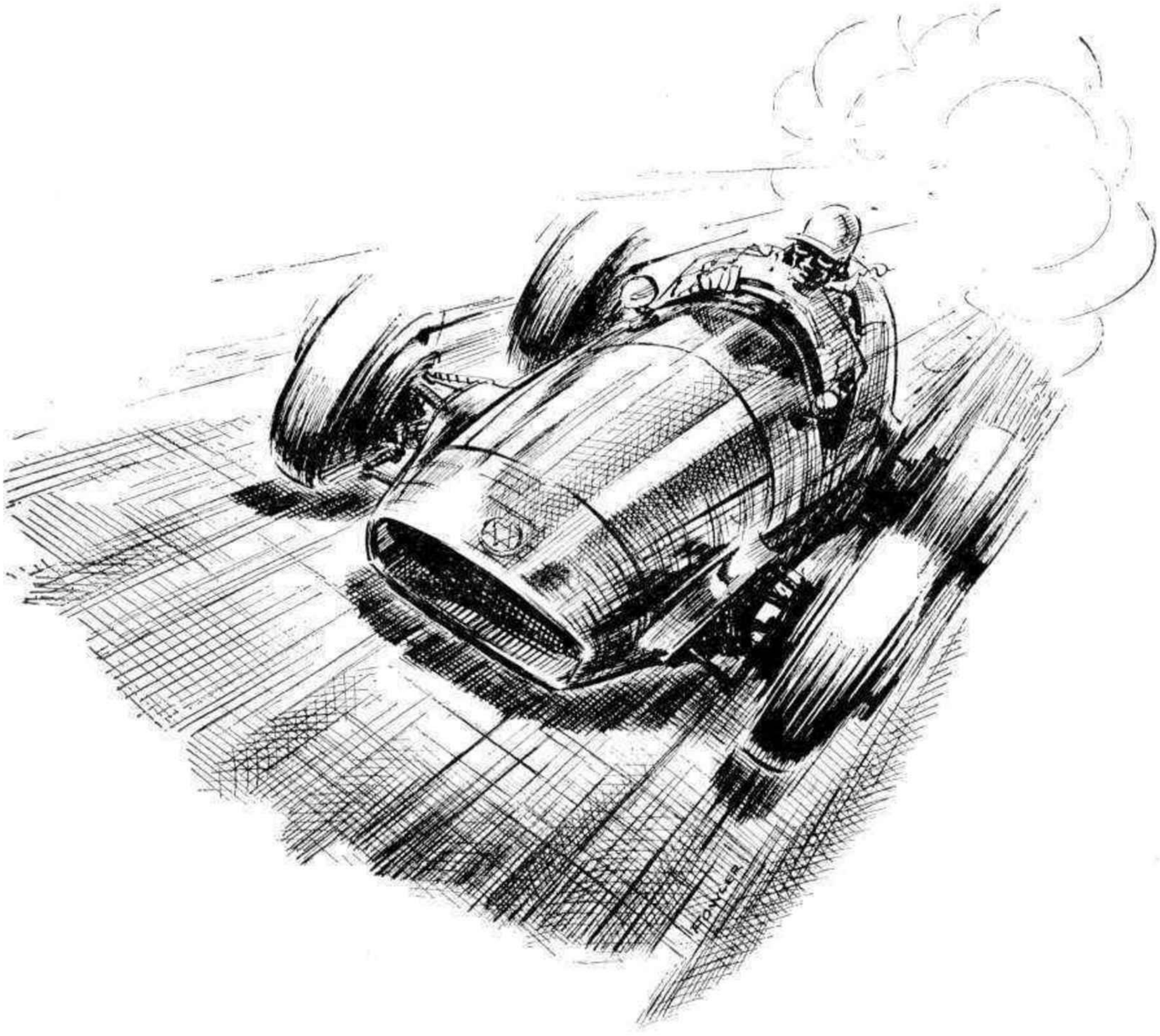
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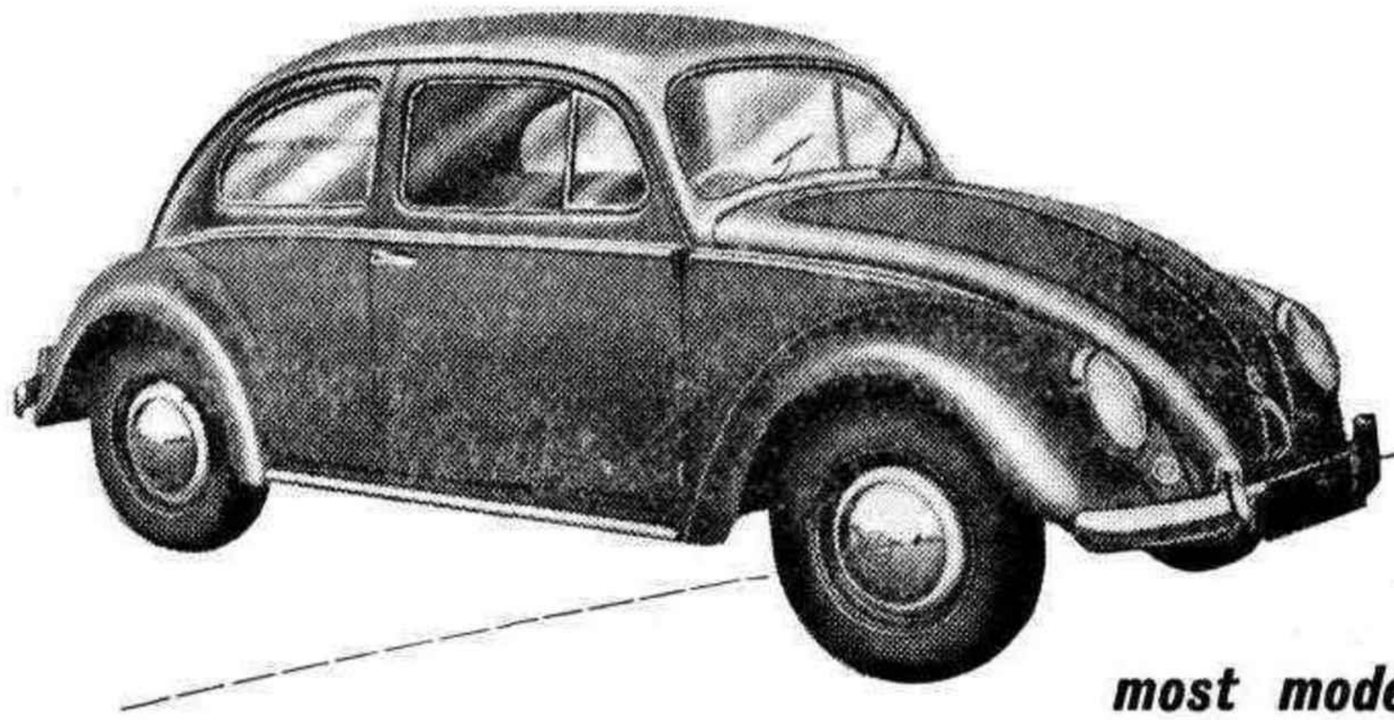
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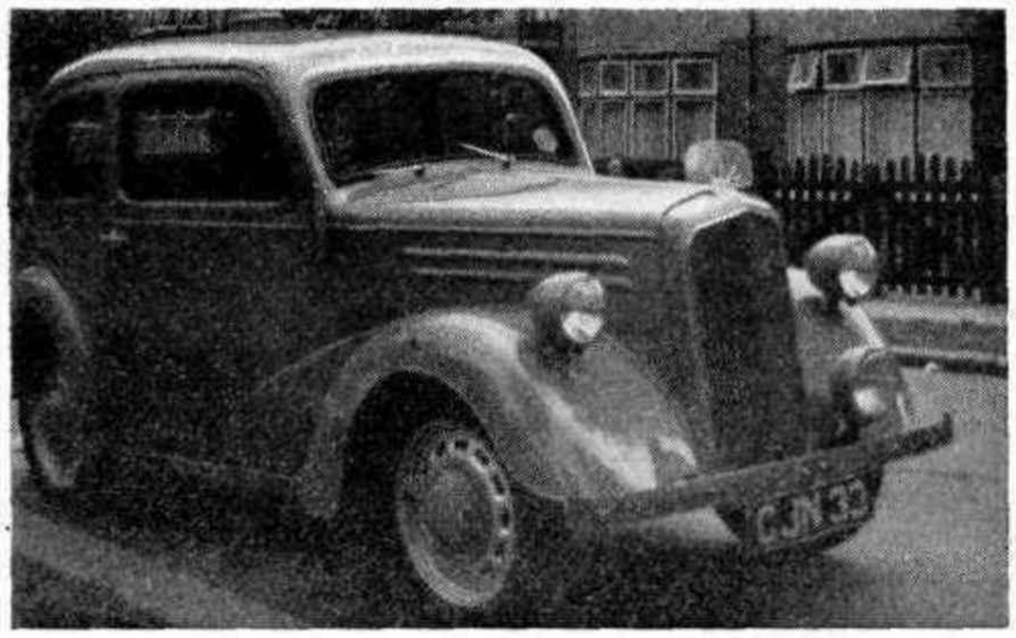
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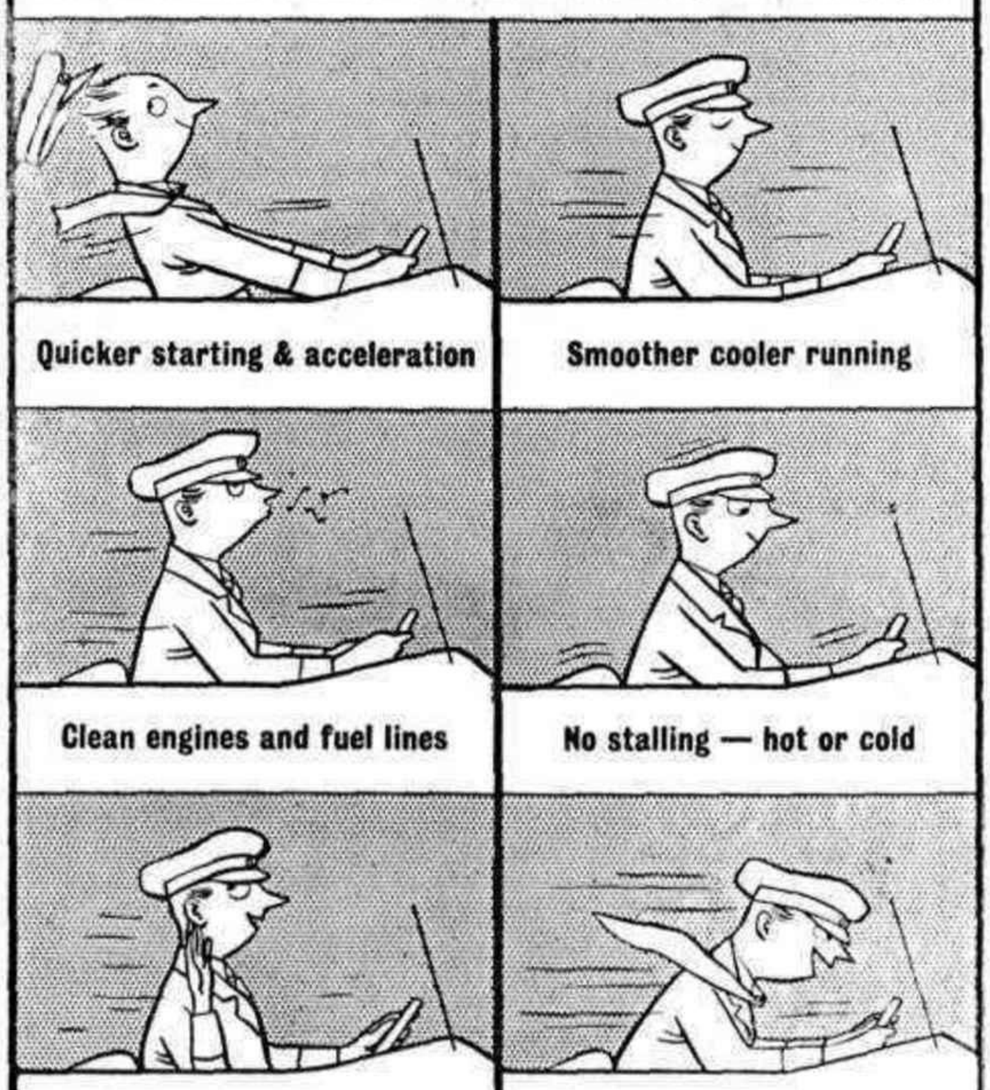
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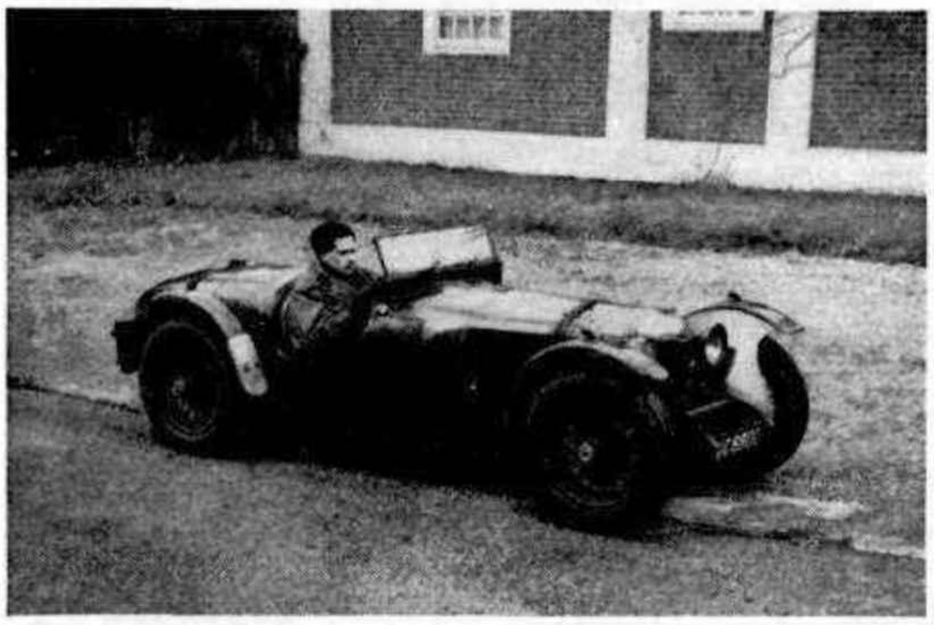
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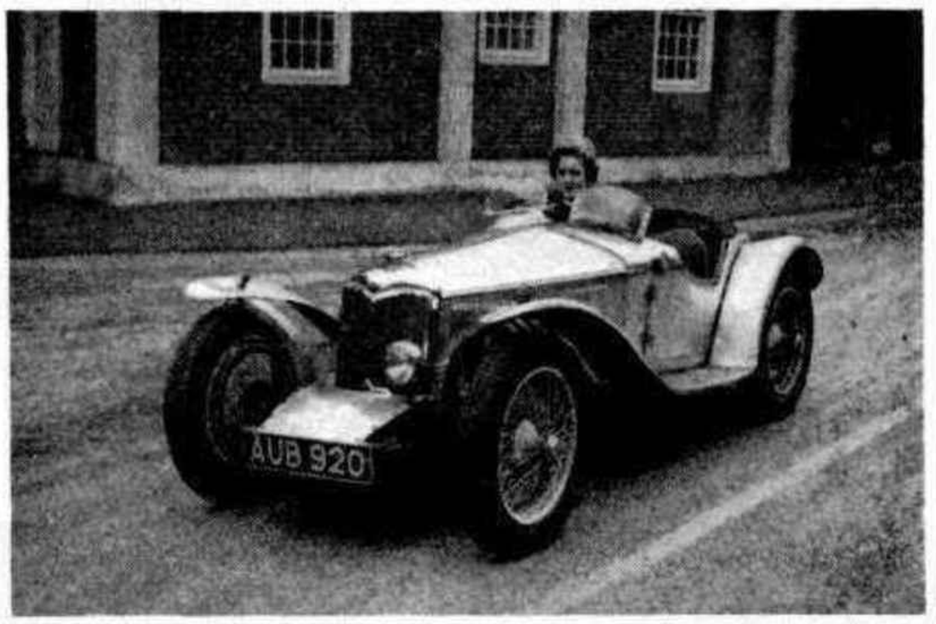
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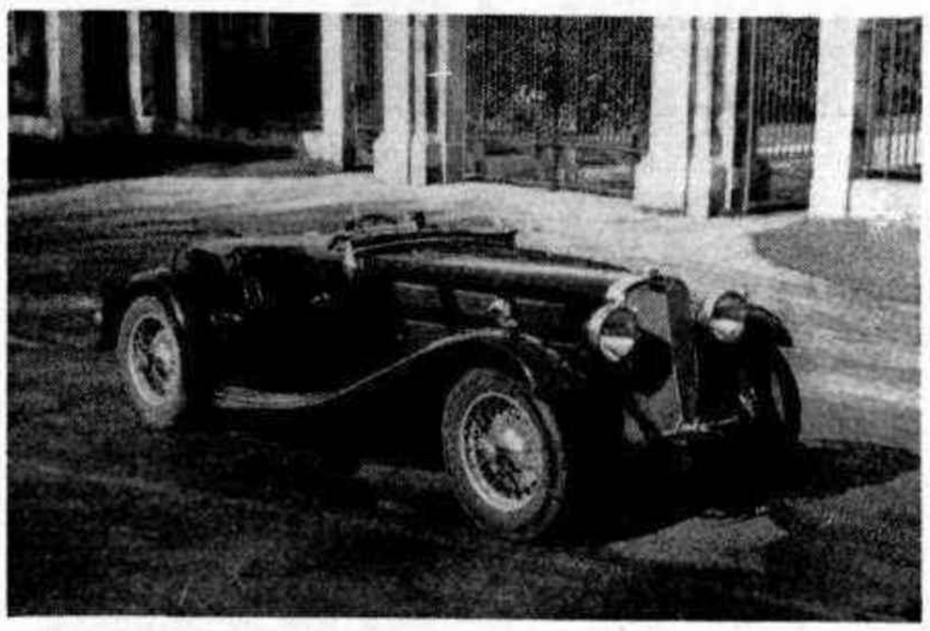
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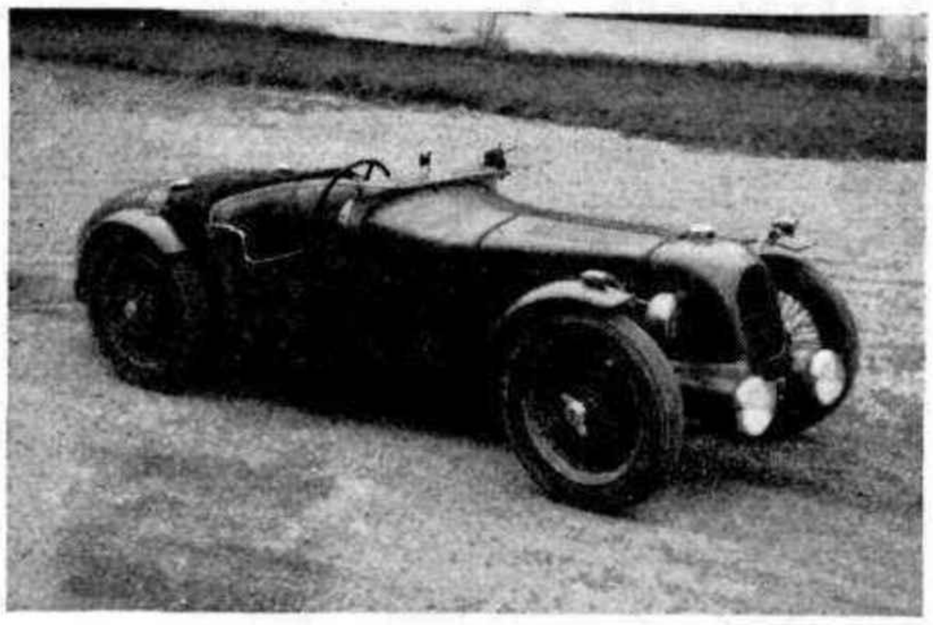
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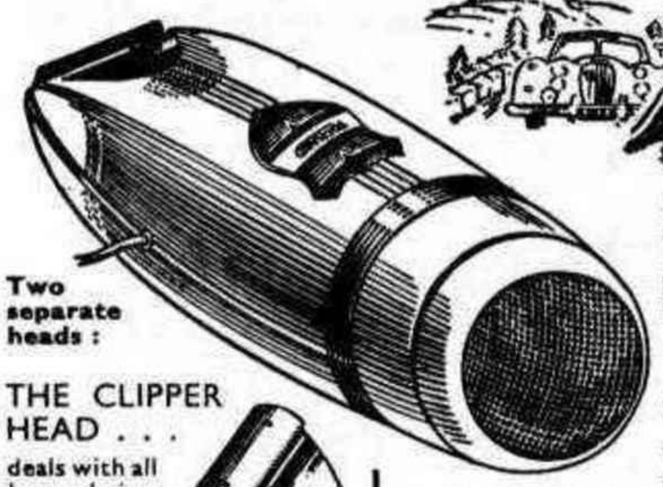
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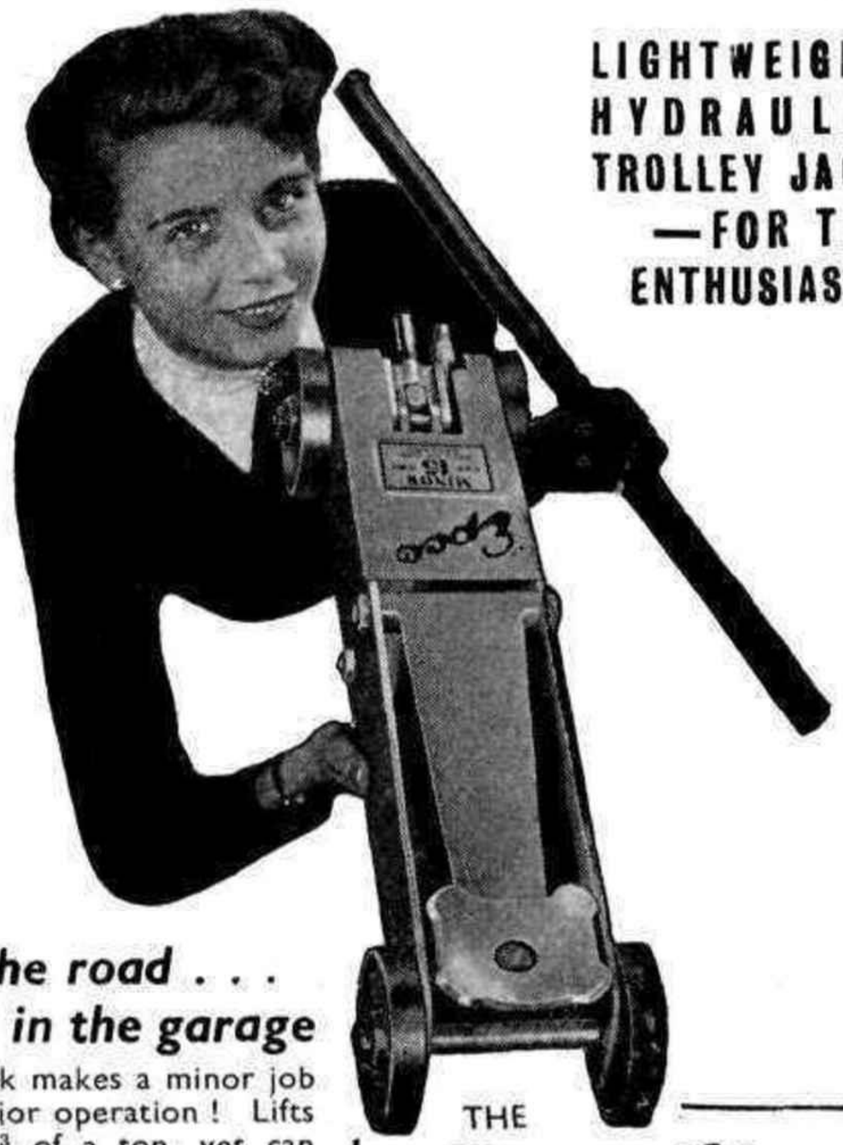
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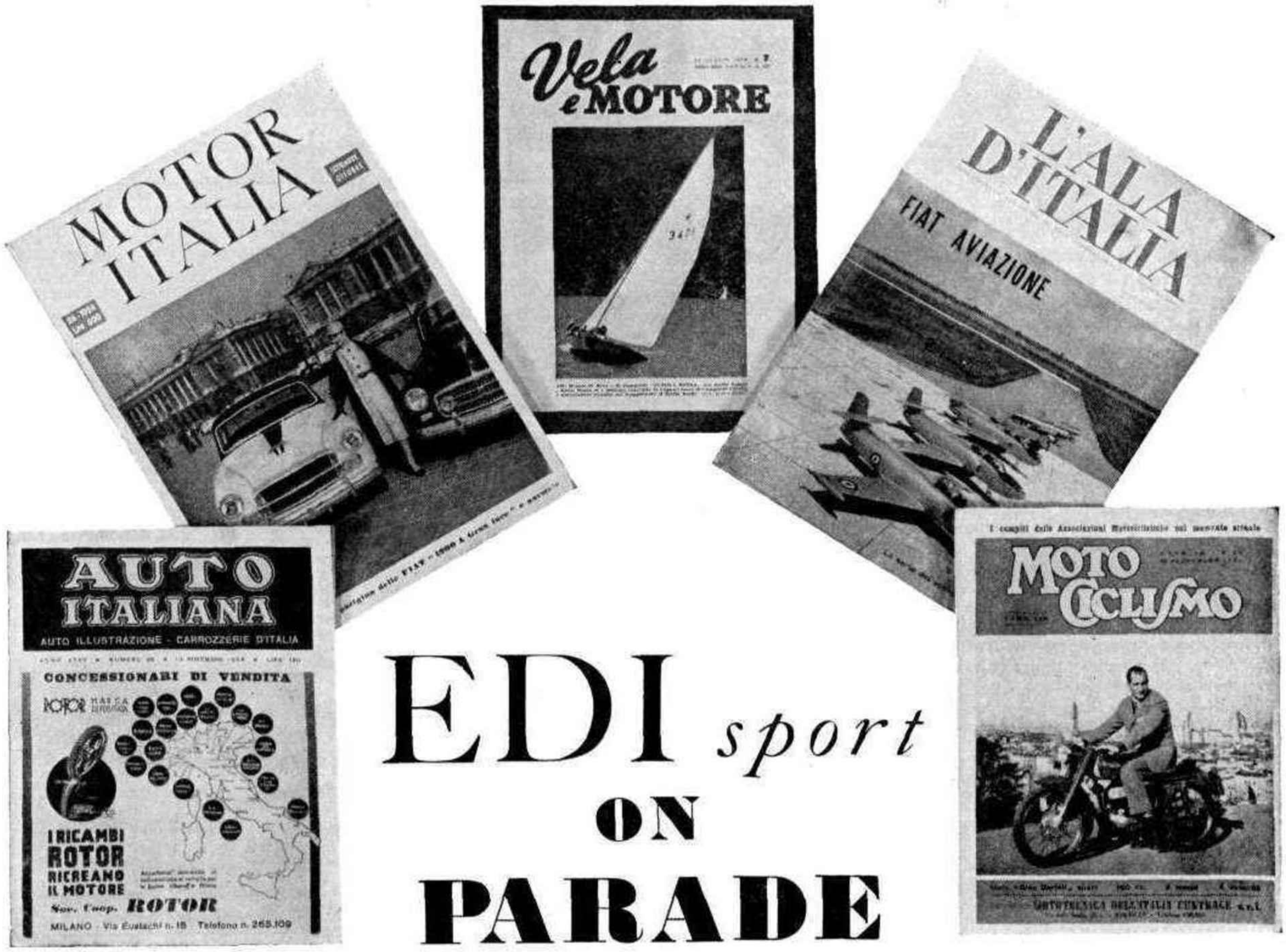
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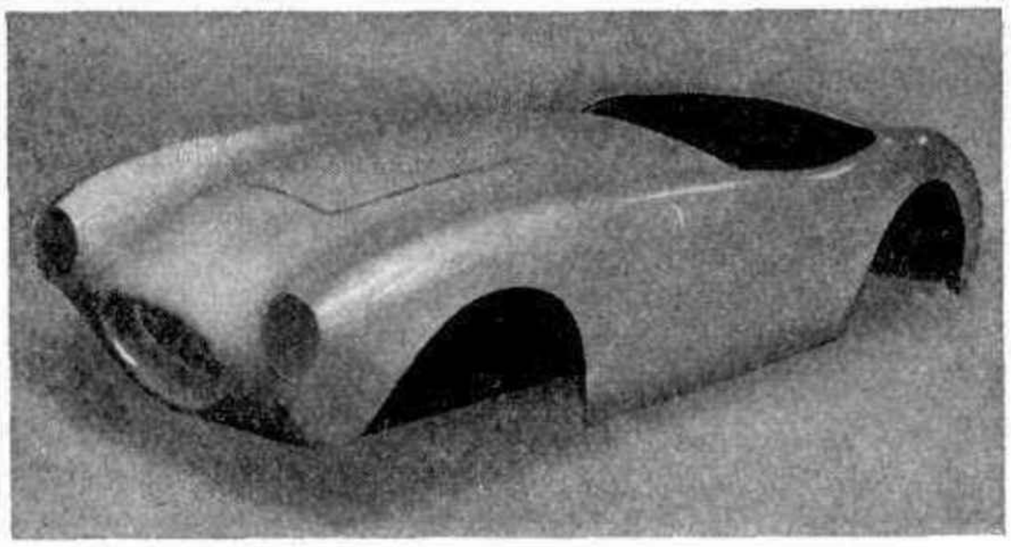
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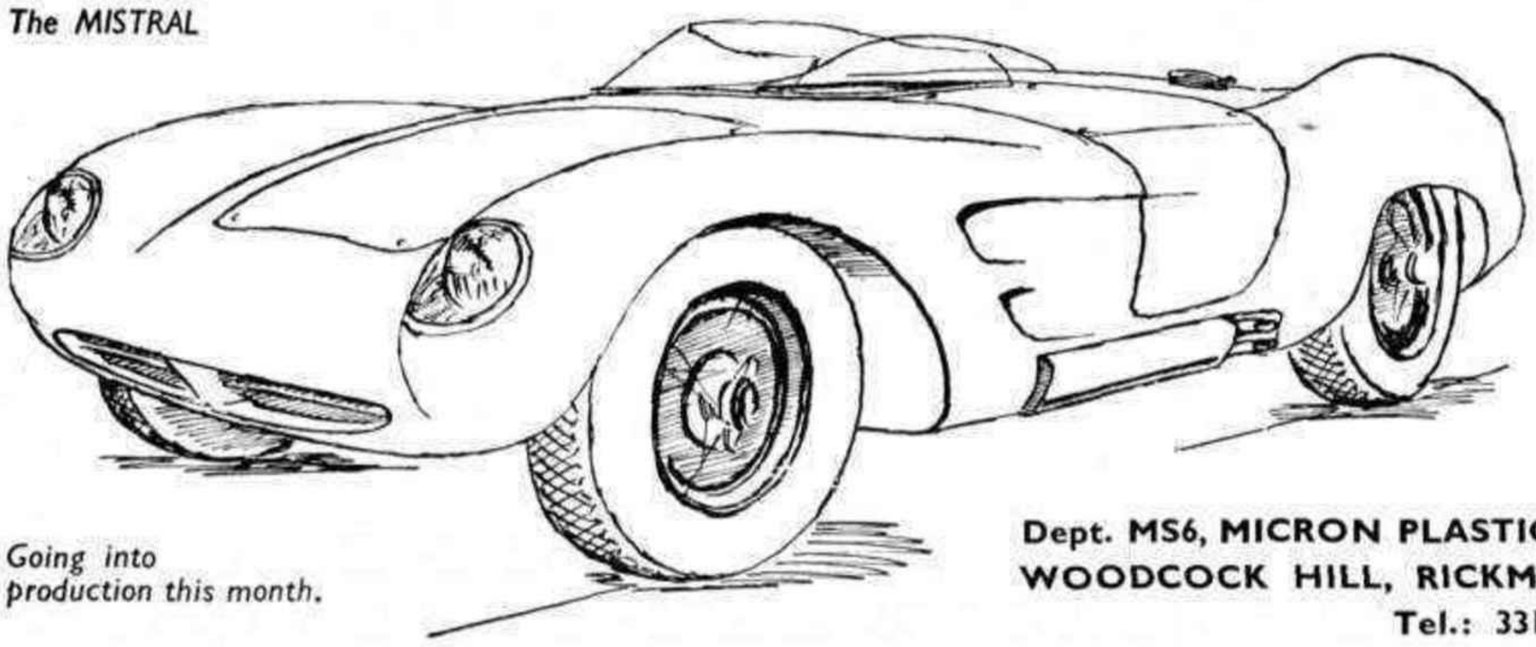
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EDITORIAL AND ADVERTISEMENT OFFICES

15-17, CITY ROAD, LONDON, E.C.1

Telephone : MONarch 8944

PUBLICATION DATE - - - FIRST OF THE MONTH
SUBSCRIPTION RATE - - - 20/- PER ANN. POST PAID

LARGEST CERTIFIED NET SALES THIRTY-FIRST YEAR OF PUBLICATION

MATTERS OF MOMENT

ROAD-RACING IN ENGLAND

Lord Brabazon of Tara, in the course of the debate in the House of Lords on the Road Traffic Bill, rose at 6.39 p.m. on February 22nd, to speak on a subject very close to our hearts—namely, the closing of roads in this country for the purpose of holding motor races over them.

Lord Brabazon wanted to legalise the closing of British roads for racing, under orders of which not more than ten should be made in any calendar year, no order to permit the closing of roads on more than six days in each instance. The noble Lord used some very convincing arguments in the course of his speech in favour of this country falling into line with all other European countries. He emphasised that times change and "now, instead of conversation amongst the young in the clubs or in the public houses being of hocks and spavins, the conversation now is about blown bugs and v.p. propellers," (*Hansard* delightfully omits to recognise Lord Brabazon's reference to supercharged versions of the famous French *marque* by using a capital "B"!)

The Alners report, he said, was the most up-to-date and impressive report upon motor cars that has ever been made—basing on this his hopes that the House would listen sympathetically to this appeal for road-racing in Great Britain. He referred to the enormous crowds attracted to the Le Mans race, of how racing improves the breed, with especial reference to Jaguar's disc brakes and Mercédès' fuel-injection, and went on to state that road-racing in this country would benefit the tourist industry, for, excellent as are the closed-circuit races we have, road-racing is a greater attraction.

Lord Brabazon touched on the temporary closing of roads by such happenings as the Quorn Hunt and the running of the St. Leger and said he did not think that motor racing over suitable roads would shock the populace; indeed, he expressed the view that "it would be welcomed up and down the country, because the interest of the man in the street in the ordinary motor car is enormous—and much more than in other forms of racing, I beg to move." And so say all of us!

This courageous Amendment was supported by Lord Teynham, Lord Strathcarron and Earl Howe. It was opposed by Lord Moyne and the Earl of Selkirk.

Lord Teynham gave his support because such racing would be of great benefit both to our great motor industry and to our tourist industry. He expressed surprise that Great Britain failed to provide facilities which were available in Europe, Australia and New Zealand and which he understands a number of local councils, notably the County Councils Association of Scotland, would welcome.

Lord Strathcarron referred to the great permanent grand stands which the French, who are a practical people, have built at Le Mans and Reims and recalled the sales promotion of German family cars in South Africa before the war due to racing successes. He felt that we have many roads in open country, such as Salisbury Plain, suitable for racing and that closing them for perhaps two days at a time would not cause undue hardship.

Earl Howe spoke of crowds of half-a-million at Germany's Nurburgring last year and 800,000 at the Avus track just outside Berlin, whereas our big fixtures attract up to about 150,000 people. [In this he slightly confused the issue as the Nurburgring and Avus are not public roads in the ordinary sense, although open to the public when not in use for racing.—ED.] He enlarged on Lord Strathcarron's reference to German exports to South Africa, saying that Auto Union increased sales of the little D.K.W. cars in that market from 30 a year to over 3,000 a year, directly as a result of their racing activities. [It can be said that the tremendous sales-success of the VW since the war, which has made the Wolfsburg plant the third largest car manufactory in the world, is to some extent an extension of this, because the efficiency and appeal of the VW stems from the ability of designer Dr. Porsche who designed those Auto-Union G.P. cars.—ED.] Earl Howe emphasised the desirability of the R.A.C. controlling British motor-racing and after some cautionary words about limiting the number of races—"There are not enough drivers and cars to go round" to allow for "racing to be extended as an addition to amenities"—he expressed concern that this country is denied motor-racing facilities which are granted to the Channel Islands, the Isle of Man and Northern Ireland. Cycle racing takes place over the (unclosed) roads of this country, and good luck to it, but we cannot close roads for motor racing, said Earl Howe. He then referred to a road circuit "way up in the Midlands," which the Minister of Transport knows all about and which has been inspected by officials of the Ministry of Transport, where local authorities are quite ready to have the roads closed. For some reason this exciting revelation was masked in secrecy, Earl Howe remarking that perhaps the Ministry of Transport would not like too much information to be spread about it, which he repeated when asked by the spirited Lord Lucas of Chilworth for the location, Lord Mancroft rising to say it would be better if Earl Howe did not disclose it.

Earl Howe continued to stress the amenities of this secret circuit in the Midlands, which he clearly regards as the ideal National road

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Front cover picture : LESLIE MARR in his Connaught making f.t.d. at the C.U.A.C. Speed Trial at Tempsford, which opened the English speed season.

circuit. Having earlier stated that Jaguar's exports to America have been achieved entirely by success in racing (Lord Strathcarron also underlined the pre-eminent position held by Britain in sports-car racing) Earl Howe concluded : " There is hardly a feature of the modern motor vehicle, bus, lorry or private car, which has not at some stage in its development owed something to racing; so this is not a proposal to be lightly turned down. It may be found impracticable but I hope the Amendment will be considered by Her Majesty's Government with an open mind. I believe that if it could be agreed, even on a limited basis, it would be of the greatest value to industry and to the country."

What reception was accorded to this proposal so ably presented by Lord Brabazon of Tara and supported in detail by Earl Howe ?

Lord Moyne complained of the fearful and appalling noise " which can be heard for miles." [Shades of 1907 !—ED.] and the great inconvenience he had experienced from motor racing while living in Southern Ireland. He felt the industry should have its own tracks and not use the roads and " thus spoil the peace of the countryside." [Presumably tracks in the centre of towns !—ED.]

The Earl of Selkirk, after generously conceding that the point raised was important and that " anyone accustomed to talking to young men of fifteen or sixteen will know how their minds are inflamed with interest in motor or motor-cycle racing. These are subjects which are today in the minds of many people. I believe no one will misconceive the importance of racing in the development of the modern motor vehicle . . ." fell back on the red herring of this being the most densely-populated country in the world, offering as an alternative to closing public roads " a certain number of private racing tracks, such as Aintree, Donington [! !—and spelt incorrectly in *Hansard* !—ED.] and Silverstone."

Earl Howe pointed out that Donington is occupied by the Government, and the Earl of Selkirk made it clear that he appreciated that such tracks do not meet what the noble Lords had in mind. " Her Majesty's Government," he continued, " are very much alive to the importance of the problem, particularly to the motor industry, which today has such a great export potential." Having said this, however, the Earl of Selkirk expressed horror at the " invasion of personal liberty " which closing a few remote roads for motor racing would, in his opinion, entail. " It would become a statutory offence to walk on the road or to drive a motor car on it. It would become an offence even to walk on the road. Those who are on the wrong side of the road might find it impossible even to get where they wanted to, or even, in some cases, to get home." [Not if we could close a Royal Park for racing.—ED.] They were, concluded the Earl of Selkirk, producing a bill to promote road safety in which he found a racing provision a little incongruous. He asked Lord Brabazon to withdraw his Amendment and to proceed by Private Bill.

So there we are, and if foreign cars win this year's great road races in Italy, France, Germany, Belgium, Mexico and elsewhere, who shall we blame ?

Although the Bill referred to proudly by the Earl of Selkirk it intended to promote road safety, to free congestion, and to assist freedom of traffic, it is significant that sensible suggestions made in respect of controlling abnormally obstructive loads, better road lighting, controlling stray dogs, which can cause serious accidents, and to revert to the Law of the Land in respect of trapping motorists in built-up areas (Lord Brabazon had made the brilliant point here that the Road Traffic Act of 1934 calls for *more than one witness* of the motorists' speed, which has been changed not by a new Act but by interpretation of the courts !) all these Amendments were withdrawn, largely because Lord Mancroft poured metaphorical cold water over them.

This led Lord Brabazon to remark, when requested by the Earl of Selkirk to withdraw his motor-racing Amendment, that the Almighty never constructed us to pat ourselves on the back and that he was interested to see that the Minister is very pleased with himself about the Road Traffic Bill and Lord Brabazon wished other people were of the same opinion. He would present his Amendment as a Private Bill providing it would not be opposed automatically by the Ministry. The Earl of Selkirk readily gave this assurance and Lord Brabazon's Amendment was withdrawn.

We wish Lord Brabazon of Tara every success with this Private Bill, because, excellent racing that we have in this country over private circuits, the majority of them, Oulton Park excepted, are of the airfield-perimeter kind, which lag far behind Continental road circuits in respect of spectacle and test-value. If British cars are to continue to wave the Union Jack abroad for the promotion of our export trade, we must have adequate circuits here over which they can be raced. The Earl of Selkirk's " young men of fifteen and sixteen inflamed with interest in motor racing " are not the only persons we have to serve—nor do people in Italy complain that the Mille Miglia, never yet won by a British driver or car, makes a " fearful and appalling noise " and prevents her citizens, unlike the proverbial chicken, from crossing the road !

Postscript : From the above it can be inferred that we have not come far in the past thirty-one years ! In March, 1924, the A.C.U., with the backing of Lt.-Col. Moore-Brabazon, Sir Robert Bird, Sir Edward Iliffe, Mr. Ben Tillett, Mr. Ben Smith, Mr. A. A. Purcell and Col. Howard Bury, promoted a Bill of the same sort, seeking Government sanction to close public roads, with the consent of the local council, for motor-cycle racing on not more than four days a year. *The Autocar* expressed the view that the R.A.C. should have promoted this Bill and included car racing.

The Motor Cycle Races Bill, 1924, was promised a second reading but, as you all know, it was never passed.

In 1955 the matter is of far greater importance to this country's future well-being. Let us thank Lord Brabazon of Tara and cross our fingers.

EASTER EGGS !

Easter sees the English motor-racing season really commence. On Easter Saturday the Bristol M.C. & L.C.C. will hold a Closed Invitation Race Meeting at their excellent Castle Combe circuit open also to B.R.D.C., B.A.R.C. and B.R. & S.C.C. members. The programme will include a sports-car race over approximately 54 miles, all cars running together but with class awards, while there will be a similar race for production touring and sports cars, over 25 laps (27.6 miles), and the usual 500-c.c. and Formule Libre races. Castle Combe deserves your support at a time when new circuits tend to steal some of the success of those already well established. Racing starts at 1.30 p.m. and the course is close to Chippenham, Wiltshire. Full details are available from Mrs. K. Maurice (owner of the circuit and keen Frazer-Nash owner), at Castle Combe, Chippenham. Entries have closed.

Easter Monday will see the B.A.R.C. International Race Meeting at the popular Goodwood circuit, near Chichester, Sussex. The programme, which commences at 1.30 p.m., will comprise the Earl of March Trophy over seven laps for 500-c.c. racing cars, the Lavant Cup Race, also over seven laps, for 2-litre racing cars, the 7-lap Chichester Cup Race for Formule Libre racing cars (the big fellows !) two 5-lap races for non-supercharged sports cars of, respectively, under and above 2 litres, all the foregoing being scratch contests, backed up by one or more 5-lap handicap races for racing cars. In addition, there is the big race of the afternoon, in the form of the Richmond Formula I Race for the Glover Trophy and 100 guineas (with prize to encourage 2-litre cars), over 21 laps or 50 miles. Entries have closed.

Goodwood can be reached by train and special 'bus connection, and coach excursions are run from London and elsewhere. Grand stand seats can be booked and details are obtainable from the B.A.R.C., 55, Park Lane, London, W.1.

Practice will take place during Easter Saturday, when the organisers usually allow free admission to the public enclosures—which should whet anyone's appetite !

On Easter Monday the B.R. & S.C.C. have a National Meeting at Brands Hatch, the circuit within easy reach of London, being situated near Farningham, in Kent, with races for sports cars and 500-c.c. racing machines. Racing starts at 2 p.m. Entries have closed.

On the Continent Easter will see the first really big Grand Prix, at Pau, when all the leading G.P. teams will no doubt be engaged. At home, the M.C.C. will run its traditional Land's End trial and numerous lesser sporting events are due to be contested.

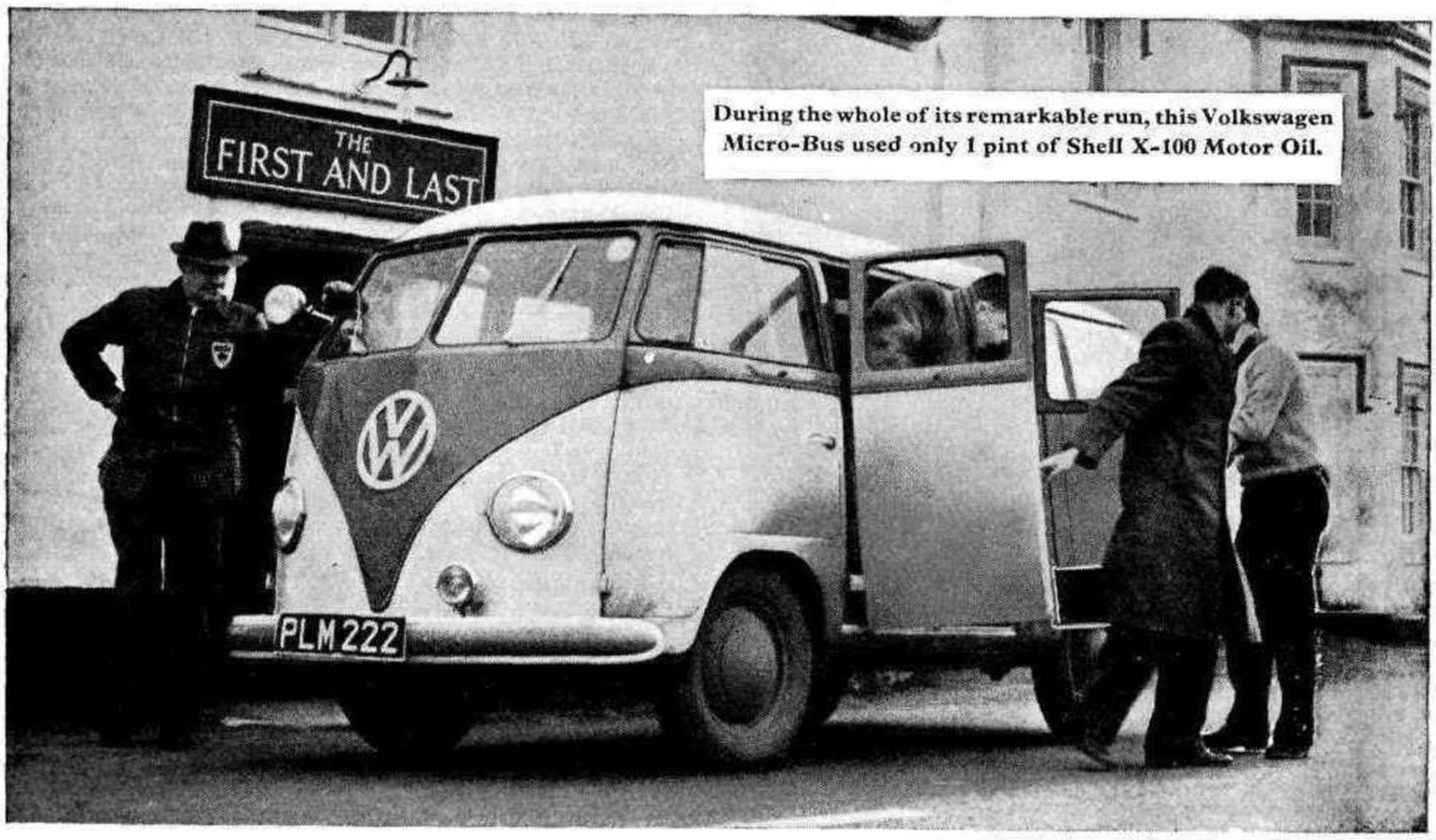
A busy holiday ! MOTOR SPORT will carry reports of the leading race meetings in the May issue.

FORD *versus* THE IMPORTED SPORTS CAR

In February, 1954, we devoted a page of MOTOR SPORT to a description of General Motors' new sports car, the Chevrolet Corvette, and in July last year we thought it time to refer Editorially to the prospect of this new American high-performance car eating into the U.S. market for imported sports models.

At the time the Corvette looked as if it constituted a serious threat to British sports-car manufacturers who were raking in the dollars with sports-car exports to America. In fact, it hasn't turned out

Round Britain (2,120 miles) in 74½ hours



During the whole of its remarkable run, this Volkswagen Micro-Bus used only 1 pint of Shell X-100 Motor Oil.

Towards the end of 1954, a standard Volkswagen Micro-Bus, running on Shell petrol with ICA and Shell X-100 motor oil, made a tour of Great Britain with several famous rally drivers at the wheel.

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ITALIAN'S CHOICE.—Umberto Maglioli in New York taking delivery of his red Ford Thunderbird, which was shipped to his home in Biella, Italy.

quite that way. Corvette production slowed down as sales clogged, perhaps because dealers and public were suspicious of the plastic body.

But if the Chevrolet Corvette has receded somewhat, Ford now has a sports model, or, as Detroit prefers to call it, a " personal car," in the new Ford Thunderbird.

To us this Thunderbird may look an ungainly, over-elaborate vehicle, but it seems that already it has cost the British Motor Industry some valuable sports-car sales.

Performance figures for the Thunderbird, which has a push-rod o.h.v. 4,788-c.c. Mercury V8 engine developing 198 b.h.p. at 4,400 r.p.m., on a compression ratio of 8.5 to 1, in an 8 ft. 6-in. wheelbase chassis, have been published in our American contemporary *Road and Track*. That journal gives a top speed for the Ford Thunderbird of 112.3 m.p.h. and 110.1 m.p.h. for the two-way run, and acceleration figures of 0-50 m.p.h. in 7.6 sec., 0-70 in 13.9 sec. and 0-80 in 17.8 sec., and the best standing-start ¼-mile was covered in 16.9 sec. (average 17.1 sec.), so this metal-bodied, 29-cwt. 2/3-seater leaves the Corvette rather far behind. And the Chevrolet Corvette out-performs the normal Austin-Healey, for instance.

The Ford Thunderbird costs only 2,695 dollars, gives 15/18 American m.p.g., and can be had with power steering, servo brakes, power seat and windows, folding cloth hood, Fordomatic transmission and heater, when the price soars up to almost 4,000 dollars. But the normal version is excellent value with three-speed gearbox pulling a top gear of 3.73 to 1 and with close-ratio lower ratios.

The Thunderbird suffers from lack of a four-speed transmission, and a minor irritation is a very optimistic speedometer, 10 m.p.h. fast at a true 90 m.p.h. Ford do not call it a sports car, and our American contemporary, although expecting to see the Thunderbird in sports-car competitions, expresses the view that, even stripped and modified, it will not stand much of a chance in Class C (3,000-5,000 c.c.).

Nevertheless, manufacturers of our softer sports cars and roadsters are advised to keep an eye on Ford's successful entry into the specialised, or " personal car," market.

A NEW BADGE

The Royal Automobile Club announces a new form of membership, that of Motor Sport Member. This membership is open to all past and present holders of a Competition Licence and will no doubt appeal to a large number of sportsmen and sports-girls.

It must be emphasised, however, that anyone who has a driving licence can obtain a Competition Licence from the R.A.C., on payment of 10s. for a Restricted or 30s. for an International Licence. He or she has no need to take part in a competition—although presumably this will be in mind when the licence is applied for—and is not normally examined for competence to do so. Consequently, display of the R.A.C. Motor Sport Member badge means nothing beyond the enthusiasm of the member for motor sport—unlike the pre-war Brooklands (B.A.R.C.) 120-m.p.h. and 130-m.p.h. badges, which had to be earned, and the B.R.D.C. badge which, at all events until recently, indicated that its possessor had taken an active part in motor-racing. [Point is lent to this argument by my need, last year, to acquire an International Competition Licence in order to drive one of the slowest modern cars as slowly as possible—2 c.v. Citroën in the Cheltenham M.C. Fuel Economy Contest!—ED.]

We acknowledge the snob value of this new badge—although we confess we should raise our eyebrows at similar badges for other sports, such as CRICKET LOVER or GOLF ADDICT—but it can be questioned whether its display is altogether prudent in a country which is by no means 100 per cent. in favour of sporting motoring, so that the carrying of competition-numbers in road events is deemed unwise in many quarters. The wording " Motor Sport Member " will inevitably be associated with fast driving and racing on the roads in some people's minds.

These objections apart, we must confess we have no grumble with the title chosen by the R.A.C.!

This new class of membership costs £2 2s. per annum and £1 1s. for the badge, and carries with it the facilities previously enjoyed only by full and associate members of the R.A.C., *i.e.*, free legal aid, the " Get You Home " service, use of R.A.C. telephone boxes, etc., etc.

To date there are 13,000 holders, past and present, of Competition Licences in this country and, assuming none to belong already to the R.A.C., the new Motor Sport Member badge, coupled with the undoubted benefits which R.A.C. membership confers, could induce these licence-holders to join, representing a turnover to the R.A.C. of £40.950, exclusive of the payments for C.L.s.

In order to get the new Motor Sport Membership off to a good start, the R.A.C. presented badge No. 1 to Stirling Moss, in their view Britain's leading racing-driver, on March 24th. We feel it would have been a nice gesture to have had Hawthorn, as winner of two Grands Prix, along as well, when he and Stirling could have tossed up for the honour of being the first Motor Sport Member.

However, in its choice of wording on its new badge, we are convinced the R.A.C. is in the best possible company!

BOOK REVIEWS

" The Technical Facts of the Vintage Bentley." 247 pp., 5½ in. by 8½ in. (*Bentley Drivers Club Ltd., " Madges," Long Crendon, near Aylesbury, Bucks.* 30*s.*)

This " Bentley Bible," compiled with monastic devotion by the Bentley Drivers' Club, is something which has never been done before in the long annals of motor sport. It is a technical treatise of the most painstaking kind, covering the specifications and more particularly the constructional and maintenance aspects of all the vintage Bentley models, including the near-vintage 4-litre car.

Whereas the Bugatti Book sought to provide a register of existing Bugattis and a history of the marque, the Bentley Bible is more technical, aimed at assisting the conscientious to keep these " fast lorries " in first-class mechanical condition. Every conceivable piece of information to this end seems to be revealed, even to specifications of the various metals used in the construction of these great and immortal cars.

Comprehensive diagrams are included, and the historically-minded are catered for by tabulated data relating to the numbers of different models of Bentley which were manufactured and the chassis numbers relating to them, these tables alone being a quite phenomenal piece of compilation.

The book has a magnificent photographic dust-jacket, itself of an advanced degree of technicality; there is a foreword by W. O. Bentley, a delightful photograph of whom forms the frontispiece; and the introduction is by the B.D.C. President, Stanley Sedgwick.

The book is beautifully produced and a monument to the enthusiasm, integrity and thoroughness of the B.D.C. as a whole. If ever questions are raised in Parliament as to the danger of allowing old cars to roam our inadequate roads, Stanley Sedgwick must see that those who rise to reply are armed with this splendid book—it is the complete answer, certainly so far as Bentleys are concerned!

Intended for B.D.C. members, we understand that a bare 250 copies of " The Technical Facts of the Vintage Bentley " are available to avid outsiders.—W. B.

C. C. Wakefield & Co., Ltd., have issued their annual book of " Achievements," devoted to successes attained in 1954 by machines lubricated, like the Editor's cars, with Castrol. Containing many excellent photographs, the book is this time arranged alphabetically, from Alfa-Romeo to Triumph, and includes amongst its exciting photography the Maybach Special which beat B.R.M. in the Auckland Grand Prix and a Citroën Special racing in South Africa. You can obtain a copy of " Achievements 1954 " free of charge by applying to C. C. Wakefield & Co., Ltd., 46, Grosvenor Street, London, W.1, and stating that you are a reader of MOTOR SPORT.

Standard's Convincing Success in Difficult R.A.C. Rally

THE R.A.C. International Rally, held from March 8th-12th, finishing at hospitable Hastings, was toughened by bad weather and came in for a good deal of criticism, because baulking in narrow lanes was frequent, sections were cut out after some competitors had tackled them, and the event ran hours behind schedule in places, causing many competitors to retire disconsolate; the Longrines Printogines time-clocks were apparently by no means foolproof, being affected by the cold, according to reports.

Yet, with only two non-starters out of 240 entries, a 2,000-mile route to be covered with only one 12-hour rest period, and driving tests at Blackpool, Hastings, Cadwell Park (under appalling conditions), Silverstone, Prescott Hill, Oulton Park and Goodwood, etc., only experts in efficient cars could hope to do well in this difficult Rally, less satisfactory than the 1954 R.A.C. Rally, but one well worth winning.

A convincing victory by a big margin was won by a works twin-carburetter Standard Ten driven by B.P. Supermen J. H. Ray and B. Horrocks, its astonishing 948-c.c. engine lubricated with Castrol (as were five class winners out of nine).

Second place was won by another Standard product, a Triumph TR2 driven by H. E. Rumsey and P. P. Roberts. Third place was gained by another works Standard Ten in the hands of B.P. Supermen W. K. Richardson and J. C. Heathcote. Standard Tens won the coveted Team Award, the 1955 R.A.C. Rally results emphasising, with complete clarity, that the modified Standard Ten is Britain's outstanding small car and the Triumph TR2 our leading moderately-priced sports car.

Sheila Van Damm, navigated by Anne Hall, followed up her Monte Carlo Rally victory by taking the Ladies' Award in her Sunbeam—splendid!

* * *

The main plan of the R.A.C. Rally, an International competition counting towards the Touring Championship, was a series of driving tests of varying character on private roads, these comprising a full climb of Prescott and a full lap, with hazards, of Goodwood circuit and speed events at Oulton Park and Cadwell Park, and a standing-start ½-mile at Silverstone.

In addition, some difficult sections off the beaten track were included and the prolonged winter caused some of these to become so difficult that they had to be abandoned. The event became a very close approximation of the versatility trial MOTOR SPORT has advocated from time to time and the Standard Motor Company of Coventry is to be congratulated on the success of its products. They won leading places which must be the envy of the other three members of the industrial British Big Five who entered cars.

No really serious accidents were reported, but the number of battered cars constituted a record. Sydney Allard had the most pranged car of all, his works-modified Ford Zephyr being a near-write-off, yet he and Leslie Allard got it to the finish, second in its class behind another modified Ford Zephyr, the regulations luckily imposing no penalty for bodywork damage.



LADIES NOT AFRAID.—The R.A.C. Rally attracted a considerable percentage of female crews, in spite of its arduous nature. Here is Miss Quarmby cornering her Sunbeam-Talbot during the Goodwood test, quite without qualms.



FAMILIAR SETTING.—The Paterson/Gillespie 1,466-c.c. TF M.G. Midget on the starting line at the Bugatti O.C.'s Prescott Hill during the course of the R.A.C. Rally.

A magnificent performance in this severe winter rally was that of R. J. Adams and D. A. Wilkins in getting a 3-litre Alvis saloon home in fourth place, a foretaste of which we saw in the excellent manner in which it was driven up Prescott.

Pat Moss made her debut in a big competition, with a TF M.G. Midget, and beat all the male M.G. drivers in the Hastings test—we hope soon to see her in racing events. Incidentally, although she owns a Triumph TR2 she used an M.G. for this event and the Standard Motor Company thereby deflected much limelight.

Troubles with the cars, as distinct from those caused by ice, snow and route-finding, seem to have been rare, although a Jaguar suffered from water-pump failure and an M.G. Magnette had gearbox-selector trouble.

A. G. Imhof made a bold bid for victory in true Rally tradition, driving his stark, powerful Cadillac-Allard with Ian Mackenzie, until a snowdrift came between him and victory, leaving him only the Hastings Starting Control Award; that for Blackpool starters went to the Rally-winning Standard Ten.

The best times in the tests were: Start: Imhof (Allard) and Cooper (Triumph TR2), 19.5 sec.; Oulton Park: Imhof (Allard), 92.0 sec.; Cadwell Park: Hewitt (Jaguar), 56.2 sec.; Monte-Blackpool: Hughes (Ford), 31.5 sec.; Brock Mill: Imhof (Allard) 14.8 sec.; Hard Knott: Cooper (Triumph TR2), 32.8 sec.; Ulpha: Cooper (Triumph TR2), 13.6 sec.; Silverstone: Imhof (Allard), 23.9 sec.; Prescott: Rudd (A.C. Ace), 54.9 sec.; Goodwood: Imhof (Allard), 125.6 sec.; Hastings: Cooper (Triumph), 26.6 sec.

Prescott was rendered tricky on account of a loose patch just before the Esses. Ian Appleyard, M.G. and not Jaguar-mounted (!), held an unexpected slide skilfully, as did Ginn (Triumph), and Jones (Morris Minor) in a bad slide, but Boulton (Healey) had nasty moments, likewise Hurlock (A.C. Ace), while Hughes (Ford Anglia) suffered three distinct slides going into the Esses and then smote the inside barrier at these corners. Moore (Morgan Plus Four) drove like a demon-driver, nearly turning round at the first corner. Birkett (M.G. Magnette) was rapid but crunched the cogs, Sir Chas. Kimber's Sunbeam-Talbot got so out of control that it nearly stopped, and Pearson (Mercédès-Benz) merely crawled, although the tyres still howled.

At Goodwood, in a biting wind, it was impressive to see J. Sprinzel's Austin A30 still in correct station as No. 1 in the Rally, the Press cameramen taking shots of the charming, trousered girl navigator as this crew waited for the control to open. There were few fireworks in this test, except for the demolition of several police notices, used as pylons in the reversing test, by J. A. Hall's Triumph TR2, when he changed his mind, and direction, at the last moment!

British cars put up excellent performances, winning every class. Best all-foreign crew was Prince von Preussen/W. Bushmann in a 1,290-c.c. Porsche. The European Touring Champion, Schluter (D.K.W.), retired after being hopelessly delayed by baulking, and Gatsonides crashed the works DB2/4 Aston Martin.

*Twice in 3 years

RALLYE XXV MONTE-CARLO 1955

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REPORTS of RECENT EVENTS

NEWCASTLE & DIST. M.C. NON-WINNERS' AND NOVICES' TRIAL (Jan. 9th)

Best Performance : S. E. Bird (Riley).
Best in Opposite Class : P. S. Armstrong (Chrysler).
Best Novice : R. A. Smith (Ford).
First-Class Awards : J. B. Stafford (Ford), L. G. Wardle (Porsche).

N. MIDLAND A.C. STANDARD CAR TRIAL (Jan. 9th)

Best Performance : E. S. Sneath (Morgan Plus Four).
Best in Opposite Class : K. A. Scales (Ford Anglia).
Runner-up—Open Cars : J. H. Thompson (TD M.G. Midget).
3rd—Open Cars : S. Parish (Austin Seven).
Runner-up—Closed Cars : R. Frolich (Porsche).
3rd—Closed Cars : F. Harrison (Ford Anglia).
Novices' Award : J. Holden (Austin Seven Nippy).
Team Award : E. S. Sneath (Morgan) and K. A. Scales (Ford).

SOUTH PACIFIC CHAMPIONSHIP MEETING (Jan. 31st)

Main Event : 1st : Whitehead (Ferrari) : 100 miles at 93 m.p.h.
2nd : Brabham (Cooper-Bristol).
3rd : Gaze (Ferrari).
Sports-Car Race : 1st : Whiteford (Triumph TR2).

LEEDS UNIVERSITY U.M.C. NIGHT NAVIGATION RALLY (Feb. 5th/6th)

Roberts Trophy for Best Performance : J. W. Waddington (Ford Anglia).
Navigators' Award : J. N. Wood.
Runner-up : M. M. Roberts (Jaguar XK120).
Third Place : A. G. M. Kellett (Austin-Healey 100).
Class Awards : Up to 1,200 c.c. : J. W. Waddington (Ford Anglia).
1,200-2,000 c.c. : S. C. Jowett (Triumph TR2).
Over 2,000 c.c. : M. M. Roberts (Jaguar XK120).
Team Award : Messrs. Goddard (Morgan), Clements (Jaguar) and Wayne (Healey).

HAGLEY & DIST. L.C.C. CLEE HILL TRIAL (Feb. 6th)

Clee Hill Trophy : J. C. Broadhead (J.C.B.).
Bell Cup : M. H. Lawson (Mand).
Third Place : A. E. Marsh (Dellow).

MID-THAMES C.C. WINTER RALLY (Feb. 6th)

Winter Rally Trophy : J. Marshall (Ford Consul).
Best Club Navigator : F. Edwards.
Visitors' Cup : R. A. J. Shaw (Daimler).
Sports-Car Award : R. W. Avey (H.R.G.).

YORKSHIRE S.C.C. 6th YORKSHIRE RALLY (Feb. 12th)

1st : J. Waddington (Ford Consul).
2nd : D. J. B. Brown (Ford Zephyr).
3rd : E. S. Sneath (M.G. YB).
Team Award : Messrs. Butterwick (Morgan), Bolton Lancia) and Lee (M.G.).
Vintage Award : H. Spence (Lea-Francis).
Novices' Award : B. F. Wade (Vauxhall).
Ladies' Award : Miss A. Hall (Peugeot).

HANTS & BERKS M.C. RIVERSIDE RALLY (Feb. 12th/13th)

Best Performance : J. B. Sunley/T. A. M. Pigott (Sunbeam Alpine).
1,500-c.c. Class : J. F. Bassett/M. Donovan (Standard Ten).
3,000-c.c. Class : R. T. Mason/D. J. Hall (Citroën).
Over 3,000-c.c. and Modified Cars : E. J. Chandler/M. Ness (Ford Zephyr).
Best Mixed Crew : H. G. W. Kendrick/Miss J. Deacon (Austin-Healey).
Best in Tests : A. Wilkinson (Triumph TR2).

RALLYE DES ROUTES DU NORD (Feb. 13th/14th)

1st : M. Parsy/J. Parsy (Jaguar).
2nd : Castelain/Ros (Alfa-Romeo).
3rd : Cornet/Gery (D.B.).

U.H. & U.M.C. ROSETTE RALLY (Feb. 19th/20th)

Best Performance : F. W. Scott (Hillman Minx).
Up to 1,300 c.c. : J. N. Eldeen (H.R.G.).
Over 1,300 c.c. : R. A. B. MacFie (Triumph TR2).
First-Class Awards : T. A. M. Pigott (Sunbeam Alpine), J M. Burn (Frazer-Nash), J. A. Lanz (Sunbeam), J. R. Waller (M.G. Magnette), J. B. Morley (B.M.W.), G. J. Butcher (Singer).

NATIONAL KITCHEN TROPHY TRIAL (Feb. 20th)

1st :	G. J. Newman (Cannon VII)	185 marks
2nd :	J. C. Broadhead (J.C.B. Special)	157 ,,
3rd :	F. T. Lewis (Squamigerious)	153 ,,

Team Prize : London M.C.

B.U.M.C. WELSH RALLY (Feb. 20th)

1st :	R. H. Gillow (Ford Anglia)	Lost 280 marks
2nd :	T. J. Anton (Ford Anglia)	,, 839 ,,

No other finishers.

S.C.C. OF NORFOLK PANCAKE RALLY (Feb. 20th)

The weather conditions prevailing in Norfolk made the Sporting C.C. of Norfolk's 4th Pancake Rally one of the toughest events organised by the club. Of the 50 entries there were 36 starters, several of whom had to dig their way through snowdrifts to reach the start at Norwich. The rally was a restricted event with seven other clubs in East Anglia invited.

An average speed of 30 m.p.h. was scheduled with driving tests at route checks—the results of these only to count in the event of a tie on the road section.

The route of 140 miles went north-west from Norwich along the River Wensum, where competitors had to cross consecutive bridges and fords from opposite directions. Very heavy snow during the previous day made several of the lanes impassable, and where single tracks had been cleared by snow plough stoppages frequently occurred when meeting vehicles approaching from the opposite direction. Scheduled times had to be altered at the lunch check owing to the many delays, but there were only eight retirements out of the 36 starters, at the final control near Diss. The rally was won on the road section.

1st:	J. Godbold (Sunbeam-Talbot)	Lost 1,340 marks
Open Cars, 1,100-1,600 c.c. :	R. J. Bidewell (M.G.)	,, 2,715 ,,
,, **Over 1,600 c.c. :**	D. R. Burrell (Triumph TR2) ...	,, 1,395 ,,
Closed cars, Up to 1,100 c.c. :	A. J. Hind (Renault 750) ...	,, 2,075 ,,
,, **1,100-1,600 c.c. :**	E. Isherwood (Ford)	,, 1,875 ,,
,, **Over 1,600 c.c. :**	J. Godbold (Sunbeam-Talbot) ...	,, 1,340 ,,

RILEY M.C. WINTER RALLY (Feb. 20th)

James Challenge Cup : D. E. Todd (1933 Nine).
Porter Cup : J. Williamson (1948 1½-litre).
Ripley Memorial Trophy : Mrs. O. I. Johnson (1949 1½-litre).
"Illustrated Sporting and Dramatic" Cup : D. F. H. Wood (1923 10.8-h.p.).
President's Trophy : C. Allen-Reid (1950 2½-litre).
First-Class Awards : W. B. Thresher, S. H. Smyth, L. W. Range, P. H. Channon, R. Lumsden, T. F. G. Hawley, K. M. Banks, G. H. Grace, R. Bottomley, R. S. Pook, R. Neate.

"NASCAR" SPEED TRIALS, DAYTONA BEACH (Feb. 20th)

1st :	P. Walters (D-type Jaguar)	164.136 m.p.h.
2nd :	J. Rutherford (4.5 Ferrari)	152.275 ,,
3rd :	J. Kimberley (4.9 Ferrari)	151.700 ,,

Speeds over two-way mile.

6th SESTRIERES RALLY (Feb. 25th/Mar. 2nd)

1st :	Gatta/Mazzonis (2.5 Lancia Aurelia)	Lost 23 marks
2nd :	Ciolfi/Monaco (1,100-c.c. Fiat)	,, 32 ,,
3rd :	Valenzano/Sposetti (2.5 Lancia Aurelia)	,, 35 ,,

Highest-placed British Car : K. Wharton (Daimler Century), 7th, lost 52 marks.

OXFORD U.M.D.C. TARGA RUSTICANA RALLY (Feb. 26th)

1st : B. Gosling (Morris Minor).
2nd : M. Burn (D.K.W. Zonderklasse).
3rd : A. Nesbitt (Volkswagen).
Up to 1,200 c.c. : M. Burn (D.K.W.).
1,201-2,000 c.c. : R. Charlesworth (M.G.).
Over 2,000 c.c. : P. P. Ford (Ford Zephyr).

PLYMOUTH M.C. 200 TROPHY TRIAL (Feb. 27th)

1st : Dr. J. T. Spare (Morgan).
Best Opposite Class : G. S. Scali.
Best Special : G. S. Edwards (Dellow).

EDINBURGH U.M.C. TESTS (Feb. 27th)

1st :	J. Murray (M.G. TD)	1,450 pts.
2nd :	N. Lithgow (H.R.G.)	1,461 ,,
3rd :	J. C. Downes.	

Team Prize : Berwick & Dist. M.C.

NATIONAL SPORTS-CAR RACES, FLORIDA (Feb. 27th)

50-Mile Race for Modified Cars, Class F and Under :
1st : B. Davis (Porsche) ... ... 62.0 m.p.h.
2nd : B. Cunningham (Porsche) ... ... 60.1 ,,
3rd : F. Landon (Porsche) ... ... 60.0 ,,

50-Mile Race for Modified Cars, Class E and Over :
1st : S. Johnson (4.5 Ferrari) ... ... 85.5 m.p.h.
2nd : J. Kimberley (4.9 Ferrari) ... ... 81.5 ,,
3rd : B. Said (1.9 Mondial Ferrari) ... ... 79.0 ,,

75-Mile Race for Modified Cars, Class F and Under :
1st : B. Davis (Porsche 550) ... ... 77.5 m.p.h.
2nd : B. Cunningham (Osca) ... ... 76.9 ,,
3rd : B. Lloyd (Porsche 550) ... ... 74.5 ,,

150-Mile Race for Modified Cars, Class E and Over :
1st : S. Johnson (4.5 Ferrari) ... ... 78.2 m.p.h.
2nd : C. Shelby (4.5 Ferrari) ... ... 78.0 ,,
3rd : J. Kimberley (4.9 Ferrari) ... ... 72.1 ,,

The races also had classes for production sports cars, won by Porsche, Jaguar XK120M, Austin-Healey, Triumph TR2, M.G. TF 1,500 and Jaguar XK140M cars.

MAIDSTONE & MID-KENT M.C. BRIAN LEWIS TROPHY TRIAL (Feb. 27th)

This trial was held in the Boxley Hills, near Maidstone. It attracted a large entry of 28 competitors, of whom eight were competing in a trial for the first time, and who are always welcome by the organisers. It was gratifying to note that R. Davis, winner of the Novices' Award, finished ninth in the general classification.

The conditions in the morning were quite difficult, due to snow on some of the hills, and in the afternoon the sun shone, causing a thaw and making the hills very muddy. Seventeen hills were used, and only nine were climbed without loss of marks by a few competitors. The Horror, a well-known hill with trials competitors—this being used in the R.A.C. Trials Championships—defeated the whole entry, the highest up being M. R. B. Cannon, G. Newman and J. H. Appleton, in that order. The awards were presented in the evening by Mrs. Jane Waugh, the club's Social Secretary.

Brian Lewis Trophy : P. A. Barden (P.A.B. Special) ... ... Lost 35 marks
Fred Grant Trophy : M. H. Lawson (M. & L. Special) ... ,, 51 ,,
Cannon Trophy : M. R. B. Cannon (Cannon Mk. V) ... ... ,, 52 ,,
First-Class Awards : G. Newman (Cannon VII), R. W. Faulkner (Paul II), J. H. Appleton (Cannon VIII).
Team Award : Messrs. Barden, Lawson, Appleton.
Novices' Award : R. Davis (Ford Special).

CIRCUIT OF AGADIR (Feb. 27th)

Unlimited Sports Cars : Sparken (3.0 Ferrari).
Whitehead (Aston Martin DB3S) and Hamilton (Jaguar D-type) retired.
Sports Cars, 2 litres : Favera (Ferrari).
Sports Cars, 1½ litres : Storez (Porsche).
Sports Cars, 1,100 c.c. : Lacaze (Renault).

DURHAM A.C. HEDLEY HOPE RALLY (Feb. 27th)

Snow and the Hedley Hope Rally of the Durham A.C. appear to be near-relations, so often are they seen together. Last year the snow appeared during the event and only the early starters were able to clear the higher passes in North Yorkshire, but this year the snow, in much greater quantity, came before the event and had the organisers running around at the last minute re-arranging the route. On the route as originally planned the cars were scheduled to have crossed into Westmorland, but on the day in question even the main roads across the Pennines were still blocked, at one point more than 100 vehicles being abandoned in the deep drifts.

After twice altering the route in the week preceding the event, a further replanning was necessary on the Saturday, the distance being reduced to 130 miles on the by-lanes nearer the home town of the club. Nevertheless, none of the 42 entrants was able to keep within the scheduled times on the narrow lanes because of the rutted ice and snow.

Best Performance : P. G. Walton (Ford Anglia).
2nd : J. Bliss (Ford Zodiac).
3rd : W. Elliott (Ford Prefect).
Novices' Awards : S. R. Taylor (Morris-Oxford), Dr. Shuttleworth (Alvis), P. Young (Lancia).

CAERNARVONSHIRE & ANGLESEY M.C. FARMYARD FROLIC (Mar. 5th)

Accent on the drivers' navigational ability as much as that of the navigators themselves was the theme behind the Farmyard Frolic Night Navigation run on March 5th. At the start navigators were herded into a small boat and taken across the Menai Strait to a remote jetty, to which drivers had to navigate themselves—about eight miles. There followed the traditional route through Anglesey lanes, along cart-tracks and through farmyards, with speed, wiggle-woggle and muddy restart tests on the way. The 67-mile course ended with a further " driver-only " section.

The thirty entries included several from students and staff of the University College of North Wales, which is taking an increasing interest in motor sport.

Regent Trophy : J. Blackstone/J. S. Williams (Renault 750) ... Lost 107 marks
First-Class Awards : E. A. Vernon/F. W. Gray (Ford Popular) ,, 108 ,,
W. N. Owen/J. A. Hughes (Volkswagen) ,, 110 ,,
Second-Class Awards : D. C. Mills/W. Matthews (Volkswagen) ,, 124 ,,
W. H. Blunt/G. Blunt (Austin Seven) ... ,, 126 ,,
Best Lady : Miss H. Boswell/Miss F. Wynne-Griffith (Morris Minor) ... ... ,, 134 ,,

PARIS-ST. RAPHAEL WOMEN'S RALLY (Mar. 2nd-6th)

Series and Special Series Cars :
1st : Chauvin/Richeime (Renault 1063).
2nd : Bagarry (Renault 1063).
3rd : Hertslet/Schleheck (Porsche).

Production Cars :
1st : Stuffel (Simca Aronde).
2nd : Bal (Dyna-Panhard).
3rd : Roux (Peugeot 203).

DAKAR SPORTS-CAR GRAND PRIX (Mar. 13th)

1st : Carini (Ferrari), 227 miles at 118.54 m.p.h.
2nd : Rosier (Ferrari), 117.98 m.p.h.
3rd : Hamilton (Jaguar).
Fastest lap : Rosier (Ferrari), 122.41 m.p.h.
G. Whitehead (Aston Martin) retired.

YORKSHIRE S.C.C. 4/44 TROPHY TRIAL (Mar. 13th)

1st : J. S. Jenkins (Austin Special), gained 91 marks.
2nd : F. Harrison (F.H. Special), gained 86 marks; 17.46 sec. in test.
3rd : J. C. Broadhead (J.C.B. Special), gained 86 marks; 18.0 sec. in test.

MORE LETTERS from READERS

VINTAGE LONGEVITY

Sir,

How interesting the letters from Mr. Bartle and Mr. Maniacus are. I, too, am the proud owner of an extremely interesting vintage projectile, it being a Mark VIII + (3½) P.C. Magno Contra Delta, the one that once held Earth-Moon sprint records for two earth years in succession, a truly magnificent feat.

This missile was constructed before the introduction of the series of cobalt bomb, etc., condensers, as prime movers. Its power unit is a modified thermo-nuclear reactor supplemented by twin hydro-atomised deviators.

After all this time (32 years Mondial) this truly vintage inter-planetary passenger transporter carries me speedily and safely on regular journeys between Earth and Mars in the course of my employment.

As you will understand, my average speed is slower than the +(2) P.C. Ultra Lucia, being —2½ hours Mondial.

Power to the vintage cult, not for me the pre-thought controlled missile of the present age.

As an Earthman resident on Mars, may I say how welcome I find your excellent journal, known on Mars as " Astro-Routical Speed Sport."

I am, Yours, etc.,
F. C. CLARKE.

Station X2F, Mars,
c/o Moon Postal Rocket.

Sir,

Has everyone gone mad ?

I refer, of course, to the recent correspondence in your otherwise excellent journal on the subject of vintagent space travel.

Although no one could accuse me of being without a sense of humour, I fail to see anything amusing in irrelevancies of this type in a motoring publication.

I am, Yours, etc.,
" NAPOLEON BONAPARTE."

St. Helena.

P.S.—I would also draw your attention to a bad error in a recent popular B.B.C. programme, " The Goon Show." The scene is supposed to be set " in a string refinery on Wanstead Flats." Any keen motorist could have told them there is *no* string refinery at this place.

Do they never check their facts ?

[Enough !—ED.]

THE SPRINT EVENTS OF THE 1920s



MARCH 28TH MARKED the 30th anniversary of the cause of the trouble. A Brescia Bugatti (not Giveen's) seen ascending Kop Hill, near Princes Risborough. It was an accident to a spectator at this hill-climb in 1925 that hastened the ban on speed events on English public roads.

[*Photo by W. J. Brunell*

BOTH before and after the 1914-18 war speed trials and speed hill-climbs were a popular form of competition motoring in England. Racing over public roads has never been permitted in this country, and up to 1925 was thus confined to Brooklands Motor Course at Weybridge and the T.T. course over the sinuous roads of the Isle of Man. But, although illegal, sprint contests were held nearly every summer week-end in England, the majority of them over unclosed public roads.

True, a "police permit" had to be obtained by the organising club, but this usually took the form of verbal intimation that the Chief Constable of the area did not propose to interfere with the event so long as no undue inconvenience was caused to the public. In most cases policemen attended to allow non-competing cars to ascend and descend the hill between timed runs and to keep the course clear; as a general speed limit of 20 m.p.h. was in force until 1926 these constables had to leave their stop-watches behind so that, not being officially able to check the speed of the cars, they could not be aware, officially, that this speed was being exceeded!

In those carefree times—the "gay 'twenties!"—the law had not made mudguards compulsory, so that the running of stripped racing cars went unnoticed, except for the noise of their exhausts, and that was overlooked in the remote country in which these hill-climbs and speed trials, mostly the former, were held.

As pukka racing cars were driven, sometimes long distances, to the venue, the excitement was considerable, and on some courses very appreciable speeds were attained, the roads ofthn being wider and the timed distance longer than we are accustomed to on the private courses used since 1925. Besides the racing cars, touring cars and light cars were encouraged by the adoption of numerous capacity classes and sometimes the employment of a weight formula. Huge entries were obtained, 221 for the opening hill-climb at Kop in 1924, and in some instances 35,000 spectators were attracted, 4,000-5,000 being not unusual.

Concurrently with these speed hill-climbs and sprints of the nineteen-twenties freak hill-assaults were organised, first at Nailsworth Ladder, near Stroud, later at Alms Hill (since closed to motor vehicles), near Henley-on-Thames, but these were in a different category, competitors not being timed but being lucky to ascend the hill without stopping. Later this freak hill-storming became popular in the North of England, at Moor End, Rosedale Chimney and Screw Hill, etc.

Not all these early sprint meetings took plaec over public roads, a few being held along private roads, while the famous Shelsley Walsh hill-climb of the Midland A.C., which this year celebrates its 50th anniversary, has always been held on a private hill near Worcester. Some fixtures took place on the sands, as at Skegness, Porthcawl, Saltburn, Southport, etc., and others along seaside promenades. H.R.H. the Duke of York was Patron of the Southsea speed trials.

But the great majority of them were held on quiet country roads with the cognisance of the local police. In 1922 the Commissioner of Police raised a cautionary hand, *The Autocar* spoke warningly in April, 1924, and early in 1925 the R.A.C. warned organisers about danger to spectators, but all was well until an unfortunate accident at the Essex M.C.'s Kop Hill-Climb happened on March 28th, 1925.

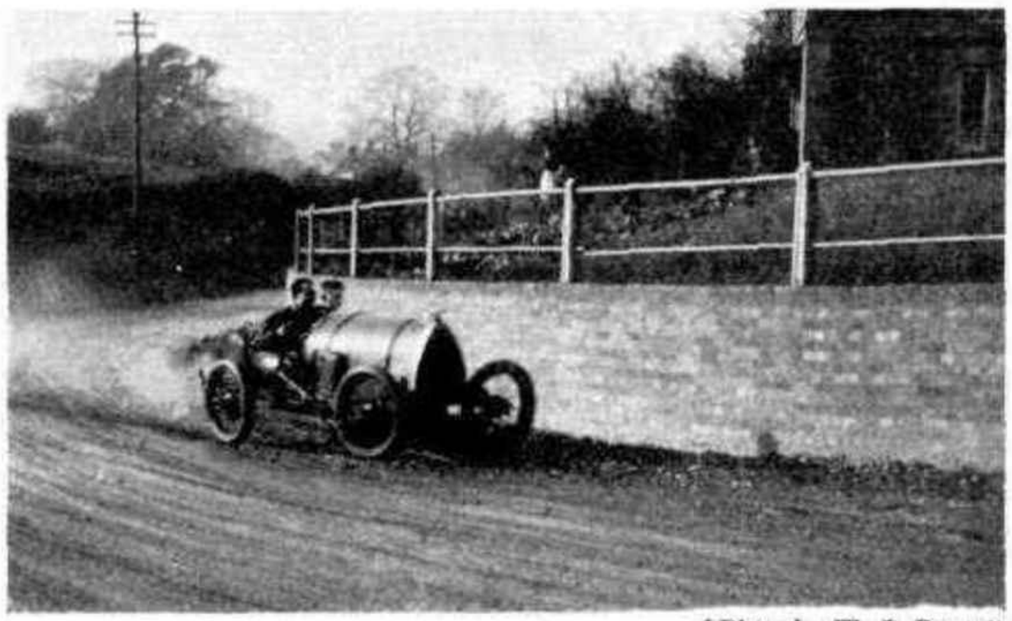
This meeting drew huge crowds, due to the proximity of Kop to London, and the spectators foolishly stood along the edge of the road. The police were powerless to remove them forcibly, because they were on public ground. A racing motor-cyclist crashed and had to be removed to hospital and then Francis W. Giveen, driving the Brescia Bugatti "Cordon Bleu" which he had recently acquired from Raymond Mays, left the road and ran over a spectator, breaking his leg.

The meeting was abandoned. Soon afterwards the High Wycombe R.C.C. asked the police to ban speed events at Kop Hill and at a meeting on April 2nd, 1925, the R.A.C. and A.C.U. announced that they would issue no further permits for speed competitions on public roads "for the present." In fact, their ban was never lifted.

Raymond Mays' autobiography, "Split Seconds," makes it clear that his friend Giveen was quite unsuited to driving the Bugatti in competition events; Mays expresses real concern that Giveen would allow no one else to handle the car at Kop. Possibly present-day medical certificates would have prevented Giveen from starting.

Indeed, he had previously overturned the Bugatti while practising under Mays' supervision at Toft Hill, on the Bourne-Stamford road.

However, he was not entirely to blame for the banning of public-road speed trials, because the growing interest in these events



[*Photo by W. J. Brunell*

HAPPY DAYS! Raymond Mays testing his Brescia Bugatti, "Cordon Rouge," on the road near his home at Bourne, sans mudguards and silencer—an echo of the "gay twenties."



BIG STUFF.—Humphrey Cook's 3-litre T.T. Vauxhall "Rouge et Noir" in action at Kop in 1924. This combination made f.t.d. on numerous occasions and was driven to different venues as it is seen here.

resulting in uncontrollable crowds and the advent of inexpensive cars having increased the population of remote areas and brought more traffic to these formerly little-used roads, the ban was almost certain to have fallen sooner or later.

As it was, Shelsley Walsh became the only major speed hill-climb, the 1925 meeting promptly being brought forward from September to May. Incidentally, disaster nearly occurred at an earlier sprint at Laindon, when Parry Thomas, crouching down in the driving seat of his Leyland Eight, expected to see a banner advising him of the finish, as he couldn't see the road, and, as such a banner wasn't in use at the meeting in question, he hit two competitors' parked motor-cycles and ran over a policeman's foot, before shooting into a main road. But, in the "gay 'twenties," no one seemed to mind!

Incidentally, practice runs were by no means usual, drivers having been known to make f.t.d. and then lose themselves on the unfamiliar upper-reaches of the hill, beyond the finish.

The number of different courses used is interesting, being evident in the accompanying tables. Readers may care to seek out these old speed venues of 30 years and more ago—taking a pint in the local may well release the tongues of the locals and contribute some fascinating reminiscence. The writer has in recent years driven up Kop, Aston-Clinton, Spread Eagle, South Harting, Sutton Bank, and Dean hills, and in all parts of the country you can likewise discover the speed venues of the past.

After the ban sprint events languished to a considerable extent, although after a while various courses on private property, mostly on the flat, were pressed into service.

I commend to the V.S.C.C. the idea of a revival of the old-style sprint—a Gay 'Twenties Speed Trial—*confined to vintage and Edwardian cars*, where the less controllable and well-braked vehicles could be extended in comparative safety, which they cannot be at the excellent V.S.C.C. fixtures at Silverstone, Oulton Park, and Prescott (or is this Editorial second-childhood?)

As I was able to pack a good deal of history into the pages of Motor Sport during World War II and since I have done my best, on this 30th anniversary of the Giveen accident and public roads ban, to tabulate the results of these carefree fixtures for the years 1920 to 1924. These tables appear on pages 189-192, and if you consider the present competition calendar overcrowded I commend them to you—it is significant that only the more important results are available for inclusion and on some week-ends three times as many sprints took place; in 1924 many events were postponed due to clashing fixtures. I apologise for such omissions as occur in the results listed; I have been compelled to work from scanty records which do not always quote the results of the over-1,500-c.c. classes.

I hope that older readers will find pleasant memories revived as they study these tables. One finds Capt. Archie Frazer-Nash victorious over larger cars in the early post-war events in his famous G.N. single-seater "Kim II," sold in 1924 to J. H. Hall, while when he was absent his partner-in-chains, H. R. Godfrey, often took the honours in his pre-war belt-driven G.N. "Bluebottle," afterwards sold to Norman Black. In those days Lt. G. A. Vandervell possessed a very accelerative 25-h.p. Talbot—today he is sponsor of the Vanwall team of British G.P. cars. Later Raymond Mays was successful with his Full Brescia Bugattis, "Cordon Bleu" and "Cordon Rouge," K. Don competed in (very much "in") a single-seater Deemster, Miss Ivy Cummings with the chain-drive 5-litre Bugatti "Black Bess" and her G.N., the latter sold in 1925 to Le Champion, Cyril Paul's Beardmore was prominent, and later still J. A. Joyce comes into the picture with a very light o.h. camshaft A.C. with remarkable back axle having exposed drive-shafts. And, amongst the big cars, Humphrey Cook, of E.R.A. fame, was so often fastest in his Vauxhalls "Rouge et Noir," the later one a 3-litre T.T. car.

This Vauxhall had a h.p. per ton figure of 95.5, developing 129 b.h.p. at 4,400 r.p.m., and Joyce's A.C., in 1925 form, weighed a shade over 9 cwt. and developed over 70 b.h.p. on Discol fuel; such cars reached speeds of 80 m.p.h. on many courses and over 100 m.p.h. at the finish of straight sprints. Although this may be regarded by some of you as tame, such cars, lightly shod on high-pressure tyres, must have been decently exciting to drive on the loose-surfaced courses, not to mention to and from the sprint venues, of the nineteen-twenties.—W. B.

RAYMOND MAYS' SPRINT BUGATTIS

As some confusion exists about Raymond Mays' two Brescia Bugattis, "Cordon Bleu" and "Cordon Rouge," the following information is intended to clarify the position :—

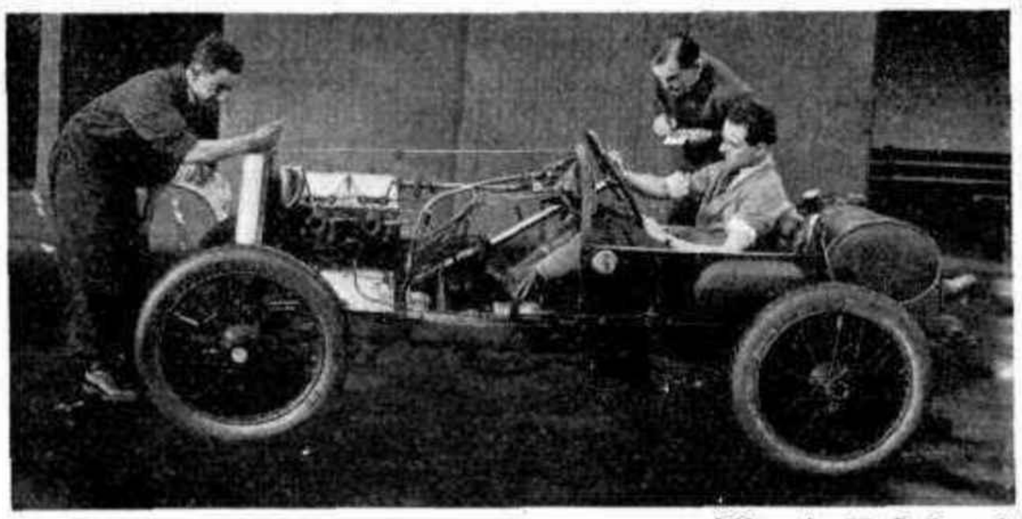
"*CORDON ROUGE*": 1922 Brescia Bugatti purchased from B. S. Marshall, of Hanover Square, and painted blue/grey by Brainsby's Body Works, of Peterborough. Raced with the backing of Englebert tyres, Speedwell oil and Lodge plugs. Run on normal petrol with 8-mm. plate under the cylinder block, or on R.D.2 after plate had been removed. Rebuilt for 1924 season by Amherst Villiers at Molsheim, with latest engine, transmission and back axle. etc. Wheelbase 6 ft. 5 in., track just under 4 ft. Originally gave about 45 b.h.p. at 4,000 r.p.m., but the 1½-litre, sixteen-valve engine was developed to produce nearly 80 b.h.p. and to run up to 7,000 r.p.m. on R.D.2. Weight, 9¾ cwt.

Before start of each run, clutch bolt holes were reamered out to enable clutch to be freed on starting-line! Identification points: Early pear-shape radiator up to 1924; Reg. No. CT 5219. Sold to F. B. Taylor.



[*Photo by W. J. Brunell*

SANDSPRINTS were popular in the 'twenties. Here Raymond Mays' Bugatti followed by a sports Enfield-Allday are seen at Porthcawl.



[*Photo by W. J. Brunell*

THE WORKS.—Amherst Villiers, taking notes, while assisting Mays to tune-up his Bugatti "Cordon Rouge" in readiness for a sprint meeting. Note the excellent accessibility afforded by the detachable one-piece bonnet and scuttle.

"*CORDON BLEU*": 1924 Brescia Bugatti purchased from Molsheim. Later type radiator. Reg. No. CT 6559 (not GT 6559 as in "Shelsley Walsh," by C. A. N. May). Fitted with Whitehead front-wheel-brakes free of charge in 1924 with a cheque for £500 thrown in! Modified at Bourne, by Villiers, to same specification as "Cordon Rouge."

Nomenclature: "Cordon Rouge" was named after the champagne of G. H. Mumm & Co., of Reims (who not only gave permission but supplied 36 free bottles of it as well!); "Cordon Bleu" after the brandy of that name. Both Bugattis were painted blue/grey, the former with the "Cordon Rouge" in gold letters on a red background on the bonnet and the latter with its name in gold letters on a blue background. This didn't make the cars go any quicker!

CHRONOLOGY

Year	*Venue*	*Results*
1922	Laindon.	"Cordon Rouge"—Second in class.
,,	Dean Hill.	"Cordon Rouge"—F.T.D.
,,	South Harting.	"Cordon Rouge"—First in sports-car class; f.t.d. and new course record in racing-car class.
,,	Shelsley Walsh.	"Cordon Rouge"—Failed with choked jet.
	"Cordon Rouge" was also successful in other events.	
1923	Southsea.	"Cordon Rouge"—Won race but coasted over line with fuel starvation at 6,000 r.p.m.
,,	Angel Bank.	"Cordon Rouge"—F.T.D. and new course record.
,,	Shelsley Walsh.	"Cordon Rouge"—F.T.D. and new course record.
	"Cordon Rouge" was also successful in other events.	
1924	Spread Eagle.	"Cordon Rouge"—F.T.D. and new course record.
		"Cordon Bleu"—Won all sports-car classes entered.
,,	South Harting.	"Cordon Bleu"—F.T.D. and new course record.
		"Cordon Rouge"—Not run.
,,	Caerphilly.	"Cordon Bleu"—Lost near-side back wheel after breaking 1½-litre course record.
,,	Shelsley Walsh.	"Cordon Bleu"—Second fastest time and class record.
		"Cordon Rouge"—Third fastest time in spite of transmission trouble.
,,	Aston-Clinton.	"Cordon Rouge"—Second fastest time and class record.
		"Cordon Bleu" having f.w.b. fitted.
,,	Holme Moss.	"Cordon Bleu"—Record for course (later bettered by Mays in T.T. Vauxhall) but nearly crashed beyond finish due to stuck throttle pedal, which damaged engine.
	"Cordon Rouge" was also successful in other events.	

N.B.—I have received valuable assistance from the book "Split Seconds," by Raymond Mays (G. T. Foulis & Co.), in compiling this list, and further technical data will be found in its pages.—ED.

BENTLEY FILM STAR

Bentley lovers will like the 3-litre which stars in the new Launder-Gilliat film "The Constant Husband." All should enjoy this excellent British film, featuring Rex Harrison, Kay Kendall and Margaret Leighton.

* * *

B. & B.

A useful reference to bed and breakfast accommodation in the South and South-West of England is available, at 2s. 6d., from Herald Advisory Services, 3, Teevan Road, Croydon, Surrey. Covering Kent, Sussex, Hampshire, the Isle of Wight, Dorset, Somerset, and Devon and Cornwall, with notes and illustrations of places of historical interest in these counties, this book should be of considerable value to the less affluent tourists and enthusiasts.



WHO IS THE LADY? This B.R.D.C. driver forms the April Quiz. Her name on a p.c., please, so that we can publish the names of the knowledgeable in the next issue. Last month's solution—Sydney Allard, after winning a 100-mile race on Southport sands in his prototype, Bugatti-tailed Allard. First correct solution came from H. L. Biggs; others from G. Warburton and P. S. Flower. Some readers confused Allard with Campbell, Barnato and Nuvolari!

VINTAGE SILVERSTONE

April 16th is the Saturday when the Vintage S.C.C. occupies Silverstone for the first of its two annual race meetings at this venue. The day's racing commences with a One-Hour High-Speed Trial (in the best tradition of the J.C.C.), with two amusing compulsory pit-stops, for vintage cars. During the remainder of the afternoon there will be ten separate races over the club circuit, for vintage, Edwardian, historic racing and post-vintage thoroughbred cars, seven under handicap, with specialised races for Edwardian cars and vintage light cars. The big race of the day, the 10-lap G.P. Itala Trophy Race, is confined to vintage racing cars. The day's racing concludes with the first of the Handicap Races which count towards the MOTOR SPORT Clubs Trophy, and for which there is no entry fee.

Entries close on April 2nd and full details are available from T. W. Carson, Brook Cottage, Bishop's Green, Newbury, Berkshire.

There is nothing quite like this Vintage Silverstone Meeting and the spectators' cars alone make the pilgrimage worth while. So enter the date in your diary *now*! Admission is by ticket, obtainable free from V.S.C.C. members; car-parking costing 5s. per car.

On the day following the Light Car Section of the V.S.C.C. will hold its annual Light Car Trial, another delightful event.

* * *

The Maidstone & Mid-Kent M.C. will hold its annual Silverstone race meeting on May 14th.

* * *

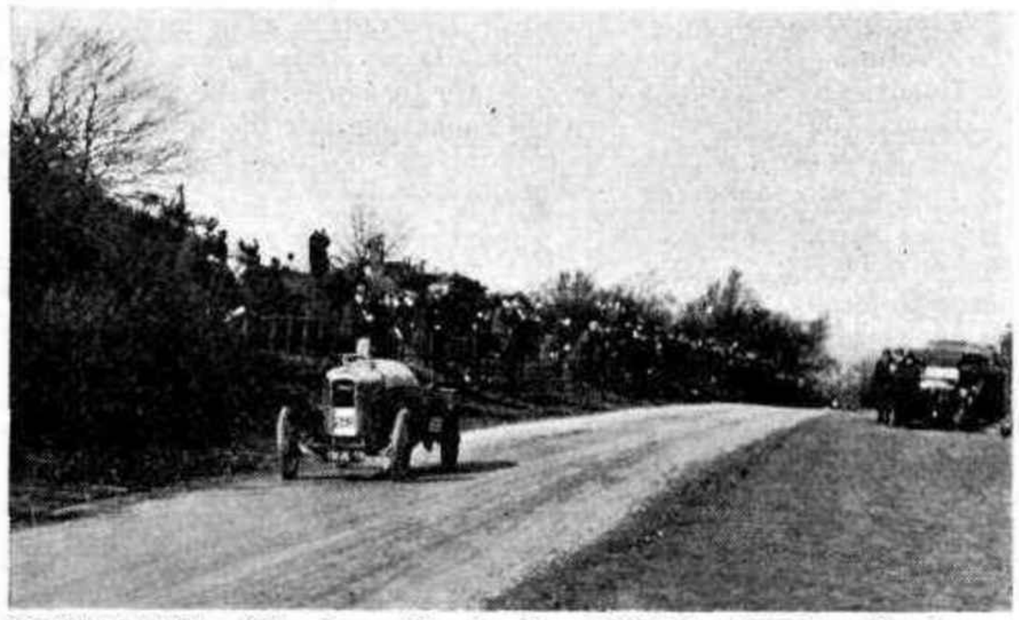
The Blackburn Welfare M.C.'s first 1955 race meeting at Brough is on April 3rd, not April 1st as stated.

INTER-VARSITY SPEED TRIAL AT TEMPSFORD

Leslie Marr (Connaught) Makes Fastest-Time-of-the-Day



1955.—Tony Crook making second best time in his s/c. Cooper-Bristol on the Tempsford airfield circuit used for this year's Inter-Varsity Speed Trial.



CONTRAST.—The Inter-Varsity Speed Trial of 1925 took place at Aston-Clinton, near Tring. Here we see R. M. Dauncey driving his Amilcar for Oxford. Which type of course do you prefer?

IT is traditional that the Inter-Varsity Speed Trial opens the English speed season, and so it was on March 6th, when the Cambridge University A.C. and C.U.M.C. held its sprint meeting at disused Tempsford Airfield, not far from Biggleswade, which we shall always associate with the late Richard Shuttleworth.

The cover of the programme carried an appropriate picture of the late Richard Seaman driving a pre-war G.P. Mercédès-Benz at Donington, a nice gesture to this great driver, who commenced his racing career in C.U.A.C. events. The event itself was hampered by a biting wind and hardly came up to pre-war standards, for although the ¾-mile course along the runways embraced a right-hand bend just after the start, a sharp left-hand corner, a hairpin, and a long straight with an S-bend which brought competitors back to finish opposite the starting-line, the wide expanses of airfield-course had no affinity with the roads in beautiful private parkland which were invariably used for pre-war Inter-Varsity Speed Trials. Moreover, one missed the temperamental G.N. Specials and exotic old racing monsters of those times, in an entry which comprised but two racing cars, Leslie Marr's Connaught (down in the programme to run in the over-2,500-c.c. *closed cars* class!) and the ex-Maclachlan single-seater blown Austin Seven which steadfastly refused to start in spite of being towed up and down the Paddock.

Traditionally, the start was late and timing by electrical apparatus reinforced by hand-controlled stop-watch.

W. M. H. Nott and M. V. Kenyon put over a good but cold afternoon's sport. A 300SL Mercédès-Benz coupé opened the course, attended by three inspiring saloons of the same make.

Sports Cars up to 1,200 c.c.

This was contested by a blue Dellow, a Buckler with a buckled bonnet, a yellow Austin Seven Open Road two-seater, a neat Austin Seven Special (which spun off into the rough and had to be lifted out), a Morris Minor, a Lotus Mk. VI and an ambitious Ford Ten Special in the form of the Vacca Special, which had wishbone and coil-spring i.f.s., a de Dion rear-end, rack-and-pinion steering, and an aluminium body with tall streamlined headrest for the driver and a door which flew open at a crucial moment.

1st :	J. Anstice-Brown (Lotus)	71.38 sec.
2nd :	R. N. Hutton (Buckler)	74.30 ,,
3rd :	P. Threlfall (Dellow)	74.98 ,,

Closed Cars up to 1,200 c.c.

Here Morris Minor and Ford Anglia battled with VW and Renault 750, and Ken Richardson drove a presumably warmed-up Standard Ten.

1st :	K. Richardson (Standard Ten)	73.24 sec.
2nd :	B. H. Greenhaugh (Ford Anglia)	77.67 ,,
3rd :	J. E. Milne (Ford Anglia)	80.00 ,,

Sports Cars, 1,201-1,500 c.c.

In this class Jennings drove a Cooper-M.G., A. T. Burgess, wearing a Bentley-emblemed crash-hat, a TF M.G., Threlfall his Turner, and J. R. Aley his cream 1½-litre H.R.G.

1st :	C. H. Threlfall (Turner)	65.38 sec.
2nd :	D. Piper (Lotus)	66.15 ,,
3rd :	R. D. Jennings (Cooper-M.G.)	69.41

Closed Cars, 1201-1,500 c.c.

P. Riley showed spirit in driving his Peugeot 203, Scott-Brown drove another of these long, lean saloons, against an R4 Jupiter and an M.G. Magnette.

1st :	A. Thomas (Jowett Jupiter R4)	69.12 sec.
2nd :	W. A. Scott-Brown (Peugeot 203)	74.90 ,,
3rd :	R. Dick (M.G. Magnette)	75.58 ,,

Sports Cars, 1,501-2,500 c.c.

In this category there were six Triumph TR2s, Benstead-Smith's being fast but untidy at the hairpin, which too many drivers tended to hug, Scott's having had its screen removed, Ken Richardson handling a l.h.-drive car, and Eastwood making the tyres howl at the hairpin. Three Silverstone Healeys were entered, Simpson having a good tussle with his, while Kemp's A.C. Ace was slow, and the Morgan Plus Fours, one a coupé, the other the latest version with birdcage at the front, noticeably stable. Richardson spun off on his second run.

1st :	J. D. Scott (Triumph TR2)	65.70 sec.
2nd :	T. Beevor (Healey Silverstone)	66.87 ,,
3rd :	M. Randall (Healey Silverstone)	66.96 ,,

Closed Cars, 1,501-2,500 c.c.

Tony Crook, having hit an island on the way up, competed with a badly battered Bristol 405, Soukup's Rover 75 was gentlemanly, and de Larrinaga's Sunbeam-Talbot neat, while a Standard Vanguard estate car went incredibly wide at the hairpin.

1st :	T. A. D. Crook (Bristol 405)	70.02 sec.
2nd :	J. Maurice (Vauxhall)	76.34 ,,
3rd :	A. de Larrinaga (Sunbeam-Talbott 90)	77.00 ,,

Sports Cars over 2,500 c.c.

This class obviously lay between Tony Crook's Cooper-Bristol sports car, wearing its supercharger and with a new exhaust system, which had been driven to the course over snowbound roads, and Marr's 2-litre F. II Connaught. The Cooper-Bristol—which is under 2,500 c.c. anyway!—sounded its usual crisp self, while the Connaught was fluffy on pick-up. A vintage note was contributed by Erskine-

Continued on page 195

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

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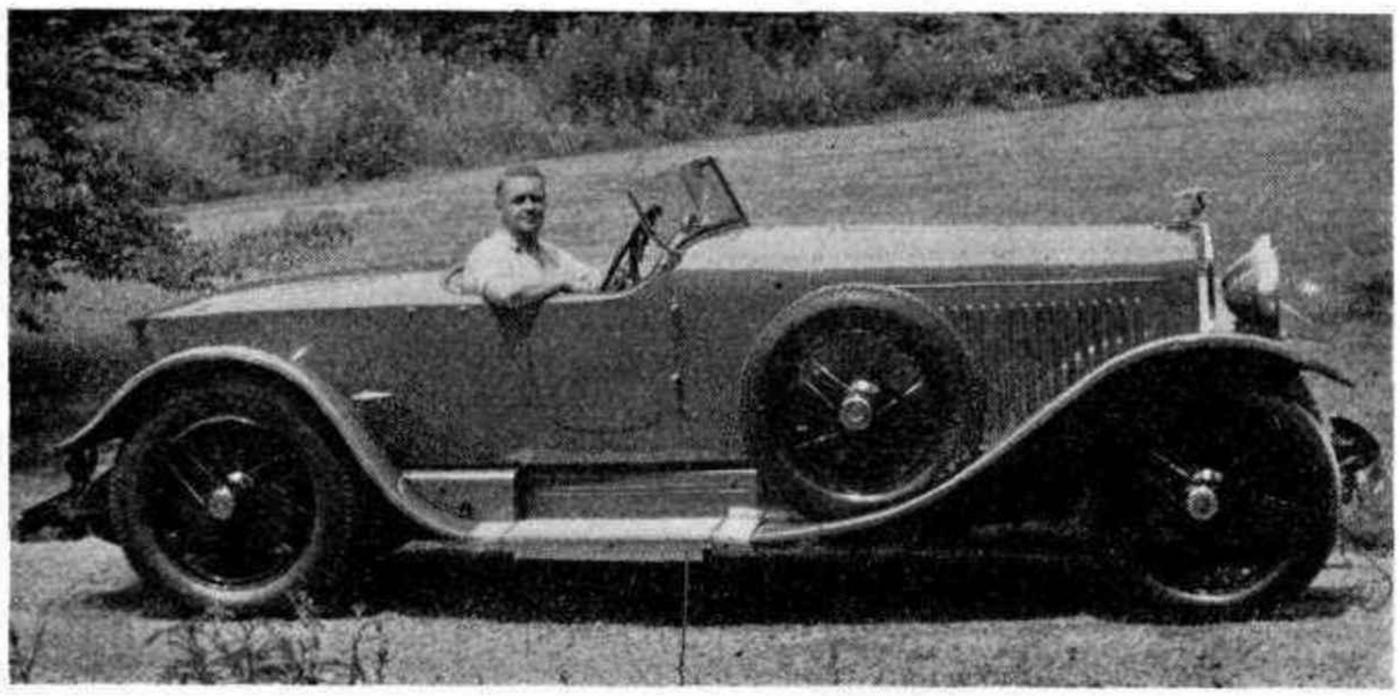
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THE MOTOR CAR IN FICTION



NOVELISTS' IDEAL.—The Hispano-Suiza has featured as the automobile de luxe in several novels—indeed, a French novel was titled "L'homme a l'Hispano." And in "The Green Hat" Michael Arlen writes of this great car: "Open as a yacht, it wore a great shining bonnet; and flying over the crest of this great bonnet, as though in proud flight over the heads of scores of phantom horses, was that silver stork by which the gentle may be pleased to know that they have just escaped death beneath the wheels of a Hispano-Suiza car, as supplied to His Most Catholic Majesty."

AUTHORS of best-seller novels have an unfettered choice of motor cars for the use of the characters in their books and it is amusing to consider the different vehicles they favour for this purpose.

Rolls-Royce, Hispano-Suiza and sometimes Daimler figure prominently. Dornford Yates invariably endowed his heroes with the "Best Car in the World." His characters were great car owners and drivers. These elegant cars invariably stood outside White Ladies, the Hampshire home of Major and Mrs. Pleydell from the early nineteen-twenties until that worthy mansion was made over to the nation in 1937. Jonah Mansel, you may recall, possessed a Rolls with special coachwork built by a firm in St. James's Street, which had various stowages for the rifles, revolvers, ropes, handcuffs and weapons needed by Jonah during his Continental peregrinations in books such, for instance, as "Cost Price." Members of the Vintage Sports Car Club may be amused to know that this Rolls was driven by Mansel's man Carson, who used to sleep on guard in the well-loved vehicle while his master was busy stalking undesirables and would sometimes clean the car in a lunch break during a feverish chase across Europe!

Occasionally, it seems, Carson erred, for in "Berry and Co." the Rolls takes the family to church and while Berry is reading the Lesson they hear it being driven away, which certainly gets the story off to a good start but suggests that on this occasion the faithful chauffeur had been guilty of overlooking a leak in the silencer . . . ! Not that this proved any setback to his career, for in "Blind Corner" he receives £100,000 as his share of the treasure of Count Axel the Red—and goes on being a chauffeur.

Apart from Mansel's Rolls-Royce, other Dornford Yates' characters owned cars of this illustrious make, such as Chandos, Vanity Fair, Anthony Lyveden and several lesser characters. When an inexpensive car is called for the author favours the "Lowland," which suggests that perhaps he shrank from the model-T Ford as too obvious an opposite to the Rolls-Royce and wished to suggest the Overland of the same period.

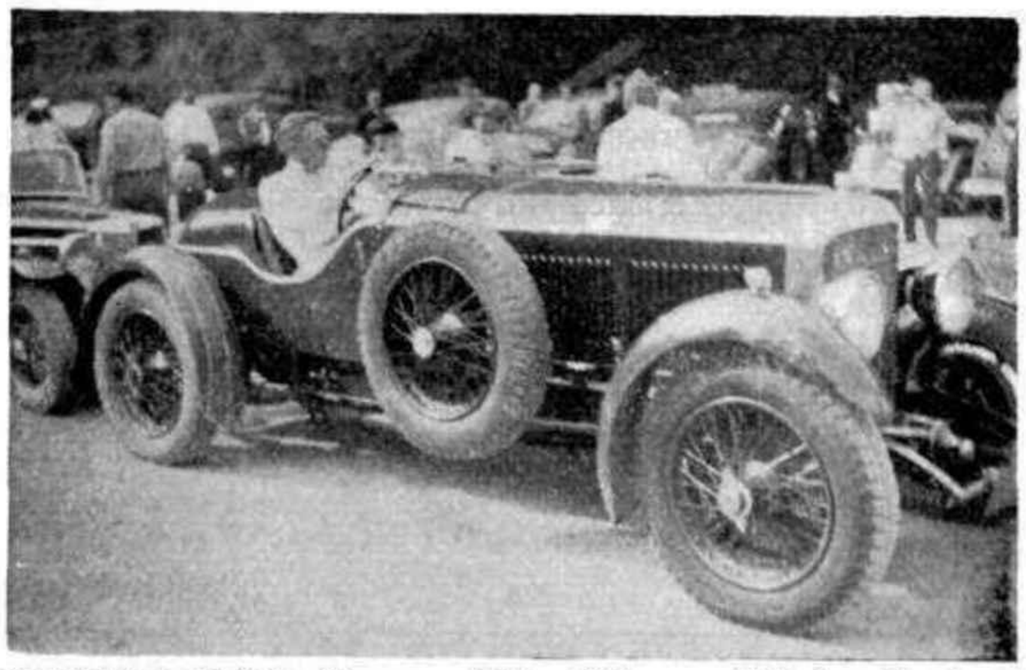
When G. R. N. Minchin wrote his thriller "N.7" he gave the Rolls-Royce to the villain and let the hero chase it down the great French highway of the title, in a Bentley. "N.7" was written because Sir Henry Royce happened to remark to Minchin that he thought the writing of an Edgar Wallace-type thriller must be very difficult. Minchin sat down to accept this challenge and this, his first book, not only well describes Route Nationale 7 but contains some subtle clues dependent on the reader's knowledge of the correct setting of the minor controls of a 40/50 Rolls-Royce. A Morris, other 40/50 Rolls-Royces, and a Rolls Twenty also figure in the story which, as recounted in the author's subsequent book "Under My Bonnet," earned a letter of praise from Royce himself.

The Hispano-Suiza is not only the subject of a classic passage in "The Green Hat," by Michael Arlen, which was published in 1922, but there is a French novel called "L'homme a l'Hispano," the writer of which was Pierre Frondaie.

Sapper's Bulldog Drummond liked to dash about in a sports Bentley and in his amusing book "Clubland Heroes" Richard Usborne sums up the closing paragraphs of a Sapper shocker "... the Demon King chatelain may have escaped, but the dead otherwise lie in heaps, Drummond's other friends have arrived, probably masked and hooded in black, and a procession of sports cars drive back to Brook Street, Clarges Street and Half Moon Street for more beer and badinage."

The old Morris tourer with the squealing brakes in which Peter Moran is driving across the unfenced South Downs in heavy rain towards Under Hall in the opening pages of Nevil Shute's second novel "So Disdained," which was first published in 1928, is obviously the blood-brother of the Morris Cowley two-seater used by the author when he was stationed at Howden on design work in connection with the airship R.100, to which, as Nevil Shute Norway, he refers in his autobiography "Slide Rule." Also in "So Disdained," which was published in America as "The Mysterious Aviator," there is a little Talbot two-seater (presumably an 8/18) which is the Under Hall runabout and maid-of-all-work, used to refuel the Breguet XIX aeroplane in secret on the eve of Moran's alarming take-off, solo n the night, for the Casa Alba. It is in this novel, too, that R.A.F. Intelligence Officers employ "a big American five-seater, perhaps a Stutz or Chrysler . . ." The dust-jacket shows a very realistic "bull-nose" Morris tourer.

Continued on page 178



Could this be Bulldog Drummond himself, in one of his fast Bentleys?



For a superb car . . . a superlative plug



EVERY DAVID BROWN

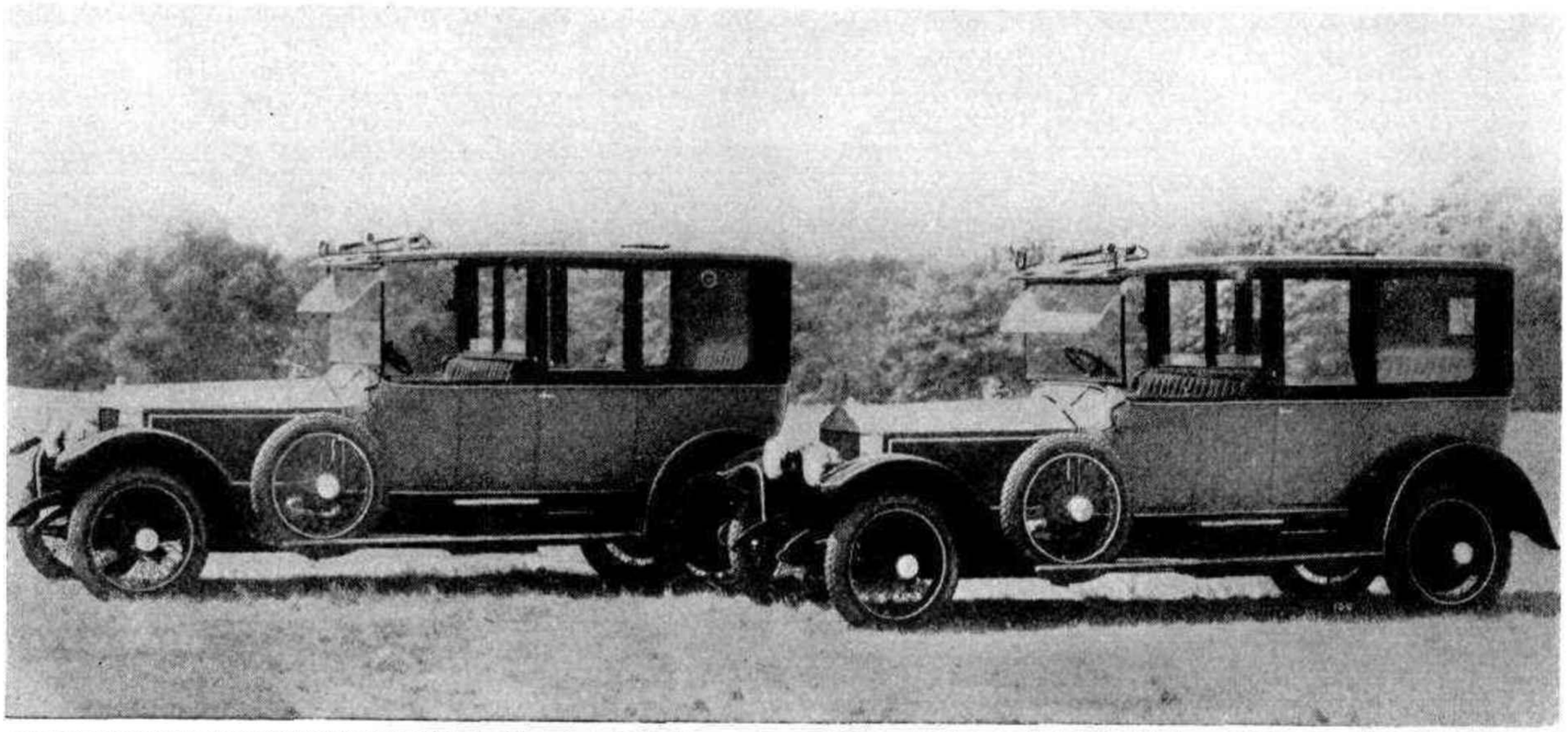
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DORNFORD YATES' CHARACTERS?—These two Rolls-Royce cars would seem to be just the job for Major and Mrs. Pleydell, Jonah Mansel, Chandos, Vanity Fair, Anthony Lyveden and others, and are no doubt parked out in the grounds of White Ladies in Hampshire. Or is one of them the car so sedately driven by Ernest, the chauffeur in "Those Barren Leaves"?

Nevil Shute also featured a 6½-litre Bentley in his third novel, "Lonely Road," so he is something of a motorists' favourite when it comes to light fiction. Incidentally, all these early novels of his are still available, from William Heinemann Ltd.

Rudyard Kipling rendered the early Lanchester immortal in his short story "Steam Tactics" and there is evidence, from the aforementioned "Under My Bonnet," that he used a 40/50 Rolls-Royce, called the "Duchess," early in 1921, with every satisfaction.

It may not be generally known that Aldous Huxley features an early 30/98 Vauxhall Velox in his novel "Those Barren Leaves," which came on the bookstalls in 1925. The Velox endows its young owner, Lord Hovenden, with unaccustomed courage as he drives it, enabling him, amongst other things, to promise to make a political speech, as he rolls along at sixty, and to tell a mother of four children, seventeen years older than himself, that she is the most beautiful woman he has ever seen, as he drives the Vauxhall at 75 m.p.h. yet, out of his car, diffidence and nervousness are foremost in his character. Although eighteen months old, the 30/98 touches 88 m.p.h. on a long, straight Italian road and easily disposes of the cautious chauffeur Ernest in a "Silver Ghost" limousine. "Wonderful machine, don't you fink?" is the comment of the twenty-one-year-old owner to a terrified passenger—Lord Hovenden is a happy ancestor, perhaps, of Toad of Toad's Hall.



There seems little doubt about this one—our roving camera has caught Lord Hovenden winding-up his Vauxhall Velox in order to muster up sufficient courage to propose ("Those Barren Leaves," by Aldous Huxley).

It is a vast pre-World-War-One Delaunay-Belleville which indulges in some rapid motoring in "The Unknown Sea" by Francois Auriac, while at the other extreme the unorthodox features of the original two-stroke mid-engined Trojan assist the plot of John Ferguson's thriller "The Man in the Dark." The latter came out in 1928 and has been reprinted in the "Penguin" series.

Fiction's greatest detective, Sherlock Holmes, had little to do with motor cars but he did, we believe, on one occasion ride to a case in Doctor Watson's model-T Ford and his creator, Conan Doyle, had a 1903 Wolseley as his first car and a big Lorraine-Dietrich "Billy" which he drove in the 1911 Prince Henry Trial, and on Brooklands, as is evident from a biography. Bernard Shaw had a car of the latter make in the mid-nineteen-twenties, before turning to a specially-equipped straight-eight Lanchester.

Besides fascinating appearances of specific makes of cars in novels and thrillers, there have been the motoring novels themselves, such as "All Out," "Portrait in a Windscreen," "Speed Triumphant" and "The Racer," although in these cases the cars are often fictitious or thinly-disguised. Not however in "Speed Six," which has a Bentley as its hero.

Classics in this field are the Williamson books of long ago, of which "The Lightning Conductor," "The Motor Maid," and "Car of Destiny," all written before 1910, are notable. In "The Lightning Conductor" the hero, a keen owner of what is obviously a Napier, disguises himself as a chauffeur/mechanic in order to drive the ladies across Europe in a primitive car they have unwisely acquired, popularly thought to be a Benz Ideal, but which experts interpret as a New Orleans. In desperation the hero sets fire to this vehicle and the tour proceeds, much more successfully, in another car, if memory serves, a Panhard-Levassor. One day, it may be recalled, as they drive across the vast plain towards Salon they encounter a masked automobilist "like a figure of death in an Albert Durer cartoon," who hurtles towards them "at seventy or more" in a gigantic racing car. "Perhaps," they decide, "it was the great Fournier himself." On a Mors, of course.

Enough has been written to indicate that many elegant and rapid cars abide in the well-thumbed books in public and private libraries, and that these often come to light in the most unexpected places; that is a lot of the fun of discovering them.

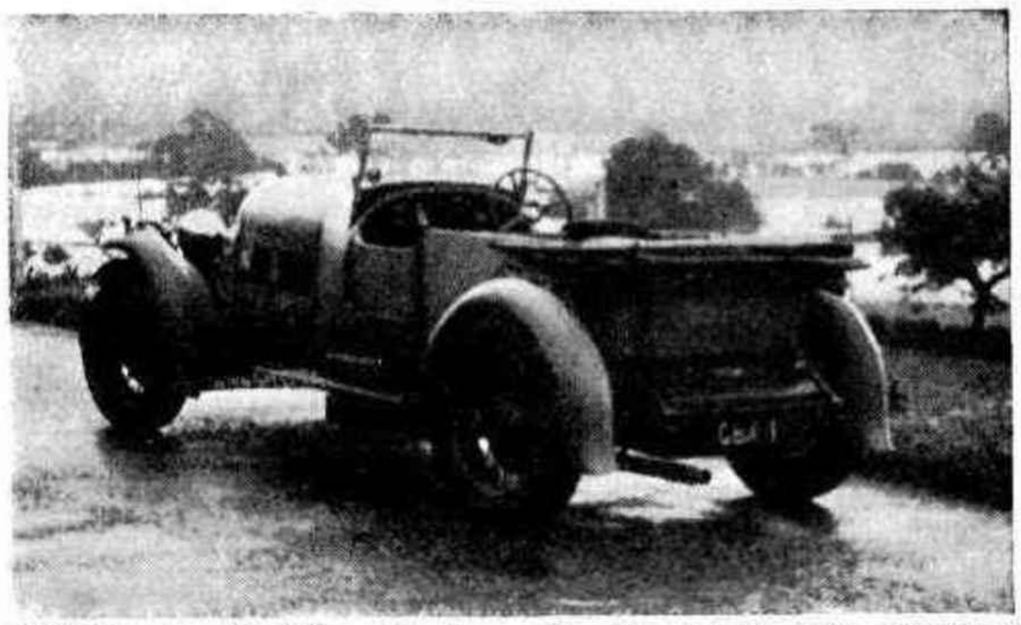
"This is the Schoolroom," by Nicholas Monsarrat, contains a masterly discourse on the safety of the skilled driver, no matter how high his speed, illustrated by a lively account of Alastair, a Cambridge undergraduate, driving a 3½-litre Bentley. The book also carries a reference to a Mercédès achieving "a hundred and eight on the Barnet By-pass" after the big car had been tried out at Brooklands earlier in the week . . . "But it *was* safe, safer than doing twenty-five down Grosvenor Place : a wide straight road with a roughened surface, a crisp dry morning, a time (just after 6 a.m.) when there was no traffic at all . . ."

Another unexpected tribute to the safe judgment of the fast driver is found in John Fothergill's entertaining autobiography "My Three Inns." Fothergill describes how the joy of life returns to his son in a great chunk "natural to his age," as his little old Salmson is driven rapidly—"It may not go more than 60 m.p.h. but it feels like 250 "—and after being taken for a drive in an Aston Martin racer which reaches 100 m.p.h. and covered 12 miles in ten minutes he concludes "I imagine this type of driver is much safer than the majority with their 50 and 60 m.p.h."

Certainly Fothergill calls both the Salmson (known as the "A.W." or "Awful Warning") and Aston Martin "racers" and the A.M. is described as having "engines," that common error of the novelist, but elsewhere he proves so knowledgeable about cars and picks his adjectives so carefully ("*splendid* Hispano-Suiza" but "*sumptuous* Rolls-Royce") that I am prepared to accept these as printing mistakes. Incidentally, Fothergill's Three Swans at Market Harborough is mentioned as being filled one night with Donington visitors and while he had the Spread Eagle at Thame an aeroplane from Brooklands landed in a nearby field.

Sinclair Lewis, in "Babbit," allows the young bloods of nineteen-twenty-three America to construct exciting model-T Ford "hot-rods," while Mr. Babbit, respectable in Real Estate, derives social status from owning a six-cylinder touring car of a superior make (unnamed) which he drives with dash. Incidentally, from this novel one appreciates how much earlier in America the motor car was established in the lives of the people than was the case in Europe.

In another of this author's books, "Prodigal Parents," the reader is confronted in the first chapter by a Triumph Special, which has an accident at an S-bend. It is obviously a fast car but as this book was published in America in 1928, and at that time no Triumph had been made that was likely to excite an American, one concludes sadly that it is fictitious, like the Houndtooth with which it shares the Sachem Fells agency.



POSER.—Is this 3-litre Bentley waiting for Pat Mervin's Bentley to chase Col. Anstruther's Rolls-Royce down N.7, ("N.7," by G. R. N. Minchin), or is Thomas Firbank ("I Bought a Mountain") somewhere about ?

So far fiction has been our main theme, but if you search amongst biography, autobiography and other non-fiction works further motoring discoveries will be made. For instance, there is the account of how T. H. White had to abandon his well-loved 3-litre Bentley because the magneto drive had sheared when he was on his way to Scotland for a salmon-fishing holiday, in "England Have My Bones," and further references to the old-school Bentleys in "I Bought a Mountain," by Thomas Firbank, in which a timid London solicitor is met at a remote Welsh station and given a memorable ride in a gale and pouring rain, screen flat and the hood torn away. There is some rather similar open-air motoring with a vintage persuasion, in an Alvis Silver Eagle, in "The Story of a Norfolk Farm," by Henry Williamson, and later in this book the Alvis acts as escort to an old Morris Commercial which has been pressed into service as a removals van.

Music lovers who read Eric Coates autobiography will learn that he greatly enjoyed motoring. Unfortunately, he does not disclose the make of the light car he owned in the nineteen-twenties, but later he makes it clear that he appreciated driving his V12 Lincoln Zephyr. —W. B.

[Easter is a time when publishers issue their new lists and presumably lots of reading is undertaken. If our readers would like to comment on the above or add their own "finds" in fiction and biography we shall be delighted to hear from them—but, if your letter or p.c. is intended for publication, please keep it short.—Ed.]

OTHERS, TOO !

Without wishing to irritate readers by further references to the VW, in order to indicate that our high opinion of this car is not biased, being borne out by facts, we quote from the *Motor* last month: "Perhaps the most important mechanical need is that the product should be reliable. This above all other qualities has enabled the Volkswagen in 1954 to come to the lead in imported car sales as a whole (to U.S.A.). Otherwise, how can one account for the American public taking so strongly to a car which a few years ago they would have said was much too small and underpowered, had no particular styling appeal, and cost little less than the popular American makes ? In the writer's opinion Volkswagen success is due to the reliability provided by a fool-proof car developed for the masses and with 'the bugs' completely taken out of it by the German Army during the war."

VW sales in America exceeded 5,000 last year, and Austin, Morris and Hillman are not selling half that number of cars. Incidentally, the VW's popularity in America is presumably the reason for some Americanese in the latest, beautifully-produced catalogue from Wolfsburg, such as Torsi-o-Matic suspension and Marathon motor !

The *Autocar*, too, bears us out, their H. S. Linfield describing, in the last issue of 1954, how he averaged 45 m.p.h. without attempting to put up a particularly good average, from Bournemouth to Bridport, with two short stops, in a 1,131-c.c. version of the VW, the petrol consumption being approximately 34.3 m.p.g. driven for 292 miles as hard as it would go. He concluded : "The VW is not everyone's cup of tea, I fancy; there are slight symptoms of rear-engine snags in handling, but they seem to matter remarkably little in the range of performance that it possesses. There is some noise, but not so much as I had been led to expect; the ease of the car's whole performance is quite remarkable and most engaging to those who like the feel of a car on a gear that is almost too high and who do not mind using a gear-lever. It is a most pleasant gear-change."

Finally, from *Top Gear* : "The popularity of the Volkswagen has been mentioned many times but it appears to be ever increasing, and rough calculations show that this little car has reached a proportion of three out of every five cars seen on the road in Switzerland; its commercial counterpart, the Microbus, is also becoming increasingly popular, and is used for a myriad of purposes."

O.K. chaps, lecture concluded !

ANOTHER MODERN SPRINT

The West Essex C.C. will hold its annual Speed Trial on April 3rd at Wormingfield Airfield, near Colchester, Essex, over a kilometre course. This is a National event, open to saloon, sports and racing cars. Entries have closed. Details from A. J. Beagle, 2, The Lane, Avon Road, Upminster, Essex.

RUMBLINGS

A NEW CUNNINGHAM

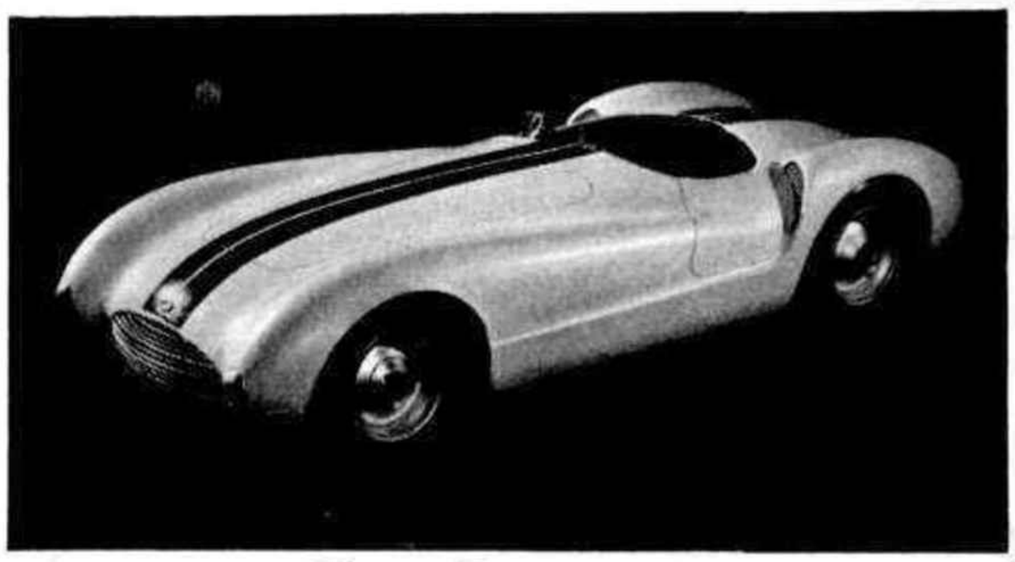
In line with the proposed reduction of engine displacement which may become effective in 1956 for International sports-car competitions, Briggs Cunningham announces his new 3-litre C-6R. This advanced design is a culmination of racing experience gained since 1951 and is expected to exceed previous models in acceleration, top speed, braking and roadholding. The chassis and suspension is an integrated unit designed and built by Cunningham with no compromise to mass-production economies. Particular attention has been given to ease of servicing and rapid exchange or repairs to major assemblies.

The famous Offenhauser racing engine, manufactured by Meyer & Drake, has been selected, and is undergoing rigid dynamometer testing, incorporating experiments in manifolding and carburation for the purpose of obtaining high power output from the ordinary highway gasoline to which sports-car racing is officially confined.

The prototype C-6R was entered for the 12-hour race at Sebring on March 13th. The decision as to whether or not this model in its present form will be raced in Europe next summer was to be determined shortly after the Sebring event.

Many aspects of this design are highly experimental, and parts of the specification are necessarily tentative. The released details are :—

Engine :		
Type ...	...	Offenhauser, four-cylinder, twin o.h.c.
Bore ...	...	$3\frac{31}{32}$ in.
Stroke	...	$3\frac{9}{16}$ in.
Displacement	...	2,942 c.c.
Compression ratio	...	8 to 1.
Brake h.p. ...	...	270 at 6,000 r.p.m.
Carburation ...	...	Two dual-throat Webers.
Ignition ...	...	Magneto.
Transmission :		
Clutch ...	...	Borg & Beck, multiple disc.
Gearbox ...	...	ZF, four-speed, synchromesh.
Differential ...	...	Lyeth Engineering, " Hi-Tork " Limited Slip.
Chassis detail :		
Framework ...	...	Welded steel tubing, " geometric type."
Brakes ...	...	Lockheed hydraulic, 13 in.
Front suspension	...	Coil-spring, ball-joint.
Rear suspension	...	Coil-spring, de Dion.
Tyre size ...	...	6.50 in. by 16 in.
Dimensions :		
Wheelbase ...	...	8 ft. 4 in.
Tread, front ...	...	4 ft. 4 in.
Tread, rear ...	...	4 ft. 4 in.
Overall length	...	12 ft. 6 in.
Overall width	...	5 ft. 2 in.
Overall height	...	2 ft. 10 in. (without windshield).
Ground clearance	...	5 in.
Weight, dry ...	...	Under 17 cwt.
Body :		
Designed and built by		Herbert " Bud " Unger with " Bob " Blake.
Type	...	Aerodynamic roadster, aluminium.
Body weight ...	...	200 lb.



The new Cunningham C-6R.

Those sportsmen and sportswomen who enjoy good food and wine-tasting with their competitive rallying should make a note that the London-Languedoc-Sete Rally is scheduled for July 8th/18th this year. The road route covers approximately 1,280 miles. A glance at the first page of the rally prospectus shows that a very satisfying programme has been planned, from the start in London to the finish, Sete on July 13th, the remaining days of the itinerary being taken up with such attractions as a military parade, visits to wine cellars, dancing in the streets, regularity and driving tests, dinner on the beach, and the election of " Miss Rallye 1955."

THE LONDON-LANGUEDOC-SETE RALLY

Cash awards will be awarded as well as the *Sketch* Challenge Trophy and the Coupe des Vermouthiers Challenge Trophy, the G.P. Club Cup, Marchal Award and many other trophies. Cars will be divided into three classes, up to 1,300 c.c., 1,300 c.c. to 2,250 c.c., and over 2,250 c.c. Entries will be limited to fifty and close on June 10th. Details are available from the Secretary, London-Languedoc-Sete Rally, 60, Ebury Street, London, S.W.1.

* * *

TAIL-PIECES

The V.S.C.C. is setting aside £350 towards its birthday celebrations this year !

* * *

The B.M.C.R.C. had a clever cover picture for the March issue of their journal *Bemsee*—Hillberry Corner on the T.T. circuit deep in snow.

* * *

Cliff Lewis, late Secretary of the B.M.C.R.C., is writing a book on the motor-cycle history of Brooklands Track. Meanwhile, W. Boddy's three-volume history of the B.A.R.C. aspect of Brooklands, 1906-1940, continues to sell strongly.

* * *

A reader, satisfied owner of a Clyno which, he says, has given noble service in return for eighteen months' abuse, encountered a small two-door coupé with bull-nose radiator bearing a Union Jack badge and licensed as a Hudlass. He points out that Doyle quotes Hudlass as going out of business before 1910 whereas this coupé appeared to be of about 1930 vintage. We believe it is the car built for his personal use by Mr. Hudlass, the R.A.C. scrutineer. Can the owner enlarge on this ?

* * *

John Stanford, co-author of " The Vintage Motor Car " with Cecil Clutton, has taken unto himself a 30/98 Vauxhall, made in July, 1927, and believed to be one of the last of these cars to be built.

VW BEATS JAGUAR

In the Canadian Winter Rally, run over a route of about 1,600 miles in severe weather which embraced more than six feet of snow in places, so that out of 56 starters 21 retired and not a single competitor retained a clean sheet, a Volkswagen finished first, beating a Jaguar XK120. The rally attracted a representative entry of British and Continental cars. Another Volkswagen finished third.

Results :
1st : L. Stanley (VW), lost 5 marks.
2nd : H. Wilson (Jaguar XK120).
3rd : G. Harris (VW).

AMERICA'S ANTIQUES

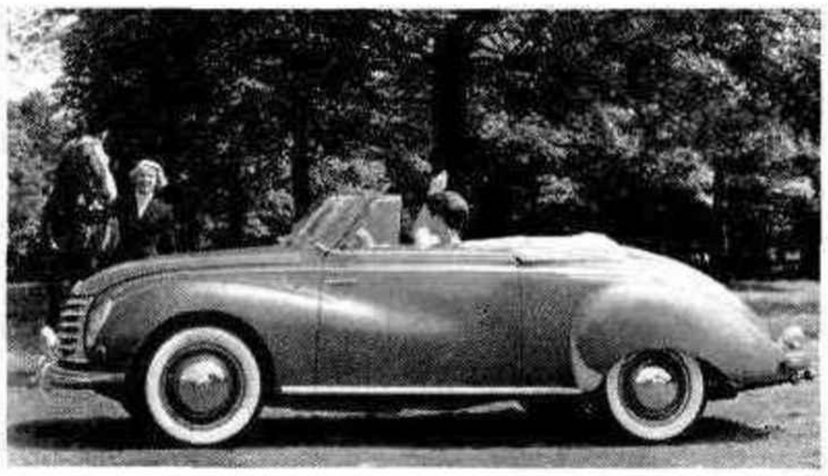
The Antique Automobile Club of America and the Veteran Motor Car Club of America have jointly issued a very comprehensive list of their members' cars, the compilation and publication being by the A.A.C.A.

The book is not confined to veteran, Edwardian and vintage cars, as it comes down to 1940 in some instances, so that it can be said to take in near-modern " classics."

Arranged alphabetically under makes, engine number, chassis number, number of cylinders, h.p., body style and the owner's name are given for each, together with an intimation as to the condition, from " rough " to " fully restored," of each vehicle.

Something like 4,500 cars are listed, a most interesting study. American readers can obtain copies for 2 dollars, from the A.A.C.A., P.O. Box 98, Hyattsville, Md., U.S.A. The book is issued free to club members and we hope that one day our V.C.C. and V.S.C.C. will publish similar lists—their present lists of members' cars are not nearly so comprehensive.

The DKW—A Car to Delight the Enthusiast



The two/three-seater drop-head Cabriolet with flat-folding head. A full four-seater Cabriolet is also available.



The de-luxe fixed-head Coupé with excellent all-round visibility—all side windows wind down fully.



The exceptionally well-built Station Wagon — a five-seater with, in addition, ample carrying space.

The intriguing DKW—built by the famous Auto Union concern—fully merits the description of a " Dr. Jekyll-Mr. Hyde " car.

A delightful car for normal touring—an economical full four-seater with excellent luggage accommodation, the DKW possesses extraordinary stability and roadholding, perfect steering and excellent brakes, a maximum speed of over 80 m.p.h., and an effortless cruising speed of 70 to 75 m.p.h.—with an engine capacity of only 896 c.c.!

The *Motor* obtained an overall consumption figure (including acceleration and maximum speed tests) of 33.8 m.p.g.; also 36.5 m.p.g at a constant 60 m.p.h. and 43 m.p.g. at a steady 50 m.p.h. The *Autocar* obtained an overall figure of 31.5 m.p.g., with a best consumption figure of 38 m.p.g. (with free-wheel in operation). The Scottish magazine *Top Gear* obtained in normal motoring 35-38 m.p.g. with the free-wheel in use, and 32-35 m.p.g. using " direct " drive.

The somewhat unconventional 3-cylinder 2-stroke engine and front-wheel drive should be regarded as design features which are definitely advantageous to the private owner. Auto Union are not only pioneers in 2-stroke engines and front-wheel drive, with, as a result, a wealth of successful experience behind these latest models, but it is the unanimous opinion of leading automobile engineers that the modern 2-stroke engine possesses many advantages over the engine unit of conventional design of similar capacity, while front-wheel drive is at its best when used in a short-wheelbase car.

Advantages of the " petroil " fuel system are many—the fact that fresh oil is continuously reaching all moving parts guarantees an exceptionally high standard of mechanical reliability and negligible engine wear. The faster your speed, the greater the amount of lubricating oil fed to the engine. That is why the DKW starts so easily in the coldest weather, and also why you can drive immediately at high speeds after starting from cold.

For the owner who wants to take part in competition—either the occasional club trial and rally, or serious participation in the leading International events—the DKW is ideal.

It is eligible for the production touring-car category, and is capable of winning the 1,000-c.c. class with ease in any type of event, while, quite apart from the probability of finishing high in the general classification, a DKW is a potential outright winner of even the most arduous events.

DKW cars were 1st, 2nd and 3rd in the 1954 European Touring Car Championship, and won outright the Rallye Soleil, Rallye Limousin, Rallye de Luxembourg, Rallye Wiesbaden, Rallye Adriatique and the Alpine Trial (Touring Cars).

Again most important, from the private owner's viewpoint, is the fact that DKW cars, as entered in all these events, were completely standard as sold.

FRAZER-NASH

Sole Concessionaires for the DKW in Great Britain.

FALCON WORKS, LONDON ROAD, ISLEWORTH, MIDDLESEX

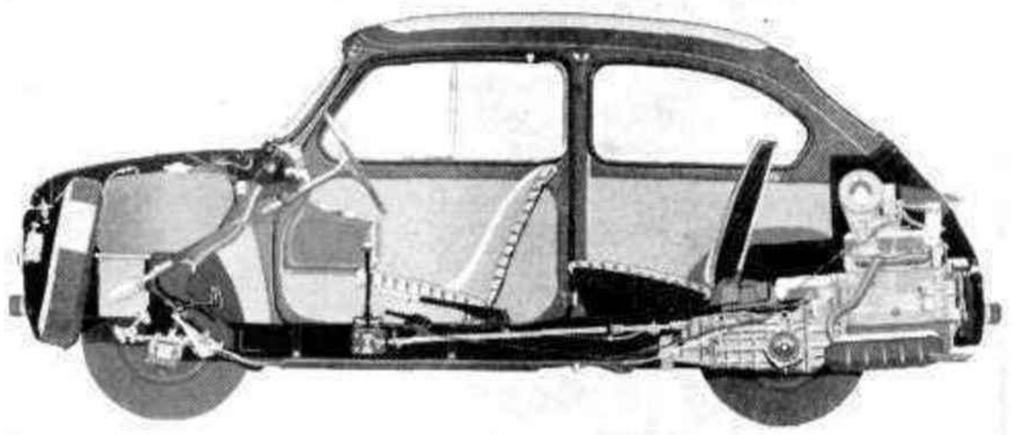
TELEPHONE HOUNSLOW 0011 (3 LINES)

Demonstrations to meet your convenience——descriptive literature sent on request.

TOPOLINO'S SUCCESSOR

New Rear-Engined 633-c.c. Fiat 600 at Geneva Show—Turin's reply to the Renault 750





TURIN'S NEW INFANT.—Square lines, rear engine, all-round independent suspension and forward-mounted fuel tank are features of the new 633-c.c. Fiat 600.

IN 1936 the great Fiat organisation of Turin introduced the Fiat 500, the first really interesting new baby car since the Austin Seven had taken the world by storm in 1922. This tiny car soon lived-down scorn and became the basis by which all other economy cars were judged. It had its 570-c.c. engine at the front but achieved a dropped bonnet line by having the radiator behind the cylinder block. Fiat, unlike Austin and Morris, never allowed the Fiat 500, or " Topolino " as it was affectionately called, to grow up, although with the passage of the years it did resort to overhead valves to maintain performance even when endowed with convertible and station-wagon bodywork.

At the Geneva Motor Show last month Fiat introduced a new baby car—the Fiat 600. Just as the Fiat 500's engine was larger than half-a-litre, so the Fiat 600 has a capacity of 633 c.c. The water-cooled engine has a bore and stroke of 60 by 55 mm. in the fashionable over-square style, and develops 21.5 b.h.p. at 4,600 r.p.m., on a compression ratio of 7.0 to 1. It is set behind the back wheels, driving forward through the gearbox.

Being situated at the back of the car, with its radiator behind it, Fiat thus follows the modern lead in rear engines set by VW and Renault. The Fiat has the popular slab-sided square lines, unlike the more aerodynamically-shaped VW and Renault, the petrol tank occupying one side of the under-" bonnet " space, with luggage stowage beside it and the spare wheel in front. The car is a four-seater saloon with luggage well behind the back seat, the squab of which folds down to provide a luggage platform in the rear compartment when needed. They say that the ratio between overall dimensions and interior space is the highest yet achieved.

The wheelbase is 6 ft. $6\frac{3}{4}$ in., or the same as the Fiat 500C, and $3\frac{3}{4}$ in. longer than that of the original Austin Seven. A speed of over 60 m.p.h. and a fuel consumption in the region of 50 m.p.g. is claimed, and in Italy the Fiat 600 will be lower priced than the Fiat 500C. Apparently it is a notably quiet little car, special care having been taken to insulate the rear engine from the occupants.

This new baby Fiat uses an all-time-low in small wheels for this class of vehicle, with 5.20 in. by 12 in. tyres. It may be recalled that the Fiat 500C and Renault 750 has 15-in., the Morris Minor 14-in., and the Austin A30 and Standard Eight and Ten 13-in. tyres; Renault changed from 14-in. tyres on the earlier models. It is claimed that the 600 saloon weighs 88 lb. less than the 500C two-seater, or approximately 11 cwt.

The specification is conventional, with coil ignition, pressurised pump-and-fan cooling (a pity it needs H_2O), aluminium cylinder head with bronze inserts for the o.h. valves, three-bearing crankshaft running in steel-backed bearings, pump fuel feed from a 6-gallon front-mounted tank, and a downdraught Weber carburetter feeding into an inlet manifold integral with the cylinder head.

The synchromesh, all-indirect gearbox provides four forward speeds and reverse, controlled by a normal gear-lever (Cheers !), the final drive ratio being 4.82 to 1 in spite of the wee engine. Suspension is independent front and back, by typical Fiat transverse spring and wishbones at the front and by coil-springs, trailing-links and universally-jointed drive shafts at the back.

Steering is worm and segment, the brakes are hydraulic and there are the usual " mod. cons.," including petrol gauge, heater and de-mister and 12-volt electrics. The body construction is integral, with two doors, which have sliding windows.

We await with eager interest a trial of this mouth-waterer of a newcomer—how will it handle, how perform, will it better 50 m.p.g., and what will it cost in Britain ? And, incidentally, when will builders of British babies break away from conservatism and offer rear engines, horizontally-opposed cylinders, front-wheel drive, independent rear suspension and air-cooling as is current practice on the Continent of Europe ?

LETTERS FROM READERS—continued from page 200

It was bought by my wife 10 months and 10,000 miles ago as a local runabout, the thirst of our Ford V8 being a bit too much on short journeys. Quite frankly, at first, I only regarded it as a cute little toy. I suggested that we should throw away the engine and fit pedalling-gear, the car would obviously be much faster ! Now, however, I am a converted " Mouse " disciple.

Why ? Well the fact that it does 50 m.p.g. over long and short runs was enough. Added to this is the excellent springing, " hair-line " steering, and superb brakes. (Oh yes, I know I'm used to a V8 !) The astonishing amount of room inside, too. Although I'm 6 ft. and 14 stone plus, we often do 50-mile journeys, three up plus luggage, and average a comfortable 33 m.p.h. We regularly do the 103-mile trip from Ely to Derby in 3 hr. 5 min.

The car is not quite to standard specification. I have fitted an S.U. carburetter and S.U. electric petrol pump, and these have made a big improvement to the pick-up over 30 m.p.h. I have also replaced the Marrelli distributor with an ex-Morris Minor Lucas distributor and Vauxhall suction advance mechanism.

On the debit side : Oh well, of course, it's no road-burner ! but, providing you " take your hills before you come to them," you don't have to wear a hole in the palm of your left hand with the gear-lever. (But then, having driven " brakeless " V8s for years, I'm accustomed to driving with a bonnet a mile long.) Oh, yes, and we get prop.-shaft vibration at over 48 m.p.h. due to worn prop.-shaft ball nuts and bushes, but I don't propose to remedy this as it acts as a very efficient governor on my driving. Being a farmer, my driving methods are definitely of the agricultural variety and I have a quite justified reputation for brutality to my motor cars.

May I conclude by saying how much I enjoy your magazine, in fact acute financial distress has caused me to cancel all my other motoring magazines, but *not* MOTOR SPORT.

I am, Yours, etc.,

Witchford. J. A. GILES.

PICTORIAL REVIEW

R.A.C. Rally

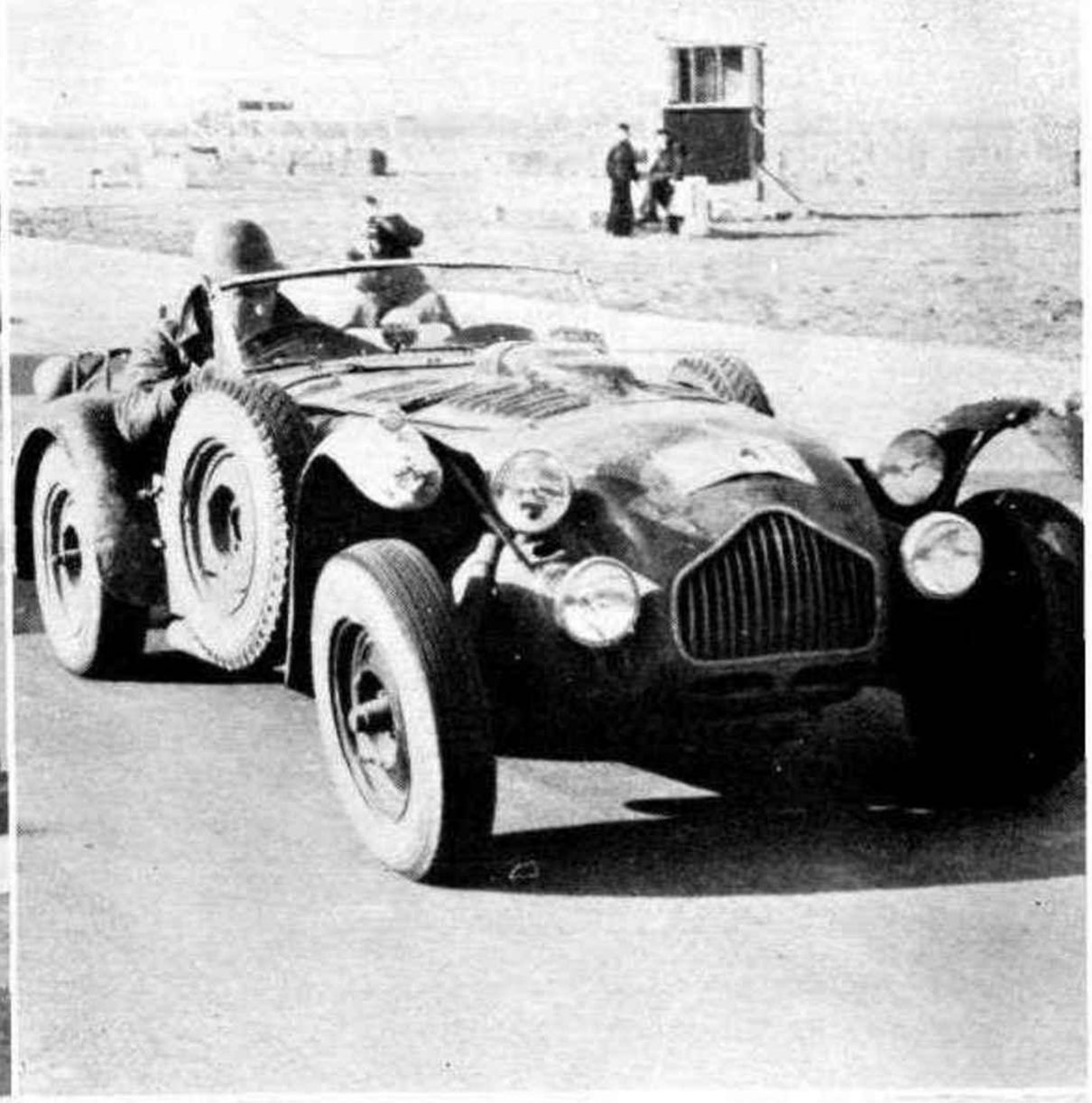
C.U.A.C. Speed Trial Kentish Border C.C. Trial

Top left : SECOND PLACE IN THE R.A.C. RALLY was gained by the Rumsey/Roberts TR2 Triumph, here seen braking in a bay as part of the test at Goodwood circuit.

Top right : RALLY CAR—OLD STYLE. Goff Imhof brought out his powerful Cadillac-Allard for the R.A.C. Rally and led until he became buried in a snowdrift in Wales. Here he gets off to a sprint start in the Goodwood test.

Bottom : WOMAN CHAMPION.—Sheila Van Damm swings her Sunbeam round the Hastings pylons in the R.A.C. Rally—note the damaged front wing and scratched paintwork, reminder of a cold, snowy, really tough Rally.









OUT OF CONTROL, MOMENTARILY.—An R.A.C. Rally Sunbeam which has found the broken surface approaching Prescott's Esses difficult to cope with.



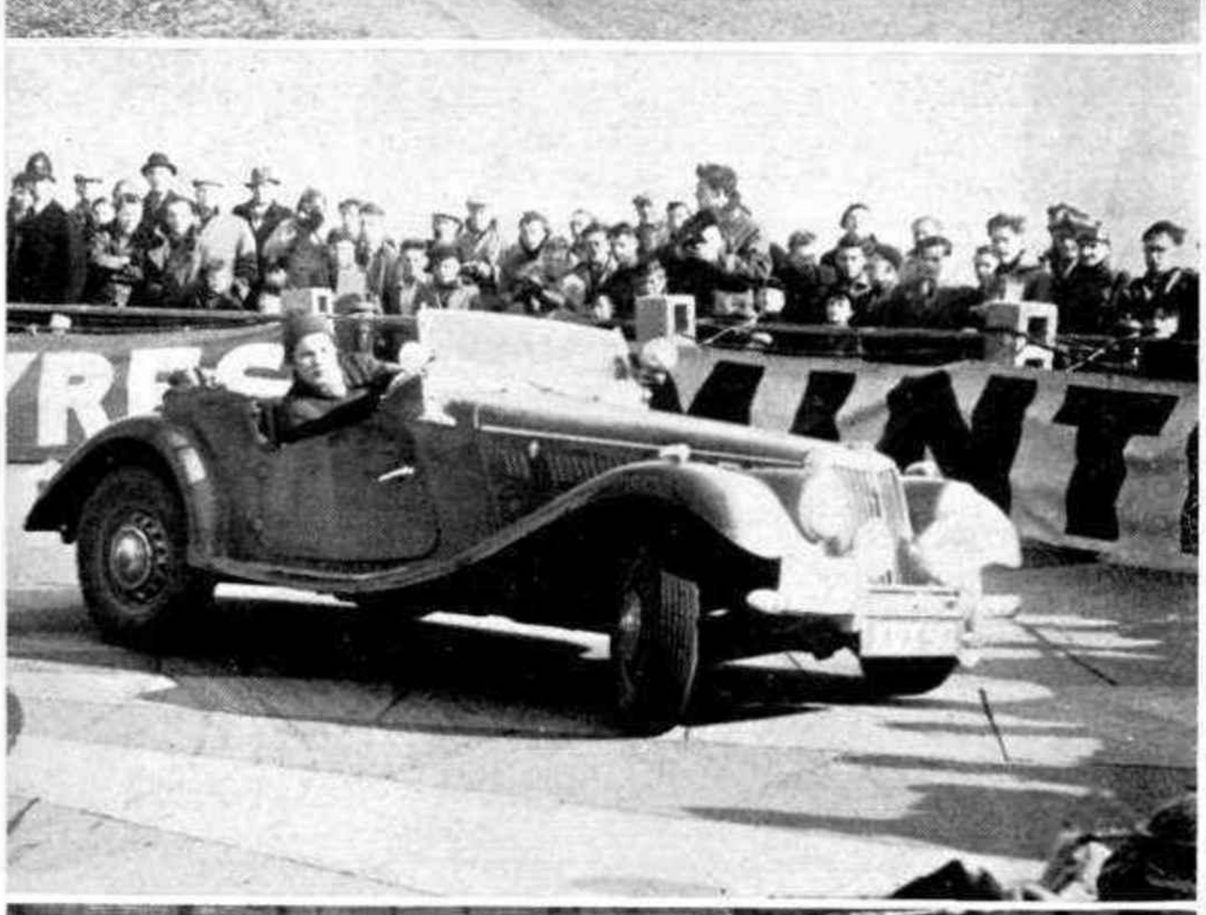
SPEED STUFF.—The Hurlock/Richmond A.C. takes in Prescott as part of the strenuous R.A.C. Ra



HULLO!—Audrey Wild, who had Miss Clegg as navigator, here tackles the Goodwood test solo, in his Triumph TR2, during the R.A.C. Rally.



NOT MUCH LEFT.—Sydney Allard's Ford Zephyr car, it wa



FULL LOCK.—Pat Moss, sister of a famous brother, takes a works TF M.G. Midget through one of the Hastings tests, screen up and no nonsense. She apparently likes M.G.s, for her Triumph TR2 remained in father's hands.

GOING WELL AT PRESCOTT in the R.A.C. Rally. The German entrant, C. Spiliotakis, in a D.K.W. Schluter's D.K.W. had retired.

STICKY CORNER.—C. E. Quitman's Cannon I bravely attempting to ascend a rather steep corner whi defeated many competitors during the J. B. Taylor C Trial held by the Kentish Border C.C.







CONTINENTAL.—D. Done's 1,100 Fiat shows signs of the rigours of this year's R.A.C. International Rally. This photograph shows the Hastings final test.



after a couple of prangs in the R.A.C. Rally. A modified factory s second in its class.

UP SHE GOES—W. F. E. Armstrong at the foot of the first hill whilst competing in the Kentish Border C.C. Trial.





NO LONGER NEW.—Tony Crook's Bristol 405, seen in the Tempsford Speed Trial, is not being run-in, it has clearly run into something.



CUTTING IT FINE.—T. Beevor driving a Healey Silverstone in the C.U.A.C. Speed Trial at Tempsford.



ACE IN ACTION.—Again at Tempsford, in the C.U.A.C. Speed Trial, this A.C. was handled by C. M. Kemp.

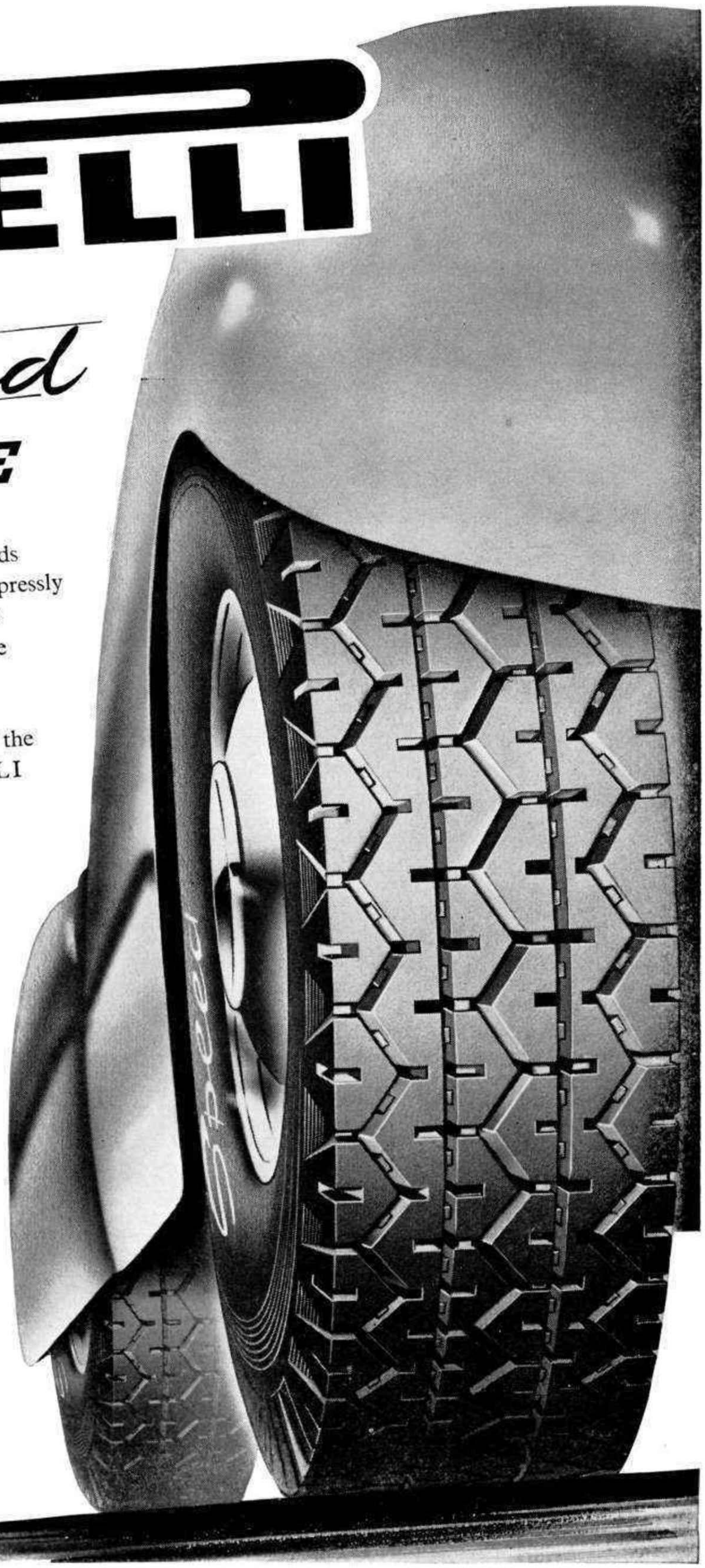
CLEAR RUN.—M. P. Barden in his P.A.B. Special climbing the first hill during the J. B. Taylor Cup Trial held by the Kentish Border C.C.



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

P.S. 252

CONTINENTAL NOTES

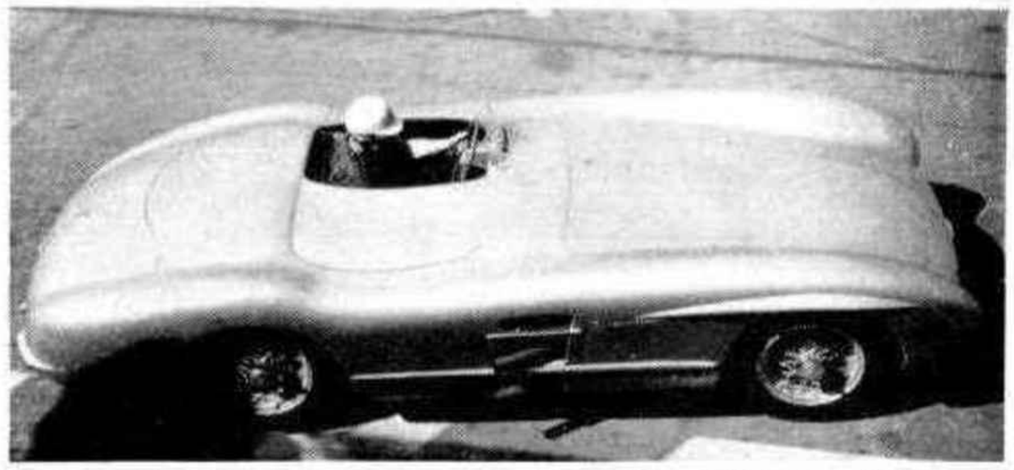
WITH the European racing season getting under way towards the end of March, there was much to get organised and quite a bit of motoring to do before one could be ready to set off to cover the 1955 racing events in Europe. In addition to this there was an offer to be passenger to Stirling Moss in the Mille Miglia, an offer, needless to say, which was accepted quicker than these words can be written.

Unlike some people who enter the Mille Miglia, the Mercédès-Benz team are out to do their utmost to win, fielding four cars, to be driven by Fangio, Kling, Moss and Herrmann, and as early as February we made a quick flight out to Brescia to begin practice. As is well known, the Mille Miglia covers 1,000 miles of Italian roads, from Brescia in the north, down the Adriatic coast as far as Pescara, over the mountains around Popoli and Aquila to Rome, then north up the Apennine Chain, crossing the Radicofani, Futa and Raticosa passes to Bologna and back across the plains of Lombardy to Brescia. On race day the whole of this 1,000 miles of normal roadway is virtually closed to the public, but it is quite impossible to close any of it for practice, so that any laps done before the race must be on open roads amid the hurly-burly of Italian motoring life. Arriving at Brescia we were shown the "practice car," which was a 300SLR Mercédès-Benz, and at 7 a.m. we set off on a practice lap, there being no intention of going fast, for the object of the operation was to see how the chassis and its components stood up to 1,000 miles of rough Italian roads.

It might be worthwhile here to clarify the various types of 300 Mercédès-Benz cars being built. The 300 as such is the single o.h.c. six-cylinder 3-litre touring limousine, built on conventional lines, having coil-spring and wishbone i.f.s. and swing-axle rear suspension. A shorter version of this is made in two-seater form, with fixed or drophead coupé body, and this is known as the 300S. Then there is the much-coveted 300SL, almost identical with the cars raced at Le Mans in 1952, but now having fuel injection. This model has a multi-tube space-frame, a tuned 300 engine tilted over to the left, similar suspension to the other two models, and the pretty coupé two-seater body with the gull-wing doors. Now Mercédès-Benz have made the SLR which bears no relation to the above cars apart from being of 3 litres capacity. The 300SLR is mechanically the same as the Type W196 Formula I car, with the eight-cylinder engine enlarged to 3 litres and running on normal fuel. The driver has been moved to the left, astride the prop.-shaft, the gear-change positioned centrally in the cockpit and a passenger seat fitted on the right. As the driving position is similar to the Grand Prix cars, with the pedals very wide apart, it is a good thing if the passenger has small feet and short legs.

It was the prototype 300SLR which was given to us in the early hours with the instructions not to exceed 170 m.p.h. in fifth gear, always fill the tank with Agip Supercortemaggiore petrol, not to hurry, to take two days over completing the first lap, and not to drive in the dark. Following us were Kling and Herrmann in a 220 Mercédès-Benz and another similar car full of technicians and mechanics.

After a preliminary plug-check we got into our stride, our personal object being to make notes about the road conditions as we went along. Moss soon found that this *rennsportwagen*, as the Germans so aptly name this type of machine, was quite happy cruising between 145 and 155 m.p.h. amid the general run of Italian traffic. The acceleration from 50 to 150 m.p.h. gave the feeling of being absolutely constant, there was no kick in the back, no sudden surge forward, but a constant increase of speed, while the suspension was so comfortable and the roadholding such that the rev.-counter reading and gear-lever position were the only guides to m.p.h. Quite literally, anything under 100 m.p.h. was a pace at which to make notes and regard the scenery, while waiting for the road to clear so that we could go on into fourth and *fifth* gears. The noise, both of the engine and gearbox, was identical to that of the Grand Prix car, while the exhaust note from the two short pipes just in front of my right ear was only a few decibels down on last year's Grand Prix racers. It was interesting that the volume of noise hardly seemed to vary with the r.p.m. of the engine: once the throttle was open the noise came in with a decided bang, whether we were doing 2,500 or 7,500 r.p.m. The brakes retarded the car with a deceleration that was as deceptive as the acceleration, accompanied by the most vile smell of burning brake-linings, for with inboard brakes all the heat and smells waft up into the cockpit.



SPORTS CAR.—The prototype 300SLR Mercédès-Benz is here seen during its initial tests at Monza. As used by Stirling Moss and our Continental Correspondent, the car had a full-width screen, the cover over the passenger's seat removed and two headrests running the length of the tail. The stub exhausts can be seen just in front of the cockpit.

On two occasions Moss had to make rapid stops and then the cockpit filled with blue smoke from the linings and hot drums.

While we were not going at racing Mille Miglia speeds, for Moss refused to take any chances, at no time using more than his own half of the road and never squeezing through gaps, we were still averaging over 90 m.p.h., including obeying traffic lights and going round all the islands. Having reached Pescara by lunch time, the average still being well in the eighties, we stopped to eat, the car not protesting at all at being driven round the town in search of a reasonable restaurant, and then being parked outside between an Aprilia and a Fiat 1900. It was a fully equipped sports car with starter, dynamo and lights.

By this time, of course, the populace were delirious, and Luigis, Giovannis and Vittorios were appearing from all directions. We were forced to lunch in semi-darkness as the windows of the restaurant were blacked out by inquisitive faces eager to see the "Inglese, Sterlinee Morss."

Soon on our way again, we wound up into the mountains around Popoli and on the way to Aquila we cruised for many kilometres across a plateau at just over 160 m.p.h. It was a most fascinating experience to look sideways at the driver at this speed, to see his youthful face looking as relaxed as most people's do when sitting in front of the fire after a good meal; but behind the goggles the eyes had a comforting look of complete concentration and confidence. There was nothing for me to do except give a quick look at the instruments, do some sums to convince myself we were doing more than 160 m.p.h., and then watch the scenery go by. Naturally, over the mountains the average speed was forced down, for even Moss in a Mercédès-Benz cannot average much more than 60 m.p.h., but down into Rome the roads improved, as they did out again, northwards to Viterbo. At that town the light was beginning to fade so we packed up and once more motored about relatively quietly looking for the pre-arranged hotel, for the 220 Mercédès-Benz cars were now about three hours behind us.

Next morning we were again off to an early start, and that day provided for me one of my most memorable motoring experiences. It is not difficult to find someone to drive you along a straight road at 150 m.p.h., or for that matter to do it yourself, providing the conditions are favourable, but to be driven over three really arduous mountain passes in a car of the potential of the 300SLR by a driver whom I can only describe as an "artist," is something to which mere words cannot do full justice. The Mercédès-Benz' handling calls for sharp corners to be taken with the power on, which provokes rear-end breakaway, and this is counteracted with the steering wheel. A left-hand corner, for example, means that you arrive on a normal line, lock over to the left and open the throttle, and then immediately put on right lock, but only to an amount to counteract the tail-swing caused by opening the throttle. If done correctly the car leaves the corner under full power with the driver feeding-off the right lock back to a straight position as the car accelerates. To do this the car must have three vital things: a tendency to oversteer, sufficient power to be able to provoke breakaway on the rear wheels at will, and a steering ratio that allows the driver to go from lock to lock without moving his hands on the rim, for there would not be time. To say that Moss has mastered this technique, which can only be applied on sharp corners, would be an understatement. He threw the SLR round the hairpins and through the multitude of S-bends in a series of controlled flicks and slides, and on the dry roads the car skated about as a Morris Minor would on snow at 20 m.p.h. driven by a rally driver. We crossed the mountains in this manner, the

Continued on page 197

CASTROL WINS

R.A.C. RALLY

AND TEAM PRIZE

STANDARD 10 H.P.

1ST J. H. Ray & B. Horrocks **3RD** K. Richardson & J. C. Heathcote

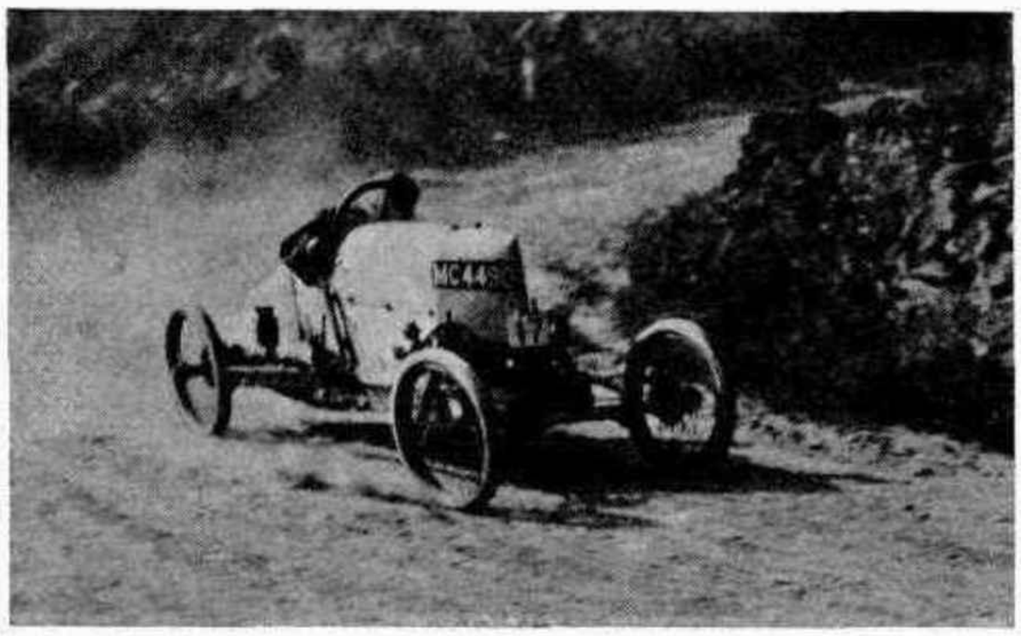
ALSO 5 CLASSES OUT OF 9 WON ON CASTROL

WAKEFIELD Castrol MOTOR OIL (PATENTED) PLC.

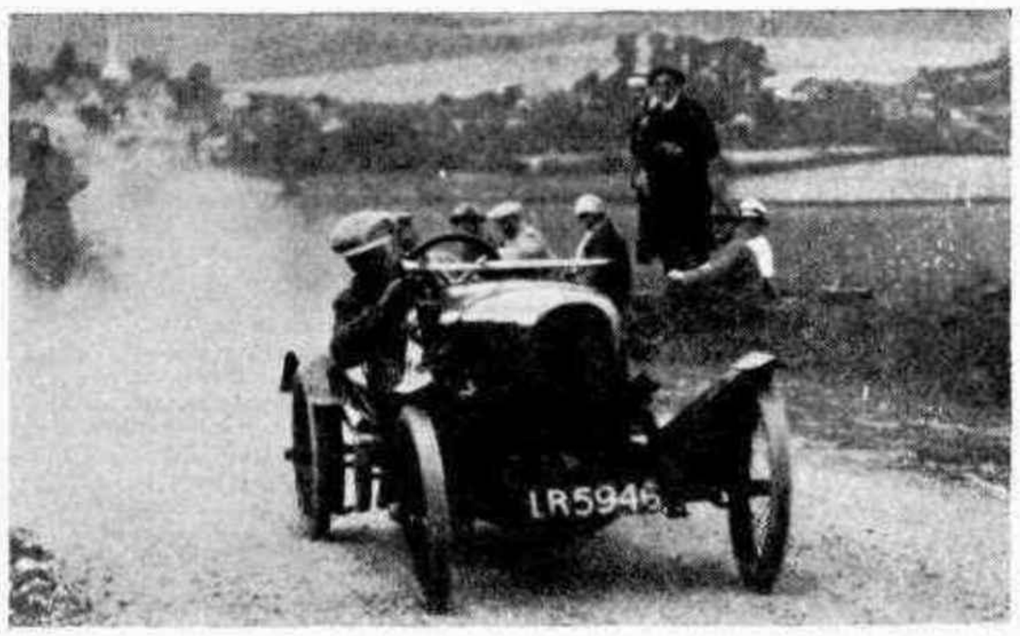
THE MASTERPIECE IN OILS

SPRINT RESULTS OF THE NINETEEN-TWENTIES

These Tables are Complementary to the Article on Page 171



AFTER THE ARMISTICE.—Capt. "Archie" Frazer-Nash competing in the York and Dist. M.C. Hill-Climb at Sutton Bank at the wheel of his famous G.N. "Kim" during 1919.



THE OTHER PARTNER.—H. R. Godfrey, the "G." of G.N. (Capt. Frazer-Nash was the "N."), going strong at South Harting at a 1920 J.C.C. Hill-Climb in his pre-war belt-drive G.N. "Bluebottle."

1920

F.T.D. = Fastest time of the day. h.c. = Hill-climb. s.t. = Speed trial. f.s. = Flying start, including rolling start usually of about 50 yards, 70 yards or 100 yards.

Date	*Club*	*Venue*	*Approx. Distance*	*F.T.D.*	*F.T.D. (Up to 1,500 c.c.)*
April 2nd ...	**Essex M.C. ... ...**	Kop (*h.c.*)	902 yd.	G. A. Vandervell (Talbot), 35.8 sec.	M. Campbell (Talbot), 51.2 sec.
,, 9th ...	**Scarborough M. and M.C.C.**	Staxton (*h.c.*)	—	—	— (Eric-Campbell)
,, 9th ...	**Warrington M.C. ...**	Keckwick Hill (*h.c.*)	—	—	S. Parker (A.V.)
May 15th ...	**Liverpool M.C. ...**	Storeton (*s.t.*)	1,093 yd.	—	A. Horrocks (Morgan), 42.4 sec. (*f.s.*)
,, 28th ...	**Luton & South Bedfordshire A.C.**	Kop (*h.c.*)	902 yd.	N. Macklin (Eric-Campbell), 50.0 sec. (*f.s.*)	Ditto
June 5th ...	**Southend & Dist. A.C.**	Thundersley, Church Hill (*h.c.*)	—	A. G. Frazer-Nash (G.N.), 20.8 sec.	Ditto
July 3rd ...	**Midland A.C. ... ...**	Shelsley Walsh (*h.c.*)	1,000 yd.	A. C. Bird (Sunbeam), 58.4 sec.	A. Frazer-Nash (G.N.), 60.2 sec.
,, 15th ...	**Essex M.C. & Southend & Dist. A.C.**	Westcliff Promenade (*s.t.*)	1 km.	— (Sunbeam), 73.58 m.p.h.	H. R. Godfrey (G.N.), 60.46 m.p.h.
,, 17th ...	**S.U.N.B.A.C. ... ...**	Stile Kop (*h.c.*)	—	H. R. Godfrey (G.N.), 50.3 sec.	Ditto
,, 24th ...	**J.C.C. ... ...**	S. Harting, near Midhurst	1 mile	A. G. Frazer-Nash (G.N.), 64.6 sec.	Ditto
—	**Basingstoke M.C. ...**	— (*h.c.*)	—	—	—. Baxter (A.V.)
Aug. 8th ...	**East Midland Group ...**	Chatsworth Park (*s.t.*)	½ mile	—	F. W. James (Morgan), 40.8 sec.
,, 8th ...	**Huddersfield, Halifax & Bradford A.Cs.**	Holme Moss (*h.c.*)	—	M. Campbell (Talbot), 99.0 sec.	R. W. Pradier (Charron-Laycock 126.2 sec.
,, 21st ...	**York & Dist. M.C. ...**	Sutton Bank (*h.c.*)	Nearly 1 mile	H. Clay (Essex), 118.6 sec.	F. Scriven (Hampton), 133.2 sec.
,, 28th ...	**Southport A.C. ...**	Southport Sands (*s.t.*)	1 mile	H. O. D. Segrave (Opel), 51.4 sec.	G. Bedford (Hillman), 63.0 sec.
Sept. 4th ...	**Surbiton & Dist. M.C.C.**	Redland Hill, near Dorking (*h.c.*)	—	—	R. Mundy (G.N.), 48.6 sec.
,, 11th ...	**Coventry & Warwickshire M.C.**	Stile Kop (*h.c.*)	—	—	G. Bedford (Hillman), 44.0 sec.
,, 11th ...	**Luton & S. Beds. A.C.**	— (*s.t.*)	—	—	D. Keddie (Silver Hawk), 39.0 sec.
Oct. 9th ...	**Southend-on-Sea & Dist. A.C.**	Great Wackering (*s.t.*)	—	A. E. Mayner (Maxwell), 47.4 m.p.h.	D. Keddie (Silver Hawk), 45.9 m.p.h.
9th ...	**Luton & S. Beds. A.C.**	Putteridge Park (*s.t.*)	Approx. 350 yd.	A. Frazer-Nash (G.N.)	A. Frazer-Nash (G.N.)
—	**Brighton & Hove M.C.C.**	Windmill Hill (*h.c.*)	—	—	W. Welford (Morgan), 37.0 sec.
—	**Ealing & Dist. M.C.C. ...**	Pebblecoombe Hill (*h.c.*)	—	A. Frazer-Nash (G.N.), 23.6 sec.	Ditto
, 23rd ...	**Stockport M.C. ...**	— (*s.t.*)	—	—	G. L. Mason (Calthorpe), 35.0 sec.
,, 30th ...	**Mansfield & Dist. M.C. & L.C.C.**	Clipstone Drive (*s.t.*)	¼ mile	—	C. Atkey (Charron-Laycock); 38.8 sec. (*f.s.*)

1921

Mar. 5th ...	**Inter-Varsity ... ...**	Aston Clinton, near Aylesbury (*h.c.*)	750 yd.	R. Mays (Hillman), 49.9 sec.	Ditto
,, 21st ...	**Wallington M.C. & L.C.C.**	Bore Hill, Dorking (*h.c.*)	—	—	L. Cushman (Bugatti)
,, 28th ...	**Scarborough & Dist. M.C.**	Staxton (*h.c.*)	¾ mile	—	F. James (Morgan), 87.4 sec.
April 2nd ...	**Essex M.C. ... ...**	Kop (*h.c.*)	902 yd.	A. Frazer-Nash (G.N.), 34.6 sec.	Ditto
,, 16th ...	**Surrey M.C. & C.C. ...**	Newlands Corner (*h.c.*)	½ mile	E. R. C. Scholefield (Morgan), 40.4 sec.	Ditto
,, 16th ...	**York & Dist. M.C. ...**	Sutton Bank (*h.c.*)	1 mile	A. Frazer-Nash (G.N.), 81.6 sec.	Ditto
,, 24th ...	**Manchester M.C. ...**	Rushup Edge (*h.c.*)	½ mile	P. Platt (G.N.)	Ditto
May 1st ...	**Inter-Varsity ... ...**	Harling Common, Thetford (*s.t.*)	1 km.	—	R. Mays (Hillman), 36.6 sec. (*f.s.*)
,, 1st ...	**Cambridge & County M.C.**	— (*s.t.*)	½ mile	K. Sanderson (Morgan), 33.0 sec. (*f.s.*)	Ditto

Date	*Club*	*Venue*	*Approx. Distance*	*F.T.D.*	*F.T.D. (Up to 1,500 c.c.)*
May 7th ...	**Oxford M.C.**	Kop (*h.c.*)	902 yd.	A. Frazer-Nash (G.N.), 38.8 sec.	Ditto
,, 7th ...	**J.C.C.**	Axe Edge	1 mile	W. F. Milward (Charron-Laycock), 107.0 sec.	Ditto
,, 21st ...	**A.C.U**	Chatcombe, near Cheltenham (*h.c.*)	½ mile	—	H. R. Godfrey (G.N.), 37.4 sec.
,, 28th ...	**Oxford & Banbury** ...	Irondown, near Diddington (*h.c.*)	800 yd.	H. W. Cook (Vauxhall), 37.6 sec.	G. L. Hawkins (G.N.), 44.2 sec.
,, 28th ...	**A.C.U.**	Chevin, near Otley (*h.c.*)	1 km.	—	R. E. H. Hutton (G.N.), 72.2 sec.
June 4th ...	**Bradford & Huddersfield A.C.**	Holme Moss (*h.c.*)	1 mile	Col. Hoyle (Hutton), 92.0 sec.	G. Bedford (Hillman), 94.6 sec.
,, 4th ...	**Oxford M.C.**	Kop (*h.c.*)	900 yd.	—	H. R. Godfrey (G.N.), 42.8 sec.
,, 4th ...	**Middlesex County A.C.**	Handpost, near Northaw (*h.c.*)	—	Miss Keddie (Alvis)	Ditto
,, 4th ...	**Wellingborough, Rushden & Dist. M.C.C.**	Castle Abbey (*s.t.*)	1 km.	—	C. H. Pettitt (Morgan), 62.0 sec.
,, 5th ...	**Stockport & Dist. M.C.**	Rushup Edge, near Chapel-en-le-Frith (*s.t.*)	—	L. Cushman (Bugatti), 39.0 sec.	Ditto
,, 11th ...	**Luton & S. Beds. A.C.**	Putteridge Park, Luton (*s.t.*)	—	— (Vauxhall)	P. Childs (Morgan), 15.8 sec.
,, 18th ...	**J.C.C.**	S. Harting (*h.c.*)	1 mile	A. Frazer-Nash (G.N.)	Ditto
July 2nd ...	**S.U.N.B.A.C.**	Penkridge Bank (*h.c.*)	—	G. S. Boston (Vauxhall), 50.2 sec.	F. W. Barnes (Calthorpe), 62.6 sec.
,, 2nd ...	**Hampshire A.C.** ...	Spread Eagle (*h.c.*)	¾ mile	M. Campbell (Talbot), 46.4 sec.	A. Frazer-Nash (G.N.), 49.6 sec.
,, 7th ...	**Essex M.C. & Essex C. & Southend A.C.** ...	Westcliff (*s.t.*)	1 km.	J. Duff (Fiat), 35.0 sec.	A. Frazer-Nash (G.N.), 38.8 sec.
,, 9th ...	**S. Wales M.C.C.** ...	Catsash (*h.c.*)	—	—	W. Davies (Morgan), 42.4 sec.
,, 16th ...	**Herts County & Aero C.**	Aston Clinton (*h.c.*)	1,200 yd.	E. Swain (Vauxhall), 46.8 sec.	G. Bedford (Hillman), 51.8 sec.
,, 23rd ...	**A.C.U.**	Clipstone (*s.t.*)	1 km.	R. Mays (Hillman), 43.4 sec.	Ditto
Aug. 6th ...	**Cardiff M.C.C.** ...	Rest Bay, Porthcawl (*s.t.*)	—	—	L. Davies (Morgan)
,, 6th ...	**J.C.C.**	Dean (*h.c.*)	¾ mile	—	E. Scholefield (Morgan), 85.0 sec.
,, 21st ...	**A.C.U.**	Kingdown Hill, Bath (*h.c.*)	½ mile	A. Frazer-Nash (G.N.)	Ditto
,, 26th ...	**York & Dist. M.C.** ...	Garrowby (*h.c.*)	—	F. Scriven (Austin), 62.0 sec.	R. Mays (Hillman), 74.8 sec.
—	**Worcester & Dist. M.C.C. & Worcester M.C.**	Madresfield, Worcester (*s.t.*)	—	R. J. Sully (H.E.), 28.0 sec.	H. F. S. Morgan (Morgan), 31.0 sec.
Sept. 1st ...	**Cambridge & County M.C.**	Cambridge (*h.c.*)	—	H. Dix (Morris-Cowley), 28.0 sec.	K. Sanderson (Morgan), 29.4 sec.
,, 3rd ...	**Leicestershire A.C.** ...	Beacon, near Woodhouse Eaves (*h.c.*)	1,300 yd.	H. W. Cook (Vauxhall), 48.4 sec.	L. Martin (Aston Martin), 60.4 sec.
,, 9th ...	**Norfolk M.C. & L.C.C.**	W. Harling Heath (*s.t.*)	—	A. H. Walker (Peugeot-Quad), 56.4 sec.	Ditto
,, 10th ...	**Midland A.C.**	Shelsley Walsh (*h.c.*)	1,000 yd.	C. A. Bird (Sunbeam), 52.2 sec.	A. Frazer-Nash (G.N.), 54.8 sec.
Oct. 1st ...	**Oxford M.C.**	Aston Clinton (*h.c.*)	1,200 yd.	H. W. Cook (Vauxhall), 48.8 sec.	H. R. Godfrey (G.N.), 57.2 sec.
,, 8th ...	**S.U.N.B.A.C.**	Penkridge Bank (*h.c.*)	—	—	G. Bedford (Hillman), 46.6 sec.
,, 8th ...	**Essex County & Southend A.C.**	Shoeburyness (*s.t.*)	½ mile	—	M. Keddie (Alvis), 25.22 sec.
,, 9th ...	**Oxford M.C.**	Akeman Street, Chesterton (*s.t.*)	—	H. W. Cook (Vauxhall), 52.0 sec.	O. Finch (G.N.), 61.2 sec.

1922

Mar. 25th ...	**Essex M.C.**	Kop (*h.c.*)	902 yd.	L. Zborowski (Ballot), 26.8 sec. (*f.s.*)	A. Frazer-Nash (G.N.), 31.4 sec. (*f.s.*)
April 17th ...	**Scarborough & Dist. M.C.**	Staxton, near Scarborough (*h.c.*)	—	T. Moore (G.N.), 33.0 sec.	Ditto
,, 29th ...	**York & Dist. M.C.** ...	Sutton Bank (*h.c.*)	1 mile	H. Hodgson (Hodgson), 91.0 sec.	Ditto
,, 29th ...	**A.C.U.**	Kop (*h.c.*)	902 yd.	H. W. Cook (30/98 Vauxhall), 41.2 sec.	H. R. Godfrey (G.N.), 41.8 sec.
—	**Liverpool M.C.** ...	Pen-y-bull, Holywell (*h.c.*)	—	W. B. Horn (Straker-Squire), 45.4 sec.	J. O. Walker (Calthorpe), 71.0 sec.
May 7th ...	**Sheffield & Hallamshire M.C. & C.C.**	Ringinglove Road, near Sheffield	½ mile	W. F. Milward (Charron-Laycock), 44.8 sec.	Ditto
7th ...	**Redditch & Dist. M.C.C.**	— (*s.t.*)	—	J. Cave (G.N.) and F. Barnes (Hillman)	Ditto
,, 27th ...	**Essex County & Southend A.C.**	Two Church Hill, Laindon (*h.c.*)	¾ mile	—	A. Frazer-Nash (G.N.)
June 3rd ...	**Oxford Univ. A.C. & Oxford M.C.**	Akeman Street (*s.t.*)	1 km.	A. E. Keen (Morris), 57.67 m.p.h.	R. Mays (Bugatti), 54.83 m.p.h.
—	**Barrow & Dist. M.C.** ...	— (*s.t.*)	—	—	H. Wakefield (Bugatti)
—	**Norfolk M.C.**	Ringland Hill, near Norwich (*h.c.*)	—	Maitland Keddie (Alvis)	Ditto
,, 17th ...	**Yorkshire A.C.** ...	Saltburn Sands (*s.t.*)	1 km.	A. Frazer-Nash (G.N.), 36.8 sec.	Ditto
,, 21st ...	**York & Dist. M.C.** ...	Garrowby, near Wednesday (*h.c.*)	—	—	H. Hodgson (Hodgson), 62.4 sec.
,, 22nd ...	**Wores. Dist. M.C.C., Wores. M.C. & Glos. M.C. & L.C.C.**	Madresfield Court, Malvern (*s.t.*)	½ mile	R. Mays (Bugatti), 25.6 sec. *f.s.*)	Ditto
,, 24th ...	**J.C.C.**	Dean Hill (*h.c.*)	¾ mile	A. Frazer-Nash (G. N.)	Ditto
,, 28th ...	**S. Wales A.C.**	Caerphilly (*h.c.*)	1,194 yd.	H. K. Moir (Straker-Squire)	R. Mays (Bugatti)
,, 29th ...	**S. Wales A.C.**	Porthcawl Sands (*s.t.*)	Just over 1 mile	W. B. Horn (Straker-Squire)	R. Mays (Bugatti)
July 1st ...	**Hants A.C.**	Spread Eagle, near Shaftesbury (*h.c.*)	1,100 yd.	M. Campbell (Sunbeam), 41.0 sec.	A. Frazer-Nash (G.N.), 48.8 sec.
, 1st ...	**Surbiton M.C. & Ealing & Dist. M.C.C.**	Kop (*h.c.*)	902 yd.	W. H. Oates (Lagonda)	Ditto
,, 1st ...	**S.U.N.B.A.C.**	Angel Bank (*h.c.*)	¼ mile	A. Waite (Austin Twenty), 47.8 sec.	H. F. S. Morgan (Morgan), 50.4 sec.
,, 5th ...	**Essex M.C., Essex C. & Southend A.C.**	Southend (*s.t.*)	1 km.	A. G. Miller (Wolseley Viper I), 34.8 sec.	A. Frazer-Nash (G.N.), 40.2 sec.
,, 7th ...	**Liverpool M.C.** ...	Colwyn Bay Promenade (*s.t.*)	—	W. B. Horn (Straker-Squire), 36.0 sec.	G. Bedford (Hillman), 38.4 sec.
,, 7th ...	**Bradford & Huddersfield A.C.**	Holme Moss (*h.c.*)	1¼ miles	M. Campbell (Sunbeam), 80.8 sec.	A. Frazer-Nash (G.N.), 91.8 sec.
,, 7th ...	**Leicester A.C.**	Beacon Hill, Woodhouse Eaves (*h.c.*)	5 furlongs	F. C. Clement (Bentley), 52.1 sec.	L. Cushman (Bugatti), 53.0 sec.
,, 7th ...	**J.C.C.**	Saltersford, near Bollington (*h.c.*)	1,166 yd.	R. Mays (Bugatti), 89.0 sec.	Ditto
,, 10th ...	**Colne & Dist M.C.** ...	—	—	A. Frazer-Nash (G.N.)	Ditto
,, 22nd ...	**J.C.C.**	Pateley Bridge (*h.c.*)	—	E. R. Hall (Bugatti), 86.6 sec.	Ditto
,, 28th ...	**A.C.U.**	Clipstone Drive (*s.t.*)	½ mile	R. S. Clifford (Riley), 22.4 sec. (*f.s.*)	Ditto
,, 29th ...	**Midland A.C.**	Shelsley Walsh (*h.c.*)	1,100 yd.	Park (Vauxhall), 53.8 sec.	H. K. Moir (Aston Martin), 57.2 sec.
Aug. 5th ...	**Kent & Sussex L.C.C.** ...	Kidd's Hill, near Hartfield (*h.c.*)	1 mile	G. L. Hawkins (G.N.), 61.8 sec.	Ditto
,, 11th ...	**Sheffield & Hallamshire M.C. & L.C.C.**	Ringinglow (*h.c.*)	—	E. R. Hall (Bugatti), 35.2 sec.	Ditto
,, 21st ...	**A.C.U.**	Chatcombe Pitch, near Cheltenham (*h.c.*)	—	R. Mays (Bugatti), 32.4 sec.	Ditto
,, 23rd ...	**Southsea A.C.**	Southsea (*s.t.*)	1 km.	Count Zborowski (Chitty I), 30.6 sec.	J. A. Joyce (A.C.), 51.8 sec. (for 1 mile)

Date	*Club*	*Venue*	*Approx. Distance*	*F.T.D.*	*F.T.D. (Up to 1,500 c.c.)*
Sept. 9th ...	**J.C.C.**	S. Harting (*h.c.*)	1 mile	R. Mays (Bugatti)	Ditto
,, 9th ...	—	Eastbourne Front (*s.t.*)	½ mile	L. F. Peaty (Bleriot-Whippet), 29.6 sec. (*f.s.*)	Ditto
,, 9th ...	**C. Cornwall M.C.** ...	Greymare, near Bodmin Road (*h.c.*)	¼ mile	M. Trethewey (Morgan), 60.6 sec.	Ditto
,, 16th ...	**Herts County A. & Aero C.**	Aston Clinton (*h.c.*)	1,200 yd.	M. C. Park (Vauxhall), 48.0 sec.	R. Mays (Bugatti), 49.8 sec.
, 22nd ...	**Scarborough & Dist. M.C.**	Scarborough Promenade (*s.t.*)	—	H. Hodgson (Hodgson), 28.6 sec.	E. R. Hall (Bugatti), 29.8 sec.
,, 29th ...	**Wallington M.C.** ...	Betchworth Park, Dorking (*s.t.*)	557 yd.	K. Don (A.C.), 27.6 sec.	Ditto
,, 30th ...	**Southport M.C.** ...	Southport Sands (*s.t.*)	—	H. F. Clay (Vauxhall)	—
Oct. 7th ...	**Essex County & Southend A.C.**	Shoeburyness (*s.t.*)	—	J. A. Joyce (A.C.)	Ditto
,, 7th ...	**A.C.U.**	Kop (*h.c.*)	902 yd.	R. Mays (Bugatti)	Ditto
,, 13th ...	**Kent & Sussex L.C.C.** ...	Bexhill Promenade (*s.t.*)	650 yd.	L. Cushman (Bugatti), 27.2 sec.	Ditto
—	**Worcs. & Dist. M.C.C. & Worcs. M.C.**	Angel Bank (*h.c.*)	¼ mile	—	C. Williams (G.N.)
Oct. 20th ...	**Essex C. & Southend A.C.**	Two Churches Hill (*h.c.*)	—	F. C. Pearl (Silver Hawk)	Ditto
—	**Blackpool & Fylde M.C.**	Stricker's Lane, Garstang (*h.c.*)	—	R. Edge (Bentley), 26.0 sec.	Mrs. M. Parkinson (A.B.C.), 36.0 sec

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Mar. — ...	**Inter-Varsity**	Aston Clinton (*h.c.*)	968½ yd.	R. Summers (30/98 Vauxhall), 45.5 sec.	H. S. Eaton (G.N.), 48.8 sec.
,, 24th ...	**Essex M.C.**	Kop (*h.c.*)	902 yd.	H. W. Cook (T.T. Vauxhall), 29.8 sec.	L. Cushman (Bugatti), 33.0 sec.
,, 30th ...	**Scarborough & Dist. M.C.**	Foxholes	—	—	N. T. Bardstel (Hodgson), 32.4 sec.
April 2nd ...	**Neath & Dist. M.C.** ...	Margam Park (*s.t.*)	—	J. Malins (Morris-Cowley), 36.0 sec.	H. J. Pritchard (G.N.), 39.5 sec.
,, 7th ...	**A.C.U.**	Chatcombe Pitch (*s.t.*)	—	H. F. S. Morgan (Morgan), 32.6 sec.	Ditto
,, 14th ...	**A.C.U.**	Avonmouth — Shirehampton Road (*s.t.*)	½ mile	A. J. Sgonina (G.N.), 33.0 sec. (*f.s.*)	Ditto
,, 16th ...	**Disabled Drivers' M.C.**	Deemster Lane, Saffron Walden (*h.c.*)	700 yd.	N. Black (G.N.), 30.4 sec.	Ditto
,, 18th ...	**Kent A.C.**	Balkum's Hill, Gouldhurst (*h.c.*)	—	L. Humphries (G.N.), 57.8 sec.	Ditto
,, 21st ...	**N.W. London M.C.** ...	Darnacle and Waterworks, Northaw (*h.c.*)	600 yd.	G. L. Hawkins (G.N.), 24.6 sec.	Ditto
,, 21st ...	**S.U.N.B.A.C.**	Angel Bank (*h.c.*)	½ mile	R. Mays (Bugatti), 35.2 sec.)	Ditto
,, 28th ...	**A.C.U.**	Kop (*h.c.*)	902 yd.	H. W. Cook (T.T. Vauxhall), 27.8 sec. (*f.s.*)	R. Mays (Bugatti), 31.8 sec.
,, 28th ...	**York & Dist. M.C.** ...	Sutton Bank (*h.c.*)	1 mile	H. F. Clay (Vauxhall), 77.0 sec.	A. Frazer-Nash (G.N.), 79.8 sec.
,, 28th ...	**South-Western M.C.** ...	Dalgain Brae (*h.c.*)	—	A. Francis (Beardmore), 36 4/5 sec.	L. Lancaster (Bugatti), 44⅘ sec.
,, 28th ...	**J.C.C.**	Saltersford (*h.c.*)	1,200 yd.	P. M. Hills (Bugatti), 90.6 sec.	Ditto
May 5th ...	**Southport M.C.** ...	Southport Sands (*s.t.*)	1 km.	G. Porter (Bentley)	D. M. K. Marendaz (Marseal)
,, 12th ...	**Herts County A. & A.C.**	Aston Clinton (*h.c.*)	1,400 yd.	H. W. Cook (Vauxhall), 46.4 sec.	R. Mays (Bugatti), 49.6 sec.
,, 12th ...	**Neath & Dist. M.C.** ...	Margam Park (*s.t.*)	—	C. Sgonina (G.N.), 34.0 sec.	Ditto
,, 26th ...	**Essex County & Southend A.C.**	Two Churches Hill (*h.c.*)	—	J. A. Joyce (A.C.), 30.0 sec.	Ditto
,, 26th ...	**Norfolk M.C. & L.C.C.**	Ringland (*h.c.*)	—	V. G. Wallsgrove (Riley Redwing)	Ditto
,, 26th ...	**Middlesex County A.C.**	Handpost, near Northaw (*h.c.*)	450 yd.	—	R. F. Moss (Warren-Lambert), 46.0 sec.
,, 31st ...	**Skegness A.A.**	Skegness Sands (*s.t.*)	—	H. W. Cook (Vauxhall), 36.0 sec.	F. B. Halford (Aston Martin)
June 1st ...	**Oxford Univ. M.C. & Oxford M.C.**	Akeman Street, Chesterton, Bicester (*s.t.*)	1 mile	A. E. Keen (Morris-Cowley), 26.4 sec.	G. L. Hawkins (G.N.), 30.8 sec.
,, 9th ...	**Bradford & Huddersfield A.C.**	Holme Moss (*h.c.*)	1¼ miles	H. W. Cook (Vauxhall), 82.8 sec.	E. R. Hall (Aston Martin), 84.8 sec.
,, 16th ...	**Yorkshire A.C.**	Saltburn Sands (*s.t.*)	1 km.	C. G. le Champion (Isotta-Maybach), 20.2 sec. (110.74 m.p.h.) (*f.s.*)	G. Bedford (Hillman), 25.2 sec. (88.77 m.p.h.,) (*f.s.*)
,, 16th ...	**Kent A.C.**	West Parade, Bexhill (*s.t.*)	—	Miss I. Cummings (Bugatti), 27.2 sec.	A. Frazer-Nash (G.N.), 28.6 sec.
,, 16th ...	**York M.C.**	Blackpool (*s.t.*)	½ mile	Watson (Vauxhall), 30.8 sec.	F. B. Halford (Aston Martin), 31.0 sec.
,, 20th ...	**York & Dist. M.C.** ...	Garrowby (*h.c.*)	7 furlongs	C. Paul (Beardmore), 58.4 sec.	Capt. T. Moore (Horstman), 60.2 sec.
,, 23rd ...	**J.C.C.**	Dean Hill (*h.c.*)	¾ mile	W. G. H. Hedges (Alvis)	Ditto
,, 23rd ...	**J.C.C.**	Greenhow Hill (*h.c.*)	1 mile	E. R. Hall (Bugatti)	Ditto
,, 23rd ...	**Liverpool M.C.** ...	Waterloo Sands (*s.t.*)	1 mile	W. B. Horn (Straker-Squire) 51.0 sec.	G. Boston (Horstman), 59.8 sec.
,, 27th ...	**Wallington M.C.** ...	Bletchingley	—	L. Cushman (Bugatti), 27.6 sec.	Ditto
,, 28th ...	**S. Wales A.C.**	Portheawl Sands (*s.t.*)	—	M. Campbell (Sunbeam), 47.4 sec.	J. A. Joyce (A.C.), 56.4 sec.
,, 29th ...	**S. Wales A.C.**	Caerphilly (*h.c.*)	1,194 yd.	K. Moir (Bentley), 61.4 sec.	R. Mays (Bugatti), 63.0 sec.
July 7th ...	**Hampshire A.C.** ...	Spread Eagle (*h.c.*)	¾ mile	H. W. Cook (Vauxhall), 43.0 sec.	A. Frazer-Nash (G.N.), 45.2 sec.
,, 7th ...	—	Eastbourne (*s.t.*)	914 yd.	K. Don (Deemster)	Ditto
,, 12th ...	**Worcester M.C.** ...	Madresfield (*s.t.*)	1 km.	H. W. Cook (T.T. Vauxhall), 34.2 sec.	R. Mays (Bugatti), 37.6 sec.
,, 14th ...	**S.U.N.B.A.C.**	Angel Bank (*h.c.*)	810 yd.	R. Mays (Bugatti), 27.8 sec.	Ditto
,, 14th ...	**Brighton & Hove M.C. & L.C.C.**	Madeira Drive (*s.t.*)	½ mile	J. A. Joyce (A.C.)	Ditto
,, 14th ...	**Liverpool M.C.** ...	Colwyn Bay (*s.t.*)	—	W. Watson (Vauxhall), 22.8 sec. (78.95 m.p.h.)	N. T. Beardsall (Hodgson), 26.0 sec.
,, 23rd ...	**A.C.U.**	Catsash (*h.c.*)	½ mile	A. E. Keen (Morris-Cowley), 34.0 sec.	F. J. D. Jones (Gwynne), 40.6 sec.
,, 28th ...	**J.C.C.**	S. Harting (*h.c.*)	1 mile	E. R. Hall (Bugatti), not issued as time	Ditto
,, 28th ...	**Scottish Western M.C.**	Inchinnan (*s.t.*)	—	C. Paul (Beardmore) 28.5 sec.	A. Francis (Beardmore), 30⅞ sec.
Aug. 4th ...	**Southport M.C.** ...	Southport Sands (*s.t.*)	1 km.	G. Porter (T.T. Bentley)	C. J. P. Dodson (Alvis)
,, 11th ...	**Epsom M.C. & Wallington M.C.**	Coulsdon (*h.c.*)	¼ mile	K. Don (Deemster), 30.0 sec. (*f.s.*)	Ditto
,, 16th ...	**A.C.U.**	W. Harling Heath (*s.t.*)	1 km.	A. E. Keen (Morris-Cowley)	C. M. Harvey (Alvis)
,, 18th ...	**Kent A.C.**	Sharnden Hill, Mayfield (*h.c.*)	—	C. M. Harvey (Alvis), 33.8 sec.	Ditto
,, 18th ...	**Sheffield & Hallamshire M.C. & L.C.C.**	Ringinglowe (*h.c.*)	½ mile	C. M. Harvey (Alvis), 33.2 sec.	Ditto
,, 18th ...	**A.C.U.**	Brean Sands, near Burnham (*s.t.*)	—	A. J. Sgonina (G.N.), 31.6 sec.	Ditto
,, 25th ...	**Southsea M.C.**	Southsea (*s.t.*)	1 mile	J. A. Joyce (A.C.), 51.4 sec.	Ditto
Sept. 8th ...	**Ealing & Dist. M.C.C.**	Kop (*h.c.*)	902 yd.	Le Champion (Isotta-Maybach), 26.83 sec.	G. N. Norris (Morgan), 29.65 sec.
,, 8th ...	**Midland A.C.**	Shelsley Walsh (*h.c.*)	1,000 yd.	R. Mays (Bugatti), 51.9 sec.*	Ditto
,, 15th ...	**A.C.U.**	Luton Hoo (*s.t.*)	—	H. H. Brayshaw (Alvis), 22.2 sec.	Ditto
,, 17th ...	**Lancashire A.C.** ...	Lancaster / Bare Road, Morecambe	1 km.	H. F. Clay (G.P. Vauxhall), 24.6 sec. (90.93 m.p.h.)	T. Moore (Horstman), 29.8 sec.
,, 22nd ...	**Kent A.C.**	Bexhill *s.t.*)	Just under ½ mile	Miss I. Cummings (Bugatti : "Black Bess"), 28.0 sec.	G. N. Norris (Morgan), 29.0 sec.
Oct. 20th ...	**Essex County & Southend A.C.**	Thundersley Church Hill (*h.c.*)	—	C. Paul (Beadmore) R. F. Oats (Ansaldo)	

* *Unofficial, as made in team class.*

1924

Date	Club	Venue	Approx. Distance	F.T.D.	F.T.D. (Up to 1,500 c.c.)
Mar. 29th ...	Essex M.C.	Kop (*h.c.*)	902 yd.	H. W. Cook (T.T. Vauxhall), 29.0 sec (64 m p.h.)	J. A. Joyce A.C.), 32.4 sec.
,, 30th ...	Scottish Western M.C.	Dalgrain Brae (*h.c.*)	—	A. Francis (Beardmore)	—
April 5th ...	A.C.U.	Chatcombe Pitch (*h.c.*)	704 yd.	H. F. S. Morgan (Morgan), 28.6 sec.	Ditto
,, 12th ...	D.D.M.C.	Saffron Walden (*h.c.*)	700 yd.	L. Cushman (Bugatti), 29.6 sec.	Ditto
,, 21st ...	Scarborough & Dist. M.C.	Staxton (*h.c.*)	—	C. Paul (Beardmore), 22.2 sec.	E. R. Hall (Aston Martin), 22.6 sec.
,, 21st ...	Chester & Dist. M.C. ...	Llinegar, near Mostyn (*h.c.*)	—	B. H. Davenport (G.N.)	Ditto
,, 26th ...	York & Dist M.C. ...	Sutton Bank (*h.c.*)	1 mile	E. R. Hall (Aston Martin), 78.6 sec.	Ditto
May 10th ...	S.U.N.B.A.C.	Angel Bank (*h.c.*)	¼ mile	C. Paul (Beardmore), 29.8 sec.	H. F. S. Morgan (Morgan), 30.4 sec.
,, 10th ...	Kent & Sussex L.C.C. ...	Kidd's Hill, Hartfield (*h.c.*)	1,320 yd.	L. Cushman (Bugatti), 52.4 sec.	Ditto
,, 10th ...	Norfolk M.C.	Ringland (*h.c.*)	—	—	W. Hurrell (Gwynne), 29.52 sec.
,, 14th ...	Inverness & Dist. M.C.	Druids' Temple (*h.c.*)	½ mile	H. Cox (Beardmore), 40 1/10 sec.	Lt. Farquhar (Eric-Campbell), 52⅘ sec.
,, 17th ...	Herts County A. & Aero C.	Aston Clinton (*h.c.*)	1,400 yd.	D. Resta (Sunbeam), 44.6 sec.	R. Mays (Bugatti), 46.6 sec.
,, 24th ...	A.C.U.	Clipstone Drive (*s.t.*)	—	—	R. Blake (Morgan), 76 m.p.h.
,, 31st ...	Wye Valley M.C. & L.C.C. and Midland C.C.	Hereford (*s.t.*)	½ mile	H. F. S. Morgan (Morgan), 25.6 sec. (*f.s.*)	Ditto
,, 31st ...	Surbiton M.C. ...	S. Harting (*h.c.*)	½ mile	D. Resta (Sunbeam), 25.8 sec.	Miss Ivy Cummings (G.N.), 29.8 sec.
June 12th ...	York M.C.	Blackpool, North Shore Promenade (*s.t.*)	1 km.	{C. Paul (Beardmore) / H. F. Clay (Vauxhall)} 36.8 sec.	R. Mays (Bugatti), 37.0 sec.
,, 14th ...	J.C.C.	Dean Hill (*h.c.*)	¾ mile	A. Frazer-Nash (G.N.)	Ditto
,, 18th/19th	Skegness M.C.	South Foreshore, Skegness (*s.t.*)	1 km.	M. Campbell (V12 Sunbeam), 29.2 sec.	L. Cushman (Bugatti), 34.0 sec.
,, 21st ...	Kent A.C.	Herne Bay (*s.t.*	½ mile	L. Cushman (Bugatti), 24.8 sec	Ditto
,, 28th ...	Essex C. & Southend A.C.	Bottledown (*h.c.*)	—	D. Taylor (Sunbeam)	—
,, 28th ...	Hants A.C.	Spread Eagle (*h.c.*)	¾ mile	R. Mays (Bugatti), 38.6 sec.	Ditto
July 5th ...	Liverpool M.C. ...	Colwyn Bay Promenade (*s.t.*)	½ mile	J. A. Joyce (A.C.), 22.0 sec. (81.82 m.p.h.) (*f.s.*)	Ditto
,, 12th ...	Worcester M.C. & M.C.C.	Madresfield (*s.t.*)	1 km.	Dr. Benjafield (Bentley), 37.0 sec.	C. M. Harvey (Alvis), 38.4 sec.
,, 19th ...	Midland A.C.	Shelsley Walsh (*h.c.*)	1,000 yd.	C. Paul (Beardmore), 50.2 sec.	R. Mays (Bugatti), 50.8 sec.
,, 18th/19th	S. Wales A.C.	Porthcawl Sands (*s.t.*)	1 mile	J. A. Joyce (A.C.), 49.6 sec.	Ditto
,, 19th ...	S. Wales A.C.	Caerphilly (*h.c.*)	—	H. K. Moir (Bentley), 61.4 sec.	R. Mays (Bugatti), 63.2 sec.
,, 19th ...	Kent & Sussex L.C.C. ...	Bexhill, West Parade (*s.t.*)	700 yd.	L. Cushman (Bugatti), 28.0 sec.	Ditto
,, 24th ...	Norfolk M.C.	W. Harling Heath (*s.t.*)	1 km.	F. C. H. Keaton (Marseal), 36.53 sec.	Ditto
,, 24th ...	Southport M.C. ...	Southport (*s.t.*)	1 km.	G. Porter (Bentley)	F. C. H. Keaton (Marseal)
,, 24th ...	J.C.C.	S. Harting (*h.c.*)	1 mile	R. Mays (Bugatti), 57.2 sec.	Ditto
,, 27th ...	Brighton & Hove M.C. & L.C.C.	Lewes (*s.t.*)	¼ mile	J. A. Hall (Frazer-Nash), 16.6 sec. (*f.s.*)	Ditto
Aug. 16th ...	Sheffield & Hallamshire M.C. & L.C.C.	Ringinglowe Road (*h.c.*)	½ mile	J. A. Joyce (A.C.), 28.0 sec. (*f.s.*)	Ditto
Sept. 6th ...	Rochdale M.C. ...	Chessenden Bar Road (*s.t.*)	½ mile	T. A. N. Leadbetter (Alvis)	Ditto
,, 6th ...	Brighton & Hove M.C. & L.C.C.	Brighton (*s.t.*)	½ mile	J. A. Joyce (A.C.), 28.0 sec.	Ditto
,, 27th ...	Bradford & Huddersfield A.C.	Holme Moss	1¼ miles	R. Mays (Bugatti), 77.2 sec.	Ditto
Oct. 10th ...	J.C.C.	Saltersford (*h.c.*)	—	R. Mays (A.C.)	Ditto
,, 10th ...	Kent & Sussex L.C.C. ...	Bexhill (*s.t.*)	—	J. A. Joyce (A.C.)	Ditto
,, 18th ...	Essex M.C.	Kop (*h.c.*)	902 yd.	J. A. Joyce (A.C.), 26.8 sec.	Ditto
,, 25th ...	Littlehampton & Dist. M.C.	Ford Road, near Arundel (*s.t.*)	½ mile	W. Barnato (Hispano-Suiza), 23.0 sec. (*f.s.*)	Miss Ivy Cummings (G.N.), 23.4 sec. (77 m.p.h.) (*f.s.*)

1925

Feb. 28th ...	Inter-Varsity	Aston Clinton (*h.c.*)	—	E. S. Berry (Alvis)	Ditto
Mar. 28th ...	Essex M.C.	Kop (*h.c.*)	902 yd.	H. O. D. Segrave (Sunbeam), 28.8 sec.	J. A. Joyce (A.C.), 30.0 sec.

(After the accident at the above meeting sprint events were largely curtailed, although they were continued at private courses, at Shelsley Walsh, Southport, Hereford, Lewes, etc.)

AMERICAN MAGAZINES

Last month we expressed pleasure in perusing the American motor Press, which has improved vastly since the war. The fact that no mention was made of *Road and Track* and the Veteran Motor Car Club of America's *Bulb Horn* was due not to any lack of appreciation for these journals but because the current issues were not to hand as we wrote the paragraphs concerned.

The March issue of *Road and Track* has since been delivered. It contains a road-test of the much-discussed Ford Thunderbird, a survey of the French industry, another on America's V8 power units, descriptions of our 2½-litre sports Lea-Francis and W196 G.P. Mercédès-Benz, an article on three-wheelers and a discourse by Knut Strong showing how the Mercédès-Benz star emblem, registered by them in 1909, has in recent years been copied by various U.S. car manufacturers, whereas previously it was displayed only by the Coptic Christians, who had been using it for two thousand years to represent the Holy Trinity, anyway. There are other interesting articles and we were amused to see that *Road and Track* describe themselves as "enthusiasts rather than publishers—we make mistakes, for we do not 'go by the book.' You find no article about the atomic-powered car in *R. & T.* We use no stock Press releases. We get people mad at us. Sure, we all drive Volkswagens, not Ferraris—but the magazine is fun and we love it." It seems that *Road and Track* and MOTOR SPORT have something in common! The Editor of the latter apologises for further reference to the VW, but it is hardly coincidence that both he and the Editor of this American motor paper drive these cars! Incidentally, it is a reflection on American enthusiasm for the VW that *Road and Track*, a sporting paper, announces proudly that it has obtained that "scarcest of volumes," the Volkswagen Shop Manual and will be enlightening VW owners regarding service information and inquiries in future issues.

The Bulb Horn for January contains a lavishly illustrated account of the 1954 Glidden Tour and the best coverage we have yet seen of the V.S.C.C. Anglo-American Vintage Car Rally, also with some excellent photographs.

NUFFIELD NEWS

It is announced by the Nuffield Organisation that a new colour, sand beige, will replace smoke blue on all Morris cars. It will be available with red upholstery. Other colours in the Morris range are Empire green, Clarendon grey and black.

CLUB NEWS

SOUTHERN JOWETT C.C.

The Southern Jowett Car Club's first event of the season, on Sunday, March 27th, took the form of a Pot-Pourri Run. This incorporates driving on a prescribed route by description, elementary navigation, and other twists designed to make an interesting and enjoyable day's run in pleasant countryside. The start was from the Chertsey Bridge Hotel, Chertsey, at 10.30 a.m. Further particulars of this event and of membership of the club may be obtained from the Hon. Secretary, C. E. Piper, 10, Orchard Avenue, Thames Ditton, Surrey.

WELSH COUNTIES C.C.

On March 7th, the Welsh Counties C.C. held its annual general meeting at the St. Mellons Golf Club. The officers of the club for 1955 being as follows: President: R. Forestier-Walker; Vice-Presidents: A. Halewood and G. Davies; Chairman: J. Whitehead; Hon. Treasurer: C. G. Palmer; Hon. Secretary: W. G. Woodroffe; Committee members: P. E. Morris, O. C. Bartlett, G. E. Turner, A. H. Woodroffe and G. Cadenne.

The Halewood Rally will be run again this year, as a restricted event. It will consist of a road section of about 100+ miles, with special tests and secret checks *en route*. The invited clubs will be: South Wales A.C., Barry A.C., Hereford M.C., Riley M.C., M.G. C.C., Swansea M.C. and Five Star Club.

MORGAN 4/4 CLUB SPRING RALLY

The Morgan 4/4 Club has invited the Evesham A.C., Herefordshire M.C., London M.C., M.G. C.C. (Midland Centre), Oxford University M.D.C., Singer Owners' Club and the Worcestershire M.C. to their Spring Rally on May 1st, starting (at 10.30 a.m.) and finishing at Moreton-in-Marsh, Gloucestershire.

The rally is a navigational one of approximately 170 miles with one or more special sections and tie-deciding tests.

Regulations can be obtained from the Secretary of the Meeting: Miss A. Palfrey, Top o' th' Hill, Wyre Piddle, Pershore, Worcestershire. Telephone: Pershore 8.

B.M.W. C.C.

A real club atmosphere of "mateyness" attended—along with 90 guests—the second annual dinner-dance of the B.M.W. Car Club in the Dorchester, Park Lane, on March 5th. Mrs. Guy Machell, wife of the chairman, presented the rally prizes—the Isleworth Trophy to the outright winner, T. C. Tate (34 saloon), the road navigation prize to E. Stokes-Hardy (40 two-seater), the driving test award to W. S. Frost (401 Bristol), and the Munich Trophy for the concours d'elegance to G. G. Boyes-Korkis, who won with a 45 tourer. There was even discovered among the guests a "Miss B.M.W." for the occasion—a charming blonde guest, Fraulein Katrina Trimble, from Kassel, Germany, who presided over the draw for the raffle.

THE B.A.R.C. IN 1955

The principal fixtures of the British Automobile Racing Club in 1955 are:—

April 11th:	International Race Meeting, Goodwood.
May 21st:	Club Race Meeting, Aintree.
„ 30th:	International Race Meeting, Goodwood.
June 18th:	Club Race Meeting, Goodwood.
July 16th:	BRITISH GRAND PRIX, AINTREE.
„ 30th:	International Race Meeting, Crystal Palace.
Aug. 13th:	Club Race Meeting, Aintree.
„ 20th:	International 9-Hour Sports-Car Race, Goodwood.
Sept. 24th:	Club Race Meeting, Goodwood.

The race meetings at Goodwood, for sports cars, on June 18th and September 24th, continue the contest for the MOTOR SPORT Brooklands Memorial Trophy.

Full details of these meetings, public attendance thereat and club membership are obtainable from the General Secretary, B.A.R.C., 55, Park Lane, London, W.1.

PEMBROKESHIRE M.C.

The Pembrokeshire M.C. wish to announce that the Lydstep Hill-Climb will be held on Easter Saturday, April 9th. Start 1 p.m. Classes for sports, saloon and racing cars. The following clubs are invited: Hagley Light Car Club, B.A.R.C., S.W.A.C., M.G. Car Club, Hereford Car Club, Vintage Car Club, North Staffs Car Club. Entry forms and regulations can be obtained from the Hon. Sec.: G. F. Reason Jones, The Royal Lion Hotel, Tenby (Tel.: 2127).

THE ISLE OF WIGHT C.C.

The fourth Isle of Wight Car Club's Rally and Concours d'Elegance will take place this year from Friday, April 29th, 1955, to Sunday, May 1st. The invited clubs are B.A.R.C., L.M.C., M.C.C., Herefordshire M.C., South Wales A.C., West Hants and Dorset C.C. and Southsea M.C.

The start will take place in the afternoon of April 29th, from Esso House, Abingdon. The route of some 400 miles will take competitors into Wales for the night map-reading sections and from there back to the Isle of Wight for the final manoeuvrability tests and rally dance and prize-giving.

Among the many trophies to be presented will be the *Daily Telegraph* Challenge Cup and £25 for the outright winner and other cash awards for the runner-up and third, if the organisers think fit.

The Concours d'Elegance will be held on May 1st at Ryde. This year there will also be a separate event for the non-rally competitors.

Regulations are obtainable from: Mrs. I. Wooldridge, Delamere Hotel, Sandown, I.W. Entries close April 16th.

SUNBEAM REGISTER

The December issue of *Sunbeam* contained a full list of members of the Sunbeam (S.T.D.) Register. Membership is now 35, composed of 249 Wolverhampton Sunbeam owners, 86 Roesch (London) Talbot owners, three Darracq owners and 19 honorary and/or associate members.

On April 24th, the Register combines with the Alvis 12/50 and Humber Registers in a rally to Esso House, Abingdon-on-Thames, where driving-tests will be contested.

Provisional future fixtures include:—

May 29th:	Seaford Rally, Concours d'Elegance and Social (with sea-bathing for wives and girl friends, weather permitting).
June:	Annual Wolverhampton Pilgrimage.
July:	Rally to Sunbeam-Talbot factory, near Coventry.
September:	Sandhurst Rally, Concours d'Elegance and Driving Tests.
December:	Annual London Social.

Hon. Registrar: Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hampshire.

Continued on page 195



INCENTIVE TO A WIDE-OPEN THROTTLE.—A case of all you've got, in this trials special, after careful control of wheelspin all the way up!

FIXTURES FOR APRIL

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

2nd.—B.R.D.C. RACE MEETING, OULTON PARK. *I.*
Arbroath & Dist. M.C. Rally. *C.*
Vintage Sports C.C. Northern Road Trial. *C.*
A.E.R.E. M.C. Night Navigation Trial. *C.*
2nd/3rd.—Bugatti Owners' Club. Hill-Climb, Prescott. *C.*
Maidstone & Mid-Kent M.C. Night Navigation Rally, Kent. *R.*
West Hants & Dorset C.C. Moonfleet Rally. *C.*
M.G. C.C. (S.E.). Rally. *C.*
Rhyl & Dist. M.C. Rali Gogledd Cymry. *R.*
Bugatti Owners' Club. Testing Weekend.
Falcon M.C. Night Navigation Trial. *R.*
King's College M.C. Rally. *R.*
3rd.—British Racing & S.C.C. Race Meeting, Brough. *C.*
WEST ESSEX C.C. SPEED TRIAL. *N.*
B.A.R.C. (S.W.). Hill-Climb. *R.*
Tunbridge Wells M.C. Speed Trial, Brands Hatch. *R.*
Chester M.C. Barclay Trophy Trial. *R.*
Darlington & Dist. M.C. Roderick Gray Trial. *R.*
Exmoor M.C. Social Run. *C.*
Eastwood & Dist. M.C. Touring Trial. *C.*
Stafford & Dist. C.C. Economy Run. *C.*
C.S.M.A. (S. London). All Fools' Road Trial. *C.*
C.S.M.A. (Farnborough). Driving Tests. *C.*
Sheffield & Hallamshire M.C. Standard Car Trial. *C.*
Cumberland S.C.C. *C.*
Hagley & Dist. L.C.C. Rally. *C.*
Cornwall Vintage C.C. Touring Trial and Driving Tests, St. Eval. *R.*
Sevenoaks & Dist. M.C. Guys and Dolls Rally. *C.*
B.A.R.C. (Yorks). Treasure Hunt. *C.*
Huddersfield M.C. Standard Car Trial. *R.*
South of Scotland C.C. Gymkhana. *C.*
Aberdeen & Dist. M.C. Williamson Trial. *C.*
Peterborough M.C. Point to Point. *C.*
North Cornwall M.C. Trial. *C.*
Westmorland M.C. Trial. *C.*
Sunbeam-Talbot Owners' Club. Yorkshire Trial. *C.*
6th.—Coltness C.C. Rally. *C.*
7th.—Old Merchant Taylors' M.C. Driving Tests. *C.*
8th.—Grimsby M.C. Treasure Hunt. *C.*
8th-9th.—M.C.C. Land's End Trial. *C.*
8th-12th.—ULSTER M.C. CIRCUIT OF IRELAND TRIAL. *N.*
9th.—Bristol M.C. & L.C.C. Race Meeting, Castle Combe. *R.*
Chiltern C.C. Night Rally. *C.*
Speedbird M.C. Sporting Trial, "Operation Rescue." *R.*
9th-11th.—SCOTTISH SPORTING C.C. HIGHLAND 3-DAYS' RALLY. *N.*
10th.—County C.C. Walker Cup, Regularity Trials. *C.*
Newcastle & Dist. M.C. Trial. *C.*
Galloway M.C. & C.C. Main Road Rally. *C.*
11th.—Jersey M.C. & L.C.C. Sand Racing, St. Ouens Bay. *C.*
West Cornwall M.C. Hill-Climb, Trengwainton. *R.*
BRITISH RACING & S.C.C. RACE MEETING, BRANDS HATCH. *N.*
B.A.R.C. RACE MEETING, GOODWOOD. *I.*
North Devon M.C. Autocross. *C.*
North Devon M.C. Driving Tests. *C.*
14th.—Windsor C.C. *C.*
15th.—Citroën C.C. Rally, Home Counties. *R.*
Fairey Aviation C.C. Evening Rally. *C.*
16th.—Bentley Drivers' Club. Race Meeting, Oulton Park. *R.*
Eastern Counties M.C. Race Meeting. *C.*
V.S.C.C. Race Meeting, Silverstone. *C.*
WINFIELD JOINT COMMITTEE. RACE MEETING, CHARTERHALL. *N.*
Falkirk & Dist. M.C. Rally. *C.*
Great Yarmouth & Lowestoft M.C. Rally. *C.*
C.S.M.A. (Newcastle). Night Navigation Trial. *C.*
London M.C. Little Rally. *C.*
16th/17th.—M.G. C.C. (Midland). Rally. *C.*
Cranleigh & Dist. M.C. & L.C.C. Nine-Point Rally. *R.*
Wirral Hundred M.C. Wallasey Rally. *R.*
17th.—Yorkshire S.C.C. Speed Trial. *C.*
Fernie C.C. Autocross. *C.*
17th.—Northampton & Dist. M.C. Autocross. *R.*
Leicestershire C.C. Autocross. *C.*
Southport M.C. Main Road Trial. *C.*
Lancs & Cheshire M.C. Driving Tests. *C.*
Bolton le Moors C.C. Broad Acres Rally. *C.*
Haslemere M.C. Treasure Hunt. *C.*
Plymouth M.C. Manor Trophy Trial. *C.*
Brighton & Hove M.C. Treasure Hunt. *C.*
Charnwood C.C. Rally. *C.*
M.G. C.C. (N.W.). Touring Trial. *R.*
King's Lynn & Dist. M.C. Rally. *C.*
Darlington & Dist. M.C. Consistency Hill-Climb. *C.*
Swanage M.C. Rally. *C.*
Maidstone & Mid-Kent M.C. Safety First Rally. *C.*
Herefordshire M.C. April Frolic. *C.*
Cheltenham M.C. Rally, Glos. *C.*
Hants & Berks M.C. Driving Tests, California. *C.*
Severn Valley M.C. Spring Rally. *C.*
B.A.R.C. (N.W.). Opening Rally, Cheshire. *C.*
Marconi A.C. Point to Point. *C.*
Margate & Dist. C.C. St. George's Cup Rally. *C.*
North London Enthus. C.C. Driving Tests, Herts. *C.*
C.S.M.A. (W. Middx.). Treasure Hunt. *C.*
C.S.M.A. (Goring). Photo Hunt. *C.*
Lloyds M.C. Biggin Hill Rally and Driving Test. *R.*
18th.—South Wales A.C. Hill-Climb. *R.*
Morecambe C.C. Rally. *C.*
19th.—Newry & Dist. M.C. Touring Trial. *C.*
22nd/23rd.—MIDLAND A.C. RALLY. *N.*
North Devon M.C. Ilfracombe Rally. *R.*
23rd.—ASTON-MARTIN OWNERS' CLUB. RACE MEETING. *N.*
Southsea M.C. Hunt Cup Rally. *C.*
Kilmarnock M.C. Night Rally. *C.*
Bristol M.C. & L.C.C. Reliability Trial. *C.*
23rd/24th.—Wolverhampton & S. Staffs C.C. Rally. *C.*
M.G. C.C. (Scottish). Test Teasers. *R.*
Blackpool & Fylde M.C. Rally. *C.*
Sunbeam-Talbot Owners' Club. Southport Rally and Concours d'Elegance. *C.*
24th.—Sporting Owner-Drivers' Club. Autocross. *R.*
Newcastle & Dist. M.C. Hill-Climb. *R.*
Bedford A.E.C. & Cambridge '50. Speed Trial, Bushmead. *C.*
Gosport A.C. Speed Trial, Gosport. *R.*
Lancashire & Cheshire C.C. Derbyshire Trial. *R.*
Fylde Motor Sports Committee. Touring Trial. *C.*
Lancashire A.C. Rally. *C.*
Coventry & Warwicks. M.C. Rally. *R.*
Great Yarmouth & Lowestoft M.C. Rally. *C.*
E.M.I. M.C. & C.C. Hill Top Rally. *C.*
B.M.W. C.C. Rally and Driving Tests. *R.*
Exmoor M.C. Sporting Trial. *R.*
Riley M.C. (Lowland). Gymkhana. *C.*
Singer Owners' Club. Rally. *R.*
Lancashire & Cheshire C.C. Sporting Trial. *R.*
De Lacy M.C. of Pontefract. Rally. *C.*
Peterborough M.C. Rally. *C.*
Dumfries & District C.C. Nithsdale Rally. *C.*
C.S.M.A. (Yorks). Rally/Trial. *C.*
C.S.M.A. (N.W.). Spring Cup Trial. *C.*
C.S.M.A. (Newcastle). Annual Day Navigation Trial. *C.*
Sporting C.C. of Norfolk. Club Event. *C.*
Alvis Register. Esso House Rally and Driving Tests.
28th.—North Cornwall M.C. Spring Trial. *C.*
29th/30th.—Isle of Wight C.C. Rally, South England. *R.*
30th.—WEST HANTS & DORSET C.C. RACE MEETING, IBSLEY. *N.*
Scottish M.R.C. Race Meeting, Kirkcaldy. *R.*
Newry & Dist. M.C. Autocross. *C.*
North Staffs M.C. Race Meeting, Oulton Park. *R.*
Stockport M.C. Stockport Rally. *R.*
Mid-Antrim M.C. Rally. *R.*
Torbay M.C. Torbay Rally. *R.*
Eastern Counties M.C. Social Rally. *C.*
30th-1st May.—S.U.N.B.A.C. Rally. *C.*

CLUB NEWS—continued from page 193

BUGATTI O.C.

The Bugatti O.C., which continues to publish its beautifully-produced magazine *Bugantics*, about Bugatti cars, held its Opening Rally and Annual Prize-Giving Party on March 6th, at Chadwick Manor, Knowle. The following main trophies were awarded, amongst the season's prizes :—

Victor Ludorum Trophy : M. A. H. Christie.
Jean Bugatti Trophy : P. J. Stubberfield.
Brescia Challenge Trophy : T. R. King-Smith.
George Harris Challenge Cup : W. A. L. Cook.
Percy Fawcett Cup : C. S. Henderson.
Jacques Challenge Cup : J. J. Virr.
Taylor Trophy : R. I. H. Sievright.
John Bowen Cup : A. K. Haworth.
Birket Challenge Cup : R. C. Green.
Staniland Trophy : J. Riseley-Pritchard.
Windrum Trophy : Mrs. Doreen Fielding.
500 Challenge Cup : C. A. N. May.
Invicta Challenge Cup : L. Mills.
Stubberfield Trophy : J. J. Virr.
Monro Trophy : J. J. Virr.
Winter Challenge Cup : D. S. Done.
Coronation Cup : T. A. D. Crook.
Bachelier Trophy : T. A. Roberts.
Miller Trophy : M. L. Brewer.
Other Makes Challenge Cup : C. W. P. Hampton.
Baines Trophy : Not awarded.

Really, we hope the B.O.C. Secretary is given a strong-room amongst his effects!

The Concours d'Elegance was won by W. A. L. Cook's Type 57SC Bugatti and we are delighted that the Brescia Cup went to A. W. Rippon's Type 23 Brescia Bugatti—that takes us back to the time, centuries ago, when these B.O.C. rallies were the most enthralling events of their kind on the Calendar, attracting the most exclusive of motor cars, and Brescias abounded.

The Club's coming fixtures are :—

April 9th : Prescott Testing Day (to be televised).
May 22nd : Prescott National Speed Hill-Climb.
June 6th : Prescott Members' Meeting.
June 24th : Prescott Inter-Club Meeting.
Sept. 11th : Prescott International Speed Hill-Climb.
Nov. 25th : Annual Dinner and Dance.
Dec. 3rd/4th : Winter Rally.

Hon. Sec. : K. Nightingale, Crescent Copper Works, Edward Street, Parade, Birmingham, 1.

THE VOLKSWAGEN CLUB OF G.B.

The Volkswagen Club of Great Britain held its fourth rally on February 27th, starting from Chessington in Surrey.

As we were "breaking-in" (as the instruction book puts it) a brand new VW it seemed appropriate that we should make this rally the car's first official Press journey. We arrived full of enthusiasm for our new vehicle, which we suppose we must do our best to curb, bearing in mind how nicely Mr. Eric Lister referred to over-frequent VW praise in MOTOR SPORT in our correspondence pages last month. Suffice it to remark that the excellent driving position, delightful gear-change, comfortable suspension, ease of cruising at over 60 m.p.h., and the efficiency of the condensation-free heating system which, silently, provides adequate warmth and really *does* de-mist the windscreen, had pleased us immensely, although the mileage was below that at which the first free inspection is available; moreover, we felt very smug when, fuelling that morning after a freezing night, we encountered at the garage the owner of a water-cooled saloon looking sadly into his self-emptying radiator!

The Rally, organised by S. Ross-Watt, attracted the excellent turn-out of twenty VWs, not counting our own—brightly-coloured beetles in sparkling condition. (Ours, however, is black, which seems appropriate for a car which is in many ways the modern counterpart of the model-T Ford.)

Competitors had first to answer five simple questions about their cars, then cover a cross-country route of 25 miles from a route card at an average speed of exactly 30 m.p.h., including icy ascents and descents near Leith Hill, and then take part in a treasure-hunt. Not everyone completed the course, Mr. Lambert, for instance, retiring before tea-time with his West Essex conversion car.

A very welcome hot supper at the "Fox & Hounds," Chessington, awaited competitors, at which prizes, donated by VW Motors, Davies Motors, Staines, Colborne Garage, Ripley, and the club, were presented by the Chairman, Mr. Colborne-Baber.

Awards : 1st : J. Smallwood (VW); 2nd : R. N. Martineau (VW); 3rd : M. Donovan (VW); 4th : Miss P. Davies (Simca Aronde); 5th : R. H. Porter (VW).

Incidentally, competitors were required to carry competition numbers, but these were small, quite insignificant plastic numbers stuck to the inside of their windscreens, an excellent idea which other organisers of public-road competitions could follow profitably.

The Club organises events of this nature at reasonable intervals and issues a magazine.

* * *

The Registrar, David Thirlby, of the Frazer-Nash section of the V.S.C.C. would like to hear from all owners of chain-driven Frazer-Nashes and G.N.s who are *not* in the V.S.C.C., no matter what remote part of the earth they live on. This is so that the registry of the marques can be brought up to date with a view ultimately of a history being published.

In connection with this registry, if anyone has any catalogues, instruction books and photographs would they consider parting with them and making the Registrar extremely happy and grateful as the registry is sadly lacking in these respects. Thirlby is also interested personally in obtaining complete volumes of MOTOR SPORT from 1940 to 1948 inclusive.

Please write direct to Thirlby at "Lundy," Warwick Road, Hale, Cheshire.

* * *

As a result of the annual general meeting held on January 20th, the Committee of the N. London E.C.C. is now constituted as follows : *President :* A. F. Rivers Fletcher. *Secretary :* G. Bance. *Treasurer :* C. H. Ford. *Chairman of Competitions Committee :* F. E. Owen. *Committee :* F. H. Arthur, Miss Brenda Bowman, A. Hitchcock, A. C. Hobbs, H. A. Meacock, W. G. Render and E. W. Yelland.

* * *

The Per Ardua M.C. is now open to ex-R.A.F. personnel and to the R.A.F.V.R.

* * *

The new Secretary of the Darlington & D.M.C. is D. O. Stephens, 203, Parkside, Darlington.

* * *

The new Secretary of the Liverpool M.C. is P. Ledger Lomas, Upper Charlton, 50, St. Anthony's Road, Blundelsands, Liverpool, 23. J. G. Dixon has resigned this position to become Membership Secretary; J. C. Rankin is re-elected as Chairman.

* * *

The Cheltenham M.C. announces that owing to pressure of business Mr. W. Dembowski will not stand for re-election as the club's Competition Secretary, although he will continue to serve on the club's Management Committee. Jack Readings resigns as Chairman of the Competitions Committee and this club will not hold the Fuel Economy Rally this year—we understand this excellent event will be taken over by the Hants & Berks M.C.

INTER-VARSITY SPEED TRIAL—continued from page 174

Hill's blown 1,750-c.c. Alfa-Romeo Zagato. Crook blew-up (bent push-rod ?) on his second run.

1st : T. A. D. Crook (s/c. Cooper-Bristol) ... ... 62.00 sec.
2nd : M. R. Noble (Austin-Healey) ... ... 68.00 ,,
3rd : J. Erskine-Hill (Alfa-Romeo) ... ... 71.50 ,,

Closed Cars over 2,500 c.c.

In the programme this class contained the Connaught and Broad's E.R.A. "Remus," the latter an absentee! The winner of this class was Dr. Sheppard in his DB Aston Martin

1st : Dr. Sheppard (Aston Martin DB) ... ... 69.50 sec.

Racing Cars

1st : L. Marr (Connaught) ... ... 61.38 sec.

Open Championship

Marr now went better, having learnt the corners, Webb nearly lost his Turner and Jennings drove his new Cooper-M.G.

1st : L. Marr (Connaught) ... ... 60.80 sec.*
2nd : T. A. D. Crook (Cooper-Bristol, s/c.) ... ... 63.01 ,,
3rd : T. Beevor (Healey Silverstone) ... ... 66.05 ,,

* *F.T.D.*



The sleeping baby test

WAIT till your baby is asleep; then put it in the back seat of your car. (If you haven't got a baby, borrow one.) Now fill up with Shell with I.C.A and go for a drive. Try ticking over, driving slowly, accelerating, cruising. Don't of course, brake violently, swerve sharply, or hoot loudly. Above all, don't sing, though the way Shell makes your car behave may easily make you want to.

Assuming well-surfaced roads and good springs, the baby will stay asleep. *This means that Shell with I.C.A makes your car run more smoothly.*

Why? Two main reasons. The I.C.A in Shell prevents pre-ignition, which is the main cause of engine roughness. At all speeds your engine turns over more smoothly and more quietly. This means better performance and longer engine life, too.

Secondly, Shell has better "mixture distribution". This means that an exactly equal amount of petrol vapour enters each cylinder on the induction stroke, so each piston is driven with exactly the same force. Your engine runs as smoothly and efficiently as it can.

SHELL WITH I.C.A

the most powerful petrol you can buy

CONTINENTAL NOTES—continued from page 187

car being whisked round the bends and corners, with the driver complete master of the machine. Up the Pass it was nearly all done on accelerator pedal and steering wheel, second gear being ideal for the whole climb, while down the other side only occasional dabs on the brake pedal were required.

In no time at all it seemed this living with the gods was over and we were in Bologna, though actually it had taken nearly two hours, and all at an average of over 60 m.p.h. From Bologna back to Brescia was normal fast Italian motoring, mostly around 120-130 m.p.h., as the traffic was pretty heavy, and arriving back at the garage well before dark we left the car by the bench, as there were no mechanics in sight, and returned to the hotel for a much-needed bath.

Our overall running average had been nearly 75 m.p.h., and some idea of the safety limit to which Moss drove when traffic was about can be gained from the fact that never once did I press my feet on the bulkhead or clutch wildly at the scuttle. In less than an hour we went back to the garage and found the car on four axle-stands, the wheels off, the tyre-wear measured, the front brakes dismantled completely, the lining wear measured, the undertray off, the engine checked over for oil leaks, etc., the transmission and clutch dismantled and checked, and the two engineers and six mechanics waiting for Mr. Moss to return from his bath and tell them if the car was to his liking—and every nut on a Mercédès-Benz is split-pinned!

Next morning the car was ready for its second lap and we got off to a fine start, but after averaging 95 m.p.h. for the first hour and a half, fate stepped in and it is best that a veil is drawn over the details of that second lap. First the rain came, then a stone punctured the radiator, and after the mechanics had rushed another one to us and fitted it, the snow started. We struggled on for another 200 miles in weather conditions which ranged from hail to three inches of slush on the roads, with ice forming on the windscreen and goggles faster than we could rub it off. Nearing Rome the weather cleared up and conditions were perfect once again, but shortly after Rome we were passing a flock of sheep at 70 m.p.h. when the attendant shepherd struck one of them with a hefty stick and it leapt sideways into our left-hand headlamp. While the dead mutton flew up into the air we spun and, in going into the ditch, a rear wheel struck a low concrete bollard and that was that.

Shortly after, Kling and Herrmann arrived in their 220 and we continued the second lap in the rear seats. Next day the snow covered the whole of central Italy, which put paid to any further practice or testing.

* * *

Returning to England for a few days, I saw arrangements completed for the delivery of a new Porsche 1500, for 1955 race coverage, to replace the Lancia Aprilia used last year. This meant a quick flying trip to Stuttgart to take delivery, and that trip was one long succession of rear engines and swing-axles. A Porsche mechanic collected me from the airport in a Volkswagen and took me to the friendly little factory north of Stuttgart. Along the autobahn we saw a 300SL going the other way, and it was with a noticeable national pride that the Porsche chap pointed it out to me, there being no question of it coming from a rival firm.

The next day saw lunch with von Frankenburg, one of the works team drivers, our transport being his own private Porsche, still proudly wearing the 1954 Mille Miglia seals on the steering column, and then I took over the blue fixed-head coupé that will be my home for the next six months and 30,000 miles.

Returning to Belgium along the autobahn it was kept at 3,000 r.p.m., an indicated 65 m.p.h., as Porsche advise not exceeding that speed while running-in.

First impressions of a car cannot always be relied upon, but suffice to say that to me the Porsche represents another step forward towards my personal idea of the perfect motor car. The choice of such a car was not made on sales talk and reading road-tests, but after a 400-mile drive to Devon in the A.F.N. Ltd. demonstration model, the demonstrator saying: "I'm not going to try to sell you this car; just drive it and find out for yourself." Having found out, he demonstrated an average of well over 60 miles in the hour on wet roads in the dark, during which time we talked motoring in normal tones with the speedo. sitting on 95 m.p.h. After 20,000 miles perhaps I shall be in a position to give an opinion on the Porsche 1500 as a modern means of travel.

Leaving the car in the capable hands of Andre Pilette, the Gordini racing driver, he took me to the air station in a rear-engined 4 c.v. Renault, where I boarded a rear-engined Chausson motor bus to the airport. Just for a change the aeroplane had the engines at the side, but back in England, to collect some more luggage, the Editor took me home in his Volkswagen. The first thing I did was to open a weekly paper to see a description of the new rear-engined baby Fiat! Can it be that we've been wrong all these years?—D. S. J.

BRITISH MINIATURES

Following recent references to German and American model cars and kits, we are delighted to be able to accord warm praise for a British product of this kind—the Autocraft miniature car construction kit.

These kits are made by the Scale Model Equipment Company, Ltd., of Steyning, Sussex, who for some years have been making constructional kits covering various racing and sports cars. The first of their new Autocraft kits, No. A1, makes up into a delightfully accurate and well-finished open XK120 Jaguar, which has the additional merit of being very detailed, with cockpit details such as brake and gear-lever, instruments, most realistic seats, steering-wheel, propellor-shaft tunnel, etc.

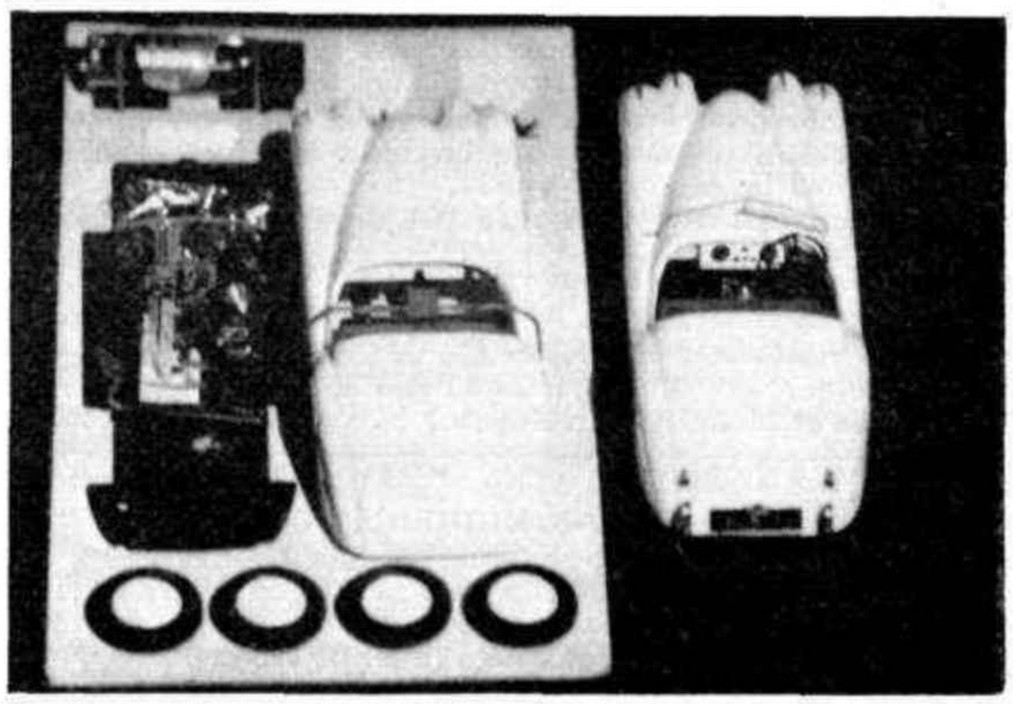
The finished model is about 5½ in. in length and runs easily on rubber tyres. It is to $\frac{1}{32}$ scale and not only is the finish of a high order, in glossy white diacon plastic, but the realism of headlamps, windscreen, radiator grille, etc., adds enormously to the appeal of this splendid miniature Jaguar, which is actually Ian Appleyard's famous rally car, NUB 120. The model is complete with bumpers, exhaust pipe, lamps, number-plates, etc., and all metal parts, and the necessary cement, are supplied with the constructional kit, which costs 24s. 6d. inclusive of p.t., and 6d. extra by post.

We look forward to other miniatures in this series and commend highly this British kit.

* * *

Following on the excellent Cunningham sports-car reviewed last month, Dinky Toys now supply a miniature of the TF M.G. Midget complete with racing numbers and overalled driver. These strong, well-finished little replicas are 3¼ in. long and are just the thing to take home to Junior—you will buy two when you encounter them in your local toy-shop, keeping one for the study. It could also be used as a radiator cap or tie-bar mascot.

With the '04 veteran Darracq reviewed last month, the Autocraft Jaguar and the expanding range of Dinky miniatures, Britain has nothing to be ashamed of in the field of motor-car miniatures. It now remains for some enterprising manufacturer to offer larger models, like those tinplate P2 Alfa-Romeos, Citroëns and Hispano-Suizas of yesteryear, either in tinplate or castings. Modern racing cars and sports cars lend themselves to such modelling far more readily than did the cars of the nineteen-twenties, and on the Continent quite large Ferrari and Alfa-Romeo racing-car replicas are on sale.—W. B.



The Autocraft kit No. A1 and the completed Jaguar XK120 constructed from it.

LETTERS from READERS

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

AGENTS' COMMISSION ON SALE OF NEW CARS

Sir,

Could somebody in the trade enlighten me as to the reason why agents receive what appears to me wholly unjustified and exorbitant commission on the sale of a new car?

As an example, the purchase tax on an M.G. Midget TF two-seater is £230 5s. 10d., from which I deduce that the manufacturer's wholesale price is £460 11s. 8d., making a total of £690 17s. 6d. As the list price for this car is £780 5s. 10d., a nice little profit of £89 8s. 4d. is apparently left for the agents. Since in most cases there is still a long waiting list for the majority of popular cars, the agent is not left with unsold models on his hands. What service to the buyer, or even to the manufacturer does the agent provide for this commission? If anyone mentions "After-Sales Service," pardon me while I muffle a guffaw!

Don't you think it is time the motorist had a real union to represent his interests? I don't class the A.A. or R.A.C. in that category! If there had been a motoring association with any guts in existence, the agents would have had to cut their commission and the Government would have also had to cut their blood-sucking petrol-tax and purchase-tax long before this. Moreover, the roads would not be the potential death-traps they are now. If you ask me how this improvement in the motorist's lot would have come about, I will reply that with the encouragement of a strong union, three million private motorists would have refused to licence their cars, or buy new ones, until they had received a square deal. What suckers we motorists are!

I am, Yours, etc.,

Stanmore. J. M. MARTIN.

* * *

GEAR-RATIOS OF LOW-HORSE-POWER CARS

Sir,

I am an ardent reader of your delightfully frank magazine, and I hope that your strenuous efforts to bring the various defects and other points to the notice of the manufacturing concerns are not entirely unheeded. It is with this hope in mind that I take up my pen.

Last summer I obtained a new Austin A30. I ran it in in a matter of days, and apart from running a front-wheel bearing, due to its having been assembled without grease, it went remarkably well. The greater mileage I did, however, and consequently the faster I went the more infuriated I became with the gearbox, the indirect ratios of which seemed to be doing their level best to keep the performance down to a minimum, with maximum wear on the engine, a mere 23 m.p.h. in second and 32 m.p.h. in third.

If I wished to pass a lorry doing 30 m.p.h., a frequent occurrence on the crowded roads, it was necessary to start accelerating 200 yards behind it in order to build up enough speed in top to pass with safety; then as often as not something would have appeared from the other direction.

I fully realise that this is a family car and not a high-performance sports car, but I feel that at practically no extra cost it would be possible to manufacture an alternative gearbox for those rather more sporty bachelor owners. Exactly the same applies to the Morris Minor. At the moment the first gear on either would take four adults and luggage up a wall!

If Standard and VW have managed sensible ratios, why not B.M.C.?

I am, Yours, etc.,

Stowe. W. SHAND KYDD.

[When we road-tested the Austin A30 we set the normal change-up speeds in second and third gear as 20 and 30 m.p.h., respectively, with maxima of 28 and 45 m.p.h.—ED.]

* * *

VINTAGE-CAR MODIFICATIONS

Sir,

I do not see the point behind F. Dorman Byers' letter. Surely no vintagent maintains that the design of his car in original form is necessarily better than current design in all its aspects.

What the vintage enthusiast believes is that he possesses a piece of classic machinery which has more character, is much better made and much more fun to drive than its modern counterpart. There does not appear to be any reason, however, why improvements should not be made, for example, to brakes and suspension, which on the majority of vintage cars are not as good as those on the best of the modern products.

I do not claim any great knowledge of vintage matters as I am not a vintage enthusiast, my own particular weakness being the post-vintage thoroughbred (horrible term) in general and the Roesch Talbot in particular, but I imagine that the outlooks of the vintage enthusiast and myself are very similar.

While I consider my 3½-litre model 110 to be one of the best cars ever built, I would very much like to be able to convert the front suspension to independent springing, if this could be done without loss of the 100 per cent. accurate steering and magnificent cornering qualities of the car. I would be most grateful for any suggestions or information on suitable methods of conversion from any of your readers who have dealt with this sort of problem. I would point out, however, that this is less a criticism of Talbot front-end design, than of the shocking deterioration of road surfaces generally, which makes the consideration of such a conversion desirable. Moreover, I have no doubt that had Talbots, in common with certain other great marques, not fallen victim to a change of control and production policy, the genius of Georges Roesch and his design staff would have been more than adequate to have placed his cars in the first flight of modern productions.

By all means let the vintage enthusiast who feels so inclined modify his car in respect of those features which he considers can be improved. It is very mortifying to find oneself outdone by an inferior car, simply because one avoids wrecking a good car over bad road surfaces for which its suspension was not designed, or because brakes are not adequate to deal with modern traffic density at speed.

I am, Yours, etc.,

Lenham Heath. J. G. B. HALDEN.

Sir,

Good as no doubt are the intentions of your correspondent F. Dorman Byers, and great the import of his qualifications, I would be loth to allow to pass unchallenged any suggestion of vandalism levelled against Peter Binns, as would most others in the V.S.C.C. who know also his unamputated O.M. and Riley Nine. To suggest a certain frigidity in the design of the 'twenties was to invite consideration of the question of conserving the integrity of such cars from another viewpoint, one from which the 30/98 is particularly vulnerable.

Perhaps the primary consideration, as the club moves slowly and inexorably towards its end as an association of curators, is indeed to maintain a substantial body of the appropriate cars in their originally intended order. (Should there be those who doubt such a fate for the club, let them go to a Slough rally and see how slowly some of us drive compared with the zest of a few years ago.)

But so long as this condition may be satisfied, then the promptings of the desire to improve, undertaken in a spirit of research, and to do justice to a design which did not go sufficiently far to fulfil its promise, may properly be applied to the modification of at least a few of each model. This is where there become concerned the design of the 'twenties and of the 30/98. The word "design" imports an intention for the vehicle to perform certain given functions, and from those original data which specified a touring four-seater possessed of a performance which was high for a touring car, the 30/98 may well have been a reasonable solution. But sports-car competition, not only in the current club meetings but also in the 'twenties themselves, demonstrated that the majority of English supposedly sports cars, which were largely of a touring calibre, required a more specialised approach, a more rigorous application of the principles of competition-car design. For instance, the touring bodies of the day were not far removed from those which deliberately provided for the wearing of a top hat aboard. Now Peter Binns does not wear his top hat while he is driving, so there is the foundation for one modification—the reduction of frontal area. As for chassis design, I have always felt that the 30/98 had even less design than it had chassis, and that this latter was intended merely as a sort of datum line relative to and about which the rest of the car was constructed. Even Tim Carson, who seems to like them as they are, had recourse to surgery on more than one.

It is only fair to recall, albeit with some reluctance, the vintage race at Gransden Lodge in 1947, when I saw Alan May, in a standard-looking perpendicular Vauxhall, trounce with contemptuous ease a field of Anakim which included Pierre Marechál (Speed Six) and Messrs. Butterworth, Lycett and im Thurn on 4½ Bentleys. This state of affairs, so deplorable to those of us who hold that the only good thing that Laurence Pomeroy Senior ever produced was Laurence Pomeroy Junior, was no doubt brought about by the quite original lack of brakes, those instruments which, as the Mantuan was wont to observe, serve only to make one go slower.

Much of the above is, I fear, somewhat obiter, but I have already made, at the beginning of my third paragraph, my main point. I mean that it is possible without guilt, and provided always that there is a sufficiency of models likely to remain in their original condition, so to modify a vintage car in certain aspects as to alter, eradicate, or substitute its idiosyncrasies without affecting its character. In the case of some cars, of which the 2-litre Lagonda with its splendid engine and pantechnicon remainder is a good example, it seems only fair to give free rein to a design whose excellence may have been bridled by some consideration which need no longer be postulated. So Peter, by the substitution of new desiderata, has produced his brevicorporeal Octopus, a vintage car which has certain of its faculties more highly developed in return for a permissible and not in the premises undesirable sacrifice of other original characteristics. Another person requiring a touring 4½-litre car to do something else, and oddly wanting it to be a Vauxhall, might do quite different things to the car without it being thereby any the less a vintage car, and without any criticism of the original design for a given purpose being implied. *Quot homines tot sententiae; suo' quoique mos.*

I see, Mr. Editor, that I have already named two of the presidents whom the club has in the past enjoyed. May I, by a pleasurable digression, mention number three by saying how delighted I am once again to rejoice in the prose of that most charming of *laudatores temporis acti*, "Baladeur," who seems at last to have returned from his presumably Phoenician fire. How must he blush to appear within the same covers as that puerile correspondent of yours, he who has been unbalanced by the current spate of space-fiction yellow-dollar dreadfuls.

I am, Yours, etc.,

London, N.13. LEONARD SETRIGHT.

* * *

THE TRIUMPH TR2 IN AUSTRALIA

Sir,

I wonder if enthusiasts in Great Britain who follow racing of the cheaper road cars, in substantially production form, have drawn any conclusions as to the relative merits of the Austin Healey 100 and Triumph TR2 sports cars in competition.

Here in Australia, the TR2 seems to easily out-perform the Austin Healey, and in fact I have seen the Triumph win scratch races against Healeys and XK120 Jaguars, on a circuit where road-holding is of pr e importance.

At the Australian Grand Prix meeting, last year, the two TR2s entered scooped the pool of scratch races for open sports cars, and in doing so put up a performance which the Austin Healeys could not equal.

Again, during the New Zealand Grand Prix, at Ardmore in January, the fastest sports car through the difficult hairpin was a TR2, driven by the New Zealand driver Jensen. The lap times of this car approached those of the pukka racing cars.

I find this record food for thought, and I know the car my choice would fall upon if I were shopping for a reasonably-priced, open two-seater.

I am, Yours, etc.,

Brisbane. I. FIEN.

ZEPHYR SUPERIORITY

Sir,

Like many of your readers, I have followed the Ford Controversy with great interest, and though you have now closed the correspondence on the subject, another argument has arisen which is closely related. I refer, of course, to the letters in the March issue extolling the virtues of the Vauxhall Velox at the expense of the Ford Zephyr. Mr. F. A. Shaw, in his letter, quotes figures which are not strictly comparable. The figures he gives for the Zephyr are in fact taken from the road test of the Zephyr convertible, which, being somewhat heavier (1 cwt.) than the saloon, makes it quite a bit slower in acceleration. In the road test of the Zephyr which I have, the 0-30 through the gears is given as 5.0 sec. (against 5.6 sec. for the Velox). For Mr. F. A. Shaw's information, the figures for 0-40, 0-50 and 0-60 are 8.8/9.3, 14.0/13.6 and 20.2/20.4 for the Zephyr and Velox respectively. This same "edge" is carried on through the top-gear acceleration and to a lesser degree in the intermediate gear, until ultimately we get the s.s. ¼-mile figures of 21.8 and 21.9 respectively. Figures, so they say, can be made to prove practically anything, so I suppose the final say in the matter rests with the respective vehicles' successes in competition motoring where acceleration and general road-worthiness count, and the Zephyr, despite its drawbacks, comes out on top by a very large margin.

In conclusion, may I wish you, Mr. Editor, and your very fine magazine continued success and prosperity.

I am, Yours, etc.,

Bletchley. D. L. HOUGHTON.

* * *

CARS IN CEYLON

Sir,

Your most excellent magazine is read and *greatly* appreciated as far afield as Ceylon, where, as in so many other parts of the world, people are tired of reading road-test reports in which every car is found to be excellent value for money, economical, fast, well-sprung, etc., etc. As we, being not very intelligent, are unable to read between the lines of road-test reports in other journals, your reports, couched in no uncertain terms, are refreshing in the extreme.

As for the "Bishop Ban," we are surprised and amazed that a concern as big as Nuffields should be chary of submitting their products for test by you. In this respect we take off our hats to Fords (though we wouldn't dream of buying one) for their forthrightness in continuing to submit their vehicles for testing by you, despite a certain amount of adverse criticism. If a manufacturer shows no concern at the bad points of his product being put before the public he deserves the confidence of that same public. But if his products are so damned bad(?) that he's scared to let the public know, well . . .

We, too, have a bone to pick with Nuffields, having just heard that M.G. prices are being lowered in the U.S. but raised everywhere else. We think this a scurvy trick, so maybe we'll buy a Fiat 1,100 TV instead of a Magnette. Incidentally, we always thought that if any British concern could market a Gran Turismo at a reasonable price it was M.G. and we hope that this may yet become a reality. Requirements? 0-50 in under 10 sec., a central gear-lever, proper instruments, maximum speed 100 m.p.h., first-class visibility, roadholding and brakes. That's all—not much to ask for, or is it?

As for cars we have driven and owned over the last few years, here goes; anybody is at liberty to disagree as we're really terribly ignorant, but readers in other parts of the world may be interested to hear how well-known makes perform in this country.

Austin A40 Sports : We don't think about it.

Fiat 500*C :* A grand little car with a virtually unburstable engine; we often got 50 in third. Very economical and *never* let us down. Bodywork is poor and rattles like hell after a while. In this climate the interior is a Turkish bath. Leaks like a sieve in tropical downpours and a most inaccessible engine to work on.

Fiat 1400 : Rather poor acceleration but the roadholding is *par excellence*, as also the brakes and visibility. Never got more than 25 m.p.g. on our model. Bodywork not so hot. Needs frequent decarbonising and clutch is weak—we hear this has been rectified on the new model.

Renault 750 : Holds the road like a leech and can be revved, or rather over-revved, habitually! Engine noisy and the gearbox lacks positiveness and is not meant for ham-handed clots. Bodywork poorish.

Humber Hawk : Lots of guts in the engine but oversteers and corners like a small boat in a heavy sea. Rear end clatters after a while.

Riley 1½ : Grossly underpowered. Roadholding good and steering heavy but accurate. Bodywork falls to bits in this climate.

M.G. TC, TD and TF : We like them! Engines go out of tune too easily but what a sweet gearbox. Could do with more power. Why the painted tin dashboard and toy instruments on the TF?

Volkswagen : Nice gearbox but *what* an oversteer. We'd like a petrol gauge. [There is 1.1 gallons reserve fuel, however.—ED.] Solidly built.

Rover 75 : So solid that it needs two engines and redesigned springing to be any good.

Jaguar Mark VII : Lots of power. We thought the brakes good but the gear-lever and clutch-pedal have very long travels. Bodywork could be improved.

Well, that's all. More power to your pen and may we have more road-tests, even two or three a month and at least one to be the sort of car we can own—Fiat, Rover, Standard, etc., and perhaps some day, when wiser counsels prevail, Austin, Morris and Riley?

We forgot to say that the Citroen Light Fifteen is, in our opinion, one of the finest all-round cars in existence.

May your circulation increase and your shadow never grow less.

We are, Yours, etc.,
J. F. A. P. PERIES.
(DR.) L. V. R. FERNANDO.
Colombo, Ceylon. E. S. ANDRADO.

* * *

MORE PRAISE FOR THE ROESCH TALBOTS

Sir,

Your reference in your own article in MOTOR SPORT for February to the Ford Zephyr Zodiac as " a roomy drawing room of a car " surely was not meant to be taken seriously ?

If it was, however, perhaps you would come for a hike with me in the rear compartment of my Talbot 75 !—a car of practically the same capacity, which develops more b.h.p. but is, of course, twenty years older and better, as it is both properly suspended and excellently braked.

I am, Yours, etc.,
Marlow. CLIFFORD PARMEE (Wg/Cdr).

Sir,

After more years than I like to think of I now possess a 75 Roesch Talbot—a motor I have deeply admired since they were first produced. In my belated second entry to the world of dealers and garages (my first was 27 years ago when I learnt to drive on an 8/18 Humber of blessed memory), I find to my surprise and irritation that the name Talbot is greeted with the raised shoulder and the pursed lip. Given that Georges Roesch employed four-armed dwarfs to put together his engine, clutch and gearbox assemblies, the " 75 " appears to me, in integrity of design and handling, to be everything that a late vintage sports/touring car should be, but faced with this attitude I begin to find myself rather lonely in the world.

Lagondas, Bentleys, Vauxhalls, Rolls Twenties and the others roll past raised caps and respectful bows. Nevertheless the average Lagonda of the same age as my old lady seems to be as stiff as a featherbed—granted she (the Talbot) is slow away from the lights, but then she pulls a sizeable carriage (large enough for the family which has kept me carless)—not a shallow hip bath.

Her right-hand gate-change is like butter, her steering as precise and direct as when she was born 23 years ago, and it is a delight to open the bonnet and see that tall clean uncluttered engine—bolted direct with screwed water connections and still vibrationless.

Here is a marque which, as the book says, could, in its day, give a Bentley three times its size a close run, today is without honour and whose very name (misapplied as it has been for so long) has now vanished from the industry—gone with Napier and Darracq. Gad, sir ! I've brought tears to my own eyes.

Am I so singular in my attachment ? Or are there others as peculiar ? If I am, I am content to be so, but I should like to know.

I am, Yours, etc.,
London, N.W.6. K. J. CAMPBELL.

* * *

THE OTHER SIDE OF THE COIN

Sir,

I recently sold a VW to a person who brought to my notice your excellent magazine and commented on the " write-ups " which have appeared regarding the VW, which made me obtain fifteen back copies, and subsequently a regular order for MOTOR SPORT.

I am writing as a " pioneer VW owner," *i.e.*, before the import quotas of September, 1953, were agreed. The reason for my purchase was due to a Continental tour during which I observed their performance, and decided it was the car for me. It is a likeable car, and once you have had one it is difficult to enjoy driving another car of similar capacity.

The majority of your correspondents certainly give the VW plenty of praise, but, after all, most of them will not have exceeded 20,000 miles, during which time one expects to have no repairs. The snags arise when these cars require spare parts as I know to my cost, and others will find out in due course. There is of course no factory replacement scheme as we know it with British cars, especially when one has to pay about £20 for a new starter; the old one has no trade-in value. I believe the shock-absorbers are £8 each, but a British firm supplies suitable ones at £2 each. A year ago I checked on certain items as to their price in Germany and also in England, and even after taking into consideration the import duty there were large differences which could not be attributed to carriage. I broke a torsion-bar some months ago in the near vicinity of a VW Distributor, and could not get one from him until one came from London, *i.e.*, 3-4 days. The Distributor's attitude was that there was no need to stock the item as he had never been called upon to supply such a part. The only way out was to pay a six-shilling 'phone call to another Distributor and four shillings carriage, which increased the cost by 10s. plus four days out of action.

I have just purchased another car, and it is another VW, as I have caught the " bug " . . .

I am, Yours, etc.,
Northumberland. " STILL AN OWNER."

Sir,

I would like to add my shout " agin " your over-praising of that horrible little motor car the Volkswagen !

Mainly due to your many words of praise in the past few months, I purchased such a vehicle on arriving back in this country in January, and learnt to thoroughly detest the thing.

It is noisy, uncomfortable on long runs, and greatly addicted to hedge-hopping, besides being impossibly small inside. I found the utmost difficulty in removing my 6 ft. and 14½ stone from the driving seat, and the back just contained my two small children of five and seven years !

It corners well, but no better (and I always drive flat out) than many cheaper motors which do not indulge in sliding their back-ends at the slightest provocation.

It doesn't look like a car, the engine doesn't sound like an engine—and it's German !

I have replaced this mount with a Citroën Light Fifteen, and must confess that I have never driven such an impeccably attractive motor before. That " vintage feel," willing engine and superb " train-rail " cornering has converted me ! I have owned many motors of note in handling—Lagonda, Bentley, Morgan—but this Citroën seems to retain a little bit of each and something of its own.

However, if I continue, I'll sound like the Editor of MOTOR SPORT on his pet theme, the Volkswagen ! ! !

Please, sir, no more VW !

I am, Yours, etc.,
Leeds 7. R. S. ASPINALL.

Sir,

Regarding Mr. Eric Lister's letter in the March publication of MOTOR SPORT. I enclose a photograph that I took of the VW which rolled over at Woodcote in the Six-Hour Relay Race.



Editor beware !—but it has *happened to other makes of car !*

As I saw the incident, the car spun out normally; whether it was cut off by A. N. Other I can't remember. As it was coming to rest sideways it rose up on its suspension, the wheels tucking under, and over it went, rolling along like a penny until coming to rest on its near side.

A most enlightening and terrifying display ?

I am, Yours, etc.,
London, W.2. W. H. LIDDELL.

* * *

TOPOLINO FAN

Sir,

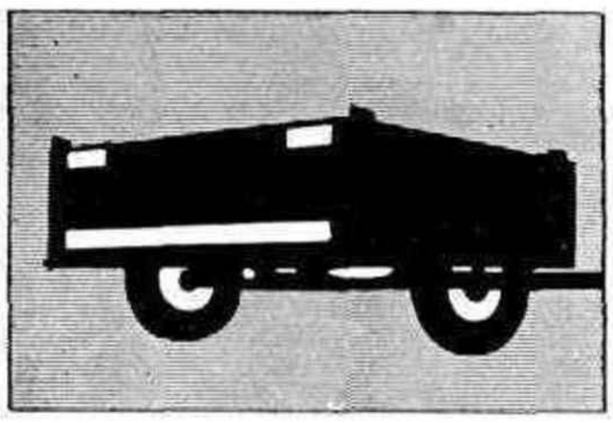
Having read the " Letters from Readers," both praising and criticising the Fiat Topolino, I feel I must tell you of our experiences with a 1937 500.

Continued on page 182

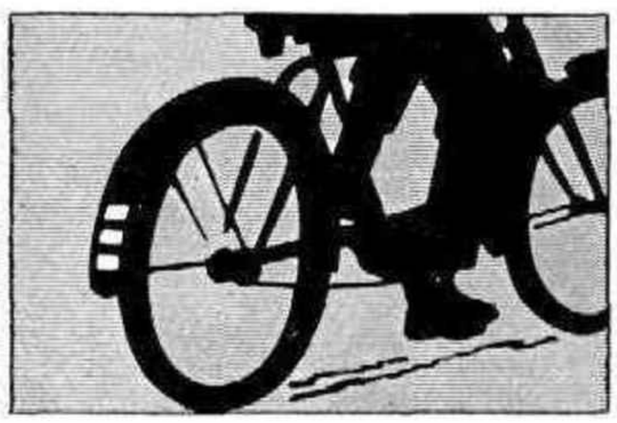
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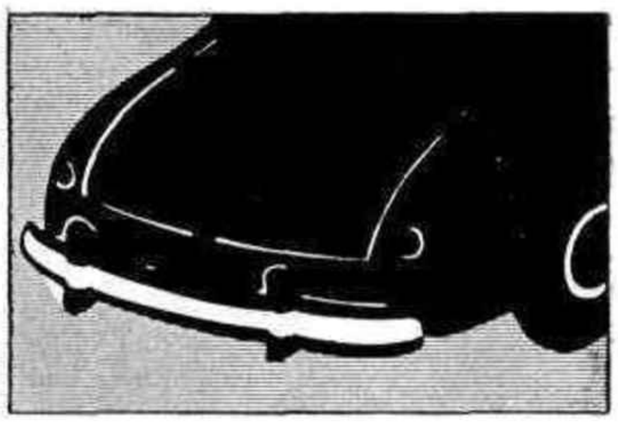
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MORGAN PLUS/4, 1952. Excellent condition, fitted latest type steering, tonneau, screen washers. £450 o.n.o. 40, Alston Road, Solihull, Birmingham. [5923

WOLSELEY HORNET Sports Special, 1933. Taxed, insured, bills £75, spares, new tyres and battery, hood needs renewal. £45. 4, Knowles Avenue, Stockingford Station, Nuneaton. [5924

RILEY 1936 ADELPHI 1½ litre Saloon. Engine and centrifugal clutch completely overhauled August, 1954. Over £260 spent since 1952. Bills available. Fitted sports coil but Scintilla magneto available. £175. To view by appointment, please tel.: Livingstone (London) 2572, or write Box No. F925, MOTOR SPORT, 15, City Road, London, E.C.1. [5925

1927 LEAF 12/40 for rebuilding or spares. Details from Durnford, 2, Stoneyhey Road, Wallasey, Cheshire. [5927

1934 ALVIS SPEED TWENTY, V.D.P. D/H coupé. Very good all-round condition. £50 Alvis overhaul last year. £170 o.n.o. Tel.: KEN 4319, after 6 p.m. [5928

1934 RILEY NINE MONACO. New bearings, rewound dynamo, starter, sound preselector, good batteries, lamps, tyres. £85. Wanted: 1933-34 Morris Minor tourer. Pierce, West Drive, Brightlands Road, Reigate, Surrey. Tel.: 4979. [5930

J.2 M.G. Excellent condition, £90 engine overhaul December, 1954. Reupholstered, seats recovered, repainted throughout B.R.G. £180 o.n.o. Require Volkswagen. Ashley, Wittering, Sussex. [5932

M.G. SPECIAL. Rebuilt 1954. Very attractive professionally built 2-seater body, oversize rears. £150. Turner, Tel.: Harrow 3530, evenings. [5934

1938 HILLMAN MINX engine and gearbox, £14. Engine worn, gearbox perfect order. Front mountings to fit Austin 7 frame. Other accessories cheap. Church, 109, Belmont Road, Erith, Kent. [5935

BUCKLER MK. 10 Standard Ford Eight engine. Rather square aluminium 2/4-seater body, Buckler I.F.S. 12,500 miles, economical and amusing. £220. Don Taylor, 16, Grayscroft Road, Streatham, S.W.16. Tel.: Pollards 1688. [5936

ALVIS 14 1947. Complete chassis and engine, etc. Could be driven away. What offers? Exchange considered. Also reconditioned Chord engine complete. Hill, 47, Laburnum Street, Wolverhampton, Staffs. [5937

SINGER LE MANS SPARES, Crankshafts, rods, rear axle, gearbox, etc. Rothwell, Fossefield Road, Midsomer Norton, Bath. [5939

30 H.P. V8 ENGINE. 3,000 miles from new, Scintilla magneto, B.T.H. magneto, 4-speed gearbox, alloy and cast iron heads, swept 6 branch exhaust manifolds, spare sets of bearings and valves. £30. Will split. 23, Windsor Crescent, S. Harrow. [5940

PERKINS FOUR CYLINDER Diesel. Best offer. 1934 Austin 7 engine and gearbox complete, good order, £20. J.A.P. 14-32 v., 288 w. generating set, £12. Type 315 B.M.W. 1937 gearbox, £15. Crank and rods, £10. Starter, £3. Dynamo, £3. Head, £5. 4-6 v. direction indicators, 12s. 6d. each. Beaumont, 2a, Bracken Hill, Mirfield. [5942

RILEY 2½ LITRE SALOON. Manual gearbox with overdrive, recent £100 engine overhaul, 2 owners only, excellent condition. Taxed Mar. £265. Dickinson Bros., Motor Engineers, Chequer Road, Doncaster. Tel.: 2726. [5943

FOR SALE—*continued*

SELL D TYPE M.G. 4-seater, 50 m.p.g., fixed front seats, good all round. Wanted 8-10 h.p. brake, consider van, chassis. Sheffield, London late March. Box No. F944, MOTOR SPORT, 15, City Road, London, E.C.1. [5944

LAGONDA 2 litre 13 h.p. 1929 tourer. Excellent original condition throughout. Carefully driven and maintained vintage car at its best. Full particulars, photos, taxed, insured, £145. Lt.-Cdr. Foden, H.M.S. Hornet. Tel.: Gosport 89166. [5945

14/40 M.G. June, 1928. In sound original condition. Good tyres, battery, hood. Very economical, maintained by enthusiast. Regretfully offered, taxed, insured, £58. Midshipman Ascoli, H.M.S. Hornet. Tel.: Gosport 89166. [5946

ALVIS. Speed 20, V.D.P. Tourer, under 70,000, splendid condition. Exchange? Galloway, 5, Attadale Road, Inverness. [5947

ALLARD 71K. Special sports coupé. July '48. Reconditioned engine 17,000 miles. New pins, bushes, brakes, hood. Coachwork excellent. New car coming. Bargain at £285. Tel.: SLOane 2947 evenings. [5948

1927 AUSTIN heavy 12-4. Great character. Interesting history. Excellent condition. £50. Higgens, 621, Lordship Lane, N.22. Tel.: BOW 0346. [5949

HOODS for M.G. T.C. Black or fawn duck hooding, £6.0.0. Ready to fit sidescreens recovered and fitted new celluloid, fronts 30s. each, rears 25s. each. All trimming repairs undertaken at reasonable cost. The Croydon Trimming Co., 101, Southbridge Road, Croydon, Surrey. [5950

AUSTIN SEVEN. Special alloy bodied 2/4-seater tourer, sound condition, taxed. Nearest £60. 1938 Morris Eight H/C alloy cylinder head, £3. Tel.: WATford 7074. [5951

REALLY RAPID RILEY. Excellent 1936/7 1½-litre "Adelphi" 12/4 six-light saloon. Black. Maroon hide interior. £190. Tel.: RAV 8444 or SPRingpark 3384 evenings. [5952

SUNBEAM DAWN 1934. One owner from new. 57,000 miles. Black cellulose, green carpets, upholstery, both in post war condition. All instruments original and working. 4 new tyres, new battery, heater and screen washer. 28 m.p.g. Makers oil pressure. Lockheed brakes. I.F.S. £195 or exchange Bentley 3 or 4½. Prefer tourer, must be in sound condition. Also possibly interested Lagonda or Aston Martin open only. Clifford, Bentmoor, Low Bentham, Nr. Lancaster. [5953

BEETLEBACK ALVIS 12/60 very good condition, mechanically sound, very reliable, £130. Also Austin 7 saloon, good runner, £35. Dunn, 2, Archery Close, London, W.2. Tel.: PAD 0749. [5956

FIAT 500. 1937 Cabriolet. Exceptionally attractive appearance. No rust, dents, rattles or leaks. Undersealed. Laid up 1942-49. Burning some oil, otherwise faultless. £100 spent recently by engineer owner. 48 m.p.g. annual average. Absolutely reliable. £160 cash. Unforeseen need larger car causes sale. Harkness, 174, Hole Lane, Birmingham, 31. Tel.: Priory 3237. [5957

GENUINE Le Mans speed 2-seater Singer 9. 972 c.c. O.H.C. engine. 38 B.H.P. Large crank and sump. Twin S.U.s 13½ gallon slab tank with stoneguards. Twin spares. Very good hood, tonneau, sidescreens, etc. Backlash free steering. Very effective Lockheed hydraulic brakes. Excellent bodywork finished B.R.G. Sparkling performance plus around 35 m.p.g. Cost £525 in Oct. 1936, yours now for £165. Tel.: Elmbridge 5182. [5958

AUSTIN SEVEN Saloon, 1930. Mechanically, body, tyres, battery good, upholstery rather utility. £35 o.n.o. Box No. F959, MOTOR SPORT, 15, City Road, London, E.C.1. [5959

RILEY Monaco 1930, semi-brake, new tyres, battery. £40 o.n.o. after March 6. Loftus, 38, Rawlings Street, London, S.W.3. Tel.: KNI 2259 after 7.0 p.m [5961

XK 120 1952. Fully modified. Immaculate, red coachwork. New hood and sidescreens. Heater, screen-washer, flamethrower, copper pipes. Unraced. One of the smartest in London. Owner must sell quickly but reluctantly for £845. Can be seen, heard and sampled at 26, Emperors Gate, S.W.7. J. R. W. Onslow. Tel.: FREmantle 4070. [5962

RARE SPARES. Studebaker Dictator, Chrysler, Packard, Graham 6-cyl., Dolomite brake drums, Ford 8/10 cyl. blocks, etc., ditto Humber 12, 1936 Morris 10. Rickard, 56, Clayhall Avenue, Ilford. Tel.: Wanstead 3488. [5963

16/80 LAGONDA, 1933, pillarless sports saloon, black, red leather upholstery, new battery, good tyres, recent engine overhaul. Good condition throughout. £175 o.n.o. Platt, 44, Oakfield Road, Newport, Mon. [5964

FOR SALE—*continued*

BENTLEY 4½ coupé. Original. Specialist maintained in concert pitch. Blower crank. Raised compression. Impressive appearance. £295. Dr. Matthews, Malthouse, Norton-St.-Philip, Somerset. [5965

BENTLEY, 1930 4½ litre Y.d.P. fabric, open 4-seater. Excellent condition throughout; under 80,000 miles. Numerous extras. Full particulars on request. £300 o.n.o. Leathley, Stoodleigh Court, Nr. Tiverton. [5966

M.G. "K" Magnette Spares: Petrol tank, £1. Magneto, £3. Steering column, £1. Starter motor, £1. Also set snow chains (4.50 to 6.50), unused, £2. Firestone 5.25 x 16, new, £1. Townsend, Longcroft, Oxton, Notts. [5967

MORRIS 8, Series E, 1939 tourer, immaculate sporting model fitted new hood and sidescreens, new tyres, loose covers, sports coil, H.C. aluminium head, double valve springs, straight-through silencer, KE 965 exhaust valves. Special all-over tonneau with zip, new carpets and mats, new radiator, perfect mechanically. Exceptional performance with 37-40 m.p.g. Roomy. £250 o.n.o. Townsend, Longcroft, Oxton, Notts. Tel.: OXTon 275. [5968

RILEY NINE LYNX four seater tourer. Full weather equipment. Recent complete engine and back axle overhaul. Very good condition. Offers to Runciman, 1, Eccles Old Road, Salford. [5969

HUMBER Vogue, Dec. 1933. Brakes relined, new clutch plate. Structurally sound, but cellulose patchy. £60. 2/Lt. H. D. Williams, R.A. Officers' Mess, Woolwich. [5970

M.G. 1935 supercharged, complete overhaul, new tyres, respray white, hood as new, see to appreciate. I'm no enthusiast, too fast. £260. Holwell. Tel.: AMB 1077 (day). [5971

S.S. 2½ litre sports tourer. An exceptional car throughout. Twin Lucas spots, tonneau cover, full weather equipment, handbook, etc. £150. Tel.: PERivale 0411. [5972

AUSTIN 7. Built 1954, downdraught S.U. Bristol radiator, I.F.S., flattened springs, strengthened chassis, offset rear wheels. Rebored, new mains, ends, year ago. Tubular alloy body. Bowdenex brakes. Dove grey, red upholstery, many spares. £80 o.n.o. Brown, 54, Shaldon Road, Bristol, 7. [5973

MORGAN F.4, threeler 1948. 10 h.p., good hood, tyres. Seats renewed. Bodywork partly rebuilt, some ragged. £225 o.n.o. Rolls, Stompits Road, Holyport, Berks. [5974

1935 RAILTON 8, 4-seat tourer, in sound order; 1938 engine. £45 recently spent. Owner has bought saloon for family reasons. £145. Box No. F975, MOTOR SPORT, 15, City Road, London, E.C.1. [5975

JAGUAR SALOON, 1½ litre, 1940, economical and sound. P. F. Smith, Queens' College, Cambridge. [5976

TALBOT 105, 1933. Vanden Plas tourer, excellent appearance, graceful undating lines. Black aluminium body, steel wings, red upholstery, wheels. £120 engine overhaul recently, rewired, many new components, good tyres, batteries. Large chrome headlamps, two spotlights. Exceedingly fast, 20 m.p.g. Taxed, insured. Will call for inspection London area. £185. Box No. F978, MOTOR SPORT, 15, City Road, London, E.C.1. [5978

J.2 M.G. Negligible mileage since engine rebuild by M.G. specialist, bills shown. £125. 6, Durnsford Road, Wimbledon, S.W.19. [5979

LEA FRANCIS. I am selling my hyper sports which took 2nd place in 1928 Ulster T.T. No. 9 blower. Comprehensive engine overhaul. Good racing tyres. Rewired. B.R.G. 8 dials, 12 switches. Superb steering. Ideal for vintage events. £205 o.n.o. Worthington, Vale Lodge, Colnbrook, Bucks. Tel.: Colnbrook 2212 after six o'clock. [5981

20/90 BRITISH SALMSON, 1937/8 Roadster. Beautiful 2-seater, striking lines with scab tank, two spares. Immaculate unmarked green coachwork. Total mileage 38,500. Full history. Mechanical features: twin O.H.C. engine, I.F.S., rack, pinion steering. Condition beyond reproach. Road tested "Autocar" Sept. 1954. Completely equipped, aeroscreens, jackals, etc. 6 new 6.50 x 16 tyres. Fantastic performer. Taxed. £345. Photographs sent. Corbett, 35, Wood Lane, London, N.6. Tel.: Tudor 2823. [5982

ALLARD P.1 SALOON, July, 1950. Superb condition. £450. Fitted £75 of extras. Tel.: Wallington 6462 (Surrey). [6408

FORD SPECIALS. Oil surge ? Fit our high-pressure oil pump with centre-sump pick-up. Exchange service on many parts offers you speed equipment at the right price ! Racing camshafts, flywheels, 1¼-in. valves, superchargers, 15-in. wheels, copperised heads. Grove Workshops, Dallinghoo, Woodbridge, Suffolk. [6603

1939 TRIUMPH DOLOMITE 14/60 SPARES. S. C. Taylor, High Street, Riseley (Tel.: 228), Bedfordshire. [6601

FOR SALE—*continued*

30-H.P. SIDDELEY SPECIAL Spares. Alloy head, valves and rocker gear, dynamo, starter, brake shoes, linings, drums, manifolds etc. Elwell Manor, Weymouth. Tel.: 2207. [6183

1909 CLEMENT-TALBOT 12-h.p. two-seater. Rebuilt, repainted and reupholstered. Tyres good. £245. Burchell, 6, Meadow Way, Chigwell. [6185

1909 REYNOLDS-JACKSON G.H.P. single-cylinder De-Dion engine 4-seater dog-cart. Good condition. £175. Burchell, 6, Meadow Way, Chigwell. [6185A

ROLLS ROYCE 25-h.p. 1934 Sports Saloon by Rippon Bros. Extremely well cared for. Low mileage. Photo on request. £465. Bentley 1934 Sports Saloon by Park Ward. Exceptional condition throughout. New set of tyres fitted. £460. Kaye, Rosedene House, York Road, Whinmoor, Leeds. Tel.: 647262. [6186

KNOWS OWN WAY ROUND Silverstone. The famous white Automenders-Singer. Twice winner Six-hour Relay 1952/4. 1,496-c.c. 4 cyl. Tuned beyond H.R.G. specification. ENV gearbox, back axle. New racing tyres. Ideal learn-to-race car. £285. McDowall. Tel.: TIDeway 2774. [6187

SUNBEAM 12.8, 1934. Receipts and details. Genuine. Nearest £100. Consider smaller open four. 58, Kings Ride, Camberley, Surrey. [6188

2-LITRE A.C. 4-seater D/H coupé. 5,000 since complete mechanical rebuild. Rewired, good tyres. £175 o.n.o. 20, Coronation Close, Bexley, Kent. [6189

M.G. MAGNA Sports 4-seater. Exceptional condition. Resprayed B.R.G., rechromed, brakes relined. New hood, stainless dash, valves, guides, dynamo, c/w & p. Good tyres. Photo. £125. Tel.: Woking 3074 evenings/weekends. [6190

1937 MODEL 14-H.P. WOLSELEY Saloon. Wings removed. Body and wings require welding. £30 o.n.o. Watts, Redskin Caravan Co., Bognor Road, Chichester, Sussex. [6191

ALVIS SPEED 20 Tourer, 1934. Good chrome and cellulose. Brakes relined 500 miles ago. New weather equipment and upholstery in February. Genuine 19 m.p.g. and no oil. Lucas P100s and I.F.S. £180 o.n.o. Box No. G192, MOTOR SPORT, 15, City Road, London, E.C.1. [6192

M.G. J.2 2-seater. Green P.A. body, new hood, screens. Twin stops. Oil 70 lbs. hot. Taxed. Immaculate condition. £180 o.n.o Smith. Tel.: Robertsbridge 199. [6193

1953 MORGAN Plus Four D.H. Coupé. 12,000 miles. Black. Tartan covers. Heater, windscreen washers, etc. £535. Neal, St. Christoph, Bentfield End, Stansted, Essex. [6194

CITROEN 1937 15-h.p. FWD. Front end rebuilt. £105. 79, Roundwood Way, Banstead, Surrey. Tel.: Burgh Heath 1853. [6195

BENTLEY. Late 1928 4½ V.D.P. tourer rebuilt. Low mileage, new tyres, battery, twin spots, windtones, spares, claxon, good hood, tonneau, paint, chrome. Crash box. Taxed. £350. Box No. G196, MOTOR SPORT, 15, City Road, London, E.C.1. [6196

MEADOWS 4½-litre engine. Reconditioned, suitable Lagonda or Invicta. £30. Purchaser collects. McEwen, Great Longstone, Nr. Bakewell, Derbyshire. [6197

ROVER SPEED or Light 20. Clutch shaft, gearbox, various components required. Nicholson, Thatched Cottage, Dene Park, Tonbridge. [6198

FRAZER-NASH B.M.W. 319/45 2/4-seat drophead in good condition. Many extras. Extensive overhaul. £225. Tel.: VIC 0901 9—5. [6199

MUST SELL sound Riley 9 Special, registered 1949. Martlets, Scintilla, usual mods. Bags of urge. Suitable club events. £220 o.n.o. Richards, Kenley, Denham Lane, Chalfont St. Peter, Bucks. [6200

RILEY SIXTEEN, 1939, saloon. Synchromesh, very sound throughout, fine performance. £225. 11, Woodhall Drive, Pinner, Middx. Tel.: HATch End 3395. [6161

EARLY "M" M.G. Complete rebuild 7,000 miles ago, high compression motor, belt driven dynamo, J2 4-speed box, remote control, J2 axle ratio, hydraulics, slab tank, new tyres, oversize rears, reliable, good chrome, body rough. £65 o.n.o. Tel.: WOO 2983 evenings. [6202

ALVIS SPEED TWENTY Tourer 1932. Good all-round condition. Reasonable. Svendsen, 2, Charminster Gardens, North Heaton, Newcastle upon Tyne, 6. [6201

ABSOLUTELY brand new Andre-Hartford friction shock absorbers. Large type. Suit Bentley, Mercs., Lags., etc. £2 each. Carriage extra. Box No. G211, MOTOR SPORT, 15, City Road, London, E.C.1. [6211

DIESEL CONVERSION. 1936 Cadillac. Reconditioned Perkins P.6. 35 m.p.g.—70 m.p.h., with overdrive. Seats 6 with comfort. Very good condition. Recent respray blue. £400. Owner posted abroad. Box No. G209, MOTOR SPORT, 15, City Road, London, E.C.1. [6209

FOR SALE—*continued*

LANCIA APRILIA 1938 Saloon. Metalescent grey, blue leather. No rust in body, sound and taxed. £320. Phoenix Green Garage, Hartley Wintney, Hampshire. [6210

GLORIA, 1935, 10.8 4-seater Tourer. New hood, screens and tonneau, relined brakes, 2 new tyres, repainted blue. £125. Findlay, 20, Oakbank, Shaw Lane, Leeds. [6216

DELLOW, May 1953, Mk. III 2/4-seater. 14,000 miles, one owner. Used only on road. Five good tyres, immaculate condition throughout. Only reason for sale, too small for family £400. Hemsted, The Hut, Newton Ferrers, S. Devon. Tel.: Newton Ferrers 438. [6217

WHEELS (3) Rudge Whitworth 16 x 650 fitted with Fort Dunlop tyres, very good condition, suitable for Riley, £14. Wanted Triumph Gloria 10.8 spares, 17 x 550 tyres. Ford, 3, Lampton Court, Lampton Road, Hounslow Tel.: 8616. [6218

AUSTIN BIG 7 front axle unit, lowered, modified for early Seven, less brakes. B.M.W. 8-h.p. tubular exhaust manifold with twin induction pipes, new, unused. All components to convert standard type Austin 7 to sports from stock, including lowered type suspension system to maker's specification. Complete kits exchange from stock; these should not be confused with incomplete cheaper versions offered elsewhere but are open to comparison. S.A.E. lists. Cambridge Engineering, Cambridge Road, Kew Green, Surrey. Tel.: Ric 2126. [6219

BUGATTI. All components type 40 body, chassis (towable), type 38 2-litre 8-cyl. engine (dissembled). Crank completely reconditioned (selling to pay bill). Opportunity for enthusiast prepared to finish rebuilding. £55 or separate. Cawthorne, 15, Sandy Lane, Church Crookham, Hants. [6220

RILEY 9 MONACO, Mark 4. Maintained regardless, many new parts fitted recently. 100% performance, reliability, appearance. Six wheels, spare carb., 35-40 m.p.g., oil negligible. £45. Some 1930-2 engine spares. 3, Gosbury Hill, Hook, Surrey. Tel.: Elmbridge 1922. [6221

ASTON MARTIN, 1939 2-litre 2/4-seater. Excellent condition. £300. Kennedy, Pinewood, Charles Hill, Tilford, Nr. Farnham, Surrey. Tel.: Elstead 2110 after 6.30 p.m., or Abbey 4343 between 9.0 a.m. and 6.0 p.m. [6222

ROLLS ROYCE Phantom II Limousine. Coachwork by Arthur Mulliner. The whole in beautiful original condition. P.100s, Ace discs. Must sell. 99 gns. Ellyatt, 11, Colney Hatch Lane, London, N.10. Tel.: Tudor 1900. [6223

DROPHEAD FOURSOME 1500 Alfa in exceptional condition, new tyres, new battery, new hood, radiator core, fuel pump, distributor, etc. Rechromed throughout, rewired, dynamo rebuilt by Bosch. Engine, single ohc, just decoked, in excellent condition, uses no oil. Brakes, steering, transmission, etc., perfect. Aluminium body very good, black, red wheels/upholstery. £195 o.n.o. Yelverton, 24, Stanhope Gardens, London, S.W.7. Tel.: FRE 3784. [6224

£26 10s. Professionally built 10-h.p. sports car. Radiator, transmission, wheels, tyres, attractive appearance. Less engine and gearbox. Towable. Ray, 38, Prospect Road, Sydenham. Tel.: 7469. [6225

MORGAN 3-WHEELER. 3-speed and reverse, 1,100 c.c. o.h.v., w.c., J.A.P. engine overhauled. £100. Exchange 350, 500 m/c. Friend, Winton, Keymer Road, Burgess Hill. Tel.: 3305. [6226

ALVIS SPEED 20. Thrupp and Maberley aluminium sun-roof saloon, 1933. Excellent condition. Raised compression engine giving improved performance and economy. One owner for 6 years now bought Rolls. £165. Sqn./Ldr. Mann, R.A.F. Colerne, Wilts. [6227

RENAULT 9 Vintage Saloon in superb condition throughout and in daily use. One wealthy owner until June last year. Dark blue with velour upholstery with loose covers. 12v dynastarter. 35/40 m.p.g. Oil neg. Taxed and insured ready for immediate use. Any trial or expert examination. £85. Wilde, Tisserand, Billingshurst, Sussex. Tel.: 43. [6228

3½ LAGONDA SALOON. Good condition. New headlining. Also spare 3-litre engine dismantled with magneto, dynamo, carburetters, etc. £180 o.n.o. the lot. P. Haynes, 29, Beaufort Avenue, Kenton, Harrow, Middx. [6229

SPORTSMAN'S COUPE. Ex 4¼ Bentley. Best offer secures. Walker, 367a, Kings Road, Chelsea. Tel.: Flaxman 6207. [6230

TRIUMPH GLORIA 15.72-h.p. Sports Saloon, 1935 model, good condition throughout. £85 or exchange 8/10-h.p. car. Taylor, 30, Colchester Avenue, Cardiff. [6231

JENSON BODIED 1933 Wolseley Hornet Special. Chassis and engine extensively overhauled and new parts fitted. Immaculate condition throughout. 19, Blake Lane, Birmingham, 9. [6232

BRESCIA CAMSHAFT (believed Villiers), 2 bronze manifolds, £3 10s. Austin 7, 2 h/s, diff., c.w., £1. Gravity tank, 10/-. 5 Jerrycans, £1. Haywards Cottage, Blackwater, Camberley. Tel.: Yateley 3151. [6238

FOR SALE—*continued*

RILEY 1936 MERLIN. Special series engine Re-sleeved, etc. New tyres. Good condition £150. 96, Downham Crescent, Heaton Park, Manchester. [6233

HORNET SPECIAL, 1933, complete less body All clean and good condition. £30 or separate. 96, Downham Crescent, Heaton Park, Manchester. [6234

INVICTA 1½-litre 1932 tourer. Body good, 26 m.p.g. £80 o.n.o. 14, Astons Road, Moor Park, Middx. Tel.: Northwood 677. [6235

1935 FRAZER-NASH Gough engine unused 12 years. £180 o.n.o. Oates, Brookfield House, Wycombe Road, Princes Risborough. Tel.: 2864. [6236

RILEY FALCON, 1935, 12/4 Saloon. Good condition. £125 o.n.o. Haywards Cottage, blackwater, Camberley. Tel.: Yateley 3151. [6237

COMPLETE SETS of "Autocar," April '47—current issue and substantially complete sets "Motor Sport," 1947-1954. Excellent condition. What offers? Daffern, 168, Withington Road, Manchester, 16. [6239

EXCEPTIONAL FORD 10, Special, 1953, 2-seater, tuned engine Andre telescopics, Buckler i.f.s., radio, windtones, T.D. type body. £225 128, Carr Manor Road, Leeds, 7. [6240

COMPLETE BACK AXLE and prop shaft (Ford T.T.). Mr. J. Jose, Guildford Road, Hayle, Cornwall. [6241

M.G. 1937 T.A. I.F.S., sprint wings, good order. Realistic price, £185. Tel.: Hertford 3858. [6242

£250 O.N.O. 1936/7 Riley Kestrel 12. Recent bills £60 engine overhaul. Very sound. Consider exchange plus £60, v/good Singer Le Mans Coupé or 2-Seater (9-h.p. or 1½-litre) M.G., Alvis or reputable fast Sports. Shone's Cycles, Chester Street, Wrexham, Denbighshire. [6243

1927 14/40 VAUXHALL Tourer. Absolutely perfect example of this classic vintage car. Taxed, insured. £90. Box No. G244, MOTOR SPORT, 15, City Road, London, E.C.1. [6244

V/8 MERCURY SPECIAL. Excellent performance, acceleration, and roadholding. Registered 1952. Engine 2,000 miles only, chassis and front suspension Triumph 2000. Attractive coupé saloon body, occasional 4. Hydraulic brakes, new battery, heater fitted. Good tyres £345 o.n.o. Photograph to genuine enquiries Reade, Bank Road, Wellington, Shropshire. [6245

M.G. P.A. 1934. Good condition throughout. £150 o.n.o. Tel.: BEC 3190. [6246

ALLARD SALOON, 1950. One owner, spotless condition. Undersealed. £425. Consider exchange or purchase of drophead, any make. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [6247

LAGONDA, 1938, 4½ litre V12. Medium chassis saloon, an excellent example. £280. £70 deposit. Tel.: Molesey 2142/3, below. [6249

ROLLS-ROYCE, 1933. Park Ward 6 light. Owner driver. In exceptional original condition, original tools. £280. £70 deposit. Tel.: Molesey 2142/3, below. [6249A

LAGONDA, 1935 (Nox.). 3½ Special Pillarless Saloon. £140. £35 deposit. Other interesting cars available. Searle, 25, Church Street, Hampton. Tel.: Molesey 2142/3. [6250

M.G. 18/80 SPORTS-TOURER, 1928. Beautiful and original condition, cellulose and chromium good, five excellent tyres, etc. £75. Heyne 20, Gainsborough Road, Sudbury, Suffolk. Tel.: 2511. [6251

ULSTER ASTON MARTIN. Fitted with Mark 2 2/4 seat body and 2 litre speed model engine. Converted hydraulic brakes, engine just fitted with new pistons, mechanically perfect, body and upholstery in 1st-class condition, five very good tyres. £375. Andrew, Leen Valley Dyeworks, Bulwell, Nottingham. [6252

LAGONDA 4½ litre Saloon, 1934. Vintage specimen completely restored regardless of cost. Privately owned. Terms arranged. Box No. G253, MOTOR SPORT, 15, City Road, London, E.C.1. [6253

M.G. 18/80 Mk. II. Tip-top condition. £150 has been spent on this motor in the last 6 months and over 300 hours restoring naughty lady (3 months) enforces sale at £150. Wilson, 3, Lemsford House, Lemsford, Herts. Tel.: Welwyn Garden 4110. [6254

ALVIS SPEED 20 1934 Tourer. 3 new tyres, hood, battery, well worth trial run. Sacrifice, £79. Tel.: (Day) Croydon 1888, (Evenings) Croydon 9652. [6255

RAILTON SPORTS SALOON, 1940. New engine 1949, mechanically perfect, new car reason for sale. Seen Disley, Cheshire. Box No. G256, MOTOR SPORT, 15, City Road, London, E.C.1. [6256

RILEY 1½ LITRE SALOON, 1932. Posting overseas forces sale of really pretty and potent car. Bargain at £105 o.n.o. Roughwood, Tilehouse Lane, Denham, Bucks. Tel.: 2901. [6257

MORGAN 4/4 1938. 2-seater. £225 o.n.o. Eames, 123, Alicia Gardens, Kenton, Middlesex. Tel.: Wordsworth 7966. [6262

FOR SALE—*continued*

ALVIS 12.50, 1928, 2 door saloon, very good condition. £75. Beetson, 8, Beaconsfield Road Broadheath, Altrincham, Cheshire. Tel.: ALT 1916 business hours only. [5988

ROLLS 20, 1928. Large brake body, very sound. Needs nothing spending on it. 22 m.p.g. £175 Industrial Colloids Ltd., Viaduct Road, Broadheath, Cheshire. [5988A

ASTON MARTIN Le Mans. 2/4-seater. Crank reground, rebored, etc. Perfect body, chassis. £250. Write details. 14, Saxonhurst Road, Bournemouth. [5987

LANCHESTER, 10 saloon. Good order, 1934. Licensed, insured, £65. Ford V8 carb, starter, dynamo, A.V.C. Lucas 4-cyl. mags, D.X Vauxhall 14 engine, less crank. 33, Orchard Estate, Twyford, Berks. [5986

£80 ALVIS, 1935/6. Silver Eagle, 16.9 foursome D.H.C. Very nice lines, body, hood, upholstery fair. Decarbonised, resleeved, crankshaft ground, bearings remetalled (all last year), brakes recently relined. Phillips, 6, St. Peter's Avenue, Kettering. [5985

TALBOT SIX CYL. SPARES. Largest stock of genuine makers new spares and secondhand parts in the country. Gaskets, guides, pistons, valves, etc. Also large stocks of secondhand spares for most other makes of English cars 7 days approval. Clare's Motor Works, 260, Knights Hill, London, S.E.27. Tel.: GIPsy Hill 0132. [5983

CHEVROLET, Fleetline (Reg. July 1951) 1950 Model. Black and chrome, eye-catching saloon Radio, heater, demister, white-walls, fast, comfortable, elegant, economical will go anywhere. Bargain £515, private owner, inspection invited. Box No. F997, MOTOR SPORT, 15, City Road, London, E.C.1. [5997

£60 RELIABLE CLYNO. 10.8 h.p. 1925 coupé Took 3 Madrid 1952. Excellent engine, transmission, tyres, electrics, large boot. Reason sale New hood, hood cover, screens, Dunlopillo bench seat, Tygan Tartan, grey vynide, black grey finish, wiper, used daily. 68, Coldharbour Road, Bristol, 6. [6000

SINGER 1½ LITRE TOURER. 5 new tyres tubes. Offers. 34, Cranes Park Avenue, Surbiton, Surrey. Tel.: Elmbridge 6081. [5916

SINGER LE MANS SPECIAL. Triple carbs., 6 cyl., etc. Good tyres and smart body. £200 o.n.o. Tel.: FRO 6257, after 7 p.m. [5917

SUNBEAM DAWN. 12.8 h.p. 1934. Excellent condition. Nearly new tyres, engine reconditioned 2,000 miles ago. £80. 124, Wood Street Barnet, Herts. Tel.: Barnet 8245. [5918

1911 DE DION BOUTON Racing Voiturette, 8 h.p. Many V.C.C. awards, fabulous condition. Photo sent. Nearest £220. Booth, 55 Headingley Lane, Leeds, 6. [5919

BENTLEY BLUE LABEL, 1928. Nice condition, clean and good looking, snug saloon Ideal for next summer (!). Maroon and black Quite a lot of money spent recently, some spares. Details and photos for very interested chaps. Offers please (seen Lancs.). Box No. F913 MOTOR SPORT, 15, City Road, London, E.C.1. [5913

RILEY 1½ litre. Special Drophead Coupé. Just fitted new professional built modern body to 1947 chassis. Beige paintwork, fawn and red hide upholstery, fawn hood, curved windscreen bucket seats, good luggage space. Terms arranged if required £675. R. H Mead, Dor Nap, Middle Hill, Broadway, Worcs. Tel Broadway 3211. [6001

SPECIAL BUILDERS. New built-in headlamps £4 the pair plus postage. R. H. Mead, Dor Nap, Middle Hill, Broadway, Worcs. Tel. Broadway 3211. [6002

TALBOT 14/65 1935. Engine and transmission reconditioned 3,000 miles ago. In beautiful condition. £120. 36, Fountains Road, Lostock, Stretford, Manchester. [6003

M.G. 18/80. In fine condition Ideal family sportsman. £100. Box No. G004, MOTOR SPORT, 15, City Road, London, E.C.1. [6004

ALVIS SPEED 20. Sept. 1934. Sports Saloon £65. Ace Motors Co., 13, Adam and Eve Mews, W.8. Tel.: WES 5691. [6005

SELECTION PRE-WAR Motor Racing Books and Magazines. List on application. Little Bushey, Bovingdon Green, Herts. [6007

B.M.W. 326, 1939. In very nice order. Owner posted abroad. About £300. Maj. James Ellerigg, Redwood Road, Sidmouth. Tel.: Sidmouth 603. [6008

SWIFT TOURER. 10 h.p. 1928. Good condition. £27 10s. 187, Manor Farm Road Bitterne Park, Southampton. [6009

ROLLS 20, 1924. Complete transmission, £16 Delaney Garage, Patching, Sussex. Tel.: 72. [6011

RILEY 1937 12/4 Touring Saloon. Gearbox overhauled, new battery. £225 o.n.o. Rapier considered. Tel.: Springpark 7432. [6012

1924 RED LABEL BENTLEY. 4-seater tourer Excellent condition, large sums spent on reconditioning. Box No G013, MOTOR SPORT, 15, City Road, London, E.C.1 [6013

FOR SALE—*continued*

2½ LITRE S.S.100 JAGUAR. Very good mechanically and very smart. Recent overhauls and replacements too many to detail. £265. Consider exchange good four-seater or saloon. 102, Harestone Valley, Caterham. Tel.: 2032. [6014

ASTON MARTIN Mk. II 1934. Good condition. new tyres and upholstery, garage space needed £300 o.n.o. Spooner, White Cottage, Langton Lane, Hurstpierpoint. [6015

FORD 16 ENGINE £25. Rear axle £15. Gearbox £12 10s. H. W. Hatch, 331, Kingston Road, Ewell. Tel.: 2811. [6016

LANCIA APRILIA 1938. Engine complete with gearbox, good, practically no oil; also rear end, complete, ready for bolting up, good condition. £50 to £40 or near. Downing, 29, St. Georges Road, Dorchester. [6017

RILEY 14/6 Alpine Saloon, 1931. Excellent condition throughout. £130. May be seen at Field End Garage, Eastcote, Middx. Tel.: Pinner 1818. [6018

£50. RILEY FALCON, 12 h.p., 1935. Excellent mechanical condition, body interior shabby, good brakes, in daily use. Cooter, 6, Lichfield Street, Tamworth, Staffs. [6019

SPARES AVAILABLE for Sunbeams 18.2 and 23.8, Jaguar 2½, Bentley 4½, Rover 14, Vauxhall 10, also Austin, Morris, Ford, A.J.S. Daimler, Standard, Hillman, etc. A. Fielding, Lerry Garage, Talybont, Cards. Tel.: 79. [6020

BENTLEY 1928 4½ TOURER. Good tyres, new hood, screens and battery, no oil. Genuine sale. Best offer. Orr, 16, Glenwood Drive, Thornliebank, Renfrewshire. [6021

ASTON MARTIN Mark II Saloon. Immaculate, reupholstered red hide, high lift cams, Ulster rods. £350. Sloane. Tel.: Whitchurch (Cardiff) 268. [6022

ENTHUSIAST WISHES to sell his extensive library of road and rail transport books and tickets. Liptrot, 9, Slade Road, Newton, Swansea [6023

M.G. K.3 1½ litre Drophead Coupé. British Racing Green, 1935. £195 or nearest offer Exchange considered with cash adjustment. S.a.e. for particulars and photograph. R. List 107, Nine Mile Ride, Finchampstead, Berks. [6024

1750 ALFA ROMEO engine (twin cam, unblown £30; Bosch starter £5; dynamo £5; gearbox £12 Morris Minor 1932, stripped for spares. S/Ldr Waller, R.N.V.R., R.N.A.S. Yeovilton, Somerset. [6025

AUSTIN NIPPY 1936. New mains, hood, tyres battery, bodywork good. Any inspection invited. Taxed year. £120. Hutchings, 94, Elmshott Lane, Cippenham, Slough. [6026

VETERAN TYRES. 2 only 760 x 90 mm. 1 each 710 x 90 mm., 31 x 525 (fits 21 x 4 rim), 29 x 4.40 (fits 28 x 3½ rim). All in new condition, 35s. each, carriage paid. E. Findlay, Holton, Wragby, Lincoln. [6029

1952 JOWETT JAVELIN De Luxe Saloon. Reconditioned engine, radio, heater, screen washers, exceptional condition. £595. Tel.: FRE 7722. [6030

NOVEMBER, 1953. Porsch 1300 c.c. Drophead Coupé. Red, 11,000 miles, exceptional condition. Tel.: FRE 7722. [6160

ALFA ROMEO 1750 S.C. chassis. Overhauled throughout, ready for fitting body. Some spares also available. Marshall pre-war supercharger, type 160, unused. Blagdon Engineering Co., Blagdon, Seaton Burn, Northumberland. [6032

WORKSHOP MANUALS: M.G., Riley, 31s. 3d.; Austin, 27s. 6d.; Jowett, 19s. 0d.; Morris, Wolseley, 16s. 3d. Handbooks: Chrysler, M.G., 15s. 6d.; Riley, 9s.; Singer, 7s. 6d; Austin, Ford, Hillman, Morris, Rover, Standard, Vauxhall, Wolseley, 5s. 6d. Catalogue 500 motoring books, sixpence. Enquiries, stamp please. Gray, Postal Bookseller, 4, Chantryhouse, Hurstpierpoint, Sussex. [6035

FORD V8 30 h.p. engine, 1950, complete with dynamo, carburetter and starter, less gearbox. Replaced by diesel. Coventry Climax 11 h.p. cylinder block, slight cracks in valve seats. 3 carburetter head for same. Offers singly or for lot. Maunder, 69, Millbrook Road, Southampton. Tel.: 73637. [6036

NEW SPARES for Riley Nine. Exhaust camshafts, £6 each; timing wheels, complete set, £8. Garrett, 16, Furnham Road, Chard. [6038

B.M.W. 328 1939 FLM 9. In excellent condition, finished in blue and cream. Offered at the very low figure of £350 for quick sale. H. L. G. Melly, Waverley, Moor Lane, Gt. Crosby, Lancs. Tel.: Great Crosby 2125. [6040

2 TALBOT 15" alloy-finned front brakes, lightened, £8; 2 R/W front hubs, as new, fit Riley, £8. Tel.: Oxford 55509. [6041

ROLLS-ROYCE PH II Short Chassis Continental 1934 R.Y. Series. Thrupp & Maberley sports saloon One owner up to 1953. Complete and perfect in every detail. A.A. report available. £675, no offers. Spinney End, Worsley, Lancashire.

TRACTA 1929 1500 c.c. D.H. Coupé. Recently overhauled. £150. Details from BM/GNLW, London, W.C.1 [6043

FOR SALE—*continued*

LANCIA LAMBDA 8th. Weymann Saloon 1930 All wheels rebuilt, new tyres, new battery just decoked, valves and springs renewed, transmission overhauled. No comic mods., all original. Many spares. Maintained by West & enthusiast owner. Only reason for sale bought vintage Rolls and no space to retain £220 Wootton, 9, Towers Road, Hatch End, Middx Tel.: HATch End 4901. [6044

1930 ROLLS-ROYCE 25 Mulliner fabric saloon Suitable rebuilding or would break for spares £75 or offer. Quantity R.R.20 engine spares and one engine complete. Sunbeam 18 chrome radiator with thermostatic shutters, perfect, £5 Bentley C type gearbox, £10. Rudge wheels 320 beaded edge, 22in., 21in., 19in., all 62 hubs. 3 litre Lagonda head, £5. 105 Talbot head, £5. Rapier block, linered 62.25 mm., guaranteed perfect, £50. Rapier cylinder head 1½in. inlets, £75. Rapier crankshaft, new, £25 Set timing gears 3 litre Sunbeam, perfect, £10 All above open to offers. Wanted: blower drive parts "Hyper" Leaf. Box No. G046 MOTOR SPORT 15, City Road, London, E.C.1. [6045

JAGUAR 1951, 3½ litre, green, low mileage, uses no oil, new battery, good tyres, slight body repairs needed, taxed, £425. B.S.A. Three Wheeler, 1934, four cylinders, very clean and sound, taxed, £50. Exchanges. Potter Bros. Rowgate Garage, Kirkby Stephen, Westmorland Tel.: 218. [6047

1936 RILEY 9 KESTREL. Excellent condition recent overhaul £80. spare parts from 1928 to 1938 Repairs a Speciality. F. Clarke 168, Lee High Road, S.E. Tel.: Lee Green 8904. [6048

500 c.c. NORTON. Featherbed engine 1952 Exceptional condition. £195. Read, Lloyds Hill Garage, Penn, Wolverhampton. [6050

BREAKING. 1932 Triumph Super Seven Most parts good condition. Excellent power unit broken chassis. Stanmore Lodge, Heronsgate Rickmansworth. Tel.: Chorley Wood 40 [6051

ORIGINAL MANUFACTURERS' Instruction Books. 1927 Talbot "14/45"; 1935 Rover "14"; 1935 Morris "8"; Packard "120." A bit grubby, but complete. £1 each. Box No G054, MOTOR SPORT, 15, City Road, London, E.C.1. [6052

RILEY KESTREL. 1938 16 h.p. Manual gear box, overdrive, black with green leather upholstery, beautiful condition, two owners only Bargain £335 o.n.o. Box No. G055 MOTOR SPORT, 15, City Road, London, E.C.1. [6053

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 valve 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. [6054

SUPERCHARGER. Shorrocks. Complete for O.H.V. Morris Minor. Only run 4,000 miles Best offer. Apply Turvey, Holmeside, Sunderland. [6055

INVICTA 2½. Sound mechanically, part converted brake body. Offers. 49, The Furrows Walton-on-Thames. [6056

AUSTIN NIPPY. Excellent condition throughout. Several extras. £95 or nearest. 4a, Plumbley Lane, Mosborough, Sheffield. Tel.: Eckington 437. [6057

MORRIS COWLEY Bullnose 1925. Four-seat tourer. First F.W. Brake models. Perfect mechanically condition, body and wings perfect order, hood shabby. Full set sidescreens, upholstery good order but requires recovering Car has been in use since new, not hashed up scrap. New tyres all round. Quantity spares £100. Hoddington Arms, Upton Grey, Hants Tel.: 71. [6060

BREAKING FOR SPARES. 1936 Jowett 7 h.p. Saloon. All parts. J. A. Langdon, Tilter Down, Pensax, Stockton, Worcestershire. [6061

BUCKLER MARK V. Mid 1952. Twin S.U.s 4.7 c. & p., "C" cr. gears. Racing cam £350 o.n.o. Tel.: BECkenham 1946—7 o'clock [6062

FORD 10 SPECIAL builders. Superchargers, one Rootes, one Centric. All fittings. Twin wind shields. Tel.: BECkenham 1946—7 o'clock [6062A

BENTLEY 4½, 1929 open 4-seater sports. In very good condition, 19in. wheels. Nearest £275. Tel.: 54795, Leeds. [6063

FORD 8 ENGINE and gearbox for sale. 8,000 miles since recond. £20. 109, Churchbury Road, Eltham, London, S.E.9. [6064

BENTLEY 8 LITRE. Dismantled. Parts available include frame, wheels, axles, springs tank, Servo, 4-wheel jacking, radiator block steering column and wheel. Goodwin, 2, Viceroy Close, Birmingham, 5 [6065

FOR SALE—*continued*

FIAT SALOON 1½ litre, 1939 Model. One engineer enthusiast owner, whole reconditioned regardless of cost, engine with Cromard liners, new camshaft, valves, timing gears, axles rebuilt with new parts, electrically rewired, S.U carburetter, Mellowtone horns, double life Exide. Radio, new bumpers, thermostat, ammeter, spotlight, water temperature, retyred including spare, immaculate condition, 30 m.p.g., oil consumption nil. Reasonable price 153, Billing Road, Northampton. Tel.: 2264. [6066

WOLSELEY HORNET SPECIAL 12 h.p. Oct., 1933. Good condition, £50. Will haggle. Stevenson, 76, Main Road, Burton Joyce, Notts Tel.: B.J. 2239. [6067

1932 ALVIS SILVER EAGLE 2-seater tourer B.R.G., excellent all-round condition. Photograph available, £80 o.n.o. Exley, 9, Gandy Street, Kendal. [6068

ATTRACTIVE MERCEDES-BENZ. Type 230. 1938 R.H.D., black and white Cabriolet. Lots spent on engine (100 per cent. overhaul), suspension, body fittings and hood, 22 m.p.g. Quality motoring at modest cost. £425, radio extra. Cecil, 7, Monmouth Place, London, W.2. Tel.: BAY 1420. [6069

A.2. F. MAGNA. Engine spares, rear springs, front hubs, 18in. wheel. S.a.e. 30, Ashwood Avenue, Coventry. [6070

BUCKLER "90." My very successful Buckler is for sale in racing trim. It is one of the fastest 1172 Formula cars in the country and should do well for its new owner this season. Price £520. W. A. Liddell, Fullerton Grange, Andover, Hants. [6072

1934 SUNBEAM 20 SALOON. £50 or will break for spares. All parts available. 246, Lever Street, Bolton. [6073

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. [6074

ALVIS FIREFLY crash gearbox, £10; clutch, £4; dynamo, £3; crown wheel and pinion, £5; some other spares. Good condition. For full details apply Wetherell, 45, Nethervale Avenue, Glasgow, S.4. Tel.: Merrylee 5540. [6075

DISMANTLING Singer Le Mans. All parts cheap. Paris, 6, Fort Road, Halstead, Kent Tel.: Sevenoaks 3769, evenings. [6076

1929 SUNBEAM 16 h.p. Tourer. 5,000 miles since complete engine reconditioning. Body and hood fair, needs new starter ring. £50. Hubbard, Coppice Way, Haywards Heath. Tel.: H.H 1634. [6077

ROLLS SILVER GHOST. 1924. F.W.B. Very fair order throughout. About £120. Tel.: Stanstead Abbotts (Herts) 3113. [6078

1950 LLOYD 650 c.c. Roadster. Engine just resleeved by Lloyd Cars, not yet run in, new battery, etc. £195. 1936 Morris 8 Tourer, good order, £95. Exchanges considered. Box No. G079, MOTOR SPORT, 15, City Road, London, E.C.1. [6079

1936 RILEY FALCON. Engine thoroughly overhauled, good condition £115 12, Niagara Avenue, W.5. Tel.: EAL 4796. [6080

M.G. MAGNETTES. K/N models being dismantled, parts list (stamp please)—MacDonald, 2, Clairmont Gardens, Glasgow. [6081

RECONDITIONED and tuned 22 h.p. Ford V8 engine, with all Helical gearbox, H.C. heads, relieved block, Lucas twin breaker distributor, etc. All accessories, can be bench run, £42 10s o.n.o Also 30 h.p. V8 with all accessories, very good running order, £12 10s. Spare 22 V8 crankshaft, 30s. 23, Windsor Avenue, Clacton-on-Sea [6082

ALVIS 12/50, 1931, 2/4-seat tourer. Good all-round car. £85 Gates, Middle Road, Aylesbury Bucks [6096

FOR SALE—*continued*

A.S.A. THREE-WHEELER SPARES. V-twin engine (recon. 10,000 miles), complete, £12 10s Gearbox, clutch (new), final drive, etc., £10 Wheels c/w near-new 4.00 x 19 Michelins, £2 each. Half-shafts, ex-M.G., modified, 30s each. Other parts available. S.a.e. appreciated Anderson, 1, Brickhill Road, Wellingborough Northants. [6083

TRIUMPH DOLOMITE, 1938 Vitesse Saloon Silver grey, red leather. A really good car Maintained in perfect condition, lively performance, very smart, engine recently overhauled, brakes relined, new tyres, taxed, insured. £250 o.n.o. Eyre-Brook, Little Coxwell Faringdon, Berks [6084

ASTON MARTIN. 1936 Mark II Saloon in two shades of green. Engine requires attention, partially stripped for inspection. Offers. Waters 32, Great North Road, Hatfield. Tel.: 2255. [6092

FORD 8 rebuilt chassis, new frame, steering Aquaplane head, 2 carbs., special exhaust and wheel. Chassis only £150 or with Bondaglass kit for plastic sports. £175. Bargain. Calvert 4, Phoenix Chambers, Broad Street, Hanley [6091

1085 DELAGE, 1934. Grey drophead coupé in perfect condition, reconditioned mechanically Price £280. Any trial. Call after 7 p.m. or write Rees, "The Mews," Violet Lane, Croydon. [6095

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New water pumps and parts, valves, gaskets, pistons, bearings, brake-liners. Exchange service : rear hubs and road wheels. Practically all parts, new and secondhand, all models except 10-h.p.

New radiator caps for B.D. models

FOR SALE—*continued*

ALVIS SILVER CREST, 1938. 16.9 h.p. Engine excellent condition, recently rebored, bod reasonable. Privately owned. £200 o.n.o. Ma be seen at White Tree Garage, Bristol. [609

TRIUMPH "GLORIA," 1935, 15 h.p. black sports saloon. Radio, rebored, taxed, goo condition. £130 o.n.o., or exchange Fiat "500 or Austin Special. 235, Selhurst Road, Sout Norwood, London, S.E.25. Tel.: LIV 104 evenings. [609

1939 TRIUMPH DOLOMITE 1½ litre black sports saloon. Excellent condition throughou £60 recently spent. £195 or exchange M.G T.A. or similar. Tel.: Fairland 6415. [609

ALVIS "SILVER EAGLE" Saloon. Dec 1935. Engine and chassis very good, bodywor and tyres fair. £80. Passey & Porter, Wins combe, Somerset. Tel.: 2214. [610

£60. VAUXHALL 1933 12 h.p. Utility. Litt mileage since rebore. Goes well but not fas Tel.: Egham 157. [610

MORRIS 8 engine and gearbox, 1938. Origina pistons but uses oil. Reasonable. Box No. G103 MOTOR SPORT, 15, City Road, London, E.C.1 [610

TRIUMPH 10, 1934. Dismantled, all part cheap. 90, Frankland Road, Croxley Green Hertford. Tel.: Rickmansworth 4880. [610

ENTHUSIASTS garage clearance includes M.G and A40 steering units, Magnette axles, ne retread 590 x 15 tyres, instruments. Oppo tunity for Special builders at reasonable price Box No. G105, MOTOR SPORT, 15, City Roa London, E.C.1. [610

1934 WOLSELEY HORNET Special. 4-seate sports. Crossflow head, chromed engine, twi Amals. Concours winner last year. £145 o.n.o R. Hadwen, 73, Bakers' Lane, Streetly, Sutto Coldfield, Warwickshire. [610

1935 SUNBEAM Twenty Saloon. Black, excel lent general condition, complete spares. Offer over £100. Box No. G107, MOTOR SPOR 15, City Road, London, E.C.1. [610

DIESEL MERCEDES-BENZ Type 170SD. Lat 1953. 10,000 miles, black, in very good con dition. £1,100 or near offer. Mark Goodso Ltd., 34/36, High Street, Jedburgh. Tel 2278/9. [610

1939 T.A. M.G. Immaculate condition insid and out, good tyres, many extras. £250 o.n.o 4, Chalton Cross, Toddington Road, Luton [610

RILEY 9. About 1930. Sports 2-seater bod in good condition. £50. R. C. Righton. Braile Banbury. Tel.: Brailes 39. [611

M.G. T.C. 1949. New engine 13,000 miles ag good tyres, tonneau, new hood, twin spare Windtones, screen washers, repainted (cream £395 o.n.o. 41, Longden Avenue, Beaumon Park, Huddersfield. [611

J.H. BARTLETT offers one complete Bristo 85C engine with 8.5 : 1 pistons, special cam shaft, with special close-ratio gearbox and clutch, £350. Bristol crankshaft, £10. Bristo cylinder block, slight damage, £17 10s. Un used special fully-balanced Laystall crankshaft complete with six connecting rods and new main bearings, suitable for competition 32 B.M.W., £45. 27, Pembridge Villas, W.11 [611

ALTA 1937 1100 c.c. Coventry Climax start 2 seater, 40 m.p.g. £175 o.n.o. Bohane, 10 Ferndale, Tunbridge Wells. Tel.: 1172. [611

LAGONDA 4½ litre. In outstanding and origina condition, excellent tyres, Exide batteries, fitte with many extras and refinements. Privately owned. £230. Tel.: Chesham (Bucks) 399. [611

3 LITRE, 1924 Red Label Bentley. 4-seate tourer. Aluminium body by Vanden Pla Good order and appearance. £215 o.n.o McCulloch, Eastcote View, Pinner Tel.: 5166 [612

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FOR SALE—*continued*

RILEY 9, 1930, MONACO. Body removed but otherwise complete. Enthusiastic type intended special body for racing, etc., until stork caught up with him. First sensible offer takes it away. Tel.: Birmingham NORthern 5477. [6258

SHORROCK-BLOWN MORRIS MINOR. 1952. Grey/red Convertible. One owner, genuine 19,000 miles only. Licensed to December. Undersealed when new, fitted double valve springs, heater, windtones, Marchal foglamp, interior/reversing lamps, rad., blind and thermometer, ammeter, visor, loose covers front, full tonneau cover. A little gem! Only reason for sale delivery of Raymond Mays Zephyr Drophead! The lot—as new—£525. Also Standard S.U. carb. and Derrington "Silvertop," for above, £7 10s. Apply after 14th April, Box No. G259, MOTOR SPORT, 15, City Road, London, E.C.1. [6259

LAGONDAS 4½ litre L.G.45 Drophead Coupé. Excellent condition. Taxed. £375. Also rebuilt 4½ litre Tourer and 2 litre Tourer. Maurice Leo, Gregories Road Garage, Beaconsfield Tel.: 538. [6260

TWO FAMILY CARS requiring good homes. 1929 Rolls 20, vertical slat radiator, recent rebore by Rolls agents, very sound and exceptionally clean, £135. 1929 Humber 16/50 Tourer, original interior and cellulose, one family from new, exceptional condition, all screens, makers instruction book and tools, £75. Exchanges welcomed. Wrangaton Motors, South Brent, Devon. Tel.: South Brent 2201. [6261

LEA-FRANCIS, 1933, 2 litre Saloon. In very nice condition throughout. New battery and good tyres, £85. Spares for all vintage Lea-Francis and Meadows engines. Complete 10 h.p., 12 h.p. and 2 litre engines in stock. Holmesdale Garage, South Norwood Hill, S.E.25. Tel.: LIV 1906. [6263

RILEY SPARES AND SERVICE. Unique stock of new and used spares for all pre-war models, including valves 9s., guides 4s. 6d., valve springs: single 8s. set, double 14s. set, gaskets 17s. set, brake cables 22s. 6d., speedo cables 24s. complete, crown and pinions £7 10s. All plus post. Also service exchange dynamos, B.T.H. magnetos, starter motors, clutch plates, brake shoes, etc. Quotations with pleasure. Always several used Rileys for sale. Welford Bros., Central Garage, Rothley, Nr. Leicester. Tel.: Rothley 140. [6264

AERO MINX. Smart green 2/4-seater with very good hood and windscreens. Fold flat windscreen and knock-off wheels, rapid, economical and 100 per cent. reliable. Owner going overseas forces quick sale. £125. 5, Orchard Rise, Richmond, Surrey. Tel.: PRO 5316. [6265

3/4½ BENTLEY. 2,000 miles since engine rebuild, good condition. £375. Details Sedgwick, c/o 62/3, Lionel Street, Birmingham. [6266

£200. 1939 MORGAN 4/4 2-seater sports. Selling most reluctantly. Tel.: Halifax 60731. [6267

8 LITRE BENTLEY G.K. 706 Short Chassis Mulliner Saloon Very well-known car, subject of many articles in motoring press, etc. U.K. sale only. £350. Hancox. Tel.: Mountwood 2323. 9.0 to 5.30 p.m. [6268

BENTLEY 4½. Coach built tourer, very original, efficient all-weather equipment, total mileage 125,000, complete engine overhaul in 1953, just decarbonised including all new valves, "D" box, plate clutch. The following done in 1954, brakes relined, wheels rebuilt, modern S.U. carburetters fitted, new batteries, in A1 order, maintained regardless. Sole reason for sale unsuitable for owner's business. £380. Brookes, 33, Gordon Avenue, Norwich. Tel.: Norwich 33633. [6269

P. TYPE 2-SEATER M.G. Immaculate condition, registered June, 1936. Engine overhauled, reconditioned Block-Toulmin. T. type vynide hood, radio, spot, stops. Exchange 4-seater up to 2½ litres in comparable pristinity, sell around £200. 5, Park Avenue, Hove. Tel. 31867. [6270

M.G. T.C. First registered 1950, polychromatic green (original), 27,000 miles. Extras include windtones, foglamps, fram, sports coil, hardened valves enlarged Servais exhaust, tonneau, water temperature gauge, aeroscreen, new battery, carpets. Taxed December. Good condition throughout. £415. Box No. G271, MOTOR SPORT, 15, City Road, London, E.C.1. [6271

BENTLEY 3 LITRE, 1925. Red Label Short Chassis Speed Model. Telecontrols, rebodied pre-war, excellent condition. £250. Peploe, 3, Randolph Cliff, Edinburgh, 3. Tel.: Cal. 6209. [6273

QUANTITY T Model Ford Spares. Crown wheel, gaskets, transmission, bearings, etc. Unused. Write for requirements. Avison, 27, Summerheath Road, Hailsham, Sussex. [6274

N.A. M.G. 1934. Mechanically sound, no oil, bodywork ropy but looks presentable, double-dippers, instruction book. Suit rebuilder. £120 or offers. Young, "Greenwoods," Essendon Road, Sanderstead, Surrey. Tel.: 4798 [6276

FOR SALE—*continued*

DELAGE 1935 D8S 4-seater tourer. 22 m.p.g. £35. Laws, Saxonbury, Beacon Gardens, Crowborough. [6275

CENTRIC SUPERCHARGER suitable for 1½ litre engine, complete with blow-off valve, S.U. carburetter and pressure gauge. £16. 2, Cleveland Road, Heaton Mersey, Stockport. Tel: HEA 2434. [6277

M.G. MAGNETTE Type N.A., 1936. Four-seater Sports. Magnificent motor but infant imminent. £195 o.n.o. London. Box No. G278, MOTOR SPORT, 15, City Road, London, E.C.1. [6278

RILEY 1½ LITRE, 1936, Adelphi. Overhauled engine, very good bodywork, recent respray and rechrome, excellent tyres, built in jacks, parking, reversing, stop lights, twin trumpet horns. An unusually good, very smart Riley. £185 o.n.o. Tel.: Gipsy Hill 5627. 42, Uffington Road, London, S.E.27. [6286

1935 ALVIS SILVER EAGLE 17 h.p. Sportsman Saloon. Very good condition throughout, ace wheel discs. £95. Arthur Reed, 11/12, Queen's Road, Hull. [6287

INVICTA "BLACK PRINCE" Sportsman's Coupé. Immaculate condition, first registered 1950, cost over £3,000. Automatic transmission, fitted heater. £695. Arthur Reed, 11/12, Queen's Road, Hull. [6288

CHILTERN CARS have a quantity of Riley and M.G. spares for disposal at low prices to clear. Enquiries welcomed. 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel.: Leighton Buzzard 2060. [6289

RAILTON TEN. D.H. Coupé, 3/4-seater by Coachcraft. One owner 16 years. 43,000 genuine mileage, original dark blue, brown unpleated leather and carpets. Chrome perfect. Engine rebored at 32,000. New springs and shockers. Standard spares. This must be the most original and finest specimen available and looks like a miniature Bentley. Cruises 55/60 m.p.h. with 35 m.p.g. Second car to a Packard. Will consider offers around 335 gns. Tel.: Esher (Surrey) 4139. [6291

M.G. T.A. 1938. B.R.G., new hood, £140 spent on complete overhaul. £300 o.n.o. Taylor, 170, Marvels Lane, Grove Park, London, S.E.12. Tel.: LEE 3884. [6292

RILEY KESTREL 12/4 1935. Very good all-round condition, twin S.U.s, engine and gearbox completely overhauled. £175. Tel.: Forest Hill 2239. [6293

M.G. T.B. Immaculate condition, fitted with many extras, must sell. £280 or near offers Evenings and weekend. 48, Gloucester Way Finsbury, E.C.1. [6294

M.G. T.A. Raised compression, lightened flywheel, balanced crank 16in. rear wheels, Newton shockers, new hood, battery, sprint type wings, long wings available though slightly battered. £245. Stebbings, 85, Bower Hill, Epping. Tel.: Epping 2957. [6295

SUPERCHARGER. Arnott low pressure for 1½ litre engine. Used M.G. type VA 5,000 miles. Complete with all fittings, perfect condition. Cost £90. £50 will secure. B. Wilson, Dunachton, Carnoustie, Angus [6296

A.C. DROPHEAD 1937. Immaculate condition. Must sell, space wanted. £180 o.n.o. 36, Brunswick Street East, Hove. [6297

ASTON MARTIN 1934. S/chassis, Le Mans reconditioned engine. Offers. 60, Pretoria Road, Edmonton, N.18 [6298

PAIR OF P 100s. Very good condition. £20 o.n.o. Walker, Sgts. Mess, R.A.F. Acklington, Northumberland [6299

FREE 7/6 copy of unique Bentley Recognition and Technical Data Tables (incorporating Buyers' Guide) given to everyone wanting to learn all about Vintage Bentleys. Here's your best and cheapest chance backed by a personal service! Bargain offer comprises gift Tables and three Instruction Books:—3 litre (6s.); 4½ litre (10s.); and 6½ litre (5s.); for 20s. only. Send £1 or write for details. Vintage Bentley Service, Box No. G300, MOTOR SPORT, 15, City Road, London, E.C.1. [6300

1922 3 LITRE BENTLEY. In very fine condition. To an enthusiast, £230. Available end of April. Box No. G301, MOTOR SPORT, 15, City Road, London, E.C.1. [6301

MERCEDES BENZ. Type 230 (1938) Saloon R.H.D. Black, red leather, exceptional bodywork and interior, 3,000 miles since comprehensive overhaul by specialists. New tyres, battery, etc. Full history available. £285. Tel. Livingstone 3746. [6302

1500 H.R.G. 1948. Black, hydraulic brakes, new tyres, clean condition, £380. Consider something larger as part payment. Ridgwell, c/o 68, Station Road, Leigh-on-Sea, Essex. [6303

RILEY IMP, 1934/5. Reconditioned, balanced engine, new crank and cylinder head, etc., crash gearbox, body reconditioned, resprayed and reupholstered, new weather equipment. £295. Bennett, Hazelwood Road, Duffield, Derbys. [6305

1936 B.S.A. SCOUT TOURER. Good engine, body, tyres, new carburetter, radiator, battery £95. Tel.: ELTham 8196. [6309

FOR SALE—*continued*

LANCIA AUGUSTA SALOON, 1935. Black, family carriage of character in good condition Over £40 spent this year. New Marchals, £140. Fall, The Studio, Grosvenor Walk, Tunbridge Wells. Tel.: 1739 (evenings). [6306

M.G. P.B. Two-seater. This car has been completely stripped to the chassis and rebuilt regardless of cost. Work includes: complete engine overhaul, sleeved, Martlets, Laystall crank/rods (stand 8,000 r.p.m.), new clutch, battery, hood, four new tyres, sports coil, stone guards, fitted Lockheed brakes, Brooklands steering wheel, wheels rebuilt 1,000 miles ago, resprayed black/white. Bills to show over £150 spent. In really superb condition. £310 o.n.o. H.P. arranged. Seen Keenor Cars, 1, Broadway, Uxbridge, Middx. Tel.: UXB 2066. [6307

BRAND NEW unused B.T.H. TG4 anti-clockwise magneto, £4 10s.; also used B.T.H. GL4 magneto, £1 10s. Rowe, 12, Romanhurst Gardens, Shortlands, Bromley, Kent. [6308

£200. B.S.A. SCOUT. 1939 model. Outstanding condition, rewired, new battery, etc., 40 m.p.g. Tel.: VIGilant 3271. [6310

LAGONDA 2 litre, open VDP body, engine rebuilt by Leo (1,600 miles since). New kingpins, tyres, hood tonneau cover. S.a.e. for details, photograph. £185. Yates, 32, Burkes Road, Beaconsfield. [6312

LAGONDA 2 litre block, sump, crankshaft rods, steering, high chassis frame, etc. £5 Yates, 32, Burkes Road, Beaconsfield. [6312A

T.A. 1938 M.G. Excellent condition throughout. Alfa red, black wings £255 Tel.: MIL 4195. [6313

SALISBURY DIFFERENTIAL. 4.1:1, unused. £20. Manning, 18, Alverley Lane, Doncaster. [6314

RILEY NINE, 1931, Open. Hydraulic brakes. At St. Albans. £22 or nearest offer. Write Box No. G315, MOTOR SPORT, 15, City Road, London, E.C.1. [6315

M.G. 1938 V.A. 4-seater tourer. Metallic green, excellent condition throughout. £225 o.n.o "Hazeldene," Beechenlea Lane, Swanley, Kent. Tel.: Swanley 2528. [6316

VENN PARK GARAGE offer the following Riley cars: 1935 Kestrel 12/4 Special Series, resleeved, rewired, resprayed, £175. 1933 Monaco Nine Saloon, £55. Vintage Nine four-seater tourer, £50. Bridford, Nr. Exeter. Tel.: Christow 258. [6317

M.G. 2 LITRE SERIES S.A., 1937 drophead four-seater. Grey, blue leather, excellent hood, first-class condition throughout, only 61,000 very good tyres, uses no oil. Best offer over £200. I. Peterson, Wayford, Crewkerne, Somerset. [6318

£95. 1938 ADLER TRUMPF 1645 c.c. 4-seater Cabriolet, I.F.S., I.R.S., F.W.D., L.H.D., 27 m.p.g., numerous spares. Exchange considered 31, Alexandra Park, Redland, Bristol. Tel.: 48173. [6319

2½ LITRE JAGUAR 1936/7 Saloon. Taxed, good engine, excellent tyres, sound body, beautiful interior. £120. Seen Yorks. Box No. G320, MOTOR SPORT, 15, City Road, London, E.C.1. [6320

4½ LITRE LAGONDA. Well-known M45 Rapide Winner Lagonda Car Club Trophy 1954. Very recent complete engine and chassis overhaul to racing standards, mainly by Laystalls. Respray, hood and tonneau within last twelve months. An outstanding example in really excellent condition. Nearly £1,000 has been spent on this car by the present owner. Price £455. Box No. G321, MOTOR SPORT, 15, City Road, London, E.C.1. [6321

FEMME FATALE and finance force sale of 1928 Sunbeam chassis and engine. Towable. After April 7th. Offers about £25, to Stoner, Hathersage. Pantymwyn, Nr. Mold. [6322

1950 FIAT 500C. Blue grey convertible saloon, in excellent condition. L.H.D. £350. Tel.: Epsom 9661. [6323

JOWETT 7 engine and gearbox (1931), rebored, remetalled, complete with dynamo, starter, etc. £7. 6 volt S.U. pump, £1. 2 Scott m/cycle radiators, £3. Buyer collects. 28, Old Stoke Road, Aylesbury. [6324

FRAZER NASH B.M.W. Type 326, 1938 saloon. Sunshine roof, radio, almost immaculate throughout. Price £275. Tel.: Checkendon 248 (near Reading). [6325

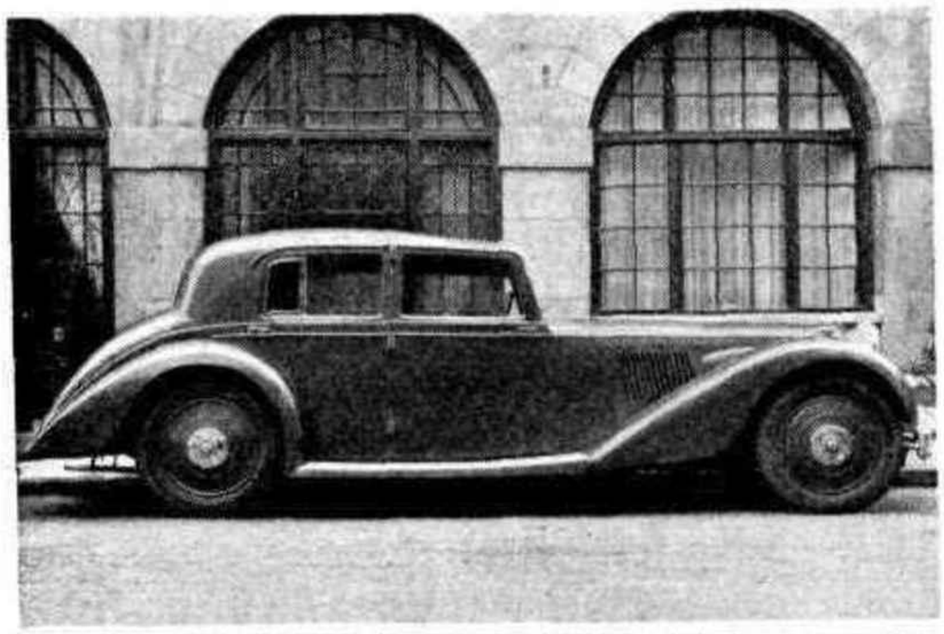
ALVIS SILVER CREST 1937 Saloon. 16.9 h.p., in excellent all-round condition, fitted loose covers, carpets as new, mechanically very sound, very fast and does 22 m.p.g. on a run. £195. Tel.: Mr. Day: MAC 1321. [6326

RILEY 9 GAMECOCK, 1933. Excellent mechanical condition, very reliable, 35 plus m.p.g. £157. Tel.: POL 5829. [6327

S.U. ELECTRIC petrol pumps, twelve 12 v., eight 6 v., excellent condition, £2 each. Postage paid. Twin pumps, £3. Box No. G328, MOTOR SPORT, 15, City Road, London, E.C.1. [6328

B.M.W. ENGINE, Type 55, conrod through side, ZF gearbox. Offers. Jackson, Dove Street, York. [6329

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ALVIS 4.3-litre (1938) sportsman's saloon by Freestone & Webb. One owner from delivery. Authenticated and guaranteed 37,500 miles to date. Works redesigned single-carburetter manifolding giving 18 m.p.g. Grey, with grey interior and fitted travelling cases. Specialist maintained and in excellent condition. An unusually attractive Alvis with what must be, in 1955, a unique mileage.

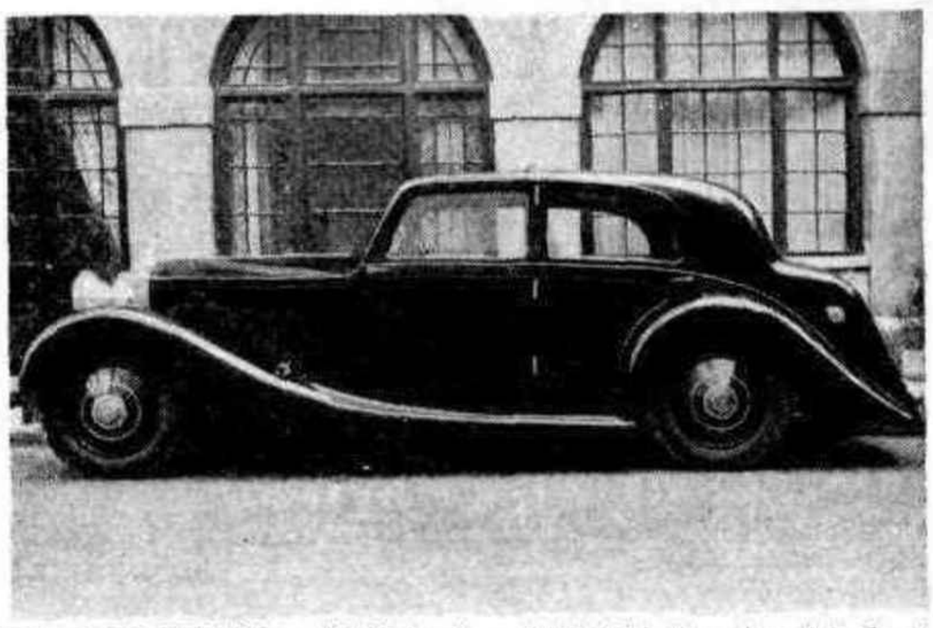
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ALVIS Speed Twenty-five (1938) sports saloon by Charlesworth. Taken in part exchange last month. Excellent chassis recently rebored but otherwise only in fair condition and not up to general standard.

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FOR SALE—*continued*

M.G. J.2. Good condition, cycle wings, aero screens, hood, etc., new tyres, battery, £100 o.n.o. Tel.: Tonbridge 2805. [6330

O.H.V. MORRIS MINOR Special. Engine reconditioned, new tyres, battery, crown wheel and pinion, alum. body, £70 o.n.o. Light, 2, Straight Road, Old Windsor, Berks. [6331

SUNBEAM 14/40. 2-seater tourer, modernised wheels and headlamps, good tyres, towing-bar, excellent running order, £70. Box No. G332, MOTOR SPORT, 15, City Road, London, E.C.1.

M.G. 1½ LITRE V.A. Tourer, 1938. Superb condition. £265. Galton, 2, Ockley Road, Streatham, S.W.16. Tel.: STR 6828. [6333

VINTAGE AUSTIN SEVEN. Rebuilt 1953. New 4-seater body, licensed 1954. £18. Y. Skowronek, Checkley Hall, Checkley, Nr. Nantwich. [6334

D.K.W. DE LUXE CABRIOLET. In sound condition, recent rebore and big ends, white, very attractive car, £185. Deer, 34, Maidenhead Road, Stratford-on-Avon. [6335

FORD 8 SPECIAL. Long wheelbase, high ground clearance, foul appearance, Ford components (wirewheels), tubular chassis, needs small adjustments, not crashed. Ideal Autocross. £35. S.a.e. Box No. G336, MOTOR SPORT, 15, City Road, London, E.C.1. [6336

ABOVE AVERAGE PRICE but very much above average Riley Kestrel Nine. First registered June, 1935. £220. Will haggle and travel. Sullivan, 55, North Manor Way, Woolton, Liverpool. Tel.: Gateacre 2442. [6337

OFFERS FOR 1933 Riley, 9 h.p. Running order, 2 new tyres, needs new body. Seen at 27b, The Square, Latimer, Nr. Chesham, Bucks. [6338

RAILTON 1935 30 h.p. Saloon. Black, good condition, completely roadworthy, owner marrying requires capital. Offers. Jones, Officers' Mess, R.A.F. Driffield, Yorks. [6339

1928 AUSTIN "Chummy" Special for sale. £75. Available at the end of April. Lugg, Tabors, Gt. Baddow, Essex. [6340

M.G. 1½ LITRE 2-seater Special. Built May, 1954. Twin S.U.s, 30 m.p.g., new hood, tyres, batteries. Enthusiast's car. £155. Anderson, 178, Elmbridge Avenue, Surbiton. Tel.: Elmbridge 4492. [6341

PROFESSIONALLY BUILT brake body on 1931 12 h.p. Fiat. Frost damaged block. Good 500 x 18 tyres. £22 10s. Neve, Walls Pit House, Stretton, Warrington. [6351

FOR SALE—*continued*

FIAT 1100 c.c. 1938 Saloon. Shetland grey, licensed year. £235. Cowley, 19, South Avenue, Abingdon, Berks. Tel.: Abingdon 234. [6342

1939 M.G. T.A. Tickford Coupé. Immaculate in Mitcham red, mechanically excellent, 30 m.p.g. Extras: chrome luggage grid, Bluemells wheel, spots, Tapley meters, radio optional. £295. Tel.: Pinner 4755, after 7 p.m. [6343

RILEY 12 frame and 2 rear springs, £4. Blackwood, Fairylands, Newdigate, Surrey. [6344

£85 O.N.O. "Austin Arrow" 750 Sports. Good condition throughout. Ware, 7, Hay Street Road, Braughing, Herts. [6345

1949 DELAHAYE 135M. Pennock foursome, drophead, new tyres, engine completely overhauled by specialists, £835 or nearest offer. Goodson, 39, Gilston Road, S.W.10. Tel.: FLA 4411. [6346

A VERY SPECIAL SPECIAL! Springfield Austin 750. Regd. 1953. Professional 2-seater aluminium body, fold flat screen, hood, tonneau, sprung wheel, cycle wings, outside handbrake, lowered chassis, Bowdenex brakes, 15/16 in. dished wheels, down draft carb, etc. 11,000 since built, perfect condition, appearance as new. Terrific performance and road holding, 45 m.p.g. Prettiest Special on the road. Over £400 to build. Reluctantly selling at £235 or exchange tip-top Anglia or Prefect. Photo on request. Howell, 70, Shelgate Road, S.W.11. Tel.: Battersea 7110. [6347

1927 HUMBER 9/20 Saloon. 35,000 miles, excellent condition, £75 o.n.o. Howkins, Hunter Street, Buckingham. [6349

RILEY 9 gearbox, £3 10s. Wanted T.C. gearbox, lightweight radiator and tank. 25, Salisbury Avenue, Rainham, Kent. [6350

M.G. 2-SEATER Sports-Racing J.4. Unblown Laystall fully ballraced crank, R type rods, flowed head with 965 valves, 5 new tyres. This little car is genuinely in 100 per cent. order throughout and is a real show piece into the bargain. Offers. Tel.: Basingstoke 1448. [6352

ALVIS SILVER EAGLE SALOON. 1935. Engine overhauled, brakes relined, tyres, cellulose goodish, interior, battery, instruments excellent. Owner posted. £85 near. 23, North Close, Medmenham, Bucks. Tel.: Marlow 710, Extension 269. [6353

B.M.W. 1½ litre engine and Hirth four-speed gearbox, £45. Box No. G373, MOTOR SPORT, 15, City Road, London, E.C.1. [6373

FOR SALE—*continued*

1935 3½ LITRE LAGONDA, short saloon body. In quite exceptional mechanical order. Tyres as new, special batteries, good paint, very slight rot in 3 door edges, uses no oil. £165. Would consider 2-seat American drophead in part exchange. Stanger, 42, Park Road, Peterborough. Tel.: 3333, 9 a.m. to 6 p.m. [6354

BENTLEY 4½ litre short chassis two-seater. Very rare and desirable car. £275. Alpha Garage, Westergate, Nr. Chichester, Sussex. Tel.: Eastergate 327. [6355

FRAZER-NASH SPARES. Breaking up twin supercharged single-seater. All spares in as new condition. 14in. Shelsley racing brake assemblies, etc. Also 1934 T.T. Replica, all spares. Meadows deflector head with large bore carbs. Alpha Garage, Westergate, Nr. Chichester. Tel.: Eastergate 327. [6356

TALBOT 65 Sports Saloon, 1933. Original condition, discs, good tyres, battery. Almost complete set of spares. £160. Tel.: Godstone 430. [6357

LEA-FRANCIS 1929, 12/40, 2/3-seater with dickey. 30 m.p.g., good all-round condition. Maintained Leaf specialists. £110. Poynter, 5, Faversham Road, Beckenham, Kent. [6358

MORRIS MINOR TOURER, 1932. Overhauled 1952. New springs, tyres, battery, starter, etc. Body blue, chrome perfect, smart and reliable. £70. Tel.: Southbourne (Bournemouth) 48639. [6359

M.G. T.B. 2-seater Tickford coupé. July, 1939. New works T.C. engine fitted 6,000 miles ago. Also T.C. shock absorbers and double dippers, wing mirrors and stop lights, black and chrome. A genuine car, careful owner, domestic reasons compel sale for £285. G. N. Whitworth, 173, Ayres Road, Old Trafford, Manchester, 16. Tel.: TRA 3878. [6360

SPLENDID CADILLAC V8, 1929, and disgusting Ford "T" with many spares. Offers/exchanges. Morgan-Giles, Bishopsteignton, Devon. [6361

1937 2½ JAGUAR SALOON. Beautiful condition and appearance, in metallic blue. First-class mechanical condition throughout. £175 for quick sale. A. O. Bennett, 32, Merton Road, Prestwich, Manchester. Tel.: Chorlton 6860. [6362

RILEY 9. Needs only body to complete. Good 450 x 15's. A natural for a fibre glass two-seater. Haggle starts at £30. Tel.: ARChway 6251, Ext. 3. [6369

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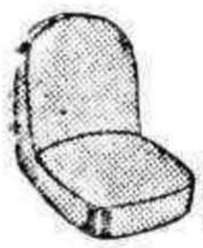
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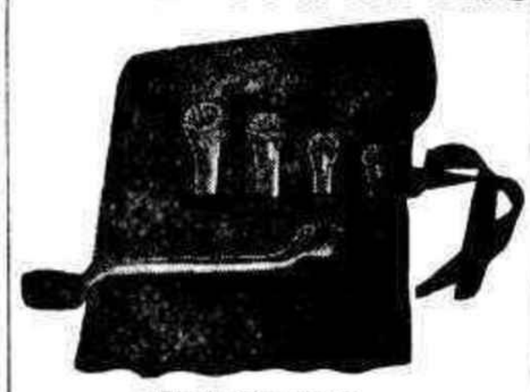
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FOR SALE—*continued*

M.G. P. TYPE cylinder block, relinered standard complete with new pistons, £22 10s. M.G. J. type block and pistons, slightly used, with crankshaft (needs regrind to fit), £12 10s. P. type cylinder head, £12 10s. Riley 12-6 engine, sound block, £27 10s. Triumph G15 engine spares, sound crank, camshaft, rods. Riley Imp chassis, fitted Girling brakes, £60. Morris 8 tourer, 4 seats, good condition, £85. John Gilman, Northfield Avenue, Sawley. Tel.: Long Eaton 2950. [6363

£165 BENTLEY 3 litre Red Label Corsica foursome drophead coupé, Lockharts, Dunstable. See below. [6364

£95. ALVIS 12/50 Tourer, big port head, 4.5:1 axle, 2 owners since new, Lockharts, Dunstable. See below. [6364A

£75. M.G. 18/80 SALOON. Lockharts Service Depot, Chiltern Road, Dunstable. Tel.: 114. [6364B

TRIAL/SPRINT SPECIAL. Original L.M.B. (Ford) 1938. 9.8 h.p., Ballamy (independent) suspension, magnificent condition. Offers over £250 or exchange. Wynne-Williams, Bryn Mafon, Caernarvon. Tel.: 208. [6365

HEALEY "ELLIOTT" SALOON. Carefully owned and driven since new, works serviced and maintained (all receipts and history available). Fitted sunshine roof, interior heater, Bray engine heater, radio, cigarette lighter, windscreen washers. Original tools and instruction book. Unmarked and perfect throughout. £650. Box No. G366, MOTOR SPORT, 15, City Road, London, E.C.1. [6336

HUMBER 14/40 1928 Tourer. New pistons and all-weather equipment, new tyres and battery, body excellent, mechanically faultless, S.U. carburetter, 26 m.p.g., spare block. Genuine reason for sale. £80. 1, Chapman Road, Fulwood, Lancs. Tel.: Preston 77772. [6367

BARGAINS. The following cars to be disposed of to make room for new stock. 1940 2.6 litre M.G. Sports Saloon, 80 lbs. oil pressure when hot, any trial, £165 or one-third deposit, taxed June. 1939 Talbot 3½ litre open 4-seater, manual gearbox, original equipment, £185 or one-third deposit, taxed June. Exchange will be considered. Central Motor Co. (Birmingham), Ltd., John Bright Street, Birmingham. [6368

M.G. T.C., October, 1947. Fitted Marchal headlamps, foglamp and driving lamp, radio, Dunlopillo, new hood, luggage rack, bumpers, indicators, engine overhauled and tuned stage 1A, just run in, 34 m.p.g. £370. Tel.: WEM 3147. [6370

DISMANTLING Talbot 90. All parts reasonable prices. 4.3/1 axle, excellent 19 x 550 tyres. Williamson, 10, Boxhill Walk, Abingdon, Berks. Tel.: 1068. [6371

1952 2 LITRE A.C. BUCKLAND Tourer. Cream, red leather, 19,000, carefully used, heater, muff, tonneau, £825. Terms available. Mrs. Davy, 56, Queens Road, Weybridge. [6372

ALLARD. Exclusive Drophead by Lucas. New engine, clutch, resprayed silver blue, champagne hide, ace discs, balanced wheels, telecontrols, heater, Plusgas, twin mirrors, windtones, 700s. Cost £2,000, accept £400/exchange smaller. Rose, Dark Lane, Whitley, Warrington. Tel.: Norcott Brook 300. [6374

JAGUAR 1939 3½ litre Drophead Coupé. Smart, good general condition, nearly new tyres, new floorboards, good brakes and battery. Reliable and fast. £190. Reeve, Wayside, Takeley, Bishops Stortford, Herts. Tel.: Takeley 272. [6375

VINTAGE RILEY 1929. Reconditioned engine-transmission. Bills £25. Body poor, reasonable offer. Hussey, 138, Apton Road, Bishops Stortford. [6376

M.G. P.A. Excellent mechanical condition, tyres, hood, s/screens, c.w.p., k/pins, brakes, radiator and cowl. All new. Reluctant sale. £185 o.n.o. Frost, Bernards, Cornsland, Brentwood. Tel.: 2481, evenings. [6377

VINTAGE 1929 Speed Six Bentley. Mechanically perfect, body rough, easily repairable. Six good tyres. Price £125 or near offer. Red Post Garage, Nr. Totnes, Devon. [6378

RILEY 9 Monaco Saloon, 1933. Metal body, excellent condition, any trial. £69. Tel.: MAI 0371, day. [6379

1923/4 ROVER 8 4-seater tourer, 3 new tyres, body good but one sick big-end. With complete spare engine and gearbox. No reasonable offer refused. Seen weekends. R. Wykes, 7, Winscombe Crescent, Ealing, W.5. [6380

ALVIS "SPEED TWENTY" 1935 Black Saloon. Interior red leather, one owner, perfect condition. £225, or reasonable offer. Tel.: Fremantle 0469. [6381

ONE OWNER. 4½ litre Lagonda, 1934 Rapide. Original cellulose, chrome, handbook, etc. 3 Rolls silencers, new hood, wireless. Taxed. Nothing spared to keep in finest condition. 80,000. £330. Capt. Owen, c/o Crossways Garage, Crookham, Aldershot. [6382

ALVIS FIREFLY, 1933 SALOON. Good condition, new roof and interior. £120. 15, Thames Road, A.E.R.E., Harwell, Didcot. [6383

FOR SALE—*continued*

H.R.G. AERODYNAMIC, 1947. 30,000 miles, grey with maroon wheels and upholstery, latest type water pump, low pressure tyres, improved brake linkages, never used in competitions. £400. Ball, Ridgeway House, Harwell, Berks. [6384

LAGONDA 3 litre Weymann Sports Saloon, 1933. Excellent condition, well shod, taxed year. £110. Tel.: Headley Down 2192. [6385

AUGUST, 1954. T.F. Full tonneau, luggage grid, etc. Owner posted abroad. 9,000 miles. £685. Bond, 154a, Loxley Road, Stratford-on-Avon. [6386

1950 SIMCA SALOON, L.H.D. 12,000 miles, as new. £375. Consider exchange. 46, Sutherland Road, Brighton. Tel.: 20590. [6387

VINTAGE 1929 Specimen 16/50 Humber Tourer. Resleeved, 7-bearing crankshaft reground, good history, quality, 90,000 miles. Cash wanted for quick sale. Paterson, 64, Ella Street, Hull. Tel.: 8296. [6388

1954 AUSTIN HEALEY, £845. 1954 TR2 Triumph, 10,000 miles, £695. 1949 A.C. Saloon, one owner, as new, £475. 1946 T.C. M.G., a beauty, £345. 1939 Citroen 15 Saloon, £185. 1939 Morris 8 Series E. Tourer, £195. 1954 Reliant Regal, 4,000 miles, £330. 1953 Austin Healey, radio, heater, £800. Terms and exchanges. Jones Garage, Syston, Leics. Tel.: Syston 86257. [6389

LOTUS. Registered March, 1955. Completely assembled, unused, unpainted, road equipped. £490. 60, Gurney Court Road, St. Albans. [6390

1948 ALLARD TOURER. Mercury engine recently fitted, new hood, sidescreens, tonneau cover, resprayed, front suspension overhauled. Spare Ford engine. Excellent tyres. £275. Terms arranged. Saloon exchanges considered. Box No. G391, MOTOR SPORT, 15, City Road, London, E.C.1. [6391

BENTLEY, 1928, 4½ SALOON. Rebuilt, good mechanically, body fair, Servo brakes, C box, history shows gentle life, low mileage. No reasonable offer refused. Harman, Northaw, Wych Hill, Woking. Tel.: 2635. [6392

TALBOT "95." 56,000, good condition, handbook. £100 o.n.o. Kenyon, TL, 13, Castle Farm, Dedworth, Windsor. [6393

LANCIA APRILIA. Attractive, good conditioned 1938 model. £268. 6, Reynolds Road, Hove. [6394

LANCIA APRILIA coachbuilt saloon. Mechanically good, body fair. £250. Watsonian, 427, Warwick Road, Birmingham, 11. [6395

PARTIALLY COMPLETED TOURER Riley. Chassis, engine complete, hydraulic brakes. Austin 7 Special. Ford 8 engined Special. Details, price, etc. Write: Pullen, Lythe Bank, Selborne, Hants. [6396

1934 TRIUMPH Southern Cross Saloon, 9.5 h.p. Reliable and fiercely intentioned. Engine just overhauled and body painted. £70. Caton, 46a, Bell Street, Maidenhead. [6397

FRAZER-NASH. Meadows engine, good tyres, new battery, very clean, mechanically good. £115. 11, South Street, Havant. [6398

1935 RILEY NINE KESTREL. Engine completely reconditioned. £185. 33, Heathcote Road, Fishponds, Bristol. [6399

£48. BEAN 1923 14 h.p. Tourer. Very good condition. Poole, 6, Apton Road, Bishops Stortford. [6400

BRITISH SALMSON, 1938 13 h.p. Coupé. All spares for sale. John Foxall's Garage, 45, Underhill Street, Bridgnorth, Shropshire. Tel.: 2270. [6401

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. [6402

ALVIS BEETLEBACK 1930. Good condition throughout, fast but economical, any trial. £95. Tel.: Kings Langley (Herts) 3395. [6403

FIAT "500" 1938. Excellent condition throughout. £180. Wood, The Gables, Gresford, Wrexham. [6404

BENTLEY Red Label Three. Engine reconditioned, not yet run in, hood, upholstery poor. Bargain. Nearest £200 for quick sale. Willson, Landofnod, Headley Down, Hants. [6405

£125. 1939 Aero Drophead Coupé, 18 h.p., 4 cylinder, 2 stroke. L.H.D. F.W.D. £70 recently spent on engine, 83, Ferrymead Gardens, Greenford. Tel.: Wax 2699. [6406

E.R.A. 1½ litre supercharged single-seater, chassis R.1.B., unmarked in black with silver wheels, as originally owned and raced by the late Dick Seaman. Recently fitted with reconditioned and modernised heavy duty Wilson gearbox, 4 repair records available for past 3 years. Complete with covered transporter and ready to race. Rowland Smith (Motors) Ltd., Hampstead High Street, London, N.W.3. Tel. HAM 6041. [6407

ROLLS 20, 1927. In excellent mechanical order, fitted new clutch, valves and Solex carb., uses no oil, 20 m.p.g. £120, or would part exchange for fast open 2-seater, Bentley, Lagonda or W.H.Y. Photo Available. Robinson, 224, Manor Way, Crewe. [6414

FOR SALE—*continued*

BREAKING. '39 Lincoln Zephyr engine; '38 Vauxhall 14 engine; '36 Vauxhall chassis; '32 Wolseley 12-6; '34 Austin 10 engine and gearbox. The Forge, Green Lane, Hanworth, Middlesex. [6409

ROLLS-ROYCE 1927. 20 h.p., new 4-seater, 2-door body (1938). Very shabby. Wants decarbonising. In daily use. £135. Wells. Tel.: Worplesdon 354. [6410

SIMMONS, 12, Rex Place, Park Lane, W.1. Tel.: GRO 1188. We have a constant and unvarying demand for Rolls-Royce and Bentley models in good condition. We are also purchasers of Hispano-Suiza, Isotta Fraschini, and K.540 Mercedes-Benz and would be grateful to learn of any of these models for sale anywhere in the U.K. Simmons, 12, Rex Place, Park Lane, W.1. Tel.: GRO 1188. [6411

1923 R.R. 20 h.p. R.W.B. Saloon with cracked cylinder head (last winter). Agents overhaul as required Aug., 1953. Bills shown. Run for 3 months, laid up since. Instruction book. Head obtainable £10 complete. Reason, fiancee impatient. £100, no offers. Seen Cardiff. Daintree, 97, Bellott Street, Manchester, 8. [6415

RAREST OF ALL Vintage cars. 1927 16-60 HE Tourer. Available early June. £75. Many spares also available. Box No. G416, MOTOR SPORT, 15, City Road, London, E.C.1. [6416

B.S.A. SCOUT 6, 1939. Two-seater, excellent condition, recent engine overhaul. £175. Jones, 36, Lulworth Road, Southport. [6417

1925 DELAGE 2 litre Tourer. £85. Ross, 9, Holstein Flats, Holstein Avenue, Weybridge. [6418

BULLNOSE OXFORD TOURER, 1925. Entirely original, excellent condition throughout. Insured. Offers. Woodleigh, Waverley Road, Farnborough, Hants. [6410

£35. 1921 A.B.C. Believed unique, perfect original condition, hood, tyres, battery as new; complete spare chassis, engine, manual. Wanted Anzani block. Jenvey, Melplash, East Lane, Horsley, Surrey. Tel.: East Horsley 3106. [6420

S.S. AIRLINE. Mechanically good, reconditioned engine, new carburetters. Breaking up. What offers for bits? Box No. G421, MOTOR SPORT, 15, City Road, London, E.C.1. [6421

£40 O.N.O. Riley Mentone. Cracked centre main bearing housing otherwise sound. Apply: Sutton, 202, Poplar Grove, Kennington, Oxford. [6422

M.G. P.B. 1936 Airline Coupé. Rechromed, resprayed red, mechanically good, radio. £200. Basden, 6, Weston Road, Guildford. Tel.: 66163. [6423

M.G. "M." Excellent condition. Photograph. Slab tank. £65. Sub-Postmaster, Gt. Broughton, Cockermouth, Cumberland. [6424

WOLSELEY HORNET E.W. Special, 1934. Sportsman's F.H. Coupé. Late type engine, oil cooler, twin S.U.s, Vauxhall I.F.S. flame thrower, new tyres all round. Completely rebuilt 1953/4. Low mileage since. £105 o.n.o. Massingham, 41, Prospect Avenue, Strood, Kent. [6425

4-SEATER Saloon/Coupé. Max. 12 h.p., 37/39. Good condition, approx £100. Northway, 148, Iverson Road, London, N.W.6. [6426

J. TYPE M.G. CHASSIS. Minus engine, gearbox, otherwise complete. Ideal for Ford engine Special. £25. Barry Curtis. Tel.: BECkenham 1000. [6427

1940 CITROEN 15 Roadster. £200 spent 1954/55. Exceptional. Tel.: Huntingdon 408, after 6. [6428

REQUIRED JUNE. Pre-war sound saloon, 12 to 18 h.p. Good appearance. S.S., Rover, Jaguar, etc. Details and photograph. Box No. G429, MOTOR SPORT, 15, City Road, London, E.C.1. [6429

1936 M.G. 4-seater N.A. model. Good condition. Best offer over £130. Reply Box No. G430, MOTOR SPORT, 15, City Road, London, E.C.1. [6430

VINTAGE LEA-FRANCIS 12 h.p. 4-seater tourer. Re-registered 1940. Good condition throughout. £95. Sibley, 9, Beaconsfield Road, St. Albans. [6431

LAGONDA RAPIER 4-seater tourer. Mechanically good. £120 o.n.o. Atchley, Sevenfields, Hurstpierpoint, Sussex. [6432

M.G. 1939 T.B. Drophead Coupé. Metallic grey, maroon hood, engine excellent, body good, heater, spotlamp, well shod. Family forces sale. 6, Brooklands Road, Swinton, Lancs. Tel.: SWI 1126. [6433

PAIR FRONT SEATS, red leather, £8. 6 volt Lucas wiper, new. 450 x 17 remoulds. Racing Books, half price. Special builders. Write requirements. 395, Wake Green Road, Birmingham, 13. [6434

1934 TALBOT 14 h.p. Sportsman's Saloon. Boot, sliding roof, engine resleeved last year, exceptionally smart. £90 o.n.o. Also set liners, pistons complete for Morris 8, first £6. Buckley, 6, Seymour Drive, Padgate. Tel.: Warrington 3139. [6437

FOR SALE—continued

LOOK! Vintage Alvis 12 h.p. Saloon, 1923. Perfect mechanical order, original interior, rare specimen. £75. Henty Road Garage, Shirley, Southampton. [6115

MORGAN 1934 1100 W/C O.H.V. J.A.P. Engine, gearbox, transmission 100 per cent. Outstanding performance. £85. Tel.: Basingstoke 1448. [6116

ALVIS FIREFLY, 1934 Saloon. Reliable motor car in good general condition. Handbook. £95 o.n.o. 30, Married Quarters, Cambridge Road, Gosport, Hants. [6117

1932 12/50 SALOON and cash offered for foursome drophead of distinction. Or sell £75. Tel.: Radlett 5613. [6118

SUPERCHARGERS. One Wade kit complete with all pulleys, belts, guage and new 1¼in S.U. for Ford Ten. One Arnott kit complete with pulleys, tank, pipes, Arnott carb. for Sunbeam-Talbot "90." As new. £35 each. "Stoneycroft," Higher Road, Halewood, Liverpool. [6125

BREAKING. 1930 Austin 7 for spares. Good condition. Available from 8th April. Newell Turnfield, Schools Hill, Cheadle, Cheshire. [6127

DAIMLER 15 1936/37 Saloon. Maintained by Daimlers since new. Recent engine overhaul fitted with 1954 radio and heater, new tyres doing about 27 m.p.g. at 600 miles to 1 pint oil. Owner will give any trial, the car being in first-rate condition throughout. £185 or near offer. Tel.: Hendon 6648. 46, Shirehall Lane, N.W.4. [6129

BENTLEY 4½ 1930 XF 3521 Victor Broom drophead foursome. Mileage 15,000 since complete engine and chassis overhaul by Lawrence. Six almost new Indias, rebuilt wheels, rewired, new S.U.'s, uses no oil, body fair. Exchange considered. £225. Arkell, The Hollow, Northchurch, Berkhamsted. Tel.: 23. [6130

SUNBEAM-TALBOT 10 h.p. 1185 c.c. Open Tourer, 1947. New hood and screens, excellent runner, only 60,000 miles. One of three cars. Trailer towing bar fitted. £290. Evans, Hemingford, Wilmslow. Tel.: 2696. [6131

£49. IMMACULATE Vintage Humber 2-seater, 11 h.p., 1922. Original condition, in daily use. A beauty. W. Barnes, 1c, Venner Road, Sydenham, S.E.26. Tel.: 7469. [6132

I'M THIRTY-THREE YEARS OLD and want to come alive again! Made by Triumph, 10 h.p. with a sound tourer body. A little work on me and I'm serviceable. What offers? Garage Valet Service, 416, Harrow Road, W.9. Tel.: Cun. 8471/8366. [6135

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£235—Morgan 4/4 open sports 2-seater. Cream.

£215—Sunbeam-Talbot Ten open 1939 sports 4-seater. Spotless.

£185—Singer Nine 1939, open roadster sports 4-seater. Red.

£185—M.G. 847-c.c. special streamlined sports 2-seater. Red.

£165—M.G. 8-h.p. P-type open sports 4-seater. Black.

£165—Alvis Firefly Twelve open sports 4-seater. Pale green.

£155—Alvis Firefly Twelve open sports 2-seater. Spotless green.

£150—Wolseley Hornet Special Daytona 4-seater. Green.

£140—Wolseley Hornet Special Twelve open 4-seater. Red.

£150—Riley Nine March Special open 4-seater. Spotless.

£145—Riley Nine Lynx open sports 4-seater. Green.

£135—S.S.16 open Speed Model 4-seater. Cream.

£135—M.G. Eight J2 sports 2-seater. Red. Very, very, pretty one.

£110—M.G. Twelve open sports 4-seater. Green. Goes like a bomb.

£110—Singer Nine Le Mans-type open 4-seater. Green.

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£45—Morris Eight, 1936, Series I utility. Reconditioned engine.

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£39. KAYE DON Singer Special Saloon. High comp. head, uses no oil, cruises at 40 m.p.h., clean and good tyres, 4 speeds, 38 m.p.g. Barnes, 1c, Venner Road, Sydenham. Tel.: 7469. [6132A

S.S. JAGUAR. 1934, 10 h.p. Saloon. Recently rebored, new carburetter, crown wheel and pinion. £80. 6, Wordsworth Parade, Harringay. Tel.: Bowes Park 6298. [6133

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. [6134

1934 "NA" M.G. MAGNETTE. Engine overhauled. Has been repainted blue, retrimmed in red and rechromed, new hood, fitted new crown wheel and pinion, half-shafts, steering box, king-pin and bushes, brake linings, silencer, and four remoulds. £150 o.n.o. Dale, 104, Springfields, Welwyn Garden City, Herts. [6136

ROVER METEOR Fabric Saloon, 19.8 h.p., 1932. Stored 17 years, condition and performance as new. Probably best specimen of its kind in U.K. Connoisseurs only. £150. M. Crook, 32, Little Boltons, S.W.10. Tel.: Freemantle 5404. [6137

1.2 M.G. Complete engine and gearbox spares. All parts cheap. Replies to Thos. Dunn, 26, Warren Avenue, Bromley, Kent. Tel.: Ray. 1708. [6138

CITROEN 15 SALOON, 1946, Silver Polychrome finish, mileage 62,000, recent overhaul. £350. H.P. available. Gliksten, Fairbrook, Dropmore Road, Burnham, Bucks. [6139

1½ INVICTA four-seat tourer. Thoroughly overhauled by engineer owner. Some spares. Selling to buy pram. Sensible offers please. Upton, 20, Harley Road, Harrow. [6140

ALVIS 1939 CRESTED EAGLE Saloon. Cream/black in splendid order throughout. Towing fitment. £285 or exchange two smaller cars, cash adjustment. (Surrey). Box No. G141, MOTOR SPORT, 15, City Road, London, E.C.1. [6141

ALVIS SPEED 20, 1934, D.H. Coupé. In rather nice condition, £145. Also spares for 1928 Silver Eagle, including one unused reconditioned engine. One Rover 14, 1937, engine, run only 1,000 miles since being reconditioned. A. Fielding, Lerry Garage, Talybont, Cards. [6142

AUSTIN SEVEN. Two-seater sports, 1934. Good condition throughout, £80 o.n.o. Tel.: Hay-on-Wye 117. [6144

ALVIS 12/70 1938 saloon, grey. 15,000 miles since £350 works overhaul. £300 o.n.o. Ashton, Redthorn, Lane Ends, Romiley, Nr. Stockport. Tel.: Woodley 2518 evenings. [6168

ALVIS 1937 Speed 25 Saloon, under 1,000 miles since overhaul costing over £200. Any reasonable trial. Must sell. Best offer over £150. Tel.: KEN 9462. [6170

2½-LITRE HEALEY SPARES. Two new H4 S.U. carburetters £11. Steering column, box and wheel £5. Four half worn 15 x 550 racing tyres, £5 each with tube. Also Centric supercharger (ex 1,100 c.c. Magnette) £15. 1¾-litre Triumph Vitesse engine and gearbox with all fittings £35. L. R. Jarvis, 74, Whitehall Park, N.19. [6171

ALFA-ROMEO 1,750-c.c. late series, registered 1937 and rebuilt with attractive continental 4-seater coupé body. Engine completely stripped and rebuilt 1954. Chassis and body in excellent condition. £275 or exchange early 20/25 Rolls 4-seater coupé or sports saloon in similar condition. Gillingham, Hildersley, Highland Road, Wimborne. Tel.: Wimborne 460. [6172

FOR SALE—continued

RILEY 12/4 TOURER, Oct. 1936. Special 5-seater hand-made aluminium body, believed by Rileys, made for Continental Rally. Extensively overhauled, rebore, crank grind, gearbox, clutch, transmission, springs, etc. Maintained regardless, kept as second car, hence very small mileage of 8,000 odd miles since. Weather equipment serviceable but shabby. 4 Amal carburation, but have single carburetter manifold complete if economy is required. Crash box. £275 o.n.o. Mann, 20, Hanham Road, Kingswood, Bristol. Tel.: 73902. [6173

ALVIS SALOON T.J. 12/50, 1932. Reconditioned 1946. Fine model, sparingly used. What offers? Scott, 9, Dove House Gardens, Chingford, E.4. [6174

D8 DELAGE '33. A fast, well maintained vehicle. Good buy at £90. Burwell, The Grange, Cubbington, Leamington Spa. Tel.: 1438. [6175

RILEY NINE SPARES. Two new tyres, road spring, B.T.H. magneto, tubes, brake linings, jack, etc. All excellent. Privately. Box No. G177, MOTOR SPORT, 15, City Road, London, E.C.1. [6177

NOW DISMANTLING. 1937 Citroen 12, 1929 Stutz (no engine or gearbox), 1933 Lanchester 10, 1937 Armstrong-Sid. 17-h.p., 1936 Buick, 1936 Morris 10, 1937 Austin 16, 1938 Hillman 10, 1938 Standard 12, 1938 Morris 8, 1933 Riley 12, 1940 Bedford 10 van, 1933 S.S. 16 h.p., 1934 Morris 10/4, 1941 Oldsmobile, 1933 Hillman 10. W. Evans, Car Breaker, 185, Cheetham Hill Road, Manchester, 8. Tel.: Blackfriars 9746. [6178

H.R.G. 1100 48 Alpine Team Car. One of the best maintained Hergs in the country. One owner. All latest mods. What offers? Or would exchange for 4-seater saloon. Box No. G179, MOTOR SPORT, 15, City Road, London, E.C.1. [6179

ALVIS 12/50 Chassis, £20. Fully equipped 2-berth caravan, £38. Ford 10 engine £11, box £2. Austin 7 Special, less engine, £15. Blunt, Wanllechid, Caerns. [6180

4½ LITRE BENTLEY. Black Sportsman Saloon by H. J. Mulliner, in concours condition. First registered December, 1930, re-registered December, 1950. Latest type engine with blower crankshaft, etc., rebored and fitted new Hepolites during past year. This car is mechanically excellent throughout, having covered a small total mileage only, and a recent photograph with further particulars is available. Price £350. Stribley, 11a, Sherbourne Road, Acocks Green, Birmingham. [6181

MODEL T FORD PARTS. Engine, gearbox, axles. Possibly delivered. What offers? Keith Wilson, Monkleigh, Bideford, Devon. [6184

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FOR SALE—continued

LANCIA APRILIA (Dec.) 1937. Gunmetal grey, recently fitted reconditioned gearbox, new battery, good condition all round. Bargain, £235. 8 to 10 h.p. car in exchange. Terms. G. B. Motors, 94, Pinner Road, Harrow. Tel.: 3702. [6143

FIAT 500, 1939, Station Wagon. Two-tone red. Overhauled, 700 miles only since fitted reconditioned engine, excellent condition. £310. 113, Aldenham Road, Bushey, Herts. Tel.: Watford 2273. [6145

FIAT 1100. Dec., 1939. Excellent condition mechanically and body. £250, no offers. Arnott blower set for same, never fitted, £18. Champion, 43, Uplands Way, London, N.21. [6146

1938 MORGAN 4/4. Decoked, reupholstered, good tyres. £210 o.n.o. Royle, 10, West Street, Middlewich, Ches. [6148

GARAGE OBSTACLE RACE FOR SALE. Will haggle. Prefect front axle, complete. Wheels, tyres, spring, etc., £10. 1938 8 h.p. Ford drive shaft and tube, £3. New Rover 6.00 x 15 roadwheel fitted Dunlop Goldseal, £7. Young. Tel.: LARkswood 8357. [6149

1½ LITRE TRIUMPH Dolomite Sports Saloon. Immaculate condition. Enthusiast maintained. £235. 20, Parkway, Maidstone. [6150

RILEY 9 MERLIN, 1936. Excellent condition throughout, £175 o.n.o., or exchange for Vauxhall 10. Cash adjustment. Seen in Cheshire Easter. 88, Downton Road, Swindon, Wilts. [6151

1934 RILEY NINE Monaco. Clean body, well shod, in daily use. Gibbons, 100, Albert Street, Kettering, Northants. [6152

MERCEDES-BENZ "230" 4-door saloon. L.h.d. Engineer owned. £335. Exchanges considered. Tel.: VIGilant 6500. [6153

1932 WOLSELEY Hornet Special. 4-seater sports. Taxed Dec. 31st. One of the best looking Hornets on the road. Excellent condition throughout. £100 o.n.o. Ashby Garage, Ashby Parva, Rugby. Tel.: Leire 212. [6154

RILEY, ARMSTRONG, Lanchester, Daimler. Preselector gearbox specialists. Repairs or complete overhauls. Smithway Engineering, 34, Sullivan Way, Elstree, Herts. Tel.: Elstree 3155. [6155

1936 FIAT 1500 Pillarless Saloon. Black with leather upholstery, excellent condition. £150 Macgregor, 41, Moorland Crescent, Upton, Poole, Dorset. [6156

SPECIAL V8 CHASSIS. Professionally shortened Riley Blue Streak, Girlings 16in. Scintilla. £60 Tel.: Elm. 7525. [6157

P.B. M.G. 2-SEATER. Engine reconditioned, bodywork good, luggage rack, Windtones, oil coil. £225. Brinsford, 17, Wats Drive, Oswestry, Shrops. [6158

STANDARD 12. Black/grey, red upholstery, excellent condition. £165. Maddison, 139, Englefield Road, Islington, N.1. [6161

M.G. MIDGET P.A. 2-seater, black/red leather upholstery, new sidescreens, etc., excellent condition. £175. Tel.: Kin. 8468. [6162

RAILTON STRAIGHT EIGHT Sports Tourer. British Racing Green, green hide, completely rebuilt 1950 with Hudson Powerdome engine, good hood, screens, zipp tonneau. Innumerable extras. Andre telecontrols, 2 new Michelin zig-zags, duo-horns, relined Girlings, oil coil, 25 m.p.g., no oil. Like the ideal wife—incredibly fast and flexible, utterly silent, ravishingly beautiful. Photo. £195. Lieut-Commander Morgan-Giles, The Seven Steps, Upwey (262), Nr. Weymouth. [6164

FOR SALE—continued

M.G. P.A. 4-seater. Excellent condition, hydraulic brakes, 16in. wheels, new hood just fitted. Recently reupholstered in vynide. £175 Seen Forest Hill, London. Tel.: FOR 8401. [6165

1950 HEALEY ROADSTER. Unmarked, radio and many extras. £625. Tel.: WAN 6387. [6166

LANDS END TRIAL SUGGESTION. Pair Dunlop Snowgrips 5.20 x 15 complete on four stud wheels. Few hundred miles only, treads perfect £12. Westropp, Glemsford, Suffolk. Tel.: 304. [6167

BLOWN M.G. P.B. Airline Coupé. Complete overhaul November and stored since. Quick, very reliable, economical, many modifications Six years present owner. Particulars, photographs. Westropp, Glemsford, Suffolk. Tel.: 304. [6168

ENTHUSIAST OWNED. Late 1939 M.G Tourer V.A. (12 h.p.), 1½ litre. Silver grey, maroon hood, good all-weather equipment. Reliable high speed 4 seat touring car. £225 23a, Penderel Road, Hounslow. Tel.: 2113. [6169

J.2 M.G. 2-seater, complete engine overhaul January, new hood, battery, dynamo, brakes relined, good tyres, £150 Tel.: WELbeck 8825. [6170

TRIUMPH GLORIA 10.8 crown wheel and pinion, unused, as supplied E.N.V., £6; also gearbox in good condition, £4. Wanted set 17in. Rover wheel discs, also 1938 engine complete 16.9 for rebuilding. Goodlad, 67, Southbourne Gardens, Eastcote, Ruislip. Tel.: Field End 6676. [6171

A40 SOMERSET Servais. Special high performance inlet and exhaust manifold set for disposal. Cost £12 10s. Accept £7. J. Huntridge, 75, Thornton Road, Cambridge. [6172

750 FORMULA "space frame" tubular chassis, I.F.S., conforms regulations. £30. 1, Barn Crescent, Stanmore. [6173

1924 AUSTIN 7 (Chummy). Original. Taxed. Must be seen to see amount of work carried out in restoring. Actual vehicle described in Austin magazine. Barker, 44, Haling Park Road, South Croydon, Surrey. Tel.: CRO 4517. [6174

1948 H.R.G. 1,500. White finish. Maintained regardless of cost. Leather hood, sidescreens, all-over tonneau. Beautiful condition. Taxed What offers? Barker, 44, Haling Park Road, South Croydon, Surrey. Tel.: CRO 4517. [6175

MORRIS 14 h.p. (1936). Chassis broken. Will break up and sell parts or take offer for whole. 185, Mortlake Road, Ilford, Essex. Tel.: ILFord 3456. [6176

1934 ASTON MARTIN International gearbox. £12. S. & S. Motors, 165a, Westbourne Grove, W.11. [6177

P.A. M.G. Fast, economical, body clean, engine hearty. Wireless, foglamp, spotlight, fitted tools, new coil, king-pins, steering. Bills available. Genuine reason for sale. Definitely not just another P.A. £175. Tel.: FREmantle 8951, or Lewis, 11, Clareville Street, S.W.7. [6178

M.G. J.2. Well above average, resprayed, any trial. £130. Tel.: Watford 4531 (8.30 a.m.—6.30 p.m.). [6179

CHEAP. Riley 9 frame, steering, axle parts, etc. 27, Wimborne Grove, Watford. [6180

LAGONDA-RAPIER. 1937 D/H Coupé in excellent condition. Offers invited. 177, York Road, West Hartlepool. [6182

FOR SALE—continued

ROLLS-ROYCE, 20/25, 1934 fixed-head 4-seater coupé, by Freestone & Webb. Coachwork and chassis in excellent condition. £685. Seen by arrangement N.W. London. Box No. G180 MOTOR SPORT, 15, City Road, London, E.C.1 [6180

FORD 10 SPECIAL. Excellent condition, Austin 7 chassis, new engine 7,000 miles, 4.7 axle Cost to build £350, sell £178. Tel.: Malden 3822. [6181

LANCHESTER 18 1934. Good order, excellent holiday motor. £50. 59, Stevens Lane, Breaston Derbys. [6184

RILEY 1½ litre Saloon, regd. 6.9.49. In superb order throughout, grey cellulose finish with black top, red leather upholstery, 40,000 miles engine completely overhauled last May. £495 o.n.o. Box No. G185, MOTOR SPORT, 15 City Road, London, E.C.1. [6185

M.G. V.A. 1938 D.H.C. Mechanically excellent. £225. Harding, 2, Antrim Grove, N.W.3 [6186

SINGER 1½ litre Sports Tourer. 4-seater 1934 Good mechanically, excellent body. Taxed year. £135. Tel.: TOTtenham 1710. [6187

ALVIS SPEED 20. 1934 D.H.C. Mechanically sound, reasonable condition, insured. £130 o.n.o. Clarke, 42, Rocklands Drive, Stanmore Middlesex. Tel.: Wor. 4604. [6188

RILEY 15/6 SALOON. Perfect condition. Specialist maintained. Seen Birmingham area £275. Box No. G189, MOTOR SPORT, 15, City Road, London, E.C.1. [6189

COLLECTOR'S PIECE. Lanchester's rival to the Rolls Twenty. 1928 tourer. Perfect and completely original. New tyres, battery, hood unmarked, blue morroco leather. £175 o.n.o. Miss Richmond. Tel.: KEN 2176. Box No G190, MOTOR SPORT, 15, City Road, London, E.C.1. [6190

1937 ALVIS 12 h.p. 4-seater sports tourer. Good runner. £95. Quinton & Thompson, Ltd., Lancaster Road, Uxbridge, Middx. Tel.: 4148.

J2 GEARBOX £4, M gearbox £2, M chassis £1 M springs 5s. each. Wheels and tyres 10s each. 4-in. rev. indicator £1. 5-in. speedo £1 Oil pressure gauges, ammeters, cut-outs, 5s each. Carriage extra. Hayhoe, 31, Grimsdyke Road, Hatch End, Middx. [6163

500-c.c. RACING CAR. Constructed 1952 at cost of £700. Independent suspension all wheels. 4-stud racing J.A.P. engine. Very potent car. Photo on application. £275. Moto House, Stoulton, Worcester. Tel.: Peopleton 275. [6167

A RILEY OF REAL CHARACTER is regretfully for sale: the rare 1927 11.9 s.v. tourer pictured Vintage Veerings, July 1952. Excellent order and complete, even to the handbook. 4, Mason Road, Slough. Tel.: Burnham 1107. [6168

COOPER MK. IV. Original condition, newly painted, new tyres, tubes, Burman gearbox type VII J.A.P. Just rebult and modified, ready to race, with covered trailer, spares including J.A.P. engine. £225. Delivered. Photos on request. Brearley, Elm Row, Galashiels. [6169

ALVIS SILVER EAGLE, 1930, 2/3-seater in good all-round order. Reliable. Full weather equipment, dual ignition. Any trial. First £95 Lyme Gate Cottage, Disley, Cheshire. [6170

RILEY ADELPHI 16/4 1938 saloon. Overdrive freewheel. Radio. Exceptional performance and condition. £250. Bridges, Brampton, Coltness Road, Plymstock, Plymouth. [6171

RILEY 1½-LITRE FALCON, 1936. £200. 32 Tyrells Close, Chelmsford, Essex [6172

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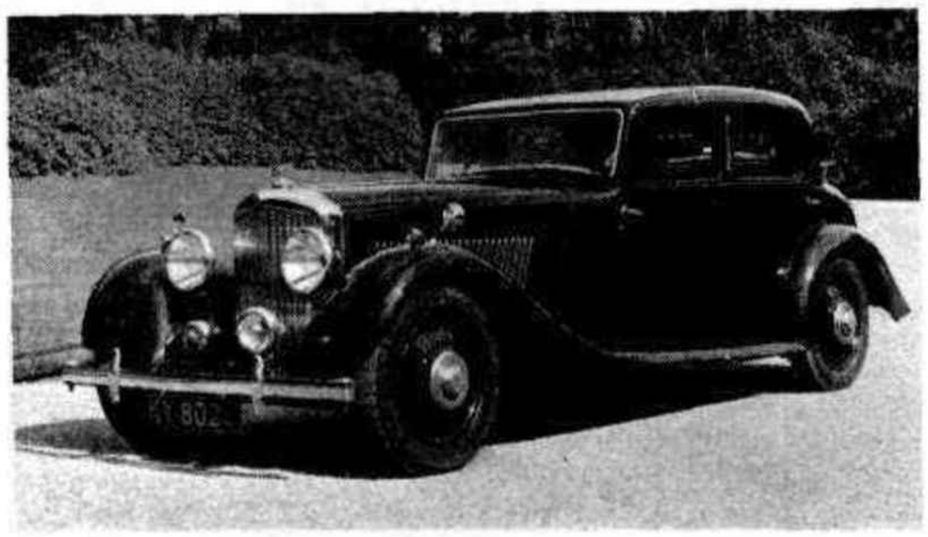
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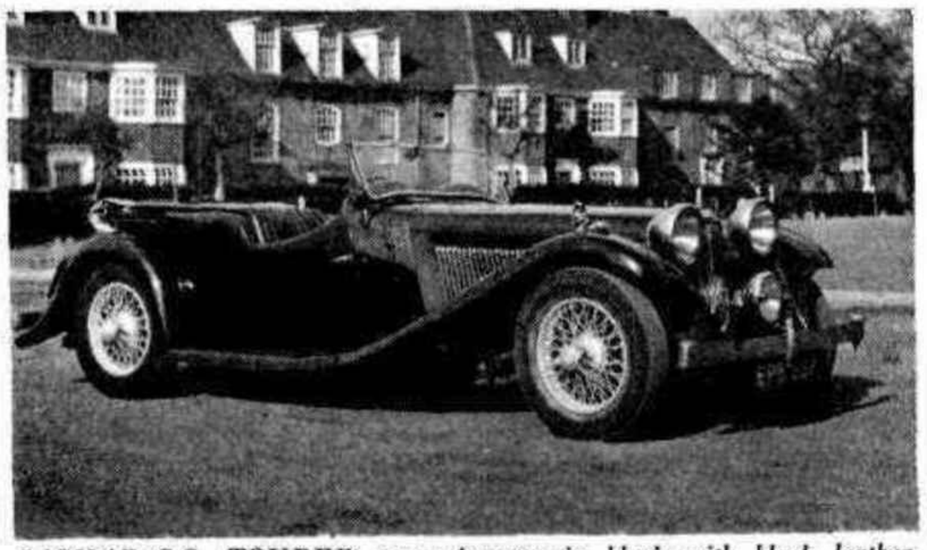
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1934 (*Late*) *BENTLEY 3½-LITRE sports saloon by Park Ward in black with mid-green hide interior. The bodywork and chrome are excellent; all five tyres are as new. Ace discs. A specimen car, identical to the* 1936 *model.* **£395**



JAGUAR S.S. TOURER, open 4-seater in black with black leather interior and new silver grey hood and sidescreens. This car is unmarked and in showroom condition. Engine is the Competition " 100 *"* 2½*-litre and is in tip-top order.* **£215**

FORD V8 drophead coupé in exceptionally nice condition for 1936. Taxed. **£145**

ALLARD 4-seater tourer, 1947. Excellent weather equipment; engine just overhauled; very good tyres and body. **£315**

1929 BENTLEY 4½ 2-seater, short-chassis, Speed Model. Engine overhauled 1954. Extremely good tyres, chrome radiator. Taxed to December. **£315**

BENTLEY RED LABEL 3-LITRE, short-chassis, open 4-seater in B.R.G., chrome radiator. Almost new, full weather equipment. Taxed. **£235**

BENTLEY RED LABEL V.D.P. open 4-seater in original condition. Engine just completely overhauled. A fine specimen. **£365**

BENTLEY SPEED SIX, fitted replica James Young coupé body, this car must be seen to be appreciated in elegance. Taxed. **£325**

1938 SHORT-CHASSIS LAGONDA V12 4½-LITRE drophead, recently fitted with a new Sanction II engine (costing over £400). Bodywork is in bottle green with green hide interior. Hood is excellent. Tyres and chrome are also very good. A wonderful car for the very reasonable price of **£495.**

1938 TRIUMPH DOLOMITE 2/4-seat roadster, 14 h.p., in beige and black, with green leather interior. The brand-new hood is in matching beige leather-cloth. New exhaust system and water pump just fitted. All tyres are as new. A very pretty and economical car. **£235**

1939 ROVER FOURTEEN Six Light saloon in black with brown leather. A very clean and attractive car, good tyres, etc. **£265**

BENTLEY SPEED SIX fixed-head coupé by J. Young, fitted just pre-war. This lovely car is in superb order, the last owner being extremely fastidious. The whole car is as near faultless as possible, considering its age. Body colour is black and grey with blue hide interior. **£295**

1936 3½-LITRE BENTLEY sports saloon, body by Park Ward. The engine has just been rebored (March, 1955), a new clutch thrust race fitted, all tyres are as brand new, wheels sand-blasted and re-enamelled, hub caps and rear bumpers re-plated. Bodywork has also been refurbished. Lovely condition throughout. **£525**

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RED LABELS AND 4½ BENTLEYS always wanted; in good condition and original, please.

FOR SALE—*continued*

HISPANO-SUIZA SPARES and repairs. G Briand, 47, Tamworth Road, Croydon. Tel.. Croydon 1742. [6588

RILEY NINE MONACO 1933. Excellent condition, new tyres, tubes, pump, etc. £125. Tel.: Upminster 2978. [6436

MONACO BODY AND CHASSIS, 1933. Clean, interior good. £22. Lowe, May Lane, Hollywood, Birmingham. [6452

1932 ALVIS 12/50, van body, £40, or sell parts. 1925 Sunbeam 20/60, less tyres, battery, £20, or parts. Two 7.00 x 20 Dunlops unworn, £4 each. Tel.: Potters Bar 2344. [6453

RILEY NINE MONACO, special series, 1935. 6,000 since sleeving, crank grind, etc. New induction manifold. Brakes relined May. Fitted twin Zeniths. Body very sound, well shod. Fast car. Three owners only and unused since August. Present owner having bought Kestrel Sprite requires space. £100 or reasonable offer. 7, Whitehill Road, Cambridge. [6454

ANYONE WANT sturdy Morris "Oxford" about £30? 1933 saloon, 14 h.p. Tel.: Greenwich 0772. [6455

1929 HILLMAN 12.8 D.H.C. Daily use. Would exchange. £25 or near. 34, North Bar, Banbury. [6456

1933 RILEY NINE Saloon. £60 o.n.o. Ring Brentwood 967 after 6 p.m. [6457

TWO VINTAGENTS: (1) 1928 Rolls 20 Park Ward Sports Saloon with boot; just decoked; £160. (2) 1931 Chrysler 25-h.p. C-coupled Saloon; renovated fuel system; new exhaust valves; new battery; six wheels and tyres; £90. Clissold, The Squirrel, Christmas Common, Watlington, Oxon. [6458

TRIUMPH GLORIA. 1934, 12.9. Rewired, engine reconditioned, new shockers, petrol pump, battery in last 14 months. £133 bills available. Body fair, good tyres. £100 or nearest. 80, Fore street, Pinner, Middx. [6459

A.C. 1934. Chassis and engine spares. Must sell. Best offers by 25th April. S.A.E. for full list. Clarke, 65, Brookside Avenue, Ashford, Middx. [6460

POST WAR FORD 10 engine and gearbox complete, £16.10.0. Aquaplane Zenith 2-carb. inlet manifold, £3. Buyer collects. 384, Marine Road, Morecambe. [6461

FRAZER-NASH B.M.W. 45 Reutter 2/4 Coupé. 1,000 miles since engine, transmission overhaul. New radiator. Good tyres, body, hood. 25/30 m.p.g. Sacrifice £110. Poyser, 85, East Hill, Colchester. [6463

C. J. BENDALL

ALVIS 12/50 "Beetle-back," 1930. Good hood, sidescreens, excellent tyres; very fair general order. Together with a complete car for spares. **£110.**

LAGONDA 3-LITRE open sports 4-seater, 1933. Very fair general mechanical order; average body condition. A bargain at **£70.**

LANCIA 6TH SERIES tourer, still 4-door but shortened by West. General condition exceptionally good, new hood, etc.; at present having new bearings, etc., fitted to bevel drive and other engine repairs as required. Price when completed will not exceed **£175,** and may be considerably less.

MARENDAZ SPECIAL, 1935, 2-litre, 6-cyl. "Continental" engine, c.r. gearbox; original 2/4-seater body with excellent hood, screens, etc. General condition very fair. **£70.**

MORRIS-COWLEY 2-seater and dickey, 1930. Excellent hood, tyres, etc., and in very fair all-round order. **£45.**

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RILEY ALPINE 13.9 saloon, 1932, in very fair condition for a car of this class and age; no defects of consequence and sound coachwork. **£70.**

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WOLSELEY HORNET SPECIAL, 1932, Coupé. Fair mechanical condition, new hood, body shabby, sound spare block. £65. Tel.: Southend-on-Sea 44496 after 8 p.m. [6462

BUGATTI G.P., type 37A 1½-litre supercharged. Road equipped. Superb condition. 20 m.p.g. Offers over £350. M. G. Macdonald, Glencorse Barracks, Milton Bridge, Midlothian. Tel.: Penicuik 49. [6464

ALVIS SPEED 25 Drophead. Tuned 90 m.p.h. and 20 m.p.g. Unbelievable acceleration, combines ideally modern and vintage appearance. £230 or exchange smaller car, cash either way. 41, Kensington Park Gardens, W.11. Tel.: Park 7202. [6478

XK 120 SPORTS. Immaculate, never raced or rallied. Cream with red leather. 26,000 miles. 4 new Michelin X's. Other extras. £685 because of LHD. Tel.: Willesden 1486 after 7 p.m. [6467

ONE SET Andre telecontrol shock absorbers, used 1,000 miles on Talbot 105, complete less one gauge, £12. Lanchester 18 fluid flywheel assembly, £3.10.0. Ford 8 reconditioned engine, £20. Twin w.c. J.A.P. stationary engine, little used, complete, £8.10.0. Hartop 1-h.p. w.c. stationary engine, complete, £6.10.0. Bland, 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [6496

JOHN BLAND offers 1931 Talbot 90, speed model chassis fitted Le Mans type open body; this car is not running and needs a certain amount of attention, £40, towable. Saloon body from 1936/7 Talbot 75 or 105 B.D. model, very good and complete, £15. 27, Southfields Road, London, S.W.18. Tel.; Vandyke 1612. [6497

RILEY 12/4 KESTREL, May 1935. Excellent engine and performance. Body and interior good. £150. Tel.: Fairlands 5724. [6514

RACING RILEY, 1,100-c.c. Sports 2-Seater. Professionally built by famous racing driver, not a hotted-up special. Beautiful condition, 100 m.p.h. £375. Specification, Box No. G537, MOTOR SPORT, 15, City Road, London, E.C.1. [6537

ARNOTT 500. £165, minus engine, otherwise absolutely complete, gearbox, petrol pump, etc., ready to race. Bridge Garage, Marsh Road, Pinner, Middx. [6538

NORTON c/ratio gearbox, ex-Cooper. Also s/box, arms, etc., Fiat s/box, hubs, brakes, etc., List. Box No. G539, MOTOR SPORT, 15, City Road, London, E.C.1. [6539

FOR SALE—*continued*

2-SEATER ROVER SPECIAL. 11.9 h.p., 16 cwt. Aluminium body, high compression head, balanced crankshaft; engine, gearbox and rear axle completely rebuilt; cornering excellent. Reason for disposal—closed car required for practice. Price £225. Dr. Livingstone-Thomas, Bydown House, Swimbridge, North Devon. Tel.: Swimbridge 311. [6438

AUSTIN 7 TOURER, 1926. 4-speed box, good condition. £45. 43, Park Road, Woking. Tel.: 3688. [6439

ALVIS FIREFLY 12, 1933. Mechanical condition and tyres good, body poor. £70. 37, Ravenhurst Road, Birmingham, 17. [6440

RILEY IMP. Engine reconditioned and new crown wheel and pinion approx. 1,000 since, sound body, good tyres. £280 o.n.o. Might exchange, Box No. G441, MOTOR SPORT, 15, City Road, London, E.C.1. [6441

M.G. T.C. 1946. 2 owners, recent rebore, new tonneau cover. Luggage grid. £325 Box No. G442, MOTOR SPORT, 15, City Road, London, E.C.1. [6442

CHRYSLER Unique "77" Roadster. Exhibition Model. Tip-top condition, bonnet and wings stainless steel, grey coachwork recently re-sprayed; new hood and windows, with covers; good tyres; engine and chassis first-class order. Will run many more trouble-free years. £225 o.n.o. Box No. G443, MOTOR SPORT, 15, City Road, London, E.C.1. [6443

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H.R.G. "Spa" type two-seater body complete. Ex-Peter Clark. £18 o.n.o. Write 42a Teme Road, Worcester. [6446

BRESCIA BUGATTI chassis, complete with wheels and tyres, transmission, engine, auxiliaries, gearbox, steering; unused since overhaul. £45 o.n.o. Write 42a, Teme Road, Worcester. [6445

ALVIS 1937 16 h.p. Saloon. Maintained by member Alvis Owner Club. 24 m.p.g. £165. 26, Palace Court, London, N.W.3. Tel., HAMpstead 1828. [6447

ASTON MARTIN. 1939 2 litre open 4-seater tourer. Immaculate, £425. 1938 2 litre short open 2/4-seater, green, £395. 1935 Ulster 2-seater, green, a well cared for car, £395. 1934 Le Mans 4-seater long chassis, green, £275. 1933 Le Mans 4-seater long chassis, black, £275. Box No. G448, MOTOR SPORT, 15, City Road, London, E.C.1. [6448

ALVIS S.D. 12/50. T.E. engine, recently overhauled and very reliable, 32 miles per gallon, body fair, weatherproof. £85, but would accept less for quick sale. 17, Meadow Road, Claygate, Surrey. Tel.: 2341. [6449

ALVIS 12-70 D.H.C. 1938. Since 1952 engine linered, gearbox, back axle overhauled, Alvises, new propshaft, wheels, steering box, king-pins, dynamo, starter, hood, cellulosed, brakes just lined. Heater, single and twin carbs. Reluctant sale, posted overseas. Seen London or Devon. £240. Lt. Col. Hunt, R.E.M.E., 2, Stevenstone Court, Torrington, N. Devon. [6450

ALVIS, 1934 Silver Eagle Sportsman's Saloon. Good condition. £80. Tremlett, 71, Warren Road, Reigate, Surrey. Tel.: 4264. [6451

H-BOMB FOR £335! Allard 1948 Ivory K two-seater. Fantastic performance, immaculate appearance. Engine 3,000 miles, new red hood, new sidescreens, new batteries, new gears, aero-screens, 20 m.p.g. Enthusiast's dream car. Ballantine, 33, Meadway Court, N.W.11. Tel.: SPE 7985. [6561

WANTED

GOOD ALVIS thoroughbred 4-seater, good home. T.C. M.G., reconditioned, £360. A. N. Thompson, Staff B., A.E.R.E., Harwell, Berks. [6581

1953 OR 1954 BUICK, Studebaker, Oldsmobile, etc., in very good condition. Purchaser going overseas in April. State price, mileage, etc. Box G602, MOTOR SPORT, 15, City Road, E.C.1. [6602

RILEY 9 2/4-seater or Special. Open body, must be sound. Remainder immaterial. About £50. Sub-Lieutenant Boyd, H.M.S. Hornet, Gosport. [6006

ALVIS FIREFLY Sports Saloon. State condition and price. Manual or preselector. Box No. G010, MOTOR SPORT, 15, City Road, London, E.C.1. [6010

HOLDER for 2 gallon petrol tin having fixture for car running board. Grieve, 4, Braid Avenue, Edinburgh. [6031

SET ACE DISCS, 18-in. wheel, complete good condition. 124, Unthank Road, Norwich. [6034

LAGONDA. Must be original and perfect. D.H.C. preferred around £200. Details and photo if available to Box No. G037, MOTOR SPORT, 15, City Road, London, E.C.1. [6037

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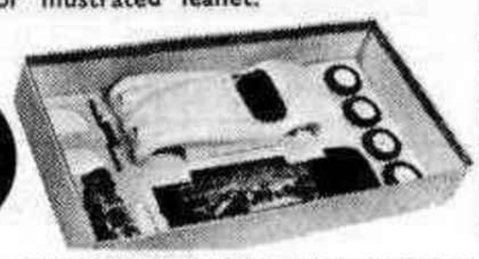
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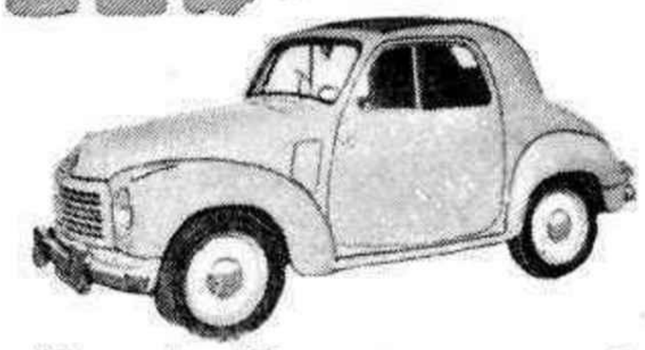


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WATER PUMP wanted for 1938 16/4 Riley, or uncracked parts, bearings, etc., unimportant. Riley, 2, Duke Street, Abertillery, Mon. [6572

AUSTIN SPECIAL (Lancs. area). Must be well built and in good condition. I have accrued the sum of £40 for purchase of same. Anyone willing to sell? Photo and details to Calvert, 13, Greystock Avenue, Fulwood, Preston, Lancs. [6573

SINGER NINE Le Mans, 2-seater body, chassis, axles, sound but cheap. Would consider similar type M.G., P.A., P.B., etc., or sell damaged Singer Nine 4-seater sports, body and engine very good, chassis, front axle slightly bent, repairable. Skelton, 151, Princes Gardens, London, W.3. [6574

SEAT IN CAR going to Le Mans, must be on the "cheap," willing to pay full share and drive. D. Parker, 26a, Chalton Street, Euston, N.W.1. [6575

2/3-SEATER SPECIAL. Not over 11 h.p. or £50. Cook, 30, Browning Avenue, West Hartlepool. [6576

"T" FORD wanted, with brass radiator. N. Hawkins, "Woodcot," Woodlands Lane, Hayling Island, Hants. [6577

1948 ALLARD 2-seater. Good condition. Details and photo if possible. Price £250. Hainsworth, 163, Stanningley Road, Armley, Leeds, 12. [6578

WANTED—*continued*

FOR V8 30 h.p. Pair alloy H.C. heads (21 stud), pair 3 branch ex manifolds, pair S.U.s with adaptor (ex-Jensen), Scintilla Vertex with brackets, etc. Must be reasonable price. 6, Ulleries Road, Sheldon, Birmingham, 26. [6579

RILEY IMP or similar Open Riley. Box No. G580, MOTOR SPORT, 15, City Road, London, E.C.1. [6580

M.G. P.A. OR P.B. 2-seater. View 200 mile radius from Middlesbrough. Box No. G582, MOTOR SPORT, 15, City Road, London, E.C.1. [6582

UNCRACKED BLOCK and cylinder head for M.G. T.A. Jennings, Sgts. Mess, R.A.F. Innsworth, Glos. [6583

TONNEAU COVER for Ford 10 h.p. Tourer. 1938-39 model. Connop, Pembridge, Leominster. [6584

"MOTOR SPORT" for July, 1954. State price required. Churton, 42, Fairbank Avenue, Oakhill, Stoke-on-Trent. [6039

BUMPERS suitable for Rolls Phantom 2 (1951 body); state type, size, price to Box No. G048, MOTOR SPORT, 15, City Road, London, E.C.1. [6048

BRITISH SALMSON 12 or 14 h.p. cylinder head, also block in sound condition. Consider complete engine or car. Davis, 58, Cowley Mill Road, Uxbridge, Middx. [6051

MISCELLANEOUS

LEARN TO FLY and try another form of motoring. Open or closed aircraft. Trial lesson 35/-. Start now at the beginning of the season. Book through Elstree 3070 or write to Chief Instructor, Elstree Flying Club, Elstree Aerodrome, Herts. [6044

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FLYING JACKET, as new, suit medium sized man. Bargain £10. Box No. G194, MOTOR SPORT, 15, City Road, London, E.C.1. [6194

CYCLE WINGS (domed and beaded), steel, 5-in., 6-in. and 7-in. 10/- each fronts, 12/6 rears. Packing and carriage 3/6 pairs, 5/- sets. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [6195

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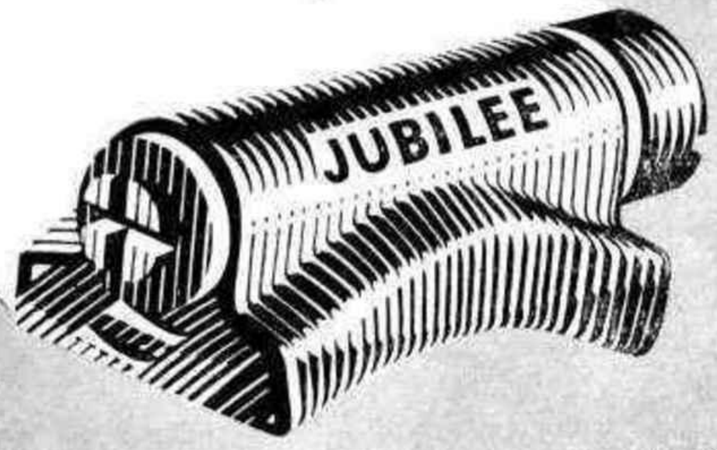
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