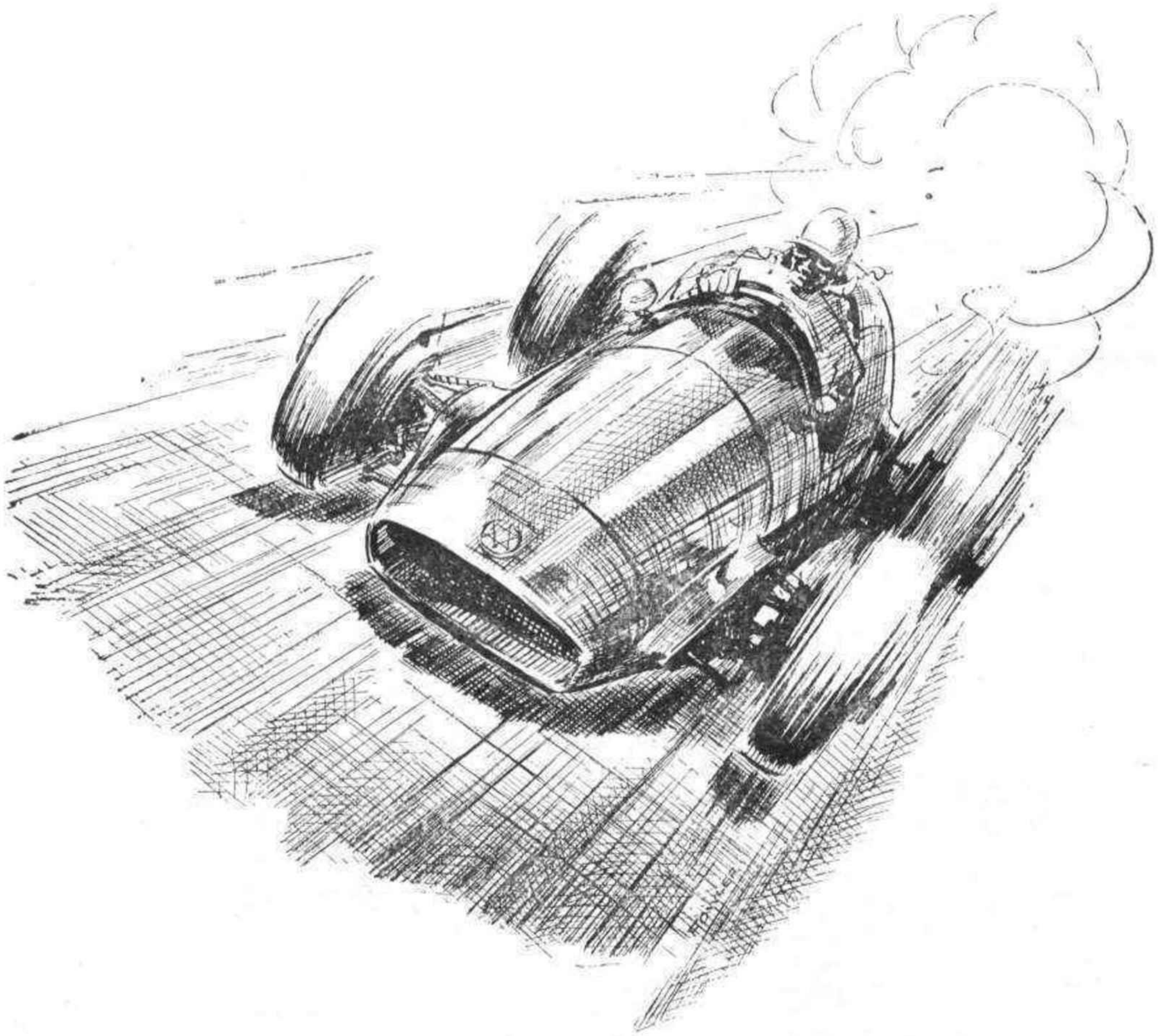
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Vol. XXXII No. 3 ONE SHILLING AND SIXPENCE March, 1956

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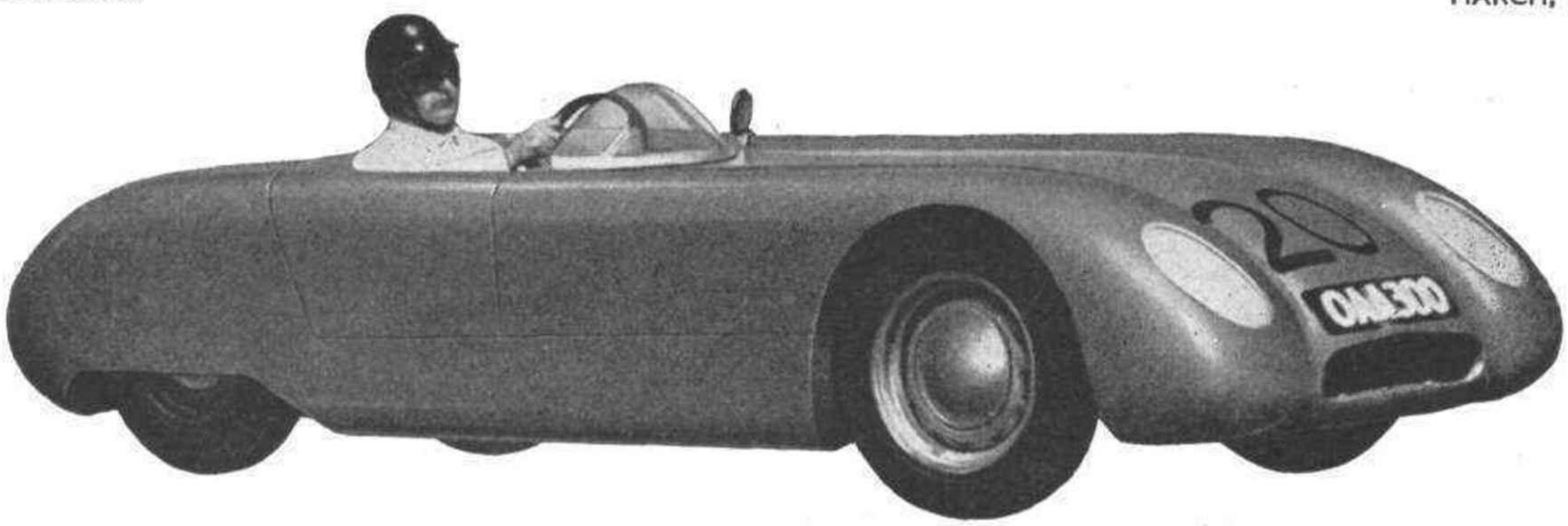
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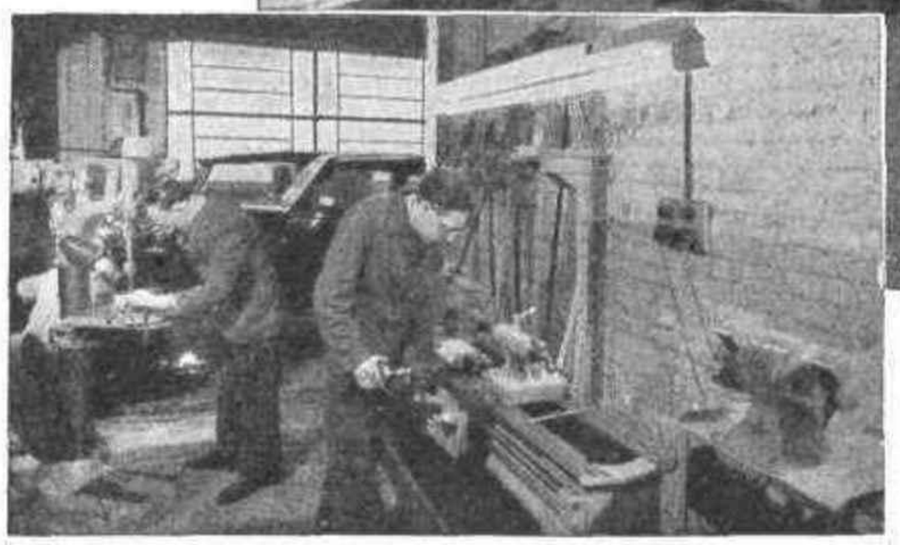
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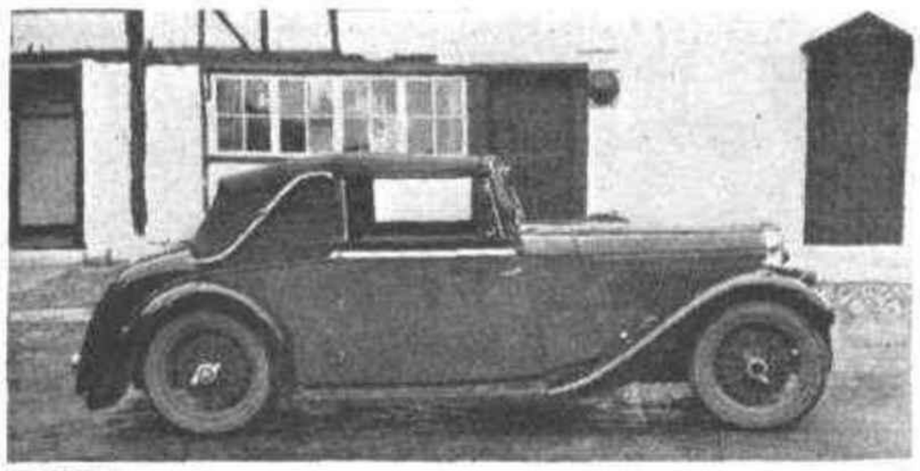
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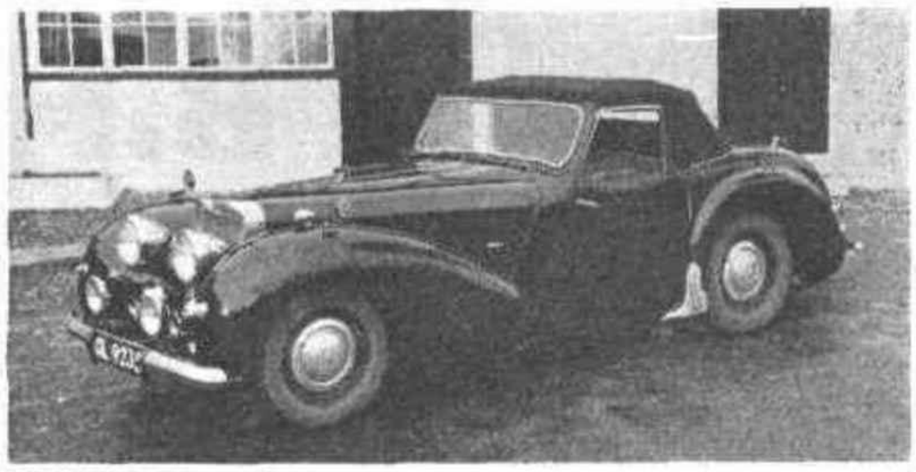
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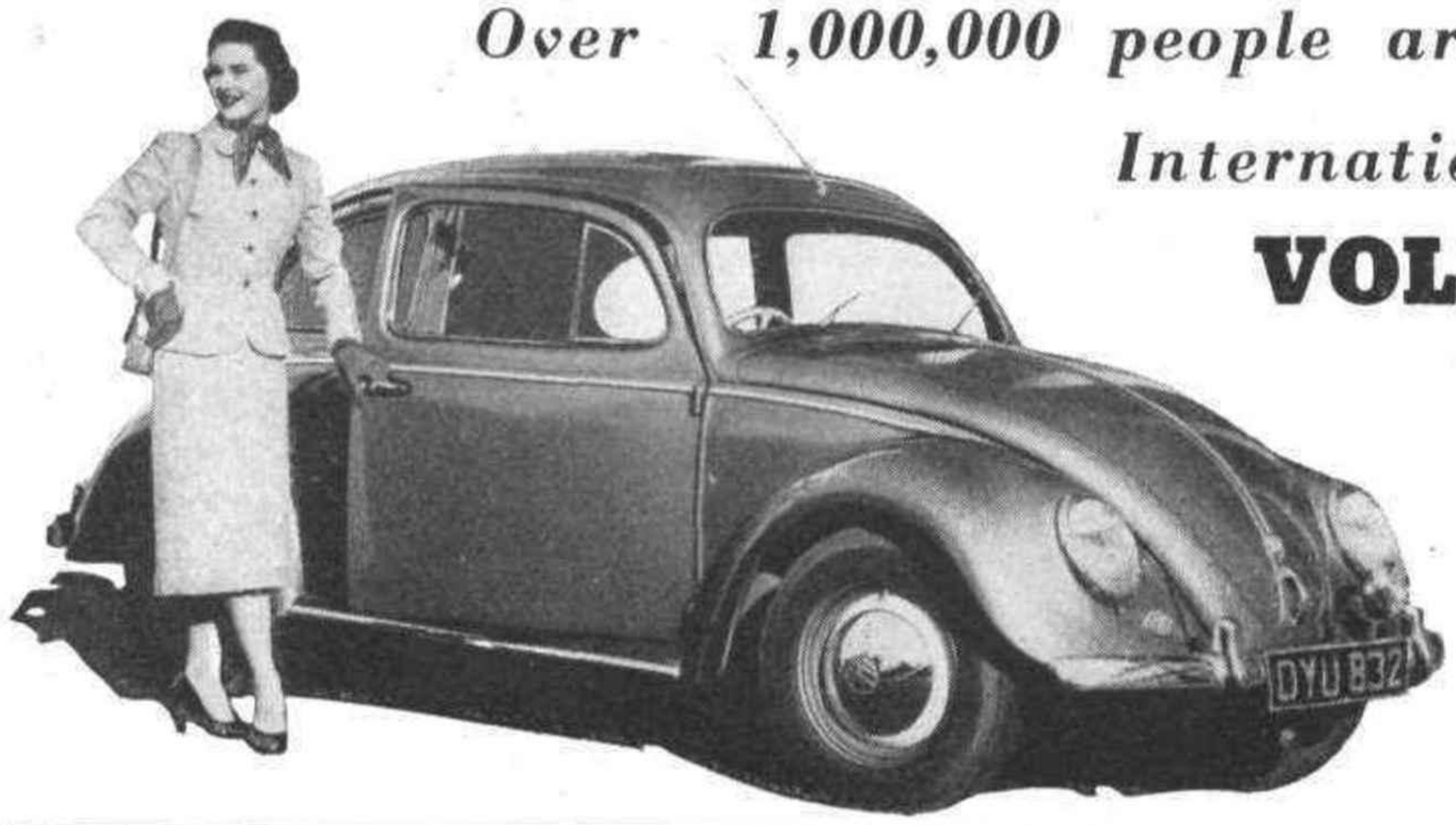
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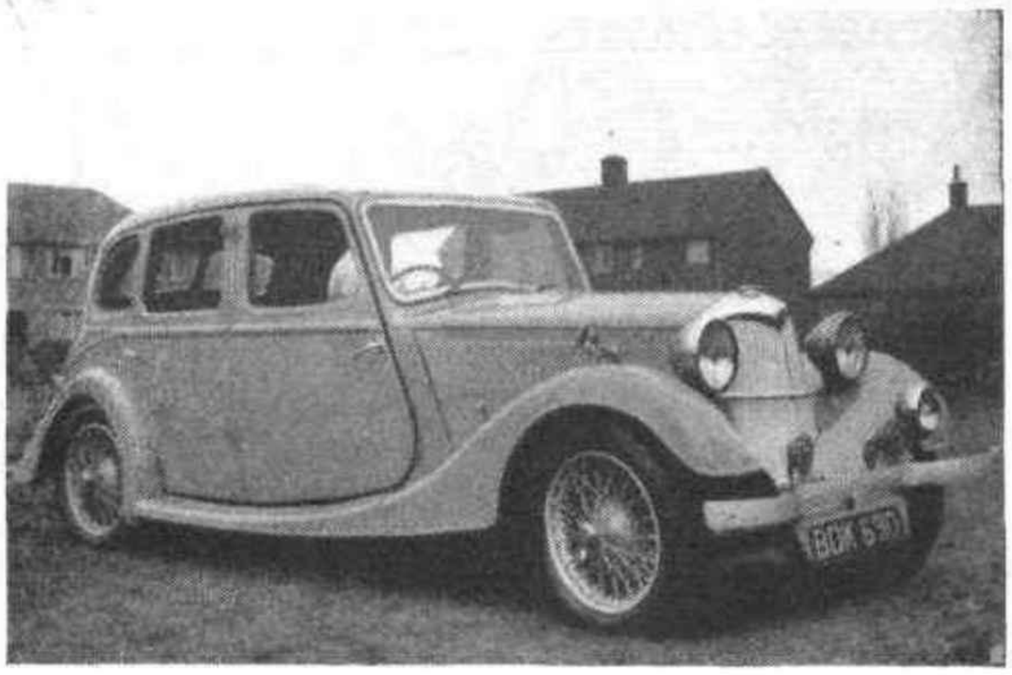
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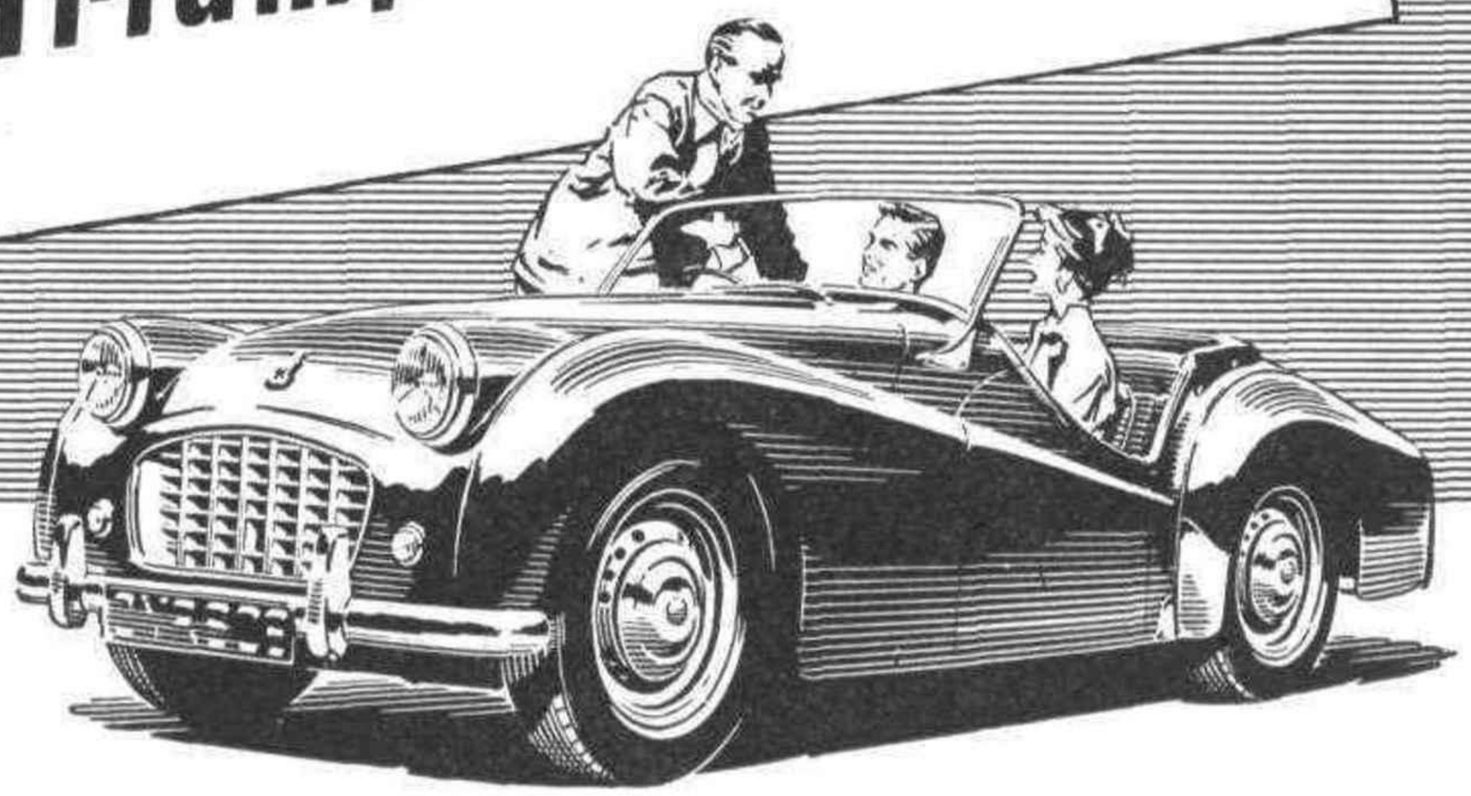
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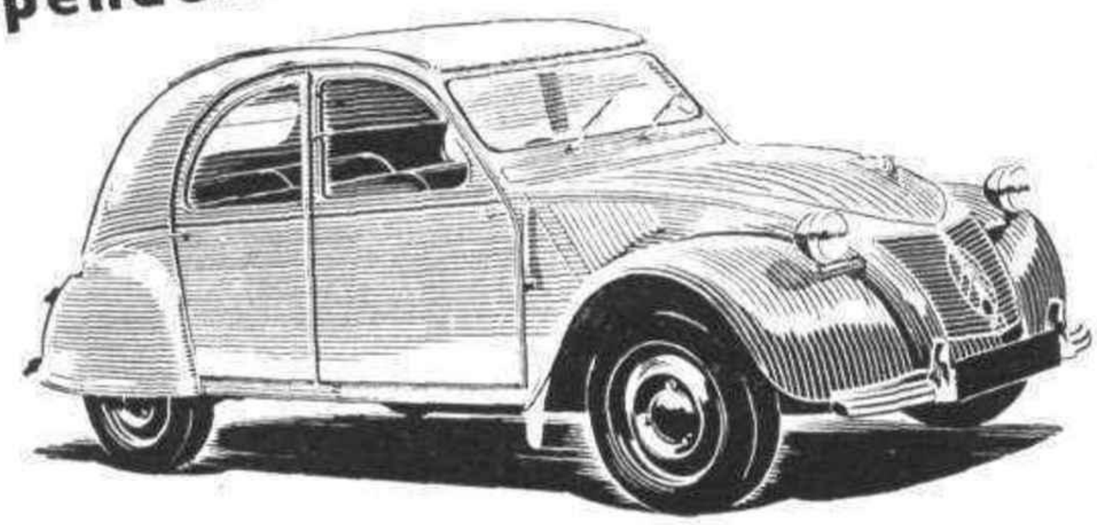
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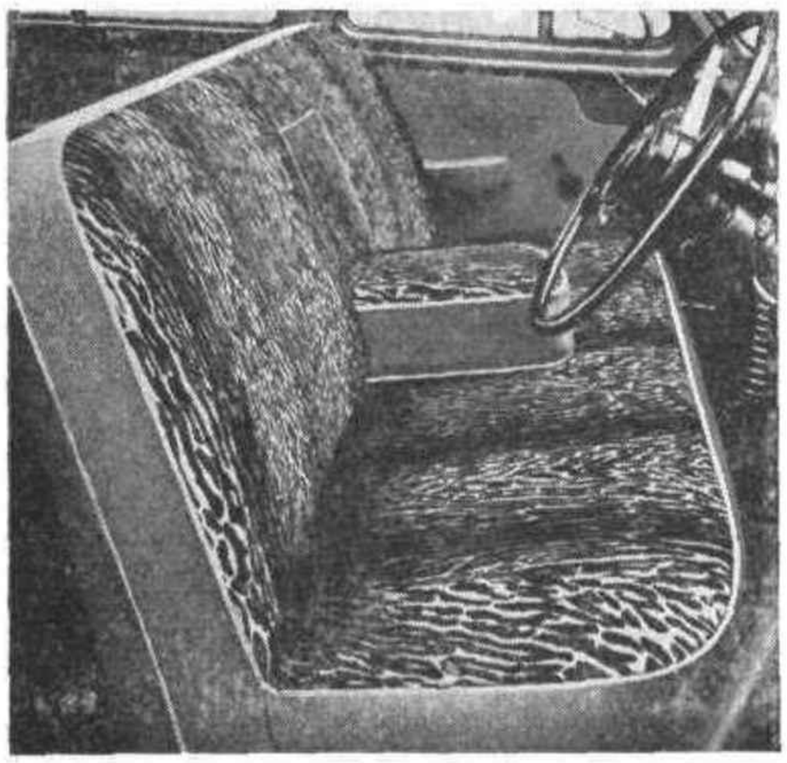
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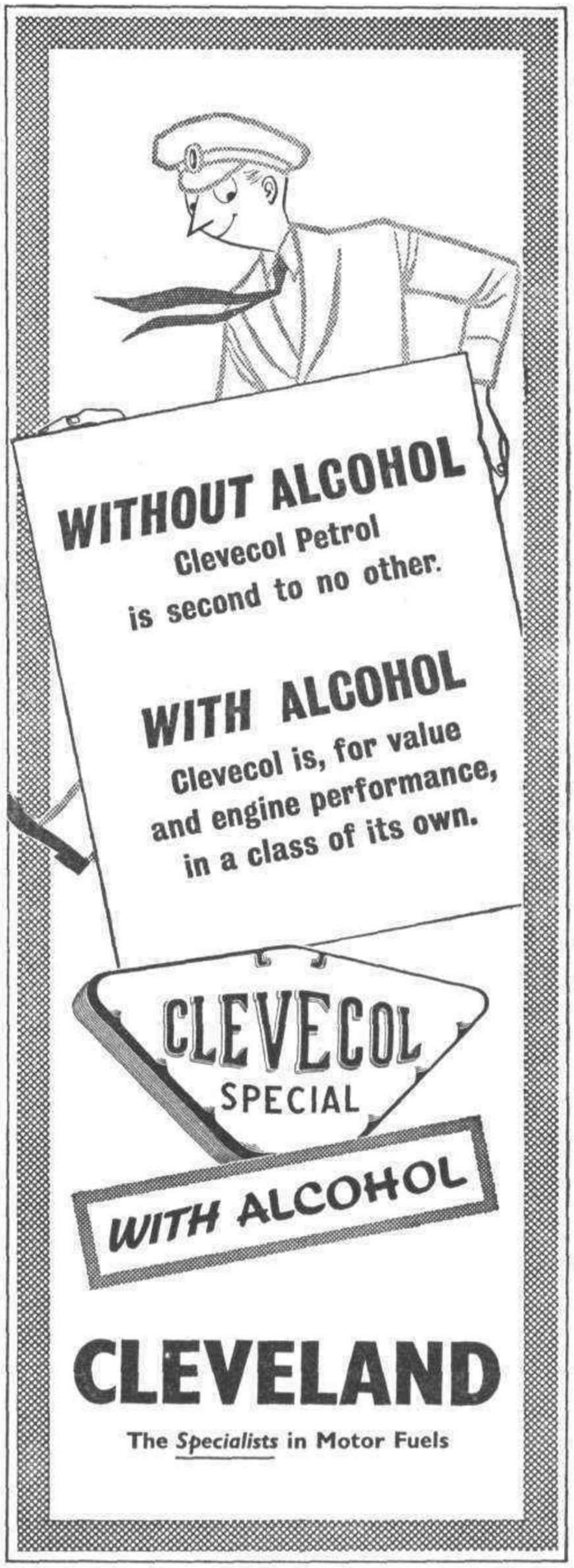
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MATTERS OF MOMENT

THE MONTE CARLO RALLY IN RETROSPECT

Because it is the most widely publicised winter motoring event, the Monte Carlo Rally continues to be news until the racing season recommences.

This year's Rally was highly satisfactory on two counts—(1) although the average speeds seemed low, the organisers chose the route with such skill that the regularity section from Paris to Monte Carlo, and the subsequent 150-mile mountain test for the 90 qualifying cars, was a very severe test of men and machines, and (2) Britain won it.

It is the ideal of the organisers to find the winner on the road section and this they did, because the first ten places remained unchanged after the brake test, although these place-holders had to be driven as hard as the others over the brutal mountain course if marks were not to be dropped. Had snow and ice been added to the fog hazard we would not like to guess how many competitors would have fallen out before reaching Monte Carlo or what the outcome of the race-on-the-mountains would have been! Make no mistake, the 1956 Monte Carlo was exceedingly tough, the final "regularity test" becoming a miniature "Mille Miglia" or "Targa Florio" which alone eliminated over 20 per cent. of those running in it—and it was, indeed, a tougher proposition than the old driving tests or the timed circuits of the Monaco G.P. course used in former years.

We have already praised highly the consummate skill of Ronald Adams, Bigger and Johnston in winning the Rally outright in their Mk. VII Jaguar, a car which ran faultlessly and which we understand was a perfectly normal example, although supplied by the works. Indeed, Adams apparently tried it round the Dundrod circuit before the Rally and considered it to have less "edge" than the Mk. VII he uses as everyday transport.

Sunbeam did splendidly to capture the One-Make Team Prize for the third time, especially as Harper's car demolished a portable petrol pump *en route*. Second place in the Rally was taken by another sizeable car, a Mercedes-Benz 220, while an extremely creditable third place, in view of its modest engine capacity, was taken by a D.K.W., which, with three-cylinder-in-line two-stroke engine and front-wheel drive, underlines the practicability of a design which yesterday was called unconventional—tying with it was a British Sunbeam Mk. III.

Dare we draw attention to the fact that the inexpensive air-cooled, rear-engined Volkswagen was fifth and 11th out of 233 cars placed? The new Citroën DS19 did very well, too, for of six of these futuristic cars which started six arrived at Monte Carlo, five qualified in the group of 90 which could do so and two completed the "Mille Miglia," two of the other three crashing and the third retiring with what could have been a flat battery. Indeed, the Citroën DS19 was the highest-placed French car, finishing in seventh place, and Citroën DS19s were runners-up to Sunbeam for the Team Prize.

Thus the 1956 Monte Carlo Rally has set this technically-exciting newcomer from a great European factory on the road to success, giving the lie to those who were whispering that it is too unconventional to work or even appeal!

British cars took the prizes for Road Safety and Security, and that for Comfort, the former going to Gatsonides and Becquart in a new Standard Vanguard Phase III, which was eighth in the Rally, and the last-named being awarded to Mike Couper and Pat Fillingham in a specially-fitted-out Austin A90.

The best dozen makes when all the shouting and acclaim had died and Grace Kelly had reverted to the chief item of news in Monte Carlo are worthy of note:—

1st: Jaguar Mk. VII.
2nd: Mercedes-Benz 220.
3rd: D.K.W. and Sunbeam Mk. III (tie).
5th: Volkswagen.
6th: B.M.W.
7th: Citroen DS19.
8th: Standard Vanguard Phase III.
9th: Panhard 851.
10th: Sunbeam Mk. III.
11th: Volkswagen.
12th: Panhard 851.

Students of design will not overlook the fact that four of these excellent automobiles were cooled by air and that six of them were *sans* propeller-shafts!

The navigational exercises necessary to ensure that cars did not arrive early or late at the many controls instituted for this year's Rally were tedious to some and called for average-speed devices, not all of which proved reliable. In contrast, Salvadori, Young and Coombs paid no particular attention to time-keeping, opening a Michelin map and just pressing on, to arrive on time and qualifying—Salvadori described it as a harder task than motor racing—but, alas, their Ford Anglia finished on three cylinders, without brakes and with the gears jumping out, so that it was unable to take the Mountain Test.

We can excuse failures in this test, and of the twenty which failed in it, as far as we can ascertain the majority were eliminated by accidents, although this may not in every case be put down as "cockpit error," for brake fade and failure almost certainly spelt a crash, brake inefficiency, for example, causing the accidents which

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Front cover picture: QUICK OFF THE MARK.—A. J. Blair's Morgan Plus Four is here seen outside the Lydd (Ferryfield) control in the "Cats' Eyes" Rally. The entrant and navigator A. Sinclair, however, lost no time at this stop and were soon away again.

Motor Sport Events for March

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

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Mar. 2nd ...	Old Merchant Taylors' M.C.	"Durrants"	Croxley Green	Film Show	8.00 p.m.
Mar. 3rd ...	Spalding C.C.	Winfrey Avenue Car Park	Spalding	(C.)	2.00 p.m.
Mar. 3rd/4th	Burnham-on-Sea M.C.	Three-point start	—	Rally (C.)	10.00 p.m.
,,	Falkirk & Dist. M.C.	Ice Rink Car Park	Falkirk	(R.)	2.00 p.m.
,,	Mid-Cheshire M.C.	White Barn Hotel	Cuddington	Rally (C.)	9.00 p.m.
,,	750 M.C.	Four-point start	—	Night Rally (C.)	10.00 p.m.
Mar. 4th ...	Bugatti O.C.	Chadwick Manor, Knowle	Warwick	Rally and Party	12 noon
,, ...	M.C.C.	The Bell House	Berkhamsted	Social	3.00 p.m.
,, ...	Shenstone & Dist. C.C.	Bassetts Pole	Sutton Coldfield	Trial (C.)	10.00 a.m.
,, ...	Surrey Sporting M.C.	Brands Hatch	Farningham	Sprint (C.)	8.00 a.m.
,, ...	Cumberland S.C.C.	High Hesket	Carlisle	Rally	1.30 p.m.
,, ...	12/50 Alvis Register	Wishaw	Birmingham	Rally (C.)	2.00 p.m.
,, ...	Eastwood & Dist. M.C.	Trent Embankment	Nottingham	Rally (C.)	10.00 a.m.
,, ...	Harrow C.C.	Borcham Wood Garage	Elstree	Rally (C.)	9.30 a.m.
,, ...	Old Merchant Taylors' M.C.	"Durrants"	Croxley Green	Rally	2.00 p.m.
Mar. 6th/11th	R.A.C.	Two-point start	—	Rally (INT.)	8.00 a.m.
Mar. 10th ...	Old Culfordians' M.C.	Culford	Bury St. Edmunds	Spring Rally (C.)	2.00 p.m.
Mar. 11th ...	Leeds University Union M.C.	University Union	Leeds	Chairman's Event	2.00 p.m.
,, ...	Severn Valley M.C.	Forest Glen Pavilion	Wellington	Trial (C.)	2.00 p.m.
,, ...	B.A.R.C. (S.W.)	Mitchell's Garage	Romsey	(C.)	2.00 p.m.
,, ...	Newcastle & Dist. M.C.	Woolsington Airport	Newcastle	—	2.30 p.m.
,, ...	Walsall & Dist. M.C.	Three Crowns Hotel	Walsall	(C.)	3.00 p.m.
,, ...	Swansea M.C.	Fairwood Aerodrome	Swansea	Rally (C.)	10.00 a.m.
,, ...	Yorkshire S.C.C.	Brook Street Car Park	Ilkley	(R.)	10.30 a.m.
,, ...	C.S.M.A.	Elstree Way Hotel	Borcham Wood	Navigation Trial	10.30 a.m.
,, ...	Combined Universities M.C.	Easton Lodge Airfield	Great Dunmow	Speed Trial	11.00 a.m.
Mar. 17th ...	King's College M.C.	King's College Union Society	Newcastle	Navigation Trial	2.00 p.m.
,, ...	Circle C.C.	"Coach & Horses"	Hertford	(C.)	2.30 p.m.
,, ...	Sheffield & Hallamshire M.C.	Beauchief Hotel	Sheffield	Navigation Trial	7.00 p.m.
,, ...	B.A.R.C.	Goodwood	Chichester	Race Meeting	2.00 p.m.
Mar. 17th/18th	Windsor C.C.	Crown Hotel	Cookham	Rally (C.)	8.30 p.m.
Mar. 18th ...	Horsham M.C.C.	—	Horsham	Rally (R.)	10.30 a.m.
,, ...	Darlington & Dist. M.C.	"The Cleveland Tontine"	Thirsk	Trial	10.30 a.m.
,, ...	M.G. C.C.	Romanno Bridge	Edinburgh	Autocross	2.00 p.m.
,, ...	West Cumberland M.C.	Hagg Hill	Workington	Rally (C.)	2.00 p.m.
,, ...	Eastern Counties M.C.	Framlingham Area	Framlingham	Rally (C.)	10.30 a.m.
,, ...	De Lacy M.C. of Pontefract	Queens Hotel	Pontefract	Trial (C.)	10.30 a.m.
,, ...	Forces' M.C.	The Blue Boys Inn	Pembury	(C.)	11.00 a.m.
,, ...	North Cornwall M.C.	Old Sheep Market	Launceston	(C.)	2.00 p.m
,, ...	Liverpool M.C.	Pheasant Inn	Hightown	Novelty Event	2.00 p.m.
,, ...	Sevenoaks & Dist. M.C.	Black Eagle Hotel	Kelstead	Rally (C.)	2.00 p.m.
,, ...	R.R.D.E.	R.R.E. (North) Car Park	Malvern	(C.)	2.00 p.m.
Mar. 24th ...	Wirral Hundred M.C.	Rhydmwyn	Mold	(R.)	1.00 p.m.
,, ...	S.U.N.B.A.C.	Shipston-on-Stour	Stratford-on-Avon	Trial (R.)	10.00 a.m.
Mar. 24th/25th	Cemian M.C.	Aerodrome Hotel	Purley	Rally (R.)	9.00 p.m.
,,	Herefordshire M.C.	Lyde Motor Works	Hereford	Rally (R.)	8.00 p.m.
,,	B.A.R.C. (Yorks)	Victoria Hotel	Bradford	—	11.00 a.m.
,,	West Hants & Dorset M.C.	Bournemouth	—	Rally (C.)	2.00 p.m.
Mar. 25th ...	Bolton Le Moors C.C.	Norbeck Hydro	Blackpool	Driving Tests (R.)	12 noon
,, ...	Southern Jowett C.C.	Hayes Common	Bromley	—	—
,, ...	Alvis O.C.	—	Slough	Chiltern Rally (C.)	12.00 p.m.
,, ...	Singer O.C.	Frimley	Aldershot	(C.)	11.00 a.m.
,, ...	SNETTERTON M.R.C.	SNETTERTON	THETFORD	(N.)	2.00 p.m.
,, ...	Club Lotus	Snetterton	Thetford	Race Meeting (C.)	—
,, ...	Thames Estuary A.C.	—	Southend	Rally (C.)	10.30 a.m.
Mar. 26th ...	Sunbeam S.T.D. Register	"Toby Jug"	Surbiton	Rally (C.)	7.00 p.m.
Mar. 30th/31st	M.C.C.	Three-point start	—	Land's End Trial (C.)	—
Mar. 30th-April 3rd	Ulster A.C.	Three-point start	—	Circuit of Ireland Rally	10.00 a.m.
Mar. 31st ...	Mid-Cheshire M.C.	Egerton Arms Hotel	Broxton	Trial	11.00 a.m.
,, ...	Aston Martin/Healey Clubs	Two-point start	—	Rally	10.30 a.m.

MATTERS OF MOMENT—continued from previous page

eliminated Joan Johns' and G. Burgess' Austin A90s and Archie Scott-Brown's Austin A50, while Wharton's Austin A90 shed a wheel and Jopp's Jaguar burst a tyre. All the more credit, then, to Adams and his Jaguar for making no mistakes and having no brake fade . . .

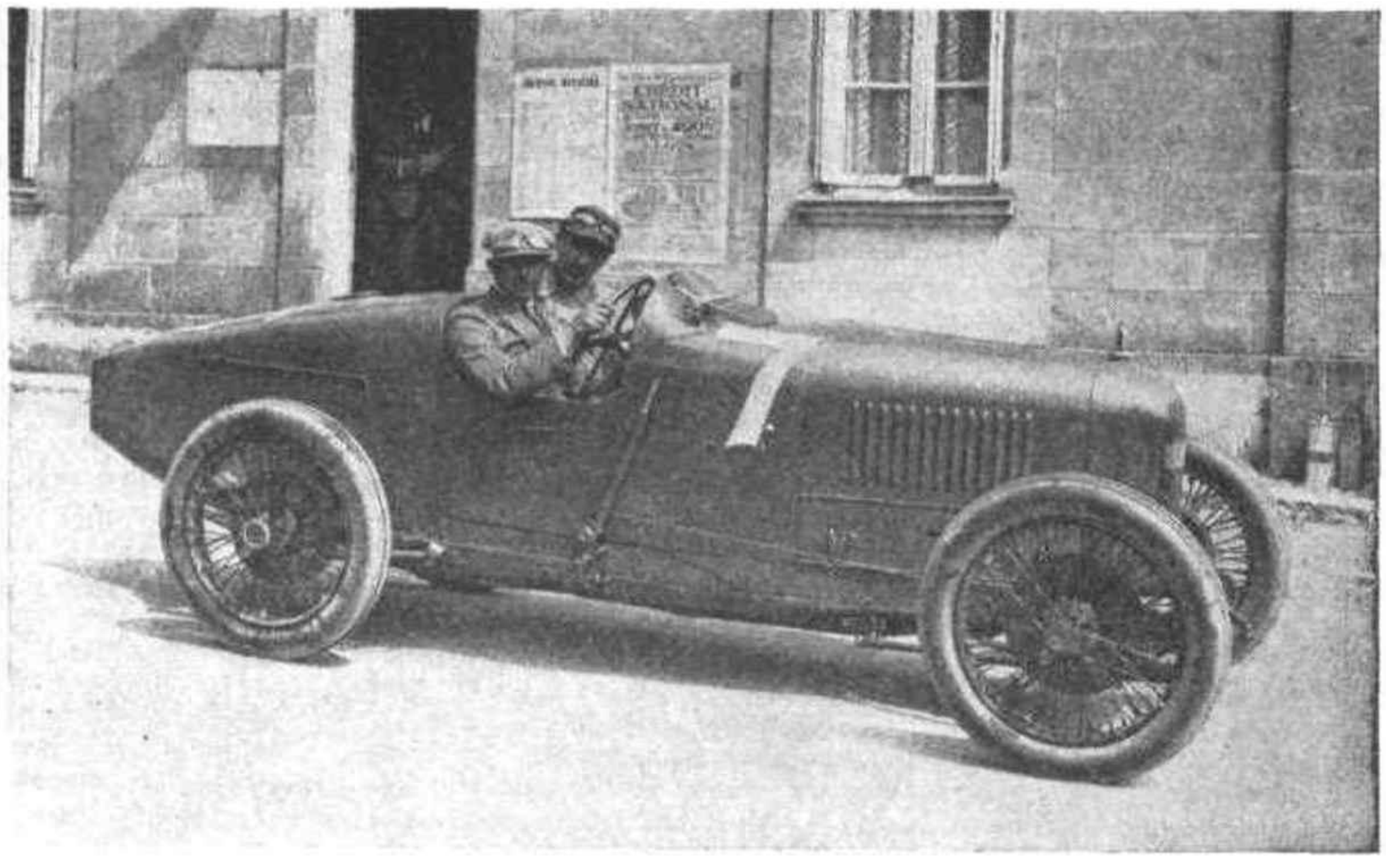
Yes, failure on the Saturday you could forgive, but troubles on the 2,600-mile road-section stood out like sore thumbs in a Rally devoid of bad weather. Would you, for instance, want to buy three batteries on the equivalent of a tour through Europe to the Riviera, which is virtually what Nancy Mitchell had to do for her M.G. Magnette, which also had several other troubles? Or expect to have a couple of wheels come off as Les Brooke did in a Standard Ten, or lose your headlights and the ignition distributor as Raymond Baxter did on his Austin A90, or arrive at your hotel quite without brakes, as happened to a Riley Pathfinder, some of the small Fords and other cars? There was the case of Reg Harris' Jaguar which had clutch failure after only a comparatively few miles, the manifold troubles of the British-crewed A.C. Aceca, the collapse of the rear suspension of the only Vauxhall Velox entered, Pat Moss' worries about a non-charging dynamo on the Austin A90, Joy Cooke's faulty wipers on her Ford Zephyr, the retirement of Gregor Grant's M.G. Magnette with dynamo failure, loss of the cooling water, followed by failure of most of the electrics, lights included, and unreliable instruments, and Banks' Bristol with a burnt-out dynamo, the privately-entered M.G. Magnette prepared by the B.M.C. Competition Department, which retarded its ignition and nearly shed its shock-absorbers before getting to the start, the burnt-out clutch which eliminated Fadum's Sunbeam Mk. III, and an M.G. delayed by carburetter trouble. Moreover, shattered windscreens troubled the crews of an Opel, a Ford and a Jaguar, and the heaters on Nancy Mitchell's M.G. and Grant's M.G. ceased to function.

Such troubles obviously shouldn't happen, especially amongst works-prepared cars, but competitions are intended to divulge weaknesses and many valuable lessons can be read into the results of this year's Monte Carlo Rally. However, it must be remembered that for British journalists news of British retirements is easier to obtain than news of why foreign cars were eliminated; Peugeot and Fiat apparently suffered from mechanical failures, Greta Molander's Mercedes-Benz 220 was a very sick car, and in the final test one cannot overlook that four Skodas, for example, started but none finished. By our reckoning, of the 76 starters who retired or were disqualified for being too late getting to Monte Carlo, 28 were British and the remaining 48 were foreign, so we need not feel too sensitive about the Rally results, although the suppliers of dynamos, voltage regulators and batteries to our Big Five should certainly take heed of the electrical maladies which retired some of the British entry and delayed others. Nor must we overlook the fact that at the very

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BRITAIN'S FIRST GRAND PRIX VICTORY

Some Details of the Sunbeam Success at Tours in 1923



ALL SET FOR BATTLE.—The great French driver Albert Divo and his mechanic Hivernet ready for the 1923 French Grand Prix in one of the 2-litre Italian-inspired Sunbeams, first British car to win this grande épreuve. Divo finished second to Segrave, both cars averaging over 70 m.p.h. for nearly 500 miles. We are indebted to A. S. Heal, Esq., for the loan of this and the accompanying photograph.

THE splendid win by Brooks' Connaught at Syracuse at the close of last season—described by MOTOR SPORT's Continental Correspondent as "the first convincing British Grand Prix win since the beginning of motor racing"—focuses attention on the first win by Britain in an International Grand Prix race, that of Segrave with the Sunbeam at Tours in 1923.

There are historians who suggest that this was really our second great success in International motor-racing, citing S. F. Edge's win with a Napier in the 1902 Gordon Bennett. However, the G.B. is not generally regarded as a G.P. and to all intents and purposes our first and foremost Grand Prix success until Connaught took the chequered-flag at Syracuse was in the French G.P. of 1923.

What a race this was! It took place over a course near Tours measuring 22 km. 830 m., which embraced a number of bends and acute corners, of which the hairpin at La Membrolle was probably the most spectacular, and was steeply cambered in places. This course had to be covered no fewer than 35 times and it is significant that the Grand Prix commenced as early as 8 a.m. on the Monday morning of July 2nd, yet the winning Sunbeam did not cross the finishing line until after 2.35 p.m. that afternoon, the race distance being no less than 496¼ miles.

The race received a good entry. Sunbeam put in three cars, to be driven by H. O. D. Segrave, K. Lee Guinness and A. Divo. They were opposed by Salamano, Giaccone and Bordino in Fiats, Marco, Friedrich, Cystria and Vizcaya in Bugattis, Rougier, Morel, Duray and Lefebvre with Voisins, Goux, Guyot and Hemery with Rolland-Pilains, and René Thomas with a Delage, an imposing field of eighteen road-racing cars built mainly to the prevailing 2-litre formula.

The Sunbeams had been designed, at Louis Coatalen's instigation, by Vincent Bertarione, the talented Italian engineer who had been responsible for the six-cylinder Fiat which won the French Grand Prix the previous year. They had 67 by 94-mm. six-cylinder twin-overhead-camshaft engines, in chassis very like those of the 1922 Fiats, which cars, indeed, the Sunbeams closely resembled. The engines had forged-steel cylinder barrels with welded-on water jackets, in two blocks of three, roller-bearing main and big-end bearings, dry-sump lubrication, and two valves-per-cylinder of which the inlets were larger than the exhausts; 103 b.h.p. was developed at 5,500 r.p.m. The drive went through a cone clutch to a three-speed gearbox, with Hotchkiss open-shaft final drive. The gear lever was on the right-hand side and like all the entrants the Sunbeams had four-wheel brakes.

The Fiats were new Tipo 405 straight-eight 60 by 87.5-mm. twin o.h.c., roller-bearing cars designed by Zerbi and Cavelli and endowed with the new-fangled superchargers. these being Wittig displacement-type blowers feeding air to the carburetters. Compact bodies were fitted and 130 b.h.p. was realised at 5,500 r.p.m.

Bugatti retained his straight-eight 60 by 88-mm. single o.h. camshaft 24-valve engine of 1922, placed in a very odd chassis having wheelbase/track dimensions of 6 ft. 6 in./3 ft. 3 in. and all-enveloping tank-type bodies. The Delage was a lone V12 51.3 by 80-mm. machine designed in a short space of time by M. Planeton, the Voisins relied on sleeve-valve six-cylinder engines and advanced streamlining of their tank-tailed bodies which enveloped the back wheels, and the l.h.d. Rolland-Pilains were the 1922 G.P. cars of ingenious if not very successful design.

The only non-starter was Goux's Rolland-Pilain, the Schmid cuff-valve engine of which broke up in practice.

This was the era of riding mechanics, Segrave having Dutoit with him. The Rolland-Pilains carried spare wheels with them throughout the race, for the road surface was known to be breaking up badly after a fuel-consumption race for touring cars had been run off over the same course on the Sunday. a race in which Peugeots covered themselves with glory in the four- and five-seater classes, Mathis cars finishing first and second in the two-seater category.

Apart from the road surface, the 1923 Grand Prix was well organised. Visitors' cars were parked in the streets and squares, and in four or five barrack yards opened for the purpose. Traffic was well controlled, the entire 14 miles of the course guarded, palisade fencing being erected on both sides of the road in the villages, as at Semblancay, excellent grandstands were in place by the start, bridges crossed the road at convenient places and restaurants, cloakrooms, telegraph and wireless stations were in operation—there was even a Gaumont loudspeaker to announce progress round the circuit. The spectators were not allowed to endanger the race, for after an accident involving some of them the police moved everyone back in the area, arresting two (probably luckless journalists with the wrong passes!) who refused to move, while two cyclists who tried to ride on the course near the end of the race, when only a handful of the 17 starters were still running, were stopped effectively by a French Air Force officer, "with a long piece of the wood fencing."

Do not sneer, at any rate too openly, at the performance of these Grand Prix two-seaters of 1923. Over 100 b.h.p. in cars scaling 18 cwt. on the starting line resulted in a considerable turn of speed and acceleration—fastest over a timed 300 metres was Bordino's Fiat, at 122.3 m.p.h., and he made fastest lap, at 87 m.p.h.—but whippy chassis frames, stiff springs and mechanically-compensated brakes resulted in roadholding of a hair-raising order.

Coatalen prepared his cars very carefully. They were stationed at the quiet village of Neuvy-le-Roi, at the Hotel du Boeuf Couronné, the drivers staying at the Hotel de l'Univers. A signalling station was set up immediately opposite the apex of the slow hairpin at La Membrolle. Segrave trained very conscientiously, timing other drivers through the corners, practising rapid wheel-changing and replenishment with Dutoit and studying the form of past long-distance races, from which he discovered that the fastest car seldom wins. From this he evolved the scheme of starting the race comparatively slowly, to the consternation, but not condemnation, of Coatalen. The three Sunbeams were well prepared, even to relining of their cone clutches on the eve of the start.

At 7.45 a.m. on that bright morning in July, the 17 cars were

lined up in pairs, some 200 yards away from the timing box—11 French, three Italian, three British. The *Marseillaise* rang out, René de Knyff raised his flag (yellow in 1923), the roar of racing engines rose with it, haze obscured the rows of blue, red and green cars, then the pace-making motor-cyclist led them forward, and the Grand Prix commenced.

The bunch rushing into La Membrolle's first of four corners was heart-stopping but all save Vizcaya's Bugatti got round; Vizcaya, blinded by dust, went into the fencing, injuring some spectators. The car broke down ten yards of fence and Vizcaya retired with head injuries.

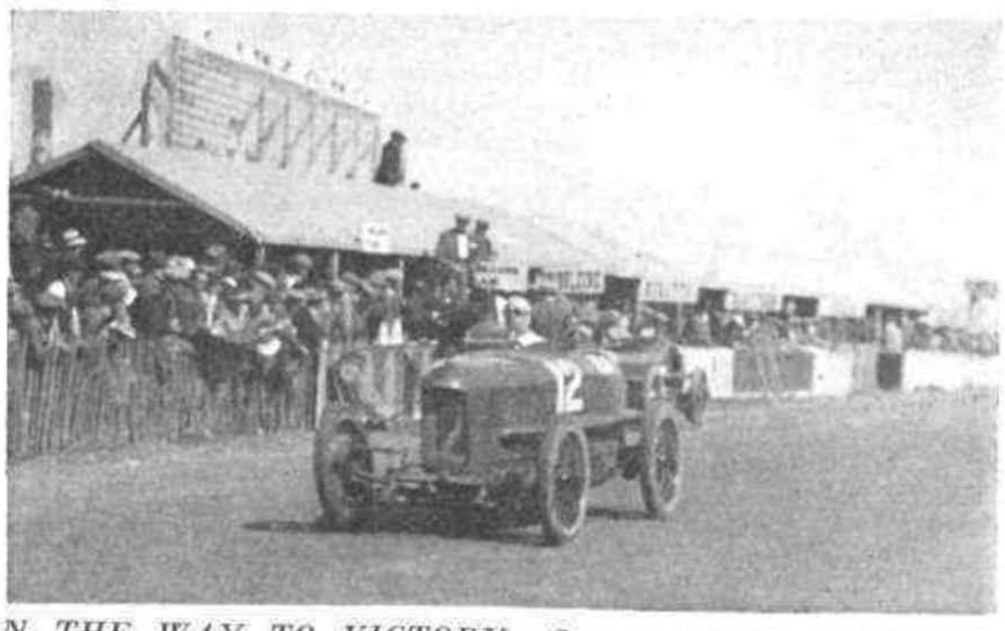
After 9 min. 45 sec. a buzz was heard which could have been either six-cylinder Sunbeam or eight-cylinder Fiat—it was Bordino's compact red Fiat, leading after the first of 35 laps, at 87.18 m.p.h. from a rolling start. He was 41 sec. ahead of Guinness' Sunbeam, and Thomas had the untried Delage well up in third place—Italy, Britain, France!

Another lap, and Bordino had increased his lead to 75 sec., Guinness still second, Thomas still third, followed by the other two Fiats and Segrave's Sunbeam, No. 12.

As the race settled down observation showed that the leading pair, Bordino and Guinness, cornered with true precision, whereas the short-wheelbase Bugatti "tanks" swerved and looked unsteady, slow as they were, Divo indulged in slides in his Sunbeam, and Salamano was sometimes as wild as Divo, whereas Thomas was rock-steady, if rather slow, in the fast-revving Delage.

Segrave cornered as fast as any but scarcely so neatly, the Fiats out-accelerating the Sunbeams slightly, Divo was fast on the less acute bends, but the Bugattis and Voisins, the latter emitting a smoke-screen, were slow, had squeaking brakes and seemingly difficult gear-changes. On the straights the Fiats could be recognised by the shrill whine of their superchargers; both these cars and the Sunbeams needed a great deal of holding, especially when pulled down the road camber, and as the race wore on Giaccone seemed to have difficulties with changing down and Salamano began to change gear farther and farther from the corners! The Delage ran steadily but the Voisins swerved horribly and the Bugatti drivers were unhappy, smoke pouring out of their high-sided cockpits. Guyot obviously had the more stable Rolland-Pilain.

With five laps run Bordino, the great Italian driver, had a comfortable 2 min. 20 sec. lead over Guinness and Marco's Bugatti had retired. Backing up Bordino were Giaccone and Salamano, in third and fourth places, Divo fifth. Then it happened—Bordino, his lead now 3 min. 49 sec., at an 87-m.p.h. average speed, came to rest on the straight to La Membrolle. A stone had broken the crankcase and the Fiat was out. [The 1923 Grand Prix presents an absorbing study for historians, for according to Laurence Pomeroy in "The Grand Prix Car," the Fiat superchargers gave trouble; perhaps someone with the leisure to explore will be able to discover whether the retirements of Bordino, Giaccone and Salamano were as stated in contemporary race reports, or if for "stones," etc., we should read "supercharger"!]. Guinness now led for Britain, his green Sunbeam itself reminiscent of a Fiat in outline, being 3 min. 31 sec. ahead of Giaccone. Thomas' great drive in the V12 Delage ended as one of the notorious stones penetrated the petrol tank.



ON THE WAY TO VICTORY.—Segrave passing a stationary Rolland-Pilain during the 1923 French G.P. at Tours. From this picture it can be seen that his mechanic, Dutoit, had covered the lower part of his face as protection from flying stones, that Segrave wore anti-glare goggles and that the car had a "motometer" radiator-cap thermometer and its exhaust pipe carried within a tunnel which had holes at the front to admit cooling air.

After 10 laps the Bugattis of Marco and Cystria had joined Vizcaya's as retirements, and Hemery's Rolland-Pilain, too, was out. K. Lee Guinness still led the two Fiats but was displaced a lap later while he paused to refuel. Another lap and Guinness stopped again, complaining that his clutch-stop was hampering gear-changing. The delay dropped him to sixth position and now it was Divo who came up, running third behind the two Fiats, but he too troubled by his clutch action; his mechanics, as Perkins had done in Guinness' car, had been pulling on a wire tied round the clutch pedal, until the three of them almost collapsed and had to be replaced. Segrave also had mysterious slip in the relined clutch, so that he contemplated retiring.

While this drama was being fought out, no doubt to the mental discomfort of Coatalen and Bertarione, the Voisins of Duray (disqualified for refuelling away from the pits) and Morel (engine trouble) had retired, never having been in the picture.

Now drama increased. The leading Fiats made pit-stops—Giaccone calm, exact, in spite of having to change all his plugs as well as the rear wheels and refuel with petrol and oil, Salamano wildly excited in changing wheels and replenishing. But Giaccone's bolt was shot; a lap later he stopped again at his pit, work was done on the carburetter, but the engine wouldn't respond and eventually the car retired with a broken exhaust valve.

At 20 laps Divo led Salamano by 51 sec., with Segrave in third place, 2 min. 2 sec. behind the Fiat. Rougier's Voisin had given up, only Friedrich remained for Bugatti. Salamano now employed the superior performance of the supercharged Fiat over that of the unblown, clutch-slipping Sunbeam and, lapping at 78 m.p.h.—remember t' ose hard springs, crude chassis frame and the "real road" characteristics of the Tours circuit, which Salamano had driven over for more than 300 miles since 8 a.m. that morning—passed Divo's Sunbeam on lap 22, leading by 2 min. 20 sec. by lap 25.

With only eight runners left the race between the first four—Fiat, Sunbeam, Sunbeam, Sunbeam—was so exciting that the grandstands remained packed throughout the lunch hour.

Divo now came in to refuel, being 5 min. 3 sec. ahead of Segrave, when the fuel-filler cap jammed on its threads—this being before the era of quick-action filler-caps. Segrave, in his book "The Lure of Speed," claims that Divo forced the cap the wrong way, knowing Segrave's car to be close behind in the race, but in view of Divo's five-minute lead and the fact that he and his mechanic Moriceau (later to drive a Talbot-Darracq in G.P. races) couldn't budge it with hammer or chisel, this seems open to doubt. In the end, Salamano now 4 min. ahead, Divo decided to carry on, filling his reserve tank every lap thereafter.

A remarkable change now came over the race. Segrave suddenly found his clutch biting properly, because the metal stop on the top of the gearbox had snapped off, allowing the pedal at last to resume its natural position. With a well-nursed engine he was able to drive fast in pursuit of the leading Fiat, sending the needle of his Elliott rev.-counter up to 6,000 r.p.m. He still had small chance of catching Salamano, who, after one episode early in the race at Semblancay, when he hit the fence, tore down the palings, and stalled his engine, which had to be cranked by his riding-mechanic, was going well. Segrave, in his book, says that, even so, the Fiat pit-staff panicked signalling their driver to speed up, so that he ran out of fuel away from the pits. In fact, other reports state that a stone holed No. 14 Fiat's petrol tank. The result was still pandemonium. The luckless mechanic arrived on foot, a fresh mechanic was given a can of petrol and set off on a $1\frac{3}{4}$-mile jog-trot back to the stricken car. Immediately the stewards stopped him, race rules demanding that the riding-mechanic go to Salamano's aid. A bicycle was given to the exhausted man but this the officials deprived him of, as again contrary to the rules, the French crowd meanwhile shouting and hissing its disapproval, for the French spectator is above all a sportsman.

The result was a victory for Segrave. Divo had to stop every lap and fill his small tank painfully slowly with the aid of a funnel. Guinness' engine was misfiring and, *sans* reverse-catch on the gear-gate, he stalled his engine at La Membrolle and lost over 2 min.

So Segrave "came up a rise in the road at some 116 m.p.h.,"* saw a red car stationary by the verge, heard Perkins yell into his ear with cupped hands, "C'est le quatorze qui est en panne! Nous sommes en tête! . . . . "

He continued, fearful of some last-minute calamity which did not come. The green Sunbeam went over the finishing line at 100 m.p.h. —Britain had won her first Grand Prix race.

Segrave climbed out, very deaf, Dutoit his mechanic, his right shoulder cut nearly to the bone on a steel cross-member in the cock-

* This statement occurs in Segrave's book "The Lure of Speed" (Hutchinson, 1928), but Laurence Pomeroy in "The Grand Prix Car," Vol. II, page 333, gives the calculated maximum of the 1923 Sunbeam on the level as 108 m.p.h.

pit (no " armchair seats " in the racing cars of 1923 !), beside him. " God Save the King " was played, the *Marseillaise* was played, flowers and laurels arrived, the crowd went mad with enthusiasm.

Divo came over the line in second place, to be embraced by designer Bertarione. Guinness just missed completing a Sunbeam " grand slam," for Friedrich, sole survivor of the tank-like team of Bugattis, got in 1 min. 40.2 sec. before him. Forty-eight more minutes passed ere Lefebvre, designer of the queer Voisin he drove, secured fifth and last place.

Five finishers out of 17 starters. Segrave took 6 hr. 35 min. 19.6 sec., averaging 75.3 m.p.h., Divo finished 19 min. 6.2 sec. behind him, at 71.8 m.p.h., Friedrich finishing 5 min. 57 sec. behind Divo; such was racing over 500 miles of a 27-mile road circuit.

Some of the actors in this drama of 33 years ago are happily still with us—Louis Coatalen, Perkins who lives in Wolverhampton, Divo whom we saw recently in Reims, while Dutoit's son is in China, and Salamano tests the latest Fiats . . . The winning Sunbeam used a Solex carburetter, Michelin beaded-edge tyres secured to the Rudge wheels by six duralumin security bolts, a Bosch magneto, K.L.G. plugs, and ran on Shell petrol and oil—components and commodities with us to this day—and Segrave *drove* it home from Tours to London ! These team cars were dismantled and rebuilt as the 1924 supercharged G.P. Sunbeams, one of which is now in Rootes' museum near Coventry.

In acclaiming Connaught's 1955 Grand Prix victory we can afford to pay a moment's quiet homage to the achievement of Segrave and Sunbeam in 1923.—W. B.

MATTERS OF MOMENT—continued from page 124

end of the contest, of the 70 cars to return from the race round the mountains the proportion of foreign to British was 49 to 21.

Personal memories of the Rally ? The efficient Channel crossings provided by Silver City Airways, one of the finest examples there is of what private enterprise can achieve, who deservedly have been rewarded recently with the Cumberbatch Trophy for Air Safety. The efficiency of a 1½-litre Porsche for conveying two people and their luggage rapidly across France and back, the suspension, seats, heater, light controls and high cruising speed rendering this about the ideal for effortless, economic travel—which is emphasised by the winning of the coveted Coupe des Dames by the Porsche driven by Mme. Blanchoud and Mme. de Roq, which beat Mme. Thirion's Renault 750 and Nancy Mitchell's well-driven but unreliable M.G. Magnette (another Porsche heading the decisive brake test). The energy the French are expending on road improvements of the most effective and common-sense sort and the excellence of food and service in their better hotels.

In place of the cancelled Mont des Mules speed hill-climb, the Sunday was devoted to a driving test on the harbour-front, for a prize of £100. This was won by the Fabregas Bas Mercedes-Benz 300SL in 60.0 sec., Chiron's Lancia Aurelia being second in 61.6 sec., and Tak's Mercedes-Benz 300SL third in 62.6 sec. The best British competitor was Raymond Baxter in the modified Austin A90, in 67.0 sec., tying with a Lancia and a little D.K.W. and just beaten by a Volkswagen. Baxter deserves the highest praise for coupling excellent commentaries with really spirited driving—the B.B.C. is fortunate to number on its staff a commentator who really can drive competition cars.—W. B.

CONNAUGHT FUND

When the Continental Correspondent announced, after their fine victory at Syracuse at the end of last season, that Connaught Engineering had run out of money and might not be able to race this year, many readers wrote to us suggesting that we should open a Connaught Fund, and some actually contributed.

The Managing Director of MOTOR SPORT was vitally interested, realising that the present circulation of this paper is such that even if each reader contributed but a small sum, an appreciable amount would be on hand to enable Connaught to further their racing activities. He telephoned Mr. Rodney Clarke, who manages the Connaught Engineering Co., and asked him what he thought of the scheme, to be told by Mr. Clarke that he was off for a few weeks' vacation in Switzerland, " not to think that he was not interested," but that he would contact MOTOR SPORT immediately on his return. Since then we have received no communication from him.

We also approached Mr. G. W. Harriman, C.B.E., Deputy Managing Director of the British Motor Corporation, to ask whether, if we opened this or a similar fund, his company would subscribe to it. After 24 hours' deliberation we were informed that his organisation is not in the least interested in furthering British participation in motor racing. As this apathy seems general amongst the big car manufacturers of this country, MOTOR SPORT does not feel encouraged to start such a fund, but if we learn of a change of heart within the industry, or that Mr. Rodney Clarke feels that Connaught need the assistance of such a fund, MOTOR SPORT will be prepared to reconsider the situation.—W. J. T.

The Dunlop Rubber Co. Ltd., Fort Dunlop, Erdington, Birmingham 24, will send you their nicely-produced booklet " Taking Good Care of Your Car Tyres," which is illustrated with clear technical photographs and comic drawings, if you send them a postcard asking for it. It contains useful information about repair, as well as care, of tyres.

B.A.R.C. FIXTURES IN 1956

The British Automobile Racing Club has announced its usual ambitious list of fixtures for the 1956 racing season.

At Goodwood there will be major race meetings on Easter Monday, April 2nd; Whit Monday, May 21st; and on Saturday, September 8th; together with Members' Sports-Car Race Meetings on March 17th, April 14th, July 7th and September 22nd. These Members' Meetings will count towards the MOTOR SPORT Brooklands Memorial Trophy and accompanying prize money. The Easter Monday Meeting will include the Richmond Trophy race for Grand Prix cars, together with supporting short races. Whit Monday will be devoted to a new series of 100-kilometre " Whitsun Hundreds " for sports and racing cars. At the September Meeting the Goodwood Trophy race will be contested in a programme of short races. Goodwood, by the way, now has a new permanent members' restaurant in the flying-control building by the starting line, able to accommodate over 200 at each sitting, where tables can be reserved, as well as that essential adjunct to successful British racing, a permanent drinking-bar.

The B.A.R.C. will also be active again in the drab North, for at the Aintree circuit they will organise major race meetings on April 21st and June 23rd, supported by Members' Sports-Car Meetings on other days yet to be revealed. In addition, there is to be a B.A.R.C. Race Meeting at the Crystal Palace circuit, on the Londoner's doorstep, on August Bank Holiday, August 6th. Apart from racing the celebrated Eastbourne Rally with its Midnight Concours d'Elegance will again be featured, on June 16th.

Members' season brooches and car-park seasons are now available at £6 6s., admitting two persons to all public Goodwood meetings, so all you need is a car, a girl-friend, an umbrella and some lolly ! Full details of B.A.R.C. arrangements are obtainable from the club at 55, Park Lane, London, W.1.

SOME MORE DATES FOR YOUR DIARY

The National Fixture List is late this year, it is said because of the prevailing reluctance of printers to print things, but as we close for Press here are some entries for your diary :—

R.A.C. International Rally	March 6th/10th
B.A.R.C. Members' Meeting, Goodwood ...	March 17th
Snetterton National Race Meeting	March 25th
B.R.D.C. British Empire Trophy Race, Oulton Park	April 14th
Mille Miglia	April 28th/29th
Silverstone International Race Meeting ...	May 5th
B.O.C. Prescott International Hill-Climb ...	May 6th
Monaco Grand Prix, Monte Carlo	May 13th
Belgian Grand Prix, Spa	June 3rd
French Grand Prix, Rheims	July 1st
British Grand Prix, Silverstone	July 14th

It looks as if Le Mans will be held in August, but still the dates are not known—a blow for those who made early holiday plans to go to this race in June.

SAFETY RESEARCH

E. Lambert's much-publicised M.G. Magnette which, as a road-safety expert, he had prepared, at the last minute, for the Monte Carlo Rally, equipping it with 93 items of safety-first equipment in the hope of winning the Road Safety and Comfort award, hit a coal lorry head-on at a bend somewhere in Central France. Mr. Lambert spent many days in a French hospital. The wreck of the gadget-packed M.G. was shipped back to England last month, after travelling by slow train to Dieppe, so that it could be stripped by engineers, whose findings will be sent to Road Safety authorities.

Geoff Newman

RAC TRIALS CHAMPION

Kent.
23rd December, 1955

The Competition Manager,
Esso Petroleum Company, Ltd.,
36 Queen Anne's Gate, S.W.1.

Dear Sir,

You will no doubt be interested to know that, ever since I have been competing in my Trials car, I have used only Esso Extra - which I have purchased from my local Esso Dealer, Messrs. Sewells Garage, Albion Road, London, N.16.

This year in particular I have been pretty successful, winning for the second successive time the RAC Trials Championship.

I should like to express my thanks to your organisation for what is without doubt 'the finest petrol in the world'.

Yours sincerely,

Geoff Newman

Geoff Newman

ALWAYS USES

Geoff Newman, winner of the RAC Trials Championship in 1955 and 1954 uses Esso Extra — the same superb petrol you can buy from your local Esso Dealer !

ESSO
EXTRA

The finest petrol in the World

THAMES ESTUARY A.C. "CATS' EYES" RALLY

FEBRUARY 3rd/4th was the evening of the "Cats' Eyes" Rally organised by the Thames Estuary A.C.; this was the fourth of a series of similar rallies run in previous years and 250 cars were entered on this occasion. Starting points were Southend-on-Sea and, for the benefit of Northern competitors, Dunstable, all of whom congregated at a check point on the north end of London Bridge before proceeding southwards. Time control 2 for all competitors was situated at the Spring Tavern, Wrotham, a few miles north of Maidstone, where all cars were parked and drivers took advantage of the refreshments available. It was from this point that the rally started in earnest.

Section 2 was designed to split the entry up a little by having a number of control points which could be approached from different directions and in a different order, there being seven points spread out on either side of a line from Wrotham to Ferryfield, all of which had to be visited. The following two sections were centred on the supper stop at Ferryfield Airport, Lydd, where competitors had a compulsory stop of 1 hr. 15 min. for refuelling and relaxing generally in the comfortable headquarters of the cross-Channel air service. After this a short closed route of a stiffer nature than previously encountered was offered, the fifth section consisting of difficult sub-sections for navigators involving areas of East Kent, centring on Sandwich and Chartham; the remaining sections consisting of routes in the Canterbury, Wrotham, Sevenoaks, Tonbridge and finally East Grinstead areas. The driving tests took place on the Sunday morning at a point south of Lingfield.

Soon after 5 p.m. on Saturday night we drew up at the north end of London Bridge in a borrowed Ford Pilot to meet the Press Secretary of the club and collect some more "gen" on the route. Having done this we proceeded to Wrotham, where competitors were expected to be coming and going between the hours of 6 p.m. and 8 p.m. Some time was spent here photographing and watching the cars depart at short intervals from the spacious car park of the Spring Tavern; an excellent selection of clean and shiny motor cars could be seen, Sunbeams appeared to be present in fair numbers, with a fair sprinkling of M.G.s and Fords, but rather fewer TR2s than expected.

Our next port of call was Bearsted, just south of Maidstone; here was the headquarters of the rally, situated behind many greenhouses off the main Ashford road. In spite of concise directions, however, we spent a little time locating this "Nerve Centre," where the whole rally course and the numerous controls were displayed on a large map. Having taken stock of the situation we decided to move on direct to Ferryfield to watch the early arrivals clock in. The road to Ferryfield branches off the Lydd road and it was at this point that a control was situated. Following M. W. Baker's Ford Anglia, which was nipping along smartly on slightly icy roads, we arrived at this control, where we stayed awhile to see other cars have their cards stamped and then proceed along to the fuelling station, after which all occupants disembarked for their supper. D. Smith's TV Fiat came in sounding like a three-cylinder job but was soon off again, A. G. Davis' Ford Zephyr had a sporty exhaust note and was followed in by Freeman's XK140 Jaguar, which made a rapid start. J. Pocock then drew in with his Mk. VII Jaguar, had his card stamped and screeched off towards his supper. A. J. Blair, however, was a little early so he stopped his Morgan before the control and waited a few minutes, P. W. Watkin did the reverse and overshot the control but came back, as did F. W. Scott in his Hillman Minx, the transmission sounding rather ropey when reversing; this car was fitted with chains, thought to be an unnecessary encumbrance by the onlookers at the time, but they proved to be a very sensible precaution in view of some of the road conditions to be found later.

G. E. Todd's Ford Anglia drew in, followed by Byford's Morris-Oxford as we left for the press H.Q. in the airport administration block. As midnight drew near a number of cars had arrived in the main park, and Woolley's Porsche, Fischer's M.G., Terry's Ford Zephyr and Leader's Zodiac were coming in as we prepared to move on the next leg of the route, which proved to be a very short route as far as we were concerned. Turning north again we chose a seemingly remote country lane signposted for Ashford, conditions worsened as the hard snow-packed surface of the road and the edges of banked snow narrowed in slightly; we later found ourselves in the awkward predicament of having to face some of the oncoming rally cars, and the memorable incident of the evening occurred as we approached a sharp icy corner flanked with high hedges, a Citroën coming down an incline in the opposite direction, unable to stop, almost succeeded in passing but a dull thud of metal resulted in two cars in ditches on alternate sides of the road with just enough room between for other cars to slither past. All kinds of salvage operations were tried, including a wire hawser round the wheel hubs and round a nearby telegraph pole but our efforts were in vain. A muffled bang from around the next corner up the hill heralded the arrival of yet another unfortunate in the ditch and we set off to investigate: F. G. Kelshaw's M.G. Magnette had a crumpled front wing and broken lamps. The M.G. seemed to be a "hopeful" as regards recovery so all hands set to work to make it roadworthy once again. Having done this the party moved round to the Citroën, where the same procedure was used and bouncing or lifting operations began, the near-side front wheel having to be lifted a foot or so out of the ditch. And so to car number three. Hopes began to fade as the seven-man team surveyed the massive but helpless Ford Pilot reclining at an angle of about 30 deg. on the snow-covered bank. Again the only solution was to lift the front and then the rear of the car out by hand—none of the other cars could be used to tow it owing to the slippery road surface. Eventually the seven pairs of hands lifted the car back on to the road. The same situation prevailed, however, on other parts of the same lane: cars were strewn about in all directions. Finally a breakdown lorry arrived on the scene.

We breakfasted on sandwiches and cold coffee and, weary from our efforts, headed towards London as dawn began to break: dry roads appeared as we left the south of Kent and we wished that competitors had been a little more fortunate in their night adventures than we had.—I. G.

Results:

			Marks lost
Winner of the Rally and "Cats' Eyes" Trophy:		A. C. Davis (Ford Zephyr)	155
Winner of Navigator's Award:		V. M. Prior.	
Individual Team Prize:		Dagenham Boy Racers (A. C. Davis, M. W. Baker, H. C. Terry—Fords)	770
		No complete club team finished the rally.	
		No cars eligible for Ladies' Award finished the rally within the time limit.	
Class 1A:	1st:	G. E. Todd (Ford Anglia)	195
	2nd:	M. W. Baker (Ford Anglia)	255
	3rd:	C. V. Swanson (Volkswagen)	265
Class 1B:	1st:	D. C. Bull (M.G. Magnette)	370
	2nd:	F. W. Scott (Hillman Minx)	615
	3rd:	D. Underwood (Singer Hunter)	615
Class 1C:	1st:	G. F. Faulkner (Ford Zodiac)	240
	2nd:	F. A. York (Sunbeam-Talbot 90)	335
	3rd:	H. C. Terry (Ford Zephyr)	360
Class 1D:	1st:	J. Pocock (Jaguar Mk. VII)	225
	2nd:	R. W. Parker (Austin A90)	615
	3rd:	R. W. Russell (Jaguar Mk. VII)	750
Class 4A:	1st:	*R. J. Randall (Austin A40 Sports)	465
	2nd:	D. G. Miles (Austin A40 Sports)	495
	3rd:	R. G. Forster (M.G. TD)	1,095
Class 4B:	1st:	S. Moore (M.G. A)	160
	2nd:	C. Shove (M.G. A)	475
	3rd:	J. M. Readings (M.G.)	1,150
Class 4C:	1st:	C. M. Seward (Triumph TR2)	325
	2nd:	B. Clarke (A.C. Ace)	485
	3rd:	R. Michalkiewicz (Morgan Plus Four)	510
Class 4D:	1st:	S. P. A. Freeman (Jaguar XK140)	545
	2nd:	E. B. Ross (Austin-Healey 100)	560
	3rd:	T. N. Blockley (Austin-Healey 100)	840
Class 5:	1st:	D. Johns (Austin A50)	245
	2nd:	K. W. Barrow (Ford Anglia)	395
	3rd:	D. R. Milton (Austin A30)	440

* 1955 "*Cats' Eyes*" *Winner.*

THE MORRIS-AUSTIN MERGER

"The motor industry is asking whether the £64,000,000 Morris-Austin merger was all a terrible mistake.

"This question may bring in its train bitter disputes and recrimination, because it involves two of our best liked industrial personalities—the charitably disposed Lord Nuffield and the forceful, magnetic Sir Leonard Lord.

"They were joined together a bare four years ago and now many in Coventry and Birmingham believe that they should be forcibly put asunder.

"They say that the Morris executives cast envious glances towards Austin's Longbridge assembly plant—where short-time working is now in force—and would like to take it over.

"And they say, too, that the Austin executives resent this interference and believe that the whole vast B.M.C. organisation is weakened by too many models from the Morris stable.

"Tough, competitive times are coming to the motor industry. As the draught blows cold and the selling temperature falls, Lord Nuffield may realise that to have been 75 years old was not sufficient reason for handing over control of a business he still had the vigour to master. Age alone is no handicap. It is the spirit and the ability which count."—Edward Westropp writing in the *Sunday Express* of February 5th.

ENTHUSIASTS' DIRECTORY: No. 8, Tyre Equipment

INTRODUCTION

WITH the winter season in full swing, many motoring enthusiasts will have forsaken the cold garage for warmer indoor pastimes, but there are many of us who regard this part of the year as a welcome respite from the many summer maladies of the older car, and it affords us an excellent opportunity to carry out necessary repairs and maintenance.

When thoughts turn to stocking workshops and tool-boxes with the bare requirements the season is usually well advanced, and purchases are often made without full consideration of what is needed or of what is available. A fine selection of pumps, jacks and tyre gauges can be found, however, at prices to suit all pockets, and some of the principal manufacturers of this type of equipment are listed below, with prices of their products where available. More new lightweight jacks have been introduced lately to cope with the modern sports cars requiring low-winding-position models with long handles, hydraulic types being more popular than ratchet ones and side jacks predominate for light cars. Tyre pumps and gauges have not changed character much in recent years, small foot pumps are in greater demand than hand-worked examples, and double-acting models of both types exist for those that prefer them. Tyre gauges have reached a high standard of efficiency and few additional models have been introduced, though a super-accurate model with flexible couplings can be purchased by the connoisseur.—I. G.

BAILEY & MACKAY, LTD.

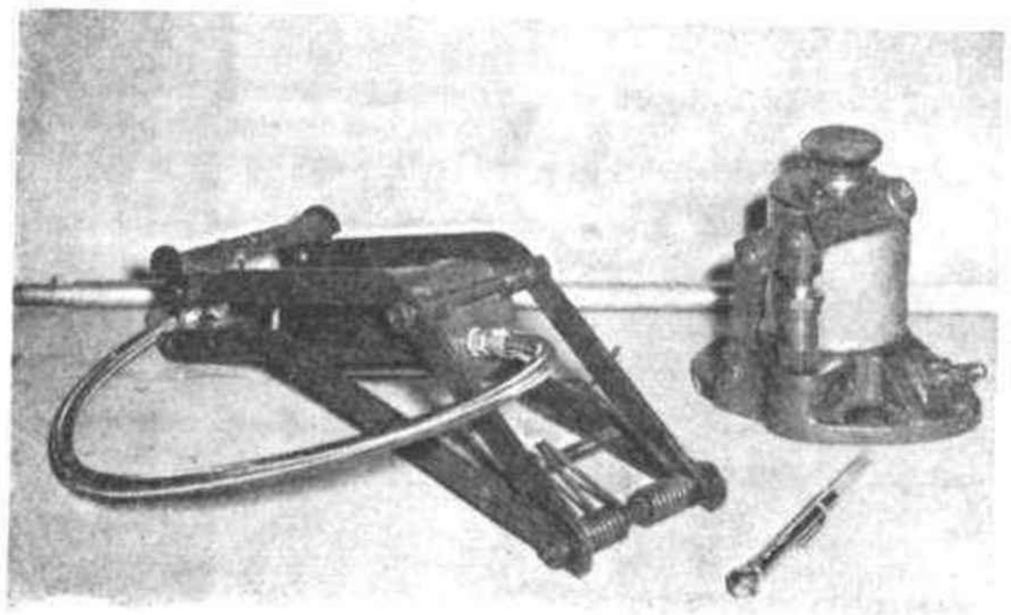
A tyre-pressure gauge guaranteed accurate to plus or minus 1 per cent. of the maximum calibration is claimed by the makers for their products, which are made for general-purpose, racing or giant tyres. All these gauges are chrome-plated solid brass, have luminous spots for use in the dark and come in an attractive leather case. Price £2 2s. Flexible couplings 5s. extra.

Manufactured by : BAILEY & MACKAY, LTD., BALTIMORE ROAD, GREAT BARR, BIRMINGHAM 22.

DESMO

On entering the showroom of Messrs. Desmo, Ltd., one is confronted with an interesting array of all manner of accessories for the motor car, and on this occasion a choice was made of a tyre-pressure gauge and foot pump. The former was a well-made general-purpose instrument for low pressures and retails at 8s.; the latter, a sensible foot pump which has a very easy action and long travelling lever, the whole being finished in maroon stove enamel; a point of interest is the unusual lightness of the article compared with some other makes. Retailing at 26s. 6d., this seems to be value for money and a buy for the practical motorist.

Manufactured by : DESMO, LTD., 220, SHAFTESBURY AVENUE, LONDON W.C.2.



USEFUL TRIO.—The Desmo foot tyre pump, the Ross Courtney 5-in. "Little Jackie" car jack, and a general-purpose tyre gauge listed by Desmo, at 8s.

EPCO

For some time the Epco Minor has been a favourite of many motorists. It consists of a hydraulic lift to take 15 cwt. and is fitted with steel castors, being the exact replica of large garage models. The actual weight is 32½ lb. and the traverse is 9 in. Price £11 11s.

Manufactured by : EPCO, STAR WORKS, LEEDS 7.

EVERSURE ACCESSORIES, LTD.

This firm manufactures hydraulic jacks only, prices ranging from 59s. 6d. for a neat aluminium die-cast model for lifting up to 30 cwt., to 170s. for a 10-ton model weighing 38½ lb. and giving a 12-in. lift. Another excellent sample is the model BJ700, which is an unusual side-operated hydraulic jack, again in die-cast aluminium, and having numerous different fittings to suit the built-in jacking points of many of the new cars. Four other intermediate models are available.

Manufactured by : EVERSURE ACCESSORIES, LTD., KINGSTON ROAD, BIRMINGHAM 9.

HALFORD

Lifting jacks, pumps and tyre gauges are all readily available at Halford stores throughout the country. Prices for screw jacks suitable for light cars start at 14s. and foot pumps at 20s., again for light cars. Larger models retail at 45s. for foot pumps and 63s. for a double-lift jack. Hand pumps are available at around 9s. and tyre-pressure gauges from 5s. 9d.

Manufactured by : THE HALFORD CYCLE CO., LTD., 45, CARPENTER ROAD, EDGBASTON, BIRMINGHAM 15.

HARVEY FROST & CO., LTD.

Makers of heavy transport service equipment, this concern also markets a number of hydraulic and screw-operated jacks for cars and lorries. Popular models are the HF cracker jacks for 1- and 3-ton capacities at £1 14s. 8d. and £3 6s. 8d., respectively. A wide range of screw-type low-loading models and several single- and double-ram hydraulic heavy-duty examples for lifting 8 tons or more can also be obtained.

Manufactured by : HARVEY FROST & CO., LTD., BISHOP'S STORTFORD, HERTS.

KISMET

Specialists in tyre maintenance equipment for many years, Messrs. Turner manufacture several good quality tyre-pressure gauges, a popular small foot pump, a two-cylinder two-stage foot pump having high and low-pressure cylinders, enabling the same easy action to be continued throughout the travel of the lever. A further example of the precision equipment offered by this firm is a hand-operated model for easy inflation by the quadruple compression principle which is the great feature of the pump. The main barrel is double-acting, which forces the air into the inner cylinder, from whence it is delivered to the tyre, thus reducing the effort and time required to the absolute minimum.

Manufactured by : WILLIAM TURNER (KISMET) LTD., EYRE WORKS, SHEFFIELD 1.

PRIMA INDUSTRIES, LTD.

Motor and cycle accessory makers, this concern produces a considerable range of jacks and pumps. Several light bumper-jacks, an extremely efficient lightweight screw-type hydraulic jack, and a useful range of medium-weight hydraulic models constitute the main products, along with single-acting hand and foot pumps.

Manufactured by : PRIMA INDUSTRIES, LTD., BARTON ROAD, DUDLEY, WORCS.

ROSS, COURTNEY & CO., LTD.

It is very pleasant to come across an article that is well made, attractive in appearance and efficient in operation, which was the case when sampling the "Little Jackie" which has been made by this firm for several years. A compact, hydraulic, lever-operated 5-in. model was supplied for test. This is capable of lifting up to 2 tons, has a 24-in. pump lever with a small travelling arc which, in conjunction with the low initial height of the unit, makes it a handy instrument for the sports car. A separate release valve is fitted which is worked by a square socket in the handle, so obviating accidental lowering. Two models are available, 5 in. and 6 in., and are priced at approximately £4 10s. An excellent example of a first-class engineering product.

Manufactured by: ROSS, COURTNEY & CO., LTD., ASHBROOK ROAD, UPPER HOLLOWAY, LONDON, N.19.

SCHRADER

Since the advent of the pneumatic tyre the name of Schrader has been associated with valves and tyre gauges. The principal products are valves, cores, caps and pressure-testing instruments of all kinds relating to tyres.

Manufactured by: A. SCHRADER'S SON, BIRMINGHAM, ENGLAND.

SUTTY

A strong and reliable small foot pump is made by Sutty Motor Accessories, Ltd., who supply both hand and foot pumps for fitting as standard equipment on many British cars and tractors.

Manufactured by: SUTTY MOTOR ACCESSORIES, LTD., GLADSTONE ROAD, FARNBOROUGH, KENT.

SMITHS

This well-known company has engaged itself in simplifying the jacking-up of motor cars and has devised a range of side jacks which are screw-operated either by separate handle or by using the car-wheel brace. In some cases these jacks are for attachment to the bumpers. Going a step farther, built-in mechanical or "Red Jackall" hand- or power-operated hydraulic jacks can be supplied.

Manufactured by: SMITHS JACKING SYSTEMS, LTD., JACKALL WORKS, EDGWARE ROAD, LONDON, N.W.2.

WALTERS & DOBSON, LTD.

Makers of tyre-pressure gauges and pumps for many years, Walters & Dobson show several types of pressure gauge, starting at 8s. 6d. for a pocket instrument with chrome-plated brass body, to a "Dubltest" combined compression tester and tyre gauge which retails at 15s. This latter instrument, which is threaded 14 mm. and 18 mm., screws into the spark-plug hole, enabling one person to test compression, and it will also check tyre pressures. In the hand-pump range there is the "Wad" two-stage model which will deliver a maximum pressure of 200 p.s.i. and costs £4 15s., and one- and two-stage foot pumps start at 22s. 6d. for a small 4½-lb. model giving 75 p.s.i., up to £6 for a two-stage 9-lb. example giving 210 p.s.i. and which is fitted with a pressure-testing valve to allow the pressure of the tyre to be taken without uncoupling the connector from the tyre valve. A range of garage compressor gauges and tyre connectors is also available.

Manufactured by: WALTERS & DOBSON, LTD., BAILEY STREET, SHEFFIELD.

V.S.C.C. DRIVING TESTS, HESTON AERODROME (February 5th)

BEFORE World War II, when we were much younger than we are now and there were more beaded-edge tyres in the world, a number of aerodromes existed in close proximity on the west side of London. There was Hanworth, known as the London Air Park, with clubhouse in the centre and grass landing fields all round, there was Harmondsworth, Fairey's Great West aerodrome, and just across the road, as it were, another aerodrome which possessed the imposing name of Heston Airport. Several people were reminded of such aeronautical historics when the V.S.C.C. assembled at Heston on the Sunday immediately following the Great Freeze-Up for the purpose of driving-skill manoeuvres; although we believe that little flying happens these days at this desolate clearing in the Metropolitan bricks and mortar, while the Harmondsworth aerodrome of pre-war R.A.S. garden-party memory has been swallowed-up by Heath Row and probably the last aeroplane to land at Hanworth was David Brown's D.H. Dove, when the astute Director of Aston Martin and Lagonda Ltd. dropped in—literally—to see if his workpeople were working on his newly-acquired automobile projects, since removed.

If amateur flying has departed from the despond-of-Slough in this neighbourhood of Staines, amateur motoring was in full swing at Heston on February 5th, as vintage and post-vintage thoroughbred cars were flung round pylons, jacked-up against the stop-watch and reversed through seemingly impossible narrow places. The official entry list showed 50 competing cars, of which 40 were pre-1931 and ten were post-1930. Besides the well-known "regulars," which had performed within recent memory at Odiham and Measham, a few newcomers were evident. Of these, quite the nicest in the opinion of the writer was D. Jocelyn's 1925 Amilcar Grand Sport, in original trim even to those long one-piece mud-guards-cum-steps, the polished aluminium dash full of neat instrument dials, and 700 by 80 tyres. This true vintage sports car motored very well, too, and we hope sincerely that Jocelyn's charming lady passenger who, hiding under a deerstalker in the well-staggered mechanic's seat, likes it as much as we do and will not cause it to be sold in favour of a wheeled-boudoir! R. A. Kellow drove a dignified 1928 Phantom I Rolls-Royce Caffyn all-weather with a transverse pipe at the end, like a heated towel-rail, from each end of which issued the spent gases. J. L. Aspland's 1929 Hyper Lea-Francis, rebodied, was rumoured to be supercharged, there was an unpainted 4½-litre Bentley two-seater got up to play racers, D. K. Brown's 1926 12/50 Alvis had wire-mesh sides to its bonnet so that you could tell if the engine was still there and it sported modern front dampers and reversed camber back springs, and S. R. Waine had his Isotta-Fraschini sufficiently tamed to bring to Heston, its radiator isolated from the engine by means of underbonnet fairings just like the boys used to do at Brooklands. E. K. Poynter drove a rare 1932 Lea-Francis Ace of Spades six-cylinder saloon, T. E. Laurie appeared in a sort of pre-post-vintage gingerbread Austin Seven Special whose front axle beam had been attacked by mice, Dudley Gahagan's G.P. Bugatti was co-driven by P. D. Rolfe in his first event, the pair contriving to lift its wheel in the jacking-up test, equalled only by B. M. Clarke's Austin Seven Chummy which was raised very promptly by insertion beneath the unsuspecting axle of a wooden pole. In contrast, T. M. Mackean's 1921 A.C. tourer lost time as a slow screw-jack was manipulated, in spite of prior practice when it developed a real puncture. M. Leo's well-known 2-litre Lagonda was there to provide an aural answer to John Bolster's silent-competition-car campaign and was jacked up like lightning by a bowler-hatted mechanic. Peter Binns drove his famous O.M. with verve, D. E. Lincoln was present with a less-fierce O.M. in delightfully original condition, W. L. T. Winder's 8/20 Humber was as temperamental as a racing car should be, while although Barry Dove hadn't got his pointed stick with him on this occasion, when E. R. T. Dickens' 1925 Swift saw him acting as a steward it took fright and had to be flooded and swung vigorously before it would work again. R. E. Paxton drove the ex-Barker 1925 Type 30 Bugatti, now with one large and one small diameter exhaust-pipe protruding from its silencer. We were enormously impressed by the rapid step-off, silence and dignity of J. W. Rowley's 1935 3½-litre Bentley Gurney Nutting saloon.

We took lots of notes but they read rather like a repetition of the Odiham and Measham reports, so let the results speak for us—incidentally, *before* seeing the results we were tipping Dr. Harris' 1934 "Chain-gang" Frazer-Nash as a likely winner. Now, here are the results:—

Vintage Touring Cars:
First-Class Award: J. D. Rogers (1923 7/17 Jowett).
Second-Class Awards: M. J. Huckstepp (1924 Morris-Oxford) and R. Barnard (1928 Type 40 Bugatti).

Vintage Standard Sports Cars:
First-Class Awards: D. H. Gahagan (1926 G.P. Bugatti) and P. J. E. Binns (1927 2-litre O.M.).
Second-Class Award: B. Jocelyn (1925 Amilcar Grand Sport).
Third-Class Award: M. Leo (1930 2-litre s/c. Lagonda).

Vintage Sports Cars:
First-Class Award: K. E. B. Noble (1930 Alvis).
Second-Class Award: P. Haig (1930 Alvis).
Third-Class Award: W. L. T. Winder (1924/8 8/20 Humber

Thoroughbred Cars:
First-Class Award: Dr. D. P. Harris (1934 Frazer-Nash).
Second-Class Award: J. M. Hinchcliffe (1936 Lancia Augusta
Third-Class Award: J. W. Rowley (1935 3½-litre Bentley).

BOOK REVIEWS

"Annual Automobile Review—1956 Edition." 262 pp., 12¾ in. by 9½ in. (*G. T. Foulis and Co. Ltd., 7, Milford Lane, Strand, London, W.C.2.* 42*s.*)

The arrival of this annual is one of the events of the motoring year. First published in 1954, then as now by Edita S.A. of Lausanne and handled in this country by Foulis, "Annual Automobile Review" makes similar publications look like pale shadows and, with its complete survey of the cars and competitions of 1955, its fine drawings, magnificent colour-plates and incomparable photographs, is an expensive publication which is worth every penny of the price asked for it.

Printed in English, French and German, this edition has proper stiff covers and 130 of its large pages are devoted to motor-racing and competition. There are, besides, authoritative and well-illustrated articles on "The Impact of Styling on Motor-Car Design," by Mario Revelli de Beaumont, three separate articles on traffic problems, and a very comprehensive survey of the new cars from all countries by Gordon Wilkins. Racing and rallies occupy the rest of this absorbing annual, and apart from reports of the leading 1955 fixtures, Denis Jenkinson describes his drive in the Mille Miglia with Stirling Moss, Paul Frere describes what it is like to drive at Le Mans, Raymond de Becker deals with "The Psychology of Motor Races," and there is a very comprehensive technical description of the Mercedes-Benz racing-car project W196R, with masses of pictorial support, by Federico B. Kirbus.

The photographs which illustrate the whole book, and the competition section in particular, are classics; for example, Ascari's dive into the harbour at Monte Carlo, Moss reversing out of a ditch during his epic Mille Miglia, and some non-sensational but revealing sequences of the tragic accident at Le Mans are amongst an outstanding collection, so prolific that we refuse to count them! Circuit plans and race lap-charts are included with the race reports.

When we were in Monte Carlo for the Rally we saw a copy of "Annual Automobile Review" in a bookshop but by next day it had been snapped up. Obviously this unique publication has become a best-seller, amongst well-to-do motoring enthusiasts. For this reason it must have considerable advertising value and it is instructive to find that whereas Fiat takes a two-page colour spread in it and D.K.W., B.M.W., Taunus, Lancia, Renault, Mercedes-Benz and Borgward have page colour advertisements, of British car manufacturers only Jaguar and Standard follow suit.

The "Annual Automobile Review" is worth going without many lesser publications to acquire, but old-car fanatics are warned that their pet subject is almost entirely neglected.—W. B.

"The Skilful Driver," by James S. Blair. 166 pp., 8¾ in. by 5½ in. (*Temple Press Ltd., Bowling Green Lane, London, E.C.1.* 10*s.* 6*d.*)

This is a refreshingly new approach to the subject of how to become a good as distinct from a mediocre driver. The author puts in little anecdotes from vintage times onwards to underline his points, there are innumerable hints and tips additional to the expected ones, many clever photographs indicate what and what not to do in given circumstances, amusing Brockbank cartoons are included and the final chapter deals with how to get the most out of the complicated road tests which are a feature of the publisher's companion weekly! The "Ideal Car" forms another chapter, and we like the photograph of a police car with its rear window obscured by a POLICE notice, used as an example of how your rear view should not be cluttered up!—W. B.

"A.B.C. of British Cars," by John Dudley. 71 pp., 6 in. by 4 in. (*Ian Allen Ltd., Craven House, Hampton Court, Surrey.* 2*s.* 6*d.*)

The latest edition of this little guide to current British cars is fairly comprehensively illustrated and new models not included in the previous edition are depicted by asterisks against reference to them. The author has included, very courageously, maximum-speed figures for all the cars, remarking wisely that "these are approximate." Makers' addresses are given but we miss a table of prevailing prices for quick-comparison purposes. The illustrations are makers' "hand-outs" and it is interesting to note that British manufacturers are making use of female models to distract attention from the frailties of their mechanical models, as America has done for years. These range from ladies in full evening dress draped about the Humber Super Snipe to a long-haired brunette in a well-fitting swim-suit perched on the back of the Austin-Healey 100. A good "buy" for the kids.

FITTING A NEW HOOD

There is no doubt about it, the look of a good sports car can be completely ruined by a ragged hood, and *vice versa*. When your car needs a new hood, probably the first consideration is the expense. This can be excessive, especially if this is fitted professionally. The obvious answer is to fit one yourself. No previous experience is needed and the only tools required are a tack hammer, centre punch, pincers or pliers, and a safety-razor blade.

Hoods for standard sports-car models may be purchased direct from the London Trimming Co., but for non-production bodies the old hood must be sent with the order to give a pattern for the new hood, or better still, if the car is taken to the makers, measurements can be made direct. This latter course has two advantages, the first is that you do not lose the use of the old hood while the new one is being made, and second the old hood may have pulled out of shape slightly. Measurements made from the car take just over an hour. If your present hood has the type of rear window with a rigid metal frame, it is well worth considering replacing this in the new hood with a flexible plastic window. This will generally make it possible to have a far larger rear window.

The hood is sent by post the day after the measurements are taken. The first thing to do is to remove the old hood, which is tacked or screwed to the body. This is easily done with a pair of pincers or pliers. It is a good idea to remove as many of the old tacks as possible that have been used in fitting previous hoods, because it may be difficult to find room to knock in the new tacks when the hood is in place. (This proved to be the chief time-waster with the fitting of the writer's hood.)

If the car has a felt inner lining, now is a good opportunity to patch it up, and tighten it again, as it is completely separate from the hood except at the rear window which can be seen to at the end. For patching this lining and fixing it round the window special upholstery solution is necessary.

Now the hood should be spread across the frame and pulled taut lengthways. Here the help of a friend is useful, although not essential. It is important that the hood is really tight at this stage. Two or three tacks at the front and back will hold it in position while the sides are fixed with one or two tacks. Then the front can be made secure with a tack every two or three inches to prevent uneven pulling, and then the same for the back and sides respectively. The edges are now trimmed. After experimenting with a pair of large scissors it was found easier to use a safety-razor blade, as the cloth has to be trimmed very close to the tacks. All that remains is to tack on the finishing banding along the front and around the edges. The loose ends are covered with chromium-plated metal ends.

The total time needed to take off the old hood and fit and trim the new one was between 3½ and 4 hours. This will naturally vary slightly with different types of hood. A catalogue, samples, and price lists may be obtained from the London Trimming Company, 40, Queensgate Mews, S.W.7, who will also give any further advice you require.—A. B.

CAR PRICES IN SOUTH AFRICA

A doctor writing from Cofimvaba, South Africa, makes some interesting comparisons between the prices of cars in the United Kingdom and as they are in South Africa. Claiming that no British car offers a heater, demister, cigar-lighter (a safety fitting for smokers, our correspondent observes!), independent rear suspension, full six-seater body with centre armrests front and back, and outstanding roadholding, steering and economy for the £870 that the Renault Frégate costs, he goes on to list the prices of cars prevailing at the time of writing in South Africa, as follows:—

Austin A30	£526	Simca Aronde	£736
Volkswagen de luxe ...	£557	Austin A50	£754
Morris Minor four-door	£576	Vauxhall Velox	£765
Fiat 1,100	£615	Peugeot 203	£783
Standard Ten	£622	Borgward Isabella ...	£791
Opel Olympia	£655	Renault Frégate ...	£874
Ford Consul	£661	Humber Hawk	£917
D.K.W. Sonderklasse ...	£700	Opel Kapitan	£936
Ford Zephyr	£723	Humber Snipe	£1,400

These prices are those listed in the Government Gazette as the maximum for a particular car at the coast, and they vary slightly but our correspondent remarks that "there has been a regrettable tendency on the part of British cars for a steady increase in price, while the Continental producer does try to keep the price down somehow. The small U.K. cars all seem to give trouble after about 20,000 miles, many sooner, and once the Volkswagen becomes available in quantity I think the Austin A30, Morris Minor, etc., will have to fight for sales. At present I have a Standard Vanguard Phase II, an ugly car but good on bad roads and very reliable. I did have a Ford Zephyr but it was uncontrollable on bad corrugations when lightly loaded. If you can make the deaf hear . . ."



A string of successes by Duncan Hamilton OKV 1 and SHELL X-100 motor oil

OKV 1 (a 3½ litre D-type Jaguar) and J. Duncan Hamilton (a native of Berkshire and an engineer with a 10-year record of high speed in the Fleet Air Arm and racing cars) first joined forces at Le Mans in 1954. OKV 1 was one of the works cars, and quite new to the circuit. Duncan Hamilton, on the other hand, had won the 1953 Grand Prix d'Endurance, sharing the wheel of a C-type with Tony Rolt, who was again his partner in 1954. They finished a close second to the 4.9 litre Ferrari, covering 2519.52 miles at a speed of 105.98 m.p.h.


Duncan Hamilton has a last-minute word with Robin Freeman, his mechanic

The same drivers and car followed this up 3 weeks later with a second place in the Rheims 12 Hours at 100.90 m.p.h. Having led all the way, they were beaten by a similar works Jaguar 15 minutes from the finish after they had sustained damage to their rear axle through being run into from behind.

After the 1954 season, Duncan Hamilton bought OKV 1 for his own use and took her to North Africa to run in the sports car Grand Prix at Dakar. He was reaching a speed of 183 m.p.h. on the straight, but lost ground through having to make a pit-stop and finished 3rd. He then proceeded to win the Coupe de Paris and the Coupe du Salon at Montlhery and the Johnson Trophy at Goodwood.

He ran third at the G.P. of Portugal in 1955, and has won nearly all of the races he entered in this country during the past two years.

In OKV 1 and all his cars, touring and racing, Duncan Hamilton uses Shell X-100 motor oil (for OKV 1, grade 30 in Europe, 40 in Dakar). *This is the same oil as you get at your garage*—no special racing brew. Duncan Hamilton says "I've never had a moment's anxiety about the lubrication of my engines: in fact I've forgotten what it was like to worry about lubrication—even at 183 m.p.h. in the scorching African sun!"

SHELL X-100 MOTOR OIL

THE PROVED DETERGENT OIL

Obtainable in the following grades
20/20W, 30, 40, 50 and now 10W/30 (multigrade)

CARS I HAVE OWNED

[In the past, and particularly throughout the period of the Second World War, articles in the "Cars I Have Owned" series proved to be one of the most popular features appearing in MOTOR SPORT. We only discontinued them when repetition of experiences threatened to diminish the interest of these fascinating and revealing accounts. Later the series was revived on a slightly different basis, famous personalities in the world of motor sport being invited to write under this heading. Now, in answer to continued requests for these articles to re-appear, we have pleasure in publishing one sent to us by Eric Lister, the well-known amateur competition exponent from Manchester. If other readers, famous or just enthusiast, care to send us their experiences and photographs, we may be able to share our readers' pleasure at seeing a resumption, subject to the exigencies of space, of this series.—ED.]

DURING the late summer of 1945 I got home from the Merchant Navy (the family had moved from Manchester to Southport) on extended leave. A basic petrol allowance had been granted, so my father took his Chrysler (this was Dad's third Chrysler) off its blocks. A soldier billeted near our home kindly offered to take me out for a driving lesson on the wonderful Southport beach; I jumped at the offer and off we went one Saturday afternoon. He showed me the controls, then allowed me to leap along the sands in a series of shuddering jerks. After about an hour of these antics my instructor spotted a young lady he knew and that was the end of my lesson. Finding myself abandoned in a 24-h.p. monster, I was rather scared; however, I tried to figure out what he had told me and somehow managed to drive into town, parked the car (plenty of space in those days !), and met my parents for tea. When they found out I had driven the car into town alone a "situation" developed, during which my mother nearly swooned. However, I managed to persuade them to loan me the car that evening (funny how one could get anything when on leave !) and drove around town gaining confidence, and no doubt scaring other motorists.

The next week I met a man who offered me a 1936 B.S.A. two-seater for £200. I viewed it, was impressed by its immaculate green paintwork, borrowed a little from my father, and so came to own my first car. I drove it home feeling on top of the world, but couldn't understand the dreadful smell, and why it kept stopping every time I put it in top gear, until I came to put the hand-brake on and found this was unnecessary. On a trip from Lancaster she stopped outside Preston one evening at about 10.30 p.m. Not having any mechanical knowledge or a torch, I couldn't find the reason for this (plenty of petrol in the tank but the engine would not start), so, after groping about in the dark, I decided to take my heavy suitcase and try to hitch a lift. By about 4.30 a.m. I had walked the 12 miles home. It seems people don't like giving lifts to scruffy young men carrying large suitcases late at night ! After a few hours' sleep I borrowed my sister's bicycle and rode out to the field where I had abandoned the car; within 30 seconds I discovered which wire had become disconnected from the S.U. petrol pump, connected it up, and she fired immediately. (I am glad I was alone at that moment.)

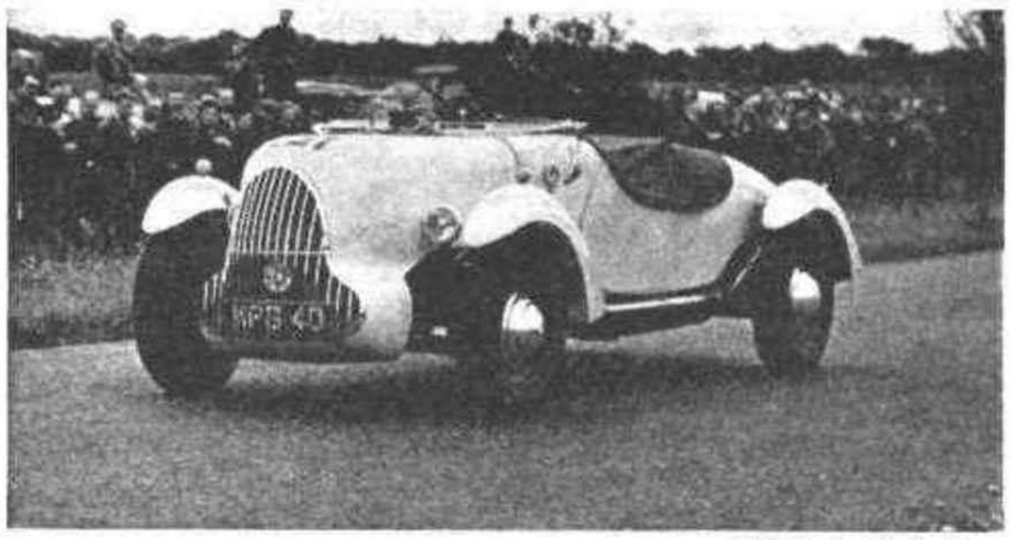
The B.S.A. was definitely a good little beginner's car. I remember it cornered very well with its front-wheel drive and on occasions reached an indicated 65 m.p.h. However, after a few weeks I was advised by a well-wisher to get rid of it, as the front-drive unit was badly worn. I took his advice and that is how I came to make my first and almost only profit on a car.

Now came a new era, the era of small Fords. A 1937 Ford Eight came first. This, at the beginning, I found to be horrible; too high, swaying all over the road and most uncomfortable. Eventually I discovered the knack of handling it and found it much better than I thought originally; corners could be taken reasonably quickly and it cruised at a steady 50 m.p.h. on suitable roads. Next came a pre-war Ten, then another Eight, followed by a third Eight in which I had fitted a 10-h.p. engine. This whetted my appetite for more performance, as it had very good torque at the bottom-end and beat the majority of small cars away from the lights.

By this time I was out of the Merchant Navy and representing my father's furniture manufacturing business. I had placed on order a new car that intrigued me, the flat-four 1-litre Jowett Javelin saloon, which was to have cost £550. When eventually it turned up in mid-'48 its price had grown to £850 and engine to 1½ litres. I should have loved it but couldn't afford it. I eyed it up and down in the showroom but it was impossible. The next day I decided my Ford was too ordinary, so off again to a dealer's, where I found a 1937 Fiat Topolino which appeared immaculate in its red and black paint; in fact so immaculate that I part-exchanged it there and then without even hearing the engine running. This stupid move was because the dealer had given me to understand that the starter was being overhauled but otherwise it was as good mechanically as bodily. Anyhow, I fell for it, and picked it up the next evening, eve of the Easter holidays. Then the fun started. The engine sounded disappointing (but I'd bought it "as seen, tried and approved" and the interior smelt like a nightmare in Fleetwood. It seems the roof had just been repaired with best-quality fish glue . . . I shall never forget that smell; but this, I thought, would soon waft away on the journey back to Southport. Whilst driving through Manchester I reached the lights at Market Street and, changing down, the gear-lever came out by the roots. I made a panic stop, pushed the lever back in, and continued my journey undaunted as far as the East Lancs road, where I opened her up to 45 m.p.h., which I figured was not an unreasonable speed for a small car. I was enjoying the suspension and steering (but not the stink !) when suddenly a small knock started in the engine. Within 30 seconds it became a crescendo. I switched off but, alas, too late; just a horrible racket and silence. I stepped out into the road, slipping in a pool of oil, and to my horror I found the block in little pieces all over the place. I pushed her into a lay-by and this time managed to thumb a lift to Southport. The next day a friend drove me to Manchester. The dealer was in but all he could say was "Seen, tried and approved." I threatened everything but he had gone deaf. The Fiat was towed to a garage and by the time the job was finished and I had managed to sell it I'd lost over £100. The buyer has still got it and claims never to have had a moment's trouble, but says that for six months after buying it, wherever he parked it he returned to find two or three cats sniffing round it . . .

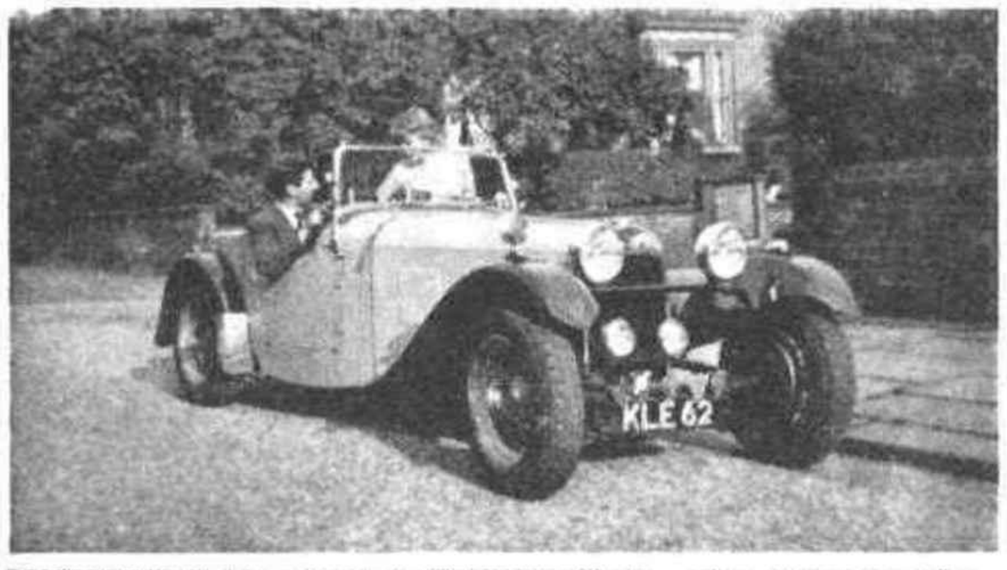
Next came a 1934 Lagonda Rapier coupé. With this car I began to find out a little about real cornering and enjoyed it immensely for a few weeks but, alas, the Wilson box was clapped out, and every time I put my foot down the bands slipped. These were repaired by a so-called specialist, but, taking her up to 75 m.p.h. one day, the bands slipped again, the rev.-counter needle shot up, and once again I switched off too late—a big-end had gone. I got it repaired, motored her gently for a few more weeks, then got rid of her when a new (1949) Ford Anglia came through for me, my first brand-new car. After running it in carefully I took it over to Preston, where the Shorrock brothers were at the time. They fitted it with a super-charger and away I went. This was an amazing little car, giving no trouble at all in over 11,000 miles. Nobody ever believed me when I said she would do a genuine 75 m.p.h. and accelerate from 0-50 in 15 seconds, but this was quite true. On one journey after a holiday on the Norfolk Broads, with a friend following me in a new TC M.G., we left Norwich at 5.30 a.m. and covered 110 miles in two hours (I was four up and luggage), and in the first hour we made exactly 60 miles. Call it a Ripley story if you like, but it is correct. During the time I had DRJ 368 I drove in some mild "petrol ration" competitions, rallies and sprints, meeting with moderate success. Many people were curious about this car as at that time most of the blown Fords were "specials." One curious person was the salesman at my local Ford agent. He had a hotted-up 8/10 Anglia as his personal car. One morning we arranged to swap cars for a little drive. It was mid-winter and the roads were icy. Whilst driving his car down a hill I applied the brakes gently, and promptly slid about twenty yards smack into the back of a horse-drawn coal-cart. This had about 20 cwt. of coal on the back, which fell off onto the bonnet of the car, so I don't think I need describe the Ford's "new look"; it was definitely a disco-volante front-end. I was mildly shaken, and climbed out of the steaming wreck to speak to the angry coalman and pat the placid horse, which didn't seem to have noticed anything at all.

The coalman was raging, but not about the cart; oh, no ! His first remark was "What about my b—— dinner—it's in that box." He pointed to a pile of splinters protruding from the wreck. This lunch-box was always carried on the rear of the cart. But the worst was yet to come. I walked back to the showroom, where the salesman was waiting for the return of his shiny new Anglia. As I went in he smiled and eagerly asked, "Well, what do you think of her ?" I stood silent for a few seconds, then said : "Look George, I—er—er I've smashed your car up." Unfortunately George thought I was joking and gave a polite snigger. "I really mean it, George," I said. He could see I was serious and his face changed in a piteous manner. The wreck was towed in and for the next few weeks George



[Photo by F. N. Penn

FIRST FAST CAR owned by Eric Lister was this J.B.M., called the "Flying Banana," which possessed excellent acceleration but was a handful on wet roads and rattled to pieces on the Continent. It is seen here competing in the 1950 Queensferry Speed Trial.



SUMMER DAY AND A SPORTS CAR.—The author and his wife starting on a journey in their 1948 1½-litre H.R.G., which was used for trials, sprints, hill-climbs and Continental touring, as well as for everyday motoring. It achieved a s.s. ¼-mile in 18.3 sec.

had my blown car for an extended demonstration. That night at home I played Louis Armstrong's "Coal-Cart Blues" six times—it helped.

The blown Anglia was mine for a year, a record (it so happened the covenant lasted that long!). In February, 1950, I was at home getting over 'flu and as usual reading the motoring adverts when suddenly I spotted it. A long advert. extolling the virtues of a rare make of sports car, only done 2,000 miles, terrific acceleration, and worth just about the value of the Anglia. My 'flu was immediately cured. I 'phoned the gentleman in London, he fancied my Anglia after I had extolled its virtues in a similar manner, and so the next day we arranged to meet at Croydon, inspect and swap. I arrived in Croydon during a snowstorm, the Anglia looking filthy. His car was standing brightly polished in a dry, warm garage. It looked splendid. Finished in cream with red wheels and upholstery, outside chrome exhausts, and under the strapped bonnet a Ford V8 engine. Once again I fell without any convincing. That's how I acquired the J.B.M. 2/4-seater. I drove her home in a state of sublime happiness: what superb acceleration, at the bottom-end especially (only 17 cwt.), good roadholding, and a delightful exhaust burble at low speeds. It was, of course, an early V8 chassis and engine suitably attended to by James Boothby Motors, fitted with a semi-streamlined sports body, later christened the "Flying Banana." With a friend I commenced serious competition motoring, rallies, sprints and even a five-lap race at Croft, in which I came last due to torrential rain, overheating, and inexperience. Actually, the J.B.M. with its very light back-end was a real handful on wet roads.

Around that time my already reasonable interest in vintage cars became more intense and I spent many hours searching in likely country spots for undiscovered vintage machinery. When I took the J.B.M. on the Continent and the body almost rattled to pieces, with large strips of paint peeling off in the heat, I decided on my return to London to seek out a good specimen. The specimen I found after three days' search was not quite vintage in year but very much in character. It was a 1931 O.M. 2.3-litre supercharged 2/4-seater tourer, original in every detail, with superb Italian coachwork in red, with black leather upholstery, Bosch electrics, four-speed close-ratio gearbox, Rootes blower, and an engine giving about 97 b.h.p. Actually, I later discovered that this car was one of the works team cars brought over in 1930 for an Irish race.

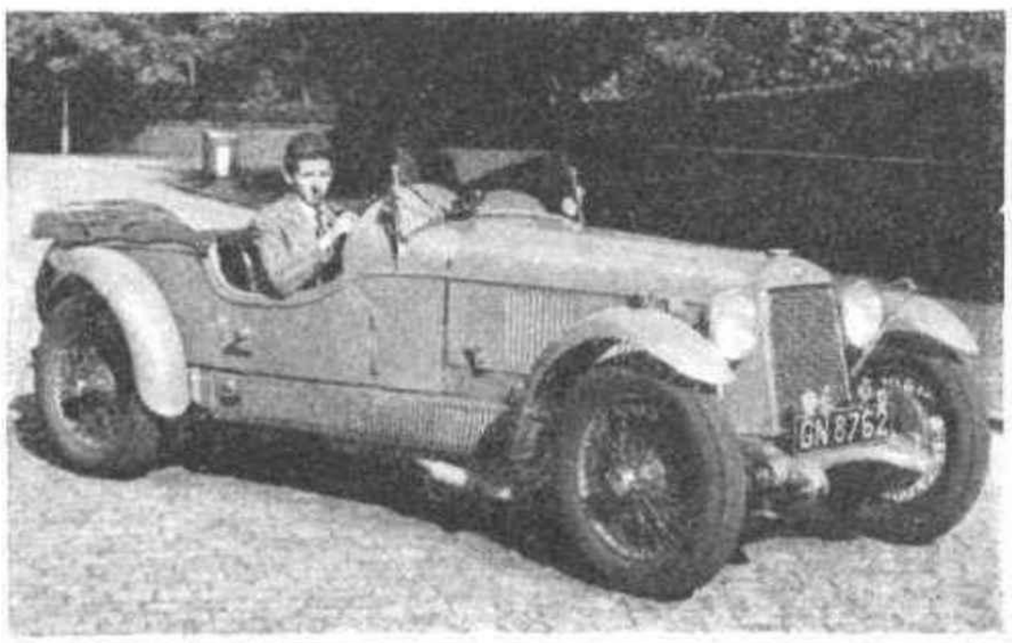
As it crashed in practice it was left in this country and completely rebuilt as new to be used as a road car before the war. It was then stored for many years. A most handsome machine, it looked not unlike a Zagato Alfa, probably the prettiest O.M. in existence. I learnt more about driving on this car than on all the others put together. First I learnt to use a crash gearbox, which when mastered I raved about. The car was so beautifully balanced, without any vices at all, that I could take a bend on a wet road twenty miles an hour faster than in the J.B.M. without even a budge from the back-end. I have driven many sports cars, but have yet to find one with better handling qualities than the O.M. As for performance, this was around 0-50 in 13 sec. with 98 m.p.h. in top and a 75-m.p.h. cruising speed, hardly a whine from the blower, and a petrol consumption of approximately 22 m.p.g. The weakest point was the brakes. I used her in a few competitions but it seemed a shame to spoil such a beautiful car, especially as spares and repairs were very expensive. Actually, whilst I had her the only troubles were a burst radiator and burnt-out clutch; but these items cost me enough to worry about what might go wrong. During ownership I met a chap in Manchester who also owned an O.M.—a later 2-litre model. His name is Bill Northover. Between us we formed an O.M. Register and found about 25 owners in this country. Bill has since carried it on and now owns a large collection of O.M. spares, including a very rare o.h.v. head; he also knows as much as anybody in England about these cars and helped me a great deal with tuning, etc.

I ran the O.M. for about nine months and enjoyed every moment. When I finally decided to sell it she went to a London dealer who sold it to a man from Manchester who wouldn't buy it from me when I had previously offered it to him cheaper; sounds ridiculous. It was. Now and again I see it locally, neglected and looking very shabby indeed, and feel ashamed of myself for selling it. When I can afford to I should like to buy it back and restore it for occasional use.

Some 18 months previous to my acquiring the O.M. I had started using the firm's Ford Eight van for some of my business trips, and recently had it fitted with a slightly hotted-up 10-h.p. engine and home-made stabilisers, etc. Weighing only 12 cwt., it performed very well, even gaining a second place in the up-to-1,300-c.c. closed class at a Northern hill-climb. The van, with its special rear springs, etc., definitely holds the road better than the car and is a pleasant if bumpy little vehicle. I now use an Anglia-type van which also performs very well.

Next on the menu came a 1946 TC M.G. This I took to Ted Lund to be breathed on. This he did most successfully, as it became quite a fast TC, giving over 90 m.p.h. timed. I drove it very hard in competitions and on the Continent for over 12,000 miles with no trouble at all. It had already done 35,000 miles when I purchased it and drank a pint of oil for every 50 miles. This was attended to by Lund, who fitted Duaflex rings; evermore she did at least 800 miles per pint and went like a bomb. Roadholding and steering left something to be desired but a beautiful gearbox made up somewhat for these failures, and as a whole I have pleasant memories of this car.

Exchange time came in February, 1951, this time for a 1948 1,500-c.c. H.R.G., KLE 62. Once again a resigned look from the



CHOICE SPECIMEN.—The 1931 2.3-litre supercharged O.M. with which Lister gained near-vintage experience. It cruised at 75 m.p.h. at about 22 m.p.g. and had a top speed of 98 m.p.h.



CUTTING IT CLOSE!—The author taking a corner at Prescott in the H.R.G. and not wasting any space. [*Photo by Guy Griffiths.*

family, who were never quite sure by this time which car I owned. I never quite found out what the previous owner of the "Hurg" had done to the engine but it was certainly fast. The compression ratio was between 9½ and 10 to 1, and she only ran well on a good benzole mixture, when she was as smooth as silk. A lot has been written about the H.R.G. being very cart-sprung; this is all true, but it is worth it when you can enjoy delightful cornering on smooth roads. The steering was good but needed frequent adjustments, otherwise in 10,000 miles this car gave no trouble at all; in fact, it was sold as mechanically perfect and lived up to it. I toured Spain over some horrible roads; my rear suffered but not the car. In competitions the "Hurg" and I were successful, gaining a number of class firsts in hill-climbs and sprints, trials, etc. She recorded 18.3 sec. for the standing quarter-mile, which was a good time for a standard-bodied car. The H.R.G. was a car I regretted parting with, especially as I met my wife-to-be whilst I had it. In fact I am not sure whom she fell for, "Hurg" or me. Anyhow she loved it and even stood for the bumps. I think our record trip was immediately after getting married. We left the reception at Southport at 10.35 p.m. and covered the 57 miles to our "secret" hotel in 1 hr. 1 min. I must have been over anxious to get there! The next day we got "copped" going through Dunstable at about 50 m.p.h., but I showed the policeman our new marriage licence and he understood.

My wife soon passed her driving test and I bought a second car for her use, a 1929 12/40 Lea-Francis coupé. This we checked over and repainted black and yellow. It had a surprisingly good top-gear performance and cruised at 45 m.p.h. with ease, but didn't have the best of vintage roadholding and was rather heavy on the steering in town. My wife managed the crash box like a veteran, and it now gives her great pleasure to use a crash box when many mere males can't even use synchromesh properly. Since the "Leaf," as second cars, we have had a 1930 Riley, a 1933 M.G. salonette which never ran at all, and two Austin Sevens, a saloon and a tourer. A year last May my wife acquired a truly delightful little 1926 Austin Seven Chummy, which we named "Clothilde." This car was salvaged from a crashed write-off and with a friend we rebuilt it, painted it turquoise and black, and restored it to as near-original as possible. Since then, she has driven her over 10,000 miles without anything but magneto trouble and this was soon cured. It does 45 m.p.g. and almost 50 m.p.h., and is a well-loved and respected member of our local community.



MODERN LINES.—Mrs. Lister with the Volkswagen which her husband used for competition work, including driving it in the 750 M.C. Six-Hour Relay Race.

The "Hurg" went in the autumn of 1953, and I just couldn't find a replacement. On the advice of friends and readers' letters in MOTOR SPORT I decided to try a Morris Minor. I found a low-mileage 1952 tourer and away we went again. On the maiden voyage to Goodwood and back to Manchester I found it a pleasant little car with good road manners but with no pep at all. So to remedy this I put a Shorrocks blower under the bonnet. This improved the car immensely, giving about 10 m.p.h. on top speed and clipping some 10 sec. off the 0-50 acceleration time. I must say it was a good tourer which never let rain in and was very cosy. The rack-and-pinion steering, although precise, transmitted a lot of road shock. I found this also on our family M.G. 1¼-litre saloon; it can be most disconcerting when cornering fast on a rough surface. Nothing ever went wrong with the Minor but it left me with rather an empty feeling, as although it did everything quite well, I never got that deep pleasure from driving it.

After the Morris came a 1950 Healey Westland tourer. Right from the beginning I had trouble with this car. It seemed o.k. on the trial run, with good oil pressure, and quite smooth. On leaving the showroom, however, the oil pressure mysteriously dropped 10 lb., the engine seemed rough, and the suspension up the pole. I had these points attended to by a decoke, new oil-pressure valve ball and spring, and reconditioned suspension unit. Even then I did not like the car. The back-end jumped around, it was dicey on wet roads and the steering was tough work in town. It was fast, clocking 105 m.p.h., but that is not everything in a car. Funny, but this must have been a bad Healey, because people I know swear by them in every respect.

A few months previous to this a friend of mine from Southport had bought a new Volkswagen saloon. I did not think much of it then, also it was German, so the VW had not come to be on my "wants" list. However, one Sunday my friend asked to try the Healey, so I drove the VW purely out of interest and a desire to drive as many vehicles of all types as I can. I knew the moment I got into it I was going to like it—the superb finish inside and out with no frills or nonsense, instead of a shoddy cheap carpet good rubber flooring, the way the doors closed and the windows worked. I drove it and was amazed: a completely new motoring experience. It seemed to glide on ball-bearings at maximum speed of 65 m.p.h., had the fastest gearbox I had ever used, and smooth, sensitive steering without shock or play. Oversteer I had heard about and could feel, but it offered a challenge and a chance of learning a new driving technique. The only snag was that it was not quite powerful enough for me, although it had plenty at the bottom-end. This snag was quickly solved as during the next week the new larger-engined model was announced.

I arranged for a "demo" and found a great improvement in the top-end performance. This completely "sold" the car to me. Even though I did not care for the idea of buying a German car, I figured that as it was my money I was spending I was entitled to get what I considered the best value I could, therefore if I couldn't find it on home ground I would seek it abroad. The number of VWs being sold now in Britain and abroad will, I feel sure, indirectly do the British industry a lot of good, as the VW is sold purely on excellent quality throughout. I will even go as far as to say that no British mass-produced car selling for under £1,000 has anything like that quality, and VWs make 1,000 vehicles a week. I realise how much has been printed in MOTOR SPORT on this subject and I am most reluctant to praise the German motor industry, but I can only say what I know to be true from my own experience, and that is that I ran my VW for 18 months and always enjoyed driving it, even to the office. In competitions she was driven to the limit and loved it. The tyres didn't wear out. Oversteer, when one got used to it, was no problem at all, and only required a reversal of the usual understeer technique when cornering really fast. October, 1955, 21,000 miles on the "clock" and time for yet another change (which does not prove I am fed up with VWs; I just don't keep any car for a very long time).

I heard a lot of nice things about the Triumph TR2 and felt I would like to get back in the 100-m.p.h. class, so I purchased a low-mileage model. This car holds the record in two ways for me: the

Continued on page 137

NOSTALGIC

WE remarked last month under this heading on the interesting cuttings and scrapbooks which readers send to us from time to time. A recent acquisition of this nature is a bound volume of *Motoring Illustrated* for the second-half of 1907, lent to us by Mr. C. G. Hann of Cardiff. The very first frontispiece photograph is rather disturbing, depicting as it does a Clement-Talbot which collided with a carrier's cart at Edgware, the occupants being thrown out and injured and the local fire brigade having to attend to the wreckage, which caught fire. The car appears to be an early model, as it has a de Dion-like bonnet and the caption states " It is remarkable that the Dunlop tires came unscathed through the flames." It depends, of course, on what is meant by unscathed, because the near-side front tyre is very obviously deflated!

Turning the pages of this old volume, which in 1907 was edited by Noel B. Kenealy and Edward Kenealy in Watford, we came upon many intriguing items. There is a picture of one of two 28-h.p. six-cylinder Lanchesters, still with tiller steering, built to the order of the Jam of Nawanagar (Prince Ranjitsinhji) and finished in " a rather striking green, with vertical black stripes and red and gold stripe down the centre," upholstery being in red morocco, with red silk curtains in the State car—which should make Lady Docker think. Another photographic frontispiece depicts a six-cylinder San Giorio car being tested on the Grand St. Bernard Pass, the explanation being that this was the Italian Napier. So high were the roofs of closed motor carriages in 1907 that Hodgkinson made collapsible ladders for retrieving the luggage stowed thereon, while the reckless driving of American motorists in this country occupied Editorials in the summer issues.

The third frontispiece we come upon is a fine tyre-changing study, featuring Demogeot and his Darracq during the Florio Cup race, which was won by Minoia's Isotta-Fraschini at over 65 m.p.h. Two-stroke engines and the Commercial Vehicle Trials occupy considerable space, and there is an account of bargains obtained at the auction sales at the Motor House, Euston Road, where during September a " natty little 6-h.p. Peugeot " was sold in overhauled condition for as little as £16 and a 16-h.p. Lanchester " with fine brougham top " for a mere £45. An 8-h.p. Jackson dog-cart went for £10, lots of other cars for under £20, and a 24/30-h.p. Weller which " greatly resembled a Napier racer in outward appearance, and looked a very fast car," for only £55.

Madge Carr Cook, who was playing in " Mrs. Wiggs, of the Cabbage Patch " in London, is seen entering her Peugeot coupé, a high chauffeur-driven car, and Mr. and Mrs. de Fabregues are shown touring Europe in a vast motor caravan with 35/40-h.p. Vautour motor, shod on solid rubber tyres in front, iron tyres at the back, and resembling " a railway coach, with wooden Venetian shutters to make it snug at night." Brooklands meetings were fully reported, *Motoring Illustrated* being very moderate about the fatal accident to Hermon, when his Minerva overturned at the Fourth Meeting, although they include a somewhat grisly photograph of the scene. Chas. J. Glidden, " the Globe Girdler," is seen trying a racing Napier at Brooklands and there is a very interesting account of K. Lee Guinness proving to a wealthy American, Mr. Dugald Ross, who was seeking the fastest car in the world, that the 200-h.p. V8 Darracq was it, by clocking over 115 m.p.h. at Brooklands and selling the car, it was said for £2,000, to Mr. Ross—an event all the more curious as the Darracq's engine remains in England to this day!

Britain's first military airship, the " Nulli Secundus," gets a full-page picture to itself, from which we are reminded that in those days, and we believe up to the 1930s, Farnborough Common, from which it ascended, was an open, unfenced flying-ground, the caption to this picture placing it in Surrey, whereas all who favour the Shire know this to be incorrect. Today this historic common is vanishing under the onslaught of a ten-year development plan and the flying-ground is hidden by ugly iron fencing and guarded by police persons in uniform and guard-dogs (the latter not yet in uniform).

There are pictures of the little Jackson racer, the Lotus of its day, which hid an 8-h.p. de Dion, 10/12-h.p. two-cylinder Aster or 10/12-h.p. four-cylinder Amstoutz engine under its long bonnet according to choice, at prices ranging from £220 to £255, and had a delightful little cylindrical petrol tank perched on supports behind the bucket seats. Some rather delightful toy cars shown at an exhibition of the Palais Royale, Paris, are shown, of which we would very much like to unearth the Grand Prix racer and steam lorry today! The home-built car had appeared, a page being devoted to Leslie W. Brown's 14-h.p. Farnir-engined " special," which was capable of 40 m.p.h.

Percy Richardson's first 45-h.p. Sheffield-Simplex chassis was illustrated in the issue of October 16th and shortly afterwards a privately-owned 20/32-h.p. Darracq was shown climbing the 1 in 5 hill out of Lynmouth, then in very rough condition. Unexpected is the announcement of a new British steam car, the paraffin-burning E.J.Y.R., sponsored in Newbury, while historians may know about another steam car, designed by F. Lamplugh and said to have run up and down Shaftesbury Avenue in the early hours of the morning before the Act of 1896.

Several competitions were run by this ambitious 1d. weekly for the amusement of its readers, the last in 1907 being a limerick contest for which the prize was a new 8/10-h.p. two-cylinder Darracq. In due course headlines announced that " a man from Dumfries " had won the car, but this was perhaps tempered a little when the proprietors discovered that the " man " in question was, in fact, " a laddie of fifteen " who had sent in half-a-dozen limericks and whose father was in the motor trade. However, the frontispiece of the issue dated December 25th shows the boy and his father seated on the little Darracq about to commence the drive from London to Dumfries. They promised an account of their journey but, alas, this must have appeared in 1908, so we close Mr. Hann's old volume without knowing whether or not they made their destination!—W. B.

[Perusal of old motor journals constitutes, for me, one of the joys of living, and if any reader can supply me with copies of *The Autocar* and *The Motor*, not to mention *The Auto*, for the years 1919-1930, loose or bound, to enable me to fill gaps in my collection, I shall be for ever grateful!—ED.]

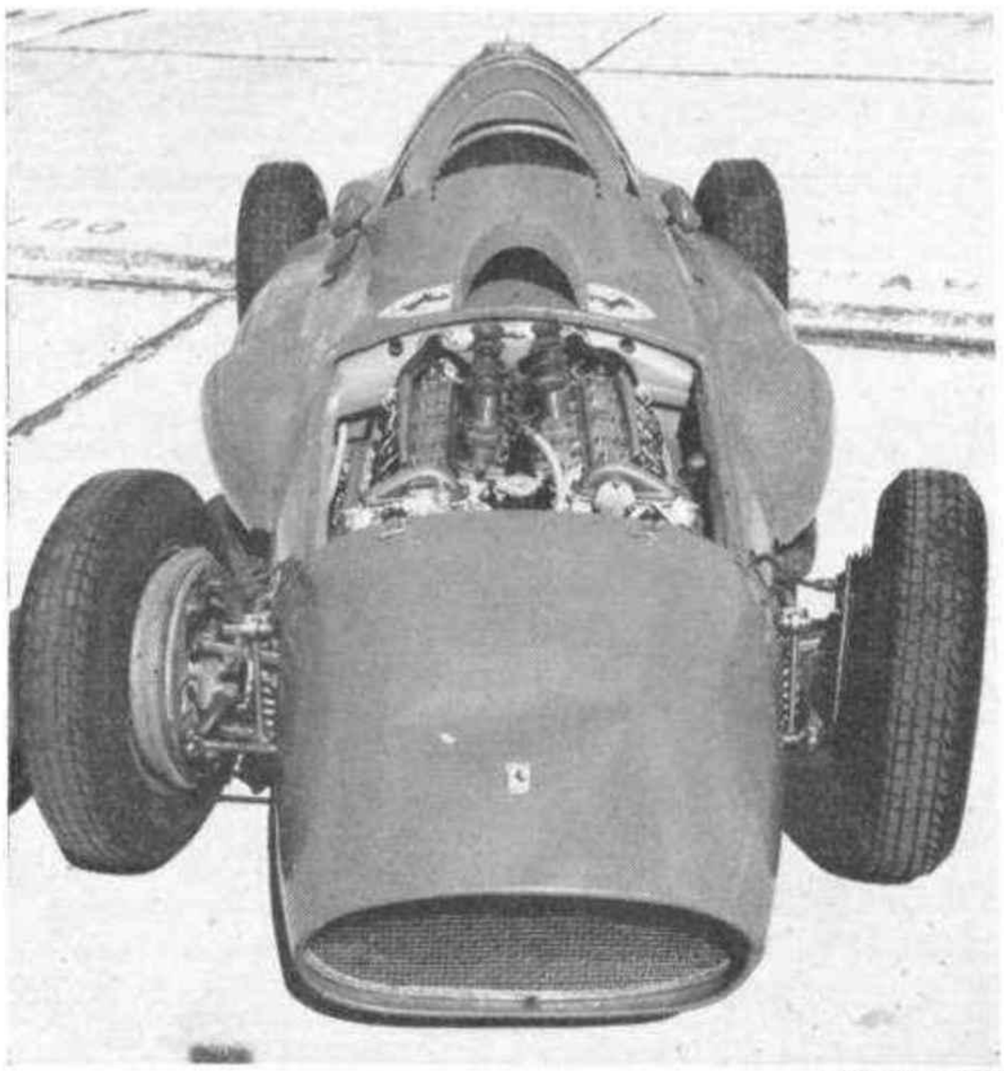
CARS I HAVE OWNED—continued from facing page

fastest car I had owned to date and the shortest period owned. I kept it two weeks only; I can hear thousands of readers saying, " That proves he is crazy." All I can answer briefly is this. The TR2 is just as sound, fast and stable as it is claimed to be, but as the Editor put in his road test, " It lacks character." I entirely agree with him (as I usually do). It is most difficult to put into words what this means in relation to a motor car, and it could only be applied to a minority of drivers' reactions towards a car. It may sound quite ridiculous to the majority but, in simple words, it is a kind of human feeling, and applies to many things apart from motor cars—antiques, old houses, good and bad jazz music, home-made bread; or is all this too surrealistic for a motor magazine? I don't mean that character only exists in hand-built cars. A designer can " get through " on a good mass-produced car. I did not lose money on the TR2, and it was a pleasant change to feel the wind in my hair at over 100 m.p.h., but I am no longer an open-sports-car fanatic.

Back to a Continental saloon; for the past four months I have owned a 1955 Simca Aronde, which I am at the moment enjoying very much. As with the majority of French cars steering and road-holding are quite exceptional, especially on wet roads. The performance is extremely good for a 1.2-litre saloon, the engine being smooth, yet having a hard feeling at high revs. The finish of the interior is not outstanding, although I actually prefer the alloy to chrome on the exterior of the Aronde. It's my first column gear-change and seems much better than I expected. In future I shall not condemn until I have actually tried. We must face facts: most good Continental cars seem to have adopted the column gear-change, even the expensive Gran Turismo type, and although I still prefer a floor change a column lever won't put me off in the future. After driving dozens of motor cars I have decided that most Continental cars have that extra something that I like. Whilst driving the Simca I can still feel that superb balance that I felt whilst driving the O.M. Also little things, like the magic wand which sticks out from the steering column on the Simca with which one can control the lights so precisely. My circle of motoring friends are mostly young enthusiasts like myself who all feel that the " Big Five " should not dismiss Continental rivals as being freaks. If the " Big Five " continue with their smug attitude, the so-called " freaks " will only be made in this country! It is quite amazing that after marketing a delightful little conventional motor car which is acclaimed by enthusiasts and lay motorists the world over as a winner, a large British manufacturer decides that the public is wrong, and that this car should be improved (*sic*) by fitting a new engine two sizes too small, and gear ratios of a motor scooter.

So that's my total of cars to date. I don't really regret having owned any of them as one can only learn the hard way. It has cost me a lot of money but I have gained valuable experience and knowledge of driving, also a bit about mechanics and a lot about car dealers, and I've had a tremendous amount of fun.

THE ARGENTINE SEASON



[*Photo by Kirbus*

GRAND PRIX SPECIAL.—One of the Scuderia Ferrari Super Squalo cars fitted with a Lancia V8 engine. The compact eight-cylinder four-overhead-camshaft unit certainly fills the available bonnet space. The intakes of the four double-choke downdraught Solex carburetters protrude into a tunnel on the bonnet top.

WHILE the Northern hemisphere was suffering from ice and snow and freezing winds, way down in Argentina the motor-racing season commenced with two World Championship events and a Formule Libre event under warm skies.

The first race, on January 22nd, was the Grand Prix of the Argentine, held on the Buenos Aires Autodrome circuit of 4 kilometres to the lap for a duration of three hours. Only the Ferrari and Maserati teams competed, Mercedes-Benz sticking to their withdrawal from Grand Prix racing and Gordini and the three British teams being unable to stand the financial or time strain of such a trip. The B.R.M. team sent their number one driver Hawthorn with their Maserati, the B.R.M. itself not yet being ready, while the new Vanwall was still being tested at Goodwood. Maserati sent a large number of their 250/FI cars virtually unchanged from last season, while Ferrari took an assorted collection of available parts assembled into various forms of Grand Prix cars. Having all the Lancia cars and pieces as well as his own cars, Ferrari rang all the possible changes and tried the lot in a hit-or-miss experiment that proved to be successful. There was the normal D50 Lancia V8, a normal Super Squalo Ferrari four-cylinder, a Super Squalo fitted with a Lancia engine, a D50 Lancia fitted with Super Squalo-type de Dion rear end with high-mounted roll-free transverse leaf-spring and rear fuel tank, on which car the exhaust pipes extended sideways through the fuel-tank pontoons, only a small portion at the front of each pontoon being used for reserve fuel, and a shortened version of the Super Squalo with larger tail tank in place of the pannier cockpit tanks.

The works Maserati drivers were Moss, Behra, Gonzalez (making a welcome return), and Menditeguy, and they were opposed by Fangio, Castellotti, Musso, Collins and Gendebien representing the Ferrari stable. In spite of the variety of cars the two teams would appear to be extremely evenly matched as they are with regard to drivers, and though Fangio won the Argentine Grand Prix he spun off the course twice in doing so and used two cars, taking over from Musso when his own blew up. He admitted freely that he had not had to drive a Grand Prix car so near the limit for a very long time. During the three hours of racing the lead was juggled about amongst Musso, Gonzalez, Menditeguy, Moss and Fangio, so it will be seen that if the 1956 season goes to plan we shall not have to suffer any more " demonstration runs " like those of 1955.

The Formule Libre race was held on February 5th at Mendoza, some 600 miles from Buenos Aires, on another 4.18-kilometre artificial Autodrome circuit for 60 laps. The same teams competed and the race was a repetition of the Buenos Aires one, with nothing a foregone conclusion. Fangio was again the winner, but he had to work for his victory, while the Lancia/Ferrari combinations, like the Maseratis, were far from perfect or reliable. At the moment it is true to say that almost anyone could win a Grand Prix race and not for some time has the issue been so wide open. When the British and French teams join in later on in the season we should see some really interesting and exciting racing.

On January 29th, on a circuit comprising some of the Buenos Aires Autodrome and a length of double-track road outside, making a lap of 9.5 kilometres, a 1,000-kilometre sports-car race was held, being the first round in the Manufacturers' World Championship. Both Italian teams participated as well as many locals, and it was yet another Ferrari/Maserati battle, the main adversaries being the new 4.9-litre V12 Ferrari short-chassis model and the Maserati 300S, the 3-litre six-cylinder derivation of the Grand Prix car. Of the 26 cars which started only 11 finished and to make up for the loss of the Argentine Grand Prix Maserati won this sports-car event, the winning car being shared by Moss and Menditeguy.

Results :

ARGENTINE GRAND PRIX—January 22nd—Three Hours

1st : J. M. Fangio/L. Musso (Lancia-Ferrari) ... ... 127.9 k.p.h.
2nd : J. Behra (Maserati).
3rd : J. M. Hawthorn (Maserati).
4th : F. Landi/G. Guerini (Maserati).
5th : O. Gendebien (Ferrari-Lancia).

1,000-KILOMETRE SPORTS CARS—January 29th

1st : S. Moss/C. Menditeguy (Maserati 3-litre) ... ... 154.7 k.p.h.
2nd : O. Gendebien/P. Hill (Ferrari 3.5-litre).
3rd : J. Behra/F. Gonzalez (Maserati 3-litre).
4th : A. Tomaso/C. Tomaso (Maserati 1.5-litre).

MENDOZA GRAND PRIX—February 5th—251 Kilometres

1st : J. M. Fangio (Lancia-Ferrari) ... ... 133.7 k.p.h.
2nd : S. Moss (Maserati).
3rd : J. Behra (Maserati).
4th : C. Menditeguy (Maserati).
5th : P. Collins (Ferrari).

A CONNAUGHT TALK

ON Friday, January 27th, the two brains behind Connaught Engineering, Rodney Clarke and Mike Oliver, gave an informal talk to the Hants & Berks Motor Club. Unlike most talks this was impromptu, the subjects being provided by the audience, the speakers enlarging on the question once they had been given a lead. As a result of this the audience listened to things that interested them rather than those that interested the speakers and also some absolute " gems " of information slipped out which would never have appeared had the talk being prepared beforehand.

Questions about engine development and the memorable trip to Syracuse were dealt with by Oliver, while those referring to chassis design, testing and general policy were the province of Clarke. The efficient way in which the two of them co-operated in their replies was indicative of the perfect harmony that exists in this small but effective design team. Being immediately after the Monte Carlo Rally, the story of the journey to Sicily with a Ford Zephyr and two A.E.C. coaches which the Connaught team undertook, made that Rally seem no more arduous than a drive from London to Brighton. On technical subjects Oliver gave some interesting reasons as to why the S.U. fuel-injection system was dropped in favour of Weber carburetters. One of the biggest problems was that racing conditions could not be reproduced on the test-bed, while the injection-pump control unit was quite incapable of dealing with the conditions brought about by an unsupercharged engine with very large valve overlap. Clearly it will function on a supercharged engine, but on a normally aspirated engine it required so many over-riding controls to deal with special circumstances, such as the manifold depression on tick-over with the throttle shut, which the S.U. unit could not differentiate from the depression caused by a wide open throttle at low revs, that, in Oliver's words, " by the time all the over-riding controls had ridden over each other, it was too late." It was generally agreed that injection into the ports was not satisfactory with a racing engine running with extreme valve timing; injection into the cylinder was the best method. The Alta engine as used by

Connaught was only modified by them as regards the cylinder head, valve gear, porting, etc., the basic unit supplied by Geoffrey Taylor most satisfactory.

On the subject of road-holding Clarke admitted that the prototype Connaught Formula II car back in 1950 was a very hit or miss affair, and they learnt about road-holding from practical application. He did admit, however, that the seeds of his knowledge were sown by reading a treatise published in 1937-38, written by Maurice Olley. Practical application, together with the workshop ability of the Connaught mechanics, enabled ideas to be tried rapidly and results obtained reasonably quickly.

When asked about the future the reply was that no change had been made and conditions were the same as at the end of the 1955 season. However, neither speaker looked unhappy, in fact, there was an air of satisfaction about them with regard to the financial future.

The brains of Connaught Engineering left the Hants & Berks members with a feeling that the successes of Connaught cars had been brought about by hard work, clear thinking, a logical approach to basic engineering problems and sheer enthusiasm for motor racing. It was very obvious that both designers were very capable and able to avoid wastage of time due to " knowing all about everything," their approach to a subject being remarkably logical and emanating from basic facts rather than personal preferences and " bees in the bonnet " which a lot of designers suffer from.—D. S. J.

SNETTERTON ON MARCH 25th

The racing season opens on March 17th with a Goodwood Members' Meeting and on March 25th comes the first National Race Meeting at Snetterton. Racing commences at 2 p.m. (entries close March 17th, to Mr. Sear, Little Rowley, East Harling, Norwich), and there will be seven races, one a Lotus-only handicap, the others being two five-lap races for 1½-litre and unlimited sports cars; a 10-lap race for sports/racing cars up to 1½ litres; a 15-lap F. III race; a 15-lap unlimited sports/racing cars event; a 10-lap handicap for all sports/racing cars. Some of the races will be divided into classes, while the sensible arrangement will be adopted of segregating sports from sports/racing cars, so that, for instance, an XK120 will not have to compete with a Lotus! At the time of writing Oliver Sear tells us he hopes to receive entries from Scott-Brown in the new Lister-Maserati, which is lighter than last year and carefully tuned for Brian Lister by Don Moore, Duncan Hamilton, Cliff Davis, John Ogier in his new Tojeiro, and the Ecurie Ecosse D-type Jaguars, of which Titterington's holds the sports-car lap record. Chapman will no doubt try out a new Lotus; he now laps nearly as fast as the B.R.M. did in 1953! Practice will take place from 10 a.m. to 1.30 p.m. on race day with a break from 11 a.m. to 12.30 p.m. to avoid disturbing local church services—an excellent move which we hope all present will respect. Snetterton circuit has a lap distance of 2.71 miles and is 90 miles from London on A 11. Get there early chaps but don't drive like maniacs!

CASTROL " ACHIEVEMENTS "

First produced in 1909, the booklet of annual competition successes achieved by users of Castrol oil is of the former high standard. The latest edition runs to 48 pages and is packed with pictures of the Sport on two wheels and four, from which we are reminded that Mercedes-Benz last year used Castrol in winning five out of six *grandes epreuves* and gaining the Sports-Car Championship, that the European Touring Championship was won on Castrol for the third year in succession, and that other notable users were Porsche, Aston Martin, Geoff. Duke, Hermann Muller, Willi Faust, etc. The pictures include close-ups of Fangio and Moss, while our Continental Correspondent, who partnered Moss in the Mille Miglia victory, features in several pictures, including one of the coloured cover illustrations. Incidentally, is it not illuminating that in an age of new visco-static, detergent, anti-oxidant, multigrade, heavy-duty lubricants, that the aces depicted in this book continue to use Castrol? You can obtain a free copy of " Achievements—1955 " by writing to C. C. Wakefield & Co., Ltd., 46, Grosvenor Street, W.1, mentioning this paper.

* * *

BUGATTI O.C. FIXTURES FOR 1956

March 4th	...	Annual Prize-giving Party and Opening Rally.
April 7/8th	...	Testing Weekend—Prescott.
May 5/6th	...	International Hill-Climb—Prescott.
June 9/10th	...	Members' Hill-Climb—Prescott.
July 28/29th	...	Inter-Club Meeting—Prescott.
Sept. 8/9th	...	International Hill-Climb—Prescott.
November 23rd	...	Annual Dinner and Dance.
December 1st/2nd		Winter Rally.

* * *

V.S.C.C. FIXTURES FOR 1956

March 24/25th	...	Pomeroy Memorial Trophy Competition.
April 7/8th	...	Buxton Rally and Driving Tests.
April 21st ...	...	Silverstone Race Meeting.
April 22nd ...	...	Light Car Trial and A.G.M.
May 5th ...	...	Night Navigation Trial (Devon).
May 12th ...	...	Edwardian and Light Car Rally.
May 13th ...	...	Prescott Hill-Climb.
June 23rd ...	...	Race Meeting (*provisional*).
July 28th ...	...	Silverstone Race Meeting.
September 2nd	...	Madresfield Rally.
October 6/7th	...	Welsh Rally and Trial.
November 4th	...	Eastern Rally.
November 24th	...	Northern Trial.
December 8th or 9th		Southern Driving Tests.

TAKE YOUR CHOICE!—The photograph below, taken this year, shows a breaker's yard in which exist a delectable choice of veteran and Edwardian vehicles. In the front row can be seen, on the extreme left, a weird tiller-steered three-wheeler of unknown make, with rear-entrance tonneau. Next to it is a Sizaire-Naudin with beautiful brass gas headlamps, and the remainder, under tarpaulins, appear to be genuine veterans. In the second row, behind the 7.5 Citroen, is what looks like an Adams of circa 1905, *with a large Edwardian Renault landaulette behind it. There is something extremely low and sporting in the collection at the back, amongst which are two vast Panhard-Levassor closed carriages of about* 1907/10. *The breaker's tow-truck and his open S.S.I can be seen in the background.*



MOTOR

PICTORIA

Thames

" Cats' E

London M.C. C

Monte



AN EARLY ARRIVAL.—F. W. Scott's Hillman Minx draws in to the control outside Ferryfield on the 1956 " Cats' Eyes " Rally. A sensible precaution on the part of the entrants was to fit chains, as can be seen in the photograph.



TIME FOR SUPPER. —C. D. Boulton in his Healey Silverstone is seen arriving at the Ferryfield car park for the compulsory one-hour-15-minute supper stop incorporated in the " Cats' Eyes " Rally on February 4/5th.



RALLY COMFORT.— The Mark VII Jaguar saloon of J. Pocock with M. J. Sykes as navigator soon after arriving at the Lydd control. Pocock was the winner of Class 1D.

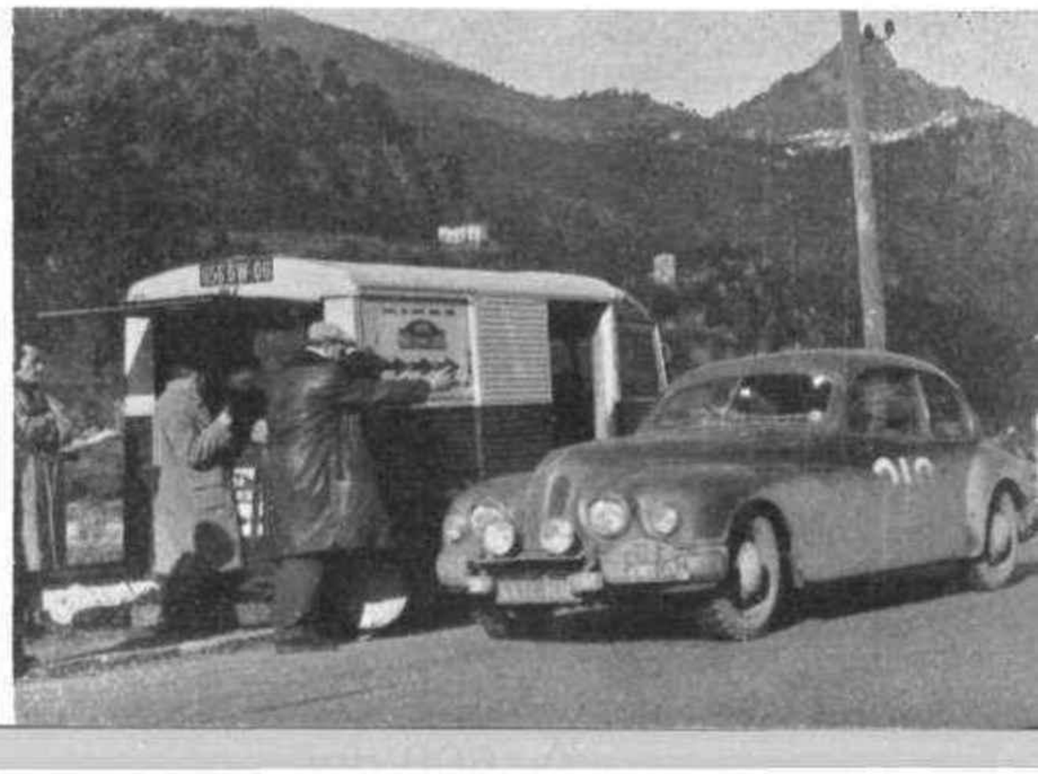


EARLY DAYS.—The Mark III Sunbeam driven by G. C. H. Wilsdon here seen leaving the first stop of the rally, the Spring Tavern, Wrotham, where all competitors were scheduled to attend before continuing southwards.



ON THE WAY.—Again in good weather conditions, the Pe the end of

MEMORIES OF THE MONTE CARLO RALLY.— The Bristol of A. Meredith-Owens and Alick Pitt checks in under a blue sky at the control immediately before competitors swung left to tackle the difficult ascent of the Col du Rochette.



SPORT

AL REVIEW

Estuary C.C.

Eyes " Rally

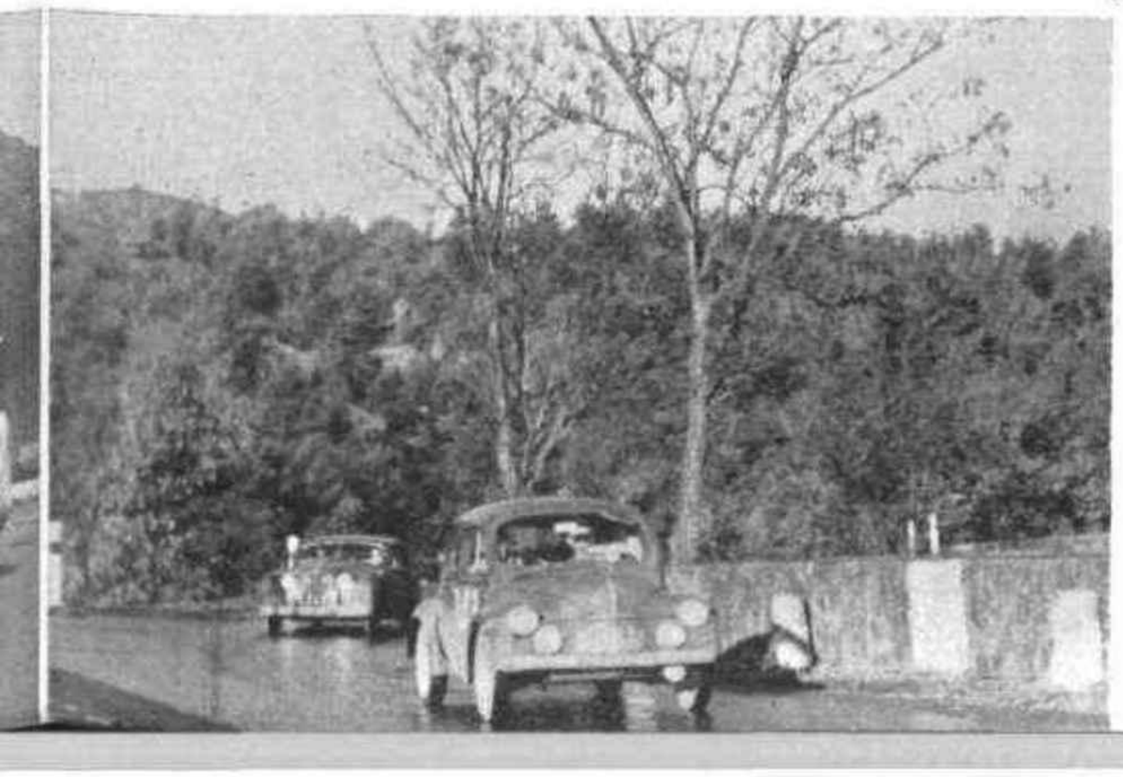
oventry Cup Trial

Carlo Rally



ugeot 403 driven by J. L. Mariage and Andre Berthier gets towards th long journey.

REGULARITY TEST.—A Mk. VII Jaguar follows the Renault 750 of Jean Val and Gaston Panuel in the mountains.



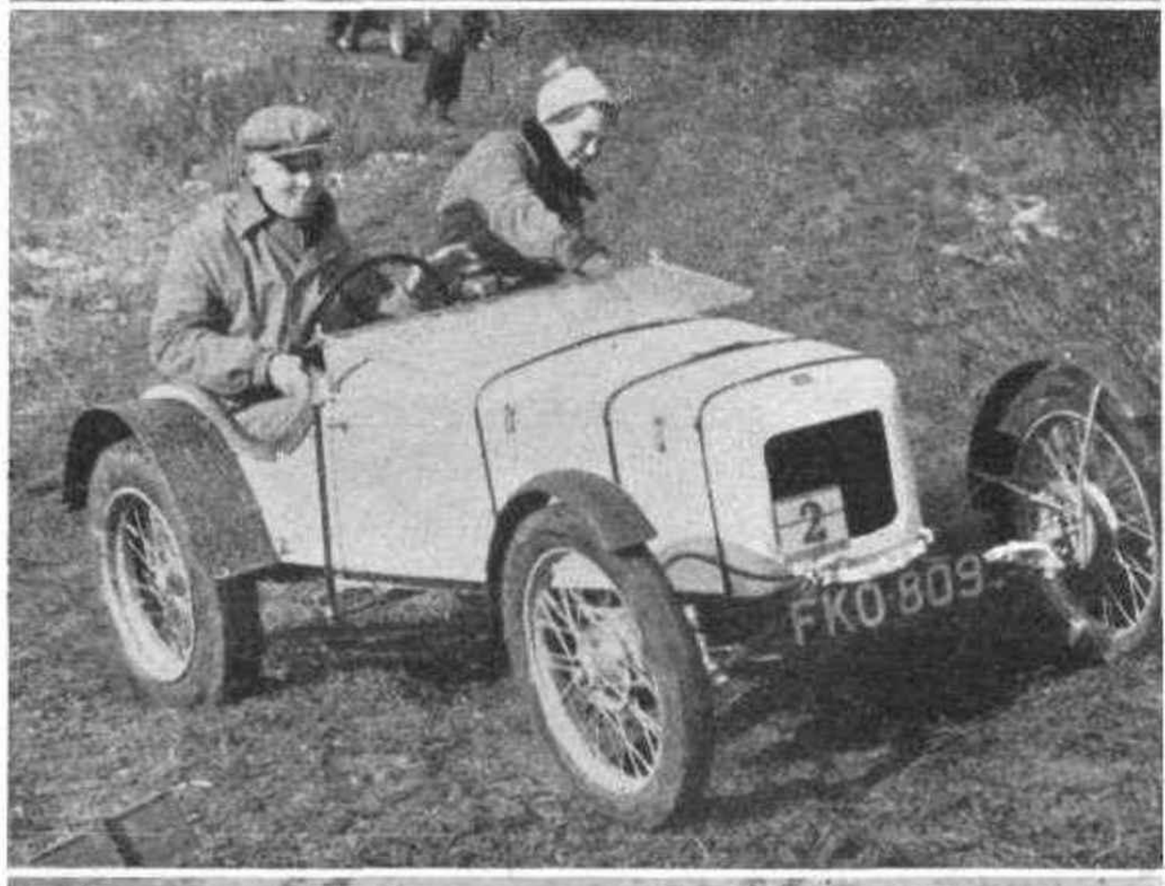
DIZZY DELLOW.—E. A. Stringer's Dellow whirling round the marker during the London Motor Club's Coventry Cup Trial held near Stokenchurch, Bucks, on Sunday, February 12th.



OOPS!!—Energetic movements on the part of his passenger certainly helped G. J. Newman to win the Coventry Cup Trial. His nearest rivals were R. W. Faulkner and P. A. Barden, who received first-class awards.



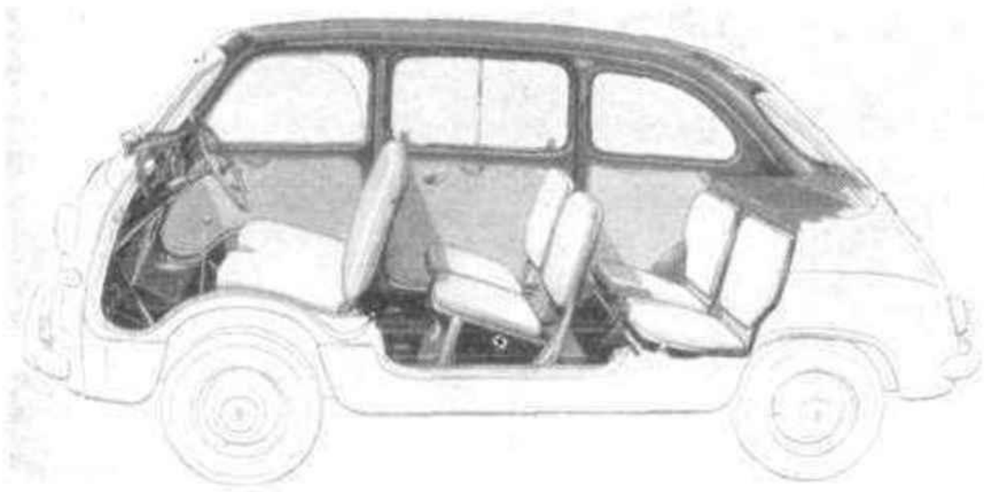
FIRST HILL.—B. H. Dees in his Deeford on the first hill, one which failed most competitors owing to the hard frozen ground which afforded very little wheelgrip.



P.A.B. SPECIAL.—Winner of a first-class award, P. A. Barden in his P.A.B. follows along in the queue for his chance to conquer hill two, at which he was very nearly successful, reaching to section six.



NEW CARS



The 633-c.c. rear-engined Fiat Multipla six-seater.

SEVERAL noteworthy new cars have been released recently. Fiat have announced their brilliant Multipla, which is a tiny car based on the Fiat 600 but with a forward driving position obtained by using 1,100-type coil-spring i.f.s. in place of a transverse leaf-spring, so that six seats can be installed. Various combinations of seating are possible, from two seats forward and a flat luggage floor behind, to the full six seats. The engine is the rear-located 633-c.c. unit, pulling a final-drive ratio of 5.78 to 1, compared to 4.82 to 1 of the 600. The Multipla is a new conception of economy car which should have an enormous following—56 m.p.h. and 40/50 m.p.g. are claimed for Dr. Giacosa's clever four-door *kombiwagen*.

Colin Chapman has introduced a revised version of his famous Lotus, the Mk. II, which is lighter, more efficient and more refined than former models. The space-frame has been revised, and now comprises 1 in. by ⅞ in. round and square-section tubing of either 18 or 20 g., the propeller-shaft tunnel now being a structural member. This frame is some 2 in. lower than before and the engine has been re-positioned to give access to carburetters and rack-and-pinion steering. The swing-axle i.f.s. has been given a lower roll-centre to offset inherent disadvantages of this layout, and the de Dion rear-end has been improved in detail, including provision of a diagonal bracket the equivalent of a 64-in.-long Panhard rod and oil-seals which save approximately ½ h.p.! The body has been reduced in size and weight and cleaned up aerodynamically, the Le Mans version having a head fairing for the driver and fully wrap-round screen. Three versions of the Lotus Mk. II are offered, the 1,100-c.c. Coventry-Climax-engined Le Mans car, giving 88 b.h.p. at 6,850 r.p.m., for which a dry weight of 7¾ cwt. and 230 b.h.p. per ton is claimed; the Club model, with Girling drum instead of disc brakes, a normal rear axle and detachable full-width screen; and the Sports model, similar to the Club model but with Ford Ten 100E power unit. All models will have two doors and 7-in. inbuilt headlamps and a wheelbase of 7 ft. 2 in. Later a detachable hard-top will be available for the Club and Sports models. Chapman will probably instal an enlarged 1½-litre version of Climax engine in his competition cars, giving 100 b.h.p. at 6,200 r.p.m. on a lower (8.6 to 1) compression-ratio. There is also a twin-cam Climax engine in preparation.

Rex McCandless has evolved a Ford Ten-engined sports car with a very lightweight tubular backbone frame, and exciting rumours concern the Sunbeam Rapier, some suggesting that Rootes' acquisition of Singer Motors will see the twin-cam Singer Hunter engine used in the new car, while others flatly deny this.

Renault are about to launch a 5 c.v. saloon on the lines of the present 4 c.v. but with smoother outlines and obviously greater performance, and Fiat have plans for a 400-c.c. rear-engined car, believed to be an air-cooled two-stroke. They are likely to drop the normal 1,100 to concentrate on the TV, but are expected to have a new 2½-litre four-cylinder sports model at the Turin Show which opens on April 21st, where other new models are expected to include a Fiat 1,600-c.c. six-cylinder luxury saloon with torque converter, a 3-litre Alfa-Romeo luxury saloon and a 1½-litre four-cylinder front-wheel-drive air-cooled Lancia, probably in open form.

In this country Aston Martin are believed to have a new car, the DB4/4, on the stocks, using the existing twin o.h.c. engine in a new multi-tubular frame with two main cross-members and disc brakes. Apparently it corners so fast that the wire wheels have been collapsing and special ones from Italy are to be tried.

MORE MINIATURES

On March 1st Meccano Limited released two additions to their range of Dinky miniature vehicles, a Morris G.P.O. van with realistic ladder on the roof and an Aston Martin DB3S sports car. The latter is driven by a white-overalled driver and carries the competition number 22. It is complete with representations of bonnet straps, air-inlets, air-outlets, fuel filler, etc. Look for them in your sports shop. Incidentally, has anyone thought of building stretches of road in the attic or spare room, representative of England, France, Germany, etc., for the display of the now very extensive range of Dinky miniatures?

Among the many wood, plastic, cast-alloy and steel model cars of the "construction kit" type on the market, one of the best we have seen comes from Revell Incorporated, of Venice, California, U.S.A. It is of the plastic pressure die-casting type and is of an open four-seater 1929 Model J Duesenberg, and is one of the most detailed and accurate of these assembly kits. There is a basic floor-cum-chassis onto which the body is fitted, and then every possible component is attached, such as instrument panel, brake and gear-lever, lamps, horns, bumpers, hood, number-plates, mudguards and so on. Under this basic floor are chassis details galore, springs, axles, prop.-shaft and even engine sump and lower half of the gearbox casing, and the road wheels are held in place by hexagonal wheel nuts. All the parts are in smooth plastic and are easily stuck together with Durofix or some similar product, while the painting of the finished car can either be as recommended in the instructions or to one's own choice. There is a great deal of pleasure to be obtained by planning one's own colour scheme and, in spite of the maker's recommendation to the contrary, it was found easier to paint the components before assembly.

Model-car enthusiasts should keep a look-out for the Gé-Gé range of replicas, to a generous scale and with electric propulsion and stub-axle steering, when they are on vacation in France this coming summer. At the present rate of exchange these realistic models cost about 18s. each, and Simca Aronde, Peugeot 203 and Simca Vedette Versailles are included in the range.

CUT THE COSTS CAMPAIGN

Sir Bernard Docker, K.B.E., has formed a non-political "Cut the Costs" campaign to encourage people to attack waste on the part of the Government. In a speech to the Press at the Savoy Hotel on January 26th, he said that last year the Government of the country cost us £940-million, but this year is to absorb some £4,600-million of our money. Sir Bernard hit hard at the Civil Departments and the Services, remarking on the sum of about £11,600,000 spent by civil servants on travel and that just before the war, when the Navy had 133 major ships in full commission it needed 8,118 Admiralty staff to run them, but in 1954, with only 73 ships, the staff numbered 33,788. He cited R.A.F. stores worth £15,900 being sold for £10, and pointed to the strength of the Civil Service, now numbering over 600,000, or two-thirds more than in 1938.

Sir Bernard calls for a reduction in Government spending of 1 per cent. (£46 million) before the next budget and a further 1 per cent. reduction in local government spending dictated by Whitehall—1 per cent. of £1 being slightly less than the cost of a 2½d. postage stamp. He calls on every voter in the country to pelt the politicians with postcards and petitions, to tell them not to waste the people's money, and to sign the Cut the Costs petition.

As motorists are the most heavily-taxed members of the community and as our readers are individualists, we draw their attention to this campaign. Details are available from the Cut the Costs Campaign, 64, Chandos Court, Buckingham Gate, London, S.W.1. (Abbey 6151.)

ROADS CAMPAIGN COUNCIL PRESS RECEPTION

At the Dorchester Hotel on February 1st the Roads Campaign Council held a Press reception. Mr. W. Andrews, Chairman of the Council, made a speech on the lamentable state of British roads, the Government's road programme and the very small sums of money which are being expended on this important problem which is affecting the country's economic situation. A film, "The Great Hold-Up," depicting some of the results caused by these totally inadequate highways was also shown.

In our January issue we omitted to state that the water-injection bomb which we tested was manufactured by Ridley-Industrial, Ltd., of Leamington Spa, and not as previously stated, Stanley V. Lipscombe, of Boveney, Windsor, who is the London agent.

CLUB NEWS

SIX-MILE STABLE

The team for this year will be Cunningham Reid with a new Lister-Bristol, Dimitrie Kasterine, Lotus-Bristol, and Tom Barnard with a Mk. IX Lotus. A Mk. XI Lotus also is on order. The familiar black-and-white colour motif will be retained.

THE FALCON M.C.

On February 10th the Falcon M.C. held their annual dinner and dance at the Homestead Court Hotel, Welwyn Garden City. The guest of honour was Desmond Scannell.

THE BRIDGEND M.C.

The Bridgend M.C. has recently been formed and interested parties should contact T. D. Payton, of Parkhurst, 50, Park Street, Bridgend, Glam.

ELSTREE FLYING CLUB DANCE

On January 27th the Elstree Flying Club held a very informal dance party, a new venture for this enterprising organisation where vintage-car enthusiasts are to be found amongst budding aviators. The Secretary is D. F. Ogilvy, Elstree Aerodrome, Herts.

750 M.C. (SOUTHERN)

On March 21st the Southern Section of this club will hold a film show at the Bell Inn, near Cadnam, Hants.

CAMBRIDGE UNIVERSITY A.C.

Once again the Inter-Varsity Speed Trial will take place this year at Great Dunmow Airfield, Essex. The club was unable to find a more appropriate "vintage-style" course on which to run this event, particularly as the R.A.C. insists on a tarmac surface. The date is March 11th. On March 10th the annual dinner will take place.

VOLKSWAGEN O.C.

At the Café Royal, Regent Street, London, on February 10th the Volkswagen O.C. had their rst dinner party, at which the new Colbourne Baber Trophy was shown for the first time.

NORTH DEVON M.C. ILFRACOMBE RALLY

Previously announced as to take place on April 20th/21st, this event will now be run on April 21st/22nd. Information will be available from G. Hopkinson, c/o North Devon M.C. H.Q., New Inn, Muddiford, near Barnstaple.

ANGLIA & PREFECT O.C.

Persons interested in a club for Ford Anglia and Prefect should contact H. W. Mackinlay, Tollgate Cottage, Crawley Down, Sussex.

CEMIAN M.C.

The 22nd annual dinner and dance was held at the Rembrandt Hotel, South Kensington, on Friday, February 3rd, at which there were approximately 170 members and guests.

THE B.A.R.C. LTD. (S.W. CENTRE) ANNUAL DINNER-DANCE

The annual dinner-dance was held at the Polygon Hotel, Southampton, on February 1st. In his address, Dr. R. Vaughan Havard, Chairman of the S.W. Centre, said that more and more motorists were joining the B.A.R.C., and the wide range of competitive activities the club organises is reflected by the rapidly increasing membership, which now approaches 10,000.

Mr. L. F. Dyer, Vice-Chairman of the B.A.R.C. Council, proposed the toast to the guests and recounted many interesting anecdotes of his long association with the club.

The Mayor of Southampton presented Mr. Frank Downs, of Andover, with the Victor Ludorum Trophy, which he now retains, having won it three years in succession. He won it for the best all-round performance in Centre events during the season.

THE SCOTTISH SPORTING C.C.

At Easter the Scottish Sporting Car Club Ltd. will stage the 1956 *Scottish Daily Express* Highland Rally. This event, which has a National permit, follows a long series of trials and rallies held annually by the S.S.C.C.

The first car will start at 8.01 p.m. on Good Friday, March 30th. There will be two starting points—Glasgow and Carlisle. During the night there will be two special navigation sections—one in South-Western and the other in South-Eastern Scotland. Thereafter the route will head north, with the possibility—depending upon weather—of a special mountain section, to arrive at the Rally Headquarters at Pitlochry from about 4 p.m. on Saturday, March 31st.

The Sunday section will be less severe, and will include several interesting driving tests.

On Easter Monday, the final stages of the rally will traverse the Highlands, finishing in the late afternoon at Gleneagles Hotel, where the provisional results will be announced in conjunction with the end-of-rally dinner.

Regulations will be available from W. L. B. Callander, 100, West Regent Street, Glasgow, C.2.

M.G. C.C. (S.W. CENTRE) AND 750 M.C. (SOUTHERN CENTRE) SALISBURY "TRALLY"

The above event was run on Sunday, February 5th, and though the entry was not very large it was generally considered a successful event.

The sudden thaw made the worst possible conditions for the observed sections, though the roads were perfectly dry, and the weather overhead was ideal. This sudden change gave the organisers a headache in rearranging the starting lines and sub-sections in order to handicap the capabilities of the three classes of vehicles. However, this appeared to have been done reasonably successfully, as the first five cars were all within four marks of each other, being two saloons, two sports and one "special" car. Thus it would appear that the "Trally" method of including observed sections, road sections and driving tests in the total marking worked quite well.

The course of 75 miles included two observed sections and a driving test in the morning period, with three observed sections and another driving test in the afternoon.

All competitors (there being no retirements) and most of the marshals arrived at the finish, the High Post Hotel, near Salisbury, where a good high tea was available, together with the results, making John Macklin in the Volkswagen a very deserving winner of the Salisbury Challenge Bowl.

Results :

1st (Salisbury Challenge Bowl) : J. Macklin (Volkswagen), 62 marks.
2nd : R. Stokes (Salmson Special), 64 marks.*
3rd : J. D. Hall (M.G. TF 1,500), 64 marks.* Class 2 award.

** Place decided by time on No. 1 driving test.*

LONDON M.C. COVENTRY CUP TRIAL

Starting at Stokenchurch, Bucks, on February 12th, the London Motor Club Coventry Cup Trial took place on nearby hills; some snow lay on the ground making the already slippery courses even more tricky.

The first special sections were all of a similar nature, competitors having to run up a series of slopes on the side of a hill followed by some gyrations round a marker bin and then further sections. The most spectacular attempts at "mountaineering" were made by G. J. Newman in his Cannon Seven, which is a most potent machine as most trial-goers will know, on this occasion he was fortunate in being able to storm up to the top of some of the hills leaving some of his fellow enthusiasts still struggling on the very early sections. R. W. Faulkner in the Paul Special II was also one of the better climbers, particularly on the first and third hills. P. A. Barden's P.A.B. started off with some snappy motoring on hill one making to section three and section six on hill three.

R. Davis entered again in his Austin Seven-engined car, but failed to get very far, his engine appeared to be a little temperamental and on occasions refused to start, the Paul Special also had the same trouble before the event began, many pairs of legs trotting behind it as they all disappeared towards London, happily to return, however. E. A. Stringer's Dellow was unable to progress very far up the inclines, plenty of power being available at the right place, but no wheel-grip was evident so the car and occupants stayed at the bottom of most of the hills, although they were all trying very hard and deserved credit for putting up such a sporting effort against seemingly impossible odds.

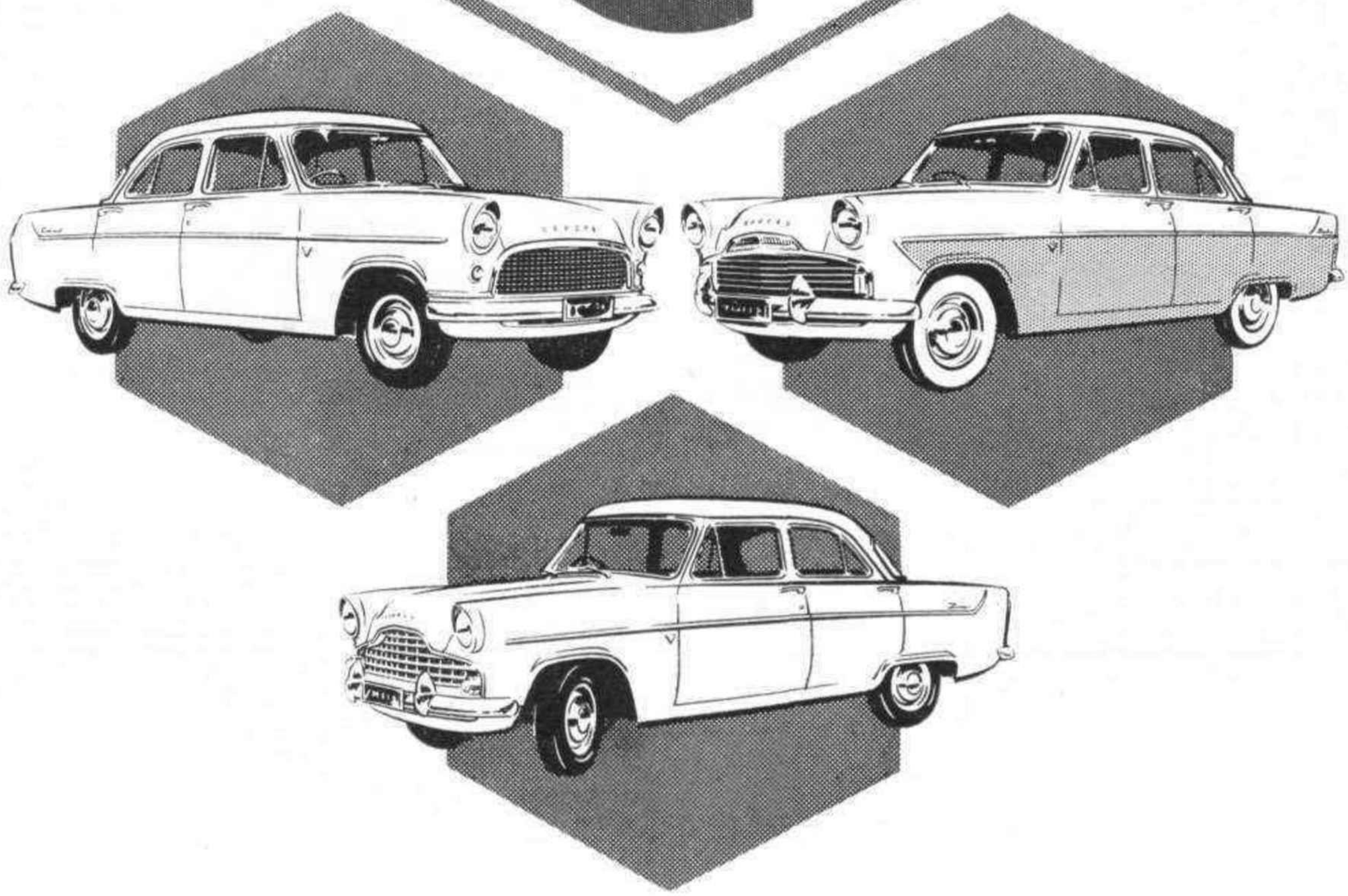
The Concours d'Elegance Cup should be divided between P. A. Barden, G. R. B. Clarke and G. J. Newman in their P.A.B., Deeford and Cannon Seven, respectively, for smart and well-finished cars; despite a shower of sleet during the pylon circulating test the weather held for traditional February trials fun.—I.G.

For their new models and every Ford ever made

FORD

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WAKEFIELD Castrol MOTOR OIL



RUMBLINGS

I.F.S. FOR THE FORD POPULAR

Before the war Leslie Ballamy was well known wherever special-builders gathered to discuss their art, because not only had he built several specials of his own conception, but he supplied independent front suspension for Austin Seven and Ford cars. This L.M.B. suspension, which achieved independence very simply by cutting the axle-beam in two and pivoting the separate half-axles which resulted, was widely discussed in its relationship to the more professional i.f.s. systems then appearing on popular makes of British cars.

It was simple, but it worked, this L.M.B. i.f.s. and, although intended for cars with transverse leaf-spring front suspension, Ballamy adapted his system to a G.P. Bugatti, to the 2-litre V12 G.P. Delage owned by the Conan Doyles, to a 3-litre Bentley and other cars. It came to be used, after expiry of the original patent, by Sydney Allard on his Allard cars and is employed today by Colin Chapman for the front end of his amazing Lotus.

The writer remembers well those pioneering days at the L.M.B. establishment at Clapham, when a cine-film of an Austin Seven fabric saloon—a vehicle ancient even then—scuttling up and down the pavement of a London square was used to demonstrate the flexibility and stability imparted by its split front axle, and of how Ballamy built himself a neat Austin Seven road-equipped Special with an airship tail, its body composed cunningly of *papier-maché*, made by pasting layers of discarded weekly motor journals over a wire-mesh frame.

Dick Seaman, then at the height of his fame, had a Ford V8 coupé fitted with a Ballamy suspension and Columbia two-speed back-axle, and Ballamy tuned a number of different Ford models, supercharging them in some cases, which he drove in M.C.C. trials and at B.O.C. speed trials, etc. These researches culminated in a compact and efficient L.M.B. trials-special, forerunner of the trials cars of today.

The war saw Ballamy devoting his restless energy to research away from the motor-vehicle field, but he has now returned, as it were, to his first love.

On January 31st he threw a party for the Press at Ottershaw to announce a new L.M.B. "Supersprung" suspension primarily intended for the Ford Popular, but also applicable to small Fords back to about 1938.

The conversion unit consists of a standard Ford axle-beam which is divided in the centre, the halves being provided at their inner ends with housings which carry Silentbloc bushes.

These bushes are hinged on a bracket situated under the main spring and secured in place by the spring clips. The bracket virtually forms part of the chassis, on which the axles swing, providing a track width of 48 in., instead of the standard width of 45 in.

The radius rod is similarly divided at the rear end, and hinged by Silentbloc bearings from a bracket which replaces the normal radius rod ball housing. Thus each half of the axle and its corresponding half radius rod forms an independent wishbone swinging about a fore-and-aft horizontal axis.

The main transverse leaf spring, 3 in. longer than the normal front spring, is secured at its ends by the standard Ford shackles and bushes. Hangers extending above and forward of the main spring carry shackles which support a very flexible auxiliary inverted transverse leaf spring pivoted at its centre under the main bracket. From the rear of the bracket extend two slave arms, hinged on hardened pins carried in self-oiling bushes. At their outer ends these arms support a steering link to which are secured the inner ends of a divided track rod. These ends take the form of a special ball joint, the centres of which lie on the axes of the axle-radius-rod wishbones, to secure correct steering geometry.

The suspension has an effective periodicity of 89, compared with 123 for the standard spring.

The drag link is connected to the steering link through a special Silentbloc bush at one end, and to the steering box by a ball joint at the other end.

The brake cables, which are of equal length, are connected to a special compensator assembly carried in a protected position behind the main bracket, and are operated by a lever through the normal brake rod.

The new rear spring is 2 in. longer than standard and has a periodicity of 110, compared with 130 for the standard spring.

The Panhard rod, which is 36 in. long between centres, is mounted between the rear spring hanger on the near side, and a special bracket secured by the main spring clips which extends to the off side. Silentbloc bushes are employed.

No alteration is made to the Ford stub-axles or hubs as it is considered that the materials employed are adequate to resist the forces set up by the gyroscopic precession which is inherent in swing-axle i.f.s. Moreover, the Ford Motor Company apparently approves, having no reason to frown at an improvement on their suspension, which is adequate in standard form when it is remembered that the Popular is the least-expensive car on the market.

There is no doubt that this suspension system has softened the ride of the Ford Popular quite noticeably, so that no longer will auntie, riding on the back seat, be advised to remove her teeth before the ride begins, while increased stability when cornering will appeal to the enthusiast. The price of this "Supersprung" suspension conversion is £37 10s., providing the existing axle, spring and radius-arms are returned at the time of ordering. The "Supersprung" set bolts up in place of the original suspension components and any Ford agent should be able to make the change-over in a couple of hours, for a matter of a few pounds.

The makers are L.M.B. Components, 5, Albury Road, Guildford, Surrey. (Guildford 66584.)

* * *

CLEARING THE GOOD NAME OF BOSCH

In my article "My Year's Motoring," in the January issue I recounted how the Bosch windscreen-wiper on my Volkswagen ceased to function at a very inopportune moment. Bosch Ltd. have since suggested that a mistake may have been made, as later VWs were not equipped with wipers of their manufacture. I am delighted to be told this, because I had previously held Bosch electrics in the highest esteem, recalling the infallible reliability of Bosch magnetos on Edwardian Hispano-Suiza and vintage 12/50 Alvis cars, for example, so that my disillusionment when the wiper motor of the Editorial hack failed to respond to the switch was not a pleasant thing. Now my esteem is restored in full, especially as the replacement S.W.S. wiper motor has never faltered.—W. B.

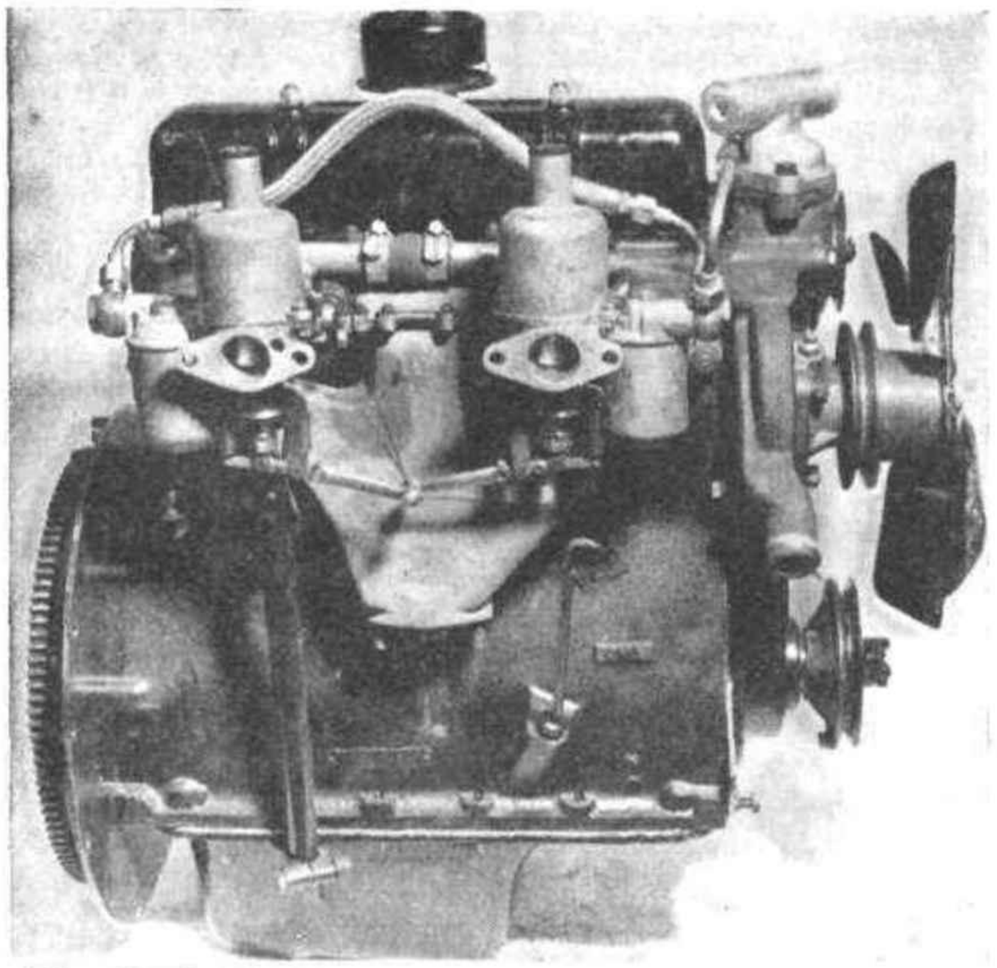
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ALEXANDER-LAYSTALL TEST DAY

It was only about a couple of years ago that Michael Christie found his Morris Minor too "flat" for his taste and got his firm of Alexander Engineering Co. Ltd. to instil into it greater urge. The result was so satisfactory that Mr. Christie decided to put this conversion into production; he has since converted or sold conversion-kits for 700 Morris Minors and Austin A30s. Today his company can supply and fit conversions for Austin A40, A50 and A90 six-cylinder, all the Dagenham Ford range, M.G. types ZA, Y, XPAG and XPEG, Morris Cowley, Oxford Series II and Isis, Standard Eight and Ten, Wolseley 4/44 and Nash Metropolitan. It is likely that a conversion for the Hillman Minx will soon be available.

In the past MOTOR SPORT has sampled Morris Minor and Standard Eight cars converted for increased performance by the Alexander Engineering Co. Ltd. and we are satisfied that a very reasonable improvement in acceleration and speed is obtained with very little deterioration in fuel consumption, and with full retention of reliability. This last-named aspect, not always evident when mass-produced vehicles are subjected to specialist tuning, is emphasised by the notable fact that the Standard Motor Co. Ltd. fully approves of Christie's modifications, so that fitting them in no way impairs the customer's guarantee. Before granting this, the manufacturers covered a considerable mileage with the conversion, even to experimenting with compression-ratios of almost 10 to 1 when no abnormal bearing wear was discovered over a distance of 15,000 miles, although this compression-ratio is appreciably higher than that used for customers' conversions.

The test day arranged at Chalgrove Aerodrome, Oxon, on February 1st, proved enlightening to journalists able to think clearly and drive quickly in the prevailing Siberian conditions, because Alexander and Laystall had placed at our disposal eight representative converted cars for driving flat out round the circuit. These vehicles were thrashed round by the assembled company for a couple of hours and only one gave trouble—a Morris Oxford suffering frozen brakes as Gordon Wilkins was about to rush away in it. On the longest straight along which a standard Volkswagen reached 55 m.p.h. (2,700 r.p.m. in top) we assisted a fellow scribe to take engine-speed readings with a Crypton electric r.p.m. recorder working off the ignition system. The converted Nash Metropolitan with 4.2 to 1 back axle reached 4,500 r.p.m. in top gear, equal to 69



AN ALEXANDER-LAYSTALL "WINNER."—The two-carburetter conversion for the Standard Ten engine, as used on last year's works rally cars.

m.p.h., a converted Ford Zephyr laden with every conceivable item of rally equipment 4,400 r.p.m. in overdrive (90.5 m.p.h.), a twin S.U. A30 with 8.25 to 1 compression-ratio, modified head, special valve springs and 4.625 to 1 axle ratio managed 4,300 r.p.m. (60.5 m.p.h.) and a Standard Eight with the two-carburetter conversion and normal back-axle ratio clocked 4,850 r.p.m. (64.5 m.p.h.). It was impressive to see over 5,000 r.p.m. come up easily in the indirect gears on some of the cars, the Standard revving happily to some 6,000 r.p.m.

Time did not permit of taking acceleration figures, but the following are those claimed for various cars:

	Standard	*Conversion*
AUSTIN A30:		
0—30 m.p.h.	10.2 sec.	6.7 sec.
0—50 m.p.h.	18.0 sec.	17.2 sec.
Maximum speeds	61.6 m.p.h.	70 m.p.h.
AUSTIN A90 (six-cylinder):		
0—30 m.p.h.	5.3 sec.	4.2 sec.
0—50 m.p.h.	12.9 sec.	9.7 sec.
Maximum speeds	85.7 m.p.h.	98 m.p.h.
FORD CONSUL:		
0—30 m.p.h.	6.3 sec.	4.0 sec.
0—50 m.p.h.	17.2 sec.	11.2 sec.
Maximum speeds	72.6 m.p.h.	84 m.p.h.
FORD ZEPHYR:		
0—30 m.p.h.	6.2 sec.	3.2 sec.
0—50 m.p.h.	14.8 sec.	8.8 sec.
Maximum speeds	79.8 m.p.h.	98 m.p.h.
M.G. MAGNETTE:		
0—30 m.p.h.	6.1 sec.	6.0 sec.
0—50 m.p.h.	15.9 sec.	13.0 sec.
Maximum speeds	79.7 m.p.h.	92 m.p.h.
MORRIS-OXFORD:		
0—30 m.p.h.	6.9 sec.	6.2 sec.
0—50 m.p.h.	18.5 sec.	15.0 sec.
Maximum speeds	74.2 m.p.h.	84.1 m.p.h.
STANDARD 8-H.P.:		
0—30 m.p.h.	8.7 sec.	5.1 sec.
0—50 m.p.h.	24.4 sec.	14.25 sec.
Maximum speeds	62 m.p.h.	75 m.p.h.

At the lunch at the Shillingford Bridge Hotel which followed this Test Day, Mr. J. R. T. Gibson Jarvie explained the Alexander-Laystall link-up. Laystall, he said, had for a long time been well-known specialists in tuning popular makes of cars and supplying special components for competition work. Some time ago he found that he required space at the Ewer Street works for other purposes and consequently it was decided to marry Alexander Engineering Co. Ltd. and Laystall Ltd. so that this side of the Laystall business would not be lost. In future Alexander will sell and supply conversion sets, which comprise the engine modifications, changed axle ratios and some chassis specialities such as anti-roll bars for the small Standards and suspension modifications for the B/C series of B.M.C. cars, and Laystall will undertake the machining work.

Michael Christie said his aim was to provide maximum performance improvement for minimum cost, an example being the Standard Ten conversion which was used on the "works" cars in the 1955 Monte Carlo Rally and enabled Standard to win last year's R.A.C. Rally outright and collect the Team Prize, the conversion being exactly the same as that which he fits for £40. He believes in somewhat over-gearing converted cars, to sustain low engine wear, although low axle ratios undoubtedly provide more impressive "paper" performance figures and better fun on the road. In this respect one B.M.C. model was found to develop valve-bounce at a mere ¼-throttle in standard trim! He uses genuine B.M.C. parts for Alexander conversions to B.M.C. cars, only non-moving parts such as manifolds, pipes and connections being of other than B.M.C. manufacture. Christie said he has found the brakes of standard models quite satisfactory with the increased urge, unless the customer takes daily trips down an Alp, when special brake linings may be desirable.

Christie likes his clients to run their converted cars on B.P. Super or Shell I.C.A. petrol and to use B.P. Special Energol Visco-Static or Shell X-100 10W/30 oil, remarking that it is only since the advent of good-quality petrols, post-war, that the tuning of mass-production engines has been given full scope. He can provide at Haddenham a 24 or 48-hour fitting service of his engine conversions, which range in price from £35 to £75. Kits are available for owner-fitting or Export and besides the Handa overdrive which Alexander-Laystall fit to B-series B.M.C. cars Christie hopes soon to apply the small Laycock de Normanville overdrive unit to other popular cars.

Alexander-Laystall certainly offer much of interest to those who, as Mr. Gibson-Jarvie put it, require more distinction in their cars than is provided "by having bug-scarers front and back" or tuning conversions which increase little more than exhaust noise. They quote as a typical example their conversion of the o.h.v. Morris Minor, which, it is claimed, improves acceleration to the extent of 10 sec. off the 0-50 m.p.h. time while improving fuel consumption by 10 m.p.g. at a steady 40 m.p.h. [not that customers are likely to want to keep to a steady 40!—ED.], for an outlay of £57 10s.

Details are available from Alexander Engineering Co. Ltd., Haddenham, near Aylesbury, Bucks. (Haddenham 345).

* * *

OFFICIAL SERVICE FOR THE VW

The phenomenal success of the Volkswagen is not a topic which MOTOR SPORT is alone in emphasising; many other papers have realised the import of the car from Wolfsburg including the *Daily Telegraph*, which, in a leading article on February 2nd, showed that "on the road" figures in Belgium, Holland, Denmark, Norway, Sweden and Switzerland alone, during 1955, added up to 63,700 VWs, the best-selling comparable car from this country being Ford, with under 20,000 sales.

One reason for this epoch-making sales success of the German car is the availability of spare parts and the after-sales service. An American friend of ours, who is plum-crazy about his VW, tells us that in an outback town in the States, of about 6,000 inhabitants, they had their VW service and spares depot before they got a main post office. It has, indeed, been VW policy to send the spares out ahead of the cars.

In this country dealers are encouraged to stock a full supply of spares and to send their mechanics to the VW mechanics school to study the specialised art of administering to this unconventional car. As in all things, however, the ultimate result depends on the conscientiousness of the garage concerned, and consequently Volkswagen owners are met who speak of good, indifferent and downright bad service, as the case may be. We have asked for such a simple spare as the key which locks the fan pulley to the dynamo spindle at a VW distributor's, only to find the part not in stock, so that an outsize woodruff key had to be filed down to suit.

Recently VW Motors Ltd., in this country, who, incidentally, are independent of the manufacturers at Wolfsburg, undertook an ambitious step to iron out any existing irregularities in the spares system and to provide first-class servicing facilities for owners of this popular car in the London area.

A disused toy factory at Plaistow, near West Ham, which one associates with football, greyhound racing and gasometers, has been turned into an up-to-the-minute servicing and spares depot which would not shame a racing-car factory.

The buildings have a floor space of 50,000 sq. ft and the main hall is in two parts, a spares store of some 8,500 sq. ft. and a vast, well-lit, spotlessly-clean servicing bay. Spares to the value of £100,000 are stocked, the smaller items contained in racks which extend as far as the eye can see on the ground floor, while on the floor above are housed the larger components such as doors, boot-panels, chassis trays, etc., an electric hoist being used to handle them from ground level.

The servicing hall is imposing in the extreme. Lubrication is looked after by Weaver pressure-lubricating equipment delivering Shell oil and grease, cars being lifted on Becker hoists as used at Wolfsburg. Behind this six-car lubrication bay are two large framed lubrication charts, one for the private car, the other for the Micro-commercial vehicles, which can be illuminated at the touch of a switch, enabling the operatives to check exactly the location of all lubrication points and the correct grade of oil or grease to use.

Beyond this bay, along the wall, is the servicing equipment. Matra engine and axle stands are used, adjacent to which are trays to receive dismantled parts, thus obviating the placing of any parts, large or small, on the floor, which remains thereby as clean as that in any racing-car assembly shop. Matra tool-kits are used, brought by the mechanics to the job, so that the correct VW tools are always at hand, other tools and equipment being contained in specially-fitted cabinets along the wall. Complete cars are wheeled about on tubular four-wheel, rubber-tyred trolleys, enabling them to be packed close for storage and to be moved without recourse to the engine. A Crypton battery-charger, Black and Decker electric grinding-wheels and multiple electric drill, etc., complete the work-shop equipment. Dirty components are immersed for cleansing in a Laycock air-speed detergent washing bath, the mechanic, who wears rubber gloves, placing his arms through holes in the top of the casing for the purpose of cleaning axles, crankcases and similar components. In this way a high standard of cleanliness is ensured and dermatitis is safeguarded against.

The emphasis, indeed, is on cleanliness and the lofty hall is lit largely by natural light, augmented by neon lighting, and heated effectively by overhead heaters.

Four mechanics from Germany instruct their English counterparts —who are essentially skilled fitters as distinct from assemblers—in the mysteries of VW servicing and it is the intention later to form an instructional school where dealers' mechanics can be trained—up to now a mobile instructional van in charge of factory personnel has toured the British Isles for this purpose.

Another aspect of the Plaistow servicing depot is a two-car Tecalemit water-detergent car washer, on which VWs are raised on Becker lifts for efficient pressure-cleaning of the undertray, etc. A paint shop is to be added, in which a proper factory respray will be possible, with a drying-room to accommodate four cars, so that a capacity of four resprays an hour should be achieved.

The system is that Plaistow supplies main distributors with spares and they in turn feed their area dealers, but this new depot is open to the public for servicing and the supply of any VW spare over the counter, and is open up to 4 p.m. on Saturdays. As Plaistow station is only 20 minutes' journey by rail from the West End, London Volkswagen owners will find the facilities offered convenient to them, while access from the East of England is easy and from the South is *via* Blackwall Tunnel or Woolwich Free Ferry.

It is to Plaistow that imposing train-loads of brand-new Volks-wagens for distribution throughout the country arrive at a siding. Here they are unloaded down a sloping ramp and cleaned and polished, and the Exide batteries fitted, ready for collection by the distributors' agents. For this purpose two petrol pumps, supplying Shell and B.P. Super, have been installed adjacent to the siding. A huge illuminated sign lights the side of the main building, the doors of which have electrically-controlled roller-shutters, a smaller building contains spacious newly-decorated offices, and Flexiglass VW badges enhance the outer walls.

Some people, seeing these long train-loads arriving from the docks and the new illuminated sign shining from the Plaistow depot may regard Volkswagens as invaders, damaging to British trade. Mr. J. J. Graydon, Managing Director of VW Motors Ltd. in this country, states, however, that Volkswagen imports will not exceed 2 per cent. of the total annual British car registrations. Thus, this year, he aims to bring in about 6,000 vehicles, of which one-sixth will be commercials. Incidentally, the favourite VW colour is strato-silver, 60 per cent. of the orders being for cars so finished. Mr. Graydon expects to have the Karmann coupé over here by the summer. In the meantime, as this new servicing and parts depot gets into its stride, under the management of Mr. F. Welborn, Volkswagen dealers, distributors and owners can still any qualms they may have had about spares and repairs.



SPACIOUS!—The lubrication-bay in the newly-opened VW service and spares depot at 233, Plaistow Road, E.15, which has a capacity for handling 250 vehicles a week. Becker lifts, as used at Wolfsburg, raise the cars and the Shell oils and greases are fed from storage tanks behind the wall. In front of the second VW from the right of the picture can be seen one of the big illuminated lubrication charts. The spotless condition of the depot would do credit to a racing-car assembly shop.

* * *

THEY SAY:-

"Unquestionably, the impact of German and Italian cars, such as the Volkswagen and Fiat, has attracted overseas sales away from the more conventionally-designed British products. Buyers abroad complain that our manufacturers seem content merely to give their cars a face-lift in appearance year by year instead of tackling fundamental features, such as improved springing, traction, rear engine location, and the elimination of unnecessary gadgets to promote better day-to-day dependability."—The Motoring Correspondent of *The Sunday Times*, January 8th, 1956.

"... long-shot punters are trying to decide which of the motor companies will eventually throw in its lot with Harry Ferguson and his new peasant's car."—"Mammon," writing in *Punch* December 7th, 1955.

"Remembering the chief engineers around the industry who once built their own cars and ran them in competitions, before going on to produce such vehicles as the model-T Ford, the Morris Minor or the Javelin, it would be dangerous to predict for the marque the long future it deserves."—Joseph Lowrey, B.Sc., writing of the Lotus in *The Motor*, February 1st, 1956.

"I like the Series S Bentley because it represents the utmost that automobile engineers can do in providing superlative travel in the light of contemporary knowledge. I use the word "travel" as opposed to "motoring" because I do not find that the two coincide in my mind. It seems to me that the Bentley is moving back again towards chauffeur-driven motoring and that is not for me—yet."—"The Scribe," writing in *The Autocar*, January 27th, 1956.

"Many of us know Salisbury Plain only too well. Surely there are bits of it—I am thinking of an empty space to the east of the cathedral town as I write—that would, without any real disturbance of vested interests, without real annoyance to anybody, make a circular or triangular course with the expenditure of but a trifle of money that would test all the good in cars and tyres and drivers, and that would keep in England money which otherwise is certain to go elsewhere or not be spent at all. I want to see an International series of motor races take place on Salisbury Plain, for I cannot think of a fairer or more suitable spot. This is a very little thing to ask. Just a fortnight's permission to practise before breakfast on a restricted course, and one morning's total occupation of a comparatively deserted highway, leave to erect stands, with an undertaking to compensate local authorities for damage done. Let us obtain this permission, and not only keep British motor road-racing alive, but galvanise it into a prominence hitherto unknown."—"Owen John" writing in *The Autocar* July 14th, 1922.

LETTERS from READERS

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

LESSONS OF THE MONTE CARLO RALLY

Sir,

In reading through recent copies of your publication I have noted with interest the continual battle waged by your paper in search of the facts regarding performance of current vehicles. Particularly, have I noticed the reluctance of certain British manufacturers to submit test models on the basis that your paper will only "praise that which is foreign" and "condemn that which is British."

It would be interesting if you could obtain from returning contestants of the Monte Carlo Rally some details of the mechanical breakdowns and equipment failures, which have called forth comment in today's daily press.

In reading a report I see that one English car had a brake seizure; wheel collapse appears to be common, and also electrical failures. One paper further comments that British manufacturers who wisely entered cars cannot fail to have learned valuable lessons from the Rally. It would seem to me that this might have been so in 1926, but surely these lessons should have been learned by now.

In all fairness, another paper states that failures were also common in Continental cars, but I think that it would be most interesting to have some factual information published on this subject.

One is left with the uncomfortable feeling that the quality of materials in British cars is being constantly reduced in order to try to keep pace with the ever-increasing costs, without raising prices.

I am, Yours, etc.,

London, S.E.21. P. A. Mann.

[We deal with this matter Editorially, but while faults certainly did occur in British cars, to attempt a complete analysis of them is impossible, because information is sparse, especially for British reporters where foreign cars are concerned. Electrical troubles were prevalent, probably due to asking standard batteries, dynamos and other items of the "electrikery" to keep eight or nine powerful lamps, heater, radio, screen-wipers, map-reading lamps and what-have-you going for abnormally long periods. And a British car shed wheels, although its driver has since sportingly explained that this was due to the weight of its crew and of their throttle-feet!—Ed.]

* * *

COMMENT ON ROAD TESTS

Sir,

I have read with some interest your article on the Fiat 600 which appeared in the January issue, but as you receive so many letters it is most unlikely that this will ever get into print! However, my object in writing is to say that whilst your article speaks very highly of the 600, it refers to certain features in an inaccurate way.

You have attempted to give your readers a comprehensive survey by driving some 635 miles over the course of a few days, and the result is an accumulation of statements, mostly right, but others very definitely wrong. To be really accurate, no one can possibly assess an entirely new vehicle by driving it 600 miles. One has to "live" with the car; use it continuously, every day in every kind of weather, and over all kinds of roads and traffic conditions; drive it solo and with a full complement of passengers and luggage. To achieve this requires several thousands of miles, and only then can one come to definite conclusions.

Luggage accommodation behind the rear seat is not a "shallow space." The available space is easily capable of holding a very large suitcase, and it is doubtful if any suitcase yet made is wide enough to fill the width. Under the bonnet a *great deal* can be stored. The sidelamps are *not* an afterthought, they are part of the design and as such blend in with the general lines of the car. You refer to the "expanse of tin" in front of the front passenger, with only a Fiat motif. Don't you know that behind this motif are three drilled holes to accommodate the car radio which is available as an "extra"?

I am somewhat appalled to read that you should so abuse this wonderful little car by pulling away in top at 13 m.p.h. Top is technically an overdrive, and whilst it is possible to remain in that gear and decelerate to 10 m.p.h. it is definitely wrong and could be harmful to pull away from that speed. Second would be the appropriate gear to use. In fact to get the best out of this car one should use the gearbox in the way it was intended to be used. It can be truthfully stated that, driven in the correct way, the 600 will outperform many cars with many times the horse-power of the 600.

Your description of the front suspension is rather cruel, and I can but think that adjustment was needed on the car in question. I have never found any passengers being "thrown about" and my experience with the 600 tells me that the i.f.s. is really good.

And now to petrol economy. I have had my 600 since new and have covered some 8,000 miles with a consumption of precisely 55 m.p.g. I drive hard and fast, and use the gears as they were intended. No sump oil is necessary between oil changes, hardly any water has been added to the radiator, and only once has the battery been topped up in 4½ months.

The doors seal so effectively that one has to relieve the internal air pressure by slightly opening the sliding windows, when closing the doors. Mention should also be made of the fact that the whole of the under body is "undersealed" at the factory and, with the exception of the front and rear bumpers, all brightwork is of aluminium, hence it is rustproof.

In my opinion, the 600 is a "classic" in the true sense of the word and between the VW, Renault 750 and Fiat 600 some 6½ million of these cars have been sold. Yet, judging by what one reads in certain sections of the British press and hears on the radio, rear-engined cars are wrongly designed, unsafe on corners, etc., etc.!!

In conclusion, I have owned many British cars, but this Fiat 600 will not be the last foreign car I shall own, that is unless some enterprising British car manufacturer sees the writing on the wall and produces an equally attractive, economical and well-finished light car, at least equal to the 600.

I am, Yours, etc.,

Coventry. R. E. Rogers.

Sir,

As a reader of Motor Sport I read with some interest your test report on the Gay Look Hillman Minx Mk. VIII saloon, and noted you mentioned the engine was vice-free except for transmitting vibration and *hunting* at tickover in spite of a rubber-cushioned steady between cylinder head and frame.

I have been the owner of a Mk. VIII since June, 1955, and can no doubt account for the *hunting* when the engine is idling. This is caused by a blown manifold gasket on No. 2 inlet. I have blown seven manifold gaskets in 8,000 miles and as the car you mentioned had completed 3,000 miles I am without doubt this was the case with the car you tested. On this Mk. VIII the manifold is held on by six $\frac{5}{16}$ by $\frac{1}{4}$-in. cycle-thread nuts, the two centre ones being nearly impossible to tighten even with a special ring spanner. Most of the local Rootes Group agents in this district are fed up with fitting manifold gaskets. Have you any suggestions?

I am, Yours, etc.,

Aldbury. Charles Franklin.

Sir,

Following your article on the Fiat 600 you may be interested in my own experiences. I took delivery of such a car in July last, to be used in my inter-hospital professional duties, for transport from my home to Oxford 15 miles distant, and for use in the congested streets of Oxford. Before delivery I rather looked on it as a "dodgem," secondary to my large high-performance British car. Soon however I became endeared to it. So far I have covered only 5,000 miles but have been put to no expense whatsoever other than for petrol, oil (Q 5500) and anti-freeze. My experience and opinions may be put under three heads.

1. *Performance.* A very willing engine, excellent gearbox and an indicated 65 m.p.h. on the level. More to the point, when travelling to Birmingham recently, 40 miles covered in the hour without pressing (only driver in car). On carefully measured quantity of petrol, 51½ m.p.g. when not exceeding 35 m.p.h. Using the gearbox and accelerator hard—44 m.p.g.

2. *Maintenance.* There are but six grease nipples, all between the front wheels. These I attend to myself with a side-lever gun.

3. *Design.* No component has failed or needed attention other than plug points. There is room and comfort—I am 5 ft. 10 in. and 12½ stone. It is really rainproof. The heater is excellent. The rear engine is very accessible and has an overhead inbuilt light. Visibility in fog is particularly good. Steering and cornering ability are excellent. For a mass-produced car the finish is good and with no sharp edges. Although four people can be carried it seems unreasonable with an engine of only a little more than 600 c.c. to carry their

holiday luggage in addition. But for two people there is ample luggage room when the rear-seat back is folded flat. Ingress and egress are easy.

Comment

It would appear that some Continental manufacturers are aware that a small car does not necessarily consist of a scaled-down version of a large car nor, concomitantly, that an enlarged small car makes a satisfactory large car. Each has its virtues and failings. It may be that cars for export are subjected to closer scrutiny than those for a home market, in which event we in the U.K. have an advantage when buying foreign cars. I am not (yet) a shareholder in Fiat!

I am, Yours, etc.,

Bicester. D. S. HAYTON-WILLIAMS.

* * *

THE WATER-DRIP

Sir,

Excuse the supercilious smile; but this water-injection magic is as old as the i.c. engine itself. It is quite amusing to see these hoary brain-waves trotted out ever so often as some vastly new discovery to flabbergast the tyro, but I really think that vendors of such wonders ought to be made to stick at least within measurable distance of the relevant facts in their flights of flamboyant sales-patter.

Water injection, more correctly known as the water-drip, was originally a necessary expedient to *suppress* the violence of the gas expansion in the old hot-bulb "crude oil" engines and was fitted as standard. And for one to misname his proprietary rehash of this time-honoured device "a water-injection *bomb*" is ridiculous. Nay, it is a technical outrage; he ought to have a water injection himself!

Surely it is incumbent upon anyone putting forward a technical matter, however ancient, but more particularly when representing himself to be an engineer, to respect a reasonable degree of accuracy!

I still use, and have done for years, a water-drip on my small tug's engine—60 h.p. at 550 r.p.m.—and it is of some benefit on prolonged heavy loads. But with modern refined fuel the advantages are not so marked.

It should be noted that with some waters there is a calcinous deposit in the cylinder, and in bad cases enough on the inlet valve and seat to impair the working of the engine. The extreme, sea water, will stop the engine from this cause in a few minutes.

I am, Yours, etc.,

Leigh-on-Sea. THOMAS SAUNT.

* * *

CONFIRMING A SWEDISH READER'S VIEWS

Sir,

I read with interest Mr. Bertil Nassil's letter "Opinion from Sweden" in the January issue, and can only say "I couldn't agree more." I spent some nine weeks in Sweden last summer as a "praktikant"—*i.e.*, employed while gaining practical experience—thereby having many opportunities to hear the views of workers, engineers and others in Stockholm and up north near Ostersund.

That country provides an *excellent* place to compare how British cars fare against the German, Italian, French and Swedish ones to be found there. The distances are fairly great; the roads are often rough stabilised gravel surfaces, although well engineered generally; the cold winters provide tough conditions; the drivers are frequently fast and furious (self-admitted!); they have the highest percentage of cars per head of population in Europe. The result is a population very much motor-minded, even to young children and middle-aged women, which really *tests* its cars during normal usage.

What is the result of this? The VW has the highest sales, and DKW, Fiat 1,100 and Borgward feature prominently, as well as a host of American cars and the Swedish Volvo. The British car was little seen in comparison, although Austin-Healey and Triumph TR2 seemed popular. The reason is that conditions force the Swede to discriminate by the only sensible standards of ride quality and road-holding, stamina, performance and after-sales service. Britain does not come well out of this and it's likely to be worse still.

In this uncontrolled Swedish market, at least, let us see some *real* SERVICE from our motor industry, even if it cannot be original enough to design a modern car (what about that antiquated solid rear axle, for instance?).

While being shown (in an American car) round Vallingby, the new satellite town near Stockholm, my guide, a fairly well-known engineer, made a point of indicating the vacant premises of a Swedish firm of motor distributors which had "gone bust" after about three years. They had distributed British cars—surely a telling tale!

I am, Yours, etc.,

Oxhey. A. J. G. STURGEON.

SERVICE!

Sir,

I am enclosing herewith copy of a letter I have written to the Managing Director of the Standard Motor Company.

It is, I hope, self-explanatory; you may make what use of it you like.

I am, Yours, etc.,

London, E.C.4. WILLIAM HOWARD.

The letter referred to reads as follows:—

A. Dick, Esq.,
The Standard Motor Co., Ltd., Coventry. January 12th, 1956.

Dear Sir,

In April of last year I bought two cars, both products of your company, a Standard Eight and a Triumph TR2.

Previously I have owned or driven most types of cars of various makes, including products of all the so-called "popular" manufacturers in England, and in consequence have had a modicum of experience of the attitude one may expect from manufacturers.

The Standard Eight has given no trouble at all.

There have been one or two minor troubles with the TR2 which have been dealt with by your Park Royal (Chase Estate) Service Depot, with the details of which I won't trouble you.

In November last, when my TR2 was well out of guarantee, your Park Royal Service Depot found the crankshaft of the TR2 was scored.

Without a query or suggestion that this might have been due to neglect or maltreatment on my part (in fairness, it wasn't), a new engine was installed and I was charged a total of 16s. 11d. for the oil.

It was a pleasure to experience the courtesy and attention which have been shown by every person at your Park Royal Depot, from the uniformed commissionaire to Mr. Cook, who is, I believe, your works manager.

I hope this letter will be shown to the Managing Director personally because I wish him to know that Mr. Cook, the works manager, a receptionist named Mr. Anderson and a receptionist named Mr. Williams, and many others have, so far as I am concerned, by their competent and pleasing efficiency done your company more good than much expensive advertisement through other mediums.

* * *

POSSIBILITIES IN LAKELAND

Sir,

Reporting your Lakeland tour you remark the absence of Buttermere from B 5289. Surely even a Bristol would notice so large a *lake* across its path! And will not the proud landlords of the Jan Hill Inn (1,758 ft.) on the Yorks/Westmorland border, and of the "Cat and Fiddle" (1,630 ft.) near Buxton, be perturbed at your claim for the Kirkstone Pass Hotel?

I suggest that on your next Lakes trip you take a small, potent, low-value, sports car and tackle Sadgill (from Longsleddale to Kentmere), Garburn Pass (from Troutbeck to Kentmere), and Walma Scar (from Courston to the Duddon Valley). All these were climbed pre-war by a Morris Minor—with a little assistance!—owned by Jim Marshall of the Ilkley Motor Club, and this same unlikely chariot has the distinction of being the only car known to have traversed Gatesgarth Pass from Long Sleddale over to Hawes-water.

The highest "road" in England is, I believe, the track over Cross Fell, east of Silverband Lead Mine. A motor-cycle combination has been over, but, it is said, no car. Any claimants amongst your readers? I had a bash in 1939, but was stopped by a deep snowdrift at about 2,300 ft., fully 200 ft. below the highest point.

Critics say that all "specials" nowadays are alike. Here is a chance for one to be unique.

I am, Yours, etc.,

Halifax. DONALD S. RAYNER.

[These gradients sound very tempting and may provide some fun for the adventurous. So far as Buttermere being a lake is concerned, we can only plead that our motoring diary refers to Buttermere Hause on B 5289 as 1½ miles long and 1 in 3¾, and that we couldn't locate it.—ED.]

* * *

THE JOY-RIDE IS OVER . . .

Sir,

Having read your most excellent article in "Matters of Moment" in your December issue, I feel that I must join the battle in defence of the foreign product.

After my experiences in recent years with British cars, I have become a Volkswagen convert and to date am thoroughly pleased with my decision. The car is economical, well finished, quite fast enough, and tireless to drive. In addition, I can sit in the car with my hat on and not touch the roof and I am 6 ft. 4 in. tall.

On journeys from my home to London the car takes virtually the same time as my modified Jaguar Mark VII. A friend of mine locally, who also has the same two cars, claims that the VW consistently puts up the better time.

The Jaguar is just over a year old and has done 20,000 miles. In the first four months that I had the car, it spent more than two either in agents' hands or at the works with persistent brake trouble.

This brake trouble was admitted by Jaguars to be common to most Mark VIIs, although the model was first introduced some three

years ago. Added to this the car was delivered with three faulty instruments (the speedometer has now also gone), and it has cost me some £100 in eradicating minor faults. To its credit, it has a wonderful engine, but the rest of the car just doesn't match up to it, especially the roadholding.

Before the Jaguar I had a Triumph TR2. It was, to be fair, one of the earliest ones and on the credit side was roomy, economical and had a good engine. But when I got rid of it after 11,000 miles it was on its fourth gearbox, third lot of brakes and second back axle!! All provided under guarantee admittedly, but one seldom had the car to use.

At the same time as the TR2 I had a Ford Zephyr, which was good value for money but had a very uncomfortable driving position and also had teething troubles, in the shape of a new back axle and propeller-shaft in the first 6,000 miles.

These two cars were preceded by a Morgan Plus Four and a Vanguard estate car. The Vanguard never put a foot wrong in 30,000 miles and I hope to own a new Phase III model some day. The Morgan was brisk and a lovely car on tests in rallies, but the steering went. It was replaced after 3,000 miles by a new assembly, which had completely gone after a further 1,500. The first time it was replaced free by the works, but not the second, much to my disgust!

Ask anyone in this country how they like their current British car and ten to one they will reply, " It's a nice car, but . . . " and go on to reel off a list of teething troubles, quite often of a major nature. This is all very well in this country, where we are accustomed to put up with these things, but it must be doing us untold harm in our export markets. I meet a lot of Americans who have owned British cars in the States and they say with one accord, " Never again," and quote as their reason non-existent after-sales service and inability to get spares. It's bad enough over here, as I know to my cost.

Quite the best example of salesmanship concerns a friend of mine who, a few months ago, ordered a Type 220A Mercedes from the works. He wanted it for his holiday but was told that it wouldn't be delivered in time, unless he liked them to fly someone over specially to collect the car. When he naturally asked how much extra it would cost, he was greeted with a shocked, " Cost you? My dear Sir, we are selling you the car! " I can well imagine that happening over here with our exorbitant delivery charges.

Manufacturers must face up to the fact that the joy-ride is over and that we are only just beginning to feel the weight of German competition. And finally, as you so rightly say, they must never be afraid of constructive criticism; it never hurt anyone.

I am, Yours, etc.,

Sellindge. R. W. COOKSON.

* * *

THE DEATH OF BENOIST

Sir,

On page 81 of your February issue you state that Robert Benoist was killed by fifth columnists. This is not strictly true. In fact, he was executed by the Germans in Buchenwald Concentration Camp on September 9th, 1944, along with fifteen other agents, one of whom was my father. Like the rest of them, Benoist had been working for the Resistance, but eventual betrayal resulted in his capture.

His brave, but unpleasant death, is well told in " The White Rabbit," by Geo. Thomas. For those of you who are interested may I recommend this book?

I am, Yours, etc.,

c/o G.P.O., London. M. D. S. HUBBLE,
(*Lieut., Royal Navy*)

[We gladly publish this correction, being well aware that Benoist was executed in a German concentration camp, but writing of fifth-columnists by a slip of the pen. The page in question was hurriedly " put to bed " on the eve of leaving for Monte Carlo and we confess to two other errors—Seaman was killed in 1939, not in 1938, and when Nuvolari won the 1936 Vanderbilt Cup he was at the wheel of his beloved Alfa-Romeo, not that of an Auto-Union. We thank those readers who have pointed out our sideslip in the wrong direction.—ED.]

* * *

IN MEMORIAM

Sir,

I was interested to see the page of photographs in last month's MOTOR SPORT depicting memorials to drivers who have lost their ives in pursuit of the most courageous of sports. I have seen many of those you featured and was gratified at the way they are preserved by the present generation of enthusiasts.

In addition to those you chose, you may like to know that I have found others in my travels about Europe, notably the simple but sincere pillar to Bernd Rosemeyer, the great Auto-Union driver. This is at the edge of a wood just off the Frankfurt-Darmstadt Autobahn, opposite the place where he crashed when record-breaking in 1938. This memorial is still beautifully preserved and local enthusiasts visit it with wreaths every anniversary of his death.

The circuit at Albi is named after Raymond Sommer, while that at Marseilles, in the Parc Borely, is named after Jean Pierre-Wimille. On the Picardie circuit a monument was erected to Louis Trintignant, elder brother of the well-known Maurice and there are many others erected by local clubs in memory of members who paid the price for the sport we love.

Far from being a morbid subject, the erection of memorials to those who have died gives me a sense of proportion about the exacting sport of motor racing. While paying homage to Rosemeyer in the quiet wood just off the Autobahn, I not only acknowledged a supreme master of his particular era of Grand Prix racing, but thought " how he would have delighted in the Porsche Spyder if he were alive today." No matter from what period of motor racing the memorial might be, whether of the early 1900s or 1950s, all these men and women died whilst doing something they held above all else, they died in the heat of battle and endeavouring to conquer the machine that killed them. It is inevitable that the development of the racing car should take its toll, but it is a fine thought that we do not forget those whom we have lost, for from them we can all learn a great deal.

I am, Yours, etc.,

Odiham. D. S. J.

* * *

A ROVER INNOVATION

Sir,

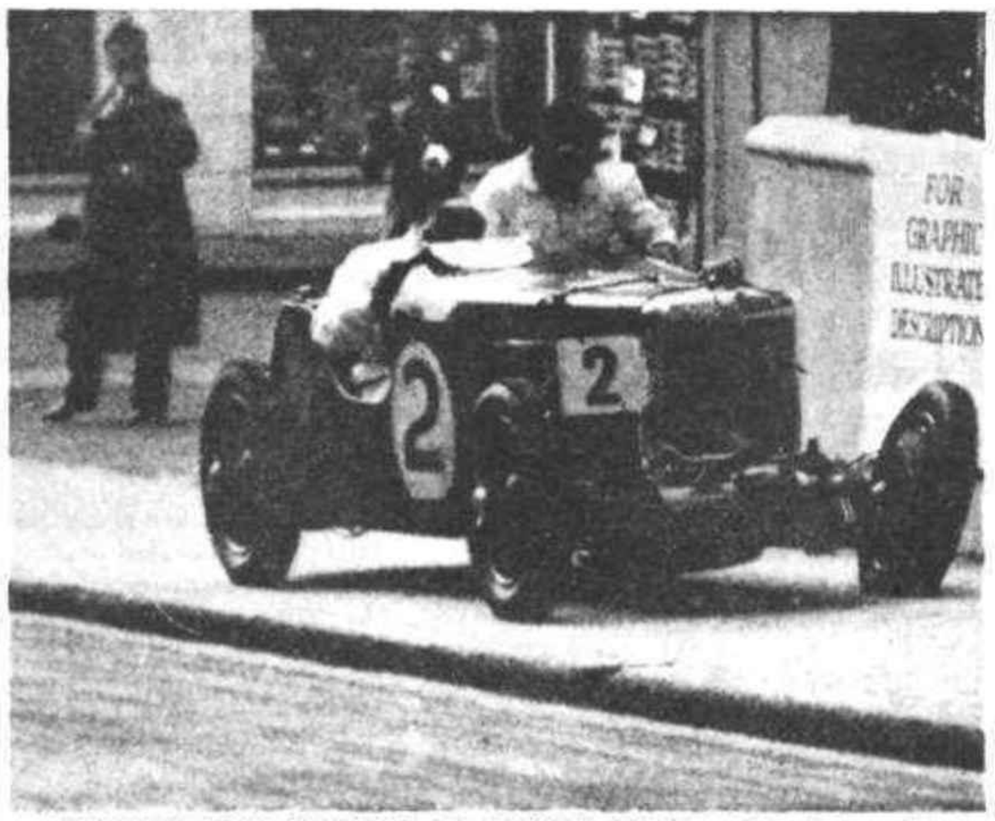
The combined ignition-key and starter-switch of the Volkswagen (referred to in February " Rumblings ") is not, I think, just another example of Teutonic ingenuity—it was standard on the Rover Fourteen of 1936.

I am, Yours, etc.,

Knebworth. R. A. P. SMITH.

MOBIL OIL COMPANY FILM SHOW

On January 31st two films, " Scramblemania " and " Mobilgas Economy Run 1955," were shown in London. The first, " Scramblemania," primarily for motor-cycle club audiences, described a number of scramble meetings. The other, " Mobilgas Economy Run 1955," showed the first event of this kind ever to be held in this country, a 575-mile run for all types of cars running to a strict time schedule with a view to obtaining maximum mileage on a given quantity of petrol. The event will take place again in June this year. Both films were in colour and copies are available from the Mobil Oil Company, Ltd.



TECHNICAL TERMS ILLUSTRATED.—Camber angle.

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FOR SALE

RILEY 9 Kestrel, 1934. Manual box. 1,200 miles since new mains, big ends, small ends, crank grind, Fibrite idler. Tyres, battery, good. Body poor. Taxed. Offers. 18, Campbell Road, Sale, Manchester. Tel.: Sale 6127. [2332

ALVIS 14 Firebird Saloon, black, 1936. Gooo appearance, tyres, batteries. In regular use £85 o.n.o. Box No. T335, MOTOR SPORT, 15, City Road, London, E.C.1. [2335

PAIR Lucas Bi-Flex chrome headlamps, ex-Frazer-Nash, £6. Set 69 mm. 8-1 pistons. Brooklands, Meadows, £5. 1934-35 2 litre Speed Lagonda, new crank, rods and .050 pistons, £20. R. Ashley, The Lodge, Glastonbury, Somerset. [2336

T.D. M.G. Stage II cylinder head, large inlet, sodium exhaust valves, 1½ manifold and twin S.U. carbs., £15. Also T.A. M.G. 1937. Black, red upholstery. Spotless condition. Radio. £225. Gilbert, 83, Balmoral Drive, Barrow-in-Furness. [2337

RILEY KESTREL 12.4 (owned by Riley enthusiast). This car is a very genuine and original car, in excellent condition throughout. Engine reconditioned, brakes relined, king pins and bushes, shock absorbers renewed, new tyres. Exchange Land Rover or sell, £225 or near offer. Robatnan, Upper House, Eastnor, Ledbury, Herefordshire. [2338

FRAZER-NASH, 1932. "Nurburg" body. Meadows engine, frost damaged. Offers for quick sale. Tel.: Abbey 6600 after 6 p.m. [2340

JUNE, 1955 TR2, 2,000 miles. Telescopic steering, heater, tonneau cover. White, black hood. £725. M.G. Magnette s/c ex-Evans. Crook preselector racing box. Overhauled completely. 100 plus. Green. £225. Bowman, Tel.: Weybridge 1265. [2341

RILEY KESTREL 12 h.p., 1934. Manual box. One owner 1934/55. Good original example. £55 or exchange. 6, Acre Lane, Carshalton. Tel.: WAL 4696. [2342

"BURBLING"—"BLOWER" are distinctive tags personal to one breed. You've guessed! Sorry, no prizes—except the chance to study the design which made a part of our heritage. Want sources of new and used spares, overhaul instructions, etc.?—write for details. Instruction books on 3-litre, 4½-litre and Speed Six plus Buyers' Guide with Model Identification Tables are fascinating source of expertise—complete set 20/-. Vintage Bentley Service. Box No. T343, MOTOR SPORT, 15, City Road, London, E.C.1. [2343

SELLING—A. T. Bentley instruments. Want 895x135 Dunlop wire wheels—R.R. 1914. Box No. T343, MOTOR SPORT, 15, City Road, London, E.C.1. [2344

ASTON MARTIN Le Mans, 1933, No. E3.267.S. Recently linered, new type rods fitted. Whole car in sound condition. £275. Lancashire. Box No. T345, MOTOR SPORT, 15, City Road, London, E.C.1. [2345

1938 RILEY 1½ litre Kestrel Sprite 6 Light Saloon, cross-flow head, Fram, heater, twin chrome Windtones. Exceptional order. £250 o.n.o. 57, Belbeck Street, Bury, Lancs. [2346

RILEY NINE, 1929. Open body built 1948. Suit specialist of limited means. Tel.: Enfield 4904. [2347

£60. 1932 Lea-Francis 16/70 Saloon. Good original condition. Poynter, 5, Faversham Road, Beckenham, Kent. [2348

RILEY 1½ Kestrel, 1934. Rebuilt engine. Brakes, steering, springs, transmission, reconditioned. New shackles, wheel bearings, etc., fitted. Bargain, £150. Dismantled Riley 12/6 almost complete, less body, chassis, front hubs, £35, or would split. S.A.E. 118 Cranston Park Avenue, Upminster, Essex [2350

FOR SALE—*continued*

750 FORMULA Car. Multitude of modifications. Best offer over £125. Challis, 78, New North Road, Huddersfield. [2351

ALVIS 20 h.p. 1936 large 7 seater saloon in very good condition, excellent tyres, £50. Rayfield, Mount Pleasant, Oulton, Nr. Leeds. [2353

1928 MORRIS OXFORD Fixedhead Coupé with dickey, been standing 16 years and restored equal to new. In daily use. £65. Rayfield, Mount Pleasant, Oulton, Nr. Leeds. [2354

DELLOW. Late 1951. Brand new genuine engine, supercharged, many extras. Excellent condition. Barker, 44, Haling Park Road, South Croydon. Tel.: CRO 4517. [2357

JAGUAR XK 120 D/H Coupé, wire wheels, radio, heater, modified engine. Crashed offside. £450. Austin A40 van, 1953, damaged body, perfect mechanically, drive away. £150. Austin A40 van, 1949, crashed offside front. £85. Ford Consul 1953, severely damaged front. £200. Triumph 1800 Saloon, 1948, crashed nearside. £160. Riley 1½ litre, 1953, body shell and doors, very slight damage only. £45. Price, Hardwick House, Studley, Warks. [2358

AUSTIN NIPPY, 1935. 50 m.p.g., cream/black. £115. T. & I. 26, Fairfax Road, Teddington, Middx. [2359

1934 SINGER 14/6 Saloon, very good order. 25 m.p.g., 1,600 m.p.g. oil, carefully maintained. Offers near £75. Goodchild, Station Road, South Cerney, Glos. [2360

JEEP, 32,000 miles, just overhauled, £75 spent 6 months. S.A.E. details. £100 o.n.o. Bennett, Beaconsfield Road, Sutton Coldfield, Birmingham. [2361

1930 ALVIS Beetleback SE16.95. Laystalled engine, clutch lined; new rad., S.U. pump, hood, tonneau, upholstery, rewired, all in last 3,000. Body sound, mudguards tatty, needs painting. Buying beautiful ducksback. £145. Tel.: SOUthall 1450. [2362

LAGONDA. Owner posted overseas. Rapier 9.6 h.p., double o.h.c., twin S.U.s, preselector, four seater open tourer, hood, electrics good, engine good, body fair, must sell quickly. £95. Robbins, 51a, Bridge Street, Pinner. Tel.: 9163. [2363

LAGONDA Rapier 10 h.p. four seat Tourer. New hood, undergoing £30 top overhaul, will then be mechanically perfect. £175. Havery, 24, Tower Road, Orpington, Kent. Tel.: Orpington 24293. [2364

1935 RILEY NINE Kestrel. Special Series engine in good condition. Resprayed coachwork, an attractive car inside and out. £140. Wilkins, 9, Haddon Court, Hatfield, Herts. Tel.: Hatfield 245911. [2365

1928 ROLLS ROYCE 20, Park-Ward Limousine. Very good, £125. Robertson, Stadhampton (82), Oxford. [2366

1929 ROLLS 20 Weymann Saloon. Bodywork poor. £115 or exchange Rolls van. Also sporty Austin Seven 2 seater. £40. 336, Kilburn High Road, N.W.6. Tel.: MAI 5476. [2367

AUSTIN 7 Special, reconditioned, £55. Morgan 4, i.f.s. with chassis, £20. Bishop, 2, Burnham Street, Kingston, Surrey. [2368

£70 O.N.O. 1934 Riley 9 Saloon, twin S.U.s, Scintilla, G.L.a.B., body dodgy. Machin, 45, Uxbridge Road, Stanmore. Tel.: GRI 1213. [2369

SINGER Le Mans 4 seater. Reconditioned engine, new hood and sidescreens. Nearest £100. Tel.: Park 3704 after 6 p.m. [2444

3 LITRE BENTLEY Saloon, perfect mechanically, excellent coachwork, £170. Tel.: POL 6024 (South London). [2445

BROOKLANDS RILEY, Works Racing 1,100 cc. chassis. Max speed dope, 120 m.p.h. Road trim, 1st, 40; 2nd, 62; 3rd, 85; 4th, 105 m.p.h. Laystall balanced 1⅛ crank, 80 b.h.p. at 6,000. 10.5 c.r.-60-40 pet. ben. 2½ gal. magnesium sump. Last raced 1936. Total mileage under 2,000. Condition as Works inspected. Suitable Formula or Sports Racing. Standard or Monaposta body. £750. Exchange considered. Box No. T449, MOTOR SPORT, 15, City Road, London, E.C.1. [2449

SPEED SIX Bentley. Ex-Woolf Barnato Works demonstration car. Racing order, engine, etc. Full aerodynamic body. Speeds, 1st, 35; 2nd, 62; 3rd, 85; 4th, 110 m.p.h. In process of complete renovation. Home or export market. Price by arrangement. H.P. arranged or exchange. Box No. T450, MOTOR SPORT, 15, City Road, London, E.C.1. [2450

BENTLEY 4 litre Mulliner Sedanca de Ville. Fitted with a very modified tuned engine, or alternative Speed Six conversion. Price £350 near offer. Box No. T451, MOTOR SPORT, 15, City Road, London, E.C.1. [2451

FOR SALE—*continued*

LAGONDA 3½ litre, 1935. Sound condition, 70 m.p.h. 3rd gear speed. New gearbox, good tyres. £250. Box No. T452, MOTOR SPORT, 15, City Road, London, E.C.1. [2452

RILEY 9 Monaco, 1934. Fitted completely tuned and reconditioned sports engine. Fast. £125. Box No. T453, MOTOR SPORT, 15, City Road, London, E.C.1. [2453

RILEY 9, 1931 Monaco. Sound chassis, in everyday use, rough body. £35. Box No. T454, MOTOR SPORT, 15, City Road, London, E.C.1. [2454

HILLMAN MINX 10 h.p. Saloon, good condition, new battery, two new tyres. £45. Box No. T455, MOTOR SPORT, 15, City Road, London, E.C.1. [2455

4½ LITRE LAGONDA Tourer. Beautiful condition. Recently stripped and rebuilt. Heater, radio. Offers around £200. Tel.: PUTney 6670. [2457

1931 RILEY MONACO. Recent £150 rebuild, Aluminium panelling, 31 m.p.g. Reliable, £120. Photo on request. Would exchange Lancia Aprilia or similar chassis. Wade, Bodrochwyn Fawr, Abergele, Denbighshire. [2460

RILEY 1½ litre 1948 Saloon. An outstanding car, recent factory overhaul. £435. Norman & Birch, 25, Marsh Street, Hanley, Stoke-on-Trent. Tel.: 29460. [2461

RILEY MONACO, 1935, excellent condition throughout. 100 per cent reliable. 35-40 m.p.g. 40 lb. oil pressure hot. £85. Exchange. Tel.: WOOlwich 5938. [2462

1½ LITRE Sports Racing Connaught. The highly successful 1,500 cc. Sports Car driven last season by Stirling Moss, Les Leston/Archie Scott Brown, is offered for sale by the Peter Bell stable. The car is offered together with numerous spare parts which include a new spare engine for the sum of £2,000. Full details of last year's performance and complete mechanical history can be had on application to George Boyle, Messrs. George Boyle (Sports Cars) Limited, Wheatsheaf Garage, Mollington, Nr. Chester. [2463

AUSTIN 750 Special. Alloy body, slab tank. Brakes relined. £45. 30, Woodcote Avenue, Hornchurch. [2464

1938 TALBOT 10 Sports Saloon. Interior rough £100. Exchange motor cycle or camera. 6, Spenser Road, Harpenden, Herts. [2465

MORRIS 8 "E" Saloon, 1946. Excellent. £255 o.n.o. Exchange Renault, T.C., Volkswagen. Box No. T466, MOTOR SPORT, 15, City Road, London, E.C.1. [2466

EX-DOREEN EVANS N.A. Special. Rebuilt '55. Ideal for conversion to 1,172 Formula. Offers. Morris, 13, Edgarley Terrace, Fulham, S.W.6. [2467

MORRIS MINOR Tourer, 1950. High compression head, air flowed, etc., twin S.U.s, Servais silencer, well shod. Nearest £350. 147, Washway Road, Sale. Tel.: 6737. [2468

1932 ROLLS ROYCE 20/25 Four-door Mulliner Saloon. Mechanically, body, interior, above average. £365. Box No. T470, MOTOR SPORT, 15, City Road, London, E.C.1. [2470

1935 TRIUMPH Gloria 10.8 Saloon. In everyday use, most reliable. £75. 14, Benton Gdns., Ilford, Essex. Tel.: ILF 3483. [2472

JAGUAR underslung chassis. 2½ litre SS100 engine. Remote control gearbox, 18 in. finned drums. Knock on wheels. Lowered steering. Only needs body to complete 100 m.p.h. special. Months of hard work and a fortune spent by enthusiast. Stork forces sale. Sacrifice, £85 o.n.o. Tel.: Bexleyheath 6499—154, Pickford Lane, Bexleyheath, Kent. [2473

RAILTON 1934 Drophead, fair body, tyres poor, excellent engine. Exchange Jaguar, M.G., Alvis or similar, or sell £80. Tel.: VIC 3396. [2475

TALBOT Drophead, 14/65, 1935. Good order, new hood required. £60 Husband, Glebe Cottage, Church Road, Horley. [2476

RILEY 1935 Kestrel 9. Twin S.U.s, preselector. Recent respray and interior trim. Well maintained. £120 o.n.o. Hudson, 31, West Park Street, Dewsbury. Tel.: 2844. [2477

1929 BENTLEY, 4½. £155. D.H.C. body, large dickey. Excellent mechanical condition. Considerably overhauled. Just checked over by Hofman & Burton, Henley-on-Thames, where now stored. Enquiries to Loader, 20, Onslow Gardens, S.W.7. Tel.: Kensington 8006. [2478

1904 HUMBER Olympia Tandem, V.C.C. dated, restored, done Brighton Run. £160. Also trailer to match. Stothert, Stotherts Ltd., Atherton, Lancs. Tel.: Atherton 396. [2480

FAST BUT THIRSTY Hotchkiss 1931 3½ litre Special. £30, or break for spares. Write: Southside, Woodlands Avenue, Hornchurch [2481

1937 CITROEN TWELVE, specimen as post-war. 30 m.p.g., 75 m.p.h. Photos. £165, or exchange T.A. M.G. 215, Colne Road, Burnley, Lancashire. [2485

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TEMPLE HOUSE, TALLIS STREET, LONDON, E.C.4

FOR SALE—*continued*

8 LITRE Bentley 2-door 4-seater Coupé, large boot, new tyres, battery. £225 o.n.o. F.W.B. "Ghost" with "Sports Hearse Convertible" body, new tyres, battery. £125 o.n.o. Dale, 2 Station Road, Histon, Cambs. Tel.: Histon 272. [2479

ALVIS Speed 20 1934 Charlesworth Saloon. Good condition. £100 o.n.o. Tel.: Southbourne 44829, Bournemouth. [2483

ALLARD, 1948, 71M D.H.C. 38,700 miles from new. Reconditioned Ford V8 engine, four tyres as new, radio, foglamp, balanced wheels, telescopic shock absorbers, sports coil, floor gear change. £265, or part exchange Minor Saloon or T.D. 14, Manchester Road, Barnoldswick, via Colne, Lancs. Tel.: 3375. [2486

TWO 1934 Saloons, taxed, in good order: Citroen 11, £35. Morris 16, £40. 56, Irwin Road, Bedford. Tel.: 5606. [2487

"NELLY" 1926 Bullnose Oxford Saloon. Mechanically sound. Complete spare transmission. Body requires attention. £30 o.n.o. Marshall, Aldersley Road, Tettenhall, Wolverhampton. Tel.: 51239. [2488

1946 FORD V8 Special. Professional aluminium 2/4 seater body. Winner of many trials and hill climbs. Excellent tyres. £90. Tel.: Potter Street 196. [2489

1952 JOWETT JUPITER. Colour bronze, new Michelin "X" tyres, Exide batteries, 29,000 miles. Perfect condition. Offers? Mosse, 73, Brentwood Road, Herongate, Essex. [2490

1928 CHRYSLER "72" Drophead, dickey, original. Excellent order. Two owners. Reliable and fast. Exchanges £55. Wanted: light body for 38/250 Mercedes. Storr, 3, Kingslea Road, Solihull, Warwicks. [2491

TO ENTHUSIAST. Lammas Graham Carlton Con. Coupé. Ex. condition. Back end needs att. British Salmson 12 h.p. Saloon, needs tidying up.. M.G. Magnet K Type, complete, chassis, manual box. Jaguar 2½ litre Saloon, mech. good, new tyres, body needs some att. No reasonable offer refused for any or the lot, or would break for spares. Mr. G. Wathen, 51, Milton Street, Sheffield, 1, Yorks. Tel.: 20948, after 7 p.m. [2494

RILEY 12/6 Mentone (1933). Good all round. Recent new carb, pump, batteries, Rotoflos, brake linings. £80. Tel.: Knox Ripponden (Yorkshire) 2248, or write Box No. T495, MOTOR SPORT, 15, City Road, London, E.C.1. [2495

FOR SALE—*continued*

FRAZER-NASH-B.M.W. Type 319 2-seat Drophead. 3 Solex, Type 55 engine. Fully overhauled chassis fitted telescopics, panhard rod. Resprayed, rewired, rechromed. Fast, very smart and 29 m.p.g. Bargain, £160. Nash, 13, Russell Gardens Mews, W.14. Tel.: PARk 7947. [2492

ASTON MARTIN, 1½ litre, 1935 Mk. II Drophead Coupé. Very rare 4-str. coachwork with cycle-type wings, outside exhaust, quick release filler caps, etc. Bodywork, paint, chrome, excellent; almost new Vynide hood; clean and tidy inside; fitted twin hooters, wipers, stop and tail lights. Engine rebuilt; fitted new racing-metalled connecting rods, oil pump, carburetters, etc. Gearbox and rear axle quiet. Brakes recently relined. Two good batteries. Electrics sound. Starter fitted new solenoid and bendix. Marchal spot lamp. All instruments working. Controllable radiator shutters. Nearly new tyres. Remarkable roadholding, economy and high cruising speeds. £295 o.n.o. Consider exchange. Prentice, 63, Snowdon Road, Eccles, Lancs. [2493

1946 TATRA, reg. /50. Air cooled rear engine V8. Aerodynamic body. Radio, heater. Independent all round. 25 m.p.g., 100 m.p.h. Tyres, engine, body very sound. Enthusiast's dream. £200 o.n.o. Tel.: Edgware 5201, between 8-5. 37, Pearswood Gdns., Stanmore, Middx. [2496

COMPLETE Ruby chassis frame, front and rear axles, with Ford 10 engine, less accessories. £30 o.n.o. Ford 10 rear axle (Girling), £8. 17 h.p. Daimler preselector g/box, £10. S.A.E. please. 25, Clieveden Road, Thorpe Bay, Essex. [2498

ALVIS 16.95 1934, good condition. Single/triple manifolds. Taxed. £75, or exchange. 62, Mayfield Avenue, Southend/Sea. Tel.: 42538. [2499

AUSTIN SPECIAL, reg. '54. All enveloping body, ivory. French sealed beam units. New battery. £55. John Ruskin Bungalow, Upper Shirley Road, Croydon. [2501

BUCKLER V, 1952. New engine. Battery, dynamo excellent condition. Very fast, economical. £325. Smithers, 21, Kingswood Avenue, Beckenham, Kent. [2503

M.G. D/H Coupé, 1938. V.A. 1½ litre. Completely reconditioned, exceptional condition. £235. Taylor, 87, Eastfield Road, Hull. Tel.: 52268. [2507

FOR SALE—*continued*

LAGONDA 16/80 V.D.P. 4 seater Sports, 1933. Engine not refitted since complete overhaul costing £70. Will consider selling engine separate. Good tyres, tonneau. A great pity must be sold. First £85 o.n.o. 3, Summerfield, Sheffield, 10. [2502

TALBOT 105 open 4 seater, Grebel lamps, rakish fresh air carriage with bags of go. £49. Thompson, 97, Lansdown Road, W.11. [2504

RAPIER 1936 D.H. Coupé. Crank ground, rebore, new timing gear, etc. Sound, smart coachwork. Nearest £200. Riley 9, 1932 Monaco. No lamps, battery, but good chassis, body. £30, or will break. Cartwright, Frog Lane, Lichfield. [2505

RILEY NINE Monaco, 1933. Breaking for spares. Morgan, St. Laurence, Kings Somborne, Hants. [2506

SINGER 9 Coupé, 1934. In running order, needs some attention. Offers. Will break if not sold complete. 6 J.O.M.Q., R.A.F., North Luffenham, Oakham, Rutland. [2508

1,500 cc. FIAT 4-door Pillarless Saloon. Sunshine roof. Excellent condition, brakes relined, etc. Very good running order throughout. Taxed 1956. £125. Sundial Cottage, Theescombe, Nr. Stroud, Gloucestershire. Tel.: Amberley 3116. [2510

DISMANTLING 1937 Rover 12, Phantom II wheels, excellent 700x21 tyres, instruments auxiliaries. Fiat 501 gearbox, diff. assembly etc. Wanted: Small vintage radiator, about 12 h.p. Rich, Steel Green, Millom, Cumberland. [2511

RILEY 16/4 Kestrel Blue Streak. Complete engine and clutch rebuild by Wesbell Motors—£100 bill available. 1,500 miles since. Coachwork in superb original condition. Freewheel and overdrive recently overhauled. New battery, good tyres, many extras. £275. Bridger, Red Rowans, Farnborough, Hants. Tel.: 751. [2512

THE CROYDON TRIMMING CO. for hoods, tonneau covers and all trimming repairs. Advice gladly given on anything concerning trimming. Plastic celluloid for sidescreens, rear windows, etc., will not crack up. 25/- per sheet 55 in. x 24 in; half sheet 12/6 post free. The Croydon Trimming Co., 101, Southbridge Road, Croydon, Surrey. Tel.: CRO 3954. [2513

ROLLS 20, 1926. First offer over £150 secures. Selling owing to marriage. 12,000 miles since £300 overhaul. 38, Hesper Mews, S.W.5. Tel.: FRE 4316. [2519

FOR SALE—*continued*

BENTLEY, 1935, 3½ litre Hooper Saloon, blue and silver. Maintained regardless of cost by Bentley agents. History available. A one owner car in superb condition with original handbook and tools unused. £525. Seen Sundays within 150 miles Bristol. Keast, 4, Withey Close East, Westbury-on-Trym, Bristol. [2514

£27/10/-. 1934 Morris Minor s.v., 2 seater, good tyres, no hood. Tel.: POL 2883. [2516

ROLLS, 1932, P.W. 4-door Cabriolet, rebored/new big ends 1955, brakes relined, starter, dynamo overhauled, new battery, good tyres, imposing body sound throughout, mascot, bulb horn, discs, heater, 20 m.p.g., photo. Exchange 3½ Bentley. Gp./Capt. Altham, R.A.F., Medmenham, Bucks. [2517

ROLLS ROYCE, 1927, 21.6 H.P. Sedanca de Ville by Barker. Chassis GAJ7. Finished grey, with black wings and hood (leather). Original manual and tools. This is a thoroughbred carriage in really excellent original condition, plus a heater. Bills for over £200 available to prove condition. Photo gladly sent. Sole reason for sale—owner purchased later model. £245 or offer to good home. Berry, 12, Talbot Avenue, Edgerton, Huddersfield. Tel.: 2390. [2518

ROESCH TALBOT 105 Vanden Plas Tourer. Good in all respects. £160. Particulars from Dixon, 76, Holmesdale Road, Teddington. Tel.: Kingston 2564. [2520

ALVIS SPEED 20, 1934 and Bugatti Type 40, 1928, dismantling. Body for Amilcar 2 str. pointed tail. Morris 12/4 engine and gearbox, 1934. Delage D8 engine and gearbox. Various Rolls and Bentley magnetos and carbs. 3 carbs. and manifold, Alvis 4.3. 3 carbs. and manifold Austin Princess. 1 Standard V8 2½ litre engine and gearbox. Ace Motors Co., Adam & Eve Mews, W.8. Tel.: WES 5691. [2521

RILEY FALCON 12/4, July, 1937. Excellent condition throughout. £190. 54, Rosehill Avenue, Sutton. Tel.: Fairlands 5724. [2522

VOLKSWAGEN. Reconditioned throughout, including: respray in strato blue metalichrome; reconditioned engine and gearbox with two carburetters; new bumpers and hub caps; chrome window frames; reupholstered; five new tyres. £365. Tel.: THO 2160. [2523

ALVIS 12/70, 1938, Sports Saloon. Excellent condition. £195. Only reason for sale: have 1939 model. 35, Tuckton Road, Bournemouth. Tel.: Southbourne 48040. [2526

FOR SALE—*continued*

WHEELS. 16 in. knock-ons, 4 specially built lightweight for racing. M.G./Riley. Fitted virtually unused Racing Dunlops, balanced. Cost £53. Offers? Lancia 1940 engine, 905 cc., all accessories, £25. Box No. T524, MOTOR SPORT, 15, City Road, London, E.C.1. [2524

1938 ALVIS 12/70 Saloon, green. Fairly good condition throughout. Cruise at 60. Reluctant sale, owner going abroad. £150. Luke, 91, Llwydarth Road, Maesteg, Glam. [2527

RILEY 9 MONACO, 1934, manual gearbox. New camshafts, valves, guides, starter ring, Solex carburetter, universal joint, crown wheel and pinion. Dynamo, starter reconditioned. Appearance good. £80. Millar, 111, Ferry Road, Dundee. Tel.: 84375. [2528

Bob Glynn Sports Cars

OFFER

£495. 1939 LAGONDA short-chassis V12 sportsman's drophead coupe. The entire car is perfectly superb. Messrs. Davies Motors Ltd. have fitted a new engine during a recent overhaul and it is run-in and ready for years of magnificent motoring. Beautiful grey cellulose and chrome, beige hood and cover, luxurious interior with light tan hide upholstery.

£385. 1947 HEALEY 2½-litre 2-seater sports/racing car. Beautiful mechanical condition and very potent; absolutely immaculate appearance and excellent tyres and hood. One should see this car to appreciate its fine condition.

£185. M.G. PB 2-seater. Very sound condition and smart looks. Black, with fawn hood.

£125. 1937 OPEL 12-h.p. 4-seater cabriolet. A delightful, economical little car. Motors extremely well and has good hood, four nearly new tyres and three spares. Finished in cream cellulose. The pleasure of an open car with saloon-car comfort. Taxed.

£195. SINGER Le Mans 2-seater. This is the genuine model and it is a real specimen in faultless condition throughout.

Immediate H.P. terms on all the above and Insurance.

189, PAVILION ROAD,
SLOANE STREET, S.W.1 SLOane 4867

FOR SALE—*continued*

TYPE 45 B.M.W. SPARES. Hirth gearbox, £18/10; cylinder head, 7.4:1 c.r., £7/10. rocker gear, hard chrome shaft and stellited tips, as new, £10; Bristol oil pump, £4; radiator, £5; complete bottom half reground and dynamically balanced (Laystall's) crankshaft, new racing metal and big ends, new little ends and piston rings, Laystall Chromard liners, complete with balanced clutch plate and flywheel. Offers. Please write to Collyn James Rivers, 63, Linden Crescent, St. Albans, Herts [2524

1928 ALVIS 12/50 T.G. Saloon, good runner Tel.: SIL 3843, evenings preferably. [2530

FORD TEN engined P.A. M.G., Red, 2-seater Sports. £150, o.n.o. Barry Curtis, 257a, Croydon Road, Beckenham, Kent. Tel.: BEC 1000. [2531

1949 VOLKSWAGEN, black, in excellent condition bodily and mechanically. £275. Tel. WEM 3892. [2532

DESIRABLE CHARIOT with finest exhaust note in Sussex. Female Hornet Special, answering to name "Borborigmus" (rumblings abdominal), property of impecunious medical student (W.H.S.C.), whose bank manager is unwilling to keep us both in the manner to which we are accustomed. Circa £300 spent over 2 years. Bills. £140. Tel.: Newhaven 160, or Sloane 4895, evenings. [2533

TALBOT 105, 1933, racing chassis. Black saloon, sun roof, spots, etc., fast, sound, photos on request. Best offer. Box No. T534, MOTOR SPORT, 15, City Road, London, E.C.1 [2534

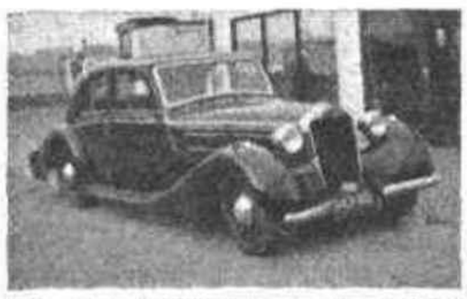
ASTON MARTIN. Le Mans, fitted with V8 engine. Chassis, etc., sound, interior shabby £120 o.n.o. Also 2 litre engine and gearbox and spares, excellent condition. £120 o.n.o Wakefield, Milton Lodge, Iver. Tel.: Iver 280 [2535

ROLLS WHEELS complete with tyres and tubes. 32x4¼. Good condition, full set. Cheap. Clough, Plant Farm, Holcombe, Near Bury. [2536

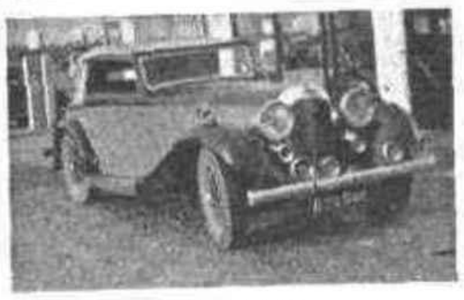
VOLKSWAGEN ENGINE complete with accessories (no starter). £20. Tel.: Wemble 3892. [2547

M.G.A. HARD TOPS, Universal Laminations Ltd.; Austin-Healey hard tops, Universal Laminations Ltd.; TR2 hard tops, Universal Laminations Ltd.; TR3 hard tops, Universal Laminations Ltd.; XK120 and 140 hard tops, Universal Laminations Ltd., 58, Holland Park Mews, London, W.11. Tel.: Park 4310. [2548

THE HALFWAY GARAGES (PADWORTH) LTD.



1939 DELAGE D6/75 saloon. Immaculate condition throughout. Black, with brown hide upholstery. Cotal gearbox, radio. Faultless mechanically. A very smart car with exceptionally attractive lines. Fast and economical. **£295.**
Also a drophead coupe at the same price, and a **D6/70** saloon in fair condition at **£195.**

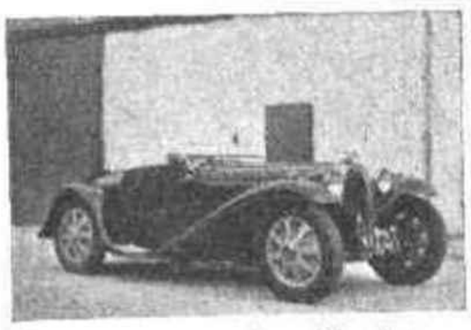


1935 LAGONDA 3½-litre drophead coupe. Grey/maroon. Every extra, including radio, numerous horns, spotlamps, etc., new tyres. **£195.**

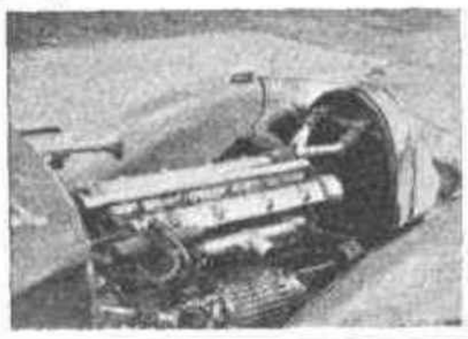
ALSO:

1939 ALFA-ROMEO 2,300 B Farina drophead coupe, fully independent suspension. Mechanically excellent, bodywork only fair. Enthusiast's bargain at **£245.**

Bugatti Type 46S coupe **£450**
1938 Lancia Aprilia saloon **£295**



A very unusual opportunity offered to genuine **BUGATTI** buyers. The finest remaining **Type 55** (BPK 1) is for sale for **£1,250**—no offers, ifs, or buts. It is, of course, up to any concours standard, the engine has just been completely rebuilt with re-rollered crankshaft etc. In fact the car defies description both in appearance and performance, so please don't write asking for a description because we can only say it is 100% the gold-plated article.



1948 Allard tourer. Fair condition ... **£235**
1937 Aston Martin 2-litre drophead coupe **£295**
1934 Lagonda 10-h.p. drophead coupe. Very smart **£185**



1938 DELAHAYE 135M Chapron 2-door saloon. Three-carburetter engine. Normal gearbox. This magnificent-looking car has an extremely brisk performance, as might be expected, and is capable of over 100 m.p.h. It is in very good order throughout and is very reasonably priced at **£295.**



1951 ALVIS 3-litre saloon. This well-built, high performance saloon has the sports twin-carburetter engine and will exceed 100 m.p.h. It is finished in black cellulose and is virtually unmarked. The tyres are new. Mechanically the car is free from criticism and permits comfort and performance in the luxury class for **£695** only.

BUGATTI EIGHT-CYLINDER G.P. OR TYPE 43 AND OTHER CONTINENTAL CARS WANTED.

TERMS. PART EXCHANGES. OPEN WEEK-ENDS

BATH ROAD, NEAR READING, BERKSHIRE. Telephone: WOOLHAMPTON 505/6

FOR SALE—*continued*

MARTIN FIBREGLASS aerodynamic body Ford Special, professionally built and trimmed November, 1955. New chassis, engine, brakes, special radiator, hood, doors, sidescreens, Dunlopillo seats, full weather protection, 75 m.p.h., 40 m.p.g. untuned. Performance with economy. £400, o.n.o. Might exchange 8/10 saloon. 225, Rochester Way, S.E.3. [2741

TWO JAGUARS, 1937 and 1939. Grey and black. £110 and £210. Both in perfect running order and excellent bodies. Any trial or inspection. Private sale. Burrows, 75, Green Street, High Wycombe, Bucks. [2743

1929 ROLLS-ROYCE TWENTY tourer. Grey. Very good throughout and one of the finest examples of this desirable model in the country. £275, o.n.o. Western Motor Works (Chislehurst) Ltd. Tel. : FOOtscray 1122. [2744

1934WOLSELEY HORNET SPECIAL Continental coupé. Above average. Everything working. Taxed. Any trial. £59. Streatham 3129. [2745

1934 SUNBEAM DAWN 12-h.p. saloon in very good condition. Superb interior. Three owners since new. 25 m.p.g. £59. Tel. : Pollards 2883. [2746

LA SALLE DROPHEAD coupé with dickey, 1929. Two owners only. Very good order. £55. Also Hispano-Suiza, 1924, with aluminium sedanca-de-ville body about 1935. A beautiful car. £200. Box No. W747, MOTOR SPORT, 15, City Road, E.C.1. [2747

TA M.G., 1939. Dismantling, complete car. Components in superb condition. S.A.E., or Tel. : Peterborough 3333. 42, Park Road, Peterborough. [2748

£435. HEALEY ELLIOT saloon. B-type chassis. Ivory and maroon with maroon interior. Superb condition throughout. Dockett Cottage, Towpath, Shepperton-on-Thames. Tel. : Walton 1790. [2749

1938, M.G. VA 1½-litre tourer. Excellent condition. Recent work includes : Specialist reconditioned engine (2,000 miles since). New battery and rear shockers. Fine performance, yet economical. Necessary acquisition of new saloon forces sale. £195, o.n.o. Davies, 27, Wellington Road, Taunton. [2750

ALVIS TJ 12/50 wide 2-seater, 1931. New battery, brakes, clutch, hood. Tyres, body good; not mutilated. Many spares including twin S.U.s. Taxed, insured. Reason—growing son, growing alsatian ! £100, o n.o. Dr. Day, 16, Wedderburn Road, N W.3. Tel. : Hampstead 7282. [2751

DISMANTLING : 1937 Wolseley 14, 1937 Wolseley 25, 1939 Wolseley 12, 1938 Austin Ruby, 1937 Austin 16, 1938 Morris 14, 1939 Morris 12, 1936 Standard 9, 1937 Standard 14, 1939 Renault 12 and 18, 1935 Jowett 7, 1936 Jowett 10, 1939 Dolomite 16, 1936 Singer 9, 1930 Alvis 12, 1932 Triumph 8, 1937 Vauxhall 14, 1937 M.G. 2-litre, 1935 Lanchester 10, 1924 Silver Ghost, 1936 Rover 14, 1937 Graham, Chrysler Airflow, 1938 Buick, 1940 Packard coupé. 200 others. Evans, Dismantlers, 45, Elizabeth Street, Manchester 8. Tel. : BLAckfriars 2949. [2752

£59. VERY POTENT A.C. Six sports 2-seater. Good hood, any trial. W. H. Barnes, 1c, Venner Road, Sydenham. Tel. : 7469. [2753

£29. AUSTIN SEVEN saloon. Original condition, good tyres, taxed. Genuine 40 m.p.g. W. H. Barnes, 1c, Venner Road, Sydenham. Tel. : 7469. [2754

PAIR OCCASIONAL tip-up seats, Bedford cord, clean. £5. W. H. Barnes, 1c, Venner Road, Sydenham. Tel. : 7469. [2754A

ALVIS SALOON, 1933, Firefly. Recent engine overhaul, new tyres and battery, spare gearbox, etc. Body resprayed. Present owner 16 years. £95. Thorneywork, Hook Norton (Tel. : 282), near Banbury. [2755

CYCLE WINGS domed and beaded, 5 in., 6 in., 7 in. wide, steel; fronts, 10s. 6d. each; rears, 13s. each, carriage and packing : pairs, 4s.; sets, 5s. 6d. Also alloy. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [2756

1934 BENTLEY PARK WARD saloon, original condition, blue leather. £395. 1934 Bentley Vanden Plas tourer. Full history available. Recent extensive overhaul by Bentleys. Eggshell blue, brown leather. Heater and radio. Unique car. £425. Blendon Car Sales Ltd., 313/315, Blackfen Road, Sidcup, Kent. Tel.: Bexleyheath 8788 [2757

FORD TEN RADIATOR, remote control; pair Luvacks, steering wheel. Good condition. £6. Wood, Sunnyside, Tatworth, Somerset. [2758

1922 MODEL-T FORD TUDOR sedan. Restored to original throughout. Perfect bodily and mechanically. 5 new tyres, new battery. £150, or offer. March, "Brown Lion," Llanmaes, Llantwit Major, Glam. Tel. : Llantwit 162. [2759

XPAG PLUG and pistons, new. £20. Ford wheels, M.G. J gearbox spares. Jepson, Low Bentham, Lancaster. [2761

POTENT AUSTIN SEVEN Special, high compression head. S.U. carb. and pump, light flywheel, Cambridge manifold and remote control on 4-speed gearbox. 500 by 16 rear wheels, etc. New battery. £60. Many older type spares, including complete lowered chassis. S.A.E. for details and photos. 611, Tonbridge Road, Maidstone, Kent. Tel. : Maidstone 86411. [2765

FOR SALE—*continued*

LAGONDA RAPIER 4-seater tourer, black, green wheels and upholstery. 1,104 c.c. twin-cam engine, KE965 valves, twin S.U. carburetters, B.T.H. magneto, Girling brakes, E.N.V. gearbox, aluminium body by Abbott. Sleeved engine. Resprayed, brakes relined, new king-pins and bushes, new clutch springs, all within the last 1,000 miles. New hood and sidescreens. Property of one of our directors, who regretfully must purchase saloon. Nearest £150. Warstock Service Station Ltd., Warstock Lane, Birmingham 14. Tel. : MAYpole 2088. [2760

SPORTS RILEY, 1951. Engine reconditioned. New tyres, tubular chassis, Lockheeds, torsion rear. All weather. Immaculate. Nearest £300. Tel. : Southend-on-Sea 44255. [2766

ASTON MARTIN Mk.II L.C. 4-seater. Exceptional performance and roadholding. Powerful brakes. Good all-round condition. £260. Scanes, 91, Nodes Drive, Stevenage. [2767

DISMANTLING. 1935 B.S.A. 8.9-h.p. 3-wheeler; 1931 Singer 7-h.p.; 1935 Armstrong-Siddeley 14-h.p.; Ford V8 30-h.p.; Morris 8 and 10 with Lockheed brakes. Mayhew. Tel. : Halfway House 205. [2768

LAGONDA 3-LITRE touring saloon, 1932. Used daily. Nearest £65. 144, Kineton Green Road, Olton, Birmingham. [2769

1929 SUNBEAM 20.9 James Young drophead foursome. New hood, servo brakes, very fine vintage motor. £65, or usual haggle. 310, Richmond Road, East Twickenham. Tel. : Popesgrove 1888. [2770

RILEY MERLIN, 1936, 1½-litre 12/4 saloon. Preselector. Excellent condition. £160. Box No. W771, MOTOR SPORT, 15, City Road, E.C.1. [2771

MORRIS MINOR, 1948-51. Used. Undamaged, cylinder block U.S.H.M. Type 2. Tel.: BUCkhurst 4640. [2772

M.G. J2 black 2-seater. New hood, 2 carbs., brakes and steering overhauled. In perfect order. Owner overseas in H.M. Forces. Best offer accepted. 23, Hartley Down, Purley, Surrey. Tel. : Uplands 3590 for appointment to call and see. [2773

TALBOT DARRACQ, 1929, 21-h.p. coupé in good condition for which any reasonable offer will be accepted owing to recent purchase of 4.3 Alvis. Tel. : Epsom 9738. [2774

FORD JEEP (Reg. 1947). Recently overhauled. £110, o.n.o. Tel. : Epsom 9738. [2774A

ASTON MARTIN, Oct., 1937, 2-litre D/H coupé, black and red. Low oil pressure, but otherwise in excellent condition. Must sell. £185, or offer. Tel. : Park 8957. [2775

MERCEDES ENTHUSIAST selling either of his two 4-seater coupés, equally fine condition; either a unique Type 130, rear engine, 13-h.p. (virtually a water-cooled Volkswagen) for £115, or a lovely Type 170, 14-h.p., fitted h.c. head and new Vyanide hood. £185. (London). Box No. W776, MOTOR SPORT, 15, City Road, E.C.1. Tel. : Riverside 9001 (after 5 p.m.) [2776

JENSEN, 1937 SPORTS saloon, aluminium 4-door body; terrific performance and sporty lines; mechanically excellent, body needs spare-time attention, reconditioned and tuned V8 engine. £75, or exchange 8/10-h.p. (London.) Box No. W777, MOTOR SPORT, 15, City Road, E.C.1. [2777

FORD COUNTRY SEDAN 9-seater—blue with all equipment—as new—1,800 miles. Price £1,900. Available for delivery at Chaseside Motor Co. Ltd., 620, Great Cambridge Road, Enfield, Middlesex. [2778

TYPE 50 BUGATTI—rebuilt as new to original specification as in Bugatti book. 4,840-c.c. engine develops 200 b.h.p. at 4,000 r.p.m. with Roots supercharger. Performance 1st, 47; 2nd 28; top 120 m.p.h. Green, 2-seater body with new hood and side-screens, incredible performance. Available for delivery at Chaseside Motor Co Ltd., 620, Great Cambridge Road, Enfield, Middlesex. [2779

RILEY KESTREL, 1937, 15/6 6-light saloon. Considered by many best model Riley produced. Engine smooth and quiet with good oil pressure and low consumption. Very good body. Family reason for sale. £225. Exchange considered. Todd, 27, Couchmore Avenue, Esher. Tel. : Emberbrook 4983. [2780

ALVIS 12/70 SPORTS SALOON, 1939. Fast, economical thoroughbred. Mechanically excellent. Body reasonable. £100 spent. £225. 43, Satanita Road, Westcliff-on-Sea. [2781

PACKARD ULTRAMATIC SALOON, fitted radio, heater, pillar lamp, hydraulic aerial. Really perfect throughout. Hire purchase can be arranged. Webb Bros. (Engineers) Ltd., Fighting Cocks, Wolverhampton. Tel. : 36729. [2782

1936, MODEL FN/B.M.W. saloon 2-litre. Bargain. £65. 1935 Morris Eight, less c.w. & p., starter and dynamo. £18. De Luxe P100s, rechromed. £8. 9, Dulverton Avenue, Coventry. [2783

RILEY, 1934. Rebuilt 300 miles ago. Engine reground, new bearings, camshafts, valves, timing, etc., gearbox, transmission overhauled, new c. & p. and bearings. Complete bodyframe, mudguards, paint, etc. £130. Barnard, 5, Ashworth Avenue, Flixton, near Manchester. [2785

FOR SALE—*continued*

1933 LAGONDA 16/80 SALOON. Professionally maintained since 1948. Almost perfect. £165. Box No. W784, MOTOR SPORT, 15, City Road, E.C.1. [2784

TWO SHORT CHASSIS Le Mans Aston Martin 2/4-seaters. Both mechanically very quiet. Fitted new jets and needles. Giving 30 m.p.g. Excellent brakes, batteries, bodywork, etc. Full weather equipment. One black and dark green. Both immaculate. Taxed. £260, or near, for either, consider exchange. Green, 63, Snowdon Road, Eccles, Lancs. Tel. : 1027. [2786

ALVIS 12/50, '31 tourer, 26,000 since engine rebuilt. Good hood, screens, tyres, paint. No major expenses foreseen. £120, o.n.o. Available end March. London. Box No. W787, MOTOR SPORT, 15, City Road, E.C.1. [2787

LAGONDA, 1934, 4½-litre. Complete but rough. £50, or would sell in bits. V12 Lagonda engine, dismantled. £30 the lot. Kaye, " Rosedene," York Road, Whinmoor, Leeds. Tel. : 647262. [2788

BENTLEY 4½-LITRE 2-seater. Blower, crank, highly tuned, 3 S.U.s, 3-litre Red Label short chassis, hydraulic brakes, shock-absorbers, 110 m.p.h., 20 m.p.g.; D-type gearbox, rebuilt 1950, by A. Pitts. Finished 3rd Itala Trophy 1954. Cheap for quick sale, exchange considered. Box No. W789, MOTOR SPORT, 15, City Road, E.C.1. [2789

FIAT 1,100, resprayed, recent rebore. Good throughout. Seen Southampton weekends. Sims, Churchill Arms, West Lavington, Devizes. [2791

TWO-SEATER SPECIAL, weatherproof, road equipped. Details, photo. 51, Prospect Terrace, Aberdeen. [2793

INVICTA 1½-LITRE, 1934, tourer. Very special 8 : 1 comp. engine. Subject T.O.S.C. 246, Autocar 23/3/45. Price £150. Another similar, mechanically sound, needing battery, hood and attention to body. £45. or best offer the two. Seen Twickenham. Tel. : POP 1210. [2799

RILEY USED PARTS, 1928-38. Engines, saloons. Chili Parlour, By-pass, Hatfield, Herts. [2800

ONE OF THE LAST 540K. Mercedes-Benz. First registered 1946. B-type cabriolet. Engine and gearbox completely overhauled. Perfect condition. £750, o.n.o. B.E.C., 56, Burlington Road, New Malden, Surrey. Tel. : Malden 5245. [2801

FORD 30-H.P., 1935-6. All parts to clear. Offers. Marvey, 84, Westminster Bridge Road, S.E.1. Tel. : WAT 3239. [2802

CITROEN LIGHT FIFTEEN, 1948. French. Breaking. 6-volt electrics. State requirements, s.a.e. please. Carroll, 78, Dorset Avenue, Chelmsford. [2803

ALFA-ROMEO, 1936, d.h.c. 8-cylinder, 2.3-litre supercharged 2½-seater, £650, unmodified, in excellent condition. Also 1936 2-seater d.h.c. 6-cylinder 1,750-c.c. supercharged, long chassis. £280. Lord Ridley, Blagdon, Seaton Burn, Northumberland. [2804

1929 SPEED SIX Windover saloon. First-rate mechanical condition, just rebored, new pistons, new radiator, three brand new tyres. Very roomy and comfortable coachwork in excellent condition; photograph in MOTOR SPORT, January, 1956. £325, or offer. Quicke, Newton St. Cyres, Exeter. [2805

VAUXHALL FOURTEEN, 1938, Wingham 4-door drophead, new hood. £110, or near. Tel. : BYRon 1994. [2806

ONE SET HARTFORD tele-control shock-absorbers, less one gauge. Nearly new. £10. Two 450 by 21, one 525 by 21 Dunlop covers. All very good. £3 10s. each. Bland, 27, Southfields Road, S.W.18. Tel. : Vandyke 1612. [2807

RILEY 12/6, 1934, block, bore standard. What offers ? Box No. W808, MOTOR SPORT, 15, City Road, E.C.1. [2808

RILEY FALCON. Stored 13 years. Very good all-round condition. £80. Tel.: Sunbury 2690. [2815

M.G. TC, 1949. Black. Engine rebored, steering and gearbox overhauled, new hood. Bodywork very good. Excellent performance, 30 m.p.g. £360. Barlow, 40, Innage Road, Birmingham 31. [2816

1939 LANCIA APRILIA Farina drophead coupé, in outstanding mechanical condition. £295. Engines Reconditioned Ltd. 333, Pinner Road, Harrow, Middlesex. Tel.: HAR 1269. [2817

MERCEDES-BENZ, 1939, 13.4-H.P. 4-door saloon. Condition mechanically good, bodywork and upholstery immaculate. New-type headlamps and modern front, good tyres. Norwood Garage, Ashford, Kent. Tel.: Ashford 420. [2818

HIMALAYAN JOURNEY forces sale 1925, 12-h.p. Star tourer. Complete spare chassis in good order. £40 or near offer. Walker, 12, Adams Row, London, W.1. Tel.: Grosvenor 2157. [2819

BS4 BRISTOL engine, highly tuned, with brand-new gearbox, hydraulic clutch, Delco ignition. Ready for immediate installation in suitable sports/racing car. £350 or near offer. Truman, 61a, Mansfield Road, Nottingham. [2820

M.G. TC, 1949. Red, with beige trim. Engine overhauled. Remarkably fine condition throughout. £370. Terms, exchanges. Cyril Johnson Automobiles, 61, Lancaster Mews, W.2. Tel.: PAD 5948. [2822

FOR SALE—*continued*

G.N. BEVEL BOX, £8; rear axle, 50s.; pair 19-in. Morgan front wheels with stub axles, £3; special radiator, £1; Frazer-Nash hydraulic brakes, rear, ex Triumph, £6; R.A.F. flying jacket, £4. Teague, 1, Rosemont Road, Richmond. Tel.: RIC 0495. [2821

RILEY NINE KESTREL, 1934. Cream and black. Good order throughout. £100. Exchanges. Cyril Johnson Automobiles, 61, Lancaster Mews, W.2. Tel.: PAD 5948. [2823

JAGUAR 1¼-LITRE, 1940. Black, with red trim. Exceptional specimen. £235. Terms, exchanges. Cyril Johnson Automobiles, 61, Lancaster Mews, W.2. Tel.: PAD 5948. [2824

ROLLS-ROYCE 24-H.P. 7-seat limousine, good runner; bargain, £100, or will break at right prices. Clearance of 20-h.p. spares of all descriptions. S.A.E. for full list to Garfield House, Blagreaves Lane, Littleover, Derby. Tel.: 48819. [2825

QUALIFY FOR VINTAGE. 1930 Austin Heavy Twelve tourer. Unwearoutable. Much done, including new hood, sidescreens, battery. Faults honestly disclosed. £50. Spong, Lower Farm, Bagber, Sturminster Newton, Dorset. [2826

DELAGE D6, 1932, 2.6 fixed-head coupé. Good condition, two owners, and 67,000 miles since new. Over two tons of expensive motor car, £120, o.n.o. Miller, 30, Hornton Street, W.8. Tel.: Western 7747. [2827

HORNET SPECIAL EW saloon, 1935. Aluminium body. S.R. recond. engine. Three new tyres. Taxed Dec., insured Sept. £120 all-in. Francis, Copmanthorpe, York. (Tel.: 66988). [2828

RILEY BROOKLANDS. Rebuilt late '55. Fitted '38 Sprite engine. Preselector box. New rear wheels, tyres. Alloy body. £225, o.n.o. Lewis, 4, Dingle Vale, Liverpool 8. [2829

SINGER LE MANS coupé, new carburetters, etc., £60. Part-exchange open sports, Frazer-Nash, Ford Special, etc. Exeter Inn, Okehampton. [2830

'33 RILEY MONACO, capable 75 m.p.h., enlarged ports, twin S.U., high c.r., exhaust cam, lightened flywheel, rebalanced crank, resprayed, good tyres, brakes, batteries. £75, o.n.o. 23, Howard Road, South Norwood. [2831

65 COPIES MOTOR SPORT, 1950 onwards. What offers? J. E. Elliott, "Lindley," Salisbury Road Farnborough, Hants. [2832

£55, O.N.O., for vintage Austin 12/4 saloon, 1928. Body and interior are in immaculate condition. Brass radiator and lamps put the finishing touch to a fine appearance. The mechanical condition is truly outstanding. Bills for £40 can be shown. Five very good tyres, new batteries; taxed and insured. For viewing—Tel.: LIV 3703. [2834

20/98 DARRACQ saloon, Show model 1927, rescued from breaking. Basically sound and complete. Modest price to good home. Coates, Hill Farm, Swine, near Hull. [2835

FIAT 1,100, Model 508C, sun-roof saloon. Engine Laystall balanced and Derrington tuned. New internals in back axle. Two new tyres. £200. Bristow, "Seafield," Edward Road West, Clevedon, Somerset. Tel.: Clevedon 2652. [2837

RILEY IMP, 1935. Bodywork excellent, resprayed dark red, rewired throughout, brakes relined, tyres good, 16-in. rear wheels. Engine very potent after summer rebuild. New Merlin crank, resleeved standard, h.c. pistons, racing cams, 4-branch exhaust, double valve springs, Scintilla mag., locked clutch, overhauled close-ratio E.N.V. Spares include dismantled but almost complete engine, E.N.V. box unused since overhaul, large-bore S.U.s, etc. All this to highest bid around £280. Lunn, Heatherfield Hotel, Knutsford. Tel. 428. [2838

M.G. PA, 1935, breaking for excellent spares. Crash after complete rebuild. Bates, 67, Rock Road, Cambridge. [2839

M.G. NA MAGNETTE, 1934, 4-seater, blue. New hood, carburetters, starter motor. 10,000 miles since rebore and crankshaft reground. £100. 75, High Street, Northchurch, Berkhamsted, Herts. [2840

S.S. AVON SPECIAL 16-h.p. chassis or sell engine (reconditioned), gearbox, etc., separately. Two new tyres. Steele, 40, East Thornlie Street, Wishaw, Lanarkshire. Tel.: Wishaw 1073. [2841

VINTAGE AVELING-PORTER steam traction engine, working condition, £40. 1927 Lea-Francis tourer, rebuilt, 16/50 engine, many spares, £70. Austin Seven Special, ideal further development, £35. Also 1932 saloon, £20. O./N./Offers. Box No. W842, MOTOR SPORT, 15, City Road, E.C.1. [2842

FORD 8-H.P. chassis c/w. reconditioned engine, overhauled gearbox, rear axle and front axle, c/w. dynamo, starter, distributor and numerous spares. £40, o.n.o. Gregory, Warwicks, Shurlock Row, near Reading. [2844

STANDARD RECONDITIONED ENGINES, exchange or sale. New water pumps. 12/16-h.p. cylinder heads. Shell bearings for Morris M10; Wolseley Ten; M.G. 11-h.p.; 15s. set. B.E. and mains. Bartlett, 54, Tamworth Park, Mitcham. Tel.: 2859. [2845

1929 M.G. M Midget. Upholstery, hood, battery new. Engine, tyres, excellent. £60. 33, Brancepeth Avenue, Newcastle-upon-Tyne. [2847

C. J. BENDALL

ALVIS FIREFLY saloon, 1933, good mechanically, first-class tyres, rough body. **£50.**

AUSTIN SEVEN SWALLOW saloon, 1929, but recently rebuilt, retrimmed and repainted professionally. **£65.**

BENTLEY 3-LITRE RED LABEL short-chassis Cadogan open sports 4-seater, mechanically sound, general coachwork, etc., above average. **£195.**

BENTLEY 4½-LITRE sports saloon, the last 4½ built, very fully described in December advertisement. **£350.**

BUGATTI TYPE 46 saloon by Twigg, partially dismantled but complete. **£55.**

FIAT TYPE 519, 27-h.p., 1925, short-chassis sports 4-seater, R.-W. wheels, impressive car with an excellent performance. **£95.**

HUMBER 16/50 4-seater tourer, 1929-30, in very fair all-round order, near-new hood and tyres. **£65.**

H.E. 2-LITRE SIX, 2/4-seater Corsica sports body. An attractive and unusual car in sound order. **£90.**

LAGONDA V12 sports saloon; registered 1945; complete engine overhaul by Davies Motors in July, 1953. A very immaculate and genuine car, at the very low figure of **£465.**

MORRIS-COWLEY "bull-nose" 2-seater, 1924, but f.w.b. axle fitted; no 100 per cent. specimen this, but a sound and roadworthy little car. **£60.**

RILEY NINE, 1937, sports saloon, 67Z series; excellent mechanically and very fair bodywork. **£145.**

RILEY NINE MONACO saloon, 1934, manual gearbox, mechanically sound and very fair bodywork. **£65.**

ROLLS-ROYCE 20/25, 1932, GKT series, full sedanca-cabriolet by Barker. Extremely nice chassis and very tidy coachwork. **£250.**

ROLLS-ROYCE TWENTY, 1927, Park Ward small limousine; leather throughout, very nice paintwork. Rolls-Royce transportation at moderate cost. **£125.**

ROLLS-ROYCE TWENTY, 1928, 4-light owner-driver fabric saloon by Freestone & Webb; fair fabric, nice interior, extremely nice mechanical order. Believed only one owner until 1953. **£175.**

ROLLS-ROYCE TWENTY, 1927, saloon with division by Cockshoot. Externally quite good, interior untidy; engine needs new rings, but a sound runner with excellent tyres. **£85.**

ROLLS-ROYCE P.I Connaught limousine, quite good body, but needs a decent repaint and new piston rings. **£60.**

S.S. JAGUAR 2½-LITRE sports tourer, 1936; o.h.v. engine, good tyres, very fair body, poor hood. Only average mechanical order, but an attractive car at a bargain price, **£95.**

S.S. JAGUAR 2½ saloon, 1936, roughish body but very fair chassis. **£65.**

TALBOT 110 sports saloon, 1937; extremely good coachwork, mechanically not outstanding but very fair. **£115.**

TAMPLIN cyclecar, 1921, very well restored and in excellent order. No reasonable offer refused.

Edwardian Cars: 1914 **RENAULT 27-h.p.** 6-cylinder Hooper landaulette, in running order but needs much body restoration, **£75; UNIDENTIFIED** car, mainly Lacoste and Batman proprietary components and de Dion engine, age anywhere between 1904 and 1908, partially dismantled but complete and in quite good order, with fair tyres, lamps, etc., and a more or less complete and easily restored 2-seater body, **£80** or near offer.

A complete **MULLINER** 4-seater all-weather body for **BLUE LABEL** long-chassis **BENTLEY,** fair condition, on a towable chassis (not Bentley), callers only, **£15.**

Hire Purchase and Insurance can be arranged on any car.

We are agents for the Borgward Isabella 1,500-c.c. saloon, which, at its inclusive price (inc. p.t.) of £1,210, is quite the most attractive car of its type offered to the British motoring public.

We can offer considerable assistance in repair and replacement of vintage electrical and equipment of all types.

25, ORCHARD ROAD, STEVENAGE, HERTS.

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Stevenage 566 (*Day*). **Hitchin 3108** (*Evening*)

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FOR SALE—*continued*

ROLLS-ROYCE P. I, 1928, shooting-brake. Sound, reliable. Almost new body, cost £300. Clean, attractive lines. Moved house, no garage space. Accept £100. Tel.: Marlow (Bucks) 785, before 9.30 or evenings. [2846

FRAZER-NASH, 1937 SHELSLEY 2-seater, o.h.c. Gough engine. In exceptionally good condition throughout. No sensible offer refused. Cresswell, 194, Wells Road, Malvern Wells. [2848

BRISTOL, 1949 Model 400/85 sports saloon. Black, with pigskin upholstery. First-class order throughout, looks new, excellent history. H.M.V. Radiomobile, heater, three new Michelins, twin Marchals. Taxed year. £695, or consider exchange, cash adjustment. Courtney, 37, Parkside Drive, Edgware, Middlesex. Tel.: STO 7073. [2849

TRIUMPH, 1939/40, black sports saloon. Excellent condition. Well maintained. £200, o.n.o. Inspection invited. Tel.: MAR 2759, or write: 21, Somerton Avenue, Westcliff-on-Sea. [2850

ALVIS CRESTED EAGLE shooting-brake. Built, re-registered 1954; 20 m.p.g.; resleeved; 8-seater; 15 cwt.; ash body. £125. 4.3 Alvis spares, except engine. Green, 23, Pinetree Avenue, Leicester. [2851

1937/8 M.G. VA tourer, green. 1937 NA Magnette 2-seater, red and black. Tel.: Winscombe 3203. [2852

M.G. TD. New engine 1955. Two-tone green. Immaculate condition. Radio, etc. £495. Tel.: PAL 7600. [2853

RILEY MONACO, 1932. Excellent engine, oversized valves. Immaculate paintwork, interior. New batteries. Reconditioned dynamo. Good tyres. Taxed, insured. Economy and reliability for £115. 91, Harwich Road, Lawford, Manningtree, Essex. Tel.: Ardleigh 420. [2854

SALMSON, 1936, 12-H.P., attractive grey and blue drophead. £130 or offer. Box No. W855, MOTOR SPORT, 15, City Road, E.C.1. [2855

1,172-C.C. SUPERCHARGED 2-seater sports. Very attractive alloy aerodynamic body, red. I.F.S. Many extras, including radio, heater, twin Marchals. Full weather equipment. £370, o.n.o. Birch, 63, Butts Hill Road, Woodley, Reading. [2856

1927 ANZANI FRAZER-NASH, £60. 12-in. front brakes, bronze head, 4-speed. Bargain. 14, Llwynfedw Road, Whitchurch, Cardiff. [2857

1935 FRAZER-NASH-B.M.W. cabriolet, £75. Dawson, 35, Nevern Square, S.W.5. Tel.: Fremantle 0738, evenings. [2858

"BULLNOSE" COWLEY, 1923. Engine rebored, new mains, big-ends, radiator; brakes relined; four excellent tyres. Partially dismantled. Offers. Tel.: GLA 5215. [2859

SEPT., 1949, EXPORT model Lea-Francis 2/4-seater. 1,000 since £125 engine rebuild. 90 m.p.h., 28 m.p.g. Clean. New hood. £425. Exchange S/T. 90, Morgan, H.R.G., Triumph, or? Brown, 12, New Street, Sheerness. [2860

A.C. ACE 2-LITRE drophead, 1934. Preselector. Sound mechanical condition. Good acceleration and looks. Radio, washers. £125. Blackett, 47, Angel Road, Thames Ditton, Surrey. [2861

RILEY KESTREL 12.4, 1937. Riley Invicta 12.4, 1938. Others in stock. Spares in stock, 1928 to 1938. New and secondhand replacement brake shoes, £4 10s. a set. Replacement clutch linings and brake cables, etc., etc. Rileys bought, any condition. Send stamped addressed envelope for replies. H.P. terms arranged. Clarke, 168, Lee High Road, S.E.13. Tel.: Lee Green 8004. [2867

TRIUMPH, 1937, saloon, 13.95 h.p.; five centre-lock wheels and good tyres. Car in running order, but would sell in parts. Healey Abbott drophead coupé, F-type chassis, Aug., 1953; colour green; radio, heater and usual extras. 25,000 miles and in splendid condition—£875. Gordon Sudworth Ltd., Somerset Road Garage, Moldgreen, Huddersfield (Tel.: 7236). [2868

ARE YOU BUILDING a "special"? May we help? Austin Sevens: lowered suspension, £3 10s., similar to Ulster type, rears flattened approx. 4 in., front spring set with ½-in. reverse camber, beam cranked; no other modifications needed. Machined c/heads, 15s.; lightened flywheels, 10s. Enlarged inlet valve conversion £2 10s., four special inlet valves supplied; remove valves and tappets, not studs. Send block with head. Rectifying enlarged h.p. eyes, £1; i.f.s. for saloon or "special," £8-£9. Carriage extra. Bowden Eng. Co., Ottery St. Mary, Devon. Tel.: 391. [2869

1934 TALBOT 75. Very good mechanical condition. Good battery, new tyres and reconditioned dynamotor. Insured. £60, o.n.o. Tel.: Godalming 1838. [2871

GRAND CLEAROUT of Riley Nine spares. Very nearly everything. 6, Redstone Manor, Redhill. Tel.: Burgh Heath 1220. [2872

M.G. TA, '37. Good condition. £240, will haggle. B. J. Whittaker, 41, Bromley Common, Bromley, Kent. Tel.: RAV 3393. [2873

DISMANTLING MAGNA 12/70. Good engine, gearbox. Kipling, Bolton-by-Bowland, Clitheroe. [2874

BREAKING M-TYPE M.G. All spares except back axle, including slab tank. Tunaley, 77, Broad Street, Chesham, Bucks. Tel.: 954. [2876

FOR SALE—*continued*

ROVER METEOR FABRIC saloon 19.8-h.p., 1932. Stored 17 years. Original instruction manual. Probably best specimen of its kind in U.K. Connoisseurs only. £65. Capitol Films, 193, Wardour Street, London, W.1. Tel. : GER 8196 (evenings : WES 9227). [2549

BEST OFFER, however ridiculous, gets virtually brand new special; lovingly built at cost of over £400, carrying over £100 new parts. Stored, never used. Beautiful coach-built aluminium tourer body on '35 SS 2½-litre chassis. Only fault rad/bon. ugly. Details and mystery explained on request. Also for miniature-car builders. New 150-c.c. Villiers 2-strokes, with gearboxes and lighting coils. Box No. W550, MOTOR SPORT, 15, City Road, E.C.1. [2550

VOLKSWAGEN, 1956, SERIES De Luxe 2,500, as brand new; taxed. £675. Also 1955 De Luxe 8,000. £625. 29, Pine Tree Avenue, Leicester. Tel. : 66007. [2551

1926 LEA-FRANCIS 10-h.p. 2-seater tourer. New hood. Reconditioned radiator. No oil, 34 m.p.g. Taxed March. Transmission worn. £65, o.n.o. Tel. : VIG 3536. [2552

£32 10s. A.C., 1935, Greyhound saloon, "knock-on's." Requires some detail attention. Job away forces sale. Break, or other proposition. Tel. : Western 3901, or 50, Walton Street, Oxford. Tel. : 56078. [2553

O.H.V. AERO-MORGAN in perfect condition. Any trial. Must sell. Box No. W554, MOTOR SPORT, 15, City Road, E.C.1. [2554

RADIATOR FOR 4½ vintage Bentley. Perfect condition. £10. Miss McCooey, 121, Mount Pleasant, Liverpool. Tel. : ROY 8500. [2555

RILEY KESTREL NINE, 1934. Recent engine overhaul. Manual gearbox, Scintilla, twin S.U.s. £110. Rea, Tel. : HAMpstead 7708. [2558

SS2 10-H.P. ENGINE and gearbox unit. One con-rod poking through crankcase. £15. "Chearia Lea," Hamm Court, Weybridge. [2559

FRAZER-NASH B.M.W. 329 cabriolet, converted 2 LS hydraulics, Type 55 engine. £160. Wedding bells more attractive than exhaust note! Details from Triggs, Sundawn, Manor Avenue, Crewe, Cheshire. [2560

RILEY 1½-LITRE, 1936. Engine just overhauled, preselector needs attention, tyres good, body needs some repairs. £60. Thompson, Cundells, Underbarrow, near Kendal. Tel. : Crosthwaite 216. [2561

FIAT 500 SPARES. C.W.P., £8; pair front wings, £2 10s.; track rod, 10s.; petrol tank, 15s.; steering box, £3. S.A.E., Clampin, 80, Argent Street, Grays, Essex. [2563

FOR SALE—*continued*

PAIR P100 HEADLAMPS. Large, dip. £35. Box No. W564, MOTOR SPORT, 15, City Road, E.C.1. [2564

REAR AXLE. J2 M.G. complete with brakes, axle, shafts and hubs. £12, o.n.o. Whitcher, East End, East Woodhay, Newbury, Berks. [2565

SELL OR EXCHANGE Morris 10/6 Special. Polished aluminium body, reconditioned engine. Exchange for 4-seater Aston Martin or similar. Must have outside exhaust and outside hand-brake. Wardle, Cuttholme Farm, Ashgate Road, Chesterfield. [2568

SILVER GHOST, 1921. Crankshaft assembly overhauled. £65. Statham, Bitton Road, Keynsham, Bristol. [2569

VINTAGE (1928) SUNBEAM O/D saloon. Unblemished. One careful owner 27 years. Complete history known and checked. Exceptionally well preserved. Appearance frequently commented upon by complete strangers on the road. 79,000 miles speedo reading believed genuine. Taxed; insured; quiet, lively engine; four new tyres. Inspection welcomed. Remarkable specimen for the enthusiast. £150. Waiting to buy vintage Rolls. Wilson, 104, Balcombe Road, Horley, Surrey. Tel. : Horley 478. [2570

4½-LITRE MEADOWS ENGINE for sale. Government surplus, reconditioned. R. J. Shanks & Co. Ltd., Baker Street, Weybridge, Surrey. [2574

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FOR SALE—*continued*

FRAZER-NASH, 1936, "Chain Gang" Colmore. Blackburne engine, good original condition. £190, o.n.o. Bailey, Flat 1, "Fiddlers Green," Hampton-in-Arden, Warwickshire. [2571

SUPERCHARGER, SHORROCKS, used 6 weeks. Cost £90 complete with all fittings, S.U. carb. Also manifold to fit 1½ M.G. £35, o.n.o. Hett, 6, Corporation Oaks, Nottingham. Tel. : 66858. [2572

Z.F. DIFFERENTIAL. Complete with brackets and bearings, supplied by Coopers. Cost £90. Accept £30, o.n.o. Hett, 6, Corporation Oaks, Nottingham. Tel. : 66858. [2573

1929 AUSTIN HEAVY 12/4 saloon. £35. Miss Griffin, Southlands, Heath Road, Haywards Heath. [2575

RILEY KESTREL SPRITE 1½-litre, 1937. Genuine sound car. £235. Triumph Gloria Special 10.8-h.p. 2-door saloon, 1937. Exceptional at £140. "Lichfield," Dene Road, Whitchurch, Bristol, 4. [2576

DELLOW MK.II, 1953, red 2-seater. Untrialed, good condition, taxed year. £350, Cooley, 84, Bexhill Road, London, S.E.4. [2579

BUGATTI TYPE 57 close-coupled 4-seater coupé. Wonderful condition. Engine recently rebored by Bugatti spec alist. £415. Cuff Miller & Co., Ltd., Thorncroft Garage, Horsham Road, Littlehampton. [2581

6-CYL. SCINTILLA "VERTEX" magneto clock. Almost new. Nearest £6 10s. 10, Park Street, Haslingden, Lancs. [2583

1934 RILEY KESTREL fitted with 1936 15/6 engine and gearbox; completely overhauled. Bills £170. Well shod. Cellulose good, interior fair; very fast. £185. Tel. : SPEedwell 5296 [2584

TRANSPORTERS. Two available entirely suitable for racing/sports cars. One converted. From £50. Details : Turner (Tel. : Guildford 67784). [2585

TWIN S.U. CARBURETTER installation. 1¼-in. bore type H.V.2. Practically new, ex-S.S. Jaguar. What offers? Couchman, Sunbeam, Conyer, Teynham, Kent. [2587

S.U.s, 1½ in., new, £10 pair. Bentley spares : "A" box, brake parts, shafts, etc. 94, Danford Lane, Solihull, Birmingham. [2588

1948 ALLARD D/H/C., Silver grey, new vynide hood; bodily and mechanically faultless. £295. 1939 Hotchkiss 10-h.p. cabriolet. Really outstanding condition in Jaguar blue, grey vynide hood; mechanically superb, very economical. £265. Elm Autosales, 68, Hartfield Road, S.W.19. Tel. : CHErrywood 1615. [2599



Type 57 BUGATTI, twin overhead camshaft, late property of famous racing driver, now detuned for road work, fitted lovely close-coupled body by Farina, four nearly new tyres and host of other extras. Car is capable at the moment of over 100 m.p.h., and has been maintained regardless of cost. Must be seen. **£575**

1,100-c.c. FIAT pillarless saloon, grey, blue interior, completely rebuilt last year. An opportunity not to be missed to own one of these famous little cars with a giant performance. 35 m.p.g. and 80 m.p.h. **£235**

1949 SUNBEAM-TALBOT 90 saloon, 30,000 miles only, reconditioned engine, latest 2-tone colour. Fitted many extras **£395**

1955 OLDSMOBILE Starfire 98 all-electric convertible, hydramatic, finished lovely 2-tone regal maroon and grey, tartan upholstery. Radio, heater, many extras, including whitewall tubeless tyres **£2,750**

ALVIS Speed Twenty Vanden Plas tourer, green, black wings, silver wheels. New hood, sidescreens and tonneau cover, Lucas P100 headlamps, Hartford telecontrol shockers. Completely rebuilt in 1953 at cost of over £800, and is in 1956 condition. The finest and best preserved Speed Twenty in Sussex; very fast and holds road like new **£285**

Black Label BENTLEY, fitted Red Label engine, very smart open 4-seater sports body fitted about 1948. Whole car in first-class order apart from slight dent in top of radiator **£165**

1954 HILLMAN Convertible, one owner, genuine 7,000 miles; maroon, beige upholstery. Fitted latest theft-proof ignition horn warning, heater, many extras **£565**

1938 ASTON MARTIN 2-litre 4-door saloon, finished green, leather upholstery, completely overhauled in 1956 condition **£325**

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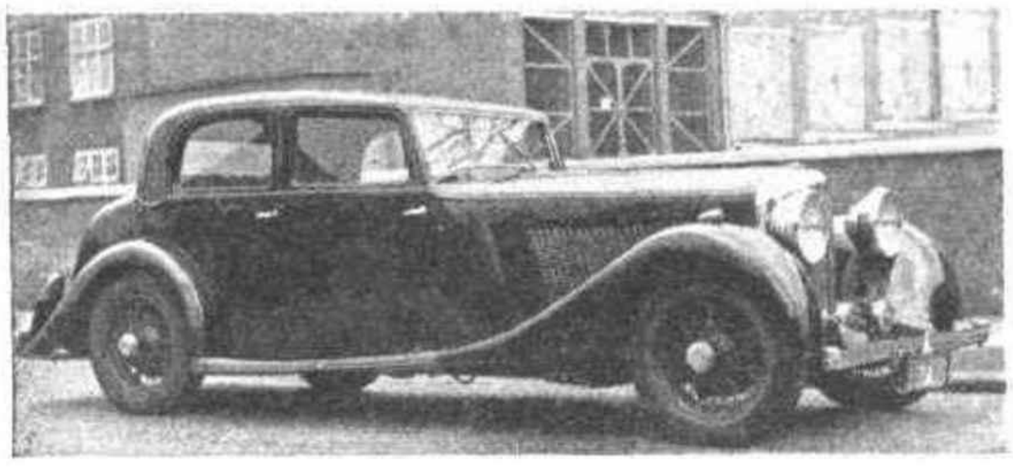
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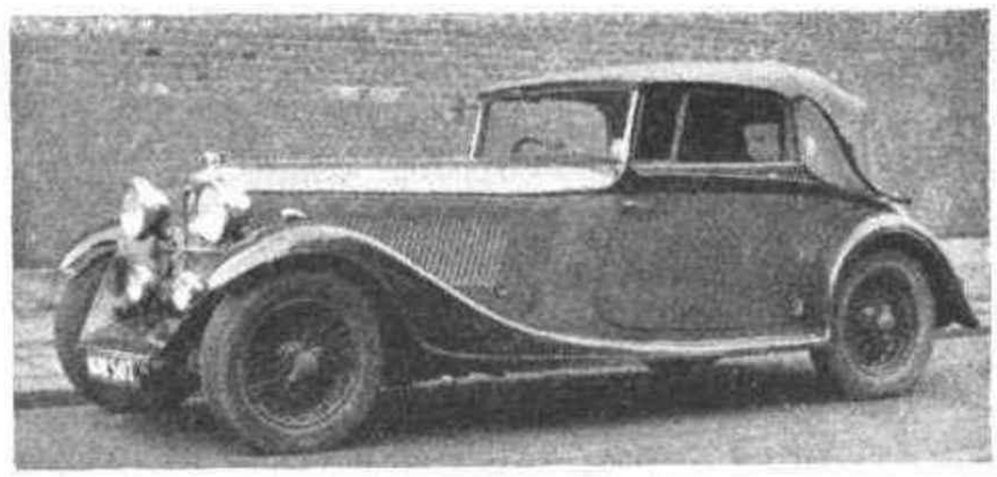
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BENTLEY 3½ sports saloon by Park Ward, Nov. 1935. B/FB series. Rebored July, 1955; clutch just reconditioned; five almost new India tyres, spare unused. This car is in excellent condition throughout and is offered at the attractive price of **£435**



LAGONDA 3-LITRE drophead coupe by Martin Walter, normal gearbox. Five excellent tyres, very pretty body, finished in red and gold. This car has been enthusiast maintained and we have bills for over £650 since 1949. A gift at **£155**

1948 ALLARD 4-seat coupé, 71M series, finished in light grey with dark blue interior. Good tyres, replacement engine V8 fitted in 1952. Good tyres, bodywork, trim, upholstery, etc. Attractively priced at **£295**

1951 XK120 4-seat hard-top coupé, finished in sage green, top overhaul in mid-1955, when new shock-absorbers were fitted. Not raced and the recorded mileage of 22,000 is believed genuine. **£575**

ESSEX—Terraplane 8-cylinder (Hudson) fitted with a nice English 4-seat open touring body. Good hood, sidescreens, tonneau, etc. New headlamps, good tyres and chrome. Hardworking and economical. **£135**

1937 DAIMLER 4-light sports saloon. Black, with brown hide interior. Very good tyres, plating, interior, etc. Engine has had an extensive overhaul and really sparkles. A remarkably beautiful car. **£245**

FOR SALE—*continued*

RILEY IMP, 1935. One of the finest examples of the model in the country. Engine done 300 miles; fitted twin Amals and Vertex Scintilla mag. Fron Purslow Motor Cycles, Shrewsbury. Tel. : 2214. [2591

SUNBEAM, 1932, 23.8-h.p. saloon 35,000 miles. In excellent condition. Complete history known. £150, o.n.o. 80, Hillmorton Road, Rugby. [2592

TWO NEW INDIA tyres, tubes and flaps. 5.25 by 5.50 by 20. Cost £22 5s. Will sell for £12 12s. 6d. Tel. (business hours) : Slough 20712, or write : B. R. Eastick, Mill House, Sonning, Berkshire. [2593

M.G. PB, 1936, 2-seater. Red. Excellent throughout. New battery, good tyres, tonneau, luggage grid, screenwashers. £210. 36, Golders Manor Drive, Brent, N.W.11. [2594

VERY MUCH ADMIRED 2-seater, tuned 2-litre, slab tank, twin spares. Also pair 16 in. by 7.00 in. wheels. All new electrical equipment. New hood, tonneau; 13 in. Lockheeds. Oil 80 deg. hot. £165. o.n.o. 138, Glenny Road, Barking, Essex. [2595

FORD TEN engine/gearbox. Silvertop head, all accessories, recently reconditioned. At Luton. Gift £15. C. Richardson, 462, Unthank Road, Norwich. [2596

OWING CLASH TEMPERAMENTS with present driver's wife, Humber 16/50 saloon, debutante 1929, prepared join new lover offering nearest to £100. 47, Westwood Green, Cookham, Berks. [2597

HEALEY-ELLIOTT SALOON, 1949. Heater, washers. Recent major engine and body overhauls. 25 m.p.g., 100 m.p.h. in greatest comfort. £500. Tel. : Upminster (Essex) 2649. [2598

ASTON MARTIN, 1937, 2-litre sports saloon. Very good runner, in constant use; good tyres, brakes, steering and electrics. Would accept £175, or exchange with cash for Minor or similar car. All offers considered. West, 74, Clyde Road, London, N.15, or Tel. : STA 7525 any time. [2600

DISMANTLING 1935 HILLMAN TEN, Oct., 1954. Reconditioned engine, new rad., late 1955, new rear springs, S/As. What offers for all parts? Box No. W601, Motor Sport, 15, City Road, E.C.1. [2601

RILEY LYNX 1½-litre, 1936. Little used, works reconditioned engine, brakes relined, rewired. Well shod. £120, o.n.o. Tel. : FREmantle 2769, after 8 p.m. [2602

VAUXHALL, 1923, 23/60 Kingston tourer. Fitted f.w.b., Auster rear screen. Everything works and immaculate. New tyres all round, two spare wheels. £175, or exchange with cash for more modern saloon. Cranmore, Avenue Cottage, Blackwell, Worcs. Tel. : Hillside 1782.

TALBOT, 1932, SALOON Good condition. £95. Box No. W604, Motor Sport, 15, City Road, E.C.1. [2604

1925 BENTLEY RED LABEL open 4-seater tourer in B.R.G. and alloy body/chassis. "B" box. Mag. and coil ignition. Good worker, Sound in wind and quiet in all gears. £140, or exchange 1938/39 Ford 8/10 saloon. Farnworth Leighton Manor Farm, Cowden, Edenbridge, Kent. [2605

LAGONDA RAPIER, 1935, 4-seater fixed-head coupé. At present fitted with single carburetter manifold, twin available. Good performance with economy. £110. The Oakfield Hotel, Wellington Road, Timperley, Cheshire. [2606

FOR SALE—*continued*

RILEY 1½-LITRE FALCON saloon, 1937 (Oct.), 79,000 miles. £250 overhaul 17,000 back. Bills and history available. Excellent. £200. Tel. : Bedford 4356. [2607

TYPE 23 BUGATTI, 1927. F.W.B. chassis part rebuilt, engine dismantled. Never rebored but needs it now. Offers for whole or parts. Arnott 1½-litre blower, carburetter, pulleys, oil tank. Perfect. £17 10s. 6-in. racing rev-counter. £5. J. Winston Smith, 8, Ash Street, Trawden, Colne, Lancs. [2608

ROLLS-ROYCE, 1925, 40/50 limousine, by Hooper. Taxed, insured. Quite good condition. Many spares. Best offer secures. Harrison, White House, Earby, near Colne, Lancashire. Tel. : Earby 2101. [2609

M.G. MAGNETTE almost K3. Engine completely overhauled, Laystallised head, balanced flywheel, reconditioned E.N.V. box, Borg competition clutch. Hydraulic brakes. New batteries, tyres. Excellent weather equipment, full tonneau. very economical, no oil, many spares. Immaculate. Regretfully offered owing to overseas draft. £175. Lt.-Cdr. Foden, H.M.S. "Hornet," Gosport. Tel. : 89166. [2612

1956 VOLKSWAGEN DE LUXE saloon. Polar silver. Mileage 325. As new. £685. Smith's Motors, Dovercourt. Tel. : Harwich 701. [2613

1937 WOLSELEY 14/56 4-door tourer. Recent bills for £100, but still pretty tatty. Taxed and insured. Owner posted. £65, or offer. S. A. Vialls, Officers' Mess, Bentley Priory, Stanmore, Middlesex. [2614

THE SPORTING MOTORIST'S AGENCY operates an information service for "Special" builders. In addition, all necessary parts can be supplied at lowest possible rates State requirements fully by post to : R. F. Read, 76b, Amhurst Park, London, N.16. [2615

M.G. HUBS, DIFFERENTIAL, camshafts, dynamo, brakes, engine spares, springs. S.A.E. 30, Ashwood Avenue, Coventry. [2617

1937 B.S.A. FOUR-WHEELER; f.w.d., rebored, new mains, diff., hood, tyres. £95, or nearest offer. Emson, 40, Forrest Street, Latchford, Warrington. [2618

RILEY 2½-LITRE, black, 1949, saloon. Most carefully maintained by enthusiast. "Airflowed head" by Barwell Eng. Recently fitted new rings, big-ends and battery, balanced wheels. Maximum indicated 105 m.p.h. Moderate oil consumption. Enamel and chromium excellent. £495. Barlow, 40, Innage Road, Birmingham 31. [2620

M.G., 1933, J2 8/33 saloon. Body only fair. Good runner. £45. Keen, 178, Broomwood Road, S.W.11. [2621

FIAT MODEL 1,500. "Spares" : Rear axle virtually new with brake drums. Ignition distributor, petrol pump, gearbox gears, petrol tank, offside front wing, bonnet (many small spares). Stiles, 153, Billing Road, Northampton. Tel. : 2264. [2622

1933 E.W. WOLSELEY HORNET Special. Immaculate condition throughout. The car for the enthusiast. Owner in Forces. £150, o.n.o. Belle Vue Garage, Whitegate Drive, Blackpool. [2623

ROESCH TALBOT 105 saloon, 1933. Resprayed, new carpets, batteries, sleeved, etc., last 18 months. 85 m.p.h., 22 m.p.g. £135, o.n.o. Smith. Tel. : Anstey 2395 (near Leics.). [2624

FOR SALE—*continued*

RILEY NINE SPECIAL, 1933, chassis, Brooklands body. Engine rebuilt 3,000 miles, new crankshaft, rods, tappets. Enlarged inlet ports, double valve springs, 7.75/1 pistons, twin S.U.s, 4-branch exhaust, high-lift inlet camshaft, lightened flywheel. Excellent tyres. 34 m.p.g. Many spares. £155 Sullivan, Hazlerigg Hall, Loughborough, Leics. [2625

4½ BENTLEY FABRIC SALOON. Oil pressure, compressions. Overall mechanical condition excellent. New radiator core, battery, Triplex, brake linings; tyres recently fitted. Body sound, comfortable, weatherproof. £195. Mulholland, 1, Portugal Street, Cambridge. [2626

DISMANTLING FOR SPARES. Jaguar 2½, 1937, Railton 28, 1938, Morris Eight, Ford Eight, Austin Sixteen, Austin Twelve, Rover Ten, 1933, Singer Eleven, 1935, Wolseley Sixteen, 1937, Vauxhall Fourteens and Twenty, 1937. Tyres, batteries, spotlamps, car radios Spares : cars, vans, lorries. R. G. (Bob) Donald, Empire Garage, 148, Machon Bank, Sheffield 7. Tel. : 53996. Special this issue : Rolls-Royce 20-h.p. limousine, 1928. Very clean, sound, taxed. £105. [2627

REAR AXLE COMPLETE. M.G. 2½-litre, £15. Gearboxes, Buick 30-h.p., Standard Fourteen from £10. R. G. (Bob) Donald, Empire Garage, 148, Machon Bank, Sheffield 7. Tel. : 53996. [2628

SEVERAL CHEAP OLD CARS from £20 in running order, but only just. Terms half deposit, £1 per week. R. G. (Bob) Donald, Empire Garage, 148, Machon Bank, Sheffield 7. Tel. : 53996. [2629

HANDBOOKS, WORKSHOP MANUALS. List, sixpence; enquiries, stamp. Catalogue 500 motoring books. ninepence. Gray, Hurstpierpoint, Sussex. [2630

MORGAN PLUS FOUR 2-seater. First registered January 1954. 7,000 miles only. First-class condition throughout. Mechanically perfect. £480, or exchange good Series III Jowett Javelin. Box No. W631, Motor Sport, 15, City Road, E.C.1. [2631

VETERAN 1915 WAVERLEY has 1919 engine. Correct engine with car needs fitting. £130, or would exchange for a pre-1917 T Ford tourer. Wanted: pre-1905 twin cylinder engine, 10/12-h.p. Davis, Pattenden, Burgess Hill Tel. : Burgess Hill 3420, evenings: 2038. [2632

740 BY 140S new tyre. 5, Orchard Street, Falkirk, Stirlingshire. [2633

VOLKSWAGEN, 1953, in perfect condition. Offers or exchange sports car. 5, Orchard Street, Falkirk, Stirlingshire. [2633A

'32 M.G. "MIDGET." Comprehensive selection of spares, including excellent chassis. Delivery paid. Smith, 286, Saddleworth Road, Greetland, Halifax. [2634

LOTUS MARK VI 1,100-c.c. Ford, full modifications; also included spare Ford o.h.v. engine (requires some repair) for same car. Car in perfect order and condition. £425. Len Gibbs, Penn, Bucks. Tel. : Penn 2115. [2635

LAGONDA RAPIER, 1935/6 9.6-h.p. (1,100 c.c.) sports coupé. Twin S.U.s, twin o.h.c., preselector, recently overhauled, vintage roadholding; 32 m.p.g., believed 90 m.p.h. (certainly 80+). £200, o.n.o. Vincent Comet, 1950, also fast. £100. Box No. W643, Motor Sport, 15, City Road, E.C.1. [2643

FOR SALE—*continued*

ARMSTRONG-SIDDELEY, 1937/8, 17-H.P. saloon, f/f. occasionals. Recond. engine, steering, 2,000 miles ago. Good body, tyres. Offers, or exchange for Rolls 21.6, suitable for spares, type and condition of body unimportant. Write Box No. W875, MOTOR SPORT, 15, City Road, E.C.1. [2875

DISMANTLING : 1929 18/80 M.G.; 1933 14/65 Talbot; 1936 S.S.12. The Forge, Middleton, Market Harborough, Leics. [2878

1935 M.G. 2-seater. Fitted Ford Ten engine. New hood, sidescreens, battery. Excellent condition. £175. 20, Marston Gardens, Luton, Beds. [2879

LANCIA APRILIA, 1939, pillarless saloon. First-class original condition. Performance to maker's specification. Engine, transmission, gearbox, suspension, well maintained in excellent order. Body, trim, paint, chromium, very good. No rust. Tyres excellent. A *bona fide* car in well above average condition deserving of an appreciative owner. Seen Birmingham. Very reasonable at £310. Box No. W880, MOTOR SPORT, 15, City Road, E.C.1. [2880

M.G. M. Sound condition throughout. Marchal heads. £60, o.n.o. Daniel, 40, Holne Chase, Morden, Surrey. Tel.: MIT 4482. [2881

1928 TALBOT 14/45 saloon, 42,000 miles. One previous owner. Completely rebuilt/repainted by enthusiast to concours condition. £75. Churton, "Lynwood," Hooton, Cheshire. Tel.: Willaston 3268. [2882

RILEY NINE and Twelve spares. Two 3-brush dynamos; one 2-brush dynamo; two regulators; one gearbox. 76, Salford Road, Streatham Hill, S.W.2. [2883

TRIUMPH 1936 chassis, good Climax 10.9-h.p. engine; k.o. wheels, instruments, roto-shockers; tyres, carb. ropey. Tow away. Ideal "special" or would break. Mid. R. Browne, Drake, R.N.C., Dartmouth. [2884

RILEY LYNX 1½, '36. Recently resprayed, hood fitted. All screens intact. Very smart car. Well shod. £200, o.n.o. Meredith, 84, Fellows Road, N.W.3. Tel.: PRI 8594. [2885

1938 FORD EIGHT saloon, complete less body. £45. A. J. Apps, Rose Villa, Goudhurst, Kent. [2886

AUSTIN NIPPY, 1935, fitted i.f.s. and Girling front brakes; 5 by 15 tyres on new wheels rear, new 4 by 17 tyres front. Many new parts in engine, gearbox and suspension recently; 1-gall. sump, c.r. box. Sound hood and screens. Must sell. £145, offers. 37, Ringstead Road, Sutton, Surrey. Tel.: VIG 5689. [2887

TALBOT 105 sports. Very good condition throughout. Five new tyres, two new batteries. £135. Harris, 132, Derbyshire Lane, Stretford. Tel.: Longford (Manchester) 1020, 6.30-7 p.m. [2888

RILEY KESTREL, 1935, 14-h.p., good condition, £110. Fiat, 1928, 8-h.p. tourer, 36 m.p.g. Continental tour 1955; original; spares; offers. 2-Lt. Sainsbury, 39 Base Workshop, R.E.M.E., Bicester. [2889

2-LITRE LAGONDA, 1931, low-chassis open 4-seater; 8,000 miles since £120 engine overhaul. Excellent mechanical condition; body, etc., sound. Present owner 12 years. £165 or offer. Full details sent. Box No. W890, MOTOR SPORT, 15, City Road, E.C.1. [2890

1938 VITESSE. High-compression engine. Excellent all-round condition. Fast, economical. £150 60, Albert Drive, S.W.19. Tel.: Putney 9064. [2891

M.G. TA Tickford. £270. Worrall, Officers' Mess, R.A.F., Syerston, Newark. Tel.: East Stoke 223. [2892

£20 BARGAINS : 14/45 Talbot, mechanically very sound, and complete ex-works head for single Norton, sodium exhaust, as new. Also 1,500/1,750 Alfa spares. Gunn, 70, Albert Road South, Malvern. [2893

AUSTIN NIPPY, 1935. New battery, tyres, exhaust system. Insured 1957. £100, o.n.o. Steel, 29, Lawrence Street, Redcar, Yorks. [2894

ASTON MARTIN 1½-LITRE Mk. II grey saloon. Maintained in top condition. Seen London. £350, o.n.o. Hearn, 9, Sutcliffe Close, Bushey, Herts. [2895

RED LABEL BENTLEY, 1924, 3-litre, original open Vanden Plas body. Complete engine rebuild last year. Attractive car. Photos by request. £165. Robinson, 224, Manor Way, Crewe. Tel. : 2120. [2897

1936 ALVIS SPEED TWENTY Charlesworth. Very good condition throughout, but slight damage to rear. £100, o.n.o. 150, Dairsie Road, Eltham, S.E.9. [2898

BUCKLER/FORD 2/4-seater, neat attractive aluminium body with boot; complete weather equipment, Vybak sidescreens, 22,000 miles. New 16-in. tubeless Dunlops, Buckler i.f.s., wonderful roadholding; 4.7 axle, 11 cwt., 38 m.p.g., cruises 60. Cost over £600 1952 with all new components. £285. Tipper, 6, Normanby, Bonnville Road, Bowdon, near Manchester. Tel. : Altrincham 4778. [2899

FIAT 508C, 1938. Mechanically good, reasonable tyres, everything works but body tatty. Suggest good basis special. Present owner since 1946. £100, o.n.o. Massey. Tel. : Northwood 3144. [2900

FOR SALE—*continued*

RILEY KESTREL TWELVE, 1935. Enthusiast engineer owner forced new tinware. Rewired, resprayed, wheels rebuilt, twin stop-tails, reverse light, engine-gearbox removed, overhauled last year. Used daily business. £175. Tel. : Rugby 4428. [2901

1950 M.G. 1¼-LITRE open 4-seater TD. Sports engine. Black and red, safety glass screens, many extras. One owner. £395, o.n.o. Bayly, 23, Beauchamp Avenue, Leamington Spa. Tel. : 2429. [2902

LANCIA AUGUSTA, 1935, saloon. Mechanically excellent, 30+ m.p.g., good paintwork, rechromed, well shod. P.80s, seat covers, demisters, fog and reversing lamps, w/s washers, spring gaiters. Engineer enthusiast spent much time/money, now changed plans. £150. Wardley, Rutland Hall, Loughborough. [2903

RILEY, 1938, KESTREL 16-h.p. 4-cylinder. Cross-flow head, manual box with overdrive and free-wheel giving high performance with economy. Much money spent on this car, including reconditioned overdrive. £220. Smith, 49, Westfield Drive, Loughborough. Tel. : 4329. [2926

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1955 MERCEDES 220A, as new, l.h.d. **Offers**

1950 BRISTOL 401, guaranteed mileage 24,000; 403 mods. **Offers**

1953 FORD Ten Special, i.f.s., new engine recently. **£185**

1936 AUSTIN Seven saloon, excellent engine. **£45**

1929 HUMBER Sixteen saloon, 83,000 miles, two owners only. **£35**

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wishes to inform any intending purchasers of pre-war Rileys that all cars advertised last month were sold. Perhaps the fact that customers can see our cars in course of overhaul accounted for this—or maybe one person said to another—"If you want a good Riley see the Riley Man." There is a moral somewhere. However, we now have a few more ready for sale and others in course of overhaul :

14-h.p. RILEY M.P.H. 2-seater sports, specially built by the manufacturers. This beautiful car is in entirely original order and is sound throughout. A maximum in the order of 85 m.p.h. coupled with superb handling and braking qualities make this a very desirable acquisition for the connoisseur. Offered at the reasonable price of **£265** to include clutch overhaul and general check.

1937 9-H.P. MONACO six-light saloon in very good order both as regards coachwork and mechanical order. Confidently recommended at the competitive figure of **£175.**

In course of overhaul—**Imp** 2-seater; one-owner 1938 **12-h.p. Adelphi,** etc.

Our comprehensive spares section continues to cater for the needs of enthusiasts. New and used spares, list on request; replacement parts for 9-h.p. include :

Crown and pinion sets, **£7 10s.;** speedo. cables complete, **22s. 6d.;** universal bushes, **4s. 11d.;** kingpin and bush sets, **47s.;** gasket sets, **14s.;** h.c. head gaskets, **8s.;** valves, **9s. 4d.;** twin manifolds, etc. *Add postage.*

Terms, exchanges and insurance.

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FOR SALE—*continued*

RILEY SPARES AND SERVICE (open until 8.0 p.m.). Our unrivalled stock includes : Valves, 9s.; guides, 4s.; valve springs : single 8s. set, double, 14s. set; gaskets, 17s. set; brake cables, 22s. 6d.; Speedo cables, 22s. 6d. complete; crown and pinion, £7 10s.; solid copper head gaskets, 14s. 9d.; track rod ends, 17s. 6d. All plus postage. Also 1937 Adelphi 12/4. Immaculate. £225. 1937 Adelphi 15/6. Excellent condition. £175. 1934 Kestrel 12/6. Special 6 Amal engine. Terrific performance. £165. Full details on request from : Welford Bros., Central Garage, Rothley, near Leicester. Tel. : Rothley 140. [2904

4½ LAGONDA, open 4-seater, exceptional condition; new radiator, etc., reasonable, or exchange chain-gang Nash. 24, Barkham Ride, Wokingham. Tel. : Eversley 3117. [2905

RILEY SPRITE SPECIAL. Most attractive 2-seater, professionally built, all light alloy body and swept wings in traditional styling. Engine completely rebuilt and balanced by Burtonwoods with following brand new components: crankshaft, bearings, cross-flow head, rocker gear, water pump, etc.; 8/1 c.r. pistons, block linered to standard. P.S. gearbox fully reconditioned by makers. Racing chassis, triple spoked knock-on wheels. Lockheed brakes. Only one snag—inadequate leg room. Price £395. S.A.E. for full details. 12, Copland Avenue, Wembley. Tel. : WEM 4020. [2907

JENSEN SPORTS SALOON. Excellent condition, many parts renewed. £100, o.n.o. Tel. : Brixton 4061. [2908

M.G. PA. Excellent body, tyres. Ford unit ready to fit. £95, complete. Tel. : Brixton 4061. [2909

£65 ! 750-C.C. SPECIAL just completely rebuilt. Beautiful new body; similar pre-war Le Mans. Reconditioned engine, new crankshaft, bearings, etc. Box No. W910, MOTOR SPORT, 15, City Road, E.C.1. [2910

ROLLS-ROYCE PHANTOM I. Chassis complete with bonnet and scuttle. Series No. D.C. In good running order. This is a first-class example for a collector of vintage Rolls-Royce. Can be inspected in Manchester. Offers please. Box No. W912, MOTOR SPORT, 15, City Road, E.C.1. [2912

DECEMBER, 1936, Speed Twenty-five Alvis drophead. Black, brakes relined, 2 new tyres, new clutch, petrol pump, control box, etc. Chrome and bodywork excellent. Requires new starter ring and decoke. Nearest £160. Strowlger, 91, Acorn Street, Leicester. [2913

SINGER, 1937, SUPER TWELVE. Dismantling good spares. Pearce, 41, Addison Drive, Lincoln. [2914

VOLKSWAGEN Tygan/leather seat covers, fawn check. Cost 13 gns.; perfect, £8. 3, Hill Crescent, Chelmsford. [2915

WOLSELEY HORNET SPECIAL, 1934, fixed-head coupé; twin S.U.s, modern electrics, new battery, sound tyres. Very good mechanically; 28 m.p.g. Insured May. Owner buying family saloon. £70. Moore, 29, Eastway Road, Wigston Fields, Leicester. [2916

14.9 RILEY KESTREL, 1937. Superb condition. New tyres, new battery. Any trial. £200, or nearest offer. View : 69, Firs Park Avenue, London, N.21. Tel. : LABurnam 4479, after 7.0 p.m. [2917

8-LITRE BENTLEY, Freestone Webb 7-seater body; recellulosed, re-upholstered. Engine decarbonised. Offers. Cooper, The Yeld, Lyonshall, Herefordshire. Tel. : Lyonshall 206. [2918

1952 LAGONDA 2½-litre chassis. Very slightly bent, complete except for diff. assembly. Ideal basis for special. £175 o.n.o. Welwyn Sales Depot, Ltd. Tel. : Welwyn Garden 2345. [2919

RILEY 1½ SALOON, 1938. Maintained by engineer owner. Trouble-free speed with comfort. £195. Box No. W920, MOTOR SPORT, 15, City Road, E.C.1. [2920

TALBOT 14-45, 1933-34. Perfect body, etc. Rod through sump. Will dismantle for spares. 75 head, rods, timing wheels. W. Bishop, 9, Norman Road, Swindon. Tel. : 4048. [2921

ROLLS-ROYCE back-axle, old 40-50 with prop.-shaft and tube. W. Bishop, 9, Norman Road, Swindon. Tel. : 4048. [2922

M.G., MINOR AND WOLSELEY. Spares. Crankshafts, con. rods, etc. Set Lockheed brakes. Complete. Fit M.G. J2. Wolseley engine 6-cylinder, same type as M.G. Magna. W. Bishop, 9, Norman Road, Swindon. Tel. : 4048. [2923

FORD TEN ENGINE with carb., dist., petrol pump and clutch. Best offer. W. Bishop, 9, Norman Road, Swindon. Tel. : 4048. [2924

PB M.G. 4-seater. Bodily and mechanically sound. New battery, reconditioned carburetters, rewired. £175. Lewis, 23, Angle Ways, Stevenage. [2925

1928 HUPMOBILE. Mechanically sound. Aluminium body. Roof needs attention. 6 good tyres, battery, etc. £35, o.n.o. Must sell, due to losing garage space and coming professional exams. Llewellyn, 118, Lauderdale Road, London, W.9. Tel. : Abbey 4661, during day. [2927

BREAKING 1936 RILEY NINE Merlin. All parts available. F/O. Shaw, Officers' Mess, R.A.F., Tangmere, Sussex. [2928

FOR SALE—*continued*

1935 HILLMAN AERO MINX alloy body 2-seater sports. Excellent mechanical condition, overhauled during last summer. Just married, forced sell, otherwise wouldn't consider parting. £175, o.n.o. Tel. : Uplands 4686, after 6 p.m. [2929

AERO MINX. Rebuilt 1954; rechromed, recently resprayed metallic grey. New weather equipment. Mechanics excellent. A unique example of that disappearing species, the open 2/4 tourer. £165. 49, Downs Road, Dunstable. [2930

J2 BODY 2-SEATER original. Complete. Screen, hood, tank, cycle wings, floor lights, etc. £15. J. W. Whitehouse, Penn Lane Garage, Tanworth-in-Arden, Solihull, Warwicks. [2931

ASTON MARTIN, 1934 Mk.II 1½-litre sports saloon. One of the very few produced, it is a fine sports car with "hard top." Fast and economical with new type rods, balanced crank, latest camshaft, etc. Excellent appearance. Ideal for sportsman who must have saloon. Genuine reason for sale. £235. 56, Gores Lane, Formby. Tel. : 3381. [2932

M.G. TD, June, 1953. Green. Very good condition. Fog and spot lamps, undersealed, seat covers, screen washer. £495. Heughan, "Oakwood," Tutbury Road, Rural, Burton-upon-Trent. [2933

AUSTIN CHUMMY, 1931. Excellent tyres, good body, hood, screens. Reputed £46 engine overhaul. Taxed. Gift £30. Glebe, Bishopsteignton, Devon. Tel. : 203. [2934

H.R.G., 1948, 1,500 c.c. Recent work includes white respray, brakes relined, hood, tonneau, stub axles, gearbox overhaul, tyres and interior excellent; 99.9% throughout. £445, o.n.o. 104, Littleheath Road, Selsdon, Surrey. Tel. : Sanderstead 1855. [2935

1937 LAGONDA 4½-LITRE grey tourer. Above average condition. Very fast and powerful. Not cheap to run (12-15 m.p.g.), but offers sheer joy in open country. Hood nearly new. Tyres good. £285. O'Connor, Castle Hill House, Launceston, Cornwall. [2936

FORD TEN chassis/space-frame. Late-type engine, 7 ft. 6 in. wheel base. £40, o.n.o. Smith, 150, Bellemoor Road, Southampton. [2937

DELAGE DISS 4-seater (1927). Engine completely reconditioned, new sidescreens, body sound, interior fair. Family want saloon. £80, o.n.o., or exchange saloon (vintage or otherwise). Box No. W938, MOTOR SPORT, 15, City Road, E.C.1. [2938

1934 RILEY LYNCOCK. Broken crankshaft, rest of car good; sound spare engine available. Also 1½-litre Invicta block and pistons, unused since rebore and Morgan J.A.P. crankcase. Tel. : Bletchley (Bucks.) 652. [2939

1937 M.G. 2-LITRE coupé. 16,000 miles since new engine. Fast and reliable. Owner going abroad. £80 or offers. 15, Redford Walk, Edinburgh. Tel. : 87914. [2940

LEA-FRANCIS, 1947, sports saloon, 14-h.p. Immaculate. 2 owners. Very fast. 28 m.p.g. Heater (radio extra). £395 (or exchange estate car). Box No. W941, MOTOR SPORT, 15, City Road, E.C.1. [2941

UNIQUE ROVER SPEED Pilot Fourteen one-off coachbuilt 4-seat tourer, almost completely renewed in 1953 rebuild. All new mechanical components, new sprung Dunlopillo seats, trim, instruments, panel, etc. Sparkling motor car lacking in nothing. £265. 7, Charis Avenue, Westbury, Bristol. Tel. : 625494. [2942

SPIKINS (TWICKENHAM) LTD, 83/101, Heath Road, Twickenham, Standard and Triumph specialists, offer one only new Triumph TR2 in racing green at pre-budget price. Save over £50. Tel. : Popesgrove 1035/6/7/8. [2943

O.M. 2-LITRE, first registered 1930, rebuilt 1936; twin carburetters, single spare and blower; dark red. £75. Carpenter, Swingfield, Dover. Tel. : Selsted 69. [2944

BREAKING 1936 27.8 RAILTON saloon. All parts good, including André teledraulics with gauges and controls, Notek Fogmasters, etc. S.A.E. for prices. Sunman, 7, Birch Avenue, Heaton Moor, Stockport. [2946

RILEY KESTREL (1934) 9-h.p. 4-door sports saloon. Alloy body. Very low built. Reconditioned engine fitted. O.P. 75 lb. hot twin S.U.s. Preselector. Five good tyres. Excellent condition throughout. Good appearance but a few dabs of paint here and there would make a difference. Genuine bargain for £75 as room wanted. 435, Didsbury Road, Stockport. [2945

3½ BENTLEY BARKER sports saloon. Grey/red leather. Clean, sound condition. £330. Consider anything interesting later than 1927 as part payment. N.B. : interesting does not mean clapped or uncomfortable. c/o 31, Blenheim Crescent, Leigh-on-Sea, Essex. [2947

TALBOT 75, 1935, sports saloon. Excellent mechanics, body, tyres, etc. S.T.D. Talbot Concours winner. £180, o.n.o. Langley, 92, Lavender Road, Worcester. Tel. : 3260. [2948

VOLKSWAGEN de luxe, Nov., 1954; 10,000 miles, as new, undersealed. Bought Fiat 1,100. £595. Goslett, Meads, Wilton Crescent, Beaconsfield, Bucks. [2949

M.G. PA SPARES, including chassis, 2 new 16-in. wheels, 3 400 by 19 tyres, 100 miles only. Some TA spares, sound radiator. J. C. Taylor, High Street, Riseley, Bedford. Tel. : Riseley 228. [2950

FACTORY RECONDITIONED Ford Ten engine. Late-type, complete with accessories; 100 miles only. £36. 1937 Ford Ten gearbox and rear axle, complete. Other parts. J. C. Taylor, High Street, Riseley, Bedford. [2951

1950-51 JAGUAR MARK V saloon. Black, pigskin interior, radio, heater. Taxed year. Good condition. £485. J. C. Taylor, High Street, Riseley, Bedford. Tel. : Riseley 228. [2952

1935 ALVIS SPEED TWENTY 2-door saloon. Recent engine overhaul, general condition reasonable, genuine reason for sale. London area. £100, o.n.o. Box No. W954, MOTOR SPORT, 15, City Road, E.C.1. [2954

1928 LEA-FRANCIS 4-seater tourer. Good running order. New side-screens. 4 good tyres. Hood poor. Seen London. £85. Tel. : Sloane 5670. [2955

AUSTIN SEVEN CHASSIS, i.f.s., small wheels; 5 new tyres and tubes and 500 c.c. twin o.h.c. Sunbeam S.8 engine. £45, or near. Ascott, 62, Wickham Way, Beckenham, Kent. Tel. : BEC 4213. [2956

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THE SPORTING MOTORIST'S AGENCY maintains a spare parts register, and can sell your surplus spares. Send full details (including price required) by post to : R. F. Read, 76b, Amhurst Park, London, N.16. [2644

1938 RAPIER 1,086 c.c. 4-seater sports, by Ranalah. New concealed hood, side screens, full tonneau cover, nearly new tyres, rechromed lamps, etc. £200, o.n.o. The Chestnuts, High Street, Godstone, Surrey. Tel. : 203. [2645

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ASTON MARTIN, late 1938, saloon in excellent condition throughout. New battery, good tyres, twin horns, etc. Carefully maintained. £225, o.n.o. Seen Rochdale. Conway, 19, Langdale Road, Preston. [2648

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1934 ALVIS SPEED TWENTY tourer £200 just spent on engine. New crankshaft, con-rods and bearings. Block re-sleeved to standard. New valve guides, rocker shaft, dynamo and mag.; 5 new tyres, new hood. £250, o.n.o. Capt. Hyslop, Lucknow House, Tidworth, Hants. [2650

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BREAKING FOR SPARES. 1934 Alvis Firebird. Lloyd. 117, Becklow Road, Shepherds Bush, London, W.12. [2654

B.M.W. 329, 1937, 4-seater. New hood, resprayed. Engine, gearbox overhauled. Brakes relined. £200, o.n.o. 93, Malden Way, New Malden, Surrey. [2655

LANCIA APRILIA, 1938, larger 1½-litre engine; very rare sliding roof saloon in blue and grey with grey leather. Excellent history, nice condition. £285. Luke, 42, Grove Road, Coombe Dingle, Bristol. Tel. : 681287. [2665



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1932 ROVER TEN. £35. Also breaking similar model. 4a, Carpenders Avenue, Carpenders Park, Hertfordshire. [2664

4-SEATER SPORTS D.H.C. 2.3-litre Mercedes-Benz, 1938. Attractive black and white finish. Much new/reconditioned this and that. £320. Tel. (any time) : Putney 4014. [2666

DIESEL DAIMLER 5/6 Mulliner sports saloon. New Perkins P6, 1953. 15,000 miles since overdrive; 35 m.p.g. Offers around £410. Links Cottage, Sunningdale. Tel. : Ascot 785. [2667

ALVIS TJ 12/50 4-seater tourer, 1932. Sound condition. About £75. Particulars from Williams, 43, Electric Avenue, Westcliff-on-Sea, Essex. [2668

TALBOT 65 SALOON, 1933. Mechanically reasonable, body a little passe. New silver Exide battery. Selling to clear garage space. £25, o.n.o. 5, Grove Avenue, Harpenden. [2671



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SINGER LE MANS spares. Crankshaft, cylinder-head engine, gearbox. S.A.E. Williams, 2, Sparrows Herne, Bushey, Watford. Tel. : Busheyheath 1554. [2672

ROLLS-ROYCE, 1933, 25-h.p. limousine. Magnificent town carriage, well shod and in very good condition. Offers. Box No W673, MOTOR SPORT, 15, City Road, E.C.1. [2673

ASTON MARTIN 1½-litre 2-seater International 1930. Replica of the Brooklands Double Twelve car. In excellent condition. Dynamically balanced crankshaft. Recently decarbonised and engine completely checked over. Reconditioned back axle, replacement starter motor. Very good battery, five nearly new tyres, twin petrol pumps, wipers, horns and rear lamps; windscreen re-glazed and rechromed. Good hood, screens, carpets, etc. A very desirable thoroughbred vintage sports car. Taxed. £185, or near. Consider exchange. M. Preston, 16, Preston Avenue, Eccles. Tel. : 1027. [2674

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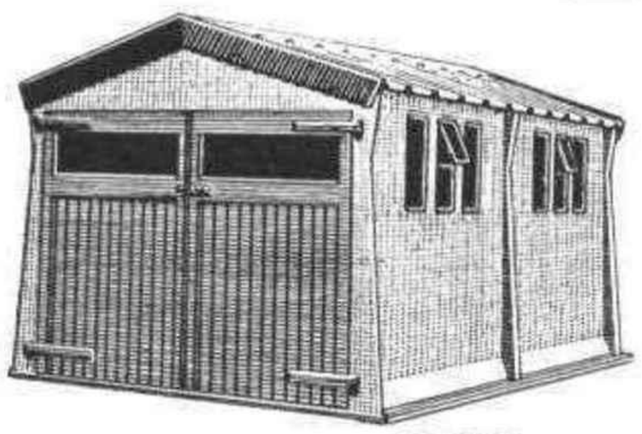
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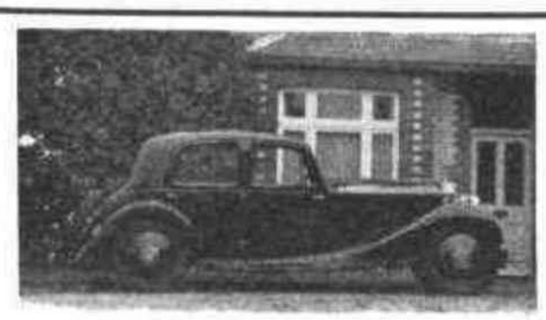
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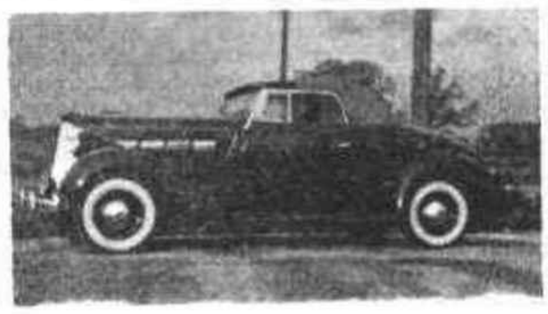


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1936 Replica saloon (black, with brown leather upholstery). Handsome car in sound condition. Wings resprayed, new headlining; needs new carpets.

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FOR SALE—*continued*

AUSTIN SEVEN OWNERS send for our free list of new spares. The Sevens Garage, 11, Station Road, Toddington, Beds. Tel. : Toddington 246. We are the largest buyers and sellers of pre-war Austin Sevens. Usually a good range from £25 to £150 (no lists of cars issued as stocks change often). [2679

M.G. TA, 1937, excellent condition. £110 rebuild two months ago, all bills. Best offer, or exchange Dellow, Ford Special. Truckell, "Kiloran," Lavernock Road, Penarth, Glamorgan. [2680

GEARBOX, C.R., ex-M.G. NE team car. Alloy bell-housing. Very light, excellent condition. £18 complete. Box No. W681, MOTOR SPORT, 15, City Road, E.C.1. [2681

1926 BUICK SALOON. As new. Original. Accepted V.S.C.C. Competed Measham Rally. Two owners. Genuine 39,000 miles. Decoke, new valves 600 ago. Rad. muff. Insured next October. Nearest £60. 52, St. Helen's Street, Chesterfield. Tel. : 2358. [2682

A.C. 2-LITRE 2/4-seater D.H.C. Good condition, new hood, 5,000 miles since engine overhaul. Bills available. £95. Box No. W683, MOTOR SPORT, 15, City Road, E.C.1. [2683

TRIUMPH TR2 hard top (Reg. Sept., '55). Cream and black, blue interior with leopard skin covers; 2,800 miles only. Equipment includes heater, screen washer, rimbellishers, over-riders and matching fog and long range lamps mounted on badge bar An impeccable car with performance plus. Cost over £1,000, offered at £825. Grosvenor Garage, Newcastle, Staffs. Tel. : 66207. [2684

FRAZER-NASH. Complete brake assembly, front hubs and stud axles. T.T. replica body with tank and fixings. Pair P100s. Offers. Box No. W686, MOTOR SPORT, 15, City Road, E.C.1. [2686

TRIALS SPECIAL. Ford Ten engine, twin S.U.s, 4-branch exhaust. Conforms latest R.A.C. regs., but unused this season. Oakes, Hightown, Congleton, Cheshire. Tel. : 35. [2687

M.G. TA, 1937. Grey, very smart appearance indeed. All new tyres, 16 in. on rear, extra spare wheel, twin spot lights, parking light, 3 mirrors, tartan seat covers, new hood, tonneau cover, Windtone horns, copper head. Very well-kept car, mechanically perfect. £280. Trial welcomed. Tel. : Bushey Heath 1867. [2688

ARNOTT SUPERCHARGER 1,800/2,200 c.c. (£58 model), almost unused. £20. Wilson-Bennett, Coach Road, Tansley, Matlock, Derbys. [2689

ELECTRIC OIL THERMOMETER, aircraft pattern, 12 volt; also handbrake for Silver Ghost. S.A.C. Roberts, Instrument Section, R.A.F., Turnhouse, Edinburgh. [2690

TALBOT 75 DISMANTLED. Preselector box, £5. 47 by 8½ c.w.p. : front and rear hubs, new bearings; rear wings; differential minus one wheel ; 19 in. wheel. Offers. 19, Leigh Avenue, Marple, Stockport. [2694

DELLOW MK. III, Sept., 1952. Occasional 4-seater. Carefully maintained throughout. £285. Parsons, 10, Exeter Street, Launceston, Cornwall. [2695

1934 RILEY KESTREL, 9 h.p. Engine and transmission completely overhauled. Bodywork partly rebuilt. £90. Huddart, 26, Kingsley Avenue, Rugby. Tel.: 4330. [2696

DIESEL NASH saloon, P6. Overdrive. Reg. '46 70 m.p.h.; 30 to the gallon. Looks and goes like new. £485. Engines : Morris Minor o.h.v. Series II, late type, damaged, £20; Ford 8-h.p., 1946, £10; Italian Laros outboard 4-cylinder, electric starting, 20 b.h.p., good condition, £40. 10, Orchard Way, Croydon. Tel.: SPR 4145. [2697

1932 MONACO. Engine, dynamo, magneto, starter, reconditioned 12,000. Good tyres, spare unused, mechanically sound, body rough. Offers ? 30, Orchard Gardens, Waltham Abbey, Essex. W.X. 5124. [2698

FOR SALE—*continued*

LANCIA ASTURA, Farina d.h.c. Engine, gears, suspension, transmission, brakes, all overhauled in last year. £400. Roberts, Tel.: WOO 2872 or SPR 3943. [2699

"MOTOR SPORT," January, 1950-March, 1953, perfect, 30s. 26, Westway, Harpenden. Tel.: 708. [2700

ROLLS TWENTY sports saloon, 1929. Midnight blue and black. Park Ward coachwork with boot and low modern lines. Vertical chrome slatted radiator. Heater. Good engine, brakes, tyres, battery. Excellent blue hide interior. £195. 102, Chipstead Lane, Riverhead, Sevenoaks. Tel.: 51738. [2701

DISMANTLING, ALL SPARES, 3.5 sports Singer Nine, very good open 4-seater body, same chassis/engine as Le Mans; also PA M.G. front dumb iron, bent, all spares or sell complete cars. Also M-type M.G. engine, gearbox. After 7.30 p.m. or weekends, Tel.: Uxbridge 2062 [2702

RARE OPPORTUNITY to purchase genuine one-owner 1938 Talbot 75 saloon. Owned by deceased elderly gentleman and used weekends only. Genuine mileage 55,000. Interior and red hide upholstery like new. All tyres new. Beautiful coachbuilt body. A quality car, beautifully kept. Being sold to wind up estate. Only £195. Tel.: Ambassador 4060. [2703

JAGUAR DROPHEAD, 1938 3½-litre. One owner. 44,000 miles. Black/beige. £160. Stanbury. Tel.: Oxshott 356. [2704

ALFA, 1934 1,750-C.C. s/c. Zagato 2-seater. Perfect original condition. Red/tan. £350. Stanbury, Tel.: Oxshott 356. [2705

MINOR, 1953 o.h.v. 2-door saloon. One owner. 23,000 miles. Green. £430. Stanbury, Tel.: Oxshott 356. [2706

MY SUPERB 8th Series Lambda saloon will satisfy the most discerning Lambda enthusiast, no scope for tinkering. Plenty of spares for this model in stock. Yew Tree Garage, Woodyates, near Salisbury, Wilts. Tel.: Handley 334. [2707

£10—WOLSELEY TWELVE, 1932; bit smoky otherwise average. Morris Eight and Austin Seven saloons, tourers and "specials" from around £25 upwards. We can deliver to your door for a slight extra charge. Why not drop us a line. Lloyd-Davies, Green Acres, Five Ashes, near Mayfield, Sussex. Tel.: Hadlow Down 381. [2708

VOLKSWAGEN—choice of three : One new, sunshine roof, list price. 1954 de luxe saloon, black, Motorola radio, £525. 1953 green de luxe saloon, one owner, £475. Immediate H.P. G. Hales & Son, East Street, Sittingbourne, Kent. Tel.: 74. [2709

1931 2-LITRE LAGONDA tourer. Mechanically very good. Hood and side-curtains need repair. 18-in. and 21-in. wheels. £150. Might consider exchange for small car. Box No. W710, MOTOR SPORT, 15, City Road, E.C.1. [2710

ALLARD L3-30 fixed-head coupé, 1948. New gearbox and engine, small mileage since. Very good condition. Must sell, £185. Guscott, 2, Dukeshill Road, Bracknell, Berks. [2711

ENTHUSIAST FORD EIGHT Special. Excellent acceleration and m.p.g. Magneto, Buckler gears. Good tyres, battery, tonneau, hardtop. Reason for sale : broke and lacking facilities. £110, o.n.o. Photo. Harvey, Keble College, Oxford. [2712

FRAZER-NASH-B.M.W., TYPE 55 coupé, 1937. £150. Also spare engine. "White Lodge," Rectory Road, Farnborough, Hants. [2713

GENUINE Canadion McLaughlin Buick Eight saloon, 1936 (37.8 h.p.), for sale. This car is in outstanding condition throughout. Late property of managing director of leading aircraft firm and has been fastidiously maintained. Uses no oil, has smooth, silent, breathtaking performance; hydraulic brakes, i.f.s., and all features of post-war British cars. £145 or near offer. Mitchell, 5, Weycrofts, Bracknell, Berks. Tel.: Bracknell 1164. [2714

FOR SALE—*continued*

RILEY 1½ ADELPHI, excellent all-round condition. £165, offers. Tel.: Hounslow 9599. [2715

M.G. TA, 1938. White. Rebuilt on new TC chassis. New batteries, hood, etc. Recent thorough overhaul and rebore. Receipts available. Ancillary equipment first class. Really fine condition and performance. No dealers. £270. Freeman, 37, Greville Hall, N.W.6. Tel.: MAI 2560, evenings. [2716

AUSTIN SEVEN SPECIAL. Body rebuilt, engine completely overhauled. £60, o.n.o. Broadclyst, Great Central Avenue, South Ruislip, Middlesex. [2717

FIAT 500, 1938, convertible. 36,000 miles. Well kept. £145. Park Cottage, London Road, Cirencester. Tel.: Poulton 362. [2718

BRESCIA BUGATTI. £130, o.n.o., to first caller at 68, Lisbon Avenue, Twickenham, Middlesex. Any trial. Five good tyres. [2719

A.C. SPORTS tourer, 1935, excellent condition; engine completely overhauled; perfect running order. Recently resprayed. £225, o.n.o. Tel.: Wimbledon 6650, evenings, or Box No. W720, MOTOR SPORT, 15, City Road, E.C.1. [2720

ROLLS TWENTY Park Ward saloon, 1928. Excellent and original condition, good tyres, recent top overhaul; 21 m.p.g. £140. Write : 60, Ferney Lee Road, Todmorden. [2721

"INSTRUCTBOOX" stock thousands of pre-war instruction books. Send s.a.e. for quotation. Postal business only. "Instructboox," 29, Blackfriars Street, Manchester. [2722

ABSOLUTELY BRAND NEW Andre-Harford shock-absorbers, large type. Suit Bentleys, Mercs., Lags., etc. £2 each. Carriage extra. Box No. W724, MOTOR SPORT, 15, City Road, E.C.1. [2724

RILEY MARCH SPECIAL, twin S.U.s, Scintilla Vertex, c.r. box, new hood, sidescreens, excellent coachwork, chromium, and tyres. This is a first-class enthusiasts' car. £120, o.n.o. Tel.: Vigilant 1525. [2733

1949 TRIUMPH 2,000 roadster, metallic grey/red, fully equipped with Marchal headlamps, rimbellishers, heater, etc. This vehicle is as new. A.A. inspection invited. £450. Brookside Motors (Croydon) Ltd., 132, Brigstock Road, Thornton Heath, Surrey. Tel. : THO 4256. [2734

RILEY FALCON 12/4, 1935. Excellent condition. New remoulds, battery, distributor, carburetter, etc. Any trial. Inspection. Taxed December. £160, o.n.o. Heslop, Broompark, Acomb, Hexham, Northumberland. [2735

TRIUMPH GLORIA 10-H.P. Engine, gearbox, back axle, wheels, tyres, etc. Lot £18. Consider separating. 10, Park Road, Eastham, Wirral, Cheshire. [2736

SUNBEAM 26, 1931, fixed-head coupé, 4 seats; recently overhauled; vintage car in fine condition £100, or near offer. Tel. : Littlewick Green 147, or Frobisher 5682. [2737

B.M.W. TYPE 328 Mille Miglia 2-seater. Silver. 1939. A really magnificent example of this famous breed. Offers. Ian Sutcliffe, Fettes, Edinburgh. Tel. : 31084. [2738

DELLOW, JUNE '51. Low mileage, not trialed or rallied. Twin S.U.s, 7.8 head. Heater, demister, reverse and spotlights. Excellent all weather equipment and condition. £325, o.n.o. 319, Church Street, Edmonton, N.9. Tel. : LABurnam 2540. [2739

A.C., 1936, DROPHEAD foursome. Generally good order. £160, o.n.o. Litchfield, 101, Goldsmith Avenue, Southsea. Tel. : Portsmouth 32080. [2740

M.G. NA 12-H.P. 2-seater sports. New engine, c.w. & p., half-shafts, floor boards and bucket seats. Reconditioned gearbox, hood, sidescreens. Bodywork and chrome very good. Bills to show. Owner posted overseas. £225, o.n.o. Bayfield, Victoria House, Grooms Quarters, 27a, Alexandra Road, Farnborough, Hants. [2742

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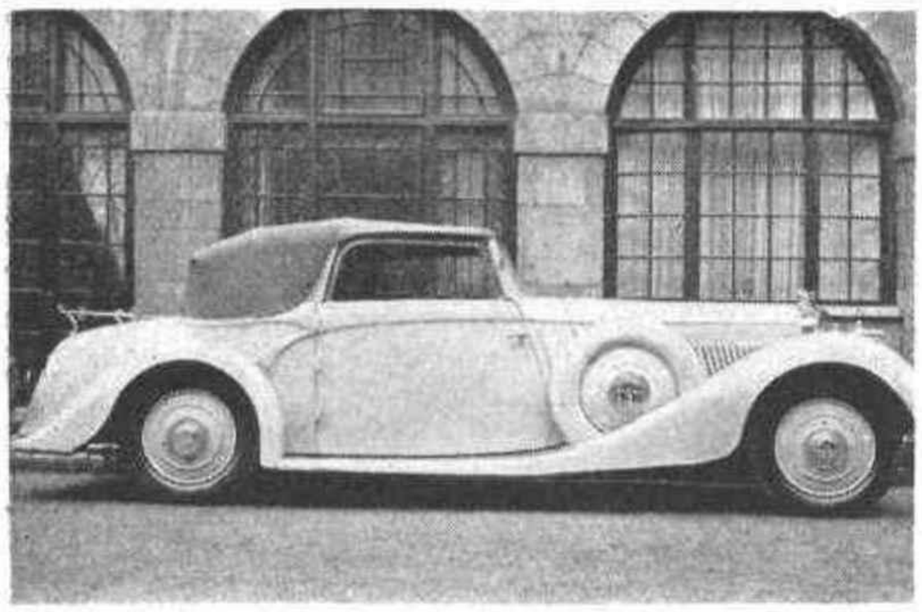
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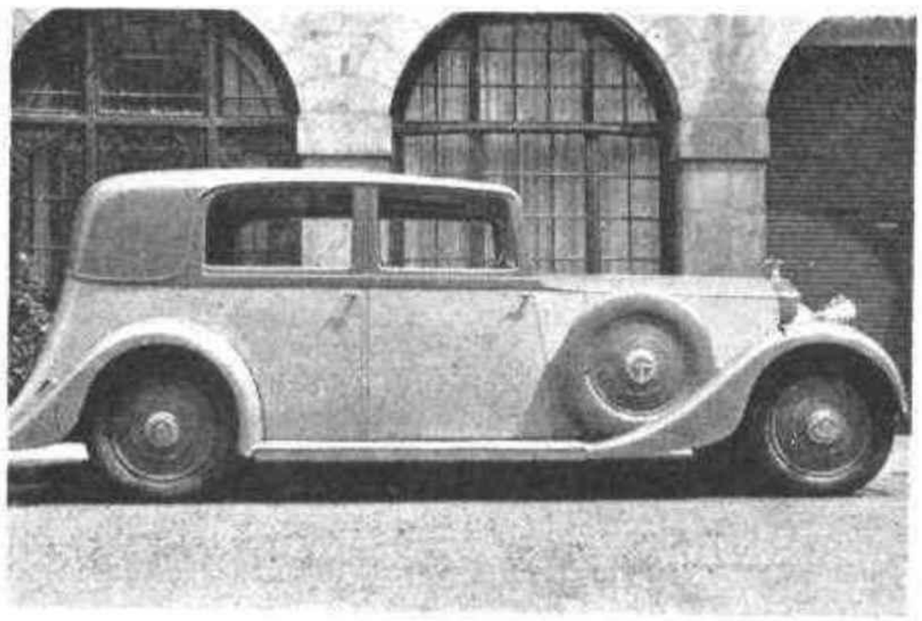
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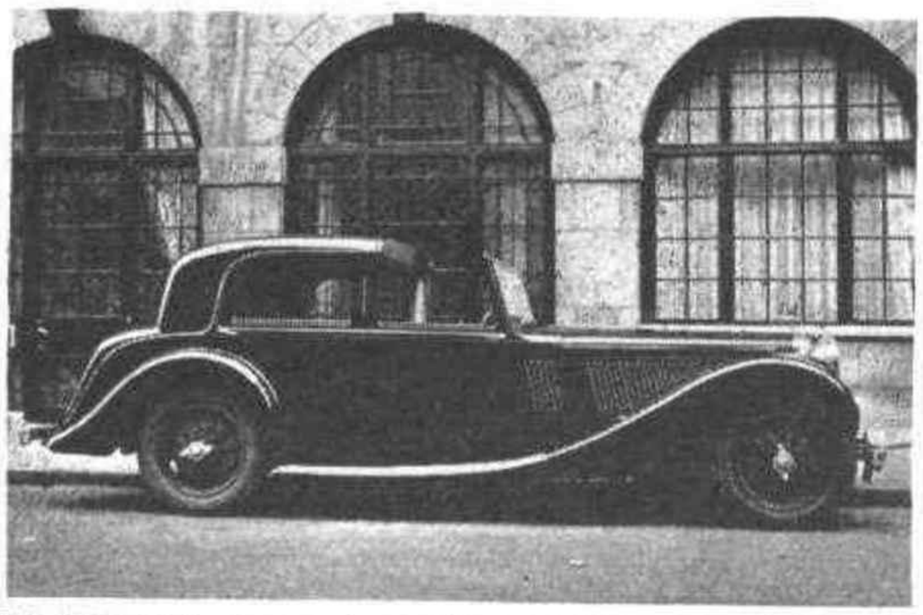
ROLLS-BENTLEY (1935) 3½-litre CW Series drophead coupe by Park Ward. As illustrated above although not the actual model. At present being recellulosed in French grey and rehooded in blue Vyanide to our order. Blue leather trim. 18,000 miles since *carte-blanche* overhaul by Bentley Motors, Ltd. Fitted radio, etc. One owner only from delivery, and from the same source as the Alvis illustrated below.

£550



ROLLS-ROYCE (1936) 20/25-h.p. GTK Series owner-driver sports saloon by Barker. Grey, with fawn trim. One owner. 92,000 miles. Detailed R.-R. history from delivery. Rebored at 81,000. Impeccable.

£575



ALVIS (1937) 3½-litre sports owner-driver sedanca-de-ville by Mayfair Carriage Co. This particular Alvis was constructed to the order of the gentleman from whose stable it originated and is in no distinguishably different condition today from that when delivered to him nearly twenty years ago. Its warranted mileage is 69,196, its original paintwork is without blemish, and it is, without question, the finest specimen in existence.

£375

ROLLS-BENTLEY (1938) 4¼-litre KT Series sports saloon by Park Ward. Black, with scarlet trim. Rebored 1953. Mileage not over 133,000 but history at the moment unconfirmed. In decidedly desirable order throughout, and at the time of going to press undergoing maker's schedule service and report.

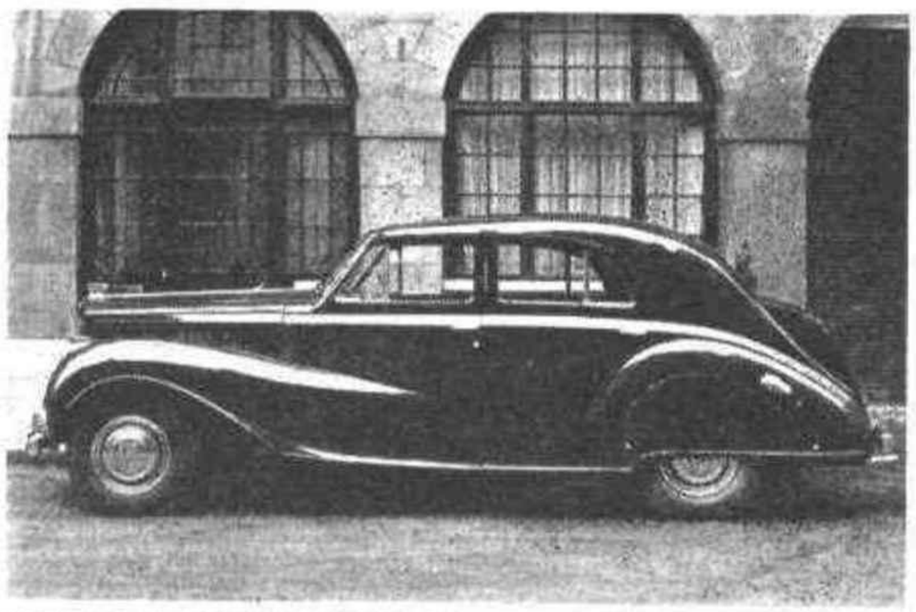
£585

ROLLS-ROYCE (1933) 20/25-h.p. GZU Series family four-light saloon by Hooper, in black with concealed division. One owner until 1955. Warranted R.-R. Ltd. service mileage 64,625. From the same source as the Bentley and Alvis illustrated. Comprehensively equipped and in very exceptional order throughout.

£325

SUNBEAM (1932) 16-h.p. sliding-head saloon. Royal blue, tan leather. Impressive mechanical history, and in particularly fine fettle throughout. Front-seat squab quickly lets down to form a nuptial couch. Our tuner claims 26 m.p.g. on a run.

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AUSTIN PRINCESS (1950) A135. Black, with natural pigskin trim. 38,217 miles. Single-carburetter manifold, giving 18 m.p.g. Elegant and luxurious to the most exacting degree. Originally costing over £2,000, these hand-built Vanden Plas models represent, in our considered view, the finest value for money obtainable for many years. Equipped with radio, heater, Smith Jackall equipment, rimbellishers, twin pass-lights, screen-washers, etc.

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LAND-ROVER (1952). Big engine. One-owner specimen, privately used. The brakes, clutch and Hardy-Spicer couplings have been renewed to our order by the agents. Full canvas tilt and comprehensive equipment. Very well shod.

£325

MORRIS MINOR (1954) de luxe convertible. Black, with scarlet leather trim 9,000 miles. Heater. Overdrive axle. Latest-type brakes. Tubeless tyres.

£450

We are fortunate to have been offered a one-owner **1928 ROLLS-ROYCE 21.6-h.p.** drop-back landaulette by Hooper. Precise details are still awaited but, if the condition is as we are led to believe, it is anticipated that this small classic-type Twenty will sell at

£200 or thereabouts

A.B.C. (1921) Clover-leaf sports 2/3-seater in primrose and black. Overhead-valve flat-twin aero engine. This little masterpiece of precision engineering has been completely restored to Mr. Granville Bradshaw's original specification by a mechanic from Rolls-Royce Ltd. at Derby. It runs like a watch and is, strictly speaking, a connoisseur's item.

£85

At the time of going to press we are negotiating the purchase of a *circa* **1914 Phoenix** town-brougham, a **1939 LG6 Lagonda** drophead coupe, and a further **Rolls-Royce 20/25-h.p.** owner-driver saloon of 1932 vintage. It may also be of interest that we have for sale a horse-drawn four-wheeled Landau from a famous private collection. Further details will be forwarded upon request.

EACH ONE OF THE ABOVE VEHICLES HAS BEEN HAND-PICKED BY MEN WHOSE BUSINESS IT IS TO KNOW THEIR JOB THOROUGHLY. WE ARE CONFIDENT THAT SIMILAR SPECIMENS AT COMPARABLE PRICES ARE, IN NORMAL CIRCUMSTANCES, VERY DIFFICULT TO COME BY. AS A RESULT OF THIS SELECTIVE BUYING WE ARE ABLE, BY ARRANGEMENT WITH A PRIVATE BANKING HOUSE, TO OFFER QUITE EXCEPTIONAL HIRE PURCHASE FACILITIES ON EACH AND EVERY VEHICLE WE ADVERTISE.

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FOR SALE—*continued*

£90. FORD V8 model 78 saloon. Good. Part exchange considered. Tel. : Hove 30091. [2964

RILEY SPRITE, 1937. Completely rebuilt, resprayed B.R.G., chromed, etc. Four new Amals, four-branch exhaust. Tele-flows front, roto-flows rear. £300. Tel. : Kings Langley 3778. [2965

1928 AUSTIN SEVEN tourer. Good mechanical condition. Sound, tidy body. £27 10s. Pritchett, 86, Clifford Gardens, N.W.10. [2966

1936, 2½-LITRE JAGUAR, cracked head repairable. This car has had over £100 spent on it in the last 12 months. 4 new Dunlops, uses no oil, brakes relined, etc. P.100s. Will consider offers for lot or break if sufficient demand. Breaking 1938 Ford V8 22-h.p. G. D. Poyser, New Road, Longnor, Buxton, Derbys. Tel. : Hartington 276. [2967

VOLKSWAGEN. L.H.D., 1947. One owner, works reconditioned before import 1951. Recently overhauled. £240. Tel. : St. Albans 1514. [2968

M.G. PA. supercharged, terrific acceleration; 32 m.p.g., chassis and engine overhauled, liners and new bearings fitted, retrimmed. £160, o.n.o. Tel. : Bayswater 0395, after 7 p.m. [2969

EDWARDIAN LAGONDA pre-1912 11.3-h.p. 2-seater tourer. First-class condition. £150, o.n.o. Newton, Thirdacre, Ersham Road, Hailsham, Sussex. [2970

PB M.G. Very exceptional condition, completely rebuilt, bills show £400, all work personally carried out. Mods. include E.N.V. c.r. gearbox, 12-in. hydraulics, 16 by 600 rear wheels and tyres, twin spares, chassis reconditioned by Blakers. Only 500 miles since new bearings throughout, lightened flywheel; crankshaft, flywheel and clutch balanced to 7,000 revs, polished enlarged ports, new 1¾ S.U.s. Fantastic roadholding. Any inspection and trial to genuine enquirer. £250, no offers. K. Obee, 23, Sidney Road, Wood Green, N.22. [2971

O.M., 1928, 2-LITRE chassis, less engine. £30. Also Lagonda, 1932, 3-litre sportsman saloon. £55. Box No. W972, Motor Sport, 15 City Road, E.C.1. [2972

M.G. TD, 1952, black, immaculate. £470, o.n.o. Tel. : Weston-super-Mare 3897, or write : Box No. W973, Motor Sport, 15, City Road, E.C.1. [2973

1936 RILEY NINE MERLIN. Good condition. Recent £83 engine overhaul. Owner emigrating. £155. Tel. : Pinner 5356. [2974

FORD TEN, PREFECT, etc. Aquaplane inlet and exhaust manifold, twin S.U.s. Little used. £15. Cost over £20. Ward, Hawkesley, Wrecclesham, Surrey. [2975

RILEY KESTREL NINE, 1935. Bodywork good. Mechanically very good. New brake, clutch linings. £135. Seen Harlow or Slough. Box No. W976, Motor Sport, 15, City Road, E.C.1. [2976

AUSTIN SEVEN. Used daily, new tyres, timing wheels, distributor, mains, big-ends. Excellent little car. Make special or run as it is. £35. Also Le Mans Singer, 1937. New hood, battery, tyre, etc. This car to be exchanged for Ford or Austin Special. Balmforth, 338, Newsome Road, Huddersfield. [2977

RILEY KESTREL 12-h.p., 1934. Aluminium body sound, engine fair. Scintilla preselector. £65, o.n.o. Box No. W978, Motor Sport, 15, City Road, E.C.1. [2978

RILEY NINE, 1932 2-seater sports. Owner going abroad. Reliable and economical. Box No. W979, Motor Sport, 15, City Road, E.C.1. [2979

VINTAGE LAMPS. Pair Rotax sidelamps, pair 12/25 Humber headlamps. C.A.V. brass headlamp. Also bull-nose radiator muff. Callers only Saturdays. T. B. Ask, Rockfield, St. John's Road, Buxton. [2980

ALVIS SPEED TWENTY-FIVE saloon by Charlesworth, 1938. Engine overhaul and recellulosed Westminster green, Aug., '55. New tyres. P.100 headlamps, spot and fog lamps, handbook and spares list; 87,000 miles. £235. Box No. W981, Motor Sport, 15, City Road, E.C.1. [2981

1951 AUSTIN ATLANTIC hardtop grey saloon. radio, heater. 23,000 miles. £435. Will exchange 1955 A30. Box No. W982, Motor Sport, 15, City Road, E.C.1. [2982

1928 ALVIS 12/50 saloon. Needs electrical attention. £50, o.n.o. Trevor, 36, Westland Avenue, Bolton. [2983

ENGINES, GEARBOXES, AXLES, most other parts, for Alvis Firebird, Daimler Fifteen, Rover Fourteen (1938), Riley Monaco, Sunbeam Twenty, Humber 15.9. Quantity beaded edge and S.S. tyres, new. Wanted badly, 10-h.p. White steamer engine. Mackay, Milton Mill, Stirling. [2984

TALBOT 75, 1937, sports saloon. Engine completely overhauled, fitted synchromesh gearbox. £125, o.n.o. Many spares. S.A.E. particulars, or call evenings. Flower, 1, Yule Road, Wyken, Coventry. [2985

AUSTIN ULSTER. Good throughout. Genuine blown engine, running unblown, blower and manifolding. £125, o.n.o. Thurstan, 9, Crowther Road, Wolverhampton. Tel. 31052 (business); 51969 (private). [2986

FOR SALE—*continued*

JAGUARS. Breaking: 1947, 1½; 1948, 3½; 1938, 2½; 1936, 1¼; 1935, S.S.I. G. S. Dixon, 3, Welbourn Gardens, Lincoln. [2987

CALCOTT GEARBOX. Also 1921 Fiat tourer. G. S. Dixon, 3, Welbourn Gardens, Lincoln. [2988

M.G. TC, 1949. B.R.G. Replacement engine/clutch; mileage 2,400. Gearbox overhauled June. Tyres November. Grid. Bodywork excellent. £415, o.n.o. Gardiner, 54, Old Burton Road, Lichfield. Tel. : Walsall 4591 (office). [2989

B.S.A. SCOUT. Breaking up. All spares available. Vincent, Fairfield House, Thornbury, Glos. [2990

1938, JAGUAR 3½. £35. Studebaker, 1935, spares. Clark, 122, Fawcett Street, Sheffield 3. [2991

TALBOT 105, 1937, engine and gearbox reconditioned. Beautiful condition throughout. Radio. Latest type carb. £140. Genuine customers write : Reilly, 3, Douglas Mansions, West End Lane, N.W.6. [2992

REMOULDS in 16 in., 17 in. and 18 in. Austin Seven 3 big crank, Morris Ten crank, Morris Ten and Twelve gearboxes, etc. 22, Northgate, Horbury, Wakefield. [2993

BENTLEY RED LABEL speed model, 1925, Vanden Plas body. This car is in the most original and beautiful condition. Complete with original manual. New hood, tonneau and battery. Price £245. 1-5, Maxwell Road, Bournemouth. Tel. : Winton 1969, office hours. [2994

CROSSLEY, 1934, SALOON. 9.8 Climax, crash box. Very good body, reliable and economical. 117, Greenways Crescent, Shoreham, Sussex. Tel. : 3762. [2995

DELLOW SPECIAL, A70 engine, twin-tube chassis, twin S.U.s, aluminium body, new tonneau and hood, engine, gearbox. Just had complete reconditioning. Rack and pinion, steering, terrific roadholding. £295 for quick sale. Owner emigrating to Canada. Tucker, 78, Gibson Road, Birmingham 20. Tel. : NOR 3523. [2996

BULLNOSE OXFORD DROPHEAD coupé, f.w.b. Sound, reliable vehicle, in daily use; cruises at 38 m.p.h. +30 m.p.g. Offers please. Also almost completely restored 1928 Chrysler 70 tourer, appearance and performance similar to Bentley. Requires attention to magneto and detail finishing. Genuine offer at around £55. Would exchange either or both cars, plus cash adjustment for non-explosive sports car—4½ Invicta, Bentley, Frazer-Nash, Aston, B.M.W., "Intelligent" special considered. Please write to : James-Rivers, 63, Linden Crescent, St. Albans. [2997

M.G., 1937, TA. Nice condition, immaculate coach and paintwork. £195. Booth, 55, Headingley Lane, Leeds. Tel. : 54795. [2998

RILEY NINE MONACO, 1933. £60, o.n.o. Thompson, 26, Princes Avenue, Sanderstead, Surrey. [2896

AUSTIN RUBY 4-seater tourer, 1936. Good body, wings need some attention, good interior. £50. Tel.: North 3636. 384a, Camden Road, London, N.7. [3147

1934 LAGONDA 3-LITRE tourer. Good condition all round. £160. Tel.: Worcester 3338/9, business hours. [3111

M.G. PA DYNAMO, rewound armature, £6 10s. Painter, 21, Murray Road, Rugby. [3112

RILEY MONACO. New brake cable, linings and S.U. pump. Reconditioned dynamo. Taxed. £60, o.n.o. Tel.: PUT 0706, BAT 1422. [3113

M.G. ENGINE, complete, 1934 PA, 8 h.p. Sell as parts or complete. Barry Curtis, 257a, Croydon Road, Beckenham. Tel.: BEC 1000. [3114

1946-47 TC M.G. Good condition. Recon. engine. 1954. Luggage grid. £320, o.n.o. 100, Morley Avenue, N.22. Tel.: BOW 8239. [3115

1935 RAPIER LAGONDA : rad. and grille, £12; inlet and exhaust manifolds, £4 each; cylinder head, £10; sump, £5; rocker covers, £2 each. Box No. W116, Motor Sport, 15, City Road, E.C.1. [3116

ROVER TEN saloon, 1933, de luxe, 4-speed box. Replacement engine, new battery and electrics, tyres, etc. Fantastically reliable motor. Original finish on body, which requires little attention to make perfect. £50. Ryder, 2, Sidbury, Worcester. Tel.: 3209. [3117

ALVIS 12/50 TJ Cross-Ellis tourer, good, sound condition throughout. £85, o.n.o. 31, Jubilee Place, London, S.W.3. Tel.: Flaxman 5954. [3118

RILEY 1½-LITRE saloon, 1946, in beautiful condition. Heater, five excellent tyres. Uses no oil. Price £350. Tel.: Mr. Day, MAC 1321. [3119

RILEY 1½-LITRE, 1947, black. Excellent condition, engine reconditioned 1955. Sell or exchange o.h.v. Minor. Haddock, 1, Waterditchampton, Wilton, Salisbury. [3120

MCLAUGHLAN BUICK, 1935, saloon. Marchal lights, windtones, new tyres, rim trims, etc. Maker's oil pressure; 17 m.p.g. Fast, reliable. In daily use. Exchange small car or sell. Offers. 5, Beechwood Close, Mill Hill. Tel.: MIL 2696. [3121

LANCIA APRILIA, with just overhauled big-bore, polished-head, special-carb. engine. Over 90 m.p.h., 38 m.p.g. £275. Coombs, Bere Court, Pangbourne. Tel.: 393. [3126

FOR SALE—*continued*

S.S.100, '38, 3½. Privately owned. Mechanical and body condition really superb. Excellent tyres, hood, sidescreens, etc. Ideal for the enthusiast who is fussy. £300, o.n.o. Tel.: MAY 6560. [3122

RILEY NINE KESTREL, 1934. Manual box. £125. Tel.: Evenings, Elgar 4641. [3123

M.G. 1½-LITRE saloon, 1938 (August). Genuine total mileage 62,000. Engine completely reconditioned at 44,000. Always carefully used and maintained regardless. Original cellulose, etc., in showroom condition. Circumstances force reluctant sale. Genuinely perfect car. £265. Taxed. (Terms possibly arranged.) Available March 11th. 12, Station Road, Orpington. Tel.: 26740. [3124

1928 HILLMAN 12.8-H.P. saloon. Roomy, comfortable, reliable. Exceptional condition. £55. 1, Oak Terrace, Harrogate. Tel.: 3805. [3125

FIAT 500, 1940, 4-seater sports—very rare production model (not a "special"). High-class coachwork finish, leather, new tyres. New engine (6,000), tuned 60 m.p.h. and 55 m.p.g. A delightful little car. Offers around 185 gns. Tel.: TEM 4941; after 8 p.m., Esher (Surrey) 4139. [3127

1935 RILEY NINE. Requires crankshaft only. What offers? Denham Flying Club. Tel.: Denham 2161. [3128

1937 RILEY ADELPHI 12/4. Good all-round condition. Battery tired. £150, or offer. Tel.: ARN 4767. [3129

ALLARD 4-seater tourer (1948), 23,000 from new. Windtones, tonneau, etc. Cost £1,200; sacrifice £245. Brooklands Lodge, Holywell Green, Halifax. [3130

RILEY NINE, 1932, Monaco saloon. Bearing in back axle going. Snip, £25. London area. Tel.: Days, RAV 8205; evenings, HUR 3901. [3131

NO GARAGE? Weatherproof covers solve car protection problem cheaply and effectively. For free folder write, Southbourne Accessories (M.S.), 16, South Ealing Road, London, W.5. [3137

JOLLY GOOD FIAT 1,100, 1937. Resprayed two-tone grey. Body/interior immaculate. Extensively overhauled. New gearbox, carburetter, steering, electrics. Handles beautifully; 35/40 m.p.g. £260. Tel.: Seaford 2060. [3138

HENNAN & FROUDE dynamometer, Type DPX 2-RH. Only run 30 hours since new, complete with Tachometer—nearest offer to £125. Max. b.h.p., 130 at 3,500 r.p.m. Max. speed, 7,500 r.p.m. Write Box V250, c/o Streets, 110, Old Broad Street, E.C.2. [3144

ALVIS FIREFLY saloon. Excellent condition inside and out; 25 m.p.g.; 40 lb. hot. £95, o.n.o. 12a, Dorchester Court, Colney Hatch Lane, N.10. Tel.: TUD 0492. [3145

COVENTRY GLORIA. Engine rebored, reground, remetalled, rods polished. Assembling now complete car. 4-speed remote box, wire knock-ons, 12" Lockheeds. Body bad, towable, £40. Tel.: WORdsworth 5572, evenings. [3023

SPARES, SPARES, SPARES. We are now breaking 200 cars : 1931 Alvis 12-50. 1937 Packard, 30.6 h.p. 1937 Buick, C.O. Model. 1946 Austin 8 Van. 1946 Standard 12, ex-W.D. 1933 Hillman Minx. 1933 Lanchester 10. 1937 Vauxhall 14. 1936 Singer 12. Morris Cowleys, Morris Minors, Austin 7s. 1937 Renault 12. 1934 Vauxhall 14. 1934 Wolseley Hornet. 1937 Dictator. 1935 Hudson 16. 1935-7 Buick 30.8. 1933 Standard B.9 and L.9, and many others. Open 7 days a week, 8 to 6 p.m. Tel.: LAD 5203. S.A.E. to Spares, 3, Hazel Road, London, N.W.10. [3027

NA MAGNETTE supercharged 4-seater, 1935½. Excellent condition, very fast; numerous spares. £140 o.n.o. Tel.: FOR 9385, after 6 p.m. [3030

FIAT BALLILA, 1936, 995 cc. Block wanted or complete engine, side valve. 35, Leahurst Crescent, B'ham, 17. Tel.: VIC 1095. [3031

M.G. T.D., 1952. B.R.G., 16,000 miles, new condition, not raced or rallied. 7, Athlone Avenue, Blackpool, N. Tel.: 52789. [3032

4½ BENTLEY, 1928 Saloon, new fabric, well shod, low mileage, generally in good shape. £150. Harman, Northaw, Wych Hill, Woking. Tel.: 2635. [3033

£57 10. Roadster Renault, genuine 1939. Attractive appearance, high geared, 17 h.p. big 4 engine gives 30 m.p.g. Modern car at sensible price. W. H. Barnes, 1c, Venner Road, Sydenham. Tel.: 7469. [3034

TWIN S.U.s. 1¼" bore, linked for offside induction, excellent. £6. 73, Bakers Lane, Sutton Coldfield, Warwickshire. [3035

RILEY NINE ENGINE. Rebuilt Mark II. 100% complete. 1931 gearbox and engine. Tel.: Harpenden 491. [3036

AUSTIN SPECIAL and M.G., M. mods., spares for both, £60 each. Stout, Havercroft, Seascale, Cumberland. [3037

LOTUS, Mark VI, sports/racing car, registered 1954. One of the best known in the country. Terrific performance, fitted new detachable hood, etc., making the car suitable for fast everyday work. Price £425. Genuine enquiries to: Peter Weaver, 12, Burton Road, Melton Mowbray, Leicestershire. Tel.: 533. [3040

FOR SALE—*continued*

BUCKLER Mk. 10 chassis with Taylor aluminium body. Ford Ten reconditioned engine and gearbox unused. New rear axle and prop.-shaft. Buckler independent front suspension, etc. This car needs little to complete and has cost over £500. Best offer over £300 will be accepted. Owner unable to finish the job owing to priority work. Bates, Evesham. Tel.: Evesham 2221. [3070

FIRST £80 cash secures ambulance-like 1931 Rolls 20/25 utility. Cost £160. Ready for Continent, owner now purchased house. Lewis, "Mount Vernon," Uplands, Swansea. [3069

ALVIS 1½-LITRE, 1935, Firebird d.h.c. Alvis resleeve, etc., new brakes, carpets, hood, upholstery, respray dark green, in last 18 months. Excellent tyres, spare unused. Utterly reliable. Regularly maintained. Owner, Channel car ferry airline captain. Bills available. £195 to good home. Seen Kent. Box No. W068, MOTOR SPORT, 15, City Road, London, E.C.1. [3068

RILEY, £27. For spares or rebuilding. 1932 Monaco shooting-brake. Cracked block, noisy timing, interior scruffy. Remainder, mechanics sound, good tyres. Seen Bath. Tow away. Box No. W038, MOTOR SPORT, 15, City Road, London, E.C.1. [3038

FIAT 500, 1937. New hood, tyres, battery, S.U. £130. Hope, 28, White Street, Selby, Yorks. [3039

1938 AUTOVIA RILEY, 2½-litre, dark green Mulliner sports saloon. Beautifully maintained. A car of quality and distinction. Cruising speed 70 plus in silence and comfort. £200. Complete spare engine for above. Offers invited. Tel.: Hedingham (Essex) 2068, or write, Danaher, Gt. Henny-Sudbury, Suffolk. [3041

JAGUAR coachbuilt brake, '36, 2½. £35. Morris Minors, Austin Sevens, £25 upwards. Ford Eight, £30. Rileys, £30. Rovers, Singers, tourers, cheaper than bicycles. Swap larger for smaller car or opposite. Tel.: FLA 5950. [3042

M.G., 1939, saloon, 2-litre. 73,000 miles. Renovated throughout, including new engine at 50,000, and now in good condition. £225, £210 less radio. Balfour, 27, Trinity Street, Cambridge. [3043

£285 OR OFFER. 1949 Jaguar 3½-litre saloon. Mileage 95,000, but chauffeur kept. Some rust in the body, good mechanical condition. Recent new engine, back axle. Box No. W043a, MOTOR SPORT, 15, City Road, London, E.C.1. [3043a

RAILTON SIX, 16.9, 1939, d.h.c. Dark green. £250, no offers. Box No. W044, MOTOR SPORT, 15, City Road, London, E.C.1. [3044

ASTON MARTIN, 1934 model, 1½ saloon, £75. 112, Meadow Street, Sheffield. Tel.: 20282. [3045

S.U. electric petrol pumps: twelve 12-volt, seven 6-volt. Guaranteed first-class condition. £2 each, postage 1s. 6d., or C.O.D. Box No. W046, MOTOR SPORT, 15, City Road, London, E.C.1. [3046

LANCIA AUGUSTA pillarless saloon. £130. Lively and reliable. Corbett, 73, Lavernock Road, Penarth. [3047

A.C. DROPHEAD 4-seater, 1949, good condition, only done 41,000. £275. Must be cheapest thoroughbred to appear in these columns for a decade. Terms and fair Minor or similar taken as exchange. Wyatt Ltd., Cheadle, Staffs. Tel.: 3155. [3048

RILEY KESTREL NINE, 1934, with 1936 engine fitted. Preselector overhauled. New exhaust system, dynamo rewound, brakes relined. Excellent body and chassis. Black and silver. £125. Mitchell, 30, Richmond Drive, Watford. [3049

1926 12/22 LEA-FRANCIS 4-seater tourer, in good condition, modified rear axle. Taxed to Dec. 31st. Spare engine, front axle, radiator. £80 the lot. Collins, Brighton Road, Scouthead, Oldham. [3050

ROLLS TWENTY REPLICA pillarless sports saloon; last owner fourteen years; bills shown for £250. Excellent order. £255. Ponsford-Jones, Wiltshire House, Bransgore. Tel.: 450. [3051

TALBOT 65 saloon and 90 2-door sportsman close-coupled saloon. Both good running order. £75 each. Full details. Bishops Barn Farm Woodmancote, Emsworth, Hants. [3052

£95—MORRIS EIGHT Special, hydraulics, Rotoflos, new oversize rears, heater, supercharger, S.U., etc., if required. Weatherproof, very good condition. Greenwood, 159, Church Road, Yardley, Birmingham. Tel.: STE 2316. [3053

BENTLEY 3-LITRE, genuine short-chassis Red Label. Whole car enthusiast maintained. Aluminium body, 2-seater with dickey. Engine perfect. Must sell. £200, offers. Box No. W054, MOTOR SPORT, 15, City Road, London, E.C.1. [3054

FORD TEN SPECIAL. Tubular chassis, coil and wishbone, i.f.s., hydraulic brakes, 15-in. wheels, plastic body and detachable hardtop. £400. Box No. W055, MOTOR SPORT, 15, City Road, London, E.C.1. [3055

FOR SALE—*continued*

2-SEATER SPECIAL, box-section chassis, i.f.s., Lockheeds, good hood, sidescreens. Only needs Ford engine and gearbox and minor details to complete. 28, Stanton Road, Ilkeston, Derbys. [3056

WOLSELEY HORNET open 2-seater, rebuilt 1951. Bodywork, mechanics, interior, appearance, all excellent. Offers: Neale, Nut Bush, Callow End, Worcester. [3057

£110. RILEY NINE Gamecock, good condition, new c.w.p., etc. North London. Box No. W058, MOTOR SPORT, 15, City Road, London, E.C.1. [3058

MORRIS O.H.V. Family Eight, 1932. Roomy but noisy and tired. £25. "Charlecote," Courtlands Close, Sanderstead. [3059

1952 REGD. A90 Atlantic electric convertible. Ivory/maroon. Good condition, radio, heater, new engine and gearbox. 30 m.p.g. £375. Flat 25, Broadway, Tolworth, Surrey. Tel.: Elmbridge 0269. [3060

1938 TRIUMPH DOLOMITE, 14 h.p. Smart black and chrome, good mechanically, well shod. Performance plus economy. Luxury for £125, o.n.o. Tel.: Hillside 4442. [3060a

ALLARD, late 1939, short-chassis 2-seater. Mercury engine with Scintilla magneto. Rudge wheels. Fully equipped. A good, fast, practical car. £220. Tel.: MAR 3525, or Ball, 2, Irvine Road, Colchester. [3061

1936 SINGER Le Mans, 2-seater, fitted with Roadster engine, rebored, crank reground, twin S.U.s, reconditioned back axle. Good body, hood, tyres, oversize rears. Antifreeze. £145. 6, Carlisle Road, Hampton, Middlesex. Tel.: Molesey 3942. [3062

BENTLEY 4½, 1930. Interesting open 4-seat tourer in good condition. Offers. Hawkes. Tel.: Bayswater 4740. [3063

1951 RENAULT 760 French model saloon. Many extras, excellent condition. £285. Exchange air-cooled Citroen. 46, Sutherland Road, Brighton. Tel.: 61639. [3064

NO K3, but sound performer for all that. Dec., 1955, export Magnette. 2,250 miles. Sacrifice at £875 or near offer. Not going abroad. King, Thirlestane, Crossbush Road, Felpham, Bognor. [3065

BENTLEY, 1926, 3-LITRE Speed model, fixed-head coupé, good condition. Offers to Box No. W066, MOTOR SPORT, 15, City Road, London, E.C.1. [3066

1927 PALATIAL DAIMLER limousine (7-seater) in superb condition throughout, is offered to good home for best offer around £125. Late property of titled owner. Less than 28,000 miles since new. Photograph gladly sent on request. Homa, 1, Lansdowne House, Madresfield Road, Malvern, Worcs. [3067

WANTED

DELLOW. Preferably untrialed. Blake, 47, Farndale Crescent, Greenford, Middlesex. Tel.: WAX 1816. [2556

ALVIS 12/50. Must be good. 60, Ferney Lee Road, Todmorden. [2557

WANTED URGENTLY. Good sports/racing car. Give details and price. All letters answered. Box No. W566, MOTOR SPORT, 15, City Road, London, E.C.1. [2566

SPORTS CARS OF ALL DESCRIPTIONS. Drop us a line giving full particulars or call and have a chat. Sale or return if preferred. Bayshill Cars, 87, St. George's Place, Cheltenham. Tel.: 54914. [2567

DELLOW, UNTRIALED, or Ford Special. Must be in excellent condition. Around £230. Spot cash. Box No. W577, MOTOR SPORT, 15, City Road, London, E.C.1. [2577

REQUIRED EARLY 1957. Special, 2-seater, 10/12-h.p. engine. Full weather protection. Also estimates for building. Cordner, E.R.A.'s Mess, H.M.S. Loch Fada, c/o G.P.O., London. [2582

CARBURETTER, horizontal draught, flange-fitting, 1¼-in. bore. In good order. Couchman, Sunbeam, Conyer, Teynham, Kent. [2586

M.G. J2. Less engine and gearbox. State full particulars and price. A. C. Bulpin & Son Ltd., Newton Abbot. [2610

F.N.-B.M.W., TYPE 55, 2/4-seater drophead or similar car. Write details. Box No. W619, MOTOR SPORT, 15, City Road, London, E.C.1. [2619

TALBOT TOURER or drophead with sound body, any model. Rawlings, Station Road, Kenilworth. Tel.: Kenilworth 35. [2636

RILEY SALOON. Moderate repairs no objection if price in keeping. Home Counties. Box No. W637, MOTOR SPORT, 15, City Road, London, E.C.1. [2637

J2 M.G. CRANKSHAFT. State condition and price, including carriage. J. Buckland, 11, Boleyn Avenue, Westbrook, Margate. Tel.: Thanet 32050, after 6. [2638

CASH for small original vintage car, 1912 to 1929. Full details. "Thatchers," Goudhurst, Kent. [2639

WANTED—*continued*

HEALEY 1947 SPORTS. One required damaged by accident. Sensible price in accord with cost of rebuild. Might be interested in similar car same year. Wyatt, Bank Street, Cheadle, Staffs. [2640

1932 MODEL TALBOT 105. Manual box essential, condition unimportant providing price is right. Chassis only or any major components. Anything considered. Archer, High Street, Dunmow, Essex. Tel.: 2. [2646

SPEED EQUIPMENT for side-valve Morris Minor, Ford Ten and Austin A70. Must be reasonable. R. Hilton, 12, Coronation Drive, Salterbeck, Workington, Cumberland. [2657

URGENT. '33/39 ex-Morgan J.A.P. or Matchless 1,000-c.c. or less, water-cooled Vee Twin. Tel.: WIO 4577. Rev. charge. [2658

3 OR 4½-LITRE Bentley open sports, 30/98 Vauxhall open sports. A. Knifton, "Lancaster," Waggon Road, Hadley Wood, Herts. [2659

UP TO £90 for best sports 4-seater offered. M.P.G., age, photos, etc., to Rose, 48, Overbury Road, Norwich, Norfolk. [2692

JAEGER 8-DAY CLOCK wanted. Good condition essential. Cardew, Westcott, Sherbourne, Dorset. [2725

SHORROCKS BLOWER for side-valve Morris Minor urgently required. Griffith, 1, New Street, Kenilworth. [2726

WINDSCREEN (approx. 38½ in. by 10 in. at centre). Suitable 3-litre Bentley (V.D.P.), or complete body, open or closed. For sale, 4/8-litre back axle, perfect. Cole, Melrose Cottage, Barrington, Cambs. [2727

AUSTIN SEVEN SPECIAL. Must be in good condition and have outstanding performance. Aerodynamic body preferred. Will exchange 1938 Morgan 4/4 2-seater sports. Bags of poke, but mechanics need slight attention as can be given by enthusiast. Details from: 5, Nunnery Road, Bolton, Lancs. [2728

PRIVATE PURCHASER requires Bristol or similar quality performance saloon. Full details please to College Mead, Yarnton, Oxford, or Tel.: evenings, Kidlington 2108. [2729

PAIR S.U. H.4 CARBURETTERS. In good condition. 62, Springhill, Chasetown, Walsall. [2762

FORD TEN OR V8 SPECIAL or similar car. 27, Carshalton Road, Blackpool, Lancs. [2763

WANTED URGENTLY, Volkswagen Workshop Manual. Top price. Allen, 18, Avondale Terrace, Chester-le-Street, Co. Durham. [2764

BENTLEY 4½/3-LITRE vertical shaft, including water pump and magneto gears. 31, Newcastle Road, Liverpool 15. Tel.: Sefton Park 4722. [2790

APRILIA. Rustless, good condition. Sensible price. Sims, "Churchill Arms," West Lavington, Devizes. [2792

2-SEATER SPORTS. Sound throughout. £150. Wright, 29, Rutland Road, Ilford, Essex. [2794

S.U. SLOPERS for 3-litre Bentley, complete with manifold and controls. Particulars: Grainger, St. Benet's, Titchfield Lane, Wickham, Hants. Tel.: Wickham 3201. [2795

LOW-LOADING TRAILER required to carry car, 10 cwt., 7-ft. wheelbase, 4-ft. track. Reasonable price. Chiltern Cars, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel.: Leighton Buzzard 2060. [2797

ALFA-ROMEO S/C open 2 or 4-seater car, body and chassis must be sound and original; engine condition immaterial. State lowest cash price. John Bassett, "Five Bells," Stanbridge, Bedfordshire. [2798

LANCIA. Aprilia, Astura, Augusta, Lambda, required. Searle, Church Street, Hampton-on-Thames. Tel.: Molesey 2142. [2813

CARS WANTED for cash. Smiths, 86, Chalk Farm Road, N.W.1. Tel.: GUL 2767. [2814

1955 TR2, Must be reasonable. Full details. J. E. Elliott, "Lindley," Salisbury Road, Farnborough, Hants. [2833

FOR 4½ LAGONDA, 13/43 C.W.P., buy or exchange lower ratio. Coates, Hill Farm, Swine, near Hull. [2836

STARTER-DYNO, Morris-Cowley E-type 30/98 engine parts and radiator. C. Burt, 5, Oaks Road, Tenterden, Kent. Tel.: Wittersham 55, after 6.30 weekdays. [2843

"THE GRAND PRIX CAR," by Pomeroy. Both volumes. Eaves, 53, Kingston Avenue, Blackpool. [2862

1937-8 KESTREL 1½ or Monaco Nine. Good condition essential. Full particulars, price. Jenson, 10, Meadow Close, Enfield. [2863

MORGAN THREE-WHEELER, Ford engine, 4-seater. About £80. Williams, 17, Gentian Close, Northfield, Birmingham 31. [2864

BENTLEY 3-LITRE saloon. Full details to Haden, 8, Sunbury Avenue, Mill Hill, London, N.W.7. [2865

M.G. TA cylinder block. Must be sound and reasonable price. J. C. Taylor, High Street, Riseley, Bedford. Tel.: Riseley 228. [2953

WHAT HAVE YOU for impecunious enthusiast's £20 maximum? Box No. W911, MOTOR SPORT, 15, City Road, London, E.C.1. [2911

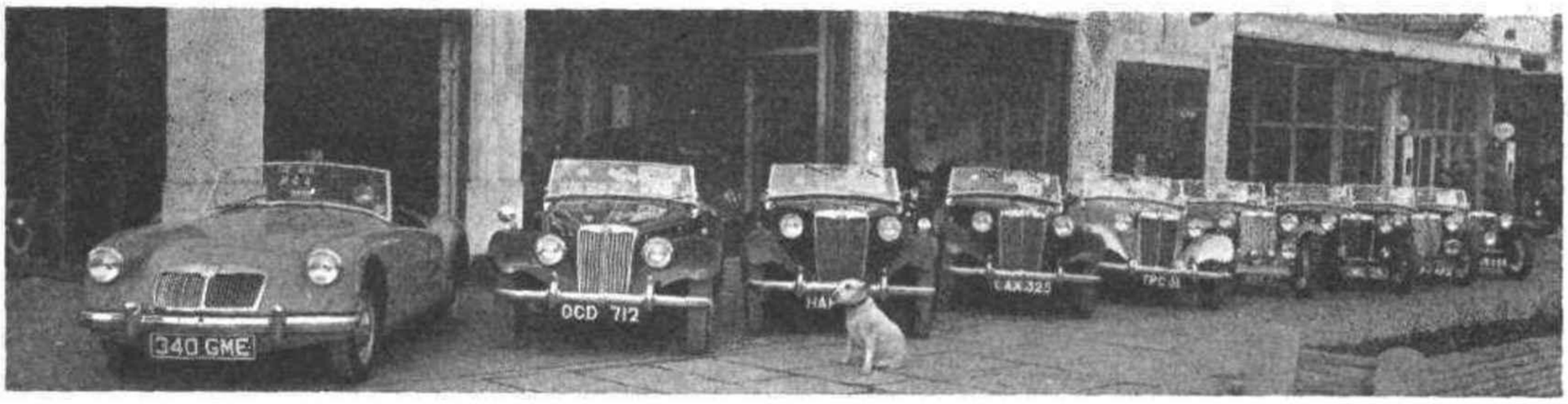
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1956 M.G. A 1½-litre sports 2-seater. Blue. Works mileage ... **£915**
1954 M.G. TF 11-h.p. sports 2-seater. One owner. 7,000 miles ... **£615**
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1953 M.G. TD 11-h.p. sports 2-str. Hard top. One owner. Black **£515**
1953 M.G. TD 11-h.p. sports 2-seater. Green. Very fast ... **£495**
1953 M.G. TD 11-h.p. sports 2-seater. Full-length tonneau ... **£485**
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1949 M.G. TC 11-h.p. 2-seater. Supercharged. Exceptional ... **£425**
1949 M.G. TC 11-h.p. sports 2-seater. Radio. Blue **£415**
1948 M.G. TC 11-h.p. sports 2-seater. Red **£375**
1947 M.G. TC 11-h.p. sports 2-seater. Recon. engine. Black ... **£375**
1947 M.G. TC 11-h.p. sports 2-seater. Red. Very attractive ... **£385**
1946 M.G. TC 11-h.p. sports 2-seater. Maroon. Radio **£375**
1939 M.G. TB 11-h.p. sports 2-seater. Green **£295**
1938 M.G. TA 10-h.p. sports 2-seater. Red. Many extras ... **£275**
1937 M.G. TA 10-h.p. sports 2-seater. Maroon **£215**
1934 M.G. PA 8-h.p. sports 2-seater. Cream. Very smart ... **£195**
1938 M.G. 18-h.p. 2-litre sports saloon. Black **£195**
1937 M.G. 18-h.p. 2-litre drophead foursome. Black **£175**
1938 M.G. 18-h.p. 2-litre drophead foursome. Black **£95**
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1952 M.G./Lester 1 467-c.c. sports 2-seater. Lavstall overhauled **£395**



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1951 Allard J2. Full weather equipment. B.R.G. **£445**
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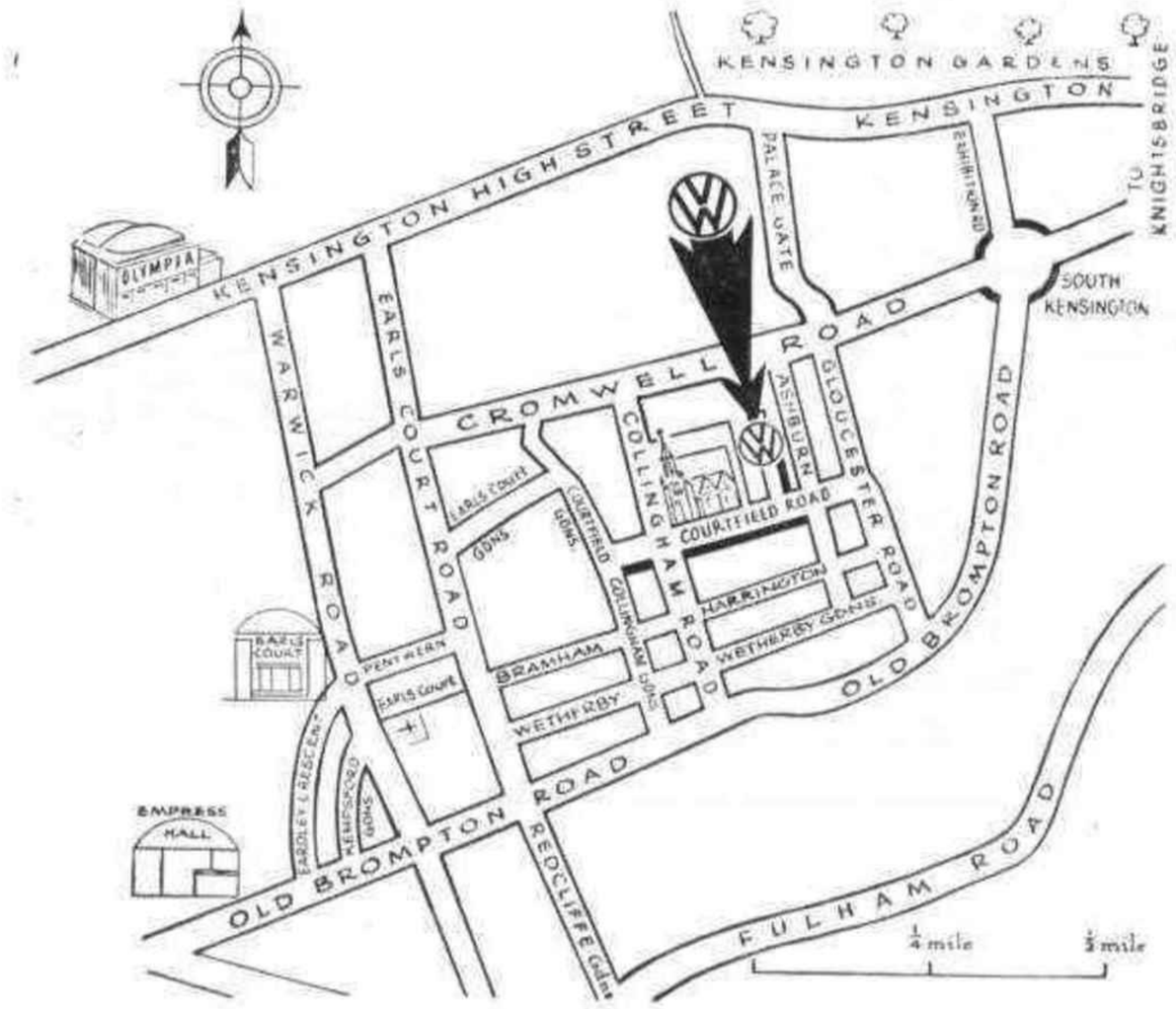
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