ground. 4 new tyres, new hood, excellent condition. 28 m.p.g. Taxed year. £125 o.n.o. South Nutfield Garage, South Nutfield, Surrey. Tel.: S.N. 2289. [7458]

500 cc. J.A.P. ENGINE. Alfin barrel, etc., just overhauled, new Albion R/8 gearbox. £65 or offer. Complete new 500 less body, transverse springing, inboard rear brake, £120 or offer. Tel.: LEE (London) 1833. [7459]

BUICK 1934 28 h.p. Engine only 16,000 miles old since complete rebuild. Bodywork in excellent condition. 3 new tyres, 4 part-worn tyres, brakes good. 19 m.p.g. £70 o.n.o. Box No. J465, MOTOR SPORT, 15, City Road, London, E.C.1. [7465]

FOR SALE—continued

M.G. 2-SEATER MODEL M. Regd. 1933. First-class order throughout, goes like a bomb! Seen Oxford or London. £75. 2, Holmbush Court, Hendon, N.W.4. Tel.: SUN 1107. [7460]

FERODO BRAKE Efficiency Meter in leather case, £5 o.n.o. Snow, 6, Carlin Gate, Timperley, Cheshire. [7463]

RILEY 9 LYNCOCK 2/4 SEATER. Engine re-ground, new timing wheels, bodywork rebuilt, resprayed. £100 for quick sale. "White Cottage," Laughton, Rugby. [7464]

FIAT 500 SALOON, 1947. Dark green, in very good condition, with heater and many other extras. £270. 23, Guessens Road, Welwyn Garden City, Herts. [7466]

CONSUL. Pair Zenith carburetters with cleaners, manifold and control. £10 10s. Hodges, 37, Apsley Road, Bristol, 8. [7467]

JOHN BLAND OFFERS—1927 Renault 9/15 h.p. tourer, good hood and side curtains, brakes relined, dynamotor and magneto overhauled, £35. No reasonable offer refused for Talbot 1937 B.D. 75/105 saloon, body in good condition, complete glass and upholstery. 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [7468]

OUTSTANDING 1922 Vintage Standard 11.4 2-seater with dickey. Perfect mechanically. New battery, magneto, hood, screens; professionally repainted and reupholstered; tyres good. Taxed December. Everything works; stored many years. Entirely original. A delightful and exquisite little carriage in "concours" condition for the connoisseur at £100 (or very near), or consider part-exchange similarly good 2-litre Lagonda. Herbert, 22, Linden Way, Boston, Lincs. Tel.: 3647. [7469]

MEADOWS 4½ litre Engine. Reconditioned, suitable Lagonda or Invicta. £30. Purchaser collects. Set 8 brake linings suit L.G. 45 LAG. £3. McEwen, Great Longstone, Nr. Bakewell, Derbyshire. [7470]

M.G. N.A. MAGNETTE, 1937. Red two-seater. Excellent condition, extras include radio, new hood. "Bloody Mary" must go due to National Service. £175 o.n.o. Horne, 6, Sneyd Avenue, Newcastle, Staffs. [7471]

AUSTIN NIPPY. Ulster engine. Cambridge head manifold, well shod, 50 m.p.g. £120 o.n.o. Tel.: Molesey (Middlesex) 6140. [7472]

1934 HOTCHKISS Sports engine, complete overhaul, good condition, tyres, etc. £60 o.n.o. Tel.: Sunbury-on-Thames 237. [7473]

MORRIS 8 TOURER, 1935. Green, good hood, tonneau, etc., smart looking car. £110 o.n.o. Riley Kestrel 12/4, 1935, sound body, silver oxide, twin S.U.s, 50 lb. hot oil pressure, £145. 44, Somerset Avenue, S.W.20. Tel.: WIM 0392. [7474]

1929 ALVIS SILVER EAGLE D.H.C. Professionally fitted 12/50 engine, twin S.U.s knock-ons, five excellent tyres, special ratios, £65. Thompson, 8, Purves Road, N.W.10. Tel.: Ladbroke 5755. [7479]

1934 RILEY LYNX. Excellent condition, side-screens, new hood. Price £175. Tel.: Ravensden 291. [7480]

£200. 1939 M.G. W.A. 2.6 litre sports saloon. £150. 1935 M.G. P.A., 8 h.p., 2-seater sports. Both in excellent condition. 416, Whitechapel Road, Scholes, Cleckheaton. Tel.: Cleck 807. [7481]

RAILTON 1938 SANDOWN Saloon. 14,000 since new engine, new tyres, brakes relined, clutch, axles, etc., all overhauled. Scintilla mag. £299. Litchfield, 23, Monahan Avenue, Purley, Surrey. Tel.: Uplands 8344. [7482]

RILEY SPARES. Helical and E.N.V. gearboxes, 1½ crank and rods, centrifugal clutch, wheels and half-shafts, radiators, Hitchcock, 12, Hanbury Croft, Acocks Green, Birmingham. [7483]

ATALANTA, 1939. Recent complete mechanical overhaul. £350. Laws, "Saxony," Beacon Gardens, Crowborough, Sussex. [7484]

TRIUMPH GLORIA, 1934. Breaking, most parts for sale. "Deva," Carlingford Drive, Westcliff, Essex. Tel.: Southend 40084. [7485]

RILEY. Late 1935 Falcon. Overhauled three years ago at great expense. Black and red. £140. A. A. Clark, Ltd., 6, Frances Road, Windsor. Tel.: 1130. [7486]

1948/9 ALLARD Shooting Brake. Very attractive, immaculate appearance. £275, or exchange Volkswagen, open sports or motor-cycle and cash. 64, Borough Road, Altrincham, Tel.: 4648. [7487]

FIAT 501 1922. Unique coach-built Saloon, original condition, stored 22 years; new tyres, many spares, £50. Also 30/98 spares, axles, new pistons, engine, frame, lights, etc. Box No. J488, MOTOR SPORT, 15, City Road, London, E.C.1. [7488]

COMPLETELY ASSEMBLED M.G. 1½ litre T.F. chassis with all accessories. Only wants a body supplied. Delivered from Abingdon per lorry recently, this is brand new and unregistered. Purchase tax has been paid, a real snip for any amateur bodybuilder. Price £350. H.P. arranged if required. Arnell, 4, Tattenham Way, Tadworth, Surrey. (Letters only, am away until mid-June.) [7489]

FOR SALE—continued

RILEY 9 KESTREL SALOON, 1934. New crown wheel and pinion, carburetters, universal joint, piston rings, exhaust valves, pipe and silencer, brake cable and clutch lining. Mechanically sound, bodywork fair. £80 o.n.o. L. Hanbury, Wrest Lodge, Silsoe, Beds. Tel.: Silsoe 306 (Office). [7490]

DIESEL CAR. Large chassis of peerless British make. Perkins 4 engine. Details on application. Box No. J491, MOTOR SPORT, 15, City Road, London, E.C.1. [7491]

COOPER MARK V. Works rebuilt 4-stud J.A.P. Trailer, jack. Spares include Triumph twin engine, £275 or offer, 4, Boughton Street, St. John's, Worcester. [7492]

SINGER SENIOR SPARES. Crown wheel and pinion, half-shaft, brake shoes, Cheap, 32, Star Hill, Rochester, Kent. [7497]

1951 H.R.G. 1500. Genuine mileage only 18,000, one owner, finished British Racing Green, many extras, superb condition throughout. £595. 10, Weld Road, Southport. Tel.: 67365. [7498]

MORGAN 4/4, 1937 with 1948 Ford Ten engine. Scintilla. £200. Tel.: Watford 7923. [7499]

TALBOT 14/65 SALOON, 1934. One owner recently deceased. Meticulously kept, believed excellent condition. Best offer. J. E. Paterson, 18, Woodhall Drive, Pinner. [7500]

CITROEN FOR SALE. 1939. 12.8 h.p. Coupé. £240 o.n.o. Richardson, 233, Tennyson Road, Coventry. [7501]

30-98 VAUXHALL TOURER, 1924. Chassis O.E. 165. Exceptional condition throughout. Offers to Bayliss, Haslemere. Tel.: 1234. [7502]

1924 EDITION "Modern Motors" (4 volumes) by H. Thornton Rutter; 800 pages including dozens of plates and diagrams; near new condition. Offers. Galloway, 74, New Road, Peterborough. Tel.: 5811. [7503]

RILEY MONACO 1933. £140 o.n.o. Exceptional bodywork, mechanically perfect, well shod, new battery, many extras, rad'o, etc. Twin carburetters and ex-camshafts. Second owner since new. Original instruction book. Tapscott, Haw Street, Wotton-Under-Edge, Glos. Tel.: 2131. [7504]

MORGAN 4/4, 1937. Black, new fawn hood. Taxed. Extras. Very reliable. £195 o.n.o. Coates, 42, New Street, Salisbury, Wilts. [7505]

B.S.A. "SCOUT" TOURER (Nov., 1938). Very good all-round condition and appearance. £195. A. Harcourt, 179, Avon Road, Chelmsford, Essex. [7506]

1938 RILEY SPRITE. Wilson pre-selector box, completely rebuilt in 1947. In first-class condition throughout, requires no money spending on it. Not a mongrel but 100 per cent. Sprite exactly as it left the works. Full details and history to genuine enquirers only. Can be seen and tried by appointment. My doctor forces reluctant sale. Hodgkinson, Moor Road, Longstone, Nr. Bakewell, Tel.: Gt. Longstone 201. [7507]

SUNBEAM 16 SALOON, 1930. Running in after rebore; new pistons, valves, etc. Excellent original order. All tools and handbook. "Best Sunbeam." Register Meeting, 1953. One owner until purchased two years ago. £100 o.n.o. Shearley, Waysmeet, Orley Farm Road, Harrow. Tel.: BYR 1211. [7508]

TALBOT 14/65, 1935. Just rebuilt at cost £130. 500 miles only since engine completely reconditioned including crank ground, new mains, big-ends, pistons, valves; gearbox relined, new bearings, traffic-clutch relined, dynamo overhauled, new Exide double battery; body excellent. Reason sale, posted overseas. Car good for 50,000 miles. Price £140. Tel.: Elstead (Surrey) 2162. [7509]

FIAT 1939. Six cylinder model 1500. Engine unit complete with starter, dynamo, carburettor and all auxiliaries, expertly reconditioned regardless of expense, including tinned pistons, Vachrome rings, new timing gears, also gearbox and rear springs. Stiles, 153, Billing Road, Northampton. Tel.: 2264. [7510]

WOLVERHAMPTON SUNBEAM, 19.8 Saloon, 1935 model. In good order throughout, except wings need tidying up. Sell or exchange for comparable Riley Six, Rover, Daimler or Talbot 14 saloon. Box No. J511, MOTOR SPORT, 15, City Road, London, E.C.1. [7511]

BENTLEY 1928 4½ litre. Good mechanical condition. An interesting car. £185 or offer. Tel.: Hagley 3172 (evening), Stourbridge 5281 (day), or write Box No. J512, MOTOR SPORT, 15, City Road, London. [7512]

ROLLS-ROYCE, 1929. 20 h.p. Beautiful condition, engine and clutch recently reconditioned. Original body and leather in perfect trim, green upholstery. Suit vintage enthusiast. The Clinton Garage, Lombard Street, Newark, Notts. [7513]

VOLKSWAGEN, L.H.D. 1947. Carefully maintained by present owner since 1948. Reconditioned engine 1951. Numerous spares. Colour bronze. Taxed December. £250. Potts, "Crag-side," Newton, Wirral. Tel.: Hoylake 3135. [7515]

1937 CITROEN BIG FIFTEEN, F.W.D. £175 o.n.o. Allard drophead wanted. Limbrey, 14, Southfield Close, Hillingdon, Middx. [7516]

FOR SALE—continued

LAGONDA 1934 4½ Sports Tourer. Just re-sprayed, chromed and complete overhaul throughout. Specimen car. First sensible offer secures. Long, 446, Dobcroft Road, Sheffeld, 11. Tel.: 72907. [7514]

OPPORTUNITY KNOCKS for hard up enthusiast to purchase on his own terms my 3 litre Darracq. Requires painting and interior seats. Snip for someone who can afford a weekly payment. 327, York Road, Battersea. Tel.: Vandyke 4288. [7517]

ASION MARTIN D.B.2. Many extras, spares conversion available. Supercharger, Vantage engine. Tel.: Bishopsgate 1906. [7518]

OVERTON MK. VIII. 1172 c.c. sports/racer. Brand new engine (not reconditioned). Aquaplaned, polished, dynamically balanced, 4.7 axle. Tremendous acceleration. £195. Havery, 24, Tower Road, Orpington. Tel.: 24293. [7519]

RILEY IMP. 2-seater sports. Fitted Sprite engine, Borg-Beck clutch, crashbox, twin S.U.s, windtones, oversize rear tyres, twin spares. Extremely sound bodywork; finished in ivory with red upholstery. Superb road holding. Good brakes. Exceptional performance. £295. Manser, 10, Roman Road, Shrewsbury. Tel.: 3528. [7520]

DISMANTLING Riley Nine Monaco, 1932. Twin carbs. Clark, 23, Park Lane, Chadwell Heath, Romford, Essex. Tel.: Seven Kings 0792. [7521]

1928 AUSTIN 12.8 TOURER. Splendid condition, S.U. carb., new sidescrims, batteries, tyres. Utterly reliable. Taxed, insured. Nearest £55. Webb, Carr Farm, Rawdon, Yorks. [7522]

RILEY 9 KESTREL, 1935. Special Series engine, preselector, mechanically sound; interior needs slight attention. £100. Notts area. Box No. J523. MOTOR SPORT, 15, City Road, London, E.C.1. [7523]

1931 BENTLEY 4½ litre short chassis Cooper bodied two-seater. New battery, six good tyres, steering parts chromed, good condition generally. Fast, excellent hill climber, just beaten Firlie and Stapleford 1954. Also spare 10ft. 10in. chassis, rear springs, bulkhead, complete steering assembly, spare front axle. All excellent condition. £425 or near offer. Seen c/o Grayston, Ridgewood Farm, Knotty Green, Beaconsfield. Tel.: 1320. [7524]

LANCIA AUGUSTA cylinder head, £10. 324, Shalesmoor, Sheffield. [7525]

£62 10s. CHRYSLER 6, 19 h.p. English drop-head foursome Coupé. Clean inside and out. Handsome, excellent runner. Taxed. W. H. Barnes, Ic, Venner Road, Sydenham, Tel.: 7469. [7526]

RELUCTANT PHILANTHROPIST offers Alvis Firefly Saloon. New roof, interior, headlamps, paintwork, etc. Preselector (reconditioned). £80. Tosh, 32, Elm Row, Edinburgh. [7527]

ALVIS SPEED 20, 1934, V.D.P. Sports Saloon. In first-class mechanical condition. Photos available to genuine enquirers. £165 or offer for quick sale. Stewart, 47, Westbourne Gardens, Glasgow. [7528]

AUSTIN SWALLOW SALOON. Attractive body, very economical and reliable. Mechanically excellent. £60. Box No. J529, MOTOR SPORT, 15, City Road, London, E.C.1. [7529]

P.2 CLOCKWORK ALFA. Good condition, original paintwork, slightly damaged exhaust, small dents near rear wheel; photos. Plucknett, 26, Godwin Close, Cambridge. [7530]

1937 RILEY 15/6. Sound condition, no bills available; never have any. Offers. Box No. J532, MOTOR SPORT, 15, City Road, London, E.C.1. [7532]

1935 ALVIS FIREBIRD Saloon, £35. 1935 20 h.p. limousine, £90. 1939 Alfa Romeo limousine, £350. 1750 c.c. saloon, no engine, £125. Spares. Heads, etc., for Alfas, Alvis, Sunbeams, Talbots, Rileys, etc. 1935/6 Graham Eight, £70. Lincoln Twelve, £75. Jones, 47, Edmondstown, Tonypany, Glam. [7531]

M.G. J.2 Crankshaft; quantity J. and P. Spares. Box No. J533, MOTOR SPORT, 15, City Road, London, E.C.1. [7533]

RILEY SPRITE 1½ litre. Exceptional condition and performance. Small mileage since extensive overhaul. £300. Bate, "Sandlyn," Plough Lane, Christleton, Chester. [7535]

FIAT 509A TOURER. Outstanding condition, with spare car. Offers over £50. Sainsbury, Tel.: Bicester 206, Ext. 18, after 5.30. [7536]

4½ LITRE BENTLEY. Black Sportsman Saloon. Latest chassis December, 1930. Small mileage. Mechanically excellent, coachwork and chrome likewise. £350. Stribley, 11a, Sherbourne Road, Acocks Green, Birmingham. [7537]

LANCIA APRILIA, 1937. Excellent condition, maintained Lancias. Full details on application. £325. Hopkinson, 30, East Park Parade, Northampton. [7538]

BRAKE LININGS. Special Offer. Full set 8 drilled with rivets. Ford 8/10, 30s.; Morris 8, 40s.; P.P. 2s. State year/model. Cash with order or C.O.D. Quotation by return for any other car. 23, Stennells Avenue, Quinton, Birmingham, 32. [7540]

FOR SALE—continued

1928 ROLLS TWENTY, two-door close-coupled, fixed-head foursome Coupé with dickey; maroon/black, red upholstery; original condition, with carriage lights and artillery wheels, £295. 1928 Rolls Twenty, drophead Coupé with dickey; primrose/black; interior and hood excellent; two spare wheels, tyres as new; engine just rebored, not yet run-in, £325. Two of the finest Rolls in the North. "Seeing is believing." Rusholme Light Car Co., Walmer Street East (off Wilmslow Road), Manchester, 14. Tel.: RUSHOLME 1144. [7539]

ALVIS 14 h.p. Saloon, 1949. Very attractive car. £550, or consider D.H. Coupé. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [7541]

BENTLEY 3 litre Abbey body Saloon. Recent engine overhaul. Rally winner. Full details, photo. Austin Special. All new Riley parts, alloy head, S.U. carb., Bowden brakes, suspension; Newton S/A's, etc. Built regardless of cost. Bodyless. T. W. Sanger, 126, Gloucester Road North, Filton, Bristol. [7554]

MORRIS 10 h.p., 1934. Two-seater, bench seat, with dickey. Good sturdy car. £35. Evenings. Caldwell, "Windrush," Cophthorne. Tel.: 290. [7555]

HORNET SPECIAL, 1934. 2/4-seater, B.R.G. £115. Dering, "Mayfield," Steel Lane, Oxshott, Surrey. Tel.: 81. [7556]

1938 B.R. SALMSON SALOON, 14 h.p. Well maintained and in good condition. £175 o.n.o. Bishop, 21, Blythwood Road, Pinner. Tel.: Pinner 8843. [7557]

VINTAGE 1921, Unique A.C. Brooklands record replica, reliable, effortless touring at 50-55 m.p.h. £120. Entered Silverstone 4th June, many good spares available, photo on request. Tel.: Tony McCusker, Harrow 0668. [7558]

A.C. FOURSOME Drophead, 1935. Exceptionally good condition, sports chassis, large instruments, telecontrols, unmarked body, only two previous owners. Any trial. £160 o.n.o. Aickin, 55, Farm Road, Maidenhead, Berks. [7559]

ALFA ROMEO. 2.3 litre, supercharged type 8C. Series IIa. Short chassis 2-seater. Mechanically sound but paintwork chipped. £325 o.n.o. For details write Capt. Francis, Royal Engineers, Ripon. [7560]

ALVIS OWNER CLUB concours winner. One of the best preserved 12/50 T.C. tourers in captivity. £130. Cooper, Tel.: Elstead 2114 (Surrey). [7561]

ALLARD 1948 Drophead Coupé. 5,000 miles since new Ford V8 30 h.p. engine was fitted. Very good condition throughout. £250. Hire purchase if desired. Lugg, Main Road, Ebley, Stroud, Glos. Tel.: Stroud 919. [7562]

HUMBER 9/20, 1927, coachbuilt saloon. Good tyres. Any trial. Spare engine, gearbox, etc. £40. Catchpole, 194, East Lane, North Wembley, Middx. Tel.: ARN 3278. [7563]

DELAGE STRAIGHT 8, 1932, with open four-seater body. Very fast, 18 m.p.g. £80 or exchange something smaller. Tel.: LAR 7786. [7564]

£45. RILEY 9, 1934, Kestrel. Self-change, wood bad, metal good, sound tyres, runner. 8, Harvey Road, Hounslow, Middx. Tel.: Hounslow 9149. [7565]

ALVIS 12/60 SALOON, 1932. In sound condition, apart from one con-rod cracked. £85 o.n.o. 3, Edge Hill Court, Wimbledon, S.W.19. Tel.: Wimbledon 9009. [7566]

LIGHTWEIGHT TUBULAR chassied car, with de Dion rear, rack and pinion steering, designed by Bernie Rodger, driven last season by Miss Haig. Two complete sets wheels, 15in. and 16in. Hood and tonneau cover. £350, less engine. 1954 M.G. engine and gearbox available. Kingshouse, Tillington, Petworth. [7567]

RILEY 9 SPECIAL. Very attractive two-seater. Good condition throughout. 40 m.p.g. Goes like a bomb. £130. Box No. J568, MOTOR SPORT, 15, City Road, London, E.C.1. [7568]

BENTLEY 3 LITRE. Genuine 9ft. chassis. Two-seater, hydraulic front brakes. £225. Tel.: Dorking 2107, 7 p.m. [7569]

AUSTIN 7, 1927. Sleeved 1932 engine. Perfect immaculate body, spare engine, gearbox, wheels, etc., £45. Also 1942 Hillman Utility, first-class order. £150. 426, Camden Road, N.7. Tel.: NOR 1818. [7570]

1932 RILEY 9 GAMECOCK. New crown wheel and pinion and bearings, hood and tonneau recently new; chrome and paintwork good. £120. Seen weekends from June 11th. Flint, 10, George V Avenue, Pinner, Middx. Tel.: Pinner 8798. [7571]

FOR PRIVATE SALE. 1924 Red Label Bentley. Green, 4-seater tourer, in very fine condition. London. Box No. J572, MOTOR SPORT, 15, City Road, London, E.C.1. [7572]

LAGONDA (Sept., 1931) 2 litre Tourer. Excellent throughout, good tyres, two new; new hood and side curtains, brakes relined, oil 40 p.s.i. when hot. £175. R. Parker, 54, Corwell Lane, Hillingdon, Middx. [7573]

ALVIS 12/50, 1931. Four-seater tourer. Sound in wind and limb, well shod, recently rewired. £75. Gibson, Holmfild, Tarvin, Cheshire. Tel.: Tarvin 363. [7574]

FOR SALE—continued

ALVIS 12/50 T.G. 2-door sports saloon, 1928. Body in exceptionally good condition, engine completely rebuilt to original specification. Taxed year £130 o.n.o. Currie, Fieldgate House, Fieldgate Lane, Kenilworth. Tel.: 501 (evenings). [7575]

RILEY FALCON, 1½ litre, 1935 model. Owned and maintained last 5 years by chartered mechanical engineer, during which time has been reconditioned throughout. Excellent performance and appearance. £150. Waker, 38, Mosshead Road, Bearsden, Glasgow. Tel.: BEA 5039. [7576]

A.C. PILLARLESS SALOON. Excellent condition throughout; 5 good tyres. £135. Tel.: Abinger 146 (Surrey). [7577]

1947 (AUGUST) TRIUMPH 1800 Roadster. Black, fitted heater, spotlight; good condition throughout. £395. 6, Princes Street, Dunstable. [7578]

1926 MORRIS COWLEY. Box back; sound mechanically, body fair. Taxed. £20 or offer. Dyer, "The Lakes," Ruscombe, Twyford, Berkshire. [7579]

AUSTIN 1929. 12.4 2-seater. Mullier body, 3 new tyres, hood and battery; respayed; new timing chains and gears. Excellent condition. £80. Tel.: Cheddington 266. [7580]

SQUIRE, 1936. 1½ litre four-seater. Red, hood, curtains. Anzani blown, recent rebore, Wilson box, Lockheed spares. Quick motor. £500 o.n.o. Tel.: Rav 4513, after 6 p.m. for appointment. [7581]

ROLLS REPLICA, 21 h.p. sports Saloon. Perfect order; new India's and P100's. £300 o.n.o. Todd, Castle Road, Kendal. Tel.: 572, 6 to 8 p.m. [7582]

"MOTOR SPORT," Sept., 1950, to Dec., 1954. Offers. Bentall, 9, Church Vale, N.2. Tel.: TUDor 8657. [7583]

M.G. P.A. Mechanically sound. £100. Lieut. Davison, Helles Mess, Catterick Camp, Yorks. [7584]

1952 MINOR SALOON (918 S.V.) Scrupulously maintained from new, painted underneath; heater, etc. Low mileage (2 cars kept). Indistinguishable from new; any exam. £470. 19, Broadoak Road, Bramhall, Ches. Tel.: Bramhall 2868. [7585]

SPECIAL. Hillman 10 h.p. engine, gearbox, back axle, Marshal supercharged, Morris I.F.S. rack and pinion steering, tubular chassis; had slight damage at front. W. E. Shearwood, 301, Tittor Road, Langley, Nr. Birmingham. Tel.: BRO 1878. [7586]

4.75 x 21 TYRES from Sunbeam. Two nearly new, £4 each; three retreads, £1 each. Motor gone to breakers' yard. Box No. J587, MOTOR SPORT, 15, City Road, London, E.C.1. [7587]

RILEY MONACO, 1934. Licensed year; running order but needs some attention. £50 o.n.o. Alderton, 15, Rookwood Avenue, Walsington. [7588]

FOR THE KEEN ENTHUSIAST. M.G. Magna, Type "L" Series 2. 2-seater, used weekends only; upholstery unmarked, black paintwork near perfect; car maintained regardless of cost. Original specimen, open to any inspection. £235 or nearest. View weekends, Purdy, 47, St. Andrew's Road, Portslade, Sussex. [7589]

VAUXHALL ROADSTER, 4-seater, I.F.S., fold-flat. Spot, etc. Zip tonneau. Immaculate, red, chrome. £165. Tel.: Rippleway 3285. [7590]

SUNBEAM, 1935, 20 SALOON. Beautiful condition, sound, many spares. £100. Would exchange for tourer. Box No. J591, MOTOR SPORT, 15, City Road, London, E.C.1. [7591]

1934 LAGONDA RAPIER. Mechanically good, body fair. Offers. Manley, "Middle Gannaway," Norton Lindsey, Near Warwick. [7592]

750 SPECIAL. Aerodynamic fibreglass body, finished in white. Many chassis, engine modifications. Nearest £150. Fullest details, photo to genuine enquirers. 62, Springhill, Chasetown, Walsall. [7593]

CITROEN LIGHT 15, 1940. Engine, gearbox, front drives and suspension extensively overhauled. New horns, battery rewired; fitted radio, heater, new headlight, interior lights, mats. Genuine bargain at £275. Box No. J594, MOTOR SPORT, 15, City Road, London, E.C.1. [7594]

FIAT, SPECIAL 850 sports/racing 2-seater. Beautiful miniature B.R.M. style. Professionally rebuilt 1954. Photo. Bargain, £295. Exchanges considered. 34a, Foregate Street, Worcester. Tel.: 2867. [7595]

1934 INVICTA 4½ "Corsica" bodied tourer. Blue and cream; 0-60 in 13 secs. Good condition. £180. Burke, 56, Millway, N.W.7. Tel.: MIL 3830. [7596]

SINGER LE MANS, 1934, 9 h.p. Coupé. Recent rebore, good condition. Taxed, insured. £80 o.n.o. 40, Burnt Ash Hill, Lee, S.E.12. [7597]

BRITISH SALMSON, 1936, 1½ litre drophead. Bills for £280 post-war mechanical rebuild by makers. Bodywork would repay titivating. Owner acquired later model Salmson. Offers around £100. 5, Burnham Road, Westcott, Aylesbury. [7216]

FOR SALE—continued

FAMOUS 1946 Ex-Alpine Betty Haig 2/3 Comp. A.C. Completely stripped, rebuilt and cellulosed regardless of cost winter 1953. Bills over £300. Entered 27 events 1954. Rallies, sprints, concours; many firsts; 21 times in first six. All outside chrome heavily plated, also carbs., dynamo, etc. Col. photo on request. Alfa red, silver wheels, cream dash, plastic hood, 4 new Firestones. Trial. Accept £375 for quick sale. Owner forbidden racing. Real genuine bargain, only one in England. Blackmore-Reed, 372, Wickham Road, Shirley, Croydon, Surrey. [7291]

RILEY 1936 FALCON, 1½ litre. £100. Sound, clean, running order, but requires engine overhaul. Engineer owner will provide genuine catalogue of defects to personal callers. Wright, Tel.: PAL 1863. [7295]

1935 ALVIS SPEED 20, 1934. Alli. V.D.P. 4-seater tourer. P.100's, i.f.s., etc. Beautiful coachwork. Very good order throughout. 3, Macklin House, Shackleton Close, Forest Hill, S.E.23. [7297]

1940 MORGAN 4/4. Selling very reluctantly. 3,000 miles since recondition engine, steering, etc. Very smart and reliable. Excellent hood, tonneau, wind-tones, battery and accessories. £235. Tel.: Redhill 619. [7301]

M.G. 1939 T.A. Tickford Drophead Coupé. Black, very excellent condition indeed, many extras, carrier, Dunlopillo child's seat. £275. 40, High Street, Cranford, Middx. Tel.: Hayes 1279. [7302]

1929 SUNBEAM 16-h.p. Drophead Coupé with dickey. Excellent condition both bodily and mechanically. Under 10,000 since complete engine reconditioning. Four nearly new tyres and 2 unused retreads. Absolutely reliable and good for thousands of miles. A charming but staid carriage. Taxed to end of 1955. £85. Broadbent, Holton Beckering, Lincoln. Tel.: Wragby 348. [7303]

SINGER LE MANS 9-h.p. 1934 Sports 4-seater. New axleshafts, brakes, good battery, hood, sidescreeens, recent engine rebuild. £80 o.n.o. Lauriston, Ashlyns Road, Berkhamsted, Herts. Tel.: 8 evenings. [7304]

AUSTIN SPECIAL. Raised compression, lowered suspension, coupled brakes, unusually neat appearance. £60 or £70 with spare engine, gearboxes, etc. Andrew, Loos, Lockinge Downs, Wantage or Tel.: Oxford 570261. [7305]

AUSTIN 12/4 Saloon 1930. Mechanically excellent, interior retrimmed. Bargain £40. 17, Newland Avenue, Scunthorpe. [7306]

RECONDITIONED V12 engine, ex 1936 Cadillac. 160 b.h.p. at 3,400 r.p.m. Ideal special. Carriage paid in U.K. £70. Box No. H307, MOTOR SPORT, 15, City Road, London, E.C.1. [7307]

DIESEL CONVERSION. 1936 Cadillac open tourer. Reconditioned Perkins P.6, 35 m.p.g., 70 m.p.h. with overdrive. Seats six with comfort. Very good condition, colour blue. Taxed. £400. Box No. H308, MOTOR SPORT, 15, City Road, London, E.C.1. [7308]

1939 ALVIS Speed 25 Saloon. Running in after first engine overhaul. Twin exhausts, vacuum servo brakes. £295. Box No. H309, MOTOR SPORT, 15, City Road, London, E.C.1. [7309]

TRIUMPH GLORIA 4-seat Tourer with 13.95 Dolomite engine. Excellent order. Full details upon application. First reasonable offer secures. Patterson, Meadows, West Hartlepool. Tel.: 3852. [7311]

TALBOT 110, 1935. 110 gns. Young of Bromley coachwork. New carburetter, complete overhaul of preselector gearbox and transmission (bills shown). 2,000 miles since. Rider, 68, Durban Road West, Watford. Tel.: 7954. [7314]

FOR SALE—continued

ASTON MARTIN 1930 1½ Sportsman's 2/4 Coupé Sun Roof. Lined to original, maximum oil pressure, very good tyres and battery, sound condition, daily use. 27/28 m.p.g. Bargain £75 nearest. Reede, 1a, Harrington, Road, London, S.W.7. [7322]

SPEED EQUIPMENT

Used supercharger installations, special cylinder heads, exhaust manifolds, Vertex magnetos, multiple carburetter assemblies, etc., for sale and wanted.

K. N. RUDD LTD.

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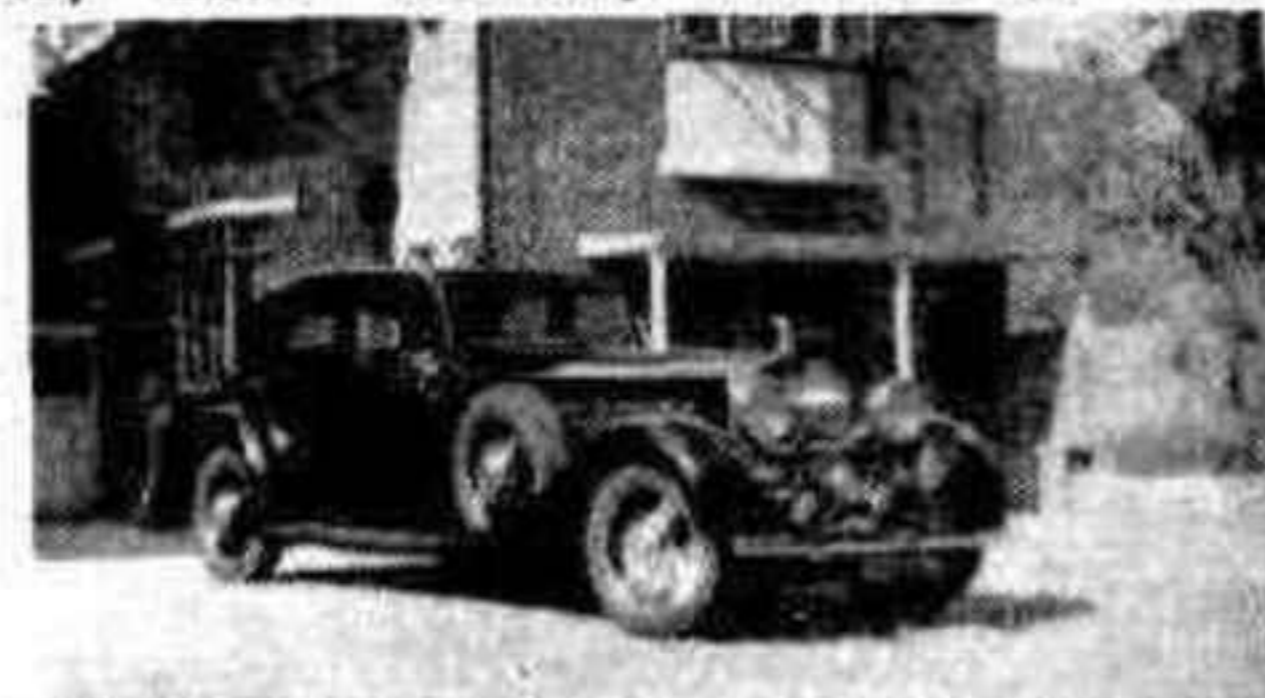
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1935 ROLLS-ROYCE P.11

Late TA Series, fitted Barker sports saloon body; sliding roof; picnic tables; grey hide upholstery; photos taken 12/5/55. Immaculate and mechanically perfect; one owner, chauffeur-kept car needing no money spending on it. Mileage 73,587; perhaps the most attractive P.11 on the road. New tyres; taxed year; Seen London. £650.

Box No. P.102, "MOTOR SPORT," 15, CITY ROAD, LONDON, E.C.1



ROVER TEN "DISCO VOLANTE"

(As reviewed in "Motor Sport" Nov. 1953)

Best Offer Over £450

Whole car in immaculate condition. Being the only one of its kind in the country. Seen London area. Phone: ENT 5715 (Evenings).

FOR SALE—continued

1955 D.K.W. Sonderklasse Coupé. 350 miles. As new, really outstanding car. Sell or would part exchange Aprilia, Lancia or similar. Box No. H312, MOTOR SPORT, 15, City Road, London, E.C.1. [7312]

EX ROLLS JACK, 4 tyres, 700 x 19, as new. Offers to Copnall. Tel.: WES 6530 evenings. [7313]

VOLKSWAGEN, Reg. 1951. Resprayed, full chrome trim, radio. £320. Exchange H.R.G., "328," "1800," similar. Cash adjustment. 12, New Street, Sheerness. [7316]

1937 TALBOT 105. Excellent condition throughout. Preselector drive, red leather upholstery. £200 o.n.o. Box No. H317, MOTOR SPORT, 15, City Road, London, E.C.1. [7317]

AUSTIN 7 Tourer, 1930. Excellent condition, good hood, new side curtains. Taxed to June 30th, insured to March 1956. £70. Tel.: Hampstead 6031. [7319]

ALVIS SPEED 20, 1935. Excellent mechanical condition. £200. Greenwood, The Manor, Norton Sub Hamdon, Somerset. [7320]

ENGINE, 2-litre Alvis Silver Eagle 16.95 h.p. 1929. £25. Box No. H321, MOTOR SPORT, 15, City Road, London, E.C.1. [7321]

RILEY KESTREL 1934-5. Sound condition, good tyres. £85. 24, Clifton Road, Kingston. [7323]

FORD-VALE Special 2-seater, reg. 52. New battery, good tyres, bodily and mechanically sound. 40 m.p.g. Details and photo available. £150 o.n.o. Clarke, 38, Warwick Road, Anerley, S.E.20. [7343]

BUCKLER MK. V, First regd. 1953. Recon. engine, new king pins and bushes, steering and clutch overhauled, brakes relined 1,000 miles ago. Not raced since. Standard and "D" type c/r boxes, 4.7-1 rear axle. Aluminium, copper-lined and standard heads. Two S.U.s fitted. Triplex screen and wiper, hood sticks and hood removable by thumb screws. Perspex screen for racing. Taxed year. £350. Hacker, 98, Burbage Road, S.E.24. Tel.: Brixton 6198 after 7 and weekends. [7344]

1928 RILEY NINE Tourer. Exceptionally good appearance and condition. Manchester area. £80. Details, photo from Box No. H349, MOTOR SPORT, 15, City Road, London, E.C.1. [7349]

UNIQUE AUSTIN 7. Special low steel body. Fully compensated brakes, 4-speed box with remote change, immaculate hood, dual wipers, etc. Rebuilding of this was the hobby of a precision engineer with full facilities. Mileage 2,000. Full particulars and photographs to really interested buyer. 89, Hinckley Road, Nuneaton. [7350]

1933 MORGAN 2-seater S.V., W.C., Matchless. 3-speed reverse box. £50. Applemead, Windsor Street, Burbage, Leics. [7351]

1947 M.G. T.C. Special, 1,466 c.c. Cycle wings. Twin spares. Needs attention. Details on request, £150. M.G. Stage 2 head, KE valves, 150-lb. springs, only done 200 miles, cost £35, accept £25, offers considered. "Holm-Lea," Western Avenue, Riddlesden, Keighley, Yorkshire. [7352]

FIAT 500 SALOON, October 1937. Very good all-round condition and well cared for. Selling because of growing family. £165. Or would exchange good Fiat 1100. Tel.: Lyndhurst (Hants) 335. [7354]

VINTAGE B.E. tyres, two new 28-3½ 90/- each, one slightly used 710-90 40/-. Cooper, Rydal School, Colwyn Bay. [7355]

VOLKSWAGEN 1947. L.H.D., Iceland green, Vynide, loose covers, radio, many other extras. Motor a little noisy but whole car ultra reliable. Oil nil, 40 m.p.g. New battery. Some spares and complete spare parts manual. £275 o.n.o. Owner going abroad. 30, Peveril Road, Peterborough. [7604]

● RILEY SPECIALISTS ● RILEY SPECIALISTS ● RILEY SPECIALISTS ● RILEY SPECIALISTS ● RILEY SPECIALISTS ●

RILEYS
£295. 1937. 1½-litre Sprite. SS27C Series. Beautiful Continental close-coupled saloon. The performance of this car leaves nothing to be desired, it was owned for some years by a very careful and enthusiastic owner and has always been most carefully looked after. Taxed to December.
£245. 1938. 9-h.p. touring saloon. The coachwork is thoroughly sound and smart, and so is the interior leather. The mechanical condition is really super; this is the model fitted with optional free-wheel and overdrive and manual gearbox. A very sweet and reliable motor car with outstanding economy, giving approx. 40 m.p.g. Taxed quarter.
£235. 1938. 1½-litre Adelphi saloon. A very genuine and sound car—a delightful runner with good looks and performance and, of course, lots of room. Taxed to December.

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RILEYS
£175. 1936. 1½-litre Falcon saloon. A really nice example and a car that we have known for some time. We overhauled the engine some 2,000 miles ago. The coachwork is very smart, finished in two shades of grey. To repeat, a very nice motor car. Taxed quarter.
£195. 9-h.p. Merlin saloon, 1936. Recently overhauled, many new parts fitted, including new cylinder head. Runs extremely well and is a most reliable and economical little car. Body and interior smart.
£65. 1931. 9-h.p. saloon. A grand old girl and as sound and good as they come. The body and interior are good; in fact she is rather smart in black and green. All five tyres are as new. Everything works and the car is ready for the road.

● Telephone: SLO 8326/4426

FOR SALE—continued

RETREADS. 18in. x 5.25 in. Michelin covers. Unused pair £6. Dudding, Rathan, London Road, Braintree. [7667]

CEIRANO 10.4-h.p. 4-Seater Tourer, 1926. Complete mechanical overhaul, not yet run-in. Excellent throughout. 35 m.p.g. £150. Fletcher, Lavita, Pinhoe, Exeter. [7668A]

CITROEN. 1939, Light Twelve Sliding Head Saloon. Excellent condition throughout, black, green leather. Owner reluctantly parting with charming car owing to completion of rebuild of "Chain-Gang." £240, Freeman, The Camp, Stroud, Glos. Tel.: Miserden 204. [7670]

ALVIS 12/50 TJ 4-seater Tourer, 1931. Engine and bodywork good, recent battery, full weather equipment. Banbury area. £110, Box No. J671, MOTOR SPORT, 15, City Road, London, E.C.1. [7671]

LAGONDA 4½-litre D.H. Coupé, 4-seater, 1935. Recently overhauled. Brakes and clutch re-lined. Resprayed grey, blue hood. Good tyres and battery. £200. Thody, 9, Oakley Road, Luton. Tels.: 1342 or 1749. [7672]

AVON STANDARD Special Sportsman Coupé, 2,143 c.c. Engine recently rebored. Sound body, excellent finish and chrome. Brakes and springs renewed. Fast and reliable. Cheap at £165. Apply Clynton, Yeoman Lane, Bearsted, Kent, or Tel.: Maidstone 87355. [7673]

BUGATTI Type 57 Tourer. Engine completely overhauled by us. Coachwork perfect. £650. Terms and exchanges. Oscar Moore, 204, Ballards Lane, N.3. Tel.: Finchley 2920. [7675]

MORGAN 3-Wheeler, 1947. New hood and side-screens. In wonderful condition throughout. £285. Terms and exchanges. Oscar Moore, 204, Ballards Lane, N.3. Tel.: Finchley 2920. [7674]

BENTLEY 3 or 4½ litre Tourer with original open bodywork required. Condition unimportant but genuine throughout is essential for restoration purposes. Write giving details and address and telephone number. Box No. J676, MOTOR SPORT, 15, City Road, London, E.C.1. [7676]

1939 STANDARD 12 Super. Engineer maintained in excellent condition. New tyres, battery, etc. £210. Bostock, "Drays," Wolsey Road, Northwood, Middx. Tel.: Northwood 1846. [7679]

VINTAGE DELAGE, 1927, D.I.S. Good mechanical condition, home brew open body, clean, decent appearance. No use present owner. Sell best offer or exchange something less Spartan. Box No. J687, MOTOR SPORT, 15, City Road, London, E.C.1. [7687]

T.C. M.G., Nov. 1949. Recently Layslaid—liners, new bearings throughout, new clutch, shockers, springs, spot and reversing light, etc. As new. Professional reasons require saloon. £400. Farmer, Borough Engineer, Lurgan, Ulster. [7688]

RILEY 9 Tourer, 1932. Sound four seat body. Engine rebored, reground, ends metallised. New timing gears, oil pump, all last June. Full weather equipment. £80. Wright, 61, Buxton Road, Grays, Essex. [7689]

M.G. 2-LITRE SALOON. Really magnificent condition throughout. £250 or exchange for small car with cash adjustment either way. Morgan, 6, Doran Drive, Redhell. Tel.: 3900. [7690]

FRAZER-NASH B.M.W. 326, 2-litre Sports Saloon. Silver, one of best examples of this superb car in country. Engine completely reconditioned, brakes relined and virtually new tyres. New Bristol shockers, rack and pinion steering, independent 4-wheel suspension, heater, screen washers, tartan seat covers. Tuned single S.U. carb. giving 80 m.p.h. and 25 m.p.g. with 5-up. All spares available. Parting company only because of new car—and will probably regret it! £365 (terms arranged). Feast, 103, Brighton Road, Worthing, Sussex. [7692]

FOR SALE—continued

BENTLEY 4½-litre, 1930, V.D.P. Original and sound. Three owners. £225. 36, Bar Street, Scarborough. [7691]

LEA FRANCIS 2/3-seater with dickey, vintage, 1930. 12/40 h.p. Meadows engine, k.o. wheels, low mileage and basically in very good condition. £100. Full particulars from Box No. J693, MOTOR SPORT, 15, City Road, London, E.C.1. [7693]

"ACE OF SPADES" chassis spares (axles, etc.). Apply 115, Wilbury Way, Edmonton, N.18. [7694]

ROLLS ROYCE 20/25, reg. 1951. Black, Park Ward, owner-driver saloon, nice condition throughout. Over 20 m.p.g. £300 or near. John Murray, 2, Barrymore Avenue, Latchford, Warrington, Lancs. [7695]

500 cc. RACING CAR. J.A.P. engine. Specification and photos on application, Bargain £195. Motor House, Stoulton, Worcester. [7696]

RILEY 9 SPARES including prop shaft, c/w.p. Good condition. Barker, Northampton Road, Earl's Barton, Northants. [7697]

HUDSON HOTROD, 1947, 4-litre Powerdome Straight 8. Short chassis, with stark 2-seater alloy body. Fantastic performance, powerful hydraulic brakes, reconditioned steering, new battery, all for £85. Enquiries after June 15. Hart, Mill House, Mill Lane, Sevenoaks. [7698]

COMPETITION SPECIAL 2-litre, 2-seater. Slab tank, twin spares. 16in. rears, tele's, 13in. Lockheeds, 4-speed E.N.V. remote. Whole vehicle rebuilt '55. Running in. Usual sports equip. Photos, details. £195, 138, Glenny Road, Barking, Essex. [7699]

SUNBEAM 20 Coupé, 1932. Very good order. Any trial. Taxed. Sole fault uses oil. Natter at £40 or exchange mechanically rough Special, Ford 10, Bellow, etc., cash adjustment. 113, Stopes Brow, Blackburn. [7700]

AUSTIN 7 Chummy, rebored first time, good hood, £45. Also Ruby Saloon, 2 new tyres, battery, engine overhauled, £75. Cunliffe, Pictor, Buxton, Derby. [7701]

RILEY 1928 MONACO. Breaking complete car. All but body and big ends good. Axle, new c.w.p. £6 10s. Good head, twin carbs, exhaust £3. 6, Fairlawn Grove, Banstead, Surrey. Tel.: Vigilant 7084. [7703]

RILEY 9, 1929. Mechanically sound. Body fair. £40 o.n.o. Wise, 2, Chesfield Road (rear of house), Kingston, Surrey. After 6.30 p.m. [7704]

1953 MORGAN 2-Seater Sports. 9,000 miles only. Blue, immaculate. £595. H.P. terms. Deposit from 15%. Part exchange welcomed. Phillips Motors, 77, Chalk Farm Road, N.W.1. Tel.: Primrose 6668. [7705]

1940 MORRIS 8 four-speed gearbox. £8. King, High Street, Woodford Halse, Rugby. [7706]

WOLSELEY HORNET Special. Completely rebuilt 1953. £125. Also spares if desired. Tel.: Doddington (Kent) 247. [7707]

1924 ROLLS 20 complete transmission available. £15. Delaney Garage, Patching, Sussex. Tel.: 72. [7708]

HILLMAN MINX Drophead 1934. New hood. Fair all round. £50 o.n.o. 72, High Street, Winslow, Bucks. Tel.: Winslow 249. [7709]

FIAT 500, 1938. V/good body, new battery and radiator. Engine rough. £165. J. Tunnard, Alparkirk, Boston. Tel.: Kirton 221. [7710]

VAUXHALL 12/6 Tourer, 1934. Excellent condition throughout. £100. Exchange considered. Heath, 20, Monks Road, Winchester, Hants. [7711]

WIFE CAN'T COPE. Regretfully parting with 1937 Alvis Crested Eagle (Speed 25 engine), black Saloon. Interior (brown) and mechanically very good, oil 40 lbs. hot (running). Body generally sound but rear wings rather like curate's egg. £85. Fox, 3, Bridge Street, Port Sunlight, Cheshire. [7720]

FOR SALE—continued

ASTON MARTIN, 1932, International with 4-seater touring body in excellent condition. Recent engine and gearbox overhaul. New differential. Rewired, resprayed. £240. Marchant, Robhurst, Woodchurch, Kent. [7712]

LANCIA APRILIA, 1937. Red drophead Coupé. 6,000 miles since reconditioned engine. Good condition. £310. Catterall, Hillside, Brook Lane, Alderley Edge, Nr. Manchester. [7713]

SUNBEAM, 1932, 18.22-h.p. Saloon. Engine very good condition. 5 excellent tyres. Body and upholstery good for age. Hutchings, "Rhyne-moor," Lymsham, Weston-s-Mare. [7714]

CHUMMY SPECIAL. Lowered suspension, S.U. carb., etc. Complete overhaul January. Offers. Box No. J715, MOTOR SPORT, 15, City Road, London, E.C.1. [7715]

ENGINE, gearbox, final drive, Citroen 15, complete, overhauled, £35. Front, rear suspension complete. £20. 4, Haulwen Road, Cascade, Hengoed, Glamorgan. [7716]

ALVIS SILVER EAGLE, 1930, Cross and Ellis Tourer with dickey. Good order. £45. Thornton, Brindlea, Cabus, Garstang, Nr. Preston. [7717]

ALVIS, 1929, Silver Eagle Tourer. Engine good. Rebored. New mains, big-ends, 10,000 miles ago. £40. Pearce, 13, Seagrave Crescent, Sheffield. [7718]

JAGUAR 2½-litre Saloon, 1936. Excellent condition, taxed. £150. 12, Dalmeny Road, Carshalton, Surrey. Tel.: Wallington 5650. [7721]

FRAZER-NASH, 1934, T.T. Replica. Triumph Vitesse engine and gearbox. £110 o.n.o. Nightingale, 46, Jesus Lane, Cambridge. [7722]

SUNBEAM, 1926, 21-h.p., f.w.b., 2-seater racing Sports. Low built. Excellent order, 23-25 m.p.g. Twin carbs. 2 new spares. Photo, particulars. Harris, Paternoster, Yarnton, Oxford. Tel.: Kidlington 2166. [7719]

1928 12/50 ALVIS four-seater Tourer. A little scruffy but very sound bodily and mechanically. Viewed London. Offers please to Box No. J723, MOTOR SPORT, 15, City Road, London, E.C.1. [7723]

1934 ALFA 2.3-litre 8c., supercharged 4-seater Tourer. New piston rings and cylinder head two years ago. Crankshaft reground, blower and clutch overhauled. Brakes relined, new straight cut 12/51 crown wheel and pinion, differential gears and battery. Marchal headlamps, telecontrol shockers, fold-flat windscreen. Bodywork, upholstery, tyres very good, chassis excellent. £435. Exchange T.T. Sprite or Shelsley Nash. 25, Church Lane, Wistaston, Crewe. Tel.: 7501. [7724]

ROLLS ROYCE Phantom I. Low windscreen type Saloon by Victor Broom. Professionally fitted with 1952 Bedford 28 engine giving useful performance and over 20 m.p.g. Excellent order throughout, good tyres and battery, and completely re-wired with many extras and modifications. Handbook. Also Morris Series II Super-Six Sports Saloon. 1937 model in excellent order. 80 m.p.h. plus, 22 m.p.g. Tel.: Burnham (Bucks) 784 (Office). [7725]

LOTUS MARK VI, June 1954. Ford 10 engine with Lotus mods. C.R. gears, 4.7:1 axle. Professionally sprayed. Hood, tonneau cover, etc. Not raced. 6,500 miles. Nearest £550. Box No. J727, MOTOR SPORT, 15, City Road, London, E.C.1. [7727]

RILEY, 1938, 1½ Touring Saloon. Manual gearbox with overdrive. Engine and coachwork in excellent condition. Heater, blind, etc. A really nice car. £265. 32, Selwyn Crescent, Hatfield. Tel.: 2525. [7728]

A70 ENGINES, guaranteed working order. Complete ignition, carburetter, fuel and water pump, inlet, exhaust manifold. £19 10s. Spares, dynamo, starter to suit. Overstrand Motors Ltd., 62, Cottage Grove, S.W.9. Tel.: Brixton 2330. [7730]

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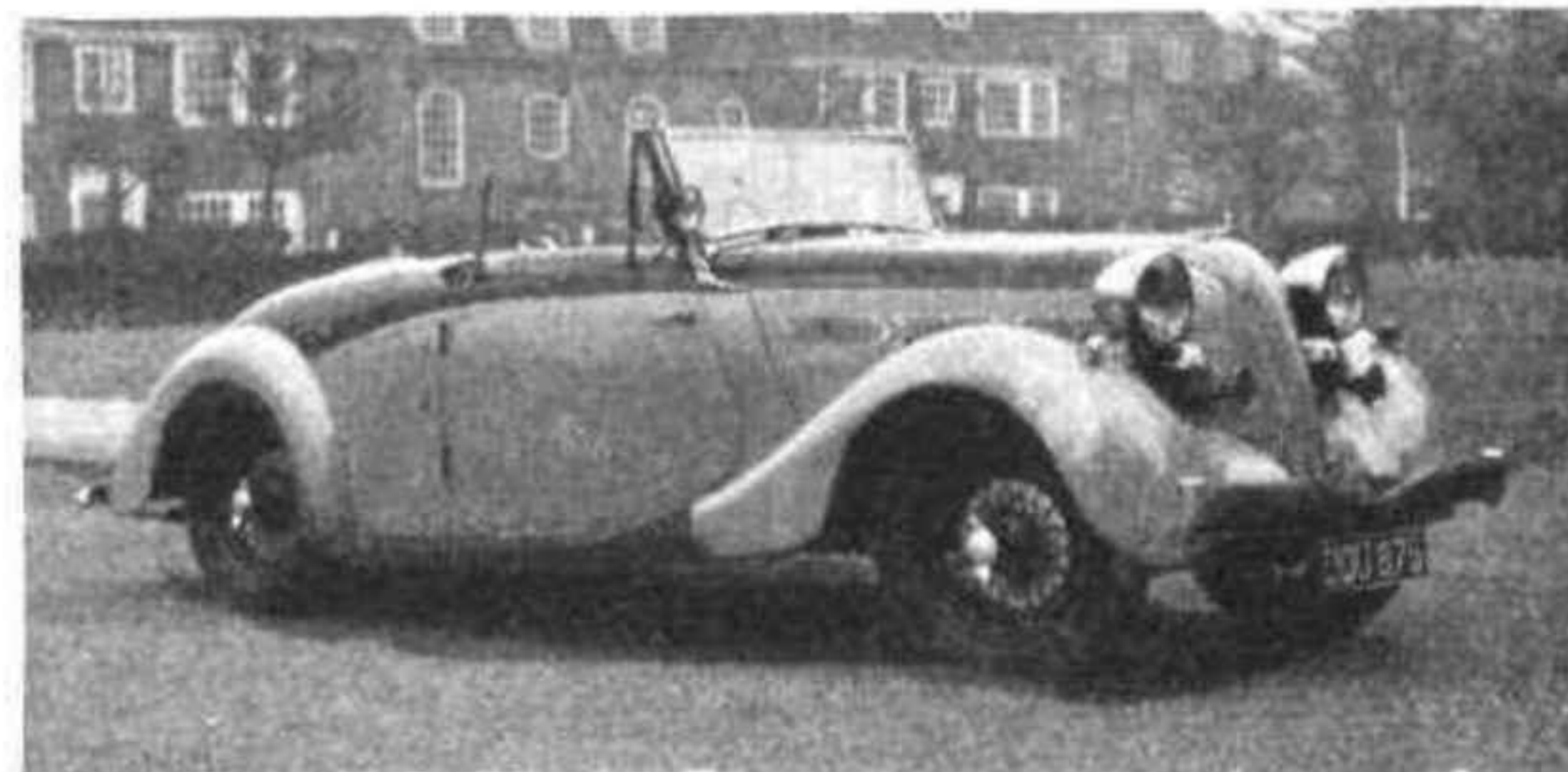
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1938 LAGONDA V12 4½-litre drophead coupé	£495
1938 DELAHAYE 3½-litre fixed-head coupé	£495
1934 LANCIA AUGUSTA 12-h.p. pillarless saloon	£160
1946 STANDARD 8-h.p. drophead coupé	£240

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Excellent hire purchase terms, immediate insurance cover, SS100s, BENTLEY R.L. 3s and 4½s always wanted.



1938 TRIUMPH DOLOMITE roadster in beige and black, with new beige hood, excellent tyres, new brakes, water pump and exhaust system £215

FOR SALE—continued

ALVIS SALOON, 1937, 17-h.p. Laid up 1939-45. One owner. Excellent condition. Nearly new tyres and battery. £175. Webb, Quarry Parc, 19, Scotts Lane, Shortlands, Kent. [7726]

ROLLS, 1936, 25-h.p. Saloon. Sell £500 or exchange small car and £250 cash. Box No. J729, MOTOR SPORT, 15, City Road, London, E.C.1. [7729]

1933 B.S.A., F.W.D., Model R Tourer. Good mechanical condition. Complete hood and side screens. All instruments and fittings complete and working. Clean appearance. Thoroughly reliable. £55. Mather, Hurley, Berks. Tel.: Hurley 341. [7731]

2½-LITRE JAGUAR, 1937. Rough saloon body, sound block, gearbox, new battery, oil coil, rev counter, P80's, etc. £30 running. Burnham Motors, 71, Stomp Road, Burnham, Bucks. Tel.: Burnham 184. [7732]

ALVIS 4.3 litre Sports Saloon. Coachwork by Charlesworth. In first-class mechanical condition. £250. Can be seen at Pelican Garage, Manchester Road, West Timperley, Cheshire (5 miles from Manchester), where all facilities for inspection are available and who will arrange hire purchase terms if required. [7733]

D.K.W. MASTER 1938 SALOON. Sun roof, 7 h.p.; 45 m.p.g., engine overhauled, good tyres. £135 o.n.o., or exchange cheaper small van plus cash. 8, Ridge Close, Kings Heath, Birmingham. [7734]

M.G. WHEELS with almost new 4.50 x 19 Michelin tyres, £8 each. Lt.-Cdr. Foden, H.M.S. Hornet, Gosport. Tel.: 89166. [7738]

BUCKLER V, 1952. All new Ford parts, fibre glass body 1954; twin S.U. carbs., 4.7 axle, etc. £250 o.n.o. Peters, 159, Warwick Road, Coventry. Tel.: 601651. [7735]

S.S. 100 COMP. Two-seater with extras for sale. A lot of money recently spent on this car, including tyres and battery, etc.; mechanically sound and most attractive. Genuine reason for sale. Available after Whit. Not registered 1955. £200 o.n.o. 116, Bolton Road, Chorley. [7736]

12/60 SINGLE CARB., rebuilt 2/3-seater, aero screens, no hood; needs decent seats. Sensible offers over £70. Fairhurst, Shobdon, Leominster. [7737]

ALVIS 1937 SPEED TWENTY V.D.P. Tourer. In exceptional order and one of the best I have seen for a long time. £260. S.a.e. for details. Robert Thwaites, Playing Place Garage, Truro, Cornwall. Tel.: Feock 238. [7739]

FOR SALE—continued

M.G. P.A. 1936. Well above average condition for age. Any trial. £225 or near offer. Shaw, Woodilee, Mellersh Hill Road, Womersley Park, Womersley, Surrey. [7740]

ALVIS SPEED TWENTY. Charlesworth Saloon, ivory, 1934. Engine just run in, I.F.S., tyres nearly new. Rewired, twin stop rear lights, dual ignition. Valanced cycle wings, original available. Pye radio, seat covers. Very good condition. £175 or cash offer. 4, Heol-yr-Efail, Rhiwbina, Cardiff. [7741]

£175 OR NEAR OFFER. 1934 Talbot 105. Immaculate condition. 3 owners only. Overhauled 1955. Tel.: Finchley 4302. [7743]

SHORT CHASSIS 3 litre Bentley. Beautiful and completely individual 2-seater Corsica body. Two owners, present 12 years; full Le Mans specification; last 2,000 miles fitted new; block and H.C. Specialoids, brake drums, valves, guides, straight-cut timing, tank, shockers, battery. Many spares, 1,800 shaft available. £285. Photograph and appointment: Wood, 3, Farm Lane, Purley, Surrey. Tel.: Uplands 7509, evenings. [7744]

DOCTOR'S NATTERING wife and conceited son wanting new car, urge (reluctant) sale of Ford V8 30 h.p., 1937 Club Cabriolet. Very carefully used, regularly serviced, resprayed, re-hooded, reconditioned engine, heater, other extras. Offers, Box No. J745, MOTOR SPORT, 15, City Road, London, E.C.1. [7745]

ALVIS 12/50, 1929. 4-seater tourer. Aluminium body, 2 new tyres, new hood, sidescreens, good all-round condition. Insured. Best offer over £120. Box No. J747, MOTOR SPORT, 15, City Road, London, E.C.1. [7747]

ALVIS SILVER EAGLE SALOON, 1932. Exceptional condition, 4 new tyres, Notek, windtones, £85 o.n.o. 1933 Riley 9 front axle, springs, 5 and 6 stud wheels, steering boxes. Morris Minor O.H.V. engine and gearbox, 1929, £15; other Minor spares. Haywards Cottage, Blackwater, Camberley, Surrey. Tel.: Yateley 3151. [7748]

LAGONDA RAPIER TOURER, 1935. Good condition, windtones, spot. £185. 2, Northumberland Close, Erith, Kent. [7749]

1931 MORRIS MINOR 2-seater tourer. Rebuilt as new, economical but nippy machine. Noaks, 53, Manor Road, Rugby. [7750]

ULSTER LEAF 4-seater tourer. Nearest £45. Huggett, "The Owl," Lippitts Hill, Loughton, Essex. Tel.: Larkwood 7076. [7751]

FOR SALE—continued

FIAT 500. 200 miles since engine, gearbox and suspension overhauled. £150. Bradley, 117, Rein Road, West Ardsley, Wakefield, Yorkshire. [7746]

SCOTT 1948 596 cc. Flying Squirrel. This machine is as new except battery and 25 per cent. worn back tyre. Perfectly maintained by previous Scott enthusiasts, rebore, new bearings and chains since 6,000 miles. Just resprayed, lined and transferred tank, ports ultra polished and enlarged resulting in 0-60 m.p.h. in 6.5 secs. and still 55-60 m.p.g. Sole reason for sale, doing National Service. £110. Ghinn, "Prior's Mead," Quality Street, Merstham, Surrey. Tel.: Merstham 55 for appointment. [7752]

FIAT 500, 1937. Entirely rebuilt, new loose covers, carpets, heater, resprayed. £185. Savage, 416, Havant Road, Farlington, Portsmouth. [7753]

1953 PEUGEOT 203 SALOON. Leather upholstery, sliding roof, overdrive, 7,000 miles (stored), excellent condition, superb performance, roadholding, 35 m.p.g. Exceptional opportunity. £600 or nearest Box No. J754. MOTOR SPORT, 15, City Road, London, E.C.1. [7754]

SINGER LE MANS, 1937. Overhauled, smart. £130. Exchange 9-12 saloon, 1936 onwards. Write: West, 20, Lexden Road, Colchester. [7755]

M.G. V.A. 1½ litre Tourer, 1937. Good condition, new hood, well shod, spotlight, windtones, wing mirrors. £198; will haggle over a pint. 98, George Lane, South Woodford, London. [7756]

AUSTIN HEAVY 12/4 TOURER. Reborn 1955. Very dependable, clean and commodious car. Ideal touring holiday. About £55. David Peck, Northdowns Farm, Woldingham, Surrey. [7757]

500 FIAT. Exceptional condition and appearance. Recent decoke. £165 or exchange for 4-seater or 1100; condition immaterial. Tel.: Emberbrook 4012. [7758]

ALVIS FIREFLY. Green tourer. Engine, body, brakes, steering reconditioned; running daily. £150. Dale, 12, Langley Terrace, Crosland Road, Oakes, Huddersfield. [7767]

RILEY MONACO. In exceptional condition throughout, manual box. Offers around £100. Seen London, Box No. J770, MOTOR SPORT, 15, City Road, London, E.C.1. [7770]

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Competition 1,500-c.c. coupe. Unique model.

FOR SALE—continued

FIAT 1100 SALOON, 1938. Not the best ever but as good as many higher priced with bigger build up. £175. Berley House, Croston Road, Farington Moss, Leyland, Lancs. [7212]

T.D. M.G. R.H.D. EXPORT. Superb condition Black, beige upholstery. Numerous extras include heater, screen washers, sheepskin rugs, black instruments, tool trays and fitted tools. Tuned stage-1, special exhaust system. £595. Tel.: Maidenhead 1336. Tubbs, "Riverdale," Dorney Reach, Taplow, Bucks. [7213]

ALVIS. £39. 1933 11.9. Taxed. Good Dunlops, recent brake relines, wings, body need renovation. Wanted: Riley Tourer, 12, West Bay, Bridport, Dorset. [7214]

LANCIA DILAMBDA. Regd. 1934. Carlton coupé. Excellent and very attractive. 20 m.p.g. £85. Box No. H215, MOTOR SPORT, 15, City Road, London, E.C.1. [7215]

1936-37 RAILTON Straight Eight. In first-class order. Photos available. Body Continental type saloon. Perfect, elegant car. Nearest £200. Marsh, 122, Alstone Lane, Cheltenham. [7217]

BENTLEY RED LABEL 1925 4-seater Vanden Plas Tourer. Full weather equipment, unmodified. £225 o.n.o. O'Brien, Kell House, Brigsteer, Kendal. [7218]

LIBRARY including "Motor Sport" 1930-1950. "The Vintage Car," Vol. 1 & 2, "Iota," "Motor," "Autocar," "Autosport." S.a.e. list. Hughes, 41, Sidney Road, Rugby. [7219]

M.G. 2 LITRE 1937 Model Black Saloon. Good condition, one owner ten years. Fast and economical. Taxed year, £175. Morris 10 cwt. van, 1937, reconditioned engine just fitted, repainted, sound throughout, £95. Hamilton, 24, Vicarage Street, Yeovil. [7221]

JAGUAR 2½ litre Saloon, 1936. Good throughout. Bedford cord upholstery. £120. Phillips, 204, Lakedale Road, Plumstead, S.E.18. Tel.: WOO 5171. [7220]

RILEY 9 LYNX, 1935. Very original condition, good hood, sidescreens, new tonneau. Genuine 35 m.p.g. Taxed year. £165. 60, Allyn Road, London, S.E.21. Tel.: GIPsy Hill 1488. [7223]

ULSTER ASTON MARTIN. This 1936 1½ litre car is in really beautiful condition throughout. Black with aluminium wheels, perfect chrome, new hood, tonneau and many extras. Have owned and lovingly maintained this much admired machine for 4 years and reluctantly offer it for £375 o.n.o. 15, Private Road, Enfield, Middx. Tel.: Enfield 0912. [7225]

ROLLS-ROYCE PHANTOM I. 1930. Landulette body. Rolls maintained. Immaculate. £150 o.n.o. Write Box No. H226, MOTOR SPORT, 15, City Road, London, E.C.1. [7226]

SIDDELEY SPECIAL Sportsman's Saloon, 1937/8, short chassis 4-door and light coachwork with protruding boot. The condition is as new and completely original. Mileage 77,000. 2 careful owners. Spotless interior, Pullman seating. Mechanically perfect. O.H.V. engine (highly polished), twin spares, P.100's, ace discs, radio and every conceivable accessory. New tyres. Taxed. All tools, manual, fittings. Original drawings, leaflets. Luxury car, cost £1,300, accept £275. Ellyatt, 11, Colney Hatch Lane, London, N.10. Tel.: Tudor 1900. [7227]

FIAT 500. Ford Eight engine, Laystall balanced crank, double valve springs, 12 volt system twin batteries. Converted, re-registered by Derringtons 1951. Astounding acceleration, 40/50 m.p.g., 70 m.p.h. £175, no offers. 6, Reynolds Road, Hove, Tel.: 39194. [7228]

1937 RILEY SPRITE KESTREL 1½ litre sports saloon. 12,000 miles since complete rebuild. New Exide, twin Solex, etc. Nearest £260. Enthusiast owner deceased. 46, Rodbourne Road, Bristol. Tel.: 48779. [7229]

VINTAGE ENTHUSIASTS! 1925 Jowett engine, gearbox, rear axle. Also "Autocars" 1949-55. Taylor, 21, Rossall Avenue, Little Stoke, Bristol. [7231]

£75 O.N.O. Austin "Nippy" Sports. Good condition, late 1933. "Westwyn," Woodplumpton, Nr. Preston. [7232]

M.G. (M.) RED. S.V. engine. £50. Good home only. New tyres, carb., dynamo, starter. Also quantity Minor spares. Dirt cheap! Diplock, 76, Parrock Street, Gravesend. [7233]

ROLLS SILVER GHOST SALOON, 1922, £45. Austin Seven 1936, breaking, all parts available. Milner, 147b, Banbury Road, Oxford. [7234]

M.G. P.B. 2-seater, green, good condition. Engine overhauled, new battery. £195 o.n.o. Jobling, 4, Bensham Road, Darlington. [7236]

CRASHED 1939 Lancia Aprilia parts for sale. New K.3 M.G. cylinder head, large quantity M.G., Riley Nine spares. Ford Ten engine and gearbox. Box No. H237, MOTOR SPORT, 15, City Road, London, E.C.1. [7237]

RILEY 9 MONACO, 1933. Will dismantle. All parts available. 7, Strand Road, Carlisle. [7238]

T.C. M.G. 1947 MODEL. Works reconditioned engine, differential, etc. Extras. Exceptional. £360 o.n.o. Jackson, Staff B, A.E.R.E., Harwell, Berks. [7241]

FOR SALE—continued

SALE OR EXCHANGE. 1929 T.T. Replica 1½ Leaf. 9 Cozette Blown Meadows. Good 2-seater body, good tyres. Many spares. Rewiring, ready middle May. £120. Bentley wanted, cash adjustment. "Grotes Lodge," Blackheath, London, S.E.3. [7239]

SILVER GHOST Rolls-Royce, 1923. American built. Mechanically excellent, with f.w.b., good tyres, fitted handsome touring body with nearly new hood and screens. £150. Pinkerton, The Lawn, Dunstable. Tel.: 147. [7240]

TRIUMPH VITESSE. Good condition Enthusiast owned. Ace discs, demister, fog, £175 o.n.o. 40, College Avenue, Maidenhead. Tel.: 1324. [7242]

1934-5 SINGER "Airstream" aerodynamic. Pillarless Saloon. Delph blue, sunshine roof, built-in headlamps, Belling flashers, 11 h.p. O.H.C. engine, fluid flywheel, freewheel, hydraulics, I.F.S., three new balloon retreads, brakes relined, "Dualflex" rings being fitted. Clean inside and out, excellent starter, completely reliable and supremely comfortable. £150 or exchange for something less startling and more suitable for my nocturnal, nefarious activities. 2, Meads Road, London, N.22. Tel.: BOWes Park 2633 (Day). [7244]

ALVIS FIREFLY, 1934. 12 h.p. sports saloon. New batteries, good tyres, recent overhaul. £100. 9, The Pleasance, Dunstable, Beds. [7246]

ALVIS SPEED 25, 1937, Charlesworth Saloon. Good condition throughout. Total mileage 58,000. Well shod, excellent performance. £225 o.n.o. Seen Home Counties, Box No. H247, MOTOR SPORT, 15, City Road, London, E.C.1. [7247]

RILEY FALCON, 1936 SALOON. Running well. £130. MacKichan, White Cottage, Edenbridge, Kent. Tel.: Edenbridge 2182, evenings. [7248]

M.G. 1935. 12 h.p., 4-seater. Kingfisher blue tourer. Excellent condition, £100 improvements past year, new back axle, new batteries. £177 o.n.o. Buying new car. Bridge Garage, Bathford, Tel.: Bath 88272. [7249]

RED LABEL V.D.P. Beautifully restored to original, mechanically perfect, weather equipment, reupholstered. Reasonable offer. Details, photograph. 17, Merridale Road, Wolverhampton. [7250]

FORD 10 engine, complete. Clutch and adapter plates for Morris 8/E. £27 o.n.o. E. G. Smith, 20, Guildford Road, Horsham. [7251]

M.G. K.1 Pillarless Saloon. E.N.V. preselector, engine dismantled, fair condition. Suit re-builder. £50, will haggle. Nuttall, 2, Richmond Street, West Bromwich, Staffs. [7252]

ASTON MARTIN International. Not perfect but genuine good order and original. Good tyres, 27 m.p.g. Offers about £90. Dingley, Welford, Stratford-on-Avon. [7253]

MORGAN 4/4, 1947. Red, radio, Notek Fogmaster, new hood, batteries and tyres. £295. 107, Acre Lane, Bramhall, Cheshire. [7254]

LAGONDA RAPIER 1934. Chassis No. D 11-818. 4-seater, fixed head, Abbott coupé body Flack, green leather upholstery. Many extras and spares. One owner since January, 1938. £200. Taxed year. 24, King Edward's Road, Ruislip, Middx. Tel.: Ruislip 4075. [7255]

M.G. 2 LITRE 1938. Twin Windtones, twin spots, P.100's. £225. No dealers. Tel.: Walton 5051. [7256]

JEZEBEL. 1934 Austin Nippy Sports. Many extras. £95. Tel.: WELbeck 6878, weekdays. [7257]

M.G. MAGNETTE N.A. Sports Tourer, 1936. Painstakingly maintained. £175 o.n.o. Tel.: Pinner 4209. [7258]

ASTON MARTIN International 2/4-seater tourer. New type rods and rings just fitted at Friary's. Very nice condition. £265 o.n.o. Cooper, Ivet, Jordans, Beaconsfield, Bucks. Tel.: Jordans 3192. [7259]

1934 SUNBEAM "Dawn" Saloon. Engine rebuilt 1952. Brakes relined, new battery, etc. 1954. Space required. Reasonable offers to Carr, Beach Haven Hotel, Bexhill. [7260]

105 TALBOT Sports Saloon. Good condition, new batteries, new tyres, engine recently overhauled. £100 o.n.o. 6, Murray Crescent, Pinner. Tel.: Pinner 9796. [7261]

J.2 M.G. Excellent bodywork, recent overhaul including new valve gear, twin carburettors, hood, sidescreens, brake/clutch linings, battery. Any trial examination. £136. Also M. Type block, crankshaft, flywheel, clutch. Offers. 104, Murray Road, Rugby. [7262]

ALVIS 1938 Silver Crest Saloon (16.9). New tyres, battery, pump. Reasonable overall condition. Taxed. Nearest £105. 100, Aylward Road, Merton Park, S.W.20. [7264]

MORGAN 4/4, 1939 COUPE. Black, engine reconditioned, condition good. £235. Pyman, 38, West Street, Rochford, Essex. [7265]

RARE BIRD. Riley Stelvio. Just completed top and bottom overhaul and brake relining. £150. 13, Cadbury Road, Sunbury-on-Thames. Tel.: 3083. [7266]

JAGUAR 2½ litre, 1937. Mechanically sound, body tidy, £45. Below. [7271]

FOR SALE—continued

RILEY NINE 1933. Breaking. All spares available. S.a.e. 10, Trilleck Avenue, Newton Farm, Hereford. [7267]

AUSTIN SEVEN SPECIAL. Very sound, neat body, twin carbs., excellent condition. Regd. 1949, £110. Several other cheap Austin Sevens. The Austin Seven Specialists, The Sevens Garage, 11, Station Road, Toddington, Dunstable, Beds. Tel.: Toddington 246. [7268]

UNIQUE 1949 R.H.D. Export 4A Singer Roadster, with supercharger, overdrive, radio, wheel discs, glass sidescreens, tonneau, fog light, Wipac filter, special lights. Complete overhaul 4,000 ago, including crankshaft, valves, rings, carb., shockers, king-pins, etc. Steering box, brakes, B90 exchange starter and dynamo, five 80 per cent. Michelins. £350. Also 1928 Hyper leaf, needle bearing crankshaft just overhauled, new tyres, Windtones, nearest £150. Family increases force sale. Apply Anvil Garage, Marsham, Norwich, Norfolk. Tel.: Aylsham 2152 day; 2232 night. [7269]

ALVIS 25 SALOON: 3 linked S.U. carbs. and filters, £5; radiator, £3. Lagonda 3 litre: Rev. gauge and speedo, 30s. each; P.100 headlamps (bullseye dippers), £7 10s. or offer. Austin 7, no body, 1930. £10, or break. Offers within fortnight, please. F/Sgt. Wood, 92 A.M.Q., R.A.F. Driffild, Yorks. [7270]

SUNBEAM DAWN 12.8 h.p. Needs one wing repairing, otherwise very good. £45. Below. [7271A]

LEA-FRANCIS 12/40, 1932. Damaged front, poor body, good engine. £17 10s. Hardwick House, Studley, Warwickshire. Tel.: Studley 521. [7271B]

AUSTIN SEVEN SPARES, 1922-38, practically all parts stocked. Triumph spares, 1934-40, large quantity, all models. Jaguar spares and service for all models, 1932 to 1955. Price. Three Shires, Bearwood, Birmingham. Tel.: Bearwood 1050. [7271C]

1949 LEA-FRANCIS 14 h.p. Sports. One owner. Offers. Tel.: AMB 5366. [7272]

RILEY ROADSTER. Special aerodynamic professionally built body. Cream and blue. Exclusive looking. 8,000 miles. Photographs. 4, Oakfield Drive, Rednal, Birmingham. [7274]

ROLLS 20, 1927. Excellent mechanically. £300 spent in last four years on parts alone. Bodywork good. Just married wife who likes modern cars. £215. Box No. H277, MOTOR SPORT, 15, City Road, London, E.C.1. [7277]

CRASHED RILEY Monaco, 1934. Front axle, wheels, offside wings, etc., damaged; chassis, engine, rad., rear end, etc., perfect. View near Frome. Write: 28, Kenbourne Road, Sheffield. 7. [7278]

FORD V8 M.G. Completely reconditioned replacement Ford V8 engine and gearbox in 4-seater M.G. Sports. Body fair, requires prop. shaft. Offers. 4, Heol-yr-Efail, Rhiwbina, Cardiff. [7279]

SUNBEAM DAWN 1935 Black Saloon. I.F.S. Zeiss headlamps; fog lamp, etc. £90 o.n.o. Drew, 6, Pedwell Lane, Ashcott, Somerset. [7280]

LEA-FRANCIS SPECIAL. Open sports 12 h.p. One of four produced 1934. A car for the enthusiast. £130. Bond, 45, Churchgate, Southport, Lancs. Tel.: 88431. [7281]

HISPANO-SUIZA. H6b (37.2 h.p.). Engine/chassis spares. List sent. Offers? Also 600 x 20 North British H.D. cover and tube, unused, £6. Shaw, The Lizard, Cornwall. Tel.: The Lizard 204. [7282]

TALBOT 90 TOURER body, hood, tonneau cover, screens, £5 or offer. Manual gearbox, engine and odd parts. Cheap. Inquiries. Offers invited. S.a.e. please. Williamson, 10, Boxhill Walk, Abingdon, Berks. [7283]

JAGUAR S.S.90 Sports 2-seater. Registered May, 1953. Alfa red, P.100 headlamps, spot light, excellent hood and tonneau cover, new tyres. Taxed. Price £150. Peter Weaver, 12, Burton Road, Melton Mowbray, Leicestershire. Tel.: 533. [7286]

LAGONDA TOURER, 1930 (Reg. 1935). B.R.G., P.100's, hood, tonneau, 3 new tyres. Appearance and works very good. In daily use by engineer enthusiast. £135 or exchange anything interesting. Paterson, Popes Croft, Chandlers Cross, Nr. Rickmansworth, Herts. [7287]

1949 ALLARD Foursome Coupé. In good condition, hood missing. Property of Finance Co. Bargain to clear, £250. Harvest Finance Co. Ltd., 399, High Road, N.W.6. Tel.: Maida Vale 6889. [7290]

BUGATTI, TYPE 37. Crown wheel and pinion, unused. £12. Box No. H292, MOTOR SPORT, 15, City Road, London, E.C.1. [7292]

J.2 M.G. Very original and in jolly good condition. Taxed. Any test. Tel.: Uxbridge 2062. [7294]

ALFA-ROMEO, 1934, 6C 2,300, Gran Turismo Best offer. W. Alexander, 2, Sandiway Road Sale, Manchester. Tel.: SAL 8867. [7298]

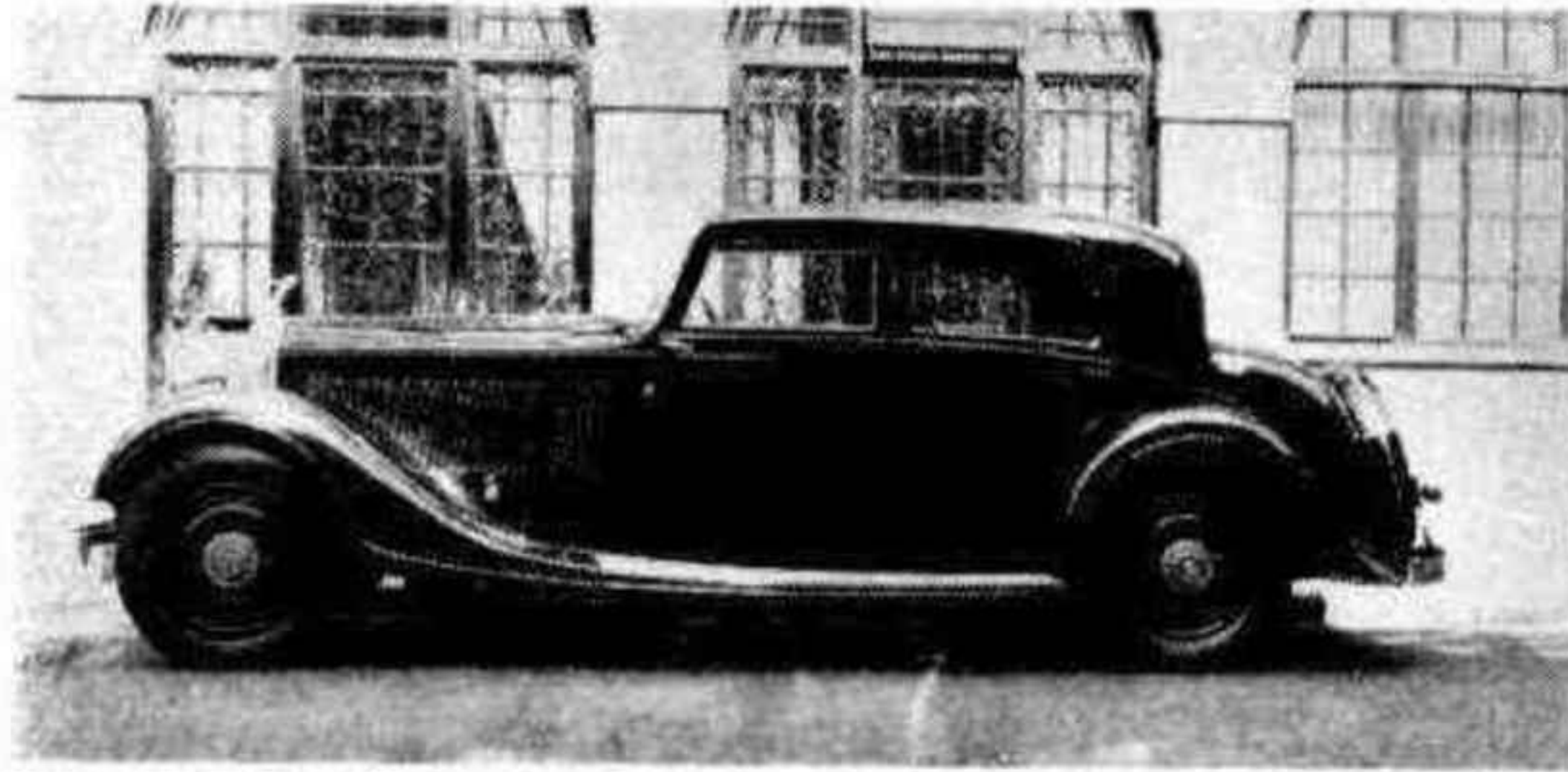
BUGATTI Type 37 crankcase, two crankshafts, block, con rods, rocker box, etc. £30 the lot. 52, Foredown Drive, Portslade, Brighton. [7300]

GROSVENOR 1188

SIMMONS

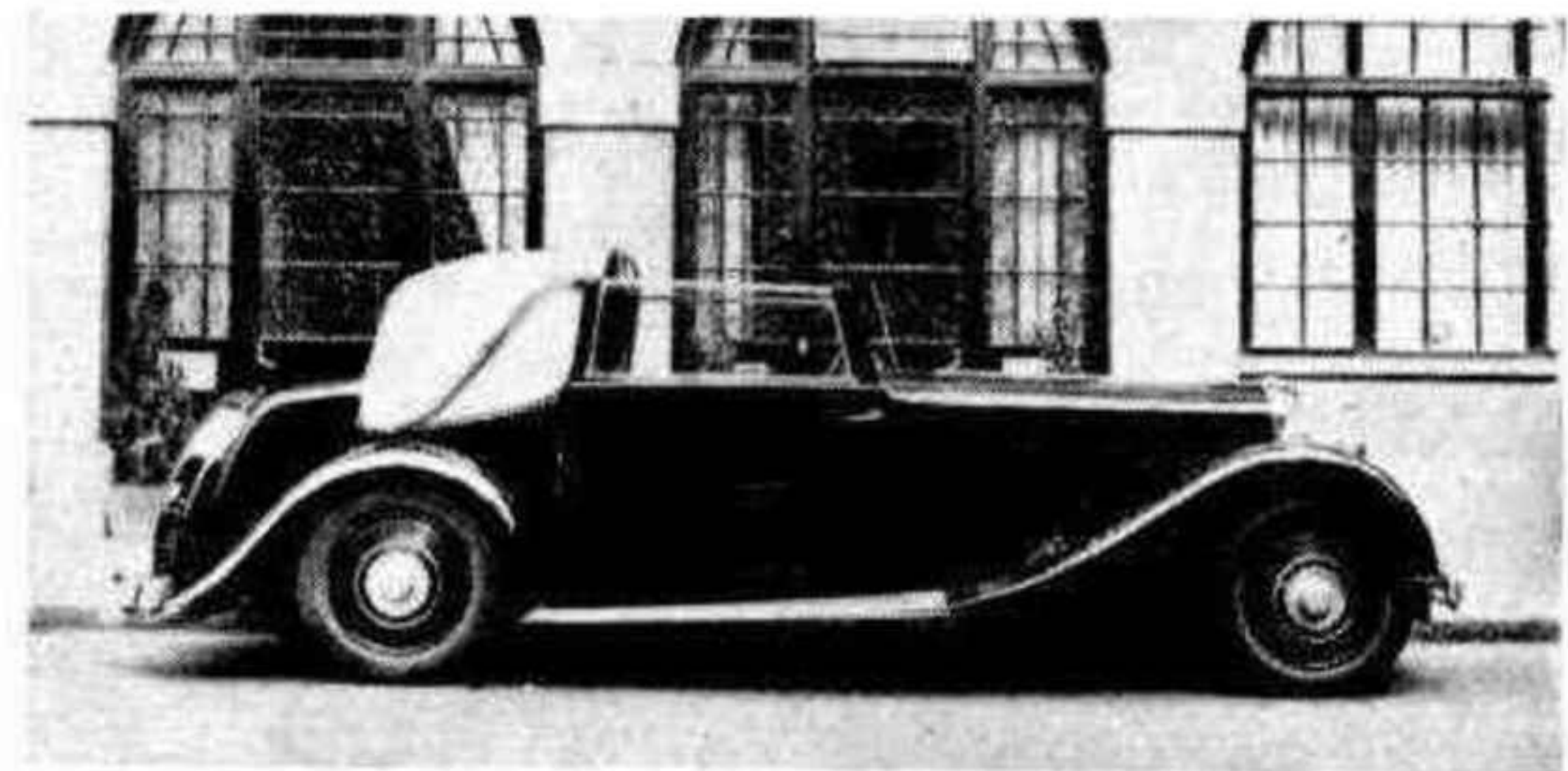
GROSVENOR 2635

offers from a varied stock of Rolls-Royce, Bentley and other selected sports carriages



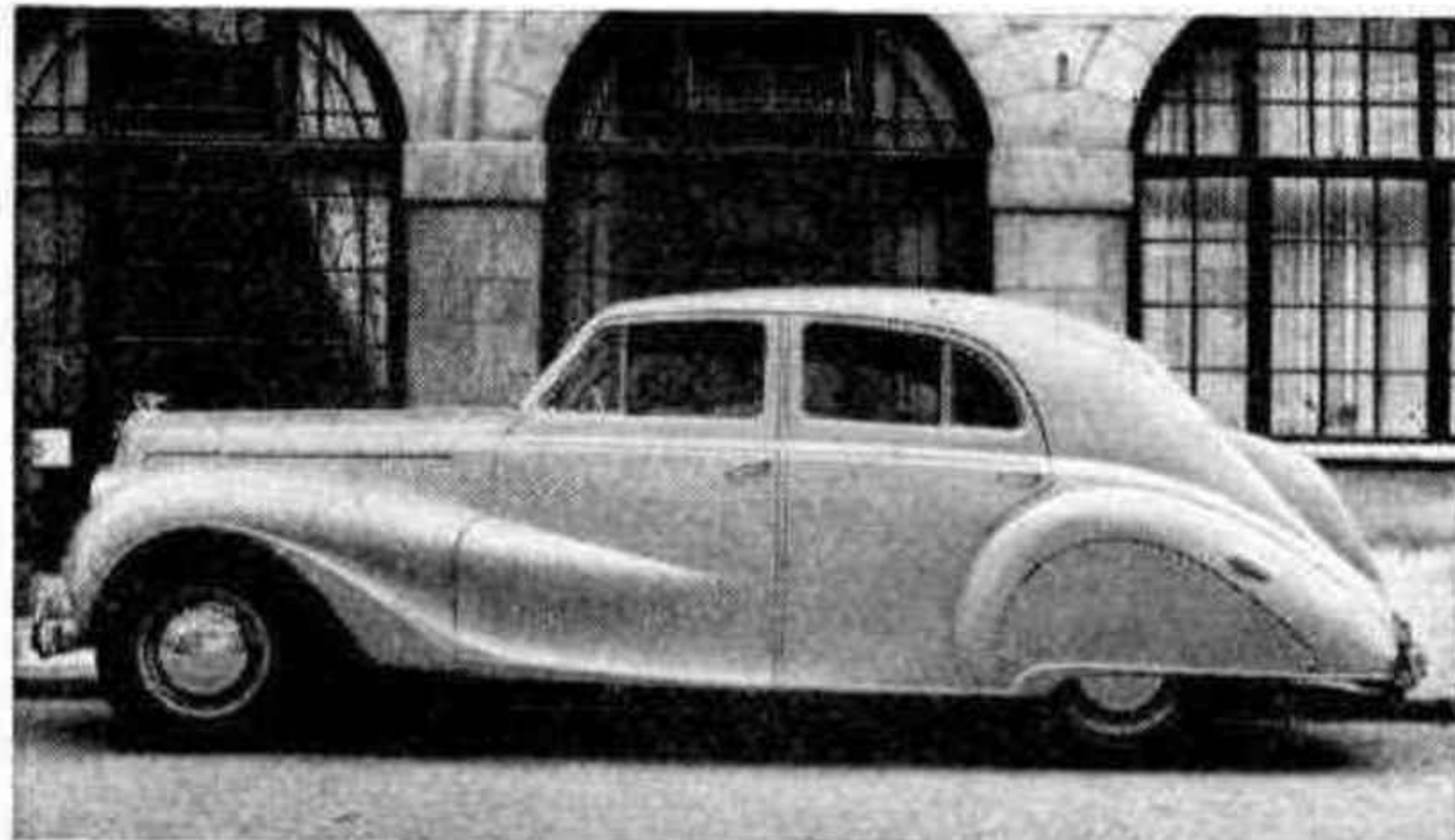
ROLLS-ROYCE 20/25-h.p. (1934/5) special coachwork owner-driver sports saloon by Thrupp and Maberley. Black with dark grey trim. Rolls-Royce specialist rebored in 1952 since when less than 12,000 miles have been completed. First-class maintenance history and in outstandingly good condition throughout. Sun-roof, radio. Recently recellulosed, newly shod.

£ 575



ROLLS-BENTLEY 3 1/2-litre (1936) close-coupled coupe-de-ville by Park Ward. Black with beige trim. Rolls-Royce specialist maintenance history including rebore, transmission, clutch, brakes, etc. H.M.V. radio, heater. Attractive and in fine condition.

£ 550



AUSTIN A135 (1950) Princess by Vanden Plas. French grey with natural pigskin trim. 39,000 miles from delivery. Radio, heater, etc. Newly shod. Mechanically faultless. Unmarked.

£ 650

Also a 1951 model with identical features, but black with light-tan trim and 44,000 miles.

£ 675

ROLLS-ROYCE 20/25-h.p. (1931) owner-driver limousine by Crosbie and Dunn. Good history. Solid and unquestionably sound. Radio. Near-new tyres. The relatively impeccable might go far and not find comparable value, the price not being an indication of the quality.

£ 285

ROLLS-ROYCE 20/25-h.p. (1931) shooting-brake of oak and ash construction. Post-war. At the time of going to press the history is still awaited, but details, as soon as they come to hand, and a photograph and adequate description will be forwarded to interested enquirers.

£ 350 or thereabouts

ROLLS-ROYCE PHANTOM II (1931) 40/50 owner-driver fabric touring limousine by H. J. Mulliner. Major engine overhaul by Messrs. Rolls-Royce Ltd. in 1952. Coachwork unmarked. We make no great claims for this specific Phantom II, but offer it as a thoroughly sound and reliable limousine at a very reasonable figure.

£ 285

At the time of going to press we are negotiating the purchase of two more 20/25 owner-driver models, a 1937/8 ROLLS-BENTLEY with razor-edged coachwork by Freestone and Webb and a brace of 1953 LAND ROVERS. Full details of any of these models will be gladly forwarded upon request.

To those Purchasers who may desire to avail themselves of short or long-term financial accommodation, as a result of selective purchasing, I am able to offer Exceptional Hire Purchase facilities, through a Private Company, on every model advertised.

WE HAVE A CONSTANT AND UNVARYING DEMAND FOR OWNER-DRIVER ROLLS-ROYCE, BENTLEY AND SPORTING CARRIAGES OF THE THOROUGHbred CLASS AND WOULD BE GRATEFUL TO RECEIVE DETAILS OF ALL WELL-CONDITIONED EXAMPLES FOR DISPOSAL. MR. SIMMONS WILL ATTEND, PERSONALLY, ANYWHERE IN GREAT BRITAIN BY PRIOR ARRANGEMENT.

GROSVENOR 1188

12, REX PLACE, PARK LANE, W.1

GROSVENOR 2635

Immediate insurance effected with Lloyd's Brokers.

All Vehicles and Accessories are offered subject to being unsold unless otherwise stated.

Engineer's Reports and Examinations.

FOR SALE—continued

R.R. 21 INCH WHEEL, 82 mm. hub, with 600 tyre, worn, £1 10s. Austin Heavy 12-4 spares. Wire wheel, 21in., 10s. Cyl. block, bored 60 thou. o/s, 7in. high, £5 10s. Another, used, 60 thou. o/s, 7½in. high with 7 valves, springs, etc., £3 10s. Cyl. head, £1. Box No. J768, MOTOR SPORT, 15, City Road, London, E.C.1. [7768]

RILEY 1½ litre Lynx open sports 4-seater. Enthusiast's car. Kept in immaculate condition; finished cream and maroon, with matching hood, envelope and tonneau cover. Stone-guards; twin horns, twin windscreen, spot lamps. Fine performance. Taxed, £130. Ian L. Brown, 98, Liberton Drive, Edinburgh, 9. Tel.: 79430. [7769]

RILEY NINE unwrapped Dunlops, 90s. each. Tel.: Upminster 2978. [7771]

SUNBEAM DAWN, 1934; very good throughout, needs one wing repairing, £45. Alvis 14 h.p. 1949 saloon; perfect mechanically, body damaged, drive away, £225. Lea-Francis 12/40, damaged front axle, rough body, good engine, etc., £20. Austin A70 Hereford electric coupe, 1952-53; 15,000 miles, perfect and unmarked, £550. Hardwick House, Studley, Warks. Tel.: Studley 521. [7772]

HANDBOOKS AND WORKSHOP MANUALS. Alvis, Armstrong, Austin, Bentley, Bugatti, Chevrolet, Chrysler, Cord, Ford, Hillman, Humber, Jowett, M.G., Morgan, Morris, Opel, Renault, Riley, Rover, Singer, Standard, Sunbeam, Triumph, Vauxhall, Volkswagen, Wolseley. Enquiries, stamp, please. Catalogue 500 motoring books, sixpence (\$0.10). Gray, Hurstpierpoint, Sussex. [7773]

RILEY NINE MONACO, 1933. Exceptional condition, 49,000 miles, new tyres, tubes, pump, etc. Absolute bargain. Must sell, nearest £115. Tel.: Upminster 2978. [7778]

FIAT 500, 1938, TOURER. Cut-away doors, etc., rebuilt 1951 by Mayfair; subsequent maintenance by Fiat (during 20,000 miles), includes complete engine overhaul, service dynamo and starter, new carburetter, battery and hood; front spring, king-pins, brakes and clutch recently overhauled. Mileage now 52,000. Complete record of expenditure, petrol, oil, etc. £170. Richards, 106, Wood Lane, London, N.W.9. Tel.: COL 5322, after 5th June. [7774]

RILEY 9 h.p. gearbox, £4; 4 cylinder magneto, £3; chromium windscreen, suit open car, £2 10s.; roof rack, medium expanding, as new, £3; Notek chrome foglamp, £2. Charles, 19, Manor Drive North, New Malden, Surrey. Tel.: Derwent 1930. [7775]

ALVIS SPEED 20, black D.H. Coupé. Engine recently reconditioned, bodywork nearly perfect. Replies "Alvis." Chorallers Hall, Augustus Road, Birmingham, 15. [7776]

1934 ASTON MARTIN International gearbox, £12. S. & S. Motors, 165a, Westbourne Grove, W.11. [7777]

SINGER SPORTS SALOON. Answers to name Penelope. £95. Proverbial bomb. Tel.: Reigate 5048. [7790]

£225 OR OFFER. V.A. M.G. Very good condition. 57, Griffin Road, Plumstead, S.E.18. [7791]

TWO RILEY 9 KESTRELS. One Riley 9 Lynx, one Riley Lynx 12, one Riley 12 Falcon. Spares 1928 to 1938. Cash given for Rileys. H.P. arranged. Clarke, 168, Lee High Road, S.E.15. Tel.: Lee Green 8904. [7792]

1938 RILEY Overdrive 1½-litre Continental Sports Saloon. Unmarked, black cellulose, dark green hide interior, new tyres, good battery, engine, gearbox, back axle, exceptional mechanically. Full equipment, windtones, spot lamps, etc. £195 o.n.o. Station Garage, Droitwich, Tel.: 3378. [7793]

1924 HUMBER 11.4 SALOON. Bodily and mechanically original and sound. An attractive looking car. Host of spares. Taxed. £75. Stobart, 35, Watt Road, Birmingham, 23. Tel.: ERDington 2923. [7794]

FOR SALE—continued

TRIUMPH DOLOMITE Sports Saloon, 1939. Mechanically, bodywork and interior in excellent condition. £235. Coles, Broom Hall, Biggleswade, Beds. Tel.: 2103 (after 6 p.m.). [7795]

AUSTIN-HEALEY wheels, new, £3 10s. each, with part-worn tyres, £4 10s. Also new windscreen for above, £6. Austin 7 spares, 1922-38, practically all parts, new and second-hand. Jaguar spares and service for all models, sound 2½ litre engine. £25. Triumph spares, 1934-40, many parts; good Vitesse body, £10, also Dolomite gearboxes, £10. Price, Three Shires, Bearwood, Birmingham. [7796]

1929 HUMBER SIXTEEN all-weather tourer, in quite exceptional condition, original paintwork, £85. Barlane Garage, Boroughbridge Road, Knaresborough. Tel.: 3102. [7797]

SPEED HILL CLIMB Mercury S/seater. Tube space frame, 11 cwt. Prescott 48.7, good tyres. £95. Cooper 1000 wanted. Reg Phillips, 244, Abbeydale Road South, Sheffield. [7798]

M.G. T.A., 1937. Resprayed black, bodywork and engine superb, 4 new tyres, new batteries, new tonneau, hood and screens excellent. Beautiful condition throughout. £270 o.n.o. Apply for full details or view. Tel.: Uplands 5740. Harper, 41, Clifton Road, Coulsdon, Surrey. [7799]

V8 SPECIAL. 2-3-seater, mileage 7,000, 16 cwt., 22-27 m.p.g., low built, attractive body; very rapid acceleration. £260. Tel.: Eversley 3117. 24, Barkham Ride, Wokingham, Berks. [7800]

FRAZER-NASH, 1935 Shelsley. Engine overhauled, polished straight front axle, 14in. brakes. One of the nicest Nash's to be seen anywhere. £275 o.n.o. Tel.: Eversley 3117. 24, Barkham Ride, Wokingham, Berks. [7801]

TALBOT "105-SPEED" AIRLINE 1937 Saloon. Excellent condition throughout, elegant and fast, 20 m.p.g., spare gearbox. Photographs available. £175 o.n.o. (London). Box No. J802, MOTOR SPORT, 15, City Road, London, E.C.1. [7802]

XK120 JAGUAR, 1951. Cream, immaculate condition, new Michelin X tyres, never raced or rallied; 26,000 miles. £650 o.n.o. due to L.H.D. Tel.: Ruislip 6683, Willesden 1486. [7803]

FOR SALE—continued

PRIVATE OWNER reducing fleet. Cord's 1938 unsupercharged Model 812 Phaeton (drophead foursome), registered 2½ years only, 32,000, £300 spent, in perfect condition, £395. 1950 rebuilt Model 810 Phaeton, just overhauled, £295. 1936 Westchester Saloon, repainted, low mileage, cloth interior suffered slightly from damp, £175. All three complete with all instruments, radios, etc. Spares available. Nicoll, 17, Airlie Gardens, London, W.8. [7804]

LANCIA DILAMBDA, 4-seater tourer body by Corsica Coachwork, resprayed 1954; new batteries, good hood and sidescreens. A very pleasant motor with truly vintage handling. £120. J. Kahn, 350, Chelsea Cloisters, Sloane Avenue, S.W.3. Tel.: KNI 1911, before 9.30 a.m. [7805]

AUSTIN SEVEN SALOON, 1934. Good condition, very smart. Taxed. £58. 42, Bourn Avenue, Hillingdon, Middx. Tel.: Uxbridge 5663. [7806]

B.S.A. SCOUT, 1939 Model. Enthusiast maintained, excellent condition. Best offer. Tel.: VIGilant 3271. [7807]

TALBOT AIRLINE SALOON. The most beautiful example of this most excellent marque. Recent respray, new dampers, chrome as new, leather upholstery and interior absolutely unmarked, perfect tyres, battery, dash-load of instruments; radio, extinguisher. Regretful sale. 199 gns. Tel.: CROYdon 8130. [7808]

£125. LANCIA AUGUSTA Pillarless Saloon. Recent engine overhaul, good condition and performance. After 6.30 p.m. Tel.: Cuningham 5047. [7809]

HILLMAN MINX COUPE, 1939. In outstanding condition, very smart and smooth running; new plastic hood, ace discs. £245. Tel.: Cuningham 5047. [7810]

AUSTIN A90 SALOON, 1952; black, heater, £545. Alvis Speed 25 Saloon, 1936, black, £195. Comprehensive guarantee, hire purchase and part exchange. Kennings Ltd., Leadmill Road, Sheffield, 1. Tel.: 26451. [7811]

WOLSELEY, 1939. 2½ litre, twin carburetter, engine, £15. Daimler 15 preselctors, £8. 79a, Southbourne Avenue, Walsall, Staffs. [7812]

RILEY 9, 1931. Complete chassis; engine reconditioned. £25. 16, Spring Glen, Hatfield, Herts. [7813]

OPEN SPORTS TOURER. Morris 8 h.p., late 1936. Very good specimen. £105. Smith's, 86, Chalk Farm Road, N.W.1. Tel.: GULLiver 2767. [7814]

ALVIS SPEED 20 SPORTS, 1936. Exchange for saloon 14-25 h.p. Value £195 or offer. Brewery House, Lakedale Road, S.E.18. Tel.: Woolwich 6483. [7815]

1930 CADILLAC V16. Mechanically perfect, rear half of body removed. S.U. petrol pump, twin coils, twin Solex carburetters, tyres and battery, all new; brakes and clutch relined. Only two previous owners. £50. Also 1925 Chrysler 70 for spares; engine perfect, new radiator and hood. J. Manasseh, 57, Campden Hill Road, W.8. [7816]

1932 LAGONDA 2 litre Speed Model Weymann Saloon. Excellent condition, very small mileage. £100 o.n.o. 32, Albany Road, Stockton-on-Tees. [7817]

ARNOTT SUPERCHARGER, complete, all fittings, suitable Morris 12, M.G., etc. Cost £85, as new, £30 o.n.o. Addison, Tel.: ELTham 8344 (London). [7818]

J.2 ENGINE. Will break. Also env. gearbox. Tel.: AMH 6850, 114, Evering Road, N.16. [7819]

AUSTIN SEVEN SPECIAL. Taxed, insured; engine overhauled, lowered suspension, "West London" wheels, new tyres, Ford carb. Photos available. Emigrating. Nearest £70. 16, Beverley Gardens, Southend, Essex. Tel.: Southend 3355. [7820]

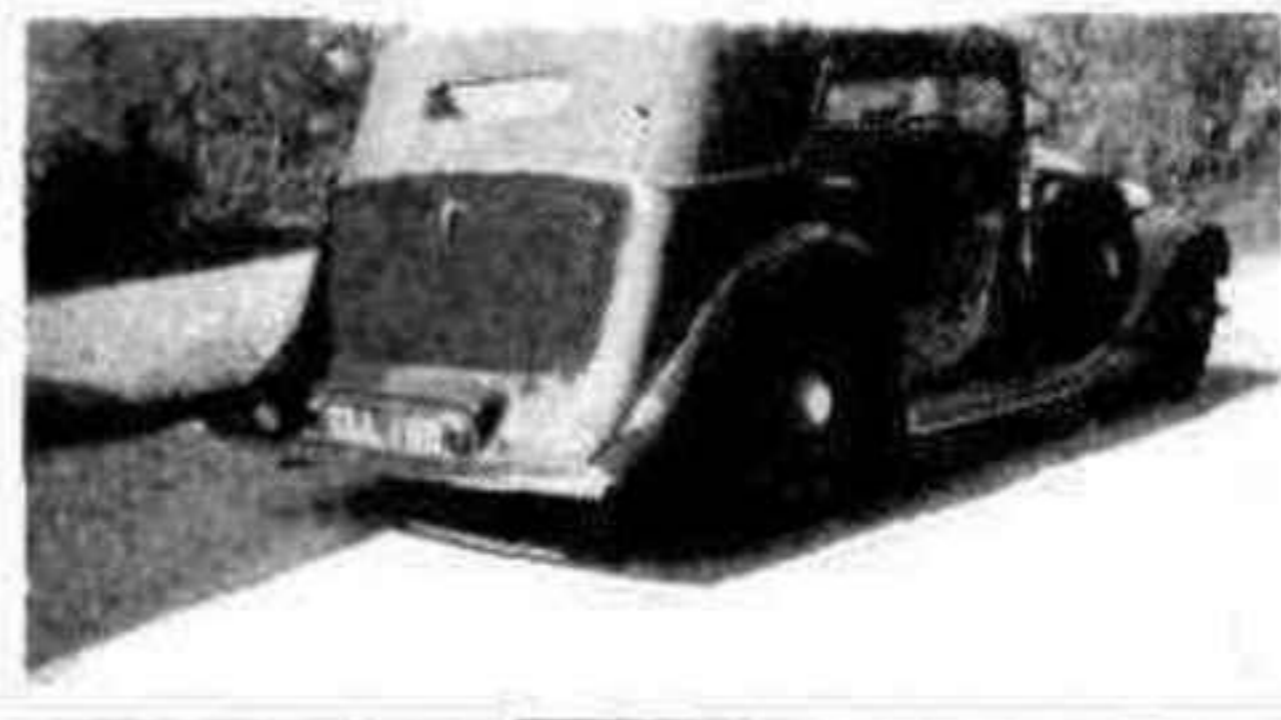
AUSTIN NIPPY, £120. Extensively overhauled, many parts renewed. Full details from Wilkerson, 266, Chase side, Southgate, N.14. [7822]



ROLLS 20-25, 1936

A very distinguished four-door cabriolet drophead car. Green, green hide, original tools, instruction book, Lifeguard tubes, built-in jacks, dual ignition, ride-control. Taxed to December £685.

EVANS, "The House in the Wood," Chaldon, nr. Caterham, Surrey. Tel.: Caterham 3522.



JOHNSON & BROWN

ALLARD, 1951, saloon. One owner, recent new engine, radio, heater; many extras. £490.

HEALEY Silverstone, 1950, E-type. Ex-Ecurie Ecosse, recent rebuild, red and cream, spares; excellent condition. £575.

SINGER 4AD 4-seater roadster, 1954; mileage 5,500, as new, in silver, red upholstery. £590.

FIAT 1,100 saloon, 1948, r.h.d.; in excellent condition. £395.

GRENFELL Special. Ford V8 engine, tubular chassis, i.f.s. 4-speed gearbox, 4-seater tourer. This car was built at a cost of over £1,000; mileage is under 10,000. Owing to low weight it is of exceptional performance and reasonable economy of running. £295.

BEWFORD Ford 8 c.c. 2-seater Special, built 1952. £135.

RILEY 1½-litre, 1935, saloon. In very good order throughout. £175.

New Cars in Stock : VOLKSWAGEN, AUSTIN-HEALEY, SIMCA—immediate delivery.

ANY MAKE OF NEW SPORTS OR CONTINENTAL CAR SUPPLIED.

SHOWROOMS AT 270, HIGH STREET, BROMLEY, KENT.

Tel.: RAVensbourne 8841.

FOR SALE—continued

£60. STANDARD AVON Special. Excellent condition, resprayed. 1932, 16 h.p. 1, Kelling Gardens, W. Croydon, Surrey. Tel.: THO 3714. [7821]

£52. WOLSELEY HORNET open sports. Red, good hood. Taxed. Quiet engine. Ray, 38, Prospect Road, Sydenham. Tel.: 7469 (party line). [7823]

SUNBEAM 3 litre, 1926 Sports Tourer. Fitted 20/60 engine. Mechanically good, body good, hood fair. £60. Tel.: Vigilant 3215 or 2427. [7824]

RILEY MERLIN, 1936. Excellent condition. £165. Taxed. 11, Hunts Close, Writtle, Chelmsford. [7825]

ARNOTT SUPERCHARGER for s/v Morris Minor, with all fittings; gives amazing performance. Little used. £30. Hamilton, 74a, Stoke Road, Slough. [7826]

SUNBEAM TWENTY, 1932 D.H. Coupé. Very good mechanically, sound aluminium body. Photograph £65. Day, 59, Jackson Avenue, Mickleover, Derby. Tel.: 53722. [7827]

ALVIS 25 CABRIOLET. Registered October, 1937. Sound condition, fast. £150 or offers. Lowden, Tel.: Welbeck 8843, daytime. [7828]

"ROLLS-ROYCE" 20/25 1936 (late G.B.K. Series). Privately owned saloon; no division. Sliding head projecting hood, heater. Chassis, engine, coachwork and interior all in very good condition; tyres and battery practically new. Very fair price asked at £775. Can be seen evenings or weekends. Tel.: Gerrards Cross 3098. [7829]

ASTON MARTIN, 1934. Long chassis, Le Mans. £150 o.n.o. J. V. Boodle. Tel.: Rainham 176 (9-5). [7830]

M.G. 18.80 SUPER SPORTS 4-seater Tourer. Van den Plas type body, full tonneau cover, hood, screens; reconditioned engine last 5,000 miles, including reground crank, etc.; 550 x 19 tyres as new; Servo brakes, new starter. Absolutely reliable. Deliver up to 200 miles. £125 cash. Consider post-war motor-cycle exchange, cash either way. Derek Pickering, 68, Rochester Road, Coventry. Tel.: Coventry 60820. [7831]

£125. 1937 ASTON-MARTIN Sports Saloon, 2 litre. Excellent bodily, attractive appearance. I'm not going to say that the motor is 100 per cent., but there's reasonable oil pressure and good acceleration, worth spending a bit on at the price. W. H. Barnes, 1c, Venner Road, Sydenham. Tel.: 7469. [7832]

1939 CITROEN BIG 15 De Luxe Saloon. 6-seater, 25 m.p.g., excellent throughout. £225 o.n.o. Terms available, exchange considered. 31, Newcastle Road, Liverpool, 15. Tel.: Sefton Park 4722. [7833]

BUCKLER MK. V. Built from new parts and tuned by an expert. 3,400 miles, 9½ cwt. Further details and photo on request. J. F. Cookson, "Newbank," Cockerham, Nr. Lancaster. [7834]

1937 RILEY 15 h.p. Sound mechanical condition and appearance. Offers. Allen, 118, Radcliffe Road, Bolton. Tel.: 2003. [7835]

1938 FRAZER-NASH B.M.W. Type 329 Drop-head Coupé. Excellent condition. £175. Tel.: Ottershaw 365 (office hours). [7836]

SPORTSMAN'S COUPE BODY (Park Ward), ex-4½ Bentley. Best offer secures. Walker, 367a, Kings Road, Chelsea. Tel.: Flaxman 6207. [7838]

FIBREGLASS BODIED Sports Car. Multitubular chassis, coil spring suspension, Ford 10 engine, Buckler "C" gears, 4.7 rear axle, full 12 v. electrics; spares and tools. Nearest £250. 8a, North Hill, Colchester. Tel.: COL 3941. [7839]

1948 CITROEN Light 15 Sports Saloon. Enthusiast maintained; recent complete overhaul, 36,000 only. 28 m.p.g., 80 m.p.h. £395. 9, Floral Avenue, Leeds, 7. [7840]

C. J. BENDALL

ALFA-ROMEO 1,750 twin-cam unblown, attractive and original 4-seater by Young, 1932. New hood, mechanical condition very fair. £185.

AUSTIN HEAVY 12/4 saloon, 1928. Very tidy and original, and extremely sound, with excellent tyres. £60.

AUSTIN TEN 4-seater tourer, 1935, uninspired and only fair bodywork, but has new hood and tyres and had a complete engine recondition recently and is very sound. £75.

BENTLEY 3-litre "Speed Model," chassis No. 443, 1924; 1927 big-sump engine rebuilt, rebodied and re-registered 1936; attractive well built (probably V.D.P.) close-coupled 4-seater, nice hood and screens, painted B.R.G.; the whole car in very nice order. £245.

BENTLEY 3-litre standard long-chassis (1926) 4-seater tourer by Gurney Nutting; twin carbs and 3.78 axle, otherwise original, but needs paint, new hood and attention to leatherwork; we have done considerable work on engine, transmission and electrical equipment, and general order, tyres, etc., is good. £145.

DAIMLER Double-Six. One of the special super-sports underslung cars designed by Pomeroy and Reid Railton, 1931, but years ahead of its time in looks and no mean performer, most attractive 4-seater drophead coupé by Corsica, in very fair all round order and nearly new tyres; we are doing numerous minor repairs, and with these done, the car is so unusual and attractive that its price of £175 is very low.

DELAGE D8, 1931, short limousine in very fair all-round order, excellent tyres, etc. Of good appearance and a real bargain at £55.

LAGONDA 4½-litre M45R close-coupled Rapide sports saloon, 1935; whilst not perfect either mechanically or bodily, this car is still capable of nearly 100 m.p.h.; looks well and is in extremely good condition for its very moderate price of £195.

LAGONDA 3-litre Selector Special (Maybach gearbox), 1932; mechanically sound, it has one of the most attractive continental-designed close-coupled sports 4-seater bodies ever put on this type of machine—it needs painting and new hood and a general tidy-up, but is a bargain at £100.

RILEY 12/4 Falcon saloon, 1935, coachwork sound, but a bit scruffy, mechanically very fair. £85.

S.S.-JAGUAR 12-h.p. saloon, 1936; Jaguar-styling, but S.V. engine, mechanically fair, but body and paint poor, hence low price of £80.

STONELEIGH 8-h.p. 2/4-seater, 1923. Rough body, mechanically sound and certainly unusual. £30.

Hire Purchase and Insurance can be arranged on any car.

We can offer considerable assistance in repair and replacement of vintage electrical and equipment of all types.

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HITCHIN 3081 (Evening)
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FOR SALE—continued

ROLLS 20-25. December, 1934. Owner-driver. Saloon by Park Ward. Good order except interior trim (moth). Seen London. £495 o.n.o. Box No. J837, MOTOR SPORT, 15, City Road, London, E.C.1. [7837]

BARGAINS!! Enthusiast's clearance sale tourers. Lagondas: 2 litre, £135; 4½ litre, £155. Alvis Speed Twenty, £180. Bentley 4½, £155. All excellent condition. "Clan Cottage," Spring Lane, Ashley, New Milton. Tel.: 2016. [7842]

M.G. W.A. 2.6 litre drophead foursome, 1940. Blue-grey, good condition, £230 o.n.o. Wynn Lewis, 11, Sketty Road, Swansea. [7843]

BENTLEY V.D.P. 3 litre, 1925. New hood, tidy condition, recent overhaul. £130. Laycock, Birstwith, Harrogate. [7844]

TYRES. New remould, 500 x 20, £3. 835 x 135 B.E. and tubes. Laycock, Birstwith, Harrogate. [7845]

ALVIS SILVER EAGLE, 16.9. Metal bodied Shooting Brake. Mechanically good, body excellent, fair tyres. 28 m.p.g. £50 o.n.o. Tel.: Knowle (Warks) 2246. [7846]

AUSTIN 7 CHASSIS. Complete, less engine and gearbox. Some engine spares, 1½ in. crank, etc. All sound, cheap. S.a.e. Eccles, The Cottage, Hickling, Nr. Melton Mowbray. [7847]

TWIN CARB. CONVERSION for 1953 1½ Riley. Unused, £15. Watson, 10, Robin Croft, Chesterfield. [7848]

£50. BARGAIN. 1930 Singer 12 Saloon. Aluminium body sound, repainted, £80 spent in last 12 months; rebored, new mains, big-ends, crank reground, new teleflow shockers, new indicators, 12 v. Lucas battery, 2-3 cwt. spares. Drive away. 20, St. Mary's Road, East Molesey, Surrey. [7849]

ASTON-MARTIN, F3/291/S 1934 Le Mans short chassis 2/4-seater. Rebuilt, resprayed red 1953; Ulster camshaft and back axle ratio; maintained excellent condition. £285. Wanted good Mk. 1 Dellow. J. Turner, 23, Kennington Road, Fulwood, Preston. Tel.: 77789. [7852]

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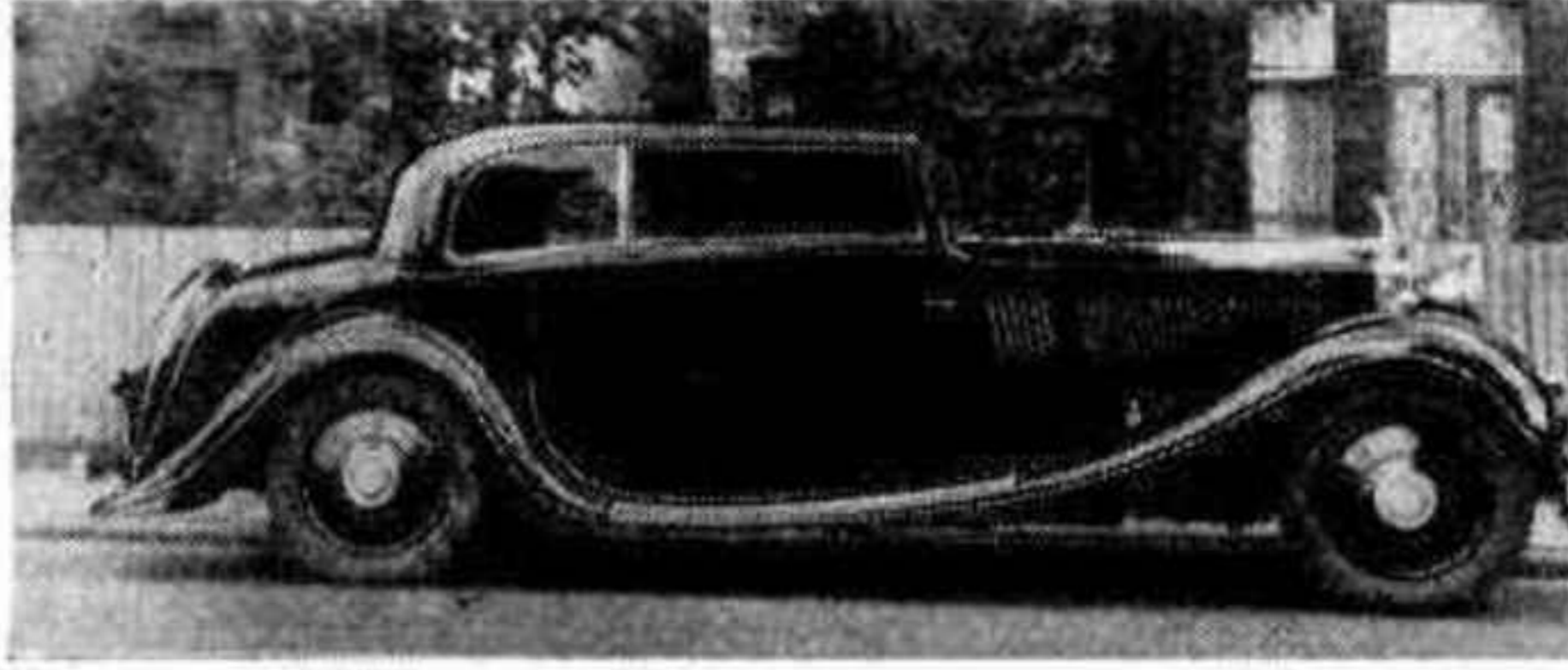
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ROLLS Twenty-five, first registered July, 1937, sports saloon by Freestone & Webb. This car has had two owners since new and the total mileage is only 43,000. It has always been Rolls maintained and has a Rolls history. Complete original tool kit. Fitted sunshine roof, 12-in. Marchal headlamps. Immaculate inside and out £795

ALVIS Speed Twenty, 1933/34, sports 4-seater tourer. Reputed engine overhaul by Alvis in the last 12 months. Excellent paintwork and all weather equipment ... £235

B.M.W., 1937/38, Type 319 2-litre drophead coupe. Very clean coachwork. New clutch has just been fitted ... £215

CHRYSLER Royal, 1938/39, 6-seater de luxe saloon, with large boot and sunshine roof. This is one of the very rare and much-sought-after models with free-wheel and overdrive and a clutchless gear-change, which gives the amazing petrol consumption of about 26 m.p.g. The condition of this car is immaculate inside and out, and it is possibly the finest specimen in existence. The total mileage is only 83,000 since new. Fitted beautiful American radio and heater and many extras. Excellent tyres and battery ... £265

ARMSTRONG-SIDDELEY Hurricane, 1947, drop-head coupe. Excellent condition and now being resprayed. Fitted radio and heater ... £375

LAGONDA 16/80, 1934/5, sportsman saloon. One owner till last year and the engine and crank have just been rebuilt. Immaculate clean coachwork £285

RILEY 1½-litre, 1937, sports saloon. Just rewired throughout and fitted new battery ... £195

M.G. PB 9-h.p., 1935/36, 2-seater aerodynamic sports coupe with sunshine roof. Just decarbonised and dynamo overhauled. New battery just fitted ... £195

CHRYSLER McLaughlin drophead coupe. Immaculate paintwork and beautiful condition throughout ... £145

LAGONDA 3-litre 4-seater tourer. Clutch just relined. Excellent condition ... £165

MERCEDES cabriolet, 1936, 500K with 540K modifications. Excellent mechanically, paintwork fair £365

LANCIA Astura, first registered 1947, sportsman touring saloon by Farina. Exceptional condition throughout ... £285

WOLSELEY Hornet Special, 1933/34, sports tourer. Just fitted new hood ... £150

ALFA-ROMEO 1½-litre supercharged open 2-seater. Clutch just relined, fitted new hood, tonneau cover and loose covers. An exceptionally good example of this very potent model ... £250

ROLLS Twenty, 1928, saloon. No division but fitted two occasional seats. Fitted late-type wheels and tyres. Excellent condition ... £165

ROLLS Twenty, 1928, 2-seater drophead coupe with dickey. Engine just rebuilt and not yet run-in. Just resprayed and fitted new tyres ... £195

ROLLS P. 1, fitted late-type sports sedanca-de-ville coachwork. Excellent mechanical condition ... £185

PART EXCHANGE BARGAINS

ALVIS Speed Twenty, 1933, drophead coupe. Mechanically good but requires a new hood and repaint ... £85

WOLSELEY Wasp, 9 h.p., 1934/35. Fitted many extras, including heater, etc. ... £85

STANDARD Eight, 1948, 4-seater sports tourer. Fitted loose covers, new battery, very clean ... £285

FORD Eight, 1946, saloon. One owner since new. Recently fitted re-cond. engine, steering, brakes, new tyres, battery, etc. Above-average condition £255

SALMON Fourteen, 1939, sports saloon. Just decarbonised, resprayed. One owner till last year ... £150

TALBOT 75, 1938, sports saloon ... £125

LANCHESTER Ten, 1933/34, 4-seater saloon. Quite a clean and economical "little horror" £65

- ★ I have a large quantity of pre-war Rolls Twenty and Mercedes spares for sale.
- ★ I have a new 1955 Daimler Conquest roadster on show and a demonstration run will be gladly given to any prospective customers. This is without a doubt the smartest post-war sports 2-seater on the market today.
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I URGENTLY REQUIRE TO BUY FOR SPOT CASH GOOD PRE-WAR THOROUGHBREDS AND POST-WAR SPORTS CARS OF ALL DESCRIPTIONS. I AM NOT INTERESTED IN KNOCK-KNEED HORRORS OR ANY OTHER MONSTROSITIES THAT CAN JUST ABOUT DRAG THEMSELVES ALONG.

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FOR SALE—continued

1927 BULL-NOSED MORRIS Super Sports. Going concern. £53. Brett-Knowles, H.M.S. Collingwood, Fareham. [7850]

P.A. M.G., 1934, MIDGET. Engine and gearbox reconditioned, new hood, sidescreens, 2 new tyres, wireless, foglamp, spotlamps, aero screens. Bills available. £155. Munn, 40, New Road, Water Orton, Nr. Birmingham. [7851]

M.G. J.2 1934. 2-seater, new hood, screens, battery, new tyres; engine fair condition, body good. Untaxed. Demonstration arranged by appointment. £100. Barrell, Newlands, Garway, Hereford. [7853]

BUICK SPECIAL, 1938, Type 44, 30.6 h.p. D.H. Coupé by Fisher, in grey. Built-in radio, 4 new Firestone de luxe 6-ply heavy-duty tyres; new Silver Exide battery, new dynamo, new clutch, 85 m.p.h. at 3,400 r.p.m. £145. Viewed London, Brighton, Maidenhead, Kellett, Thames Bank, Taplow, Bucks. Tel.: Maidenhead 837 (home); Brighton 26205 (business). [7854]

GREBEL HEADLAMPS, pair, stoneguards, also large size hand spot. All rechromed, original glasses. Offers for three. Box No. 8855, MOTOR SPORT, 15, City Road, London, E.C.1. [7855]

SINGER NINE SPORTS engine, gearbox, new crank, carburetters; also instrument panel, £25. Box No. J856, MOTOR SPORT, 15, City Road, London, E.C.1. [7856]

D.K.W. CABRIOLET DE LUXE. Sound condition, recent rebore and big-ends; white; very attractive. 50/55 m.p.h., 48 m.p.g. £185. Deer, 34, Maidenhead Road, Stratford-on-Avon. [7857]

AUSTIN 7. Crude Special body, rebored, unused. Needs few items, Spare radiator, 29, Park Road, Hampton Hill, Middx. Tel.: Molesey 2514. [7858]

SPRITE, 1938. Exceptional condition, new weather equipment, crash box, T.T. head, overhauled recently. £375. Dymond, Stockwood Lodge, London Road, Luton. Tel.: 2783. [7859]

1937 RILEY 1½ litre Kestrel "Sprite." Excellent order and condition, 16in. wheels, Michelin "X" tyres, other extras. Taxed December. One owner since 1937. £350. Len Gibbs, Slade's Garage, Penn, Bucks. [7860]

RILEY NINE Kestrel, 1934, Saloon, 2 carb. engine, running order. £110 or exchange. Popular 10 Saloon, London, Box No. J861, MOTOR SPORT, 15, City Road, London, E.C.1. [7861]

RILEY 9 MONACO, 1931. Overhauled, good condition, tyres, batteries, brakes, cables, wiring all renewed. £60. Turner, 28, Vicarage Road, Hampton Wick. [7862]

1933 4 LITRE BENTLEY. Rebodied and overhauled 1952. "Rohean," Caravan Site, R.A.F., Halton, Bucks. [7863]

ASTON-MARTIN, 1931, long chassis 4-seater sports. Body repainted B.R.G. 1954, engine completely reconditioned 1955; new twin S.U.s, reconditioned rear axle, etc. Immaculate condition. £195. Beckett, Clears Farm, Reigate, Surrey. Tel.: 5146. [7864]

EXCEPTIONAL CONDITION, low mileage, 1½ Jaguar for only £285, or first near offer. Mechanically, equally as good as its appearance, but room must be made for new car. Milner, 66, Warwick Avenue, Thorpe Lea, Egham. Tel.: 3399, after 8.30 p.m. or week-ends. [7865]

M.G. P.A. Two-seater. Immaculate. £200. Also pair K.O. wheels, 450 x 19, tyres, tubes, £8. Wood, 7, Peardon Street, Clapham, S.W.8. [7866]

AUSTIN SEVEN CHUMMY Tourer, Vintage 1925. Sound mechanical order; in daily use. Splendid as shopping car or children to school. £60. Langton, 27, Eastern Road, N.2. Tel.: TUDor 6050. [7867]

RILEY GAMECOCK. Twin S.U.s, good mechanical condition, body fair, £75. After 6.30. Tel.: HAI 583. [7868]

M.G. WAS P.B. now supercharged, alternatively 2 carbs., engine rebuilt by Burtonwood, new clutch, battery, hydraulic brakes, spare diff., racing body, hood and screens; stand any trial; offers over £250. Alvis 12/50 engine and most of chassis, intended special never finished. Offers to Blackburn, 350, Garstang Road, Preston. [7869]

ROLLS-ROYCE 21.6 h.p. engine, ancillaries, transmission, rear axle, wheels. Together or separate items. Ch. Tech. Tittle, No. 2 Sgts. Mess, R.A.F., Weeton, Nr. Preston. [7870]

SUNBEAM DAWN. Dismantling for spares. Matthews, Netley House, Merchants Road, Bristol, 8. [7871]

M.G. MAGNETTE, 1934. Mechanically, electrically sound; no oil leaks. Taxed year. Bodywork needs repair or rebuild, hence bargain price, £90 or what offers? Young, "Greenwoods," Essendon Road, Sanderstead, Surrey. Tel.: 4798. [7872]

S.U. ELECTRIC Petrol Pumps, six 6 volt, six 12 volt; first-class condition; £2 each, postage 1s. 6d. or C.O.D. Box No. J873, MOTOR SPORT, 15, City Road, London, E.C.1. [7873]

SINGER 9 TOURER, 1938. In going order but body bashed about a bit. £99. Tel.: Ewell 5471, after 7. [7875]

FOR SALE—continued

1940! SPECIMEN CONDITION throughout. Mercury-engined Jenson Open Sports. Official inspection invited. Buss (Builder), Rushlake Green, Heathfield, Sussex Tel.: R.G. 331. [7876]

RILEY 9 KESTREL, 1936. Special Series engine, twin Solex, preselector. £170. Available after June 5th, Saville, 29, Ferndale Grove, Frizinghall, Bradford, Yorks. Tel.: 45649. [7877]

WOLSELEY "DAYTONA" Sports Coupé, 1934/5. Twin carbs. 12/6. Excellent throughout. Bargain. £125. Ridge House, Harpenden. [7878]

M.G. J.2 SPARES. 2 blocks, crankshaft, bronze head and others. £10 the lot. Buyer collects. Cole, "Sherwood," Adlington Road, Wilmslow. [7879]

A.C., 1934, 15.7 h.p. March Tourer. Good condition and mechanically faultless, B.R.G., £195, or would exchange for Manx Norton, or 7R A.J.S. (1951 or later). Any reasonable offer accepted. 350, Moss Lane East, Manchester, 14. [7880]

ROLLS "TWENTY" 1928 Custom built Tourer. Mechanically unimpaired, 20 m.p.g. £120 o.n.o. Exchanges. Tel.: Stockton 53169. [7881]

RILEY KESTREL 1½ litre, August, 1937. In excellent all-round condition, good tyres. £220 o.n.o. L. W. Beaumont, 176, Laund Road, Salendine Nook, Huddersfield. [7882]

14/45 TALBOT SALOON. 1,000 miles since complete overhaul, including rebore, new camshaft and oil pump gears, reconditioned radiator, good tyres all round, leather upholstery, all instruments; car 100 per cent. mechanical condition; 20-25 m.p.g. Taxed and insured. £50, or will haggle. Hipwell, 56, Warden Hill Road, Cheltenham, Glos. [7883]

195. SACRIFICE for quick sale, 1937 6 cyl. 25 h.p. Packard Saloon. Good condition, tuned 20 plus m.p.g., one owner last five years, loose covers, tyres, battery excellent. Effortless high-speed touring, any trial anytime. Tel.: KEN 7896. [7884]

S.S. 100 2½, 1937. Mk. V oil pump, 40 lbs. hot, XK rods. £295. Cookson, 32, Dukes Avenue, Chiswick. Tel.: 2296 (between 8-8.30 p.m.). [7885]

RILEY SPARES AND SERVICE (Petrol and spares till 10.0 p.m., 7 days per week). Our unrivalled stock includes: chromed valves, 9s.; guides, 4s.; valve springs: single, 8s, set, double, 14s, set; gaskets, 17s, set; brake cables, 22s, 6d.; speedo cables, 22s, 6d. complete; crown and pinion, £7 10s.; solid copper head gaskets, 14s, 9d. All plus postage. Exchange dynamos, starters, B.T.H. magnetos, clutch plates, brake shoes, 12/4 oil pumps; several sets twin carbs. with manifolds. Welford Bros., Central Garage, Rothley, Nr. Leicester. Tel.: Rothley 140. [7886]

1949 SUPER SNIPE. Grey, carefully serviced and maintained, engine reconditioned 5,000 miles ago, tyres excellent, roof reinforced, ideal for race watching; taxed year; £345 or nearest. Also 1934 Humber 12 Saloon, black, large roof rack, Notek foglamp, wing mirror, good tyres, brand new spare; in good order throughout; taxed year, insured July; £70 or nearest. Barrett, 64, Victoria Park, Cambridge. [7887]

ALVIS 12/60 BEETLEBACK, 1932. In exceptionally good condition; owner now must have 4-seater. Write for further particulars. Allen, 44, Oundle Avenue, Bushey. [7888]

BENTLEY 4½, 1928, Vanden Plas tourer. Completely rebuilt, new tyres, battery. Photographs on request. Perfect condition. Box No. J889, MOTOR SPORT, 15, City Road, London, E.C.1. [7889]

M.G. T.A. Ex-works Oct., 1937. Original condition, not rebored. Mechanically sound, body scruffy, new battery, few spares, £175. Bristow, "Seafield," Edward Road West, Clevedon, Somerset. Tel.: Clevedon 2652. [7890]

P.A./FORD SPECIAL. Enthusiast maintained, excellent condition throughout, regretful sale. 1953 "Perfect" engine, new gearbox, rewired, all-weather, resprayed red 12 months, spot-light, tools, etc. Will haggle around £225. Howlett, 21, Furzefield Road, Welwyn Garden City. [7891]

OWNER GOING ABROAD, but not in his excellent and original 1923-24 11.4 Humber D/H Coupé. Swop for a good J.A.P. Morgan. Other light cars considered. Sell for £125. Box No. J892, MOTOR SPORT, 15, City Road, London, E.C.1, or Tel.: KENSington 4094. [7892]

ALVIS SPEED 20, 1935, Charlesworth Saloon. Genuine low mileage, heater; specimen vehicle. £290. Hoe, 76, Lonsdale Road, Formby, Lincs. Tel.: Formby 2832, after 6 p.m. [7893]

BENTLEY, 1930, 4½ TOURER. New body and hood, beautiful condition. £275. Details, photos. Moon, 3a, Crooksbarne Lane, Norton, Stockton. [7894]

BEAUTIFUL SPECIAL bodied Allard close-coupled foursome Coupé, 1949. Disappearing hood, new engine; many extras; immaculate. £350. Photographs, Rose, "Bellefields," Firs Lane, Appleton, Cheshire. [7895]

FOR SALE—continued

1928 SINGER "Bantam" Tourer. Very good mechanical condition, bodywork fair, new hood. £35 and good home. Tel.: GRE 3719, after 6 p.m. [7896]

1937 T.A. M.G. New tyres, battery, rewired, etc. £225. Tel.: Malden 0234, 24, Linkside, New Malden, Surrey. [7897]

FRAZER-NASH, 1935, Colmore 2/3-seater. Blackburn twin O.H.C. engine, recent complete overhaul includes new bearings, Martlett pistons, Bosch distributor, fram, filter, well shod, brakes relined, new hood and sidescreens. £250. Stevens, 28, Buxton Road, Chingford, E.4. Tel.: Silverthorn 2277. [7898]

ALVIS SPEED 20, 1935 Saloon. Mechanically excellent; 2 new retreads, bodywork and interior very good. £170 o.n.o. 2, Westbank, Aspley Guise, Bletchley, Bucks. [7899]

1935 LAGONDA RAPIER 4-seater Tourer. Laid up since 1950, extensive mechanical reconditioning immediately previous and body rebuild not quite completed. Very sound proposition if prepared to finish. Lying Oxford. Best offer secures. Box No. J900, MOTOR SPORT, 15, City Road, London, E.C.1. [7900]

RAREST VINTAGE CAR, 1927, H.E. Tourer. Good condition. £75 o.n.o. Many spares also available. Box No. J901, MOTOR SPORT, 15, City Road, London, E.C.1. [7901]

1929. 1949 A/40 PICK-UP. Ideal racing tender. New engine 2,000 miles ago, new steering box, tyres, special features include high ratio axle, Solex carburettor, Dunloplic seating, Marchal Optique headlamps and "Flamethrower." Servais sports silencer, thermometer, clock, screen washers, brakes relined, maintained regardless of cost by engineer owner. Full history available. Exchange considered. Wilcock, Swandean Garage, Arundel Road, Worthing. Tel.: Swandean 100. [7902]

1935. 1934 TALBOT "95." Runs well, quiet mechanically, 24 v. starting; space required. Swandean Garage, Arundel Road, Worthing. [7903]

STANDARD SWALLOW Sports Saloon, 1930 2-door, 4-seater, 10 h.p. Taxed, £27 10s. Riley Kestrel, 1937, new battery, suitable Special, £85. 1936 M.G. Magnette, 4-seater, £145. Tel.: RAV 2110. J. Smith, 47, Palace Road, Bromley. [7904]

RILEY NINE, 1936. Special Series Merlin Saloon. Very good condition, extensively rebuilt. £220. Edwards, 139, Lymington Road, Chadwell Heath, Essex. Tel.: Seven Kings 9324. [7905]

1951 FORD ANGLIA, 10 h.p. engine, compression raised, Laystall balanced crankshaft, loose covers since new, paintwork excellent; many extras; one owner. Really potent. £350. Bingham, Fingle Bridge, Leslie Road, Chobham, Surrey. [7906]

1933 MONACO. Daily use London, completely reliable. New batteries, back axle, shock absorbers; extra wheel, tyre. Genuine reason. £65. Box No. J907, MOTOR SPORT, 15, City Road, London, E.C.1. [7907]

VINTAGE (1921-1931) BENTLEYS had a five-year guarantee; what makes them tick? Do you know—owners, buyers, dreamers—as much as you would like about this classic marque? All your \$64 questions are answered in the guinea set of three Instruction Books (3, 4 and Speed Six), plus the free Technical Data and Recognition Tables. Priced 7s. 6d., they incorporate a Bentley Buyer's Guide. Total value 28s. 6d.—but send £1 only or write for details. Vintage Bentley Service, Box No. J908, MOTOR SPORT, 15, City Road, London, E.C.1. [7908]

RILEY 15/6 KESTREL, 1936, 6 Light. Cream and black. Armstrong preselector; tyres, chrome, cellulose excellent. Recent bills £80. Very attractive. £165. Maresfield Garage, Maresfield, Sussex. Tel.: Uckfield 477. [7911]

FORD 10 OPEN SPORTS TOURER, 1937 model. Genuine 35 m.p.g., lively performance, good all-weather equipment, excellent tyres. Taxed. £85. P. Weaver, 12, Burton Road, Melton Mowbray. Tel.: 533. [7912]

ARMSTRONG preselector gearbox, was fitted 750 Special. Offers? Tel.: Bushey Heath 1938. [7914]

ASTON MARTIN, 1937, 2 litre Saloon. Black, gearbox reconditioned, engine reconditioned, Laystalls, new carbs., radiator, battery, tyres, etc., 1954; coil ignition 1955. Serviced regularly Winter Garden Garages. Purchasing new car. £350. Wilkinson, 1, Weald Close, Brentwood, Essex. Tel.: 2402, after 6.30. [7915]

MERCEDES 36/220. 4-seater tourer. Black, 4 good tyres, new chrome throughout, new gears, battery, valves; good condition throughout. Seen Aldershot area. £300 o.n.o. Box No. J916, MOTOR SPORT, 15, City Road, London, E.C.1. [7916]

SPARES AVAILABLE for Sunbeam, Bentley, Lagonda, Wolseley, Alvis, Rover, Morris, Austin, Ford and many others. One reconditioned engine for Alvis 16.95 Silver Eagle, one Lanchester 10, one Rover 14; outright sale or exchange. Fielding, Lerry Garage, Talybont, Cards. Tel.: 79. [7917]

FOR SALE—continued

2-SPEED SCOTT, 1923, in specimen condition, used every day. New beaded edge tyres, tubes, £40. 1928 Flying Squirrel, coil ignition, 7in. brakes, hand or foot change. With it go another similar in bits, £35. Or exchange Bugatti. Denny, Burford, Oxon. Tel.: 3170. [7623]

VINTAGE Armstrong, 1930, 12-h.p., 6-cylinder Tourer. Good condition. New hood, battery, carburetter. 28 m.p.g. £45 o.n.o. Embassy Garage, Ashburnham Road, London, S.W.10. [7624]

BARGAIN ANYBODY? Fiat 500 1937 Cabriolet. Red. Crankcase broken by lady driver economising on oil. Fair condition otherwise. £40. Dr. Baxter, 62, Bruce Gardens, Inverness. [7625]

FOR M.G. TD. Works chrome luggage carrier. Used twice only. Stored in vaseline. Perfect. Box No. J626, MOTOR SPORT, 15, City Road, London, E.C.1. [7626]

BENTLEY, 1924, short chassis V.D.P. Tourer. Chassis and engine rebuilt a year ago. Sleeved, H.C. pistons, Hardy Spicer, "A" box, 3.53 diff., re-wired, £225. Seen City, Littleton. Tel.: Monarch 6092. [7627]

M.G. (V.A.) 1½-litre Saloon, 1938. Enthusiast's car, maintained by engineer; exceptional condition throughout. Bronze, maroon leather. £315. Seen Colchester. Box No. J628, MOTOR SPORT, 15, City Road, London, E.C.1. [7628]

RILEY 9 "ASCOT," 1933, 2-seater drophead with dickey. Exceptionally good mechanically and bodily. Completely overhauled Jan. '55. Taxed year. Details on request, £135 o.n.o. Ellis, 5, Ganton Road, Sheffield, 6. [7629]

ARNOTT SUPERCHARGER, carburetter, etc., for fitting series MM Minor. Evenings after June 4th. £25. 4, Queens Club Terrace, Normand Road, W.14. [7630]

TR2, 1954, Sept., 9,000 miles, red, £775. 1951 XK120, black, fully modified, 140 m.p.h., £725. 1938 TA M.G., Tickford, £195. 1937 TA Sports, £195. 1933 Ford 8 Saloon, £45. Jones Garage, Syston, Leics. Tel.: Syston 86257. Address from June 1st to 12th, "Creg Malin Hotel," Peel, I.O.M. [7631]

4½ BENTLEY Saloon, 1929. Excellent condition and tyres. Recent decoke. Body rebuilt. £275. Box No. J632, MOTOR SPORT, 15, City Road, London, E.C.1. [7632]

DELAGE D.6 3-litre Sports Saloon. Registered 1954. One other owner. Genuine 42,000 miles. Cotal box. Expensive extras. Beautiful car. £400 o.n.o. or exchange decent M.G. Weatherhead, Avonmouth, Tel.: 312. [7633]

FORD ZEPHYR Convertible. Blue, 1954, overdrive, aquaplane three carburetter manifold. H.C. head. Servais exhaust manifold. Rev. counter. 12,000 miles. £895. Moore, Bott's Green, Whitacre, Coleshill, Warwickshire. [7634]

1937 14-H.P. TRIUMPH Vitesse in good order. £125 or near offer. 23, Trossachs Road, East Dulwich. Tel.: GIP 4856 after 6 p.m. [7635]

AUSTIN 12 D.H. Coupé by Gordon with dickey. 1933. Unique sturdy car in superb condition. Engine, gearbox, back axle, steering recently fully overhauled. Beautifully reupholstered in red leather. 5 new tyres. Owner parting very reluctantly because of growing family. £140. Tel.: North 1324 evenings. [7636]

HORNET/"SPECIAL" Spares. Con. rods, cranks, valves, guides and springs. Manual loan service, etc. Hornet Spares Service, 14, Orchard Way, Luton, Beds. [7637]

RILEY NINE Lynx, 1934, Open 4-Seater. Body good, new hood and battery. Engine, manual gearbox and back axle overhauled 12,000 miles ago. Scintilla magneto. £110. Wells, 1, Argyle Street, Tynemouth, Northumberland. Tel.: North Shields 3226. [7638]

SINGER LE MANS, 1935, 4-Seater Sports. Good nick. £100 o.n.o. Postcard for appointment or details. 2, Clayford Avenue, Ferndown, Dorset. [7639]

LEA FRANCIS 12/40 F.H. Coupé, 1931. Very attractive car, recellulosed, brakes lined, etc. Taxed. £75. 46, Southsea Avenue, Watford. [7640]

RILEY KESTREL, 1934, 12-6, ivory/black, clean, in everyday use. £125. Riley 9 spares, 1932-4, 18 and 19-in. Riley, 18-in. Singer K.O. wheels. Opel I.F.S. axle assembly. Singer Le Mans engine and gearbox. S.a.e. enquiries. J. F. Taylor, 30, Hampden Road, High Wycombe, Bucks. [7641]

1953 SPORTS/RACING Lea Francis. Dry sump competition engine (over 90 b.h.p.), just reconditioned and balanced, not yet run in. Looks like Le Mans Replica Frazer-Nash and goes like one too! Ideal competition and/or fast touring. Very low mileage. £485. L. Levy, 70, Bedford Street, Liverpool, 7. Tel.: Royal 7866. [7643]

CLEARING SHED. 1928 Jowett 7 engine. £8. Hand-operated mower grinder, £6. Micro-meters, 1in. £1, 2in. £2, 3in. £3. 10in. Vernier caliper, £6. 15/16in. C.S. reamers, new, 10/6d. each. Weekends. 39, Woodland Way, Tolworth, Surrey. [7647]

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FOR SALE—continued

H.R.G. Aerodynamic 1500, 1947. Resprayed black, new hood, excellent condition. £350. Central Station Garage, Newcastle-on-Tyne. Tel.: 26779. [7642]

16/50 HUMBER Tourer, 1930. Fair condition. £30 o.n.o. Must sell, or will be scrapped. T. B. Ash, Rockfield, St. John's Road, Buxton. [7644]

TYPE "230" MERCEDES-BENZ Saloon, L.H.D. 1939 model, registered 1950. OPE 151. Modern lines, 4-doors. Engineer owned. £290. Exchange for 2-seater sports or similar. Tel.: VIG 6500, evenings VIG 4509. [7645]

M.G. SPECIAL 2-Seater, 1933. Completely rebuilt Dec. 1950. Vauxhall 10 engine, Lockheed brakes, Carpets, 2 tyres renewed. Hub-caps, reflectors re-chromed. Wheel Dunlop rebuilt. Owner posted Germany. £200 or haggle. Major J. B. J. Martin, R.A.S.C., C.A.D. Nesscliff, Salop. [7646]

FRAZER-NASH BMW D.H.C., 1936 model. Triple carbs. Excellent paintwork. Vivid performance. Mechanically good. Taxed. Buying saloon, so £145 only. Tel.: Brandon 265 or call Old Rectory, Weeting, Brandon, Suffolk. [7648]

4½-LITRE LAGONDA Pillarless Saloon, 1934. Superb mechanical condition. Excellent paintwork. Sacrifice at £125. Old Rectory, Weeting, Brandon, Suffolk. Tel.: Brandon 265. [7649]

SUNBEAM TWENTY, 1935, with Tickford body. In running order. £75 or offer. Laughlin, Nash Court Farm, Ash, Canterbury. Tel.: Ash 385. [7650]

1934-5 RILEY 9-h.p. engine with E.N.V. gearbox. £15. 57, Belbeck Street, Bury, Lancs. [7651]

TWIN CARBURETTER Manifold for Citroen 15. Fitted new and unused Solexes. £12. Richardson, 422, Mansfield Road, Nottingham. [7652]

ALLARD, 1948. Reconditioned gearbox, clutch, brakes. £260. Ft./Lt. Lethem, R.A.F. Newton, Nottingham. [7653]

AUSTIN 7 SPORTS. £110 o.n.o. Ulster chassis, attractive 2-seater body, red, full weather equip, spot, 4-speed box. Good performance. A. Parker, 21, Woodlands Road, Hertford, Herts. [7654]

1922 HANDS 10-h.p. Coupé. Probably last in existence. Excellent condition (except hood). £45. Burrage, 7, Tyndale Road, Easton, Bristol. [7655]

ASTON MARTIN International 2-Seater Zeiss headlamps, new tyres, hood, magneto. Terrific motor—loth to part. Best offer over £200 secures. Springwood House, Royle, Burnley. Tel.: 4680. [7656]

B.S.A. SCOUT Tourer, late 1938. Recent overhaul. 40 m.p.g. New battery. Any trial. £100. Wren, 5, Park Vale, Ball Haye Road, Leek, Staffs. [7657]

S.S. AIRLINE 2½. Head, drums skimmed. Brakes relined. Spot, heater. £50 o.n.o. 106, Heathbank Road, Cheadle Hulme, Stockport. Tel.: HUL 289. [7658]

WOLSELEY HORNET Special 1933 Spares. Rear axle, wheels, block, etc. Send for list. Lee, 17, Wincanton Road, S.W.18. Tel.: Putney 3083. [7659]

LEA FRANCIS wheels, hubs, brakes, 52 mm. 11, Nightingale Road, Bushey, Herts. [7660]

MORGAN AERO, 1928, J.A.P. O.H.V., W/C. 2-speed. £45. Weekends. Bishop, Locks Ride, Ascot, or Tel.: Wembley 4668. [7661]

M.G. J2, 1934. 3,000 since Laystall rebuild. Spare gearbox, aero screens, twin horns, car type wings, new cover, tonneau, battery and all tyres. Excellent chassis and body, many other extras. Offers over £120. Murray, Downley Lodge, Downley Common, High Wycombe. Tel.: Naphill 380. [7662]

ALVIS FIREFLY Tourer. Needs attention, but basically sound. Family increase forces sale. Offers. S/Ldr. Packham, R.A.F. Colerne, Wilts. [7663]

PB M.G. Black 2-seater. Cromards. Oil coil. 8:1 c.r. £230 spent over last 6 years. Very smart appearance. £220 o.n.o. Payne, Tel.: Hillside 9511. [7664]

AUSTIN NIPPY, 1933. 1937 engine, good condition. New tonneau cover, battery. Good tyres, Cambridge oversize rears. £105 o.n.o. Box No. J665, MOTOR SPORT, 15, City Road, London, E.C.1. [7665]

1954 MORGAN, TR2 engine. Raised compression ratio, special camshaft, flowed head, Laystall balanced engine. Balanced wheels and many other extras. Tremendously fast. £740. Box No. J666, MOTOR SPORT, 15, City Road, London, E.C.1. [7666]

BENTLEY 3-litre Speed model Vanden Plas 4-seater, late 1926. Just run-in after McKenzie overhaul. Exceptionally fine condition. Potent, economical. £300. Wanted, good 4½. Address below. [7668]

LAGONDA. Modern swept saloon body. Breeden bumpers, P100's, hydraulic jacks, good tyres and battery. One owner 18 years. Write J.S.L., 73, Duke Street, Grosvenor Square, London. [7669]

FOR SALE—continued

RILEY NINE Monaco (1930). Completely re-wired, five good tyres, loose covers, mechanically good (oil negligible). Ideal "first car." £50 o.n.o. Tel.: MIT 1647. [7605]
HUMBER, 9-h.p., 1929, Saloon. Renewed brakes, piston rings, Radiator, clutch overhauled. Sound bodywork, good runner, 35 m.p.g., taxed. £40. Rutter, 37c, Shepherds Bush Green, London, W.12. Tel.: SHE 4255. [7606]
SPECIAL BUILDERS, 4 Newton tele's, 11000 series, new, £4. Oil and water temp gauges, new, £1 each, 6V battery, 40/- . Many panel instruments, 2 hydraulic jacks, Pump, wipers, wheels, etc., etc. Tel.: Battersea 7110. [7607]
TRIUMPH "GLORIA", 1935, 15 h.p. black sports saloon. Radio, rebored, taxed, good condition. £125 o.n.o., or exchange Fiat "500" or Austin Special. 235, Selhurst Road, South Norwood, London, S.E.25. Tel.: LIV 1040 evenings. [7608]
LANCIA APRILIA (1938). Reconditioned engine. Whole car in excellent condition. £375 or nearest offer. Burridge, Thruxton Farm, Chartham, Kent. Tel.: 231. [7609]
1936 RILEY 9 Merlin Saloon. One owner. £130. Tel.: Croydon 6568. [7610]
AUSTIN 7 Tourer, 1928. Excellent condition. Licensed, insured. £45 o.n.o. Tel.: Uplands 8315. [7611]

FOR SALE—continued

STANDARD 9 Saloon, 1934. £75. Apply Care-taker, Brightwell House, Farnham, Surrey. [7612]
FN/BMW, White "328." Actual works competition car. Registered 1949. Numerous awards. 110 m.p.h.+, 25 m.p.g. Faultless mechanical condition. Cash offer or would exchange this very successful two-seater for postwar saloon. Gillbanks, 283, New North Road, Islington, N.1. Tel.: Canonbury 2968. [7613]
ROVER 10-H.P. Saloon. Original 1929 show model. This vintage motor-car is in most exceptional condition and is completely road-worthy. £50. 133a, High Street, Hampton Hill, Middx. [7614]
BRITISH SALMON D/H Coupé, 12-h.p., 1936. Two O.H.C. One owner. Taxed for year. Engine overhaul just completed. Excellent condition throughout. Nearest to £140. 6, Sloane Gardens, London, S.W.1. [7615]
ALVIS TG 12/50 Fabric Saloon. £50. Running order, good tyres and battery. Taxed year. Seen London. Tel.: FIN 4717. [7616]
ALLARD Sports 2-Seater. Short chassis, Mercury engine, fog and spot lights, all weather equipment, fast, reliable and economical, excellent condition. £275 or 1/3rd deposit. Tel.: MAR 3525 or Ball, 2, Irvine Road, Colchester. [7620]

FOR SALE—continued

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CORD Convertible. F.W.D., L.H.D., reg. 1945. 39 h.p., V.8, Cotal g'box. £150 o.n.o. Exchange cons. 28, Ryebank Road, Manchester. 16. Tel.: CHO 3687. [7618]
A.C. DROPHEAD Coupé, 1937. Ex. condition mechanically and bodywork. Rechromed, very reliable. £137. Tel.: ARN 3098 after 6 p.m. 3, Kinch Grove, Preston Road, Wembley. [7621]
3½-LITRE JAGUAR 100, 1940. Proto-type XK body. 7,000 miles since complete overhaul. Maintained regardless by engineer owner. New hood, tonneau. Italian red. Enthusiast's car. £450 or exchange and cash for 1952 Zephyr. Beasley, 186, Allesley Old Road, Coventry. Tel.: 2110. [7622]

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FOR SALE—continued

TRIUMPH 14 h.p. Dolomite Saloon, 1938/9. Recent "new" engine, batteries, exhaust system, etc. Quick sale, £149. "Glendon," Hall Lane, Wellington, Derby. [7918]

DISMANTLING 1933 Alvis Speed Twenty. Any-one needing spares write P/O Baines, R.A.F., Swanton Morley, Norfolk. [7919]

LANCIA APRILIA Convertible, 1938. Aluminium coachwork, new hood, sound order, attractive appearance and performance. £290 or offer. 30, Roman Road, Basingstoke. [7920]

M.G. 2 litre, 4-door, 4-seater tourer. Regd. 1938. Black, good condition throughout. Photo available. £185 for quick sale. 60, Overlea Drive, Manchester, 19. [7921]

1932/3 16/80 LAGONDA Special Six, open 4-seater; cycle type wings, manual gearbox, engineer owned, chassis, coachwork, weather equipment and interior all in most exceptionally good condition. Any examination. Best offer. 61, Job's Lane, Coventry. Tel.: Tile Hill 66604, evenings. [7922]

SINGER LE MANS 4-seater, 1935. Reconditioned engine, new crankshaft, bearings, valves, springs, petrol pump, tank, battery, tyres, hood, screens, spare engine, trial anywhere. Bain, 5, Newton Place, Glasgow, C.3. [7923]

LANCIA APRILIA, 1938. Four-door saloon. In good condition, good tyres, new battery, engine just completely overhauled, £325 o.n.o. Salmon Motors, Guildford, Surrey. [7924]

WIFE CAN'T COPE with her crash gearbox. Must sell outstanding Talbot 14 h.p. 1932 Saloon in wonderful condition. Everything about her is good, bodywork and mechanically and she is a joy to drive. £95 and worth it to an enthusiast. Box No. J925, MOTOR SPORT, 15, City Road, London, E.C.1. [7925]

1947 VAUXHALL 12 crown wheel and pinion, s/h but unmarked, £1 10s; Streamline oil reclaim, 230v, as new, £7 10s.; Brescia Bugatti block, £2 10s.; new and s/h tyres, 19, 20, 21, 8.15 x 105 B.E. Swandean Garage, Arundel Road, Worthing. [7926]

TALBOT SPARES & SERVICE. As one of the oldest Vintage Talbot specialists in this area, we can still undertake repairs or complete reconditioning on all models from 1903-1937, many spares available or manufactured back to 1912, instruction books loaned. Swandean Garage, Arundel Road, Worthing. [7927]

ASTON MARTIN MK. II h/c. Fitted late type con rods, 3207 cam, special crank, Cromard liners and std. pistons. A beautiful motor in lovely condition. AMOC. Reluctantly for sale at £325. 47, March Street, Burnley. [7928]

BENTLEY 4½ Sports. Excellent condition. New body, tyres, tubes, wheels, rebuilt engine. £285. Watsonian, 427, Warwick Road, Birmingham, 11. [7929]

ONE HOUR DEMONSTRATION. 1952 1172 Special. Soft i.f.s., professional 2-str. body, tuned docile engine in perfect condition, c.r. box, 4.78 axle, economical cruising at 75 m.p.h. Designed for long distance touring home and Continent. Full instruments, rally type clock, Dunlopillo seats, wrap-round rear window hood, tonneau, many extras. Ready for extended tour. For further details see my book, "One off." Special reason for sale. £360. Havart, 39, Regent Road, Surbiton. Tels.: Elmbridge 2576 or Avenue 1657 day. [7938]

AUSTIN NIPPY. Ford 8 engine, gearbox. Excellent. £130. 2, Dallinger Road, London, S.E.12. Tel.: LEE 0771. [7939]

A.C. 1936-7 DROPHEAD F'SOME. Clean, sound, reliable. Offers. Exchange M.G. T. Tel.: Tulsehill 4148. [7940]

LAGONDA RAPIER. 1935, Abbotts F.H.C. Present and last owners Rapier register members. Recent top overhaul, general condition reasonable. Detailed log last 18 months (12,000 miles). Reluctant sell-out, genuine reason. Discussion starts at £125. Box No. J941, MOTOR SPORT, 15, City Road, London, E.C.1. [7941]

12.50 ALVIS, 1925, Sports Tourer. Extremely well shod. Fast, reliable. Same owner 18 years. Hawkins, 6, Devonshire Terrace, Bayswater, W.2. [7942]

SPECIAL OFFER. Brake linings: set of eight linings, die pressed, undrilled, size 10½ x 1½ x 5/16 in., radius 5½ in., suitable some Morris, Triumph, Wolseley, M.G., etc. £1 per set. Postage 1s. 3d. extra. Mason, 47, Brixton Hill, London, S.W.2. Tel.: BRI 6982. [7943]

RILEY NINE TRINITY. Attractive 4-seat DHC, aluminium coachwork, recellulosed. Mechanically, etc., good order, battery poor. Private sale around £80. Tel.: Brentwood (Essex) 2987. [7944]

THE RILEY SPECIALISTS, Wesbell Motors, Balfour Road, Hounslow. Tel.: 9359. Can supply spares, both new and second-hand, for all models and years. We specialise in repairs and overhauls. [7874]

COOPER Sports Car chassis, assembled, on four wheels, with Racing Dunlops, brakes, final drive, and with steering box, wheel, and a quantity of small parts. £145. Chiltern Cars, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel.: Leighton Buzzard 2060. [8100]

FOR SALE—continued

ASTON-MARTIN Mk. 2 1½ litre long-chassis Saloon. Good condition. £250. Box No. J936, MOTOR SPORT, 15, City Road, London, E.C.1. [7936]

ROVER 14 D/H Coupé, 1936. Low mileage, excellent condition. £130 o.n.o. Tel.: SYD 7328. [7945]

ALVIS SPEED 20 Super-Sports Tourer, 1933. Engine and transmission rebuilt 1953. Chassis overhauled 1954. Bills available. New batteries, radiator, sidescrims. Good body, hood, tonneau cover, £150. Tel.: Greenwich 0185; evenings Imperial 3035. [7946]

COOPER IV long chassis body shell. Also Z.F. differential with sprocket. Auto Speed Garage, St. Marys Road, Liverpool. Tel.: Garston 6700. [7947]

1938 FIAT 1100 SALOON, Red/black, red leather. Recent complete engine and suspension overhauls. Radio. Outstanding condition and performance. £200. Lane, 21, Harvey Road, Guildford. [7948]

TRIAL/SPRINT SPECIAL. L.M.B. (Ford) 9.8 h.p. Magnificent condition, wonderful performance, good appearance. Exchange or offers over £250. Wynne-Williams, Bryn Mafon, Caernarvon. Tel.: 208. [7949]

1936 RILEY FALCON. Exceptionally clean and smart. £125. Details from Hodgkinson, Dryburgh Avenue, Bolton, Lancs. [7950]

VINTAGE SPORTS CAR. M.G. Tiger 4-seater. Fine motor. Ideal impecunious enthusiast. £85 o.n.o. Box No. J951, MOTOR SPORT, 15, City Road, London, E.C.1. [7951]

1937 A.C. 2-litre Sports Saloon, excellent condition. £145. 1937 Fiat 500 Convertible, £145. Terms arranged. Central Motors, 95A, Peacock Street, Gravesend, Kent. Tel.: Gravesend 6293. [7952]

LAGONDA, 1928. 2-litre Speed h.c. Tourer. Body, hood and mechanically in very good condition. £120. 118, Park Crescent, Harrow. [7953]

ALVIS 12, 1934. Special Sports body, 2/4-seater. Laystall's reconditioned. Very good condition. Evans, 22, Ronaldsway, Thornton, Liverpool, 23. [7954]

LEA-FRANCIS 2-litre Saloon, 1933. £70. Spares for all vintage Lea-Francis and Meadows engines. New timing gears, valves, valve guides, rocker shafts and bushes, king pins and bushes, gaskets. Reconditioned rear hubs, magneto drives. Holmesdale Garage, South Norwood Hill S.E.25. Tel.: LIV 1906. [7955]

1500 H.R.G. 1948. Black, in sound clean condition. £360 o.n.o. Seen at Grosvenor Garage, Westcliff, or Tel.: Southend-on-Sea 470651. [7956]

1929 ROLLS TWENTY Saloon, no division, recent overhaul, £175. Alvis 16.9 Saloon, 1936, original condition and good. £95. J. B. M. Adams, Great Gidding, Huntingdon. Tel.: Winwick 216. [7957]

1923 TALBOT 8/18, £45. Two-seater, hood, Ford wheels, good electric, good running order. 40 m.p.g. Appleby, Imperial College Hostel, London, S.W.7. Tel.: KEN 4861. [7958]

ROLLS-ROYCE 21-h.p. Replica Saloon. Reborn, F.W.B. overhauled by makers, one previous owner since modernisation in 1938, altogether exceptional motor-car, 20 m.p.g., taxed year. Inspect it and you will buy it. £550. Tel.: Weybridge 2341. [7959]

TATRA, 1939, V.8 rear engine, aircooled, overhead cams, 3L streamlined Saloon, sun roof, 4-wheel independent suspension, extremely advanced design, new tyres, battery, £150. Alvis Speed 20 Sports Saloon, 1934, £45. Ace Motors, 13, Adam & Eve Mews, W.8. Tel.: WES 5691. [7960]

A.C. SPORTS COUPE, 1936. Superb condition. Motor for enthusiast. £155. 30, New Road, Chingford, London. [7961]

UNMECHANICAL DOCTOR cannot revive Alvis Speed 20, 1932, after winter's hibernation. Going magnificently Autumn. Engine excellent. coachwork deplorable. Best offer accepted. Elmhurst, 81, Grimwade Street, Ipswich. [7962]

1933 ROVER 14, One bore scored, valves pitted, 11,000 miles since overhaul. Back axle, gearbox O.K. Breaking. Langley, Horton Lodge, Green End, Boxmoor, Herts. [7963]

£145. 1939 MODEL RENAULT 12 Drophead. Beautiful swept lines. Resprayed, retrimmed, rehooded, overhauled. New battery. Fitted hydraulic jacks, etc. Would swap for Singer Le Mans or similar. Harrison, 37, Abingdon Road, Finchley, London. [7964]

1946 FEB. CITROEN Light 15 Sports Saloon. Black. Red hide. Many extras including twin carbs., twin flamethrowers, windtones, etc. A very pleasant car for fast motoring. £295. W. A. Jordan, Holme Flour Mills, Biggleswade, Beds. [7965]

MAGNIFICENT 1929 Rolls 20 Drophead. £260. Photo. P/O Briggs, Officers' Mess, R.A.F. Tech. College, Henlow. [7966]

LANCIA LAMBDA, 1930, 2½-litre. Capacious tourer. Excellent engine, battery, tyres. Bargain. £70. Tel.: Orpington 24537. [7970]

FOR SALE—continued

RECENT FORD 10 engine in 1934 Singer Nine. Full weather equipment. London area. Box No. J967, MOTOR SPORT, 15, City Road, London, E.C.1. [7967]

M.G. 1937 T.A. Excellent condition. Engine overhauled since Easter. New hood, good tyres. Taxed year. Extras, spares. £250. Tel.: Addiscombe 5659. [7968]

1939 FIAT 1100, 40 m.p.g., fast, sound. £185. Wade, 6, Stoneygate Road, Leicester. [7969]

TALBOT 14/65 Carlton D/H Coupé. In excellent condition. £125. Sharman. Tel.: HOL 6016. [7971]

1923 SINGER TEN 4-seater Tourer and spares. £40. Durrant, Lowdown Farm, Tachbrook, Leamington Spa. [7972]

1936 1-LITRE ADLER 2-seat Sports. Thoroughly reconditioned engine, differential, etc. Good hood, sidescrims, tyres. Many spares, information and books. £115. 254, Tomkinson Road, Nuneaton. [7973]

1930 RILEY 9 Tourer. Good tyres, battery, hood. £75. Tel.: UPL 8316 after 6 p.m. [7974]

£85 O.N.O. 1934 MORGAN 1,000 cc. O.H.V. W.C./J.A.P. Running order, 1,000 since rebore. Marks, 12, Mangles Road, Stoke, Guildford, Surrey. [7975]

PERKINS VELOX. Jack Moor's well-known 30/98 with P6 diesel. 2.75 axle ratio. Close ratio gearbox. Many spares. Speed with economy. £120. Wood End House, Tanworth-in-Arden, Near Birmingham. [7976]

M.G. STAGE 2 head, 100 miles only, perfect. £15. Marchal Girofar, as new, 30s. "Holm-Lea," Western Avenue, Riddlesden, Keighley, Yorks. [7977]

RILEY NINE Saloon, 1932. Mechanically good, new battery, cords, valves. Body very rough. £30. Seen Reading. Box No. J978, MOTOR SPORT, 15, City Road, London, E.C.1. [7978]

M.G. D TYPE, 2/4 seats. Good condition throughout. Very nippy. £95 o.n.o. Tel.: COL 3412 evenings. [7979]

"M" M.G., 1931. Special body, slab tank. Mechanically sound. New hood, battery. Accept reasonable offer. 9, Argyll Road, Kensington. Tel.: WES 9512. [7980]

WOLSELEY SPORTS Daytona 12-h.p. 4-str. in really first-class condition all round. Enthusiast maintained. Cream with red trim. Full weather equipment. Excellent tyres. Very fast and does 28 m.p.g. £145. Tel.: MAC 1321. [7981]

1937 RILEY 1½ Lynx Sprite Tourer. Excellent condition. Good hood and tyres. Any examination. Mechanically perfect. £295. Moss, Bradwell, Roman Road, Shrewsbury. Tel.: 2892. [7982]

RILEY KESTREL 9, 1934. Engine rebored, transmission overhauled. Reconditioned twin S.U.s and Scintilla magneto. Manual box. New battery. 35 m.p.g. In daily use. £135. Box No. J983, MOTOR SPORT, 15, City Road, London, E.C.1. [7983]

A.C. 16/70, 1936, 2/4-seat Coupé. Extensive rebuild recently, now in very good condition. £200. Full details, photos. Box No. J984, MOTOR SPORT, 15, City Road, London, E.C.1. [7984]

ALVIS SPEED 25, late 1938. Excellent condition. 4 new tyres. Best offer over £275. Box No. J985, MOTOR SPORT, 15, City Road, London, E.C.1. [7985]

850 O.H.C. SPECIAL, M.G. type body, built 1953. £90. Harris, 46, Priors Walk, Crawley, Sussex. Tel.: Crawley 1623. [7986]

VOLKSWAGEN, 1947. Green. New tyres. Leather upholstery. Engine overhauled. Good condition throughout. £315. Tel.: Cowfold 322 (Sussex). [7987]

T.D. M.G. MARK II, tuned to stage II. 4,000 miles only since Laystall overhaul, including balanced crank. Genuine 95 on premium, 100 on dope, not used for competition since overhaul. Showroom condition. £550 or offer. C. A. Harrop, 355, Old Chester Road, Rock Ferry. [7988]

COMPLETE SET 17in. Ewart wheel discs, £3. Vauxhall 14 "J" radiator shell, new, 30s. Sliding roof panel, Vauxhall, 39/47, 30s. Single and double choke carburettors, American, £1. Hudson/Railton clutch plate, new, 50s. Packard engines and various spares, 34/38. Complete set seats, 39 Cadillac/Buick, £15. Contact us first for your spare part requirements. English and American. Central Car Services (Sidecup), Tel.: Footscray 4596, 4375/6. All c.w.o. plus carriage. [7989]

RILEY 9 KESTREL, S.U. carbs. 1,400 since rebore. In very fair order. For Allard D/head, 1947/8/9, or Vauxhall 14, 1939/40, cash adjustment. Or sell offers over £130. Cross, 70, Mardol, Shrewsbury. [7990]

ALVIS FIREBIRD 13-h.p. Very carefully maintained and renovated by enthusiast owner; no expense spared. Very clean inside and out. £165 o.n.o. Write Robinson, 8, Nevill Road, Bramhall, Cheshire. (No callers except by appointment.) Tel. up to 7 p.m.: Manchester Central 2437; evenings Bramhall 2046. [7994]

FOR SALE—continued

VINTAGE ALFA ROMEO 1750. Twin o/camshaft, unblown, drophead Coupé. Mechanically excellent, body requires some attention. Fast and reliable. Offers please. Farmer, 226, Broadway North, Walsall. [7991]

M.G. 1954 (JUNE) T.F. Red/beige, one owner. Lifeguard tubes, luggage grid, twin lamps, badge bar, etc. Absolutely unmarked and perfectly maintained. £675. Hire purchase terms available. Z. Crabtree & Co. Ltd., Kirkland, Kendal. Tel.: 190. [7992]

SPARES. Dismantling. Lancia Lambda, 1933 Vauxhall 17-h.p., 1936 Vauxhall 20-h.p., 1938 Hudson 22-h.p., 1931 Morris 12-h.p. Gilbrook Engineering, Woodbury (daytime). Tel.: Exmouth 2883 (evenings). [7993]

VOLKSWAGEN, 1947, L.H.D. Reupholstered, resprayed maroon. Engine and suspension parts renewed Wolfsburg 1951. Radio. £330. 6, Branksome Road, Bristol, 6. Tel.: 45977. [7995]

M.G., 1938, 2-litre Drophead Foursome. New hood, etc. Sound condition. Taxed. Drive away. £150. Tel.: Welwyn Garden City 2074 after 6 p.m. [7996]

BENTLEY/PERKINS Foursome Coupé. 33 m.p.g. Rebodyed 1948 on B.L. chassis. Superb conversion to P.6 diesel for director diesel manufacturers. New hood, injectors, filters, overall check completed A.1. £345. Chadwick, The Ridgeway, Astwood Bank, Worcestershire. Tel.: Astwood Bank 2385. [7997]

BENTLEY, 3-litre, 1926, four-seater Tourer. V.D.P. aluminium body, 9ft. 9in. wheelbase. Chassis rebuilt by specialists, 19in. wheels, "A" box. In first-class condition throughout. £275. Gill, 76, Mossfield Road, Birmingham, 14. [7998]

1921 CROSSLEY 19.6 Tourer. Perfect mechanically. Bodywork, tyres excellent. Genuine car, original handbook. £120 or near offer. Box No. J999, MOTOR SPORT, 15, City Road, London, E.C.1. [7999]

1936 PACKARD Super Eight Saloon. The whole car in almost original condition throughout. Has covered a very nominal mileage of under 50,000, and is the 9-bearing crankshaft model which cost pre-war almost a thousand pounds. The interior is unmarked, paintwork and chrome almost without blemish, nearly new tyres and battery. Beautifully maintained and is a sacrifice at the figure of £275. Box No. J.999B, MOTOR SPORT, 15, City Road, London, E.C.1. [8000]

ALVIS T.G. 12-50 1927 Spares. Complete car being broken. Offers for all parts. Write only. Fishwick, 23, Battlefield Road, St. Albans, Herts. [8001]

SEVERAL AUSTIN 7 Ruby chassis, 1936/39, from £3. 1937 "Speedy" camshaft, slightly bent, offers. 1933/35 "Nippy" crankshaft, perfect. £8. Four "easycleans" ex Big 7, with tyres and tubes, £12. Largest stocks Austin Seven spares in the North. Lists free, S.a.e. Austin Seven Services, Kirby Wiske, Thirsk, Yorks. [8002]

M.G. T.A. TICKFORD D.H.C., 1939. Excellent coachwork in two tones of grey. Nearly new hood. Two spare wheels. Rear tyres 5.00 x 19 yet unused. Bluemel wheel. 1,300 cc. high comp. head. Methodical maintenance and planned replacements by professionals over 4½ years of ownership and regular use. Reason for sale and photos to bona fide enquiry. Available end of June. £335. Bulcraig, Tel.: Gerrard 4966 or Little Orchards, Tinsley Lane, Crawley, Sussex. Tel.: Crawley 191. [8003]

ASTON MARTIN Le Mans, 1934. Sports 4-str. In excellent condition, 1,400 since complete engine overhaul, crank ground, bores sleeved to standard, high compression head, new valves, guides and springs, etc., new clutch, Ulster inlet and exhaust manifolds, Scintilla mag., new batteries, spot, windtones. Photo to genuine enquirers. £270. Would exchange. Preston, 16, Preston Avenue, Eccles. Tel.: 1027. [8004]

STANDARD AVON Special, 1930. 2-seater, 10-h.p. T. and I. engine. Bodywork good condition. Offers. Horley, 4, Richmond Road, Altrincham, Cheshire. [8005]

V.8 MERCURY SPECIAL. Hood and side-screens, full road equipment, 3,800 miles since reconditioned throughout. Hydraulic brakes, twin carbs. £195. Walker, Maxstoke Lane, Coleshill, Birmingham. Tel.: COL 2368. [8006]

FORD SPECIAL BUILDERS. Set unused Aquaplane valve springs. New, unused Morris Minor radiator, Serck modified to fit Anglia chassis, water inlet centralised (suits early Bouglass body). 8-h.p. engine with carburettor, manifolds, starter; dynamo kaput, less clutch assembly, distributor. Offers? Buyer collects. Askwith, 43, Brim Hill, London, N.2. Tel.: SPE 9438. [8007]

SINGER LE MANS Coupé, 1934. Good condition and tyres. £75 o.n.o. Tel.: Park 9596. [8014]

1924 VAUXHALL O.E. Velox. Bodily and mechanically very sound, good tyres. An excellent performer. Box No. J032, MOTOR SPORT, 15, City Road, London, E.C.1. [8032]

FOR SALE—continued

F.N. B.M.W., 1937, Type 329/45, D.H.C. Silver with blue hood. Excellent condition. New tyres, o/s rear. Recent top o/haul. New valves, Superb roadholding. Economical. £250 o.n.o. Royce, Wellow, Nr. Newark. [8008]

AUSTIN 7 Open Sports. Lovely little car if we have any summer! £58. Horsnell, 72, High Street, Stevenage. [8009]

FORD 10 Special 2/3-seater. Four new tyres, new clutch. Engine, transmission good. Towbar. About £50. Box No. J010, MOTOR SPORT, 15, City Road, London, E.C.1. [8010]

RILEY 12/4 engine, 1935. Sleeved to standard, crank grind; bearings, oil pump replaced. Buyer collects. £40. Parkin, 254, Warminster Road, Sheffield, 8. [8011]

1925 HISPANO SUIZA, 37.2-h.p. black Saloon. Chassis excellent, body good, trimmings fair. 5 good tyres. Insured to December. Available 10 June. Offers around £100. Whitehead, Tel.: Waterloo 5000, extensions 6732 and 7902. [8012]

GOOD CONDITION D/H Coupé body, suitable 3½-litre Lagonda. 10ft. 3in. wheelbase chassis. Also Lagonda 4½-litre engine, M45R or L.G.45 (sanction 1 or 2) type. D. Rooglever, 31A, Holland Street, W.8. [8015]

RILEY 9, 1931. Runner but rough. Good tyres and batteries. £20. 66, Sinodun Road, Wallingford, Berks. [8016]

ALVIS ENGINES for Firefly, Firebird, S/E, Speed 20. Also chassis spares, exchange magnetos, dynamos, starters, etc. 1932 Speed Twenty D.H.C., recond. clutch, speedo, etc., good runner, sale or exchange. Routledge, Scholes, Leeds. Tel.: Leeds 647896. [8017]

STAR 1925 12-h.p. 2-seater. Good hood. Taxed. Starts on button. £40 o.n.o. Routledge, Scholes, Leeds. [8017A]

ALVIS FIREFLY TOURER. Owned by father and son since new (1933). Engine completely rebuilt by Alvis specialist 7,000 miles ago. New P.V.C. covered hood. In first-class condition throughout. £160 or reasonable offer. Crowther, Field House, Slaithwaite, Yorks. [8018]

1934 ALVIS SPEED TWENTY Charlesworth 2-door Saloon. Bodywork and mechanical condition good. Brakes relined. £150 o.n.o. Adams, Ampert, Andover. [8019]

M.G. V.A. 1½-litre 4-seater Tourer. Good condition throughout. £215. Evans, 140, Stenson Road, Derby. Tel.: 45405. [8020]

S.S. II 1052 cc. F.H. COUPE, 1933. Carefully maintained in good condition. New brake linings and interior head lining. Good machinery, tyres, battery. Thoroughly reliable. £100 o.n.o. Bennett, Rudge Hill House, Edge, Nr. Stroud, Glos. [8021]

JAGUAR 2½, 1937. Perfect throughout. New tyres. Fast. £195. Or exchange Wolsley, Vauxhall, Rover, Morris, Riley, 12 or 14 h.p. Pinney, 52, Manor Road, Chelmsford, Tel.: 51799. [8024]

M.G. V.A. 1½-litre Saloon. Black. Recellulosed, rechromed, loose covers. Mechanically this car is first class. Engineer enthusiast owner has list showing work done and parts replaced during past 2 years. £355. Tel.: Enfield 2915 after 6 p.m. [8023]

SPARES FOR SPEEDY CARS. Austin Nippy, M.G., Raleigh, Singer, B.S.A., S.S. Jaguar. New and second-hand. Exchange service includes engines, gearboxes, rads., prop-shafts, wheels, electrical, etc. New crown wheel and pinions and half-shafts for all makes. Garage Valet Service, 416, Harrow Road, W.9. Tel.: Cun 8471/8366. [8054]

ALFA ROMEO 1750 S.C. Chassis, overhauled throughout, ready for fitting body. Some spares also available. Pre-war unused Marshall type 160 supercharger, 1947 Marshall supercharger from Y.B. type M.G., overhauled with new bearings and oil seals. Blagdon Engineering Co., Blagdon, Seaton Burn, Northumberland. [8062]

M.G. MAGNA F. Two-seater 1933-1934. Reasonable condition. H. D. Thomas, Brynawllon, Cardigan. [8077]

WANTED

1936 ONWARDS MINX chassis frame, uncrashed, cheap; will consider complete chassis if cheap. Condition, type and price to M. Woolston, 68, Martyrs' Close, Coventry. [7373]

VOLKSWAGEN or Fiat 500 required privately for cash, please. Tel.: WEM 3892. [7374]

M.G. TC, TD, or TF engine and gearbox, complete with all accessories, urgently required; preferably overhauled unit. Good price paid for above, or would consider rougher one providing no cracks. All letters answered. Write: R. R. Lloyd-Davies, Green Acres, Five Ashes, near Mayfield, Sussex, or ring Hadlow Down 270. [7375]

HANDBOOK, or any sort of "gen" on 1928 Hupmobile. Llewellyn, 9A, Jermyn Street, London, S.W.1. [7376]

ONE PAIR model F.S. C.A.V. sidelamps; one spherical C.A.V. tail-lamp. J. G. Hutt, Appley Cottage, Ashmore Green, Newbury. [7377]

WANTED—continued

POST-WAR ALVIS, Riley or Lea-Francis shooting-brake. Tarrant, 1, Wyresdale Avenue, Southport. [7381]

ROLLS-ROYCE PHANTOM I or II or III drophead, about 1924 to 1930. Folger, No. 2, Fern Grove, Aston Hill, Hawarden, Flintshire. [7391]

QUALIFIED SCAVENGERS please note: Passenger body for Trojan or discuss complete apparatus. Front hydraulic brakes, about 10 in., not too rare. Croshaw, Loretto, Wraysbury, Staines. [7392]

ROOF RACK, suitable 1950 Minx, or hire three weeks end August. Tel.: Hayes (Middx.) 2119. [7398]

AUSTIN SEVEN tourer, pre-1931. Condition immaterial. Details and price: Richards, 125, Church Lane, Birmingham 20. [7408]

1938 OR 1939 ASTON MARTIN. Any model. History please. No dealers. Aston, Squirrels Wood, Common Lane, Claygate, Surrey. [7422]

SUNBEAM 20.9 or 3-litre overhead twin cam. Saloon or tourer. Must be sound. Must be very reasonable for cash. Any part Great Britain. 246, Lever Street, Bolton. [7423]

ALLARD MANIFOLD for 32 h.p. V8, to take twin Solex carbs. Also alloy heads, 8:1, good condition please. Smith, 77, Watermoor Road, Cirencester, Glos. [7424]

TWO-SEATER SPORTS/SPECIAL, cheap, reliable. Price, details and photograph, if possible, to: D. Francis, 9, Weston Street, Princes Park Liverpool 8. [7425]

HEALEY F-TYPE. Alfin drums, etc. Mitchell, 30, Richmond Drive, Watford. [7426]

SPORTS OR SPECIAL 2-seater, economical, excellent condition, reasonable price. 25, Linchmere Road, Birmingham 21. [7441]

A.C. 2-LITRE block or engine. Horsey, 14, Benton Gardens, Ilford, Essex, or Tel.: Farnborough (Hants) 105. [7461]

RILEY NINE LYNX. Would view 50 miles Birkenhead until June 5—ring Arrowbrook 1671, or 50 miles London after—ring Derwent 3510. [7475]

VAUXHALL 23/60 block, unlinered, or information to find one. Interested in whole engine if necessary. Quartermaine, Friithsden End, Berkhamsted, Herts. [7476]

GEARBOX FOR COOPER Mk. IV. Also any chassis parts, wheels, etc. G. M. Hopkinson, W.R.A. Ltd., Newport Road, Barnstaple. Tel.: 3048. [7477]

CITROEN GEARBOX, f.w.d., 12 or 15-h.p. Masons Arms, Middleton, Lancashire. [7494]

BUCKLER 90 or "special," preferably without body. 6, St. Clair Close, Ilford. Tel.: WANS-stead 8121. [7495]

M.G. P TECALEMIT oil filter and J-type water manifold. Box No. J534, MOTOR SPORT, 15, City Road E.C.1. [7534]

TRIUMPH ROADSTER and utility wanted. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [7542]

SWIFT 9.9 MAGNETO required. Starter and dynamo available. F/O W. McLardy, Officers' Mess, R.A.F., West Malling, Kent. [7543]

FOR GLORIA VITESSE, 10.8 h.p., 1935: full or part set wings and rear mudguards, in good condition. Barton, 28, College Crescent, N.W.3. [7544]

CYLINDER HEAD and inlet rocker-box for 1937 Riley Merlin. Good condition. Details, including cost, to: Allen, 37, Broom Water, Teddington, Middlesex. [7545]

ALVIS SPEED TWENTY cylinder head, 1934/5/6, wheels, 19 in. by 3.25 in. (Speed Twenty-five suitable), hub nuts, D.W.S. rear near jack (Silver/Crested Eagle suitable). Hixon, 88, Miller Road, Bedford. [7546]

FORD TEN SPECIAL, or similar, preferably with i.f.s., hydraulic brakes, outside exhaust. Thorn, 28, Wellington Ave., Worcester Park. [7547]

FORMULA III CHASSIS, with axles and wheels, any condition, or complete. 30, Lowshoe Lane, Romford, Essex. [7548]

M.G. BENCH SEAT to fit M.G. TA. In good condition, any colour. Jennings, Sgts. Mess, R.A.F., Innsworth, Glos. [7549]

M.G. 1½-2-LITRE engine and gearbox, 1936 on-wards. Fielden, Canford, Wimborne, Dorset. [7550]

BUCKLER OR FORD 2-seater Special, post-'50, enthusiast-owned, nippy yet economical. Photo/details, Tel.: BER 4311, ex. 26, or Kettel, 14, Sassoon House, St. Mary's Road, Peckham. [7551]

RACING ENGINE, gearbox, 1½-2 litres. Box No. J598, MOTOR SPORT, 15, City Road, E.C.1. [7598]

WANTED, M.G. J3/J4 or NE Magnette, consider model worth rebuilding. Photograph if possible. Box No. J599, MOTOR SPORT, 15, City Road, E.C.1. [7599]

REAR AXLE off Rolls-Royce Phantom II or 1939 Cadillac, or 3.5 to 1 similar. T. L. Frank, The Lodge, Pickering, Yorks. [7600]

FORD TEN TRIALS job required (Ford through-out). Details, price, to Bostock, "Drays," Wolsey Road, Northwood (Tel.: 1846), Middx. [7678]

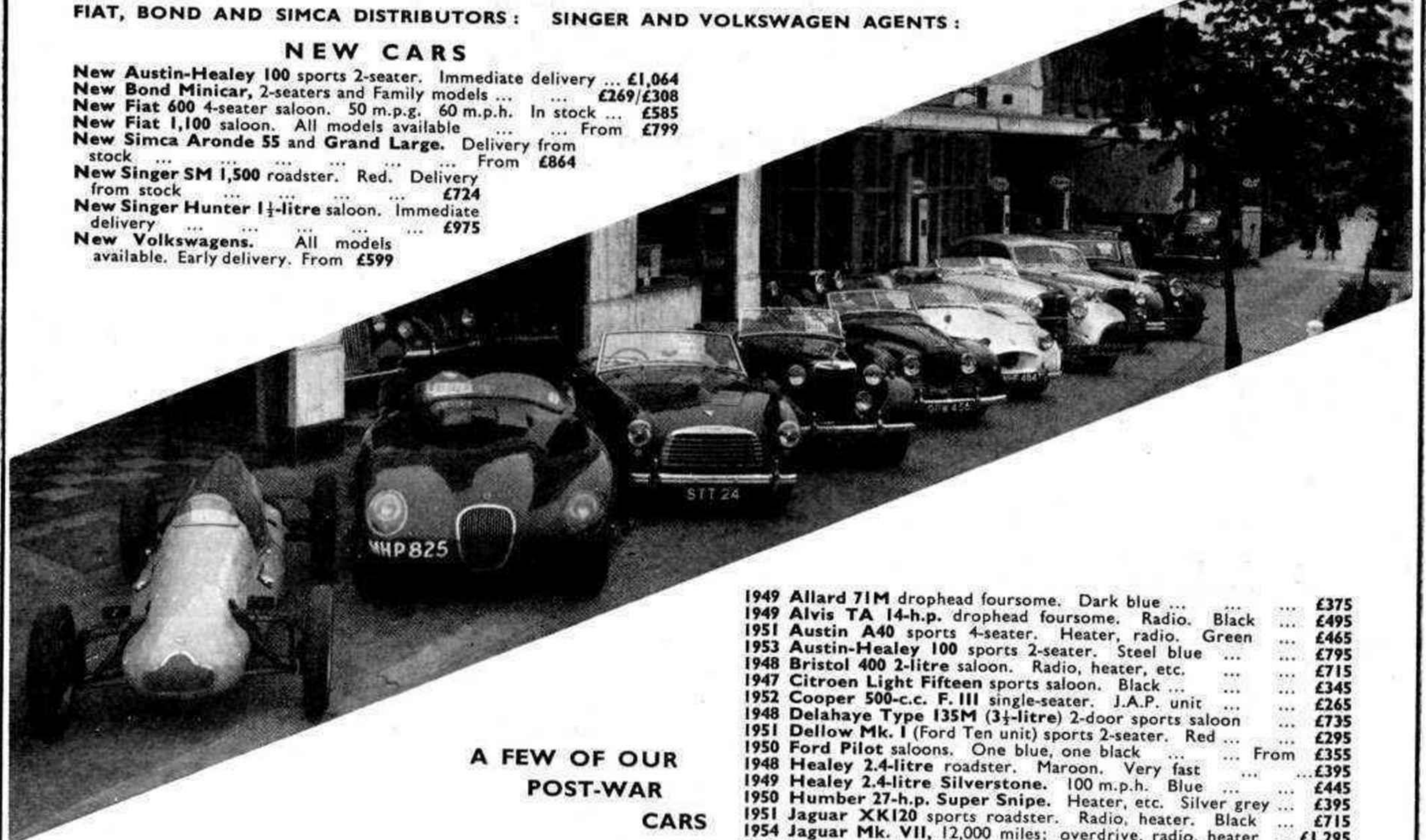
ROLLS-ROYCE CONTINENTAL Phantom II, complete chassis and engine. Write, Southdown House, Patcham, Sussex. [7680]

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A FEW OF OUR POST-WAR CARS

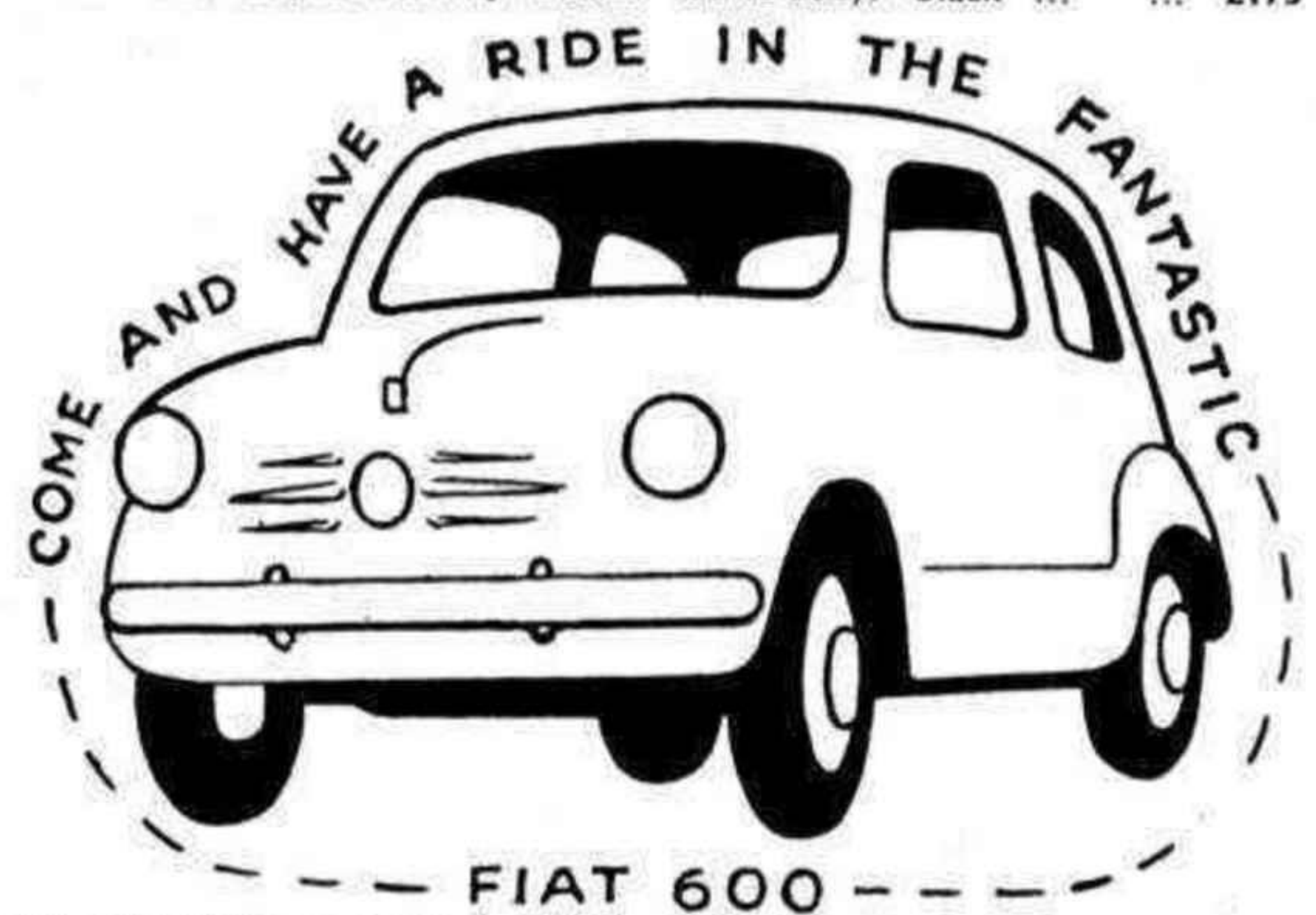
1948 Allard 71K drophead foursomes. One red, one blue. From £295
 1948 Allard 71L 4-seater tourer. Two-tone blue ... £345

OUR CURRENT M.G. STOCK

1953 M.G. TD 1,250-c.c. sports 2-seaters. Choice of three. From £575	1937 M.G. TA 10-h.p. sports 2-seaters. Choice of three. From £235
1952 M.G. TD 1,250-c.c. sports 2-seaters. Choice of two ... From £535	1939 M.G. VA 1½-litre drophead foursome. Duck-egg blue ... £265
1951 M.G. TD 1,250-c.c. sports 2-seaters. Choice of three. From £475	1939 M.G. VA 1½-litre 4-seater tourers. Choice of two. From £245
1950 M.G. TD 1,250-c.c. sports 2-seater. Radio, heater. Blue ... £475	1938 M.G. VA 1½-litre sports saloons. Choice of three. From £195
1949 M.G. TD 1,250-c.c. sports 2-seater. Black. Immaculate ... £395	1940 M.G. WA 2.6-litre drophead coupe. Two-tone blue ... £265
1947 M.G. TC 1,250-c.c. sports 2-seaters. Choice of three. From £345	1938 M.G. SA 2-litre sports saloons. Choice of three. From £135
1946 M.G. TC 1,250-c.c. sports 2-seaters. Choice of four. From £335	1936 M.G. PB 9-h.p. 2 and 4-seaters. Choice of three. From £185
1939 M.G. TB 10-h.p. Tickford drophead coupe. Red ... £315	1934 M.G. PA 8-h.p. 2 and 4-seaters. Choice of two. From £145
1938 M.G. TA 10-h.p. Tickford drophead coupe. Blue ... £295	1933 M.G. J2 8-h.p. sports 2-seaters. Choice of three. From £115
1938 M.G. TA 10-h.p. sports 2-seaters. Choice of two. From £275	1930 M.G. M-type 8-h.p. sports 2-seater. B.R.G. ... £65

A FEW OF OUR PRE-WAR CARS

1934 Alfa-Romeo 8c 2.3-litre s/c. Castagna drophead coupe ... £445	1934 Rolls-Royce Ph. II Freestone & Webb drophead coupe. Black ... £395
1934 Alfa-Romeo 17/50 drophead coupe. Red ... £195	1934 Rolls-Royce Ph. II Continental sports saloon. Grey ... £395
1939 Alvis 4.3-litre saloon. Black. Immaculate ... £345	1929 Rolls-Royce Twenty saloon. Fabric body. Black ... £175
1939 Alvis 4.3-litre drophead coupes. Choice of two. From £255	
1939 Alvis Speed Twenty-five V.D.P. tourer. Grey ... £275	
1935 Alvis Speed Twenty drophead foursome. Specimen ... £295	
1933 Alvis Speed Twenty 4-seater tourer. Dark green ... £195	
1939 Aston Martin 2-litre sports saloon. Black ... £325	
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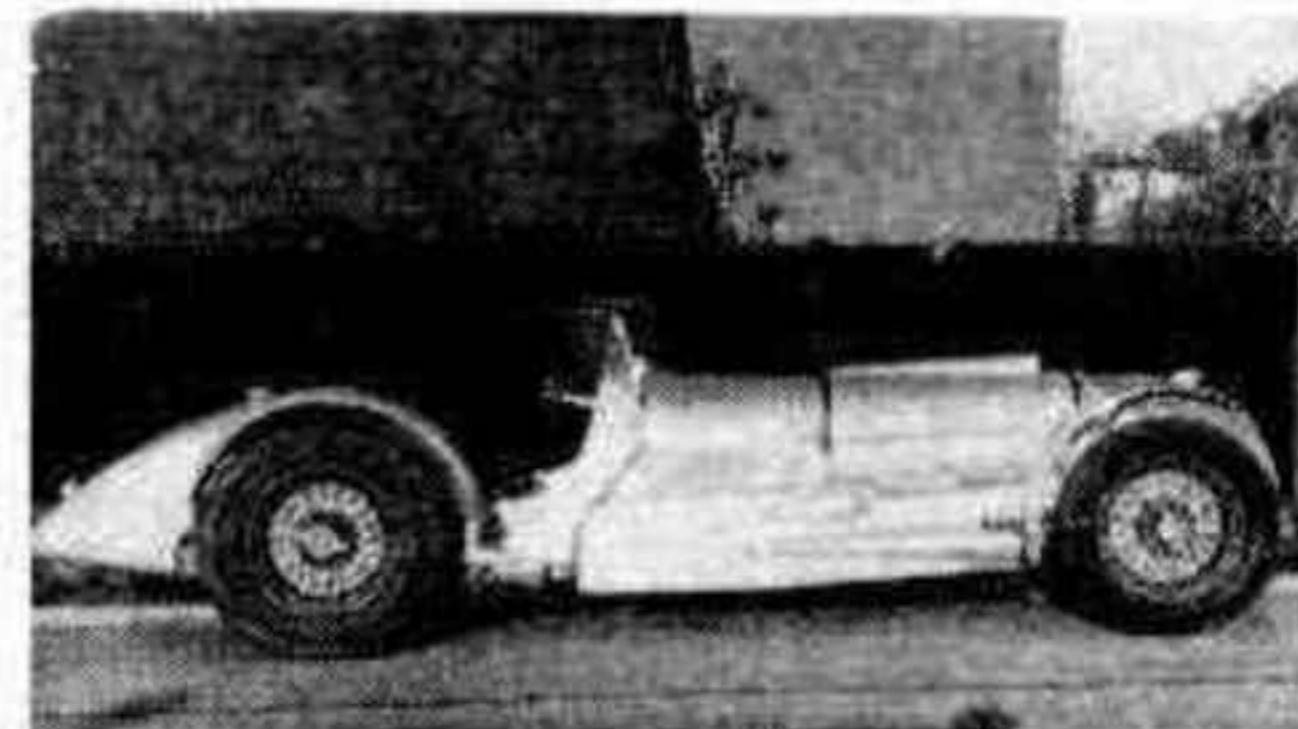
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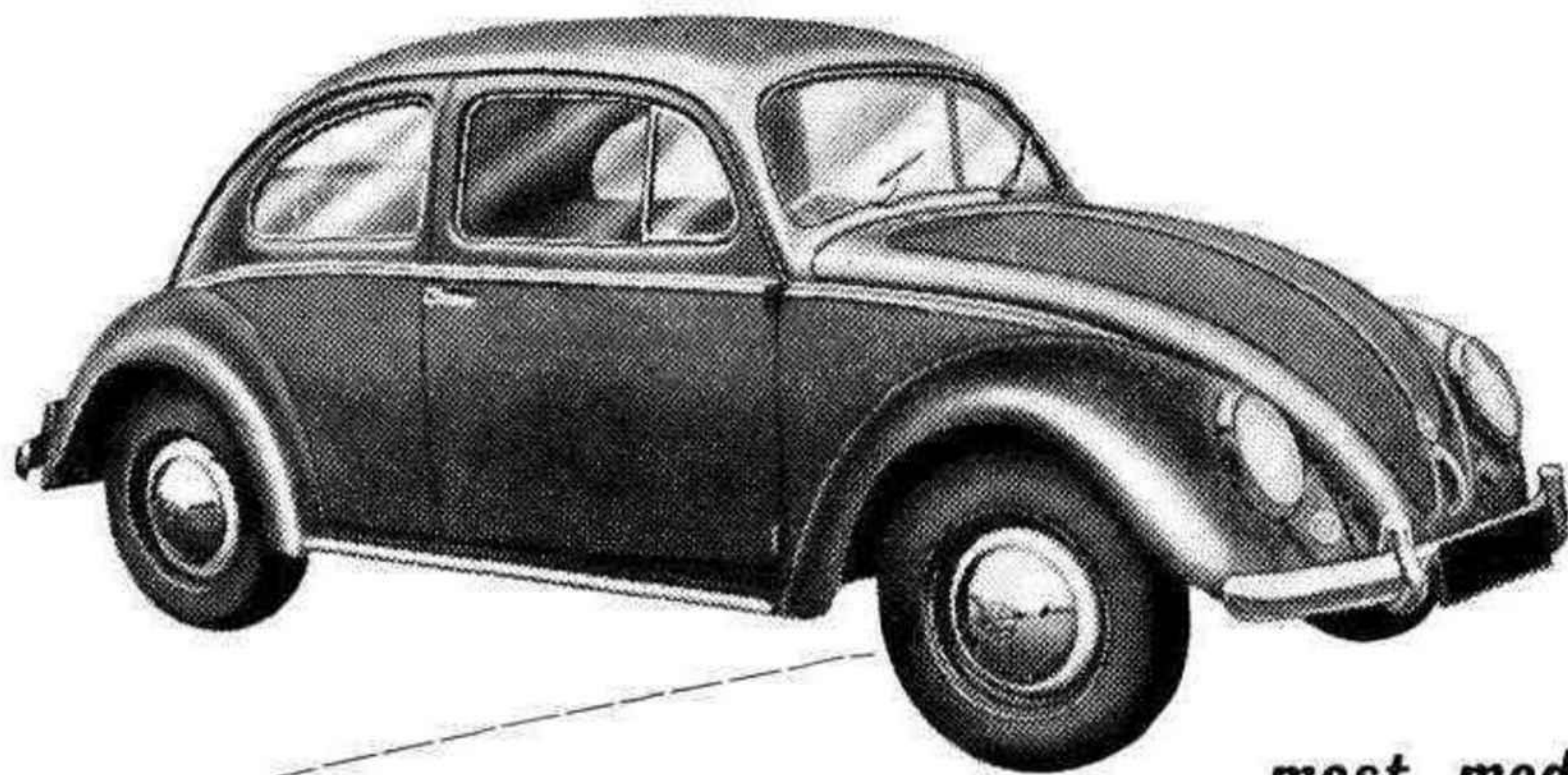
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