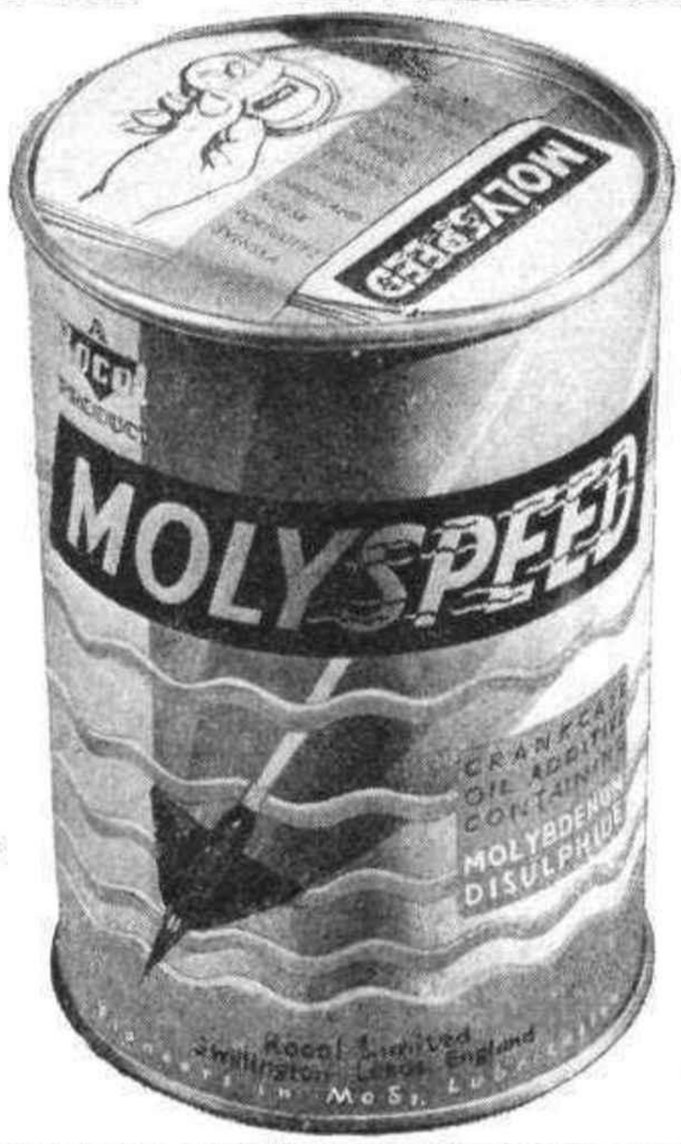
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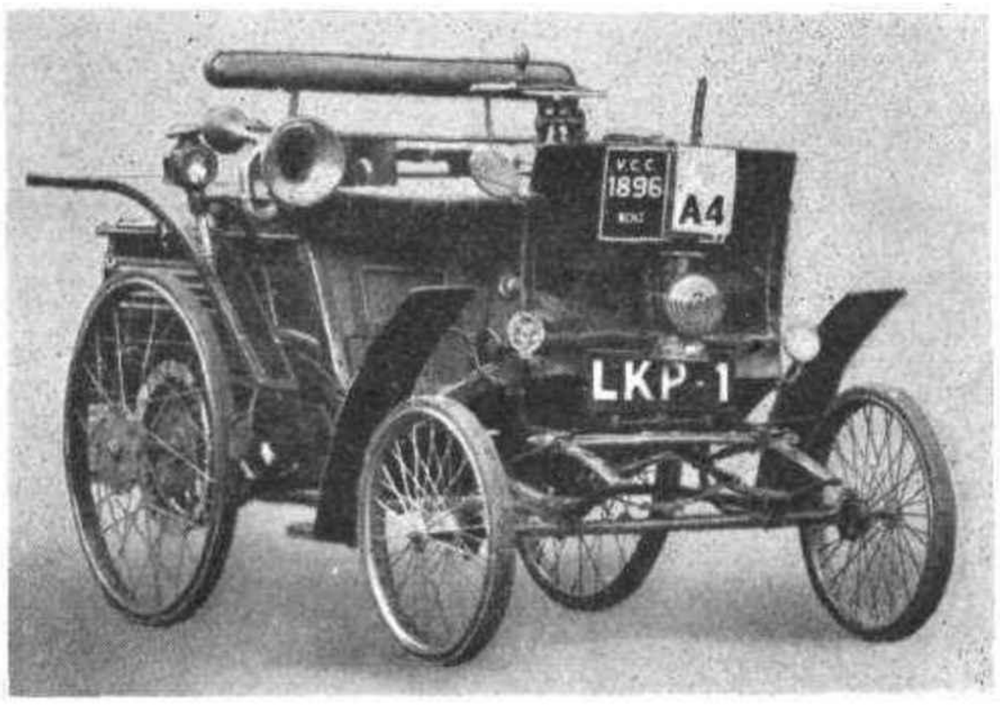
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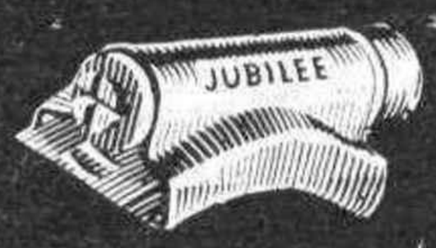
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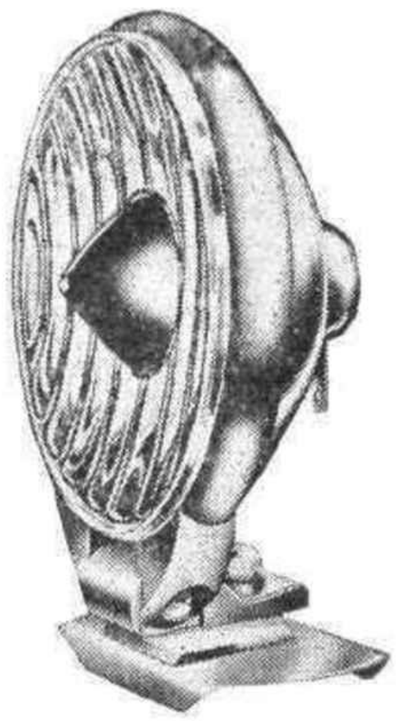
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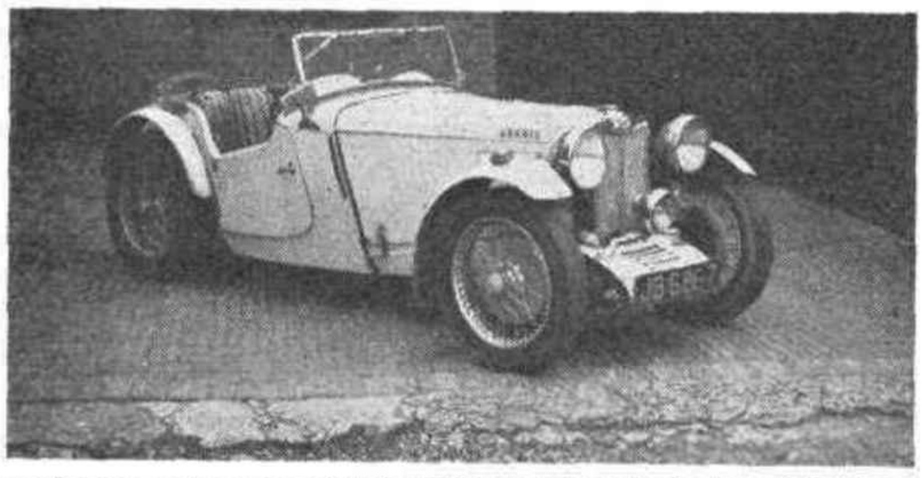
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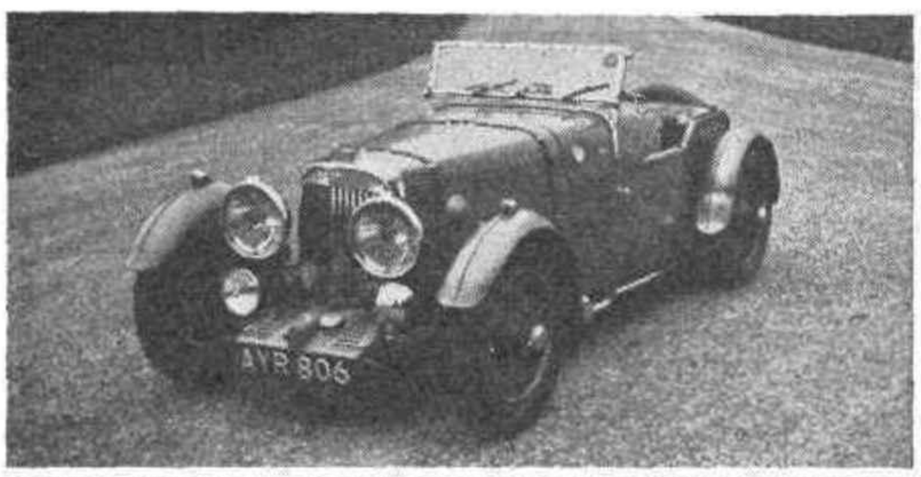
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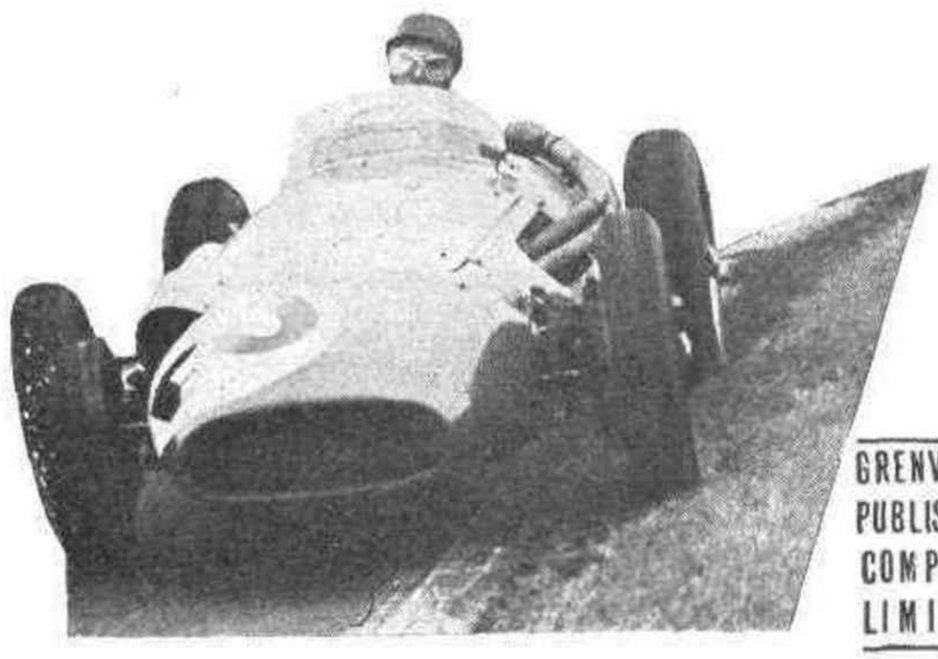
By Denis Jenkinson Price 9/6

For the eleventh consecutive year "Jenks" gives the inside story of the year's racing successes and failures.

Publishing date December 10th, 1957

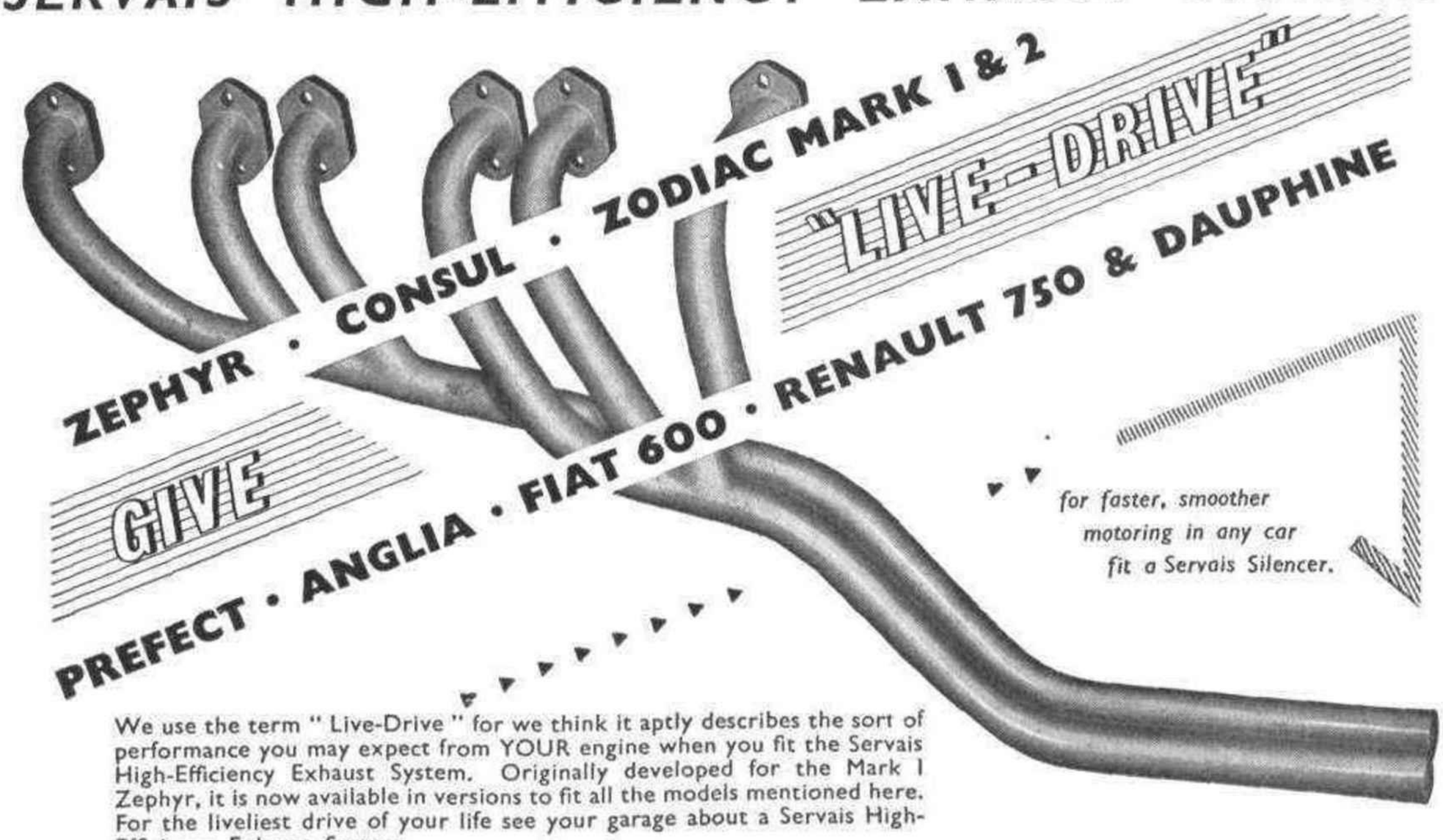
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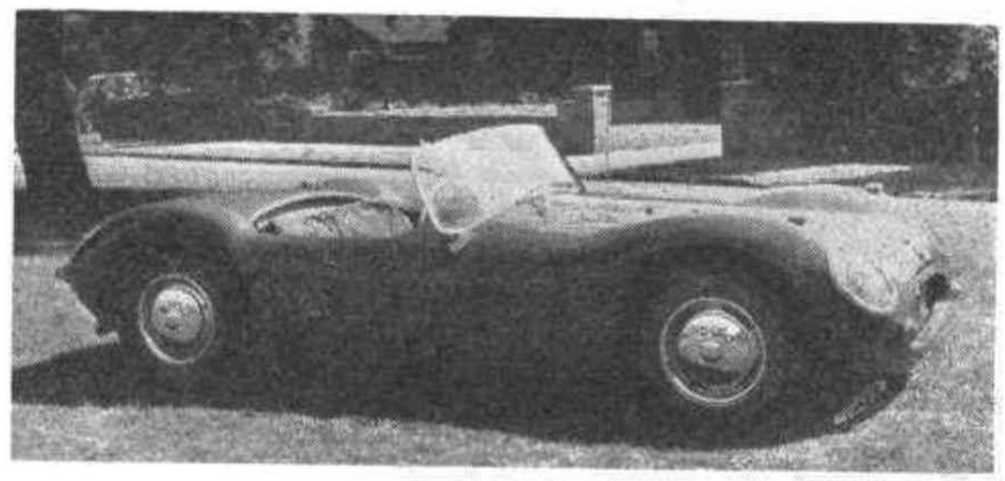
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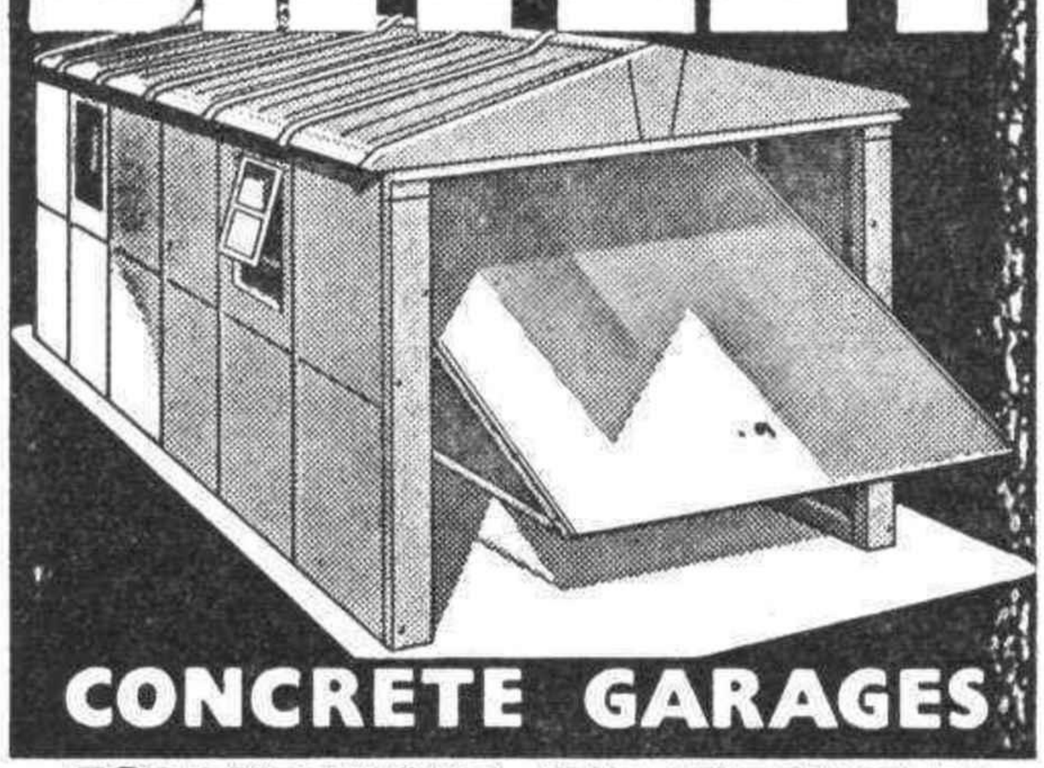
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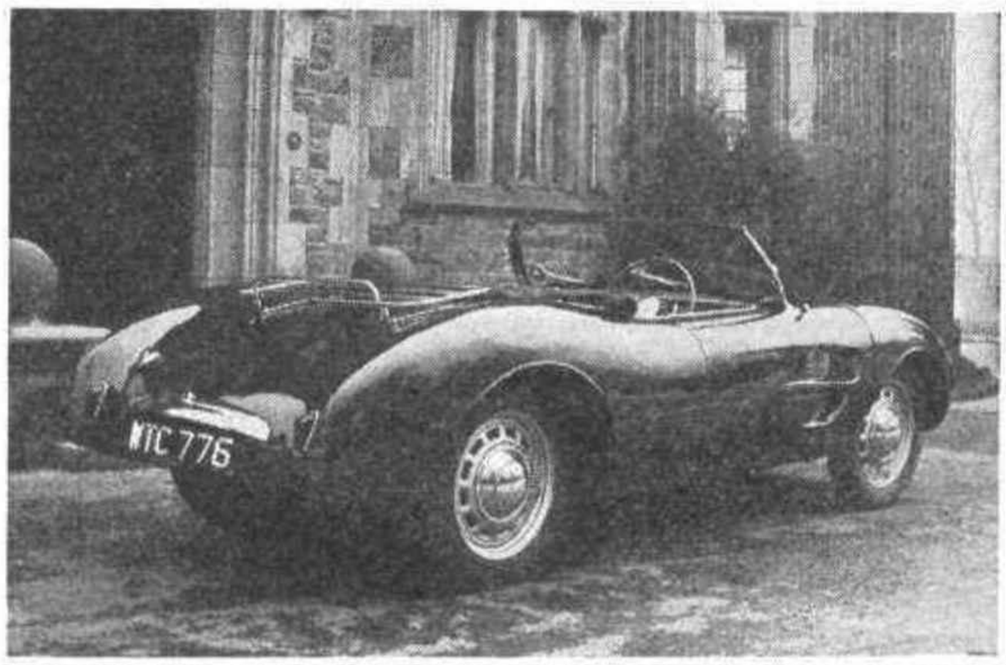
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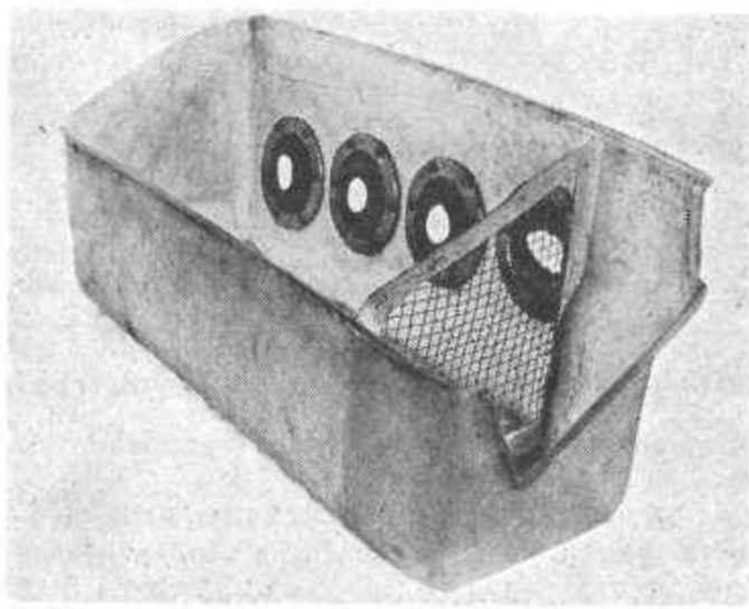
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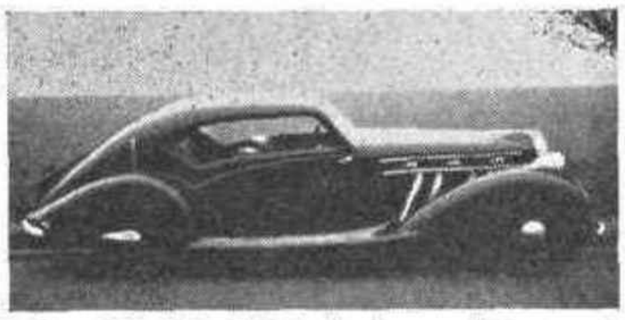
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VOL. XXXIII No. 12 THE DAVENPORT STORY DECEMBER, 1957

MOTOR SPORT

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MATTERS OF MOMENT

NEW CARS, OLD NAMES

The British are traditionalists. The protests which have greeted the new Rileys are evidence that we do not suffer mildly any tampering with tradition. The old saying about giving a dog a bad name has changed to a discussion in the World's Motor Press as to the wisdom of giving old names to new cars.

Modern production methods make permutations of components a necessary economy when a range of different models has to be produced within one organisation. There are three broad manufacturing principles which can be followed : concentration on a single design, as successfully followed down the years by Ford, Citroën, and now by Volkswagen; variation of a basic model—*e.g.*, Alfa-Romeo Giulietta, Rover; and permutations of basic components to form a wide range of models. The British Motor Industry considers a wide range of models desirable and frequently adopts the last-named course. The policy of employing as many basic components as possible is not in question. But there is evidence that the buying public is suspicious and resentful of " old wine in new bottles," *i.e.*, of new cars which bear little or no resemblance, in specification or character, to the proud old names they carry.

After Rolls-Royce Limited bought up the original Bentley Company they modified the 20/25 Rolls-Royce and called it a Bentley. We remember clearly what a splendid and distinguished car this was. But it wasn't long before the 3½-litre Bentley had acquired the clumsy appellation of " Rolls-Bentley," proof that the public couldn't accept this as a car in the true Bentley tradition. In view of the prestige earned by the " Alpine Eagle " Rolls-Royce before 1914, one wonders what objection there could have been to calling the " Silent Sports Car " of 1933 a sports Rolls-Royce. Had this been done, those sensitive about the demise of the great and very different Bentley would have had no cause for comment and that unhappy composite *marque*-name need never have been composed. Today, when only the radiators of Bentley and Rolls-Royce cars differ this argument still applies.

Other British cars have lost their former identity—Riley, Sunbeam, Talbot, Humber and Wolseley, for example. The One-point-Five Riley is the quick version of the hybrid Wolseley 1500. The 2.6 Riley has an Austin power unit. The Sunbeam Rapier is just a " hotted-up " Minx. Talbot, like Lanchester, has ceased to exist. The modern Humber, with its new grille, has the appearance of a swollen Hillman. Gone forever are the o.h.c. Wolseleys.

Fortunately, certain British makes have managed to retain their former character, sometimes in a manner more subtle than obvious. Alvis, Aston Martin, Armstrong-Siddeley, Daimler, Ford, Jaguar, Lagonda, M.G., Morgan and Rover have not departed too drastically from tradition.

Cars whose only traditionalism is the time-honoured name they carry are criticised, not as motor cars, but on account of what they attempt to falsely represent. We have no doubt that the Wolseley 1500 and Riley One-point-Five are jolly little saloons possessing excellent performance, and we are arranging to report on them in an early issue. But many people consider that they have no right to their make-names. Perhaps they would have had a less-stormy reception had they been termed, simply, B.M.C. Composite De Luxe and B.M.C. Composite Sport, or something similar. The Sunbeam Rapier might, we think, have an even greater appeal to sporting motorists had it been sold as a Hillman Minx Gran Turismo. Think of the prestige of owning the two-carburetter, two-door, version of that highly-popular family saloon ! As it is, the present-day Sunbeam has lost its identity, bearing no resemblance to the cars once built so meticulously in Wolverhampton, having no affinity to a rather jolly but now defunct twin-cam Lagonda design, and having little in common, technically, with the rally-winning Sunbeam Mark III.

When a big combine buys up a derelict company it is obviously going to employ to the best advantage, factory, machinery and staff—but, however great the temptation to steal prestige from the past for vehicles that are *sans history*, is it prudent to put time-honoured names on entirely new products ? Permutation of basic components is an economic necessity. Thus the smallest Wolseley and Riley share the same engine and body pressings; Hillman Minx, Sunbeam Rapier and Singer Gazelle do likewise, although, mercifully, the Singer retains its traditional o.h.c. engine. In an age when large-output production is the only way to peg down prices, it is expedient to use identical engines, suspension units and axles, etc., in different models. B.M.C., however, have earned adverse comment through applying the age-old name of Riley to a car which owes its origin to a permutation of components from all four of the other B.M.C. " makes " and which, instead of being made in Coventry, is assembled at Longbridge. Is this critical reception of the new Rileys as bubbles in a wine-glass or will it have a lasting influence affecting the future of these latest B.M.C. permutations ?

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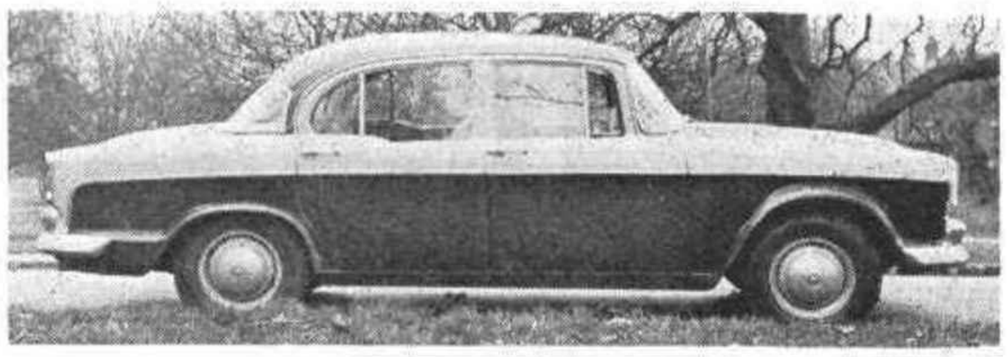
Front cover picture : HAVING THE LAST WORD.—Although Vanwall won the last two rounds in the 1957 World Drivers' Championship, Jean Behra in the works six-cylinder Maserati administers a check to the British team's successes in the final Formula I race of the season, comfortably winning the Grand Prix of Morocco at Casablanca from Stuart Lewis-Evans' car.

WE WISH OUR READERS A HAPPY CHRISTMAS AND REMIND THEM THAT THE NEXT ISSUE WILL BE PUBLISHED ON JANUARY 4th.

Week-end with the New Hawk

THE Rootes Group have a vastly improved car in the new Humber Hawk II. The former Hawk was a wide, sluggish car which invariably inhabited the centre of British roads, driven without ambition by the elderly and sedate. The new version has ceased to be sluggish, although its body is wider than those of its competitors, making it a comfortable six-seater, and it possesses a handsome appearance not derived from transatlantic gimmickry.

Perhaps, however, the Hawk II is better with automatic transmission, with which it is available for £1,433 17s., because the example the writer drove for over 470 miles one recent week-end had an unfortunate choice of ratios for its four-speed gearbox and a quite horrid steering-column gear-change. The latter is surprising, because Rootes used to provide an excellent gear-shift of this sort, notably on the late-lamented Sunbeam Mk. III. The Hawk's four-speed box is arranged with an emergency bottom gear, so that normally one starts in second. This makes for an unfortunate gap between top and third. However, in main-road motoring the Hawk is a top-gear car, the Laycock de Normanville overdrive, which is selected by a convenient flick-switch on the right of the steering-column, gearing-up the drive appreciably, yet



being usable down to quite low speeds. A flick into normal-top calls up usefully brisk acceleration, so that only below 20 m.p.h. is the heavy " notchy " change into third called for.

It is on long, main-road runs that the latest Humber Hawk shows up so well. It is as silent as most of the fabulously expensive luxury cars, wind-noise being virtually nil with all windows closed, as it cruises effortlessly at 70 m.p.h. It is well sprung and has very comfortable bench seats, the front one easily adjustable. The back seat has a wide cushion forward of the wheel arches and more than generous leg room. The driving position is excellent, visibility of both front wings likewise.

The steering is rather heavy and spongy, but smooth; it transmits little vibration or kick-back and feels higher geared than in fact it is, at four turns lock-to-lock. The brakes are adequate but apt to bring the tail round on wet roads unless treated with respect. They are otherwise vice- and fade-free. The bulky Hawk handles well;

Continued on page 749

Motor Sport Events for December

★ **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*
Dec. 1st	Chester C.C.	The Red Dragon Garage	Saltney	Trial (*C.*)	1.45 p.m.
,,	Morley M.C.	" The British Oak "	Leeds	Treasure Hunt (*C.*)	2.00 p.m.
,,	M.G. C.C. (N.E.)	Pickering	Whitby	Rally (*R.*)	10.30 a.m.
,,	Cemian M.C.	King's Head Hotel	High Wycombe	Trial (*C.*)	2.00 p.m.
,,	Rolls-Royce M.C., Derby	Heathfield Nook	Buxton	Trial (*C.*)	9.45 a.m.
,,	Hagley & Dist. M.C.	Stewponey Hotel	Stourbridge	Trial	10.00 a.m.
,,	Bedford A.E.C.	Olney	Bedford	Rally	2.00 p.m.
Dec. 4th	West Essex C.C.	" Three Jolly Wheelers "	Woodford	Talk	8.00 p.m.
Dec. 6th	Sevenoaks & Dist. M.C.	Grasshopper Inn	Westerham	Dinner-Dance	7.30 p.m.
,,	Haslemere M.C.	Royal Huts Hotel	Hindhead	Dinner	7.30 p.m.
Dec. 6th/7th	Larne M.C.	Ballygally	Larne	Trial (*R.*)	9.00 p.m.
Dec. 7th/8th	Per Ardua M.C.	Rose & Crown Hotel	Kenley	Night Rally	8.00 p.m.
,,	East Yorks C.C.	Beverley	Beverley	Rally (*R.*)	8.00 p.m.
,,	Leicestershire C.C.	Cresta Garage	Leicester	Night Rally	11.00 p.m.
,,	Blackpool & Fylde M.C.	*Promenade*	Blackpool	Driving Tests (*R.*)	10.00 a.m.
,,	Harrow C.C.	Burnham Beeches	Beaconsfield	Rally (*C.*)	8.00 p.m.
Dec. 8th	B.P. C.C.	The Park	Sunbury-on-Thames	Rally (*C.*)	10.00 a.m.
,,	Southport M.C.	—	Southport	Rally (*C.*)	10.00 a.m.
,,	Alvis O.C. (South)	Stapleford Aerodrome	Abridge	Rally (*C.*)	11.00 a.m.
,,	Peterborough M.C.	Wansford	Peterborough	Mud Trial	2.00 p.m.
,,	Harlow A.C.	Edinburgh Way	Harlow	Rally	2.30 p.m.
,,	Melton Mowbray C.C.	Wing Garage	Melton Mowbray	Rally (*C.*)	2.00 p.m.
,,	Airedale & Pennine M.C.	M.R. 182404, O.S. 96	Bradford	Rally (*C.*)	5.00 p.m.
Dec. 10th	Allard O.C.	Norbury Hotel	Norbury, S.W.16	Christmas Party	—
Dec. 11th	West Essex C.C.	" Three Jolly Wheelers "	Woodford	Film	8.00 p.m.
,,	Bristol M.C. & L.C.C.	" The Berkeley "	Bristol	Dinner and Dance	7.00 p.m.
Dec. 12th	Haslemere M.C.	St. Christopher's Hall	Haslemere	Film	7.30 p.m.
Dec. 14th	Bristol M.C. & L.C.C.	Kingswood	Bristol	Allen Trial	1.30 p.m.
,,	Cumberland S.C.C.	Black Lion Hotel	Durdar	Treasure Hunt (*C.*)	6.00 p.m.
,,	B.A.R.C. (E. Sussex)	Cavendish Hotel	Eastbourne	—	6.45 p.m.
Dec. 15th	Singer O.C.	Bell House Hotel	Beaconsfield	Party (*C.*)	3.00 p.m.
,,	M.G. C.C. (Midland)	Dear Bros.	Ferndown	Christmas Cup Trial	9.00 a.m.
,,	Congleton & Dist. M.C.	Cheshire	—	Rally (*C.*)	2.45 p.m.
,,	A.E.R.E. M.C.	Harwell	Didcot	Rally (*C.*)	10.30 a.m.
,,	North London E.C.C.	East Herts County Club	Hendon	Trial (*C.*)	10.30 a.m.
,,	V.S.C.C.	Heston Airport	Hounslow	Driving Tests (*C.*)	12 noon
,,	Old Merchant Taylors' M.C.	" Durrant's "	Croxley Green	Winter Rally	3.00 p.m.
,,	750 M.C.	Brands Hatch	Farningham	Trial (*C.*)	11.00 a.m.
,,	Matlock & Dist. M.C.	Platt's Garage	Matlock	Economy Run (*C.*)	2.30 p.m.
Dec. 17th	Bristol M.C. & L.C.C.	Swan Hotel	Bristol	Annual General Meeting	8.00 p.m.
Dec. 18th	West Essex C.C.	" Three Jolly Wheelers "	Woodford	" Noggin and Natter "	8.00 p.m.
Dec. 20th	West Essex C.C.	" Three Jolly Wheelers "	Woodford	Christmas Party	8.00 p.m.
Dec. 26th	B.A.R.C. (N.W.)	Queensferry	Chester	Driving Tests (*R.*)	1.00 p.m.
,,	B.R.S.C.C.	Brands Hatch	Farningham	Race Meeting	1.00 p.m.
Dec. 29th	Eastbourne & Dist. M.C.	Prince Albert Hotel	Eastbourne	Rally (*C.*)	10.00 a.m.
Dec. 31st	West Essex C.C.	" Ye Olde King's Head "	Chigwell	Dance.	8.00 p.m.

CONTINENTAL NOTES

* * *

TO conclude this year's Continental travelling in search of motor-racing and things motoring, I stopped off at the Motor Show in Turin. Now, as we all know, the "T" in Fiat, or as it used to be written F.I.A.T., stands for Torino, or Turin, and, arriving in that city for the Motor Show, one was very conscious of the fact that the industry and life of the place centres around the vast Fiat industrial organisation. Similarly, the Motor Show itself is centred around Fiat, for their models occupy the whole of the centre section of the vast exhibition hall, and almost everywhere you turn you see specialist coachbuilders showing their idea of how a Fiat should look, from 500 to 1,900, while in the Commercial section there is every type of bus, coach or van mounted on a Fiat chassis of some sort. This does not mean that the entire Turin Motor Show is dominated by this one firm, for when you look closer you see that all the old friends from France, Britain, Germany and America are also present. However, this Show coming after Frankfurt, Paris and London, it did not hold very much that was new and exciting for those lucky people able to visit other countries, so that it was essentially a Motor Show for the Italian people.

From the point of view of a foreign visitor, this Show is outstanding in that it is held in a truly modern exhibition hall, constructed in recent years, and the layout is quite different from Earls Court, for example. The main building is a vast single-span edifice of reinforced concrete, having no centre supporting pillars at all, so that one gets a pleasant feeling of open air. The whole floor is covered in marble, and most of the exhibits merely stand direct on the marble and, as there are no outlines on the floor for the stands, one does not suffer from having to walk along aisles, directed and guided by ropes, barriers, or stand edges, the whole place being delightfully open and unrestricted—rather typical of the Italian temperament. Cars can be viewed at their normal level from close quarters or far away, and, instead of having to make deliberate steps from one stand to another, you can wander happily amongst the cars without being conscious that you are leaving Ferrari and visiting Maserati, apart from the fact that the cars change shape. As none of the stands are cluttered with flowers, offices or little private compartments, this air of freedom and leisure is extended. Around the edge of the hall are the stands of the accessory trades, and these overflow into a number of annexes. In contrast to this pleasant layout of the private cars, the commercial part of the exhibition is cramped and crowded, with vast long-distance coaches packed tightly together as in a coach terminus. Anyone who has been pushed off the Italian roads by one of the big long-distance buses will appreciate that a hall filled with these things makes an awe-inspiring sight. At the back of the exhibition buildings is a big open space containing special commercial vehicles, from Fiat 600 vans to vast petrol tankers and articulated vehicles, mostly on various types of Fiat chassis, but Lancia, Alfa-Romeo, Bianchi and O.M. were also there.

Reverting to the main hall, where the passenger cars were on show, Fiat made sure that everybody knew they had enlarged the 1,100 Fiat to 1,200 c.c., and at the same time giving it better brakes, improved vision and a better body styling, depending on your taste. I was continually hearing that this was the "pearl of the Show," but, personally, I found the real pearl on the Alfa-Romeo stand, and I hope the majority of MOTOR SPORT readers are with me. This was the new Giulietta Sprint Spinta, or SS for short, which has been restyled by Bertone, who makes the normal Sprint Veloce bodies. Mechanically it is the same as the Veloce (pronounced vel-oh-chay, by the way), except that the power output of the engine has been boosted up to a full 100 b.h.p., the engine size still being 1,290 c.c. The new body has a longer and more tapering nose, with a small horizontal cooling-air entry, a steeply sloping screen and a longer tail, while the inside dimensions are roughly the same. For sheer elegance of functional line and personified speed, this little blood-red coupé was outstanding, its whole appearance being so Italian it was impossible to believe. Nearby was another Bertone creation, on a Fiat 1,100 chassis, which was a very slinky open two-seater without any frills, and having scalloped sides like a Chevrolet Corvette; but, somehow, whereas I could visualise the Sprint Spinta leaving the Mille Miglia starting ramp in Brescia, I could not see the open Fiat doing this. Also by Bertone was a neat coupé on an Aston Martin chassis, looking rather more like a 1900C Alfa-Romeo than a product of Feltham. Open two-seaters seem to be coming back in favour, for while Lancia still retain the open Spyder Aurelia, there were also similar bodies on the Ferrari Europa, a 1900C Alfa-Romeo and Lancia Appia, all by coachwork specialists.

When Abarth and Zagato got together and dealt with a Fiat 600 the result was a rather shattering little 750-c.c. Gran Turismo coupé that has proved itself in Italian motoring competitions throughout the past season. Abarth does all the engine and chassis modifications and Zagato builds the coupé bodies, being one of the few Italian bodybuilders, like Scagliatti, who understand about competition requirements. Now Abarth and Zagato have got together again and the result is a Gran Turismo Fiat 500, still with air-cooled twin-cylinder engine at the back. By comparison the 750 Abarth-Zagato coupé looks quite large, and yet there is ample room in the tiny 500. Another Fiat 500 coupé, again small and shapely, was to be seen on the Pinin Farina stand and, as the rest of the Farina exhibits were large Ferraris, Lancias or Americans, the little 500 had to be raised up on a dais in case it got trampled on. Not to be outdone in the Fiat 500 game, Ghia produced a delightful little open four-seater version, without doors or hood, and having basket-work seats; in fact, a sort of refined Jeep or four-wheeled scooter.

Turning to much bigger things, Maserati had a beautiful Show model of their 4½-litre V8 sports-car engine, but, the thought was, what were they going to do with it now that serious sports-car racing is being limited to 3-litres? There was also a rather old 250F Grand Prix car purporting to be the one with which Fangio won this year's World Championship, but as the cars were not back from Casablanca this was obviously a falsehood.

The whole tone of the Turin Show is one of modernism, from the buildings, restaurants, surroundings and exhibits, so that one left with a feeling of 1958. But, just to keep a sense of proportion, Fiat (yes, I'm afraid so) had their magnificent 1907 Dieppe racer of 16¼-litres on show at the door, together with a model of the wonderful new building that is under construction to house the fabulous collection of cars in the Turin automobile museum.

* * *

Already plans are under way for next year's Mille Miglia, and the first step has been granting of permission by the Brescia town council. As the mayor of Brescia, Signor Boni, is one of the most ardent Mille Miglia fans, this is not surprising. In addition to this annual classic, the Automobile Club of Brescia are getting together with the Royal Motor Union of Liége to organise a rally from Liége to Brescia and back again, for vehicles not exceeding 500 c.c., and of an economic disposition. Already the Liége-Rome-Liége Rally is the toughest open road-race on the calendar, open to the fiercest type of car, and now we shall have the Liége-Brescia-Liége Rally for the feeblest type of car. The thought of Isettas, Friskys, Heinkels, Messerschmitts, Bonds, and so on, careering down the Alps is most intriguing. Whether the Abarth-Zagato Fiat 500 will qualify is not known at present, but, if it does, then it means that Berkeleys will be allowed in, and that would make for interesting competition.

* * *

With Ferrari winning the Venezuela race and thereby the Manufacturers' Sport-Car Championship, road-racing honours have been nicely divided around Modena and district. With Fangio once again World Champion, and using a Maserati six-cylinder to achieve this, the Modena firm are very happy at being Grand Prix champions, while Ferrari's wins in Argentina, Mille Miglia, 1,000-kilometres Nurburgring and Caracas have made everyone at Maranello also very happy. Let us hope that next year this pleasure will come to Acton and Feltham, for Moss and Vanwall were a good second in the Championship, and with a 3-litre limit next year, Aston Martin should be in a good position for sports-car honours.—D. S. J.

GRAND PRIX OF VENEZUELA (Nov. 3rd)—Caracas—1,000 Kms.

The race at Caracas, on a very twisty circuit, was the last round in the 1957 Sports-Car Championship series, and the issue lay between Ferrari and Maserati. Whichever team won would be 1957 Champions, and in consequence Maserati had high hopes for their 4½-litre cars, especially after the win in Sweden, back in August. Moss and Brooks were in the first of these cars, and Behra and Schell in the other works car, a third one was the privately-owned 4½-litre of Temple Buell, driven by Gregory and Duncan. The race turned out to be a complete fiasco for Maserati, Moss crashing one of the big cars and after taking over the other works car breaking that one. This left the race to Ferrari and the Maranello cars had no trouble in finishing 1-2-3-4.

Results:

1st: P. Collins/P. Hill (Ferrari 4.1-litre), 6 hr. 31 min. 55.6 sec.—153.538 k.p.h.
2nd: L. Musso/J. M. Hawthorn (Ferrari 4.1-litre) ... ... 1 lap behind
3rd: W. von Trips/W. Seidel (Ferrari 3-litre) ... ... 2 laps behind
4th: M. Trintignant/O. Gendebien (Ferrari 3-litre) ... ... 4 laps behind
Fastest lap: S. Moss (Maserati 4.5-litre), 3 min. 38 sec.

Hastings, St. Leonards and E. Sussex C.C. Bodiam Speed Hill-Climb (October 19th)

THIS sprint event is enjoyable for several reasons. It is in the best tradition of pre-war sprint motoring, the course being a sporting one on private property; the road is narrow but well-surfaced, with some very tricky corners and this evens up times between diverse types of cars. The venue is in a very beautiful part of Sussex, the officials are exceedingly cheery, spectators have a good view from safe vantage points in the adjoining fields and the entry is nicely varied.

This sprint at Bodiam New House Farm, in Guinness country, is an Elva benefit. In 1955 McKenzie Low made f.t.d. in an Elva-Ford and last year S. Lewis-Evans did so in an Elva-Climax. So this time the Elva van brought two Elva-Climax sports cars to defend Bexhill honours. In practice Bolster broke a half-shaft on the car Lewis-Evans, in G.P. overalls, was to drive but it was repaired in time for Stuart to make a fantastically skilful ascent in 30.4 sec.—f.t.d. again. In practice Frost's Lotus-Climax had done 30.0 sec., but in the event he took off at the Hump and ploughed down much fencing before entering a field, damaging the car too badly to run again. Only Lewis-Evans got below 31 sec. but Henrotte's 500-c.c. Ettorne racer clocked 31.4 sec. on one of its few trouble-free runs, Bolster did a fine 31.6 sec. in the Elva and Mallock an astounding 31.8 sec. in his Ford/Austin, which seemed to be out of control most of the time but which its enthusiastic owner *willed* to stay on the road—he had drastically lightened the car in the Paddock, even to borrowing a m/c. battery from an unsuspecting spectator! It is high time someone gave Mallock a trial at the wheel of a really fast car.

Conolly's Buckler just beat Salkeld's Aries in the small sports-car class. The Aries has a tubular frame, VW suspension front and back, an Ariel Square Four 1,000 engine, fan-cooled, at the rear and fibreglass body.

Greig's very smart Morgan Plus Four demolished much opposition in the 2-litre sports-car category, clocking 33.6 sec. on both runs, and Mrs. Normay's TR3 hard-top just beat Mrs. Whitehead's ex-Fitzwilliam M.G. MGA to the Ladies' Prize. Robertson damaged his TR2 when it spun into the bank round the second corner and Oxborrow had a hair-raising escape from serious injury when *his* TR2 spun before the corner and went through the straw bales in slow motion, to remain poised on three wheels above a very deep, wet ditch. Siryer's Volkswagen won the class for closed cars up to 1,300 c.c., clocking 40.2 sec. each time. Hart's VW, a local self-drive hire-car(!), was second and it was no coincidence that Volkswagens beat Simca, Ford, Hillman Minx and Morris Minor 1000 opposition. The fastest VW even beat Kerr's modified Ford Anglia. Nor was it coincidence that Denis Jenkinson's hard-used Porsche 1,500 won the large closed-car class, to which it had been transferred, against Monro's Bristol, Fotheringham-Parker's Austin-Healey hard-top and Walter's Lancia Aurelia 2,500. The Lancia tied with the Porsche on its last run but as its time had been missed, so that it gained additional practice, and as its aggregate time averaged 35.4 sec., whereas the little Porsche clocked exactly 35 sec. each time, Jenkinson was the moral victor; the Porsche was also faster than a Sunbeam Rapier and many of the Triumph and M.G. MGA sports cars! We mention this to show what an excellent chance a well-driven normal saloon has in today's club speed hill-climbs.

Dennis Milton's very "hot," Weslake-tuned Austin A35 was beaten by 0.8 sec. in the next class by the fine driving of D. R. Rawson in a Sunbeam Rapier. Other interesting competitors were a supercharged PB M.G., McInerney's ex-Tuson Fiat Balilla of Brooklands' memory and Rolfe's nice pre-war Aston Martin Ulster.

This is another fixture well worth while putting in your 1958 diary, whether you be spectator or potential competitor.—W. B.

Results :

1st : S. Lewis-Evans (Elva-Climax)	30.4	sec.
2nd : G. A. Henrotte (Ettorne 500)	31.4	,,
3rd : J. Bolster (Elva-Climax)	31.6	,,
4th : Major Mallock (Ford/Austin)	31.8	,,
Open Cars up to 1,300 c.c. : P. V. Conolly (Buckler)	38.4	,,
Open Cars, 1,301-2,000 c.c. : A. M. Greig (Morgan Plus Four) ...	33.6	,,
Open Cars, 2,001 c.c. upwards : D. L. Buss (Triumph)	33.2	,,
Sports/Racing Cars : S. Lewis-Evans (Elva-Climax 1,100)	30.4	,,
Closed Cars up to 1,300 c.c. : A. D. Siryer (Volkswagen)	40.2	,,
Closed Cars, 1,301-2,000 c.c., and Special Closed Cars : D. R. Rawson (Sunbeam Rapier)	38.0	,,
Closed Cars, 2,001 c.c. upwards and Gran Turismo Cars : D. S. Jenkinson (Porsche 1,500)	35.0	,,
Warren Trophy (fastest lady driver) : Miss P. Normay (Triumph TR3)	37.6	,,

WHAT'S BREWING AT BERKELEY'S?

Finding ourselves near Biggleswade last month we paid a visit to Berkeley Cars Ltd., makers of Britain's smallest sports car.

Their Sales Manager told us that since production of this front-drive, two-stroke plastics miniature sports car commenced in 1956 over 800 Berkeleys have been made.

After the initial 150 cars Excelsior engines were adopted. Export orders have been received from the U.S.A., Peru, Southern Rhodesia, South Africa, Malaya, New Zealand, Australia, Greece, etc. So great has been the interest that from seven agents at the time of last year's Motor Show Berkeley now have agents throughout the country and in Ireland. Complete cars are shipped for export, only those for Eire going C.K.D.

For the American market sealed-beam headlamps were faired into the nose but recently American users seem to be convincing the authorities that the normal recessed headlamps are legal in the U.S.

Production of the three-cylinder Berkeley 500 is due to commence in the New Year. The present output of approximately 40 cars a week is composed of 328 c.c. two-cylinder models. By January next output is scheduled at 70 cars a week, and by March 1958 the Biggleswade plant should be producing 100 cars a week.

There is no intention of entering a works team in competition events but help can be extended to private owners who wish to enter them for races and rallies after purchasing their cars. Goddard Watts intends to race a Berkeley 500 next season, after his good showing this year with one of the smaller models.—W. B.

FILM REVIEW—

"THREE-POINTED STAR"

One very wet morning during the Motor Show we visited Wardour Street, that curious London thoroughfare devoted to the film industry, where old men wheel containers of films about on trolleys and young women receptionists dream of becoming Hollywood starlets. Here we saw the Boehner Productions film "Three-Pointed Star," which publicises Mercedes-Benz cars and commercial vehicles. The film is partly in colour but incorporates excerpts from old black and white newsreels of past races. Some of these are too brief to provide full enjoyment but some remarkable shots of an early Targa Florio are included. This Mercedes film is rather too long, because it takes us not only through history but to each of the Daimler-Benz plants to illustrate the construction and test methods employed. It is fun to see the antics of the all-wheel-drive Unimogs made at Gaggenan (and surely half-cousins to our Dumpers?) and good use is made of some elegant Edwardian Mercedes from the Stuttgart museum.

It is pleasant to see that Daimler-Benz believe in making use of their splendid motor-racing record in publicising their products.—W. B.

MORE MODELS

We have received, through the generosity of a reader, two Monogram Four Star Plastakits. No. P12 makes up into an Indianapolis racing car with working steering, while driver, mechanic, pit toolbox, etc., are included, and the hinged bonnet lifts to reveal a dummy engine. No. P1 makes a very detailed scale midget racer, with dummy Offenhauser engine, outside hand pump, axle radius-arms, instrument panel, etc. These high-quality kits come from Monogram Models, Inc., Chicago 32.

SOME REQUESTS

Sir,

Having been a reader of your excellent magazine for a number of years I wonder if you or any of your readers can help me?

I am restoring a 1929 Aero Morgan three-wheeler, and would be pleased to receive any technical information, photographs or articles about this model. Information regarding the racing of these cars would also be very welcome.

Thanking you in anticipation,

I am, Yours, etc.,

Fallowfield. R. S. MASTERS.

* * *

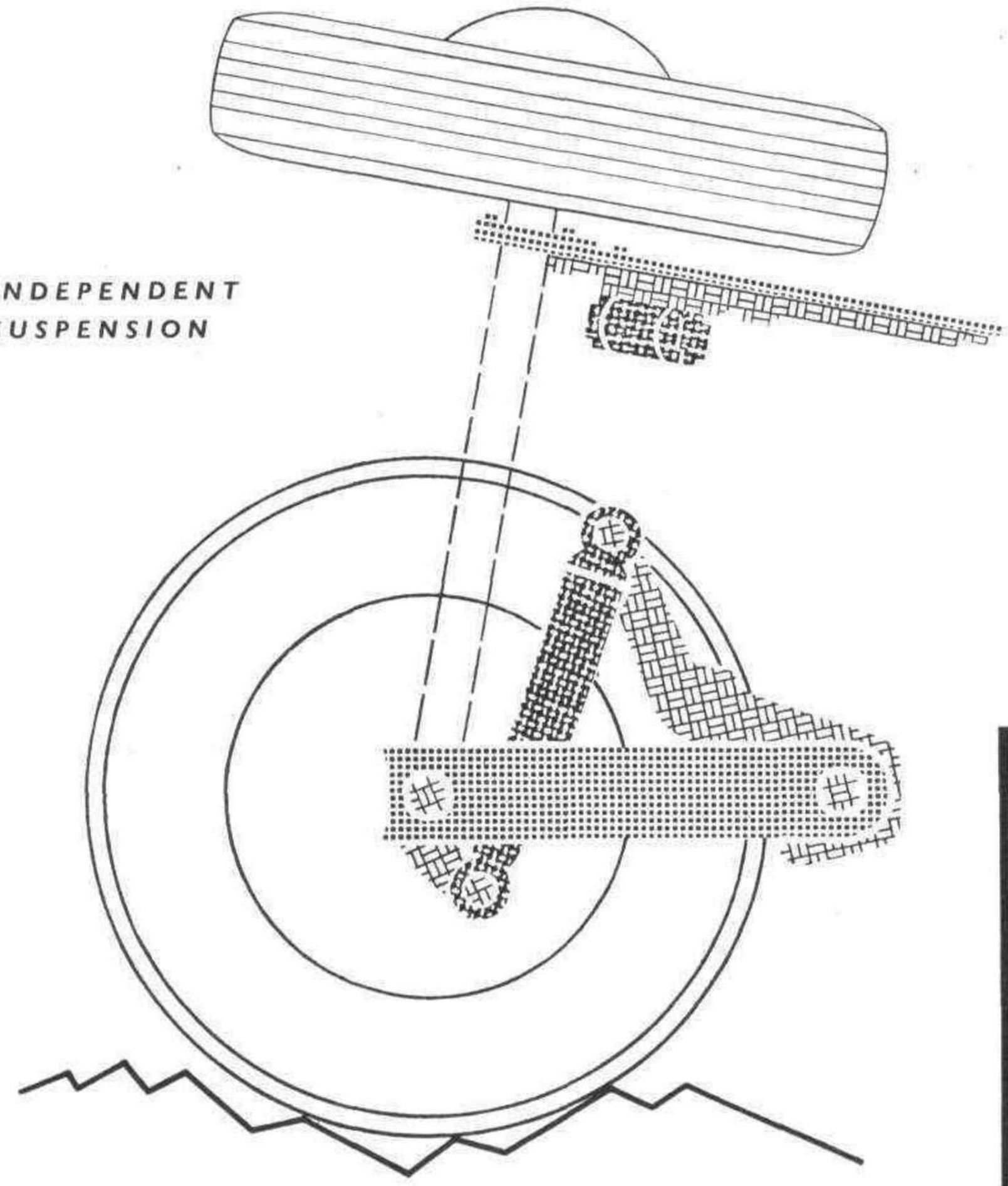
Sir,

As a previous owner of the 1923 Bean 14 Tourer, Reg. No. HC4007, I should be pleased to hear from the present owner or anyone who knows of its whereabouts.

I am, Yours, etc.,

London, S.E.12. J. M. CLARKE.

[Letters can be forwarded.—ED.]



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VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



EDWARDIAN-LIKE VETERAN.—Lord Montagu of Beaulieu driving his splendid 1903 *Sixty Mercedes in this year's Brighton Run. Beside him the well-clad Editor of* MOTOR SPORT *rides in stoic contemplation of a fine car and filthy weather—any resemblance between Boddy and Bivendum is entirely accidental!*

[*Photograph by Charles Dunn*]

TO BRIGHTON ON LORD MONTAGU'S 1903 SIXTY MERCEDES

IN spite of the fact that it is confined to cars built before 1905, the 1957 Veteran Car Run to Brighton, organised by the R.A.C. in conjunction with the Veteran C.C., attracted a record entry of 236.

This annual sporting and commemorative event, which is watched by a greater number of spectators than any other motoring fixture, can be a pleasurable outing or an ordeal, depending on the weather. This year it was definitely in the latter category!

Yet I wouldn't miss it for anything. I have been fortunate, since the commemoration run was started in 1927, in riding as passenger on a veteran on no fewer than 10 occasions, and every time I have ridden on a different make of car. This year I maintained this personal "record" through the courtesy of Lord Montagu of Beaulieu, who took his splendid 1903 60-h.p. Mercedes rear-entrance tonneau out of the Beaulieu Museum for the occasion. This was a particularly happy move from my point of view, because the Sixty Mercedes, of which Peter Hampton had entered his 1903 two-seater example, is one of the few—perhaps the only—veterans that has the performance of a fast Edwardian motor car!

I assisted in finding garage accommodation for the Mercedes half-way to London on "pre-Brighton" Friday and drove it part of the way to the Metropolis on the Saturday. It was ordered in 1902 by Lord Northcliffe, whose foresight obviously suggested that this advanced new Mercedes, with its honeycomb radiator, g t: gear-change and channel-section frame was going to be *the* car of tne year. Lord Northcliffe made excellent use of his new car and in 1908 it was driven in the Second Montagu Cup Race at Brooklands by H. Pyine but was unplaced. It was also entered for the 100-mile O'Gormon Trophy Race but didn't start.

Around 1930 the Mercedes fell into disuse and was discovered recently by Lord Montagu up on blocks in a shed in the New Forest area. He acquired it and had it restored for the Beaulieu Motor Museum.

This Sixty Mercedes, with its high five-seater body, big mudguards and typical Mercedes brass radiator, is indeed an imposing vehicle, appropriate to the fast-driving young bloods and the aristocracy of the early twentieth century. On opening the bonnet, first impressions are, if anything, magnified, for then the vast four-cylinder 9¼-litre engine is revealed in all its glory. With its huge 140 by 150 mm. cylinders in two pairs, a maze of oil pipes draped along the off side and great exposed mangle-like pinions driving the camshafts (that on the near side for the valves, that on the other side looking after the l.t. ignition) and the auxiliaries, this is a power unit in the best sense of the term. The engine has o.h. inlet valves actuated by push-rods on the near side pinned to great rocking levers. These mechanically-operated o.h. inlet valves were another feature pioneered by Mercedes. Ignition is by a l.t. magneto driven, together with the water pump, from exposed gears mid-way along the near side of the crankcase, the plugs, with their slender push-rods operating the internal make-and-breaks, being a feature of the off side of the great power plant. The cylinders rise close to the top of the bonnet and draw their mixture from a Zenith carburetter, also on the off side. The big exposed timing gears rumble round at the back of the crankcase.

That was the engine which in 1903, when 35 m.p.h. was a good maximum speed for a sound four-cylinder car, enabled the Sixty Mercedes to achieve about twice that speed when stripped to racing trim. It was the car on which Count Eliot Zborowski was killed at La Turbie hill-climb and one of which Jenatzy borrowed after the 90-h.p. Gordon Bennett Mercedes racers had been destroyed in a fire, winning that 327-mile road race in Ireland at 49.2 m.p.h. In 1904 the 60-h.p. Mercedes sold for £1,800.

Lord Montagu's handsome dark green tonneau-bodied specimen is shod with huge 920 by 120 Dunlop Cord tyres with the classic herringbone-pattern tread, carries enormous brass C.A.V. headlamps and big brass sidelamps, has those delightful flat double wooden mudguards at the back and a high two-pane wooden-framed screen carrying a period hand-operated wiper.

To drive this fine car you climb into one of the high, close-fitting, extremely comfortable, front bucket seats which, with a pile of tyres, comprised the racing rig of the Sixty. In the case of the car on which I rode to Brighton on November 3rd, there are, of course, equally comfortable hedge-high seats behind. At the wheel, you survey the road ahead over the roofs of modern saloon cars. Before venturing to drive you study the controls. On the top of the small wood-rimmed steering-wheel, working in quadrants, are two control levers, the longer working the throttle, the other the ignition timing. The ignition isn't fussy but the hand-throttle is the only means of controlling the speed of the big engine, which is virtually a constant speed unit, happy at about 1,000 r.p.m. but able to vary this by some 200 r.p.m. each way for the purpose of negotiating traffic and hills. So the driver's thumb rests constantly on this vital control. As the quadrants turn with the steering-wheel, the *chauffeur* has to be careful the throttle does not evade him.

The driver is confronted by three pedals on the floor, the two big ones applying the brakes, the cent e one at the same time freeing the clutch, while the left-hand pedal is a conventional clutch pedal. The two signal-box brass levers on the right, easily reached as this Mercedes has no front doors or body side, are, of course, gear- and, outside it, the hand-brake lever. The gear-lever works in a visible gate, going from inside back to outside back, round the corner as it were, from second to third, and forward into top from third speed.

Besides these main controls, the driver has an imposing row of engine and gearbox oil drip-feeds to eye, but he is exonerated from the tedious task of maintaining pressure in the tanks, two brass hand-pumps being fitted only for an initial " blowing-up," after which the engine does these menial tasks. A Daimler pressure gauge on the dash can be disregarded. A beautiful, deep-throated, brass bulb-horn, its bulb on an extension to bring it near the steering column, is the sole warning of approach, the exhaust cut-out being wired-up in deference to English law.

The Mercedes has a circular oil tank on the off-side chassis side-member. This is matched by a similar tank on the near side containing water to cool the brakes, although this is not in use on Lord Montagu's car, being intended only for Alpine descents. The transmission incorporates the famous, or infamous, Mercedes scroll clutch and final drive by exposed side chains. The big petrol tank at the back holds enough fuel at least for a return London-Brighton jaunt, and just below it emerges a surprisingly small-bore exhaust pipe. Outside the side control levers are strapped two spare tyres on dummy rims.

Having thus taken stock of his mount, the driver retards the ignition, switches on, and signals to his accomplice to swing the great engine on half-compression. It rotates, rattles into life, the half-compression handle is shoved home and the Sixty Horse stutters eagerly and settles down to a rumbling tick-over, lamps and mud-guards vibrating violently in sympathy with its impulses.

The hand-throttle is moved up its quadrant, the engine responds slowly, and the very light clutch pedal is depressed. The clutch takes up the drive fiercely and the Mercedes leaps dramatically away . . .

The chief difficulty presented to the driver is holding the car back. Although smaller driving sprockets have been fitted, the Mercedes is still too high-geared for present-day traffic conditions. Much of the time is spent in third speed, with the driver ready to slide back the throttle and, as the engine revs. slowly sink, slip the gear-lever " round the corner " into second speed. In the low speeds a growl comes from the gears but on the rare occasions when the lever can be slipped smoothly forward into the highest speed the Mercedes gets into its stride to the accompaniment of a musical hum, its engine scarcely audible and the driving chains far quieter than on other chain-driven cars I have experienced—or perhaps on this occasion I was more insulated from them by height and weather!

The steering is high-geared and heavy but very accurate, and the brakes have ample power, although an emergency stop is accompanied by much mechanical grumbling, suggesting that the clutch is dragging. As I have observed, the Sixty was obviously built for, and craves, the open road. Even on first speed it is not happy in traffic and, short of slipping the rather temperamental clutch, it will not run slowly. As the clutch becomes exceedingly vicious to engage unless it is " dressed " at intervals of some 60 miles, the old car is happier away from built-up areas and congested roads. Under these conditions it shows up magnificently, as I shall record. Suffice it to say now that after comparatively brief experience at the wheel I handed the Mercedes back to the competent hands of Lord Montagu's mechanic, not wishing to expose the transmission to ham-handedness on the eve of a Brighton Run.

It is remarkable that amongst the 236 entries this year fresh veterans were present. Oldest car in the Run, and oldest in the country, was the 1888 Roger-Benz, three-wheeler entered by C. F. Caunter, Curator of the Science Museum's Road Transport collection, a gentleman who, like Lord Montagu, believes that old cars should be seen on the road and not confined solely to museums. J. M. Edwards entered an 1897 Soame steam cart and A. Hodsdon a French 1904 Turner-Miesse steamer built under licence near York. Francis Hutton Stott had his 1899 racing Cannstatt-Daimler ready for R. Barker and M. A. Smith to drive, a fearsome 5-litre monster from the nineteenth century once owned by Count Eliot Zborowski. Hutton Stott himself remained faithful to his 1903 Lanchester—and after the Run told me he has acquired one of the first four-cylinder models of this make, which he hopes the V.C.C. will date as 1904. If they do, Francis will own half-a-dozen veteran Lanchesters, apart from Edwardian and vintage specimens. Hans Schoof brought his 1901 Benz from Germany, accompanied by Porsche-owning friends, and the French contingent included M. Henri Malartre's 1899 Peugeot and 1901 Delahaye, while Belgium contributed Mercier Legros' 1900 de Dion Bouton quadricycle and R. Schimp's 1902 Ader—we are doubly sorry, for their sakes, that the weather was so bad.

On the Saturday afternoon the Mercedes and Lord Montagu's 1903 de Dion Bouton on its four-wheeled trailer behind a Land Rover arrived safely and were garaged behind the Gore Hotel in Kensington, where his mechanic set about dressing the clutch of the Mercedes, checking the tension of its driving chains and adjusting the change-speed bands of the little de Dion. Barry Campbell was to drive the latter, taking Robert Glenton as passenger, while Campbell's keen 20-year-old daughter was riding as passenger in a 1904 Riley tricar. Lord Montagu was taking as his passengers a French artist friend, John Bullock, the popular P.R.O. to the Rootes Group, Cyril Posthumus and your Editor. Here I would pay tribute to our host's generosity—not only did he invite us all to breakfast before the start but he had a room laid on at The Metropole in Brighton, where we were able to change—as it turned out—from sodden into dry clothes.

Rain fell most of the night and it was rain, turning to hail and back to rain, which greeted us as we climbed into the Mercedes to drive to the start. Drenched before the Run had officially commenced for us, we sat miserably amid unnecessary congestion before setting off somewhat after our official starting time. Ahead of us, Sears and Best were aboard the racing 1903 18/22 Mercedes, beside us a cheerful Douglas FitzPatrick, with the bearded Rawlinson as passenger, coaxed his 1903 single-cylinder Archilles along. We knew that somewhere ahead, courageous Mrs. Davenport sat in the forecar of Basil Davenport's 1902 5-h.p. Century Tandem and that his brother's beautiful 1901 Progress voiturette, found near his home derelict behind a fish-and-chip shop, was on the road, because we had dined with them the previous evening. Indeed, on all sides familiar faces and well-known veterans were to be seen, surrounded by a surprisingly large crowd which darted about examining the cars that took their fancy as they fought umbrellas in the gale and the hail.

For a time we drove through crowds of Paris-Madrid density, but soon the roads became comparatively clear and the spectators seemed fewer than usual because they were sheltering in doorways and under bridges. We were now resigned to a thoroughly wet " Brighton "—the worst ever—but this did not hold back Lord Montagu. The Mercedes, which had steamed slightly while stationary in Hyde Park, now ran sweetly and, passing Big Ben at just after 8.20 a.m., set about devouring the 53 miles to our destination.



CONTROVERSY.—A recent poll by the Montagu Motor Museum indicates that veteran-car enthusiasts in this country are slightly in favour of permitting drivers and passengers to wear correct period costume at certain veteran-car events, at all events, as an experiment. But the Veteran Car Club of Great Britain remains adamant in banning such dressing-up. Whatever your opinion, you will doubtless agree that the costume worn by the young lady riding on the de Dion Bouton in the picture is quite inappropriate on a veteran car . . . There are some purposes for which modern cars are better suited. Indeed, this picture serves to emphasise that " dressing up " may, as the V.C.C. believes, be against the interests of the veteran-car movement.

Before we reached Purley we went slightly ahead of schedule, and as Lord Montagu had to act as host at his now traditional and very welcome cocktail party at the Metropole at 12 noon, and in view of the soaking state of our clothes, he decided to press on regardless, not observing the rather unnecessary 20-m.p.h. maximum average speed the R.A.C. imposes.

Certainly we got along magnificently and the highest tribute is due to Lord Montagu for his skilful handling of the big Mercedes, a car which killed all too many novices who extended it in contemporary times. Having handled it, I knew that this was no easy car which assists a man to appear expert behind the wheel—on the contrary. Yet now we negotiated the traffic, overtaking cars and other veterans in hundreds, and stormed along the arterial roads, without once taking a risk, experiencing a close-shave, or startling the occupants. This was splendid driving but how his Lordship managed to keep going fast along the exposed Gatwick by-pass in driving rain of the solid-water variety I do not know. On our left, mere inches away, a stream of blurred objects sailed away behind as if on a conveyor belt, and on our right, inches away from our off-side mudguards, other blurred objects approached us at speed. We continued at unabated pace. How the driver could see I do not know—and I wear glasses, which give some protection, whereas he does not, and was without goggles.

Mercedes No. 138 responded to this treatment and missed scarcely a beat. In London, the day before, I had experienced its fine acceleration in the lower gears and now, as it sped along clear roads, five-up, at 45-50 m.p.h. against a gale, *vide* a handsome Rolls-Royce Twenty tourer that paced us for much of the route, it was hard to remember that this was a car built 54 years ago. In fact, there was power in reserve and its owner puts the top speed at around 60 m.p.h. or more, which Peter Hampton's more racy two-seater will certainly achieve.

The roads were well-policed as usual (only in Reigate did the police try to impede our passage along the right-hand side of the road, which makes me wonder if this is a town for motorists to boycott), and we no doubt made a better time between London and Brighton than would be possible in a 300SL on a summer Sunday. Not only did the veteran Mercedes go very fast on the level, it got up hills competently, taking the last hill in top speed, which Lord Montagu had been able to use far more frequently than last year.

Behind, the passengers disappeared under a tarpaulin in the worst of the rain, a brandy bottle was handed round and, wet as they were at the finish, they paid tribute to the traditional comfort of the seats in old motor cars. Considering how well sprung the car is and how high up one sits, the roadholding of this Mercedes is outstanding; never once, in spite of the conditions, was the dreaded sideslip imminent.

So we rolled triumphantly into Brighton at about 10.30 a.m., to be presented with a pennant and shaken by the hand by the Mayor of Brighton, Alderman Charles Tyson, who had braved the rain to greet early arrivals. On the seafront our noble forbear, the 1899 Constatt-Daimler, had already arrived safely. We had been astonished at not overtaking the 1888 Benz. Alas, it had run away down Purley hill, into another car, the front wheel being torn off and Caunter flung into the road. He was unhurt and we hope sincerely that this will not deter him and the Science Museum from entering this or another car next year. The Arnold had a wheel-bearing fail but this was changed in a hailstorm. Gee's 1904 de Dion Bouton just got in before the control closed at 4 p.m., and, altogether, 190 veterans finished the worst Brighton Run ever.

After I had got comparatively anti-damp, I went to Lord Montagu's cocktail party, which was attended by all manner of motoring celebrities and Gilbert Harding. To Lord Montagu I owed thanks for much hospitality and the best drive to Brighton I have had in any car.—W. B.

* * *

The luckless 16 who failed to finish were :—

C. F. Caunter (1888 Roger-Benz), P. Fotheringham-Parker (1896 Lutzmann), L. H. Williamson (Beeston Quadricycle), P. P. Keens (1899 Benz), —. Moor (1900 Benz), M. Legros (1900 de Dion forecar), R. C. Porter (1901 de Dion Bouton), G. Clarke (1901 Sunbeam-Mabley), The Hon. F. de Moleyns (1901 White steamer), W. Hull (1901 Wolseley), W. J. C. Ford (1902 M.M.C.), P. R. Hill (1902 Napier), A. H. Grundy (1902 Quadrant tricycle), J. H. Ahern (1903 Humberette), M. R. May and D. Gorn (1903 Humberette), R. W. Colton (1903 Oldsmobile), Dr. A. T. Robinson (1903 Phoenix Trimo forecar), Dr. M. Hill (1903 Thornycroft), A. C. Bird (1904 Lanchester), A. J. L. Evans (1904 Peugeot), R. H. Harris (1904 Raleighette forecar), A. Hodgson (1904 Turner-Miesse steamer), Dr. W. T. R. Chapman (1904 Wolseley) and Mrs. Doreen Reece (1904 Wolseley). The remaining non-finishers were either non-starters (total 17) or disqualified for failing to sign on (total 5).

* * *

Robin Richards rode in Bolster's 1903 7-h.p. Panhard-Levassor, which does 32 m.p.h. He did a 15-min. B.B.C. broadcast of the Run that evening, starting off with the mythical Red Flag story, mentioning the weather about twice every minute, perhaps unwisely referring to the Panhard's lack of braking power in the rain, which enthusiasts know is comparative but the public could easily believe to be dangerous, and generally putting on a comic performance rather than a serious report—the rain damped the ardour of many reporters this year! *The Daily Express* still refers to veterans as "crocks" and illustrated only the Caunter crash.

The Panhard did the Run in 3 hr. 5 min. The first car to arrive was L. A. Jackson's 1903 de Dietrich, which took just over 2½ hours. Lord Montagu's Mercedes took about 2 hr. 15 min. and arrived some 40 min. before schedule. But, then, the Brighton Run Is Not a Race!

Forthcoming fixtures of the Vintage S.C.C. are the Heston Driving Tests on December 15th and the Measham Rally on January 4/5th. The Heston frolics commence at 12 noon at Heston Airport, near Cranford, Middlesex, and are open to vintage and thoroughbred cars. Regulations from T. W. Carson, Brook Cottage, Bishop's Green, Newbury, Berks.

At the Silverdale Speed Hill-Climb in New South Wales, fastest vintage-car time was made by K. Catt's original-looking Lancia Lambda tourer. He clocked 52.16 sec., a better time than those achieved by class-winning TC M.G., Morris Minor, Volkswagen and 2½-litre Riley cars.

V.S.C.C. EASTERN RALLY (Nov. 10th)

Eastern Trophy : J. W. Nix (Riley).
First-Class Awards : B. M. Clarke (Austin Seven), D. W. Jopling (Humber N. Arnold-Forster (Frazer-Nash)) and K. Gascoigne (Riley).
Second-Class Awards : J. K. Milner (A.C.), P. M. J. Perrow (Rolls-Royce), A. T. Pugh (Frazer-Nash) and Dr. D. P. Harris (Frazer-Nash).
Third-Class Awards : M. R. Grist (Rover), J. D. Rogers (Jowett), T. N. Mackean (Austin), D. K. Brown (Alvis), P. A. Mann (Bentley), R. L. Odell (Riley) and A. C. Baker (Riley).

NOSTALGIC

Rather an unusual item forms our subject this time—Mr. R. G. M. Bart, of Renfrew, sends us a book entitled "Motors and Motoring," which he found above high-tide mark on the shore near his parents' home in Argyllshire! He kindly dried out this sodden relic from the past and has sent the bulky remains to us. This book, very erudite yet sparsely illustrated, seems to have been published in 1912/13, and only speculation remains as to why it found itself in the sea. It may be a survival from a shipwreck, or did some keen motorist-seaman fling it overboard in disgust at its antiquity after trying to find something about his car in a ship's library?

At all events, here it is, crisp and clean after immersion in salt-water. It contains some statements amusing to modern motorists. For instance, "manipulating the clutch to enable a car to mount the crest of rising ground without changing gear" is not exactly frowned upon, while we are reminded that a gearbox of Panhard type was "sometimes referred to as a run-through gear." In explaining the epicyclic gear, the unknown author quotes as examples the "famous and ingenious Duryea car" and the Lanchester but, remarkable in 1912, omits the model-T Ford.

The classic A.C. of America brake test is quoted, wherein a four-in-hand coach running at 16 m.p.h. required 70 feet in which to pull up, a feat which a Panhard car accomplished in 25 ft. 4 in.—and we are reminded that the sprag was still in use as a safety measure when a car "stops on a hill which for some reason or other it can't climb."

Solid tyres are recommended for light cars, as they cost half as much and run twice as far as pneumatics, for which a mileage of 4,000 to 5,000 could be expected before retreading was required. Redolent of its period is the space devoted in this book to how to drive a car, and we come upon the statement: "The car should be well groomed after a run." Alcohol and benzole as fuels are discussed in detail and a practice not seen today is that of comparing different brands of petrol—Carless Capel Standard scored in calorific value over Pratt's, Shell, Carburine and Anglo 760 in those days, but Pratt's showed not a trace of sulphur against 0.7 per cent. in some other brands. The book concludes with examination papers set by the Department of Technology of the City and Guilds of London Institute in Motor Car Engineering. If you fancy your knowledge of automobile engineering, have a go at this one: "An engine being tested with a rope brake round a 2-ft. flywheel gives a torque of 92 lb./ft., *e.g.*, 100 lb. one end of the rope and 8 lb. at the other end. If this engine were put on a car weighing 1 ton altogether, what is the steepest gradient it could climb on the slow speed, neglecting all friction? A 23-tooth pinion on clutch shaft in gearbox meshes with a 57-tooth wheel on Carden shaft extension, and the bevel in the back axle has 19 teeth meshing with a crown-wheel of 60 teeth, tyres 810 by 90." That one comes from the Honours Grade examination of 1909.

Speaking of Records...

MINTEX equipped cars
have won the gruelling
Le Mans 24 Hour Race on
ELEVEN SEPARATE OCCASIONS



LE MANS 1924 - 1957

YEAR	M.P.H.
1924	53.782
1927	61.354
1928	69.108
1929	73.627
1937	85 125
1939	86.855
1951	93.495
1953	105.847
1955	107.072
1956	104.47
1957	113.85

you can rely on-

MINTEX

HIGH PERFORMANCE LINERS

Manufactured by BRITISH BELTING & ASBESTOS LTD., Cleckheaton, Yorkshire: and available from Mintex Depots and Distributors throughout the country

A small "wanted" advertisement in this issue recalls one of the first professionally-built Austin Seven Specials, the Godfrey and Proctor, of which about a dozen were made in 1928 at the works in Richmond, Surrey, where H. R. Godfrey had set up in business after the demise of the G.N. company. The car had a special radiator, lengthened chassis and tuned engine. One wonders whether the advertiser will find a cylinder head as used on these cars.

* * *

Vintage commercial-vehicle fans will be interested to learn that, in *The Leyland Journal* for November, a picture appears of a 1926 Albion still used by the P.W.D. in Tanganyika, and that elsewhere A. & R. Thwaites & Co. of Dublin are described as having still in service a 1933 Leyland Beaver platform lorry and a 1926 Albion.

* * *

Another recent discovery—an early Morris-Commercial lorry in a barn "somewhere in Wiltshire."

* * *

On the eve of the Brighton Run an automotive and marine firm advertised in a weekly contemporary a 1912 Belsize for £495, which they stated had "competed successfully in a Brighton Run." Need we add that the Brighton Run is restricted to pre-1905 cars?!

* * *

In the rain this year we spotted fewer vintage cars than usual on the Brighton Road on the occasion of the Veteran Car Run, but we did see a broken-down Chevrolet(?) tourer, an Essex coupé, a nice Humber, two Austin Heavy Twelves, a yellow 1909 Commer station-wagon, the usual bull-nose Morris cars, a sports 11.9 A.C., and overtook that solid-tyred Dennis fire-engine going great guns. And Bolster, on the B.B.C., referred to a 1914 model-T Ford he always sees on this run.

* * *

"The Nottingham Evening Post." dated October 5th, devoted some considerable space to the Binks car, which was built in Nottingham by Charles Binks, of "mouse-trap" and "rat-trap" carburetter fame, according to the article in question from 1902 onwards. The output is quoted as about 200 in the first two years, after which the Binks was re-named the Leader. These cars were built in Whitehall's factory, the site of which is now that of the Gaumont Cinema, which should warm the seats of those enthusiasts compelled to attend a film show in Nottingham! After fire gutted the factory in 1905, production was transferred to Bobbers Mill and the name changed again, to New Leader. Soon after this Mr. Binks disagreed with the other directors and went to Manchester to found his well-known carburetter business.

* * *

News of Alfonso Hispano-Suiza cars in Australia continues to arrive. As announced some time ago, Mr. J. St. C. Berry is restoring a 1913 example in Tasmania and this led to the discovery of a 1914 model in Sydney, owned by Mr. A. C. Eyre, who has owned his Hispano-Suiza for almost 30 years, being the second owner and using the car daily. Mr. Max Pullman, of Perth, had a 1913 Alfonso which he drove the 2,500 miles home from Canberra immediately after buying it five years ago. The original purchaser of this car was the Baron de Bruggemann de Walsin, who also bought Mr. Berry's car from Paris and had it shipped to London for a body to be fitted. Curious that both his cars are now in Australia, for the Baron lived in Belgium. There is another complete, but dismantled, Alfonso Hispano-Suiza in Victoria.

* * *

A French small car in the form of a 1927 10 c.v. de Dion Bouton tourer, used originally, it seems, to drive an old gentleman round the grounds of his estate, has turned up. It was overhauled just before the war and is now for sale. The difficulty is that the car is in France.

* * *

Further evidence which suggests that old cars will continue to come to light at least during our lifetime is the discovery of a 1923 10/23 Talbot tourer in a shed on the outskirts of London—a one-owner car which was put into storage some thirty years ago because part-exchange allowances on new vehicles were unfavourable when it became due for replacement—and news of a well-cared-for 1914 12/16 Sunbeam landaulette at an Oxfordshire riverside town which hasn't made an appearance since the S.M.M.T. Cavalcade runs of some ten years ago. This, too, is a one-owner car. It was bought new from Wolverhampton in May, 1914, is in original condition, and has run 350,000 miles.

* * *

This year we have seen races for old cars held in France and Belgium (at Le Mans and Spa), countries which previously have not shown much enthusiasm for vintage and veteran motoring. If this interest develops, many suitable cars are likely to be brought out of retirement—a sad thought for those who still harbour the hope of one day combing the Continent for interesting vehicles. There is proof that one collector in France has been busy. A French magazine recently devoted a colour supplement to the cars of M. Malartre, of Lyon, whose collection is said to total 150. One picture alone showed a Benz Ideal, alleged to be 1894, an 1895 Rochet-Schneider, 1896 Panhard-Lavassor, 1897 Delahaye, 1898 Peugeot, 1899 de Dion Bouton, 1900 Mildé, 1901 Luc Court, 1902 Gladiator, 1903 Chenard-Walcker, 1904 Cottereau, 1905 Brasier, 1906 Richard, 1907 Peugeot, 1908 Panhard, 1909 Clément-Bayard, 1910 Gregoire, 1911 Darracq, 1912 Pilain, 1913 Mercedes, and 1914 Rolls-Royce. The dates and makes are as quoted, but the French caption writer apparently cannot spell some makes correctly and, under another picture, confuses a 1912 La Zebre with a La Philos. However, this supplement incorporates some excellent pictures of different parts and components of the automobiles down the years and flashbacks to French cars of the nineteen-twenties, including a 1925 Citroën with very suspect modern wheels, and contemporary shots of theatre celebrities in their 16 c.v. Berliets, a boat-decked 8.3 Renault three-seater, a 10 c.v. Citroën and a nice little two-seater captioned as a *bébé* Peugeot but in reality a La Pearl or something similar. There is also a big colour-plate of a Peugeot said to have been the property of the Bey of Tunis in 1892.

* * *

The Society for the Prevention of Accidents sells a set of veteran-car cards for pasting in a book containing road-safety slogans.

* * *

Does wet weather bring out the better vintage sports cars? Driving into London one wet Tuesday morning late in October we encountered a very fine, badge-wearing, open 4½-litre Bentley braving the elements on the twin-track arterial road into Chiswick, and almost immediately it was followed by a strikingly-original Type 43 open Bugatti, hood in this case erect.

* * *

To be given away. A Coventry enthusiast offers a 1929 Armstrong-Siddeley Twelve tourer free to anyone who cares to take it away. It is rough but restorable. Letters in stamped envelopes, enclosing ditto, can be forwarded.

* * *

A vintage Dennis with open 19-seater charabanc body, bringing a party of enthusiasts from Exeter to see the Brighton Run, unfortunately broke down near Sutton Scotney. It was used formerly to carry sightseers to the Little Orme and Glanwydden. It is said that three more such Dennis coaches are for sale in Llandudno.

* * *

A picture in the November issue of *Christophoris*, the beautifully-produced Porsche magazine, proves that one of the 1922 1,100-c.c. Austro-Daimler "Sascha" racing cars is still in existence near Salzburg. One or more of these cars was imported into England by Mr. Luther of the Beardmore Company in the mid-'twenties, and a 1½-litre version was driven by Malcolm Campbell and others at Brooklands and in sprints. As far as can be seen, the car at Salzburg has been modified, with a fairing over the front dumb irons, and radiator and a large windscreen.

VINTAGE POSTBAG

Sir,

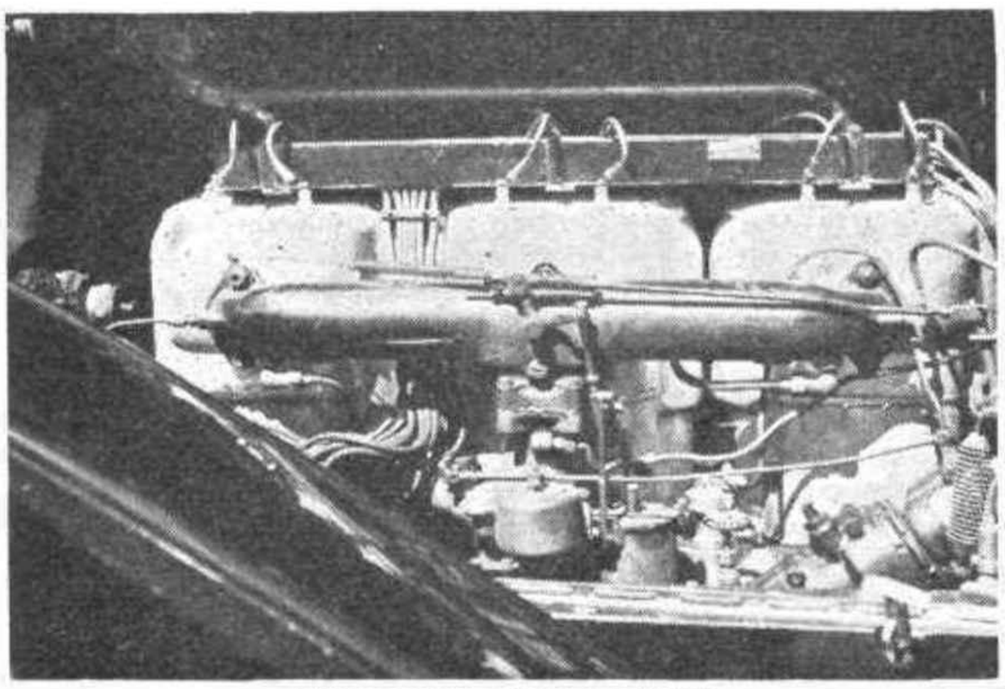
I am constantly reading letters in MOTOR SPORT of the unlikely places in which vintage and veteran cars have been found, but I think none of them are more unlikely than the place where I recently found new and boxed components for T-type Fords. It was on a desert island in the Pacific. This island has been uninhabited since 1926.

The parts, which consisted of about 36 wheels, a dozen petrol tanks, six radiators, innumerable mudguards, two chassis and a large number of trembler coils, had been salvaged from a sailing ship which had been wrecked off the island in about 1920; the inhabitants had stored these parts in a stone building where they lie to this day. Unfortunately the roof of the building had fallen in, and the ravages of many years of salt air and tropical sun has made these bits and pieces quite beyond restoration.

Also on the island was a narrow gauge railway powered by a massive o.h.v. water-cooled vertical twin petrol engine; the carburetter, which was a huge bronze affair, had the year 1906 cast on its lid, the push rods were fully 18 in. long and the plugs were 24 mm. Rajahs.

I am, Yours, etc.,

Newbury. R. WINDEY.



What is it ? See letter below.

Sir,

We recently had a meeting of the Antique Car Club of California, and remembering those puzzle photographs you used to run, I wonder how many of your readers could identify the engine in the enclosed picture ?

According to the radiator it was a Biflex Eight, but I cannot think the Eight stood for cylinders, as there appeared to be either three pairs with two spark plugs per cylinder, or three fours. Perhaps you can answer this from your vast store of motoring history.

I am, Yours, etc.,

San Francisco. BASIL CROOKES.

* * *

Sir,

A few notes about the Bedelia, as requested by E. D. Woolley in your October issue (page 596).

1. I believe the first models had rear-seat steering, but I never saw one.

2. In 1911 they had a showroom on the Avenue de l'Opera (N.4 I think). I was 13 at the time (born 1898 and still going strong !) and was building a car for myself, so each time I went to Paris I spent hours in silent contemplation of what was, for me, the dream car of the time. I never managed to duplicate it, the variable diam. pulleys being above my mechanical ability and means at the time, but did get a tandem-seat car on the road.

3. The car on show had front-seat steering; the wheels had wooden rims and very slanting bicycle spokes (wide hub) which made them look like the landing wheels of the aeroplanes of the same vintage.

4. The Bedelia firm could supply two types of car : the V-twin or the single-cylinder. A fellow I knew (and envied !) who couldn't afford the twin ordered the single. Well, believe me if you like, the engine was the same, except that the second cylinder opening in the crankcase was closed with a square piece of sheet iron held in place by the very same bolts used for the " single "-cylinder ! Why bother about two sets of castings and crankshafts—or balancing ! It wasn't much of a car and gave lots of trouble, but Super or not, it had front-seat steering.

5. The Bedelia had a V-belt drive to both rear wheels. The driving pulleys had a sliding flange operated by the " shift " lever, varying diameter as required.

I would like to mention a very clever torque converter using a V-belt and two variable pulleys. The driving pulley on the engine shaft is operated by a suitable governor that changes its width (and useful diameter) according to torque requirements. The driven pulley flanges are kept together by a spring so as to keep a uniform tension. This perfectly automatic " gear " shift is used on a 75-c.c. bike called Hobby, built by D.K.W. and under licence by Manu Rhin in France. I don't know about belt wear, but I can see no good reason why such a converter, using two, three or more larger V-belts, could not be used to drive a light car. It should be silent and not waste power, also cheap to build.

I am, Yours, etc.,

Blessac, France. C. JORRAND.

* * *

Sir,

Let not Mr. Keith A. Rose look back in anger at the unmentionable person who cut away the rear part of his Model T Ford to make it into a farm truck; this is probably the reason it is still in existence.

Way back in the 1920s many Model Ts and others were cut about after they became too shabby for private use.

In those distant days we did not realise that everyday hacks would have a sentimental and commercial value.

I must admit to cutting about a Darracq of about 1908 and some 12 h.p. with gear change under steering wheel, tying a horse mower behind and cutting some eight acres for hay in 1920/1.

Some time later I saw what, as far as I can remember, was a three-cylinder Rolls-Royce and a three-cylinder Vauxhall sold in a Manchester motor auction for round about £40 each; now I understand there is only one known three-cylinder Rolls.

Model Ts were used on the small hill farms of Cheshire-Derbyshire borders. I remember one elderly poultry farmer who used to carry crates of flea-ridden hens in his Model T. This model ran a big end, the farmer removed the somewhat large sump and replaced the missing white metal with a piece of old harness leather, and ran for quite a lot of miles.

Although now the owner of a charming, middle-aged lady made in Derby, and also the very latest trans-Atlantic-styled product, I can, and do, appreciate the good points of both; but cannot help remembering and regretting an Itala of about 1908, 148 by 180-mm. bore and stroke, and a slide valve Imperia which I owned, a Silver Ghost I knew in mint condition, all of which went to the knacker's yard.

I am, Yours, etc.,

Cheshire. " SIMPLE SIMON."

* * *

Sir,

If that Butler Lacey is *not* a Bean and if our legs are *not* being pulled, I am the Prince of Wales !

I am, Yours, etc.,

Wheathampstead. L. D. BEAVIS.

* * *

Sir,

I was very interested to see mention of a Butler-Lacey car in the October edition of your very interesting magazine.

I, too, would like to know more about this make, as it was one of many cars owned at various times by an Australian uncle of mine. (I remember that he had the most beautiful 30/98 that I have ever seen.) After looking through many photos I have found the enclosed [see foot of page.—ED.], taken in 1939, which I am sure shows the Lacey, a true vintage car. This particular car, unfortunately, is no longer with us, as it was taken to Malaya, and, like many other good cars, was driven into the harbour when the Japanese came.

In a way this was an ironical ending, for the firm of Butler-Lacey had many things in common with the Japanese. Their cars were, I gather, almost invariably cheaper replicas of other makes, and in many cases one could obtain " spares " from the models they copied.

One would expect that writs were eventually issued for breach of copyright, but the plaintiffs must have withdrawn their actions, for I can find no record of any hearing. Perhaps they were advised that they would not be able to recover any damages that might be awarded to them.

The output of the concern was very small indeed, and I doubt whether more than 50 cars were ever made, if that.

I hope that one of your readers will soon find one still in its original state, and then we will be able to have an article on its restoration.

I am, Yours, etc.,

Charlcombe. BERNARD KAIN.

[Not an Oakland ? !—ED.]



VW NEWS

LUDWIG C. BOEHNER, Volkswagen's Chief Engineer, read an address two years ago before the Magnesium Association, a report of which appears in a recent issue of *Magnesium*. Herr Boehner said that the use of magnesium contributed a great deal in keeping down the weight of the VW car and micro-bus, the curb/payload ratios of which he quoted, respectively, as 1,600 lb./850 lb. and 2,400 lb./1,700 lb. The VW lorry has a ratio of 2,100 lb./2,000 lb.

Herr Boehner stressed the need for low engine weight when this is located at the rear of the vehicle and gave a weight of 270 lb. for the VW power unit, of which the engine alone weighs only 170 lb. He went on to say that a greater load on the back than on the front wheels is inevitable with rear-engine location, and that the weight distribution of the VW—45 : 55 with two front-seat passengers, 42 : 58 with four passengers and luggage—should not be exceeded if satisfactory control is to be retained.

A saving of 110 lb. is achieved by using magnesium engine castings weighing 36 lb. in finished form, which represents 7 per cent. The combined weight of the machined split crankcase halves and crankcase assembly is only 20.5 lb., principally because wall thickness and sections are no heavier than would be necessary in an equivalent grey-iron casting. The crankshaft runs in bearings formed of aluminium tubing, only No. 2 bearing being split, and the camshaft runs direct in the magnesium. Magnesium, said Herr Boehner, has excellent bearing qualities. If reboring is necessary, VW machine about 0.010 in. off the face of the two halves and then re-assemble. Incidentally, 25 studs are used in these assemblies, screwed in mechanically in one operation.

The VW split transmission housing and back-axle assembly, also in magnesium, weighs 13.5 lb. without studs. Other magnesium parts (weights within brackets) are : transmission support bracket (1.4 lb.), steering-box cover (0.19 lb.), oil-pump housing (0.24 lb.), camshaft timing gear (0.53 lb.).

VW produce all magnesium castings in their own foundry, approximately 500 men working in three shifts (this in 1955). The area is 65,000 sq. ft. The melting furnaces are of steel, induction heated. More than 600 tons of metal can be melted before relining of the furnaces is necessary. There are nine furnaces capable of holding 1,300 lb. of metal and melting it in approximately 40 minutes, and these are 36 furnaces of 400- to 1,000-lb. capacity. VW magnesium alloy is similar to S.A.E. composition 501A. A small amount of beryllium is added. About 120,000 crankcase castings could be made from one mould before re-working was necessary but approximately 70 per cent. of waste metal had to be trimmed off, so a conversion to pressure die-casting was introduced, the transmission housing and small parts already being die-cast. The pressure die-cast machines work on the cold chamber principle, each one producing about 18 transmission halves an hour, a piece every three minutes. VW buy magnesium in America, Norway and Germany.

In drawing our attention to this paper, John Reed, of Magnesium Elektron Ltd., expressed the hope that British manufacturers of new small cars will not overlook the advantages of magnesium-alloy castings.

* * *

An article by E. R. Bonner in the October issue of the Irish journal *Motoring Life* raises again the question of how the Volkswagen originated. After paying the usual tribute to the excellence of this car, and recalling that over 50,000 were sold in America last year, Mr. Bonner suggests that Wolfsburg may be hard put to it to evolve a new model, basing his argument on the fact that Dr. Porsche is dead and that it is possible that, in any case, he merely copied Ledwinka. Mr. Bonner refers to the 1921 Type 12 Tatra, designed by Ledwinka, which had a front-mounted, fan-cooled flat-twin engine, a backbone chassis, all-round independent suspension, and engine and transmission formed as a single power pack. In 1934, he argues, Ledwinka moved even nearer to the subsequent Porsche design, because by then the Tatra incorporated rear engine and aerodynamic body. In 1936, he emphasises, the new Type 97 flat-four air-cooled Tatra was introduced which "anticipated every major design feature which has commonly come to be regarded as peculiarly Volkswagen."

Although this argument could be as nebulous as suggesting that Alvis is responsible for the Citroën because both have built front-wheel-drive cars, historians may like to investigate in detail the arguments of Mr. Bonner. But he is probably wide of the mark so far as a new VW is concerned, because, at Earls Court, we were told that although this is unlikely to appear before 1962, several experimental new models are in existence, with the Porsche company looking after research work.

* * *

While at the Plaistow Repair Depot of VW Motors Ltd. the other day we had further evidence of the esteem in which these cars are held by their owners. A 1947 model came in, distinguishable by its divided back window, short gear-lever (surrounded by an ashtray!) controlling a crash-box and cable brakes. It had been involved in a minor accident and its owner was arranging for it to be repaired and resprayed. "The mileometer has been round three times but I wouldn't change it for any other car," he said. He has his eye on a Karman-Ghia, for which there is a waiting-list of many months. Even in America the waiting list for an ordinary VW is six months!

* * *

From *Australian Motor Sports* comes further news of the fabulous Round-Australia Trial, which covered 10,500 miles and in which VWs finished in the first six places and comprised the three highest-placed teams. They write : "Last year, part of the mountings on the front suspension gave trouble on that ridiculous Kajabbe run. Despite the fact that such strenuous conditions will never be encountered by 99 per cent. of production cars, examples of the fracture were flown to Germany for examination, and as a result were redesigned. The whole exercise is tackled with that typical Teutonic thoroughness which was displayed in the European racing season of 1955, by the Daimler-Benz concern. In each case, the tremendous increase in sales more than warranted the effort."

Incidentally, we have been taken to task for not mentioning a British achievement in this VW-dominated toughest of trials. So we willingly pay tribute to the 3½-litre Mk. VIII Jaguar which, so ably driven by Mrs. Geordie Anderson, finished seventh behind the 1,100-c.c. economy cars. Standard Vanguards were eighth and ninth, a Holden 10th.

* * *

The minority of readers who chide us for publishing so much about the Volkswagen may be interested to know that MOTOR SPORT is by no means alone in this. The American sporting monthly *Road and Track* usually has plenty to say about them, and in its November issue published an article—"Beauty and the Beetle—Much as we admire the Volkswagen's virtues, it wins few beauty contests—should it?" After saying that to meddle with the VW's basic beetleness could be heresy in the face of such success—and, incidentally, firmly attributing the VW's conception to the brilliance of Dr. Porsche—they give two possible re-designs of the body that should appeal to American buyers.—W. B.

750 M.C.

The 750 Motor Club, which caters for Austin Seven owners and builders of Austin Seven-engined and Ford Ten-engined Specials, now has more than 2,000 members and has sold over 4,000 copies of its "Special Builders' Guide." A bulletin is issued monthly. The Secretary is C. Peck, Fernlea, Westerham Hill, Biggin Hill, Kent.

SHOWING THE FLAG

Richard E. V. Gomm, 63, Ford Street, Hockley, Birmingham 18, make those metal Union Jack emblems which certain patriotic motorists like to bolt to the bonnets of British-made cars. Obtainable from leading garages and accessory stores, these Gomm badges cost 16s. a pair, complete with fixing bolts. They measure 2¼ in. by 1⅜ in.; owners of lightweight specials will note that the pair weigh 2 oz.

FOREIGN CARS IN U.S.A.

According to *Global Press*, sales of European cars in the U.S.A. surge towards a 100 per cent. increase over those of last year, whereas American factories are experiencing a falling off in export sales, which have slumped 28 per cent. over 1956 exports in the first six months of this year.

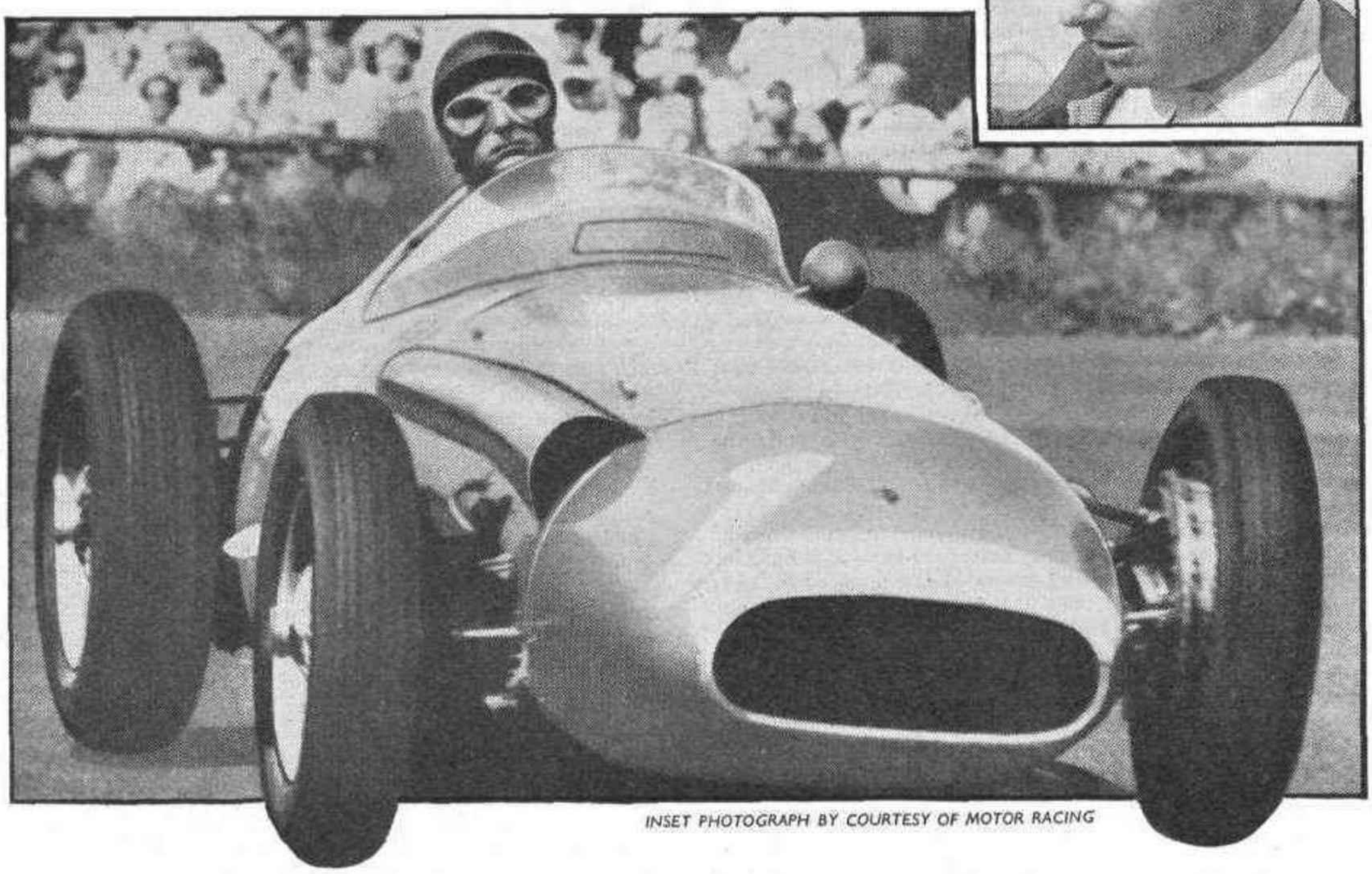
Small cars are making considerable inroads into the American market. An analysis of sales to the end of June shows Volkswagen still in top position, with over 31,000 sold, although VW's share in the total market has dropped from 58 per cent. in 1956 to 37 per cent. this year, due to more cars in the market. Of other European cars, Renault sold 7,334 cars, M.G. 6,615, Dagenham Ford 5,792 and Volvo 5,473 cars in the first six months of this year. Volvo imports rose from a mere 100 in the first four months of 1956 to 5,000 for the same period this year, and Fiat sent its "floating garage," the *Italterra*, to the Pacific coast with 1,000 cars last June.

CORRECTION

The Butterworth Engineering Co. Ltd. asks us to state that the Elva-A.J.B. did not retire at the B.A.R.C. Autumn Goodwood meeting with a dropped exhaust valve. It retired with stripped teeth in the gearbox.

World champion JUAN FANGIO used BP ENERGOL





INSET PHOTOGRAPH BY COURTESY OF MOTOR RACING

J. M. FANGIO'S CHAMPIONSHIP SCORE

CARS — MASERATI (Formula 1)

1957	PLACED	POINTS	FASTEST LAP
ARGENTINE GRAND PRIX	1st	8	
MONACO GRAND PRIX	1st	9	1
FRENCH GRAND PRIX	1st	8	
GERMAN GRAND PRIX	1st	9	1
PESCARA GRAND PRIX	2nd	6	
ITALIAN GRAND PRIX	2nd	6	

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THE BRITISH PETROLEUM COMPANY LIMITED

GRAND PRIX DU MAROC

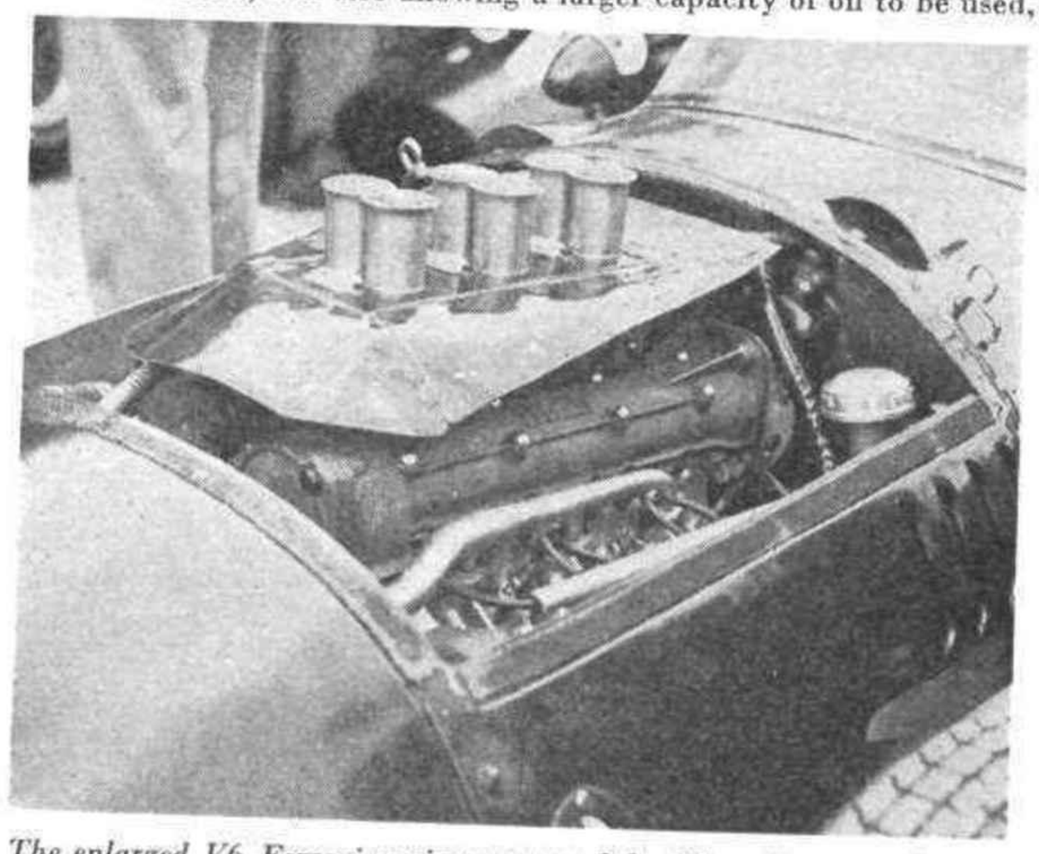
Vanwalls are Beaten

CASABLANCA, *October 27th.*

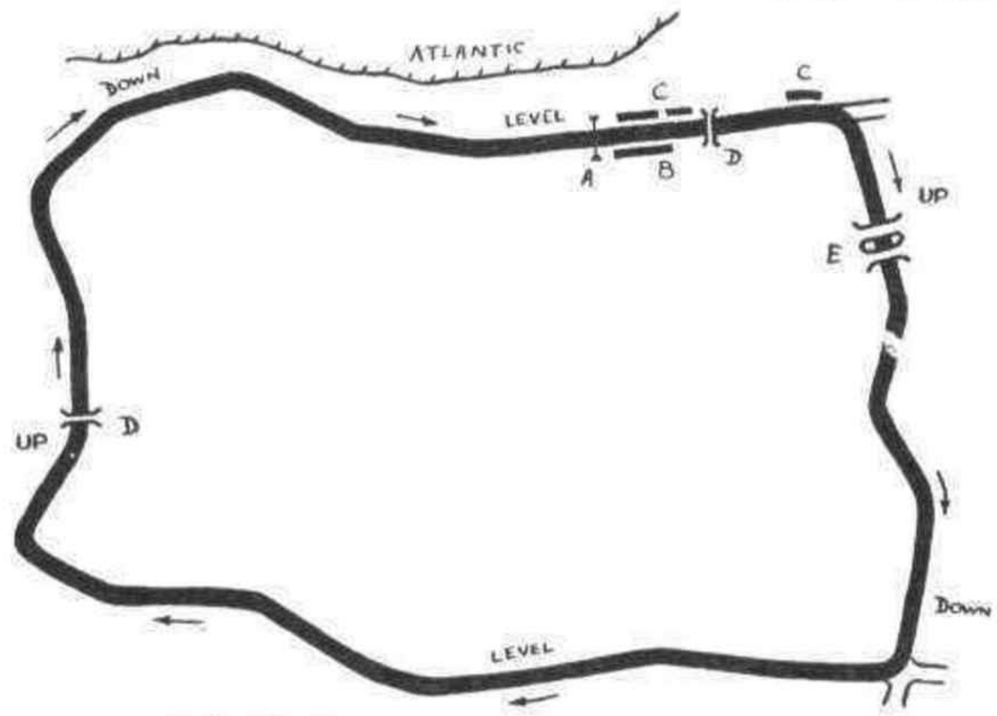
TO conclude the 1957 Formula I season the Royal Automobile Club of Morocco organised an event at Casablanca, on a scale equal to any of the Grandes Epreuves held this year, though the event did not count towards the Championship. Much effort and money was poured into the meeting in the hope that next year it will receive Grande Epreuve status. In a matter of weeks a new circuit was laid out at Anfa, just on the edge of Casablanca, and pits, grandstands and control tower all showed a permanent frame of mind in the construction. The circuit itself, of tarmac, was smooth and fast, having many high-speed bends rather than long straights, and it undulated over 7.618 kilometres of the sandy desert soil on the Moroccan coast. The only serious fault was in not providing a sharp dividing line between the edge of the track and the sandy infield, such as a bevelled kerb, for many drivers used quite a lot of the sandy edges, throwing sand and gravel on to the road. Only at the sharper corners were straw bales used and these were the only scenery around the circuit, the general décor being rather barren and arid.

Getting to Casablanca presented a major project in itself, some of the teams travelling by boat from Bordeaux or Marseilles, the more adventurous driving their lorries to Gibraltar, taking a ferry to Tangier and driving down the coast, while most of the drivers and important personnel travelled direct by air. By Thursday, all the regular members of the European Grand Prix circus were assembled, with teams from Ferrari, Maserati, Vanwall, B.R.M. and Cooper ready to practise on this new circuit. Private owners were not encouraged by the club's European agent, Giambertone, though Piotti, Godia and Lucas managed to get entries through influence.

The Scuderia Ferrari entered Collins and Hawthorn in the two V6 cars that appeared at Modena recently, the former's car having an engine of 2,417 c.c. and the latter's an engine of 2,200 c.c., these units still being experimental enlarged F. II engines and running on aviation fuel, ready for next season. Having scrapped the V8 Lancia/Ferrari cars, and there being only two of the little ones built in time for Casablanca, Musso was dropped from the team as he had been given preference at Pescara back in the summer. The Scuderia Maserati fielded Fangio, Behra and Schell in the regular lightweight six-cylinder cars, Scarlatti in the old six-cylinder works car, and had the Monza offset transmission V12 as a training car. They were also looking after Godia and Lucas, the latter driving the 1956 car owned by du Puy. Fortunately, Piotti decided not to turn up. The Vanwall team were in their usual happy state, with Moss, Brooks and Lewis-Evans as drivers and with four cars for them to choose from. Since Monza, some modifications had been made to the oiling system, there being a tubular header tank mounted behind the water radiator, this acting as a defrothing device for the oil tank, mounted below, and also allowing a larger capacity of oil to be used,



The enlarged V6 Ferrari engine now used for F1 racing, one of which was used successfully at Casablanca by Collins in an F2 chassis. The picture shows the tray surrounding the intakes of the three double-choke Weber carburetters; this tray is, in fact, part of the bonnet, the intakes being surrounded by a perspex shield.



CIRCUIT OF AIN-DIAB—CASABLANCA
Length : 7.618 kilometres
A : Start and finish. B : Pits. C : Grandstands.
D : Footbridges. E : Bailey Bridges.

for the engine oil has to lubricate the gearbox as well and the original capacity had never been completely satisfactory. The B.R.M. team were well to the fore, with three cars, two for Trintignant and Flockhart and one as a spare for training, while to complete the field, R. R. C. Walker had combined with the Cooper factory and Brabham and Salvadori were mounted on 2-litre Cooper-Climax rear-engined cars, the former in the Walker car and the latter in the works car, the Pippbrook Garage transporter being used for the whole team.

Although nearly November when the meeting took place, the weather was superb and as hot as an average Italian summer day, and, with the race being controlled by officials from France and the loudspeaker system also in charge of a regular French announcer, there was little to suggest that the " circus " was in darkest Africa. Literally five minutes before practice began, Moss arrived hot-foot from England by air, and then the battle to sort out the starting grid began. With everyone new to the circuit the situation was very open, and it was Brooks who first set the pace with times around 2 min. 35 sec. Fangio then beat the Vanwall times with a six-cylinder Maserati, only for Brooks to improve things once more. Then Fangio went out in the V12 Maserati and almost reached 2 min. 30 sec., the average speeds approaching 110 m.p.h.; it looked as though the 12-cylinder car was at last finding a circuit to suit its difficult power curve. At this point, Moss had learnt the way round and began to join in the open battle, improving twice on Fangio's time, but then Lewis-Evans thought it time he registered his presence and recorded the first time in the 2 min. 27 sec. bracket. The one-lap high-speed trials now commenced in earnest and Fangio went out again in the six-cylinder car and clocked 2 min. 27 sec. exactly, later lowering this to 2 min. 26.5 sec., whereupon Brooks promptly equalled this time, and to show that Vanwalls really meant business, Moss wound up the afternoon's practice with a fastest time of 2 min. 26.4 sec., and really clinched things with an ultimate time of 2 min. 24.2 sec., a speed of 189.786 k.p.h. (approx. 118 m.p.h.). All this time the Ferraris were busy practising but could not hope to join in the battle, being somewhat down on power compared to their alcohol-burning rivals, while B.R.M. were going all right, but could not match the top-line drivers in the other teams, and Coopers were down on roadholding on such a fast circuit.

As the first day was only in the nature of a feeler for the new conditions, it was anticipated that the Friday practice would produce some real fireworks, but it was not so. The first setback was that Moss subsided into bed with an attack of fever and did not put in an appearance, and, secondly, the time for practice was later in the afternoon than the day before and by the time the air cooled the sun had become too low for good visibility. However, Brooks set the pace once more, trying alternately his own car and the one Moss had driven previously, while Schell was out in the 12-cylinder car and Fangio and Behra in the six-cylinder Maseratis. Brooks equalled the existing best time, and then Lewis-Evans lowered it to 2 min. 24 sec. exactly, and for a while no one else could challenge the two green cars. The Ferraris were going much faster and both drivers were down in the 2 min. 27 sec. group, Collins with 27.2 sec. and Hawthorn with 27.9 sec., the extra 217 c.c. of the bigger car counting for a lot on such a small Grand Prix machine, and Hawthorn had to pull out all the stops in his driving to keep pace with his team-mate.

With Moss absent, Brooks took over the role of team leader and rang the changes on his own car, Moss' and the practice car, doing fuel and tyre consumption checks, and generally being kept pretty busy. The B.R.M.s were trying hard, but even so could only just scratch under 2 min. 30 sec., and were slightly embarrassed by Brabham, who was doing great things with the little Cooper and practically equalling the times of the Bourne cars. Salvadori in the other car from Surbiton was slow by comparison. During all his test driving Brooks was getting faster and faster, and with his own car he lowered the f.t.d. to 2 min. 23.8 sec.; with Moss' car he knocked it down to 2 min. 23.3 sec. The only hope of opposition was coming from Maserati, and Fangio tried his hardest but could only manage 2 min. 24.3 sec. with the six-cylinder and did not even bother to have a go in the 12-cylinder car, which by now had been given to Scarlatti to put in some endurance testing. Failing to keep up with the Vanwalls, the World Champion gave them best and went home, but not Behra—he stayed on in the hope of doing something when the temperature cooled off a bit. Brabham's happy dicing came to an end when the clutch broke on the Cooper, and Schell was trying to put up some sort of show in the six-cylinder Maserati when he spun off and bent the tail. With Vanwall cars holding the first three positions in these practice speed trials, in the order Brooks, Lewis-Evans and Moss, with times of 2 min. 23.3 sec., 2 min. 24.0 sec. and 2 min. 24.2 sec., they were content to call it a day, especially as they had experienced no mechanical trouble. Under the worst possible conditions, with sand on the track and a setting sun in his eyes on the back leg of the circuit, Behra went out in his six-cylinder Maserati and, in a final do-or-die effort, using all the road and a lot of the sandy edges, he did an electrifying 2 min. 23.4 sec., thus breaking up the Vanwall monopoly. With practice over, there was the unusual position of the World Champion and the runner-up for this year being relegated to the second row of the starting grid, the front row being taken by Brooks, Behra and Lewis-Evans. Next came the two Ferraris and Schell, followed by the B.R.M.s, Brabham, Godia, Salvadori, Scarlatti and Lucas.

Saturday was a completely free day, except for the mechanics who had to prepare the cars, and with the start timed for 2.30 p.m. on Sunday, there was a pleasant air of leisure about the meeting; this being heightened by a long-drawn-out presentation and ceremony involving the King of Morocco and a colourful coterie. On Saturday night Moss had disappeared off to England, being too ill to race, while by the time the cars were on the starting grid, Schell was perspiring profusely and claiming to be suffering from a fever, and Hawthorn and Fangio were looking very green-about-the-gills. Due to the French rule that cars had to be started by portable starters, the grid was still in a shambles when the flag fell, but the leaders got away well, and Behra led into the first corner. At the end of the opening lap there was a surprise for everyone when Collins appeared well and truly in the lead in the little 2.4-litre Ferrari V6. At first sight this seemed impossible but, bearing in mind the all-up starting-line weights of the various cars, it was explainable. Collins established himself firmly in the lead for seven laps, followed by Behra, Brooks, Lewis-Evans and Fangio, with the B.R.M.s some way behind, and Hawthorn, Schell and the others bringing up the rear.

On the eighth lap Collins lost the Ferrari on a bend and went off into the rough, allowing Behra to take the lead and Brooks to close up, getting right on to the tail of the Ferrari in the next two laps. It was not a Vanwall day, for Brooks' car then began to splutter and he drew into the pits with the engine misfiring badly and, once he had switched off so that the mechanics could have a look at things, it was impossible to get it going again. There was a complete lack of sparks, even though everything was going round as it should, so the car was withdrawn and all the Acton hopes now rested on Lewis-Evans, but as he had just been passed by Fangio, things did not look so good for the green cars. On lap 12 British hopes sank in a big way, for Flockhart drew into the pits with a throttle that was sticking open; as there was nothing obviously wrong he carried on, having to crash his gear-changes and hope that the gearbox would stand up to the strain. On the same lap Salvadori coasted into the pits with a broken gearbox, and Brabham had already gone out with the same trouble, the 2-litre Coventry-Climax engines producing more power than the modified Citroën gearboxes could deal with. Hawthorn's race was brief for a piston broke and while mechanics investigated the engine, Amarotti, the team chief, noticed that the rear axle/gearbox unit was split. After this bit of excitement the order of the race was Behra, driving a beautiful race, Collins trying to make up for his spin, Fangio getting into his stride, and Lewis-Evans keeping up well. Trintignant was unable to challenge the leaders, but was leading Schell, Scarlatti and Godia, while Lucas had already been lapped by Behra, and did not even catch Flockhart while he was at the pits.

On lap 16, Collins hit the straw bales on a sharp right-hand corner, bent the front end, and stayed there, leaving Behra completely unchallenged, and Fangio now in a comfortable second place, with Lewis-Evans third. The pattern of the race now settled down, and all Behra had to do was to circulate well within his limits and keep a regular pace, which he did in an expert manner. Fangio was gaining no ground at all and on lap 24 was overdue, so that Lewis-Evans came by in second place, to be followed by Trintignant, now in a secure third place and driving nicely and steadily. On the same lap Schell, now in fourth place, was lapped by Behra, and then Fangio appeared and drew into the pits, having a dented nose cowling full of straw. He had gone off the road, and while the Maserati mechanics checked the front end, the left rear wheel was changed as tyre wear was looking a bit dodgy. Meanwhile, Flockhart had been in once more to report that the clutch was protesting at being used for gear-changes with the throttle partly open, and when he tried to restart it would not free at all, so he had to be push-started and carried on without using the clutch. However, it lasted only six more laps and then would not free or drive, and the B.R.M. had to retire, but there was some consolation for Bourne in that the other car was running like clockwork in third place, unable to improve its position but unlikely to be caught by anyone. When Fangio stopped at the pits it dropped him down to sixth position, and though he caught Scarlatti easily enough, it took him much longer to gain on Schell. Once again things were settling down, when Brabham in the dark blue Cooper motored out of the paddock and shot off back into the race, his mechanics having fitted a new gearbox. This having been done behind the pits, it naturally invoked the wrath of the officials, especially the race director, Raymond Roche, who bore down on Rob Walker muttering dark threats. After a shouting match, he returned to the starting line and prepared to bring Brabham in with the black flag, but, unfortunately, Mr. Roche is short-sighted and the lowering sun made visibility difficult, so that he flagged everyone except Brabham! There being no number displayed with the flag, as required by F.I.A. rules, no one took any notice, until Fangio received the flag. Next lap round the World Champion drew into the Maserati pit, only to be waved on back into the race. It later transpired that he had been push-started earlier when he hit the straw bales and had stopped through guilty conscience! Eventually this comedy came to an end when the Cooper pit signalled Brabham in and the car was withdrawn, but not before the Moroccan public had given vent to their dislike of the race-director. Of course, he was perfectly correct in disqualifying the car, for the regulations always say that all work must be done in the pit area.

This had brightened a dull period of the race and now things became more interesting, for first Fangio broke the lap record, held since lap 14 by Collins, and two laps later he broke it again, obviously all out to try and catch Schell. The Maserati pit signalled to Behra to have a look at his rear tyres as he went by to start his 37th lap, and next time round he came in and the left-hand rear one was changed; he set off again still comfortably in the lead, nearly 20 sec. ahead of Lewis-Evans and with plenty in hand. Schell was also given the tyre inspection signal and he came in, looked at the treads as he drove up to the pit, considered them safe and roared off again without stopping, but this slowing down had allowed Fangio to come within striking distance and on lap 44 the Argentinian went by, to take fourth place, but still a lap behind Behra. It is interesting that as Fangio was about to pass him, Schell made his fastest lap of the race, while in getting close enough to pass Schell's car Fangio set another lap record. It was now virtually all over, Behra was driving as smoothly as ever, Lewis-Evans was slowing his pace, certain of second place, but not too sure about his fuel, and driving to conserve it, while Trintignant, still on the same lap as Behra, was holding third place and gaining very slightly on the slowing Vanwall. As Behra went by the pits at the end of his 50th lap Fangio caught and passed him, having completed 49 laps, so that he was now a whole lap less a couple of car lengths behind the leader. Schell was a lap further back, Godia yet another, and Scarlatti bringing up the rear another whole lap to the bad; while poor Lucas, who had been at the rear, had crashed and sustained rather severe injuries. It was a joyous Behra who received the chequered flag at the end of the 55th lap, and Lewis-Evans and Trintignant had upheld British colours, making a very open result, with Maserati, Vanwall and B.R.M. the first three cars home, and though Ferrari had both his cars retire, he was satisfied in knowing that the new little V6 cars were already one race ahead of the others as far as experience on 1958 fuels was concerned. Having finished with Casablanca, the other three teams had to turn their attention to engine tuning in 130 octane aviation fuel in place of alcohol and nitro-methane mixtures.

Although this race was not a *Grande Epreuve*, it was the sort of event that the racing world could well repeat, namely a full-blooded

Grand Prix on a circuit that justifies Grand Prix cars. One looks forward to more Grand Prix races at Casablanca in the years to come.—D. S. J.

Results :

GRAND PRIX DU MAROC—Casablanca—55 Laps—418.997 Kilometres

	Very Hot	
1st : J. Behra (Maserati 250F) ...	...	2 hr. 18 min. 23.0 sec.—181.283 k.p.h.
2nd : S. Lewis-Evans (Vanwall)	...	2 hr. 18 min. 53.1 sec.
3rd : M. Trintignant (B.R.M.) ...	...	2 hr. 19 min. 49.4 sec.
4th : J. M. Fangio (Maserati 250F)	...	2 hr. 20 min. 23.8 sec.
5th : H. Schell (Maserati 250F)	...	1 lap behind
6th : F. Godia (Maserati 250F) ...	...	2 laps behind
7th : G. Scarlatti (Maserati 250F)	...	3 laps behind

Fastest lap : J. M. Fangio (Maserati), on lap 42, in 2 min. 25.6 sec.—187.961 k.p.h.

Retired : J. Brabham (Cooper), lap 5, gearbox; J. M. Hawthorn (Ferrari), lap 10, piston and gearbox; C. A. S. Brooks (Vanwall), lap 12, magneto; R. Salvadori (Cooper), lap 13, gearbox; P. Collins (Ferrari), lap 16, crashed; R. Flockhart (B.R.M.), lap 27, clutch; J. Lucas (Maserati), lap 46, crashed.

* * *

MOROCCAN MURMURS

The Vanwall was lucky to finish the race as the engine cut during the last lap due to shortage of fuel, but picked up again as the few pints sloshed about in the tank.

That Behra drove a good steady race was indicated by his rev.-counter tell-tale, which showed 8,100 r.p.m. at the end. Fangio had obviously been a bit harassed—his showed 9,000.

When questioned about the business of " trying it on " by sending Brabham out having once retired, the Cooper team said : " Well, it livened things up during a dull period."

Mr. Vandervell was not present at the race, the first he has missed this year, but as he put it, " I have to work sometimes, can't play motor-racing all the time."

The B.R.M. is certainly improving. It seems that since their Silverstone demonstration, Mr. Owen has been much more generous and things can now get done. They still cannot catch the Vanwalls, however.

If Moss had stayed to start the race he would have had the car with the duff magneto, for it was the car he was due to race with, being given to Brooks once Moss had left for England. Hawthorn was very happy that his car blew up, for his condition was very feverish before the start, while Fangio looked a strange yellow colour instead of his usual bronze.

Vanwall Transporter

WE have commented previously on the new Leyland transporter used to convey the victorious Vanwalls to the circuits, which made its debut at Rouen this year. Now, through the courtesy of *The Leyland Journal* we are able to give further details. On its return from Casablanca, this Leyland Royal Tiger Worldmaster had covered some 11,000 miles in the service of Vanwall —and David Yorke reckons that this is equivalent to about 33,000 miles of normal commercial-vehicle usage.

This Vanwall transporter is based on a Leyland Royal Tiger Worldmaster passenger chassis fitted with a rear axle which has a ratio of 3.87 to 1. With a capacity of two cars, it has a 30 ft. long 8 ft. wide body built by Maskells (Brixton) Ltd., 297, Brixton Road, London, S.W.9. The overall height has been kept down to 10 ft. 10 in. by fitting 10.00 by 20 in. Michelin Metallic tyres all round, an important feature since the vehicle is often required to negotiate low bridges and tunnels in its travels throughout Europe.

The Worldmaster's normal speed on the Continental roads is not less than 60 m.p.h., and it takes Alpine passes, including the notorious St. Gothard Pass, in its stride.

The Worldmaster is not so elaborately equipped as many of its Continental counterparts, the Vanwall team not considering it necessary to carry about with them what is virtually a factory on wheels. Inside the ash-framed body the racing cars are carried one above the other. Resting in aluminium-channelled ramps, which hinge on short uprights, the top car is inclined at an angle of about 30 degrees to the horizontal so as to achieve the most compact loading. The aerodynamic body of the Vanwall incorporates a high tail, and the bottom car is therefore stowed nose first. The top car is loaded first, with its tail towards the front of the van. The ramps are then winched up until the nose of the car is within 8 in. of the roof and immediately over the position that will be occupied by the tail of the lower car. The ramps incline to the near side to enable mechanics to move about inside the Worldmaster while it is travelling.

Spare wheels for the Vanwalls are fastened to the offside wall, extra wheels and tyres being accommodated in the Luton compartment. The only repair equipment carried is a small workbench. There is a door to the car-carrying compartment just behind the front axle on the near side. The roomy cab has, in addition to a separate seat for the driver, a double seat at the front and a bench-type seat for four persons just behind. The Luton does not extend the full length of the cab, so that there is ample headroom at the front.

The van has an impressive exterior appearance, the main colour being black with cream relief. The word " Vanwall " appears in large gold letters on each side and, below it, the gratuitous legend " Supplied by Leyland Motors Ltd.," evidence that Leyland's pride in their association with the world-beating Vanwall car is reciprocated by its makers.—W. B.



Is Britain Lagging Behind in Small Car Design?

THIS was the subject of a discussion by Graduates of the Institution of Mechanical Engineers in London on October 22nd.

Although two speakers endeavoured to put the students on the right track, listing a number of controversial points which could be considered when relating the subject to non-sports cars of 800-1,200 c.c., and although films showing the testing and manufacture of Renault Dauphine, Ford and Volkswagen were shown prior to the discussion (of which the Renault colour-film was by far the best), the speakers nearly all strayed far from the subject.

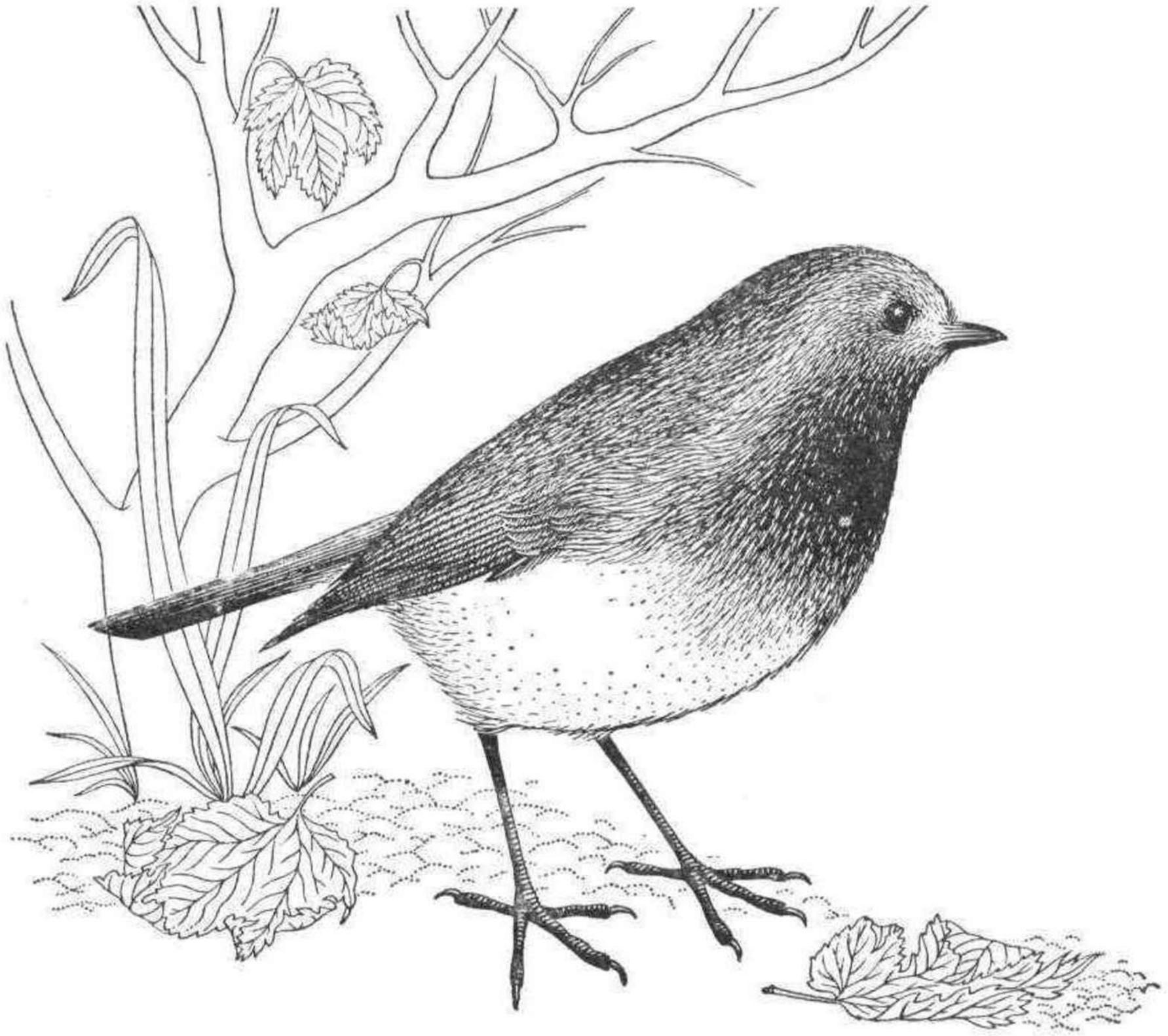
The tendency was to excuse British conservative design on economic and political grounds, these young engineers refusing to be drawn over technical points and some of them having only a vague idea of motor-car design. It was left to one speaker to condemn the British as too conservative; he cited the Volkswagen as the most successful small car in the world today. Amongst points in its favour this speaker referred to effective dust-sealing of the body that is effective even after 100,000 miles. This drew forth praise for the Morris Minor from the other side of the hall, this speaker being of the opinion that the torsion-bar front suspension was what made this (and he included the VW) such a good car. He said he was satisfied with the action of his front wheels—[but didn't refer to the back ones.—Ed.]

There was general criticism of cart-spring rear suspension and a feeling that side-valve Fords are not sufficiently economical and that their engines are merely improved pre-war power units. Safety was placed top of the list of important items to be discussed—[presumably from a roadholding angle, as if people worried about what happens when car strikes car we should all wear crash-hats !—Ed.] —but came in for very little comment, although the Volkswagen enthusiast remarked that when a Morris Minor is crashed the occupants risk cracking their knee-caps on the low-set parcels-shelf.

The question of plastics construction was raised but was disposed of in reply as being a process that takes too long and occupies too much factory-space to be practical for the bodies of series-production cars, although one speaker suggested that absence of painting should conserve space [and absence of welding !—Ed.]. The Berkeley was quoted as an example of glass-fibre construction suitably reinforced but no-one had apparently heard of the Lotus Elite.

In general, the Graduates showed a surprising lack of technical knowledge of modern small-car design but had obviously absorbed propaganda about the cost of re-tooling, labour costs, political and economic influences, etc.

In summing up the Chairman ventured to suggest that while the meeting was of the opinion that Britain hadn't done at all badly, there was a feeling that she should build more advanced small cars. After which we went out into the night and drove away in a Volkswagen, deep in thought.



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RUMBLINGS

THE GUILD AT GOODWOOD

This year's Test Day at Goodwood circuit, organised for the edification of its members and foreign guests by the Guild of Motoring Writers, was an unqualified success. A great variety of British-built cars was available for the journalists to fling round the course for three uninhibited laps and many famous personalities in the overseas motoring journalistic firmament, some wearing crash-hats, were present. Uhlenhaut and von Struck were interested visitors. Probably fastest round the course—not that the scribes were meant to race!—was Paul Frere, who made excellent use of his brief encounter with a Lotus Le Mans, which an over-enterprising sporting Editor afterwards spun off and damaged at Madgwick. Alan Brinton, driving the record-breaking Austin A35 saloon, "got the bird," a small partridge breaking the windscreen; the bird was given to its rightful owner, H.R.H. the Duke of Richmond and Gordon, who generously presented it to Mr. Brinton.

This pounding round by the elite of the motoring journalists took sad toll of some of the Earls Court demonstration cars. The Morgan Plus Four spent the gloriously sunny Sunday bogged down beyond Lavant Corner, where it had come to rest after shedding one of its new wire wheels, the Allard refused to present itself for "tourismo," being in trouble soon after the course was opened, the little Meadows Frisky sport was retired for a time with brake trouble, the Alexander Ford Zephyr with carburation maladies, while the 2.6 Riley emphasised the much-criticised employment of an Austin power unit by ending the day emitting a loud tapping sound from its engine.

Such was the demand for the faster cars that we got many bread-and-butter rides, all of them enjoyable, however.

The Alvis TC 108/G saloon proved to be luxuriously upholstered, with somewhat spongy and heavy but very smooth, accurate steering, surprisingly good roadholding for its class and with a very nice gear-change from a short, central gear-lever. Its rev.-counter hovered around "4,500" without any under-bonnet protest, but at 70 m.p.h. a pronounced judder came from the front of the chassis. The window winders are the lowest-geared we have ever experienced!

The Austin A105 rolled round with spirit and the Princess was like a very luxurious boat, rolling excessively, its power steering smooth as oiled-silk but requiring correction to combat over-steer. The transmission is automatic, with gear-lever to provide normal second and third gears if required. The brake pedal is *enormous* and prodding it puts the dowager off the rear seat onto the floor. A good mark for the lever which quickly opens the driver's window and another for the restrained dignity of this car's appearance.

The Austin-Healey 100 Six juddered its scuttle and hadn't enough poke for a 2.6-litre sports car. The Alexander-conversion Ford Zephyr, with triple S.U.s, really went, and handled suprisingly well into the bargain, its suspension unmodified, but aided by Michelin "X" tyres front and back. It was possible to use middle cog to quite high r.p.m. without the engine becoming distressed.

The Alexander-conversion Hillman Minx would do a very noisy 60 m.p.h. indicated in third gear and cruise very quietly in o/d top gear. The speedometer indicated 90 m.p.h. on the straight, from which speed the brakes, lined with hard Mintex, didn't inspire complete confidence, and the steering was unhappily heavy. The Meadows Frisky sport is a joke, but a good one. The positive-stop gear-change, operated by a tiny r.h. lever, couldn't be easier, the brakes were said to be fierce but we didn't need them, and if you let the 325-c.c. Villiers engine wind itself up in third gear imposing speed is obtainable. But we are self-conscious about being seen in a Friskspor t!

The M.G. Magnette coupé was superbly comfortable, with rather a 'bus-driver's driving position, and just did an indicated 60 m.p.h. in third gear but was inclined to wallow round the corners. The Morris Minor 1000 saloon was fun and handled splendidly. The Wolseley 1500 saloon handled less outstandingly and just about did an indicated 58 m.p.h. in third cog. A little Renault Dauphine went round smoothly and quietly and on an even keel; the anti-dazzle built into the windscreen was interesting, the day changing from set fair to mid-summer merely by moving one's head! The new Vauxhall Velox saloon seemed a big comfortable motor car with bags of urge, and that we can recall nothing of how it handled is probably as good a recommendation as any. The Aston Martin DB Mark III, into which we were inserted by Roy Parnell, is sheer delight, its brakes (disc at the front) a bit spongy but entirely effective, the handling and roadholding a delight and bags of performance available without exceeding the limit of 5,000 r.p.m.

You cannot judge a car in eight care-free miles, but those are the impressions we carried away after having fun at Goodwood. Incidentally, manufacturers who did not present cars for test this year included A.C., Armstrong-Siddeley, Bristol, Bentley, Citroën, Lagonda and Jensen—not, we hope, evidence of decline? A diesel Land Rover could be tested over a special cross-country course and Sir William Lyons was present, riding in the back of a Jaguar saloon for some fast laps with H.R.H. the Duke of Richmond and Gordon at the wheel. It is no doubt partly Sir William's practical interest in his cars which maintains Jaguar excellence.

Congratulations to the Guild of Motoring Writers for organising a useful day's sampling.—W. B.

* * *

EARLS COURT FLASHBACK

Although the last issue was largely devoted to the London Motor Show, a few comments on that Exhibition remain to be made. Austin-Healey showed a 100-Six hard-top on a banked dais, inscribed beneath which was the statement that this car holds all records in its class from one mile to 3,000 miles—and there must have been many gullible visitors who imagined that it was the actual standard car exhibited which secured these. On the Meadows Stand, apart from the Frisky, were pictures of past Meadows-engined cars. These included a Chic (which we had never heard of previously), Donald Healey's 100 m.p.h. low-chassis Invicta and a Hyper Lea-Francis. Other makes listed which were new to us were Du Cros, Excelsior (no connection, presumably, with the Belgian *marque*), Morgan Hastings, Streamline and Stroud (could the last two be Burney and Hampton?).

Up in the Gallery Benton & Stone showed quick-action filler-caps as used on the D-type Jaguar, Lodge had big pictures of Moss, Brabham, Behra, Scott-Brown and other drivers winning laurels on Lodge plugs in B.M.C. record-car, Jaguar, Cooper, B.R.M., Lister-Jaguar and Maserati, and an Indianapolis picture to remind us that Lodge also won there.

I.C.I. showed coloured pictures of a veteran car and the B.M.C. record-car as evidence of the versatility of their upholstery, and Lucas exhibited a Lucas fuel-injection layout as used on the Le Mans-winning Jaguar, although we believe the injection nozzles may have been differently positioned on the racing car.

Marston Excelsior showed dramatic pictures of Moss' accident at Monaco and, above them, immersed in a glass aquarium, the battered radiator from the Vanwall, a pressure-gauge and the absence of bubbles proving it to be leak-proof in spite of its ordeal. They also exhibited the flexible fuel tanks used on modern racing cars and acknowledged history with some photographic enlargements of cars from the past which used Marston radiators, unfortunately getting an Austin Seven Swallow saloon confused with the Standard Swallow Nine. We were intrigued to see a big Dagenite battery full of tropical fish, because we have so often wondered what batteries contain and ours which had gone "flat" and refused to start a cold engine could, on reflection, quite likely have been afflicted with flat fish. The Owen Organisation was responsible for the Shorrock supercharger exhibit, which included a Shorrock-blown B.M.C. engine as used in the successful B.M.C. EX-179 record car. On the Mintex Stand the employment of Mintex brake linings on the winning cars at Le Mans in 1924, 27, 29, 37, 51, 53, 55, 56 and this year was celebrated, a modern Dunlop disc brake being compared with a rear brake as used on the 3-litre Bentley that won in 1924, this latter exhibit being on loan from Bradford Technical College.

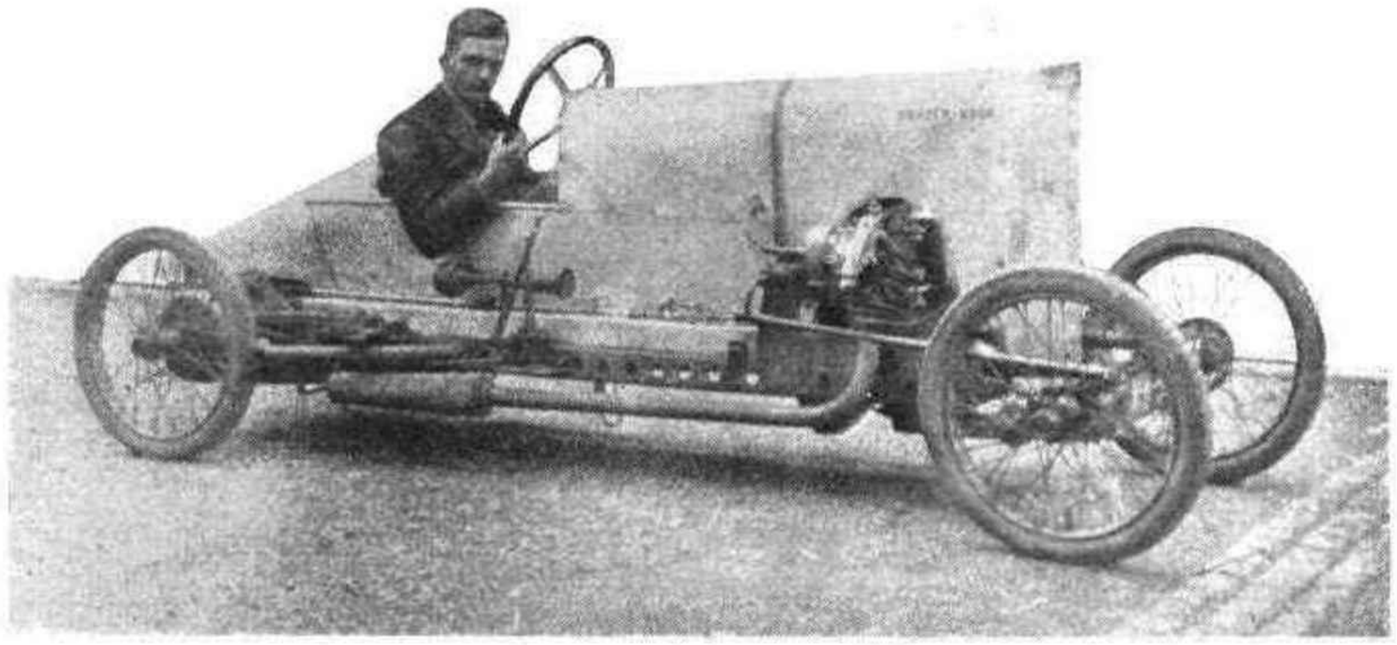
Publicity is a curious thing—its value and longevity is difficult to assess. For example, when the late S. F. Edge drove his Napier for 24 hours round Brooklands Track in 1907 he undoubtedly intended that this should publicise the Napier six-cylinder car. But who would have expected the classic picture of the Napiers setting off on this historic record to appear in so many publications fifty years later? Yet due to the Jubilee of Brooklands this is what has happened, and thus D. Napier & Son Ltd., who, although they no longer manufacture motor cars, did some vital designing and manufacture of engine and gearbox parts for the victorious Vanwall, obtained some free publicity this year stemming from an ambitious idea of 50 years ago!

To conclude, our leading article last month on the subject of the Motor Show contained the observation that, although the outward appearance of great cars has changed, their character sometimes remains deeply embedded in the past. Thus it is interesting to note that today's Wolseleys, including the 1500, retain the illuminated radiator badge which has been an embellishment of this make since pre-war days.

Earls Court Postscript: Attendance in 1956: 494,912
Attendance this year: 483,427

INTERVIEW WITH BASIL DAVENPORT

The Story of the " Spider " and other G.N. Matters



HOW THE SPIDER GOT ITS NAME.—Basil Davenport's sprint car, named as a Frazer-Nash, in its original spidery form. Later, as seen in the picture below, the wheelbase was shortened by one foot.

AFTER the Gold Cup Meeting at Oulton Park, I met Basil Davenport, creator of the immortal " Spider " which held the Shelsley Walsh Hill-Climb record in 1926, 1927 and 1928, and spent the rest of the weekend with him at his charming house in Macclesfield, to glean the true story of his remarkable G.N.

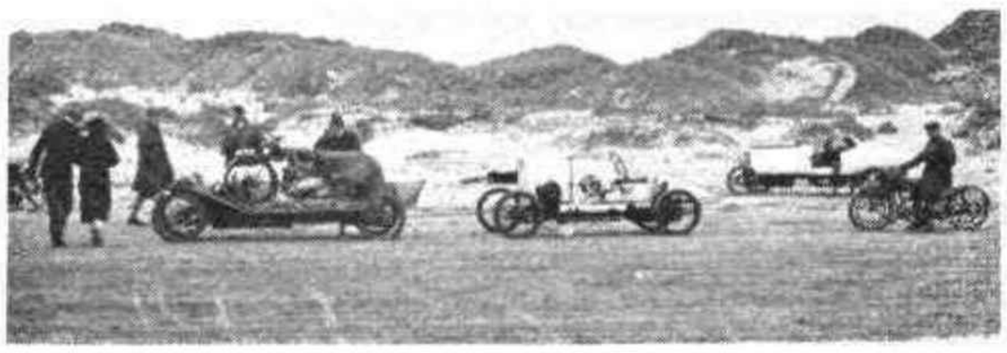
Basil Davenport took to motoring at an early age, commencing with a single-speed belt-drive Triumph motor-cycle, which he changed for a Morgan three-wheeler. In 1920 he purchased a new G.N. cyclecar and entered it for local trials. He modified it until it could ascend hills such as Jenkins Chapel and Litton Slack, and then, thirsting for adventure, fitted light-alloy pistons and conversion cylinder heads with inclined o.h. valves, and began to conquer the local speed trials.

At this time, the G.N. Company, operating from East Hill, Wandsworth, were enjoying notable success in Brooklands' racing and important sprint events. The genial Capt. " Archie " Frazer-Nash was racing the slim single-seater G.N. " Kim " nearly every week-end, and Davenport still expresses warm admiration for the G.N. performances of those days, particularly in winning the 1,100-c.c. class of the J.C.C. 200-Mile Race on petrol.

When G.N. went out of business, Capt. Frazer-Nash set up in business on his own at Kingston-on-Thames. From him Davenport bought a G.N. chassis in the autumn of 1923, which, converted at his request to central steering, set him back £45. He also bought, for £60, the prototype G.N. " Vitesse " engine, a 1,087-c.c. V-twin with an o.h. camshaft over each air-cooled barrel, the camshafts being driven from the back by chain and the engine having two-valve heads, one of which was bronze and the other of cast iron. The bronze head was on the near-side cylinder, which received less oil than its fellow and consequently ran hotter.

Davenport, then aged 20, took chassis and engine home to Macclesfield, and set about building a racing body. As he was considerably slimmer at the rear than Capt. Nash, he decided on a body like that of " Kim," only narrower He drew it out full size in chalk on the linoleum on the billiards-room floor, made a framework of wood and panelled it in aluminium. The result was a one-piece shell complete with dash, fuel tank, etc., held to the chassis by six bolts and wing-nuts. Although somewhat heavy, the whole thing could be removed in about five minutes and it has not yet fallen off!

" Spider," as the G.N. was christened, was ready for the 1924 season and did quite well in its class in several sprints. Later, the wheelbase was shortened one foot. Alas, at the Chester M.C. Mostyn hill-climb in Wales, second gear jumped out approaching a fast right-hand corner and pushing the lever home caused the G.N. to jump forward into the bank. It rolled over, throwing out Davenport, who was still grasping the steering-wheel. Apart from an excursion through " Allard's gap " at Prescott in 1946, this is the only occasion on which Davenport has left the road.



TRANSPORT EXTRAORDINARY.—Davenport's o.h.v. touring G.N. with his brother's racing motor-cycle lashed on the side and " Spider " on tow on a bar. On this occasion the racing motor-cyclist behind " Spider " had broken down so he was also given a tow home from Southport! All this took place in the mid-nineteen-twenties, when the police didn't bat an eyelid at this carefree sporting motoring.

In those days Davenport used to tow " Spider " behind his o.h.v. touring G.N., with one of his brother's racing motor-cycles lashed to the side of the body, the whole outfit largely devoid of mudguarding; the police never interfered. Once he towed a racing motor-cycle behind " Spider," as well! When a passenger had to be carried at Southport, he somehow managed to sit astride the tail, on the first occasion. Afterwards, Basil fitted a two-seater body for this event, in the form of a sort of bucket extension of the tail.

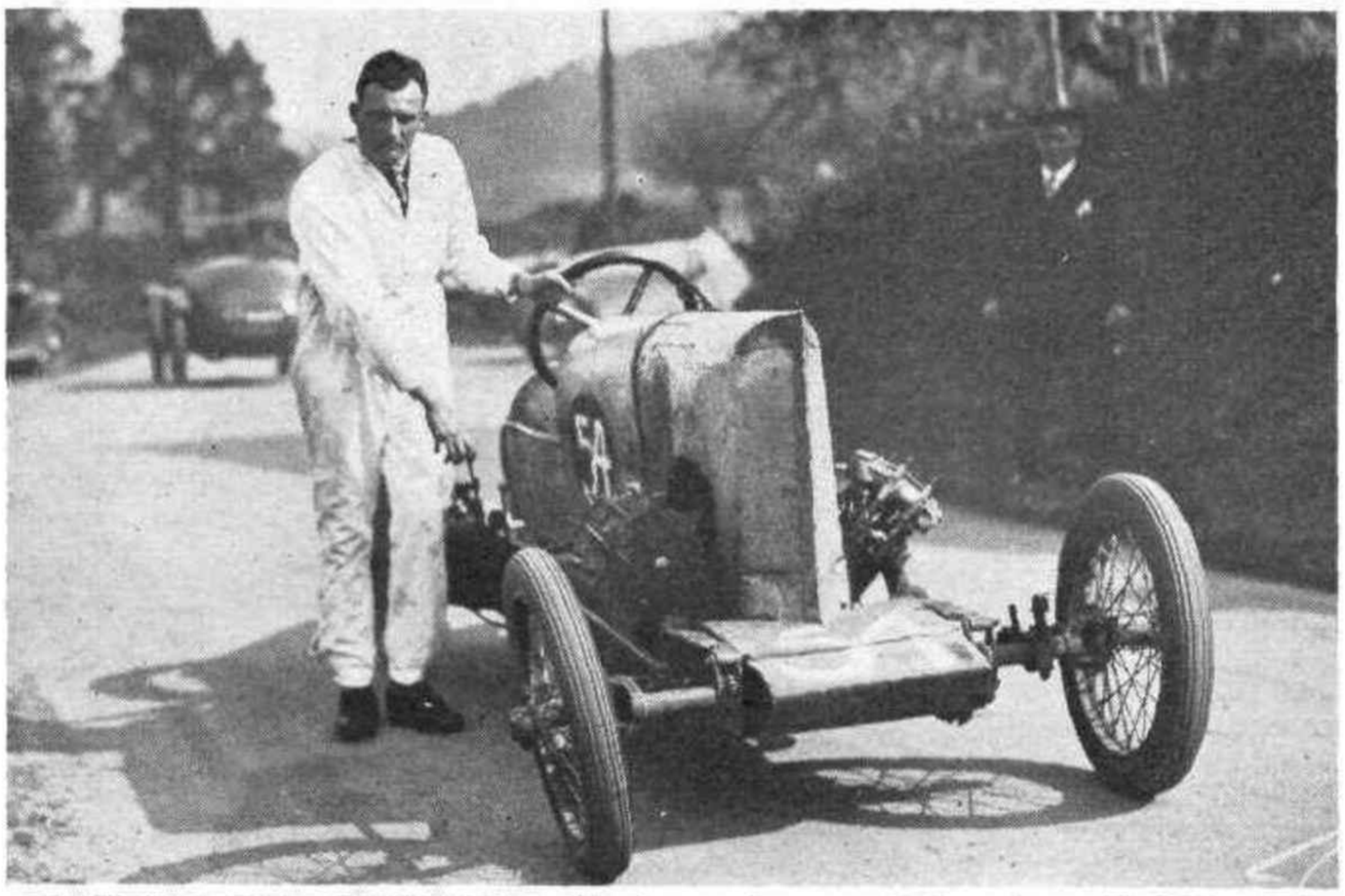
After driving at South Harting hill-climb in Sussex at the end of 1924, Davenport took the opportunity of calling again at Frazer-Nash's Kingston factory. Here he met Nash's chief mechanic, L. A. Cushman, who gave him some " inside gen " about making a G.N. V-twin engine deliver the goods. This meeting ended with Cushman saying : " Why not buy the 1919 1½-litre engine the old man has taken out of ' Mowgli ' ? " This racing G.N. had lapped Brooklands at over 89 m.p.h., but Capt. Nash had had a nasty accident in " Kim I " and probably hadn't fully extended a G.N. round Brooklands since. Davenport pondered the idea, remarking : " Surely you don't think it could beat Mays' Bugatti and Joyce's A.C. ? " Replied Cushman : " I'm certain it could clean up the lot."

So Nash was approached and he agreed to sell the big engine for £90. This engine was the only one of its kind, having a bore and stroke of 89 by 120 mm. (1,493 c.c.), four-valve heads of aluminium-bronze, two plugs per cylinder fired by twin magnetos, a 40-mm. Solex carburetter, and its camshafts driven by a long chain, at the back of the cam-boxes. The 200-Mile Race G.N. " Akela " engines were similar but had shaft-drive to each o.h. camshaft. This looked neater but, Davenport says, chain-drive was more reliable. [Incidentally, I believe the " Mowgli " engine originally used a chain at the front of the cylinders.—ED.] To date, " Spider " had cost only £135, not including labour costs.

After acquiring his new engine, Davenport met the Mucklow brothers. E. L. F. Mucklow raced a G.N. " Akela " with great success and his brother, G. F. Mucklow, is now Professor of Engineering at Birmingham University. These three enthusiasts worked together on development of their cars, and later helped E. G. Sharp to evolve his very fast " G.N.A.T."

Nash had run the " Mowgli " engine on petrol at Brooklands, never exceeding 3,500 r.p.m. Davenport proposed to use petrol/benzole and, raising the compression-ratio to 7 to 1, he found he was getting 5,000 with ease in the lower gears. This represented a timed 92 m.p.h. over the measured kilometre on Southport sands, and " Spider " used to cross the line at Blackpool at over 100 m.p.h., but it also brought trouble. At Shelsley Walsh that year, " Spider " went magnificently until 100 yards from the finish, when the engine seized solid. Davenport coasted over the line and, back in the Orchard paddock, was both disappointed and elated to discover that he had taken only ⅘ sec. longer than Major H. O. D. Segrave, who had made f.t.d. in a supercharged G.P. Sunbeam. Davenport now knew for certain he could beat the pick of the world's factory racing cars in 1926 if he could make the engine reliable. This would be a very sweet achievement, especially as people were apt to be incredulous when " Spider," purposely uncleaned, beat the latest G.P. machinery.

Dismantling the engine showed that the 1¾-lb. pistons caused the big-end rollers, which were ⅜ in. by ¾ in. on motor-cycle-type forked



"SPIDER" IN HER HEY-DAY.—The famous Davenport G.N. as she was in 1926 to 1928, when she broke the Shelsley Walsh Hill Climb record every year. This oil-stained, battered 1½-litre air-cooled vee-twin cyclecar vanquished cars such as Raymond Mays' 2-litre Mercedes, the G.P. Sunbeam, the 4-litre V12 Sunbeam and Mays' 3-litre Vauxhall Villiers supercharge.

connecting-rods, to overheat and fail, and break a connecting-rod. The only solution for the remainder of the 1925 season was the laborious one of changing the rollers after each meeting!

During the winter, J.A.P. connecting-rods were fitted and new pistons weighing 1 lb. 5 oz., instead of 1 lb. 12 oz., complete were used. This rendered "Spider" very reliable and almost invincible in the sprints in which Davenport competed almost every weekend. At Shelsley Walsh he broke the record for the hill in 48⅘ sec., the first driver to better 50 sec. for this famous ascent.

During the winter of 1926/7, further modifications were put in hand, Tresillian joining G. F. Mucklow in giving valuable advice. In an attempt to retain its honours, "Spider" was given special cams to provide 9 mm. instead of 7 mm. valve lift and increased overlap, and the valves were lightened by reducing their stems and fitting J.A.P. collars and cotters. "Spider" now recorded 27 sec. for the Blackpool s.s. ½-mile, still on petrol/benzole, tying for f.t.d. with Raymond Mays' supercharged 2-litre Mercedes. But at Colwyn Bay a forked con.-rod broke again, as before just above the fork, scattering bits of the engine over the sea-side promenade. All Davenport's engines have retained the G.N. overhung crankshaft, and Shelsley Walsh was only five weeks distant, but, undaunted, Davenport set about casting a new crankcase on which one cylinder could be mounted ⅜ in. ahead of its companion, so that side-by-side con.-rods could be used. It was decided at the same time to change to PMS fuel, enabling an 8-to-1 compression-ratio to be employed, while Mucklow, who had recently converted his G.N. to two carburetters, supplied stubs and data which allowed Basil to do likewise.

The day of the climb was wet, but "Spider" clocked 47⅘ sec., a whole second faster than it did in the dry in 1926, a new record, and the 2-litre Mercedes, a 4-litre V12 Sunbeam and the T.T. Vauxhall were vanquished by the home-built cyclecar from Macclesfield!

Seeking still greater performance, Davenport spent the winter scrapping the valve plungers used on all "Akela" and "Vitesse" engines and replacing them with a 1 in. by $\frac{5}{16}$ in. dia. hardened steel pin in the previous guide, suitably bushed. Valve adjustment was now by cap and steel shims instead of a bolt and lock-nut, and thus further weight was saved in the valve gear. The compression-ratio was raised to 10 to 1, RD1 alcohol fuel being used. These modifications paid off, for "Spider" broke the Shelsley Walsh record for the third time in succession in 1928, first in 46⅘ sec., then in 46⅖ sec. "Spider" weighed 9 cwt. For Shelsley Walsh ratios of 8.9, 6.4 and 5.2 to 1 were employed; for Southport and Blackpool these were changed to ratios of 8.9, 6.4, 4.8 and 3.5 to 1.

In Shelsley Walsh form the "Spider" reached 45 m.p.h. in first, 65 m.p.h. in second and 75 m.p.h. in third speed at maximum r.p.m. The procedure on a record-breaking climb was as follows: start in first, second in 40 yards, slow for first left-hand corner, braking momentarily, take corner in second, engage third speed. Brake for next corner, run up to S-bend in third, braking early and hard for the last 30 yards (rear brakes only). Change from third to first, take "S" in first, possibly braking momentarily without cutting out, change out of first just out of S-bend, and run to finish in third speed. "Spider" weighed 9 cwt. and Basil says wheelspin would have been impaired had he lightened her further.

In 1929 Davenport made f.t.d. at the first Shelsley meeting, equalling his own record, but at the second climb he had to be content with second place, being beaten by Mays' supercharged 3-litre Vauxhall Villiers. Unchanged since 1928, "Spider" tried again in 1930 and got down to a fantastic 44⅗ sec., second only to von Stuck in the Austro-Daimler, which set the record to 42⅕ sec.

Davenport next experimented with stronger iron cylinder heads, larger valves and a 12-to-1 compression-ratio and, to compete with current opposition, he fitted Rover front brakes, which were too heavy. These alterations proved retrograde, and in any case Basil was obliged to retire after 1931 due to business commitments at his silk mills.

Here it should be explained that in 1925 he had started to build another racing G.N., this having his former "Vitesse" engine, enlarged to the same dimensions as "Spider's," with a single Solex carburetter, and four-speed transmission. The body was more like a 200-Mile Race replica, and this car, called the B.H.D. Special, was used mainly as a practice car from 1928 to 1930.

That concludes the story of the "Spider" up to 1931. Between 1923 and 1926 it won 75 "firsts"—after which Davenport gave up keeping records, having any gold medals due to him made into bracelets for his wife! In all, he must have gained between 100 and 150 "firsts" and he twice made f.t.d. at Blackpool and Colwyn Bay, apart from his famous Shelsley Walsh successes. The latter include seven f.t.d.s in nine consecutive climbs, "Spider" being second on the other two occasions; also forming part of the team which won the Amateur *v.* Trade award in 1927, 1928, 1929 and 1930. "Spider's" Shelsley Walsh times to that date read: 48.8 sec., 49.0 sec., 50.0 sec., 47.8 sec., 46.8 sec., 46.4 sec., 46.4 sec., 46.4 sec., 47.0 sec. and 44.6 sec.

After the war, Davenport, refusing to pander to old age, made an unexpected but popular re-appearance at Shelsley Walsh in 1946—the year the event was revived after the war. In practically the same form as in 1931, but with improved cylinder heads, "Spider" accomplished 45.65 sec. at the wettest Shelsey ever known, fastest time by an unsupercharged car. Not bad for an amateur-built cyclecar virtually unmodified for fifteen years, its engine design dating back to 1919—Davenport, however, admits to the simile of the hammer, which was the same as new except for two new handles and three new heads!

Encouraged to go on trying, Basil spent the winter of 1946/7 building a new "Spider," aided on the drawing-board by H. R. Godfrey, who evolved the original G.N. with Capt. Frazer-Nash. A new crankcase assembly was designed and built to accommodate 1-litre cylinders and the chain-drive for the o.h. camshaft was transferred to the front of the engine.* But the 1930 heads and cam-boxes were retained and the rest of the design was virtually identical with the 1½-litre "Mowgli" engine. With a bore and stroke of 103 by 120 mm., "Spider" emerged as a 2-litre V-twin! The old chassis was dispensed with, a new H.R.G. frame, 3 in. narrower than standard, being used, fitted with H.R.G. front brakes. With this formidable but virtually pre-war sprint car, Davenport has been up Shelsley Walsh in 41.21 sec. He describes the initial step-off as pretty shattering but the subsequent dice comparatively easy! This I believe to be an understatement.

However, Davenport is determined to try to get below 40 sec., and for this purpose he is again modifying "Spider" in a garage behind his house on the hill overlooking Macclesfield. He is using a narrower front axle, lighter brakes, lighter parts everywhere, new Heppolite pistons and two-valve heads. The

* It should be explained that G.N. timing gears are driven by a plate engaging a finger on the front of the overhung crankpin. To provide a chain behind the cam-boxes, as on "Vitesse" and Davenport's 1¼-litre "Mowgli" engines, involves a shaft passing back above the crankcase to drive the sprocket. The "Mowgli," in its original form, the "Akela" and present Davenport engines dispense with the need for this shaft, by locating the chain at the front, or timing-gear, end of the crankcase.

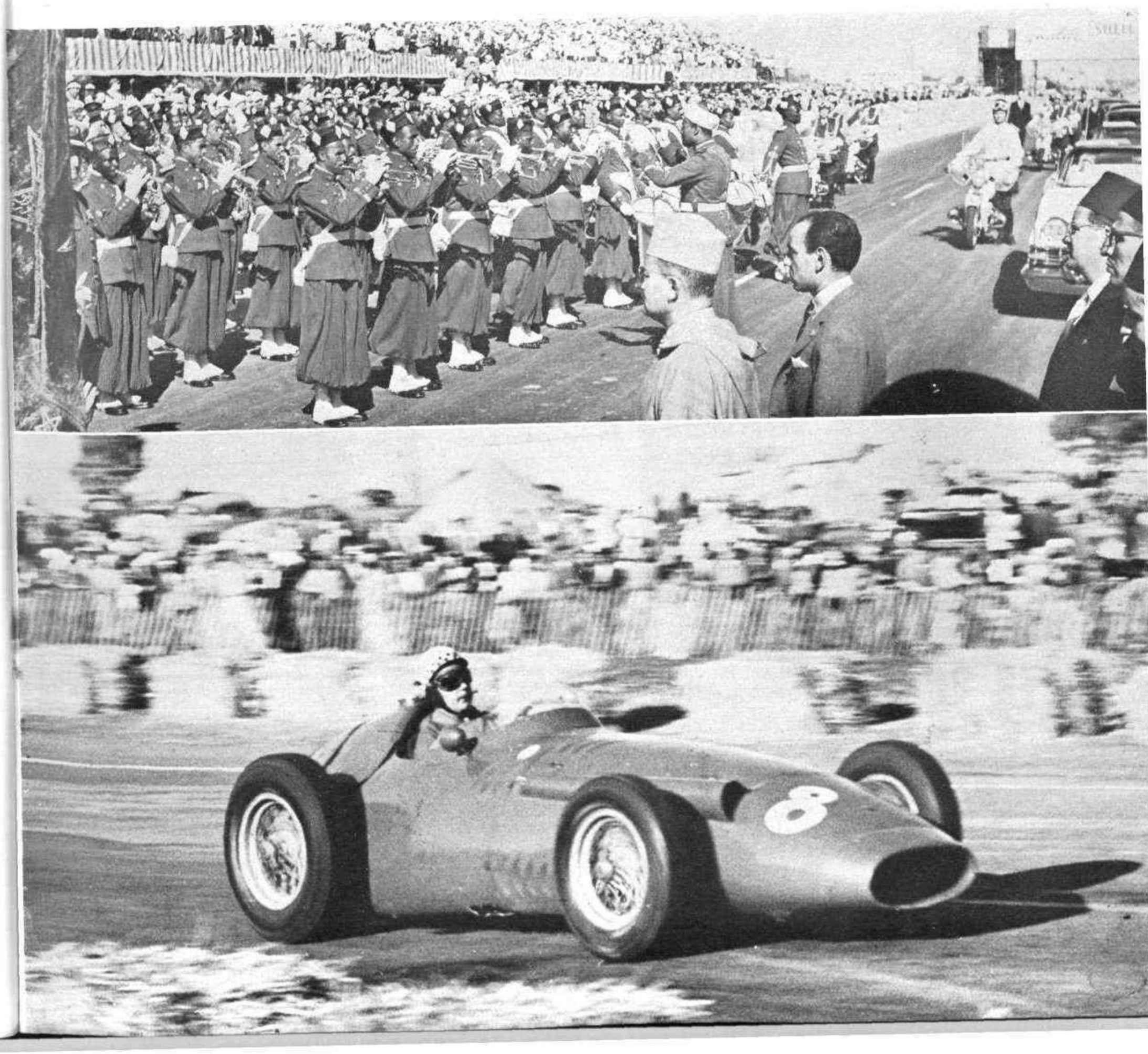
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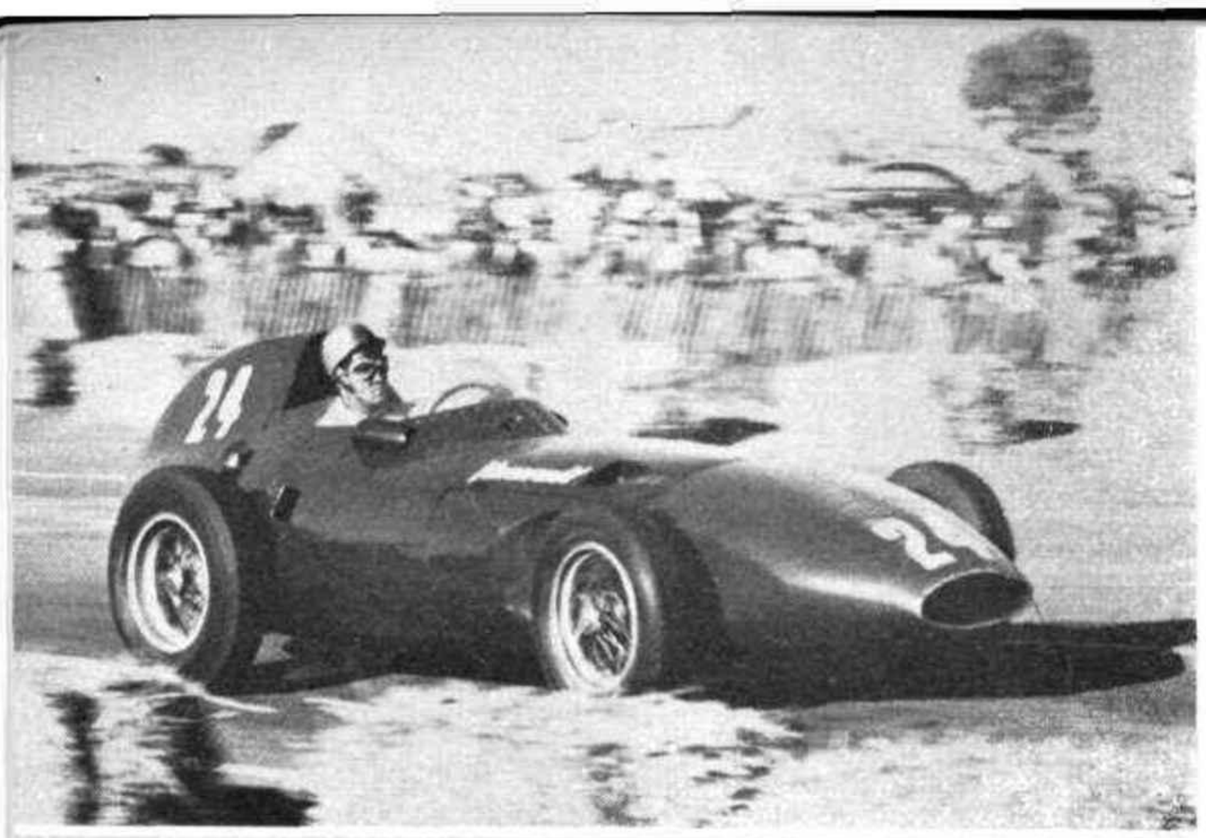
PICTORIAL REVIEW

London-Brighton Veteran Car Run
Grand Prix du Maroc (Casablanca)

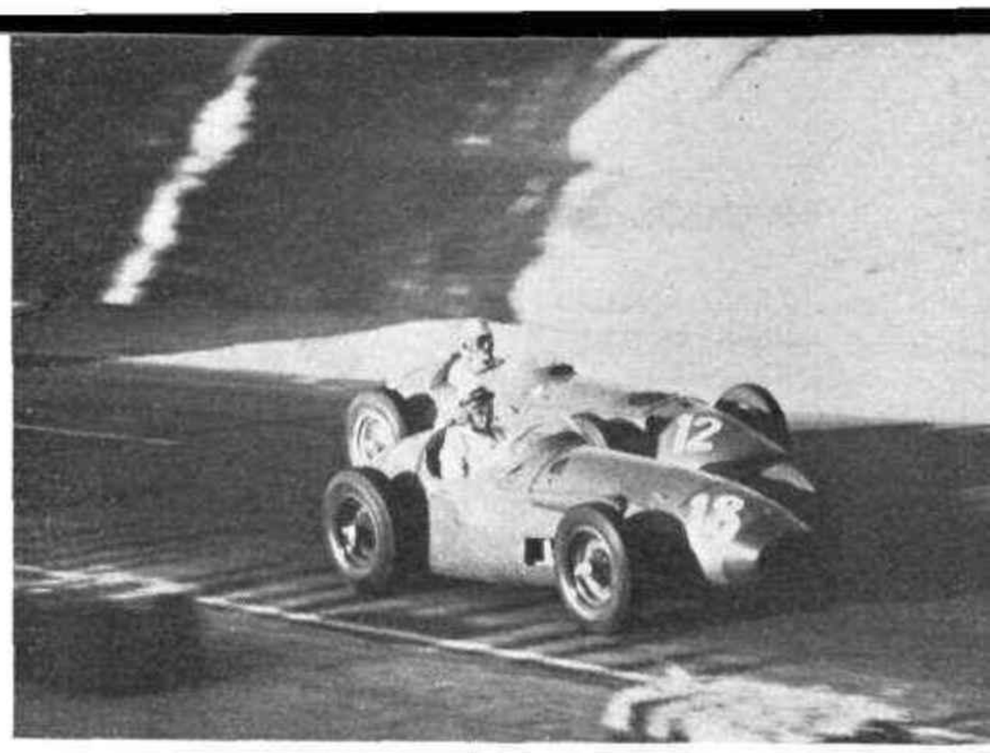
Top : PAGEANTRY on a scale seldom seen in motor-racing preceded the start of the Moroccan G.P. Here a military band performs before His Majesty King Mohammed V of Morocco, his son, and various State dignitaries. On the right can be seen one of the B.M.W. escort motor-cycles, superbly turned-out in white.

Bottom : DESERVING WINNER of the Grand Prix was Jean Behra in his six-cylinder Maserati. He led from lap eight to the finish.





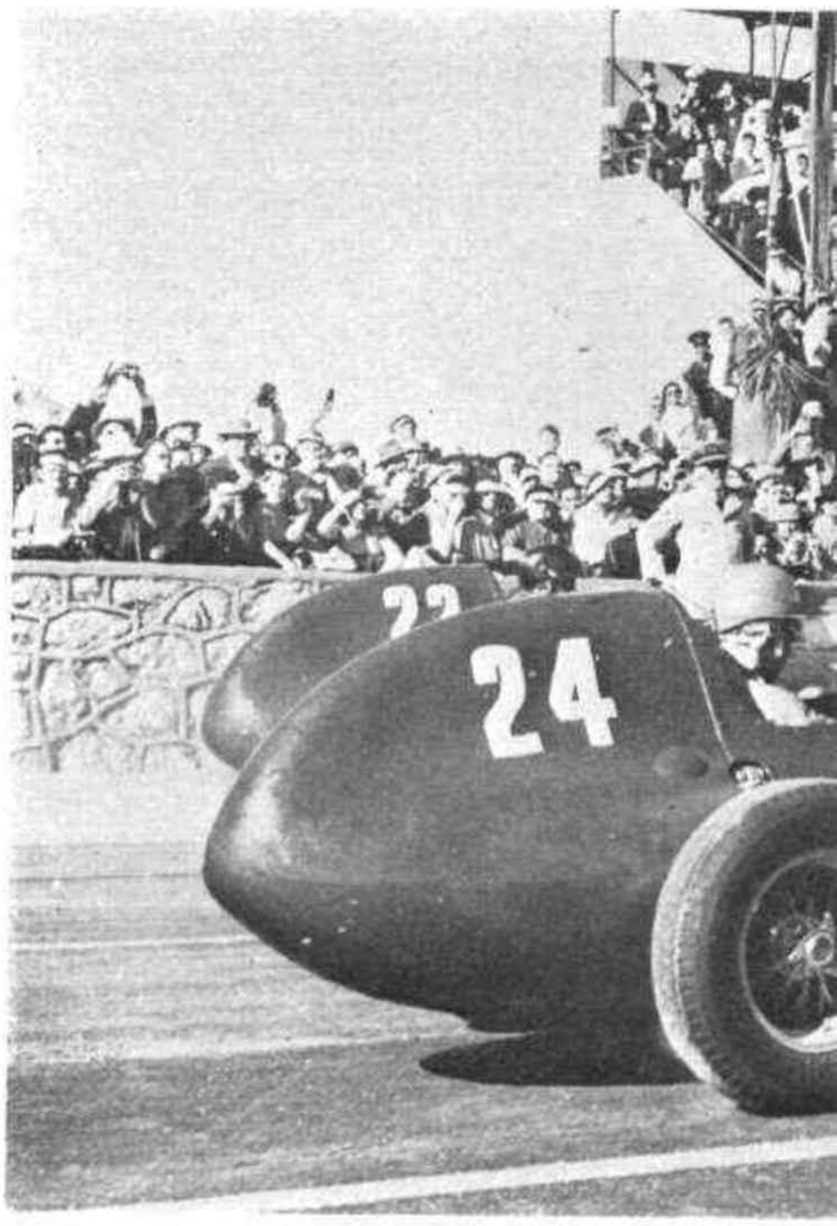
SOLE SURVIVOR of the Vanwall team was Stuart Lewis-Evans, who finished second, 30 sec. behind Behra.



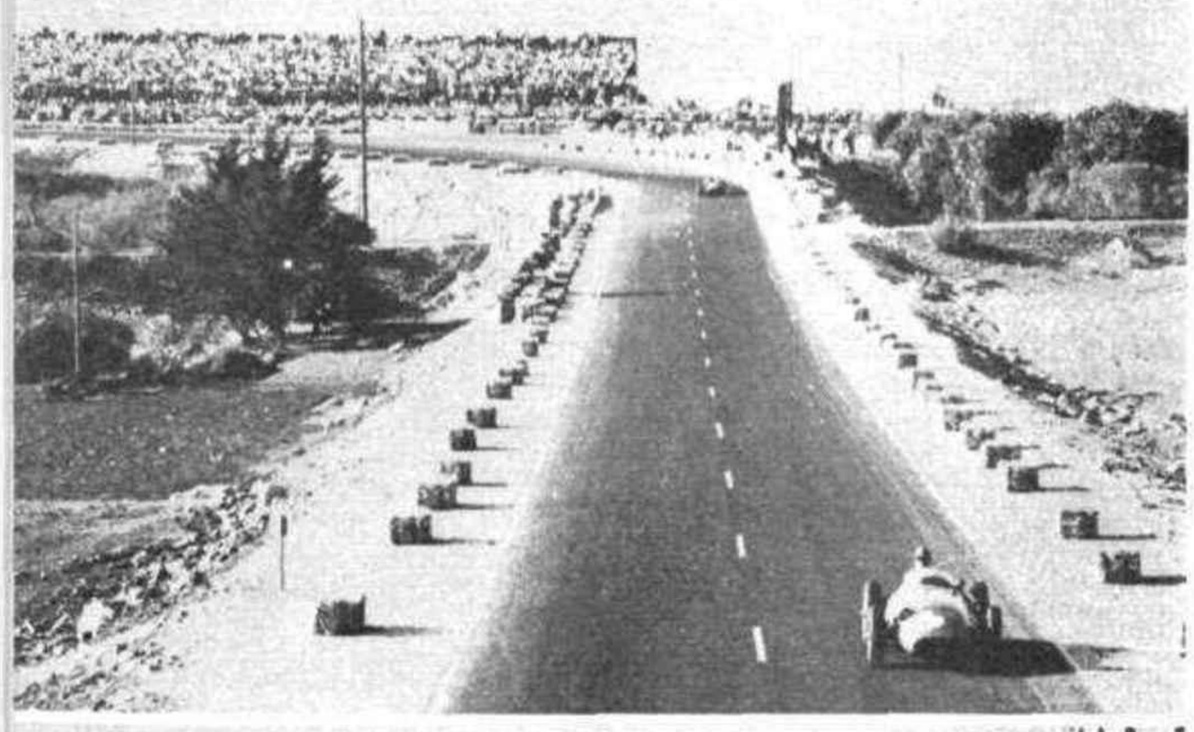
BATTLING "MASERS."—Giorgio Scarlatti, in No. 12 works Maserati, passes Jean Lucas along one of the fastest stretches of the circuit.



STEADY MOTORING by Maurice Trintignant brought a well-earned third place for the four-cylinder B.R.M.



GETAWAY by the Vanwalls of Lewis-Evans (No. 24) momentarily



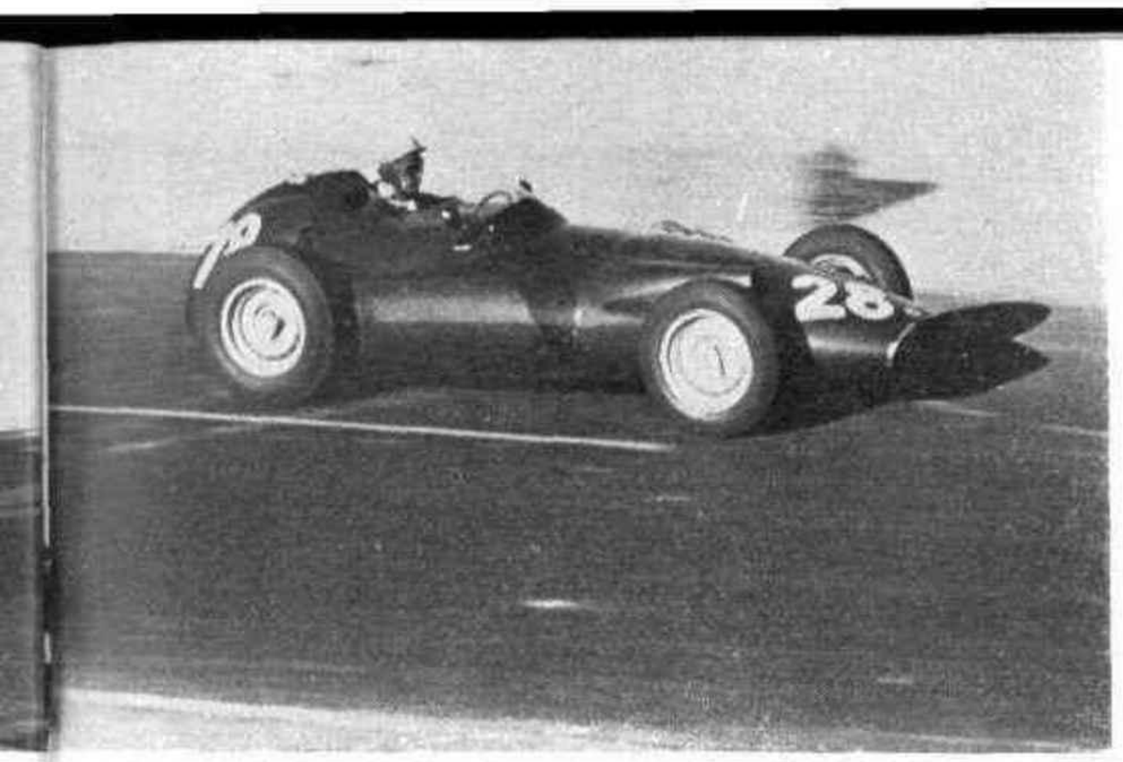
DESERT CIRCUIT.—This photograph features a super-elevated right-hand bend, and shows how the Ain Diab circuit is laid out on former desert land. In the foreground is Harry Schell's Maserati, fifth to finish.

PUSHING Francisco Godia through the uphill S-section is Juan Fangio, who came fourth and made the fastest lap.

INTERLOPER.—This vintage Dennis fire engine managed to get onto Madeira drive after the Brighton Run. Perhaps its owner will tell us its age, where it was found, what it does to the gallon, and all about it?







SAND IN HIS SLIDES.—Ron Flockhart's progress in the second B.R.M. was affected by sand particles which caused the throttles to jam open, necessitating harsh use of the clutch, which eventually deteriorated.

FINISH OF A WET DRIVE.—W. E. Watson's 1903 10-h.p. Gladiator tonneau completes the course in this year's Veteran Car Run.





FAST STUFF.—John Sears, driving, and Kenneth Best, passenger, register ecstasy at the performance of their 1904 ex-Brooklands 18/22 Mercedes—or the thought of dry clothes—at the finish of the Veteran Car Run.



TWO UP.—Sir Clive Edwards, Bt. (near side), and R. O. Thomas (off side) coax their 1900 single-cylinder 7-h.p. New Orleans voiturette along Madeira Drive.

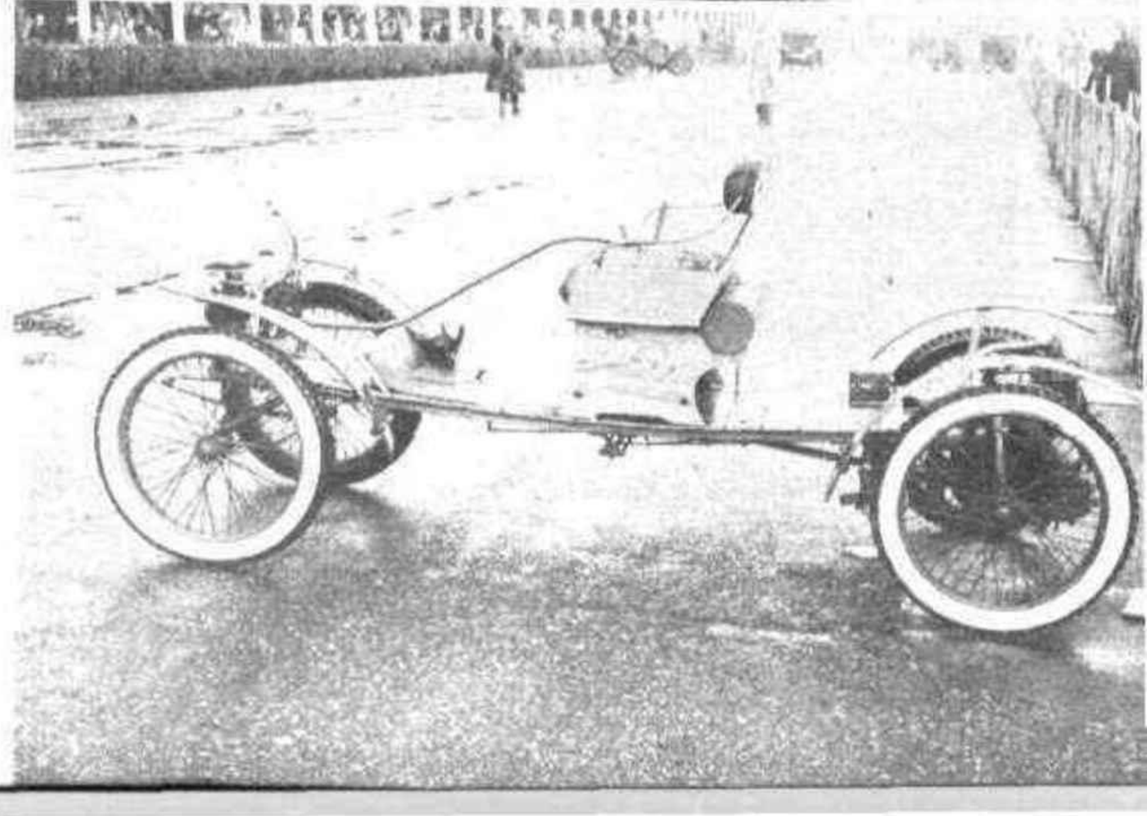


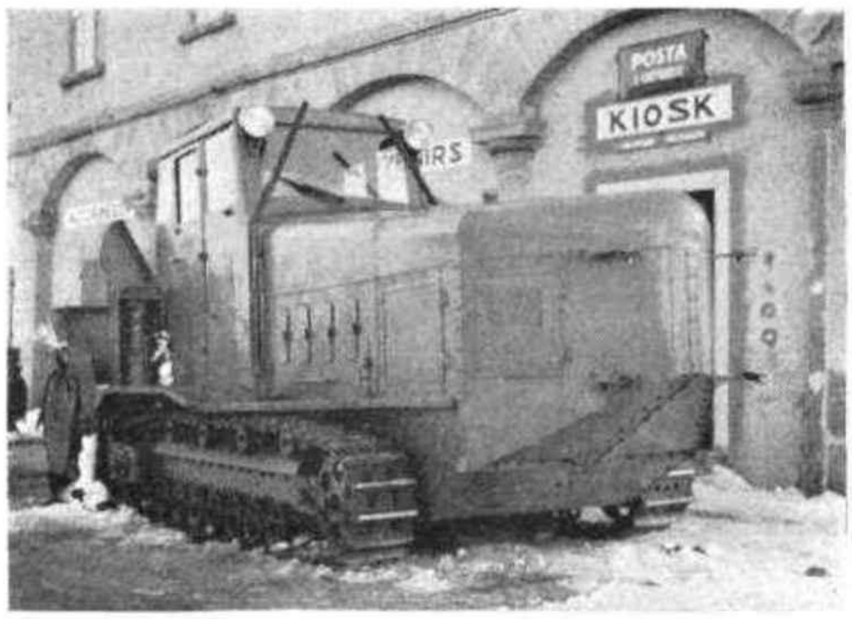
and Brooks (on far side) was bettered by that of Behra's Maserati, sandwiched between them.

WETTEST OF ALL must surely have been R. W. Brown, who braved the Veteran Car Run in this 1904 4-h.p. Orient Buckboard, and arrived safely.

A NICE-LOOKING LITTLE CAR.—James Alldays' 1904 7-h.p. Alldays and Onions tonneau, driven by H. P. Ruffell, arriving at Brighton.







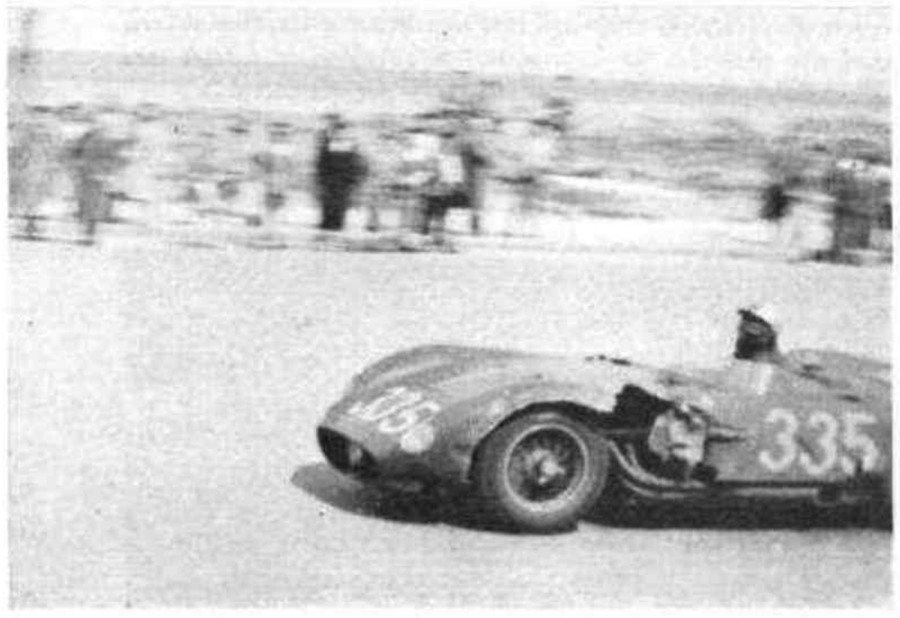
FAMILY ALBUM

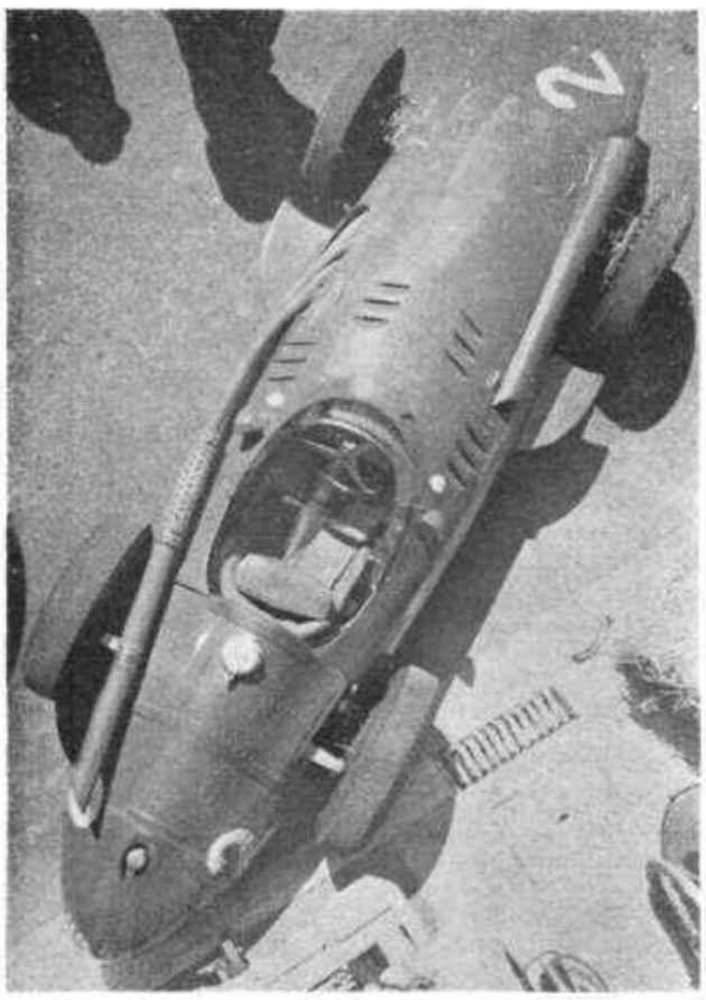
Once again the end of the season finds me delving into the year's unused negatives collected during my travels . . . D. S. J.



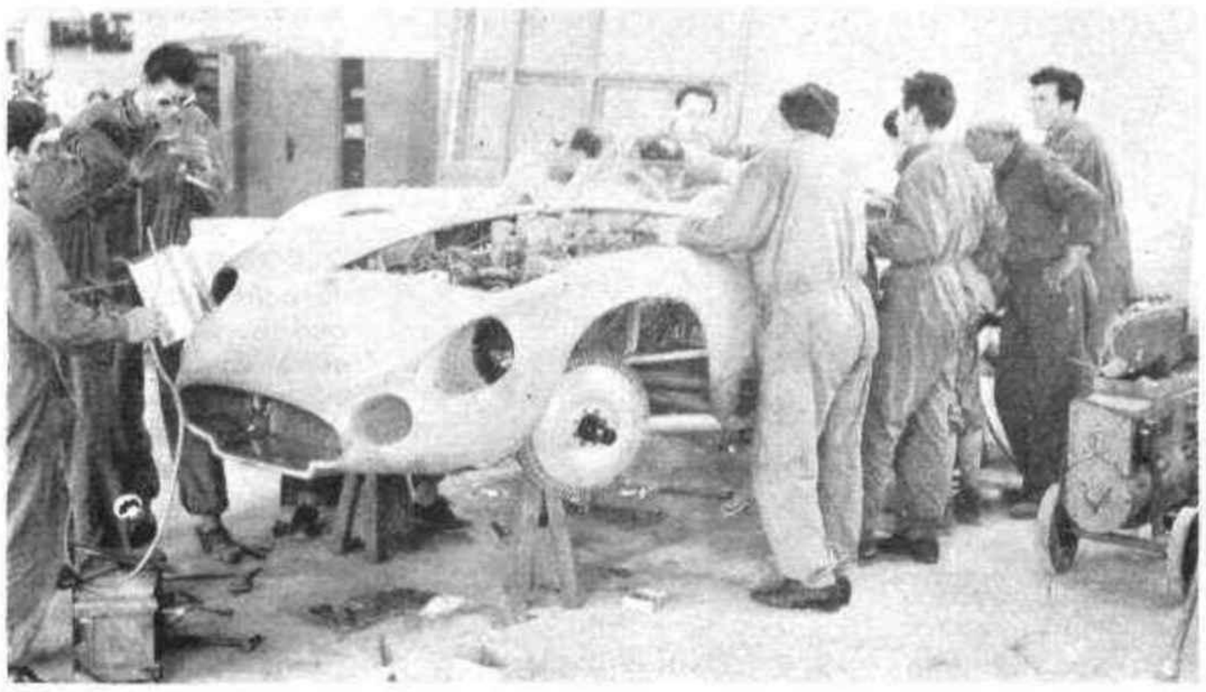
. . . on the journey to Syracuse I met the Snowcat pictured above on the St. Gotthard Pass, while in the mountains of Calabria I caught up with an A.E.C. coach carrying one of the works Connaughts (*upper right*). At Syracuse, the Lancia/Ferraris were being warmed with an immersion oil heater,



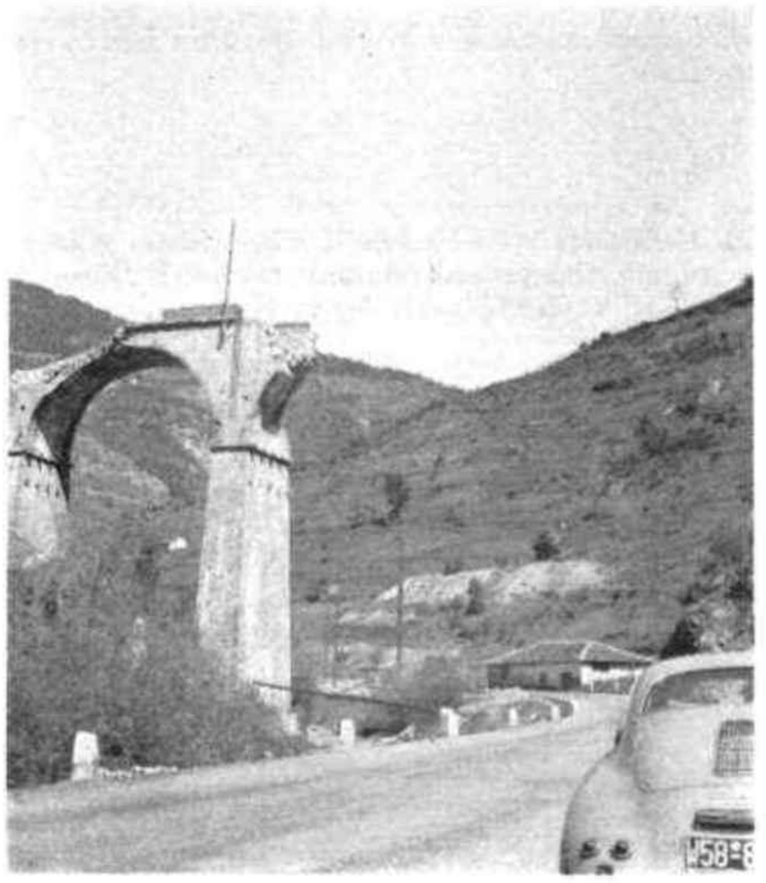




while in the Tour of Sicily driver's ardour was being cooled by a car-breaking 600-mile drive(*far right*) At Pau, the new pits allowed this view of Behra's winning Maserati . . . At Modena,(*right*) the Moss 4½-litre Maserati for the Mille Miglia was actually finished on time. The brake pedal broke after seven miles . . . For a change I went by Royal Blue coach to Naples . . . it was carrying Halford's Maserati. A pleasant way from Italy to France is over the Col du Tende, where remains of a fantastic railway viaduct are found . . . yes, I still have the Porsche, and enjoy it even after 90,000 miles.









(*Left*) Leaving Monza, I found the Ecurie Ecosse removing a broken steering-box from one of their 25-year-old Leyland buses; by the roadside . . .

(*Below*) . . . Maserati have a brand new Fiat lorry with Bartoletti double-deck body . . .



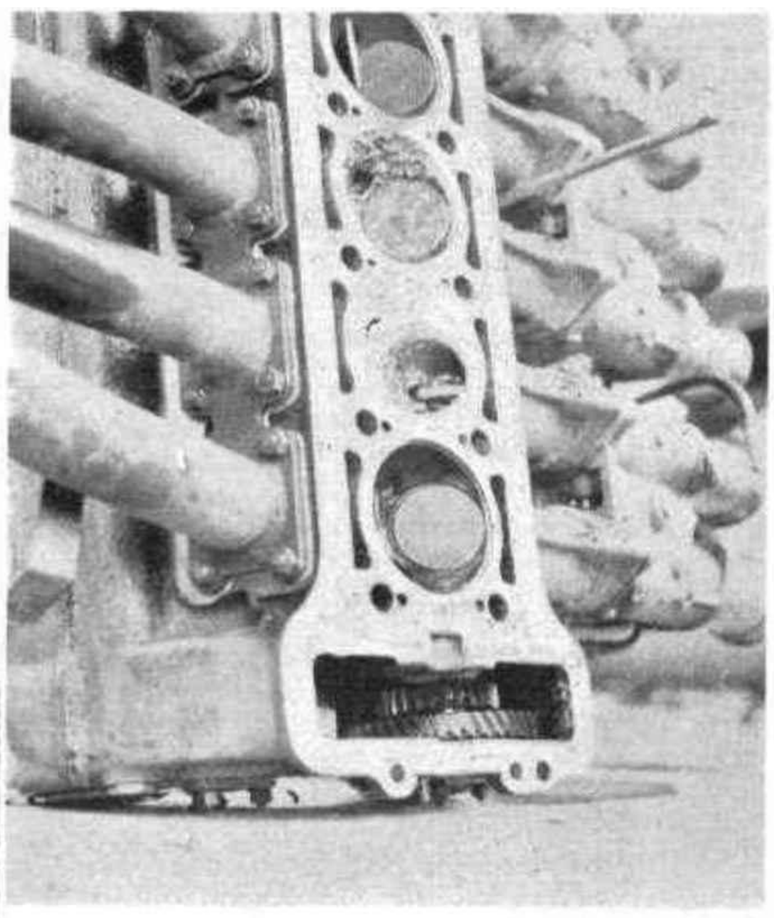


At Reims I thought I had found a sports Vanwall . . . (*above*) . . . it was the unsuccessful streamlined G.P. car.

(*Below*) The 4.1-litre sports Ferrari has a nice rear end layout, oil tank in front of the axle, fuel tank over the axle, and spare wheel right at the back. On the far right is an interesting Maserati cylinder head from the Centro-Sud car that Bonnier drove at Pescara. He said he retired because the car was getting too hot . . . two ruined combustion chambers, valves, pistons, liners and rods were revealed afterwards. Obviously retirement due to overheating and loss of power!



(*Below*) Nurburgring always sees a gathering of Continental Bugatti enthusiasts . . . here is a small part of this year's gathering.





(*Below*) A friend lent me his 200S Maserati for a brief taste of real motoring. (*Centre*) This signpost on the Brenner Pass made me think of Bentleys . . .

(*Below*) "Auntie" Rover took me to France, Spain, Morocco, Italy and Switzerland without missing a beat; 4,500 miles in two weeks. A good British car!







DAVID BROWN

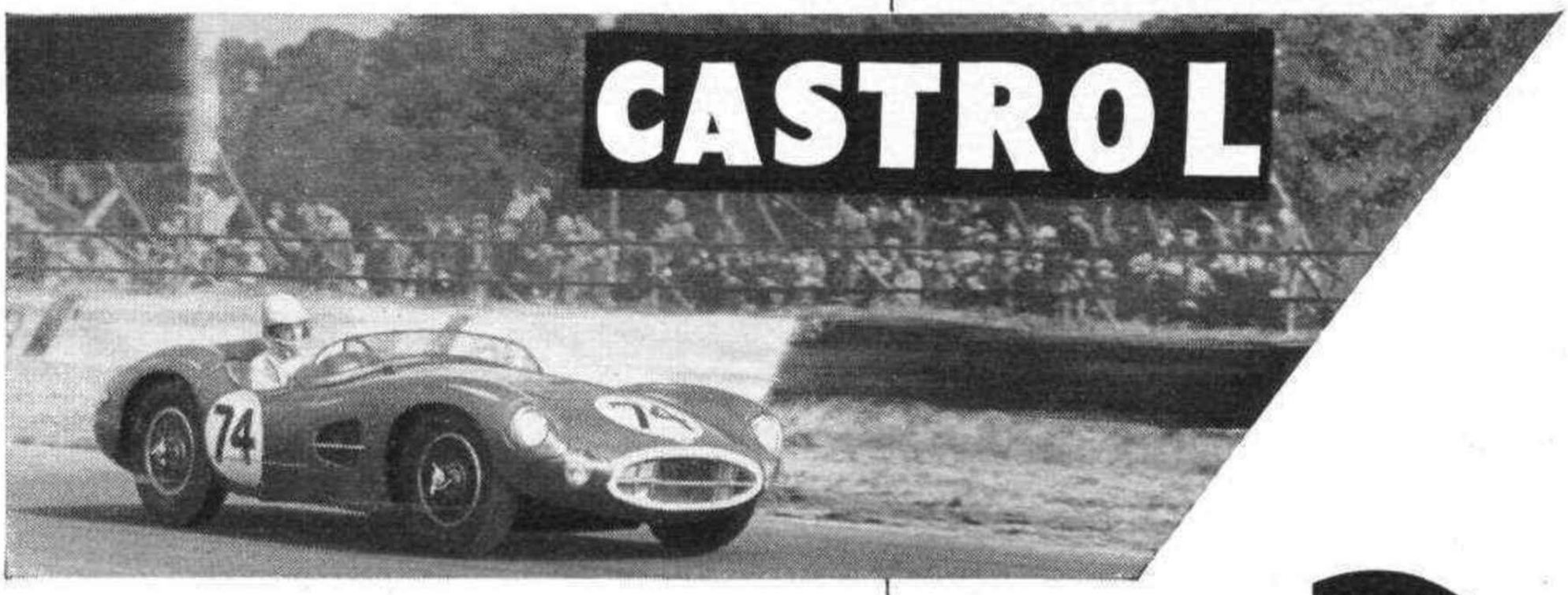
ASTON MARTINS CHOSE CASTROL TO WIN

MAY 12 **SPA SPORTS CAR GRAND PRIX** **FIRST**

MAY 26 **NURBURGRING 1000 KILOMETRES** **FIRST**

AUG 25 **R.A.C. BELGE SPORTS CAR G.P.** **FIRST**

SEPT 14 **SILVERSTONE SPORTS CAR RACE** **FIRST**



Follow the experts — always ask for CASTROL by name

WAKEFIELD Castrol MOTOR OIL

INTERVIEW WITH BASIL DAVENPORT—*continued from page 734*

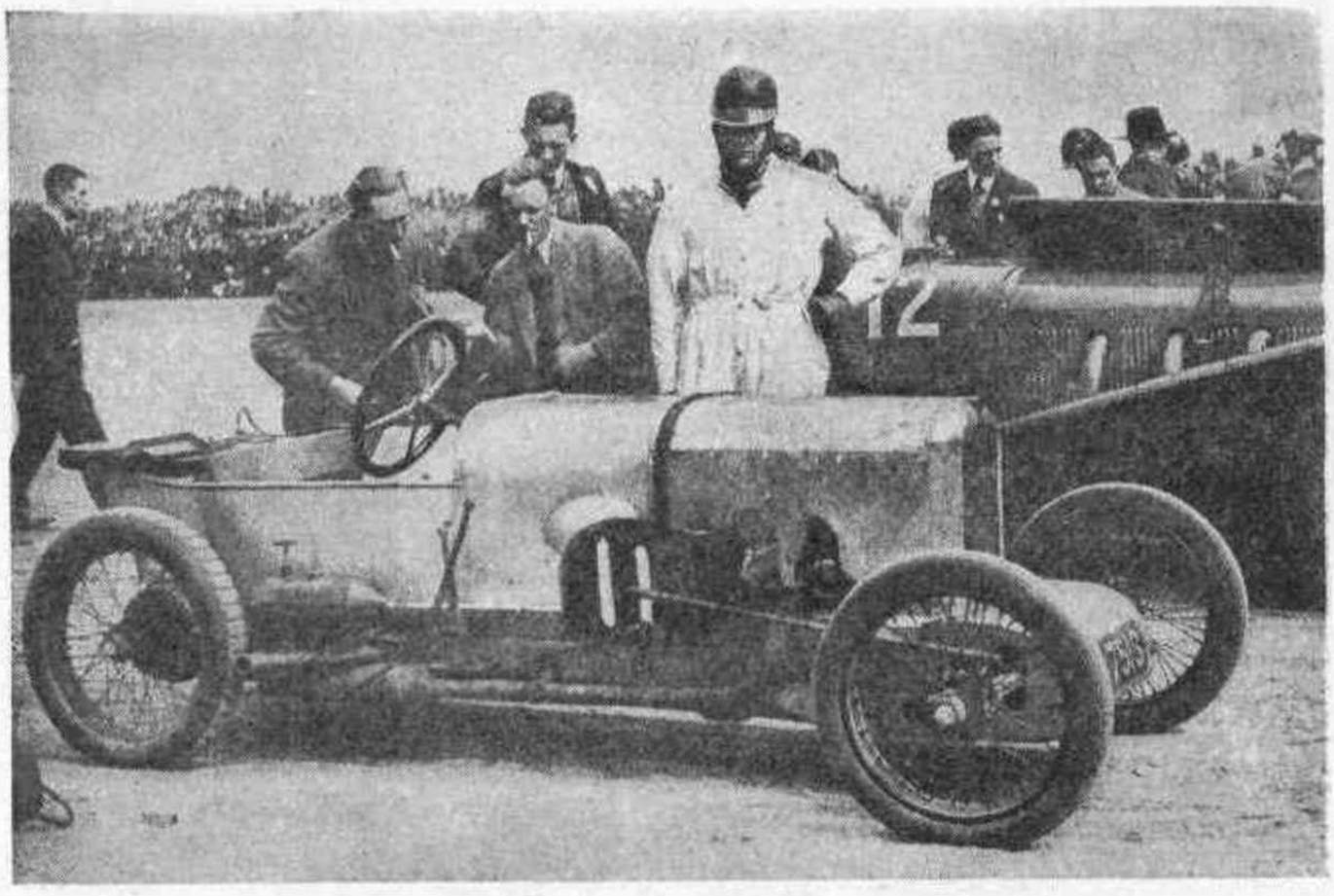
1946 body is retained. Later on we hope to describe the 1958 " Spider " in greater detail.

* * *

To visit Basil Davenport's home is to immerse oneself in a veritable atmosphere of G.N. On every side are trophies won by " Spider," paintings and pictures of " Spider " and, in the garages, G.N. engines and G.N. spares galore.

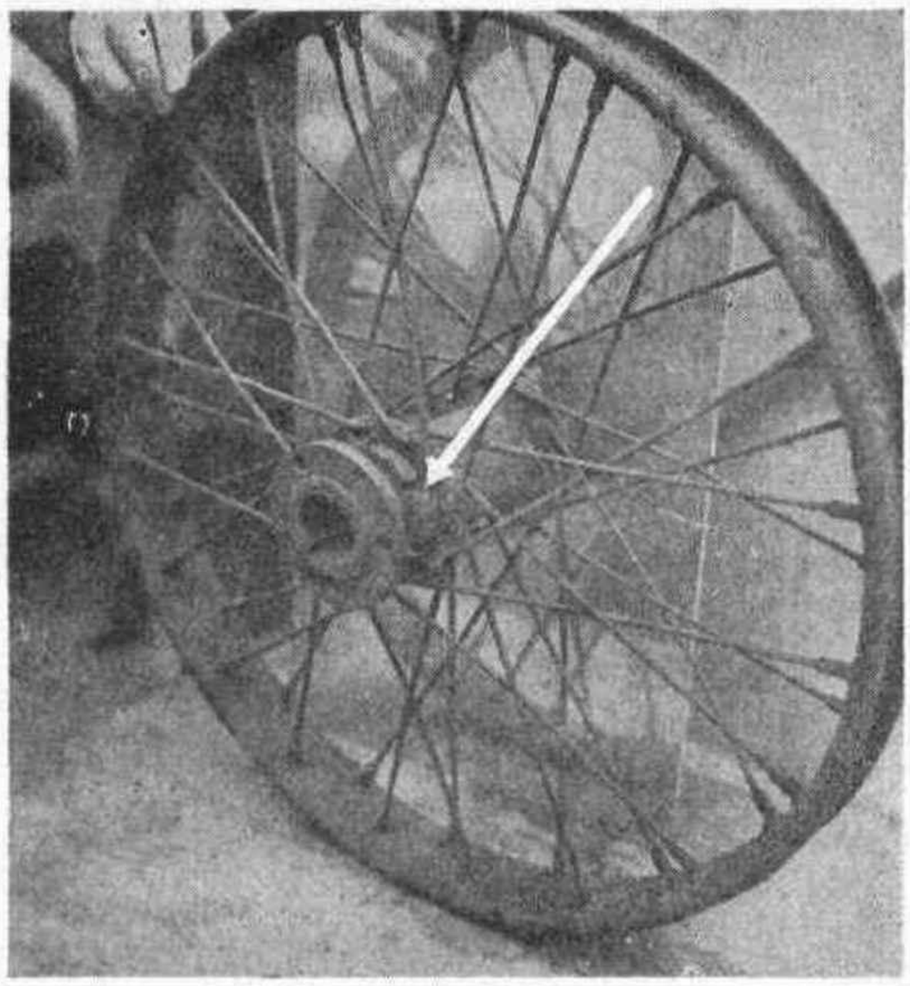
After visiting " Spider " in her lair, we went to another garage, wherein reposed the B.H.D. Special. This G.N. was owned before the war by G. H. Symonds and he, in turn, offered it to your Editor. Deciding I could not do justice to this exciting machine either financially or from the driving-ability aspect, I regretfully declined this generous gesture. Symonds has now given the car back to Davenport, who has run it at Silverstone and hopes to race it next year at V.S.C.C. race meetings. It has a " 1½-seater " body—as Basil says : it is good to have a scuttle to retreat under if the thing overturns. I gather this G.N. will do about 90 m.p.h. or more in a distinctly exciting fashion. Davenport also has the body off the original " Spider "; it is exceedingly narrow and I wonder whether Davenport could still insert himself into it.

Apart from the B.H.D. two-seater, Davenport wants to build a replica 200-Mile Race G.N. He has plenty of chassis spares and the radiator and open-sided bonnet from Ivy Cummings' G.N. " Akela," but lacks a complete engine. We sat before a blazing fire and instead of making polite conversation with Mrs. Davenport and her daughter, I am afraid we fell to trying to recall where all the " Akela " engines have gone. Davenport has bits of the one Miss Cummings raced, W./Comdr. Craddock has one, the remains of another belonged to Showell and the late Moses Moor, of " Wasp " memory, possessed a wrecked " Akela." If anyone has a sound example, its transference to Davenport would launch him on his 200-Mile Race replica—if that sounds like a hint, it is meant so.

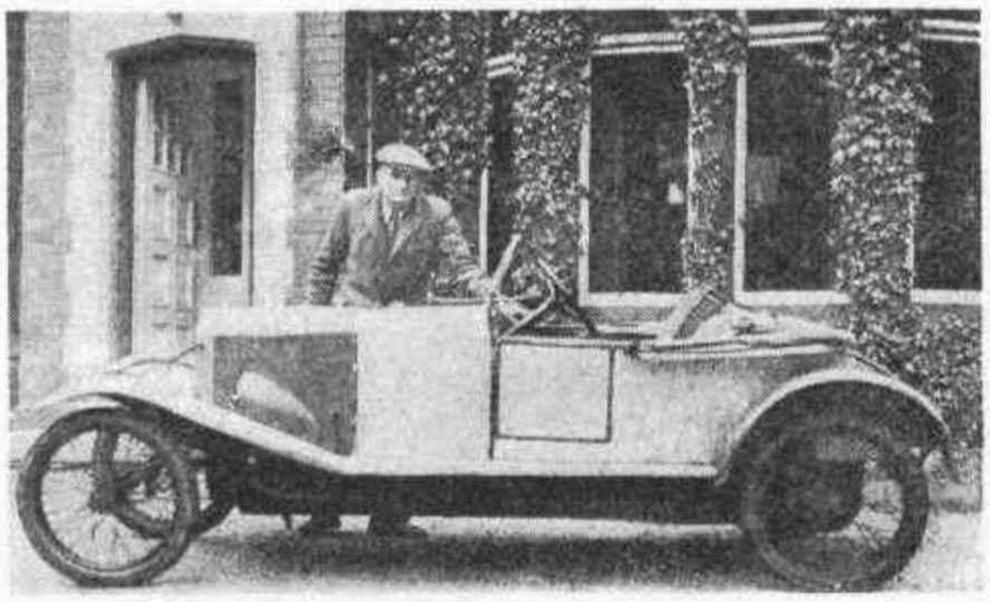


THE B.H.D. SPECIAL, with 1½-litre G.N. engine, which was built by Davenport as a practice car, was owned for a time by G. H. Symonds and is now back in Basil's stable as a potent piece of vintage machinery. He intends to use it in Vintage S.C.C. races next year.

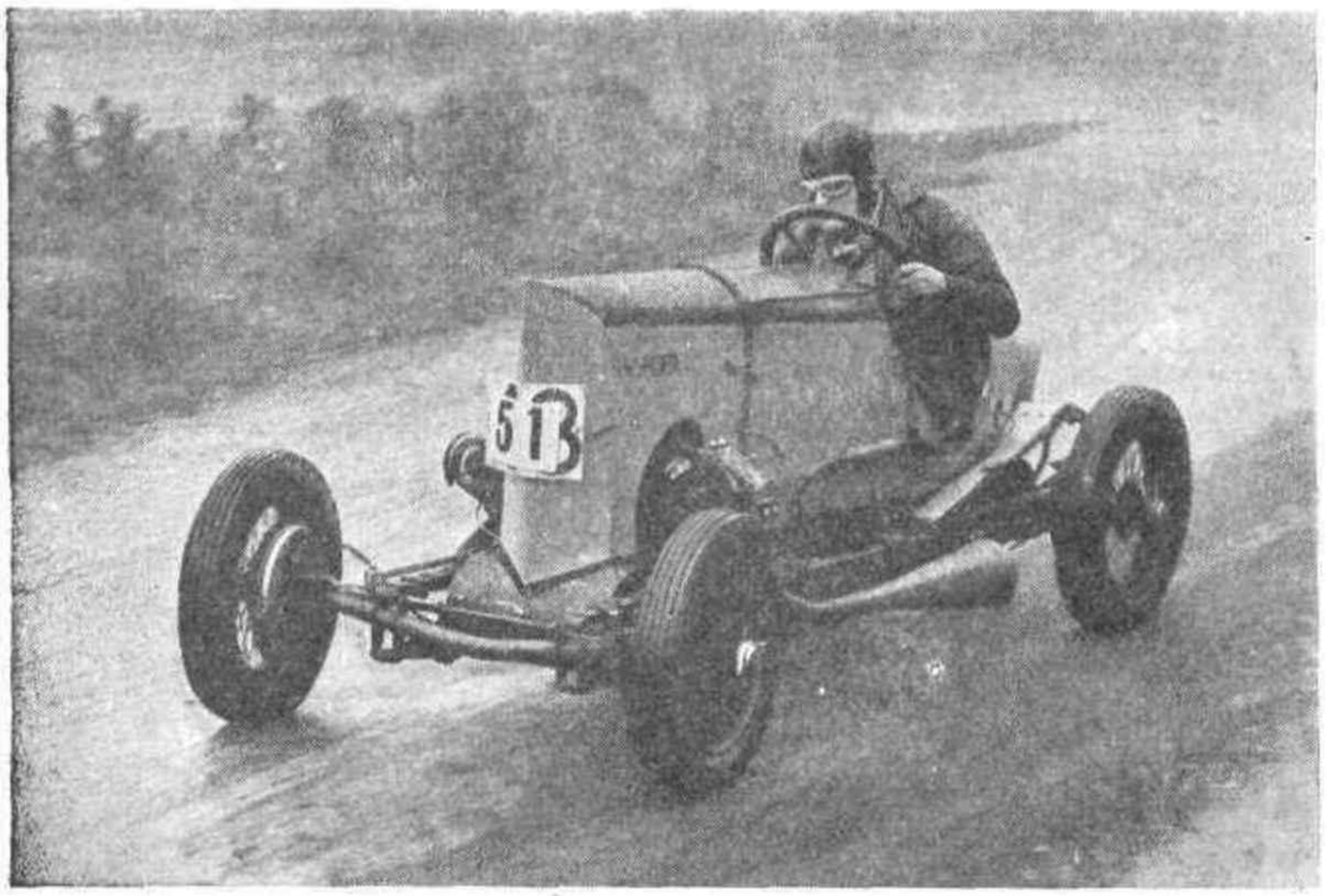
Aside from his racing G.N.s, Davenport felt that, after his famous associations with this make, he ought to have one in which to take occasional road journeys. Search revealed a 1922 Family model in Huddersfield. Now you tell the age of a G.N., not by its teeth as with a horse, but by the amount of wear on the dogs of the back hubs and wheels. This particular specimen showed practically no wear and had obviously covered a very low mileage, so Davenport snapped it up, in spite of the fact that the 1922 G.N. was detuned to compete with the greater refinement Rover Eight and H. R. Godfrey does not consider any G.N. built after 1921 as worth rebuilding. The car under discussion had had only its original owner, had probably run less than 3,000 miles, and weighs 9 cwt. It is original except for a change affecting the magneto and conversion from drip-feed to pressure lubrication. I was allowed to drive it and although the performance was certainly sober, 40 m.p.h. being about the limit, the high-geared steering was accurate, the ride good, and the dog-change of speeds very pleasing to operate providing the right-hand lever was pushed firmly home for the last ¼ in. of travel against any opposition. The hand-brake provided powerful retardation.



YOU TELL A HORSE'S AGE BY ITS TEETH.—In the case of a G.N. you look at the wear on the serrations that drive the back wheels. In this picture the arrow indicates dogs which have had their day.



A MORE SOBER MOUNT than " Spider." Davenport with his 1922 i.o.e. touring G.N., which maintains his contact with this famous make when he motors on the road.



THE "SPIDER" POST-WAR.—A fine action shot, taken by MOTOR SPORT *at the* 1946 *Rest and Be Thankful Speed Hill Climb, of Davenport in action in the re-vamped G.N. Using a special H.R.G. chassis, front-wheel-brakes and the vee-twin G.N. engine enlarged to 2-litres, neither driver nor car had lost their pre-war fire! Davenport is modifying "Spider" for further assaults on Shelsley Walsh next season.*

and the "putter-putter" of the unobtrusive air-cooled 1,100-c.c. i.o.e. V-twin engine was a delight.

* * *

Sitting again before the fire, we pondered on how many road-worthy G.N.s remain. A quick estimate gave us ten, made up of Davenport's 1922 model, H. R. Godfrey's 1921/22 Popular, a 1922 model thought to be near Bournemouth, a similar car owned by G.N. Ltd. of Balham, Stafford East's "Vitesse," a second rather modified model of Stafford East, the 1921 tourer illustrated in MOTOR SPORT last August, Astley's 1919/20 two-seater used to open the last V.S.C.C. Prescott Hill-Climb, a 1915 belt-drive model ordered by Russia but not delivered, due to the Kaiser war, and now resident near Brighton, and Davenport's B.H.D. Possibly there are others in the V.S.C.C.

While compiling this list a rather beautiful idea occurred to me. Why not a G.N. rally next year, to follow up the luncheon G.N. fanatics enjoyed in London some years ago? Davenport was immediately enthusiastic and would bring his 1922 car. No competitions, we thought; just a gathering at an hotel midway between the Midlands and the South, in the hope of assembling as many as possible of the G.N.s that remain. If you like the idea and can bring one of these cyclecars, please mention it to me before the end of the year.—W. B.

ANOTHER B.M.C. MODEL

WE do not know what sort of a reception the new Riley, introduced by the British Motor Corporation last month, will be accorded by old-time Riley enthusiasts who, when the 2.6 Riley replaced the Pathfinder, were quick to point out that Riley reputation was built on individuality. It used to be true of this make—"As Old as the Industry, as Modern as the Hour"—that "there's the traditional Riley radiator, symbol of a great name in motoring proudly maintained" and that "enthusiasm for the niceties of engine design is often the first step towards Riley ownership."

The new 1½-litre Riley has a body-pressing based on that of the Wolseley 1500, suspension like that of the Morris Minor, and a B-series B.M.C. power unit as employed in Morris, Metropolitan, Wolseley, M.G. and Austin cars. The Riley continues to turn its back on that individuality for which it used to be famous. That notwithstanding, it should be a very interesting little vehicle from the performance point of view.



RILEY IN "WOLSEY" CLOTHING.—The new 1½-litre twin-carburetter model, for which a maximum speed of 90 m.p.h. is claimed by B.M.C.

The four-cylinder 73 by 89 mm. (1,489 c.c.) engine is used in twin-carburetter, high-compression form, the Corporation claiming 68 b.h.p. at 5,400 r.p.m.—the carburetters are S.U. and the compression-ratio 8.3 to 1. The gearbox has a high third gear, like that of the Wolseley 1500, the ratios being 13.56, 8.25, 5.12 and 3.73 to 1. Girling brakes are used, 9 in. by 2½ in. at the front, 8 in. by 1½ in. at the back. The interior appointments are reminiscent of the Wolseley 1500, with leather duo-tone upholstery and walnut veneer facia and door cappings. The radiator grille serves to remind us to refer to the car as Riley.

Suspension is independent at the front only, by torsion-bars and wishbones, and steering is rack-and-pinion, a combination that gave the Issigonis Morris Minor its reputation for outstanding handling qualities. Disc wheels are shod with 5.00 by 14 Dunlop tubeless tyres and equipment includes rev.-counter, oil gauge, water thermometer and fuel gauge, as well as a speedometer with trip and total mileometers, pile carpets, bucket front seats, heater and ventilator, and screen-washers, etc., with radio and whitewall tyres as extras. Single or two-tone finish is optional. The chassis dimensions are identical to those of the Wolseley 1500 but the Riley One-Point-Five body is an inch longer, an inch narrower and ¼ in. lower. The weight is given as just over 18¼ cwt. The petrol tank holds seven gallons.

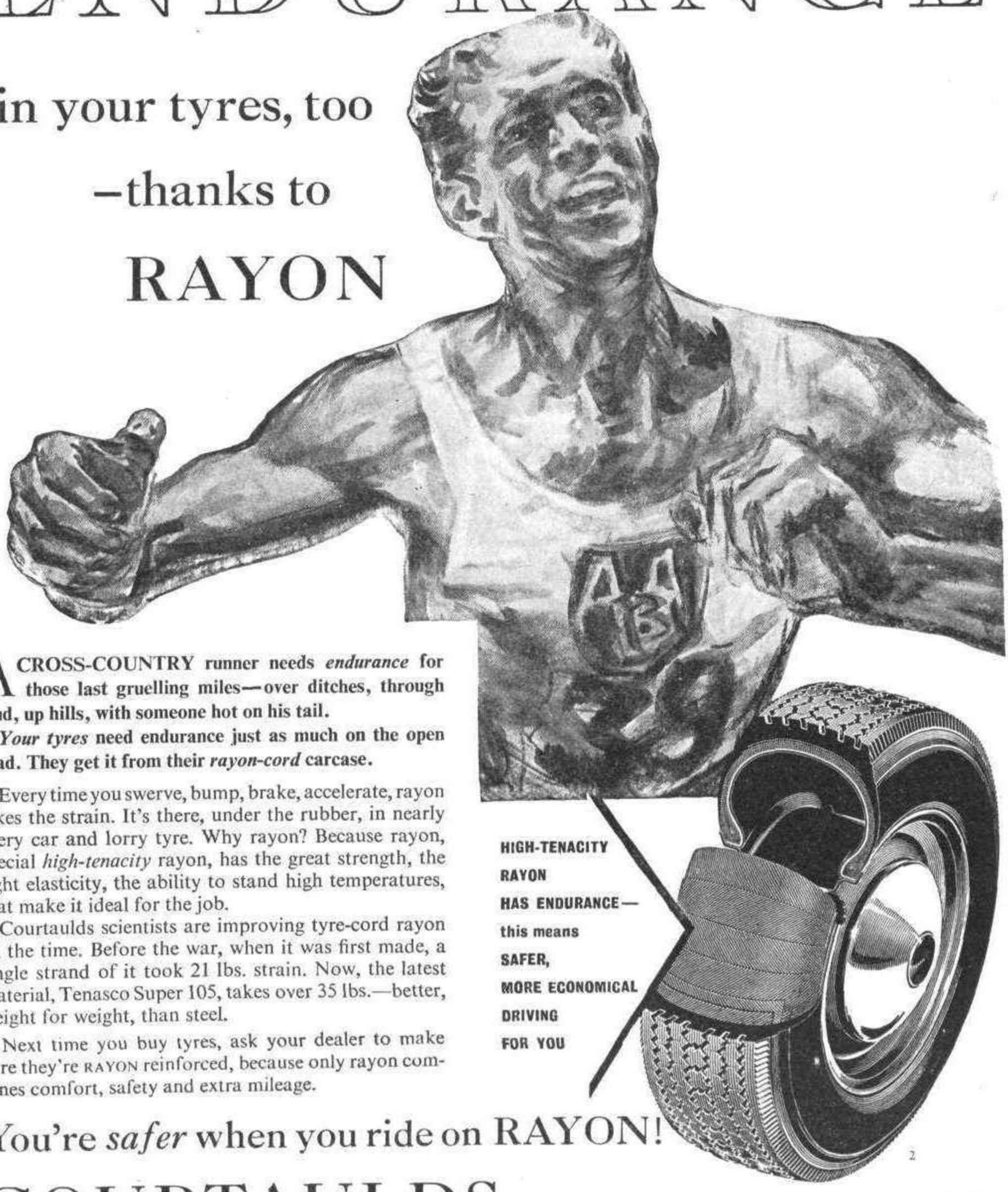
A maximum speed of 90 m.p.h. is claimed, with "a possible 80 m.p.h." in third gear. This sounds generous performance for a well-equipped car costing only £863 17s. after purchase tax has been met. We look forward with keen anticipation to testing the new Riley One-Point-Five.—W. B.

PRESENTS FOR FANGIO

While Fangio was in London recently he was presented by Daimler-Benz with a Mercedes-Benz 300SL roadster, by the Guild of Motoring Writers with their "Driver of the Year" Trophy, and by K.L.G. with a pair of gold cuff links in the form of miniature sparking plugs He deserves them all.

ENDURANCE

in your tyres, too —thanks to RAYON



A CROSS-COUNTRY runner needs *endurance* for those last gruelling miles—over ditches, through mud, up hills, with someone hot on his tail.

***Your tyres* need endurance just as much on the open road. They get it from their *rayon-cord* carcase.**

Every time you swerve, bump, brake, accelerate, rayon takes the strain. It's there, under the rubber, in nearly every car and lorry tyre. Why rayon? Because rayon, special *high-tenacity* rayon, has the great strength, the right elasticity, the ability to stand high temperatures, that make it ideal for the job.

Courtaulds scientists are improving tyre-cord rayon all the time. Before the war, when it was first made, a single strand of it took 21 lbs. strain. Now, the latest material, Tenasco Super 105, takes over 35 lbs.—better, weight for weight, than steel.

Next time you buy tyres, ask your dealer to make sure they're RAYON reinforced, because only rayon combines comfort, safety and extra mileage.

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

COURTAULDS HIGH-TENACITY RAYON

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THE WORLD'S LEADING TYRE CORD

BOOKS FOR CHRISTMAS

"The Sports Car," by John Stanford. 224 pp., 9 in. by 6 in. (*B. T. Batsford Ltd., 4, Fitzhardinge Street, London, W.1. 25s.*)

This is another of Batsford's beautifully-produced books in their motoring series. The subject is explained by the title and John Stanford has sought to tackle an exceedingly difficult subject by tracing the origin and early evolution of the sporting motor car, subsequently cataloging in description and picture nearly all the sports cars that matter from every country and period.

In writing such a book the author has naturally had to compress his material and in some instances certain desirable items of information have been left out, while naturally he has been to a large extent compelled to rely on contemporary sources of historical and technical data, so that some of his writing is distinctly redolent of the war-time issues of MOTOR SPORT, wherein we endeavoured to seek out and publish fresh aspects and hitherto unrecorded facts about the classic vintage sports models.

The author naturally acknowledges such sources and he is to be congratulated on getting so much valuable information between two covers in a convenient reference form, at the same time writing a very readable book in which he has courageously sorted out the wheat from the chaff and attained an altogether praiseworthy degree of accuracy.

His publishers are to be congratulated, too. They have illustrated "The Sports Car" with some refreshingly fresh early photographs, and splendid line-drawings by John Dunscombe, wrapping the book in a pleasing and durable coloured dust-jacket by the same artist.

It seems mean to offer any criticism at all of such a welcome, long-overdue and excellent book, but we feel a little disappointed at the brevity of description applied to some makes, especially the post-vintage-thoroughbred and modern sports cars, for Stanford, as is perhaps understandable in one who edits the Vintage Sports Car Club Bulletin, deals more fully with the early than the later cars. For example, we are told of the attractive engine of the Lagonda Rapier but not who designed it and we are told that a few supercharged versions were made, but not what supercharger was used or how it was driven. Again, the H.E. is dismissed in a mere five lines and its retention of ¾-elliptic rear springs, unusual for a fast vintage sporting car, is not mentioned.

There are some omissions from this book, cars like the Aries and those Scottish sports cars the Beardmore and Arrol-Aster not being indexed, but fresh facts are to be found by diligent readers and there is a very useful chapter on American sports cars. Altogether, John Stanford's book represents another useful reference work and closes another gap on the bookshelves of serious students of motoring history and development.—W. B.

"Adventurer's Road," by T. R. Nicholson. 235 pp., 8¾ in. by 5½ in. (*Cassell and Co. Ltd., 35, Red Lion Square, London, W.C.1. 21s.*)

This nicely-presented book sets out to tell the story of two motoring epics, the 1907 Pekin-Paris Race and the New York-Paris Race which took place the following year.

It appeals at once because the author, who is a well-known old-car enthusiast and owner of a 25-h.p. Sunbeam, has so obviously taken very considerable pains to write a comprehensive yet accurate book. He is generous in quoting his many and varied sources of reference, and instead of including all the data he was able to gather piecemeal, he has sifted the probable from the improbable before presenting us with this modern account of two of the most fantastic long-distance trials ever undertaken by the motor car. Nicholson and his publisher are also to be congratulated on the exceedingly interesting photographs they have unearthed with which to illustrate "Adventurer's Road."

Other books have been written about these epic races but usually from one competitor's angle, where now we have as accurate an account as possible of the events as a whole, with sufficient technical detail of the cars to render this a worthwhile book for motoring enthusiasts as well as travel addicts.—W. B.

"In the Track of Speed," by Stirling Moss. 212 pp., 8 in. by 5¼ in. (*Frederick Muller Ltd., Ludgate House, 110, Fleet Street, London, E.C.4. 15s.*)

This purports to be Stirling's own story of his life as a racing motorist. It is rather redolent of the earlier work "Stirling Moss' Boys' Book of Motor Racing" and, like that book, is excellent for the younger Moss "fans." To the serious student of motor racing this account, useful as a "refresher" course on Moss' achievements, lacks depth and we still await the day when this great British driver writes a detailed and factual report of how it all happened and why.

"In the Track of Speed" takes the reader to the end of the 1956 season and the coloured dust-jacket is a nice souvenir if you saw the Mercedes-Benz team in action at Aintree.—W. B.

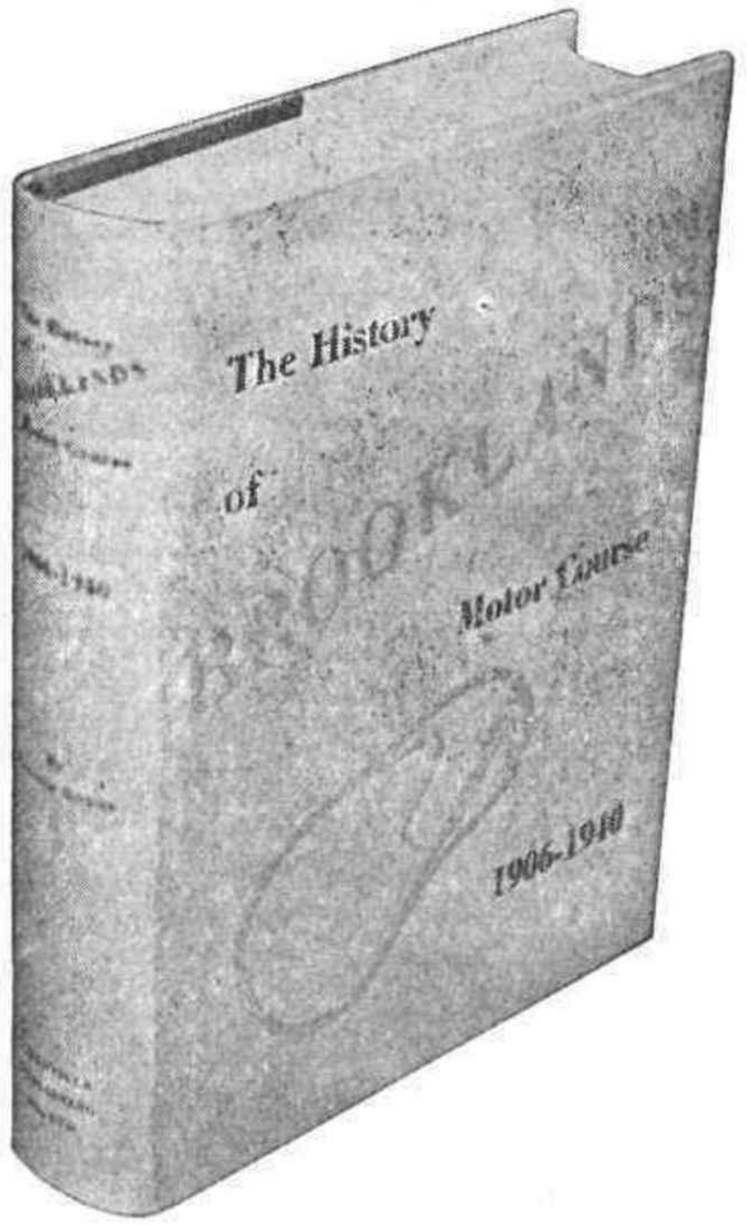
"The Green Helmet," by John Cleary. 256 pp., 8⅛ in. by 5½ in. (*Collins, St. James's Place, London, S.W.1. 13s. 6d.*)

This is a motor-racing novel by an Australian author. It is a change to have fiction, complete with plenty of love interest, allied to our favourite sport but, like nearly all motor-racing novels, "The Green Helmet" over-dramatises the racing driver's concern with accident and death. But if you enjoy fiction or like to have everything there is with a motor-racing flavour, here is a very readable addition to your library list. Le Mans and the Mille Miglia form a realistic background to a good and in parts authentic story. But can you really imagine a racing driver with the name of Ham Rafferty?—W. B.

"Great British Drivers," by S. C. H. Davis. 102 pp., 8¾ in. by 5½ in. (*Hamish Hamilton Ltd., 90, Great Russell Street, London, W.1. 12s. 6d.*)

This slim volume covers the careers of S. F. Edge, Charles Jarrott, "Algy" and Bill Guinness, Sir Henry Segrave, Woolf Barnato, Sir Henry Birkin, Bt., Brian Lewis, John Cobb, Dick Seaman, Reg. Parnell and Stirling Moss, each chapter ending with a table of successes.

Most prolific authors produce a "pot-boiler" sooner or later and this seems to be Sammy's. Easily read, there is not a great deal of "meat" in "Great British Drivers." The style is fictional in places, some inaccuracies occur and regular readers of *The Autocar*



BEST SELLER amongst motoring books is the weighty volume illustrated above. It contains descriptions of all manner of fascinating racing cars of the 1907-1939 era. A limited number of copies is still available, price 52s. 6d. post free, from the Grenville Publishing Co. Ltd., 15, City Road, London, E.C.1.

will have seen most of the pictures before; it is irritating to find that the pictures are out of step with the text. There are a few fresh facts in this lightly-written book but it is not an important work for serious students. Surely a better picture of the late R. I. B. Seaman could have been found for the frontispiece ?—W. B.

" Hot Rod It," by Fred Horsley. 264 pp., 8¼ in. by 5½ in. (*Prentice-Hall, Inc., Englewood Cliffs, N.J.* 3.95 *dollars*, or *Bailey Bros. & Swinfen Ltd., 46, St. Giles High Street, London, W.C.2.* 32*s.*)

This book sets out to explain what a hot rod is, the types of hot rods, how to build them and how they differ from proper sports/racing and Grand Prix cars. Its value is mainly confined to American readers and even then we have a feeling that the author may generalise too often and fail to be sufficiently technically specific for his clients. He describes existing hot rods but does not seem to go quite deeply into how to make one of your own. In telling the classic story of what happened when the first Bentley engine was run in London, Horsley spoils the effect by getting it a decade too late in history—which raises suspicion of other facts.—W. B.

" 'The Autocar' Road Tests of 1957 Cars." 63 pp. 11½ in. by 8¼ in. (*Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1.* 5*s.*)

The Autocar announces a change in its road-test publications policy, the full book of tests which would normally appear at this time of year being superseded by a new issue which is to appear in the spring so that it can contain reports on new models seen for the first time at Earls Court or introduced early in 1958 for what *The Autocar* calls next year's car-buying season.

Consequently, the present book is merely an interim publication, containing but 15 test-reports and therefore rather expensive at 5s. The cars included range from 328-c.c. Berkeley to 4,887-c.c. Bentley Continental d.h. coupé. Fastest was the Bentley, at 120½ m.p.h., most rapid over a s.s. ¼ mile the Lotus II Le Mans, in 17.9 sec., most economical the Berkeley, at 40½-54 m.p.g.—W. B.

" Renault," by Saint Loup. Translated from the French edition, " Renault De Billancourt," by Amiot Dumont. 316 pp. 8½ in. by 5½ in. (*The Bodley Head*, 10, *Earlham Street, London*, W.C.2. 25*s.*)

To the student of motoring history this book tends to be disappointing as a history of the great Renault Company, until one remembers that it sets out to record the life of Louis Renault and not the cars that he built.

The text is very much padded, to make this a readable story rather than a dull history, so the motoring enthusiast has to separate fact from fiction as he goes along. As an absorbing and tragic book about one of the greatest industrialists of the motor age, a man who rose from humble beginnings to a position in which Henry Ford could teach him nothing, and who, surviving flood, strikes, racing accidents and attack by business opponents, sought to slow-down the German war effort in World War Two by running his factory at low speed, rebuilding it, after the R.A.F. had tried to destroy it, so that his workers should not be transported to Germany, only to be arrested and brutally murdered when peace broke out, this is an outstanding, courageous work, which should strike hard at every Frenchman's conscience.

As a history of the Renault car it is almost a dead loss. We learn of Louis Renault's early endeavours, but of his participation in motor racing, the fatal accident to his beloved brother Marcel in the Paris-Madrid, and victory in the first French Grand Prix, there is but a glimmer of fresh facts and other writers in other books tell us far more.

We learn of Citroën's jealousy of Renault but not very much about the cars which built for Louis Renault his immense fortune. In the translation engine dimensions become distorted and such comments as " The loss in petrol will be stopped (on the 1907 20-h.p.) by using better quality leather at the joints of the differential " leave the technically-minded gasping.

There are a few interesting remarks about the later Renault models, such as the bad roadholding of the Nervasport, how flexible engine mountings were first developed for the Vivaquatre in 1931 to beat Citroën who had agreed to pay big royalties to Chrysler for " floating power," and of poor roadholding and bad brakes of the 1932 Primastella. This is the only period when the origin of the various models of the Renault range is given and with some output figures relating to the different types merely whet the appetite for more. But no more is given.

The author is not to be blamed, for his object has been to invent dialogue, paint past scenes and so lead the reader to stay the course with him until he is able to reveal, in text and X-ray photograph, the brutal end met by Louis Renault in Fresnes prison in 1944. The author suggests that it is still not too late for justice to be done and for Renault's murderers to be ferreted out by the Government of France. His task in writing a compelling, powerful book and making out a convincing case for the innocence of Louis Renault is admirably done.

But as motoring history " Renault De Billancourt " is disappointing. Even when the records set up by the Renault 45 are described we are not reminded that the car ran in both closed and open form, it is described as a 40-h.p., and Renault is said to have tested two different valve springs for the project by jumping on them—which seems like another piece of padding, improbable from several points of view. The author deals in considerable detail with Renault's work in the 1914/18 war and interesting accounts of the first French tanks are given. The very fast, long-distance drives made by Renault back and forth across war-ridden France in his 40-h.p. Renault fire the imagination—but, alas, details are lacking. We are told that it took the record-breaking Renault 45 to move the radiator of production Renaults from the traditional place behind the bonnet to the front of the car. The saloon record-breaking 45 did have the radiator at the front but was this, or fashion, the true reason for Louis Renault finally coming into line with other makers in the matter of radiator location ? The manner in which the prototype Renault 750 was constructed during the war is touched on, its origin being owed in part to the opportunity the war gave Renault to study the technicalities of the VW.

This is a book well worth reading—but a proper history of the Renault Company has still to be written—W. B.

" 'The Times' Survey of the British Motor Car Industry." 64 pp. 14 in. by 10½ in. (*The Times Publishing Co. Ltd., Printing House Square, in the Parish of St. Andrew-by-the-Wardrobe with St. Ann, Blackfriars, in the City of London, E.C.4.* 2*s.* 6*d.*)

This annual survey of the British Motor Industry brings with it such colour plates and art-paper pages as to dispel some of the envy of the lavish colour publications that emanate from Italy, Germany, Switzerland and other foreign countries.

The 1957 edition, lavishly illustrated, contains an interesting variety of articles. After editorials on various aspects of the Motor Industry and a survey of British cars in various categories, the leading car-producing companies of this country each have a potted-biography devoted to them. Elsewhere there is a long article on Mr. David Brown, with an excellent picture of his one-time racing car, a Vauxhall Villiers, backed up by a full-page colour-plate of the Aston Martin DBR1 winning at Nurburg. Sir Patrick Hennessy, Chairman of Fords, deals with " Crisis on the Roads—The Price of Delay," which has nothing to do with a broken-down Dagenham product, of course. Gordon Wilkins writes about disc-brakes, J. A. Christensen on Motor Cars as Cargoes, A. G. Douglas Clease deals with spare parts for British cars and William Boddy covers one of his favourite topics, Brooklands Track.

" 'The Motor' Road-Tests of 1957 Cars." 128 pp. (*Temple Press Ltd., Bowling Green Lane, London, E.C.1.* 7*s.* 6*d.*)

Once again this extremely welcome reprint of *The Motor* road-tests in book form makes its appearance. The 1957 edition, copiously illustrated and bound in durable covers, contains full test reports on 30 recent cars, together with an introduction and a tabulated summary of the test data.

The cars covered include such interesting makes as the Berkeley sports model, B.M.W. Isetta 300, Citroën DS19, Fiat 600 and 1,100, 3.4 Jaguar Automatic, 3-litre Lagonda, Morris Minor 1000, Renault Dauphine, Rover 105R, Triumph TR3 hard-top, and Wolseley 1500.

So much information is gleanable from *The Motor* test reports, not only relating to performance but also to specification and equipment provided, and the excellent photographs which accompany each report give such a clear picture of a car, that this annual publication is an invaluable work of reference. At the extremely modest price of 7s. 6d., very few of our readers can afford not to buy it.

It is interesting to note that of the thirty 1957 cars tested, the fastest this time is the 3.4-litre Jaguar, which achieved 119.8 m.p.h. The fastest over a s.s. ¼-mile is also the Jaguar, in 18.0 sec., and the most economical is the B.M.W. Isetta 300, which recorded 58.1 m.p.g. The tabulated data include figures for three three-wheelers and two Continentals additional to those cars about which full reports are included.—W. B.

Apart from the foregoing books, several volumes of a practical nature have recently been published, which would make useful presents for practical folk interested in the appropriate subject. These books include: "Value for Money Motoring," by John R. Davey—120 pp., 7½ in. by 5 in.—dealing with the choice and care of an economy car (Iliffe & Sons, Ltd., 7s. 6d.), "Hints and Tips for Motor Cyclists, Scooter and Moped Riders," by the staff of *The Motor Cycle*—184 pp., 7½ in. by 5 in.—which is self-explanatory (Iliffe & Sons, Ltd., 7s. 6d.); "The Book of the Trailer Caravan," by Arthur E. North—135 pp.—also self-explanatory (Sir Isaac Pitman & Sons, Ltd., 8s. 6d.) and "Miles Per Quart," by J. M. Nuttall, A.F.Inst.Pet., M.S.A.E.—87 pp., 7¼ in. by 4¾ in.—giving data in great detail about modern lubricating oil and lubrication systems (Scientific Publications, Ltd., Brosely, Shrops., 8s. 6d.)

* * *

A useful pocket reference to present-day cars is a booklet of specifications and prices issued by *The Motor* (127 pp., 4¾ in. by 3 in. *Temple Press Ltd., Bowling Green Lane, London, E.C.*1. 1*s.*) Amongst 1958 motoring diaries Collins list a very substantial Motorist's Diary with over 120 pages of engineering, mathematical and motoring data, a mileage chart, pages for entering personal motoring data, squared paper and maps, and a page marker, for 5s. 3d. to 10s. according to binding, an ingenious idea being stick-in slips to remind the owner of anything from his wife's birthday to when to buy a new Collins diary. "The Modern Motoring Diary," published by H. O. Quinn Ltd., 151, Fleet Street, London, E.C.4, contains similar data, maps, town plans, maps of various race circuits, a motor sport section and a plan of London's Underground Railway system. This one is edited by J. W. Knox and costs 5s. bound in rexine or 8s. 9d. in pigskin.

* * *

The British Road Federation has issued the 1957 edition of "Basic Road Statistics"—64 pp., 8½ in. by 5½ in.—which contains so much information of use to politicians, journalists, lecturers and others, relating to number of vehicles in use down the roads and of different types, road mileages, how road tax has been applied, the revenue it produces and how the Road Fund has been raided down the years, etc. It is obtainable for 1s. from the B.R.F., 26, Manchester Square, London, on referring to MOTOR SPORT.

* * *

Ferodo Ltd. has issued a little booklet, "Braking with Brockbank," in conjunction with their Diamond Jubilee. The cartoons are excellent, but what a pity they cannot spell the name of Segrave correctly.

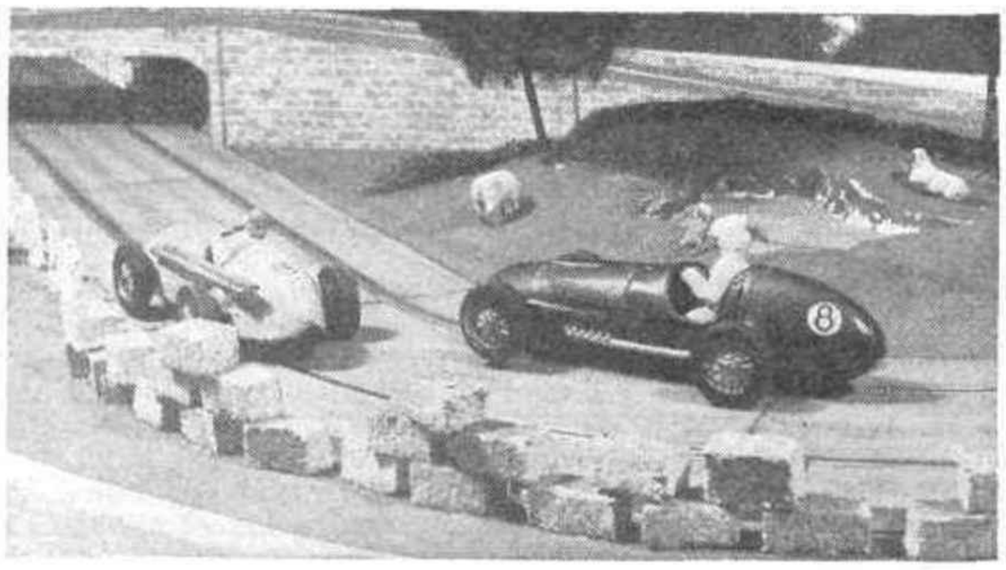
MINIATURES NEWS

IN time for Christmas comes the excellent news that Minimodels Ltd. have introduced their "Scalextric" rail-racing kit. They will be remembered for their Scalex model racing cars, and it was to provide a sensible use of their electric-powered models that "Scalextric" came into being. It consists of pliable track sections with rails to take two cars. From the kits it is possible to build circuits with bends and corners of various kinds, on which to race cars which have a contact wheel at the front and which are driven by a 12-volt electric motor in the tail, driving a geared-down back axle. The front axle does not steer but the action of the cars on corners is in no way impaired.

Power is provided from three Ever-Ready No. 126 batteries in a neat battery box disguised as a track-side building, and control is through a two-button control unit.

At present two cars are provided, a sufficiently-realistic G.P. Ferrari and Maserati. These have sufficient power to spin their wheels out of the corners and will reach a scale speed of 130 m.p.h.

The "Scalextric" track is very easy to assemble and it is not necessary to have a circuit to make electrical contact; this enables speed-trial courses with a wide variety of bends to be laid down. Make no mistake, you really can race these Minimodels on the "Scalextric" track. Skill is required to get the cars round the corners without spinning off and, with experience, it is possible to drift your Ferrari or Maserati round and send it snaking into the straights in a power slide. The Editor and the Continental Correspondent spent a lot of time improving their technique and, as soon as they became reasonably proficient on one circuit or course, building a new one with different corners. The realism and nicety of control that could be exerted earned warm praise from both these hardened observers of the real thing. At present the two cars run rather close together and can easily collide on corners, and the cardboard guard-fence is not strong enough to restrain them from leaving the track on the outside when they are cornering really fast. Solo runs thus provide more scope for the Fangios of the game and, depending on the skill of the "driver," the cars will lap fast in a continual power slide, slide off, or spin viciously round in their own length.



Racing in progress on a Minimodels "Scalextric" track. Great skill is necessary to corner the cars fast without spinning off, and this is a sport which should become THE winter pastime with car clubs and enthusiasts.

The whole thing is immense fun, and we shall be surprised if clubs and individuals do not install elaborate layouts. The price of "Scalextric" is decidedly modest. The 01 set, comprising a 3 ft. 7 in. by 2 ft. 5 in. circuit of the Plexytrack, costs £4 15s., while the most expensive kit, set 3, with 12 inner curves, 90-deg. cross-over, full straight and connector straight, size 6 ft. 4 in. by 2 ft. 5 in., is priced at £6 15s. 6d. Every kit includes battery container and accessories, leads, fencing, lubricating oil, control unit and two racing cars. Separately, track sections cost from 4s. 11d. to 9s. 11d., the cross-over 19s. 11d., the control unit 6s. 11d., the battery box 6s. 11d. and the powerful racing cars 17s. 6d. each.

It is possible to build ordinary roads as well as race circuits with "Scalextric" kits and a spares and replacement service is in operation, also a guarantee. A "Scalextric" Owners' Club is being formed to organise National competitions at exhibition centres, and members will receive a copy of the "Scalextric" quarterly bulletin. We believe a competition using this track will be a feature of the S.T.D. Sunbeam Register Social in London on January 11th.

The first impression of this new and inexpensive rail racing is that so powerful are the cars (they no doubt lend themselves to "tuning," too!) and so slippery the course, that oil-warning flags and many marshals will be required at all the corners—marshals with strong nerves, because when a car upsets a legless driver is ejected from the cockpit! On greater acquaintance, one finds it possible to emulate Fangio or Archie Scott-Brown at home and to stage very exciting races or sprint contests. The thing is less complicated than a model railway and likely to become a vogue in motor-racing circles. You can obtain a set from any good sports or toy-shop. In case of difficulty, write direct to Minimodels Ltd., New Lane, Havant, Hampshire, mentioning MOTOR SPORT. Excuse us while we try the effect of insulation-tape treads on the back tyres of the Ferrari and a new weight distribution on the Maserati . . .

* * *

Also in time for Christmas come more of the excellent Merit kits for the assembly of large-scale plastics racing and sports cars. We have previously described and illustrated the Merit D-type Jaguar. New kits, as detailed and realistic as this, are now available for making a DB3S sports/racing Aston Martin, the fabulous 1955 G.P. Mercedes-Benz and a 1956 Vanwall. The hulls of the cars are beautifully moulded and in correct colour, so that painting is unnecessary. The models are fully detailed and the kits complete even to cement and transfers. These kits make the perfect present for young (and not so young) motor-racing enthusiasts, and they have the merit of being light and compact to post. We have assembled several of them and find they go together very easily and that the instructions are detailed and easy to follow—we have had less happy experience with certain expensive metal construction kits.

Incidentally, Merit historic aeroplane kits make equally effective and detailed models. Merit kits are obtainable from good toy and model shops but in case of difficulty write to J. & L. Randall Ltd., Merit House, Cranborne Road, Potters Bar, Middlesex, quoting MOTOR SPORT.—W. B.

For higher smileage...



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

Go NATIONAL BENZOLE

...AND SUPER NATIONAL MIXTURE FOR HIGH PERFORMANCE CARS

LETTERS from READERS

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

RAILTON ENTHUSIASTS

Sir,

I was glad to see Mr. Landall-Smith's courteous and constructive reply to my letter, and also to note that they have now decided not to bar the Brough Superiors and other Hudson Specials from their Club, as I feel sure that they will be glad to have the extra members, which I think they will get only if they now allow them to compete in their club events, but *not* otherwise.

If the Vintage Club wish to retain their Post-Vintage Thoroughbred members, I feel they would do well to do the same. On the other hand, they may feel that they now have so many members with pre-1930 cars that they simply cannot cope with organising for P.V.T. membership as well.

If that is so, one has to remember the pioneers who worked so very hard to establish the Vintage tradition, with such success that they are negotiating out of great strength; other Clubs which run Vintage Classes naturally accept the Vintage Club rating and every club has the perfect right to run its affairs as it thinks best.

Those who are excluded may feel bitter, but it seems to me illogical if they do, and it is bad for the sport—besides which it achieves absolutely nothing.

So far, this leaves the owners of 1931/39 cars "in the air" as far as special facilities are concerned, and they have to enter in open competition with the much faster modern cars, or not compete. The real remedy is for the owners of P.V.T. cars to form their own club, bearing in mind that there will always be friction if members go round talking of somebody else's "modern tinware," or "failing to find affinity" with this, that or the other make. Every person's car is a "thoroughbred" in the owner's eyes, so I would cut out the word altogether, and qualify "any car with a chassis built in 1931-39," assuming that, after 18 years, the bad cars were on the scrap heap anyway. The chassis frame cannot be altered very much, however much it is rebuilt, and anyone who rebuilds a Special, even not a very good one, is at least an individualist, and may even be a born creator or a lunatic, in which case he would be a most interesting club member!

Those who want to call the other members rude names could be specially selected by the committee for a trip to the moon on a hot-air driven satellite. "Peace in our Time."

If this club were big enough, other clubs would run special classes for 1931-39, and all those who objected to running their own cars in open events would be catered for, and every car of the right age would be accepted, subject to being presented to the scrutineers in the proper condition. and the numerical limits imposed by the nature of the competition. The alternative would be for one of the existing clubs to take up this suggestion, and be assured of a very large membership.

I cheerfully accept Mr. Landall-Smith's invitation to "blow my header tank off" at a Railton Club Meeting, just once, if he can see his way to invite me in January or February, and hope that nothing I have said above will offend even the most susceptible Railton Enthusiast, or "dyed-in-the-wool" Vintagent.

I am, Yours, etc.,

London, W.C.2. DONALD MONRO.

Sir,

Mr. Antony Hyde-East criticises the board of directors of the Vintage Sports-Car Club for not accepting Railtons as post-vintage thoroughbred cars.

As he is a member of the club, he should be aware that the list of acceptable makes was based on a referendum of all Club members and, therefore, the Railton was rejected by a large proportion of the Club and not merely by the Committee. The P.V.T. Class consists primarily of makes which continued after 1930 to build cars in the vintage tradition which, in its context, might be said to be designed for a purpose, without frills.

The Railton, in fact, is a conversion and, therefore, fails to meet this requirement, although I would not deny that the conversion is well carried out with successful results. The performance of the Railton car does not enter into our calculations.

I am, Yours, etc.,

H. P. BOWLER, President,

Rickmansworth. Vintage Sports-Car Club Ltd.

[This correspondence is now closed.—ED.]

OPINIONS ON A PERMUTATION

Sir,

The recent announcement of the Riley 1.5 must surely have lightened the hearts of the Riley Owners Club in seeing a new small Riley built, quite obviously, in the true tradition of the marque.

With its "B" series B.M.C. engine, Wolseley 1500 body, Morris Minor chassis, and superb Riley radiator it is a car with tremendous appeal for those among us who remember with affection the days of Freddie Dixon.

This car is a masterpiece of engineering which we will soon see sweeping the board at production-car races. What a thrill it will be to see again the immortal Riley badge roaring to victory, closely followed in a slightly unstable manner, by a square tin box.

One shudders to think of the old M.G. Midget, for in the none-too-hazy future, we shall see a new creation driven from the gates of B.M.C.

In front, the proud M.G. badge followed by the Pathfinder/Wolseley 6/90 body, and under this facade we see (without surprise) a familiar 2.6-litre engine, which we last saw under the bonnet of an Austin A95.

There, in all its glory, will stand "The Larger M.G. for the Sporting Family Motorist."

I am, Yours, etc.,

London, S.W.11. J. M. MCCARTHY.

Sir,

So that man Wolseley has been out with Old Mother Riley again and the result is another 1½-pint bastard in the family which until now has been most respectable and honoured by all who admire good motor cars.

It is a dreadful shame that a name "as old as the industry" should be made the laughing stock of those like myself who were *once* Riley enthusiasts.

I am, Yours, etc.,

Whitefield. WILFRID O. FARMER.

* * *

AND WHAT OF THE WOLSELEY 1500?

Sir,

I would be interested to hear the views of those of your readers who possess a Wolseley 1500. There has been a great deal of praise for this car but I feel it may be over-loud or am I unlucky in my model? Just before completing 5,000 miles, I recently decided to enter a fairly vigorous rally, without having anything done to the engine either in the way of modifications or more than ordinary maintenance. I was extremely disappointed in both the petrol consumption and the acceleration, the latter so needed, especially at the higher speeds. Over 450 miles, including some 50 miles of London driving, we could do only 26 m.p.g., partly perhaps because we could never spend enough time in top, because of our lack of acceleration and speed. I would like to think mine is a single example as otherwise the Wolseley is a fine car—and this after driving the infamous V . . . w . . . n for a long period!

I am, Yours, etc.,

London, W.2. P. J. EVA.

* * *

DISC-BRAKED AUSTIN-HEALEYS

Sir,

On page 670, November issue, under "Marque Scratch Race—10 laps" you refer to a "duel between two cars you and I cannot buy."

So far as the A.-H. 100/6 is concerned this is quite incorrect as I have owned a four-wheel disc-braked 100/6 for seven months. The 100/6 was offered to the public a year ago with four-wheel disc-brakes (Dunlop) as optional extra for £80. They are Servo-assisted, by the way.

I am, Yours, etc.,

Enfield. J. G. COOPER.

* * *

BORGWARD EXPERIENCES

Sir,

As an Isabella owner in B.A.O.R. may I comment on Mr. Hogan's letter in October MOTOR SPORT.

I bought my November 1954 Isabella out here a year ago for

Continued on next page, second column.

WEEK-END WITH THE NEW HAWK—continued from page 716

its commendable balance between over- and understeer can be used to good effect by an ambitious driver. But it is at its best on main roads, being too bulky and the steering too low-geared, although aided by strong castor action, for safe hurrying along winding lanes.

There are many worthwhile refinements and convenient features in this £1,261 7s. saloon. The hooded instrument panel is well stocked with controls, rotary switches looking after the heater settings, ventilation and lighting, and neat tumbler switches controlling dash lighting and heater-fan. The dash, however, is of metal painted to represent grained wood—the Humber stylists should settle either for wood or metal and eschew this unhappy subterfuge.

Useful stowage for small objects, including a big lidded, lockable cubbyhole, is provided, the luggage boot is vast (but contains the spare wheel) and the radio has a volume control for the speaker on the back parcels' shelf. There is a good right-hand brake lever and we like the calibrations of the speedometer in k.p.h. and m.p.h. and the reminder, inscribed on the sensible petrol gauge, that the petrol tank capacity is 11½ gallons. There is an accurate dashboard clock and a water thermometer which never seems to vary from 175 deg. F. The wrap-round windscreen contributes to the aforesaid good visibility yet does not rap your knees when entering or leaving the front seat, and the four doors have push-button exterior handles, armrests and sill-locks. A good feature is the provision of really wide folding centre armrests for both seats, so that with only two occupants on each passenger stability is maintained.

The horn is actuated by a convenient horn-ring and a stalk, set rather close to the overdrive control, works well-arranged self-cancelling direction-flashers.

After finding so many well-contrived features in this silent, comfortable car, the debit points are the more noticeable. The needle of the A.C. speedometer obscures the trip mileage reading both when stationary and at customary cruising speeds. The lighting of the instruments could be brighter. Set to the " off " location, the ventilatory system emitted an irritating whistle, and opening the quarter-windows spoilt the otherwise commendably low wind-noise. The heater did not readily warm the interior. Slight tremors were transmitted through the bodyshell when accelerating hard in the lower gears and at times the rigid back axle tried to " wag the dog." A serious criticism concerns the blind area left in the centre of the screen by the screen wipers; in self parking one blade also left an inconvenient ridge of moisture on the driver's arc. The rear-view mirror could be improved. Screen squirts are fitted.

We did not have an opportunity to check petrol thirst, the horizontal off-side filler, which puzzles pump-attendants by pretending to be a reflector, making replenishment from a can impossible. It is in the region of 20 m.p.g., giving the somewhat restricted range of about 230 miles. We were disappointed that after a mileage of 840 the oil-warning light was flashing and no less than six pints of lubricant were required to restore the sump level.

So far as performance goes, the 2.3-litre Humber Hawk will reach about 85 m.p.h. in top gear, over 60 in third, and will accelerate from rest to 50 m.p.h. in 14 seconds. But the Hawk II should not be judged as a high-performance model but rather as a comfortable, well-appointed six-seater saloon of good appearance, at its best cruising silently along main roads in its highest gear ratios.

—W. B.

THE HUMBER HAWK II SALOON

Engine : Four cylinders, 81 by 110 mm. (2,267 c.c.). Push-rod-operated o.h. valves. 7.5 to 1 compression-ratio 78 b.h.p. at 4,400 r.p.m.
Gear ratios : First, 14.5 to 1; second, 11.24 to 1; third, 6.78 to 1; top, 4.55 to 1; overdrive top, 3.54 to 1.
Tyres : 6.40 by 15 Firestone four-ply rating " Gum Dipped " tubeless on bolt-on steel disc wheels.
Weight : 1 ton 7 cwt. 3 qtr. (without occupants but ready for the road, with approximately three gallons of petrol).
Steering ratio : Four turns, lock-to-lock.
Fuel capacity : 11½ gallons.
Wheelbase : 9 ft. 9 in.
Track : Front, 4 ft. 8 in.; rear, 4 ft. 7½ in.
Dimensions : 15 ft. 4½ in. by 5 ft. 9 in. by 5 ft. 1 in. (high).
Price : £840 (£1,261 7s. inclusive of purchase tax). Price, with extras as tested, £1,395 14s., inclusive of purchase tax.
Makers : Humber Ltd., Coventry, England.

LETTERS FROM READERS—continued from previous page

£365 with 19,000 miles on the clock and have since done 12,500 miles.

I agree with a lot Mr. Hogan says. The roadholding is first class but my new Continental J55s scream badly on corners so I shall try Michelin X (unobtainable in Germany) next time. The suspension too is very good on rough German cobbles. When " autobahning " the instruction book says you can hold a steady 75 m.p.h. It took me six months to realise that my speedometer was slow and that I had been doing a true 80 m.p.h. for literally hour after hour. I now keep down to a true 75 m.p.h. except for occasional bursts up to 85 m.p.h. and the engine is still perfect apart for a slight appetite for distributor points, and uses a bare pint of Castrolite between changes (2,000 miles).

On the debit side it is a different story. I think the car has a design fault. The book says that it is designed for a load of 800 lb. Six 10-stone people therefore overload the car without anything in the large boot. As the back is suspended on soft coils with swinging axles she has a pronounced down-at-tail look with a full load and seen from the back the wheels lean inwards alarmingly.

As regards repairs, perhaps I have been unlucky, or unkind to her, but so far I have had to replace all four coil springs as they were tired, and seven shock-absorbers (one free). Also the integral chassis cracked at the point where the front axle cross-member bears. It is to the car's credit that with a load of four and a bootful of camping kit the cracks stood the strain of one circuit of the Nurburgring. They have since been welded !

I wrote to the makers and the agents who sold me the car but they were not interested so I hope that they have improved the latest models and Mr. Hogan won't have the same trouble.

If they haven't improved the latest ones it is a great pity as the Isabella with its high power-weight ratio of over 60 b.h.p./dry ton and excellent cornering is an ideal car for the family man who likes to " motor."

Your road test was on the " TS " (75 b.h.p. on 8.3-to-1); mine is an ordinary Isabella (60 b.h.p. on 6.5-to-1)

I am, Yours, etc.,
B.F.P.O. R. G. R. NUTT, Capt., R.E.

* * *

CORRECTION

Sir,

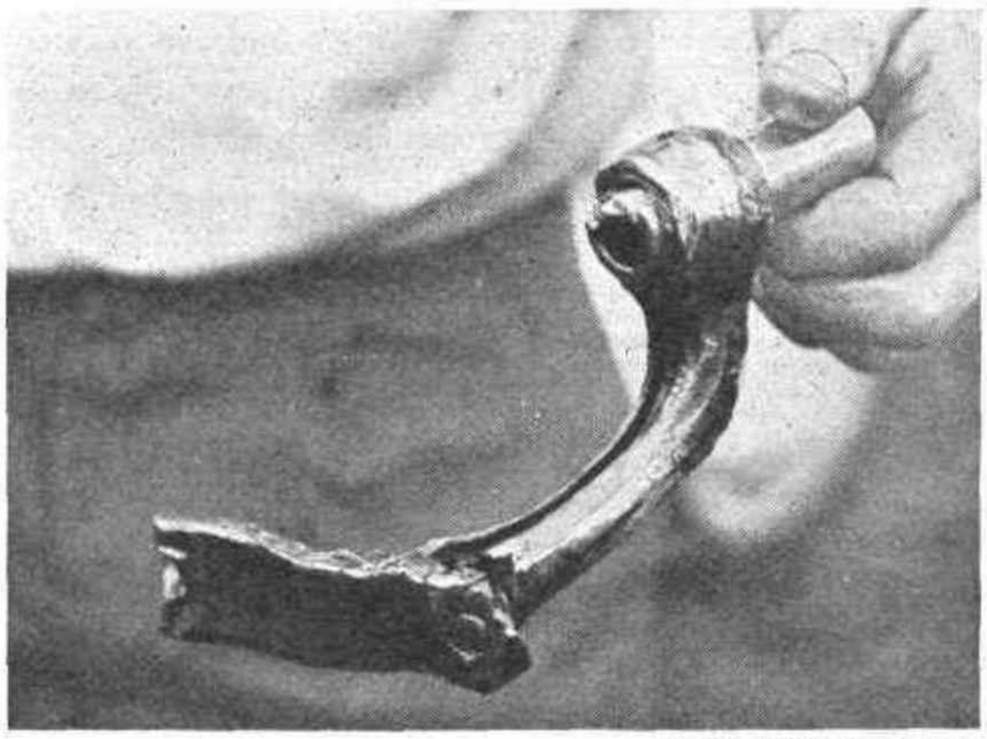
I hasten to correct my letter about the Short-Ashby car, which you kindly published in the October MOTOR SPORT.

The name of the King's Lynn grocer was " Clark," not " Ashby." The other information given is correct, but my " neat " solution of one half of the car's name was not.

I am indebted to my 88-year-old mother for the correction.

I am, Yours, etc.,
London, N.W.3. J. W. RAMM.

TAILPIECE



Photograph by B. Taylor

The connecting-rod from J. Looker's Morgan Plus Four which broke in practice for the September Goodwood Meeting. It came out through the crankcase after smashing the camshaft into three pieces !

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FOR SALE

V.8 ENGINE, complete with clutch, carb., etc. £7 10s. Excellent cond. Gearbox £5. 6V. dynamo £3, new. Twin choke Solex £2 10s. Armature All V.8. £15 lot. 14, Roe Lane, Kingsbury, N.W.9. [5473

GIVING UP "SPECIAL" BUILDING. 1932 Hornet Sports, excellent condition, £60. 1933 fibreglass 750, S.P. Bowden, mods., I.F.S., £80. Both T. & I. 1934 Riley Nine engine, box. 1934 Wolseley S.P. chassis, engine. McGahan, 22, Kenn Road, Clevedon, Somerset. [5474

MORGAN PLUS 4 drophead coupé, 1955 (July). Blue. Vanguard engine, 15,000 miles. Extras include heater, luggage rack. £550. 41, Caldy Road, West Kirby, Cheshire. Telephone Hoylake 730. [5475

ALVIS SPEED 20 Charlesworth sunroof saloon 1937. Good mechanical running order. £70 or offer. 26, Albemarle, Parkside, S.W.19. [5476

RILEY 'IMP', 1935. Good condition throughout. Cockpit slightly shabby. Standard engine and Crash box. Recent overhaul. Weather equipment. A pretty car £310. South Milford 345, evenings. [5477

1934 RILEY 12/6. Runs but needs attention. Best offer. Dyer, 6, Montrose, Western Road, Bath. [5480

APRILIA spares. SAE for list. Front axle, suspension with brakes £18. Steering Box £8. Crankcase, Crankshaft, etc. Also M.G. Magnette Type N Engine parts, etc., except crankshaft. 100, Conniston Avenue, Sunderland. [5481

BENTLEY 1937 3½ LITRE. Breaking. Most chassis and engine spares, except head, but including gear-box and clutch. Box No. Y.482. [5482

BREAKING "M" TYPE M.G. Numerous parts in excellent condition. Weekends. 6, London Road, Redhill. Phone: 3767. [5483

TALBOT 2 LITRE sports saloon 1937, with the beautiful lines and low sloping back of the late model, and the car is in almost brand new condition throughout. One previous owner. Would sell at £120 or exchange for touring car. PADdington 9197. [5484

LOOK! TRIUMPH 1800. Perfect condition. £360 o.n.o. 109, Northcote Ave., Southall, Middx. [5485

1934 TALBOT 65 Sports Saloon. Body beautiful. Good mechanically. Sunbeam Register Member. About £90. Baker, 232, Watford Road, Croxley Green, Herts. Watford 5492. [5486

STARK K TYPE M.G. Offers. W.h.y. Andrews, 21, Hawthorn Road, Cheltenham. [5487

AUTOVIA SPARES. Good condition. Also two cars, same make. Danaher, Old Vicarage, Swilland, Ipswich. [5488

HUMBER 8/18 1923 Tourer. Immaculate condition throughout. £85 or exchange Riley, Rover or similar larger type. Hodgson, 1, Greenways Corner, Ovingdean, Brighton. [5489

1933 SPEED 20 D.H.C., fitted with 1936 engine, very good condition. New hood. £85 o.n.o. Fairhurst, Shobdon, Leominster. [5490

MERCEDES-BENZ 2213 cc. Saloon, 1939. Independent suspension, L.H.D., preselector overdrive. Very good condition all round. £180. Phone: Potters Bar 6127. [5492

PEUGEOT, about 1906. No body, but with two new tyres. £40 or would exchange for early Rolls chassis. Pair Lucas Duplex self-contained acetylene lamps, £20. Neale, 1624, Bristol Road South, Rednal, Birmingham. [5493

ASTON MARTIN 1931 Short-chassis International 1½-litre. £150. Gibbons, Kingsburgh, Chislehurst Road, Orpington. Phone 22690. [5498

AUSTIN CHUMMY, 1926. Good tyres, new carburettor, battery, brake linings, hood, etc. Wonderful engine. £40. P. Tracey, 50, Cotman Road, Norwich. [5499

VARIOUS BUGATTI PARTS for types Brescia, 40, 37, 35 & 43, including aluminium wheels. Box No. Y.501. [5501

FOR SALE—*continued*

RILEY 9 "Lynx," 1934. Fully equipped, hood tatty. £90. Exchange w.h.y? Wanted, interesting vehicle around £325. 12, New Street, Sheerness. [5500

INVICTA BLACK PRINCE, 3-litre, D.-O.H.C., 1949/50, registered 1956. 9,000 miles. 18 m.p.g. Torque transmitter, automatic hood, jacks, etc., etc., set of blueprints. Original price £4,040. Sell £450 or part exchange small Rolls brake, Volkswagen. Benn, 23, Darley Drive, New Malden, Surrey. [5502

BENTLEY 3-LITRE T.T. model. Mechanically superb condition. Rebuilt body requires completion. £225 o.n.o. B. Scrivener, 312, Peterbrook Road, Shirley, Solihull, Warwickshire. [5503

ALVIS T.G. 12/50. Engine partly dismantled. Sound, towable. £15 o.n.o. Two good tyres, 5.00 x 20, 25s. each. 37, Court Yard, Eltham, S.E.9. [5504

AUSTIN RUBY, basically 1935 but modified engine, brakes, 10 in. front, 7 in. rear, all Girling, easiclean wheels. Well shod. Good appearance. Taxed. £65. Collis, 15, Wadham Terrace, Ealing Road, Northolt, Greenford, Middx. Waxlow 5668. [5505

UNCOMPLETED SPECIAL, Austin 7 chassis, rebored engine, gearbox, radiator, battery, brakes relined, 4 new tyres and gauges. £25 o.n.o. Buyer collects. Stevens, 4, Bicester Road, Long Crendon, Bucks. [5506

1949 DEC. REGD. VOLKSWAGEN. R.H.D. 36 b.h.p. engine. Sound body, red/grey. Very good tyres. Wireless. £290. 7, Tennyson Street, Derby. [5507

T.R.3, registered June '57, white. Michelin "X" tyres, tonneau cover, spot lanmp, screen washer. Guaranteed unraced, undamaged. Private sale, owner gone abroad. £850 o.n.o. Craig, The Beeches, Bradmore, Notts. Ruddington 35. [5508

BUCKLER MK. V, 1172. Built from new parts. Aquaplane carbs, manifolds, camshaft, valves, springs, oil pump, water pump. 8 head 8:1 compression. Balanced engine. Standard Ford gearbox. 4.7 axle. Red alloy 2-seater sports body. New full weather equipment. Spare engine, wheels, seats, etc. 11,000 miles. A successful all-purpose competition car. £275. J. Turner, Jnr., 23, Kennington Road, Fulwood, Preston. Tel. 77789. [5509

M.G. OWNERS. New brake cables, all models. M type 28s. each, all others 33s. each, complete, post paid. State front or rear. Dismantling SA model, most parts available. Ferguson, 53, Brinkburn Avenue, Darlington. [5510

RILEY, 1937, 12 h.p. 6 Light Kestrel, in good condition. £200. Gamecock and Brooklands will be available shortly. Breaking 1936 Kestrel 9 h.p. and Merlin 9 h.p. All spares for 9-12 h.p. models from 1928-38, new and secondhand. Offering one only 6-cylinder M.P.H. racing head complete with inlet manifold and three S.U. carburettors. H.P. terms arranged. Rileys bought for cash. S.A.E. all enquiries. Tel. Lee Green 8904. F. Clarke, 168, Lee High Road, Lewisham, London, S.E.13. [5511

1939 LANCIA ASTURA Pillarless Saloon. 2-tone grey and black. Exceptional condition. Fitted Scintilla magneto. Two new tyres (extra spares). £250. P. J. Moseley, 62, Park Street, Horsham, Sussex. [5512

ROESCH TALBOT 105 Tourer. Until recently owned by Humber Motor Co. Fitted P.100s twin spot lamps, brand new Vynide hood and side-screens, new carpets. Whole car in superb condition and no doubt one of the best in the country. £165 o.n.o. Clissold, 94 Vyse Street, Birmingham 18. Phone Northern 1771. [5513

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FOR SALE—*continued*

SUNBEAM ALPINE, 1954. Fitted specially tuned engine. Overdrive, heater, rimbellishers, rev-counter. An exceptional example for the low figure of £635 terms. Clissold, 94, Vyse Street, Birmingham 18. Phone Northern 1771. [5514

ARNOTT BLOWER, gauge, oil reservoir, Weber carburettor. Suitable 1500 cc. £30 or offer. Box No. Y.515. [5515

A.90 ATLANTIC Hard Top, November 1951. Sound and smart. Black, red interior. Heater. £355 o.n.o. Interested in Triumph Roadster. 6, Station Path, Staines, Middx. [5516

BMW, type 319-45: Gearbox, pair of half-shafts, crown wheel & pinion. First reasonable offer to J. N. Oliphant, 40, Alma Road, St. Albans. [5518

VOLKSWAGEN Standard Saloon, 1950, L.H.D., cream and blue. Two owners. £250. Viewed Guildford if necessary. 17, Heywood Road, Liverpool 15. Childwall 2755. [5519

DISMANTLED M.G. J.2. Chassis frame, steering brakes, axles, 5 wheels. Suit Special builder. £15. Buyer collects. Write: J. Marshall, 9, Goodwood Road, Grindon, Sunderland. [5520

J.2 M.G. ENGINE, complete, £20. Gearbox £10. £25 the lot. Bell, Church View, Church Road, Frodsham, Warrington. [5521

AUSTIN 750 SPECIAL, full width, aluminium body. Fully modified engine and suspension. Very fast. £200 o.n.o. 21, Solent Road, Southbourne, Bournemouth. [5522

1930 2-LITRE LAGONDA, 4-seater tourer, black, red leather. All equipment, excellent condition. £195. Pinehanger, Tilford, Surrey. Tel. Frensham 115. [5523

LANCIA AUGUSTA Saloon, 1935, in excellent order. Wrong address printed last month. Your offers around £140 again, please, to Kenyon, Southorpe, Stamford. [5524

FORCED SALE. Cherished 750, attractive B.R.G. 2-seater, pointed tail, M.G. rad cowl. Only 200 miles since complete rebuild, recon. engine, twin choke Solex, 3-branch exhaust, Cambridge H.C. head, 4-speed remote control. I.F.S. Bowdendex brakes. Small wheels. £148. Sussex. Box No. Y.525. [5525

AUSTIN CAB, 1937. Decorated as a cottage. Good runner. Nearly new tyres. £45. 173 West End Lane, Harlington, Middx. [5526

VALE SPORTS, 1939, Singer Ten engine, new hood, screens. Seats, tyres, spare back axle. £95. Wallis, 1, Lower Greenside, Thurstonland, Huddersfield. [5527

AUSTIN LONDON TAXI, 1939. Good condition. T. & I. £55 o.n.o. Tel. Dorking 3443. [5528

RILEY KESTREL 12/4, black with fawn interior. Original cellulose. Unblemished condition throughout. New set Pirelli tyres. Price £335. Smailes, "Caigers," Woodgate, Aldingbourne, Nr. Chichester. Tel. Eastergate 7402. [5529

1939 MORGAN 4/4. £185 o.n.o. Gorst, 13, Market Square, Potton, Beds. [5530

1938 1½ RILEY KESTREL 6 Light. Thorough overhaul, including new crankshaft, clutch, king pins, brakes, etc. Really good. Genuine reason sale. £175. Box No. Y.531. [5531

MORGAN 4/4, 1937. Reconditioned engine 2,000 miles. Exceptional. £200. Richardson, 340, Newsome Road, Huddersfield. [5532

STELVIO RILEY. Runner but tired, seeks cannibal sister or Rilephile. Heape, Baydon Hill, Aldbourne, Wilts. [5533

ALVIS SPEED 20, open 4-seater, 1933. Good Vanden Plas body. Good, reliable performer. New starter, petrol pump, batteries, gaskets, plugs, when overhauled last May. P.100s and windtone horns. Taxed, insured. £120 o.n.o. Young, Sheets Heath Lodge, Brookwood, Surrey. [5534

CADILLAC LA SALLE, 28 h.p., blue. Engine, steering, gearbox, clutch, suspension, brakes, tyres, excellent condition. Recent Lucas battery, Marchall spotlight, trafficators. Taxed December. Insured July. £115. Kellett, Thames Bank, Taplow, Bucks. Maidenhead 837. [5535

BREAKING for Spares, due to damage, my 1938 M.G. V.A. Drophead. Good condition. New engine and tyres. K. Munford, SHE 8210 [5538

HELP! BANK RATE 7% and I desire to **increase** my motoring costs. Has anyone a dual carburettor manifold and/or 4.3:1 c.w. & p. for TA(B)14 Alvis? Would exchange single carburettor manifold and 4.875:1 c.w. & p. Offers to McGregor, J., Redesdale Street, Chelsea, S.W.3. [5540

SPECIAL HUDSON 8-cylinder 2-seater, 8 ft. wheelbase, 122 b.h.p., 18 cwt. Excellent condition. £95. Down Cottage, Forest Row, Sussex. [5542

CHRYSLER HESTON Airflow, chassis completely assembled and in running order. Engine reconditioned and only run 50 miles since. Bargain. £40 o.n.o. Box No. Y.543 [5543

1938 RILEY AUTOVIA, 3-litre V.8 Saloon. Wilson preselector, 7:1 compression. Mechanically excellent. £100 o.n.o. Page, 77, Cotton Lane, Moseley, Birmingham. [5545

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

FOR SALE—*continued*

ALVIS 12/60 Beetleback. Grey/black. Engine perfect. Nearest £160. Appointment by phone: Stafford 441 (Miss Moore), or write 13, Hurlingham Road, Stafford. [5547

ROLLS-BENTLEY 3½-LITRE, fitted beautiful, luxurious post-war drophead coupé body by specialist coachbuilder. Extensive work by Rolls-Royce. Refinements include H.M.V. radio (two speakers), heater, spotlight, windtones, inspection light, reversing light, screenwashers, luggage rack, cigar lighter, electric clock, etc. Brakes, clutch, recently relined. New India tyres all round. Cheshire. Box No. Y.544 [5544

FRIEND SELLING FRAZER-NASH B.M.W. 319/55, 1937. Modified "Leystalled" engine. 5,000 miles. Respray. Doctored camshaft, Bristol oil pump. Lightened wheels. Is he in debt? Coo!! Any offer—he'll jump at it. Performance—Russian satellite's nothing! Comfort—Glad he's selling. Erdington 0036 (Birmingham). [5548

COACHBUILT HARDTOP for "T.D." M.G. For winter motoring. Cost £80. Bargain, £20. 19 Roxholme Grove, Leeds 7. Tel.: 44567 [5549

SINGER 9 Roadster, 1939. Fair order but needs respray. Reasonable. Brown, Trecorn, Christy's Lane, Shaftesbury. Tel.: 2268. [5551

ALVIS SPEED 20, Charlesworth Saloon, 1935. Recently tuned by specialists. Body in good order and most impressive appearance. Modestly priced at £75. 24, Bolton Studios, Gilston Road, S.W.10. Flaxman 7376, best before 10 a.m. but try any time. [5552

1923 DODGE 1¼-ton Lorry, mechanically sound, body rough but completely original. £20. Atkinson, Hunters Lodge, Bishopston Gower. [5553

M.G. SPARES. X PA G Block-crankcase with pistons, rods, crank, cam, fitted. T.C. cylinder head, valves, springs, etc. What offers? Marshall, Kinghouse, Tillington, Petworth. [5554

BREAKING UP 1932 12/40 LEA-FRANCIS, all parts for sale, or the lot £35. R. W. Gibbins, 1A, Spencer Road, Battersea, S.W.18. Phone: Balham 9367. [5555

HOTCHKISS PARIS-NICE. 1935. Daily use. Wonderfully potent old lady. Detail attention only. 17-20 m.p.g. £95. Old Vicarage, Tirley, Glos. Tirley 225. [5556

LANCIA ASTURA, 1936, 3-litre D.H.C. I.f.s. Fast, comfortable and attractive. Owner called up. Must be sold. £150 o.n.o. Sanderstead 3543. [5557

1925 ROLLS 20 Drophead by Brainsby, 2 seats, dickey. Rare, elegant car. Excellent condition. £200 o.n.o. Box No. Y.558. [5558

FOR SALE: Large quantity of Meadows 4 ED. spares, including deflector head; also selection of spares for 10 h.p. Meadows circa 1927, and a few chain-gang "Nash" bits and pieces. Wanted: 1932 Frazer-Nash steering box or gears thereof, also pair of headlights suitable for the above. R. N. Robinson, 60, Kenilworth Road, Coventry. [5559

DISMEMBERING Rolls-Royce 25 h.p. 1933/4. All parts available. S.A.E., please. 53, Brinkburn Avenue, Darlington. [5560

1924 ROLLS TWENTY surplus used spares: radiator, 3-speed box and shaft, front axle and hubs, drip-pan. S. Edwards, F.R.I.B.A., Barclays Bank Chambers, Plymouth. [5561

FOR SALE, 1921 KINGSBURY Junior 1021 c.c. engined light car. In near Concours condition and 100% mechanically. Only example of this marque extant. £100 or near offer. Begley, Knowle Bank, Mellor, Stockport, Cheshire. [5562

M.G. T.A. Good condition, B.R.G. Recent engine overhaul, brakes relined, 2 new tyres, 2 retreads. Excellent hood, Aero screens. New speedo. Taxed year. £245 o.n.o. Box No. Y.563. [5563

LAGONDA RAPIER, 1934, 4-seater F/H. Coupé. Engine, gearbox, body, tyres and chrome good. £115. Phelps, 27, Leighton Road, Bush Hill Park, Enfield. [5564

RILEY 9 Brooklands, broken for spares. All parts available. Apply week-ends, Westdown Lodge, Portsmouth Road, Hindhead. [5571

AUSTIN 8 H.P. SPECIAL. Potent, economical. Full details from Anthony Hearns, Wilson's Hotel, Runcorn, Ches. [5572

1949 M.G. T.C., completely rebuilt, resprayed, retrimmed. Genuine 30,000 miles. £400. 59, Edward Avenue, Leicester. [5573

1947 ARMSTRONG HURRICANE Coupé, resprayed. Just completed 2,000 miles on Continent. £265. 59, Edward Avenue, Leicester [5574

ALVIS 12/70 Saloon, 1939. £200 o.n.o. Kay, "Gazeley," Trumpington, Cambridge. Phone: Trumpington 2218. [5576

RILEY LYNX SPRITE, 1937. Absolutely immaculate, engine completely overhauled 8,000 miles ago. Suspension, brakes, clutch, electrics, all on the top line. Marchall spot and fog lamps, new hood, tonneau cover, tyres, battery. All instruments work, just resprayed light grey, good upholstery and carpets. Bills fo over £250 in last 9 months available. Approaching "happy event" forces sale and purchase of Nuffield saloon. £325 o.n.o. Taylor, 59, Ladypool Road, Birmingham 12. [5579

FOR SALE—*continued*

HORNET SPECIAL, 1934, 12 h.p. O.H.C. Well shod, good mechanical condition. Only £35 for quick sale. Phone HOLborn 1964 daytime, or write Box No. Y.580. [5580

MORGAN 3-WHEELER. 1935. Matchless 990 s.v. Complete overhaul engine, suspension, brakes. New body requires re-wiring. £90 o.n.o. Welstead, East Chaldon, Dorchester, Dorset. [5581

1933 M.G. MAGNETTE. Excellent all-weather equipment. Recent re-spray. £85 o.n.o. Walton 5359. [5583

1935 RAILTON Cobham Saloon. Mechanically good. £40 o.n.o. Walton 5359. [5584

GARDNER 4LK diesel engine (3.8-litre), with 4-speed gearbox, complete with starter, dynamo, etc. Well maintained, very suitable for conversion. £275 o.n.o. Murray, Greenside, Hallbankgate, Brampton, Cumberland. [5585

£75 O.N.O. '34 Talbot 65 Saloon. 25 m.p.g. Gearbox overhauled, spare dynamotor, realiable for father, roomy and comfortable for the family. Telephone Bagshot 3220. [5586

TALBOT 105, 1936, Speed Saloon. Gunmetal with red hide interior, preselector and centrifugal clutch. Well shod, new battery, all in really excellent condition. £165. Exell, Briar Lea, Newdigate Road, Beare Green, Surrey. Telephone: Capel 2227. [5587

1936 ROLLS BENTLEY 3½ Sports Saloon. Recent overhauls. Smart, fast, economical. Any trials. £385. Tel.: Longfield (near Dartford) 2355. [5591

1932 RILEY NINE Chassis, no body. Engine completely overhauled. Ideal for utility or sporting body. Offers. Clark, Hatton, Sutton Valence, Kent. [5592

RILEY 12 Victor, 1938, 3-speed and overdrive. Good condition throughout. £160. Lamport, 58, Alma Road, Bristol 8. [5593

WOLSELEY 8 Engine Conversion Kit, complete with radiator suitable for Morris Minor 1950/54. £35. Minns, "Overboars," Lamborough Hill, Abingdon, Berks. [5595

BRAND NEW SPOT LAMPS, 6v. or 12v. (boxed). 37s. 6d. post free. 19A, Sevenways Parade, Gants Hill, Ilford. [5596

BENTLEY, 1935, 3½-litre Park Ward Sports Saloon. Much admired in Birmingham as finest pre-war. Bodywork and engine perfect. Wonderful performance with 20-plus per gallon, but garage too small. £425. Box No. Y.597. [5597

APRILIA D.H., '37, less engine. Breaking or sell complete. Send for list. 1, Aspen Gardens, Hammersmith. [5599

2½ JAGUAR, '49. £160 overhaul. Running costs exceed wife's income. Rich wife or small sports exchange. Sale: haggle starts £250. Duggan, 109, Benton Street, Hadleigh, Suffolk. [5600

LAGONDA LG6 D.H.C., 1939 model. Transmission and chassis overhauled. Engine good. Coachwork fair. £295 cash, or will exchange with up to £100 for open 328 cc. to 1500 cc. model. Morris, 4, Chamberlain Street, Wells, Somerset. [5602

ALVIS SPECIAL CHASSIS, front and rear axles, self-change box, balloon tyres, steering. Fully towable. Phone Bosham 2291. [5603

1933 ARMSTRONG SIDDLEY Tourer, 15 h.p. Recently re-bored, mechanically good, new hood. £160 o.n.o. Saltram Farm Cottages, Saltram Estate, Plympton, Devon. [5604

V.12 LAGONDA Saloon, 1939. Recent complete overhaul. Five good tyres. Excellent condition. Taxed. Offers. Box No. Y.605. [5605

MORGAN 1934 Super Sports. Matchless 990 cc. o.h.v. A/C. New components. Excellent condition. £140 o.n.o. T. Hardy, 222, Friern Road, S.E.22. Forest Hill 3462. [5607

AUSTIN SEVEN SPARES. Most components of one hybrid, about 1930. Low prices. P. Raymond, 11, Oaklands Avenue, W. Wickham, Kent. After 7 or weekends. Bring the defective parts with you. [5608

750 SPECIAL. modified engine, Bowdenex, good tyres, battery. Taxed, insured. Bargain. £85. Also, modified 1926 Chummy, very good tyres, new battery. Exceptional engine. £45. Toms, 21, Frogmore Avenue, Hayes, Middx. HAY 1126. [5609

1933 TALBOT 105 Spares for sale. All parts available and in perfect order. S.A.E. or call weekends only. Bentley, 17, Woodbank Road, Groby, Leicestershire. [5610

AMERICAN "SNAP-ON" Torquemeter Wrench. 0-150 ft./lbs., in metal case, hardly used. Reasonable offer to R. W. Holmes, 116 Wigmore Road, Wigmore, Gillingham, Kent. [5611

ROLLS ROYCE 20 h.p., 1924. Sound. Chassis in very good mechanical order. Fitted breakdown body. Engine, gearbox and rear axle spares. Drive away a genuine bargain. £47 10s. the lot. J. Taylor, 121, Somerset Street, Hull. Tel. 37301 after 8 p.m. [5612

BENTLEY "4½" engine, gearbox, steering column; "6½" engine, gearbox; also 21 in. wheels, tyres, miscellaneous parts. Box No. Y.613. [5613

SET MICHELIN "X" 6.50 x 16 with tubes. £10 each. Two Dunlop Fort 6.00 x 16, remould quality new tyres. £18 pair. Several new and used 7.00 x 21. Pair Pirelli 5.25 x 21, as new. £15. Box No. Y 614. [5614

FOR SALE—*continued*

1924 MODEL T FORD Sedan. Rebuilt to as new condition throughout regardless of cost. A vintage dream. Probably finest specimen in existence today. 93, Normanston Drive, Lowestoft, Suffolk. Tel. Oulton Broad 221. [5615

M.G. 1935 P.A. ENGINE, complete. Buyer collects. New twin carburettors, modified dynamo, starter, reground crank last year, new bearings, big ends, valves and guides. Nearest £25. Vevers, Yew Tree Cottage, Aldworth, Streatley, Nr. Reading, Berks. [5616

TUNE FORD 10. Premium petrol, H.C. head, gasket, S.U. carb. £4. Other spares cheap. S.A.E. 72, Kings Road, Weybridge, Surrey. [5617

1927 MORRIS OXFORD Saloon, in excellent condition. Offers. Calder, Twemlows Bungalow, Higher Heath, Whitchurch, Salop. [5618

ALVIS SPEED TWENTY-FIVE Saloon by Charlesworth. Fast, distinguished quality car in splendid order. 10-90 m.p.h. in top guaranteed and demonstrated. Servo brakes, Lucas P.100s. Electric screenwasher. Well worth coming to see at £250 o.n.o. Exchange possible. C. S. Jones, "Soufrieré," Ferry Road, Hullbridge, Essex. Hullbridge 326. [5623

SPECIAL BUILDERS. 1932 Austin Seven chassis, axles, steering, electrics, etc. Also "Motors," "Autocars," 1944-1956. Central 5184, day. [5624

NEW COOPER 2½-litre suspension complete (less frame only), 10 in. Girling. Ideal 1100 car. Also close ratio T.C. gearbox. Used once. £400 o.n.o. Box No. Y.625. [5625

BLACK & YELLOW ROLLS-ROYCE, 1924. Name of "Buttercup." Immaculate condition. Upset owner must sell. £250 o.n.o. Genuine enquiries only, please. ASH 3713 (Lancs.). [5626

BLUE & BLACK ROLLS-ROYCE, 1924. Fairly good condition. A really reliable old girl. £150 o.n.o. MAI 215 (Lancs.). [5627

ALLARD. Built for competition, 1952. Photo available. 5, Ivyhouse Lane, Coseley, Bilston, Staffs. [5628

HORNET SPECIAL, 1932. Nearest £50. Kaye, 83, Bridge Street, Manchester 3. [5629

ASTON MARTIN, 1938, Short Chassis 2-litre. Body by Tickford. Fast, comfortable. Reliable car. £250 spent in last 18 months. All bills. Price £350. Exbourne 261. [5630

RILEY 9 KESTREL, 1934. Manual box. £40 o.n.o. 53, Beacon Way, Banstead, Surrey. Burgh Heath 746. [5635

RAILTON 10 Saloon. Specimen of this very rare model, 1939, 2/3-seater. Reconditioned dyno, new carb, rear shockers, mains, big ends, rings. Twin wipers, spot. Excellent tyres. Grey/black alloy coachbuilt body. £350 o.n.o. Belk, 37, Flanchford Road, Reigate, Surrey. Tel.: Reigate 3758. [5636

1948 MODEL HEALEY Roadster. £280. 1937 Riley 15. Good runner. £25. 1937 Daimler 8 Sports Saloon. Clean and tidy. £75. 160, Town Road, Edmonton, N.9. [5637

BOOK OF THE MOTOR CAR, Rankin Kennedy. Vols. 1, 2, 3. Perfect. Offers. Riley 9, 1934, timing wheels, sound, £3. Cylinder head £2. 29, Belvedere Road, Taunton, Som. [5638

£175. 1940 BLACK TRIUMPH 12 Saloon. Engine completely rebuilt March and in first-class order. Reliable, comfortable, fast. £300 spent last two years, includes new battery, carburettor, petrol pump, spotlight, radiator, front shockers, clutch plate. All poor wiring renewed; lights, steering, clutch, gearbox, brakes, front axle reconditioned where necessary. Four new tyres. Everything checked, working efficiently. Body very sound. Interior lining untidy, paintwork poor in places (being prepared for respray). Box Y.639. [5639

LAGONDA RAPIER 10 Open 4-seaten. £170. Webb, 16, Fullerton Road, Carshalton. [5640

RILEY-M.G. Two-seater of classic lines powered by correctly tuned, unflogged V.A. M.G. (1600 c.c.) 60 b.h.p. 0-60/14 secs. 90+ m.p.h. Good hood, tonneau and aeroscreen. £225 o.n.o. M. Wilson, 45, Mount Drive, Park Street, Nr. St. Albans, Herts. [5641

RILEY FALCON, '36. Twin carburettors, good tyres, preselector, in good running condition. 110. DER 9706. [5642

1927 MORGAN AERO Super Sports 1100 c.c. W/c. J.A.P. Taxed. Recently completely rebuilt. New clutch. Austin steering. Very good condition. No reasonable offer refused. LEE 5880. [5643

ALVIS FIREFLY, 1933, 12 h.p. E.N.V. box. New hood, twin tones, Lucas flamethrower, heater. Good condition. £85. Gates, 18 Market Square, Stony Stratford, Bucks. [5644

OFFERS OVER £15. 1920 Humber 10 h.p. Chassis with bonnet, scuttle, running boards, front wings. Tyres sound. Interesting little car. Running order, tow away or might deliver. Ardran, Sandown Road, Liverpool 15. [5645

TALBOT 105 Tourer. New hood, screens. Well shod. Good runner. £75, or exchange Vintage tourer. 78, Sunnybank, Hull. [5647

FORD 10 Engine and Gearbox, 8 h.p. head. Complete with all bits, etc. 6,000 miles since recon. £30 o.n.o. Buyer collects. 12, North View Avenue, Tilbury, Essex. [5648

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

FOR SALE—*continued*

D.K.W. COACHBUILT SPECIAL D.H. Foursome. Low mileage. Showroom condition throughout. Free delivery against deposit. £265. Metcalf, Llowes, Hereford. Glasbury 293. [5649

1927 ALVIS 12/50 TG Sports Saloon. Sole example at 1957 Alvis Day, Heston. Original in all respects except coil ignition conversion. Alum. body completely sound, fully roadworthy and reliable. Must sell this month. £85. Harefield 3106. McLarty, 54, Northwood Road, Harefield, Middlesex. [5652

SINGER LE MANS, 1935, 9 h.p., 2-seater. Everything good. £125. Malpass, 78, Sebright Avenue, Worcester. [5653

AUSTIN SEVEN SPECIAL. Lowered suspension, aluminium body, remote gear lever, saddle tank, S.U. pump. £85. Palmer, 34, Roseacre Road, Welling, Kent. [5654

HEALEY, LATE 1951, Abbott, 4-seater with hard top, either saloon or open car. Excellently maintained. £525. Wittome, Oast House, Sundridge, Sevenoaks, Kent. Tel.: Brasted 283. [5655

PEUGEOT 203 Black De Luxe Saloon. R.H.D. Leather S/R. Overdrive. Heater. Many extras. Exceptionally good throughout. 35 m.p.g. Oil negligible. Handles superbly. First £395. Poyser, Old Rectory Court, Marks Tey, Colchester. [5656

VERY FAIR 1928 HUMBER 14/40 Tourer. £80. Valves recently reground. J. Robinson, 4, Dryden Mansions, Queens Club Gardens, London, W.14. [5657

3-LITRE LAGONDA Pillarless Saloon, 1933. All original and in first-class condition. £125 or near offer. Martin, 111, High Street, Amblecote, Stourbridge, Worcs. Stourbridge 3899. [5658

FIAT CHASSIS, lowered steering, hydraulics, tubular space frame (fitted) shockers, i.f.s., wheels, etc. £50. Ford gearbox £5. 121B, Tom's Lane, Kings Langley, Herts. [5659

RILEY 15/6 ADELPHI, 1938. Excellent condition mechanically, body. New engine 20,000 miles. New springs, steering, brakes, stainless steel bumpers. Dunlopillo seats, heater. £200. Cradley Heath 69466. [5660

PAIR LUCAS P.100 D.B. Lamps. One spider missing. £8. BAL 6436. 43, Glenburnie Road, S.W.17. [5661

WOLESLEY HORNET SPECIAL. Good running order. £50 o.n.o. Phone Wilson, Brentwood 25. [5662

LANCIA ASTURA Saloon, 1935. Wonderful condition. 80 m.p.h. Super road-holding, cornering, ride control. Servo brakes. Spot-on steering. Good tyres (2 new), screenwashers, new battery. Everything works. Bargain. £110 o.n.o. Silchester 353. [5677

1925 SINGER 10 De Luxe Tourer. One owner. Original. 12,000 miles. All tools, instruction books, etc. £85. 16, St. Margarets Drive, Rhyl. [5678

BENTLEY 3-LITRE Red Label 4-seater. Excellent condition. Also many spares for Vintage Bentleys. Box Y.679 [5679

1931 26 H.P. BENTLEY. Roomy 4-door tourer by Harrison. Original condition. Bosch equipment, telecontrols, 15-16 m.p.g. Seen by appointment. Bailey, Milford House, Chobham, Surrey 473. [5680

RILEY 9 KESTREL, engine rebored, preselector gearbox reconditioned, brakes relined, new springs, shock absorbers, king pins, head lining. Sealed beam headlights, wing mirrors, screen washers. 40 m.p.g. on journey. Body good. £115 o.n.o. F. Hallissey, 47, Brookford Avenue, Keresley, Warwickshire. [5682

ALVIS 12/70, late 1939, silver grey. Engine and coachwork immaculate, radio, heater. Offers around £210. Phone Hove 34991. [5683

RILEY NINE, 1936. Mechanically sound, new battery, 4 new Michelin tyres. Pillar and doors smashed nearside. £55, or have you a body? Havant 1713 or Box Y.684. [5684

M.G. FORD, spare engine. Exchange for any P, cash adjustment, or sell £80. Fleming, 9, Driffield Street, Moss Side, Manchester. [5685

RILEY 9 LYNX Tourer, B.R.G. Good condition. £120 or v.n.o. Details: Rowe, 2a, Freedom Avenue, Yeovil, Som. [5686

1931 12/50 ALVIS Saloon (body deplorable). Mechanically sound. Fast. Six good tyres. What offers, enthusiasts? Hitchins, Flower Pots, Cheriton, Hampshire. Bramdean 318. [5688

S.S. 16 H.P., 1934, 4-seater Tourer. Almost vintage and worthy of an enthusiast's affection. History vague. Good tyres. Unused 18 months. £50 o.n.o. Write R. O. Barber, Oundle School, Peterborough. [5689

T.R.3 SIDESCREENS with sliding windows, almost unused, going to first £10 offer, or best over £8. Orr, Lady Byron Lane, Knowle, Warwickshire. [5691

1934 ROLLS TWENTY 2-door Saloon. Some damage, O.S.F. wing, axle, wheel. £120 or will dismantle. Perfect rad. £25, engine £50, gearbox £25, rear axle £25, 19 in. wheels, etc.; loads of other sports spares. New Marchall blower with fittings for 1954/7 Minor, £40. 1957 gearbox £28. Granville Jones, 47, Edmonstown, Tonypandy, Glam. [5692

FOR SALE—*continued*

F.III RACING CAR, in good condition. Tubular chassis, JAP engine. £190. Box No. Y.687. [5687

RILEY 15/6 ADELPHI, 1936, Grey Saloon. Excellent bodywork, spray-painted 1956. Leather upholstery good. New battery. Preselector. £90 o.n.o. Box No. Y.693 [5693

MINOR 1000 Powerplus Conversion. Twin carburettors with complete manifold, straight through exhaust manifold, rev counter complete all fittings. Offers to Crawford, 14, Southview Road, Bromley, Kent. HIT 5921. [5694

FRASER NASH B.M.W., 1937, Type 40 1½-litre Sports. Most unusual English 4-seater, aluminium body, believed only one of its type. Tubular chassis. I.F.S. Nearly new weather equipment. Recent £40 respray ivory. Fast to drive and pretty to look at. £225. Head, 21, Station Road, Chertsey, or ring Chersey 2169 business hours. [5695

1928 ROLLS 21.6 H.P. Shooting Brake. 20 m.p.g. Excellent condition and tyres. £175. Knight, Kenmill, Doddington, Wellingborough, Northants. [5696

M.G. MAGNETTE, 1934, "N" type. In good condition. Any trial. £100. Carter, 315, The Ridgeway, Gotham, Notts. [5697

LINCOLN V.12 ENGINE and accessories, 1947. Excellent condition, completely dismantled, camshaft u/s. Sell as spares, parts sent anywhere. Manning, 94a, Kings Road, Kingston on Thames, Surrey, Kingston 3355. [5698

MOTOR SPORT, Dec. '52 to Oct. '57. Wright, Paddock, Boreham Road, Warminster, Wilts. [5699

BREAKING 1931 M TYPE M.G. Reconditioned engine. 10, Warwick Avenue, South Harrow, Middlesex. BYRon 5069. 5700

ASTON MARTIN D.B.1, 1950, Drophead. Perfect condition. New engine July 1957. Only reason for sale, tragic death of owner. £850. Mrs. Barbara Loveridge, 22, Victoria Road, Penarth, Glam. [5701

M.G. T.A., 1939. Magnificent condition. Overhauled engine, not run in, £215. Munn, 25, Stanmore Road, Glasgow, S.2. Langside 1737. [5702

ALMOST INCREDIBLE. 1932 Hillman 20 Straight-Eight Saloon. Black/beige. 13,000 miles only. Stored ages. Showroom condition. Offers. Box Y.703. [5703

ROLLS ROYCE P.1 7-seater Limousine. P.1 engine, P.3 engine, P.1 blocks resleeved with standard pistons, P.1 magneto. E. Larner & Co., 117, Falcon Road, S.W.11. Bat 5432. [5704

S.S.I 16 H.P. Airline chassis and engine less body. Will sell complete or dismantle for parts. Shirtcliffe, Vicarage Lane, Dore, Nr. Sheffield. [5705

1929 ROLLS ROYCE 20 Limousine. Windover body. Excellent condition. Weldon, Barn Hey, Burghfield Common, Bucks. [5706

LOTUS MK. VI FORD, fully modified. Hood, sidescreens, very clean. 20,000 miles. £450 o.n.o. Landon, 5a, Shakespeare Road, Bedford [5707

£15 BASIS SPORTY RUNABOUT, 1933, Morris 8 complete running chassis. Brakes relined, sound engine. French, 11, Etchells Road, Cheadle, Cheshire. GAT 7876. [5708

S.S. 100, beautiful condition, for sale privately. Consider post-1950 Saloon part exchange. Full details to and from Box Y.709. [5709

RILEY 12/6, 1933. Spares from recently broken car. Radiator, wheels, tyres, dyno, starter, instruments, etc. Phone Arnold 9256. [5710

PAIR 1¼ INCH S.U. CARBURETTORS with manifold for Vanguard engine, as new, hardly used. Cost £30, accept £15. Halda Speed Pilot, as new, £12. Phone (evenings), Headley Down 3224. [5711

ALVIS 4.3, 1938, Charlesworth Saloon. Laid-up 1939/48. 73,000 miles. Engine in first class condition, recent decarb. Coachwork completely sound, with excellent finish. Chrome perfect. One-shot lubrication, servo brakes, Ace discs. Interior upholstery and carpeting in very good condition. All instruments, etc., operate. Four tyres as new, 2 spares. £235. 63, Cleveland Road, London, E.18. WANstead 9726. [5712

L.H.D. 1949 AUTO UNION WANDERER, 17.55 c.c. Good condition all round. Nearest £250. Green Farm, Scholes, Cleckheaton, Yorkshire. Cleck 807. [5713

1936 ALVIS SPEED 25 Mulliner Sports Saloon. I.f.s., tele-control, one-shot lubrication. Engine and bodywork very recently overhauled. £300 o.n.o. R. M. Ling, The Home Farm, Clyffe Pypard, Wootton Bassett, Wilts. [5714

1933 SPEED 20 ALVIS Mayfair Saloon. Excellent condition all round. £235 o.n.o. Write: McCardie, The Mermaid, Winnersh, Nr. Reading, or phone Wokingham 803. Firebird or 12/70 4-door Saloon wanted. [5715

1954 MORRIS MINOR Convertible, Alexander conversion. Heater, full tonneau. £450 o.n.o. (Have adopted T.R.2). 81, Malvern Road, Worcester. Tel. 2932. [5716

CARBURETTORS! All brand new and all downdraught. Solex, 1 7/16 in. bore, £5; Zenith 36 V.I.S., 1 7/16 in. bore, £5 5s.; Zenith 42 V.E.15, 1 5/8 in. bore. £5 10s. Box No. Y.717. [5717

FOR SALE—*continued*

FORD MERCURY Drop Head Coupé, L.H.D., 1940. Two owners. Showroom condition. Radio. Taxed. 100 m.p.h., 23 m.p.g. £195. Ilford 1305 9-10 a.m. [5718

BUCKLER Gold Top H.C. Head for Ford 10. Nearly new. £3 10s. Hatch End 4846 evenings. [5720

M.G. N.A. smart red Sports Tourer. Good engine, heater. Taxed and insured. £95. Phone VAN 7160. [5721

AUSTIN 7 Tourer. £30. Rebored, rewired. New kingpins, dynamo, battery, tyres. Taxed. 1931. 91, Maple Road, Dartford, Kent. [5722

VINTAGENTS. 1924 Minerva 32 h.p. Saloon. Sleeve valve (Knight) engine. Perfect example of this rare motor. £220 o.n.o. Bloomfield, The Cottage, Alderton, Glos. [5723

1932 RILEY "Gamecock," red. Suit enthusiast. Offers, Parker, 46, Parade Road, Ipswich. [5724

14 H.P. TALBOT, 1935, good appearance, 4-light Sports Saloon. Reconditioned gearbox, new battery. Space required, must sell. £35 o.n.o. Seen South-Hampton Motors, London Road, Langley, Bucks. Tel. Langley 536. [5725

1936 A.C., partly dismantled. All parts except engine and clutch. Leamington Spa 7854 after 7. [5726

JAVELIN CRANKSHAFT, std. size, £7 10s. Ford "T" rear wheels, 30s. each. Riley 12/6 cylinder block (not w/cooled main), £15, Bryden, 12, Armley Grange Drive, Leeds 12. Tel. 638310. [5727

TALBOT, 1934, 75 Saloon. Regularly used. £45. Munson, Cleavewater, Haywards Heath 1134. [5728

FORD-ENGINED SPECIAL. Fibreglass body, twin S.U.s hood, 4 new tyres. £250 o.n.o. Two years to make and over £500 spent. 10, Whitefriars Drive, Wealdstone, Middx. [5729

RILEY 9 SPECIAL. Taxed, insured, appearance stark similar to Imp, twin S.U.s, recently rewired throughout, new battery, good tyres, nice looking hood, two seats plus occasional. Reliable performer. £145 o.n.o., or exchange 750 Special. Hill, 204, Upper Grosvenor Road, Tunbridge Wells, Kent. [5730

SAVE £1! New unused 12 v. Marchal Fantastique fog and driving lamps, cable, switch. Cost 105s., accept 85s. each, C.O.D. M.G. J.2 engine, less head, broken crankshaft, 70s. M-type head, 15s. Box No. Y.731. [5731

1919 T MODEL FORD, L.H.D. 1921 Lagonda Coupé. Both fully restored. Best offer. "Rossleigh," Mill Lane, Broughton, Brigg, Lincs. Telephone: Scawby 293. [5732

3½ ROLLS BENTLEY, 1936, Park Ward Sports Saloon. Heater, etc. Very good condition, well shod. £375 o.n.o. Cosham (Hants) 77619. [5733

ASTON MARTIN MK. II 4-seater, 1936, one of the last 1½-litre cars made. Just completed very thorough engine overhaul. New S.U.s, all bearings replaced in gearbox, new differential, clutch, prop shaft couplings and hub bearings, brakes relined. Five sound wheels, new Michelin tyres, new screen, triple wipers, superb new weather equipment, new batteries. Original leather upholstery, bodywork exceptional. Resprayed dark green. Chrome excelent. £495 o.n.o. Consider exchange. Preston, 16, Preston Avenue, Eccles. Phone 1027. [5734

500K MERCEDES Drop Head Coupé in first class original condition. Recent overhaul, all bills available. Taxed. £375 o.n.o. Hoskinson, 120, Heaton Moor Road, Stockport. [5735

FOR T.C. M.G.—19 in. wheel, tyre, springs, luggage rack, single carb. manifold, half shaft, hub (damaged), rear wing. 56, Twiss Green Lane, Culcheth, Lancs. [5736

1940 T.B. M.G., B.R.G. Unusually good order. Bodywork, tyres excellent. Regency covers, flashers, tonneau. Bills galore. Betters most early T.C.s. £275 or reasonable offer. Box No. Y.737. [5737

A7—Five Pressed Steel Wheels, £10. Brake shoes, new linings, cams, springs and ground drums, 50s. Poole, 13 Lindale Avenue, Royton, Lancs. [5738

ROESCH TALBOT 14/45 Saloon, 1931. Very reliable, original, new tyres, brakes. Taxed and insured, including spare chassis if required, handbook. £45 o.n.o. Also, Motor Sports, 1942-1957 inclusive and Veteran and Vintage Magazine from No. 1 to date. Offers. Griffiths, The Cottage, East Chinnock, Yeovil, Somerset. Tel: West Coker 305. [5739

MUST SELL to highest offer. Working Invicta 4½ Special, needs only shockers and mudguards fitted to make roadworthy. Mechanically perfect, pure 2-seater, aluminium body with slab tank and spare wheel. Needs battery. Please view, a natter over a noggin always acceptable with enthusiasts. T. Prickett, 1, Church Road, Leatherhead 4131. [5740

1949 TRIUMPH Roadster, 34,000 miles one owner. Immaculate, maintained regardless, including recent new engine, clutch, gearbox, final drive, wheelbearings, silencer. £450. Rowe, Millfield Lane, Hitchin. Phone 4269. [5741

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

FOR SALE—*continued*

ALVIS FIREFLY, 1933, Saloon. Manual box, brakes relined. Good running order. £75. Elkington, 13, South Lodge Drive, N.14. LAB 4469. [5900

1935 M.G. K.N. Magnette, black, 4-seater Saloon. £55. Richmond 3006. [5901

£100. CONCOURS CONDITION. 1935/6 Humber 16 De-luxe. Any engineer inspection. 23-25½ m.p.g. 119, Sidney Road, Walton-on-Thames. Tel. 4483. [5902

SPORTS B.S.A. SCOUT, 1938, red 4-seater. Reconditioned engine, transmission, i.f.s., etc., October 1957. Hood, battery, tyres, November 1957. Plenty of spares. £125. Esher 2659. [5903

M.G.8 J.2, 1933. New battery, hood. Good body, engine. Hydraulics, extras. £110 o.n.o. UPL 4248. Purley. [5904

STANDARD SALOONS. 1931 B.9; many spares. 1934 10 h.p. Offers or exchanges. Harding, 119, Pasteur Gardens, N.18. [5905

PREFECT, 1955. Only 9,400 miles. Multi-exhaust, twin S.U.s conversion, undersealed, heater, loose covers. As new. £540 o.n.o. Emberbrook 6065, evenings. [5906

ALLARD P1 Saloon. Reconditioned engine, new gearbox with centre gear shift. High compression heads, petrol economy device giving 24 m.p.g. with vivid performance. Screen wash, radiator blind, fog lights, radio. All tyres nearly new, batteries brand new. Excellent condition. £300. Box Y.907. [5907

1925 SUNBEAM 14/40 Tourer. Body (claret and black) excellent condition. 20 m.p.g. One owner 29 years. £200. J. P. Martin, HOLborn 7686 (weekdays), Brentwood 1286 (evenings). [5908

M.G. NA Magnette, 2-seater. Mechanically and body sound, good tyres, new hood. £90 Please phone Uxbridge 5975. [5909

LAGONDA RAPIER 9.53 h.p. Ranelagh Sports Tourer in exceptional condition. £150. Phone Ashford (Middlesex) 4646. [5910

LAGONDA "RAPIER," 1935 (August), twin-camshaft 10 h.p. Hardtop Coupe. Exceptional condition throughout. £145. Terms possible. 37, Parkside Drive, Edgware. STO 7073. [5911

FIANCEE WANTS HONEYMOON in Switzerland, therefore must sell beautiful Riley Kestrel Sprite, 1937. Everything in perfect working order. Resprayed B.R.G. Rebored, rechromed, relined. £275. Phone GRA 1514, evenings. [5912

ROLLS ROYCE, 1927, Phantom 40/50. Original Carl Zeiss headlamps. Offers around £125. Box No. Y.913. [5913

1939 MORGAN 4/4. New tyres, clutch, rebuilt i.f.s. Good condition. £185. Ball, 1, Leith Road, Sale, Manchester. [5914

ALVIS SPEED 20, 1934, Charlesworth Saloon. Aluminium body, telecontrol rear shockers, fog, spotlights, windtones, P.100. Good order throughout. Nearest £115. Turner, 3, Aldock, Welwyn Garden City, Herts. [5915

ROLLS ROYCE, 1932, 25 h.p. Body by Freestone & Webb. Hardtop Coupé. Immaculate throughout. Enquiries to John Lamdin, Byways, Stubbs Wood, Amersham, Bucks. [5916

1927 RED LABEL BENTLEY. Mechanically excellent, detailed record 17 years. £350. Mercer, Pound Cottage, Rustington, Sussex. [5917

MORRIS INDUSTRIAL ENGINE, practically new, identical to Vintage Oxford. With 3-speed gearbox, mag., carb., water pump, exhaust pipe and silencer. £20. Tel. Dorking 3443. [5918

B.M.W. CABRIOLET, 1936, 1½-litre. Model 315. L.H.D. £65. P/O. Follows, 2, Officers' Mess, R.A.F. Swinderby, Lincoln. [5919

BUCKLER FORD, 1172 c.c. Tuned engine. 1955. £185. S.A.E. Tyas, 5, Brooke Square, Conisborough, Nr. Doncaster. [5920

SALE/EXCHANGE FOR 1172 (part-built, w.h.y?). 1935 Crested Eagle Alvis, good condition. Well shod. Ideal opportunity. Taxed 4 months since 1951. Also, part-built, modified A.C. Special. Details, offers: Thompson, "Burnside," Shadforth, Durham. [5923

BENTLEY 4½-LITRE, fitted with Shooting Brake body in 1949 (and re-registered) Recent c/grind, main bearings, etc. Exchange Lambda, Augusta, or sell £155. T. W. Sanger, 126, Gloucester Road North, Filton, Nr. Bristol. [5924

'33 RILEY KESTREL 12/6 broken for spares. All available. Manifold with 3 carbs., £10. Wanted, new timing gears for same model Exchange any of above for them. Two Riley 9 heads, about 1930-32, £1 each. Thurgood, 45, Lansdowne Gardens, S.W.8. [5925

ROLLS 20/25 WINDOVER O.D. Landaulette, 1933. Extensive R.R. history from 1947 includes complete engine overhaul '49/'50 Excellent performance with 20 m.p.g. Chesham 8357. [5926

FORD T PARTS. Write requirements. S.A.E. G.N. chassis, 1921. Under 20,000. Engine, transmission, chains, sprockets, all unworn. Wheels, front axle, not original. Offers. Talbot 14 Saloon, 1933. One owner since 7,000. Needs little restoration. £35 or near. O. Kenyon, Treales, Kirkham, Lancs. [5927

FOR SALE—*continued*

ALVIS SPEED 25 D.H.C., in immaculate condition throughout. New tyres. Very attractive appearance. Only two careful owners since new original registration book. Recent overhaul at Alvis works. Photograph on request. £250. Consider smaller car in exchange; arrange terms. 252, Southwell Road W., Mansfield, Notts. Phone 5194. [5928

M.G. S.A. 2-litre Sports Saloon, 1938. Beautiful condition. 20 m.p.g. Bodywork, upholstery, near perfect. Car too big for small wife. £175 o.n.o. Morris, 182, Bath Row, Birmingham 15. MID 7052 until 7 p.m. [5929

ASTON MARTIN LE MANS Short Chassis 2/4-seater. Excellent hood, tyres, tonneau, new magneto, starter, excellent bodywork finished in black. £27 spent on steering and front suspension. Taxed. McKee, Colthouse Broadmead, Heswall Hills, Wirral; seen London in January. [5930

VOLKSWAGEN, immaculate 1951 De Luxe. Green. Burgess exhaust, washers, searchlight. £360. 16, Sibson Road, Sale, Cheshire. Tel. 9513. [5931

CARLTON DROPHEAD on Talbot 75 Chassis. Fitted Eedford engine. Smart, fast, economical. £75. Charlesworth, Gilbert Bank, Woodley, Cheshire. [5932

BREAKING AUSTIN SEVEN Saloon, 1931. All parts good, many excellent. Going cheap. Please come and take them away. Uplands 5740. [5933

1951 ALLARD MERCURY. Alloy heads, balanced crankshaft, double Solexes, "X"s, twin spares, fogs, radiator blind, screenwash, etc. Effortless Sportster. Genuine 20 m.p.g. £375. Buying boat. Box No. Y.934. [5934

TYRES, WHEELS. Four Michelin "X" tyres, 5.50 x 16, 2/3 worn. One ditto, new (250 miles). Airstop inners. Five 4-stud wheels for same, fitted rimbellishers. Reasonable offers. 45, Montrose Place, S.W.1. [5935

FIAT 1500 Farina Coupé, 1940. Unused 31/12/41 to 14/6/45. Beautiful black aluminium body, excellent hood. Engine reconditioned 17,000 miles ago, new steering, front suspension. 27 m.p.g. Nearest £265. 69, Cole Park Road, Twickenham. Popesgrove 3353 [5936

1948 "1100" H.R.G., maroon. Good all-round condition. Nearest £325. Harris, 31, Whitehouse Road, Dordon, Tamworth, Staffs. [5937

TRIUMPH VITESSE, 1937. Good condition. Offers. 1, The Poplars, Brogden Street, Ulverston, Lancs. [5938

HORNET SPECIAL, 1932. Tonneau, no hood. Crank ground, new rings, brake and clutch linings. Flamethrowers. £50 o.n.o. "Bryn-Estyn," Coronation Avenue, Heywood, Lancs. [5939

DELAGE, 1938, D.8.120. The fabulous streamlined saloon in brand-new, repeat brand-new condition. Winner at classic competition for elegance. 95 m.p.h., 24 m.p.g. approx. New tyres. Reconditioned throughout. £185. KNI 0746. [5940

M.G., 1937, V.A. Saloon. Two-tone green. Most attractive specimen. Owner going abroad. £200. Dainty, 8, The Close, R.A.F. Staff College, Bracknell. [5941

GAMECOCK RILEY. Complete original coachwork, beautiful condition, sports engine. £150, including spares. Also, M.G. J.2 gearbox, £8. Box No. Y.942. [5942

S.S.1 JAGUAR Coupé. Hood, sidescreens, etc., Twin S.U.s, alloy head, spare engine, gearbox, steering column, axles, springs, etc. £90 o.n.o. Jones, 67, Brownmoor Park, Liverpool 23. Waterloo 2339. [5943

CRASHED MK. V JAGUAR 3½. Immaculate before accident. All major parts intact. Front suspensions, rear axle, engine, all wheels, roof, odd doors, all glass, most chassis parts, etc. £150. Farrer, 16, Crag Hill Road, Thackley, Bradford, Yorks. Phone Idle 1518. [5944

RILEY ADELPHI 1½, 1936. Forced to sell, choice between enthusiam for wife or Riley. Black, bodywork good. Mechanically very good. £95 o.n.o. "Enthusiast," 78a, Wheelsby Road, Grimsby. [5945

ROLLS ROYCE, 21.6 H.P., 1923. Fully restored. Original. Interesting history. One owner 33 years. Touring Body by Stevenson, Glasgow. £350. Dixon, 26, Crank Hill, Crank, Nr. St. Helens. Tel Rainford 475 [5946

SCINTILLA VERTICAL MAGNETO; and L.M.B. "Rally" Induction Manifold off 1957 Ford Prefect. Genuine new condition. Cost £25; accept £10. May, 49, Wells Road, Wolverhampton. Phone 37025. [5947

TWO AMALS, nearly new, with cables, etc., experimental short induction and balance pipes; off Volkswagen; could be adapted others. Complete, £5. May, 49, Wells Road, Wolverhampton. Phone 37025. [5948

NEW 12 V. ELECTRICS. Lucas windtone horns, 85s. pair. Smiths heater motor, 37s. 8, Oakwood Grove, Horbury, Wakefield, Yorks. [5949

BENTLEY 3-LITRE, BREAKING. Engine (recent top overhaul), 2.538 diff, original instruments, clock, etc. Offers. Kelly, Church Street, Bridgnorth. [5950

FOR SALE—*continued*

TALBOT '33/105 DISMANTLING. All parts cheap. S.A.E. list. 208, London Road, Peterborough. [5951

M.G. 18/80 Mk II Saloon. Mechanically and bodily good. Haggling starts £95. No goldfish. Cox, 260, Horseshoe Lane, Leavesden, Watford. [5952

LANCIA APRILIA. Exceptional 1939 De Luxe model. Two owners, moderate mileage, nowhere near first rebore yet. Interior red hide, body champagne. Heater, roof rack. Examination welcomed. £295. Yorke-Long, Bolebec Place, Whitchurch, Aylesbury, Bucks. Telephone 244. [5953

J.2 ARDUN MERCURY ALLARD. Red. De Dion rear. Very rapid. £440 o.n.o. Box No. Y.954. [5954

1927 RILEY 11.9 Tourer. Very good all-round condition. New hood, tonneau, with spare engine and gearbox. £115. Brown, Leo House, Esher Place, Esher. [5956

M.G. T.A. Very clean, re-cellulosed. Spare engine and other new spares. £260. Box Y 957. [5957

1937 BENTLEY 4¼ SPARES, including wheel with Ace discs, unused tyre, spare wheel cover, exhaust/silencer unit, front window winders, instruments and handbook. Offers to 93, The Crescent, Davenport, Stockport. Tel. Stepping Hill 2741. [5958

BENTLEY, 1929, 4½-LITRE 2-seater, short chassis. Similar to H.M. Bentley rebuild. Slab tank, etc. Immaculate appearance. £295. Lagonda, 1933, 16/80 D.H. Coupé. Fair condition. New tyres. £50. Similar car for spares. £30. H. Booth, 55, Headingley Lane, Leeds. Tel. 54795. [5959

FIVE WHEELS, 500 x 16, suitable for Austin 7 Special £14. Excellent condition. Arnold, 4, West Drive Gardens, Harrow Weald, Middlesex. [5960

NIPPY ENGINE COMPLETE. Engine gearbox, electrics. Seen running. Box No. Y 961. [5961

AERO MINX, 2-seater. Sliding head. Mechanically good but needs respray. Make smart little car for enthusiast. £55. Stevenson, 255, Radford Road, Nottingham. [5962

LANCIA APRILIA Saloon. Beautiful condition. Black with blue trim. Excellent mechanically. Four good Michelins. Marchal optiques and auxiliaries. No rust. Never crashed, Meticulously maintained. Late 1937; now mainly 1939 specification. £355. Russell, Kenmore, Devenish Road, Ascot 177, after 6.15 p.m. [5963

MAGNIFICENT 1933 TALBOT "65." Absolutely immaculate condition, must be the best in existence. £130. 1946 Jaguar 2½ Saloon. 35,000 miles. £250. Twin S.U.s, 1¼ in. £5. Jack for Fiat 500. £2. Fitted case of Bosch magneto spares and spanners. £2. Wanted: Speed 25. Box No. Y 964 [5964

LYNX-LIKE CLIMAX-ENGINED TRIUMPH 4-seater Sports. B.R.G. Fast and reliable. £100 overhaul, engine, brakes, tyres, etc. Genuine. £105, o.b.o. Pexleyheath 2728. [5965

LANCIA APRILIA Saloon, beautiful condition. Black and fawn with light grey trim, extensively reconditioned this year, enthusiast maintained. 1938. Gearbox and engine completely reconditioned '52. £380. Wallwork, 20, Bernard Gardens, Wimbledon, S.W.19. WIM 3242. [5966

NO REASONABLE OFFER REFUSED. M.G. J.2. One rod through side of block. B.R.G. Rest of car in good condition. Deposit—take away. 34, Silver Lane, West Wickham, Kent. Springpark 1248. [5967

V.8 SPECIAL. Tubular chassis, i.f.s. Potent. £75. 144, Swarkestone Road, Chellaston, Derby. [5968

TRIUMPH GLORIA/CLIMAX, 10.8 engine and gearbox, complete and in going order. Buyer collects. Offers: Banks, 13, Holmer Road, Hereford. [5969

AUSTIN 750 SPECIAL. Built 1956. Lowered suspension. Oversize wheels, well shod. High ratio back axle. Three-speed box. New rad. Really throaty engine. S.U. carb. All fitted in trials type alloy body. Suit fibreglass shell. Call-up only reason for sale. £55, or reasonable offers for parts. Phone: CLE 9173, or write Gallacher, 61, Windsor House, Wenlock Road, N.1. [5996

O.M. C.J.H.222. 2 litre tourer. Six cylinder O.H.V., 12 plugs. Splendid condition. Bosch electrics New hood and sidescreens. Over £100 spent on engine, etc., 1956. Blower (not fitted). A rare vintage car. £175. Photo on request to genuine enquirer. Phone MOU 5784 (day). Sorrell, 10, Carysfort Road, Hornsey, London, N.8. [5997

LANCIA GRAN TURISMO, 1945, Astura. For details and photograph of this magnificent car see August issue of "Motor Sport" This car has to be sold and the price has been reduced to £375 from £750. The £100 worth of spares are still included. Please write to Mr. C. R. Ewen, 41, Penshurst Gardens, Edgware, Middx., or telephone HAMpstead 7675. [5998

FIVE 31 x 4 Dunlop S.S. tyres, new, 30s. each. Box No. Y 999. [5999

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

FOR SALE—*continued*

ALVIS FIREFLY being dismantled. All spares for sale. S. Plevin, 40, Scarth Hill Lane, Aughton, Lancs. Phone: Aughton Green 3212. [5742

BRISTOL 400. Sale or exchange. Blue and beige. Radio, heater. £550. Small car wanted. Loveday, 20, Chesterton Grove, Cirencester. Tel. 154. [5743

1928 CITROEN Saloon. Renovated. Excellent condition. £45 o.n.o. Evans, 58, Elsham Road, W.14. [5751

1931 ALVIS 12/50 Beetleback. Excellent condition. Needham, Two-Dales, Matlock, Derbys. [5753

LAMMAS GRAHAM Supercharged Sports Saloon. Two-tone blue with blue leather. Nice looker. To clear, £55. ELTham 2818. [5755

ALVIS SPEED "25" Charlesworth Saloon. Very fast but needs tidying up. Will sell for £75. Also Ford 8 h.p. (Y) model chassis complete. Ready to fit body. £25. 300, Westwood Lane, Blackfen. [5756

1932 MORRIS MINOR 2-seater. New hood, good sidescreens and bodywork. Grand reliable engine. In daily use, London. £40. MAI 2614. [5757

RILEY 9 LYNX Tourer, '33. Recent engine and clutch overhaul, rewired and in very good overall condition. £125. Leeds 638625. [5758

MILLIONAIRE (SKINT) cross lunatic wishes to dispose of his 1927 Tourer Rolls Royce. The money spent on this machine would buy two normal Rolls Royces. Bills for £250. Immaculate condition, rebuilt September 1957. Resprayed, etc. Engine not yet run in. Sacrifice, £375. Telephone Wilmslow, Cheshire, 3204. [5759

1932 ALVIS SILVER EAGLE 20 Atlantic Saloon, dark green. Excellent all-round condition and new tyres. £150. 62, Lister Street, Rotherham, Yorkshire. [5760

AUSTIN GRASSHOPPER, 750 c.c. Original works car, see "Austin Racing History." Centric blower available, full weather equipment. Excellent condition, enthuiast maintained, cost regardless. £200. 27, Franklin Avenue, Tadley, Hants. [5761

1938 (NOV.) ASTON-MARTIN 2-litre Saloon, black. Good condition, just had top overhaul. £150. Greenwood, Pickwood House Farm, Sowerby Bridge, Yorkshire. Phone 81025. [5762

DISTINCTIVE 1928 VINTAGE ROLLS Saloon. Mascot, tools. Taxed, any trial. Very good condition. £95 only to genuine enthusiast. No dealers. Exchange considered. 20, Ennismore Gardens, Nottingham. Tel. 74692. [5763

1937 RILEY 12 FALCON. Preselector. £70. Archway 5526. Evenings, weekends. [5764

1928 FIAT 509.A Saloon. Laid up 20 years, restored to original condition, repainted, etc. £75. Gordon Maclean, Kingston Bagpuize, Abingdon, Berks. Longworth 385. [5765

RILEY NINE "MARCH SPECIAL" 2/4-seater Tourer, 1933. Special series engine, with spare, H.c. pistons, o/s. crankshaft, good tyres, 36 m.p.g. Excellent steering and good brakes. £85. Reed, "Tallard," Grantley Close, Shalford, Guildford (Tel. 61682). [5766

1934 TALBOT (20.9 h.p.) Saloon; 2,000 miles since complete rebuild. Tyres new, body sprayed two-tone fawn and grey. Radio. Nearest £120. H.P. Write BM/LHGD, or phone Great Baddow 72 after 6 p.m. [5767

ALVIS 12/50 1931 4-seater Tourer. Good condition mechanically, body sound. £125. 20, Priory Road, Sale, Cheshire. [5768

1932 TALBOT 105 Tourer, fitted with Rolls engine and gearbox. Hood almost new, good upholstery. Very sound conditiion, excellent runner. £140 o.n.o. Creek, Hatfield Peverel. Tel. 347. [5769

TALBOT 105, James Young Sports Saloon, 1936. £45 towable. Details from Hazell, 58, Grosvenor Road, Swindon, Wilts. Tel.: 3475. [5771

TALBOT 65, 1934. Timing wheels need replacing, but otherwise good condition. Offers to Maunder, 125 Balcombe Road, Horley, Surrey. Phone Horley 3921. [5772

DISMANTLING RILEY MONACO 1933 & 1934. Morris8, 1936, and Austin 12/4. Evenings and weekends. Wilson, 99 Langley Way, West Wickham, Kent. Spring Park 1490. [5775

1946/7 FORD V.8 L.H.D. Fixed Head Coupé. Immaculate. Replacement engine. Beautiful car. Heater. Taxed. £285. Ilford 1305 9-10 a.m. [5719

12 VOLT S.U. PETROL PUMPS, guaranteed working order. 30s. post paid. Paris, 6, Fort Road, Halstead, Kent. [5776

SPORTS CAR SPARES: Dismantling Triumph Dolomite, Gloria and Vitesse; Singer Le Mans; M.G. 1.2 engine spares, M type gearbox; Kestrel 12-6 radiator, c. & p., steering, hubs. Paris, 6, Fort Road, Halstead, Kent. Phone, Sevenoaks 3769, evenings, weekends. [5777

MAGNETO Wico Pacy 4-cyl. conversion for Fords only. Cost £12, accept £6. Unused. 127, Glebe Avenue, Ickenham, Middx. Tel. Ruislip 3846. [5778

FOR SALE—*continued*

HORNET E.W. SPECIAL Coupé, 1934 (Minx engine-box). Professional job. Chrome, paintwork good. Property M.T.O. £70. Baines, Westow, York. [5779

DAMAGED M.G. P.A. 4-seater. Engine, gearbox, hood, tyres, etc., all excellent. Restorable. Sell complete or for spares. Glaister, 9, Clift Street, Carlisle. [5781

THE STORK'S BEEN. T.C. M.G. Resprayed, wheels rebuilt, engine reconditioned, new sidescreens, tyres. £325. Mason, 21, Westminster Road, Macclesfield. [5782

COLLECTOR'S DREAM. The finest 1925 Vintage Austin Chummy in existence. Buff/black. Completely original, 20,000 miles, 2 owners, meticulously maintained. Tools, manuals, job chart, many spares. £195 o.n.o. Townend, "Grey Close," Wheatlands Road, East Harrogate. [5783

TRIUMPH 1800 Roadster. Showroom condition. New hood, resprayed "Alpine Mist," several extras. Taxed, insured. £350 o.n.o. 15, Broadstone Avenue, Walsall. Bloxwich 66539. [5784

M.G. T.F., 1954. Red, red upholstery, immaculate condition. £580. Clarke, 77, Wollaton Vale, Beeston, Notts. [5785

LAGONDA 1939 LG6 Salon de Ville. 1.f.s. Two-tone grey. One owner since new clutch, shock absorbers and somplete engine rebuild by well-known Lagonda specialists. A beautiful car in splendid condition. Seen London or Horsham, Sussex. £220. Box No. Y.786. [5786

EX MAJOR BAILEY'S 6½ BENTLEY. Excellent mechanically. Open 4-seater. A wonderful car for the enthusiast. £270. Jackson, Corner Cottage, Church Cobham 3391. [5787

1172 SPECIAL. Aquaplane twin 1½ S.U.s, inlet and four-branch exhaust manifolds. 45 thou. off head, double valve springs. Lucas windtones, Marchal 642, gradient meter, etc. ALL weather equipment. Genuine reason for sale. Sacrifice. £110. Diffey, Child Okeford, Blandford, Dorset. Tel. 281. [5788

VINTAGE ROLLS ROYCE, 1929 delivery, 20 h.p., fitted with raked steering, adjustable bucket-type front seats, four-door black fabric saloon, with brown leather upholstery. Excellently shod, carefully maintained, regularly serviced by RR trained engineer; all in good order. A very reliable clean car, good for big mileage yet. Complete with tow-bar for caravan, snow-chains and current comprehensive insurance. £200. To be seen by appointment Birmingham. Write Box No. Y.789. [5789

ASTON MARTIN Le Mans 2/4-seater. Recent engine rebuild. Mark II camshaft, lightened flywheel, reconditioned water pump, brakes relined. Good batteries, Scintilla magneto, Zeiss headlamps, spotlight, seat covers, fold-flat screen. Large instruments. Finished B.R.G. 27 m.p.g. £225 o.v.n.o. Fidler, 11, Stanton Avenue, Manchester 20. Didsbury 6390. [5790

1934 ALVIS Silver Eagle spares, mint condition, dirt cheap. Fishpool, Well, Bedale, Yorks. [5791

ALVIS 12/70, 1939, Saloon, black, brown hide. Heater. Handsome car, perfect mechanical condition. £265, credit facilities possible. 153, The Hyde, N.W.9. Colindale 7898. [5792

1931 AUSTIN 7, 40/50 m.p.g., 2/4-seater Tourer. 1933 engine, rebored, hotted up with Dante speed equipment. Steering, brakes, dynamo, overhauled. £35 o.n.o. Pemberton, 14, Queens Gate Terrace, S.W.7. KNI 7915. [5793

S.S. 100. Specimen Car. New hood, sidescreens, leopard skin seat covers. Recently done £200 of repairs. Bills. Outstanding performance. Must be seen. At £340 o.n.o. Phone Valentine 4144. [5794

M. TYPE M.G. Crank reground, good tyres and hood, 4-speed remote control. 42 m.p.g. £70. Wanted, Riley Gamecock or Lynx. Clarke, 64, Piggottshill, Harpenden 3448. [5799

4-LITRE SUNBEAM TALBOT. 1939. Rare, attractive drop-head. Low mileage, virtually unmarked, mechanically excellent, engine overhauled, 90 m.p.h. Radio. £200. Lemmens, 8, Crescent Road, Sidcup. [5800

DISMANTLING 1939 JAGUAR 2½. Spares for sale. Monkswood Nursery, Pick Hill, Waltham Abbey, Essex. Waltham Cross 2013. [5801

VOLKSWAGEN 1947 L.H.D. Many extras. Wife says too dull and reliable. £270. Davies, 23, Foxes Dale, Blackheath. [5802

A.C. 4-SEATER Coupé. New hood. Three new tyres. Engine reconditioned. £130 o.n.o. Derry, 16, Knighton Road, Four Oaks, Sutton Coldfield. [5803

1953 S.V. MINOR Convertible. 43,000 miles. New engine and blower, new hood, two owners (colleagues). Excellent condition. Ordering Riley. £415. Shirbon, 121, High Street, Witham, Essex. Tel.: 3132. [5804

HEALEY SILVERSTONE, 1950, E Type. Recent mechanical overhaul and respray. About £450. Full details, 234, Foleshill Road, Coventry. Phone 62325. [5805

£16. AUSTIN 7 CHASSIS complete. 33, Benfleet Park Road, South Benfleet, Essex. [5806

LAGONDA, 1933, 2-litre Tourer. Fine car, good condition except hood. £140. Stork, Devonshire Hall, Leeds 6. [5807

FOR SALE—*continued*

RILEY 9, 1935. £90 or exchange Brass 7 h.p. 114, Norman Avenue, Eccleshill, Bradford. [5808

1937 RILEY KESTREL SPRITE. Black. Good condition, several extras including radio, heater, fog and pass lamps, screen washers. Two new tyres, others good. Recently renewed rear springs and dampers, clutch plates and battery. Rewound dynamo. £160. Cheetham, 89, Baswich Lane, Stafford. [5809

JAGUAR MASCOT BRASS CASTINGS. Weight 2 lb., need filing, cleaning up, plating. Tapped ¼ Whit. 21s. c.w.o. 359 City Road, E.C.1. [5810

ALVIS 12/50 TJ ENGINE. Almost complete bottom half. Also block, dynamo, some clutch components. Lisle, Cuckfield, Sussex. [5811

1937 RILEY NINE. Preselector gearbox, c.w. & p., rad., starter, headlamps, etc. £20 o.n.o. Finnecy, 5, Harcourt Green, Wantage. [5812

AUSTIN 7 SPECIAL. Fully modified. £120. Phone KIN 1683. [5813

1934 RILEY 9 MONACO, requires dynamo. Offers around £35. Jackson, 70, Broom Valley Road, Rotherham (Tel. 77097). [5814

ALVIS 12/50 SPECIAL, shortened chassis. Dunlop wheels. Enthusiast's car. £100. Tel. WIM 7837. [5815

ATTENTION ENTHUSIASTS! Unique opportunity to acquire one of Britain's quality sports cars. Details, with appointment to view this 2-litre 1939 Aston Martin, from COL 8811 Ext. 29. [5816

FAST GIRL, 20 years, seeks new guardian. Moderate drinker, non-smoker. Five new shoes (and socks). Needs new hat and some beauty treatment. £75 secures Ford 91A Drophead. Heater. Spot. Box Y.817. [5817

BENTLEY 4½-LITRE, 1930. Chassis PB3537. D box. Good looking small estate type body with original Freestone Webb saloon line. Black/yellow. Extensively reconditioned and maintained by Bentley specialists. £185. Present owner 14 years. Leader, 20, Onslow Gardens, S.W.7. [5818

PAIR OF S.U.H.4 1½ in. Carburettors, complete with air cleaners and linkage removed from M.G.A. Little used. Also M.G. T.D./Wolseley 4/44 cylinder head complete with valves and springs. Swayne, 3, Clinton Please, Seaford. [5819

LEA-FRANCIS, 1949, Sports. Excellent condition. 100 m.p.h., 28 m.p.g. New hood, tonneau. £345. Exchange Bentley, Nash and cash or w.h.y. 24, Barkham Ride, Wokingham. Eversley 3117. [5825

ASTON MARTIN, 1936, Mark II 1½-litre 2-door Saloon 4-seater. Beautiful condition. Black, red interior. £230 o.n.o. 3, Bushy Court, Hampton Wick, Middlesex. [5826

M.G. SPARES. Breaking J.2. All parts available. Some P.A. parts including flywheel housing, wheels, chassis frame, etc., also available. Please state requirements. S.A.E. R. Soper, 160, Harrogate Road, Leeds 7. Tel. 684020. [5827

1935 S.S. "AIRLINE" 20 h.p. Coupé. Relatively little used. Nearly £100 spent on reconditioning but no time to complete as garage space urgently needed. Two spare wheels and all tyres good. Genuine 80 m.p.h. luxury sports car for first reasonable offer or exchange for something small. Temple Bar 0919. [5828

UNIQUE VAUXHALL, 1931, 16 h.p. close-coupled 4-seater Sports Coupé. Unfortunately forced to sell this beautifully kept old car. £125. Pearson, 22, Queensland Road, Boscombe, Bournemouth. [5829

RECONDITIONED SINGER 9 ENGINE. £15 o.n.o. Spares from Singer, Ford 10, M.G. M. S.A.E. for list. 8, Stratford Avenue, Hillingdon, Middx. [5830

1934 ROLLS ROYCE Continental Touring Saloon. In exceptional condition (even by Rolls standards) both internally and externally: a joy to drive and to behold. Available 6th Dec. when owner departs for Malaya. £400, including radio, heater, snow chains and £10 worth of unused first-aid spares, or £365 without extras. Box Y.831. [5831

1948 JAGUAR 2½ black Saloon, excellent condition. P.100s. foglights, heater, demister, Ace discs. New last six months—brake linings, radiator, battery, king pins, silencers, four retreads. Taxed, insured. £285. EDM 4144. [5832

GOOD HOME WANTED for stately old lady. 1930 Alvis Silver Eagle, sound in wind and limb. Offers around £65. Also 1949 Austin 7 Trials Special. Good condition. £65. Hammond, 49, Station Road, New Barnet, Herts. [5833

1934 SINGER LE MANS. Mechanically good, body fair. Also spares, including engine. Haggle at £60 the lot. Genuine reason for sale. Petherick, Bal Lane, Mary Tavy, Tavistock, Devon. [5834

S.S 100 2½, 1938. Finished beautifully in red and chrome. Immaculate condition mechanically and bodily. Newly shod all round. Offered at £275 or nearest. Box No. Y.835. [5835

1930 SWIFT Saloon. Sound batteries, tyres, mechanics. Coachwork requires attention. Running order. £25 o.n.o. Barnes, Harleyford Manor, Marlow. Hunter 0351 (business). [5836

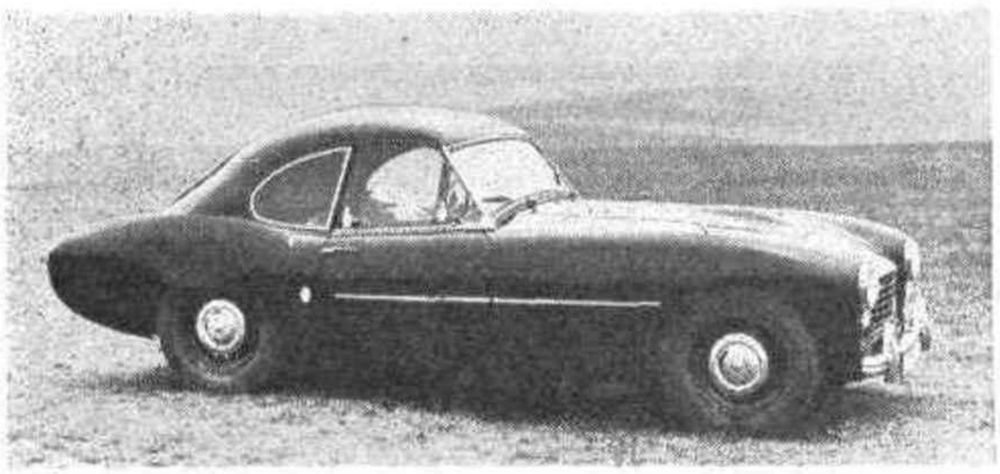
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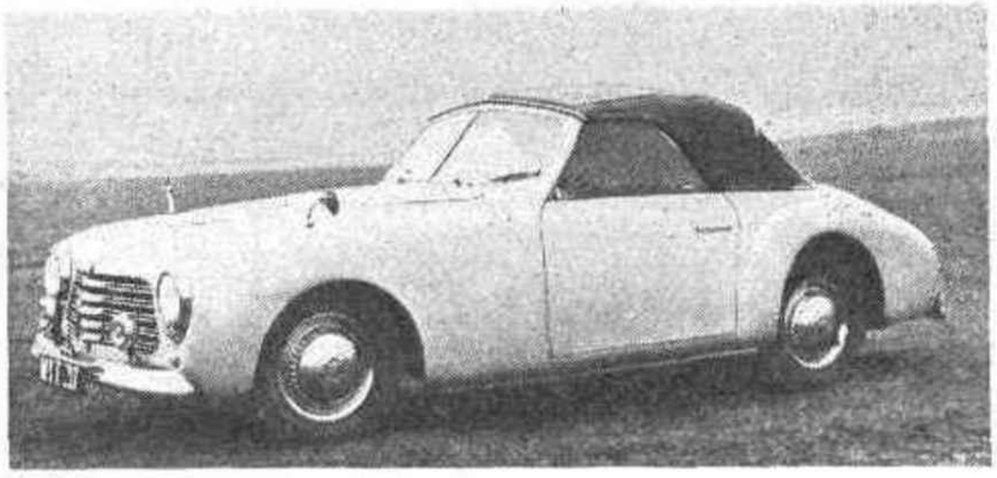
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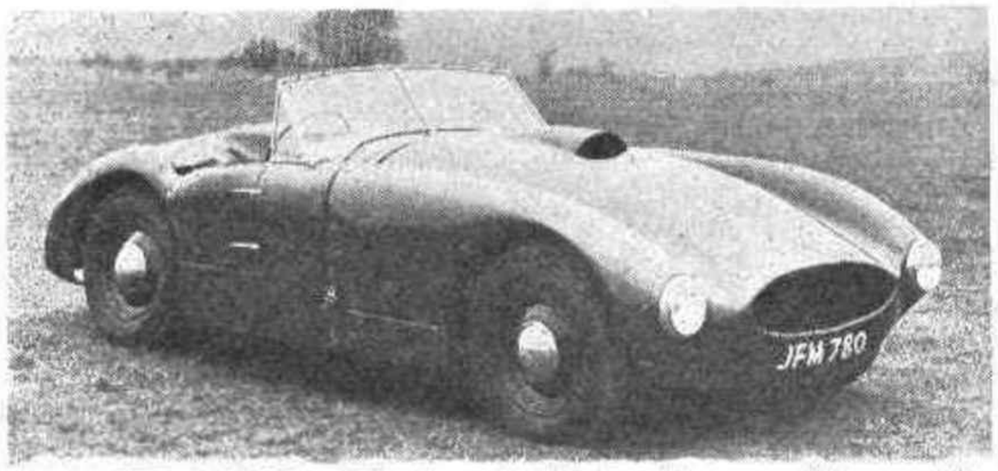
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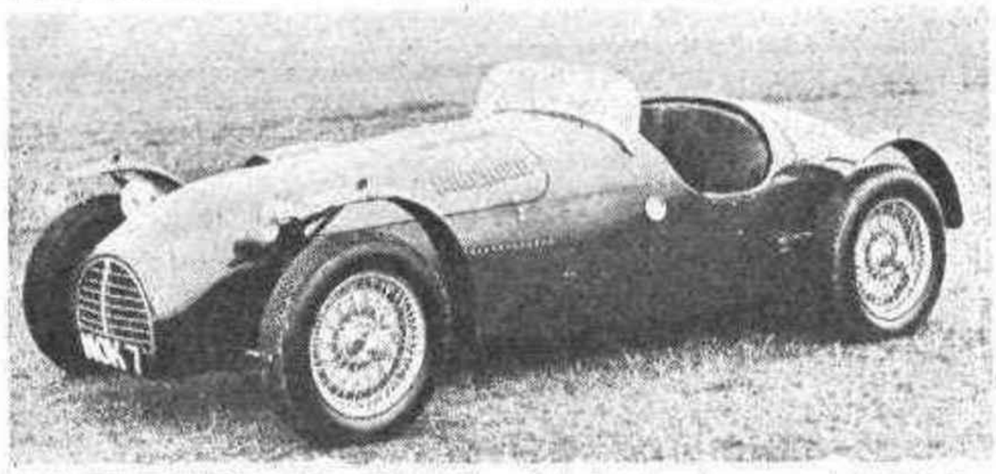
1955 DORETTI FIXED-HEAD COUPE. An easy 85-m.p.h. cruising speed, together with an ability to reach this and substantially higher road speeds with quite remarkable rapidity, combine to make this compact Gran Turismo version of the Doretti one of the faster cars on British roads today. It is noticeably more comfortable than some of its competitors, and the well-proven TR2 engine ensures long life, reliability and economy with the minimum attention ... **£795**



SIMCA SPORT DROPHEAD COUPE. It is unfortunate that the high initial cost, among other things, made importation an uneconomic proposition, and, consequently, there are, it is understood, only three examples, of which this is one, of the delightful Farina-styled Simca Sport in this country. In a matter of seconds it can be transformed from a superbly comfortable and docile closed car to an open sporting machine, typically French, exuding charm and *joie de vivre*. All in all, it is one of the most charming little dual-purpose cars one is likely to meet in a long while **£565**



J2X-TYPE ALLARD. Offered on behalf of a client, a well-known Allard exponent, this J2X type, " le Monstre " (not original, perhaps, but apt) is fitted with a 3,917-c.c. Ardun o.h.v. V8 engine, de Dion rear end and all the other Competition Allard appurtenances. Four new tyres are fitted. In its blood-red finish it looks, every inch of it (and there are lots of them), a 150-m.p.h. car—but somehow we can't help feeling that it would fare better along the seafront at Brighton than along the Mulsanne straight. Still, what else can you buy in this class for **£395** ?



1½-LITRE KILLEEN-M.G. Originality of design based on sound basic principles, construction to the highest engineering standards, minute attention to detail, and exquisite detail finish : when applied to automobile engineering all these add up to a hand-built car of the finest quality and of exceptional interest. The utterly delightful little Killeen falls naturally into this category. The monocoque construction ensures, among other things, a completely rattle-free body, and the transverse-leaf i.f.s., de Dion rear end, rack-and-pinion steering and efficient hydraulic brakes assist in producing racing-car roadability, while the 1,467-c.c. M.G. engine, with Lucas-Laystall head, two 42-mm. S.U.s, etc., and almost 100 b.h.p., gives a performance adequate for successful participation in hill-climbs, sprints and circuit racing : despite this, the Killeen is sufficiently docile and tractable to be used as an every-day means of transport. Together with about £100 worth of spares, the car is offered for sale at **£625**, a fraction of the original cost.

PEUGEOT 203 station wagons, two, 1955, one-owner cars, from **£625**
POWERDRIVE 3-wheeler, 1957, 300 miles **£339**
RENAULT Dauphine, 1957, 7,000 mls. 2-pedal, wireless, etc. ... **£715**
RENAULT 750 de luxe saloon, 1956, 17,000 miles, extras **£499**
TURNER 803-c.c. G. T. fixed-head coupe, 1957, available shortly.





YOU LUCKY PEOPLE ! ! Do you know that in France the delivery delay on the new **PEUGEOT 403** saloon (depicted above on the right) is two years ? In Dunstable, at present, it can be as little as two hours—although we do like a little more notice if possible. We can, in fact, offer delivery of the **203** (shown above on the left) and **403** saloons and the **403** station wagon, in a variety of colours, within two days. We choose to represent PEUGEOTS in this country because it is our considered opinion that both the **203** and the **403** are the safest cars offered for sale, irrespective of price tag, on the British market, and certainly the finest value for money in their respective classes. With a few notable exceptions most new cars give satisfactory service during the first six months or so of their lives. There are, however, very few cars which continue to give that same satisfactory service over a period of years—year in, year out—with the minimum of attention. Due to its intrinsic design and robust, rugged construction, the PEUGEOT is one of these cars. If we may be permitted to purloin a catch-phrase from one of the better American motor-car manufacturers, we would suggest that you " Ask the Man Who Owns One." We are confident that his sales talk will be much better than ours. Anyway, if you are contemplating the purchase of a car of this type, we hope that you will consult us. Brochures are available on request, and demonstrations can be arranged in any part of England, Scotland or Wales. Just contact us—we will do the rest.

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PORSCHE 1600-Super fixed-head coupe, fjord green, with chrome wheels, " X " tyres, etc. Nominal mileage. Late 1957 ... ... **£1,965**

ASTON MARTIN DB2 drophead coupe, spotless dark green, " Vantage " unit, radio, heater, Alfins, etc. 1951 ... ... **£1,195**

FRAZER-NASH Mille Miglia streamlined 2-seater, superb in regal red. Truly a beautiful car. 1951 ... ... **£1,195**

M.G.A fixed-head coupe, indistinguishable from new, in red. Wire wheels, radio, heater, 'grid, mirrors, spots, etc. 1958 series **£1,165**

AUSTIN-HEALEY 100-6, two-tone red/black, 2/4 seats, overdrive, wire wheels, spots, etc. 6,000 miles. 1957 ... ... **£1,095**

M.G.A 2-seater, gleaming black. Radio, heater, 'grid, " X " tyres, twin spots, badge-bar, etc. 1956 ... ... **£845**

LOTUS Mk. XI streamlined sports 2-str., tuned Ford unit, full 'screen. Virtually new. 1957 **£795**

TR3 2-seater, spotless red, fitted 3-speed overdrive, " X " tyres, etc. 1956 ... ... **£795**

LOTUS Mark IX, Stage II Climax 1,100 unit, de Dion rear, turbo brakes, etc. Green. 1955 **£795**

LESTER-CLIMAX fixed-head coupe, all independent, Alfin brakes, etc. Ideal club use. 1955 **£765**

AUSTIN-HEALEY 100. Choice two excellent 1955 2-seaters, ice-blue or red. At **£695**

TR2 2-seater, unmarked ivory with blue cockpit, several extras. 1956 series **£695**

ELVA 1,100 2-seater, red, fitted all extras. Most attractive car, nominal mileage. 1957 **£695**

TR2 2-seater, superb in Oxford-blue with red leather; 3-speed overdrive, " X " tyres, etc. 1955 **£695**

M.G. TF 1,500 2-seater, ivory with red leather, wire wheels, " X " tyres, 'grid, etc. 1954 **£625**

TR2 2-seater in red with beige cockpit. Radio, heater, rear seat, " X " tyres, spots, etc. 1955 **£625**

M.G. TF 1,250 2-seater, red, with wire wheels, " X " tyres, 'grid, new hood, etc. 1954 **£595**

LESTER-M.G. 1,500 Competition 2-seater, very potent unit, neat body. Strongly recommended. 1955 ... ... **£585**

TR2 2-seater, recellulosed white, excellent mechanical order, " X " tyres, heater. 1954 **£585**

MORGAN Plus Four TR2-engined 2-seaters, choice two, blue or red. 1955 ... ... **£545**

JAGUAR XK120 roadster, attractive pale blue, radio, heater, U.S. Royal tyres. 1951 **£545**

KIEFT 2-seater sports, 1,100 Climax unit, fibreglass body. Road equipped. 1954 ... ... **£525**

LOTUS Mk. VI 2-seater, tuned M.G. TF unit, dual blue. Road equipped. 1955 ... ... **£495**

BUCKLER 90 streamlined 2-seater, red. Very pretty and very fast. 1956 ... ... **£495**

M.G. TD 2-seater, grey with red leather, 1953; another, red with radio and heater **£495**

LOTUS Mk. VI 2-seater, tuned Ford unit, black finish, low mileage. 1955 ... ... **£495**

HEALEY Silverstone 2.4-litre 2-seater, red, D-type chassis, very fast. 1951 ... ... **£485**

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B.M.W. 319/45 SPARES. Dismantling 1936 saloon. Most parts available, except engine. M. J. Miles, 10, The Crescent, Goodworth Clatford, Andover, Hants. [6004

£650. COOPER X P.A. works engine, 1466 c.c. Only done 600 miles. Cost £1,400. Reg. May 1956. Also new blower, cost £85. Very fast. Saunders, 11, Lostock Road, Davyhulme, Manchester. [6005

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M.G. T.D., 1953. Black, grid, low mileage. Excellent condition. £475 o.n.o. Smith, Hostel, Shell Haven, near Stanford-le-Hope, Essex. Stanford-le-Hope 3333. [6022

T.D. M.G., 1952. L.H.D. Green. New hood, sidescreens, and all over tonneau, one year ago. Factory reconditioned engine 9,000 miles ago. V. good condition. £425 o.n.o. Can be seen after 9th December, at Brentwood Engineering Company, Brook Street, Brentwood, Essex. Phone: Brentwood 2002. [6023

1924 ROLLS Silver Ghost Tourer. A real car. £225 or offer. Butterworth, Bury Hall, Wolverley, Kidderminster. WOL 202. [6024

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H.R.G. 1,500 c.c. Aerodynamic, 1947. Detachable hard-top. Fitted Michelins. Excellent condition, but requires some attention to bodywork. £195. Terms. 65, Bladindon Drive, Bexley, Kent. [6026

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LEA-FRANCIS 12/40 4-seater Tourer. Good tyres, sound mechanically. Rebuilt 1953. Spares available. Robinson, 2, Newcombe Road, Bristol 9. Tel. 628058. [6028

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M.G. 1938 1½ litre 4-seater Tourer. New engine 1955. 12,000 trouble free miles since Oct., '56. Thoroughly reliable, excellent condition. £195. Lattin, Blacklands, Sparkwell, Devon. [6029

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SUNBEAM 20 Saloon, 1935. Good and sound, but in the way. £35. Leverton, "Kighill," Linby, Notts. [6054

ROLLS-BENTLEY, 1936, 4¼ 4-door sports saloon. Immaculate. Nearest £425. 1, Post Office Cottages, Ollerton, Knutsford, Cheshire. [6055

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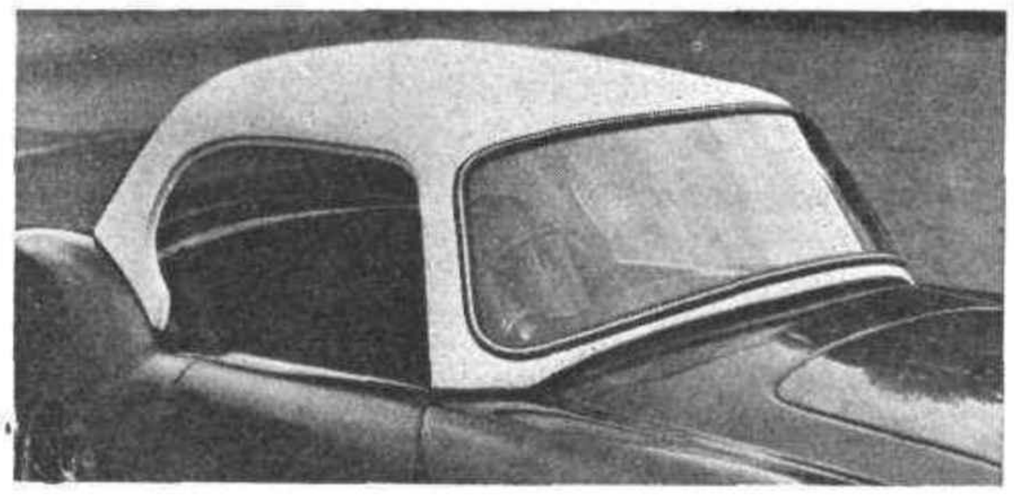
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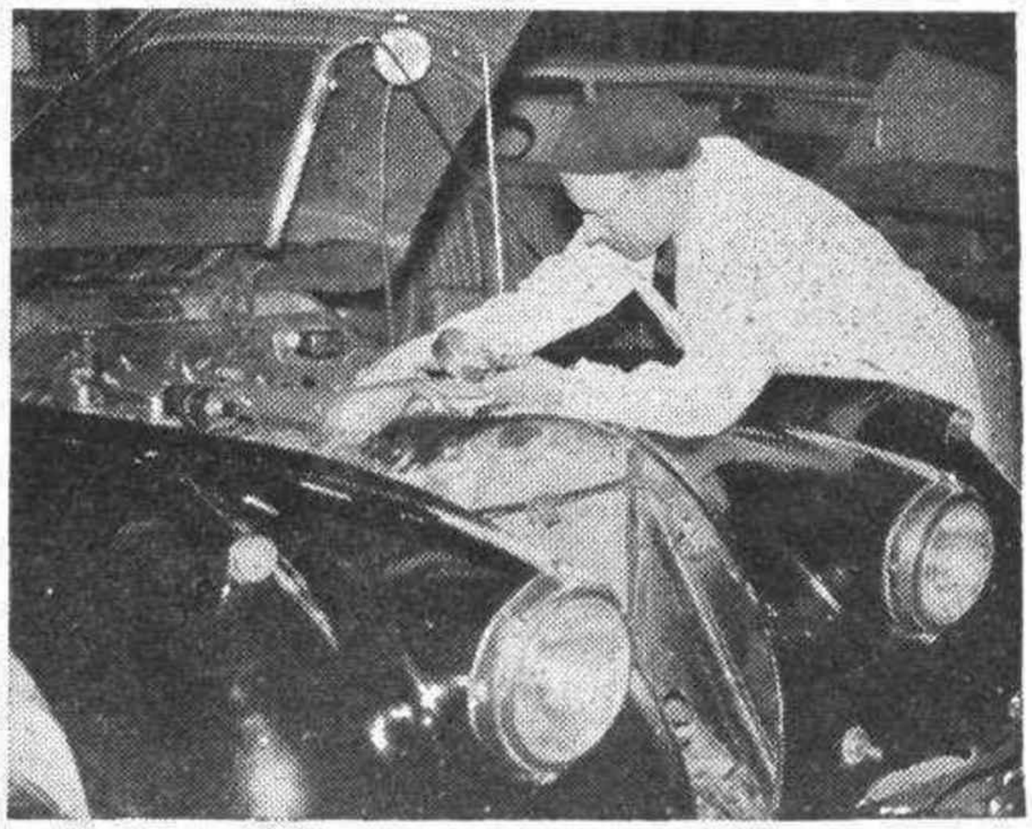
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MOTOMAC. Austin-Healey/M.G.A. Used once. Cost £20. Offers. 9, Sledmoor Road, Wythenshawe, M/c. [6057

PAIR 600-650 x 19 FORTS, almost unused. £20. Set P.II 20in. discs £5. Pair P 1001s £20. Offers. Exchange 600-650 x 18s. Darlington, 10, Hawthorn Gardens. Gateshead-u-Tyne 9. [6060

750 SPECIAL. Lowered chassis, Bowden brakes, direct actions. Brand new: Half-shafts, clutch, distributor, coil, battery, u. joint, lighting. Excellent engine, with mods. S.U. pumps. 2-seat alloy body. Well shod. Load of spares. Seen Birmingham. Delivered £110 the lot. Box No. Y.061. [6061

LEA FRANCIS, 1947, 14 h.p. Saloon. Black. Fitted radio, heater, loose covers. Excellent condition. Taxed and insured. £275. STA 2209. [6062

VOLKSWAGEN, 1949 registered. L.H.D. Mechanically perfect. Body and interior good. £250. Parker, 37, Pell Street, Reading. [6063

1927 ALVIS 12/50 Saloon. Good mechanical condition, but body poor. Suitable for spares or restoring. £27 10s. T. B. Ash, Rockfield, St. John's Road, Buxton. [6064

£240. VOLKSWAGEN, 1952. L.H.D. 40-45 m.p.g. Uses no oil. Motor-cycle or car taken in part exchange. 83, Crofton Lane, Stubbington, nr. Fareham, Hants. [6065

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INVICTA 4½ litre 100 m.p.h. low chassis Coupé. Rebuilt throughout; bodily and mechanicly perfect. Full details on request. Private sale. £500. Box No. Y.072. [6072

BRITISH SALMSON 1¼ litre, 1936, open 4-seater. £70 o.n.o. 26, Elbow Lane, Longmeadow, Stevenage, Herts. [6073

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1956 Jensen 541 de luxe saloon, 12,000 miles, **£1,875. 1955 TR2 Triumph, £595. 1957 Goggomobil, £375,** o.n.o. **1955 750 Renault, £455. 1955 A30** 4-door, heater, **£465. 1935 LG45 Lagonda** tourer. Magnificent, **£145. 1935 Morris Eight** saloon, **£39. Alvis Speed Twenty** saloon, **£125.**
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100 M.P.H. Low Chassis Invicta, 1932. Original body. Five new tyres. Rewired. Steering and front suspension completely overhauled. £250. Box No. Y.075. [6075

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VOLKSWAGEN L.H.D. Very good condition. Extremely reliable. Good brakes. £235. WEM 3892. [6077

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M.G. Beautiful little 2-seater J.2 model, 8 h.p. New hood and tyres. Good performance. £125. PAD 9197. [6080

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ROESCH TALBOT 75, 1931. Saloon body and mechanics in immaculate condition. Prolonged sickness forces sale. Sacrifice at £125. Write Cox, 58, Carlton Terrace, N.18. or phone PAL 0857. [6087

FIAT 1100E. Excellent condition bodily and mechanically rare model, £340. BRIxton 3181 [6088

RILEY KESTREL. Manual box, sound condition. £25 o.n.o. Needs Battery. BRixton 3181. [6089

WOLSELEY HORNET SPECIAL, 1931. 12 h.p., 2/4 seater. Postwar body, taxed and insured, good running order. £65. Weekends, evenings. Skuce, 99, Straight Road, Lexden, Colchester, 2/50. [6091

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1915 STUDEBAKER tourer, 19,000 miles from new, stored since 1920; in completely original bodily and mechanical condition. **£250.**

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M.G. T.D. 1952, for sale by affianced enthusiast. Two-tone Ivory and B.R.G. Michelin X tyres and twin spares. Luggage grid, heater, spot, seat covers, other extras. 35,000 miles. No oil. Immaculate fettle. £440 or offer. Sheffield. Box No. Y.098. [6098

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1937 RILEY MONACO. Good condition. Nearest £120. Many spares available. Dickens, 56, Spring Close, Sherborne St. John, Basingstoke. [6102

1926 AUSTIN CLIFTON TOURER. A lovely old lady. £50 o.n.o. Telephone PER 9053. [6103

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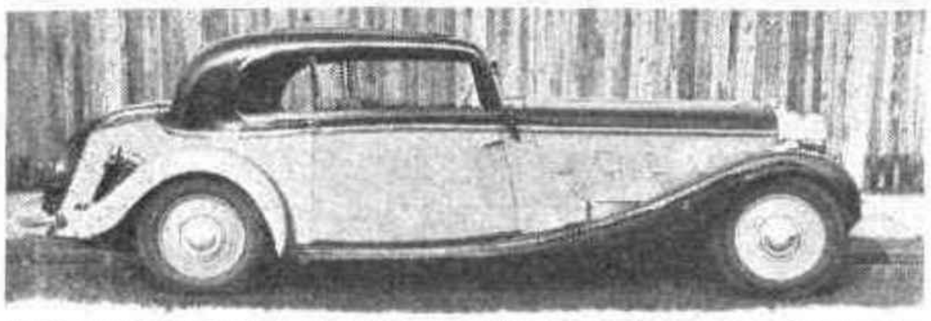
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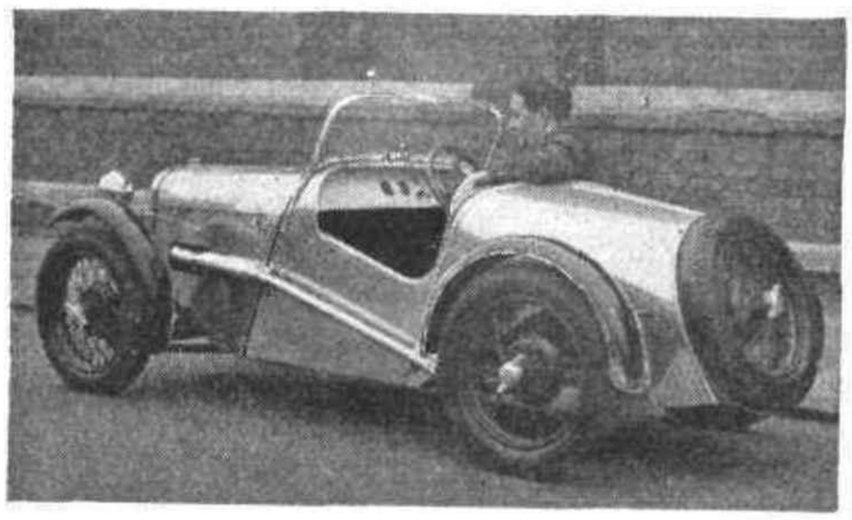
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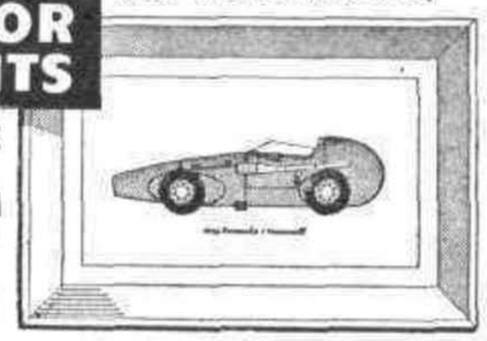
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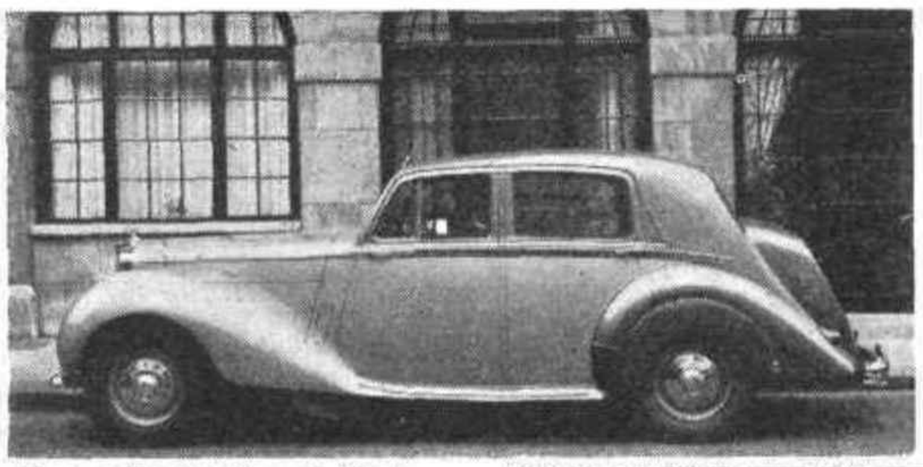
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ROLLS-BENTLEY (1938) LE series sports saloon by Gurney Nutting. One owner. Available the second week in December. Details and price upon request.

A HOTCHKISS Paris-Nice (1952) sports saloon with manual gear-change will be available during the second week of December. Details and price upon request.

WE WOULD PARTICULARLY LIKE TO PURCHASE ANY ROLLS-ROYCE OR ROLLS-BENTLEY MODELS, OR OTHER INDIVIDUALLY PRODUCED VEHICLES, IN FIRST-CLASS CONDITION, AND PREFERABLY WITH A KNOWN HISTORY, WHICH ARE AT PRESENT ON OFFER. A MEMBER OF OUR FIRM WILL BE PLEASED TO ATTEND ANYWHERE IN GREAT BRITAIN BY APPOINTMENT.

AS A RESULT OF 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.

GROSVENOR 1188 **12, REX PLACE, W.1** **GROSVENOR 2635**

Immediate insurance effected with Lloyd's Brokers. *Export and Shipping.* *Engineers' reports and examination.*

All vehicles and accessories are offered subject to being unsold unless otherwise stated. *E. & O.E.*

FOR SALE—*continued*

BROOKLANDS SPECIAL, M.X.4 Morgan threeler. £85. Souped-up Siddeley, unusual small tourer. £50. Ford 10 trials screamer. £44. Fairhurst, 20, Hartington Road, St. Helens. [6030

1948 ALLARD Drophead. Mechanically good, bodywork fair; good tyres. Exchange for 2/4½ litre Vintage car or sell £170. 8, Upper Gynnar Place, Ynyshir, Rhondda, Glamorgan. [6032

RILEY 9, 2-seater. Red. Distinctive. Immaculate. £165. Lydamore, Jaycroft, Willand, Devon. [6033

BEAUTIFUL ALVIS FIREBIRD. Only 10,000 miles since reconditioned engine. New hood. Sidescreens and batteries. Very good tyres. Marchal spotlight. Synchromesh in all gears. Making room for growing family and estate car. £165. Dench, Hazel Street Farm, Horsmonden, Kent. Horsmonden 222. [6034

M.G. "M." Completely rebuilt early 1957 regardless. Mechanics reconditioned throughout; professional aluminium body; new tyres, hood, tonneau. B.R.G. Perfect condition. £120. Butler, "Breithorn," Christmaspie, Guildford. Normandy 3243. [6035

M.G. J.2. Camshaft, first class, £3. Carburettor manifold, £1. Oil filler, 5s. "M" type manifold, £1. Butler, Normandy 3243. [6036

£20. 1934 RILEY MONACO for spares or rebuild. 43, Kingshill Avenue, Worcester Park, Surrey. [6037

ALVIS T.B.14 Sports 2-seater, 1950. Ivory, red interior. Paint-work, chassis and all-weather equipment in good condition. £375. Bower, 23, Golders Green Road, N.W.11. Swiss Cottage 3462 (evenings). [6038

LAPEL BADGE collection disposal, including Vintage, Alfa, Mercedes, 30s., Maserati, Lancia, 25s., also foreign club badges, rally plaques, etc, many unique. List S.A.E. Box No. Y.517. [5517

TALBOT 105, 1937, ENGINE. Very good cond. £15 o.n.o. S.A.E. Hamilton, 13, Priory Road, Sheffield. [5970

1912 LONDON (UNIC) TAXI in running order. £130, no offers. Bell, Horndon-on-the-Hill, Essex. [5971

"MOTOR SPORT," 1953-54-55-56. 30s. or offers. Golding, 88, Gordon Road, W.13. PER 3267. [5972

JAGUAR 1948 3½ D/H Coupé. New hood, recellulosed. Heater, etc. Excellent mechanical condition. £260 o.n.o. Terms arranged. Welford, 36, Torvale Road, Compton, Wolverhampton. [5973

SINGER LE MANS 2-seater, 9 h.p. Alfa red, twin spares, twin Solex, slab tank, rev. counter, stone guards. Perfect. £175. Credit facilities possible. 153, The Hyde, N.W.9. Colindale 7898. [5977

ALVIS 12/50 T.J. Tourer. £90. Sutcliffe. Addiscombe 9057. [5978

1.2. M.G.-FORD. Blue cellulose. Recently fitted with Ford 10 engine. J.2 gearbox professionally fitted. Bluemel's wheel. Good battery and tyres. Needs new hood, therefore price £130 o.n.o. B. Mawson, 618, Bellhouse Road, Sheffield 5. [5979

BUGATTI TYPE 35, fitted reconditioned V.8, £300. Alvis Speed 20 Tourer, £200. Alvis 4.3 Tourer, rough, 100 m.p.h., £120. 183, Gunnersbury Lane, Acton, W.3. [5980

IDEAL CHRISTMAS PRESENT! 1928 Singer Junior Tourer. Disc wheels, quaint appearance. £20. Unused since 1955. Worth restoring. 1926 Austin 7 body spares. Coombes, Wymans, Seaton, Devon. [5981

RILEY 1937 Kestrel Sprite Special 1½. Rhodes, 2, Church Square, Harrogate. [6150

12/40 LEAF, 1927, Tourer. Over £100 spent recently. £95 o.n.o. Clarke, 30, Church Road, Hatfield Peverel, Essex. [6154

WANTED

I NEED A 12-H.P. ALVIS 2-seater or 2-seater with dickey, 1927-1928, either in good condition throughout or mechanically poor so long as body sound and hood frame present. Full particulars, price and photograph if possible to V.S.C.C. member. Box No. Y.466. [5466

SUNBEAM 24/60, 24/70, or 20/60, with good all-weather equipment, for about £60. Box No. Y.472 [5472

HARD TOP AND SCREENS for Austin Healey. Laniado, 20a, Clothorn Road, Manchester 20. [5478

ROLLS SILVER GHOST, chassis or engine only, or complete car any condition if pre-1916. Also radiator mascot. Neale, 1624, Bristol Road South, Rednal, Birmingham. [5494

REQUIRED: High-lift camshaft for O.H.V. E.S.S. O.M. engine. Good price paid. Box No. Y.496. [5496

GENUINE BROOKLANDS RILEY NINE or "Treen" Riley. £200 available for good example. Can only inspect cars reasonably convenient to London. Box No. Y.497 [5497

SEQUEVILLE-HOYAU. 6, Acre Lane, Carshalton, Surrey. [5536

GENUINE BROOKLANDS RILEY cranked chassis frame, to replace badly bent one on otherwise perfect Brooklands model. Long Brooklands tail also wanted. R. Crick, Flintlock Cottage, Ferndown, Dorset. [5537

WANTED—*continued*

WANTED: Smashed T.R.2 and M.G. Good price paid. K. Munford. SHE 8210. [5539

WANTED: Anyone willing to assist with restoration of 1937 A.C. Competition 2-seater. Parts required in repairable condition. Photos also needed. Write Robin Riley, 3508 Tallyho Lane, Madison 5, Wisconsin, U.S.A. [5541

M.G. J.2 RADIATOR. Good condition. Price. E. Murray, 50, Denison Road, Manchester 14. [5546

HEALEY ELLIOT Saloon required immediately. State price, etc. Somerset, Stoneleigh Abbey, Kenilworth, Warwickshire. Tel.: Kenilworth 1460. [5550

BUGATTI "BRESCIA." Urgently required: Clutch assembly, pedals, controls, steering gear, instruments, lamps, 710.90 (28in., 3½in.) B/E tyres. Interested any "Brescia" spares. Scarr, "Cragside," Felton Crescent, Gateshaed 8. [5565

LANCIA APRILIA: must be good at realistic price. Matthews, Schoolhouse, Windlesham, Surrey. [5566

WANTED BEFORE TOO LATE: Augusta or short Lambda, but another opportunity rejuvenate tired mechanics not very attractive. 1, Durham Street, Monifieth, Angus. Phone: Monifieth 3. [5567

BULLNOSE OXFORD, 1922: Doors, windscreen, dickey, hood, hood frames wanted. Williams, Rose Cottage, Eastern Green, Coventry. [5575

WANTED: 1934 Austin Nippy cylinder head. Buckle, 14, Gresham Drive, Chadwell Heath, Romford. [5577

WANTED: Radiator Mascots (filler cap ornaments). Such as: Voisan Bird; B.S.A. Rifflestack; large Isotta-Fraschini Flying Man; Bugatti Royale Elephant; Maback, Horch; or any other mascots identified with specific makes of cars. What have you? Please state condition and price. T. G. Dickinson, 229, McClellan Parkway, Sarasota, Florida, U.S.A. [5578

SINGER LE MANS 2-seater, with broken crankshaft, Williams, 9, Fairford Avenue, Luton. [5582

CARDEN CYCLE-CAR. Please send details and price to Cox, 10, Lynton Road, Croydon. [5588

WANTED BY ENTHUSIAST returning from overseas during coming year: Alfa 1750 c.c. drophead coupé or Frazer Nash T.T. Replica, Shelsley or Colmore. Must be mechanically and bodily sound. All photographs returned. Box No. Y.589. [5589

WANTED to trace the whereabouts of an Austin 7 aluminium head marketed by Godfrey & Proctor Ltd., circa 1928. Box No. Y.590. [5590

WANTED: 750 c.c. Special. £100 paid for the right vehicle. Photos, etc., to The Old House, Gloucester Street, Cirencester. [5594

MORGAN 4/4 or +4. Cash for model in good order. 5, Albany Crescent, Edgware, Middx. [5598

LOTUS MK. VI, less engine and gearbox; also camshaft for 33 Hornet. FitzGerald, Dean House, Dean, Huntingdon. [5601

GEAR AND PINION for 1934 Speed 20. Stuart Moss, Lawton Garage, Kidsgrove, S.O.T. [5606

GENTLEMEN, TAKE PITY. Young lady requires Berkeley (Excelsior). Will give life savings (£400). Box No. Y.619. [5619

VOLKSWAGEN BODY, good condition. Box No. Y.620. [5620

NIPPY OR ULSTER wanted. £50 cash. Must be reliable. C. Letcher, Church Cottage, Chignal Smealey, Chelmsford, Essex. [5631

WANTED: 1904 or earlier Veteran Car. Must be in good condition. Good price offered. Reeves, 6, Warren Road, Sidcup, Kent. Foots Cray 4864. [5632

WANTED: Vintage or near vintage quality car. Condition immaterial. Originality important. Consider mechanically deranged vehicle. Bugatti, Alfa, F.-Nash, Bentley, Rolls, etc. Sensible price please. White House, Netherhampton, Salisbury, Wiltshire. [5633

RILEY 9 or 12-4 preselector, 1935 or later; Repairable condition. Body unimportant. About £55. Reeve, 21, Harcourt Road, Wallington, Surrey. [5634

£10 REWARD offered, for information leading to purchase of veteran, Edwardian, vintage, steam, electric, etc., also later Rolls, Bentley, Mercedes, or other interesting marque. Whatever you have, or know of, please write. No connection with other advertisers who may only wish to purchase for export at large profit. Box No. Y.646. [5646

HARDTOP WANTED for T.R.2. S. Mitchell, West Lodge, Albemarle Road, Norwich. [5650

DERRINGTON (or other make) twin carburettor and exhaust manifold (with carburettors) for side-valve Hillman Minx. Also 2-2¼in. rev. counter. Box No. Y.651. [5651

WANTED: 1951/52 X.K.120 Sports. Privately. Must be reasonable condition. No fancy prices. Full particulars and price. Grist, 216, Bloomfield Road, Bristol 4. [5663

"DESPERATE" wants 3 litre Bentley in restorable condition. Must be original. £2?0-£225. Sion, 50, Hurstwood Road, London, N.W.11. [5664

SUNBEAM-TALBOT 1952. Left hand wheel cover required. Higgins, "Graythwaite," Lancaster Road, Newcastle-under-Lyme, Staffordshire. [5665

WANTED—*continued*

WANTED: Immaculate open Lagonda 4½ L.G.45 Rapide, 2L (preferably Continental), Bentley 4½, 3/4½, or Alfa Romeo 1750(S). I am returning U.K. about March, 1958, and wish to locate a specimen car before sacrificing my present Lagonda to the benefit of Singapore. Fullest details please, to Sqn.-Ldr. Lake, 319, Eastchurch Road, R.A.F. Changi, Singapore 17. [5666

WANTED: Mk. VII Jaguar, less engine. Damaged body not objected to. Reasonable price. Anyone help? Box No. Y.667. [5667

SALISBURY AXLE REQUIRED. Preferably ex Jaguar 120-140 or "C" type. Prefer complete with brakes and wheels or hubs. Please reply quoting dimensions, ratio, and price, to Box No. Y.668. [5668

TH. SCHNEIDER O.H.V., block, head, speedometer drive pulley. Alternately complete rebuildable engine. Any information manual, etc. Dawkins, Crail, Ropers Lane, Wrington, Somerset. [5669

WANTED: 1946-7-8 Wolseley O.H.V. 8 h.p. 918 c.c. engine (bare) Condition not important provided no major breakages. Tanner, No. 7, Millfield Avenue, East Cowes, I. of W. [5670

SHORROCKS SUPERCHARGER complete for side-valve Morris Minor. Also 15in. Morris Oxford wheels. Box No. Y.671. [5671

M.G. "N": Head, inlet, rocker cover, wheels, tyres; N.E. pistons. Dannatt, Ty-Newydd, Tregarth, Bangor, Caerns. [5672

WANTED: Dellow. Price and details to Osborne, "Moorside," 25, Cock Road, Kingswood, Bristol. [5673

PEASANTS TRANSPORT sought by fastidious engineer and wife. Realistic price paid cash. Everyone answered. Tapp, 122, Stanborough Green, Welwyn Garden City. [5674

1927-29 12/50 ALVIS B/B required by Alvis Register member. Cash available for good car. A. G. Richardson, 2, Connaught Road, Havant, Hants. Tel. 1389. [5675

SUNBEAM "20," 1933 or thereabouts, in good all round condition, requiring no money to be spent. Photograph if possible. State price. Box No. Y.676. [5676

THE GENIUS who can repair the "Nivex" petrol gauge on my Hispano-Suiza (London area). Ralph McGildowny. SOUthall 2590. [5681

SALERNI FLUID FLYWHEEL. Waite, 2, Spring Hill Place, Wilsden, Bradford, Yorks. [5744

ENGINEER requires pre-war open 2-seater or D.H. Coupé of highest quality and in immaculate condition. Must cruise at 70. Over 20 m.p.g. at 30. Spares obtainable in England. No Special. Nothing fussy or hysterical. Full details to Box No. Y.745. [5745

JAGUAR S.S.100, 3½ litre, or Rolls-Royce P-2 or P-3 sports model. Mint condition. Please airmail side-view snapshot. William Mulhall, Shane Bldg., Idaho Falls, Idaho, U.S.A. [5746

WANTED: Hard Top for 1951 T.D. M.G. Also sliding side screens. Box No. Y.747 [5747

AUSTIN SEVEN CHUMMY, in original and roadworthy condition. Carter, 20, Brookside, Cambridge. [5748

WANTED: 20 Rolls Tourer. Must be in good condition. W. T. Walker, 23, Abbey Road, Malvern. [5749

POST-WAR R.H.D. VOLKSWAGEN. £75 deposit offered. Blunden, 30, Southcliffe Road, New Milton, Hampshire. [5750

ELVA OR WILLMENT O.H.I.V. head for 100E Anglia. 67, Barras Lane, Coventry. [5754

LOW H.P. Sports, Tourer or Special. All letters answered. Photographs returned. 5, Duke Street, Penn Fields, Wolverhampton. [5773

RELIABLE AUSTIN 7 Tourer, pre-1935. Could collect. Cash immediatley. All correspondence acknowledged. 4, Station Road, Scholar Green, Stoke-on-Trent, Staffs. [5774

ASTON MARTIN D.B.2 or D.B.2.4 wanted. Immediate cash settlement. Phone Norwich 48003. [5795

WANTED, JUPITER, absolutely mint condition and subject A.A. examination. Please state colour. Box No. Y.796. [5796

VINTAGE ALVIS 12/50 Sports Tourer. Bodywork must be good, engine immaterial. Masser, 7, Eaton Road, Coventry. [5780

ROLLS-ROYCE 20 required. Condition immaterial. Tourer with Barker coachwork preferred. Regret maximum price £100. R. W. Bennett, Allenby Hall, R.M.C.S., Shrivenham, Swindon, Wilts. [5797

WANTED, hood sticks, sidescreens, two road wheels, and any other spares for 1926 12 h.p. A.C. 37, Borkwood Way, Orpington, Kent. [5798

TWIN 1¼ IN. S.U. CARBURETTORS. M.G.A. or Z.A/Z.B Magnette or similar, complete with linkages. Marler, 1, North Road, London, N.7. Telephone North 6611. Home, Archway 7807. [5820

WANTED: MORGAN +4 or 4/4, mechanically sound and reliable, post 1938. Offers around £175. Write: Wharfedale, Maplesdrake Road, Ewhurst, Surrey. [5821

HARDTOP. JAGUAR XK.120 Super Sports. 1951. Also special sidescreens. Woodland, Coach Road, Westhampnett, Chichester. [5822

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

WANTED—*continued*

CITROEN LIGHT 15 engine and gearbox, recon. or little used. Write Cupton, 25, Chestnut Close, Buckhurst Hill, Essex. [5824

PRE-WAR THOROUGHBRED Sports Saloon, Concours condition, mechanically exceptional. Roesch Talbot preferred, similar character and dependability if original genuine example. Photo, please; all offers acknowledged, photos returned. Marstrand, Pevensey, Sussex. [5871

7—14 H.P. PREWAR CAR, mint condition. Genuinely low mileage; age, make, immaterial. Box No. Y.876. [5876

WANTED, FORD 100E, Climax 1100 c.c., M.G. TC, TD, XPAG engines and any tuning equipment for these. Condition and price to Box No. Y.877. [5877

LANCIA ENTHUSIAST wishes purchase original 4th series Lambda running boards; interested other spares. Five wheels, 775 x 145 tyres and tubes for disposal. McVeigh, Manse Road, Castlereagh, Belfast. [5878

IMPOVERISHED ENGINEERING UNDERGRADUATE with driving licence requires quadruwheel. Lotus Elite or Jensen 541 ideal, but will give home to any thoroughbred. Surely someone has a vehicle to spare? 15, Roundhay Mount, Leeds 8. [5879

SPORTSCARMANIAC, with approx. £125 in the coffers, requires M.G., Ford-M.G. Must be speedy, economical and pass A.A. inspection. Able to view Jan 1—12. Details and photo if possible to Box No. Y.880. [5880

I.A.P. 50 V-TWIN, o.h.v., a.c., 8/60 or 8/45. Wallbank, 56 High Street, Wolstanton, Staffs. [5881

FORD 10. Cheap post-'37 basis for Special, or part-finished chassis complete. State price, condition. Beckett, 138, Church Road, Skegness, Lincs. [5882

MORGAN +4 2-seater. Prefer early D.H. Coupé. Consider damaged/shabby body. 89, Esmond Road, Chiswick. [5883

ROLLS 20 WANTED, '28, '29, '30, O/D. All details, please. N/D, no junk. Box No. Y.884. [5884

BODY FOR 1934 MORRIS MINOR, preferably fibreglass, 4-seater. S.A.C.W. Cooke, W.R.A.F. Block, R.A.F. Waddington, Near Lincoln. [5885

BENTLEY 1934-39 or post-war if cheap enough. Rigg, Larkspur Cottage, Barton Mills, Bury St. Edmunds. [5886

ALLARD 1951-1953 Saloon. Must be in excellent mechanical condition. Modified engine preferred but not essential. Box No. Y.921. [5921

£5 REWARD (or donation to your favourite charity) gladly given ANYONE for news leading to purchase of Vintage/Edwardian Cars, Steamers and Brass Age Veterans. Prefer good condition/history, but restorable examples considered. Owners offers; tips from garage, estate staffs, etc., also invited. Inform even if buying prospects unknown, confidence respected, discretion guaranteed. Help family relics to good homes. All models R.R.s (1939-1904), Mercedes, Bentley, and sporting British/Continental classics wanted, particularly tourers/dropheads. Mr. Langley—(Napier)—please write. Box Y.922. [5922

£300 CASH OFFERED privately for mint condition recent Isetta. Basford, Bridge Fields, Kegworth, nr. Derby. Tel. 295. [6058

HARD-UP ENTHUSIAST requires 4-wheeled transport. Vintage character machine for about £10-£20. Would consider Alvis B.B. or Chain-gang or similar on never-never. A poor but honest home assured. Write Box No. Y.059. [6059

1500 H.R.G. Repairs no objection. Private. Cash offer. Cheshire area. Box No. Y.955. [5955

TYRES, two rough 6.00 x 19 wanted for shillings, not pounds. Phoenix Cottage, Hartley Wintney, Hampshire. [5974

H.R.G. WANTED, pre-war Meadows-engined car. Stratford Lodge, Odiham, Hampshire. [5975

FOUR-SEATER glassfibre saloon or hardtop Special. Rapid, comfortable, economical. Required Dec./Jan. Modified 1172 preferred. All details and photograph (returned) by air mail please. Box No. Y.976. [5976

WANTED: ALVIS T.A. 14 D H C., Jupiter Series III or Morgan +4 4-seats. Private. Manchester. Box No Y 982. [5982

CONVERTIBLE or D.H.C. (or Triumph Roadster). Horsepower secondary consideration, but subject A.A. examination. Details, photo (returnable), Macer, 92, High Street, Rye 2118. [5983

WANTED: SPORTS BODY for Long Austin 7. Russell, 126, Yarborough Road, Grimsby. [5984

OPEN RILEY NINE or J.2 M.G. wanted. Ashby, 12, Brinklow Road, Coventry. [5985

LIGHTWEIGHT FORD V.8 Special wanted. Pomeroy Lodge, Wingfield, Trowbridge, Wilts. Trowbridge 3398. [5986

WANTED: Partially completed Special, preferably 1172, similar sporty vehicle, or sound basis for Special. Must be reasonable price. Box No. Y 987. [5987

SPORTS CAR of pedigreed pre-war make wanted. Must be sound, inexpensive and in Scotland. Ramsay, 14, Hamilton Drive, Cambusland, Lanarkshire. [5988

WANTED—*continued*

SALOON or Drophead Lagonda M.45 or similar. Realistic price. Warren-Smith, 41, Chislehurst Road, Bromley, Kent. [5989

WANTED: Pre-war 2-seater D.H.C. American car, R.H.D. 18, East Lane, Wembley Park, Middx. Arnold 5276. [5990

CHASSIS AND BODY (less engine and gearbox) M.G. or similar. Please write Box No. Y.991. [5991

ENTHUSIAST requires T.A./T.C. M.G., condition unimportant but price must be realistic. Box No. Y.992. [5992

ROLLS-BENTLEY for Vintage Bentley. 3½ Hooper saloon, 1934. Engine overhauled last spring, including crank and all bearings. Will swap for good original Red Label, 4½ or Speed Six Tourer and cash, or sell £345 o.n.o. Box No. Y.995. [5995

WANTED: RILEY IMP with close ratio crash box. No trash. B. C. Thain, Queen's Head, Fishers Pond, Eastleigh, Hants. [6002

FORD SPECIAL. Must be professionally built and absolutely immaculate. Gunn, 6, Templeton Place, London, S.W.5. [6014

FIBREGLASS BODY (Mistral or similar) for 8ft. wheelbase, 5ft. 3in. overall width. State price. Box No. Y.031. [6031

WANTED: Open Lagonda Rapier. Good body essential. Please state history. Skipper, 111, Millhouses Lane, Sheffield. [6050

LANCIA APRILIA twin carburettor manifold, and any other Aprilia spares wanted. New, unused V.8 Solex carburettor for sale. J. B. Hendin, West Dean, Salisbury. [6070

WANTED: Thoroughbred pre-war saloon up to 2½ litres. Specimen condition throughout essential. Post-1935 preferred, but year secondary to condition. Please write (photos returned): 42, Furham Field, Hatch End, Middx. [6108

MORGAN QUADRUPED 2-seater. Ford, Climax. Very good condition. Up to £300. Box No. Y.109. [6109

RILEY KESTREL SPRITE Handbook and Manual. Riley records. Cash. Scintilla magneto same. Perfect condition, required. Metcalfe, 2, Abbott Road, Armley, Leeds, Yorks. [6110

ALL PARTS for building Ford 10 Special, 7ft. 6in. wheelbase chassis. 2, Castlefield Drive, Cheltenham. [6111

MORGAN 3-wheeler or spares. Reasonable. 33, On. Jackson, Hague Lane, Wentworth, Rotherham. [6112

CITROEN 12.8 Saloon, 1937/8/9. Good mechanical condition essential. Whyte, "The Hollies," Allesley, Coventry. [6113

RILEY 9 Saloon (1936-1938). Original. Reasonable mileage, known history model desired. Box No. Y.114. [6114

FAST SPECIAL or Sports car required urgently. No rubbish. Write giving full details and realistic price to: M. Burton, 15, Springfield Road, Wolverhampton, Staffs. [6115

DELLOW 1950/52, preferably one to view North of England. Details, etc., Box No. Y.116. [6116

AUSTIN 7 wanted. 2-seater, Nippy or Special. Aluminium body preferred. Full details to: 19, Rosebery Avenue, W/B., Nott'm. [6117

PAIR OF "H.6" S.U.s (1¾in. diameter). Fair price for good or reconditionable set. Dunleath, Ballywalter, Co. Down. [6118

WANTED: GEARBOX and/or overdrive unit for Phase One Vanguarde. Also speedometer and cables for Triumph 1800. Hibbins, Barclays Bank, South Elmsall. Tel. 58. [6119

ALFA ROMEO 1750 T.O H.V. engine with s/c on crankshaft nose, for Gran Sport model. Also large series clutch, type II, for above. Replies to Box No. Y.120. [6120

CHRYSLER 66, 72 or 75. Good condition absolutely essential. "Mussoorie," Summit, Heywood, Lancashire. [6121

LOTUS MK. VI. Please give full details. Box No. Y.210. [6210

S.S. JAGUAR Tourer or similar. Photographs please. Shipment arranged. Auld, 4303, Coldwater Canyon Avenue, North Hollywood, California. [6211

PRODUCTION SPORTS or glassfibre Special. Around £300. 311, High Street, Sutton, Surrey. [6212

1172 REFINED BUTCHERY. Must satisfy Ford lover. Full details please, photos returned. Box No. Y.213. [6213.

WANTED: 1172 SPECIAL. Must have proprietary glassfibre body. Price approx. £200. W. Waldron, 16, Highgrove Avenue, Chilwell, Notts. Tel. Beeston 257342. [6214

WANTED: MORGAN with four wheels and Ford engine. 6, Clifton Gardens, Chiswick 0984. [6215

M.G. P.A. RADIATOR in good condition. Spencer, 190, Halesowen Road, Old Hill, Staffs. [6216

H.R.G. wanted for cash. Must be good. Morewood, 152, Hemper Lane, Sheffield. [6217

WANTED: Enthusiast to remove pieces of Riley Monaco (all except body). Woodhead, 24, Field Close, C.O.D. Chilwell, Nottingham. [6218

MISCELLANEOUS

HYDE PARK (close) Garage for 23 cars with 4-room flat over. Very convenient Paddington and Lancaster Gate Stations. Would make excellent H.Q. for small firm specialising in sports cars, etc. Freehold £7,750. Details: Richard Coopman, F.R.I.C.S., 58, Gloucester Place, W.1. HUN 0741/3. [5570

THE OVERSEAS DRIVERS CLUB, which has a fast growing International membership, is always pleased to receive enquiries from prospective members throughout the world who can qualify. Write for details from Head Office, 309, Neasden Lane, London, N.W.10. [5622

DETAILS OF MORGAN 4/4 OWNERS CLUB required. G. J. Merrington, 152, Grasmere Avenue, Wembley, Middx. [5690

"MOTOR SPORT" from May 1951. Clean, complete. Offers. 14, Troubridge Park, Ilchester, Som. [5752

"MOTOR SPORTS," 1947 to 1951, incomplete. Offers? Champney, White Cottage, Bordon, Hants. [5889

"MOTOR SPORT," 28 copies, 1950-1957, 30s. "Autosport," 135 copies, 1954-1957, 100s. "Wheels Take Wings," 25s. 44, Sydney Street, S.W.3. [5890

REPAIRS BY ENTHUSIASTS, Special conversions, obscurities welcomed. Painting, servicing, tuning. Brixton 3181. [6090

GARAGE and bachelor flat or comfortable mid-week digs wanted within quick reach of Holborn. Box No. Y.122. [6122

VETERAN, VINTAGE AND SPEED MERCHANTS. "Persons riding in this vehicle do so at their own risk. In event of any loss or injury they cannot claim against the owner or his insurance company." Attractive plastic plaques for dashboard display. Send 3s. and S.A.E. Clarke & Co., Rosehill Avenue, Sutton, Surrey. [6222

ROADACE. Motor racing game. Replica cars, two tracks, pits, etc. Offers. Pickles, Whitecroft, Baildon, Yorks. [6221

EXCHANGES

ROLLS-ROYCE connoisseur wishes exchange specimen 20/25 sports saloon (early 1932) with boot and full history, for similar Phantom II, series WJ, XJ, GN, GY, only. Details and photo, which will be reciprocated, to Box No. Y.479. [5479

1939 M.G. T.B., excellent condition, for sports-racing fibreglass-bodied special. Would consider one uncompleted but legally roadworthy and registered. Photos returned. Cash adjustment either way. Robson, 204, Nevells Road, Letchworth, Herts. [5568

ALTA MINOR, Dec. 1951, black, 2-door Saloon. H.M.V. radio, Smiths heater, screen wash, two new retreads. Exchange for fibreglass Special, plus cash. Box No. Y.621. [5621

R.A.F. TYPES! Alvis 12.50 D.H.C., 1932. Wind-up windows, R.H. gate-change, geared 18 m.p.h. per 1,000 r.p.m. top. New big-ends, Solex, valve springs, rings, linings. 30 m.p.g., no oil. Photo. Wife wants effeminate carriage Fiat, Morris, Ford, or W.H.Y.? Sell £100 o.n.o. Sullivan, 47, Clarence Square, Cheltenham, Glos. [5887

LAGONDA 1932 2 litre 4-seat D.H.C. Sale: £150, or exchange Austin Special or Nippy. For photos and details: Tate, 13, Victoria Street, Englefield Green, Surrey. [5888

ROLLS-BENTLEY 1938 Saloon. See For Sale. £495. Or consider exchange for Rolls P.II, or 20-25, or Talbot 105, Lancia Astura, Alvis 4-3 or similar, saloon or coupé, in good condition. Evans, "The House in the Wood," Chaldon, nr. Caterham, Surrey. Caterham 3522. [5893

WANTED: FRAZER-NASH Le Mans. Offer exceptional Austin Healey 1954. Red. Superbly maintained. Cash adjustment. Gabbiani, 1, Bedford Gardens, W.8. [5993

700 X 21 DUNLOPS, 300 miles, exchange five for comparable 600 x 21s. Offers to Roberts, 30, Fosse Way, Syston, Leicestershire. [5994

EXCHANGE: New 5-berth residential caravan, value £530, for economic motor. Wife prefers tinware, but anything considered. Woodhead, 24, Field Close, C.O.D. Chilwell, Nottingham. [6219

SITUATIONS WANTED

ADVERTISER, aged 33, married, completing sale of own business, seeks opening in expanding motor-car business (preferably sales side). No professional previous experience but heart and soul in cars. Box No. Y.569. [5569

YOUNG MAN, 26, intelligent, smart appearance, enthusiastic, expert driver, requires driving demanding above-average skill. Willing travel. Would settle Canada. Experience motor-trade and coach-driving. Juffs, 38, Benson Street, Alvaston, Derby. [5823

PUBLIC SCHOOLBOY requires job associated with cars during Christmas holidays. M. Starling, 25, St. Leonard's Terrace, Chelsea, S.W.3. [6220

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

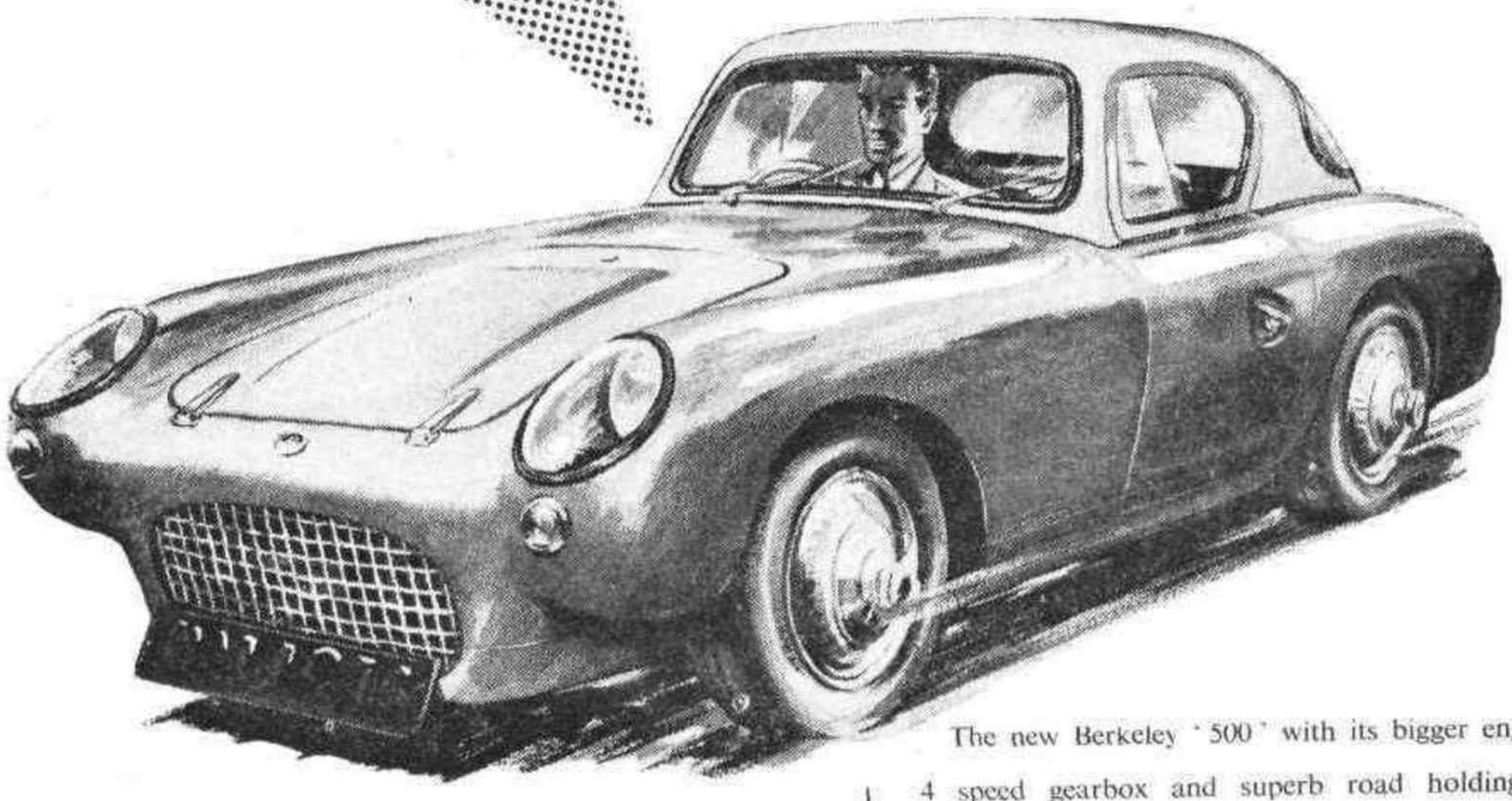
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