

Vol. XXXI No. 9

ONE SHILLING AND SIXPENCE

September, 1955

BROWN

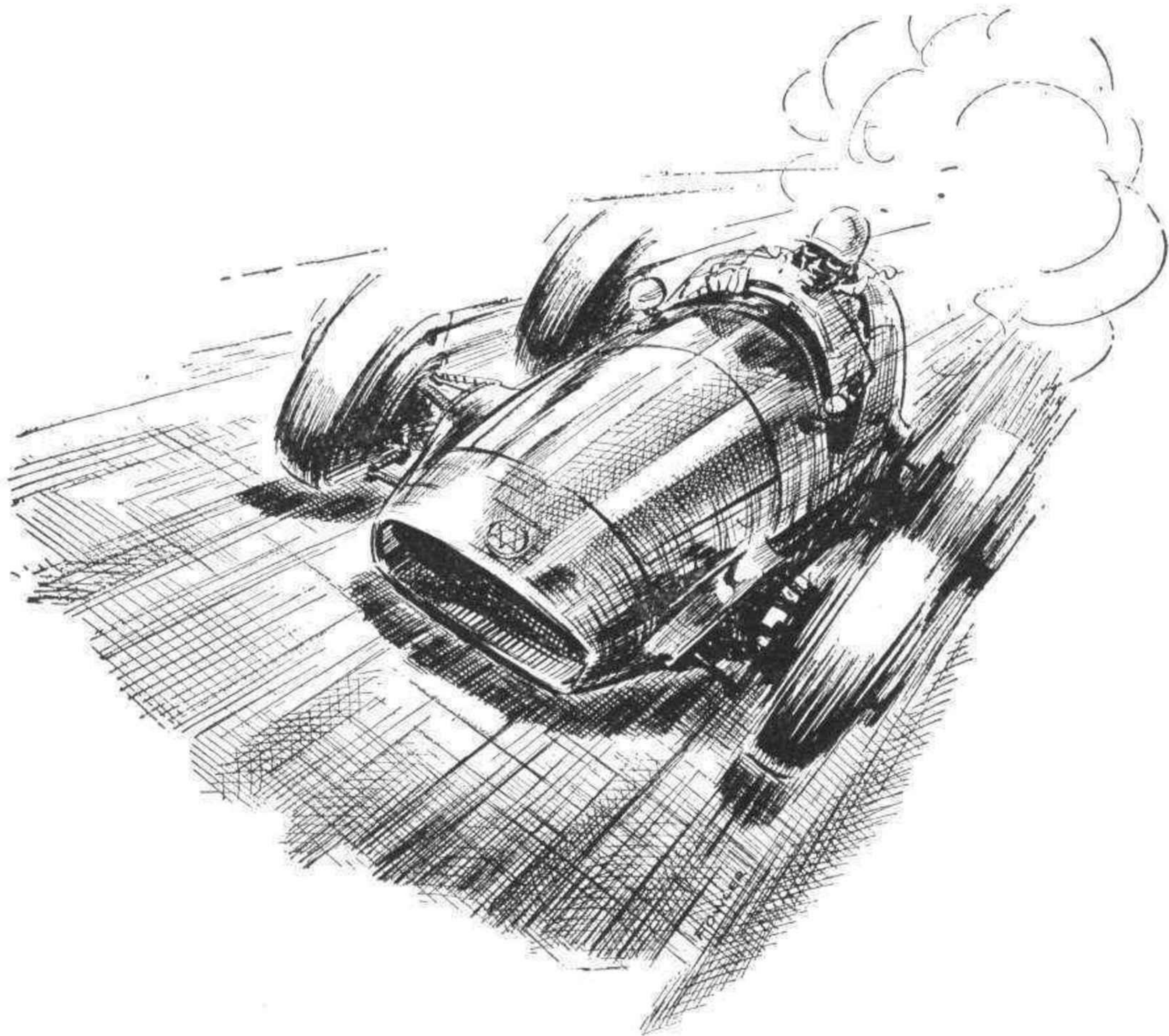
# MOTOR SPORT

LARGEST CERTIFIED NET SALES

32nd YEAR OF PUBLICATION







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THERE IS, OF COURSE, NO ANSWER TO THAT QUESTION BUT **GIRLING** ARE CONSISTENTLY ANSWERING THE BRAKING PROBLEMS THAT BECOME APPARENT AS RACING SPEEDS CONSTANTLY INCREASE — PROVIDING FRESH INFORMATION THAT IS CONVERTED TO IMPROVE STILL FURTHER THE EFFICIENCY OF **GIRLING BRAKES** IN WIDER —IF LESS SPECTACULAR—FIELDS.

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**1955 ASTON MARTIN DB2/4** sal., metallic blue, speedo. reading 3,900 miles only. H.M.V. radio. **£2,475**

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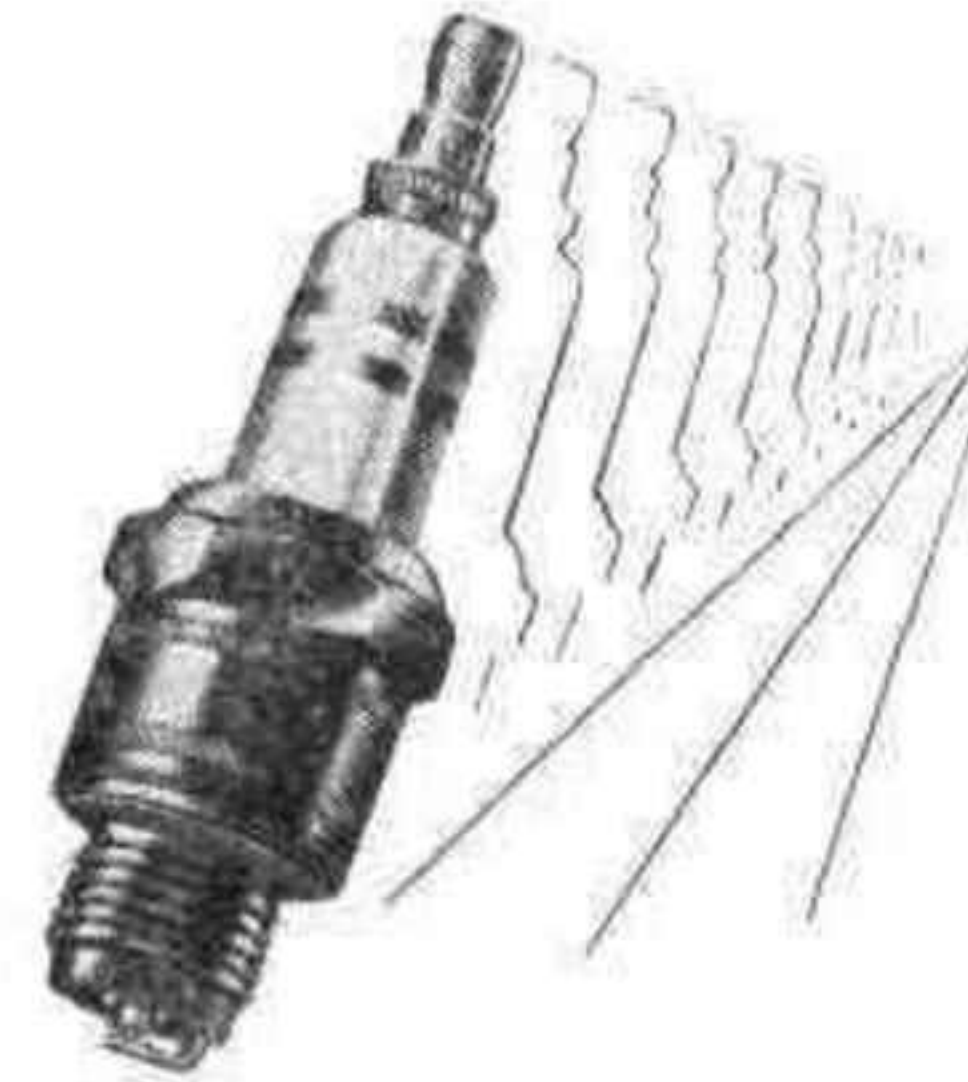
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The heat resisting value of Bosch plugs is indicated by the prefix number. There is a Bosch plug to suit every known type of engine.



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The springs on your car work under widely varying conditions. Conventional leaf springs are a compromise—if stiff enough for a full load they will give a hard, jolting ride when light; if designed to give a smooth ride with the driver only, the springs will prove too soft for a full load with luggage; the result will be a swaying, insecure ride. A variable-rate suspension is needed to give a comfortable ride *at any load*. The "Ridemaster" meets this need.

**WHAT IT IS.** The "Ridemaster" is not a shock-absorber—it is a springing system. One "Ridemaster" spring assembly is attached to the eye of the rear spring and to a clamp on the rear axle. (There is a special control for cars with transverse rear suspension.) Once fitted, the assembly requires no maintenance.

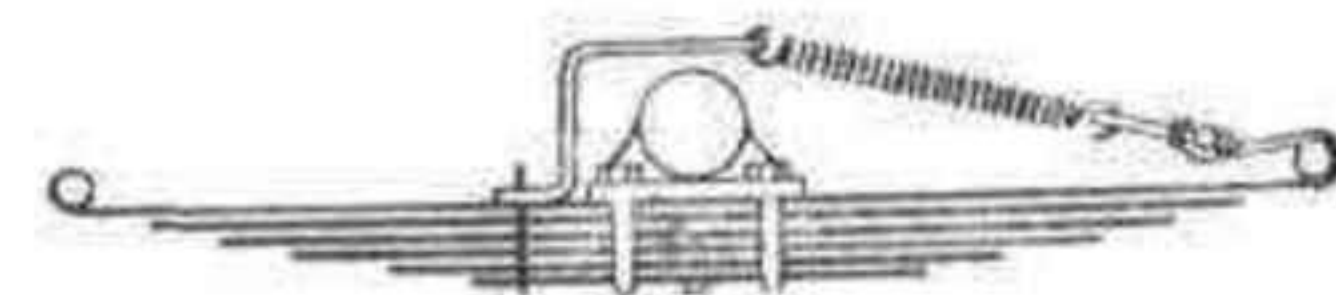
**THE "RIDEMASTER" IN ACTION:** When car springs are loaded or encounter a bump or corner, they flex. The "Ridemaster" takes charge the instant the car springs deflect. The more they deflect, the more powerful is the "restraining" action.

made by one of Britain's leading car spring manufacturers.

**TOLEDO WOODHEAD (Sheffield) LTD**

**THE RIDEMASTER**  
variable - rate  
**SPRING CONTROL**

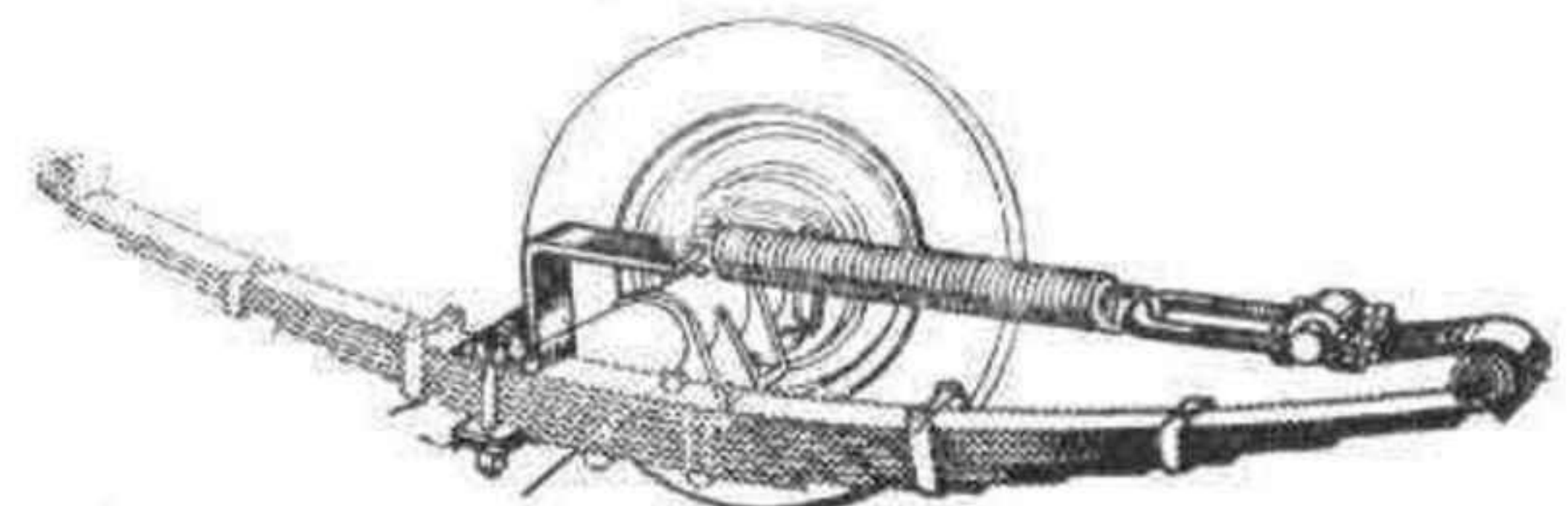
The diagrams show how the "Ridemaster" operates to give the "variable-rate" springing.



Spring lightly loaded—action of the "Ridemaster" negligible.



Extreme deflection of spring under a heavy load or shock; the "Ridemaster" exerts a powerful action, stiffening the reaction of the spring. In cornering, the "Ridemaster" automatically compensates for the transfer of weight to the outside spring, eliminating excessive "roll" and making for steadier, safer roadholding. Ask at your garage or write for free brochure R.7.



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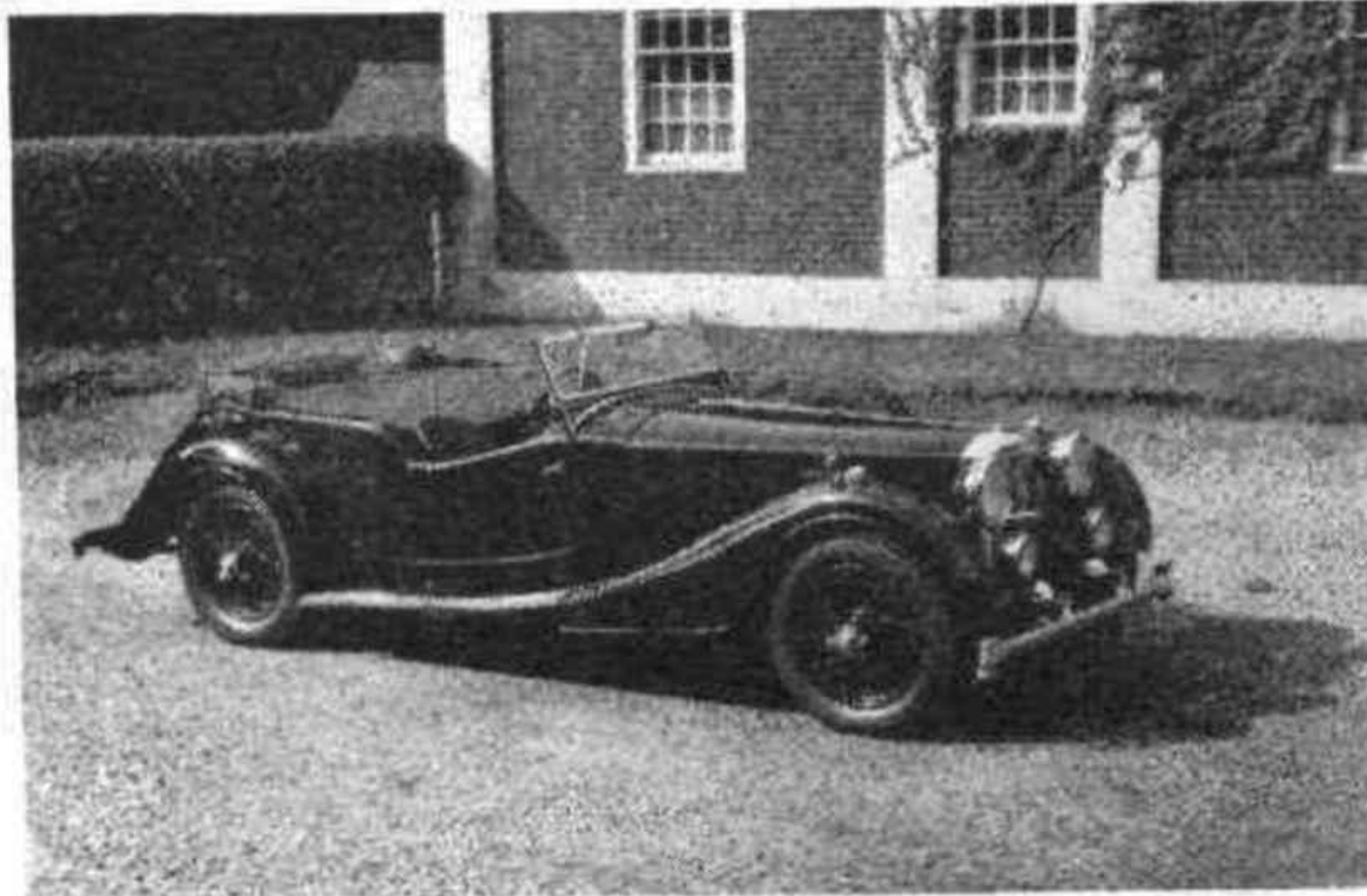
**CLIFTON WORKS**

**SHEFFIELD, 3**

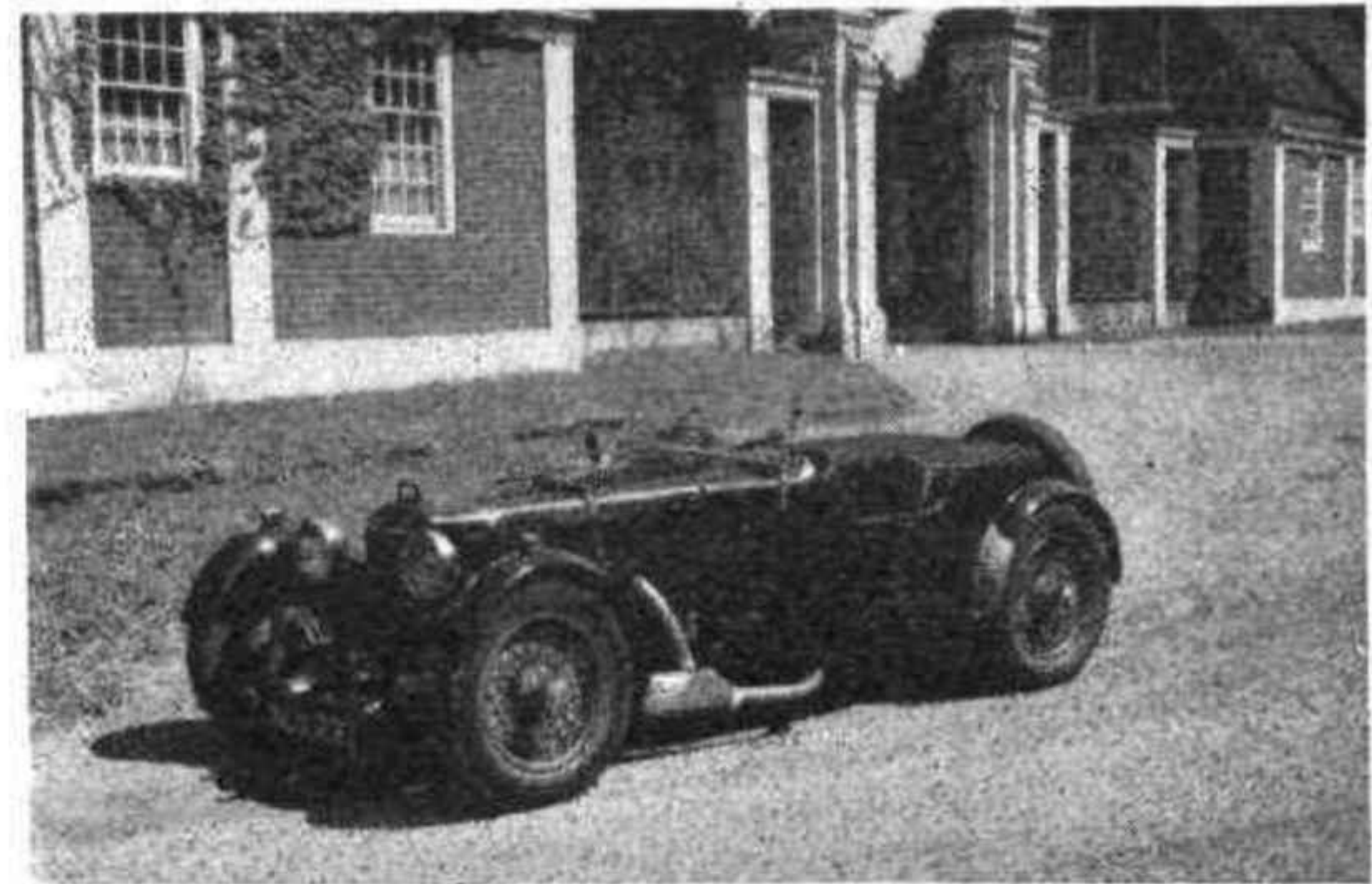


# Chiltern Cars

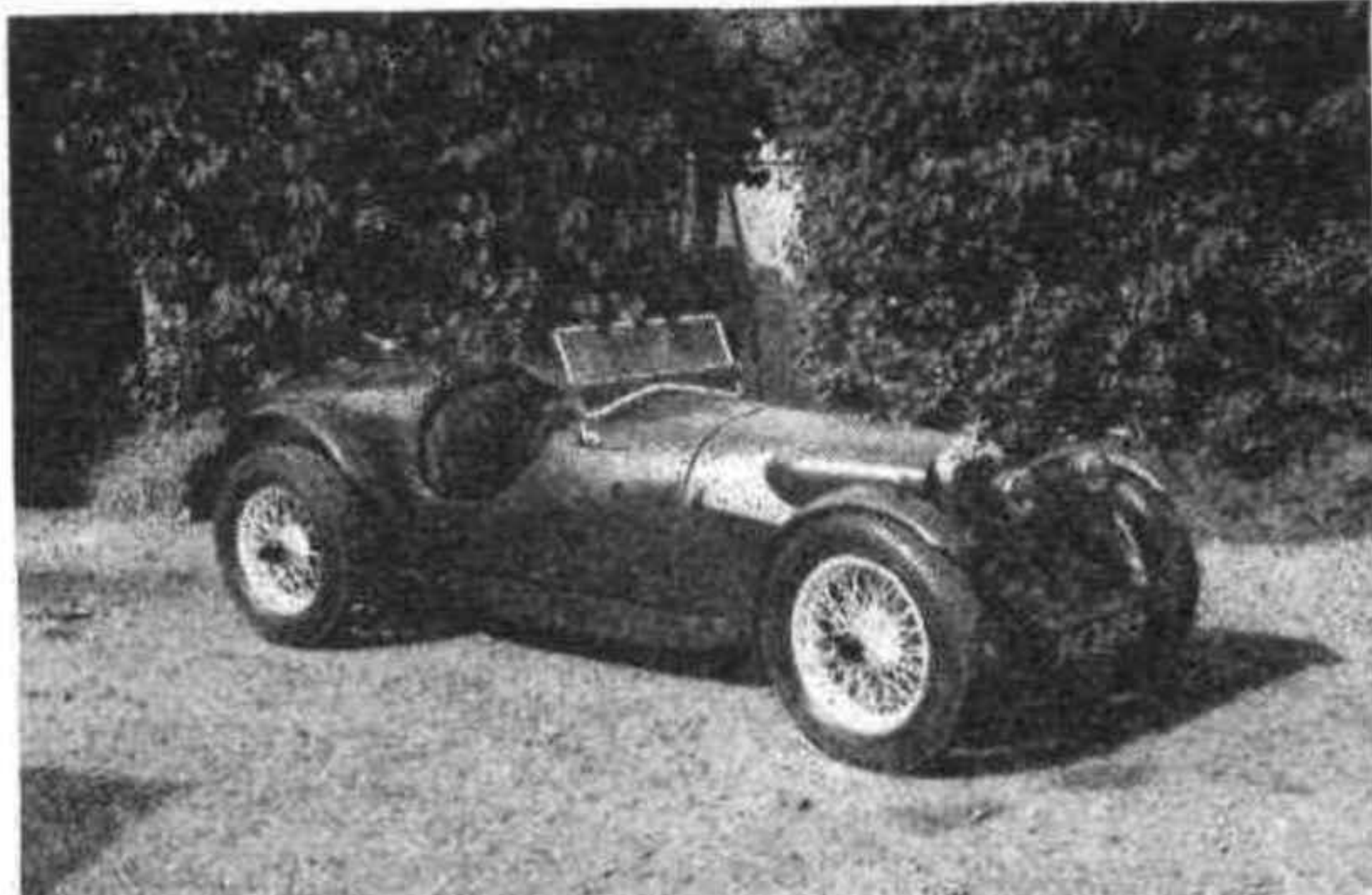
11a, Water Lane, LEIGHTON BUZZARD  
Bedfordshire - - Tel.: Leighton Buzzard 2060



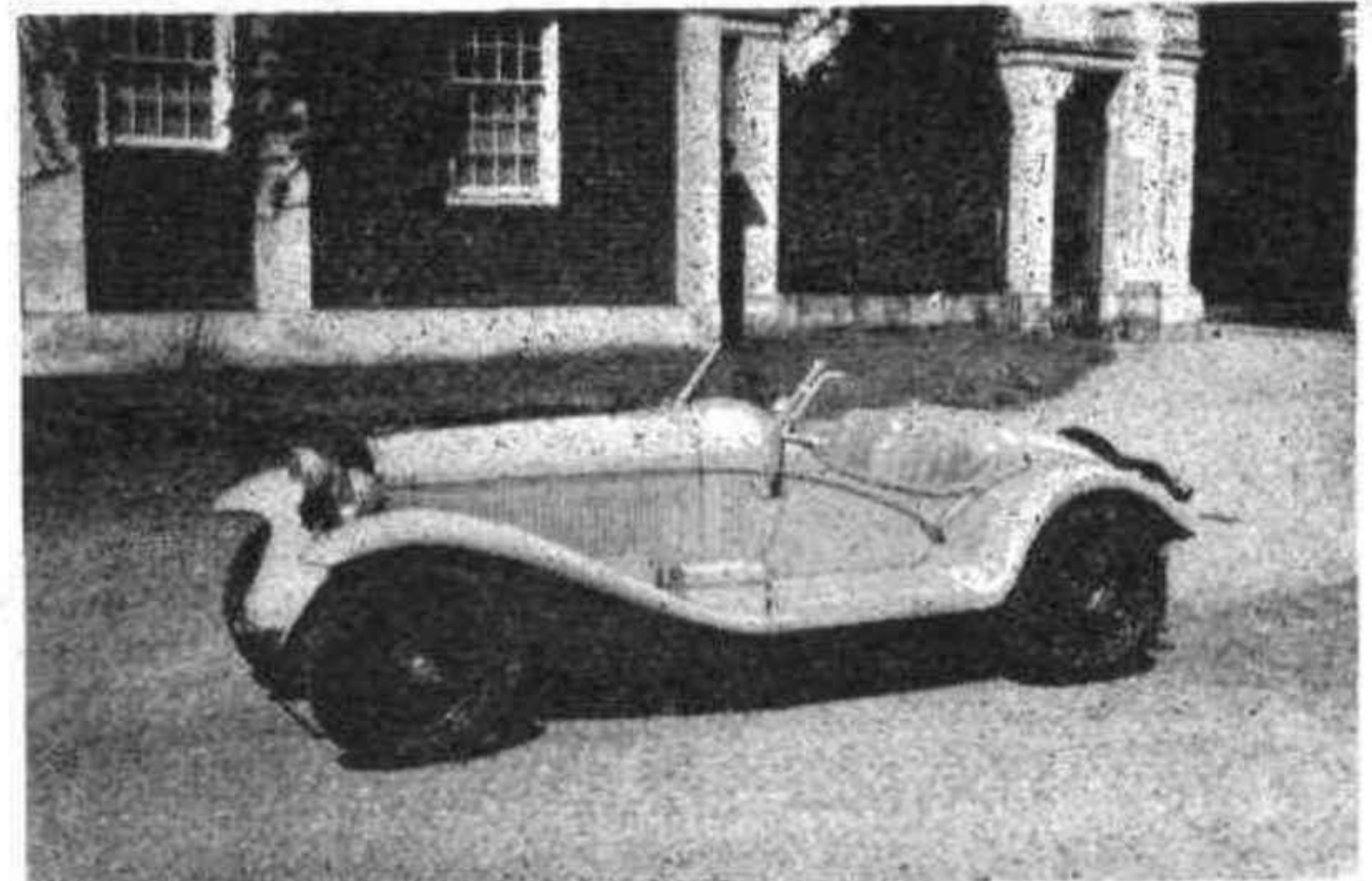
**1937 ALVIS SPEED 25 TOURER.** Finished in black, with red leather upholstery. This rare model, which is in well above average order throughout, should appeal to the Alvis enthusiast requiring an open car with effortless high speed cruising. ... .. £275



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**BROOKLANDS RILEY.** Originally registered in 1928, this model has many later features, such as knock-off wheels, modified brakes, 30-m.m. S.U. carburettors, etc. The engine has just been rebored and is not yet run in. New tyres and weather equipment have recently been fitted £185



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- M.G.—J2 2-seater, nice condition. £140.**
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- AUSTIN—1934 10-h.p. saloon, good running order. £45.**

Easy Terms. Exchanges Welcomed.

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To feed your engine with an *accurately balanced* petrol-air mixture is the constant and exacting task of the carburetter. But if it has become worn through long service this vital balance will be upset, which means that petrol will be wasted and power lost. Did you know that at very little cost you can replace a worn Zenith with a new unit of the same type or, if your carburetter is of another make, with a special Zenith conversion outfit? Post the coupon below for full details.



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NAME .....

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MS 14



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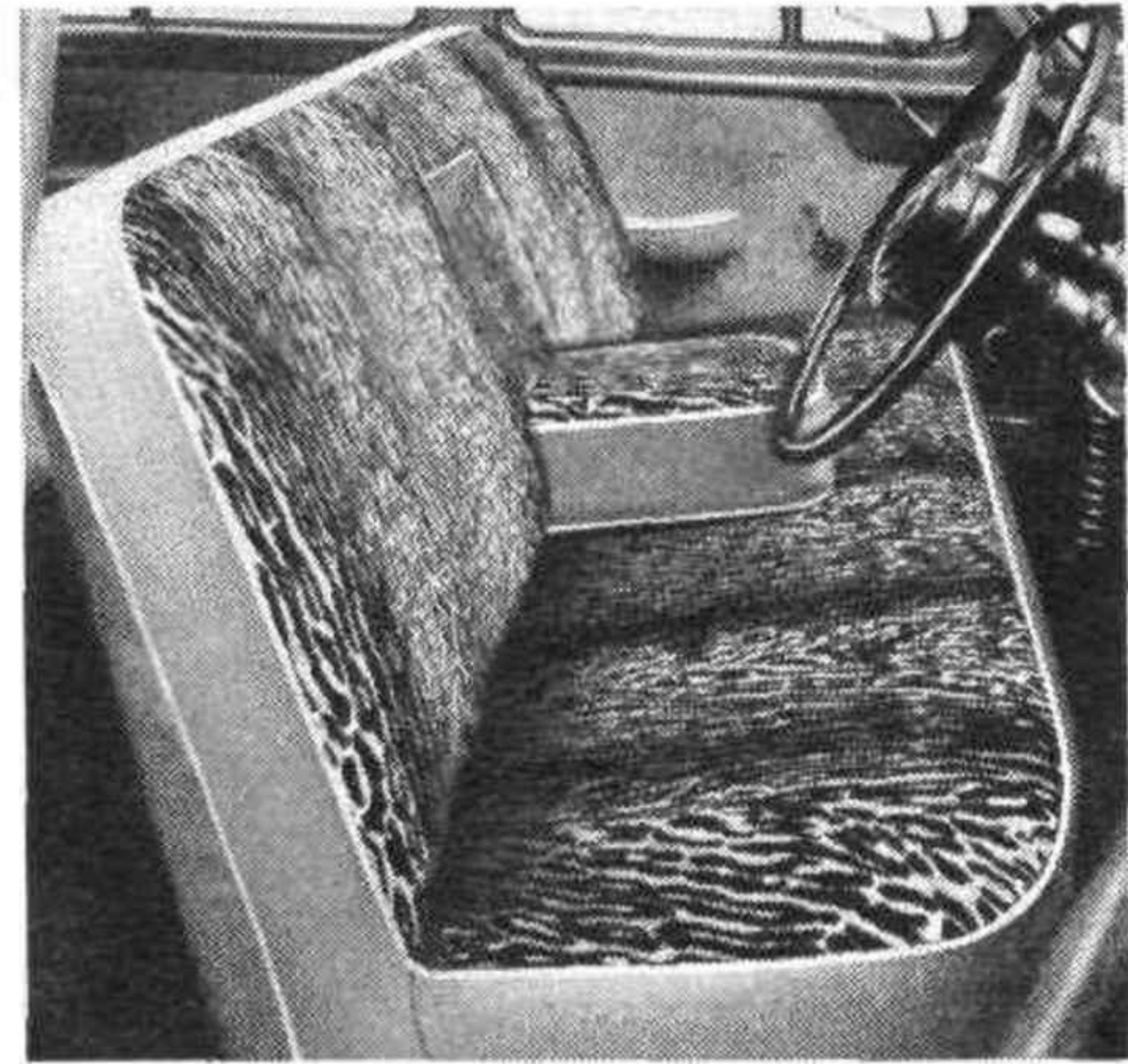
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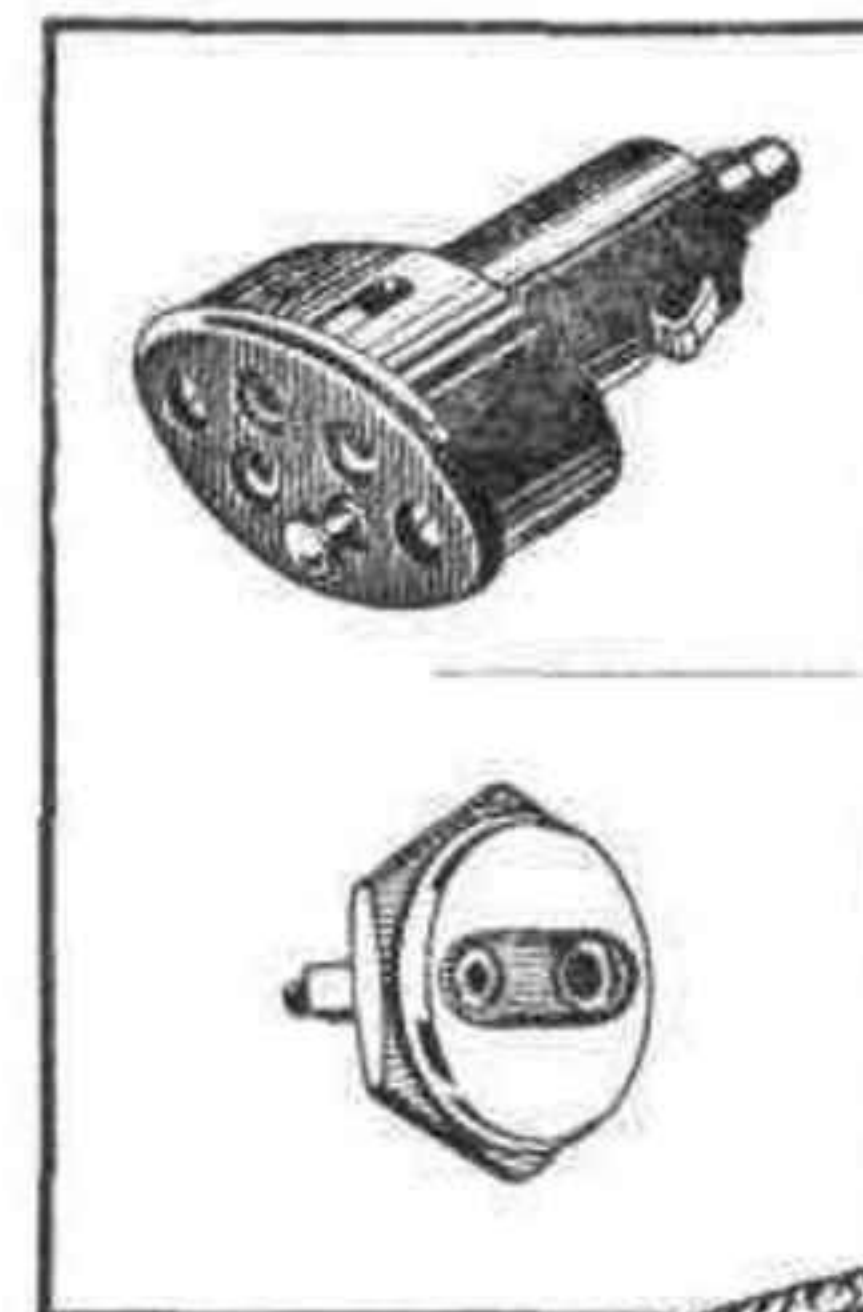
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A 'PHILISHAVE' BATTERY MODEL FOR SHAVING WHEREVER YOU ARE!

It's the very thing for motorists, this battery model 'Philishave' ! Complete in itself, it gives you quick, clean, close shaving even when you're right out in the wilds. Or you can forget about batteries altogether and, with one of two adaptors, use it plugged into the dashboard or cigarette lighter socket. So, wherever you drive, you can always enjoy the shaving perfection only 'Philishave' Rotary Action can give !

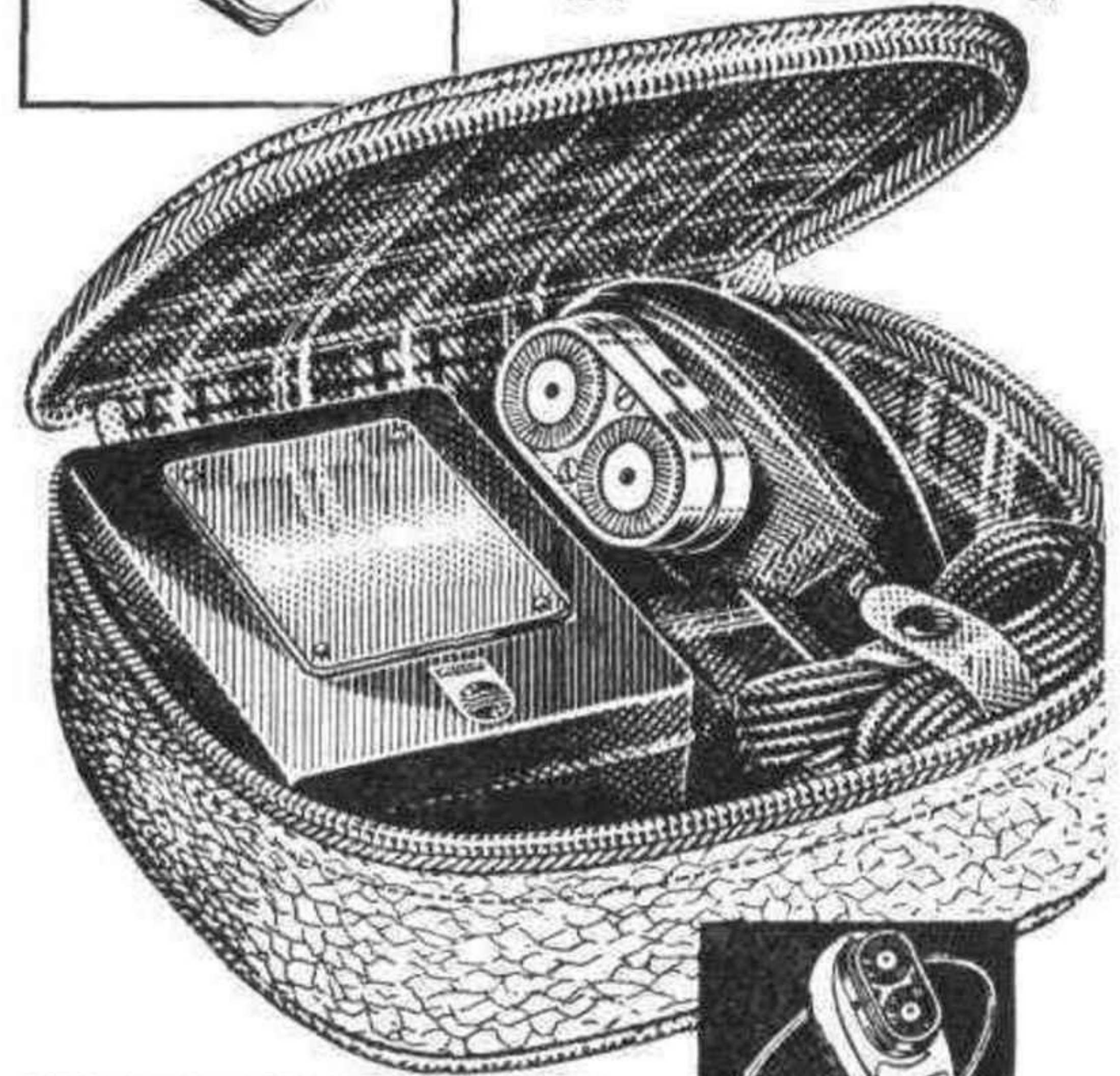


**Cigarette Lighter Adaptor Type SC 2812**

This adaptor, when plugged into some cigarette lighter sockets enables you to use your shaver from a 6 volt or 12 volt supply. All you need do is adjust a small switch according to voltage required. List Price—10/2d.

**Dashboard Socket Type SC 2809**

You can fix this socket to your car dashboard, but this will only enable you to use your shaver on a 6 volt supply. List Price—3/6d.



If you're not in your car the shaver simply plugs into its battery case. The three 1½ volt flashlamp batteries inside give easy shaving for about six weeks.



PHILIPS

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Made in Holland

the dry shaver with Rotary Action

Supplied complete with fine leather case for **£9.18.0** (tax paid) Excluding batteries.



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(P5607)



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**Set of six double-ended BONNEY (American) SPANNERS, 1/2 to 1 1/2 W.**

Or six double-ended Spanners, polished chrome. SET **13/6**



**UNIVERSAL NUT SPINNER**

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**Set of five "Hepon" High Tensile RING SPANNERS**



Packed in wallet. Short series. Chrome-plate finish. 1/4" to 7/16" Whit. or 5/8" to 15/16" S.A.E. SET **25/-**

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**200 USED CARS ON SHOW**

3 months' written guarantee on post-war cars. Terms one-third down—drive away immediately. Drive any car yourself on test, then see the car up on the lift.

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£585	<b>AUSTIN A40</b> drophead coupe, 1953, radio and heater, new hood, two-tone, many extras ...	£195
£585	<b>AUSTIN Sheerline</b> saloon, 1950, radio and heater, etc. ...	£195
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£485	<b>ROVER 60</b> saloon, 1949, fitted heater ...	£165
£299	<b>ROVER Ten</b> saloon, 1939, reconditioned, overhauled ...	£100
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LIMITED



Fiat 1,100 TV saloon.

Specification includes: O.H.V. 4-cylinder engine developing 50 b.h.p. (49.4 b.h.p./ton laden). Fade-free brakes with a lining area of 100 sq. in./ton laden. Steering-column gear-change which excels most remote control floor changes in positiveness of operation.

Performance: 20-40 m.p.h. ... 6.4 sec.  
0-50 m.p.h. ... 14.1 "  
Max. speed ... 84 m.p.h.  
Standing 1/4-mile, 22.2 sec.

The 1,100 *TURISMO VELOCE* is one of the outstanding models to be seen and tried at London's *FIAT CENTRE*—J. DAVY'S Kensington High Street Showrooms.

The 1,100 *TV*, famous for outstanding controllability and high performance, is coveted by enthusiastic motorists everywhere.

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New 1,100 *TV* saloon. Cherry red and beige.

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HYDRAULIC  
TROLLEY JACK  
— FOR THE  
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**On the road . . .  
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This jack makes a minor job of a major operation! Lifts up to  $\frac{1}{2}$  of a ton, yet can easily be carried in one hand. It's quick, safe and simple!

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-no effect on VALSPAR'S  
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One of many VALSPAR testimonials  
It is now two years since I used VALSPAR LACQUER for my car, a 1938 29-h.p. Hudson—quite a big job with a brush, so I set to work with 30/- worth of Valspar Lacquer and a spraying plant. It went on excellently as you can see by the photo, the colours are Parchment and Dark Oak. Incidentally the car sleeps out with no effect to the finish.  
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(Signed) John H. O'Neill.

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**VALSPAR**  
2-4 HOUR LACQUER

The enamel that boiling  
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Write for booklet and name of  
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**GOODLASS, WALL & CO., LTD.**  
179/185, (R.9) Gt. Portland St. W.1. Est. 1840

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**HOODS** **£6**  
READY TO FIT FROM

For most makes including M.G., MORRIS, AUSTIN, B.S.A., SINGER, STANDARD, TALBOT, LAND ROVER, etc.  
Also sidescreens, tonneau covers, spare wheel covers, etc.  
SENT BY POST OR FITTED SAME DAY

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" " " " red and green, yd. 21/-  
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Ready to fit replacements . . . 14/6  
All Pipings, Foam Rubber Cushions, etc.  
Send for List and Patterns. State colour.

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2-seater . . . . . 58/6  
4-str., 8-h.p. . . . . 88/6  
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**ESSO EXTRA WINS AGAIN**



## INTERNATIONAL SPORTS CAR RACE

20/8/55

**1st** **ASTON MARTIN** entered by **DAVID BROWN**  
*Driven by P. D. C. Walker and R. D. Poore at 82.24 m.p.h.*

**2nd** **JAGUAR** entered by **ECURIE ECOSSE**  
*Driven by D. Titterington and N. Sanderson.*

**3rd** **ASTON MARTIN** entered by **DAVID BROWN**  
*Driven by P. J. Collins and C. A. S. Brooks.*

**ALL USING**



**OVER 2,000-c.c. CLASS :**

**1st : ASTON MARTIN**  
*Driven by P. D. C. Walker and R. D. Poore at 82.24 m.p.h.*

**UP TO 2,000-c.c. CLASS :**

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# MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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## MATTERS OF MOMENT

### TOO MANY RACES ?

Enthusiasm for motor-racing continues unabated, which is a very good thing indeed. Since the second World War public interest in all aspects of competition motoring, indeed, in motoring itself, has increased fantastically and we have truly come a very long way from the days of "The Right Crowd and No Crowding" and that even earlier era when true-blue enthusiasts were willing to make a pilgrimage to Brooklands on beaded-edge tyres over puncture-prone roads to watch a handful of motor cars do battle for a mere three or five laps of the spacious Brooklands Track.

Today we accept as perfectly natural frequent B.B.C. sound and television commentaries on motor races (although why a T.V. commentary as casual as that of the last B.A.R.C. Crystal Palace meeting is permitted, when Hawthorn wasn't even seen crossing the finishing line as winner of the big race, we do not know). Tens of thousands of enthusiasts, of both sexes, attend races and are knowledgeable about the cars and their drivers. Royalty has attended Silverstone, H.R.H. the Duke of Edinburgh is Patron of the British Racing Drivers' Club and an escort of T.T. riders was provided for Her Majesty the Queen when she visited the Isle of Man.

Motor-racing can be said to be, not the "coming thing" as W. S. Shackleton (who once raced a Bleriot-Whippet at Brooklands) used to say of aviation, but to have arrived.

Never before have we witnessed such avid enthusiasm for the greatest of all sports. It is significant that we may soon see the excellent Donington road-circuit returned to us by the Army authorities, that it seems possible that we shall be able to close public roads for motor-racing and it is especially remarkable that in the face of widespread panic cancellations of races on the Continent of Europe and in America, where the A.A.A. has withdrawn its support and the Pan-America-Mexicana Race has gone overboard, following the freak tragedy of Le Mans, Britain has continued resolutely to hold her races.

From the viewpoint of this satisfactory state of affairs it might be thought that there could hardly be too many races. The people support them, so let them be, and multiply. Yet is this attitude in the best interests of the Sport ?

More than once, recently, very many non-starters have seriously reduced a promising programme. With race meeting following race meeting every week-end from April to October, not forgetting a new fixture on Boxing Day, this can hardly be avoided. Then there are such a wealth of National, International, Trophy and other pompous-

sounding races that it is exceedingly difficult to assess clearly the worth of each, and victories in consequence become of less value to manufacturers and component firms, who look to racing to provide useful publicity for their products.

Before the war, with a reasonably important race-meeting at Brooklands or Donington on the average about once every three weeks, the repercussion of a race-victory was more lasting and entrants and drivers could breathe between races.

Today we have no such respite, as racing mechanics will readily testify, and hurried preparation leads to retirements or non-starters and these, in turn, deplete spectator interest, which will lead to the empty grandstands which, happily, up to now have been so unusual as to be conspicuous.

We are not unaware of the additional allure that a crowded week-end's racing possesses, when cars have to be frantically transported from one circuit to another and probably be worked-on as they travel, but whereas once such hectic activity was confined to Bank Holiday week-ends, it is now commonplace through the long racing season.

For the good of the Sport it seems that it might be sensible for the leading race promoters to thin-out their fixture lists, at all events in respect of their "star" meetings, thereby ensuring saturation of their spectator-accommodation at such meetings; because this racing would have a first-class entry, a full starting grid and he who received the chequered-flag would really have won something worth while, to be trans-

lated into history.

Point is lent to this argument by the difficulty experienced in booking travel-tickets to Monza for the Italian Grand Prix later this month—the inference being that the Italian race is going to enjoy abnormal support, the reason being that it is the first big Continental race since Le Mans.

It may be that public demand for motor-racing permits of a chock-full fixture list, but race promoters should carefully consider the matter. Even if there is no need to curtail the number of races it would be useful if they were graded so that the spectator can tell which is important and which less so, while duplication of races in given areas should be striven against; for instance the Londoner should not have to choose between Brands Hatch Stadium and the L.C.C.'s Crystal Palace, the Midlander not have to choose whether to set his wheels towards Silverstone, Aintree or Oulton Park. Not only should clashes on the same week-end be avoided, but the spectator should not be expected to want to see racing on consecutive week-ends in the home area.

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Front cover picture: *HOLD HER!*—Hawthorn leaves the short straight on the Crystal Palace circuit in winning form at the wheel of Stirling Moss' well-used Maserati, which on this notable occasion won its first race.



## Motor Sport Events for September

★ 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
Sept. 1st	North Cornwall M.C.	Lady Cross	Launceston	Driving Tests (C.)	6.00 p.m.
Sept. 3rd	Newry & Dist. M.C.	Cranfield Airfield	Kilkeel	Race Meeting (R.)	3.00 "
"	Aberdeen & Dist. M.C.	Westerton	Inverurie	Gymkhana (C.)	2.30 "
"	S.U.N.B.A.C.	Silverstone	Towcester	Race Meeting (R.)	Noon
"	B.A.R.C.	AINTREE	LIVERPOOL	RACE MEETING (INT.)	11.00 a.m.
Sept. 3rd/4th	Knowldale C.C.	Pack Horse Hotel	Edenfield	Night Rally (C.)	9.30 p.m.
"	Broughton & Bretton M.C.	Queensferry	Chester	Night Rally (C.)	10.00 "
Sept. 4th	Northumbrian M.C.	Club premises	Gosforth Park	Rally (C.)	10.00 a.m.
"	V.C.C.	Ferensway	Hull	Rally and Run (C.)	10.30 "
"	Coventry & Warwickshire M.C.	"Sportsman's Arms"	Coventry	Trial (C.)	1.30 p.m.
"	Cumberland Sporting C.C.	Five-point-start	Hartsdale	Festival Rally (R.)	9.30 a.m.
"	V.S.C.C.		Malvern	Madresfield Rally (C.)	Noon
"	Marconi A.C.	Rivenshall Aerodrome	Witham	Gymkhana (C.)	11.00 a.m.
"	Bentley D.C.	Firle	Eastbourne	Hill-climb (R.)	2.00 p.m.
"	Chiltern C.C.	High Street	Amersham	Concours (R.)	2.15 "
"	B.R.S.C.C.	Brands Hatch	Farningham	Race Meeting (C.)	
Sept. 8th	Jersey M.C. & L.C.C.	St. Owens Bay	St. Helier	Sand Racing (C.)	3.00 p.m.
Sept. 10th	V.S.C.C.	Goodwood	Chichester	Concours (R.)	11.00 a.m.
"	Scottish Sporting C.C.	Turnberry	Girvan	Sprint (C.)	3.00 p.m.
"	Chester C.C.	Queensferry Motor Auction	Chester	Rally (C.)	9.00 "
"	Peterborough M.C.	Silverstone	Towcester	Race Meeting (R.)	1.30 "
"	Yorkshire S.C.C.	Hutton Cranswick Aerodrome	Driffield	Speed Trial (C.)	2.00 "
Sept. 11th	Surrey Sporting M.C.	Brands Hatch	Farningham	Speed Trials (C.)	12.30 "
"	Lagonda C.C.	"Three Horse Shoes"	Thursley	Navigation and D. Tests (C.)	1.30 "
"	A.E.R.E. M.C.	A.E.R.E. Airfield	Didcot	Driving Tests (C.)	1.30 "
"	Old Merchant Taylors' M.C.	"Durrants"	Croxley Green	Regularity Rally (C.)	2.00 "
"	B.A.R.C.	De Tabley Hotel	Ribchester	Rally (C.)	10.00 a.m.
"	Sporting O.D.C.	London Gliding Club	Dunstable	Autocross (R.)	10.30 "
"	Kentish Border C.C.	Hill Top Hotel	Wrotham	Trial (C.)	10.00 "
"	Alvis O.C.	"Three Horse Shoes"	Thursley	Rally (R.)	1.30 p.m.
"	Eastern Counties M.C.	Snetterton	Norwich	Speed Trials (C.)	10.30 a.m.
Sept. 13th	Lea-Francis O.C.	Albert Hotel	Kingston Hill	Film Show	7.30 p.m.
Sept. 16th/17th	LONDON M.C.	FIVE-POINT START		RALLY (N.)	1.30 "
Sept. 17th	B.R.S.C.C.	SILVERSTONE	TOWCESTER	RACE MEETING (N.)	
"	Arbroath & Dist. M.C.	Kinnell Airfield	Arbroath	Rally (C.)	6.45 p.m.
"	Aston Martin O.C.	Oulton Park	Chester	Race Meeting (R.)	11.30 a.m.
"	Bristol M.C. & L.C.C.	Naish Hill	Portishead	Speed Hill-climb (C.)	2.00 p.m.
"	Coltress C.C.	Woodypoint	Newmains	Gymkhana (C.)	1.30 "
"	M.G. C.C.	The Embankment	Plymouth	Rally (R.)	2.30 "
"	750 C.C.	Rushmoor	Fleet	Sprint (C.)	2.00 "
Sept. 17th/18th	Southport M.C. & L.C.C.	Marine Drive	Southport	Driving Tests (R.)	1.30 "
Sept. 18th	Falcon M.C.	Flint Cross	Royston	Rally (R.)	9.00 a.m.
"	M.G. C.C.	Hooks Farm	Marlow	Autocross (C.)	11.30 "
"	De Lacy M.C. of Pontefract	"Beverley Arms"	Ackworth	Rally (C.)	10.00 "
"	Peterborough M.C.	Three-point Start		Rally (R.)	
"	B.A.R.C.	Brunton	Andover	Hill-climb (C.)	2.00 p.m.
"	South Wales A.C.	Castel Farm Hill	Bridgend	Hill-climb (C.)	3.00 "
"	Waterloo & Dist. M.C.	Wynslay Garage	Maghull	Navigation Trial (C.)	10.30 a.m.
Sept. 22nd	Jersey M.C. & L.C.C.	St. Owens Bay	St. Helier	Sand Racing (C.)	3.00 p.m.
Sept. 24th	B.A.R.C.	Goodwood	Chichester	Race Meeting (C.)	
"	MID-CHESHIRE M.C.	OULTON PARK	CHESTER	RACE MEETING (INT.)	12.30 p.m.
Sept. 24th/25th	Mid-Surrey A.C.	The Fox and Hounds Hotel	Leatherhead	Rally (R.)	9.00 "
Sept. 24th-26th	Scottish S.C.C.	Falkirk		Rally (R.)	9.30 a.m.
Sept. 25th	North Cornwall M.C.	Dowlings Garage	Launceston	Trial (C.)	2.00 p.m.
"	B.A.R.C.	De Tabley Hotel	Ribchester	Ladies' Rally (C.)	10.00 a.m.
"	Burnham-on-Sea M.C.	South Esplanade	Burnham-on-Sea	Rally (C.)	2.30 p.m.
"	Galloway M.C. & L.C.C.	Castle Douglas		Rally (C.)	10.00 a.m.
"	C.S.M.A.	Northleach	Gloucestershire	Trial (C.)	10.30 "
"	United Hospitals & U. L.M.C.	Rushmoor Arena	Aldershot	Trial (C.)	1.30 p.m.
"	Cemian M.C.	Matching Aerodrome	Epping	Driving Tests (R.)	11.00 a.m.
"	Herefordshire M.C.	Car Park, Dinmore Hill	Hereford	Rally Photographic (C.)	2.30 p.m.
"	Lea-Francis O.C.	Hog's Back	Guildford	Navigation Trial (C.)	11.00 a.m.
"	B.R.S.C.C.	Brough		Race Meeting (C.)	
"	West Hants & Dorset C.C.	Bovington Camp	Wareham	Trial (R.)	2.00 p.m.
Sept. 30th	East Anglian M.C.	Three-point Start		Rally-Clacton (R.)	9.00 a.m.

### MATTERS OF MOMENT—continued from page 515

Organisers should consider this problem from the aspect of competitors and their mechanics as well as spectators, possibly with "fewer races, better starting money" as the aim.

British racing is flourishing. Vanwall and Connaught have C.P. cars which really motor, Jaguar won at Le Mans, M.G. is staging a come-back... Let our race promoters make sure that the legendary goose isn't killed, by loss of public interest through a mercenary multiplication of motor race-meetings.

### RETIREMENTS IN 9-HOUR RACE (see page 538 for Report)

Retirements: Parnell (Aston Martin), 2 laps, rear hub failure; Rolt (Jaguar), 13 laps, sheared distributor drive; Flockhart (Lotus), 15 laps, gearbox oil-seal failure; Rogers (Tojeiro), 48 laps, crashed; Gaze (Aston Martin), 51 laps, sheared distributor drive; Keen (Cooper), 55 laps, crashed; Sopwith (Cooper), 116 laps, hub cap adrift; Whitehead (Jaguar), 130 laps, engine trouble; Chapman (Lotus), 172 laps, broken flywheel; Schell (Ferrari), 184 laps, gearbox failure; Portago (Ferrari), 219 laps, rear axle failure; Wharton (Ferrari), 229 laps, oil leaks; Moss (Porsche), 237 laps, crash; Crook (Cooper), crashed.

### MAGNETO'S DESPAIR

In London, on August 16th, Oldham and Son Ltd., of Manchester, held a Press demonstration of their revolutionary new Power-Seal battery. This battery can be taken out of storage, filled with acid, and, in half-an-hour, without any external electrical charging, is fully charged ready for use, the first British battery in which this magic has been incorporated. To prove it we saw an Oldham Major Power-Seal battery made up, filled, and in under half-an-hour start the engine of the Austin car in which it was demonstrated. If the battery subsequently loses its charge it has to be recharged in the normal manner, but long periods of inactivity do it no harm, so on initial acid-charging it will be an asset to Service Stations and its long life and ability to lay-up without damage, coupled with a two-year unconditional guarantee, makes the Oldham Major Power-Seal battery a good bet for the private owner. With latest improvements, Power-Seal costs about 15 per cent. more than other Oldham batteries. It is so revolutionary that it really ought to be renamed "New-ham" and certainly hot-tube ignition is doomed and the days of the magneto numbered!—W. B.



## CONTINENTAL NOTES

At the recent Lisbon meeting there was a 1½-litre race which, though dominated by Porsche Spyders, contained some interesting locally-built "specials." Portugal is a remote country, isolated from the centre of motor-racing by the vast open spaces of Spain, so a close look round some of the amateur ideas about building sports cars for competition was most interesting. Many of them had strange personal names, such as Etnerap, Olda, Alba or F.A.P., and most of the major components were taken from production cars in just the same way as is done in England. The major difference between the Portuguese idea of a "special" and the English idea, that was at first glance very noticeable, was the degree of finish. There were a dozen "special" cars competing and all were finished in every detail, many of them fit for a motor exhibition, whereas a dozen English "specials" could be found that would not even be let into the car park of such an exhibition. The emphasis on English "specials" is one of pure function; such things as paint-work, interior trim, or proper instrument panels seem to have no place when the ultimate in performance is being sought. All the Portuguese cars that were inspected were extremely well finished and could have been used for shopping as well as racing.

Two particularly nice examples stood out at the meeting, the first (illustrated with this article) having a multi-tube frame running closely to each side of the M.G. engine and gearbox, and then tapering in to the centre of the car to form a four-tube backbone down to the rear suspension. The owner, Jose Canelas, of Lisbon, was pleased to point out that the chassis-frame was designed two years ago and this year, at Le Mans, the V12 Lagonda used an exactly similar layout. Front suspension of this "special" was by trailing-links and torsion-bars from a Porsche, as were the brakes, while at the rear an A70 Austin axle had been used to get a high ratio. Porsche brakes had been fitted to the Austin axle, which had been cut-and-shut, and it was sprung on torsion-bars. M.G. hubs and wheels were used all round and the very pretty body obviously owed parentage to a study of Ferrari, Maserati and Jaguar, the result being made in Lisbon. The M.G. engine had been tuned to Stage II, but this did not give sufficient horse-power and it was hoped to acquire something nearer Le Mans specification at a later date.

The second "special" that attracted attention did so by reason of a very sleek appearance, beautiful workmanship and finish, but especially by its speed and the way its driver, J. C. Oliviera, was handling it. Finished in chrome and pale blue the general outline of this car, called an Olda, was a cross between an A6G Maserati, a DB3S Aston Martin and an SLR Mercedes-Benz. It had Porsche suspension and brakes grafted to a tubular frame, and Rudge hubs with wire wheels, while the power unit was a highly-tuned 1½-litre four-cylinder Borgward, as fitted to the increasingly popular Isabella saloon. The gearbox was also Borgward and again the interior finish was such that it could be used as a perfectly normal sports car.



**HOME-BUILT.**—This attractive-looking "special" was built in Lisbon and utilises an M.G. engine and gearbox in a tubular frame, with Porsche front-end and brakes, A70 Austin rear axle, with Porsche brakes, and a locally-built body.

Many of the other "specials" were based around 1,100-c.c. Fiat components and one rather clever one had been built with a body exactly like a normal coupé Porsche, the bonnet-line over the forward-mounted engine being slightly higher. Such things as remote header-tanks, pressure cooling, ducted radiators and so on are all well known to the Portuguese builders and used extensively.

Although not so weight conscious as English "special" builders, the Portuguese seemed to do quite well with some very standard bits and pieces, and the local ability in Lisbon for modifying or making special parts was of a high order. Most of these enthusiasts seemed to follow motoring sport outside their own country by means of magazines, and many were looking forward to the possibility of a 1½-litre Coventry-Climax engine becoming available to them.

\* \* \*

Being an enthusiast for every aspect of motoring, I had recently, during the Swedish Grand Prix, an opportunity to indulge in the greatest extremes in the space of one day. Before one of the practice periods I was looking around the Mercedes-Benz team in their garage in Kristianstad, as they were preparing to leave for the circuit, which is situated some way out of town. Engineer Uhlenhaut was about to take off in the 300SLR coupé and, being on his own, he invited me to ride with him. Lifting up the "gull-wing" door, I jumped in, for, like the SL model, this coupé had high cockpit sides and but for the layout of the controls the interior was identical. The seats, steering wheel, pedals, instruments and gear-lever were exactly as on the open SLR models, just as Moss had used in the Mille Miglia, for mechanically this coupé was unchanged from the racing cars. The noise inside the coupé body was out of all proportion, the mechanical thrashing that came from the engine being due to everything running on roller bearings and the central drive to the camshafts, magnetos, dynamo and injection pump being an enormous train of tiny gearwheels. For just a few brief miles I was once more able to thrill to the exciting acceleration in bottom and second gear, as the tachometer whistled round from 2,500 to 6,000 almost as quick as you could follow it. Although we only needed to use the bottom two gears of the five-speed box, we were soon in the paddock, but even that short time convinced me once more that these SLR motor cars are a fantastic step forward in automobile engineering. In spite of having already ridden for nearly 3,000 miles in one of these cars, earlier in the year, this very quick dash up to the circuit was one more interesting experience to add to the mounting fund.

As Uhlenhaut was leaving before the end of practice I decided to return in another form of saloon car and, having arrived in what is probably the world's fastest closed road car, I was highly amused to accept the offer of a lift home in one of the world's slowest saloon cars. A friend from France was returning in his 2 c.v. Citroën, so with about 290 b.h.p. missing from under the bonnet we sailed back to town. Being well versed in 2 c.v. motoring, this Frenchman kept



**EVOLUTION.**—This Mercedes-Benz 300SLR coupé is mechanically identical to the well-known SLR sports/racing cars driven by Fangio and Moss. The coupé body is similar to a 300SL, with "gull-wing" doors and the eight-cylinder engine gives a maximum of over 170 m.p.h.



the throttle wide open and weaved his way in and out of the traffic, so that our average speed was not much slower on the return than mine had been on the outward trip. Motoring a 2 c.v. is an art, just as pre-war motoring a Fiat "Mouse" was an art, and to be driven by one who is well versed in the process is to be made appreciative of the little "tin-car" in spite of the rude things many people say about them. Motoring is indeed a fascinating pastime, and one of its fascinations is the wide variety available. With such variety life can never be dull.

\* \* \*

During the same practice period of which I write, I had another new and interesting experience. Once again the petrol engine was the prime mover, but this time it was a 12-cylinder Pratt & Whitney radial (air-cooled, I would add in an aside, for those who believe in such doubtful cars as VW or Porsche). Thanks to the excellent hospitality of the Swedish branch of the B.P. petrol company, I was taken up in a Sikorsky helicopter during practice. It was being used by B.P. as a flying advertisement and the pilot knew his way round the course from above. Being rather "agin" flying, not to say frightened, and always conscious of the absurd danger one is exposing oneself to being so far off the ground, I persuaded Stirling Moss to accompany me, as he somehow gives me confidence. At the time of our flight, Frankenberg, with the factory Porsche Spyder, and von Trips with a 300SL were engaged in a battle, and to hover over the corners and watch the two cars approaching side by side was a most exciting way of watching a race. By cutting across country we were able to follow this little private dice from a discreet height of 400 feet, the cars and drivers being easily recognised. After they stopped we watched other cars from above and it was interesting to see how some drivers used every inch of the road from the start of the corner to the finish, while others left many feet between themselves and the edge of the road. Watching fast cars in a slide through open bends gave one a truly accurate appreciation of motor-racing, and it was quite obvious that, apart from being in one of the competing cars, this was the way to watch a motor race when a spirited battle was being waged between two or more cars. All things must progress, so, who knows, one day MOTOR SPORT readers may get a truly eye-witness account of a whole motor race, instead of just the little bit one sees from the Press stand.

\* \* \*

Earlier this season the Daimler-Benz firm caused a stir when they produced their high-speed transporter, built around 300SL parts and capable of over 100 m.p.h. In a quiet way another German racing firm have been using a similar hot-rod transport van. That is the Porsche concern, who have fitted a 1,500-c.c. Porsche engine, almost to Super specification, into a normal Volkswagen Mini-van. Fitted with Dunlop racing tyres and stronger shock-absorbers, to aid stability, this little hot-rod tows a trailer containing a Spyder at close on 70 m.p.h., and keeps it up all day. This problem of racing transport on the Continent is always a difficult one, for such large distances have to be covered that time and speed are all-important. A transporter that can only cruise at 35 m.p.h. not only wastes time but makes life exceedingly hard for the mechanics. It is noticeable how fresh and fit the mechanics of Ferrari and Maserati usually are when they arrive at a meeting, even though they may have driven for two nights and a day without stopping, for the cabs of their enormous Fiat and O.M. transporters are fitted out like the observation car on an American train, and both are capable of well over 60 m.p.h. The fitting of a semi-racing engine into a transporter is by no means new, and some years ago a Talbot driver used to have a Talbot van fitted with an engine identical to that in his racing car, so that apart from the added speed he always had a source of spare parts available in an emergency. These "hot" vans also make life more fun for the mechanics, for their life can be an extremely hard and tedious one at times.

\* \* \*

Covering over 1,000 miles on Continental roads every week, I get ample opportunity to appreciate road conditions in the various countries, both the good points and the bad. One idea that is now almost universal, and originated from America I believe, is the use of special centre lines in the road. The system is that on any stretch of road that calls for attention two lines are painted side by side in the middle. One is a continuous line and the other a dotted one, and the system is that as you drive along you are permitted to cross the dotted line and then the continuous one, but not to cross the continuous one first. Used on a hill, viewed when going up, the dotted line would be on the right (in England or Sweden) and the continuous one on the left, so that traffic ascending are not permitted to use more than half the road, but those descending can cross the centre lines to overtake. On a right-hand curve the arrangement of the lines would allow you to cut the corner if the inside of the curve

was clear and afforded visibility across the apex, otherwise the lines would be reversed. There is no hard and fast rule, each section of road is taken on its own merits, but once the lines have been painted that is the rule of the road, and is very simple for drivers to follow. You cross the centre if the dotted line is your side; you don't if the continuous line is your side. There are also occasions, on narrow, twisty roads when both lines are continuous, which naturally forbid using more than your own half. There is, of course, a certain amount of give-and-take about this system, especially if you drive fast, but then there is give-and-take over the matter of 30-m.p.h. speed limits.

Travelling through Denmark recently, I was most impressed with the superb road surfaces, without doubt the best I have experienced in Europe, but another idea was most commendable. This was on a three-lane traffic road where, instead of dividing the road into three sections by white lines or reflector studs, the road surface material was coloured, the two outside sections being white, the centre one brown. The road was thus marked into three lanes from its inception and the coloured material used could not lose its colour as it was the actual surface. It was rather like the effect one would get from making the outside lanes of concrete and the centre one of tarmac-dam, only these Danish roads were of the same material throughout. Apart from the ease of defining the lanes, I found the two-colour scheme had a remarkable psychological effect, even when driving fast; there was no tendency to stay in the centre lane, or even straddle the division; one just felt untidy and out of place unless completely on the nearside lane.

There are innumerable good ideas in Continental road construction, just as there are on the British highways, but for pure motor-roads the German autobahns still take a lot of beating, even though some are over 20 years old. One aspect of German autobahn construction that never ceases to fill me with wonderment, is the way whole valleys are bridged so that you come out of a forest-covered hillside and suddenly find yourself crossing a valley at a height that would be reasonable for a light aeroplane, while another is the 100 per cent. lack of advertisement hoardings or buildings on the edges of the roads. The only permitted buildings are those at a petrol station, which usually includes an eating place, while there are innumerable parking bays for picnicing, stopping on the autobahns being forbidden. Another practice, that is very common in Holland, is the provision of through-ways in towns for traffic that merely want to traverse the town. This is done by numerous short, sharp tunnels or bridges, so that a quick crossing of a town is rather like a switch-back ride, but very practical. By-pass roads are another interesting problem, and one of the finest examples is that at Rome. If you want to get down to Naples in a hurry you take the by-pass many miles before you even approach within sight of the outskirts of Rome, and join the Rome-Naples road a long way south of the Vatican City. This is a true by-pass that you join at 80 m.p.h. and continue at the same speed for the whole length without ever seeing the sight of a single house or factory. At night it is possible to see the glow of Rome, and it is a satisfying feeling when in a hurry to know that you will not have to waste an hour dicing with the Italian city traffic.

There is indeed much to be learnt on the Continental road systems, and equally much to be avoided, but it is to be hoped that those responsible for the projected new super-highways in Britain will at least tour the Continent before making plans. If they visit America then so much the better, but you must drive yourself to really appreciate the good and the bad; to be driven by a chauffeur while you relax in the back of a comfortable saloon would teach you nothing at all and merely waste the taxpayers' money.

\* \* \*

At almost every race meeting I go to people ask one particular question, and that is "Who is the world's best driver today, Moss or Fangio?" I have numerous stock answers to this query and among them are "probably some unknown van driver in Patagonia has the combination of reflexes and judgment that would beat all the reigning champions if he was given the chance"; another is that "Hawthorn must not be overlooked, because he has won two major Grand Prix events, both in open battle and each was a decisive victory," but eventually the questioners boil things down to the difference between Fangio and Moss. From the English driver's own words, Fangio is the best—in my own words, I add, but for how long I would not like to say. Taking this season's races, on almost every Grand Prix circuit, with the Formula I cars, there has been a corner that Fangio could take faster than Moss, using identical cars, or both using the same car. An example of this very slight difference between the two is the tunnel at Monte Carlo, where you enter into complete darkness and only see the light of the exit after you are fully in the tunnel. Even using the same car in practice Fangio could go through the

*Continued on page 543*



And now, a  
**MICHELIN 'X' tyre**

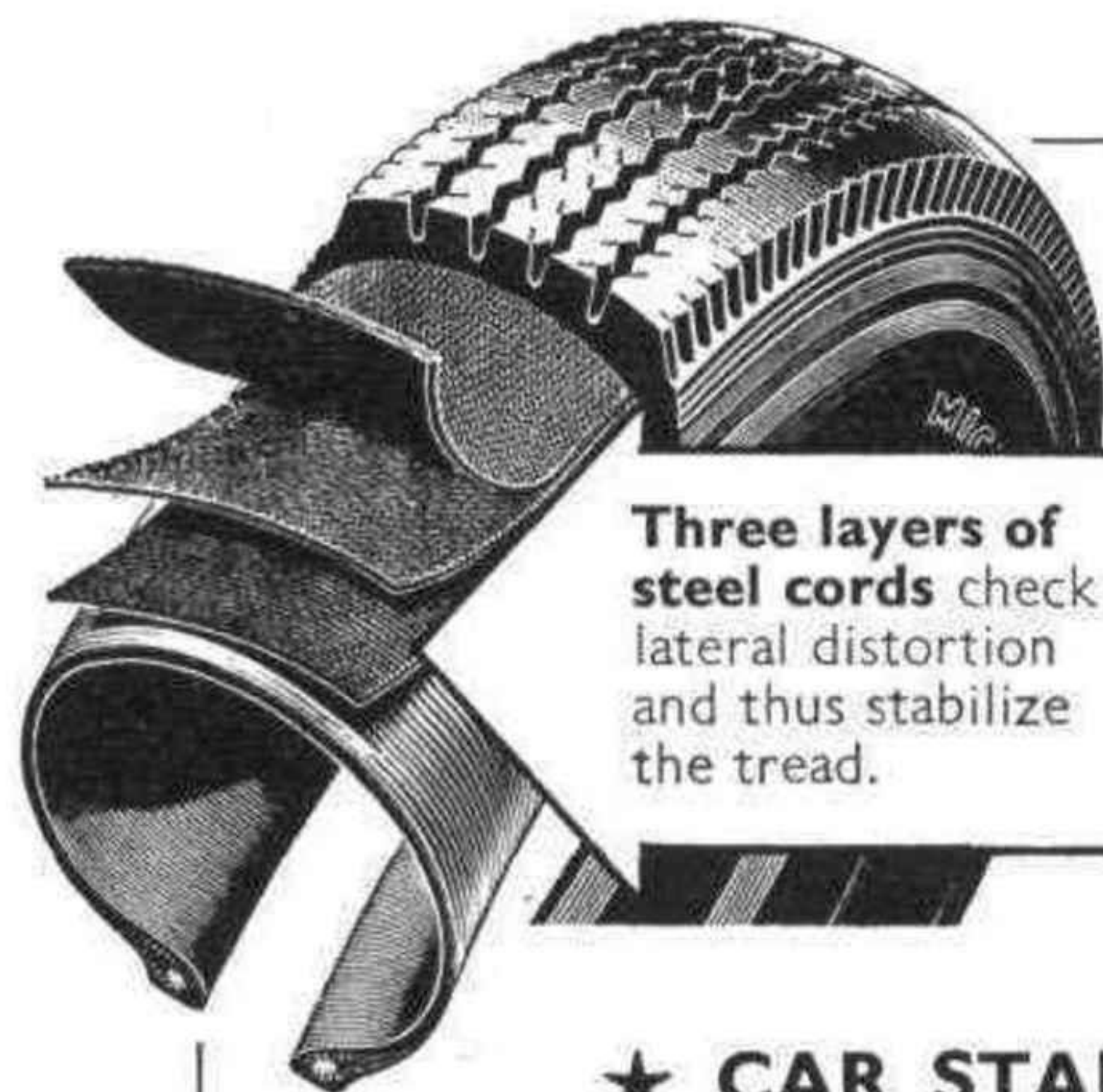
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Three layers of steel cords check lateral distortion and thus stabilize the tread.

*The Michelin 'X' tyre  
 for fast  
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- ★ CAR STABILITY & ROAD-HOLDING
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- ★ **TWICE THE MILEAGE!**

This new size—155-15 (replacing 5.90-15 and 5.50-15 on existing wheels)—is an addition to the range of 'X' tyres already available i.e. 5.50-16, 5.75-16, 6.00-16, 6.40-13, 6.50-16, 6.70-16, 155-400, 165-400



# CLUB NEWS

## ALVIS REGISTER

A joint meeting between the Alvis Owner Club and the Alvis Register in the Bristol area takes place about once a month. As an experiment, it has been decided to hold the next meeting, by kind permission of the Bristol Motor-Cycle and Light Car Club, at Naish Hill, Clapton-in-Gordano, Somerset. The occasion is the Speed Hill-climb on September 17th, and the Bristol M.C. & L.C.C. have said that they will welcome Alvis owners, and will try to set aside a special parking space.

The event is well known for its atmosphere of happy informality, and it is hoped that the weather will entice many Alvis enthusiasts to make a family picnic affair of the meeting.

## LOUTH & DISTRICT M.C.C. (Aug. 1st)

A scratch race and handicap race for Formula III cars were held at the Cadwell Park road-race meeting in Lincolnshire on August 1st; motor-cycle events were also held.

**Results :**  
**Scratch Race :** 1st : D. Boshier-Jones (Cooper-Norton).  
 2nd : P. Robinson (Cooper-Norton).  
**Handicap Race :** 1st : S. Bloor (Cooper-Norton).  
 2nd : D. Boshier-Jones (Cooper-Norton).

## ULSTER A.C. HILL-CLIMB, CRAIGANTLET (Aug. 6th)

Fastest time of the day was made at this venue by Ken Wharton, whose time was 70.3 sec., driving the 2-litre E.R.A. E. McMillen in a Standard Ten and W. Todd in a Ford Prefect had quite a fight, Todd leading by a fifth of a second. A group of Triumph TR2s was present and also an A.C. Aceca.

**Results :**  
 Class 1—Up to 850 c.c. : W. Martin (750 Renault).  
 Class 2—851 to 1,500 c.c. : W. Todd (Ford 1,172).  
 Class 3—Over 1,500 c.c. : C. Porter (A.C. Aceca).  
 Class 4—Up to 1,300 c.c. : C. Lindsay (Cooper-Coventry-Climax).  
 Class 5—Over 1,300 c.c. : E. McMillen (1,991 Triumph).  
 Class 6—Up to 1,300 c.c. (other than racing and supercharged cars) : C. Lindsay (Cooper-Coventry-Climax).  
 Class 7—Over 1,300 c.c. : D. W. Archibald (1,343 Nufor).  
 Class 8 : K. Wharton (1,996 E.R.A. s/c.).  
 General Handicap : E. McMillen (Standard Ten).

## HANTS & BERKS M.C. (Aug. 6th)

At Great Auclum the Hants & Berks M.C. again enjoyed some interesting hill-climbing, for seven records were broken for this course, a notable competitor being Tony Marsh, who broke the record in his Cooper 1,100. Several different Lotus cars were present and Liddell won this class in a Buckler with Coventry-Climax engine.

**Results :**  
 F.T.D. (N. W. Gardiner Trophy) : A. E. Marsh (1,100 Cooper-J.A.P.).  
 Fastest Sports Car : I. Smith (Lotus-M.G.).  
 Sports Cars : Up to 1,300 c.c. : W. A. Liddell (1,097 Buckler).  
 Up to 1,800 c.c. : I. Smith (Lotus-M.G.).  
 Up to 3,000 c.c. non-s/c. and 1,800 c.c. s/c. : R. D. Jennings (A.C. Ace).  
 Unlimited Sports : J. Ogier (Jaguar 3,442 c.c.).  
 Racing Cars : Up to 500 c.c. : H. C. Tatler (Cooper).  
 Up to 1,100 c.c. : A. E. Marsh (Cooper).  
 Up to 2,000 c.c. : J. Berry (E.R.A. Special).  
 Over 2,000 c.c. : P. J. Stubberfield (2,261 Bugatti).

## FORTHCOMING EVENTS

### VETERAN C.C.

The Hull to Scarborough run is to be held on September 4th. Part one of the event consists of a rally to Ferensway, each competitor choosing his own starting point and then driving to the rallying place. The second part of the run starts on September 4th at 10.30 a.m., from Ferensway, and on to Scarborough, secret checks being made *en route*.

### BUGATTI O.C. MEETING, PRESCOTT

On September 11th the Bugatti Owners' Club is holding an International meeting for sports and racing cars. Awards being made are the Rivers-Fletcher E.R.A. Trophy, the Staniland Trophy and the Championship Challenge Cup for the second round of the B.O.C. 500-c.c. Hill-climb Championship. The meeting commences at 11 a.m.

### BENTLEY D.C. HILL-CLIMB, FIRLE

This event is to take place at Firle, near Eastbourne, Sussex, on September 4th. Four classes of Bentleys are entered and six other classes are open to members of the Aston Martin O.C., Herts County A. & A.C., the Lagonda C.C., Twenty Ghost Club, Bugatti O.C., and Brighton & Hove M.C. Competitors are allowed practice runs and two timed runs on the day.

### S.U.N.B.A.C.

On September 3rd, at Silverstone, the club will hold a race meeting for sports, Formula III and vintage cars. Two half-hour high-speed trials are also to be run, one for motor-cycles and one for open or closed cars. The meeting is open to members of the B.R.S.C.C., 750 M.C., M.G. C.C., Bugatti O.C., Aston Martin O.C., Vintage S.C.C., and the Midland M.E.C.; also to the promoting club for cars or motor-cycles. The meeting begins at 12 noon.

### THE PETERBOROUGH M.C.

The race meeting to be held at Silverstone on September 10th by this club will include events for sports cars, Formula III, production saloons, an inter-club team race and a five-lap handicap race for the MOTOR SPORT Trophy competition. Invited clubs are the London M.C., Maidstone & Mid-Kent M.C., Bentley D.C., S.U.N.B.A.C., the 750 M.C., Nottingham S.C.C. and the B.R.S.C.C. The meeting begins at 1.30 p.m.

### V.S.C.C.

The V.S.C.C. will hold its Birthday Party at Goodwood on September 10th, when a memorable vintage-car party will take place, with a Concours d'Elegance, driving tests between pairs of cars driven by invited drivers, demonstrations and parades round the circuit and appearances of celebrities in suitable cars. Veteran cars and vintage and veteran motor-cycles will also take part. Entries have closed, but spectators will be admitted at 2s. 6d. a head. The day commences at 11 a.m. and promises to be a repetition of last year's Anglo-American Vintage Car Rally except that the Americans will not be present.

### M.C.C. AUTUMN TRIAL (October 7th/8th)

This event will be held in the Derbyshire area and will be a similar event to the Land's End and Exeter Trials.

The starting points will be London, Norwich, Bristol and Penrith or Harrogate, and competitors will leave these points on the evening of Friday, October 7th, converging at a point near Matlock, after which there will be an observed night section, breakfast being taken at the Palace Hotel, Buxton, from 6 a.m. onwards.

After breakfast, competitors will cover a trials route in the Buxton area of a similar type to the Land's End and Exeter Trials. The finish will be at the Palace Hotel, Buxton, and will conclude with a dinner, film show and dancing.

The usual first, second and third-class awards will be given as well as best performance awards in each class.

This trial forms one of the three events for the Team Championship, Individual Championship and Triple Award.

### SHEFFIELD & HALLAMSHIRE M.C.

The second National "Rally of the Dams" will take place on October 15th and 16th. Starting controls will be at London, Bristol, Manchester and Harrogate, from which competitors will converge on The Peveril of the Peak near Ashbourne in Derbyshire. The first man will start about midday on Saturday, October 15th, and finish in or near Sheffield during the afternoon of Sunday, October 16th.

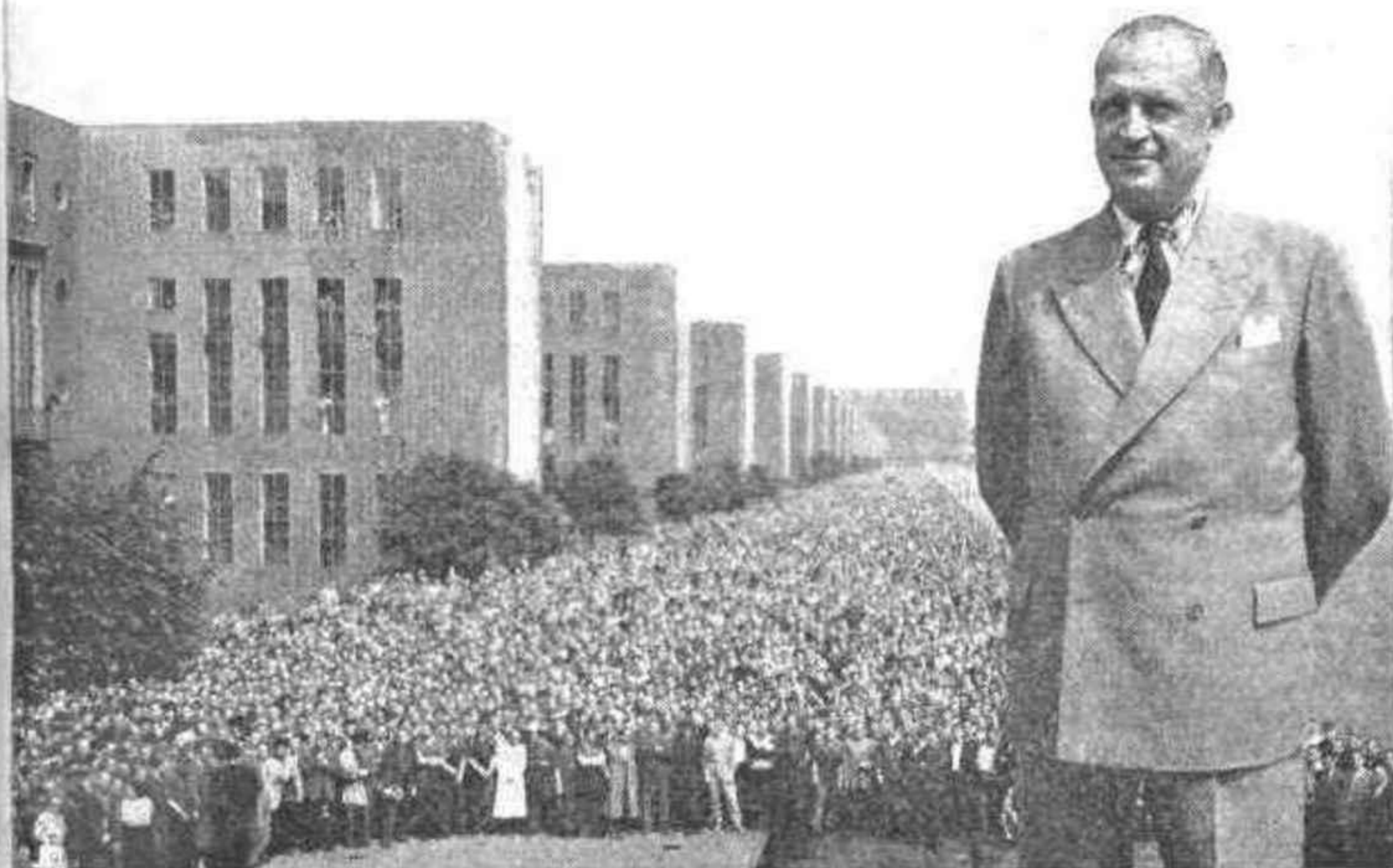
The route will be one of approximately 650 miles involving not more than two driving tests, the results of which will only be used in the event of ties. The route throughout will be on macadam roads with no rough sections and should, in fact, give a decisive result without resorting to the results of the driving tests.

### A MOTOR-CYCLE FILM

One evening last month, at the splendid Empire Cinema in Leicester Square we saw the Bible as interpreted by Metro-Goldwyn-Mayer ("The Prodigal") and after it a very good documentary on the many aspects of British motor-cycling—transport, scrambles, trials, Army cross-country, circuit racing, road-racing and police patrol work, etc. The name of this excellent film is "Tough on Two Wheels" and any reader who is at all fond of motor-cycles should do his/her best to see it.



## A VOLKSWAGEN OCCASION



**THE MAN AND HIS TEAM.** — Prof. Dr. Ing.h.c. Heinz Nordhoff, who controls the vast plant at Wolfsburg in Germany, which has produced 1,000,000 VW vehicles in the last ten years, with his staff of 30,000—this is a genuine photograph, with Dr. Nordhoff standing on a special platform, not a photomontage. The degree of Dr. Ing.h.c. was conferred on Nordhoff in 1950, on the occasion of the 200 years' anniversary of the Technical University of Brunswick; in 1951 the Technical University in Berlin conferred on him the academic honour of Senator; and this year he was made Honorary Professor of the Technical University of Brunswick.

**I**N the early afternoon of August 5th the millionth VW came off the assembly lines of the Volkswagenwerk at Wolfsburg. This significant milestone in production of the post-war VW was made the occasion of a festival weekend concluding the annual works' holiday, to which an enormous concourse of international motoring correspondents, journalists and VW distributors and dealers, 1,000 in all, were invited, and which embraced celebrations in a specially-constructed stadium at which 160,000 persons were said to be present.

For us this memorable occasion commenced with a very early start from Heathrow on the Friday in a K.L.M. Convair 240, which flew forty journalists and trade representatives from England, Scotland and Ireland comfortably, at 9,000 feet and 238 m.p.h., to Hanover airport. [So sadly has your Editor been land-bound that this was his first experience of tricycle under-cart and contra-props., but then he also lacks acquaintance with the three-dimensional bioscope and colour-T.V.]

On arrival at Hanover Teutonic efficiency stepped in, in earnest. To meet the foreign visitors were an impressive line of thirty VW Microbuses, backed by huge Mercedes-Benz and Skoda coaches, each having a guide who was allocated to his party for the entire weekend, while all luggage, coats and the inevitable odds and ends could be left in the 'bus at all times, each Microbus carrying a number for identification, and being under guard the whole time.

This convoy set out impressively along the Dusseldorf-Berlin autobahn, past Lehrte, Peine and Brunschweig, where the Bussing lorry factory is situated, to Wolfsburg, at a cruising speed of some 60 m.p.h., these remarkable 1.2-litre air-cooled buses, each with eight or nine occupants, keeping close station, aided by efficient brakes, until we turned off for the factory, with a five-sail windmill and the new hospital on the hill overlooking the woods as landmarks, into Wolfsburg, a town *en fete*, its green and white flags greeting us on all sides. Here we were ushered into the factory's vast new assembly hall, and after about half an hour saw the *eine million* Volkswagen come off the line, after speeches by a representative of the workers and by Dr. Ing.h.c. Heinz Nordhoff himself, who performed the simple ceremony of fixing the appropriate chassis-number plaque to the car, a gold-plated saloon which glistened in the concentrated light of the arc-lamps for the Press and cinema cameras.

That Nordhoff is popular with the workers there was no doubt, as cheer after cheer greeted his arrival and his address, and happy laughter his efforts in riveting the aforesaid number-plate. We were beginning also to perceive the efficiency which pervades Wolfsburg and has enabled this vast production of motor cars to take place in a factory that was 60 per cent. a war-bombed shambles only ten years ago. Here we were, standing beside this assembly-line on this momentous occasion, our journey from Britain, including miles of autobahn, perfectly timed, a neat VW *eine million* badge in our buttonhole, a map of our journey and a little programme in

English in our hand, each one signed by Nordhoff, and the whole undertaking staged with a minimum of fuss—and a complete absence of policing. Indeed, throughout the weekend the only officials we noticed about the works were calm, smiling works-police.

After this we were conducted to a huge and very pleasant dining hall, used normally as a staff canteen, for lunch. We were fortunate in sitting with Major and Mrs. Hirst, for Major Hirst had been at Wolfsburg with the British Forces after the war and was able to give us interesting details of how the unique VW organisation came into being.

That afternoon was devoted to a conducted tour of the factory. It would take a week to see fully over this vast—and I can justifiably write fantastic—plant, and it would merit an article at least three times the length of this one to do it justice. In the two hours at our disposal it was impossible to inspect everything, and we missed seeing the body-priming and engine-assembly, although nothing seemed to be out of bounds save the experimental department. From the astounding overhead observation corridor (ordered by Hitler so that his people could see the cars he was building for them!), with its floor of black and white check and doors of wrought iron and glass, which runs for three-quarters of a mile along the factory wall, there is a view of this great plant, which instead of being split up as is the practice in Britain, occupies vast halls, very clean, very spacious and lofty, lit by daylight. Here, in normal times—for this was a holiday week—nearly 30,000 workers (of whom eight per cent. are salaried staff) accommodated in 5,300 new flats in the growing town of Wolfsburg, which has a 40,000 population, are turning out one vehicle every minute of the working day, for six days a week, to achieve an output which has risen from 713 cars to one million cars in the space of ten years, *the greatest automobile output achieved in Europe since the war.*

As far as the eye could see were the great Weingarten body presses, finished body-shells being pushed on tubular trolleys to the overhead gantrys which carry them to the chassis assembly lines. Welding of every description goes on in covered bays, the fuel tank being welded-up automatically. Raw materials arrive in railway trucks at sidings within the factory, and in great barges up the canal which runs alongside. All swarf and metal waste is swept away through holes in the floor, keeping the factory as clean as a racing-car shop. Small parts, finished on batteries of Schärer lathes, are conveyed, at fearful speed by extremely skilled hands driving highly-maneuvrable Clark trucks, to the assembly points. The finished cars come off four parallel roller-assembly-lines, headlamps being adjusted before a marked screen, which swings aside to let the VW roll down a short ramp which starts the engine. It is driven a few yards to a testing machine, the front wheels being aimed against chocks, a hook rising automatically out of the floor to attach itself to the back of the car, so that the driver can check horse-power output at the back wheels, which revolve on rollers sunk into the floor. This test occupies only a few minutes, the engine having been run-in on the bench, before the car is driven off to the great outdoor storage parks—for the VW is intended to withstand the elements and doesn't require a garage. I understand that a tolerance of 5 h.p. is permitted at this final check, most cars showing about 30 h.p. at the back wheels. Darting in and around the assembly bays were occasional chassis, with circular fuel tanks clipped on, their drivers handling them at speed as any of MOTOR SPORT's readers would love to have done, their purpose being to make spot checks on the general run of chassis flowing along the production



lines. In the vast halls that comprise the VW factory no undue noise and no fumes were evident from this indoor testing of chassis and finished cars.

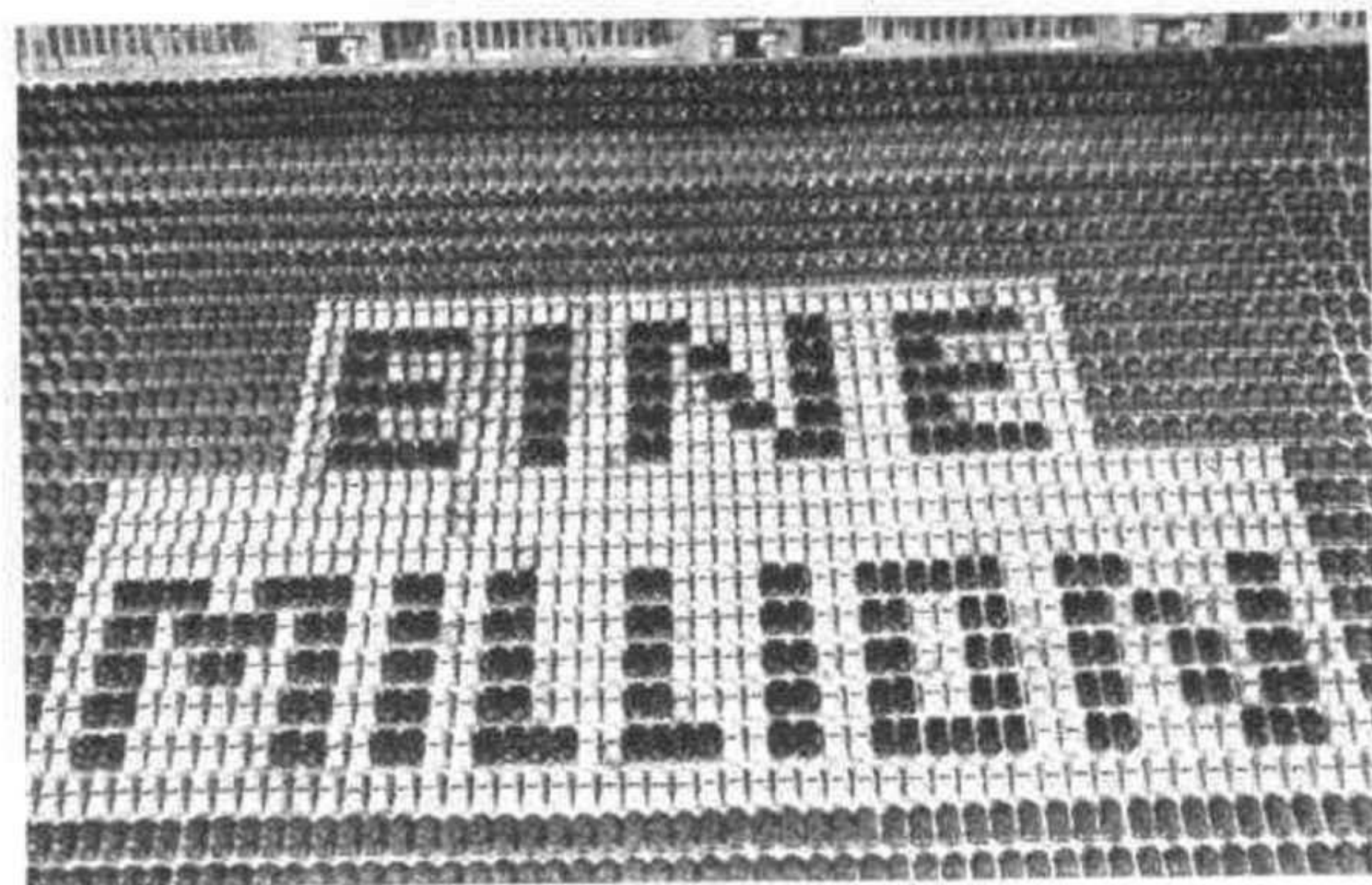
Some way from the main factory is another great hall housing the power plant, steam from which is used not only to heat the factory but also the town of Wolfsburg.

Those are just superficial impressions of a walk through the Wolfsburg factory, where 1,280 vehicles, including 190 to 200 Microbuses and transporters, are made every day.

After this tour, with which no one, whether pro- or anti-VW, could fail to be deeply impressed, we were taken in our 'buses to the other end of the factory for Dr. Nordhoff's Press conference. This took place in a huge and tastefully laid-out lecture hall with built-in microphone installations for use by the assembled journalists at question-time, and it was here that what was probably the largest congregation of international Pressmen ever assembled at a motor-car factory heard Dr. Nordhoff deliver his address, a copy of which, in perfect English (it occupied 20 typewritten quarto pages), had been handed to us as we entered.

Having spent my schooldays idly day-dreaming of Brooklands and Le Mans, I was not, alas, equipped to follow all the questions which followed this speech, but I was told by the Foreign Correspondent of one of the great London newspapers that Nordhoff carried very skilfully the awkward ones appertaining to who owns VW and when will a balance-sheet be published? Nor have I space to publish his address in full, but he said some extremely sound and common-sense things. For example, he acknowledged that VW realises it cannot produce one car more than their Sales Organisation is able to sell somewhere in the world and consequently not a single car leaves the works without a buyer having paid for it in full. In 1948 they had 40 distributors in Germany and one abroad. Today, the figures are 1,000 in Germany and 2,300 abroad, and, without being presumptuous, Nordhoff said he could claim the best Sales and Service Organisation in Europe, and no feeling of inferiority when comparing it with similar organisations in the U.S.A.

This year VW would export an average of 55 per cent. of its production, or approximately 35,000 VWs to U.S.A., 28,000 to Sweden, 18,000 to Belgium, 14,000 to Holland, 12,000 to Switzerland and 10,000 to Austria. Yet, said Nordhoff, "we are far from sitting on top of the world." He went on to outline worries of coal and steel shortages and the workers' desire for a five-day week, which he does not think possible for another four or five years. He spent much time on a vicious attack on Germany's road-repairing policy, calling for better roads, as we do here, and saying he doesn't believe that there is insufficient money available. He made the unique offer to subscribe "a not inconsiderable sum towards road loans" if a co-ordinated and long-term plan could be agreed upon. In attacking speed-limits and road faults, Nordhoff called for a ten-year programme of road improvement and said what he spoke of he observed not "as one who sits in the back seat of a luxurious chauffeur-driven limousine, but as one who has observed personally and experienced these things in driving a VW 25,000 to 40,000 miles every year." Germany, he said, with the exception of approximately 1,400 miles of autobahn, has 160,000 miles of town and country roads which originate, at best, from the late Middle Ages. Traffic would increase—already VW workers own about 2,000 VWs—and more cars could only be sold if the roads were built and repaired



EMPHASIS on 500-million VWs sold to date is provided by this remarkable publicity picture from Wolfsburg, representing one day's output of VWs.

to accommodate them—words that came forcibly home to us as we grappled with Sunday-morning congestion through Staines and along A30 after our return home!

Tribute was paid to the late Professor Dr. Porsche, who designed the VW and who once said to Nordhoff, towards the end of his too-short life, "Only since you proved it do I know that I was right," and to the late Dr. Feureissen who, in building up the VW organisation had, Nordhoff said, "created a monument to himself which will last longer than bronze or stone, a monument of accomplishment and success, and a reminder of his deep human kindness and sincerity." (Major Hirst had told us at lunch of how he had introduced Uhlenhaut to Feureissen when the former had paid a visit to Wolfsburg, and how he had seen the former rival racing-car engineers of Mercedes-Benz and Auto-Union depart arm-in-arm in enthralled conversation!)

Nordhoff said that for 65 years there has been a European automobile industry and connected with it are names having an historical ring; but to pass the millionth production mark for the first time in Europe since the end of the war with one and the same type of car has been reserved for one of its youngest factories, the Volkswagenwerk. This has often been misleadingly called an "economic miracle," but in fact it is due only to hard work and a determination to achieve things. In answer to a question, Nordhoff said he faced the greatest competition from British cars. "Hard work and determination," concluded Nordhoff, "has always been the strong point of the Germans, for we enjoy working if we know for what purpose, and I should think that everyone who has lived through the last 15 catastrophic years really does know for what purpose."

After the address Nordhoff joined his guests for dinner in a huge hall normally used for indoor car testing, visitors being grouped in nations at long tables decorated with the appropriate flag, and the hall dominated by huge flags hanging from inclined masts, colourful in the quiet neon-lighting, as armies of waiters served food and wine. Late that night the convoy of thirty VW Microbuses set out along the autobahn for Hanover, this impressive sight enhanced now that tail-lamps glowed for a mile on end and warm light flooded the roadside from the windows of the speeding vehicles. Nordhoff had said harsh things in his speech about police traps and the absence of traffic police after 6 p.m., but certainly we had a very capable police escort of white-coated rider on a B.M.W. motor-cycle—the motor-cycle police of most nationalities display extreme skill in convoy-accompanying of this sort.

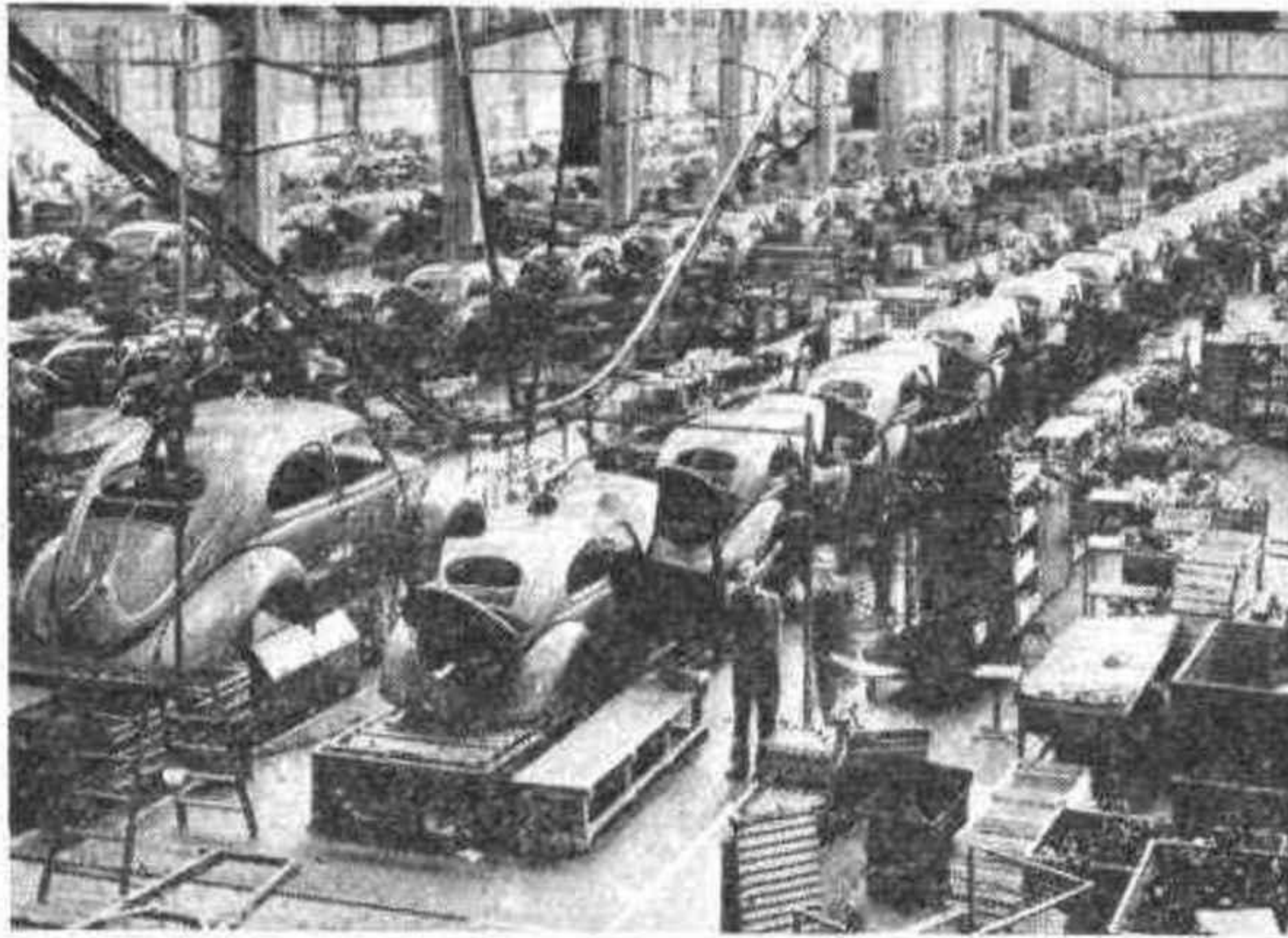
What remained of the Friday night was spent in a delightful room at the Hotel Waterloo, with adjacent black-tiled bathroom. In the morning (after a short shopping expedition, during which my wife bought an excellent German folding umbrella for £1 and I restricted myself economically to the purchase of a Mercedes-Benz 170 Siku toy), our fleet of 'buses took us back to Wolfsburg via the nearly-completed VW factory just outside Hanover.

Here is emphasis of VW efficiency and drive. At present Microbuses and transporters are made at one end of the Wolfsburg factory, but by the end of October this new factory will take over VW commercial vehicle production, commencing with 3,000 existing Wolfsburg employees and absorbing local labour. It took us quite a long time to circle the new buildings, which are set in open country not unduly spoiled by them, with blocks of workers' flats adjacent, yet the building time is scheduled as a mere 27 weeks, and by the middle of 1956 it is planned to build there 300 VW transporters a day. The cost of the new factory will be £10-million. Incidentally, there is a great demand for these useful air-cooled vehicles throughout Germany, and we were told that the thirty brand-new ones used to transport us during our visit would sell easily at slightly less than list price after our departure.

We again journeyed, police-escorted, along the autobahn to Wolfsburg, the primitive farming in the wide, flat fields contrasting sharply with the efficiency which lay ahead! Mercedes-Benz, D.K.W. Sonderklasse, Opel and an occasional B.M.W. sang along the German motor-roads, and, of course, those vast transporters *mit* trailers, many of which wore proudly the Mercedes-Benz star on their radiator caps. In Hanover, as elsewhere, VWs predominate, but I saw a couple of Austins and one early M.G. Vintage cars are not understood there and my "score" was confined to some rather ancient Goliath three-wheeler vans and other commercials, although quite a number of pre-war two-cylinder D.K.W.s and B.M.W.s are still about. The trams use overhead wires and often pull twin trailers!

After lunch in the same vast hall (at the end of which each guest was presented with a scale model of a VW car or commercial, specially made by Wiking-Modellbau of Berlin, the body of which





ASSEMBLY LINES at Wolfsburg from which the millionth VW drove away last month. Note how the electrically-welded-up body shells join the punt-type chassis from overhead chain transporters.

detached to show the location of engine, seats, petrol tank and spare wheel), we walked to the stadium on this sunny Saturday afternoon for the festival performance—walked down the long grass-flanked avenues outside the factory, where Nordhoff's special bloom in the flower-beds, past enormous beer-gardens where that evening the VW workers and their families and friends would receive free beer to the accompaniment of music by the Irish Guards—the tables, chairs and glasses had been prepared the day before and everything stood serenely in place, not a table overturned, not a glass broken during the night. In this well-ordered, well-behaved town, where Nordhoff lives in a flat amongst his treasured collection of jade, the townsfolk on this day were allowed to walk their wives, children and friends round the factory.

Let me explain about the stadium! It was built by VW specially for the occasion. Some 160,000 persons entered it without policing or red tape, the more honoured visitors seated on vast stands of wooden construction, that stood up safely to the enormous numbers who occupied them. Above a tastefully-decorated open-air stage hands sped over the dials of four clocks, and as each nation's representative pressed buttons the hands stopped opposite numbers, to give a figure that was promptly displayed on a board adjacent. These numbers were those of lucky ticket-holders in Wolfsburg who had won a free VW, ten in all being presented in this way. In addition, during Friday the workers had driven about the streets in flower-decked VWs wearing huge numbers, and those guessing correctly which number would appear first at given points won other VWs as prizes!

The festival performance was ably compered by the inexhaustible Novotny, on whose broad shoulders the bulk of the weekend's fantastically complicated organisation—complete even to the English-worded card in our bedroom in Hanover wishing us good-night on behalf of VW!—had fallen.

In this flag-decked stadium—VW had ensured fine weather!—performances were given by bands and/or dancers from eleven different nations, each visiting VW main distributor making a short speech and pressing the aforementioned buttons to give away another VW to a lucky prizewinner. I am proud to state that the band of the Irish Guards, under Capt. C. H. Jaeger and its Commandant, Col. D. M. L. Gordon-Watson, O.B.E., M.C., was particularly well received, the Germans amongst the spectators beating time to the martial music. They loudly applauded the Highland dancers of Jack McConachie. Stephen O'Flaherty, Chairman of VW Motors Ltd. of London and Director of the Dublin VW distributors, spoke capably on behalf of Great Britain. Zulu dancers had been flown in from Warsaw at a cost of £800, M. S. Brooks, Managing Director of South African Motor Assemblers and Distributors Ltd., making a forceful speech on behalf of South Africa, some of it in Zulu! Popular indeed was the modern Camino band from South America, accompanied by scantily-clad dancing girls.

\* \* \*

So this fine spectacle unfolded. Here, in a packed stadium, the entertainers of Switzerland, Sweden, South Africa, Belgium, South



"POOR-MAN'S PORSCHE."—The new VW Karmann coupe with body by the Italian coachbuilder Ghia is arousing great interest. This photograph shows the pleasing lines of the car, which will be handled by VW distributors. The cost has been fixed at under £1,200, inclusive of p.t., in this country. Due to the clean lines of this 2/4-seater a speed of 75 m.p.h. is claimed with the single-carburettor engine; VW Motors of London hope to display a Ghia coupe on their stand at Earls Court next month.

America, Great Britain, France, Holland, America, Austria and Germany performed, in that sequence, in harmony before this vast international gathering, on a spot which a decade before was the scene of bombing, mutiny by refugees and endless hardship and privation.

Today the VW organisation is unique. It is owned by no one, is neither a socialist nor a capitalist undertaking, inasmuch as the State and the workers do not control it, yet all its profits are ploughed back into making more and more VWs and publicising them. Out of bad has come good. Can it be that Providence has, just this once, chosen Wolfsburg for a demonstration of what can be achieved when the executives and the workers toil for a common cause, in a form of socialism which is yet no sop to the socialism of politics?

It is worth pondering on, whether you are anti-German and intend to slate us for publicising VW, or whether you consider, with us, that a motor paper should be beyond politics and attempt to report accurately what it sees. For VW has produced 30,000 happy workers where previously discontent and poverty prevailed. In 1954 the factory's turnover amounted to eleven hundred million marks. I understand that its workers are paid wages about equal to those paid for equivalent work in Coventry. They have a fine new town, flanked by unspoiled woodland. And, as the VWs, cars and commercials, saloon and convertible, some with "winkers" and strengthened bumpers for the American market, pour into the storage parks and away to the world's buyers, all Germany benefits from an organisation the like of which has never been seen before and perhaps never will be elsewhere. Out of the horrors and destruction of war has come a well-knit, contented, proud community, working for a common cause under the command of the remarkable and well-loved Heinz Nordhoff. It could be that Providence has lifted the curtain, pointing the way . . . I do not know. I am only a motoring journalist. But I wonder!

\* \* \*

The VW programme embraces a slight reduction in exports so as to provide more VWs for the German market, at reduced price, so that a German can buy a standard-model VW for about £315. No change in the cars is anticipated for at least the next million vehicles! Consequently, low depreciation is assured. Nor will the factory at Wolfsburg, which in recent times has been extended by the erection of new buildings covering some 320,000 square yards, be allowed to grow much larger. Already there exist firm sales contracts for six months ahead, and demand exceeds supply.

The aim will be to continue to supply the world with a reliable, economical family car, impervious to heat or cold, able to live in the open without harm, and capable of running 60,000 miles without major repairs. (Nordhoff remarked that 120,000 miles isn't looked upon with astonishment.) In spite of an absence of transfer drilling machines and the like, VW engines and cars will be turned out in increasing numbers—and the increase has been in the order of 40,036 in 1945/48, 86,190 by 1949, 176,228 by 1950, 281,940 by 1951, 417,953 by 1952, 597,693 by 1953, 840,066 by 1954, to 1,000,000 early in August, 1955. Nordhoff said: "The American public likes our cars, and we must therefore take the necessary steps before

Continued on page 546



# THE SWEDISH GRAND PRIX

## A Day of Publicity for Mercedes-Benz

Kristianstad, August 7th.

**M**OTOR racing in Sweden is still very much in its infancy, due no doubt to the country being rather isolated away in the Northern Hemisphere, but with the 1955 Grand Prix meeting for sports cars there is no doubt that the Sport in Sweden took a big step forward. The Kungl Automobile Club, who organised the event, in conjunction with the Swedish Motor Club, had a rare opportunity with the cancellation of events in central Europe, and they certainly made the most of it. Thanks to the untiring efforts of H.R.H. Prince Bertil of Sweden, who personally visited numerous factories and made arrangements for entries, the Kristianstad meeting attracted a very fine international list of cars and drivers. It says much for the enthusiasm and energy of the organisers that they coped so well with the very strong entry of factory cars, gathered together for the first time in Scandinavia.

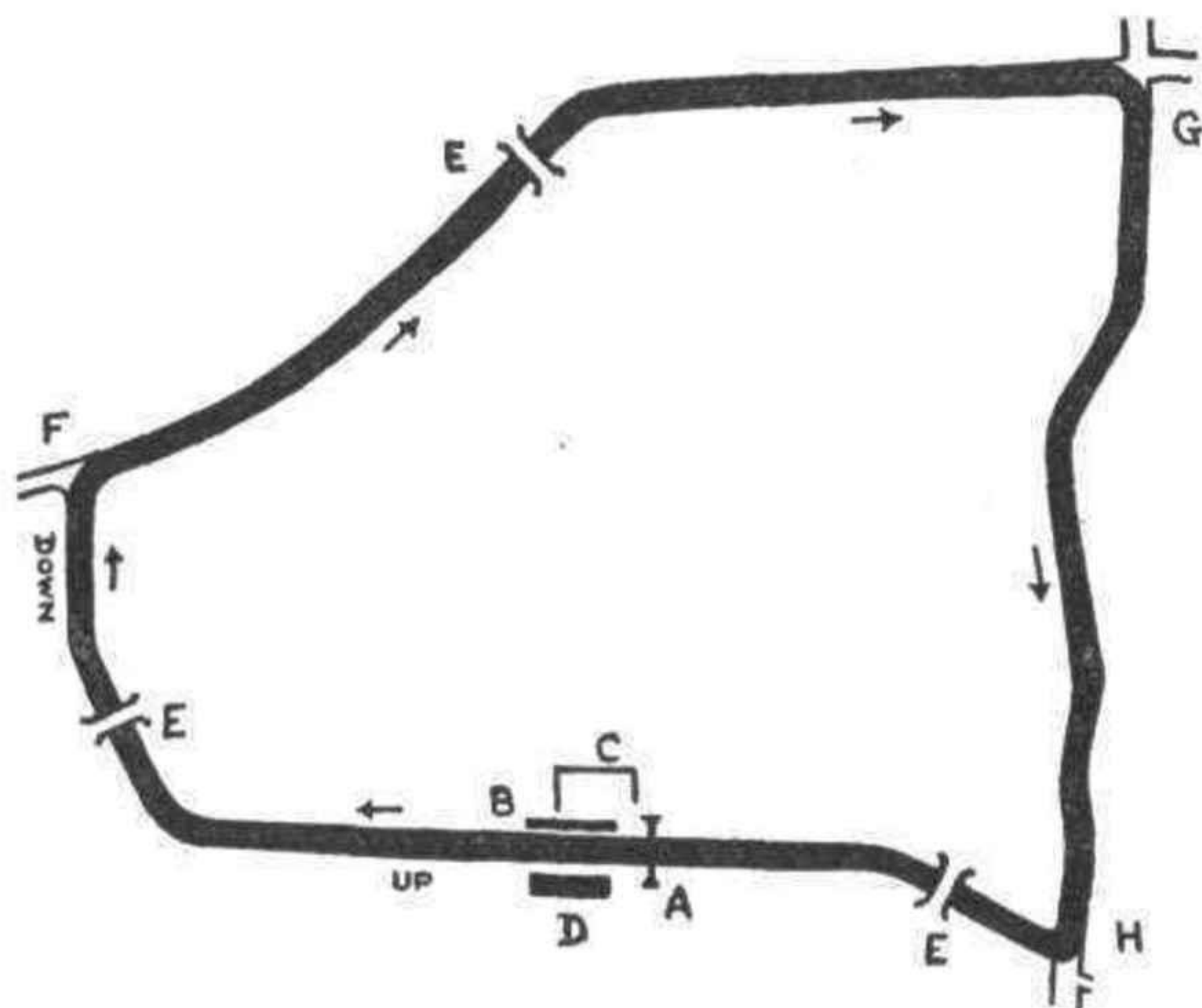
Under normal circumstances more important events in other parts of Europe would have claimed the top cars and drivers, leaving the Swedish Grand Prix to the private owners, but this time it took on the air of a World Championship event. Being in the nature of an outing for the factory drivers during an off-period of serious racing it was interesting to see the way the various teams approached the meeting. The Scuderia Ferrari sent one 4.4-litre Le Mans car by train, while team manager Ugolini arrived with two mechanics and driver Castellotti; the official Maserati entry consisted of one 3-litre car, also sent by train, and Behra and a mechanic arrived by public transport; Aston Martin sent two of last year's cars by boat, and mechanics drove them overland from one side of Sweden to the other, while two staff-members followed with a Lagonda shooting-brake, and Porsche sent one factory Spyder on a trailer behind a VW van, driver Frankenberg coming in his own Porsche coupé with his family. To all these factories the long trip to Sweden was undertaken as a personal gesture of friendship to Prince Bertil and the Swedes, to help to make their race more interesting, there being no other events to occupy the time. Daimler-Benz, on the other hand, took the whole thing with their normal serious outlook and the whole "entourage" of the Mercedes-Benz team trekked northwards from Stuttgart, with four lorries, innumerable private cars, the whole of the racing technical staff, team staff, press staff,

mechanics and Fangio, Moss and Kling. Mercedes-Benz banners and stars were hung everywhere, they ran special film-shows and dominated the whole scene in a manner that was a little garish for so unimportant an event, and was made even more obvious by the quiet way the other teams had approached the meeting.

The rest of the entry was comprised of private owners, many from the other Scandinavian countries, but a good number from far-off parts, so that the whole atmosphere was truly international. The circuit itself was new and formed an approximate square, three sides being on public roads, the fourth, where the pits were situated, being a private road. The surface was of a fine non-skid material but very wavy in places, which caused the cars to leave the ground for considerable distances, while the roads themselves were rather narrow for cars of the speeds of the factory models. By present-day standards, at any rate since the hysterics of Le Mans, the course was not suitable for really fast cars, though spectator control was perfect, but how the Mercedes-Benz team justified their appearance on such a dicey circuit, after their public statements following Le Mans, is hard to see. The other teams just mopped their brows and said "It's a bit dodgy, but fun."

Having learnt a lot from British motor racing, the Swedes organised five races for the meeting. Class 1 was for special sports cars and the entry of 10 consisted of Fangio and Moss with 300SLR models, as used at Le Mans, complete with air-brakes, Collins and Salvadori with Aston Martins, last year's cars as the new ones were being prepared for Goodwood, Castellotti with the 4.4-litre Ferrari, Behra with a 3-litre Maserati and Musy with his privately-owned car of the same type, Head driving one of Hamilton's D-type Jaguars, Kvarnstrom with an ex-works 3.5-litre six-cylinder Alfa-Romeo and Carlsson with a 4.1-litre Ferrari coupé. This list was completely dominated in practice by the two German cars, and as has happened before with the sports cars, Moss was faster than Fangio. The big Ferrari missed the first practice period due to its train being delayed, but on the second day Castellotti began to stir things up, though a slight shower of rain prevented him approaching the Mercedes-Benz times. The rest of the runners were nowhere, even Behra being unable to approach with the factory Maserati. Practising at the same time was Uhlenhaut with a 300SLR built with a coupé body on exactly the same lines as the production 300SL. It was one of a set of cars the firm started to build at the beginning of the year for sports-car racing, until the drivers decided they would prefer open cars. The recent lull in racing afforded time to complete one of the saloons and Uhlenhaut drove it up from Stuttgart and intends to use it to replace his special 300SL described a few months ago in MOTOR SPORT. Mechanically this saloon SLR was identical to the cars being driven by Fangio and Moss, though, of course, it did not have the air-brake, but it did have everything else and the interior was finished like a production car. Such was the onslaught of Mercedes-Benz that there was even a spare SLR for Fangio and Moss to use in practice.

The Class 2 race was for series sports cars, and though in principle the idea was good, things did not work out as planned. The list comprised Frere and Carlsson with Monza Ferraris, Lincoln, a Finnish driver, with a normal Jaguar 120C, Loens with an A6G Maserati, Frankenberg with a factory Spyder Porsche, a local boy, Kaiser, with a production Spyder, two Swedish drivers with 3-litre 12-cylinder coupé Ferraris, another with a 2-litre Mondial Ferrari, and an Austin-Healey 100S. In reality the two Monza Ferraris and the factory Porsche should have been in Class 1, or equally the two Aston Martins and the 1954 Jaguar D-type should have been in Class 2, but then these complicated decisions over the classifying of sports cars seldom work out right. Naturally the two Monza Ferraris were easily fastest, but during the first practice Frere was trying too hard and lost the car on the corner after the pits. Confirming a personal opinion about the handling of the Monza, the car broke away at the front and there was nothing the driver could do to correct. It struck one of the big rocks that were lying about just off the edge of the track and then went end-over-end, the driver being thrown out and very luckily escaping with only a cracked bone in his knee. Running concurrently with these cars was Class 3, touring cars over 2 litres, and the entry of five consisted of 300SL Mercedes-Benz, three factory ones driven by Kling, von Trips and a



KRISTIANSTAD CIRCUIT

Length: 6,537 kms.

- |                      |                           |
|----------------------|---------------------------|
| A. Start and finish. | E. Footbridges.           |
| B. Pits.             | F. "Rabelov" Corner.      |
| C. Paddock.          | G. "Fredrikslund" Corner. |
| D. Grandstands.      | H. "Fredriksdal" Corner.  |





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Swedish driver, Lundgren, the other two being privately-owned Swedish cars. Most impressive was the factory Porsche, driven by Frankenberg, and it lapped faster than all the SL cars, much to the consternation of the Mercedes-Benz *equipe*. Every effort was made to gain more speed for the SL cars, even to removal of bumpers, grilles, seat cushions and so on, but still the Porsche was faster. With the exception of the unhappy Frere, the two northern drivers in the Monza and the 120C dominated practice times in this group.

The next group in the list of events was Class 4, comprising touring cars up to 2 litres and the entry was made up of a line of Porsche Supers, three Alfa-Romeo Sprints with body by Zagato and two 8V Fiats, driven by the Leto di Priolo brothers from Italy. To complete the racing was a Formula III event consisting of a solid block of Coopers of various ages, with either Norton or J.A.P. engines, depending a great deal on the country of origin. This group was dominated by well-known exponents of this art, Loens, Tyrell, Davis, Beels, Hutchinson and Kuhnke, all with Cooper-Nortons. The American/Dutch driver Hutchinson having the special twin-plug Jackson engine used last year by Beart in his special Cooper.

A fine day, an excellent entry, much publicity and Royal Patronage combined to draw enormous crowds to the circuit with a resultant good income for the club, which was most necessary in order to pay the cost of attracting the factory teams, and racing started with the Formula III cars. This was clearly going to be a contest between Hutchinson, Tyrell, Loens and Davis, but the last-named dropped out on lap one with a burnt-out clutch. However, the other three came by nose-to-tail, in that embarrassing way that five-hundreds have. They did this for two laps and then at the end of the third Loens came by on his own, Hutchinson having run into Tyrell while trying to overtake with a resultant spectacular somersault to the Dutch car, with the driver rather badly hurt. Tyrell was brought to rest with a damaged rear-end and that was that. Loens was quite unchallenged and followed at a long distance by Tervooren, driving Beel's Cooper. Towards the end of the eight laps Loens began to lose power and the orange car very nearly caught him as they finished the race.

Next came the combined Classes 2 and 3, with the Ferrari and Jaguar on the front row of the start, followed by the works Porsche and von Trips, the fastest of the 300SL drivers. Carlsson, with the Monza, shot off into the lead, followed by Trips, Lincoln with the Jaguar, Kling and Lundgren, with the cheeky little Porsche just behind. On the fourth lap Carlsson had 17 seconds lead and then he went too fast over the wavy section and landed out of control, finishing up unhurt in a thick hedge. This left Trips in the lead, now followed by Kling and Lundgren, the Swedish driver showing excellent form to keep right on the tail of the two German drivers. The Jaguar was leading the sports category comfortably from the Porsche, the rest of the field being a long way behind, but then Lincoln made a mistake on one of the corners and slid off the edge of the road to land upside down, but unhurt, in the neighbouring field. The three factory SLs were now in full command, though the Porsche had them in sight still, and on the 10th lap Kling took the lead from Trips, so that they were running in team order. Loens was keeping his Maserati ahead of one of the Swedish Mercedes-Benz, but was being led by Martenson with a 3-litre Ferrari coupé, and the Austin-Healey 100S was bringing up the rear. After 12 of the 16 laps had passed Trips suddenly lost all his brakes and would have gone straight on into Kristianstad at Fredrikslund corner, had not a wall of straw bales brought him to rest without damage. This left Kling to win his class, and Frankenberg his, the race being a procession to the end.

It was now the "men's" race, over 32 laps, and for this a Le Mans-type start was used, the cars lining up in order of practice times, with Moss at the head of the line. There was one car missing from the line, the Aston Martin of Collins, for during the second practice the internal moving parts had decided it was time to see the outside world and most of the engine finished up in the under-tray. Moss and Fangio made perfect starts, while the big Ferrari hesitated and as all the power suddenly appeared the red monster almost turned round, narrowly missing the other cars and making all the Mercedes-Benz mechanics jump high in the air, as Castellotti went off with spinning back wheels. After leading for the first lap Moss waved Fangio by and they settled down in team order, followed by Behra, losing four or more seconds per lap, and then came Castellotti and the others. On lap four Castellotti got past Behra going over the wavy bumps after the pits, Musy had overtaken Head, and Salvadori had overtaken Kvarnstrom's Alfa-Romeo. There followed a long and dreary procession until the end of the race, there being one retirement, when the Alfa-Romeo had brake trouble, while Moss followed Fangio close enough to collect a face full of stones from the leader's rear wheels as he cut across the loose edges of the circuit. Both cars were using the air-brakes and lapping as much as



**EX-WORKS.**—One of the 3.5-litre six-cylinder Alfa-Romeo racing coupes used by the factory in 1953 was sold this year to a Swedish customer. After an accident that wrecked the body it was rebuilt in this open 2-seater form and driven by John Kvarnstrom.

4 seconds slower than in practice. Salvadori's Aston Martin seemed to lack shock-absorbers and pranced about over the bumps, while Behra easily won the height record, the front of the Maserati being 18 inches off the ground at times. The two Mercedes-Benz lapped everyone except the works Ferrari and Maserati, and completed the Stuttgart publicity period with ease.

As a wise precaution the organisers staged the under-2-litre touring class at the end of the meeting, so that the crowds of less enthusiastic spectators would begin the exodus from the circuit while it was in progress. For those who stayed, the race proved to be one of the most exciting of the day. Massimo Leto di Prioli led to begin with, driving a drophead coupé 8V Fiat, followed by the Swedish driver Bonnier in an Alfa-Romeo Sprint; then came Dore Leto di Priolo with a coupé 8V Fiat, Nottorp with a Zagato Alfa-Romeo, and a pair of Porsche Supers, the rest of the field trailing behind. Bonnier closed up on the Fiat and pressed hard on his tail until the Italian made a mistake and spun on one of the corners, the Swedish driver taking to the grass and going into the lead. Now the other Priolo brother took up the chase, while Massimo began to make up lost ground, and the coupé Fiat slowly but surely closed on the Alfa-Romeo. It had virtually drawn alongside when a piston collapsed and the car came into the pits in a cloud of smoke, leaving the triumphant Bonnier a very worthy victor.

Thus the biggest and best Swedish Grand Prix came to a close and the Swedish organisers deserve every credit for the way they handled a meeting that could have overwhelmed them.

#### Results :

##### SWEDISH GRAND PRIX MEETING—August 7th—Warm and Dry.

###### Class 5—Formula III—3 Laps—52.3 Kilometres.

1st : A. Loens (Cooper-Norton) ... 23 min. 58.0 sec. ... 130.592 k.p.h.  
2nd : W. Tervooren (Cooper-Norton) ... 23 min. 59.6 sec.  
3rd : S. Andersson (Cooper-Norton) ... 24 min. 23.5 sec.

Fastest Lap : K. Tyrell (Cooper-Norton), 2 min. 52.1 sec.

###### Class 2—Series Sports Cars—16 Laps—104.6 Kilometres.

1st : R. von Frankenberg (Porsche Spyder) 44 min. 09.1 sec. ... 142.136 k.p.h.  
2nd : B. Martenson (Ferrari 250MM) ... 44 min. 55.4 sec.  
3rd : A. Loens (Maserati A6G) ... 45 min. 07.1 sec.

Fastest Lap : G. Carlsson (Ferrari Monza), 2 min. 39.4 sec.

###### Class 4—Touring Cars under 2,000 c.c.—16 Laps—104.6 Kilometres.

1st : Joakim Bonnier (Alfa-Romeo), ... 48 min. 13.2 sec.  
2nd : Massima di Priolo (Fiat V8) ... 48 min. 24.8 sec.  
3rd : Sture Nottorp (Alfa-Romeo).  
4th : Allan Borgefors (Porsche).  
5th : Gunnar Bengtsson (Alfa-Romeo).

###### Class 3—Touring Cars over 2,000 c.c.—16 Laps—104.6 Kilometres.

1st : K. Kling (Mercedes-Benz 300SL) ... 43 min. 35.2 sec. ... 143.977 k.p.h.  
2nd : E. Lundgren (Mercedes-Benz 300SL) ... 43 min. 35.5 sec.  
3rd : O. Persson (Mercedes-Benz 300SL) ... 46 min. 00.6 sec.

Fastest Lap : E. Lundgren (Mercedes-Benz), 2 min. 40.1 sec.

###### Class 1—Special Sports Cars—32 Laps—209.2 Kilometres.

1st : J. M. Fangio (Mercedes-Benz 300SLR) 1 hr. 18 min. 13.7 sec. 160.448 k.p.h.  
2nd : S. Moss (Mercedes-Benz 300SLR) ... 1 hr. 18 min. 14.0 sec.  
3rd : E. Castellotti (Ferrari 4.4-litre) ... 1 hr. 19 min. 52.0 sec.  
4th : J. Behra (Maserati 300S) ... 1 hr. 20 min. 42.1 sec.  
5th : B. Musy (Maserati 300S) ... 1 lap behind.  
6th : M. Head (Jaguar D-type) ... 2 laps behind.  
7th : R. Salvadori (Aston Martin DB3S) ... 2 laps behind.  
8th : E. Carlsson (Ferrari 4.1-litre) ... 4 laps behind.

Fastest Lap : J. M. Fangio and S. Moss (Mercedes-Benz), 2 min. 24.5 sec.



# SNETTERTON

## Formula I Vanwall and Connaught Win Convincingly at Snetterton International Meeting

**T**HE ambitious and untiring West Essex C.C. were unlucky with their International Meeting at Snetterton on August 13th, inasmuch as after a record dry, hot summer, familiar weather returned on this day and rain fell during the earlier races. This did not prevent, however, a great crowd of 40,000 keen spectators from attending the racing. They were rewarded by seeing the Vanwalls win their first victory, Schell and Wharton finishing first and second in the F.I race. The Formule Libre race developed into a great duel between Peter Walker in Rob Walker's new F.I Connaught and Roy Salvadori's Maserati 250F, Walker driving this privately-owned British G.P. car magnificently to pass the Italian car and win, after Salvadori had spun off the course.

These two races alone made the trek to the remote plain of Snetterton well worth while for enthusiastic long-distance race-goers. The V16 B.R.M.s lived up to tradition, one non-starting, the other retiring after half a lap.

### "EASTERN DAILY PRESS" TROPHY RACE. F.III. 20 Laps.

Run over a slippery track this resulted in the discomfort of Russell (Cooper), who spun on lap one while in the lead, giving place to Ivor Bueb. Later Bueb spun and his Cooper was hit by S. Lewis-Evans in Robin Jackson's Cooper. Evans suffered a broken n.s. front wishbone, but Bueb continued for two laps with a bent n.s. rear wishbone before deeming it prudent to retire. This let Hall into a comfortable lead, ahead of Allison, while Russell picked up 15 places to finish third. The Hobart-Martin lasted only one lap and the Martin Special and Arnott-Norton also retired.

1st : J. K. Hall (Cooper) ... ..	46 min. 05.0 sec. ...	70.3 m.p.h.
2nd : C. Allison (Cooper) ... ..	46 min. 38.2 sec.	
3rd : J. Russell (Cooper) ... ..	46 min. 38.8 sec.	

Fastest Lap : S. Lewis-Evans (Cooper), 73.86 m.p.h.

### NATIONAL BENZOLE TROPHY RACE.

Sports Cars up to 1½-litres. 20 Laps.

This was really two races in one, up to 1,300 c.c. and 1,500 c.c., with a rather complex handicap.

Heavy rain resulted in much gyratory motoring, but through it all Salvadori in the Equipe Endeavour Cooper-Climax, which was to have been driven by Parnell, motored splendidly, absolutely sure and steady and very fast, to leave the Cooper-Climax of Bueb and Russell well behind. These two later swapped places, while Gammon's Cooper-Climax was way back, having spun into the safety-sleepers at the hairpin on the opening lap. Steed also spun here in his Lotus. Stocks obviously hated it and sawed desperately at his Tojeiro's steering wheel, but Hayles (Lotus) is a real wet-weather man and obviously enjoyed his drive, chewing gum, expressionless, throughout a good drive. Smith hit a marker barrel at the Esses and made a horrid mess of his Lotus-Climax.

Coombs came up into second place in his aerodynamic Lotus-Connaught, but well behind Salvadori, and Harris (Lotus-Climax) and Bueb (Cooper-Climax) were in trouble. It was left to Stacey to uphold Lotus-Climax honour.

<b>1,300 c.c. :</b>		
1st : R. Salvadori (Cooper-Climax) ...	43 min. 37.6 sec.	74.27 m.p.h.
2nd : A. Stacey (Lotus-Climax) ...	19 laps.	
3rd : H. P. Deschamps (Lotus) ...	19 laps.	
<b>1,500 c.c. :</b>		
1st : J. Coombs (Lotus-Connaught) ...	44 min. 03.6 sec.	73.53 m.p.h.
2nd : J. C. Stocks (Tojeiro) ...	17 laps.	
3rd : B. W. Seaman (Tojeiro-M.G.) ...	17 laps.	

### F.III RACE. J.A.P.-engined Cars. 10 Laps.

This was rather dull, as there were nine non-starters. Marsh retired, Iszatt winning in the wet at a mere 63.38 m.p.h.

1st : D. F. Iszatt (Cooper) ... ..	25 min. 33.6 sec.	63.38 m.p.h.
2nd : T. R. Spreckley (Cooper).		
3rd : J. B. Walton (Cooper).		

Fastest Lap : H. C. Taylor (Cooper), 69.73 m.p.h.

### REDEX TROPHY RACE. F.I. 25 Laps.

The rain ceased for this race, but the course was wet. The field contained the Maseratis of Moss, Salvadori, Gould, Rosier and Volonterio, Collins being a non-starter in the Owen car as it was still in pieces after Aintree, Brabham in the G.P. Cooper-Bristol, Peter Walker in R. Walker's Connaught, the aerodynamic G.P. Con-

naughts of Fairman and Mike Oliver, the latter making his re-appearance in racing and both cars using two twin-choke Weber carburettors in preference to fuel-injection, Young's F.II Connaught with F.I engine, Boulton's F.II Connaught, Coombs' Lotus-Connaught and the two Vanwalls, driven by Schell and Wharton.

Right from the start Schell led, followed by Wharton, Gould third, Moss fourth, Brabham fifth, Fairman sixth. Then Gould retired on lap one, Schell began to draw away from his team-mate, and Brabham, cornering the Cooper on full opposite lock, took Moss, whose Maserati, driven recently by Claes, Macklin, Hawthorn, Gerard and Walker, was sick in practice and now appeared over-gearred. Salvadori was now sixth, followed by Rosier, who went very rapidly along the straights.

Schell drove the Vanwall with his usual happy abandon, taking it close in over the bumps at the Esses, where Wharton was more effortless, on a better "line."

Moss pressed Brabham hard, but the smaller Bristol-powered car held him on acceleration and it was only Stirling's virtuosity that enabled him to snatch third place on lap 22, with the victorious Vanwalls far, far away.

Volonterio drove a terribly sedate, starting-money race and Boulton's Connaught just about finished the 25 laps. But the superiority of the Vanwalls was never in doubt and they scored a very popular victory.

1st : H. Schell (Vanwall Special) ... ..	50 min. 07.4 sec.	80.8 m.p.h.
2nd : K. Wharton (Vanwall Special) ... ..	50 min. 18.4 sec.	
3rd : S. Moss (Maserati) ... ..	50 min. 26.0 sec.	

Fastest Lap : Moss, 83.79 m.p.h.

### NATIONAL BENZOLE TROPHY. Sports Car Handicap. 20 Laps.

This was a joint up to, and over, 2,750-c.c. race, with a handicap to decide the Trophy winner.

The course was now nearly dry, as the huge mixed field lined-up for the start. Consternation was caused by Scott-Brown, who ran up a bank and rolled his famous Lister-Bristol over on lap one, but insisted on trying to resume the race after the car had been set on its wheels!

The Ecurie Ecosse D-type Jaguars of Titterington and Sanderson soon had the large class buttoned-up, and Salvadori hurled the Cooper-Maserati about to win the other race from Scott-Russell's Lotus-Bristol.

Ogier drove noticeably well in a Jaguar XK120, and Smith was exceedingly stylish and neat.

<b>Up to 2,750 c.c. :</b>		
1st : R. Salvadori (Cooper-Maserati) ...	39 min. 54.4 sec. ...	81.19 m.p.h.
2nd : P. Scott-Russell (Lotus-Bristol) ...	19 laps.	
3rd : F. C. Davis (Lotus-Bristol) ...	19 laps.	
<b>Over 2,750 c.c. :</b>		
1st : D. Titterington (D-type Jaguar) ...	38 min. 45.4 sec. ...	84.14 m.p.h.
2nd : N. Sanderson (D-type Jaguar) ...	39 min. 11.6 sec.	
3rd : W. T. Smith (C-type Jaguar) ...	39 min. 30.2 sec.	

Fastest Lap : Titterington, 86.79 m.p.h.



FAST IN THE RAIN.—D. J. Hayles drove his Lotus well at Snetterton; he is seen here closing up on P. Jopp's Lotus at the hairpin.



**FORMULE LIBRE RACE. 20 Laps.**

A most amusing field of sports cars and racing cars came out for this race, but Moss was a non-starter (he really should get his Maserati put into decent shape or else take a leaf out of Seaman's book and be content to drive for Daimler-Benz) and Wharton decided not to run again in the Vanwall.

Schell jumped into the lead, followed by Walker, with Oliver third and Salvadori fourth, Collins coasting down the Esses with a broken drive-shaft universal joint on the B.R.M.

After four laps Schell had a comfortable lead from Salvadori and Walker, but fuel then began to issue from the Vanwall and, alas, two laps later Schell was out, with a leaking fuel tank. Peter Walker in the Rob Walker non-aerodynamic Connaught now set about catching Salvadori's Maserati, while Titterington's D-type Jaguar delighted sports-car fans by leading the two aerodynamic G.P. Connaughts in third place.

Walker was picking up half-a-second a lap on Salvadori and this duel became the feature of the race. He took the lead going into the Esses on lap 15, Salvadori was in front again two laps later, possessing better low-speed acceleration, but on lap 22 Walker did a phenomenal piece of driving to pass the Maserati going into the difficult second corner of the Esses. After this Walker really kept his foot down and try as he did Salvadori couldn't close with him—he tried too hard, in fact, leaving the course to dent the off side of his car on the last lap but one, but continued in second place—grand racing and great driving.

Behind these two duellists, Fairman had got past Oliver and the sports Jaguar into third place on lap 13 only to be eliminated in clouds of smoke two laps farther on, when a piston broke. By lap 21 Oliver's exhaust pipe became loose, to fall off, the exhaust flames then playing about the Connaught's pannier fuel tank.

Richardson drove bravely in his R.R.A., having a rough ride, holding off Rosier's blue Maserati until lap 11, when the old French ace decided to show his superiority and go by.

1st :	P. D. C. Walker (Connaught)	... 45 min. 03.8 sec. ...	89.86 m.p.h.
2nd :	R. Salvadori (Maserati)	... 45 min. 54.4 sec.	
3rd :	D. Titterington (D-type Jaguar)	... 46 min. 31.4 sec.	
	Fastest Lap : Walker, 92.57 m.p.h.		

**SALOON CAR HANDICAP. 10 Laps.**

Steed's steady Porsche 356S coupé with Continental-style number-discs, ran away with the concluding race, in spite of the presence of Collins, going very fast indeed in Mays' very special Ford Zephyr. The three Fiat 1,000s were impressive, Bowman, especially, flinging his about. In contrast, Davies hung about in a D.K.W. Sonderklasse, being beaten by Gray's Ford Prefect, which almost adopted stock-car tactics through the Esses. Threlfall's Standard Ten proved able to pass Les Leston's Fiat 1,100 out of the Esses. Taylor drove his Jaguar XK120 coupé untidily, ending by losing his brakes and breaking his lamps on a marker tub, while Clarkson's Morgan Plus Four coupé also ran short of brakes and later stopped. The little Porsche easily disposed of Rogers' 2½-litre Riley.

1st :	R. Steed (Porsche 356S)	... 26 min. 03.4 sec. ...	68.77 m.p.h.
2nd :	P. Reece (Fiat 1,100TV)	... 26 min. 31.0 sec.	
3rd :	J. A. Young (Jaguar)	... 26 min. 34.4 sec.	

\* \* \*

So ended an excellent meeting, run by W. Essex C.C. officials without fuss or flap. For us this pilgrimage to Norfolk was a little dampened, by the unexpected rain, the traffic jams up A 11 at Newmarket, Thetford and outside the circuit, and the demise of our wiper-motor before the long journey home in torrential rain. But the racing itself made up for this.—W. B.

**CHARTERHALL (August 6th)**

THE drive from London to Charterhall is not a very pleasant one at any time, but in the middle of the summer it is at its worst with a continual stream of heavy lorries and "Mimsers" grinding along at 25 m.p.h. causing long queues at all the innumerable bottlenecks on England's A1 road.

The weather was good for the International Charterhall Meeting on August 6th, but, alas, the racing for the most part was poor. The number of non-starters was such that the two 500-c.c. heats were merged into one heat, all mechanically sound cars going into the final.

In the 500-c.c. heat, Parker took the lead from the start and stayed there until the end, followed by A. F. Ferguson. The final, which was the most exciting race of the day, saw four cars in the lead with less than a second between them, and a continual changing in the order. The drivers in this four-cornered battle were Hall, Parker, Ferguson and Allison. Before the end, however, bad luck eliminated Parker with a broken chain and the race settled into a line-ahead finish for Hall and Ferguson.

There were four sports-car races, up to 1,500 c.c., up to 2,700 c.c., unlimited, and a special team race which was added at the last moment. The 1,500-c.c. race proved an easy win for Les Leston in Bell's Connaught. In under three laps Leston began to lap the tail of the field, which indicates the difference in speed of these under 1,500-c.c. cars. In the Le Mans start, one car was seen to push start, which would seem to be the Scottish version of the true regulations.

The up to 2,700-c.c. race was an easy win for Archie Scott-Brown in the well-known Lister-Bristol. From the middle of the field at the start he cut right through to lead on the first lap, and there he stayed to the end. A fight was developing for the second and third places between Michael Anthony (Lotus-Bristol) and Cunningham-Reid (Lister-Bristol). Cunningham-Reid took the lead early on, but by the halfway mark Anthony managed to get past and finish second not far behind the flying leader.

The four main contenders for the unlimited sports-car race were the two Ecurie Ecosse D-type Jaguars, Parnell in a works DB3S Aston Martin and Louis Rosier in his 3,000-c.c. Ferrari. To these must be added the Lister-Bristol of Scott-Brown, for what it lacked in c.c.s. it made up in other qualities, which was shown when Archie led for the opening laps against cars much more potent than his. On the first lap Parnell's DB3S came into the pits and restarted almost immediately but at the tail of the field where he stayed to the end. Titterington in the D-type Jaguar eventually passed the Lister-Bristol as did Louis Rosier driving the Ferrari faster than usual. The Sanderson Jaguar was unable to catch Scott-Brown and came in fourth.

During the afternoon an extra race was included. It was an International Team Race, between England, Scotland, Australia and France, with two in each team. The result proved very satisfactory for we Sassenachs, as Parnell (DB3S) came first with Archie Scott-Brown third, thus giving England a clear points win.

The Formula I race consisted of two heats and a final. These were disappointing in so far as the number was made up of sports cars. In fact in the first heat Anthony, in his Sports Lotus-Bristol, won with comparative ease. The second heat was more balanced with Gerard (driving the Moss Maserati), Gould (Maserati), L. Marr (Connaught), Brabham (Cooper-Bristol) and Rosier (Maserati). The first four finished in that order, but Rosier retired with dirt in the fuel system which his mechanics repaired before the final. The final was led from start to finish by Gerard (Maserati) followed at about 10 sec. gap by Gould (Maserati), who was being tailed by Rosier (Maserati). Leslie Marr and Brabham were struggling for fourth place. After Marr spun Brabham was assured of fourth place.

M. P.

**Results :**

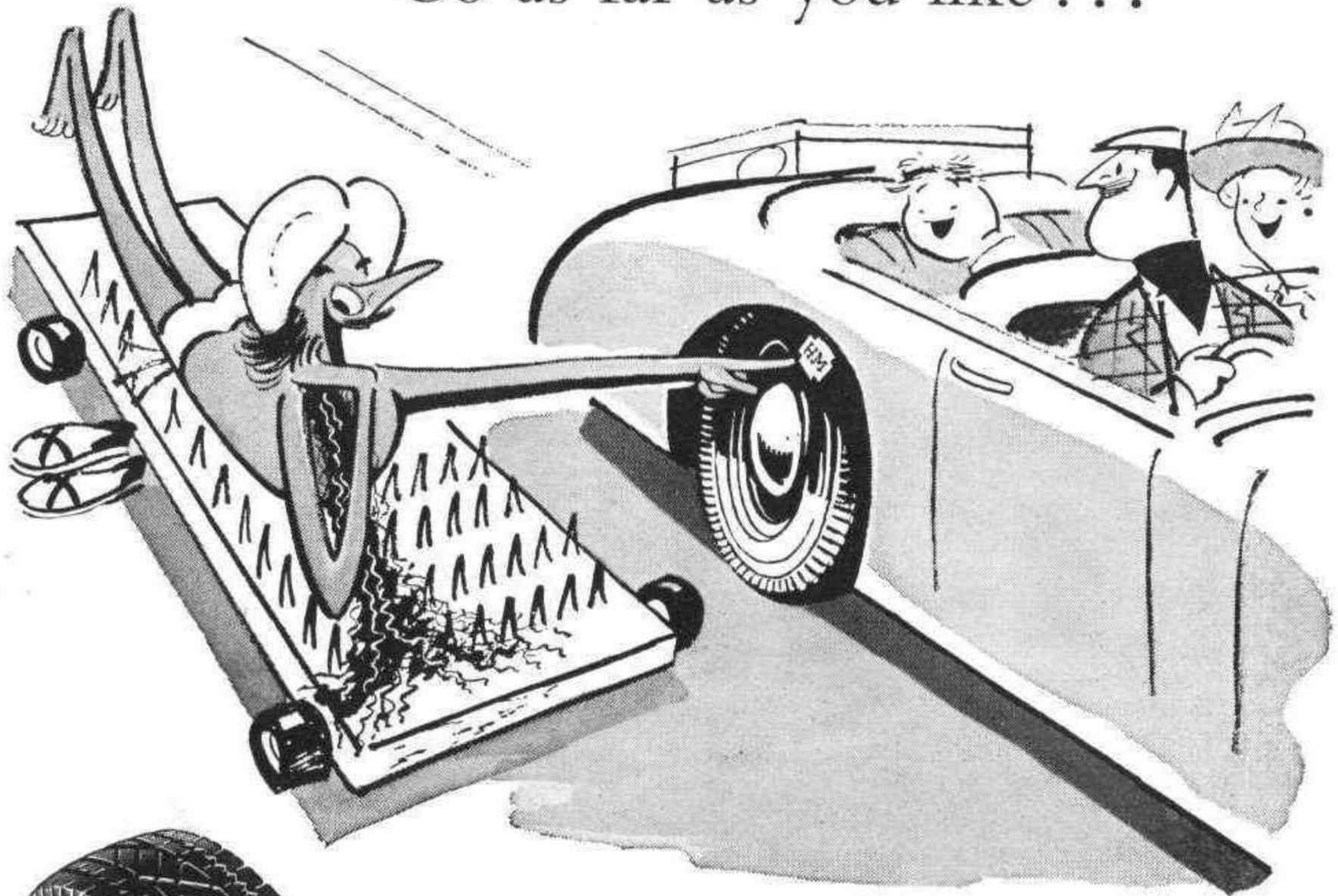
Sports Cars up to 1,500 c.c. :	Les Leston (Connaught)	... 75.45 m.p.h.
Sports Cars up to 2,700 c.c. :	W. A. Scott-Brown (Lister-Bristol)	... 78.77 "
Sports Cars—Unlimited :	D. Titterington (Jaguar D-type)	... 81.52 "
Sports Cars—Team Race :	R. Parnell (Aston Martin DB3S)	... 81.28 "
Racing Cars—500-c.c. Final :	J. K. Hall	... 77.60 "
Racing Cars—Formula I :	Bob Gerard (Maserati)	... 83.29 "



PRESENTATION.—"Dusty" Mahon, in hat(!), presents Archie Scott-Brown and Reg. Parnell with the Team Trophy after the International Team Race at Charterhall.



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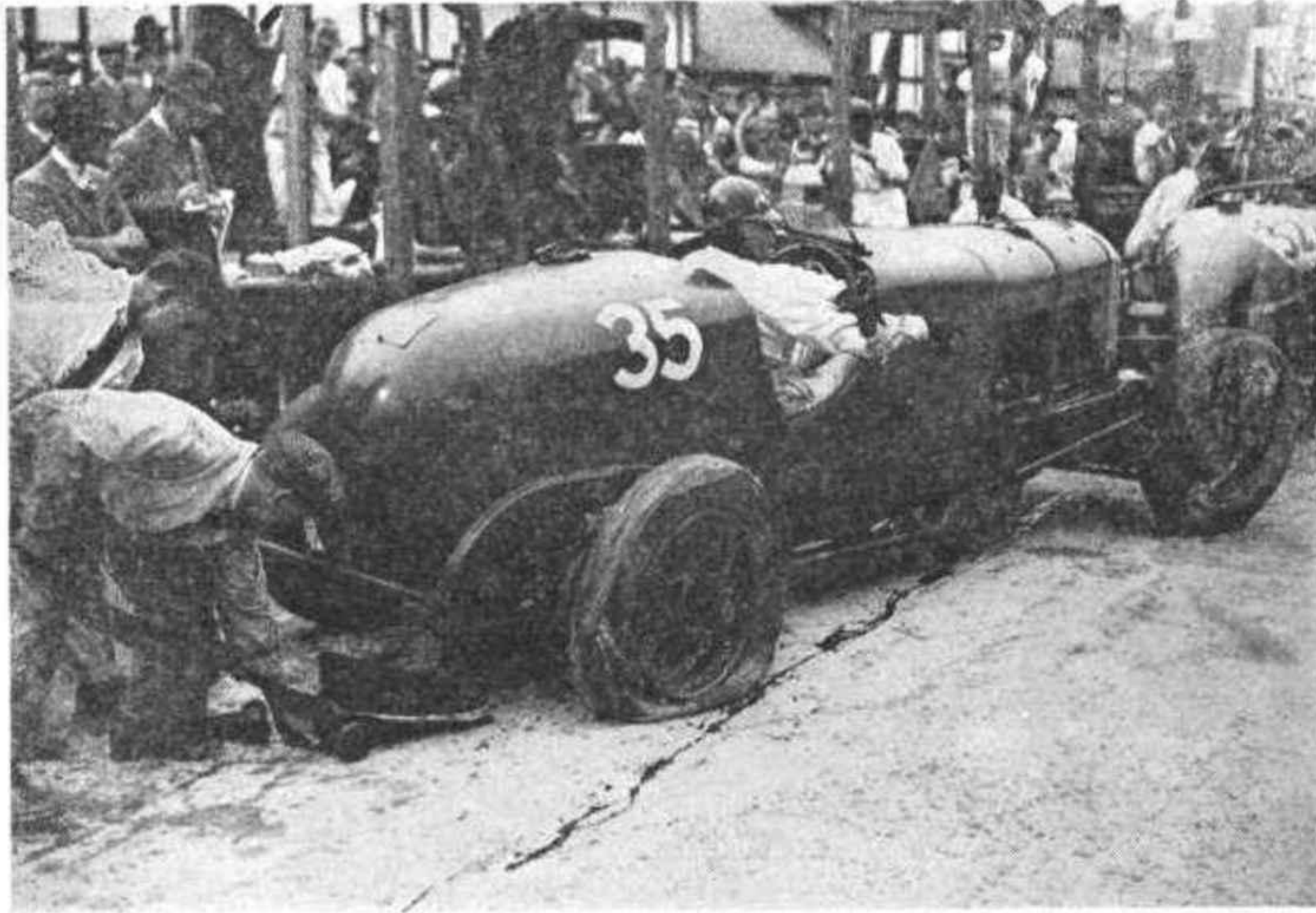
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# RACING AND THE CATALOGUE CAR



## The Editor Looks at the Gap Between the Cars Manufacturers Race and the Cars they Sell

*A DIRECTOR WHO DROVE.*—The late Woolf Barnato, Director of the old Bentley Company, has a wheel changed on his 6½-litre Bentley after it had flung a tread, bruising Barnato's right elbow (see picture!), during the 1929 B.R.D.C. 500 Mile Race at Brooklands. Bentley raced in those days essentially to sell sports cars, like the 3-litre Red Label seen at the foot of this column.

I refuse to write another word about the Le Mans accident, which some people attribute partially to the immensely high speed of modern sports/racing cars, but which was really a freak happening which, if any known factor was involved, was the result of cars of widely-differing speeds occupying the same circuit.

I do not subscribe to the view that today's sports/racing cars have become too fast, although some folk advocate a capacity limit of 3 litres, which might be beneficial to technical development but wouldn't, it seems to me looking back at G.P. history, limit maximum and lap speeds for very long.

I cannot even agree with those who tend to scoff at the air-brake which Mercedes-Benz introduced at Le Mans this year on the grounds that a prototype should incorporate only features likely to be adapted for production cars and that on the road air-flap brakes will never be used. It is dangerous to generalise like that. Before the war various factors now used on sports cars, and commonplace in some instances, seemed unlikely to be acceptable for normal cars—take for instance disc brakes, already available on the production D-type Jaguar and Austin-Healey 100, fuel injection, used now on the catalogue Mercedes-Benz 300SL, compact closed bodies for sports cars, accepted for the present Jaguar XK140, Frazer-Nash, Porsche and A.C. Aceca coupés, and the all-enveloping bodies which in 1939 were in a futuristic minority but have now become an accepted part of the sports-car scene, tail-finned into the bargain.

What I am arguing in this article then, is not that prototypes should be banned from sports-car racing, such contests being confined, as they once were (at all events in theory), to cars of catalogue or near-catalogue specification, nor that the speed of sports/racing cars should be restricted by regulations devised for that purpose.

What I am doing is to raise an eyebrow at the policy of companies which spend a lot of finance on competing in motor races, deriving considerable publicity from so doing, yet which neglect the obvious market for their products—that which centres around the prospective customers who take the most notice of race results and so many of whom follow the outcome with intent from Union Jack (or its equivalent abroad) to chequered flag.

Cars which are eligible for sports-car races under today's rules can be sub-divided into four main categories, thus:—

(a) *Absolutely standard cars.* These exist only in the organisers' dreams, because it is virtually impossible to scrutineer vehicles by catalogue specification and even if you could a slow, probably dull, race would result. The solution to the scrutineering difficulty would be to take a car at random from the assembly-line, but such a method is unpopular with manufacturers in this country (though they do it in America) and who has heard of a sports-car assembly-line anyway?

(b) *Near-standard cars,* departures from standard to be clearly defined in the race regulations. Such cars were seen in sports-car races before the war and in some events today open only to Series Production Sports Cars as recognised by the C.S.I.

(c) *Advanced sports cars,* in which a considerable increase over standard performance is achieved by drastic alterations from catalogue specification.

(d) *Prototype sports cars,* which do not exist in the catalogue, such as those prominent at Le Mans—the Mercedes-Benz 300SLR, etc.

Types (a) and (b) are of great interest to prospective purchasers but types (c) and (d) teach more useful lessons to the manufacturers.

It might be expected that (b) is more likely to be practical for normal road motoring than types (c) and (d), although this is not a hard and fast rule. Those who consider that sufficient technical leniency is extended to type (c) and that prototypes shouldn't be allowed do not have my sympathy, for it is necessary to remember that when the Jaguar XK120 was the only production sports Jaguar the C-type and D-type were regarded as prototypes, yet in the course of a few years we saw both sold as limited-production models and today C-types are quite common in club races, where the D-type isn't unknown, while neither is difficult nor temperamental to drive on the road. Who knows that next year or in 1957 Mercedes-Benz will not list the 300SLR alongside the 300S and 300SL sports cars?

Consequently, I am not making a plea for the abolition of prototype sports/racing cars nor am I suggesting that manufacturers should race sports cars more akin to the cars they catalogue. What I do wish to remark is the frequent discrepancy between the production models of race-conscious manufacturers and the cars likely to interest prospective purchasers amongst the race-going and sporting fraternity.







**FOR SPORT AND PLEASURE.**—Before the war Abingdon raced special versions of the M.G. Midget, which you could also buy, like the 746-c.c. Monlhery C-type driven by the Earl of March and C. S. Staniland in the 1931 J.C.C. "Double Twelve" at Brooklands, in order to popularise the normal 850-c.c. M.G. Midget sports model. The C-type was available ready to race, every nut split-pinned, for £295 and gave 37½ b.h.p. at 6,000 r.p.m., against 20 b.h.p. at 4,000 r.p.m. of the M-type Midget.

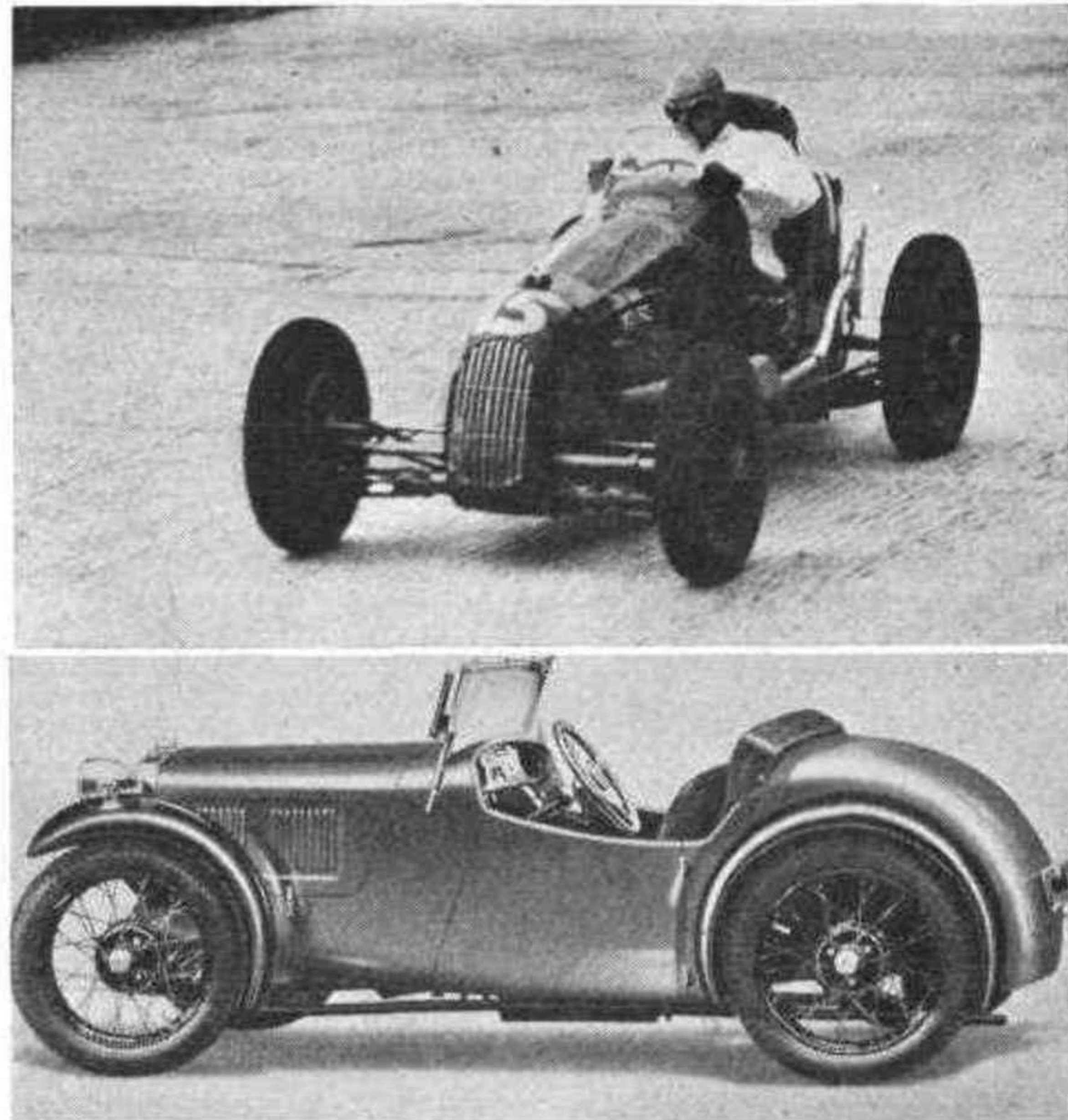
There may be sound commercial reasons for this. I am not a business tycoon or Captain of Industry, and therefore cannot know the policy which guides Coventry and Stuttgart. I can only remark on a state of affairs existing today which didn't exist before the war, and so we find ourselves embarking on some motoring history.

I will not go back as far as the period prior to World War I, for in those times sports cars, although they had happened, hardly existed as commercial propositions. The only reason their sales were a reasonable proportion of a manufacturer's total, if indeed this was the case, being because sales were so very modest. But the thing begins to appear after that Armistice of 1918, when W. O. Bentley introduced his now immortal 3-litre sixteen-valve sports car and Vauxhall put the famous 30/98 into serious production, eventually selling, I believe, more than 800 of these fine sporting cars in E and OE form.

Bentley cars appeared at Brooklands and then at Le Mans, where they gained a convincing series of successes which set a seal to British prestige in the sports-car field. I am sure raised compression-ratio, close-ratio gearboxes and higher axle ratios, special camshafts and lighter pistons and valve gear, indeed, all the usual dodges, were used by Bentley to achieve Track and Le Mans victories. But all the while these victories were being achieved the 3-litre Speed Model, the 4½-litre and the blower 4½, and later the Speed Six, were available from the dealer to sporting types anxious to buy and drive race-bred cars—and each and every one of these catalogued Bentleys was essentially a sports car.

Le Mans and T.T. Replica Bentleys were also listed, closely related to the green cars which won high honours in the races of those names, but this is entirely beside the point. The factor I want to emphasise is that W. O. Bentley and his Board raced Bentleys to sell Bentley sports models, presumably to sporting ladies and gentlemen who hung over the rails at Weybridge and the Sarthe and knew what racing was about.

Vauxhall built those fabulous T.T. 3-litres with Ricardo-designed engines at a period when they desired to maintain the sales of the sporting 30/98. The Alvis which won the 1923 J.C.C. 200-mile race at Brooklands after the dramatic and unexpected retirement of the



**AUSTIN TOO.**—Longbridge spent big sums of money before the war in racing the very specialised twin-cam Austin Sevens. They did so to promote prestige for the Austin Motor Company and, when the sportsmen and sports girls became interested, there was the Nippy sports version of the standard Austin Seven to sell them, while previous to this Austin had sold the Ulster in blown and unblown form and raced in sports-car events with a special version of this car.

fabulous Fiats has often been described as a standard 12/50. In fact, it was highly special in a number of ways but the fact is that Alvis listed the superbly-attractive polished aluminium duck's-back sports model, and sports tourers as well, at the time when they were racing seriously to aid their sales campaign.

If A.C. or Aston Martin racing and record-breaking activities of this period tickled your fancy you could go and buy a sports model A.C. or one of the meticulously constructed side-valve Aston-Martins of Bamford and Martin, which never were anything but sports models.

Apply this to later Bertelli Aston Martin, Lagonda, Salmson, Amilcar, Frazer-Nash, Invicta and other makes—always it is the same, a firm spending money on racing to promote the sale of catalogue sports cars. The great Austin Motor Company, which hadn't raced seriously since the 1908 Grand Prix, when it returned to racing



**DAIMLER-BENZ** raced the 38/250 Mercedes-Benz SSK, seen here in the 1931 German G.P. driven by Caracciola, and the SSKL in G.P. and sports-car races at a time when, besides wishing to promote sales of their luxury closed cars, they needed to interest fast drivers with big bags of gold in their catalogue 36/220 and 38/250 sports models.





*BRITISH PRESTIGE* has been magnificently upheld in racing by Jaguar and their sales of standard models have obviously benefited accordingly. But like Mercedes-Benz pre-war the less-wealthy enthusiasts can only admire, the XK140, seen here below Hawthorn's Le Mans-winning D-type, being too expensive and costly for them to run.

at what we now term the end of the vintage years, listed the production Ulster sports model, an inexpensive car available in supercharged form, which differed only in detail from the Sevens as raced.

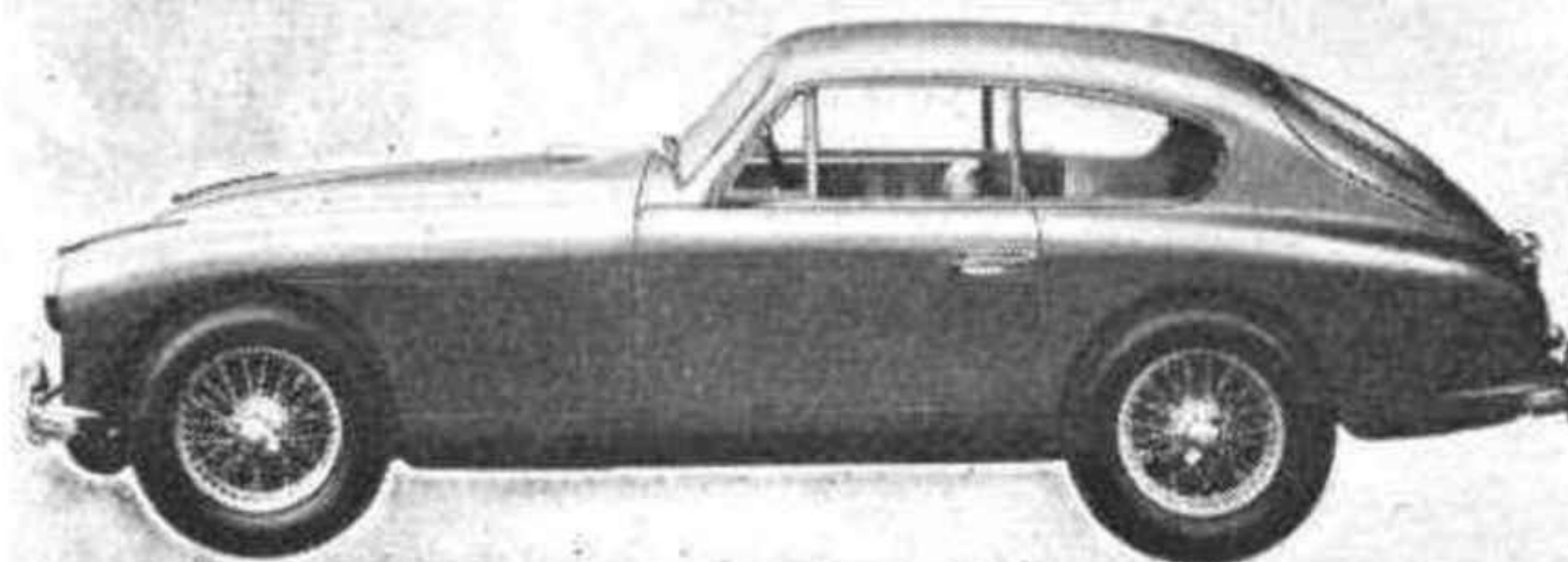
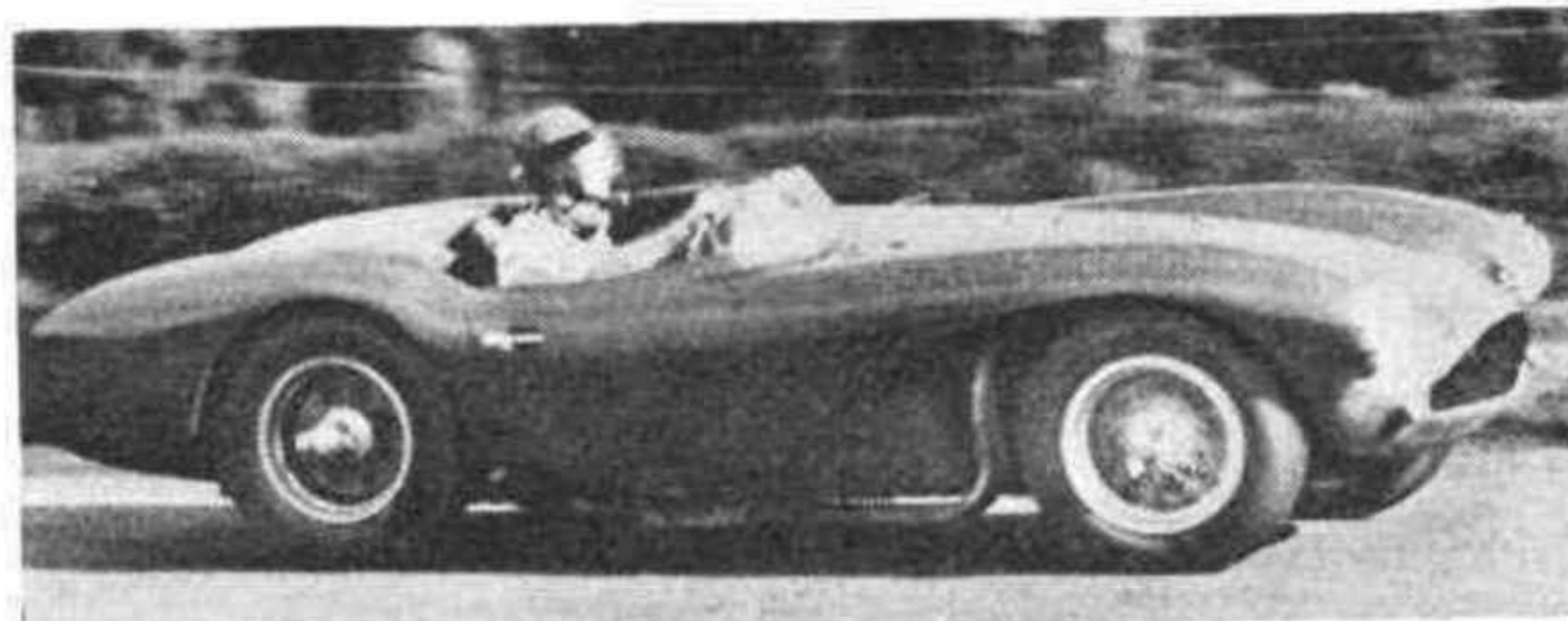
Even Sunbeam, which, addicted to copying other makers' cars in order to win Grand Prix races and seemingly indifferent to the sports-car market, in 1924 came out with the now-legendary twin-cam 3-litre and then entered this model in the Brooklands Six-Hour and Le Mans races to promote its sales.

Riley took a serious part in the races of the nineteen-thirties and during this time had several sports models in their catalogue, having seen the need to supply this market in 1928, when the Parry Thomas/Reid Railton-evolved Brooklands-model Riley Nine was taken over for manufacture by the Coventry factory.

Amongst the classic Continental makes sports cars were continually in production by firms to which racing was a full-scale undertaking—Bugatti, Alfa-Romeo, Maserati, O.M., Amilcar and Salmson, already mentioned, and so on. Before Mercedes-Benz re-entered the Grand Prix field in 1935 the Stuttgart factory consistently entered the exciting 36/220 and 38/250 sports cars for racing events and built the SSK and SSKL versions which appeared against fully-fledged racing cars, at a time when these great supercharged machines were a very saleable proposition to monied sportsmen.

My point is made best of all by M.G. When the late Cecil Kimber produced the first M.G. Midget based on the o.h.c. Morris Minor chassis he built a team of slightly-modified cars for the "Double Twelve" race and thereafter never ceased to have M.G. cars in important races. When he moved to Abingdon to operate the largest factory devoted solely to the production of sports cars it was possible to buy M.G.s of both four and six-cylinder persuasion, closely related to the cars Kimber raced with such conspicuous success, but one suspects that only limited numbers of the potent Midgets and Magnettes found buyers, the real stimulus behind the M.G. racing programme being to promote sales of the less-rapid but essentially sporting M.G. models.

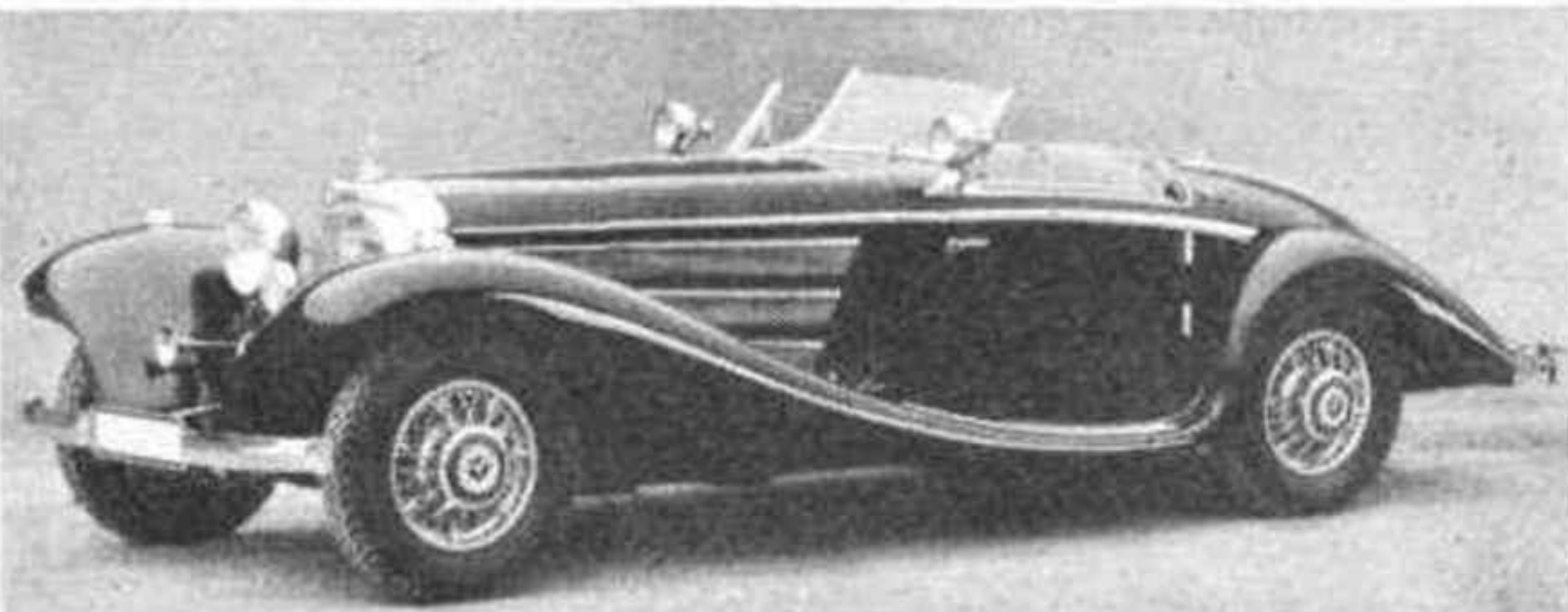
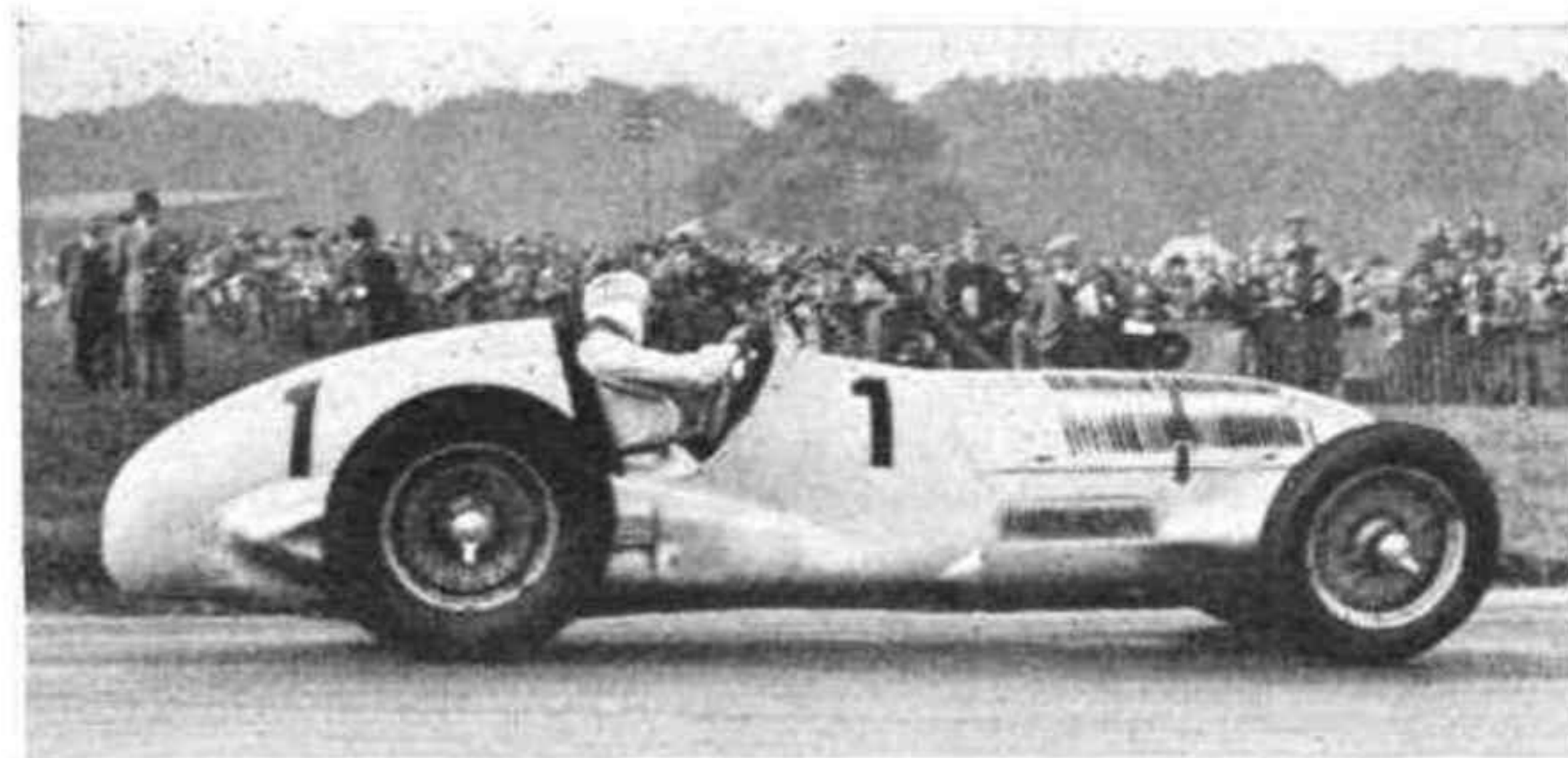
How the position has altered since the war! Certainly Maserati and Ferrari continue to sell entirely genuine sports cars and keep their name to the forefront of the world's markets by industrious racing participation. Porsche has sought to sell in a market



*FELTHAM ANGLE.*—David Brown is an ardent supporter of sports-car racing (his daughter Angela drives a DB3 coupe in Club races), but so far he does this only to sell the high-priced DB2/4, the DB3S racing version of which (top) is also available as a catalogue model.

visualised in earlier times by Ettore Bugatti, building beautiful cars of real performance, with perfection of detail and a companionship amongst owners that recalls the great days of Molsheim. Clearly, racing successes by the Porsche Spyder are the obvious way of keeping these little air-cooled German cars in the public, and preferably the American, eye.

But elsewhere? Daimler-Benz have staged the most impressive racing come-back, in both the Grand Prix and sports/racing fields. Yet their catalogue cars are hardly such as to appeal to enthusiastic drivers and sportsmen in the way that a 3-litre Maserati or Porsche Spyder does, for the 300SL is "out of this world" to most people, and until the recent introduction of the 190S all these post-war Mercedes-Benz sporting rather than sports cars have been in the 3-litre category.



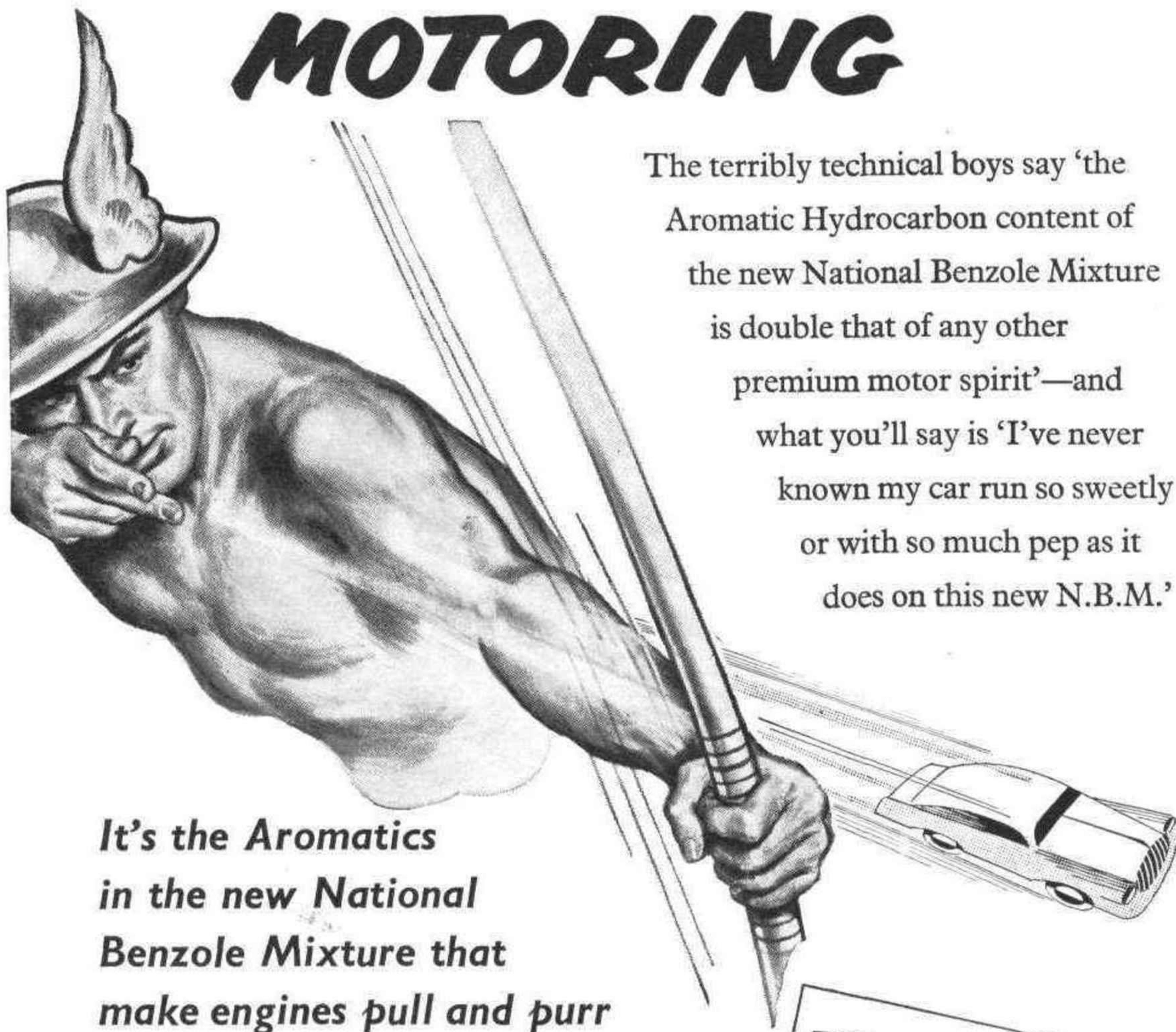
*NEW ERA.*—From 1935 onwards Mercedes-Benz re-entered Grand Prix racing for purposes of enhancing Germany's National prestige while she was preparing for World War II. At the same time, victories by this Government-subsidised team, many of them achieved by Caracciola, seen above at Donington in 1937, helped sales of the essentially sporting supercharged Mercedes-Benz 540K (below).



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The reverse is true of M.G., for the Midget sports model has continued to be made and for a time sold like hot buns in the United States, yet only this year has the Abingdon firm returned to racing as a means of publicising and improving its products. The new EX182 M.G. sports model looks a promising car and I only regret that the Bishop did not raise his Ban and send us details of it so that we could publicise it amongst our 200,000 readership, quite a considerable proportion of whom have dollars to spend on fast motor cars of the right sort! To race it is going to be the obvious way to sell it if and when it becomes a production model.

Aston Martin continue in their post-hyphen days the policy instituted by the late Lionel Martin in 1921 and race seriously cars which are true sports models in catalogue trim, and Bristol enhance their reputation as builders of high-quality, high-performance 2-litre cars by racing each year at Le Mans.

Yet even here my point isn't lost, for both Aston Martin and Bristol are expensive cars, appealing only to an infinitely small proportion of buyers gleaned from the enthusiastic circle which appreciates the racing achievements of the machines from Feltham and Filton.

Bentley has ceased to race altogether, likewise Alvis, Austin, Riley, Sunbeam, Singer and Vauxhall, and Fiat, Alfa-Romeo and Lancia have also given up.

A.C. make delectable sports cars in the Ace and Aceca—too delectable for MOTOR SPORT to road-test, it seems, judging by the inability of the Thames Ditton directorate to give us the courtesy of a reply to frequent verbal and written requests as to when a car can be placed at our disposal!—but they appear only in comparatively minor racing events. Allard likewise has departed the competition scene, but Frazer-Nash carries on the pre-war tradition of racing cars like those they have for sale.

Austin-Healey and Triumph have exactly the right idea and the right cars for the market racing fosters, but who can say that Doretti failed for lack of a racing programme?

Renault race at Le Mans and sell the hot-stuff R1063 to their sporting customers.

Jaguar is rather in the position of Daimler-Benz, in that they spend much money on racing and reap magnificent results, yet have nothing of direct appeal in the large potential market for reasonably-priced, economical small-engined sports cars. The racing achievements no doubt sell XK140s in big numbers, especially as the Le Mans-winning D-type used basically the same fine six-cylinder 3½-litre twin-overhead-camshaft power unit, and presumably the board is satisfied that it aids the sales of the Mk. VII saloon as well. But with such prominence in racing one cannot but feel that the successful Coventry firm could reap big sales with a sports model smaller and less costly than the 3½-litre £1,500 XK140.

The small producers of small sports cars, such as Connaught, Kieft, Lister and Lotus, have 100 per cent. the right idea, racing to advertise and to learn, and selling cars, or parts to make cars, which appeal to the largest element of the sports-car buying public.

It would seem that, as was once the case, racing could be of greater benefit in the business sense if more of the bigger manufacturers supported it and if some of those who do so successfully were to re-organise their range of models to include motor cars of more direct appeal to race-goers.

But I am not a tycoon! I could easily be wrong!—W. B.



TODAY, besides spending huge sums of money on their Grand Prix team, Mercedes-Benz are active participants in sports-car racing with their fabulous straight-eight petrol-injection 300SLR (top). Wealthy buyers can enjoy much the same specification in the six-cylinder 300SL coupe, but this being a car for the fortunate few, Stuttgart introduced at the last Geneva Show the 2-litre 190SL (below) for which 90 m.p.h. in third gear and 112 m.p.h. in top is claimed.



### PROTECTING CONCOURS D'ELEGANCE ENTRANTS

Sir,

I am contemplating forming a Concours Competitors' Association, to look after the interests of motorists who enter the many concours d'elegance which are held in various parts of the country.

It seems to me that some similar body is required to try to standardise the judging at such events. I have frequently been present at them as a spectator, and have been struck by the lack of consistency in the assessing of merit.

The recent event at Southsea is a typical example. In this instance a car actually damaged in an accident, and with a badly damaged panel, was awarded the prix d'honneur in preference to the immaculate Bentley owned by Mr. Raymond Way. This Bentley had, only three days previously at La Panne, Belgium, beaten more than one hundred newer American and Continental cars.

If this is the first time a damaged entry has won a concours, it should surely also be the last!

In the same event a locally-owned 1935 Morris Eight somehow

achieved a placing superior to a non-local 1937 Rolls which has won more than 200 awards in previous events.

This would appear to indicate a pressing need for the establishing of uniform standards of adjudication in these events, to which all judges would impartially conform.

An association such as I envisage could lay down one uniform code of judging standards to govern concours everywhere.

The entrance fee and annual subscription would only need to be nominal ones. In return, members would be sent a monthly newsletter containing a programme of future events, comments on judging, advice on the preparation of entries, etc., etc.

I would welcome the comments of your readers on my proposal, and would be very glad to hear of any who might be interested in joining the proposed association.

I am, Yours, etc.,

London, W.C.2.

KENNETH BOURKE.

[Letters can be forwarded.—Ed.]



## THE ASTON MARTIN O.C. SILVERSTONE MEETING (July 23rd)

**A** HEAT-WAVE rendered the A.M.O.C. Silverstone Meeting a warm business, with sun-bronzed backs (female) and sports shirts (male) much in evidence. Apart from some excellent racing, which included the St. John Horsfall Trophy Race for Aston Martins and the David Brown Challenge Cup Relay Team Race, an added attraction was a display of well-kept vintage and thoroughbred cars.

This comprised a nice example of Riley Sprite, a 1930 3-litre Lagonda Special Six tourer, an Alvis Speed Twenty-five, a 1935 Riley Imp, a 1934 Lagonda Rapiere with Abbot four-seater body, an ex-Woolf Barnato open 8-litre Bentley of majestic and flamboyant appearance, a 1937 Rolls-Royce 25/30 Chapron fixed-head coupé, a 1933 Alvis Speed Twenty Mayfair saloon, one of the rare C-type single o.h.c. 2-litre Aston Martin two-seaters, LM7 (the Aston Martin team car), a 1½-litre Aston Martin long-chassis 2/4-seater, a 3½-litre Jaguar 100 sports two-seater, a 1934 NE M.G. Magnette two-seater, a very nicely preserved 1925 A.C. Royal two-seater, a truly beautiful 1925 TE 12/50 Alvis two-seater, a 1925 ex-Brooklands Cottin-et-Desgouttes two-seater with a massive single o.h.c. Stutz straight-eight engine installed, a 1930 Aston Martin International two-seater, a 1931 2-litre Lagonda tourer, an unspoilt 3-litre Bentley Red Label tourer, a "duck's-back" 12/50 Alvis in polished aluminium, but lacking outside exhaust system and with unauthentic rear fuel tank, the 1934 ex-Couper Brooklands Talbot 110 rebodied into a mere travesty of its former self, a 1934/36 Mk. II Aston Martin 2/4-seater, a very fine 1927 14/40 M.G. tourer, a 1934 side-valve Aston Martin 2/4-seater, "Nigger II," and a 1937 low-chassis 100-m.p.h. Invicta.

After a couple of regularity trials for sports and touring cars, wisely restricted to half an hour each, racing proper commenced with combined 5-lap scratch events for 750 and 1,172 Formula cars. In the latter J. Whitehouse's Arden managed to defeat MacDowel's Mk. IX Lotus, winning at 67.73 m.p.h., with Laverton's Mk. VI Lotus third, while the 750-c.c. division was won by D. Rees, at 60.33 m.p.h., from Henderson and Taylor, all in Austins.

A combined handicap for Bentleys and scratch race for Aston Martins, both 5-lappers, saw S. Pile commence the first of a series of very impressive drives in his immaculate blue Ulster Aston Martin, authentic to the long row of tiny tumbler switches along the near side of the instrument panel, which he cornered with tremendous abandon, sawing at the steering wheel through Woodcote. He won the A.M. race at 63.64 m.p.h. from McNab-Meredith's Ulster, which had become possessed of a supercharger, with Fowler's 1933 Le Mans model, which shed its starting handle, third. The Bentley race was won by Chaffey's 1926 3-litre at 56.97 m.p.h. from Bradley's 1923/4 Speed Model 3-litre and Hollis' 1925 4½-litre.

Lewis' Lotus beat Liddell's Buckler DDI in the 1,250-c.c. 5-lap scratch race, winning at 70.94 m.p.h., with Ashdown's Lotus third. Naylor's Lotus-Connaught Mk. VIII led from Nurse's ex-Chapman Lotus-M.G. Mk. VIII throughout the 1,500-c.c. scratch race, with Kasterine's Mk. IX Lotus-Climax third. Naylor averaged 73.48 m.p.h.

The first over-1,500-c.c. scratch race promised the first appearance of the day of Parnell, Salvadori and Collins in DB3S Aston Martins. In fact, Collins was absent, flying to Milan to obtain a new gearbox for the Owen Maserati, and although John Wyer was present, Parnell was driving a 1954 privately-owned DB3S instead of a works car. He had a good fight with Salvadori in the Green Eng. DB3S, Salvadori leading into the initial corners but Parnell out of them, Reg winning at 79.08 m.p.h. after a lap at 81.08 m.p.h. McMillan kept Salvadori in sight to take third place in his Bristol Barb, but once again it fell sick later and was taken away in its 'bus without completing its full programme of races. Towse indulged in tail slides in his XK120 Jaguar and Cunningham-Reid's Lister-Bristol, which spun at Copse during the regularity test, and Stevens' DB3S Aston Martin found the pace too hot, the latter appearing in later races with a badly crumpled near-side back wing.

In the second over-1,500-c.c. scratch race Stratton built up a commanding lead in his Austin-Healey without any fireworks, to win at 67.86 m.p.h., with Grant-Norton's A.C. Ace out of sight. Sliding wildly side-by-side through Woodcote, West's A.C. Ace took third place from Norman's Austin-Healey, while Lewis' blown 2.6 Monza Alfa-Romeo spun, and Miss White, smiling happily, brought up the tail end in her TR2. Barker's special Lancia Astura disposed of the Bentleys, including Lord Ebury's T.T. 3½-litre.

Pile again drove his Aston Martin Ulster very well in the 10-lap St. John Horsfall Trophy Race, but had to be content with third place behind J. Bekeart's 1948 understeering, tyre-bending DB1,

winner at 60.88 m.p.h., and McNab-Meredith's blown Ulster, this being an all-A.M. race. Miss Jean Bloxam earned applause for skilfully avoiding Sidney's DB2 when it spun at Woodcote, her DB2 taking to the grass to do so, while Angela Brown really pressed-on in her short coupé-bodied DB3. Burton held tail slides with no counterslides in his 1935 Ulster and Twentyman's DB2 was losing water, while Elwell-Smith retired his well-known 1929 International. Sadly, Weston's 1936 Speed Model 2-litre shed a complete con.-rod going into Woodcote on lap three.

The Frazer-Nash team took the David Brown Challenge Cup at 52.63 m.p.h. from the 750 M.C. Lotus team and the M.G. C.C. team. Three 5-lap handicaps finished a long day's sport, notable for good and varied entries.

Millard's Millard Special Austin Seven led until the last lap in the first of these, this neat car with twin 45-deg. S.U. carburettors, strut shock-absorbers and cooling ducts for the brakes, being passed by Parkes' Frazer-Nash "Patience," which won at 67.63 m.p.h. in a close finish from Mrs. Gibbs' H.R.G. Barker's Lancia spun at Becketts but disposed of Owen's TD M.G., which was running sans bonnet sides. Attenborough's Riley Ulster Special retired. Barrett's Mk.V Buckler had the next race to itself, taking Woodcote mostly in neutral, to win at 60.77 m.p.h. from Corlett's Austin-Healey, but by far the most meritorious driving was done by Kasterine, whose Lotus finished third. Barron's B.B.S. Buckler-M.G. became u/s.

The last race saw a fine scrap between Naylor's Lotus-Connaught and Cunningham-Reid's Lister-Bristol, the Lotus winning at 73.23 m.p.h. and both passing, one on each side, Sims' ex-Wallis B.M.W. Special coming into Woodcote for the last time. Stevens' unsightly DB3S Aston Martin was third. Ozier held his sliding XK120 Jaguar well, but Porteous' Cooper-M.G. retired.—W. B.

## INTER-CLUB SPEED HILL-CLIMB, PRESCOTT (July 24th)

On Sunday, July 24th, the Bugatti Owners' Club held their fourth Inter-Club Speed Hill-climb event at Prescott, when teams from over twenty of the leading motor clubs in the country competed.

The programme in the morning consisted of single runs up the hill, the cars being divided into classes according to engine capacity. During the afternoon teams of three cars from each club were made up and all were allowed two runs.

Good times were made in the morning by M. Kearon (Liverpool M.C.), driving a Cooper-Bristol (49.59 sec.), although in the later runs he was forced to retire down the hill; D. A. Wilcocks (Herts County Aero. & Auto. Club) in the "Rapid Fire," air-cooled Steyr-Allard V8 (46.90 sec.); and J. Clark (Midland A.C.) in the very smart H.W.M.-Alta-Jaguar (49.79 sec.). K. J. Allan (Allard O.C.) tried very hard with his Allard coupé, cornering so fast in the Esses that one of the front tyres almost left the rim—a case of lack of air perhaps; Sidney Allard in the Allard-Cadillac was on form (48.92 sec.); and J. Shutler in the well-known 4½-litre Invicta coupé cornered very fast, the automatic gearbox allowing beautiful snap-down changes to be made.

Notables in the team events were J. W. Broad (V.S.C.C.) in the twin rear-wheeled E.R.A. "Remus" (46.98 sec.), Wilcocks' Steyr-Allard again (46.25 sec.), and the Jaguar of G. D. Parker (48.34 sec.). I. D. Lewis was unfortunate in having the front wheel and brake drum part from his Morgan on the second run, but no other damage resulted; W. H. Morgan (Herefordshire M.C.), driving one of the many TR2s present, stopped halfway up the course, but after various under-the-bonnet exercises he continued to the top; G. E. Pinkerton failed to reach the summit, however, for his H.W.M. took to the bank at Orchard and he had to come back down. W. A. Cleave (Bristol M.C. & L.C.C.), driving a pre-war Morris Ten Special, was quite fast; J. M. Perkins (V.S.C.C.) produced his fine supercharged 2-litre Bugatti and D. Vickers Jones (B.O.C.) a Type 35A, the unblown "Artificial G.P." model with the plain big-ends and three ball-race main bearings.

After the team handicaps had been worked out the winning club was announced as being the V.S.C.C., followed by the Shenstone & Dist. C.C. and the Brighton & Hove M.C., thus concluding a very pleasant gathering.—I. G.



## BENTLEY DRIVERS' CLUB SILVERSTONE MEETING (July 30th)

A pleasant meeting of the Bentley Drivers' Club took place at Silverstone on Saturday, July 30th, for sprints and races. The standing-start  $\frac{1}{4}$ -mile sprints were held before lunch and a series of races for Bentley, Lagonda and other genuine sports cars followed in the afternoon.

For the sprints the competitors were divided into classes and ran in pairs, McKenzie's 3-litre Bentley making best time for his class with 19.67 sec. to his credit on his first run, followed by Williamson in his near-immortal  $4\frac{1}{2}$ -litre Bentley, who made fastest time with 16.21 sec. on his second run; G. H. G. Burton, also in a  $4\frac{1}{2}$ -litre, was on form. Of the larger Bentleys, A. N. Hewett was fast with 19.17 sec. in an 8-litre, with G. C. H. Kramer in a Speed Six close behind. The Aston Martin class of less than 2-litres capacity went to P. M. Sims' 1934 Ulster, and the over-2-litres to D. L. Sidney (1952 DB2). Fastest Lagonda was the  $4\frac{1}{2}$ -litre of C. E. H. J. Mulholland (18.05 sec.). Other vintage sports cars running were the Brescia Bugatti of R. R. Keiller, the 1,750-c.c. Alfa-Romeo of A. Hopton, the Frazer-Nash Falcon of A. M. O'Connor, and the supercharged Austin Ulster of A. M. H. Bennett, which was quite fast.

Two scratch races, one for the 3-litre and one for the  $4\frac{1}{2}$ -litre Bentleys, preceded the handicap races. The first went to Williamson (61.87 m.p.h.), with McKenzie second, in 3-litre cars, with Burton and Walker leading the 10-lap Gordon Alexander Memorial Trophy Race for  $4\frac{1}{2}$ -litre cars, Walker driving the ex-Alexander car "Bluebell." Becker and Holden had fun chasing each other but Foreman and McDonald had to retire.

The 5-lap handicap race for Lagondas began with A. K. Audsley in his 1921 11.9 model motoring round the course quite happily at about 40 m.p.h. for nearly two laps before any of the others started. Last to commence were the two  $4\frac{1}{2}$ -litre 1936 team cars, which were fast and soon made up lost time; they were driven by L. Michael and C. E. H. J. Mulholland, who came in first and second, respectively.

The 5-lap Bentley handicap was run at a lower speed and Mrs. Mountford in a  $4\frac{1}{2}$  was the first to cross the winning line, M. D. Hollis was second in a 3-litre, and J. Foreman exercised some fine four-wheel drifts.

The next victor was A. Hopton (1,750-c.c. Alfa-Romeo) in the 5-lap vintage-car handicap event. M. Leo in the rebuilt supercharged 2-litre Lagonda performed well, with Keiller in the Bugatti and Bennett in the supercharged Austin having a great battle, the Bugatti finally drawing ahead. Hopton's speed was 59.85 m.p.h.

The 10-lap Bentley handicap race was a most exciting event for those onlookers who were near the finish, for G. C. H. Kramer in the  $6\frac{1}{2}$ -litre and H. P. Holden in the  $4\frac{1}{2}$  finished very closely, Kramer being the winner; Walker and Mason in  $4\frac{1}{2}$ s also crossed the finishing line close together. R. Shaw in the  $3\frac{1}{2}$ -litre saloon was motoring along very well indeed until he found that things were not going as well as they should and he retired with suspected broken shock-absorbers. A depressing sight at the end of this race was Williamson's 3-litre Bentley and E. F. Le Power's  $4\frac{1}{2}$  both being towed in behind the same lorry, the former suffering from water in the sump and the latter seized up.

The Aston Martin 5-lap handicap event was run off without incident except that Mrs. Bloxam, the winner, in a DB2 had a difference of opinion with P. Sims in the ex-Leslie Marr 1934 Ulster at Becketts, resulting in a slightly bent wheel on the DB2 and a dislocated rear axle on the Ulster.

The concluding event was an "all-comers" race in which W. B. Fowler in a  $1\frac{1}{2}$ -litre Aston Martin drove well to begin with until his place was taken over by Kramer in the  $6\frac{1}{2}$  Bentley, who held it until he had to retire with Autovac trouble. First place was finally taken by Mrs. Bloxam, who kept it, followed closely by the team Lagondas of Michael and Mulholland.—I. G.

## "DAILY TELEGRAPH" BRANDS HATCH MEETING (August 1st)

On Monday, August 1st, the *Daily Telegraph* held an International Race Meeting at Brands Hatch, where, beginning at 11 a.m., a whole day of mixed motor-racing was organised. For the first time at this circuit a Ferrari and two Formula I Maseratis

were present, the Ferrari raced by Australian Dick Cobden and with Roy Salvadori and Horace Gould driving the Maseratis. A Swiss entry was Gerard Crombac in a Ford Consul-engined Lotus, and there were other competitors from South Africa, Finland and Germany.

Race 1, the *Daily Telegraph* International Challenge Trophy Race, was the traditional event of three heats and two finals, with a consolation final. Heat 1 saw Bueb rush off into the lead at the start and stay there, Bicknell in the Revis kept in second place, and L. Lewis Evans and Allison ran close together for many laps but eventually Allison finished in third place. Bueb's average speed for this event was 69.88 m.p.h. Heat 2 was won by Leston, with Taylor second, both in Coopers; Anderson spun round at Paddock Bend but restarted again, and Latchford's Iota produced clouds of smoke and appeared to be well alight, but there was no cause for alarm. Heat 3 resulted in a fight between Russell and Parker, in a Kieft, but Russell got the upper hand and finished first at 70.95 m.p.h.

The second final was fought out between Barrett and Iszatt in Coopers until Anderson came upon the scene with his Staride to take second place behind Barrett; Bridger had to retire and Stephenson overturned at Kidney Bend when a wheel broke away from the hub in his Cooper. Brown in his Martin Special and Marks in his Cooper were the first two finishers in the consolation final, and the final itself, a race of 30 laps, was won by Russell but only after a considerable struggle with Leston and Cowley, with Taylor and Parker following along in their own good time. Allison and Raby also had to fight each other for many laps. Russell's average speed was 71.16 m.p.h.

Race 2 was the Air Kruise Trophy Race for the B.R.S.C.C. National 1,500-c.c. Sports-Car Championship. Heat 1 of this event saw Colin Chapman win in the team Lotus, with Russell in a Cooper behind him. Leston, driving the Coventry-Climax-engined Beart Rodger came in third. Heat 2 began and finished with Bueb in the Cooper-Climax in the lead, with Gammon in a similar car second. P. Riley (Lotus-M.G.) drifted round Paddock Bend in what appeared to be rather an unsteady fashion, but he usually ended up even; C. G. Eascott retired but returned again near the finish, and D. H. Swanton "went agricultural" for a few moments but restarted.

The final of this race was one of the most exciting of the day, involving as it did a tough battle between the Lotus and Cooper équipes. Bueb and Gammon started off well in their Coopers, with Chapman in the works Lotus third, but Gammon was overtaken by Chapman and the Lotus gradually gained on Bueb's Cooper until on lap three Chapman was in the lead and gaining on every lap. By lap 12, however, the Coopers began closing in again, due to oil trouble developing in the Lotus, and by the 15th lap Bueb and Gammon occupied the first two places again. A disappointing race for Chapman, who seemed almost certain to win, although he did break the lap record previously held by Alan Brown in a Connaught (71.54 m.p.h.) with a speed of 71.77 m.p.h.

The Rochester Cup Race for sports cars was the sixth event on the programme and was of 15 laps duration. Bob Gerard in his Cooper-Bristol, however, allowed no one to deprive him of first place since he drove very steadily, keeping the lead throughout the race. Alan Brown in a Connaught took second place, M. J. C. Keen was in such a hurry that he dented the front of his Cooper-Bristol slightly on another competitor's car, and R. Gibson spun off at Druids but carried on. Part two of this event began with Salvadori in the Maserati leading, followed by Holt and Alan Brown in Connaughts. Salvadori kept first place but Bob Gerard took second place from Holt, while Keen in a Cooper and Young in a Connaught chased each other madly. The average speed of the Maserati was 72.01 m.p.h. but the results were based on aggregate times in the two parts of the race, and Gerard was announced as the actual winner at 71.16 m.p.h.

Event 7 was the 5-lap Edwardian Trophy Race, in which some very interesting old cars took part. The oldest was Crombac's 1903 twin-cylinder Panhard et Levassor, followed by H. C. Bird's 1904 twin-cylinder Lanchester; Crooks' enormous white 1908 model Mercedes tourer came next in seniority. The 1911 Rolls-Royces of Bolster and L. Lewis Evans were present, as were the two 1914 T.T. Sunbeams of Sears and Sir Francis Samuelson. Sears was the winner, followed by Nigel Arnold-Forster in the 1914 Prince Henry Vauxhall.

The event for large sports cars was the Kingsland Trophy Race, a 15-lap event for cars of over 1,900 c.c. capacity. Archie Scott-Brown in his Lister-Bristol scored an easy win at 70.03 m.p.h., with Michael Anthony second in his Lotus-Bristol.

Event 12, the J.A.P. race, went to Meharey in a Cooper-J.A.P., with Bennett in an Arnott second.

And so, after over seven hours of very high standard motor-racing, the day's sport came to an end.—I. G.



**BRITISH GRAND PRIX**  
**MERCEDES-BENZ**



- 1st Stirling Moss**
- 2nd Juan Manuel Fangio**
- 3rd Karl Kling**
- 4th Piero Taruffi**

*(Subject to Official Confirmation)*

All these cars were fitted with brake and clutch liners manufactured by TEXTAR G.m.b.H. the German associate of the MINTEX Group of Companies.

*This announcement is published by the manufacturers of*

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## ASTON MARTIN HAT-TRICK IN B.A.R.C. 9-HOUR SPORTS-CAR RACE

DAVID BROWN'S Aston Martins finished first and third in the Nine-Hour Race at Goodwood on August 20th, with the lone Ecurie Ecosse D-type Jaguar as meat in the Feltham sandwich. The race, revived after a lapse last year, bringing Le Mans atmosphere to Sussex, has always been won by Aston Martin. This year the field of 35 promised a battle between three four-cylinder 3-litre Ferraris, three virtually-works D-type Jaguars, the Ecurie Ecosse Jaguar, the H.W.M.-Jaguars and the Aston Martin DB3S disc-braked team in the 1,501-2,000-c.c. class, with representatives of Lister, Cooper, Lotus, Tojeiro and Frazer-Nash in the 1,500-c.c. class, and Connaught, Cooper-Climax, Porsche, Lotus and Singer twin-cam H.R.G. in the up-to-1,500-c.c. category. Public interest was centred on Moss in a Porsche Spyder and Hawthorn and Schell in Ferraris. Goodwood is a strenuous course for drivers and cars, and practice proved that the prevailing hot weather would play havoc with tyres.

As the cars drew up, in Le Mans formation, for the start the Ferraris looked very formidable; they had a side-jacking system for tyre-changing and proposed to refuel by reversing their tails to the pit counter. The team Aston Martins were identifiable by different colour bands along the front "wings." There seemed a casual attitude to covering over headlamps, Duncan Hamilton's Jaguar, the car Hawthorn drove at Aintree, using newspaper(!), Moore's Lister-Bristol cheese-cloth, but McAlpine's aerodynamic Connaught had proper plastic covers. Some of the Loti relied on their retractable headlamps, but those of Russell's Cooper-Climax had stalk-like extensions, Coombs' Lotus-Connaught exposed headlamps and a flamethrower, Page's Lotus twin low-set Marchals. Cooling slots had been cut in the scuttle of Chapman's Lotus-M.G. and, whereas the Panda Team's Cooper-Climax had a 4.1 axle ratio and a rev. limit of 6,500, the other Cooper-Climax cars used 4.5 axle ratios.

At 3 p.m., in burning sunshine, the flag fell and all the field got away except for Moss, whose Porsche hung about for some time as if started in top instead of in bottom cog. Rogers' Tojeiro-Bristol was also reluctant to race.

From the start Hawthorn's Ferrari set a cracking pace, followed by the Aston Martins of Walker and Collins. After only two laps Aston Martin lost their third car, when Parnell retired with a broken lock-nut in a rear hub.

In a report of this length it would be impossible to describe every one of the numerous pit-stops and incidents, but an enormous delay was experienced by Flockhart's Cooper-Climax, when the entire near-side front suspension had to be replaced.

Hawthorn drove his Ferrari splendidly, its inside front wheel lifting at the chicane; on one lap he lost it here, shot through the wattle fencing, missed a "prohibited area" notice and entered the pit-road before regaining the course. He led for half an hour, then lost 12 minutes while a gearbox selector malady was cured, what time Collins led from Walker, with Sanderson in the Ecurie Ecosse Jaguar third and Schell's Ferrari fourth.

The race was obviously going to be a battle between Ferrari, Aston Martin and the Scottish Jaguar, but in the smaller classes Cliff Davis' Lotus-Bristol and Leston's Connaught (the non-aerodynamic one) led their respective categories. All eyes were on Moss, who was bringing his Porsche round with great skill, holding oversteer slides, flinging it about as he negotiated the "traffic," and continually waving an arm and blowing the horn at slower cars.

Just after an hour's running Titterington took over the Ecurie Ecosse Jaguar, all four wheels being changed and 15 gallons of fuel put in, in 105 sec. In resuming he clipped the chicane wall. Then Walker's change of all wheels took 120 sec., Poore taking the car on. Jaguar now lost a car, when Rolt retired with a sheared distributor-drive.

Before the race was two hours old two accidents happened. Rogers, who had had several "episodes," overturned the Tojeiro at Lavant and crawled to the pits to retire, and Michael Keen rolled his Cooper-Bristol over at Fordwater, the car catching fire and the driver, his crash-hat split, suffering severe head injuries from which, sadly, he died in hospital. Gaze retired the Kangaroo Stable Aston Martin DB3S.

After two hours Brooks led in the Collins Aston Martin but Schell had his Ferrari in second place, the Titterington Jaguar third, the Poore Aston Martin fourth. Moss now led the 1½-litre class.

Pit-stops continued to be prolific, most cars requiring a change of two, or all four, wheels, times being in the region of 3-4 minutes. Portago, that handsome Spaniard, took over from Hawthorn, Hanstein from Moss, the Porsche stationary for 3 min. while rear wheels, held by nuts, were changed.

When Lucas replaced Schell the Ferrari lost 3 min. 54 sec., all wheels being changed—incidentally, Ferrari were on Dunlop, Aston Martin on Avon tyres. Worse, 5 min. were lost when Russell took the Cooper-Climax over from Bueb.

Pit-stops had altered the placings by 6 p.m. Titterington now led the Brooks Aston Martin by a lap, and another lap behind ran Macklin's challenging H.W.M.-Jaguar and the other team Aston Martin. Just before 6 p.m. Collins resumed racing, the Aston Martin having all wheels changed and a 20-gallon refuel in 3 min. 46 sec. The same quantity of fuel went into Wharton's Ferrari, and Ken told co-driver Jonneret that there were scarcely any brakes and what there were pulled to the left. After 3 min. 51 sec. Jonneret got away, proving Wharton's point by ramming the chicane, which damaged the near-side headlamp and took 2 min. 58 sec. to check and repair, the little Frenchman bravely going on at appreciable speed.

It seemed, however, that Ferrari had lost too much ground, and that Aston Martin and the blue-and-white D-type Jaguar were the likely winners. Walker took over from Poore, the 20-gallon refuel and change of four Avons taking 3 min. 44 sec., the gear-lever knob also being replaced. "Wilky" Wilkinson and the Ecurie Ecosse mechanics are to be congratulated on doing the same job, same quantity of fuel, on the Jaguar, when Sanderson took over, in 1 min. 35 sec. less time!

Boshier's slow-but-sure Aston Martin DB3 did a good stop of this nature in 2 min., but Crook's stop with the Cooper-Bristol he was sharing with Gibson lost 7 min. 25 sec. Hanstein was backing Moss up well, but the Seidel Porsche lost time when third gear refused to obey the driver. Poore hit something and had a front wheel examined in 30 sec. The Ecurie Ecosse Jaguar's excellent pit work continued, a rear wheel being changed in the same time.

At 7 p.m. the order was Aston Martin, Jaguar, Aston Martin, Ferrari, with Davis still leading the 2-litre class in his crisp-sounding Lotus and Leston/Scott-Brown the 1½-litre class in the Peter Bell Connaught.

Hawthorn now took over from Portago after the Ferrari had been refreshed and its brakes adjusted, which took 5 min., Whitehead's Jaguar had come to rest on Lavant Straight with serious engine trouble, his mechanic and a worried Duncan Hamilton, whose car it is, coming to meet Peter as he walked in. Moss replaced Hanstein after ten gallons of fuel had been put into the Porsche and all its wheels changed in 4 min., but it had vanished from the leader board and only the Leston/

Scott-Brown Connaught challenged the big ears, being sixth behind the H.W.M. Half-time saw the main positions unaltered except that Colin Chapman's Lotus-M.G. was sixth in place of the Connaught, which had paused for 5½ min. while refuelling and having three wheels changed, McAlpine's aerodynamic Connaught also passing Leston's.

As the heat faded to the cool of evening and the sun-tops disappeared, the pits continued to see much activity but few retirements. The Aston Martin stops varied from 1 min. 55 sec. to refuel and re-tyre the Collins/Brooks car to 2 min. 9 sec. to do likewise on the Walker/Poore car, Brooks having an earnest conversation with John Wyer after climbing out.

Behind the pits the bars did a roaring trade, summer frocks mingled with jeans and brief shorts, and "Dunlop Mac" toiled on untiringly, as only he can.

Five hours elapsed and the race seemed to have settled down, Jaguar on the same lap as leading Aston Martin, Schell two laps behind the Aston Martin which was running third. Chapman led his class from McAlpine's Connaught and the Moss Porsche, Davis his class from the Lister-Bristols of bearded Alan Moore and David Hampshire/Scott-Russell, the last named trailing its undershield. Leston's Connaught lost 9½ min. having a rocker changed.

The Singer-powered H.R.G. was suffering from continual boiling and must have envied the Porsches their air-cooled cylinders—it took 18½ min. before the radiator could be filled up. The pace was beginning to tell and as dusk merged into night, Goodwood presenting a fairyland scene for the occasion, the Schell Ferrari retired with gearbox failure, Schell cheerfully going off with John Morgan, of the B.A.R.C., for a drink, while Chapman's gallant run came to an end when the well-used M.G. engine shed its flywheel, the McAlpine Connaught leading the class from Moss. Hawthorn was making a grand effort for Ferrari, his throaty four-cylinder setting a new sports-car lap record of 91.14 m.p.h. on its 176th circuit.

The order at 9 p.m. saw both team Aston Martins ahead, but two laps separating the Collins' car from Walker's, the Ecurie Ecosse Jaguar third, Hawthorn fourth, the H.W.M.-Jaguar fifth and the Berry/Dewis works Jaguar sixth. Moss led the Connaught and the Russell/Bueb Cooper-Climax in the 1½-litre class, and Davis went on resolutely ahead of the two Listers. Still the H.R.G. boiled and boiled—Godfrey, in the pit, must have recalled the air-cooled G.N. days with nostalgic McAlpine suffered a broken rear brake pipeline and dynamo trouble had to be rectified on the class-leading Lotus-Bristol, and a rear wheel changed, which took 25 seconds.

Hawthorn, pressing on hard, fell nevertheless to sixth place, Portago took over after the usual replenishment process (3 min. 12 sec.) and then—sensation—the car came in and retired with back axle failure.

Two hours left and pit-stops had put the Ecurie Ecosse Jaguar in the lead, its average speed 81.98 m.p.h., the Aston Martins second and third, respectively a lap and three laps behind, the Macklin/Smith H.W.M. fourth, the Berry/Dewis Jaguar fifth—none too convincing for a works car—and Moss sixth, the Porsche going like a vivacious beetle. The Lister-Bristols now had the 2-litre class buttoned up, and the Russell/Bueb Cooper-Climax was seven laps in arrears on Moss, in the small class.

The Walker Aston Martin repassed the Jaguar to build up a lead of a lap, and the other Aston Martin was third but delayed by an obscure electrical fault which the Lucas experts rectified after 2 min. 7 sec. The Wharton/Jonneret Ferrari retired while far behind, leaking oil, Coombs received an ovation for changing a half-shaft on his Lotus-Connaught out on the circuit in the dark, and then—drama—the 1½-litre class position was changed when Moss hit Crook's car at Woodcote, both cars out and Crook slightly hurt. What Moss said we probably couldn't print, and now the Leston Connaught again led this class. Watling-Greenwood was enjoying himself hugely although the Panda Team's Cooper-Climax had its dynamo changed before Barthel took over. The fan-belt needed replacing on the Davis Lotus-Bristol, Stoop's not-very-impressive Frazer-Nash had ignition trouble, and the H.R.G.'s cooling system was rebuilt in 22 minutes.

At 10.13 Titterington took over the Jaguar for a grim battle to catch the leading Aston Martin, this pit-stop taking 1 min. 45 sec., all wheels changed—good show again!

As the "Nine Hours" entered its last hour Titterington had a lap to make up on Walker but the commentators made a nonsense of it and claimed both cars to be on the same lap, giving the closing gap between them, only to apologise later and add a lap in addition!

It was an impossible task for Titterington—at 8.29 p.m. the car lost 5 min. 6 sec. at its pit when a wing needed straightening and the lamp repairing, and now this lost time couldn't be regained. The order to the end remained Aston Martin, Ecurie Ecosse Jaguar, Aston Martin, a magnificent race, with Collins/Brooks setting a pace taken up later by Walker/Poore when misfiring held it back when it might have regained its lead after a refuelling stop. Poore called for three cheers for David Brown, and rightly so, for Aston Martin had done the hat-trick, having won (Collins/Griffith, 75.42 m.p.h.) in 1952 and (Parnell/Thompson, 78.94 m.p.h.) in 1953. The new H.W.M.-Jaguar was a handsome fourth, the Berry/Dewis Jaguar fifth and the Leston/Scott-Brown 1½-litre Connaught a splendid sixth. McAlpine bravely pushed his Connaught over the line from Lavant Straight, aided by Eric Thompson, when it ceased to motor right at the end, but race rules which call for T.V. suppressors call also for an engine to propel a sports car, so Ken was disqualified for his effort.

It was a satisfactory race, with British cars winning nearly all the plums in a gruelling contest.—W. B.

### Results :

#### General Classification :

1st :	P. Walker and R. D. Poore (Aston Martin DB3S)	309 laps—82.24 m.p.h.
2nd :	D. Titterington and N. Sanderson (Jaguar D-type) ...	308 laps
3rd :	P. Collins and C. A. S. Brooks (Aston Martin DB3S) ...	305 "
4th :	L. Macklin and W. T. Smith (H.W.M.) ...	301 "
5th :	R. E. Berry and N. Dewis (Jaguar D-type) ...	301 "
6th :	L. Leston and W. A. Scott-Brown (Connaught) ...	288 "

#### Class Results :

##### Up to 1,500 c.c. :

1st :	L. Leston and W. A. Scott-Brown (Connaught),	288 laps—76.56 m.p.h.
2nd :	J. Russell and I. Bueb (Cooper-Climax) ...	285 laps
3rd :	W. Seidel and R. D. Steed (Porsche) ...	275 "

##### Over 1,500 c.c. and up to 2,000 c.c. :

1st :	D. A. Hampshire and P. Scott-Russell (Lister-Bristol)	275 laps—73.20 m.p.h.
2nd :	F. C. Davis and R. G. Bicknell (Lotus-Bristol) ...	267 laps
3rd :	A. Moore and E. W. Holt (Lister-Bristol) ...	266 "

##### Over 2,000 c.c. :

1st :	P. Walker and R. D. Poore (Aston Martin DB3S)	309 laps—82.24 m.p.h.
2nd :	D. Titterington and N. Sanderson (Jaguar D-type) ...	308 laps
3rd :	P. Collins and C. A. S. Brooks (Aston Martin DB3S) ...	305 "
Fastest lap (sports-car lap record) : Hawthorn (Ferrari), 91.14 m.p.h.		

[List of retirements on page 516.]



# PICTORIAL REVIEW

9-Hour Race  
Crystal Palace

Snetterton International  
Brands Hatch

Charterhall  
V.S.C.C. Silverstone

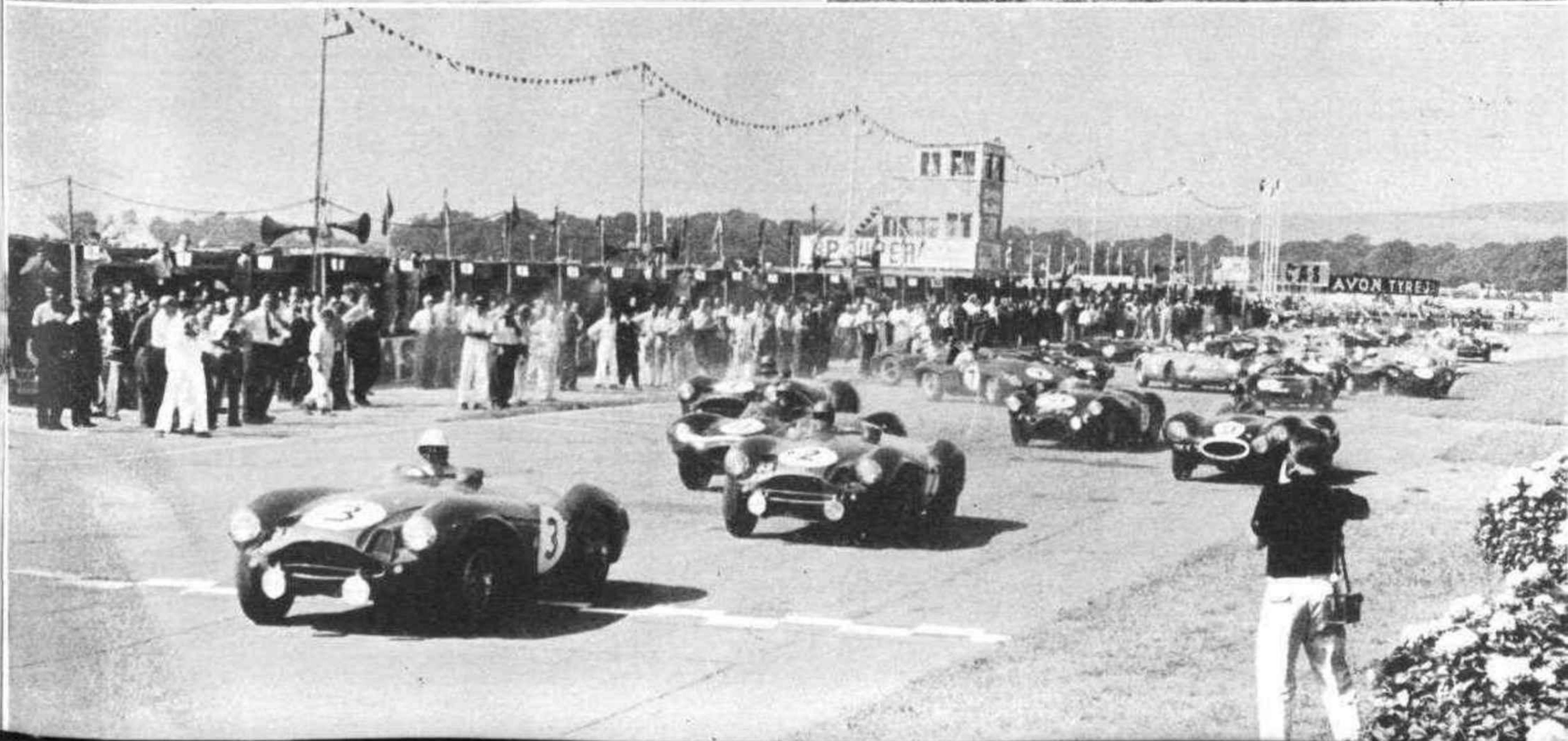
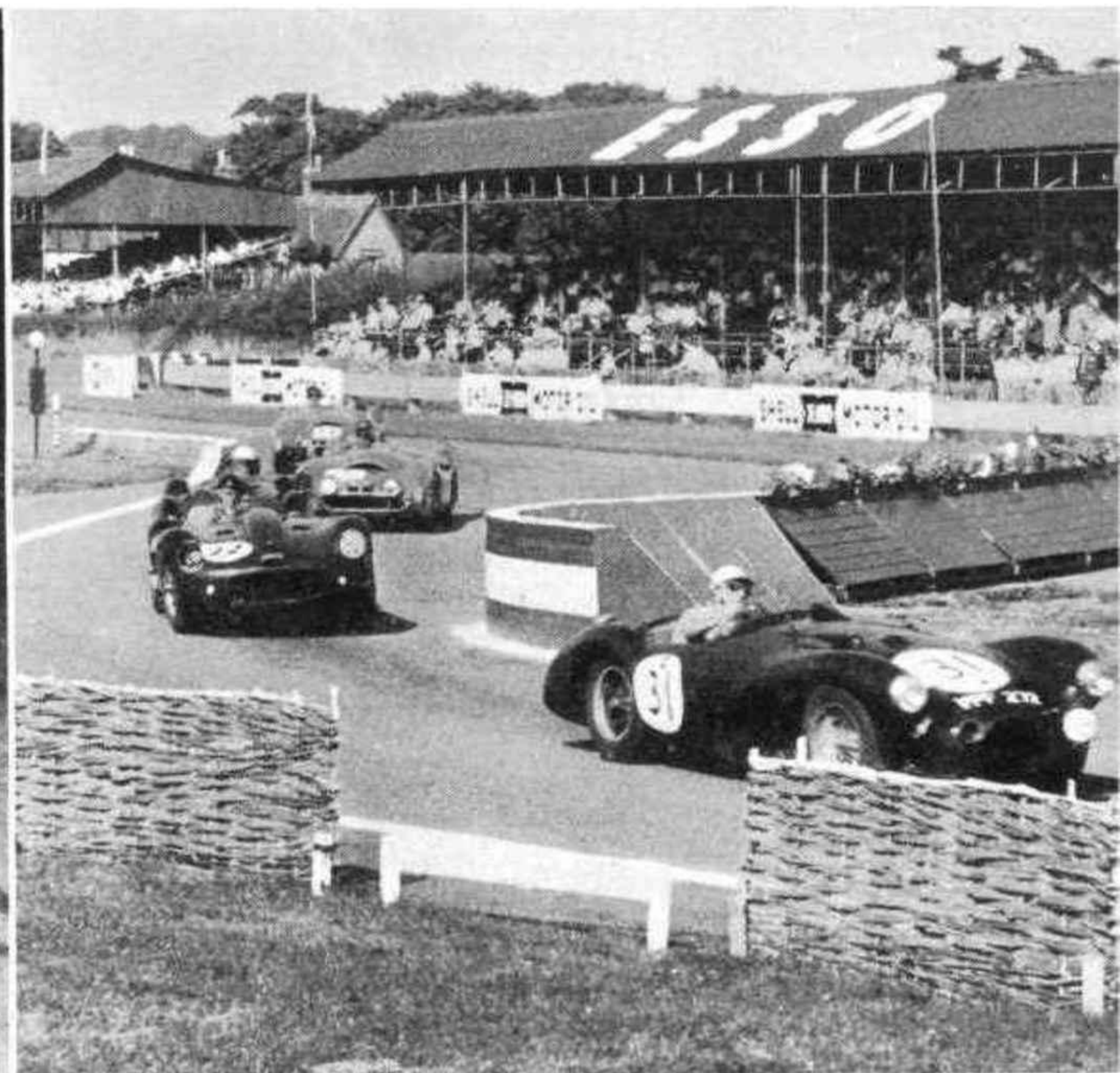
Prescott

B.D.C. Silverstone

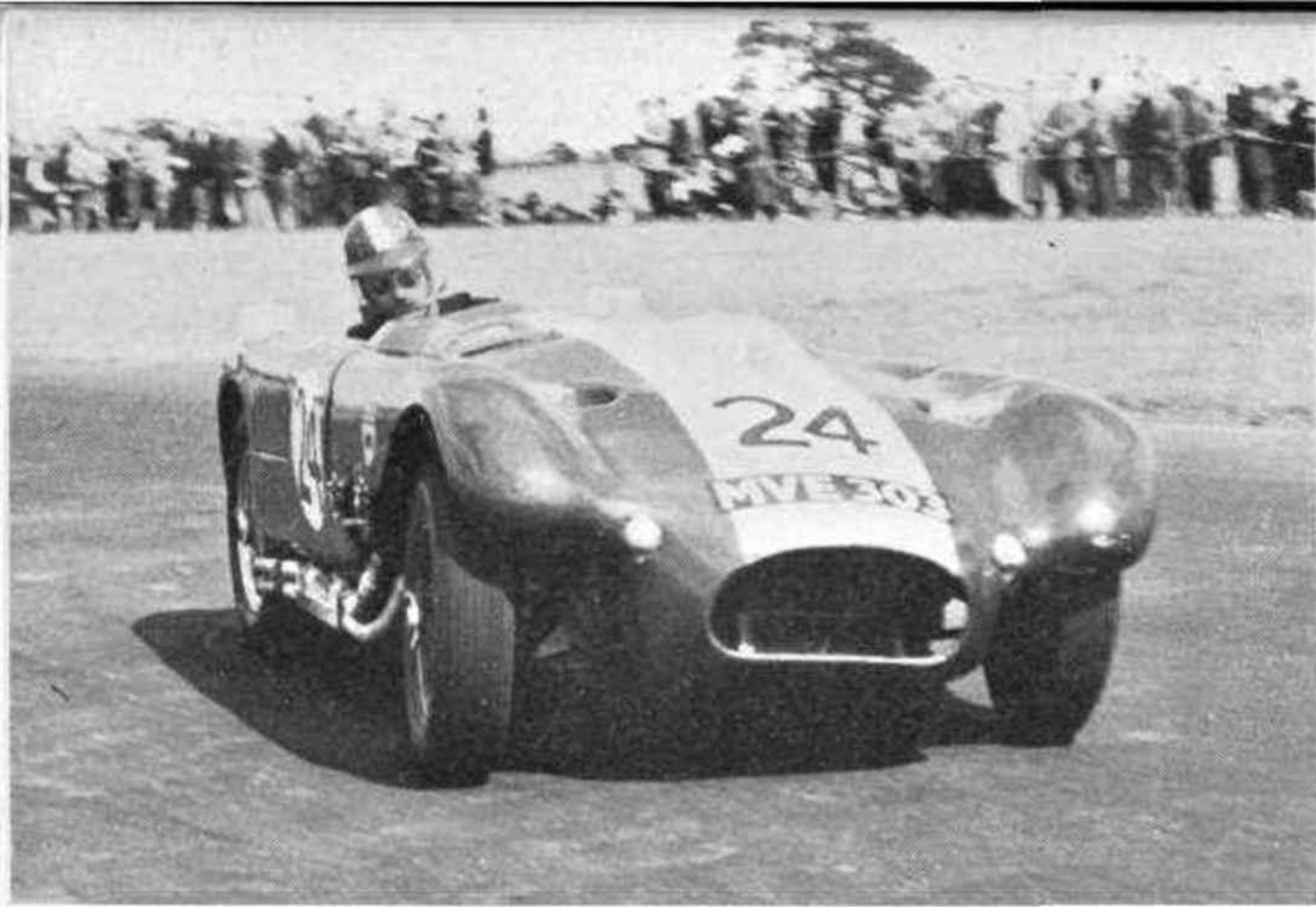
Top, left: *LAST PIT-STOP.*—Peter Walker takes over from Poore for the last time in the B.A.R.C. Nine-Hour Sports-Car Race at Goodwood, which Aston Martin won convincingly at 82.24 m.p.h.—their third victory in this race.

Top, right: *CHICANERY.*—A bunch of cars cornering at Goodwood during the B.A.R.C. Nine-Hour Race—Leston's Connaught is ahead of Hampshire's Lister-Bristol. In the background can be seen the signal light which replaced flag signals during the hours of darkness.

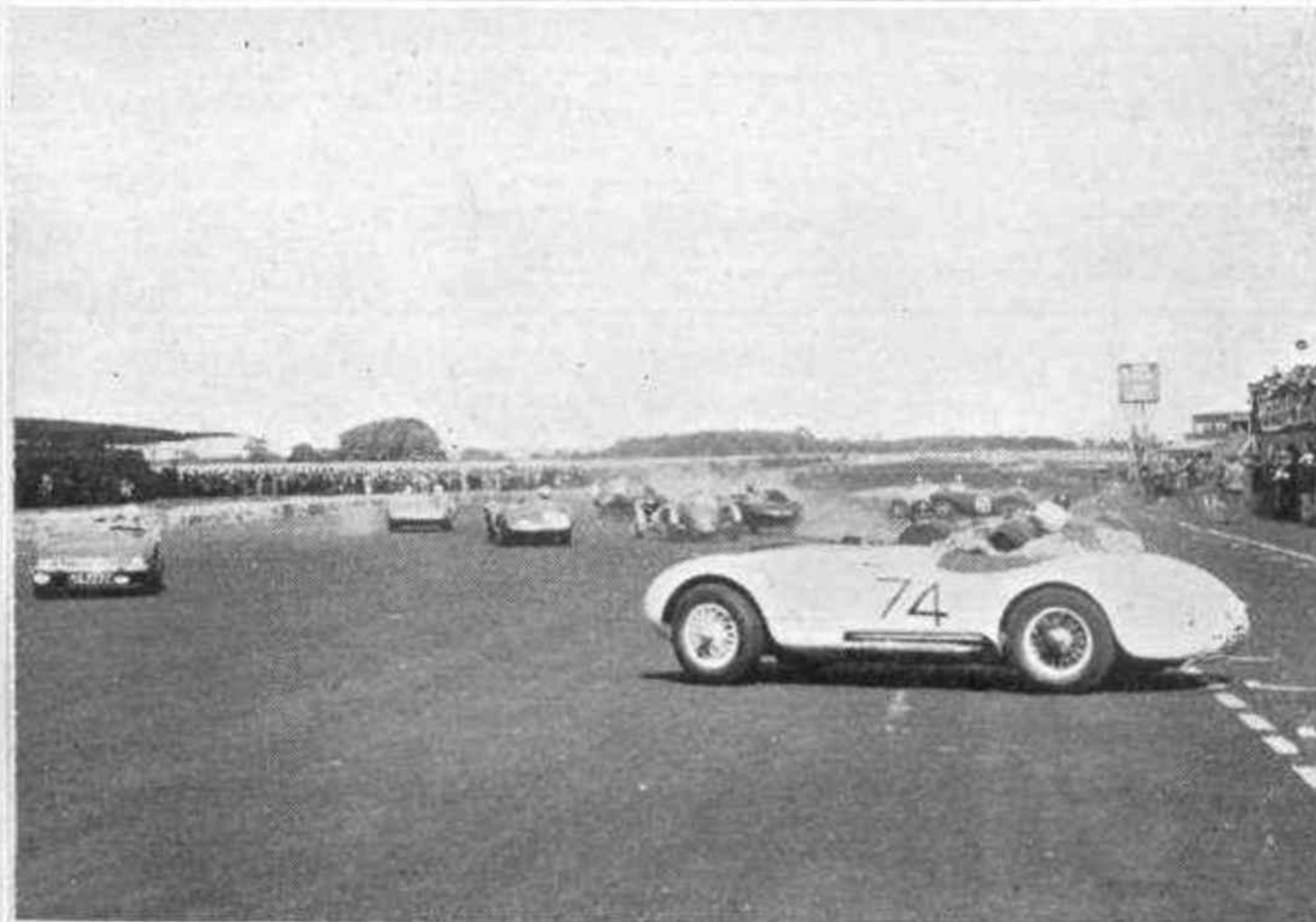
Bottom: *AWAY!*—So rapidly has Hawthorn's 3-litre four-cylinder Ferrari accelerated that it escaped our camera, which shows the excellent starts made by the three cars which were to dominate the race—the Walker/Poore Aston Martin DB3S (No. 3), the Collins/Brooks Aston Martin DB3S (No. 2), and (No. 11) the Ecurie Ecosse D-type Jaguar. Moss made a poor start, the Porsche either over-rich or in top gear, or both.







**SCOTT-BROWN IN PURSUIT.**—Although unable to overtake Salvadori in the DB3S Aston Martin, Archie Scott-Brown put up his usual brilliant performance in the sports-car race at the Crystal Palace.



**GIANT-KILLER.**—Archie Scott-Brown, in his well-known Lister-Bristol, giving his usual highly-polished performance at Charterhall where he beat many cars of a much larger capacity.



**HAWTHORN HOLDS A SLIDE.**—Driving the Moss in his heat or the final at the

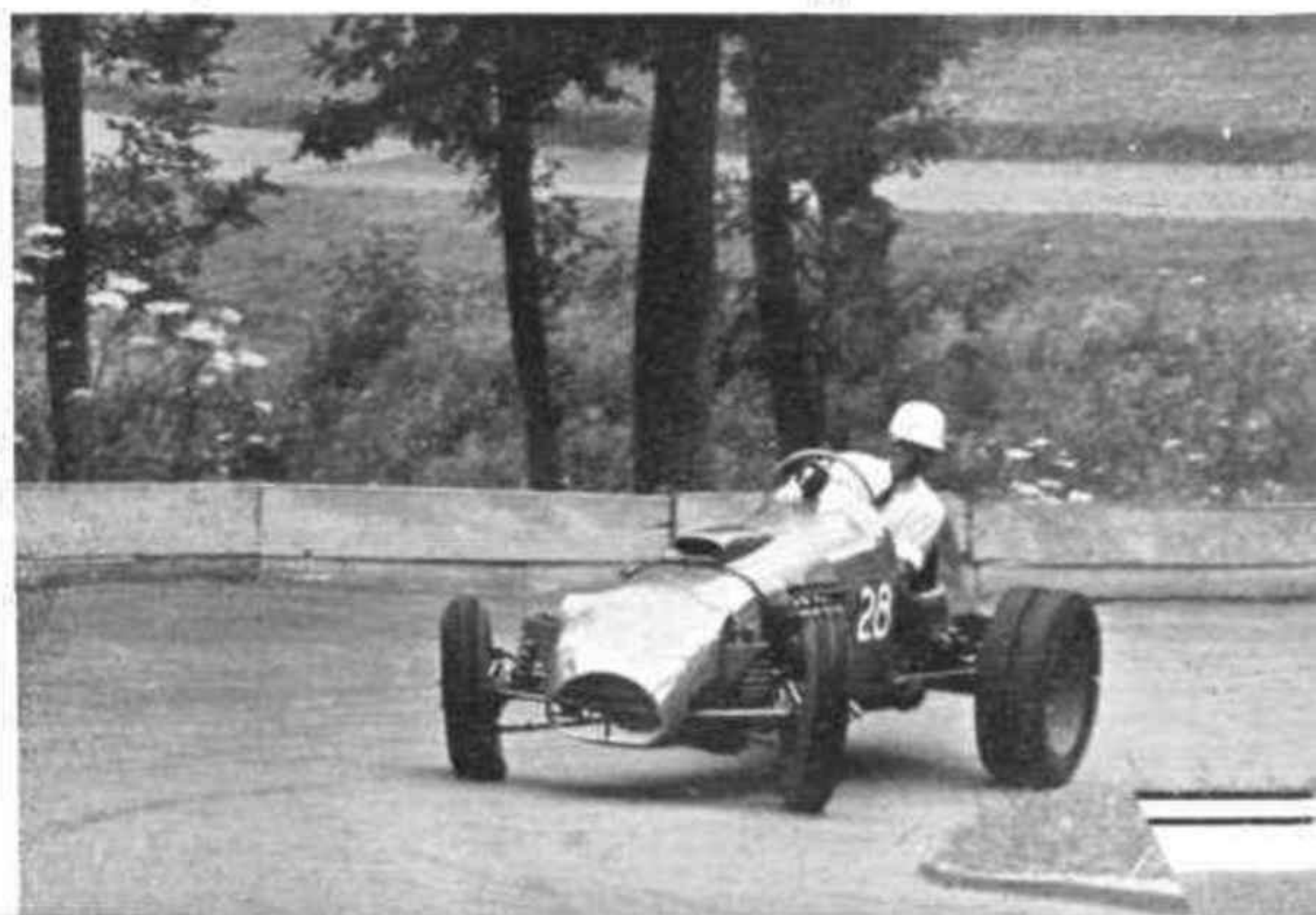
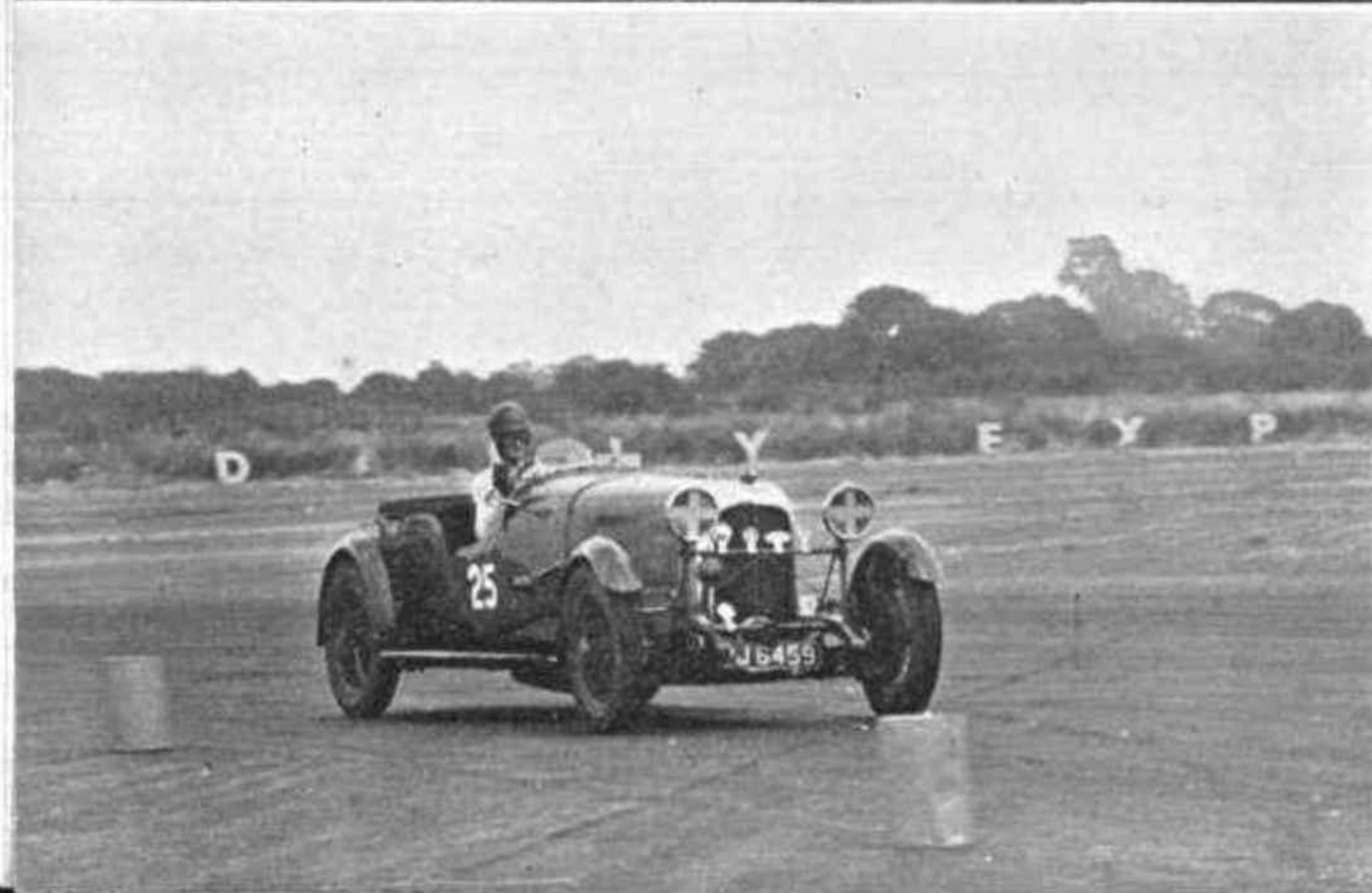


**LE MANS SCRAMBLE.**—The start of the unlimited sports-car race at Charterhall, which was won by Titterton in a D-type Jaguar, Scott-Brown led for the opening laps against much heavier odds.

**SECOND CHILDHOOD.**—Louis Rosier surprised all those who know him by his driving at Charterhall when he brought his 3-litre Ferrari into second place in the unlimited sports-car race.

**VINTAGE MOTORING.**—R. A. Newman in his 3-litre Lagonda in the five-lap Lagonda handicap race at Silverstone during the V.S.C.C. meeting on July 30th.

**POWER-A-PLENTY.**—D. A. Wilcocks, who made f.a.d. at Prescott, in the unusual-looking Steyr-Allard comes through the esses.







**IN WINNING FORM AGAIN.**—Colin Chapman in the M.G.-engined Lotus led its race from start to finish at the Crystal Palace, vanquishing the Cooper-Climax.



Maserati, Mike Hawthorn was never seriously challenged either in Crystal Palace meeting of July 30th.

**FIERY CONTEST.**—C.C.H. Davis in the foreground, with S. Lewis-Evans behind, driving at Brands Hatch. Both were driving Coopers but were unable to attain the high placings which they normally enjoy at this circuit.

**WINNING NEW-COMER.**—Two Formula 1 Maseratis appeared for the first time at the Daily Telegraph meeting at Brands Hatch on August 1st. This one was driven by Salvadori and took first place in the second part of the Rochester Cup Race.

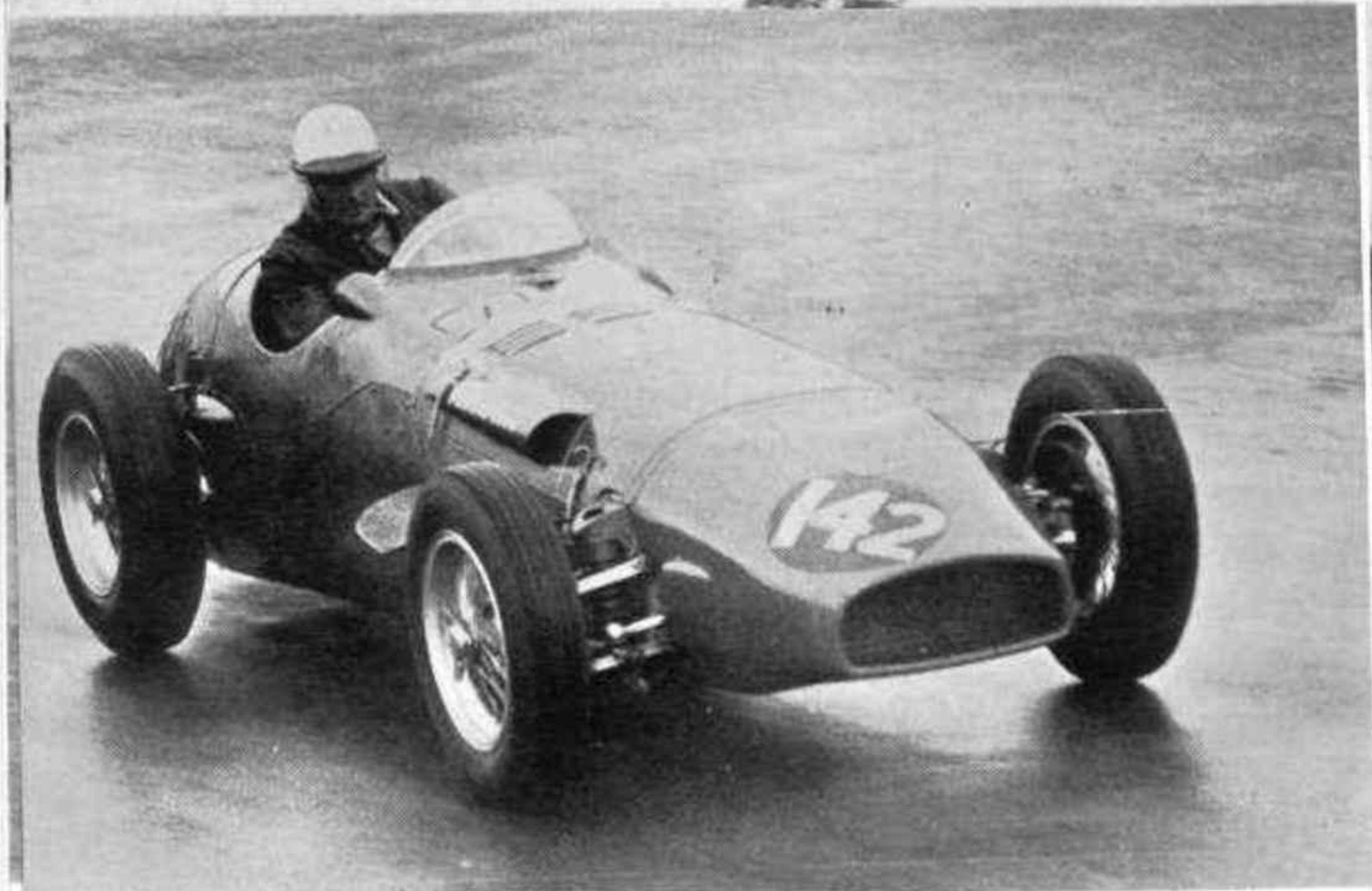
**DETERMINED.**—G. B. Wooley in a Lagonda Rapier fights hard to beat the approaching monster, the 1914 T.T. Humber of K. Neve in the Vintage Sports Car Club meeting at Silverstone.

**CUTE BABY.**—J. C. Tozer driving one of the well-turned-out 1927 twin o.h.c. supercharged Amilcars which did so well in the race for the Richard Seaman Memorial Trophies at the V.S.C.C. Meeting at Silverstone on August 6th.

**CLASSIC STYLE.**—J. Berry cornering well in his supercharged 2-litre Bugatti during the B.O.C. meeting at Prescott.







**SCHELL WINS FOR BRITAIN.**—The Vanwall Special won its first race, at Snetterton on August 13th, when Schell finished ahead of his team-mate Wharton comfortably in the lead in the F. 1 25-lap race.



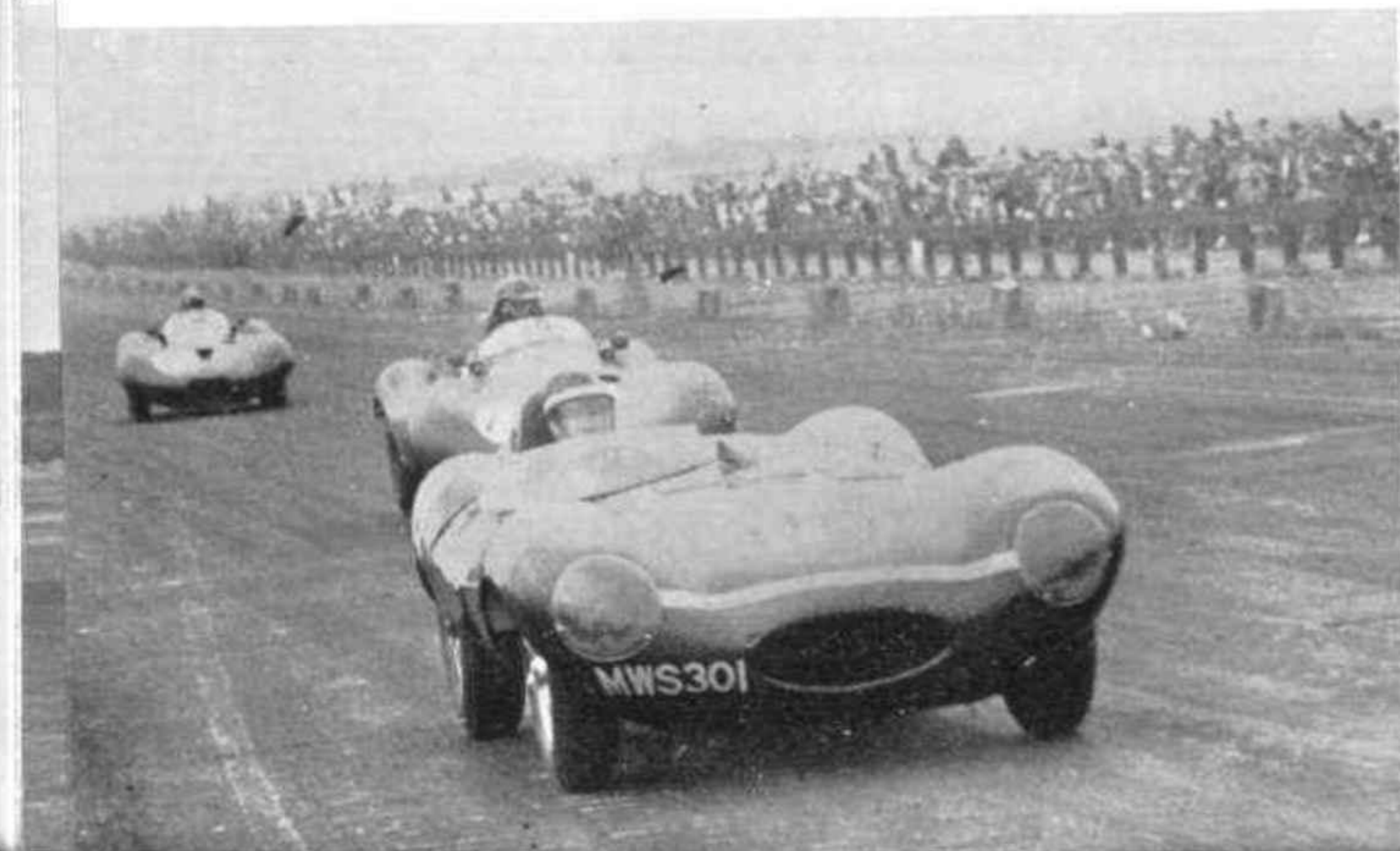
**GREAT SPIRIT** (and faith in the chassis construction!) was displayed at Snetterton by Salvadori in getting the Cooper-Maserati home first in the up-to-2,750-c.c. sports-car handicap.



**COOPER-CLIMAX** trio at Snetterton, where, in this picture, Bueb, Russell and Gammon follow one another round a slippery corner.

**SPORTS CAR LEADS G.P. MACHINES!**—In the Snetterton Formule Libre race Titterton's D-type Ecurie Ecosse Jaguar led the works F. 1 aerodynamic Connaughts, both of which had Weber carburettors.

**VERY FINE DRIVING** in the rain was rewarded when Salvadori ran away with the up-to-1,300-c.c. sports-car handicap in the Equipe Endeavour Cooper-Climax entered by T. Sopwith.





# THE KARLSKOGA RACES

## Some Swedish Fare

Karlskoga, August 14th.

**H**AVING travelled to Sweden for the Grand Prix at Kristianstad the opportunity was taken to visit the friendly little meeting some way farther north, at Karlskoga. Although on the International Calendar, this meeting was more in the nature of a National club meeting, such as we see at Silverstone, but, like many such meetings, the organisation and general atmosphere was preferable to some very large events. The circuit used was a specially built one, constructed by the Karlskoga Motor Club in a large field outside the town, and was in many ways comparable to our own Brands Hatch circuit, though this one was completely flat. Of only two kilometres in length, it contained a variety of corners and doubled back on itself in the centre of the arena, thereby affording the public an almost continuous view of the cars.

In keeping with the track there were five events of fairly short duration and a very full and varied entry was received, the whole of Saturday afternoon being given to practice.

The organising was satisfactorily thorough, though not severe and certainly not complicated, which is one of the attractions of these small meetings to competitors. Scrutineering of the cars was such that the vehicles had to be driven up on to a wooden ramp and the mechanical details of suspension and brake gear was inspected at close quarters, and exhaust systems and shock-absorbers on the standard touring cars were checked against the catalogue. After practice all the more exciting sports cars returned to the local town in convoy and then visited an open-air motor show that was in progress, thereby gaining much publicity for the races.

For the first time in many years Sweden was enjoying a really hot summer and race day was no exception, so that the Formula III drivers were already quite warm when they started their 15-lap race to open the meeting. A fierce battle waged between Tyrell, Davis and Loens, all with Cooper-Nortons, followed by Tervooren with one of Lex Beel's Cooper cars. The three leading cars were having a typical Formula III race until Loens had a drive-shaft break and he dropped out of the running while he stopped to remove the bits, continuing with drive to only one back wheel. After squeezing past Tyrell on the last lap Davis later took to the grass, for the fourth time on the same corner, and this let Tyrell through to win. The local boys were quite unable to keep up with this sort of racing.

There followed an awe-inspiring 10-lap race for completely standard saloon cars and the whole entry was composed of Swedish drivers. Many were not only fearless but highly skilled in dealing with modern understeering saloons. A D.K.W. Sonderklasse three-cylinder simply ran away with this race, but a Borgward Isabella and a Peugeot 203 fought desperately for second place. A line of Volvo and Fiat 1,100 cars followed, and the rear was brought up by two M.G. Magnette saloons. In spite of being cornered on the wheel rims these two rather heavy English family saloons were being led by a Volkswagen that was doing everything but roll over.

Returning to more serious racing, a dozen Series sports cars took the track. The Swedish driver Kaiser took the lead with his Porsche Spyder, closely followed by Loens with his A6G Maserati, with Persson driving a 300SL not far behind. A J2 Allard, three more Mercedes-Benz SLs, two 3-litre Ferrari coupés and three Austin-Healeys followed. Had Loens got past the Porsche he would probably have gone away on his own to win with ease, but instead he spun round and had to wait while the whole field went past before he could restart, as this was on the second lap. This let the Porsche get well away, but the Frenchman really livened up the race by fighting his way past car after car on this little track, where there was not a lot of room to pass, until he got back into third place by lap 10, or half distance. He was now tangling with a 12-cylinder coupé Ferrari, driven by J. Kvarnstrom, one of the top Swedish drivers, and in a desperate effort to run round the Ferrari on a long curve the Maserati spun again, dropping back to sixth place. Loens still would not give in and fought his way back into third position, and by the 20th lap was once more ready to have another go at the Ferrari but then the race finished. This display of "ear-holing" by the Maserati driver was so inspiring that he completely overshadowed the rest of the runners, even to the Porsche driver who led from start to finish.

To complete the programme eight "blood-and-thunder" sports cars lined up for a 30-lap race, with a Le Mans start. From the word go Carlsson jumped into the lead with his Monza Ferrari, but the Swiss driver Musy had his 3-litre Maserati tucked well up the

tail of the big four-cylinder car. Bonnier, with the 3.5-litre ex-works Alfa-Romeo, was in close attendance in third place, and these three left the rest of the field far behind. As the other five cars were four home-built Ford V8 Specials and an old Talbot-Lago, this was not surprising. The Ferrari and the Maserati ran nose to tail throughout, the Alfa-Romeo dropping back after a while due to a lack of brakes. Try as he might the Swiss driver could not find room to get past the big Ferrari, and the Swedish driver certainly did not intend to move aside, even though the Maserati was being driven faster round many of the corners, though losing ground on low-speed acceleration. Three times Musy closed right up and even struck the tail of the Ferrari with the nose of his Maserati, but still the Ferrari clung to its precarious lead. This went on for 28 laps and on the last but one Musy tried in desperation to round the outside of the Ferrari in an all-or-nothing attempt. It resulted in nothing, for the Maserati spun through 360 degrees, leaving the Ferrari the victor, the Swiss driver restarting and finishing second. The Talbot had not lasted long and the Ford Specials wuffed round, getting woollier and woollier, and only two of them were still running at the end.

After a pleasant afternoon's sport everyone returned to the town to wash off the effects of hot sun and a dusty paddock, and prizes were given away at a very friendly supper party.—D. S. J.

**Results :**

**KARLSKOGA RACE MEETING—SWEDEN—Very Hot**

**Formula III—15 Laps—30 kms.**

1st :	R. K. Tyrell (Cooper)	...	...	...	19 min. 32.0 sec.
2nd :	C. Davis (Cooper)	...	...	...	19 min. 33.3 sec.
3rd :	W. Tervooren (Cooper)	...	...	...	19 min. 56.7 sec.

**Standard Saloons up to 1,600 c.c.—10 Laps—20 kms.**

1st :	P. Ringborg (D.K.W.)	...	...	...	15 min. 55.2 sec.
2nd :	P. Nystrom (Borgward Isabella)	...	...	...	15 min. 58.0 sec.
3rd :	P. Soderstrom (Peugeot 203)	...	...	...	15 min. 59.5 sec.

**Series Sports Cars—20 Laps—40 kms.**

1st :	G. Kaiser (Porsche Spyder)	...	...	...	27 min. 29.4 sec.
2nd :	J. Kvarnstrom (Ferrari 250MM)	...	...	...	27 min. 30.9 sec.
3rd :	A. Loens (Maserati A6G)	...	...	...	27 min. 40.9 sec.

**Gran Turismo 2,000 c.c.—15 Laps—30 kms.**

1st :	J. Bonnier (Alfa-Romeo Sprint)	...	...	...	21 min. 45.6 sec.
2nd :	K. Hammariund (Porsche Super)	...	...	...	21 min. 50.6 sec.
3rd :	H. Kronegard (Porsche Super)	...	...	...	21 min. 52.7 sec.

**Racing/Sports Cars—30 Laps—60 kms.**

1st :	G. Carlsson (Ferrari Monza)	...	...	...	39 min. 37.4 sec.
2nd :	B. Musy (Maserati 300S)	...	...	...	39 min. 57.2 sec.
3rd :	J. Bonnier (Alfa-Romeo 3.5-litre)	...	...	...	40 min. 32.8 sec.

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**CONTINENTAL NOTES—continued from page 518.**

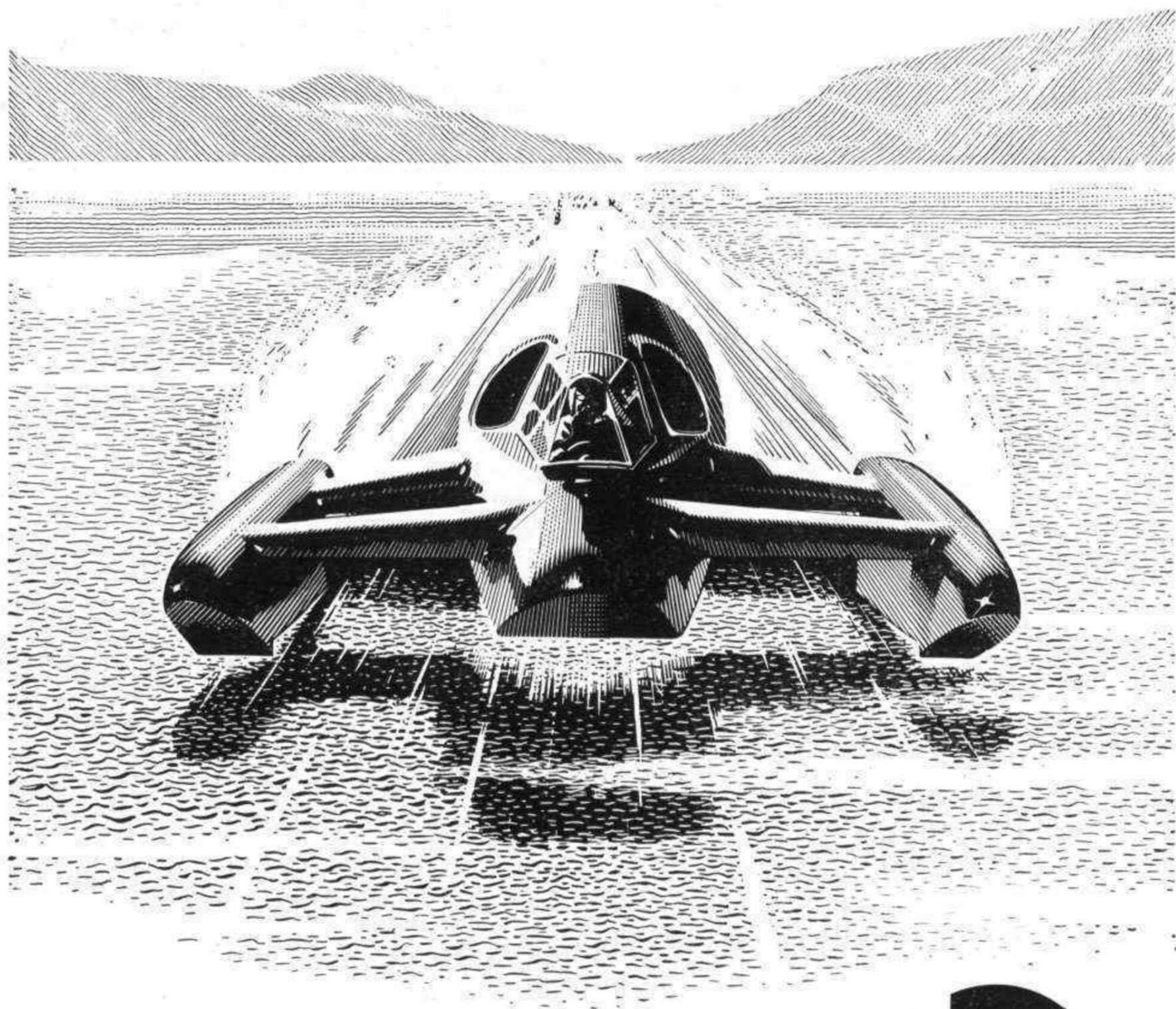
tunnel without lifting his foot off the accelerator, while Moss admitted freely that try as he might he always eased the throttle a fraction as he entered the tunnel. Another place on the same circuit was the hairpin at the Gasworks, where I timed a whole collection of drivers in practice from a mark on the approach to another on the exit of the hairpin. The time was just over 7 seconds and every lap Fangio was one or two-fifths faster than Moss. The main reason for doing this timing was a private arrangement with Moss to find out whether he could take the hairpin quicker in second gear or third gear, he signalling to me each time he left the corner as to which gear he was using. No matter what Moss did Fangio was always a measurable amount faster through the corner. Taking the opposite extreme I did a similar thing in practice for the Belgian Grand Prix at Spa. On this occasion I timed everyone round the long high-speed curve at Stavelot, a distance occupying some 15 seconds at a speed of around 100 m.p.h. Again, even when both drivers were using the training car, Fangio was a consistent half-second faster than Moss and the others. These few vital fifths of seconds, or even tenths, all add up in a race and, added to Fangio's superior track-craft through having more experience of open Grand Prix battles, I would rate him Number 1. As I said earlier, for how much longer is another matter.—D. S. J.

**SUNBEAM REGISTER**

The Sunbeam S.T.D. Register's Annual Rally and Driving Tests at the Royal Military Academy, Sandhurst, will take place on October 9th. Entry forms from the Hon. Registrar, Carmel, Wood Lane, Fleet, Hants.



# CAMPBELL CHOSE CASTROL



On Ullswater (23-7-55) Mr. Donald Campbell, piloting his boat Bluebird, established a new World's Water Speed Record of 202 m.p.h. The Metropolitan Vickers "Beryl" jet engine was lubricated with Castrol.

*(Subject to Official Confirmation)*



THE MASTERPIECE IN OILS



# THE B.A.R.C. CRYSTAL PALACE MEETING

## Hawthorn Wins International Trophy Race in Moss' Maserati

THE Crystal Palace was again the scene of motor-racing on July 30th, when the B.A.R.C. staged its so-called International Meeting at the rather bumpy London circuit. Hawthorn won the big event of the day, the International Trophy race, run in two heats and a final of 21 miles. He drove the Stirling Moss Maserati, as Stirling arrived from Germany too late to practise and so was not allowed to compete, holding off Harry Schell in the Vanwall and setting a new lap record of 78.93 m.p.h., which bettered Parnell's former figure with the Ferrari by 3.11 m.p.h.!

\* \* \*

### INTERNATIONAL TROPHY RACE—Heat 1—10 Laps—F. I

Hawthorn led all the way in Moss' Maserati, the car still wearing its Aintree grey. Salvadori, his Maserati manxed of tail as a result of a practice episode, and Gould in the other F. I Maserati held second and third places, well strung out, and Fairman, after closing up on Gould in Rob Walker's new F. I Connaught, fell back, but kept ahead of C. A. S. Brooks in Riseley-Pritchard's F. II Connaught, winner of the 2-litre race. A radius-arm was suspect on the new Connaught, which probably caused Fairman to slow. An interesting car was Chase's 2-litre Cooper-Bristol, rear-engined, with the 1,971-c.c. Bristol engine, and with a large rev.-counter on the left-hand side of the cockpit. It was driven by Keen but was slow, being passed by Hall's Cooper-Bristol. The Equipe Devone Cooper-Bristol retired at half-distance.

1st : M. Hawthorn (Maserati) ... .. 75.75 m.p.h.  
 2nd : R. Salvadori (Maserati).  
 3rd : H. Gould (Maserati).  
 Fastest lap : Hawthorn and Salvadori, 77.94 m.p.h.

### INTERNATIONAL TROPHY RACE—Heat 2—10 Laps—F. I

Schell had been easily fastest in practice in the Vanwall Special and no doubt Tony Vandervell turned up expecting to see his car win. Nor was he disappointed in the heat, for after initial excitement because Paul Emery led lap one in the Alta-engined G.P. Emeryson, which had refused to start in time for Heat 1, Schell went by going into Ramp Bend, shaking his fist in Emery's face. He then took the Vanwall Special out of sight of the rest of the field. J. A. Young in an F. II Connaught pressed Emery very hard, closing on braking to within half a length, so no doubt Emery was relieved when he retired on lap six, belching smoke. Brabham, in a wonderful flat-topped crash-hat and the 2,200-c.c. rear-engined G.P. Cooper which made its debut at Aintree, then took on M. F. Young in an F. I Connaught, to pass on the last lap.

Gerard's Cooper-Bristol had been left on the grid and Boulton bent his Connaught on the second lap, Kyffin's Cooper-Bristol rather tamely winning the 2-litre section.

1st : H. Schell (Vanwall Special) ... .. 75.33 m.p.h.  
 2nd : P. Emery (Emeryson).  
 3rd : J. Brabham (Cooper).  
 Fastest lap : Schell, 76.75 m.p.h.

### SENIOR 500-C.C. RACE—10 Laps

This produced one of the finest duels ever seen, fought out between Jim Russell and Ivor Bueb in their Cooper-Nortons. They came to grips on lap four, after Russell had passed Taylor and Allison. A nose-to-nose battle developed, both cars absolutely level on the short straights. To add to the spectacle Allison closed right up two laps from the finish. As they swept down New Link to the finish the leading pair were level, then Russell poked ahead by the width of a tyre, the official verdict being .05 sec.!

The Revis shed a wheel and spun off at Ramp Bend on lap five and Wicken retired after a fierce duel with Parker's Kieft.

1st : J. Russell (Cooper-Norton) ... .. 72.92 m.p.h.  
 2nd : I. Bueb (Cooper-Norton).  
 3rd : C. Allison (Cooper-Norton).  
 Fastest lap : D. Parker (Kieft) and C. Allison (Cooper), 74.69 m.p.h. (beating D. Taylor's (Staride) record by 1.75 m.p.h.).

### JUNIOR 500-C.C. RACE

In a close-packed start Jones (Kieft-Norton) rode up the wheel of another car, but continued unperturbed. Raby, in white crash-hat, chequered shirt and a Cooper-Norton, led all the way from Brown's Martin Special, with Bridger's Kieft third.



HAWTHORN/MOSS AXIS HAS HAPPY ENDING.—Hawthorn after winning the Crystal Palace International Trophy in Moss' Maserati. Immediately on Mike's left Alf Francis, Moss' mechanic, wears the victory-smile.

Manning contacted the trees at New Link on lap two in his Erskine-J.A.P. and later Williams spun off in his Emeryson-Norton

1st : I. E. Raby (Cooper-Norton) ... .. 70.51 m.p.h.  
 2nd : J. Brown (Martin Special-Norton).  
 3rd : T. Bridger (Kieft-Norton).  
 Fastest lap : Raby, 72.31 m.p.h.

### SPORTS-CAR RACE—Up to 2 Litres Non-s/c.—10 Laps

Colin Chapman in his famous aerodynamic Lotus-M.G. showed the Cooper-Climax chaps where they got off, gaining a convincing lead in the early stages and winning at 71.79 m.p.h., smoke showing from the M.G. engine on the over-run. Behind, Bueb led Sopwith, in the Cooper-Climax cars, until Sopwith took a chance and passed Bueb on the inside going into Ramp Corner. That bit of dicey driving took place on lap six, whereupon Bueb sat on Tommy's tail and on the ninth lap he in his turn thrust through on the inside at the same place, causing Sopwith to swerve slightly.

Behind, Michael Anthony couldn't catch these 1,100-c.c. Coopers in his noisy Lotus-Bristol but held off Russell's Cooper-Climax, which had caught and passed Tony Crook's Cooper-Bristol, after which Salvadori in the Cooper-Maserati took on, and caught, Crook. Next up was Jopp (Lotus), who overtook Brandon's Halseylec outside on Ramp Bend.

1st : C. Chapman (Lotus) ... .. 71.79 m.p.h.  
 2nd : I. Bueb (Cooper-Climax).  
 3rd : T. Sopwith (Cooper-Climax).  
 Fastest lap : Bueb, 73.59 m.p.h. (beating T. Crook's (Cooper-Bristol) record by 2.71 m.p.h.).

### SPORTS-CAR RACE—Unlimited Non-s/c.—10 Laps

Salvadori in a works Le Mans DB3S Aston Martin had the speed of everyone, but Archie Scott-Brown almost kept him in sight in the familiar Lister-Bristol. Michael Anthony held third place in the Lotus-Bristol until his engine failed going into Ramp Bend on lap four, so that he waved on Scott-Russell's sister aerodynamic car, which had been pressing hard.

The race otherwise lacked interest. Prasom in Bira's Tojeiro-Jaguar lasted only two laps, Flint's remarkable E-type E.R.A. sports car with Jaguar engine four, while the runners were further depleted when Halford's H.W.M.-Jaguar fell out after seven laps.

Towards the end Crook challenged Blond's XK120C Jaguar for fourth place but to no avail.

1st : R. Salvadori (Aston Martin) ... .. 73.16 m.p.h.  
 2nd : W. A. Scott-Brown (Lister-Bristol).  
 3rd : D. Scott-Russell (Lister-Bristol).  
 Fastest lap : Salvadori, 74.69 m.p.h. (beating T. Crook's (Cooper-Bristol) record by 3.61 m.p.h.).

### INTERNATIONAL TROPHY RACE—Final—15 Laps—F. I

The start was the best part of the race, for when Moss dropped the Union Jack he saw Hawthorn in his formerly unlucky Maserati forge away from Gould and Schell, Salvadori being pushed onto the





**FASTEST IN PRACTICE.**—Harry Schell went better in practice in the Vanwall Special than on the day, because the Maseratis had not then been packed up to clear bumps on the rough surface of the Crystal Palace circuit.

grass by Gould as they took Ramp Bend in a bunch. That order held for lap one, as Hawthorn came snaking down the New Link, but Salvadori had his revenge, passing Gould on the inside into Ramp!

Kyffin's Cooper-Bristol was left on the grid, or rather had to be pushed off.

The order Hawthorn, Schell, Salvadori, Gould, lasted until lap ten, when Gould retired waving a sorry fist. For a while the Emeryson kept ahead of Brooks' Connaught but after Brooks had all but rammed the Emeryson's tail on lap five at Ramp he got by on the outside at this bend the next time round, to steam away. Similarly, M. F. Young got well clear once his 2½-litre Connaught passed Hall's Cooper-Bristol.

The Vanwall Special never looked like catching Hawthorn, being always 1-1½ seconds behind on the straights. Indeed, the race was

\*\*\*\*\*  
**A VOLKSWAGEN OCCASION—continued from page 523**

making our preliminary plans for 1956 to ensure that she will get them." But he hopes to stabilise exports at 50 per cent. of production, "a proportion that should be fair to all concerned."

\* \* \*

I consider that the air-cooled, all-independently-sprung, rear-engined VW is the finest all-round small family car, everything considered, so I was pleased to learn that when the factory re-opened on August 7th to build cars from 1,000,001 onwards, there would be minor improvements in respect of just those features which have in the past been open to criticism. These take the form of a slightly thinner seat back giving more leg-room in the back compartment, a change of interior trim giving about the same increase in width, different door locks to prevent rattling, and a changed shape of petrol tank so that, while it still holds that useful nine gallons with reserve supply, it gives 20 per cent. greater luggage space under the bonnet. In addition, dual, plated exhaust pipes are now standard, the rear and brake lamps have been improved, brighter finish and upholstery colours are available, and the driver's seat squab angle is adjustable on the Export model to three different positions.

The saloon (called a limousine in Germany) and Karmann convertible remain the normal models, but the much-discussed Karmann-Ghia coupé was on show on the Saturday. This has very attractive lines and does 75 m.p.h. with the standard engine, a speed which will no doubt be increased by the fitting of two-carburettor conversions, etc. I understand that this coupé will sell in this country for under £1,200 and will be on show on the VW stand at Earls Court next month, where, as a sort of "poor man's Porsche," it should create profound interest.

\* \* \*

So ended this remarkable *Eine-Million* Festival, the preparations for which had occupied Novotny and his staff for eight months. It remained only to say goodbye to our guide, Hermann Flath, normally a Middle-East VW fieldman, and let K.L.M. fly us home, via Amsterdam for a night's sleep. At London Airport I bade farewell to Mr. J. Graydon, Manager of VW Motors Ltd. in London, who had worked so hard to ensure the success of our visit, and drove home in the Editorial VW, which, in 8,000 hard-driven miles, has cost 3s. 8d. for repairs—for a new stop-light bulb.

I have no reason to be frantically pro-German but I should be sub-human if this journey to Wolfsburg had left me unimpressed.

W. B.

a fast procession, Hawthorn finishing 1.4 seconds ahead of the British car, with a new lap record of 78.93 m.p.h. to his credit. He was loudly applauded when making his lap of honour seated on a Sunbeam Alpine.

- 1st : M. Hawthorn (Maserati) ... 16 min. 10 sec. ... 77.38 m.p.h.
- 2nd : H. Schell (Vanwall Special) 16 min. 11.4 sec.
- 3rd : R. Salvadori (Maserati) ... 16 min. 42.8 sec.

*Fastest lap and lap record : Hawthorn, 78.93 m.p.h.*

**THE CLUB TROPHY RACE—10 Laps—F. I**

Intended for the cars from Heats 1 and 2 of the International Trophy Race which were not accommodated in the Final, of a possible 12 runners only four came to the start. Gerard had got his Cooper-Bristol going and beat Keen's rear-engined car of this make, Webb's Turner, emitting a smell of "boot-polish" fuel, beating Tony Crook's Cooper-Bristol to third place.

- 1st : F. R. Gerard (Cooper-Bristol) ... 74.33 m.p.h.
- 2nd : M. J. C. Keen (Cooper-Bristol).
- 3rd : J. H. Webb (Turner).

*Fastest lap : Gerard, 76.98 m.p.h.*

\* \* \*

The commentary really did reach an all-time low, unless you regarded McDonald Hobley's muddled vapourings as a comic turn. If commentators are too lazy to lay-on some "gen" about the competing cars before the meeting commences there is surely no need to draw attention to this by hazarding wild guesses about the cars—on July 30th the E.R.A.-Jaguar was the subject of discussion for minutes on end, Hobley admitting to no knowledge of it and Tilling saying that by its straight side-members he felt sure it had next to no E.R.A. about it, but he would look at it more closely as it cornered, after which nothing more was said on the subject! In fact, this is an E-type E.R.A. with Jaguar engine, as a glance at it in the Paddock made obvious. Curtain!

\*\*\*\*\*  
**SERVICE!**

Sir,

I have just returned from a trip to Barcelona in my 1946 Volkswagen, together with three passengers and luggage.

On our return journey, near Narbonne in the South of France, a rear torsion-bar snapped but fortunately left the car driveable. Ten miles after this occurred I found it impossible to select any gear whatever and inspection found the linkage below the gear-lever to be so worn as to be inoperable. So the gear-lever was removed and the selector pushed into third gear, where it remained for the next 40 miles while we drove to the Volkswagen agent at Montpellier, arriving at 7 p.m. There we were told that a new torsion-bar could be put in but that only a temporary repair could be made to the gear-lever, and that it would be ready for us at 12 o'clock the next day. The garage proprietor then drove us to an excellent and cheap hotel in his own Volkswagen at a phenomenal rate of knots.

At 10 o'clock the next day I went to the garage to put our cases in the car and found it all ready for us. The bill was 9,500 francs, of which 6,500 was for the new torsion-bar. Needless to say the "temporary" repair looks like being permanent.

I would finally say that I have had the Volkswagen for three years—it was very much secondhand when I bought it—I have done 20,000 miles without touching the engine and yet she averaged 35 m.p.g. over 2,000 miles of hard Continental driving and used four pints of oil in that time.

Maybe there is a moral here somewhere.

I am, Yours, etc.,

East Twickenham.

GUY HARRIS.

\* \* \*

**TR2 versus AUSTIN-HEALEY**

Sir,

A few days ago, spurred on by recent correspondence, I was about to write in favour of the Austin-Healey 100, as I own one, and say how much better it was standing up to a greater mileage. During the interval of writing and posting I was unfortunate enough to strip third gear. I now find that it will be three months (approx.) before I can have my car again, as neither the Austin nor Healey works can supply a gearbox or even spare parts.

I am bitterly reminded of the "50 years of progress" campaign recently passed. Progress—bah!

My advice—stick to your TR2s.

I am, Yours, etc.,

Hereford.

P. P. ROBERTS.



# BOOK REVIEWS

**"The Complete Mercedes Story,"** by W. Robert Nitske. 167 pp., 5½ in. by 8½ in. (*The Macmillan Company, 10, South Audley Street, London, W.1.* 35s.)

Here in one volume is a sorting-out of Mercedes-Benz history by a writer who was born in Berlin but went to the United States in 1929 and became an American citizen in 1936.

He covers the prototype, production and racing models of the great Stuttgart factory from 1834 to 1954, but whether or not the book lives up to its title all depends on what you imply by "complete."

The text is presented in a slick style not uncommon in American productions but leaves a good deal unsaid, the descriptions of the latest models being somewhat sketchy and jumbled, while inevitably this book repeats much we have read previously in St. J. Nixon's history of Daimler, George Monkhouse's "Motor Racing with Mercedes-Benz" and other works.

Nevertheless, here in one volume is a compact history of the great German firm, and the illustrations, although mostly from the company's publicity archives, are many and well reproduced, these photographs being backed by 52 small line drawings of different Mercedes models on the inside front and back covers.

Chapters are devoted to the 1½-litre, 3-litre and larger Mercedes-Benz Grand Prix cars (the 1½-litre referred to as a "silver bomb"), to Mercedes drivers, the firm's Land Speed Record achievements, allied automotive products of the company, the Blitzen Benz, the 1939-1954 production models, etc.

It is all very comprehensive but I preferred the pictures to the text, which is something of a record for false statements and ambiguities.—W. B.

**"Winterstoke—The Story of a Town,"** by L. T. C. Rolt. 248 pp., 5½ in. by 8½ in. (*Constable and Co., Ltd., 10-12, Orange Street, London, W.C.2.* 16s.)

There is not a great deal about motor cars in this book, yet it should appeal to a large proportion of MOTOR SPORT readers, describing as it does, in fascinating style, how England changed with industrial development and new machines—steam, electric, petrol, diesel and jet—affected the scenery, living conditions and the inhabitants of Tom Rolt's imaginary but authentic town of Winterstoke, in the Midlands.

On the inside front cover of this book we have a map of Winterstoke as it was circa 1790; on the inside back cover we see Winterstoke in 1953, with its housing estates, government offices, R.A.F. station, cinemas, road-house, approved school, its many specialised factories, the Electronic Development Corp., radar station, the Summersend Atomic Research Establishment . . . Rolt's story tells how all this came about down the long years, aided and abetted by the machines he so graphically and skillfully portrays in words. We see the first "horseless carriage" running in Winterstoke's streets, leading to the later mass-production of cheap (and Rolt implies nasty) Foster Flying Fours built in a factory that was once a garage, as Morris, Clyno and other cars were developed in real life.

Rolt has written earlier books, on canals, railways and motor cars, but in "Winterstoke" he writes at his best. I recommend this book, not only to readers of like tastes to my own, but to history masters who find difficulty in getting pupils to apply themselves to standard text-books of English history. Rolt, who ran a 1903 Humberette in Brighton Runs, steered his narrow-boat along the inland waterways, drove about our country lanes in his 12/50 Alvis, has written a book, simple and sincere, yet disturbing in its portrayal of the past and its implications for the future. If you want a title for your book-list that will educate as it entertains, "Winterstoke" is just such a book, with the added merit that it is unusual and effective in its approach to a fascinating subject.—W. B.

**"Tuning for Speed and Economy,"** by Philip H. Smith, A.M.I.Mech.E. 160 pp., 5½ in. by 8½ in. (*G. T. Foulis and Co., Ltd., 7, Milford Lane, Strand, London, W.C.2.* 15s.)

Mr. Smith is well known for his clearly-written and useful works on the design and tuning of sports-car engines. In this book he assists the car owner to get the best from his vehicle, detailing vital tuning operations and adjustments under headings such as valves and valve gear, spark plugs, ignition equipment, induction system and carburetter, fuel supply apparatus, lubrication system, cooling system, etc. Lots of valuable diagrams are included, notably of

S.U. carburetters and fuel pumps, etc. General electrical equipment is not included.

This book should repay study by those enthusiasts who avidly seek to increase the speed and performance of their cars, because before commencing specialised tuning they are advised to get every component working in an efficient manner.—W. B.

Two motor-racing directories or year books have been published recently: the "Motor Racing Directory, 1955-1956," which is a soft-cover 220-page publication costing 7s. 6d., and the "Autosport Directory, 1955," which is a true book, of 356 art-paper pages, priced at 30s., edited by Nevil Lloyd. Both carry advertising matter.

Both books cover the R.A.C.-approved motor clubs in some detail, provide details and diagrams of racing circuits, and reprint the 1955 fixture lists. The "Motor Racing Directory" scores by having many excellent photographs of well-known drivers and racing personalities, and an interesting personalities' Who's Who; also a directory of manufacturers and suppliers. The "Autosport Directory" offers more comprehensive data on the various circuits and reprints rules relating to sports and touring-car competitions, extracts from the International Sporting Code, and contains brief specifications of current G.P. and high-performance cars, the addresses of British and foreign car manufacturers, details of special awards, including the MOTOR SPORT Brooklands Memorial Trophy, data on motor books and magazines, conversion tables, etc. It lacks pictures of drivers and their cars, however. Useful routes to British and Continental circuits are given.

It is true to say that a directory of this kind is as useful as the wanted-information it provides, and there are omissions from each of these directories, while the "Autosport Directory" suffers from casual proof-reading. For instance, in respect of circuits, the "Autosport Directory" far outnumbers the other, including many British circuits no longer in use, and being far more comprehensive so far as Continental circuits are concerned, yet for information on the course at Marseilles it is to the "Motor Racing Directory" that one must turn! Both these annuals lose somewhat by being published in the summer, when racing is well under way.

\* \* \*

Ian Allen Ltd., Craven House, Hampton Court, Surrey, have brought out two more of their 2s. "A.B.C." books, "Motor Racing" and "American Cars," both by John Dudley. The former is comprehensive for the money, with sports/racing cars included, but suffers from the rate at which motor-racing "dates"; the other booklet is a useful quick-reference to "all-looking-alike" U.S. automobiles.

\* \* \*

Mobilgas have introduced No. 10 of their 6d. maps, this being of the London area with a through-way plan for Central London, index to places of interest, theatres, cinemas, etc. Good value—obtainable at the "Sign of the Flying Red Horse."

J. & L. Randall Ltd. have introduced a Merit Outfit plastic assembly kit which makes up into a 1910 model-T Ford two-seater complete with driver. Their address is Potters Bar, Middlesex.

## MOTORING SONGS

Sir,

The letter from Mr. G. A. Shaw entitled "Can You Remember Motoring Songs?" stirred my memory once again.

Perhaps readers will remember some of the many songs written about the "T" Ford:—

"Let's Take a Ride in the Jittery Bus," "The Little Ford Rambled Right Along," "Gasolene Gus and his Jittery Bus," "I didn't Raise my Ford to be a Jittery," and so on. However, Ford was not the only make of car to feature in song titles. "In my Mercer Racing Car," by J. S. Meck and A. Christensen, came on the scene about 1914 and later on "Take me on a Buick honeymoon," by Ben Black and Art Hickman, swept America.

Mr. Shaw mentions that the earliest of any note first came to the public in 1905, but a great many more of equal merit were in fact published before, for instance: "Love in an Automobile," by A. R. Dixon, first appeared in 1899; "My Automobile Girl," by R. J. Morris, in 1900; and "My Auto Lady," by G. S. Atkins, in 1901.

Considering the fact that at least 100 songs have been written pertaining to motor cars, I foresee a large following to this new subject, and I look forward to reading other readers' contributions.

I am, Yours, etc.,

Hassocks.

M. J. WILLIAMS.





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## THE LISBON GRAND PRIX

LISBON, July 24th

FOR a number of years the sport of motor racing has been increasing in popularity in Portugal and the International events held at Porto and Lisbon have been gaining status. Unfortunately they have invariably clashed with some major Grand Prix race or a Formula I race of relative importance, and the Portuguese events, being for sports cars, have in the past not been visited personally. This year, however, with France, Germany and Italy, the spiritual homes of motor racing, going berserk since the Le Mans tragedy, with cancellations of races on all hands, the opportunity was taken to visit the little country in the far corner of Western Europe, where motor racing continues unabated.

Cut off from the general centre of motor racing by the vast barren spaces of Spain, Portugal was a virtual closed book to me and the general direction only known by a line on a map. The British Grand Prix having been visited, a hurried departure was made by Silver City Airways, the only way left out of England with a car, at this, the height of holidaying, and the Porsche was headed South West across France at high speed. From previous knowledge of Spanish roads, time was going to be a factor once the Pyrenees had been crossed, while motoring in Portugal was a question mark. Enquiries from some of the mechanics who had driven vans and trailers to Lisbon in previous years solicited the information that Portuguese roads were quite good, and that a recent trip to Porto had seen big improvements in road-building across the North of Spain. Leaving England on Tuesday afternoon a stop was made at Tours for the night and on Wednesday morning an 8 a.m. start was made with the resolve to put over 600 miles into the day. When attempting to get-about-the-place on the Continent such a figure is the one to be put into a day's motoring, while 500 miles should be a minimum unless one wishes to spend all the week either coming or going to race meetings. The Porsche 1,500 coupé is among the ideal cars for such a purpose, overall averages of over 50 m.p.h. coming quite easily, while 10 hours at the exceedingly light and responsive controls cause no fatigue whatsoever; added to this the suspension is such that rough roads and even cobbles can be taken at 60 m.p.h. or more and the road-holding is such that corners are to be enjoyed, not feared.

After a stop in Bordeaux where a Spanish entry visa was obtained from the Consulate in less than 10 minutes, an interesting comparison with the 2 days required by the Consulate in London, the nose was pointed down the long straight road to Biarritz. I had asked a friend about this road and he had suggested that I would average my cruising speed, so straight was it. In fact the average proved just 10 m.p.h. under the cruising speed, but 37 miles in half an hour was effortless. Crossing into Spain and passing through San Sebastian it soon became obvious that the Spaniards had at last realised that motoring had come to stay and had done something about their roads. Once over the tail end of the Pyrenees, out onto the desert wastes stretching westward, an 80 m.p.h. cruising speed was natural, though the suspension and shock-absorbers were made to work hard as the surface of the roads was somewhat ripply. However, the disconcerting habit of letting the road follow a river bed every now and then seemed to have died in this part of Spain and sudden dips in the road were non-existent, though always the surface was causing the suspension to rumble at high speeds.

Towards the end of the afternoon, signs of the great trek westwards for the motor race became evident, and first a large open lorry and trailer on Modena number plates was overtaken. This was loaded with three Monza Ferraris, the top one on the lorry being the blue and white one of the American driver Masten Gregory and a wave to the Italian mechanics trundling this racing material along at 35 m.p.h. received an answering fanfare on the horn. Later another Monza Ferrari tail was seen in the distance and this time it proved to be the French driver Jean Lucas, his trailer on tow behind a rather weary American car. When one reads of a race in some remote part of Europe, with a list of familiar names in the entry, there is a tendency to forget the efforts required to get all the racing cars to the spot chosen for a race. The whole set-up is rather like a gigantic International circus, the collective miles covered between performances being enormous. After passing a Vanguard station wagon loaded with equipment and Tony Gaze and some of his fellow Australians, on a winding section where big road rebuilding was in progress, nearly 60 miles into the hour brought me to Burgos. The sight of a green DB3S Aston Martin on a trailer behind a tatty Ford V8 van called for a brief stop. It was another member of the Australian team,

Tom Sulman and his mechanic, and they had been driving almost continuously since leaving Aintree the previous Saturday. A final stop was made at Salamanca, in the centre of which is a most beautiful square, obviously the scene of enormous fiestas and but for a quick passage from one corner to the other, forbidden to wheeled vehicles.

There now remained a mere 300 miles to cover, so that a leisurely start was made on Thursday and as the road from Salamanca to the Portuguese frontier was almost dead straight across desert wastes, with no traffic whatsoever, a personal record for the number of miles put into an hour was achieved. The first sight on crossing the frontier was an English pillar box and an English telephone box and the absurdity of the sequence with which the various frontier formalities had to be carried out could only be rivalled by the English Civil Service. Motoring once again, the roads proved fast and smooth, though full of corners and very Italian in character in the mountainous parts. Another red car on a trailer drawn by an American saloon was overtaken, this one being a 750 c.c. Stanguellini, also on its way to Lisbon, while later a Fiat Special was seen heading south, a competitor in the National race on the programme.

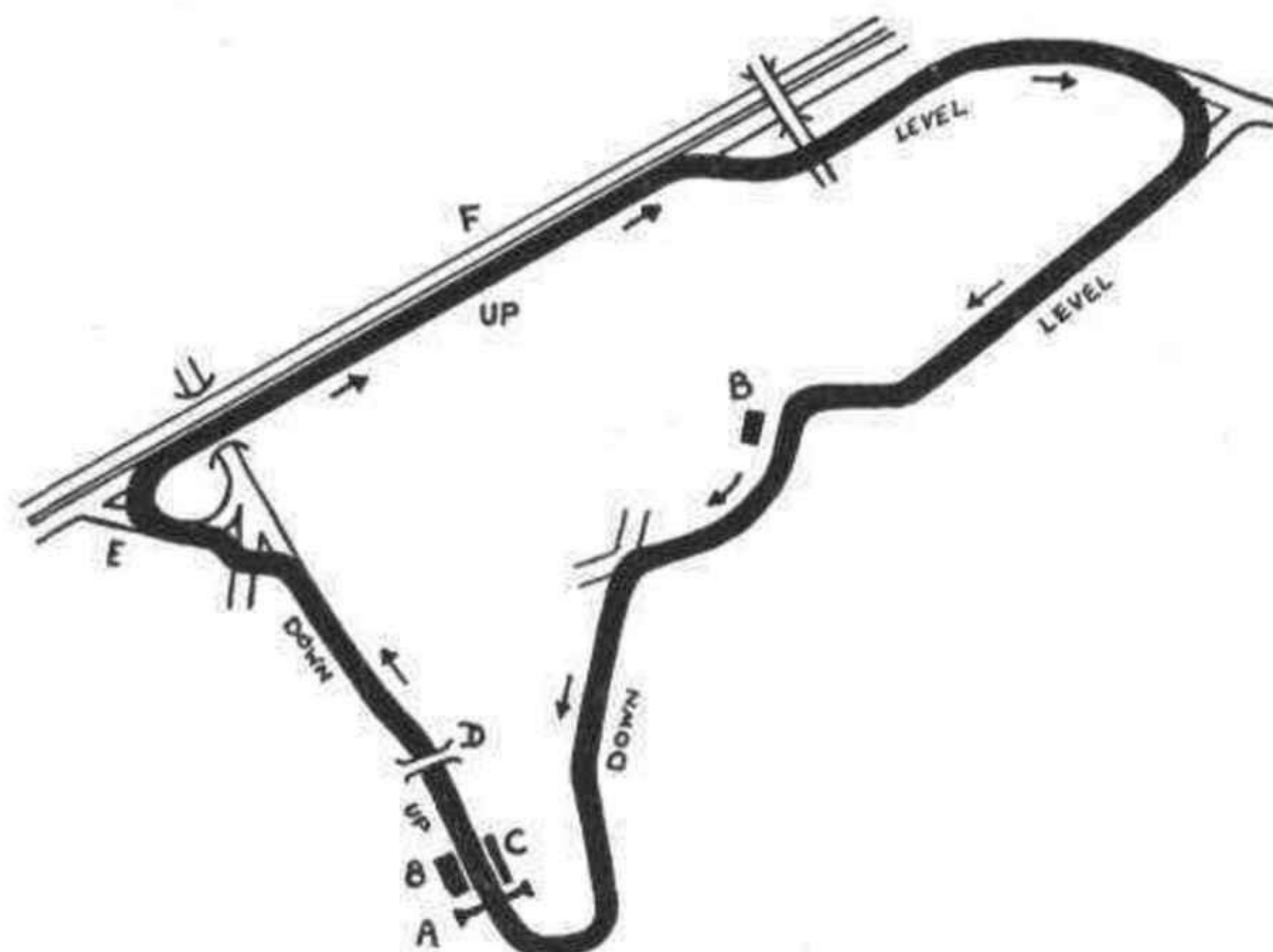
Lisbon itself was entered on wonderful wide carriageways and the city gave an immediate impression of modernity and spaciousness, together with some excellent taste in architecture and town-planning. After motoring for so many hours in almost complete solitude as regards traffic, the bustle of this great city was most awe-inspiring and the speed and suicidal tendency of the general run of taxis and cars made Italy seem like an old ladies' tea-party. Apart from the incessant squeal of tyres on corners and locked wheels at traffic lights, another sound was impressive, it being the knock of diesel engines emanating from such cars as Ford Consuls, Vauxhall Velox, Morris Oxford and Austin A40. Investigation showed that they were all used as taxis and were fitted with Mercedes-Benz or Borgward diesel engines in the interests of economy, the original petrol engine being salted away to be replaced when the vehicle was sold. The impression of an outpost of an English Empire was hardened by the sight of Leyland lorries and A.E.C. double-decker buses, with the driver on the left and the staircase on the right, and when, after checking in at a hotel the door opened and Stirling Moss walked in, having left by plane that same morning, I began to wonder just why I had driven 1,500 miles in 48 hours, to get away from England!

Friday saw the serious business of motor racing get under way, though in a very civilized manner not until well after lunch. This left the morning to visit the Automobile Club of Portugal, who were organising the meeting, inspect an excellent table-size scale model of the circuit, complete in every detail and be driven round the circuit a few times in my own Porsche by Moss, he being due to drive a 550 model in the 1,500 c.c. race. The whole meeting had an air of pleasant amateur enthusiasm about it, as distinct from the hard commercialism of Grand Prix racing today, now that factories dominate racing and the public attend in such large numbers. The enthusiasm of the Portuguese was very evident, and on this Friday afternoon the Grand-



DESERT OASIS.—In the wastes between the Portuguese frontier and Madrid the Porsche refuels with the Spanish apology for petrol. Choice is non-existent and pumps such as these have to be used even with a tank range of 300 miles, good petrol only being found in big towns.





CIRCUIT OF MONSANTO—LISBON

Length : 5.440 kms.

- |                      |                      |
|----------------------|----------------------|
| A. Start and finish. | D. Footbridge.       |
| B. Grandstands.      | E. Flyover junction. |
| C. Pits.             | F. Autostrada.       |

stands were packed to watch the initial practice periods. Three races were due to take place, a National event and two International races, the first for cars up to 1,500 c.c. and the second for cars from 1,500 c.c. to 3,500 c.c., all cars naturally having to comply to the International regulations pertaining to sports cars. The National entry was comprised of three local Mercedes-Benz 300SL cars, two 1,900 Alfa-Romeo saloons, and a group of Porsche Supers. In the 1,500 c.c. category were six Porsche 550 Spyders, two owned by Portuguese drivers, two by German drivers, one by a Dutchman and the sixth a factory car loaned to Moss, by way of providing him with a slight holiday. The aforementioned French-owned Stanguellini and a long list of Portuguese entries made a total of 23 runners which were dominated by the Porsches. Among the Portuguese entries were many home-brewed specials, some being quite fast, others quite slow, but all showing a high standard of workmanship and ingenuity. Moss was driving the car used at Le Mans by Glockler and Juhan, differing outwardly from the private-owner by a lesser degree of touring finish and having Weber carburettors in place of the standard Solex. Never having even sat in a Porsche Spyder before, Moss soon mastered the technique of handling and found the lightness and responsiveness of the car very agreeable. His best time of the two training periods was 2 min. 27.27 sec., some twelve seconds better than the rest of the field with but one exception. The exception was a Portuguese driver J. Filipe Nogueira, who was driving his own Porsche Spyder and, having specialised on Porsches in rallies and small races, made the excellent time of 2 min. 30.6 sec., only just over 3 seconds slower than the Mercedes-Benz team driver. As this race was in the nature of a "boy's event" before the Lisbon Grand Prix it was a bit naughty of Moss to join in the fun, but no one being willing to lend him a suitable 3-litre sports car for the "man's race" he did the next best thing, rather than have a "holiday" in Lisbon while the sun was at its height.

In the comparative cool of the evening the first training for the big cars took place and there was an excellent turn-out of private owners. The Australians Gaze, Cosh and Sulman were on Aston Martin DB3S as was Graham Whitehead, Peter of the same name was with his Cooper-Jaguar, Hamilton his D-type and against the green cars were a row of Monza 3-litre Ferraris. This year's models were driven by the Swiss drivers Daetwyler and Jonneret, while a third Swiss-owned car, though an early model, was driven by the Spaniard Godia. Then there was Lucas with his 1954 model fitted with Messier disc brakes, the Portuguese drivers Nogueira Pinto and Mascarenhas with new models, a Brazilian/American, Mackay-Fraser, with an early model fitted with a later engine, and in addition three 12-cylinder 3-litre Ferraris, two in the hands of Portuguese drivers and the third belong-

ing to a Dutchman. Added to this list was the 1955 model of Gregory, but he did not arrive in time for the first practice. To complete the entry, and subsequently to provide a great deal of interest, were two brand new 3-litre 6-cylinder Maseratis, the first to be sold to private owners, and the fortunate drivers of these desirable cars were Benoit Musy and de Graffenried, both from Switzerland. The former driver owned his car, while the latter had his on loan from a friend. Finally, looking very forlorn amongst such monsters, was an Austin-Healey 100S, locally owned, but it was soon withdrawn in face of the opposition.

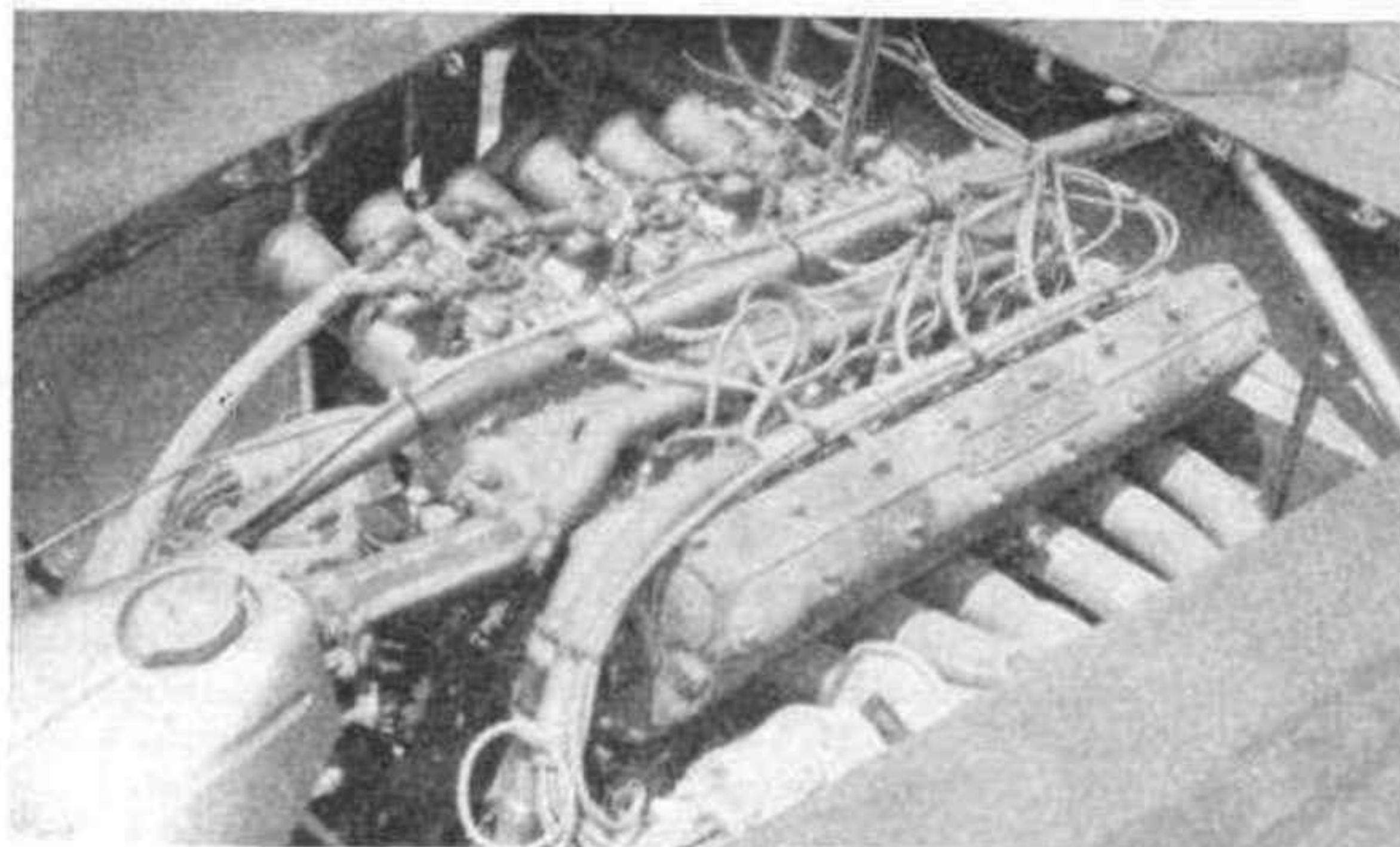
Musy was in great form and was on by far the fastest car on the course, while Whitehead was pushing the Cooper-Jaguar round very effectively, though Hamilton's D-type was hopelessly overgeared and was awaiting another axle ratio by plane. Moss tried Graham Whitehead's Aston Martin, as the owner was suffering from a damaged foot due to dropping a gate on it at the family farm, such are the dangers of the gentle art of land cultivation, as he was down as reserve driver, should the foot injury prove troublesome. Once again Moss demonstrated that his position as second to Fangio in Grand Prix affairs is no fluke but the result of ability. As with the Porsche Spyder, this was the first occasion on which he had sat in a DB3S and his first flying lap was seconds faster than any previous Aston Martin time, much to the depression of other owners, but more embarrassing was the fact that his best with the three-litre was more than 3 seconds slower than his best with the Porsche!

When the sun had set and the practice finished, the Marquis de Frontiera, who races under his normal name of Fernando Mascarenhas, invited everyone in the paddock and pits to an orgy of food and drink at his palace. The whole affair was entirely informal, most people including the host going directly from their racing cars to the gathering, and it was typical of the keen amateur enthusiasm on which Portuguese motor racing is being built.

Saturday saw the second practice period for the big cars, but this was preceded by the National race, a procession of the three 300SL cars, followed by the Alfa-Romeos battling furiously with a Porsche apiece. Then the 1,500 c.c. race took place and was naturally dominated by Moss with the factory car, but as in practice Filipe Nogueira was the outstanding driver. On the opening lap Moss could only pull 1½ seconds lead and until they began to lap the tail-enders the Portuguese driver kept the silver Porsche in sight, losing only two or three seconds a lap. When the traffic became heavy the hall-mark of a great Grand Prix driver began to make itself felt and Moss drew right away, but even so, during the 25 laps of the 5.4 kilometre circuit the Portuguese driver only lost 63 seconds, all the other runners being lapped by the leader.

The second training for the big race saw the appearance of Masten Gregory, a favourite for the race in view of his third place in 1954, but he was unable to get into his stride in the time available and the final times showed the front row to consist of Musy (Maserati), Whitehead (Cooper-Jaguar) and Hamilton (Jaguar), with Nogueira Pinto and Godia in the second row and Gregory, Filipe Nogueira and de Graffenried in row three, the rest following in rows of two and three. The evening after this final practice was enlivened by an enormous fire in a film depository in the middle of Lisbon and there not having been any serious rain for more than two months, the result drew a crowd bigger than any motor race.

On race day a motor-cycle event in the middle of the afternoon opened proceedings and it was not until the cool hour of 5.30 p.m.

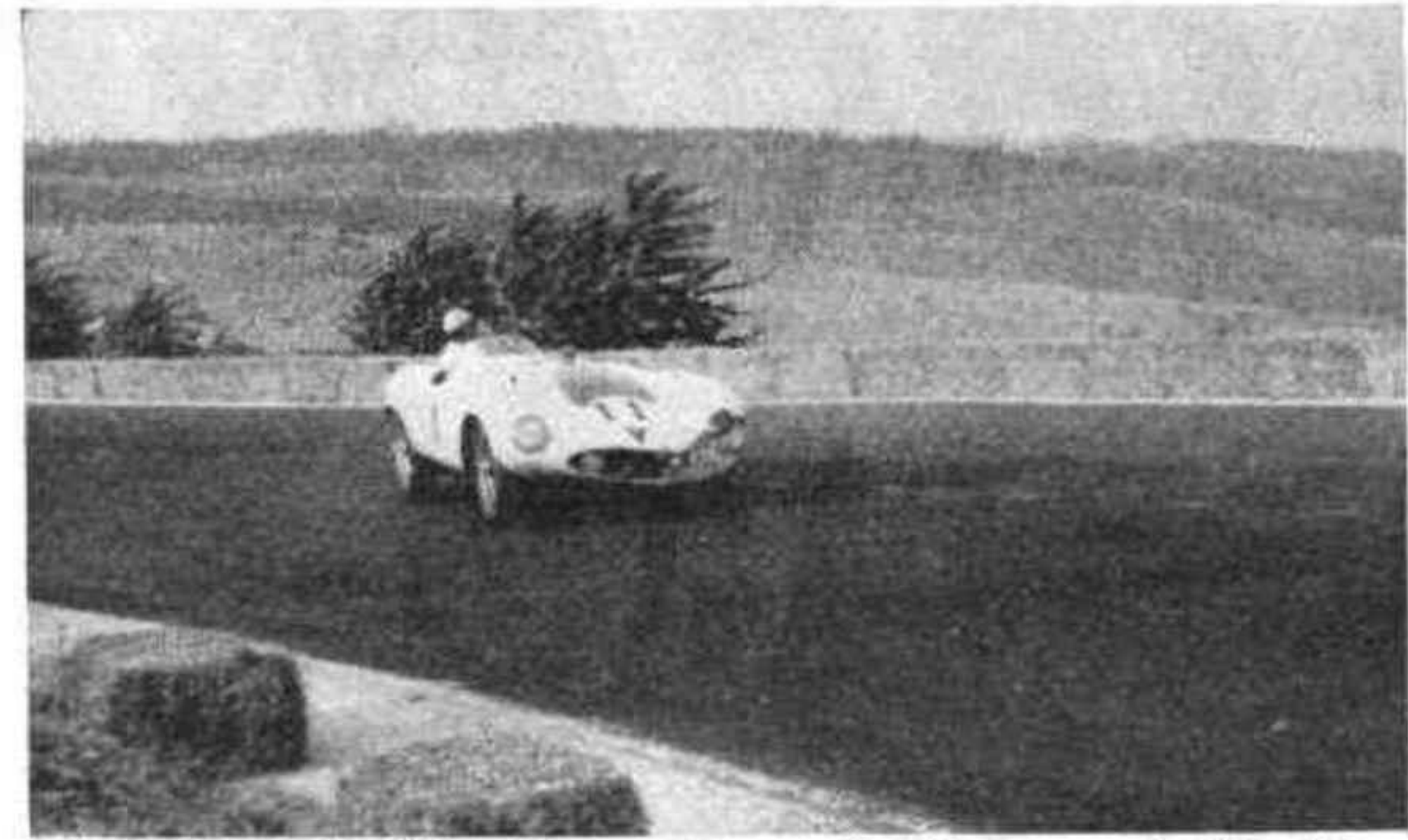


GRAND PRIX DEVIATION.—The engine of the 3-litre six-cylinder Maserati Tipo 300S, driven into second place by de Graffenried in the Lisbon race. The similarity to the 2½-litre Grand Prix Maserati is evident and the cylinder head has semi-downdraft inlet ports.



that the Lisbon Grand Prix started. As the field surged forward the transmission on Musy's Maserati sheared and he would have come to rest had not Gregory been just behind him and determined to make a good start. The result was that the Ferrari pushed the stricken Maserati out of sight of the starting line, there being no room to swerve due to other competitors. The nose of the Ferrari was badly crumpled but fortunately with no damage to mechanical parts and Gregory roared away in the middle of the field once he had pushed the Maserati to one side. It was de Graffenried who led in the opening stages, going very fast, the Maserati looking most steady on the corners, and he was followed by Hamilton until the Jaguar brakes began to fail. Nogueira Pinto then took up the challenge, showing that here was yet another Portuguese driver who would have a go with anyone, but he was no match for the young American, Masten Gregory, who was forging his way through the field in a most purposeful manner. The race was being run over 55 laps of the Monsanto circuit and after eight had passed Gregory was in the lead from de Graffenried, but the Baron was hanging on grimly. Pinto retired with a broken shock-absorber, after having held a sure third place and then the race developed into three exciting paired-battles. For the lead Gregory was just keeping de Graffenried at bay, though the Maserati would draw up alongside going into the pits hairpin, a little way back Daetwyler and Godia, both on Monza Ferraris were only inches apart and changing repeatedly and then came Whitehead with his Cooper-Jaguar fending off the onslaughts of Filipe Nogueira with his 12-cylinder 3-litre Ferrari. Hamilton was losing ground all the time with his failing brakes and eventually disappeared at speed up the escape road under the Autostrada, when they failed altogether, fortunately with no serious damage. Graham Whitehead was having a ding-dong battle with Borges Barreto on the other Portuguese-owned 12-cylinder Ferrari, and leading all the Aston Martins, while Gaze eventually went out with a brake that locked on solid. After half-distance de Graffenried began to tire and dropped back, Gregory continuing with that unruffled ease which marks him as a good driver, and seeing the Maserati slowing Godia got-his-skates-on and, leaving Daetwyler, sailed past de Graffenried into second place. The race was now nearing its close and things happened all at once, the Cooper-Jaguar consumed its gearbox and stopped, Gregory went momentarily straight on at the corner after the start and seeing this Godia put in a fastest lap in 2 min. 22.21 sec. and then spun on the hairpin entering the Autostrada, allowing de Graffenried to regain second place. This spurred the Baron on and he got his second wind and began to close on Gregory rapidly. As they started the last lap there was 2 seconds between them and round the final hairpin de Graffenried made a big effort to overtake but he failed by a mere length and the young American boy chalked up a well-deserved victory. The local driver Filipe Nogueira finished on the same lap as the leader, in spite of ramming the straw bales on one occasion and the other fast local driver, Mascarenhas was chased throughout by Mackay-Frazer driving in his first European race.

A pleasantly informal prize-giving took place late the same evening to round off this first visit to Portugal. Next day as I put in



LISBON WINNER.—Masten Gregory in his blue and white Monza Ferrari 3-litre with which he won the Lisbon sports-car race. The damage to the near side happened at the start when the car in front of him sheared its transmission and stopped suddenly.

a quiet 400 miles in order to reach the civilization of Madrid I pondered on many things, among them the knowledge that I would return to Portugal, the impossible scarcity of petrol pumps in Spain, the size of that country and its barrenness in contrast to the modern and prosperous Portugal tucked away in the far corner, the fact that Madrid was one fifth of the way towards my next race meeting and the ghastly journeys some of the mechanics were going to have to drive their lorries home from Lisbon.—D.S.J.

Results :

3rd INTERNATIONAL CIRCUIT OF LISBON  
CIVIL GOVERNOR CUP—1,500 c.c.—25 Laps—135 Kilometres—Very Hot

- 1st : S. Moss (Porsche Spyder) ... 1 hr. 02 min. 36.33 sec. ... 130.34 k.p.h.
  - 2nd : J. Filipe Nogueira (Porsche Spyder) ... 1 hr. 03 min. 39.51 sec.
  - 3rd : D. Fernando Mascarenhas (Porsche Spyder)—1 lap behind.
- Fastest lap : S. Moss (Porsche), 2 min. 25.68 sec.—134.43 k.p.h.

LISBON GRAND PRIX—55 Laps—297 Kilometres—Warm

- 1st : M. Gregory (Ferrari 3-litre) ... 2 hr. 14 min. 35.31 sec. ... 133.39 k.p.h.
  - 2nd : E. de Graffenried (Maserati 3-litre) ... 2 hr. 14 min. 35.78 sec.
  - 3rd : S. Godia (Ferrari 3-litre) ... 2 hr. 15 min. 26.50 sec.
  - 4th : W. Daetwyler (Ferrari 3-litre) ... 2 hr. 15 min. 45.17 sec.
  - 5th : J. Filipe Nogueira (Ferrari 3-litre) ... 2 hr. 16 min. 31.60 sec.
  - 6th : D. Fernando Mascarenhas (Ferrari 3-litre) ... 1 lap behind
  - 7th : H. Mackay-Frazer (Ferrari 3-litre) ... 1 lap behind
  - 8th : A. G. Whitehead (Aston Martin 3-litre) ... 2 laps behind
  - 9th : H. Tak (Ferrari 3-litre) ... 2 laps behind
  - 10th : A. Borges Barreto (Ferrari 3-litre) ... 2 laps behind
  - 11th : L. Cosh (Aston Martin 3-litre) ... 4 laps behind
  - 12th : T. Sulman (Aston Martin 3-litre) ... 4 laps behind
- Fastest lap : S. Godia (Ferrari), 2 min. 22.21 sec.—137.71 k.p.h.

THE 10 HOURS OF MESSINA (SICILY)  
(July 23rd/24th)

Starting at 10 p.m. on Saturday, July 23rd, the Sicilian sports-car race for cars up to 3 litres continued through to the Sunday morning for a total of 10 hours. A total of 23 cars took part, there being classes for 2 litres and 3 litres, and from the start Castellotti, with a factory 3-litre Ferrari, took the lead, followed by Maglioli in a similar car. After only half an hour the second man retired with mechanical trouble and this left the works Ferrari out on its own, well ahead of the 3-litre Maseratis driven by Musso and Mieres.

When Trintignant took over the wheel of the leading Ferrari it was quite unassailable and the two drivers dominated the race for the whole distance, setting up a new record for the race. Behind them, competitors dropped by the wayside throughout the 10 hours and only six cars completed the course.

Results :

MESSINA 10 HOURS—Sports Cars up to 3 Litres

- 1st : E. Castellotti/M. Trintignant (Ferrari) ... 1,202.335 kms. — 120.233 k.p.h.
  - 2nd : Dos Santos/Cabellen (Ferrari 2-litre) ... 1,144.411 kms.
  - 3rd : de Fillipis/M. Musitelli (Ferrari 2-litre) ... 1,133.724 kms.
  - 4th : R. Mieres/F. Bordoni (Maserati 3-litre) ... 1,086.432 kms.
  - 5th : Mancini/Crespoldi (Ferrari 2-litre) ... 1,079.859 kms.
  - 6th : F. Cornacchia/R. Rossi (Ferrari 2-litre) ... 1,054.603 kms.
- Fastest lap : R. Mieres (Maserati), 3 min. 26 sec.—133.680 k.p.h.

MODERN KNOWLEDGE

Sir,

Mr. Rawnit, in his condemnation of the vintage-car movement, writes of "an alarming ignorance of the wider facts of automobile engineering" as one of the vintagent's shortcomings.

Judging by the various descriptions I have read of the Mercedes-Benz cars which were placed 1, 2, 3, 4 in this year's British Grand Prix at Aintree, this accusation would seem to apply to the moderns. For example, these cars were described as follows:—

MOTOR SPORT: "Fangio and Moss had the short-chassis models, with outboard front brakes; that of the latter having a new type bonnet which hinged forward complete with radiator cowling as on a DB2 Aston Martin. Kling and Taruffi had the medium-length cars with outboard front brakes, as first tried at Spa, and the reserve car was an original 1955 model, which is to say a medium-length car with inboard front brakes."

The Autocar: "The four Mercedes were short-wheelbase cars as first used at Monaco . . . with normal outboard front brakes. The training car . . . was the sole example of the longer type."

The Motor: "Five Mercedes. Two short chassis, normal front brakes; two with inboard brakes."

Autosport: Mercedes-Benz (called "Silver Arrows") not technically described.

I think it is now that I write, *Verb. Sap.!*

I am, Yours, etc.,

Market Drayton.

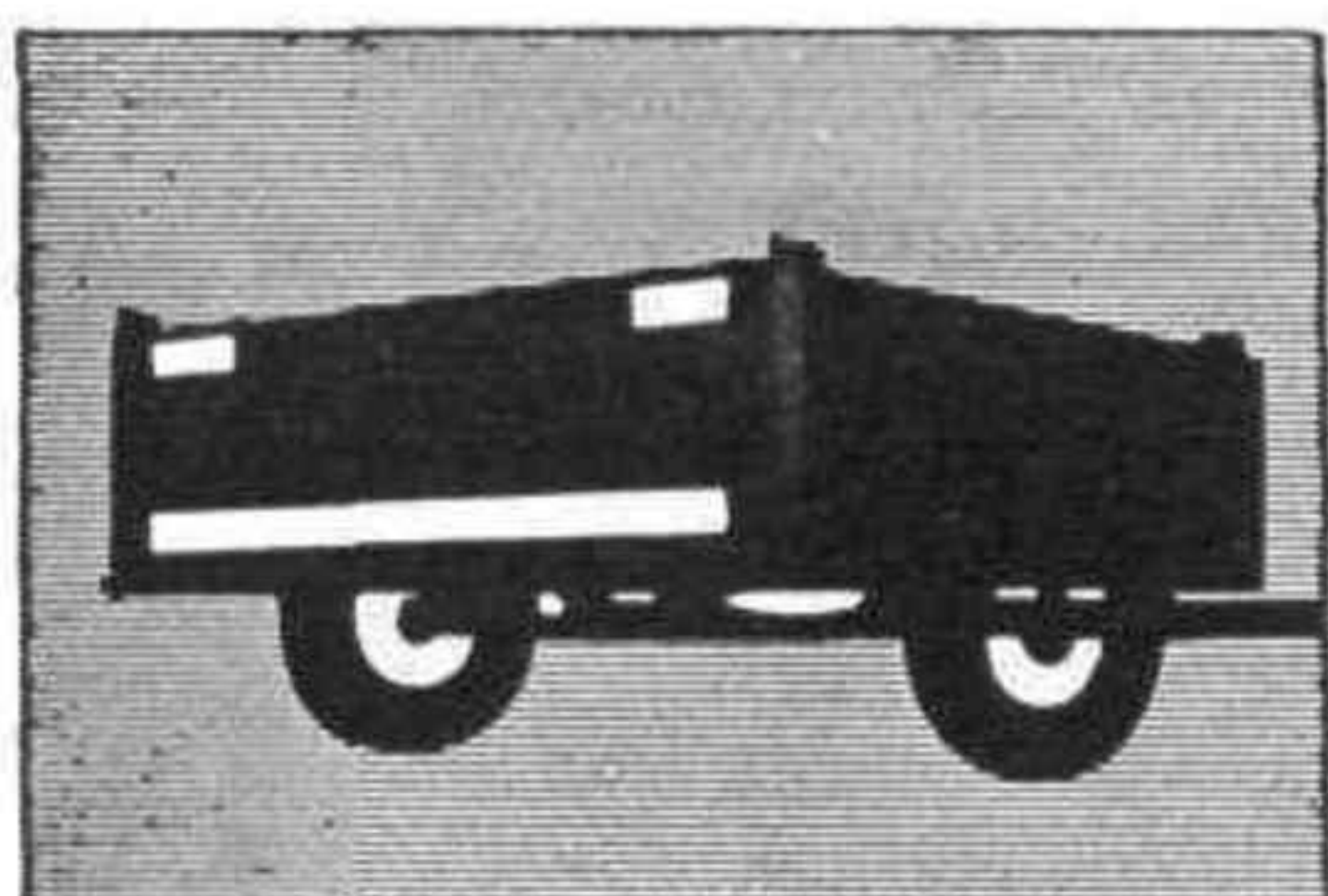
J. STYLES.



# FOR EXTRA SAFETY AT NIGHT



## Lite-a-Bumper REFLECTIVE SAFETY TAPE

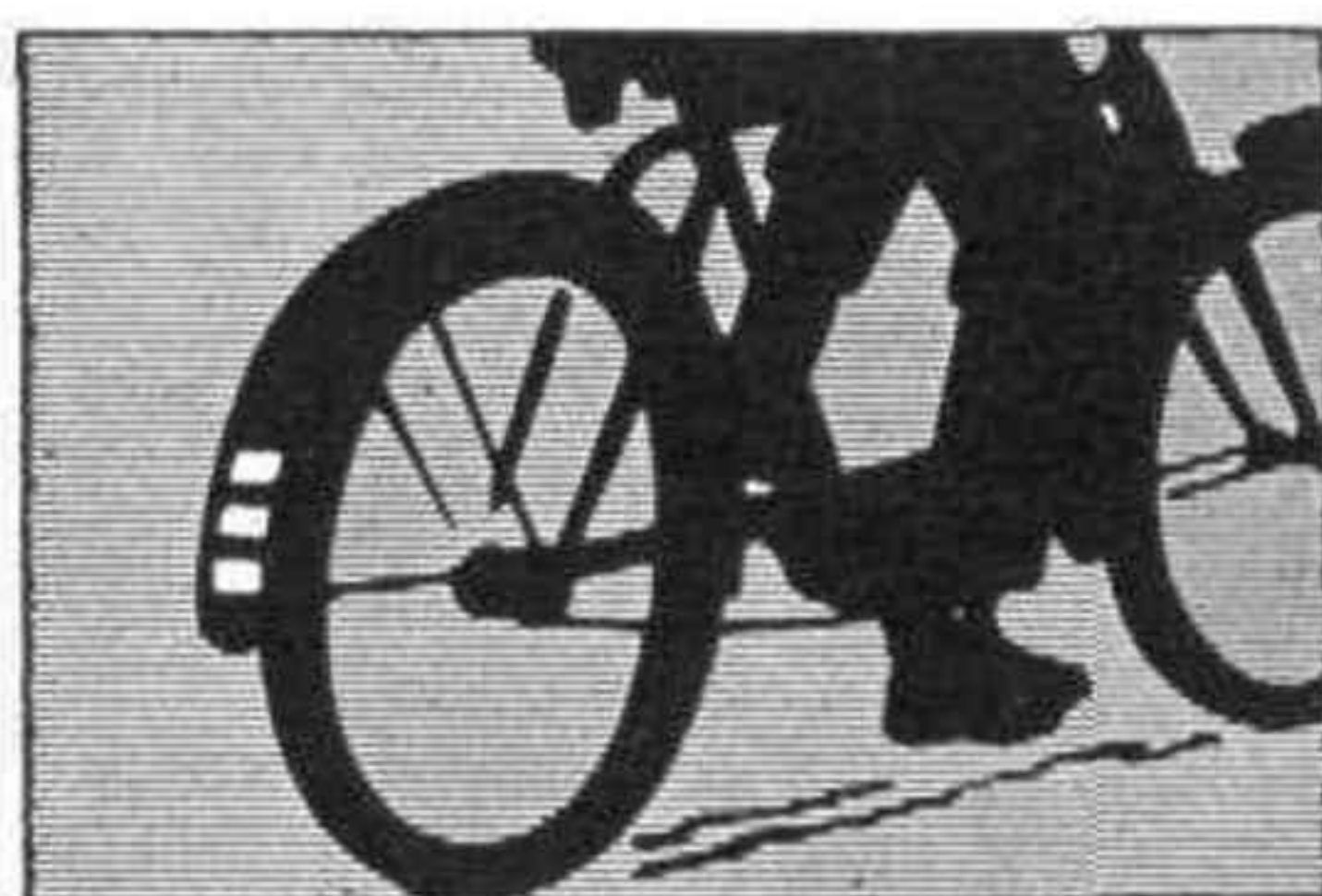


USE "SCOTCHLITE" SAFETY TAPE TO HELP FOLLOWING DRIVERS TO SEE YOUR TRAILER.

"Scotchlite" Lite-a-Bumper safety tape is a red, adhesive tape with a brilliantly reflective surface formed of millions of tiny reflecting lenses.

"Scotchlite" Lite-a-Bumper can be seen in a following headlight beam from much further away than rear lights or ordinary reflectors can.

"Scotchlite" Lite-a-Bumper shows following drivers a brilliant reflection, whatever the angle between the headlight beam and the tape. It reflects back brilliantly even from the curved ends of the bumper, and so indicates exactly the extreme width of the car. It shows just



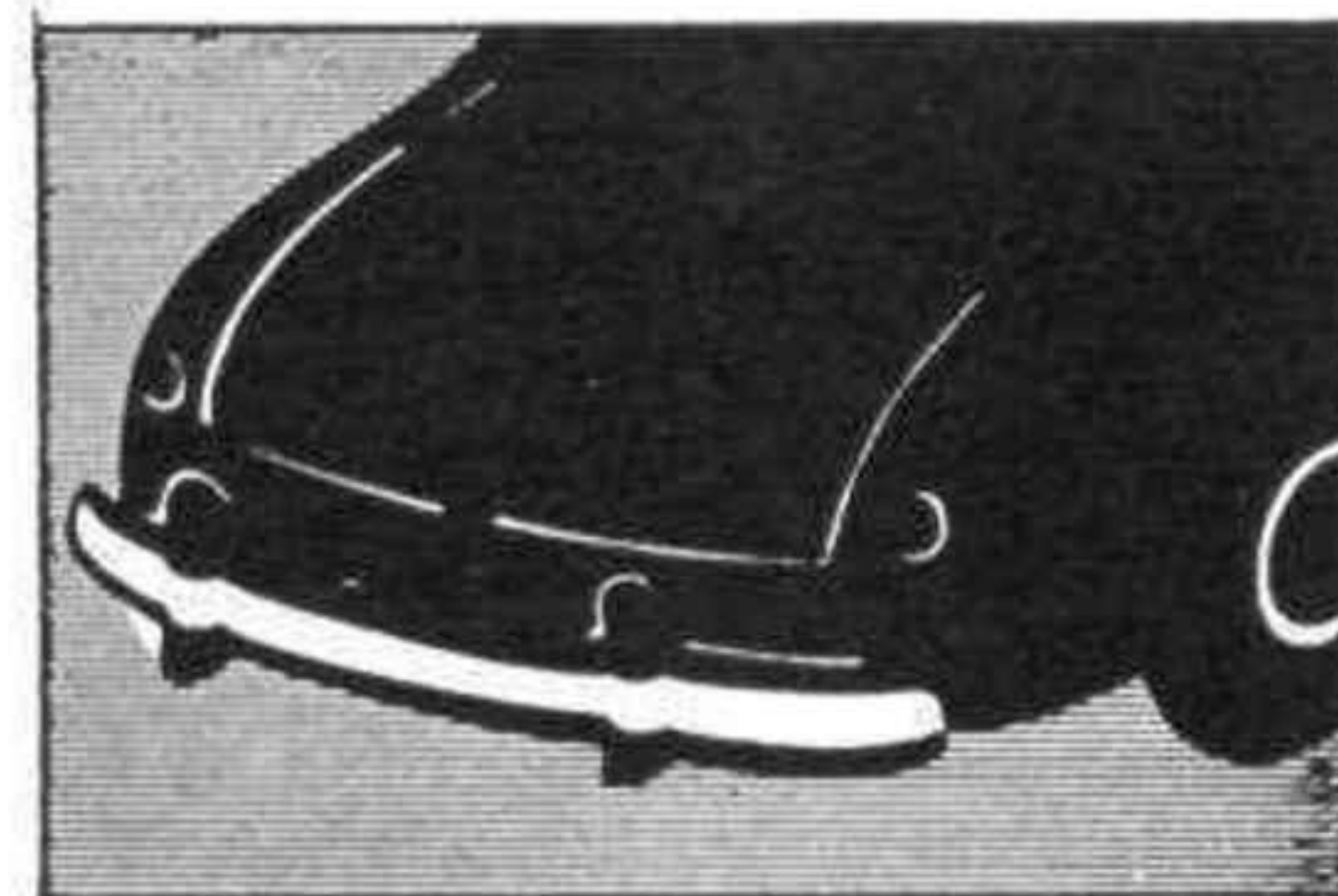
PROTECT CYCLISTS AFTER DARK WITH "SCOTCHLITE" SAFETY TAPE.

as brightly to a driver on your flank as it does to the driver directly behind you.

"Scotchlite" Lite-a-Bumper is extremely easy to fit. It is adhesive coated—simply sticks to your bumper and stays there—for years.

"Scotchlite" Lite-a-Bumper is completely weatherproof. Because of its smooth surface it stays clean far better than normal reflectors do, and is far easier to clean when it does get dirty.

"Scotchlite" Lite-a-Bumper is much less liable to damage than ordinary reflectors. Even a very hard knock that



PREVENT REAR-END COLLISIONS WITH REFLECTING BUMPER TAPE.

might damage it locally leaves the major length of the tape undamaged and working perfectly.

"Scotchlite" Lite-a-Bumper can be applied along the whole length of your bumper. It then shows following drivers—far more certainly than twin lights or twin reflectors can—that what they have in front of them is a single vehicle of clearly defined width.

In all these ways "Scotchlite" Lite-a-Bumper gives you and your passengers extra safety that neither twin lights nor ordinary reflectors can give.

Get it at your garage or motor accessories dealer

# SCOTCHLITE

TRADE MARK

Lite-a-Bumper REFLECTIVE SAFETY TAPE

ANOTHER



PRODUCT



# RUMBLINGS

A leading article elsewhere in this issue discusses the relationship between the publicity which successful participation in motor-racing fosters and the type of car which sells most readily as a result. Not all manufacturers race directly to increase sales—the research value of racing is well known, and a third reason for racing is the prestige, both national and commercial, which accrues to a successful participant. Thus, Daimler-Benz are spending £500,000 on their two-year programme of Grand Prix racing and in Italy Fiat and Lancia, disturbed by their non-appearance in this field (Lancia having abandoned racing as a result of the tragic death of Ascari, although he was killed in a Ferrari), are giving £30,000 a year for the next five years to Ferrari to race the V8 Lancias, or composite Lancia/Ferrari cars.

Racing prestige is apt to have a long-standing and sometimes indirect effect on sales. For instance, so far as petrol and oil are concerned the writer buys largely under the two "Cs," Cleveland and Castrol, because the alcohol in Cleveland Special petrol is redolent of racing and those high-boost pre-war engines which cooled their internals by liberal doses of alcohol, while Castrol oil, apart from being a very good oil, has long been synonymous with racing, the late Sir Charles Cheers Wakefield, Bt., of the Castrol firm, having been outstandingly generous in his financial assistance to British racing and record-breaking attempts.

In the same way, the writer has a distinct preference for K.L.G. plugs, for no better reason than that they were evolved originally by the late K. Lee Guinness to cure misfiring in the early Sunbeam and Talbot-Darracq racing engines, and at first made solely for this purpose at that factory in then-sleepy Putney Vale, former haunt of highwaymen on this lonely stretch of the Portsmouth Road. He also uses a lot of National Benzole petrol, mindful that petrol/benzole was once a sacred fuel that whiffed of the very atmosphere of Brooklands and motor-racing.

Respect for specialists also abounds: Castrol as refiners of lubricating oil alone, un-allied to sales of fuel oil; Wipac because they produce good sparking plugs for only 3s. 6d. each which have been known to function in racing and sports-car engines.

Prestige of the kind that promotes sales can be built up in unusual ways, not always apparent at the embarkation on a publicity campaign or advertising drive. It is possible that certain present-day campaigns may still reap benefit thirty years from now.

Knowledgeable spectators who watched the racing at the Crystal Palace circuit on the sweltering Saturday of July 30th saw an E-type E.R.A.—that one-time British G.P. world-beater project of R. Mays which, like the B.R.M., fizzled but refused to go off—and must have been intrigued to see that this admittedly potent racing car is now a road-equipped sports car.

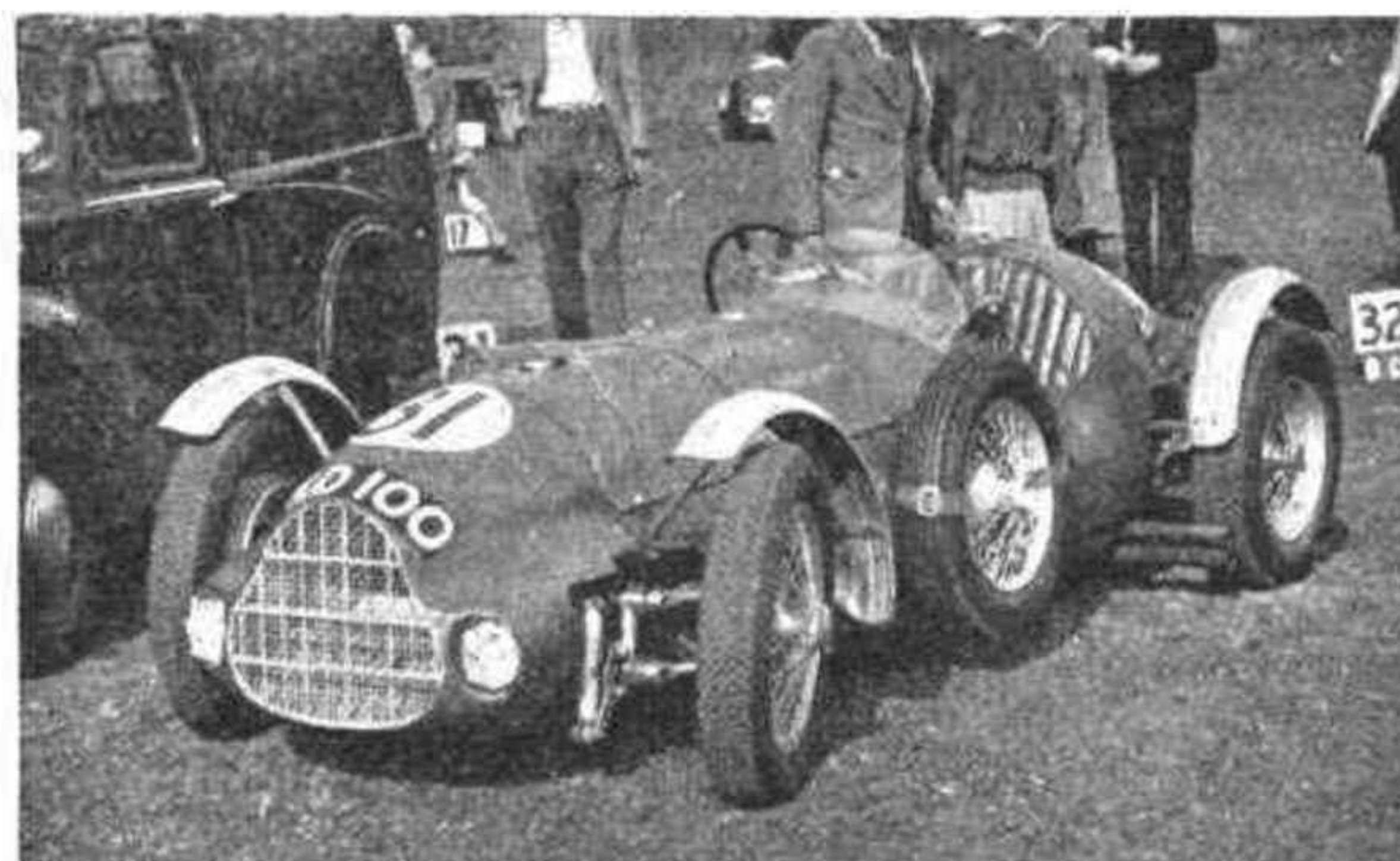
For the benefit of McDonald Hopley and James Tilling, the commentators on that occasion who were baffled by this E.R.A.-Jaguar, here are a few facts about this interesting conversion.

It is the work of K. Flint, of the Autospeed Garage, near Liverpool, and the car is G.P. 1, which, you may remember, was driven by Peter Walker until he had an accident when practising for the 1950 Empire Trophy Race in the I.O.M., the car being damaged in the resulting fire. Its engine was then bought by Rob Walker for installation in his E.R.A.-Delage and G.P. 1 was rebuilt as a sprint car by H.W. Motors for Peter Walker, using a two-stage-supercharged 2-litre E.R.A. engine.

It is this machine which Flint has turned into a very intriguing road car—as other historic racing cars have been converted in the past.

The beautifully-made tubular chassis had Porsche-type trailing-link torsion-bar i.f.s. and a de Dion rear end incorporating a four-speed synchromesh gearbox. The brakes are hydraulic 2LS, with huge Alfin drums. These features of the specification are retained but the E.R.A. engine has been replaced by a 3½-litre Jaguar power unit, using S.U. carburettors and standard head with a compression ratio of 8.0 to 1. In conjunction with the Jaguar gearbox two speeds only are retained in the E.R.A. box, giving a 3.0 to 1 crown and pinion reduction but, as the E.R.A. top gear was indirect, an actual top gear of 4.0 to 1 or 5.0 to 1 to choice, in conjunction with 6.50 in. by 16 in. back tyres.

At Crystal Palace Flint discovered that the steering was rather too high-g geared, the reduction box used by E.R.A. having been deleted, while the engine tended to overheat with the original E.R.A. radiator,



so that a larger one is being made up. It is possible that a 4.5 to 1 final drive ratio will be arranged, as better suiting the Jaguar power curve.

The E-type radiator cowl and shapely tail are fitted, the body having come from the other car, G.P. 2, which Leslie Johnson raced with no conspicuous success; the mudguards are slim, blade affairs.

The E.R.A.-Jaguar has a wheelbase of 8 ft. 7 in. and a track of 4 ft. 4 in., and a "wet" weight of 17 cwt., which is very reasonable for a 3½-litre sports car with pre-war chassis and body, the chassis being, moreover, substantial, as befitted a 250-b.h.p. G.P. car. Flint says he has seen 6,500 r.p.m. in top gear on the road, equal to around 135 m.p.h., and was getting just under 6,000 r.p.m. at the Palace, or in the region of 120 m.p.h. on the lower of the two available top gears.

This E.R.A.-Jaguar was due to run at last month's B.A.R.C. Club Meeting at Aintree after these notes were written—an interesting motor car, is it not, Mr. Tilling?

\* \* \*

*Of the Hillman Husky:* "... I had come to appreciate the central gear-change lever. How on earth we have come to accept the waggly steering column type of gear lever—

**WHAT THEY SAY:** good as some of them may be—I really don't know. It was a real pleasure to use the gears on the Husky. The ratios are very suitable for one thing and no effort was wasted in fumbling around for some elusive gear."—Bill Amos in *Top Gear*.

\* \* \*

*Of the German Industry:* "In the fight for the world automotive markets the British may have taken an early lead, but they are now about to be caught by the German automobile industry, and any prolonged 'pit stop' will certainly become a serious matter."—Roger Barlow in *Road and Track*.

\* \* \*

*Of the Pomeroy Trophy Competition:* "... the fact that two Triumph TR2s came top this year shows that this is no fluke, and that an exceedingly good small sports car that will go down to posterity has cropped up."—G. A. Meek in the *Bulletin of the V.S.C.C.*

## K.L.G. EQUIPMENT FOR WORLD WATER SPEED RECORD

Mr. Donald Campbell's turbo-jet "Bluebird," with which he broke the world's water speed record on Ullswater on July 23rd with a speed of 202.32 miles an hour, was fitted with K.L.G. ignition equipment.

## STATEMENT

In an article headed "The Guild at Goodwood" (October 24th, 1954), which appeared in the November issue of *MOTOR SPORT*, it was stated that "a rather inexperienced Irish photographer hit a concrete wall with a Sunbeam."

Mr. Maxwell Boyd, who is an Irish photographer, was present and we wish to make it quite clear that this remark was not intended in any way to refer to Mr. Boyd's professional capabilities as a photographer, and to make it also clear that it was a colleague and not Mr. Boyd who hit a wall while driving a Sunbeam.

We assure Mr. Boyd that the said article was not in any way whatsoever meant to be defamatory of him.



## V.S.C.C. RACE MEETING SILVERSTONE (Aug. 6th)

Once again vintage cars took to the track at Silverstone on August 6th for scratch, handicap and relay races. The first of the five-lap handicap events began with P. A. Lazarus cruising round in his vast Hispano-Suiza sedanca-de-ville, accompanied later by H. F. M. Scott in an open model of the same make which appeared to dislike the marker bins at Becketts, judging by the number it crushed; Melville's 30/98 Vauxhall sped along very well but Mallalieu's twin-cam 2.3-litre type 51-engined Bugatti seemed slower than its appearance suggested. Honours went to C. J. Freeman's Aston Martin, followed by Mulholland's big 4½-litre Lagonda. In the following race, a similar five-lap event which was won by P. J. Nunn in his Frazer-Nash, Anthony Brooke put in some fast stuff in the Prince Henry Vauxhall, as did T. J. Brameld in a very pretty Alvis with boat-shaped aluminium body; also present were the two sports Amilcars of Lisle and Brown. Scott's Hispano tourer was second. A third handicap race of the same length again began with Lazarus in the lead, soon to be caught by Mulholland in the winning Lagonda and Welford's Riley; D. C. Webb's Brescia Bugatti performed well although wheel tramp sometimes occurred on coming into Woodcote, and D. W. Kitchener's supercharged 1½-litre f.w.d. Alvis made queer noises from time to time. The five-lap scratch race for vintage cars began with Burton and McDonald dicing in their Bentleys with Melville's OE in close company. Burton kept the lead for two laps but McDonald changed all this and was leading by the third lap and remained there to the end. The best race of the day, and indeed for some time past, was the 39-lap race for the Richard Seaman Memorial Trophies. This event was a combined scratch and handicap race for vintage and historic racing cars and began with Spero in the Maserati and Poore in the ex-Seaman 3.8-litre Alfa-Romeo having fun battling along together, Vessey in the Monoposto Alfa and Broad in the E.R.A. "Remus" following up together with Schellenberg's big 8-litre Bentley. Dennis Poore had to retire early on with no oil pressure, leaving Spero and Broad as leaders. Broad, however, had the misfortune to overturn as he braked to avoid a slower car near Becketts. P. J. E. Binns deserves credit for the way he drove in this race, his little Riley running like clockwork; also to be commended was the Amilcar *equipe* for the very smart turn-out of their two fast twin-o.h.c. racing cars. Final order was Spero, Vessey and Carson (E.R.A.). The five-lap handicap race for chain-driven Frazer-Nash cars went to J. Teague, but not before Thirlby and Day had had a good chase. The last five-lap handicap went to Walker in his 4½ Bentley, with Neve's 1914 T.T. Humber, flames coming from the exhaust, in second place, and Taylor's Austin holding its own against heavy opposition. The 10-lap "all-comers" scratch race resulted in a big fight between Schellenberg in the 8-litre Bentley, which left the track at Becketts to "admire the scenery," and Carson in the E.R.A. A further dice took place between Crowther's Alfa and Tozer's Amilcar, final order being Carson, Schellenberg, Crowther and Tozer. Finally came the relay race, with eight teams incorporating slow and fast cars, the slower cars being Winder's Humber Nine, Johnson's Morris-Cowley and another faster Cowley of Tony Mayes, with Cox, Keiller (Riley and Brescia) as more rapid competitors. The "D" team (Cox, Keiller and Mrs. Parker) won at 59.16 m.p.h., followed by the "A" team (Winder, Goodman and Johnson), successfully concluding a pleasant day in admirable competition weather.—I. G.

## MOTOR CAR MINIATURES

As an inveterate collector of motor-car miniatures and models, the Editor is pleased to announce that this month Meccano, Ltd., will have three new Dinky toys in the better toy shops. These comprise a Land Rover truck of the kind used by the Mersey Tunnel Police for patrol work and towing disabled vehicles out of the tunnel—visitors to the British Grand Prix at Aintree will have seen these vehicles and will no doubt welcome this means of obtaining a souvenir of their visit—a Bedford "Ovaltine" van and a fine miniature 5.5 gun.

Those Dinky collectors who are reaching saturation point should bear in mind that, if they still have a Continental holiday to come, the French Meccano factory makes additional Dinky car-miniatures which are just the thing on which to "blue" the surplus francs—ask Jackie Reece, who is an avid collector!

The French Dinky range comprises racing Lago-Talbot, f.w.d. Citroën, Peugeot 203, 2cv Citroën, Simca Eight Sport, Simca Aronde, Ford Vedette 54, as well as Buick Roadmaster and Studebaker Commander. In the commercial-vehicle range are a postal van, Citroën camionette, Panhard tractors with various trailers, Citroën breakdown crane, Simca tipper and cargo van, and, as a reminder of the holiday scene, a Parisian autobus, French fire-escape, road-signs and petrol-station. They are well worth seeking out.—W. B.

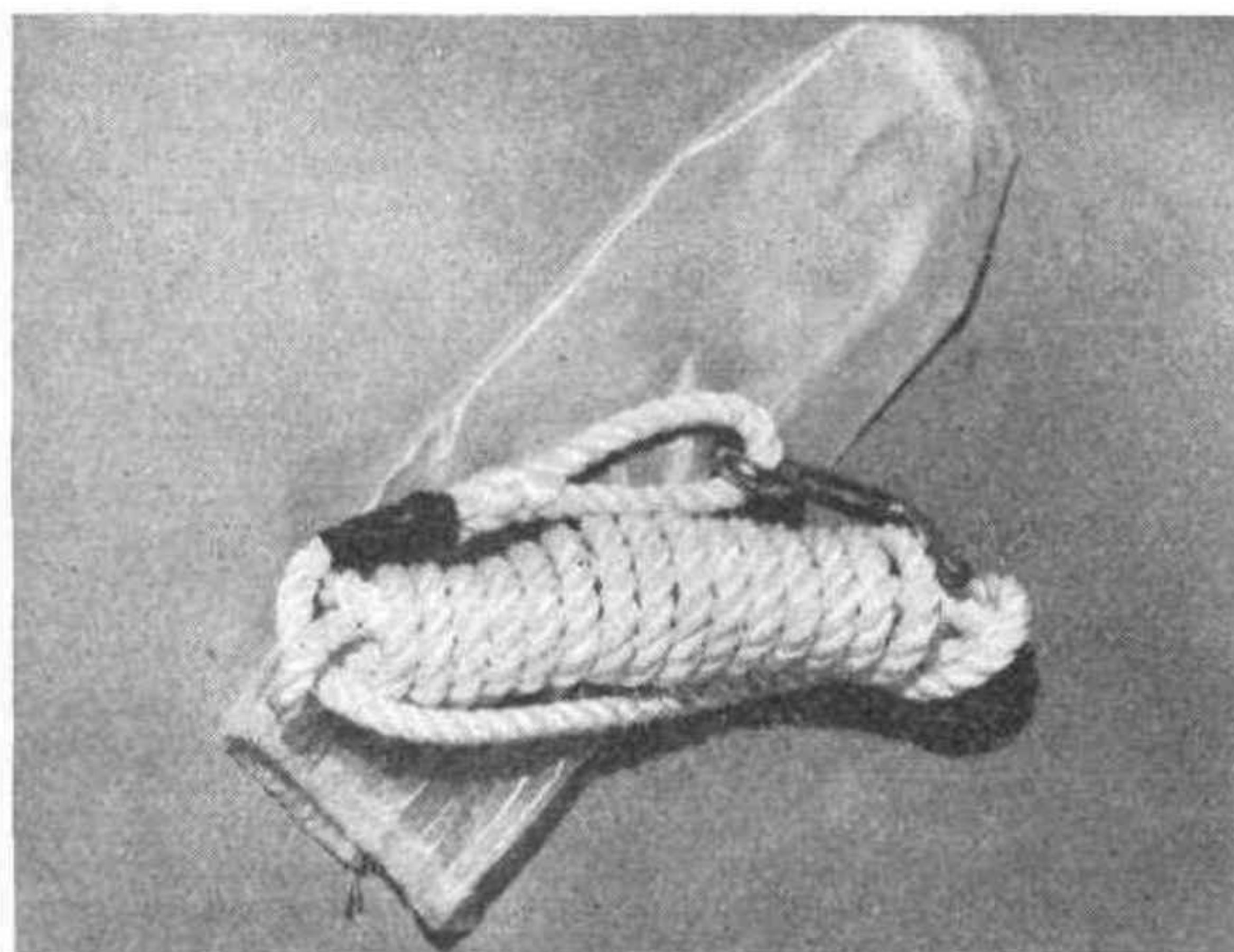
## B.A.R.C. RACE MEETING, AINTREE (Aug. 13th)

The programme, a series of six seven-lap scratch and handicap races, began with an event for unsupercharged cars of up to 1,500-c.c. capacity in which J. B. Naylor in his Lotus-Connaught and J. P. Hacking in his T.V.R. came in first and second, Naylor leaving the rest of the field miles behind. Traugott had to retire at Village Corner on lap three with his overheated Lester-M.G., and Escott in a similar car also retired. The second scratch race (1,500-2,000-c.c. class) went to J. D. Lomas, at 74.90 m.p.h., in the very fast Bristol-Warrior, which kept a steady lead with the Cooper-Bristol of M. C. Kearon, driven by the Hon. E. O. Greenall, not very far behind. Parkin, Bewley and Charnley did battle in their TR2s, although Bewley spun off at Bechers. The third of the scratch races resulted in a Bentley versus the rest competition, the Bentley being Schellenberg's well-known 8-litre and the rest being Jaguars, Aston Martins and Austin-Healeys; way out ahead of everyone else, however, was K. Flint's interesting E.R.A.-Jaguar, which walked away with the race (average speed 75.60 m.p.h.), the Bentley coming in second, with G. L. Corlett's Austin-Healey third. In the handicap races Charnley (TR2), Corlett (Austin-Healey) and Trevor-Jones (Rover 75) were winners, with Cuff (TR2), Lomas (Bristol-Warrior) and Wood (Jaguar XK140) as runners-up. In the first race Naylor started last in the Lotus and fought hard to gain third place, six TR2s went off together but as Club Corner came up they began to tread on each other's toes, and R. Vincent had to retire after clouds of smoke issued forth from the cockpit of his Tojeiro-M.G., while in the second race a batch of Austin-Healeys went into operation and G. Towse in his XK120 Jaguar put in some fast work on corners, as he is accustomed to doing. The final handicap event was for saloon cars and began with the Morris Oxford of T. H. Crutchley starting from the line, followed by Trevor-Jones' Rover and then some 1,100 Fiats, a D.K.W. and a Porsche. The Fiats and the D.K.W. were driven in very close company but the 1,100s eventually left the smaller car; T. E. Green spun his Aston Martin at Club Corner but soon got under way again. Final order here was R. C. Trevor-Jones (Rover 75), G. Wood (Jaguar XK140).—I. G.

## NYLON TOWROPE

Vitopan Ltd., of 29, Goodge Street, London, W.1, have bestowed a real benefit on the motorist by making it possible for him to carry in his car a towrope less than ½ in. thick with a breaking strain of over two tons, 12½ ft. long rolling to only 11 in. by 3½ in. For 39s. 6d. one can acquire this nylon towrope in a neat plastic bag.

Three or four days after acquiring mine, a neighbour knocked at my door asking, a little apologetically for it was a quarter to twelve on a Sunday night, if I had a towrope. His friend's battery was down and they had tried for over an hour to get her Humber Hawk started, but without success. Out came the "Vi-Tow" with its eye-spliced ends; a loop at one end and a metal hooking device at the other make fixing and releasing quick and easy, for it is unnecessary to tie a knot. The towing car moved forward; there was no sudden jerking, for the nylon rope stretches and absorbs the shock, and the Humber Hawk moved forward. Within twenty yards the engine burst into life and the tiny towrope had done its job. My neighbour's friend was not only thankfully happy, but was resolved never to go motoring again without her "Vi-Tow" shock-absorbing towrope.—W. J.T.





# LETTERS from READERS

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

## LARGE OR SMALL ENGINES ?

Sir,

The day of many litres may be virtually over for economic reasons, except in the highest-priced luxury class, but the attraction of many litres will always remain for those who have experienced the effortlessness of a high-g geared large-engined car, *provided* it handles really well.

Like Mr. Lloyd, I run a 4½-litre Derby-built Bentley, and the point I would make is that whereas there are modern cars of half the Bentley's engine capacity which can leave it on a run, they are working hard with both engine and gearbox while I am having an easy time with both, and shall not be so very far behind at the end of the journey. I don't want to *have* to "live in the gearbox," and the great charm of the "4½" is its excellent top-gear performance, for it is seldom that anything more than an occasional drop to third is required to keep motoring very satisfactorily.

Petrol consumption lies in one's right foot, and, as one who does not "drive on the brakes," I can confirm Mr. Lloyd's statement that a consumption of around 20 m.p.g. is always available at a cruising speed of 60-70, and at a cruising speed of 40-50 I get 23 m.p.g.

I am, Yours, etc.,

Bedford.

R. BAILLIE.

Sir,

I read with interest your reader's letter entitled "Large or Small Engines" which appeared in the August issue.

Perhaps readers may be interested to hear of my experience with Bentley and Bristol cars.

My 1949 Bentley has now done 110,000 miles, and this is the list of replacements: Timing gear, two half-shafts, one gearbox, and two radiators.

Both front door panels corroded to nothing due to failure to use an anti-rust paint on the inside of the metal panels. Renewal of metal work on various parts of the body has cost £300 during the last three years.

In contrast my Frazer-Nash car, built mainly from Bristol components, has been used for racing for several seasons, including nearly 4,000 miles at Le Mans (earning a third place there irrespective of capacity), without breaking anything but a clutch plate and needing negligible renewals due to wear.

My experience tells me that there is just no comparison between these two cars for excellence of design and quality of materials and workmanship. In fact, it is no exaggeration to state that the Bristol car is one of the finest cars built in the world today and by comparison the Bentley is second-rate.

Mr. Andrew Hoyd is speaking of an experience with a car built 20 years ago—my experience is of a modern post-war car.

I am, Yours, etc.,

Halifax.

N. R. CULPAN.

\* \* \*

## SPECTATOR'S OPINION OF AINTREE

Sir,

The objections voiced earlier this year regarding transfer of the British Grand Prix from Silverstone to Aintree appear to have been fully justified.

Competitors may or may not prefer the Aintree circuit, but to spectators Silverstone is infinitely superior.

Vision at Aintree is greatly restricted by infield buildings and even the view of Tatts Corner from the main stands does not compare with that obtainable from the south stand at Silverstone.

The Aintree stands offer little or no protection from the elements and during Saturday, July 16th, there could have been few seat holders who were exempt from acute discomfort. Discomfort of this nature is aggravated by the rigid restrictions placed upon movement around the circuit and by the industrial outlook which Aintree presents.

These conditions do not apply at Silverstone, set as it is in country surroundings and allowing freedom to all parts. Whilst Aintree accommodates equal crowds it does so in congested batches and great portions of the circuit are inaccessible to spectators.

Grumbles and grouses were to be heard wherever we went at

Aintree and it is to be hoped that a return to the pleasant freedom and the less restricted view of Silverstone will be made for this important event.

I am, Yours, etc.,

Kidderminster.

JOHN H. R. HAY.

\* \* \*

## REVIVAL TIME

Sir,

The Austin Motor Company have reached their golden jubilee, and it must be with great pride, as the past fifty years have seen some very worthy motor cars flow from the Longbridge works.

The fact that Lord Austin himself was a motor sportsman is only too apparent from the notable successes of the Austin teams in the years before the last war. The famous "Sevens" set a style in racing and in general motoring that is still pursued today. Their dependability and performance, coupled with economy, gave the enthusiast everything he wanted, with little expense incurred. You will never fail to see one at the various race meetings, parked or otherwise, even in these later years.

Since the war the company has produced the Austin-Healey, to be counted in the sporting machinery field, and a very fine road car it is, but a long way out of the reach of many an enthusiast. As a previous writer put it: a car that has done a lot for our national prestige. I think our present Austin Seven saloon has done this also, as the majority of small powered cars have.

What impact would a standard production 7-h.p. sports car have today, and what welcome would it get from our younger generation of sportsmen? I wonder . . .

I am, Yours, etc.,

E. Grinstead.

ALAN TAYLOR.

\* \* \*

## THROTTLE ADRIFT!

Sir,

Once again a perfectly (otherwise) good car, and for the second time a Connaught, has been put out of a race, this time Aintree, by a broken throttle control. Is it beyond the capacity of designers, metallurgists and craftsmen to put together a system of linkage which will stand up to a few hundred miles hard use? Have they no knowledge of high-tensile steels and light alloys? Or is it just plain bad workmanship and design?

It seems a pity to go to the trouble of building a G.P. car and then to throw the whole thing overboard for the lack of a bit of engineering. And twice at that, Mr. Connaught! Can you imagine it happening at Stuttgart?

I am, Yours, etc.,

Newport.

JOHN S. PEACOCK.

\* \* \*

## ROESCH-TALBOTS

Sir,

I enclose a recent photograph of the ex-Norman Garrad Talbot 105 which I thought might interest you.

I bought this wonderful old car about 18 months ago, and in spite





of having had to spend a lot of money on it I've never regretted it for very long—unlike some of my previous investments.

It really showed its true form on the way to Italy last Easter. I had never realised that the Alpes Maritimes were quite so flat before. Viewed from an overloaded 12/50 Alvis they had always appeared to be most formidable.

I have been in touch with Norman Garrad, who is going to drive the car again one of these days. His comments should be really interesting.

I am, Yours, etc.,

Loughborough.

A. G. MURRAY.

Sir,

My first Talbot was the lovely little 10/23 and my last, the incomparable 110. A lot of rot has been written about their alleged difficult maintenance but the fact was they required so little that the race of four-armed, long-fingered dwarfs all died from lack of exercise! For the true engineer they were always a joy to work on and only "Ham-fisted Harry" and "Birmingham Bill" ran into trouble. Relatively few chaps make a practice of swapping con.-rods by the roadside, and even the Bentley Boys don't often stop to slip in a crankshaft with longer throw than standard. Take courage, Mr. Campbell, long may the Talbots roll!

I am, Yours, etc.,

Lisbon.

CECIL SCOTT.

\* \* \*

### A CANADIAN LOOKS AT BRITISH CARS—

Sir,

Since the influx of cars from Britain in 1948, the average buyer purchased one with the question of economy uttermost in mind. Unfortunately, he has found that what was saved in gasoline bills was put out in expensive repairs. Time and again you will hear a motorist say, "I used to own a British small car. It was easy on gas but the upkeep was ridiculous. I traded it in on a Chevrolet and have gone 50,000 miles without even a valve grind."

In fairness to B.M.C., Rootes, Ford, etc., I will say that some of these bills could have been saved if many of these owners did not drive as if they were behind the wheel of a Buick Eight. These are the type that will crawl along our city streets at 15 m.p.h. in high gear with their Morris Minors and then wonder why they need a rebore at 20,000 miles. People who ride the clutches of their A40s at every opportunity and then condemn their cars when they need new clutch facings after 10,000 miles of economical motoring, are in the same category.

There are many faults that cannot be avoided by good driving, however. Let us use the Austin A40 as an example, the reason being that it is the most popular small car in Canada. Basically it has many attributes. Excellent front suspension and rear-end, a solid body, good finish and a fair motor, but why the following list:—

#### 1. Leaking Oil Seals

This was never corrected from 1948 to 1954. (Most British automobiles seem to be plagued with this fault.) One should try to calm down an A40 owner, when after ten or fifteen thousand miles the service man in his local garage tells him that he needs his rear brakes relined, simply because the rear oil seals started to leak before their time. Then there is the irate "Devon" or "Somerset" owner whose steering shaft and worm and sector shaft are worn out after 20,000 miles just because the steering box seal was not checked every few hundred miles.

#### 2. Worn Steering Gear

Most of this trouble is attributed to the above. The steering idler box is usually replaced within 25,000 miles. There was no grease nipple fitted to the idler box on the "Devon" and "Somerset." The average grease man did not realise that they were to be lubricated from the top. Consequently the high fatality rate of this part.

#### 3. Instruments

Very few Austin "Devons" went 20,000 miles without having an exchange temperature and (or) a speedometer-head replaced. It would amaze one to see the height of the warranty pile at the local distributor. On American cars there is a minimum of trouble with this type of equipment.

#### 4. Brakes

Brakes had their share of trouble. Why wheel cylinders are made from aluminum I will never know. They are constantly seizing up and they are especially bad here on the west coast where it is so damp. On an A40 a wheel cylinder is considered a fast-moving item from a partsman's point of view. A wheel cylinder should last best part of an automobile's life. Squeaking brakes were in vogue from 1948 to 1951. It was not a serious fault, but it was painful to the ear. American-made brake lining was used to remedy this. The Austin factory overcame this in the "Somerset" with a different type of lining.

#### 5. Clutch

The diameter of the clutch on the A40 is too small to stand up to the abuse the average Canadian driver gives his car. This is another item that should last nearly the life span of the automobile. On the A40 they are usually replaced within 30,000 miles. The clutch linkage also has a very fast rate of wear. The clutch-operating shaft-lever has a very undesirable tendency to wear rapidly on the clutch-operating shaft. This makes for a very poor clutch-pedal clearance.

#### 6. Gearbox

The gearbox itself is a good unit, but combined with an inferior clutch set up and poor Canadian driving habits, it presents an expansive proposition. Jumping out of third gear is very common and also very expensive to rectify. Shifter forks are sold like the proverbial hot cakes. After 40,000 miles on a "Devon" one should be commended when making a clean gear-change.

There were many other items that were troublesome, such as door locks, window regulators, shock-absorbers and headlight bulbs. Some of the "Devon's" faults were corrected in the "Somerset." The only new item that caused anguish on the "Somerset" was breaking front brake springs. In some cases this breakage resulted in serious damage to the brake lining. It took the Austin people a year and a half to develop a suitable spring.

The new A50 "Cambria" seems to show a marked improvement over the "Devon" and the "Somerset." It is unfortunate that they cannot sell this model for less than the present \$1,945.00 price tag.

The Austin Hereford was a car that might have gone over in Canada if it had not been under clutched. You would wonder how it was possible to develop clutch slippage within 10,000 miles in a car that was supposed to have been given gruelling tests throughout the African continent.

I have picked on the Austin because I know it best. These faults are ones that developed in what is probably the best all round British small car. I could not go into detail on the rest of the small cars, but the following is a very small rundown on a few of the models that seemed to be very popular when they first arrived.

The Morris Minor is noted, and rightly so, for its marvellous steering and roadholding and also for its marvellous gearbox (pre-B.M.C.) buy; why not put a motor in it that does not need a valve grind at 10,000 miles, a ring job at 20,000 and a rebore at 30,000. Up to 1954 the Morris Oxford was in the same boat as the Minor.

The Jowett Javelin was another car that seemed ideally suited for Canadian roads. With its torsion bar suspension, rack and pinion steering and 80 m.p.h. top speed, it would have been a real world beater if it were not for the simple fact that the big-end bearings would become very audible within 20,000 miles. Evidently this unit was not perfected by the time the car was introduced to the public. After the car was on the market for a period of time a series of improved motors were brought out. This in one respect was a forward step, but what about the unfortunate people who purchased the early models? In many cases, these people finished up by installing a late-type motor. This in my opinion is not an economical method of operating a motor car. The question that comes into my mind is, "Why was not the original motor brought to a higher state of perfection when it was first introduced?"

The Standard Vanguard is another car that seemed designed for Canada, but it turned out that it had a multitude of sins. You might say that it was an automobile that "two bitted one to death."

The Hillman Minx is probably the best looking of all the small cars, but its short motor life and tinny body do it no good.

The Vauxhall Velox is getting good reports for its low maintenance costs, but why not keep good British styling instead of that 1950 Detroit look?

After having made such a devastating attack on the British car industry, I hope that the following few recommendations will assist in the rebirth of the industry.

Send over fieldmen who will respect the comments of Canadian car owners and mechanics. I have talked to fieldmen about certain faults in small cars. In many cases they say that the conditions are different and these faults do not happen in England. If rear hub oil seals on the Austin A40 leak badly in Canada, they must be doing the same in England. The car manufacturers should realise that in Canada the majority of the people who buy a small car use it as their only means of transportation, not as a second car. They want it to go the same places and distances as a full-size car. They want a car that when it has 50,000 miles on it is in good enough running condition to be able to make a safe three or four thousand mile trip without a lot of mechanical trouble. In other words they want something rugged.

I think that at this point I should explain that I am an admirer of the quality British car. In my opinion, good British car design, performance and workmanship are hard to beat. When you can buy



the fabulous D-type Jaguar for less than 7,000 dollars, or the versatile Triumph TR2 for 2,600 dollars, you would think it a simple matter for the British car manufacturers to bring out a real working man's car for less than 2,500 dollars. West Germany has already done this!

The VW is the car that is gaining many friends in Canada. It has absolutely no chronic mechanical faults and combined with a body that does not rattle, it is the car to beat. The VW can put up a creditable performance in its class at a sports-car meet, take you on your daily shopping trip, or cruise along safely at 65 m.p.h. to your holiday destination. The British motor industry will have to reckon with this astounding car, not within the next few years, but immediately.

I am, Yours, etc.,

Vancouver.

RUSSELL HILTON.

\* \* \*

—AND AN IRISHMAN GIVES HIS VIEWS

Sir,

You have had many letters of recent months from distant lands commenting on the British cars. Let me now have my say—as a resident enthusiast in what is your nearest—and basically favourable—market.

Southern Ireland has always been a good market: Imperial Preference weights customs duties against other car-exporting countries, and our climate and road system, which resemble yours, also make this country a "natural" for the British car. Thus it was that in pre-war and early post-war years the Continental cars were uncommon enough to merit a second glance. Now how things have changed! VWs are in maximum production here, roughly equalling the Morris output. D.K.W.s are eagerly snatched up in this buyer's market, and are as common as Standards. Fiat 1,100 have made a slow start, but are now selling well. How dismal is the British agents' lot by comparison! Austin—formerly a Morris rival in sales—now cannot sell their A30s, much less the bigger models. However, they appear to be enjoying a good sale of German motorcycles! Ford have recently cut the prices of their Anglia and Prefect by £15 and £16—not that that will sell their cars in the face of all the groans about oil-thirst after 12,000 miles, and slipping clutches.

I wish I could quote you actual figures to support these impressions but should any of your manufacturers be interested they can always contact their Irish agents.

I have deliberately left Morris until last, having a personal grievance about this make. Enthusiastic about Issigoni's design even to the point of forgiving the fussy engine and shutting my eyes to the ill-chosen gear ratios and rubber gear-lever, I tried to buy a Morris Minor eight weeks ago. The first model I was offered I refused, pointing out 23 places where metal showed through the paintwork. On the second I showed them eight such places. I then left in disgust.

I have bought a VW and have had it back to the assemblers for servicing. Each time I have been met with courtesy and an apparent desire to please. I am well satisfied.

I am, Yours, etc.,

Dublin.

BEN BULBEN.

\* \* \*

HOW TO MAKE A FORTUNE

Sir,

I have decided to go into the distilled water business.

At a local garage the other day I was allowed to top up my battery with this precious fluid, while the attendant saw to the petrol, and on receiving my change I noticed it lacked sixpence. The attendant explained that this was a fixed charge, irrespective of the amount used. It so happens that I believe in topping up my battery regularly; in consequence very little water is required at one time. At say a splash per cell, six need easily use no more than one fluid ounce between them, and this works out at about £4 per gallon.

I shall encourage my son to follow me into the business; and I hope to retire at thirty.

I am, Yours, etc.,

Twickenham.

P. W. TAYLOR.

\* \* \*

NUVOLARI

Sir,

I have read your excellent article on Nuvolari, which I enjoyed very much.

In the account of the duel between Il Mantovano Volante and Achille Varzi, I think it correct to say that in the fantastic revolu-

tions per minute (for that time) reached by the rival cars on the rise to the Casino, the Bugatti of Varzi was of course equipped with roller-bearing big-ends, whereas Nuvolari's Alfa had plain bearings, and it was the failure of one of these which cost him the race.

Whoever saw Nuvolari leave the pits after a lightning stop at Donington in 1938, with wheels spinning all the way down the "frontages" of the other pits, will never forget this wonderful sight—it seemed that mechanics and pit attendants fell back like the policeman in Punch and Judy. This little man seemed gigantic in his forceful, inspired driving.

In later years, a Neapolitan friend of mine was on holiday with a 1,500 Fiat in Italy and he managed to seize up a piston on a long straight. He knew nothing about cars except how to put his foot down, usually in the wrong place. He raised the bonnet and stared at the smoking engine. A Lancia Aprilia came along and a small, dapper gentleman descended from it. He saw at once what was the trouble, took out the Fiat's plugs and shot some oil into the cylinders. He cranked the engine after a little pause and my friend then got the engine started. He was astonished when the little Samaritan, on being asked his name in the enthusiasm of my friend's gratitude, handed over a card engraved "Tazio Nuvolari." My friend must have been the only Italian in Italy who would not have recognised the maestro.

I am, Yours, etc.,

Kenley.

BERNARD COULTER.

\* \* \*

THE VINTAGE CAR CONTROVERSY

Sir,

I really feel that I cannot allow the letter of E. Rawnit in the last issue of your excellent magazine to pass without adding my personal comment to what I trust is an already mountainous correspondence.

I drive a vintage Bentley, and apart from my tremendous love and enthusiasm for the car, do so because:—

1. I prefer an article to be built rather than mass-produced.
2. At £150 my car has every bit of performance, brakes, steering, and general roadability as today's £1,000 effort.
3. In the unfortunate event of an accident, the vastly superior strength of construction of my car offers the driver a far better chance of collecting the Old Age Pension than its modern counterpart.
4. While admitting that it is very convenient to change an engine every 75,000 miles or so, I prefer the figures of my own car—700,000 miles (checked) and then £100 spent on rebuilding.
5. Obviously only the better cars survive 25 years plus, and if a car is running well after that time there cannot be much wrong with the design.

Mr. Rawnit's "common denominators" are best treated one by one:—

1. No "men's cars" built since 1930: Please Sir, name ONE.
2. Exhaust noises: Naturally we judge the quality of an engine by its exhaust note, as to anyone who has the vaguest clue about automobile engineering there is no better method.
3. Ignorance of engineering: I personally am prepared to accept a written apology for that statement; since, having worked in a garage, I can assure you that an overwhelming majority of modern car owners are unable to tell you how many cylinders their OWN car has, let alone the type of valve gear, or the make and position of their carburetter(s).

(4) Vintage-car racing: We prefer this for two reasons:

- (a) We and our friends are ourselves competing.
- (b) Despite Mr. Rawnit's misinformation, the speeds are very comparable with those of today's "miracles," which are also the family conveyance.

(5) Quaint headgear: See footnote in July issue.

Finally, I should like to add that the people in vintage cars are all exceptionally pleasant persons.

More power to your pen and your elbow.

I am, Yours, etc.,

Redhill.

"VINTAGENT."

\* \* \*

WHEEL ADRIFT

Sir,

I am disappointed at the incorrectness of your caption beneath the picture "On Maggotts." W. D. Bertram did not lose a stub-axle. What happened was that his wheel came off due to the failure of a ball-race, which was an old one that had done a great deal of service.

I am, Yours, etc.,

Malvern Link.

GEORGE H. GOODALL, *Managing Director,*  
Morgan Motor Co., Ltd.



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**VERNON DERBY 1930.** 2-seater with pointed tail. Balanced Riley engine. £55 o.n.o. Howling, "Newport," New Road, Shenley, Herts. Tel.: Radlett 5937. [9208]

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**1925 MORRIS COWLEY.** Good general condition, hood rough. £60 o.n.o. Tel.: GRE 4078. [9211]

**BUGATTI TYPE 40 1½ litre.** Body non-vintage. hood weatherproof, new battery, rebored. Seen Nottingham weekends. £145. Fisher, 48, Princes Street, Peterborough. [9212]

**HUMBER 9/20 SALOON.** 1927. Completely rebuilt like new. Everything replated, new carpets, tyres, etc., in beautiful order. £150. Instruction book, one owner. Taylor, Holly Bank, Yatton, Som. [9213]

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**ROLLS-ROYCE 1931 20/25.** Black, two-door, close coupled, fixed head, foursome coupé with large boot. £300 spent modernising body, recent overhaul, cyls. honed, clutch, brakes, battery, etc. £325. Bryson, 65, St. Quivior Road, Prestwick, Ayrshire. [9215]

**FORD 10 ENGINE.** £25. H. W. Hatch, 331, Kingston Road, Ewell, Surrey. Tel.: Ewell 2811. [9220]

**O.H.V. MINOR ENGINE,** 1931. £6 10s. Curl, New Barn, Rolvenden, Cranbrook, Kent. Tel.: Northiam 3141. [9221]

**VINTAGE AUSTIN 6/16 Drophead Coupé.** Mechanically perfect, wireless, windtone, new hood, taxed and insured. Any trial. Offers? Tel.: Gerrards Cross 4410. [9223]

**B.S.A. SCOUT, 1938.** Roomy two-seater sports. Fast, overhauled, immaculate condition. Genuine sale. £130. Smith, 73, Beechcroft Avenue, Barnehurst, Kent. [9224]

**ASTON MARTIN 1½ litre Bamford Tourer,** 1925. A vintage class car for £75 or offer. 197, Kings Road, Kingston-on-Thames. Tel.: KIN 1451. [9225]

**ALVIS SPARES:** Speed Twenty, 1935; Crested Eagle, 1937; most parts including Crested Eagle body; engines complete; wheels and tyres, P.100's, etc. All excellent condition. No time for rebuilding. The Orchard, Wooburn Green, High Wycombe. [9226]

**1932 L/C LAGONDA 2 litre Tourer.** £185 o.n.o. Write Smith, 8, Howard Road, Woodside, S.E.25. [9228]

**550 x 19 DUNLOP FORT,** practically unworn, £5 22, Church Crescent, N.3. Tel.: Finchley 7186. [9229]

**1936 HUMBER 24 Drophead Coupé.** New hood, excellent tyres, generally good. £75. Offers. 66, Marlborough Road, Slough. [9230]

**J.2 M.G. CRANKSHAFT** with other spares. Also some "P" type. Box No. L231, MOTOR SPORT, 15, City Road, London, E.C.1. [9231]

**ALLARD 1948/9 four-seater Coupé.** Cream body, red leather hood, steering column change, taxed year, twin spots, wing mirrors. Goes like rocket. Nearest £300, consider Ford Pilot exchange. Tel.: Ilford 1305 or Port Talbot 540. [9232]

**VINTAGE SPECIAL,** 2 litre Rover, 1930. 2,000 miles since rebuild, new close coupled 4-seater body, 16in. wheels, 4 new oversize tyres. Looks like miniature Bentley. Taxed, insured. £70. Photos. Write only. Cole, 13, Chartham House, Weston Street, London, S.E.1. [9233]

**M.G. SPECIAL.** Offers for M.G. with Special body, Coventry Climax engine, gearbox. Needs new back axle. The Cottage, Betley, Near Crewe. [9234]

## FOR SALE—continued

**ROLLS-ROYCE SALOON BODY** (post-war). Complete wings, bonnet, carpets, etc. Large boot. £350. Johnson's, 26, Egerton Road, Fallowfield, Manchester, 14. Tel.: Rusholme 3009. [9235]

**1½ LITRE LE MANS SINGER.** Now dismantled, ready for rebuilding. Chassis metal primed, all parts in good condition, will deliver within 40 miles; lack of space and time forces sale. £90 the lot. Hewett, 105, Rydens Road, Walton-on-Thames. Tel.: 6074. [9237]

**ALVIS 12/70, 1940.** Mechanically excellent, paintwork good, radio, new battery, tyres. £270. Biske, 5, Kingsmead, Upton, Chester. [9239]

**LANCIA APRILIA.** Privately owned. Heather grey, red hide, seat covers, heater, radio, telecontrols, twin reversing lights, Marchal headlamps, spotlight, wipers; reconditioned engine, Lucas gas-flowed head, Scintilla, Playford track-rod, reconditioned front and rear ends, brakes relined. No rust, 1,000 miles since reconditioning. Fast, economical. Probably the prettiest Aprilia available. £375. Owner purchased Bristol. Spare engine, new Weber carburettor and numerous spares available if required. Tel.: Mitcham (Surrey) 1197. [9240]

**TALBOT, M.G.** To clear parents garage. 1933 Talbot 18 engine, gearbox, back axle, etc.; suitable for spares. Also M type M.G. chassis with brakes and gearbox. Any offers. Near Bristol. Box No. L242, MOTOR SPORT, 15, City Road, London, E.C.1. [9242]

**LAGONDA LG45 Pillarless Saloon.** Engine completely overhauled recently, new rad., brakes relined, resprayed, radio, 20 m.p.g., excellent condition. Exchange pick-up. £250 o.n.o. Seen by appointment. J. Morley, Bay Farm, Ridgeway, Enfield. Tel.: Enfield 1108. [9243]

**PIERCE ARROW** fitted with P.6 diesel; outstanding appearance, modern design. Lucas P.100's and flame throwers, radio, heater and blinkers, rim-bellishers, two spare wheels, 70 m.p.h. and 7 h.p. economy. A car to be proud of. Built like a battleship. A bargain at £400. J. Wood, Birch Hill, Neen Sollars, Kidderminster. [9244]

**"MOTOR SPORT."** 1952, 1954 complete; 1951, 1953 complete except December; 1950 July-December; 1931 January; 1933 March, April, June, July, August; 1934 except October, November, December. Offers to Sunny Lodge, Normandy Lane, Angmering-on-Sea, Sussex. [9245]

**1924 HUMBER SALOON, 11.4.** Good original condition. Engine maintained. £70 o.n.o. Seen London. Tel.: SLO 3219, office hours. [9246]

**LANCIA LAMBDA,** 8th series short chassis tourer. A most exceptional car. £150. £50 deposit. Many other interesting cars available. R. J. Searle, Ltd., 25, Church Street, Hampton. Tel.: Molesey 2142/3. [9247]

**RILEY 9 DROPHEAD COUPE** with spare engine and gearbox, £75. New crown wheel and pinion, short type, £7 10s 11, Maltings Road, Gt. Baddow, Chelmsford, Essex. [9248]

**18-80 M.G. MARK II,** 1930 open two-seater. This car is in really excellent condition throughout, including a new hood and sidescreens. Over £150 has been spent on it in the last year and is a real enthusiast's car for the sum of £185. European Cars, Ltd., 129, Old Brompton Road, South Kensington, London, S.W.7. Tel.: Fremantle 7722. [9249]

**1935 RILEY 1½ Preselector Falcon** aluminium saloon on cable braced chassis. Extensively reconditioned, under 7,000 since new block, head, valve gear, carburettor, clutch, fram filter, speedo. £200 spent, interior remodelled, exterior rechromed, new lamps. Smart appearance. Insured comprehensive. Genuine offer. All minor faults will be declared. Price £160. Write, 72, Lyme Road, Welling, Kent. [9250]

**JUST COMPLETED Austin 750 Special.** Re-bored, tuned, modified engine, lowered suspension, chrome outside exhaust, sprayed B.R.G., aero screens. Looks, goes and sounds terrific. Full details, photos. Hurstleigh, Hurstwood Lane, Tunbridge Wells. £75 or H.P. [9251]

**AUSTIN "750" SPECIALS** made to order for the enthusiast by the enthusiast. Complete modified cars guaranteed 3 months. £75-£120. Full details. Hurstleigh, Hurstwood Lane, Tunbridge Wells. [9252]

**1933 RILEY 12/6.** Model unknown. Breaking. All parts available except engine and back axle. Old Farm, East Hill, Oxted, Surrey. [9253]

**MERCEDES-BENZ, 1939, 170V.** Saloon. L.H.D. Mechanically sound, excellent body and upholstery. £200. Full details. Box No. L254, MOTOR SPORT, 15, City Road, London, E.C.1. [9254]

**1950 BRADFORD UTILITY,** £180, or exchange small open car and cash. Davie, Old Kings Head, Stock Road, Ingatestone, Essex. [9259]

## FOR SALE—continued

**SELLING MY EXCELLENT Alvis Stable.** 1932 Speed 20 Tourer, cycle type wings, green, £125. 1937 Speed 25 drophead, black, immaculate, £295 o.n.o. Strowlger, 91, Acorn Street, Leicester. [9255]

**ROVER 10 SPORTS, 1930.** Excellent throughout, new tyres, battery and rings, reluctantly for £45. Box No. L256, MOTOR SPORT, 15, City Road, London, E.C.1. [9256]

**MERCEDES-BENZ.** Various 170V parts. Pair 5.75-16, 6.00-18 tyres, tubes, 12 v. dynamo, coil, 36, 42 m/m. downdraught carburetters, pair 28 m/m. S.U.s, V.8 engine, accessories. Benington, The Twitten, Crowborough, Sussex. [9258]

**TRACTION AVANT,** Citroen Light 12, perfect mechanically, transmission new this year, red leather interior, Lockheed hydraulics, twin horns, sunshine roof, sound body with first-class finish. Looks and goes like post-war model. £175. Hollingsworth, 112, Rosebery Avenue, Tottenham. [9262]

**T.F./D./C./A.; Y.B.; P.B./A.; J. 1/2; M.;** Magna and both Magnette owners. See miscellaneous column last page. [9274]

**ROLLS-ROYCE 20, 1927.** Of unusually handsome appearance and good condition. Weymann fabric saloon, refabricated 1952. New hood-lining, interior lights, indicators, windscreen-wipers May 1955. Mechanically overhauled, decarbonised, new piston rings by R.R. Ltd. Feb., 1955, 6 new tyres, 22 m.p.g. Taxed and insured. Owner-driver. Sole reason for sale am posted overseas. £235 o.n.o. Box No. L276, MOTOR SPORT, 15, City Road, London, E.C.1. [9276]

**1927 HUMBER 14/40 SALOON.** Finished in blue and black with original carpets and Bedford Cord upholstery. One of the finest specimens of this marque in Britain. Many spares available. This car has recently been rebored and is in first-class condition throughout. Rusholme Light Car Co., Walmer Street East, Rusholme, Manchester, 14. Tel.: RUSHOLME 1144. [9277]

**TALBOT 110.** Completely overhauled and in superb condition. Very rapid and reasonably economical. £180. Details (after 16th August) from Smithie, Charlton Marshall, Glenfield, Leics. Tel.: Austey 2006. [9278]

**ROLLS-ROYCE** tourer, 1926. Black. Re-bored, crank reground, rebreaked, re-clutched, new hood and battery. £250. Linden, Ray Park Avenue, Maidenhead, Berks. Tel.: 654. [9209]

**M.G., '35, NA 2-seater.** Recent engine overhaul. Batts. Clean body. Hood, tonneau. £150. Keenan, 23, School Street, Drayton, Daventry, Northants. [9216]

**1930 MORRIS COWLEY** saloon. Very good original condition, excellent bodywork and tyres. £60, which includes second car (towable) for spares. Box No. M217, MOTOR SPORT, 15, City Road, E.C.1. [9217]

**M.G. J2 engine,** perfectly sound, with manifolds, carbs., dyno., starter, coil and pump. New Well-worthys. £22. Charlton, 144, Chaffcombe Road, Sheldon, Birmingham. [9281]

**DISMANTLING JAGUAR 1936-7 2½-litre.** Engine perfect. Good wheels and tyres. Gearbox and axle perfect. What offers? Older, 1, Dashwood Avenue, High Wycombe, Bucks. [9282]

**VINTAGE CAR—1928 13.0 Humber 4-seater** tourer—running order. Good condition. What offers? Williams, "Shirley," 14, Landseer Road, Sutton, Surrey. [9283]

**1928 INVICTA 3-LITRE** Meadows tourer. 250 miles since engine overhaul. Believed two owners only. Maintained in first-class mechanical condition since new. A unique opportunity for true student of engineering to acquire vintage car in near-original condition. £120. No dealers. Pugh, 15, Morpeth Street, Gloucester. [9284]

**BENTLEY 4½-LITRE** open 4-seater, 1928. B.R.G. New tyres, taxed year, recently resprayed, new hood, brakes relined. £325. Scottish Automobile Co. Ltd., 39, Lothian Road, Edinburgh. Tel.: FOU 1632. [9285]

**RILEY NINE SPECIAL,** 1945 2-seater, various spares. £165. Photo, etc. Carrington, 10, Brighton Road, Southport. [9286]

**RILEY MERLIN, 1930, 12/4.** Excellent condition. Engine completely overhauled (1,000 miles); bills £50. New carb. £200. James, 61, Warrington Avenue, Slough. [9287]

**RILEY ADELPHI 1½-LITRE,** Dec. 1935. Excellent condition throughout. Reconditioned engine, clutch. Spare Scintilla Vertex. Dunlopillo. £175, o.n.o. 6a, Sydenham Hill, S.E.26. Tel.: SYD 7110. [9288]

**MORGAN 4/4, 1940,** Coventry-Climax engine. Tyres 95%. B.R.G. All in excellent condition throughout. Reason for sale, new car arrived. £260, o.n.o. 15, Woodland Road, off Bilford Road, Worcester. [9289]

**AQUAPLANE CAM-SHAFT** and valves for Ford 1,172-c.c. engine. Tel.: Bryant, Western 9641, business hours. [9291]



**FOR SALE—continued**

**LAGONDA RAPIER**, 1934. Fixed head. Running order but engine and interior rough. New: three tyres, battery. £90, o.n.o. Garaged North London. Box No. M290, Motor Sport, 15, City Road, E.C.1. [9290]  
**£28—TRIUMPH 7-H.P.** saloon. 40 m.p.g. Very clean and sound. Tel.: Burgh Heath 5624, after 7 p.m. [9292]  
**A.C. 2-LITRE** sports saloon, 1933. Mechanically good, reconditioned engine. £65. Moore, 60, Lebanon Park, Twickenham, Middlesex. Tel.: Popesgrove 4138. [9293]  
**M.G. J2**. Restored throughout at considerable expense. Engine, chassis, body with swept wings, electrics, exceptional. Smooth, reliable. Dunlop seats, new chrome. Taxed. After 3,000 miles change of vocation necessitates saloon. £105. Hague, 22, Sandyhurst Drive, Wallasey (Tel.: 9063), Cheshire. [9294]  
**ALVIS FOURTEEN**, 1936, black saloon, excellent condition. £210. Delves, 2a, Beverley Road, Colchester. Tel.: 3048. [9297]  
**M.G. SUPERCHARGED J4** Montlhéry Midget, in exceptionally good condition. Terrific acceleration. Ideal for competition work or fast touring. £250. Exchanges or terms considered. Huxham's Ltd., Penn Hill Garage, Parkstone, Dorset. Tel.: 2. [9300]

**FOR SALE—continued**

**RILEY NINE** Trials Special, aluminium body, i.f.s., manual, magneto, copper-plated head, hood. Nearest £140. Tel.: Terminus 4685. [9299]  
**VAUXHALL FOURTEEN DX 35/36**. Engine and axle good. New linings and cables. Outside body good, interior not too good. £65. Space wanted. Tel.: Uxbridge 5534. [9301]  
**1951 (AUGUST) DELLOW 2-seater**. Well maintained with very lively performance. Apply: Bale's Garage Ltd., The Square, Barnstaple. Tel.: 4161. [9303]  
**ROLLS TWENTY**, 1925, 4-speed, f.w.b., with hand-painted Napier green folding head, 4-door body. This car is now in really first-rate order, having had the engine and chassis completely stripped and reconditioned 4,000 miles ago. Only R.-R. spares were used and all job cards are available for inspection. Cannot expect to recover cost but will sell for £250 and no arguing. Sudworth, Somerset Road Garage, Huddersfield. Tel.: 7236. [9304]  
**1950 2½-LITRE RILEY** Roadster in perfect condition. £550. Paterson, Lower Moor, Minety, North Wilts. Tel.: 231. [9306]  
**POTENT M.G. J2 2¼-seater**, B.R.G. Above-average performance. Excellent tyres. Drive away, £135 or offer. Owner bought larger M.G. Tel.: Bookham 2805 for "gen." [9311]

**FOR SALE—continued**

**M.G. 2.6-LITRE**, 19.8 h.p., January 7th, 1939. A connoisseur's car which will last many years. Comfortable saloon, performance equal to or better than most cars now on the road. Price £350. Particulars available. Box No. M305, Motor Sport, 15, City Road, E.C.1. [9305]  
**RILEY NINE GAMECOCK**, 1932, 2-seater sports, excellent condition. £80, o.n.o. Cater, 78, Broadway, Letchworth, Herts. Tel.: 962. [9307]  
**FIVE ROVER** 18-in. wire wheels. Caps rechromed, tyres and tubes usable, £10 or offer. Wanted: set 17-in. as '46 Rover Sixteen. Tel.: LAB 3613; business, EDM 4765. [9313]  
**RILEY 12/6**, 1933, grey, saloon. Reasonable condition. £85, or near offer. Tel.: Enterprise 3130. [9314]  
**£550—SEPTEMBER, 1952**, Jupiter, Series III engine, new batteries, good tyres, leathercloth hood. Finished in bronze. Car in very good condition. Apply Phillips, "Hoy and Helmet," South Benfleet, Essex. Tel.: 230711. [9315]  
**AVION VOISIN**, 1925, 23-h.p. tourer. Believed to be only specimen in country. Immaculate condition. Mileage under 60,000. Engine seals intact from makers. £150 or near offer. 20, Stonecross Road, Hatfield, Herts. Tel.: 2707. [9317]

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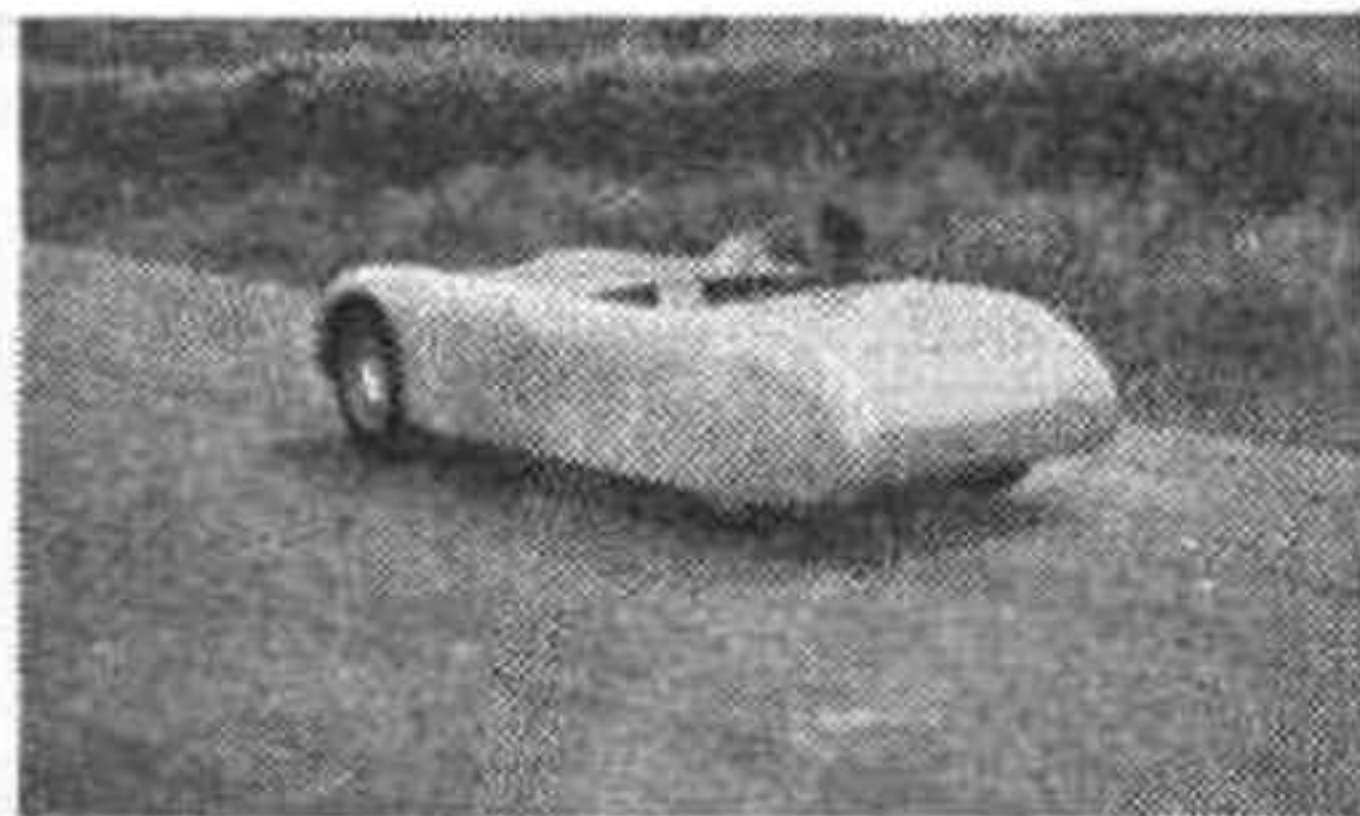
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- Ladies' Award, MOBILGAS ECONOMY RUN** (Mrs. J. Johns and Mrs. J. Chesterton).
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**FOR SALE—continued**

**HANDBOOKS, WORKSHOP MANUALS** for British, American, Continental automobiles. Inquiries, stamp please. Catalogue 500 motoring publications, sixpence. Grays, Hurstpierpoint, Sussex. [9318]

**FRAZER-NASH**. Built specially by R. G. J. Nash about 1934. Twin overhead-cam Anzani R.I. engine, 1,500 c.c. Car has done less than 2,000 miles since 1939. Attractive 2-seater body. £250. Davis, 327, York Road, Battersea. Tel.: Vandyke 4288. [9319]

**SQUIRE 1½-LITRE** blown twin-cam Anzani. Short chassis. Special body by Corsica. Stored 1940 to 1950. Not yet run-in after being rebored and fitted with Martlets. Very attractive car. £500, o.n.o. Davis, 327, York Road, Battersea. Tel.: Vandyke 4288. [9320]

**RAILTON 28.8**, special coupe de ville body, rebuilt 1950 at a cost of £400. Clocked 120 m.p.h. Enlarged family requires more seats. £275. Thompson, Tel.: Nayland 334. [9321]

**VINTAGE ROLLS, 20 H.P.**, 1924. Brake body. Needs battery, otherwise O.K. £45. 9, Newquay Avenue, Reddish, Stockport. [9324]

**1955 TR2**, 6,000 miles, leather, as new, £825. 1954 TR2, new tyres, unmarked, £735. 1938 Ford Prefect saloon, £165. 1939 Wolseley Twelve saloon, £175. H.P. and exchanges. Also some new Delahaye spares for sale, s.a.e. please. Wanted: DB2/4 and 1949/53 A.C. saloon. Jones Garage, Syston, Leics. Tel.: Syston 86257. [9326]

**AUSTIN/FORD TEN Sports Special**. Raised compression, double valve springs, i.f.s. Engine reconditioned and tube/alloy body fitted 1954. Ford wheels, 4.50 by 16 and 5.25 by 16. New tyres. £130. Tel.: Bletchley 58, evenings. [9328]

**1937 BRITISH SALMONSON 20/90 2-seater**, fast, reliable, lovely condition. £300, o.n.o. Spragge, 30, Campden Hill Gardens, W.8. [9329]

**AUSTIN NIPPY**, 1934, very good condition, extensively overhauled. £110. Goodwin, 31, Bittacy Rise, Mill Hill East, N.W.7. [9330]

**FRAZER-NASH-B.M.W., TYPE 55**, 2-litre sports, 1937. Cream. Excellent condition. £280, o.n.o. Armytage, 29, Grafton Avenue, Radipole, Weymouth, Dorset. [9331]

**SCHOOLMASTER'S 1,100 FIAT** saloon, 1938, l.h.d. Suspension, steering, just overhauled; rest very sound. Daily use. Mine three years; to good home only. £165. Sedgwick, 9, South Drive, Felpham, Sussex. Tel.: Middleton-on-Sea 2821. [9333]

**BROUGH SUPERIOR 6-cyl. drophead coupé**, showroom original condition. Maintained regardless cost. £220, o.n.o. Write, Walker, 587, Bradford Road, Bradley Bar, Huddersfield. [9334]

**S.S. MORGAN, 1,100 J.A.P.** Rebuilt. 3-speed, reverse, plate clutch. New hood, chain, rear tyre, coil, etc. 65 m.p.g. £130. 49, Haddington Road, Bromley, Kent. [9335]

**H.W.M. FORMULA I G.P.** car, purchased as new from H.W.M.'s April, 1954. Now overhauled and ready to race. Fitted 2½-litre engine and all latest modifications. Weber carburettors, three axle ratios, six wheels and many engine and chassis spares. A very reliable car offered for sale at £1,450. On view at The Crossways Garage (Crookham) Ltd., Reading Road South, Church Crookham, Hants. Tel.: Fleet 410. [9336]

**RILEY NINE GAMECOCK 2-seater**, 1932. New hood, brakes, battery. Good tyres. 35 m.p.g. £140, o.n.o. Tel.: POL 5829, after 6. [9337]

**M.G. MAGNETTE, F-TYPE**. Recently reconditioned engine, good tyres. Breaking up. 16, Fremantle Road, Barkingside, Essex. [9338]

**NA MAGNETTE**, supercharged, 4-seater, 1935½. Scintillating performance. Excellent condition. Numerous spares, five good tyres. £165, o.n.o. Tel.: FOR 9385, after 6 p.m. [9340]

**FOR SALE—continued**

**FRENCH WITHOUT TEARS—1929 Renault 8-h.p.**—glamorous, stormproof, mobile. Married, must sell—£40, o.n.o. Tel.: Fulmer 61. [9341]

**WOLSELEY HORNET** and Wasp gearboxes; two 4.75 by 18 tyres; hubs and half-shafts. Rectory, Stickland, Blandford. [9343]

**1954 MARK V BUCKLER 2-seater sports**. Attractive aerodynamic fibreglass body. Built to 1,172 Formula. 30 m.p.g., 97 m.p.h. Silverstone Club Circuit, 1 min. 29 sec. £300. 24, Church Road, Stanmore, Middlesex. Tel.: GRI 164. [9344]

**RAILTON, 1935**, black saloon, 29 h.p. Excellent condition throughout. £150. 13, Middleton Drive, Northwood Hills. [9348]

**S.S.I TOURER**. Brand new parts all over. Enthusiast's snip, £40. Acorn Cottage, Byfleet Road, West Weybridge. [9348]

**3-LITRE LAGONDA** engine; o.h. inlet, side exhaust. Dismantled but complete with twin carburettors, dynamo and magneto. £25 the lot. 29, Beaufort Avenue, Kenton, Harrow. [9349]

**AUSTIN SEVEN SPECIAL**. Built 1953. Hydraulic brakes. Fast and 45 m.p.g. New battery, tyres. £80. 40, Blakes Avenue, New Malden, Surrey. Tel.: Malden 4968, after 7 p.m. [9350]

**ALVIS 12-H.P. d.h.c.**, taxed. In daily use. 1932-3. £45. Stamford Gate, Holywell, Flints, North Wales. Tel.: Holywell 2202. [9351]

**1928 ROLLS TWENTY**. Mechanically good, body-work needs attention. £85. Flanagan, Brianston, Merrilocks Road, Liverpool 23. [9352]

**FIAT MODEL 1,500** spares. Self-starter, ignition distributor, reconditioned Zenith carburetter, petrol pump, engine valves, universal joint, petrol tank, tappets, camshafts and numerous small spares; also bonnet and off-side front wing. Stiles, 153, Billing Road, Northampton. Tel.: 2264. [9353]

**FIAT MODEL 1,500** engine unit and completely reconditioned rear axle with brake drums. Stiles, 153, Billing Road, Northampton. Tel.: 2264. [9354]

**NEW WHEELS**, new Dunlop racing tyres, tubes, 7.00-16, fit vintage Bentley, Vauxhall, £20 pair. Vauxhall 12/4 (1½-litre) engine, gearbox, £25. Austin 7-h.p. dynamo with distributor drive, £4. Winder, White Cross, Guiseley, Leeds. [9355]

**FORD 10-H.P.** spares. 1,172 engine, £25; gearbox, £12; rear axle, Girings, £10; front axle, £5. Wheels with new Michelin tyres, 4.50-18, £10 pair. 16, 17 and 18-in. wheels, 30s. each. Marshall blower, manifold, gauges, pipes, S.U. carburetter, £25. Aquaplane rev.-counter with drive and timing case, new, £10. Pair Dellow coil springs with axle mountings, £4; c.w. and pinion, as new, 33 by 6 teeth, £6. New Ford 8-h.p. carburetter, £3. Winder, White Cross, Guiseley, Leeds. [9356]

**1937 ALVIS Speed Twenty-five drophead coupé**. Immaculate. £250. McPherson, Reichel Hall, Bangor, North Wales. [9357]

**VW ENGINE** and gearbox unit, in good order, complete; also rear end of chassis undamaged. Suit "special" builder. £35 or near offer. Tel.: Kettering 3235. [9360]

**ERSKINE STARIDE, 1954** (cost £850). 500-c.c. twin-cam Norton, superlative condition. Present engine approximately 600 miles in one season's racing which included: Brands Hatch, 1st Juniors; Silverstone, 1st; Chester Sprint, l.t.d.; Silverstone 100-mile, 3rd against Leston and Headland. Price £450. Fiat 1,500, 1938 (unique!). Unburstable 4.5 rear end. Lucas "electrics." Shell bearings. Large sump. Modified front suspension. Finished black and grey. Truly an enthusiast's car! Price £175. Molyneux, West & Co. Ltd., Flixton Road, Urmston, Lancashire. Tel.: Urmston 2771 (Manchester). [9361]

**CITROEN 12.8 roadster**, 1939, grey. New hood and good all-round condition. Unfortunately need the money. Offers over £200. Landes, 24, Priory Road, Birmingham 5. [9367]

**FOR SALE—continued**

**A.C. ACE, 1933**. Good condition, two new tyres, brakes relined; 25 m.p.g.; fast. £100, o.n.o. Burnett, Woodside, Bridge Road, Bristol 8. [9359]

**B.S.A. SCOUT** tourer (1936). Recent engine and general overhaul. Good condition. Silver, Bockmer Farm, Marlow, Bucks. [9362]

**RILEY NINE MONACO, 1933**. Two owners. Reconditioned engine, twin S.U.s and usual mods. £30 overhaul, not yet run-in. Marchals, four new tyres. Body good. Going abroad. £85. London. Box No. M363, Motor Sport, 15, City Road, E.C.1. [9363]

**REBUILT 4½-LITRE MEADOWS** engine, suit Lagonda or Invieta, really sound condition; any inspection invited. £30. Fay Motors, Ltd., 90-92, Archway Road, Highgate, N.19. Tel.: ARC 5554. [9364]

**£11—DUNLOP FORT 600-650** by 19, new, unwrapped; list £15 7s. Swindlehurst, Kingswood, Wolverhampton. [9365]

**B.S.A. THREE-WHEELER SCOUT** engine. Strengthened chassis, oil coil, 9-in. spot, trafficators, demister, telescopic aerial, twin horns, many other extras. Good hood, Perspex sidescreens, special body. New retreats; everything mint condition. £95; s.a.e. photo. Collins, 9, Longwood Road, Bilton, Rugby. [9366]

**1929 TRIUMPH** tourer. Requires rear axle worm. Best offer. Williams, 59, The Woodlands, Penygarn, Pontypool. [9368]

**1925 ROLLS-ROYCE** Twenty saloon, vintage; radio fitted; good mechanical condition. Full particulars, Box No. M369, Motor Sport, 15, City Road, E.C.1. [9369]

**RILEY GAMECOCK NINE** red 2-seater for sale in good condition. Many new parts including hood. £145. Gates, 6, Milverton Terrace, Leamington Spa. [9370]

**BENTLEY 3-LITRE, 1926**, Speed Model A-type box, V.D.P. body. £165, o.n.o. Tel.: Erith 4266, after 6 p.m. [9371]

**ALVIS, 1931**, Silver Eagle, 17-h.p. tourer. Fast, reliable, good condition. Bargain, £65. Walton, Orchard Cottage, Mill Lane, Wormingford, Colchester. [9372]

**VOLKSWAGEN**, December, 1946, l.h.d.; hand-painted. Leather upholstery. Very fair condition but not as new and I think reasonable at £195. 310, Richmond Road, East Twickenham. Tel.: Popesgrove 1888. [9373]

**UNIQUE OPPORTUNITY**. 1927 2½-litre Darracq for sale. Excellent mechanically, body rough but basically sound. Goes like a train. Three spare tyres. £55. Glover, 19, Northumberland Road, Coventry. [9374]

**LAGONDA 2-LITRE** Weymann saloon, 1931. In daily use. Offers or exchange smaller car. 76, Lodge Road, West Croydon, Surrey. [9375]

**VOLKSWAGEN**, reg. 1949, excellent condition. £295. 17, Manor Close, Kingsbury, N.W.9. Tel.: COL 7547. [9376]

**RILEY MERLIN** saloon, 1936; preslector. Mechanically good, low mileage. Chassis S6617812. Offers. 176, Street Lane, Leeds. [9377]

**DISMANTLED SINGER** Le Mans. All parts available. Paris, 6, Fort Road, Halstead, Kent. Tel.: Sevenoaks 3769, evenings. [9378]

**LAGONDA, 1935, 3½-LITRE**. Sell whole or parts. Saloon body written off. Airey, 128, Leicester Road, Blaby, Leicester. Tel.: Wigston 3878. [9379]

**DAIMLER 16/55** tourer, first registered May, 1927; in black. One owner from new. In entirely original condition. Sleeve-valve engine fitted with new sleeves in 1953. Four new tyres. Licensed to December. Body unblemished. Excellent vintage motor. £90, o.n.o. Ellis, 35, Salop Road, Oswestry, Salop. Tel.: 37. [9380]

**NIPPY AUSTIN, 1935**. Genuine, unmodified. Mechanically good, fine engine. Body smart; hood, screens, tyres, battery, all good. £90. 9, Seaview Gardens, Roker, Sunderland. [9381]

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**FOR SALE—continued**

**1923 ROLLS TWENTY** coupé de ville by Mulliner. Pretty lines but rough, restorable. Drive-away condition. £85. Stewart, Little Wood, Park Road, Camberley. Tel.: 735. [9382]

**1934 ALVIS** Speed Twenty d.h.c., excellent performance; good mechanically and bodily. Fitted radio, P100s, etc. Parting reluctantly. £130. Jackson, Tel.: Cobham 3391. [9384]

**TALBOT OWNERS.** 105 AV Vanden Plas saloon in good condition throughout except for unserviceable crown-wheel and pinion. Preselector box, reconditioned dynamotor, two excellent batteries. Notek spotlight, etc. Best offer before end of month for whole car or individual components. Ellis, 152, Wigan Lane, Wigan. [9385]

**750 SPECIAL:** attractive road car. Alloy body, hood, special wheels, lowered suspension; sensible modifications. Around £80. 17, Curzon Avenue, Horsham. [9386]

**LAGONDA RAPIER,** 1934, f.h. coupé. Register No. 63. 24,000 miles, one owner, since £250 two-year engineer's rebuild and complete engine overhaul. New roof. Two new tyres, two 14,000. Mechanically very good. Black/grey coachwork, chrome excellent. Interior good. Mid-Sussex. £175. Box No. M389, Motor Sport, 15, City Road, E.C.1. [9389]

**LAGONDA RAPIER** tourer. Bills for £100 overhaul. Spare cylinder head, handbook, Rapier Register notes. £225, o.n.o. Rowe, 169, Regina Road, Southall, Middlesex. Tel.: SOU 1958. [9390]

**THREE SUITCASES** in Rolls-type trunk. Unused. Haggling, £15. Turner, The Barn, Westleton, Suffolk. [9391]

**1937 TA M.G.** Rebuilt, resprayed, new hood. £175. Williams, 33, Monks Way, Reading. [9392]

**ALVIS FIREFLY** saloon, 1933. Body good. Relined brakes and skimmed drums. Wilson box relined. Tyres: two good, three passable. New valve guides and exhaust valves. Stellite rockers. 13,000 since rebore. £120 or haggle. Lewis, 100/21, Derwent Road, R.A.F., Henlow, Beds. [9393]

**MORGAN AERO,** 1931, 1,100 J.A.P. Resprayed, new tyres, big-ends. £45, o.n.o. Letters only. Smith, Flat 3, 1, Lansdowne Square, Rodwell, Weymouth, Dorset. [9394]

**WOLSELEY HORNET** 2-seater sports, excellent condition; 30 m.p.g. Family addition forces sacrifice of this classic. £140. 22, Hillreach, Woolwich, S.E.18. [9395]

**FOR SALE—continued**

**FORD V8** engine, new, £20; pair twin choke down-draught carbs. and alloy manifold, £10; new 12X Allard gearbox, £25; special exhaust manifolds and complete new insides for another V8, £8. The complete unit a bargain at £60—ideal stock car or "special." Seen Brookside Garage, Ascot. Tel.: Winkfield Row 91. [9396]

**ALVIS SPEED TWENTY** sportsman's saloon. Fine appearance and performance. Recent £315 overhaul. Bills, photos available. £210, o.n.o. Walter, "Pines," Tivoli Road, Cheltenham. Tel.: 56142. [9397]

**1936 BRITISH SALMSON** S4C coupé. 500 miles since engine overhaul. Bills available. Well shod. £95, o.n.o. Also M.G. M-type engine, complete starter, dynamo; buyer collects; £6. Hindle, 37, Manor Road, Blackburn. [9398]

**M.G. 1930, 18/80** sports 2/3-seater. Extensive overhaul 1954; exceptional all-round condition. £95. 8, Woodhurst Avenue, Garston, Herts. Tel.: Garston 2455, after 6 p.m. [9399]

**RILEY USED PARTS:** 1928-38. 1936 Riley saloon, £95. Chili Parlour, By-Pass, Hatfield, Herts. Tel.: 2863. [9400]

**VAUXHALL FOURTEEN** Martin Walter 4-door drophead coupé, 1936 model. Good condition. New batteries, heater. Taxed. Exchange for Riley or similar, or sell £115. 5, Beechwood Close, Mill Hill, N.W.7. Tel.: MIL 2696. [9401]

**ROLLS, 1924, 20-H.P.** 4-seater drophead coupé, several unique features, unmistakably yellow. £185. Routh, 26, Chepstow Villas, London, W.11. Tel.: Bayswater 8063. [9402]

**FRAZER-NASH, 1933, T.T.** Replica. Excellent and original. Resprayed. £220. I. E. Smith, Imperial College, S.W.7. [9403]

**BRITISH SALMSON, 1935.** Rebuilt 1955 and fitted brake body, weight 1 ton; definitely rampant. £70. Bamford, 52, Wickham Road, Crookham, Kent. [9404]

**ALLARD TRIALS** 2-seater. Rebuilt and re-registered 1949. Mercury V8 engine in superb condition; i.f.s., Andre telecontrols, remote gear-change, twin exhaust, k.o. wire wheels, two spares, tyres good, fold-flat windscreen, large slab tank, spotlight, etc. Whole car in reliable condition; very fast, and always a source of admiration; ideal for serious trials enthusiast. £195. Pearce, 12, Glenhouse Road, Eltham, London, S.E.9. Tel.: ELT 4095. [9405]

**FOR M.G. TC:** plastic all-over tonneau, £5; luggage grid, £4. Tel.: Maidenhead 166, after 7 p.m. weekdays. [9406]

**FOR SALE—continued**

**SECONDHAND SPARES** for all popular makes, including largest stock in England of new genuine spares for 6-cyl. Talbots. Also large stocks of new Luvax shock-absorbers, vane and piston type; bumpers, pistons, S.U. twin pumps, etc.; all at half normal cost or less—quotations by return. All goods on seven days' approval against cash. Clare's Motor Works, 260, Knight's Hill, London, S.E.27. Tel.: Gipsy 0132. [9407]

**TANK EMPTY,** so must sell 1934 Wolseley Hornet Tickford coupé. £85. Thompson, Greenmeadows, Lower Clatford, Andover. Tel.: 2928. [9408]

**AMILCAR** front, rear axle assemblies with five new unused wheels, tyres, tubes, 5.00 by 17. £40, o.n.o. Will separate. Fleming, Kilcreggan, Dunbartonshire. [9409]

**AUSTIN TEN,** 1946, complete, less body. Good running order. Ideal for "special." Will break up. £45. Overstrand Motors, 62, Cottage Grove, S.W.9. Tel.: Brixton 2330. [9410]

**A70 ENGINES,** guaranteed working order. Complete ignition, carburetter, fuel and water pump, inlet, exhaust manifold. £22 10s. Spares, dynamo, starter to suit. Overstrand Motors, 62, Cottage Grove, S.W.9. Tel.: Brixton 2330. [9411]

**JAVELIN—**Enthusiast's Mk. III-engined pet must go. (Getting impecunious!) Really A.1. Haggle around £400. Dealers *verboten*. Details: Tel.: Brentwood 2207. [9412]

**1937 RILEY LYNX 1½** 4-seater tourer. Excellent mechanical condition and newly shod. Touring England September. Jackson, Ardfrooch, Kilmacollm, Renfrewshire. [9413]

**FORD MODEL-T,** 1920, van in top-class condition, for sale with spare chassis and engine complete. Used to hard work and an ideal advertising medium. £125. Sloan, Swan Hotel, Newport Pagnell (Tel.: 33), Bucks. [9414]

**1938 RAILTON** Cobham saloon, excellent condition, maintained by enthusiast. Body superb. New clutch, battery, dynamo, oil-coil, shockers, petrol pump, sunshine roof, head cloth, carpets, thermometer. £150. Tel.: Riverside 4955. [9415]

**1928 5-STUD RILEY,** front and back axles complete, wheels, all back axle parts. 34, Carson Road, London, S.E.21. [9416]

**SUPERCHARGED 2-LITRE LAGONDA,** 1931, 4-seater tourer, Zoller blower. Excellent original condition throughout following extensive overhaul. Speed with economy. £200, including quantity of spares. 4, Bowden Lane, Marple, Cheshire. Tel.: MAR 1140. [9435]



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FOR SALE—continued

**UNIQUE GHOST.** 1914 chassis with scuttle, running boards, large CAV lamps, perfect battery, reconditioned magneto. All history known. Two owners, 50,000 miles. Rolls maintained 40 years. £100. Chichester, Wiscombe Park, Colyton, Devon. [9298]

**1172 c.c. M.G.** Rebuilt 1954, using new Ford parts. S.U.s, many extras. £195. 105, Bridge End, E.17, Larkwood 6711. [9573]

**BREAKING** 1937 Buick, 30 h.p. C.O. model. Phone LAD 5203. [9574]

**RILEY 1934.** Six cylinder Kestrel, Cream. Very attractive appearance—makes you look at it twice! Mechanically sound. Photo available. £120. Phone Dilys Shotton, Mullion, Cornwall 469. [9576]

**RILEY MONACO,** value £150, for larger Riley, Alvis or M.G. 18, Meadow Road, Watchfield, Nr. Swindon, Wilts. [9577]

**ALVIS 1939,** 14 h.p. Saloon, good condition. £250 o.n.o.—Wingrove, Burnham Beeches, Bucks. [9578]

**TALBOT "105"** Rebuilt 2-seater sports, with all new tyres, in excellent condition. £150 o.n.o. The Crawley Down Garage. Tel.: Copthorne 109. [9579]

**14/65 TALBOT** in immaculate condition. Carlton d/h Coupé. New engine, good tyres, etc. £150. Tel.: Pop 6710. [9580]

**BODY** off trials special, fold flat screen, hood, tonneau, etc. Excellent condition. Width between rear wheels 3' 8", track 7' to 8' approx. Details and photo from Newnam, "Croeso," Greyhound Lane, Norton, Stourbridge. [9581]

**ASTON MARTIN DB2 1951.** Many extras, spares. Alfin drums, lead bronze bearings. Vantage engine, supercharger available. Tel.: Bishopsgate 1906. [9582]

**AQUAPLANE** Ford 10 twin Zenith manifold, one carb., £6 Exhaust manifold £4. Cylinder head £3. 400 x 13 wheel complete, £3. 55. Vineyard Hill Road, S.W.19. [9583]

**ABSOLUTELY EXCEPTIONAL RILEY.** 12/4 Adelphi sports Saloon, maintained meticulously regardless expense by one owner since new. Bills £280 for specialist engine rebuild (Laystall balanced, etc.), brand new preselecta and traffic clutch. Tyres, battery, brakes, transmission, wheels, etc., renewed. Spacious coachwork excellent in and out. Must sell, preferably to Riley enthusiast best offer around £265. Box No. M.584, MOTOR SPORT, 15, City Road, London, E.C.1. [9584]

FOR SALE—continued

**ROLLS 20/25** Utility. Vast 7-seater body on 1931 chassis, suitable touring/commercial use. Fiancée exasperated! Lewis, "Crest View," Ashleigh Road, Swansea. [9585]

**1947 ARMSTRONG HURRICANE** d/h Coupé (new engine, clutch and gearbox), radio, heater. Taxed to Dec. Immaculate. £350, or small car in part exchange. 64, Borough Road, Altrincham. Tel.: 4648. [9586]

**MERCEDES-BENZ 200,** 19 h.p., 1935, 1.h. drive, drophead foursome. Being reluctantly dismantled. All parts for sale. Box No. M.587, MOTOR SPORT, 15, City Road, London, E.C.1. [9587]

**AUSTIN 7.8** 1929 short chassis Saloon. Slightly twisted front axle, otherwise good. Driveable. £37 o.n.o. Box No. M.588, MOTOR SPORT, 15, City Road, London, E.C.1. [9588]

**1936 CITROEN 12.** F.W.D. 2/4 seater, fixed-head Coupé with dickey. Very attractive, rare model. Spares easily obtainable. Taxed—£100. Copeland, 2, Eccleston Street, Wigan, Lancs. [9589]

**TALBOT 110.** Drophead, coachbuilt body by Carlton. 2,000 miles since complete mechanical overhaul. New hood, immaculate appearance inside and out. Numerous extras and spares. A very fast motor reluctantly offered at £175 (on.o.). Full details and photograph from: Smithie, Charlton Marshall, Glenfield, Leics. Tel.: Anstey 2006. [9590]

**BENTLEY 4½ LITRE** Sportsman Saloon. December, 1930, re-registered 1950. Small total mileage. Excellent chassis and coachwork. Certainly one of the best Bentleys in the country. £295. Stribley, 11a Sherbourne Road, Acoccks Green, Birmingham. [9591]

**1933 DELAGE** 8 cylinder 4-seater Coupé, fair condition, suspected tooth out of second gear. Brakes relined. £125. Apply J. C. Brooks, Sale Moor Garage, 375, Northenden Road, Sale, Manchester. [9592]

**ALVIS Silver Eagle** sports Saloon. Under 3,000 since extensive rebuild. Sensible offers to Race, 56, Brindle Road, Bamber Bridge. Also Firebird Saloon, rewired, well shod. [9593]

**1940 350 c.c. Lloyd** special 2 seater. Half completed but towable. Seen Birmingham. Offers around £40. Glenoak, Crofton, Orpington, Kent. [9594]

**1954 VOLKSWAGEN** de luxe Saloon, 1,192 c.c. Ultra-maroon, under 20,000 miles. Cost £755, accept £595, terms arranged. 245, Markfield Lane, Markfield, Leicester. Tel.: Markfield 528. [9595]

FOR SALE—continued

**PAIR** chromium Lucas Biflex long-range headlamps, £10. Davey, "Eversley," Goodeve Road, Bristol. [9596]

**BULLNOSED** Morris Cowley or Austin Seven Tourer; Reeves, Bourne Mill Cottage, Farnham. [9597]

**1929 HYPER LEA-FRANCIS** tourer, 31 m.p.g. Excellent condition. £180 spent engine, gearbox, back end, etc. Taxed, insured. £100. 188, Baslow Road, Totley, Sheffield. [9598]

**RALLY ENTHUSIASTS.** Average speed charts, 16 m.p.h. to 40 m.p.h., 5s. 6d. Chamois leather gloves, washable, all sizes, 15s. 0d. pair. Lambskin gloves, hand sewn, all sizes, beautifully warm, ladies' 52s. 6d., gents' 57s. 6d. pair. Smith (Dept. M.S.), 25, Far Street, Wymeswold, Loughborough. [9599]

**T.T. REPLICAS FRAZER NASH.** First reg. 1946. Fitted 2-litre Triumph engine. Very powerful car in good condition throughout. £160 o.n.o. Johnson, 6, Warren Drive, Bridge Park, Newton-le-Willows, Lancs. [9600]

**WOLSELEY** tourer, 1923, 14 h.p. Real thoroughbred, new tyres, handbook, many spares. Taxed, £60. Hodgson, 1, Greenways Corner, Ovingdean, Sussex. [9601]

**ALVIS SILVER EAGLE,** 1932, fixed-head Coupé. Bodily and mechanically sound. £95. 1, Lilac Close, Redditch. Tel.: 1244. [9602]

**VINTAGE TALBOT "75"** D/H Coupé. Manual box, genuine 30,000 mileage. Exceptional condition. Reasonable offer accepted. Details, photo on request. 12, Pickhills Avenue, Goldthorpe, Rotherham. [9603]

**AMILCAR SURBAISSE.** Lively, economical, in excellent condition, two new tyres. £80. Wright, 97, River Meads Avenue, Twickenham, Middlesex. [9604]

**£115 VALE,** sports special, 2 seater, 8 h.p., 1934, taxed and insured. Particulars from: James Meikle, Ardochrigg Farm, East-Kilbride, Glasgow. Tel.: Auldhouse Cross 268. [9605]

**M.G. SPARES.** P.A. body, doors, rear wings, slab tank, etc. M.G. Magna type, radiator with chrome shell and cap. Reasonable. James Meikle, Ardochrigg Farm, East-Kilbride, Glasgow. [9606]

**ALVIS SPEED TWENTY** 4-seat Tourer, 1934, d.h.c., i.f.s., P100s, twintones, well shod, 100% waterproof. Exchange for Fiat 500 or Lloyd 650 in similar condition, or sell, £130. 190, Oxford Road, Swindon, Wilts. [9607]

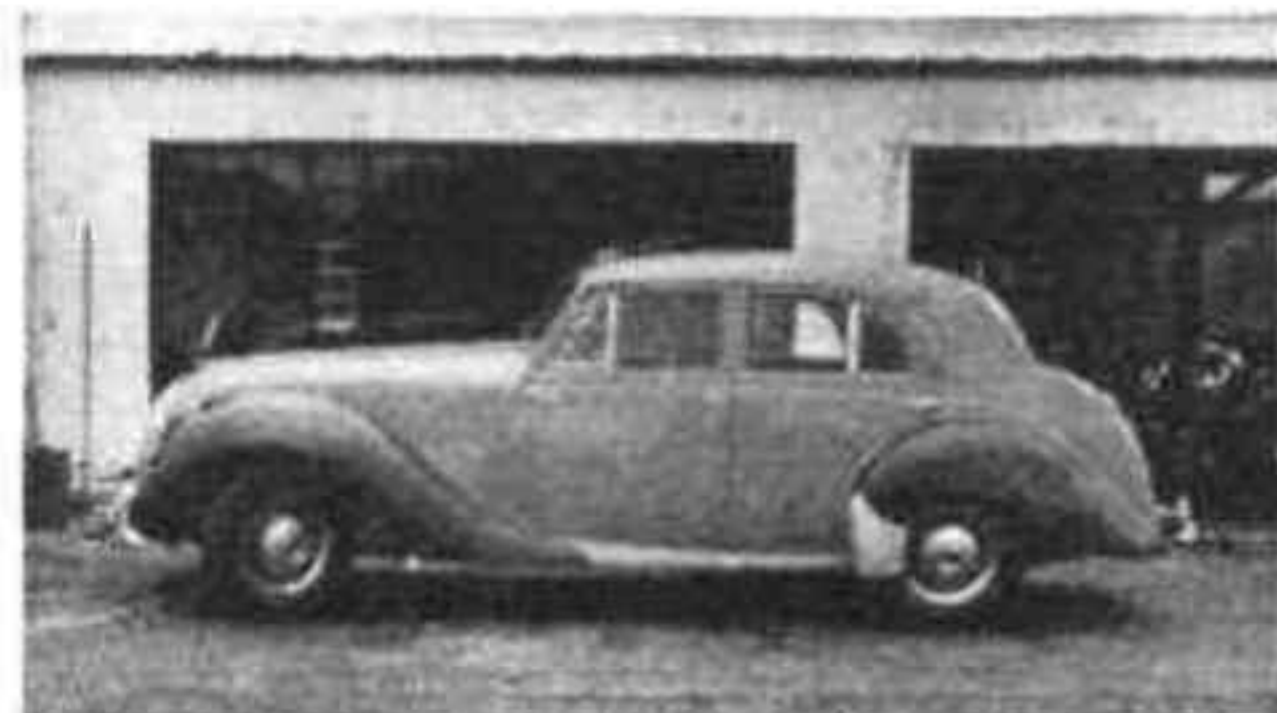
**SINGER LE MANS** 2 Seater, twin carbs, good condition, £155. 106, All Saints Road, Speke, Liverpool, 19. [9611]

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**1934 TYPE 57 BUGATTI** ex-G. Battersby. 3.3-litre twin-camshaft engine. This has had considerable work recently carried out and has been brought up to exceptional condition and expenditure of £700 (bills available). Four-door saloon body by James Young, cellulosed black and grey, in smart and thoroughly sound condition. Swept boot at rear. 16" wheels and new tyres. Solid mounted engine. Telecontrols. Rev.-counter. A fast and luxurious carriage in the best traditions of engineering. 90 m.p.h. plus 22/24 m.p.g. £485.



**1950 LAGONDA 2½-litre saloon.** This luxurious car has just had an extensive engine and gearbox overhaul, and is in excellent mechanical condition, still being run-in. It is coloured two-tone grey with grey hide. Woodwork, tyres and 16-in. chrome plating do full justice to a car in the £3,000 class, which is offered at the very low figure of £795.



**1950 1,100 B FIAT.** This attractive little car is left-hand steering and has covered some 30,000 miles. The engine has been completely reconditioned and the steering, brakes and suspension are superb. It is finished in pale green, with fawn upholstery and green and cream wheels. Using the dial-type economiser it is possible to exceed 40 m.p.g., and the steering and handling qualities are such that extremely high average speeds can be accomplished. £425.



Why doesn't somebody give this delightful D6 22-h.p. fixed-head coupe a good home? The engine was recently overhauled at a cost of £70 and the car runs very well indeed, doing over 20 m.p.g. The body is good looking but a little shabby inside and out. Somebody's bargain at £95.

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- V12 HISPANO-SUIZA ... .. £585
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  - 610-c.c. AERO drophead coupe ... £295
  - M.G. TD 2-seater, 1953/4 ... .. £565
  - 2,000-c.c. TRIUMPH roadster ... .. £475
- and other interesting cars.

As our stock is constantly changing we should be glad to hear of your requirements.

Interesting cars purchased.



**1937 BENTLEY 4½-litre Park Ward saloon.** Seldom does a pre-war Bentley come up to the standard of excellence of the above car. The engine had a £250 overhaul (bills available) in February this year. The body, in black with grey hide, is literally unmarked outside and spotless within. All tyres are as new and the car looks and runs as a Bentley should. At £695 it is a gilt-edged investment.

TERMS - PART EXCHANGES - OPEN WEEK-ENDS



FOR SALE—continued

**RILEY NINE MONACO, 1933.** Twin S.U.s, manual box, good body, complete spare engine, £75. Keenan, Southview, Little Stretton, Shropshire. [9608]

**1934 RILEY 9 KESTREL,** all-helical box, Scintilla two S.U.s (or one Solex), tyres fair, mechanically sound; coachwork and interior sound and smart; T. & I.; spare crank, tyres, etc.; £120; Hereford or London by appointment. 1933 Riley 9 engine, £10; gearbox £10. 1931 radiator £2; gearbox £3. 1932 Wolseley "Hornet Special" spares. Box No. M.609, MOTOR SPORT, 15, City Road, London, E.C.1. [9609]

**ALVIS FIREFLY 11.9 h.p. 4-seater sports** Tourer, 1933. Concours winner this year. New silencer, two new tyres, twin windtones, sign lamp, spot lamp, etc. £195. Lister, 1, Pepper Lane, Standish, Wigan. [9610]

**1927 G.P. FRENCH SALMSON.** 2 S.U.s, 2 o.h.c., well shod, insured. Many spares. £70 o.n.o. Carter, 17, Harbord Road, Waterloo, Liverpool, Tel.: 4667. [9612]

**LAGONDA 2-litre Tourer.** Low chassis speed model, 1930. 25 m.p.g. Good engine and tyres. Body just repainted B.R.G. Private sale. £135. Tel.: Livingstone 8407. [9613]

**M.G. M-type 2 seater, 1949.** Ford 8 engine, M.G. gearbox. £60 o.n.o. Fields, 19, Malmesbury Road, Romsey, Hants. [9614]

**4.1 AUSTIN axle carrier unit, crownwheel, pinion and diff. complete.** Spare from A.90. Also two crash hats, 7½". Offers. Box No. M.615, MOTOR SPORT, 15, City Road, London, E.C.1. [9615]

**ADLER CONVERTIBLE 1937** 1.7 litre, good condition. Spare engine, gearbox. £85. Exchange Alvis, Dyer, 31, Gordon Road, Clifton, Bristol. [9617]

**SPECIAL BUILDERS.** 1938 Austin 7 parts, all good, many new. 3-bearing engine complete with accessories, £24. Gearbox £6.10.0. Front axle complete, Girtings, £8. Rear axle complete. Girtings £12.10.0. Cambridge Bowden brakes, £2. Steering column complete, £3. Chassis and log book, £2. All other parts, many spares. S.A.E. lists. 9, Odeon Parade, Croydon Road, Beckenham, Kent. Tel.: Bec 4399. [9619]

**TRIUMPH ENTHUSIASTS.** Excellent example of 1½-litre new 12 h.p. sports Saloon, June, 1940. Beige and green. L700s. 4.7 crownwheel. Over £150 spent in last two years. £325 or best. Would consider exchange with cash adjustment, max. £150, smaller car preferred. 131, Chingford Road, Walthamstow, E.17. [9620]

FOR SALE—continued

**A.C. 1937.** 16/80 competition 2 seater. Excellent condition throughout. £195. Tel.: East Horsley 142. [9616]

**£99 o.n.o. Alvis Firefly, 11.9 h.p. Saloon, 1934.** Good condition. 21, Manor House, N.W.1. Tel.: Ambassador 3313 evenings. [9618]

**VINTAGE MARLBOROUGH 1921.** Good condition, mono-block engine, Bosch mag., P80s, 10 h.p., 38 m.p.g. £50. 15, Beaumont Fee. Tel.: Lincoln 1236-7 (after 6.15 p.m.). [9621]

**BUCKLER Mark V 1953.** All Ford—superb example. Professional aluminium body, luxurious interior, many modifications, good hood, raced once. History, details, photographs, reason for sale: John Bell, "Atherstone." Mustow Green, Kidderminster. [9622]

**LANCIA APRILIA Saloon, 1938-9.** Running order but requires some work to finish. £175. Also all spares for 1932 Riley 9, Triumph 10 h.p., B.S.A. twin 3 wheeler, Standard 10 h.p., 1931, fitted sports body, £25. Bacon, 136, Kettering Road, Northampton. [9623]

**1948 ALLARD 71K two seater.** Excellent all-round condition. Comet blue. Radio and heater. 23 m.p.g. £320 o.n.o. After 6 p.m. Rickwood, 36, Vale Road, Harringay, N.4. [9624]

**1938 LANCIA APRILIA pillarless Saloon,** gun-metal grey, red leather interior. Behaves and performs as only an Aprilia can. Good throughout. £215. Tel.: Hoylake 5561. [9625]

**1920 SILVER GHOST.** Mechanically excellent. Open tourer, body condition pleasant. £75 o.n.o. Photo on request. Cornish, 14, Norwich Road, Northwood Hills, Middx. [9626]

**ASTON MARTIN Mk. 2 1½-litre Saloon,** good condition. £225. Box No. M627, MOTOR SPORT, 15, City Road, London, E.C.1. [9627]

**£32/10/0 VINTAGE RENAULT Saloon, 1928.** Original condition, good tyres, excellent runner. W. H. Barnes, 1c, Venner Road, Sydenham, S.E.26. Tel.: 7469. [9628]

**A.C. 1935 16/80 d/h Coupé with dickey,** black. Preselector box, excellent mechanical condition and appearance. New hood. Seen after Sept. 10th. £175. Reeves, 51, Furnival Ave., Slough, Bucks. Tel.: 25749. [9629]

**1939 STANDARD 8 Coupé,** good tyres, new hood, respray. Reconditioned engine and gearbox. Taxed. £170 o.n.o. Box No. M630, MOTOR SPORT, 15, City Road, London, E.C.1. [9630]

**1929 COACH BUILT 2 seater, dickey, Riley 9.** Exceptional car, outstanding condition. £125. Hanlon. Tel.: Gladstone 3610. [9639]

FOR SALE—continued

**HORCH, 1938, 38 h.p. drophead (similar 540K),** £195. Alvis, 1934 Speed 20, Vanden Plas 2-door sports Saloon, £95. Alvis, 1933 Firefly drophead, £85. 1935 & 1936 Railton Saloons, need work, £60 the pair. 139, St. James Road, Shirley, Southampton. Tel.: 71186. [9631]

**1934 RILEY 9 KESTREL.** Excellent condition, nice body, new battery, king pins, headlining, brakes, £125. Ebbs, 325, Grove Green Road, E.11. Ley 6517. [9632]

**BUGATTI Rootes Type 2.3 blower complete** with gear case, gears and drive. Perfect. Bugatti 2.3 litre roller bearing crank complete, assembled with rods and clutch. Recently re-rollered. Perfect condition. Mitchell. Tel.: Nor 1314 daytime. After 7.30 at 24, Sandon Road, Birmingham, 15. [9633]

**D.K.W. 1939, black fabric Saloon.** Sound body, recent engine and gearbox overhaul, including crankshaft, dynastart and new battery, etc. £150 with sundry tools. Williams, 142, Bounces Road, Edmonton, N.9. [9634]

**JOWETT WEASEL,** twin carburetter 4 seater, perfect engine, excellent tyres, sound body, new battery, many extras, taxed. Send s.a.e. for full description. Gift at £85. Turner, 41, Kenley Road, S.W.19. [9635]

**BENTLEY 3 litre open 4 seater.** Built from parts regardless of cost and registered 1951. Balanced crank, lightened flywheel 3 mils. off block, Scintilla mags., axial starter, servo brakes. An exceptional car. £300 o.n.o. London, Box No. M.636, MOTOR SPORT, 15, City Road, London, E.C.1. [9636]

**WORKSHOP CLEARANCE.** Cooper Mk. 4 fitted recon, J.A.P. engine, complete up to ZF diff. and inboard rear drive bearings. Very good condition. Bargain at £85. 1,172 c.c. engine (Ford), extensively tuned and completely reconditioned. Fitted Aquaplane racing camshaft, large sump, etc., £40. Frazer Nash front axle complete with springs, steering, brakes, k.o. hubs, etc., £10. Sports spares—enlarged sump for Ford 8—10, 30/-. 4-branch copper exhaust manifold, Austin 7, £4. High-pressure oil pump, Ford 10 37/6. Ford high-compression copperised head, 50/-. Austin 7 backplates (rear), converted hydraulic brakes, new linings, 40/-. Brooklands silencer, 10/-. Other spares for 500. Ford and Austin. S.A.E. please to 25, Cliveden Road, Thorpe Bay, Essex. [9637]

**T.A. M.G. Batteries,** tyres excellent. Reconditioned completely 700 miles ago. Superb condition throughout. Nearest £300. Tel.: Wolverhampton 37226. [9645]



Made by reputable car manufacturers to special order, December, 1950. Drophead coupe, 2-seater. Ford Mercury engine, overdrive, telecontrol shock-absorbers. Aluminium body, green colour; fawn leather upholstery and carpets. Mohair hood and tonneau cover. Built-in suitcases. 100 m.p.h., 25 m.p.g. £450, o.n.o. Tel.: LEICESTER 65480 or KIRBY 2564

**1950 MODEL LANCIA APRILIA, SERIES 2,** L.W.B., 1,500 c.c., fitted with a princely Pinin Farina special Gran Turismo 4-seater drophead body in dove grey and royal blue. Completely rebuilt and a new engine fitted with Nardi twin-carburetter manifold by Lancia in August last year at a cost of £700. Telandre remote-control rear suspension, auxiliary electric S.U. pump, 6-wave-band radio, special air-conditioning heater, loose covers and £100 worth genuine Italian spares. Price £1,325

**1953 PEUGEOT 203 SALOON.** With raised-compression engine, resulting in astounding performance at 35 m.p.g. Fitted with many French embellishments, loose covers, heater, overdrive, sun roof, and new Michelin "X" tyres. Genuine low mileage and one fastidious owner from new. Price £695  
Box No. PI04, MOTOR SPORT, 15, CITY ROAD, LONDON, E.C.1



**M.G. PA**  
1935. B.R.G. Engine recently overhauled. Brand new hood, sidescreens, re-made petrol tank; seat covers; carefully used and maintained, perfectly sound and weatherproof. This unique car is offered at £255  
L. P. BROMLEY, LOGSDEN COTTAGE, READING RD. NORTH, FLEET, HANTS  
Tel.: Fleet 324, after 5 p.m.

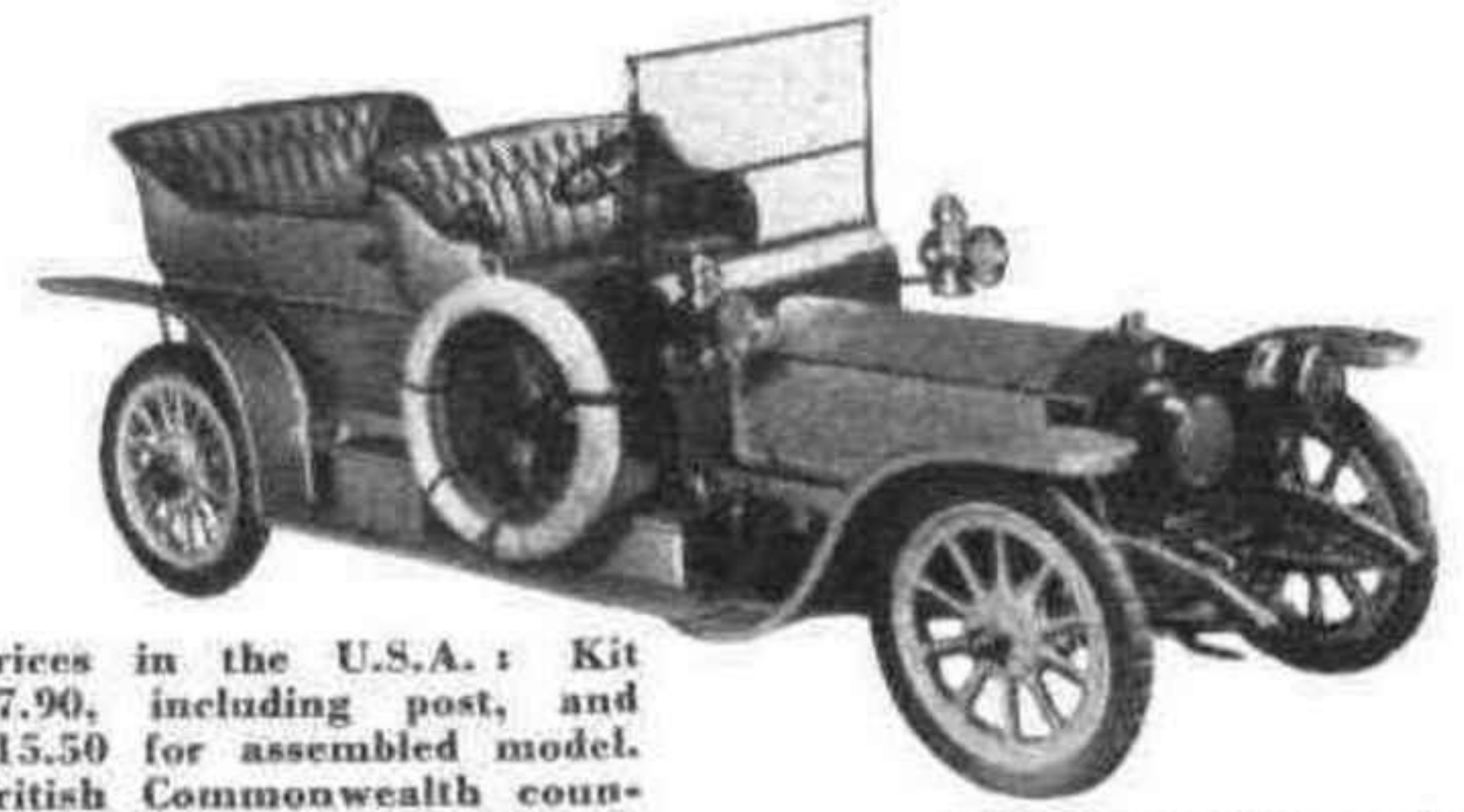


...looks as though he's seen a ghost!

Perhaps he has! This superbly-engineered scale model construction kit of the 1907 Rolls-Royce SILVER GHOST makes all true enthusiasts wide-eyed with envy... all anxious to possess this brilliant REPLICAR No. 2. Maybe we're blowing our own trumpet (or is it the mellow note of that dignified horn?), but REPLICAR No. 1 was and still is acclaimed as the finest example of scale model kit ever produced. We are really proud of this fine new Silver Ghost REPLICAR... built from over 50 beautiful little METAL castings, with all bright parts plated. The scale is 1/36th, measuring 8 in. long and weighing 2 lb. This finely scaled, beautifully engineered kit is 52/6d. plus 1/4d. postage, or hand-painted and assembled model on wooden plinth 105/- plus 1/4d. postage.

Obtainable by post from:

**GRAPHIC DESIGNERS LTD., 4, Holly Park, London, N.3**



Prices in the U.S.A.: Kit \$7.90, including post, and \$15.50 for assembled model. British Commonwealth countries please add 3/6 postage.

The 1904 Darracq is still available, the Kit 22/-, assembled model 66/- post free.



FOR SALE—continued

**LAGONDA 2-LITRE** 2/3 tourer. Mechanically perfect. Reg. 1948. Sleeved to standard. P100s, twin spares. T. & I. £120, o.n.o. 398, Strone Road, London, E.12. [9417]

**ALVIS SPEED TWENTY** tourer, 1933, first-class condition. Overhauled. £225, o.n.o. P. J. Newton, "Russet Cottage," Sutton Poyntz, Weymouth. [9418]

**1935 RILEY KESTREL**, very clean, excellent condition. £150. 16b, Strand Parade, Goring-by-Sea. Tel.: Goring 42822. [9429]

**AUSTIN 12/6** saloon, 1931. Exceptional condition throughout, 48,000 miles. Wholly maintained by sole engineer owner, reluctant to sell. Nearest £100. Genuine bargain, any trial. 69, Blenheim Gardens, Wallington, Surrey. Tel.: 3882. [9430]

**CROWN-WHEEL AND PINION** and races, also fibre timing-wheel for 1938 Hudson Terraplane 16.9. All as new. £12, o.n.o., for both or separate. Salisbury, Bankes Arms Hotel, Studland, Dorset. Tel.: 225. [9432]

**SPARES** for Singer Le Mans: blocks, crankshafts, timing gears, diffs., hubs, etc. Tel.: 278989. Montague Street, Main Street, Butwell. [9433]

**RILEY NINE** sports, 1932. 9,000 miles only since complete rebuild and reconditioning. Excellent performance. £85, o.n.o. 16, Wykeham Grove, Passmonds, Rochdale. [9434]

**MANY PARTS** from dismantled 1935 Alvis Silver Eagle. 29, Belle Vue Gardens, Shrewsbury. [9436]

**1½ INVICTA**: bits of two engines, gearbox complete, steering column and wheel, brake parts, S.U. carb., etc. Offers. Bartlett, O.M.Q., R.A.F., Mount Batten, near Plymouth. [9437]

**JAGUAR XK120**. Specially equipped with £150 cylinder-head assembly; 2-in. carbs. available, close-ratio gears, C-type exhaust system, stiff suspension, 8.1 compression, Dunlop racing tyres. Numerous spares include 9.1 pistons and cylinder head, etc. Proprietor's own car. Scrupulously maintained. Reasonable price. Part exchange and H.P. available. Boundary Garage, Aylesham Road, Norwich. (Tel.: 28003.) [9438]

**£38—VERNON-DERBY** sports 2-seater, fitted Austin Seven engine, 4-speed box. Very good body, racy appearance. Sound mechanically. 31, Cloisters Avenue, Bickley, Kent. [9439]

**ASTON MARTIN**, 1936, 1½-litre Bertelli saloon. G5/587/L. Recent complete overhaul, including recellulose. Taxed December. Immaculate. One owner since 1937. £350, o.n.o. Lees Garage, Bishop's Waltham, Southampton. Tel.: B.W. 74. [9442]

FOR SALE—continued

**BREAKING 1934 SINGER** Le Mans 9-h.p. 2-seater. All parts available. Boydell, Hale, Liverpool. [9441]

**TRIUMPH 1,800**, 1947. Insurance write-off, stripping down for spares. Hazell's Auto's, Lewes Road Arches, Brighton (Tel.: 24461), Sussex. [9443]

**BENTLEY 3-LITRE** Red Label, 1925. Rebuilt 1930 as close-coupled open 4-seater. Untaxed last two years, during which it has been completely overhauled. Body rebuilt, resprayed, bearings re-metalled, crankshaft reground, new oil drain tubes, radiator recore, etc., etc., at cost of more than £400. I have owned this car for 18 years and am selling regretfully for business reasons. A wonderful-looking motor car, fast and absolutely reliable. Nearest to £300 secures. Ormonde, 5, Guilford Street, W.C.1. Tel.: HOL 0382. [9444]

**JENSEN** 4-door saloon, V8, 30 h.p., 1937, fitted radio, heater, etc. Recon. engine fitted under 2,000 miles ago. This extremely eye-catching car is in first-class running order, chrome and body-work being excellent. Genuine 20 m.p.g. and positively no oil. Taxed year. Price includes almost complete spare engine and gearbox. £285. Tel.: Emberbrook 5760. [9445]

**SINGER LE MANS**, 1934, 4-seater. Excellent condition. £125, o.n.o. Tel.: Ewell (Surrey) 1094. [9446]

**ASTON MARTIN**, 1933, Le Mans, short chassis. Excellent condition throughout. £250. Tel.: Cobham 579. [9447]

**RILEY** saloon, 1931, 14/6 (Stelvio). New batteries, new coil, new clutch plate. In good mechanical order. Well shod. £30. K-B, "The Birches," Mansfield Road, Fishpool, Notts. (Tel.: Blidworth 425, evenings.) [9448]

**TALBOT 90** short-chassis 2-door saloon, 1934. Oil coil, rewired, new battery, reconditioned dynamotor, new Solex gives 23-25 m.p.g. Clean condition. £75. Tel.: Ealing 9551. [9449]

**M.G. MAGNA** dismantled, £38 spent on engine, not yet run-in. £40. Tel.: Rusholme 4953. [9450]

**VINTAGE, 1925, ROVER 0/20** tourer, good condition. £60, or exchange. Honeysett, 163, Cheadle Old Road, Stockport, Cheshire. [9451]

**AUSTIN SPECIAL**, built August, 1954. Swing-axle i.f.s., small wheels, new tyres, Woodhead-Monroes. Attractive aluminium body. Fully modified motor. £110. Box No. M452, MOTOR SPORT, 15, City Road, E.C.1. [9452]

**ALVIS SILVER EAGLE** saloon, 1930. Very sound mechanically. Excellent tyres. First reasonable offer accepted. Tel.: Alton 2069. [9455]

FOR SALE—continued

**1938 RILEY VICTOR** saloon. £85 engine rebuild (receipts). Body perfect. New, Airflo interior seating, carpets, battery. £200, o.n.o. Joyce, 88, Beatty Hall, Stone, Staffs. Tel.: Beatty Hall 205. [9453]

**RILEY M.P.H.** 2-seater sports. Good condition. £275. Tel.: BUC 6177. [9454]

**O.M. 15/60** sports tourer, 1928. Excellent original condition, virtually one local owner. 25 m.p.g. £165. 62, Mayfield Avenue, Southend/Sea. Tel.: 42538. [9456]

**NO INFLATION!** 1934 Daytona fixed-head coupé, £55. Breaking up complete Daytona Special sports. Clearance: 1933 cylinder blocks, cranks, heads, con-rods, steering wheels, back bearers, manifolds, carbs., axles, drums, shoes, etc. Evenings and weekends. Hornet Spares Service, 14, Orchard Way, Leagrave, Luton. Tel.: 4595. [9457]

**BREAKING 1932 RILEY** Nine. Barber, 43, Fields Road, Alsager, Stoke-on-Trent. [9458]

**FRAZER-NASH SPARES**. 1934 T.T. Replica parts. Meadows engine parts. R. Truscott, Alpha Garage, Westergate, near Chichester. [9461]

**2-LITRE LAGONDA ENTHUSIASTS**. Complete chassis, engine No. S 856/B, for sale, with separate parts—room wanted. Wanted: 4½ blower Bentley con-rod, urgent. Hopcutt, Station Garage, Wolverhampton. Tel.: 25707. [9462]

**RILEY NINE KESTREL**, 1934. Manual, Scintilla, good condition. Nearest to £135, or exchange larger open car. 95, Corve Street, Ludlow. [9466]

**WILL ENTHUSIAST** offer home 1938 A.C., 16 h.p., attractive cream drophead; engine overhauled. £240, o.n.o., monthly payments considered. Miller, Tel.: Popesgrove 6460. [9467]

**HUMBER 9/28** tourer, 1929, and spares. £40, o.n.o. 3, Carrington Road, High Wycombe, Bucks. [9468]

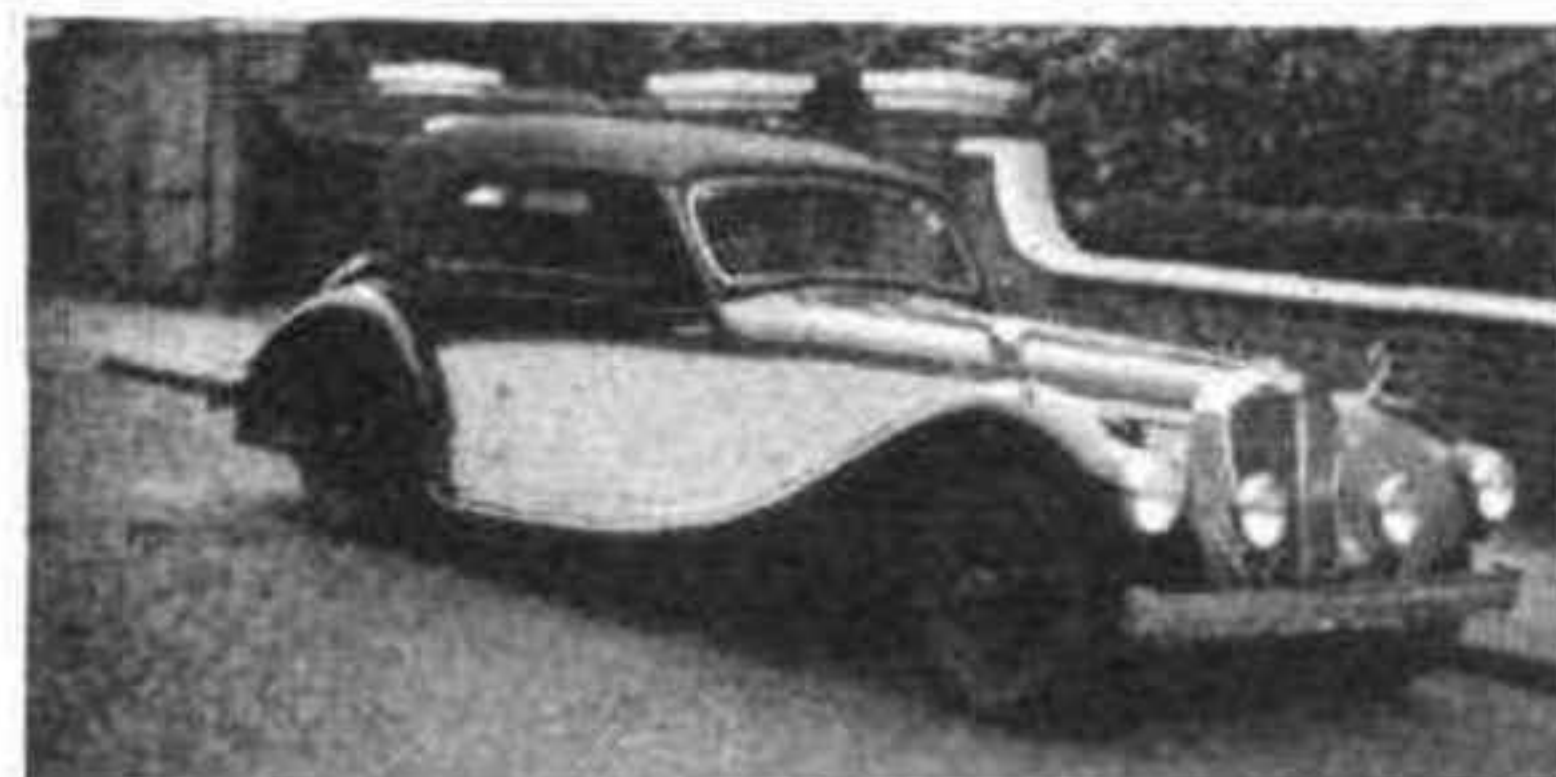
**1947 ALVIS 14-H.P.** coachbuilt shooting-brake. Excellent condition. Recently resprayed and varnished. £375. Box No. M469, MOTOR SPORT, 15, City Road, E.C.1. [9469]

**RENAULT 750**, good condition. Roof rack. £310. 23, Woodhall Crescent, Copley, Halifax. [9470]

**AUSTIN NIPPY**. Speedy engine, 1½-in. crank, pressure fed; 40 lb. sq. in. 16-in. rear wheels. Thomas, Bryncoch, Llanfyllin, Montg. [9471]

**ALVIS 12/50** f.w.d. supercharged sports 2-seater, very good order. Accept £70, o.n.o., or exchange for Alvis Speed Twenty d.h.c., with cash adjustment. Seen Henley area; photographs available. John Claisse, "Purbeck," Bolney Avenue, Ship-lake-on-Thames. Tel.: Wargrave 3016. [9497]

# LAMBS OF WOOD GREEN



ATALANTA SPECIAL SPORTS

Atalanta Special Sports, registered 1948, which has had £120 overhaul; looks and runs like £1,500 vehicle; two-speed rear axle; over 100 m.p.h. Bargain ... .. £555

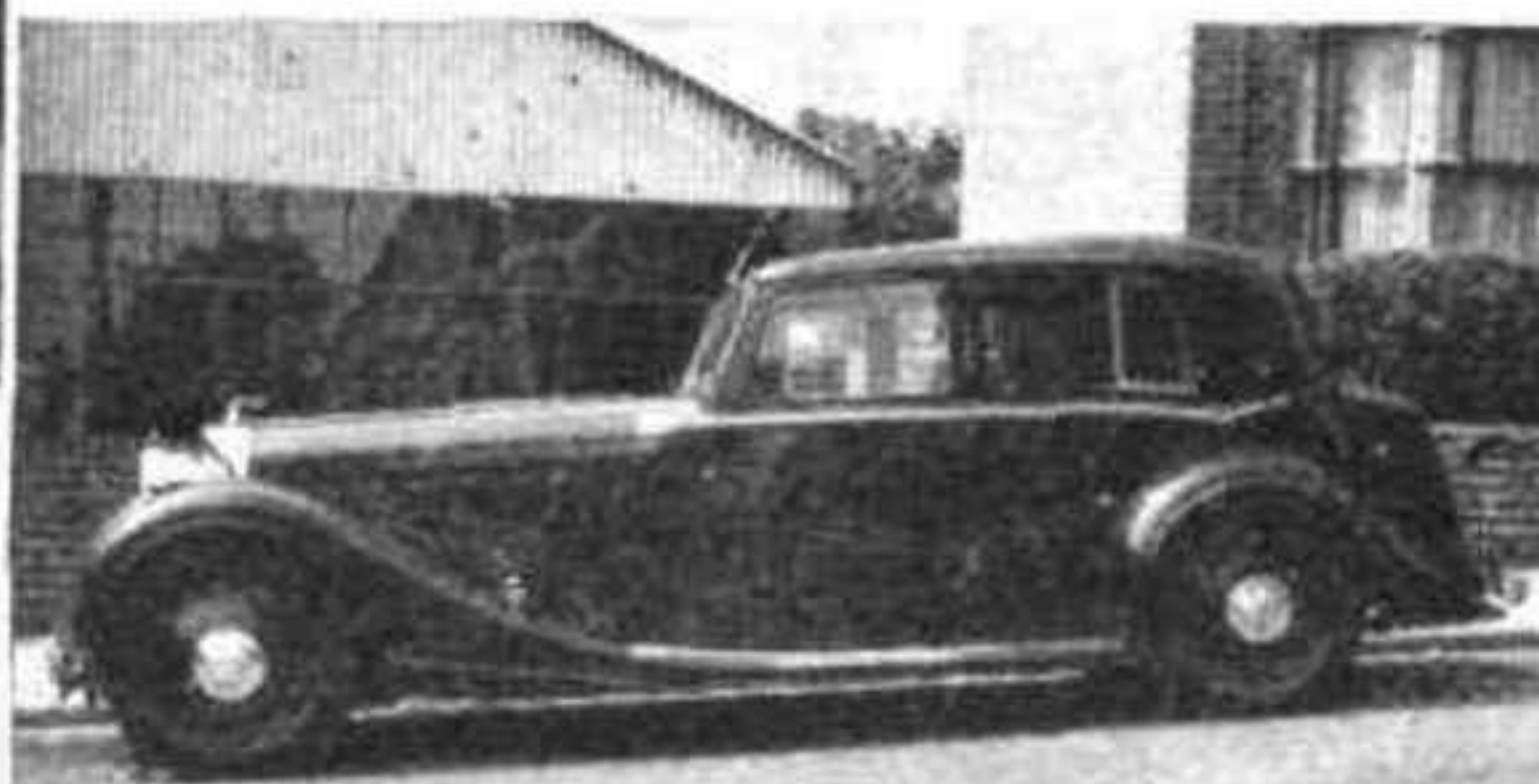
**DAIMLER** Barker 2½ convertible 4/5-seater; £150 overhaul just completed. 1950/1 model ... .. £699

**ALLARD** 1951/2 sports saloon, one owner, new engine, beautiful ... .. £465

**JAGUAR** 3½ de luxe saloon, 1940 but looks and runs like 1948; bills value £200 ... .. £285

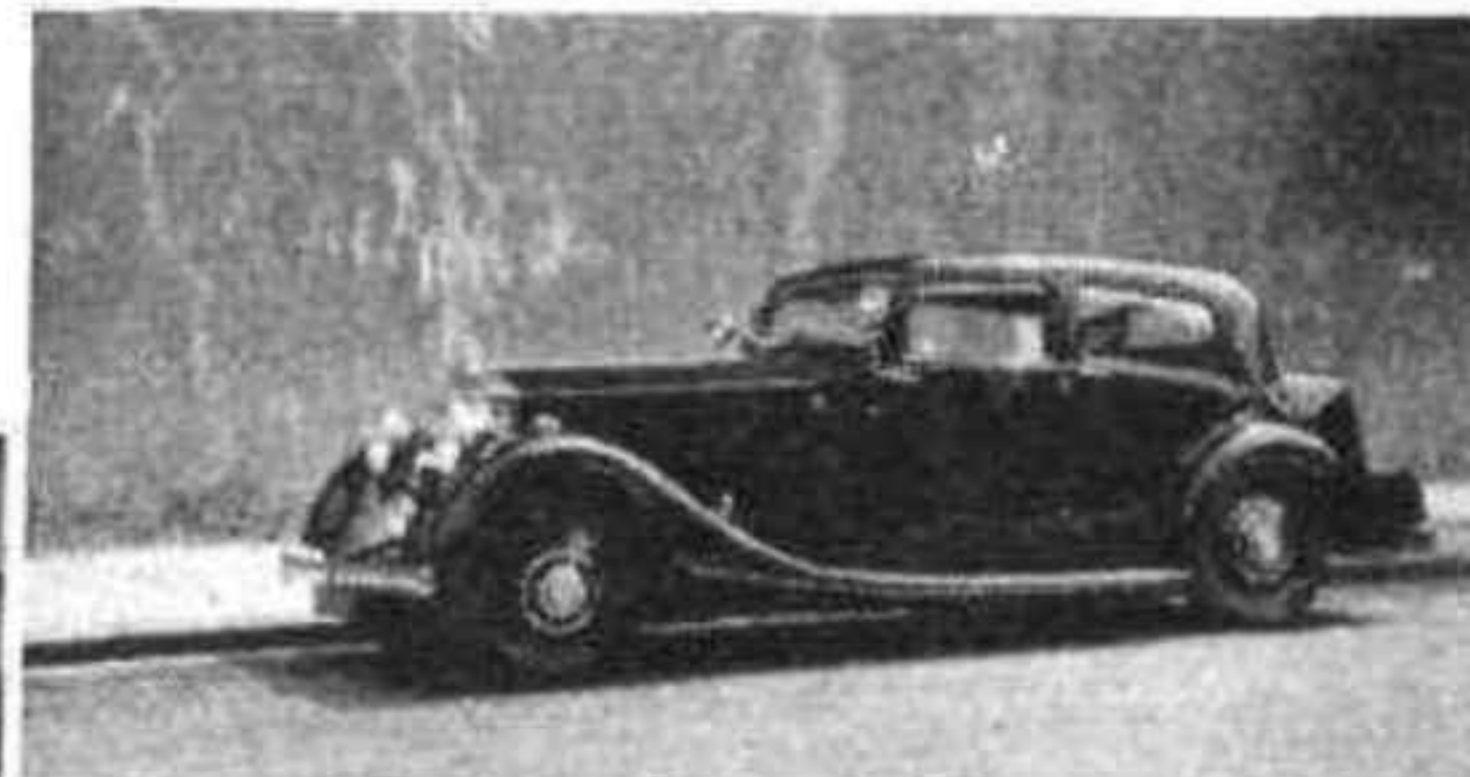
**BENTLEY** Park Ward sports saloon. Beautiful condition, 4½-litre model; outstanding. Bargain ... .. £595

**BATTEN** Special 2-door short-chassis Sportsman coupe 37 series. Tremendous performance. Absolute gift. ... .. £125



ROLLS-BENTLEY

Rolls-Bentley 4½ special Barker sports razor-edged saloon, first registered October, 1938; just had £200 overhaul; faultless condition; outstanding and rare vehicle ... .. £895



HENRY ARNOLD ROLLS-ROYCE

Rolls-Royce 30-h.p., 1936/7 series, Arnold body. Magnificent and very modern looking, beautiful condition and bargain price ... .. £745

**JAGUAR** Mk. V 3½ de luxe saloon, beautiful and spotless condition. Choice three, from £565

**JAGUAR** Mk. VII de luxe saloon, beautiful vehicle. Two, from ... .. £795

**TRIUMPH** Vitesse 1½-litre sports saloon, beautiful and rare condition ... .. £285

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**FINCHLEY**  
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**FOR SALE—continued**

**RILEY KESTREL SPRITE**, 1937 model Six-Light saloon. Cross-flow head. Reasonable condition throughout. £135, o.n.o. Butterworth, 9, Albert Avenue, Pellon, Halifax. [9472]

**ECONOMY MOTORING**: 1951 Russon, 500-c.c. J.A.P., i.s. all round, tubular chassis. Taylor, 28, Haroldstone Road, Walthamstow, London. Tel.: LAR 8357. [9473]

**RILEY KESTREL 14**, Aug. 1936. 16-in. wheels, good tyres. Engine, gearbox, transmission sound. Black cellulose and chrome very good. Tidy inside, with Latex cushions. Everything works. £120, o.n.o. J. Bell, Laycock, Keighley. [9474]

**AUSTIN SEVEN SPECIAL**. Red 2-seater. Singer chassis and wheels. New tyres. Twin carbs. Very snappy body. Immaculate condition. Fast. £125. Button, 60, White Horse Hill, Chislehurst, Kent. Tel.: Imperial 2494. [9475]

**D.K.W.**, 1938, special cabriolet, recently overhauled. 50 m.p.g. £130, o.n.o. Box No. M476, Motor Sport, 15, City Road, E.C.1. [9476]

**TALBOT 65**, 1933, sportsman's saloon. In excellent original condition. An exceptional car. £80. Kirkman, Fersfield, Diss, Norfolk. Tel.: Bressingham 326. [9477]

**DELAGE DISS**, excellent mechanical condition. Must be sold or given away. Owner going abroad. Gowen, Truleigh Cottage, Small Dole, Henfield, Sussex. [9478]

**M.G. M**, 1931, modified, 2-seater. Three new tyres, special aluminium body. Run-in after £55 overhaul. Taxed. Goes like a bomb; inspection invited. £95, o.n.o. Knowles, Bury Court, Bentley, Farnham, Surrey. Tel.: Bentley 2109. [9479]

**M.G. TA** twin carburettors, starter, distributor, coil, headlight, prop.-shaft, plus other items. £5 the lot, 4, Oakfield Drive, Rednal, Birmingham. [9480]

**1937 FRAZER-NASH SHELSLEY** 2-seater. Gough o.h.c. engine. Excellent condition throughout. Various spares. £325, o.n.o. Cresswell, 194, Wells Road, Malvern Wells. [9481]

**RILEY NINE MONACO** saloon, '34. Heater, P.F. headlamps, voltage regulator, new front wings. Generally sound condition. £85, o.n.o. E.N.V. preselector gearbox—offers. N. Jackson, 3, Dove Street, York. [9482]

**LAGONDA, 1933, 2-LITRE**. This car is in very good condition, including new tyres, engine overhaul, brakes relined, hood and tonneau good. Taxed and insured until September. £190, o.n.o. The stork's arrived. Harwin, 9, St. John's Road, March, Cambs. [9501]

**FOR SALE—continued**

**1930 RILEY NINE** 2-seater with dickey. Coachwork in showroom condition. Mechanically excellent. Taxed year. Many spares included. £110, o.n.o. Bartlett, 19, Savernake Road, N.W.3. Tel.: GUL 2466. [9483]

**LAGONDA 16/80** drophead coupé, 1936. Beautifully finished in two-tone colours, Nile blue and grey. New hood recently, and most parts re-chromed; nearly new tyres, and all instruments working. Very good condition. Good-looker. £150. Photo. Box No. M484, Motor Sport, 15, City Road, E.C.1. [9484]

**XK120 TOWING ASSEMBLY**, neat, strong tubular, light, silver. Malby, Cottage, Itchenor, Chichester. [9486]

**RILEY SPARES AND SERVICE** (petrol and spares till 10.0 p.m., 7 days per week). Our unrivalled stock includes Silicon chrome valves, 9s.; guides, 4s.; valve springs: single, 8s. set; double, 14s. set; gaskets, 17s. set; brake cables, 22s. 6d.; speedo. cables, 22s. 6d. complete; crown and pinion, £7 10s.; solid copper head gaskets, 14s. 9d. All plus postage. Exchange dynamos, starters, B.T.H. magnetos, clutch plates, brake shoes, 12/4 oil pumps; several sets twin carbs. with manifolds. Welford Bros., Central Garage, Rothley, near Leicester. Tel.: Rothley 140. [9487]

**RILEY KESTREL NINE**, 1934. Very exceptional mechanically; body, chassis, interior, very good. Offers over £120, or exchange Fiat 500. Tel.: Tanworth-in-Arden 254 (Birmingham). [9488]

**AUSTIN SEVEN**. Special body, good engine, tyres. New battery, electric p/pump, tonneau. £65, o.n.o. Davis, 3, Crescent Road, Bishop's Stortford, Herts. Tel.: 621. [9489]

**LANCIA LAMBDA**, 5th Series, 2-seater tourer. 7th brakes and steering, 8th engine, lightened prop.-shaft, wellbase wheels, brakes and clutch relined, radiator de-furred. £115. Also Citroen f.w.d. 2/4-seater hard-top coupé; offers invited. Tel.: Ottershaw (Surrey) 214, after September 14th. [9490]

**BIG M.G.**—the fast, elegant 2.6-litre model WA—1940 drophead foursome; black with fawn hood, Ace discs, heater, etc. Beauty, luxury, safety, reliability for £250. Pickles, 36, Belwell Lane, Sutton Coldfield. [9491]

**RILEY STELVIO**, 1934. Preselector. 6/12 engine. Taxed December. About £50. Also 6/14 engine, most parts, reground crankshaft, rods and mains remetalled. Offers. Available Sept. 6th. 40, Bidston Road, Birkenhead. [9494]

**FOR SALE—continued**

**FRAZER-NASH-B.M.W. 319/55**. Attractive drophead foursome. £175. Reason—"call-up." Write to "White Lodge," Rectory Road, Farnborough, Hampshire. [9492]

**M.G. TC SEATS** in good condition, beige, without sliding gear, £4. Shelbourne, Littlefield, Melton Road, Edwalton, Nottingham. Tel.: 231676. [9493]

**LANCIA 8TH SERIES LAMBDA** saloon, immaculate throughout since complete engine and body overhaul. Performs as new; 23 m.p.g. Your examination and trial welcome. Pre-war Riley 16/4 wanted, dilapidations no objection. Yew Tree Garage, Woodyates, near Salisbury, Wilts. Tel.: Handley 334. [9495]

**AUSTIN NIPPY**, 1934. Fine example. Engine, Cambridge head, etc., sound throughout. Seen Oulton Park and Aintree or 104, Villa Road, Oldham. Tel.: Main 5386. [9496]

**1927 BENTLEY 3-LITRE**, bought for rebuilding. Some work done, standing unfinished since war. Owner now lost interest. Very fine collection of special accessories, including full set road-racing tyres and wheels. Best offer accepted. Can be seen by appointment (near Birmingham). Box No. M498, Motor Sport, 15, City Road, E.C.1. [9498]

**ROLLS-ROYCE 20-H.P.** Mulliner owner-driver saloon. Engine overhauled by Rolls. Price £200. Apply: Sellar, Yew Tree Farm, Much Hadham, Herts. Tel.: 106. [9499]

**BENTLEY 4 1/2** open post-war rebuild specimen, £295. 3-litre H.M. Bentley rebuild specimen, £265. Booth, 55, Headingley Lane, Leeds. Tel.: 54795. [9502]

**CYCLE WINGS**, steel, domed and beaded. Fronts, 10s. each; rears, 12s. 6d. each; carriage and packing: pairs 4s., sets 5s. 6d. Also alloy. W. B. Ferguson, Bath Road Garage, Nailsworth, Glos. [9513]

**1938 3 1/2 S.S.100**, Cream, red wheels. Mechanically and bodily perfect. New hood, sidescreens and tonneau cover. Red hide upholstery and black Perspex dashboard. Aero-screens. Five perfect tyres. This car is immaculate in every way. £425, o.n.o. Box No. M515, Motor Sport, 15, City Road, E.C.1. [9515]

**SINGER LE MANS**. Recent complete overhaul. Proverbial bomb. £85. Tel.: Reigate 5048. [9518]

**SINGER NINE** roadster, 1947. Resprayed; good tyres; good weather equipment; brakes relined, steering reconditioned. Runs well. £280. 101, Langley Way, Watford, Herts. [9522]

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1953 HILLMAN Minx saloon ...	£529	1949 TRIUMPH 2,000 Roadster ...	£449	1938 SINGER Twelve saloon ...	£149
1949 HILLMAN Minx saloon, radio ...	£429	1948 TRIUMPH 1,800 Roadster ...	£419	1938 JOWETT 8-h.p. saloon, one owner ...	£149
1952 FORD Prefect ...	£419	1947 HILLMAN Minx, l.h.d. ...	£265	1938 TALBOT Ten saloon, outstanding ...	£229
1952 SHEERLINE, grey, radio and heater ...	£599	1947 VAUXHALL, J Type, 14-h.p. saloon ...	£349	1938 ROYER Sixteen ...	£199
1950 FORD Customs saloon, radio and heater ...	£649	1948 SINGER Ten ...	£299	1937 AUSTIN Ruby saloon ...	£139
1951 MORRIS Big Six saloon ...	£469	1948 ALVIS 1 1/2-litre saloon, radio and heater ...	£459	1937 STANDARD Twelve saloon ...	£49
1951 FORD Pilot, heater ...	£379	1948 FORD Prefect ...	£329	1937 AUSTIN Sixteen saloon, in excellent order ...	£219
1951 VANGUARD saloon, radio and heater ...	£449	1948 AUSTIN Sixteen saloon ...	£359	1936 AUBURN sports roadster ...	£129
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1950 WOLSELEY 4/40, radio and heater ...	£479	1947 FORD Anglia ...	£299	1936 SINGER Nine tourer ...	£159
1950 SINGER 1,500 saloon ...	£429	1948 STANDARD Fourteen saloon ...	£349	1935 S.S. saloon ...	£109
1950 CITROEN Light Fifteen saloon ...	£439	1947 FORD Super de luxe saloon, radio and heater ...	£379	1934 AUSTIN 12/4 saloon ...	£99
1950 WOLSELEY 6/80 saloon ...	£449	1946 HILLMAN Minx ...	£329	1937 WOLSELEY 12/4 coupe ...	£179
1949 JAGUAR Mark V saloon ...	£549	1946 AUSTIN Eight, 4-door ...	£299	1936 AUSTIN Ruby ...	£99
1949 MORRIS Minor saloon ...	£419	1948 HUMBER Hawk ...	£349	1936 WOLSELEY Fourteen saloon ...	£79
1949 AUSTIN A40, heater ...	£449	1941 FIAT 500 Italian sports ...	£229	1936 MORRIS Ten saloon. Reconditioned engine ...	£139
1947 STANDARD Twelve d/h. coupe ...	£369	1942 HILLMAN Minx ...	£219	1936 STANDARD Twelve saloon ...	£99
1948 VAUXHALL Eleven saloon ...	£329	1940 HUDSON Straight Eight d/h. ...	£219	1935 MORRIS Ten sports saloon ...	£79
1949 AUSTIN A40 ...	£429	1939 B.S.A. sports coupe ...	£149	1935 WOLSELEY Nine saloon ...	£79
1949 VAUXHALL Velox saloon, radio and heater ...	£419	1939 HILLMAN Ten saloon, as new ...	£229	1934 STANDARD Nine tourer ...	£69
1949 CITROEN Light Fifteen saloon ...	£429	1939 WOLSELEY Ten saloon ...	£249	1937 ROLLS-ROYCE Phantom II. Owner-driven saloon fitted with radio, heater, vanishing division, spotlights and many other refinements. The "best car in the world" for only ...	£545
1949 FORD Eight Anglia saloon ...	£329	1939 FIAT 500 saloon ...	£179		
1948 JAGUAR 2 1/2-litre saloon, immaculate, many extras ...	£449	1939 HUDSON 17-h.p. d/h. coupe ...	£129		
1949 HUMBER Super Snipe saloon ...	£429	1939 STANDARD Ten 4-door saloon ...	£189		
		1939 STANDARD Nine 4-door saloon ...	£199		

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**FOR SALE—continued**

**RELUCTANTLY**—12/40 Lea-Francis. Last P-type tourer made (1933). Excellent condition, engine overhauled, Chromard, within living memory. Watertight hood, full tonneau, all sidescreen frames, mostly with celluloid. Everything works. Only modification, electric pump. Too roomy for owner who has bought 2 seater, £110. 3, Ferndale Road, Northville, Bristol, 7. [9640]

**REBUILT MK. I 18/80 M.G.**, with new body, trimming, hood, tonneau, brakes, rear axle, petrol pumps, wheels rebuilt and balanced. Many other improvements. A snip at £140. Owner going overseas. Write Box No. M641, MOTOR SPORT, 15, City Road, London, E.C.1. [9641]

**CHILTERN CARS** offer one M.G. T.C. cylinder head in good condition, £10; one new M.G. T.C. propshaft, £4; one sound 1½-litre Aston Martin cylinder head, £12.10.; one rocker plate (repaired), £5; 4:1 crown wheel and pinion assembly complete for Alfa 1.750, etc., £10; one 18" light-alloy wheel, 42-mm. hub £6; quantity of new Volkswagen spares including pistons, oil seals, bearings, torsion bars, fly-wheel, clutch, shock absorbers, cheap to clear, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel.: 2060. [9642]

**RILEY NINE SPARES**, including: gearbox, 1930/32, £8.10.0.; twin S.U.s, with linkage; 1½" x 1½" crankshafts, £5.10.0. each; block, £4.0.0.; camshafts, heads, timing wheels, fly-wheel/clutch, £3.10.0. each; Autovac, new, £2.0.0., used, £1.0.0., etc. Vassall, No. 1, Addison House, Grovend Road, N.W.8. [9643]

**WESBELL MOTORS**. The Riley Specialists, Balfour Road, Hounslow, Tel.: 9359. Overhauls, spares and service. In addition we offer the following outstanding vehicles: an exceptional 1936 Riley 9 Kestrel, £200; 1937 Riley 9 touring Saloon, recon. engine, £175; 1936 Riley 12/4 Falcon, recon. engine, £165. [9644]



**XK120 2/4-SEATER**

Your own XK120 converted as shown.

Complete conversion including new hood with large rear windows, new tonneau cover and new battery, luxuriously trimmed in hide to match original upholstery, approx. £175, or with complete recellulose, £200. (See "The Autocar," 11.3.55.) Reduced cost according to exact specification required.

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**FOR SALE—continued**

**1937 LANCIA APRILIA**. Excellent condition, many extras. Complete engine, back end and braking, etc. Overhaul with modifications to late specification at Lancias. £325. Hopkinson, 30, East Park Parade, Northampton. Tel.: 31743. [9638]

**FORD SPECIAL**. Registered 1953. Privately owner/built. Excellent performance, acceleration. New radiator, battery. Buckler steering, good tyres, body fair. Seen Kensington or City. £85 o.n.o. Write, M. Dick-Cleland, Lloyd's Building, E.C.3. [9646]

**LATEST TYPE** Prefect (100E) block assembly, sump, etc., also Popular engine complete with supercharger, dynamo, starter, 4-branch manifold, etc. Ex-test 1. 7,500 miles only. Tel.: Pop 1792. 176, Percy Road, Whitton, Middlesex. [9647]

**MUST SELL, 1930 "M" type M.G.**, taxed December. Excellent bodily and mechanically. Cannot drive two cars at once, £50. Please write: Baughan, 63, Gloucester Road, S.W.7. [9648]

**VOLKSWAGEN**, regd. '48, £185. Mechanically good, body fair, interior horrible, no bumpers, hence the low price. Fox, 36, Old Tye Avenue, Biggin Hill, Kent. [9650]

**ROLLS 20, 1927 Saloon**. A goer, but body and chassis require some attention. £65. Derry, c/o Chichester, The Rough, Tilford, Farnham, Surrey. [9654]

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**LAGONDA V.12**  
1940, short-chassis saloon. Blue, with red leather. 37,000 miles. Taxed year. Excellent condition.  
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**FOR SALE—continued**

**AUSTIN RUBY SPECIAL, '37**. New strongly built 2 seater, aluminium body with light steel welded frame. Remote control 4-speed box. Leather bench seat. New engine and brakes. Month old hood and screens. Regret parting. £95. 67, Windermere Avenue, Wembley, Middx. Tel.: Arnold 3485. [9649]

**14/40 HUMBER** Tourer, 1927. See article, January, 1954, "Vintage Car." Not concours, as in use 365 days p.a., but truly reliable. Space wanted for Jaguar. £65 for quick sale. Flashers, Auster screen, good hood. Howell Thomas, 21, Stuart Avenue, Hayes, Bromley, Kent. Tel.: Hurstway 3623. [9652]

**ROLLS 20, 1923**, immaculate original condition. Grey, 2/4 seater Tourer by Watson. Very handsome. Offers around £250. Box No. M653, MOTOR SPORT, 15, City Road, London, E.C.1. [9653]

**LOTUS Mk. VI, 1722 Formula**. Large inlet valves, twin S.U., close ratio gears, 4.7 back axle. Only 2,000 miles, £450. 2, Grimwade Avenue, Croydon, Surrey. Tel.: Add 3779. [9655]

**MONTE CARLO RALLY**. Overseas enthusiast experienced long-distance driving and willing share expenses, seeks place in a Monte Carlo entry during forthcoming U.K. leave, commencing December. Reply to Box No. M.668, MOTOR SPORT, 15, City Road, London, E.C.1. [9668]

**BIANCHI SALOON**. Complete car for sale, requires repair to block. Good all-round condition and appearance. Chassis and body sound. Perfect and faithful running until block cracked. Offers accepted for whole or many valuable parts. Box No. M675, MOTOR SPORT, 15, City Road, London, E.C.1. [9675]

**RILEY NINE Merlin Saloon, 1936**. One owner. Special series engine, £165 or best offer. Tel.: Springpark 7432. 57, The Avenue, West Wickham, Kent. [9673]

**AUSFORD** or similar special required. Body condition immaterial. 130, Ealing Village, W.5. Tel.: Perivale 2019. [9702]

**LOCKHART'S SERVICE DEPOT LTD.**

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**ALLARD-CADILLAC J2X**  
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1955 Shelsley class winner.  
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**£275. 1936 Kestrel Sprite 1½-litre sports saloon**, 4,000 miles only since rebore and crank grind; also brakes relined and overhauled, replacement carburettors fitted. An enthusiast's car.

**£255. 1937 Kestrel Sprite 1½-litre sports saloon**. A good sound car with an excellent mechanical history.

**£210. 1936 Kestrel 2-litre sports saloon**. This 6-cylinder 15-h.p. Riley is probably one of the smoothest-riding of the models and not to be confused with the 12/6. Very good all-round condition.

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**RILEYS**

**£175. 1934 Kestrel 9-h.p. sports saloon**. Just fitted new-pistons, big-end bearings, timing wheel renewed and brakes relined. Good appearance.

**£165. 1936 Falcon 12-h.p. saloon**. Good appearance and an excellent and economical runner.

**£165. 1934 12-h.p. Lynx 4-seater sports**. Sound body-work, excellent weather equipment, good performance.

**£145. 1935 Falcon saloon, 12 h.p.** Taken in part exchange and yet to be checked over. Will be a good bargain.

**£125. 1933 Monaco 9-h.p. saloon**, far above average condition.

● Telephone: SLO 8326/4426



FOR SALE—continued

**SELL OR EXCHANGE** Austin 7 Pearl Cabriolet. Good condition. More sporting vehicle wanted. Railway Inn, Thirsk Junction, Yorks. [9671]

**S.S. 90**, 2½ litre, 2 seater. Excellent condition, very fast. £250 or exchange for more economical sports car. (Surrey.) Box No. M669, MOTOR SPORT, 15, City Road, London, E.C.1. [9669]

**DIESEL, PERKINS P.4** 3-litre engine. Complete with pump, dynamo, starter, gearbox, propeller shaft. Good condition. £125. Box No. M677, MOTOR SPORT, 15, City Road, London, E.C.1. [9677]

**1937 ALVIS SPEED 25**, Charlesworth Saloon. Good condition. P100s. Brakes relined. £170 o.n.o. After 6 p.m. Deards, 31, Vale Road, Harringay, N.4. [9679]

**DELAGE, 1926**, 6 cylinder, o.h.c. 2-seater wooden body by Labourcece in near original and perfect condition. Very good tyres, new hood and tonneau. New battery. £260. C. H. Stanley, 26, Trebovir Road, S.W.5. Tel.: Tate Gallery 3087. [9682]

**MORGAN 4/4, 1938**. Black, 4-seater, good condition. £150. Tel.: Derwent 3035. [9690]

**£45 o.n.o.** S.S. two 12 h.p. sports Saloon, taxed, 29, Cublington Road, Leamington Spa. [9691]

**1952 SERIES (1951 show model)**, 3½-litre Hotchkiss 4-door Anjou Saloon. Black with tan upholstery and fitted with synchromesh gearbox, radio and heater. Mileage 50,000 kilometres. In excellent condition. £825. Harold Radford & Co. Ltd., Melton Court, South Kensington, Tel.: Ken 6642 (5 lines). [9692]

**LAGONDA RAPIER**, Four-seater Coupé, 9.6 h.p., 1934. One owner since 1940. £150. Harries, 29, Roseacre Gardens, Chilworth, Tel.: Guildford 3790. [9693]

**AUSTIN 7** Tourer, 1929. Good condition, weatherproof, well shod. £30. Spare reconditioned engine, £10. Le Mare. Tel.: Wes 5019. [9695]

**RILEY 9** Kestrel, 1935. £95 o.n.o. Good mechanically, good body. Pre-selector. 87, Lynton Avenue, N.W.9. Tel.: Colindale 3724. [9696]

**RILEY NINE**, 1928 Tourer. New aluminium body. 5,000 since overhaul. Timing gears noisy. £50. Also 1930 fabric Saloon, 1934 engine, body reasonable. £25. Love, 178, Upper Street, Islington, N.1. [9697]

**1938 ROLLS ROYCE REPLICA 20/25**. 1931 chassis, four-door saloon body. Grey with black and grey hide. Taxed end of year. Excellent engine, tyres, battery, spot light, wind-tone horns and large boot. £525, offer or part exchange post-war car considered. 137, Commercial Road, Parkstone, Dorset. [9698]

**M.G. J.2**. Engine, transmission sound. "Shirley," Ouseley Road, Wraysbury, Bucks. [9707]



**MERCEDES-BENZ 230—1938**

Only 52,000 miles—three meticulous owners; 20 h.p.; 19.6 m.p.g. (overall). Exceptionally clean condition. New replacements include leather-lined hood, six white-walled tyres, battery, starter motor, dynamo. Extensive mechanical overhaul July, including new brake linings, several new valves. Numerous luxury accessories (radio, heater, windtone horns, etc.). Best offer over £350. 198, BIRKENHEAD ROAD, MEOLS, CHESHIRE. Tel.: Hoylake 2201

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**A.C. ACECA** fixed-head coupe. As brand new throughout. Blue, with red interior. May, 1955. Extras. **1,665 gns.**

**JAGUAR XK120** fixed-head coupe, 1954. Grey/green leather. Wire wheels. C-type head, etc. **1,135 gns.**

**A.C. ACE**. Unmarked, works-maintained, silver-green 2-seater, July, 1954. One owner. **945 gns.**

**FRAZER-NASH LE MANS REPLICA**, B.R.G. Recent overhaul. Fantastic performance. **945 gns.**

**KIEFT-CLIMAX**. As T.T. 1,100-c.c. class winner. Unmarked red. Only 2,000 miles. **885 gns.**

**TRIUMPH TR2**. Wire wheels, etc. Dec., 1954. B.R.G. One careful owner. Nominal mileage. **760 gns.**

**JAGUAR XK120**. Choice of two unspoilt 1951 roadsters in black. Modified or standard. From **690 gns.**

**INVICTA BLACK PRINCE**, handsome sports saloon. Jaguar gearbox, superb chassis, under 2,000 miles. **665 gns.**

**M.G. TF** 2-seater. Unblemished, in red with red leather. July, 1954. Only 6,000 miles. Extras. **643 gns.**

**A.C. BUCKLAND** tourer, 1952. Most attractive in blue and cream. Radio, heater, etc. **570 gns.**

**M.G. TD** 2-seater, May, 1953. Spotless cream/red leather. New plastic hood, etc. Radio, heater, etc. **560 gns.**

**SUNBEAM-TALBOT 80** convertible. Nov., 1950. Very clean in black. Just decoked. **486 gns.**

**JOWETT JUPITER** 1½-litre Series III convertible, 1952. Maroon. Radio, etc. **477 gns.**

**M.G. TD** 2-seaters. Choice of two superb 1951 specimens. Red or green. From **460 gns.**

**LEA-FRANCIS** 1½-litre sports roadster, 1949. Lively and handles well. **380 gns.**

**FRAZER-NASH-B.M.W., TYPE 328** sports 2-seater. Really fast 1939 model maintained by A.F.N. Ltd. **367 gns.**

**MORGAN 4/4**. A really smart 1950 2-seater in green. **362 gns.**

**JAGUARS**. Examples of the 1½, 2½ and 3½-litre models, and the Mk. V and Mk. VII saloons, always available. From **355 gns.**

**ASTON MARTIN** 2-litre swept-tail coupe. Red. Recon. unit needs running-in. 1939. **339 gns.**

**M.G. TC** 2-seaters. Choice of four tip-top examples: ivory, red or black. 1947-8-9. From **334 gns.**

**H.R.G. 1,500**. Specially tuned sports 2-seater, 1947. Smart black and white finish. **310 gns.**

**H.S.M. (Triumph Dolomite)**. Blown Alfa-like sports 2-seater. Scarlet. Reg. 1941. **285 gns.**

**M.G. TA** 10-h.p. sports 2-seater, 1938. Black. Very smart. **255 gns.**

**M.G. VA** 12-h.p. touring 4-seater, late 1938. Maroon. New tyres. **215 gns.**

**SINGER** 9-h.p. roadster, 1939. Green. Recon. motor this year. **195 gns.**

**ASTON MARTIN** 1½-litre short-chassis tourer, 1932. Black. £300 rebuild—now 100 per cent. Given away at **190 gns.**

**B.S.A. SCOUT**. Economical 2-seater runabout, 1936. Cream. **90 gns.**

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**ALVIS 3-litre** · **ASTON MARTIN DB2/4**

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FOR SALE—continued

**RILEY 12/4** Falcon, 1936. £65 or exchange M.G. Spares for M., D. and J. cheap. Wanted: K. or L. engine or block. Shepstone, 9, Tyntesfield, Wrexall, Bristol. [9699]

**HISPANO-SUIZA**, 1928, 26.8 h.p. 7-seater Saloon. Good running order. Sound throughout. £70. Box No. M700, MOTOR SPORT, 15, City Road, London, E.C.1. [9700]

**LAGONDA**, 1928 2-litre V.D.P. Tourer. Complete engine reconditioning, clutch and brakes relined, new hood and tonneau cover, all within past year. Quantity of spares. Owner gone overseas. £195. Photos available. Ziegler, New Place, Farnham Lane, Haslemere, Surrey. Tel.: Hindhead 206 or Tem 3367. [9701]

**1934 TALBOT 75**. Engine rebuilt 1952. Taxed and insured. Any reasonable offer or exchange light car. Evans, 19, Courthope Road, S.W.19. Tel.: Wim 0596. [9703]

**JOWETT JUPITER** in showroom condition. Metallic green with brand new maroon hood and full fitting tonneau cover in best mohair. Total mileage 15,000 and new engine fitted only 4,000 miles ago. New Exide batteries, H.M.V. push-button radio. A very pretty car up to Concours d'Elegance standard. £535. Norem, Park Hill Road, Hale, Cheshire. [9704]

**TALBOT 75**, complete less gearbox. £20. Marsh, Batheaston House, Bath. Tel.: 88106. [9705]

**MORGAN 4/4**, 1947 2 seater. Four new tyres, luggage grid, full tonneau, steering, front suspension recently overhauled. £385. Harris, 18, Leaze Road, Melksham, Wilts. [9706]

**WOLSELEY HORNET SPECIAL**. Two-seater sports. New battery, taxed, insured. Real bargain. £65. Apply Sundays. B. Davis, 135, Church Manor Way, Abbey Wood, S.E.2. Tel.: Woo 2911 (after 7 p.m.). [9708]

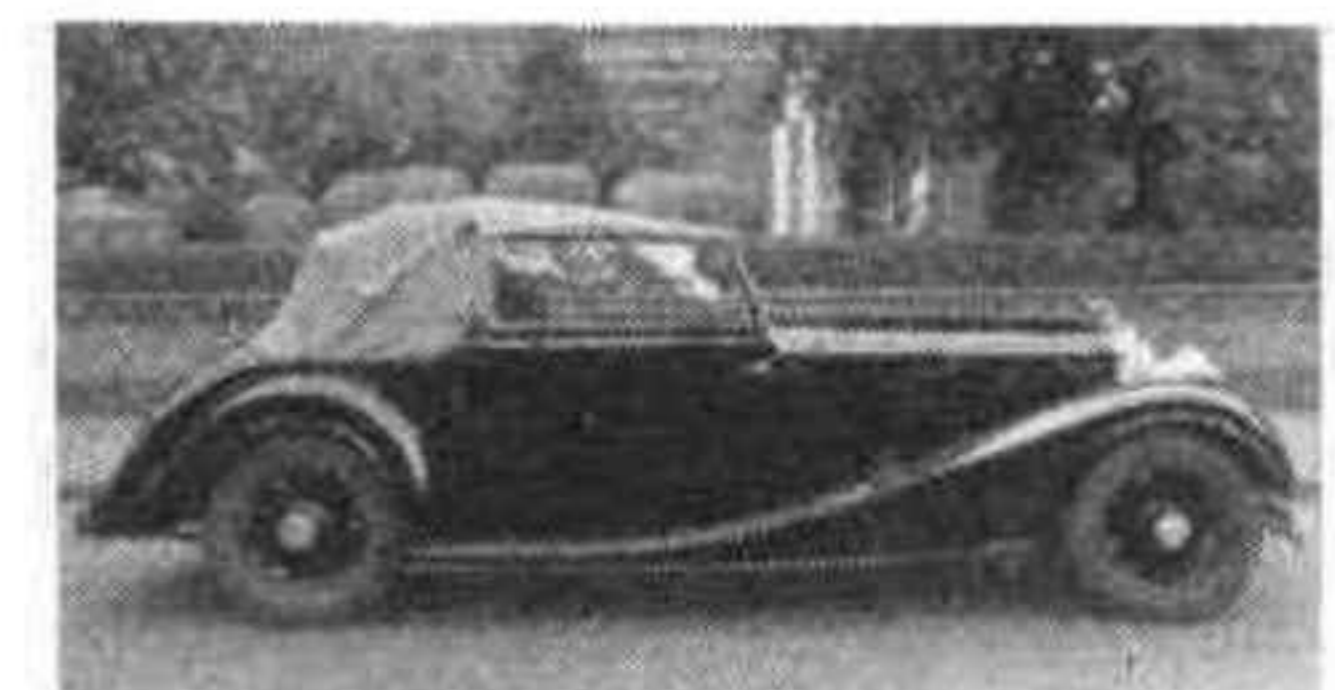
**VOLKSWAGEN 1947**. Black, r.h.d., radio, immaculate condition. £275. Tel.: Gladstone 5566 (8 a.m.—6 p.m.), Byron 0984 (evngs). [9709]

**ROVER 9 SPECIAL**. 2-seater red aluminium body. Good mechanical condition. £60. Tel.: Uplands 2336. [9710]

**DELAGE D.S.** 18.2 h.p., 1932 sports Saloon. Recent £60 engine overhaul. Good tyres. Insured to April, 1956. Smart looker but shabby interior. Reluctantly for sale at £75. Stacey, 48, Lea Road, Enfield, Middx. [9711]

**RILEY 12/4**, any condition, any year. Also 12/4 engine and gearbox. Bance, Brook Cottage, Hollywater, Bordon, Hants. [9712]

**1931 MONACO**, reliable runner, body and tyres reasonable. £45 o.n.o. Also incomplete Austin 7 Special, reconditioned, Ford wheels, £45 o.n.o. or consider breaking. Riley 9 gearbox, 30/-. Austin 3-speed box, 30/-. Lipscomb, 233, Turners Hill, Cheshunt, Herts. [9713]



**ROLLS-BENTLEY 1937, 4½ LITRE**

Drophead coupe in first-class mechanical condition, coachwork perfect, new hood. **PRICE £550 O.N.O.**

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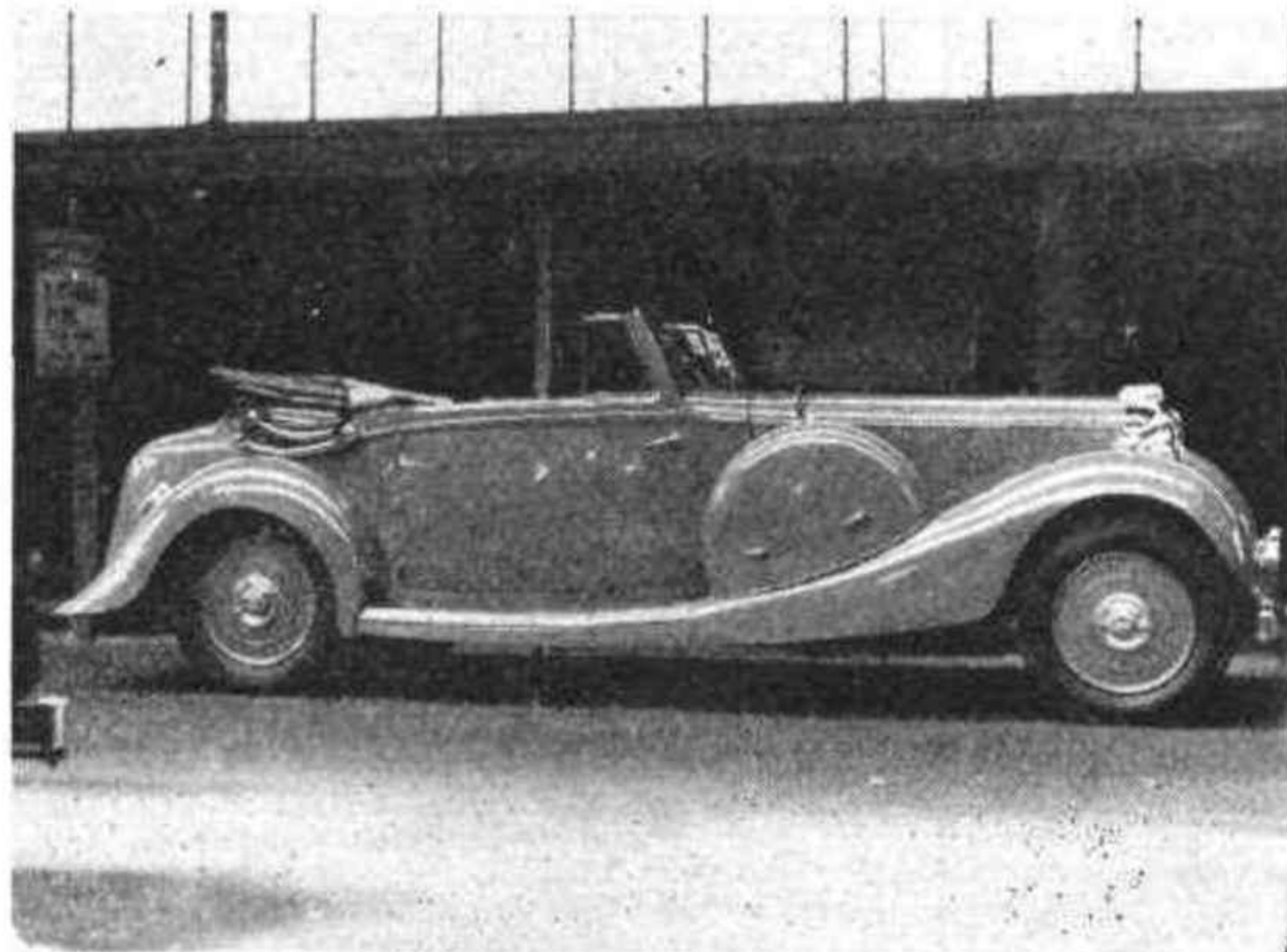


# Vintage Autos

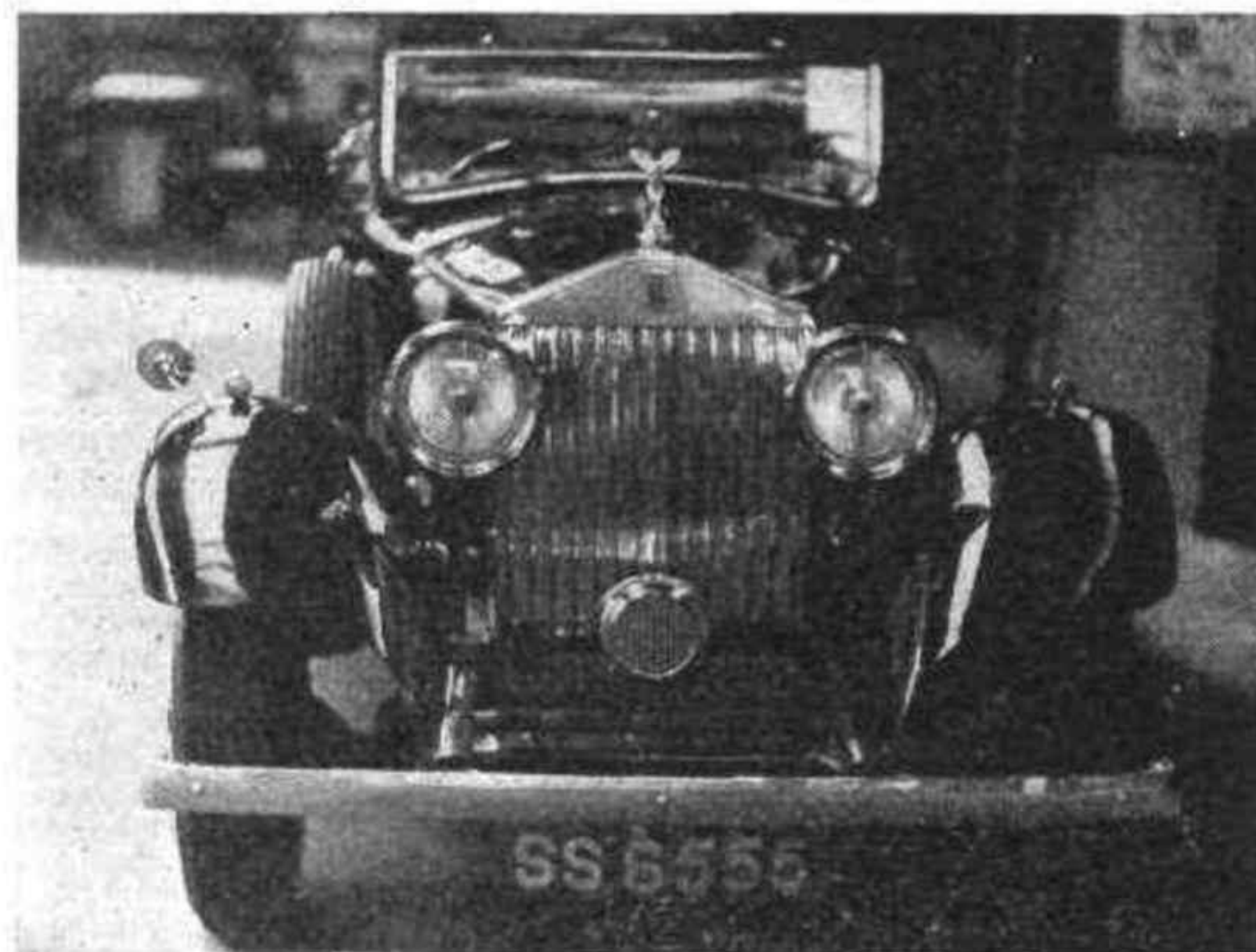
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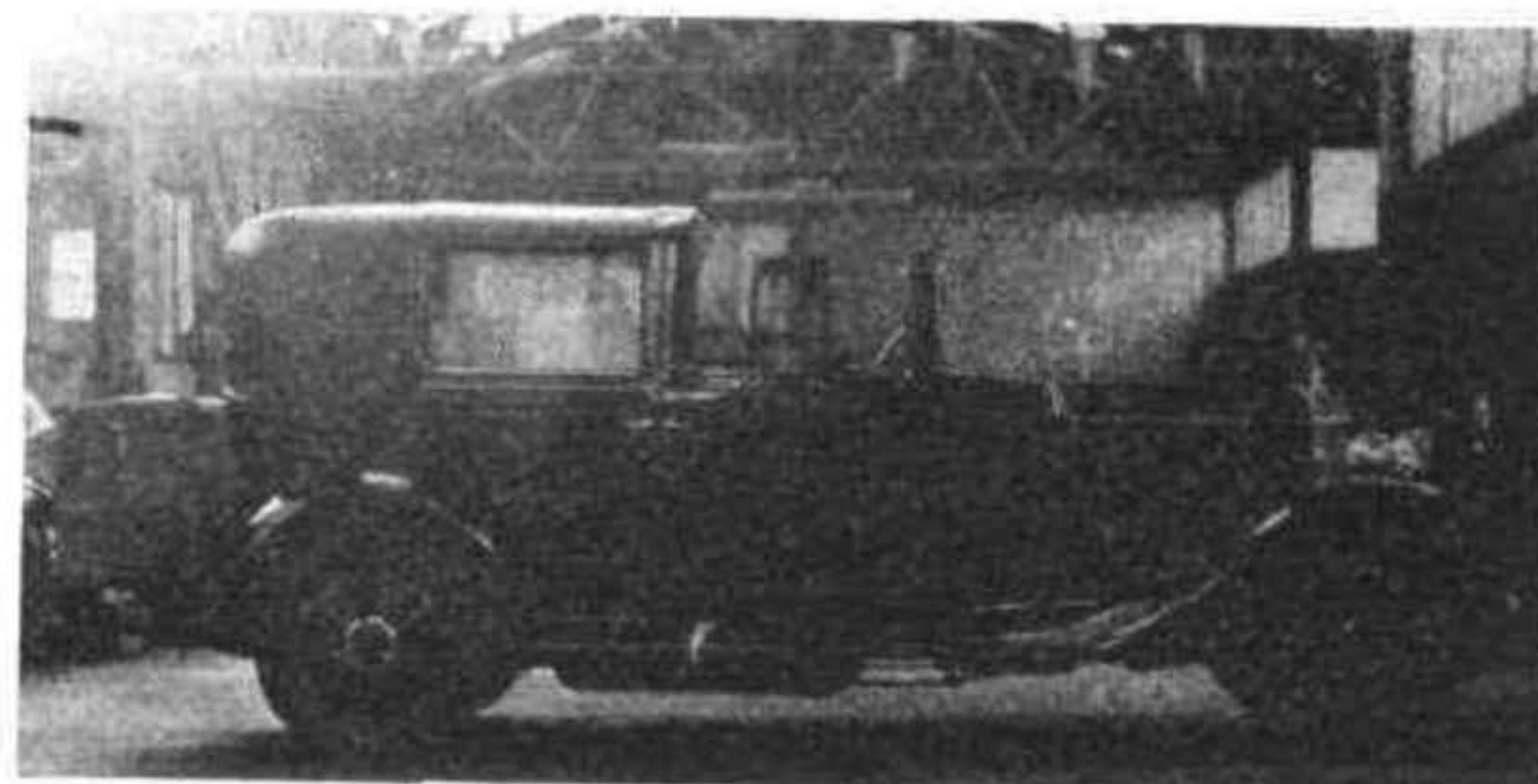
**LAGONDA 4½-litre**, 1938 model, foursome drophead coupe. This car is in immaculate condition inside and out and the mohair hood is new. The speedometer reads 68,000 and by condition it could well be true. Fitted twin Scintilla mags. Highly polished engine; 18/20 m.p.g. £450.



**ROLLS 20/25**, 1934/5 2-seater drophead coupe. This very rare and much-sought-after Rolls has a bench seat in front and two more disappearing occasional seats behind and a dickey seat for two. The paintwork is immaculate and the interior, which is in red hide, is likewise. Two owners since new and 60,000 miles only is believed the genuine mileage. Five excellent tyres, new battery, taxed year; 20/24 m.p.g. £585.



**Rolls 20/25**, 1934 sports saloon by Freestone & Webb. Exceptionally clean condition. Complete original tool kit, new tyres. Taxed year. £550.



**Rolls 20/25**, 1930, Sedanca-de-Ville. Recent £200 overhaul. Fitted many extras, including ladies' silver scent compartment, heater, etc. Beautiful original condition; 21 m.p.g. £285.

**ROLLS 20/25**, 1931, fitted 1935 sports saloon body with boot by Park Ward. This car has had three owners since new and the total mileage is only 87,000. It has recently had a £200 overhaul and the condition is immaculate inside and out. Five excellent tyres. Taxed year. £350.

**RILEY Kestrel 1½-litre** 1934/5 sports saloon. This is an exceptionally fine example and possibly one of the best on the road. It has recently been resprayed, rechromed, rewired, mechanically renovated. An exceptionally clean car. £195.

**Jaguar 3½-litre** 1949, special equipment sports saloon. One owner since new. Immaculate inside and out. £395.

**ROVER Sixteen** 1937 sportsman saloon. Exceptionally clean and above average condition. £195

**ALVIS Speed Twenty-five**, 1937 sports saloon. Good tyres, coachwork, fitted radio. £165.

**BENTLEY 3½-litre**, 1935/6, low built sports saloon. Exceptionally clean. £485.

**PACKARD** convertible, 1939, fitted steering column change, free wheel and overdrive. Recently resprayed and fitted new hood. Excellent tyres; showroom condition. £285.

**ALVIS Speed Twenty**, 1935 sports 4-seater tourer. Very clean coachwork, new hood. Excellent mechanically. £165.

**LAGONDA Rapier**, 10-h.p. 1934, open 4-seater tourer. New hood, good mechanical condition. £185.

**ALVIS 12/70**, 1938, open 4-seater tourer. Clean coachwork, excellent hood and side curtains, fitted heater. Good mechanical condition. Taxed year. £245.

**M.G. 18/80** open 4-seater tourer. This car has recently been more or less completely rebuilt and is in showroom condition. Fitted outside exhaust. £185.

**BENTLEY 4½-litre** open 4-seater. Completely rebuilt with many modifications to the cost of some £1,200. One of the finest specimens in existence. £485.

**HUMBERETTE**, 1914, open 2-seater. Recently rebuilt by a world-famous museum and as new. £250.

**HUMBER SNIPE**, 1949, saloon. Just resprayed and rechromed. £325.

**CITROEN Thirteen**, 1934 saloon. Good tyres, clean interior. Runs like Rolls (a Rolls razor). First £35.

**AUSTIN Seven**, 1935 saloon. Ideal car for Aunt Fanny and her seven little Fannies for the Sunday outing. £65.

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FOR SALE—continued

M.G. T.A. Fitted T.C. engine. Resprayed, tyres, steering, brakes, engine, overhauled July. £275. "Pine View," Riverside, Shepperton, Middx. Tel.: Walton 2534. [9714]  
**RILEY 1936 12/4 Falcon Saloon.** Good condition throughout. 70 m.p.h., 28 m.p.g. Original cellulose. £125. 44, Flower Lane, Mill Hill, N.W.7. [9715]  
**M.G. 1947 T.C.** Black, good condition. £345 o.n.o. Tel.: Maida Vale 2554. [9716]  
**AERO MINX.** 2-4 seater, many extras. £125 o.n.o. Exchange saloon, Rowlands, 4, Barton Crescent, Paignton. [9717]  
**ATTRACTIVE Standard-Ford 8 Special,** built '54/55, reconditioned untuned engine, brakes re-lined, new gear cogs, new Marchals, etc. 70 m.p.h., 45 m.p.g. Offers, Simpson, 33, Kensington Road, Oldham. [9718]  
**RILEY 9 Merlin '36.** Ex. mech. cond., good tyres. First-class body with immac. black cellulose, green leather interior in very good cond. Fitted radio. One previous owner, and history available. A really good looking car. £210. Tel.: Pal 7092. [9719]  
**£95 o.n.o. '34 Kestrel 9.** New radiator, carbs., brakes. "Goodthought," Chappel, Colchester. [9720]  
**1930 RILEY NINE.** Splendid engine. Over £75 bills shown for recent overhauls. £35 o.n.o. Brown. Tel.: Fitzroy 0324. [9721]  
**ALVIS FIREFLY, 1934.** Good mechanical cond. Saloon body resprayed. £125 o.n.o. Would exchange for open sports, any size. 82, Foremark Avenue, Littleover Lane, Derby. [9722]

**Hard-surfaced Rockers**

M.G., 6s. each exchange; rocker bushes, 5s.; shafts, 12s. 6d. to 17s. 6d. pair; valves from 7s. 10d. each; guides, 3s. 3d. to 4s. each. Gaskets—all models, oil seals, grommets, king-pin sets, crown/pinion sets, half-shafts, V/D races, brake cables, etc. Many other spares from stock.

**WOLSELEY** rockers, 6s. each exchange; rocker bushes, 5s.; single shafts, 10s. 6d., 12s. 6d.; twin 17s. 6d. pair; valves from 7s. 10d.; guides, 3s. 3d. to 4s. Gaskets all models, king-pin sets, half-shafts, brake and clutch linings, and many other spares.

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**A.C. 2-LITRE** sports 4-seater, 1933/4, rebuilt and registered 1948. New hood just fitted. General order very fair. £95.

**ALFA-ROMEO 1,750,** single cam, drophead coupé, 1931. Mechanically very fair, bodywork sound and reasonably tidy. Good tyres, etc. £100.

**AUSTIN TEN** 4-seater tourer, 1935. Un-inspired and only fair bodywork, but has new hood and tyres and had a complete engine recondition recently and is mechanically very sound. £50.

**BELSIZE 13-H.P.,** 6-cylinder tourer. I have sold this car twice previously and it has given each of its owners really excellent service; it is sound, tidy and well shod, and has an excellent performance for a vintage touring car of this type. £60.

**BENTLEY 3-LITRE SPEED MODEL,** original V.D.P. 4-seater. General condition very fair indeed; virtually unmodified; body leatherwork particularly good; fair hood, etc. £225.

**BENTLEY 4½-LITRE** sports saloon by Corsica. Registered 1937. Speedo. mileage 58,000, probably genuine as this is chassis No. RC 46, being the very last car built by R.-R. from spare parts to special order. Condition generally is very good. A valve regrind is being carried out and the price will then be £350.

**BENTLEY 4½-LITRE** Victor Broome 4-seater drophead coupé, 1931; one owner since 1945. Very original bodywork quite good and a really first-class chassis. Almost new tyres all round. £200.

**HUMBER 16/50** tourer, 1930; good-looking car in very fair order. Good tyres and excellent hood. £60.

**LANCIA LAMBDA, 6TH SERIES,** tourer, shortened by West, otherwise extremely original. Complete engine rebuilt just completed by us. Excellent hood and screen and generally very nice specimen. £185.

**LANCIA DILAMBDA** Mulliner fabric saloon, 1930. Very tidy coachwork and very fair mechanical condition. £110.

**LAGONDA 4½-LITRE** pillarless sports saloon, 1934/5, extremely original, very sound; requires minor body repairs. £160.

**MERCEDES-BENZ 33/140** supercharged, 1926, special 2-door Park Ward sports saloon; pigskin upholstery and pointed tail. Highly unusual car in extremely good order. Requires good repaint. Two owners since new and one only until 1954. £160.

**RAILTON 29-H.P.** sports saloon, 1937. Very fair chassis. Body requires some attention but looks quite good. £75.

**RILEY NINE MONACO** saloon, 1934. Chassis very reasonable, manual gearbox, body fair. £90.

**RILEY NINE MONACO** saloon, 1930. Really all fairly sound body, quite good mechanically. £35.

**RILEY 1½-LITRE, 1938, KESTREL** sports saloon, with free-wheel and manual gearbox. Mechanically good, very sound and tidy. £175.

**ROLLS-ROYCE PHANTOM II** Hooper limousine, GY Series, late 1931; one owner for many years. With modern and attractive lines; in extremely fine condition. £225.

**ROLLS-ROYCE TWENTY,** 1930, last type made; vertical radiator shutter and 20-in. wheels. Extremely good chassis, good all-round order. £195.

A quantity of spares at very moderate prices, including Alvis Silver Eagle engine (1930), complete with all auxiliaries; Alvis TJ 12/60 diff. unit; Lagonda 3-litre and Z-type gearbox, also fits 2-litre; Invicta 4½-litre engine. Singer Junior (1930) engine, gearbox and rear axle, also radiator.

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FOR SALE—continued

**HILLMAN SPECIAL,** Reg. 1954. New re-treads, new electrics. Engine good. Professional upholstery. Exchange 1954 Lambretta or £85. 160, Albert Road, Southsea, Hants. [9723]

**WOLSELEY HORNET SPECIAL,** 1933, fixed-head Coupé. Excellent condition, many new parts. Smart interior. £100. Spare engine available. Wanted, open sports car; exchange considered. Lee, 17, Wincanton Road, Southfields, S.W.18. Tel.: Putney 3083. [9724]

**ALVIS SPEED TWENTY SPORTS SALOON,** Charlesworth, 1934, i.f.s., new tyres, ivory, as previously advertised. Leaky radiator, £75 or cash offer. Appointment please. 4, Heol-yr-Efail, Rhiwbina, Cardiff. [9725]

**1949 RILEY 9 SPECIAL,** Wishbone type suspension. Rack and pinion steering, double leading shoe hydraulic brakes, 250 miles since re-sleeve, crank re-grind and clutch re-line. Standing on 4 brand new tyres. Three spot lights. Ex. mech. cond. £75. White, New Road, Cheddar. [9726]

**F.N. B.M.W.,** Type 45, 2/4 seater Cabriolet, 1936. Engine overhauled 5,000 miles, and other items. £180. Edwards, 34, College Road, Bromley, Kent. Tel.: Ravensbourne 8104, evenings. [9727]

**RILEY IMP,** 1935, 2-seater sports. Excellent condition throughout. Aluminium body, hydraulic shockers, recent engine overhaul. £345. Stock, 64, Fordmill Road, Catford, London, S.E.6. [9728]

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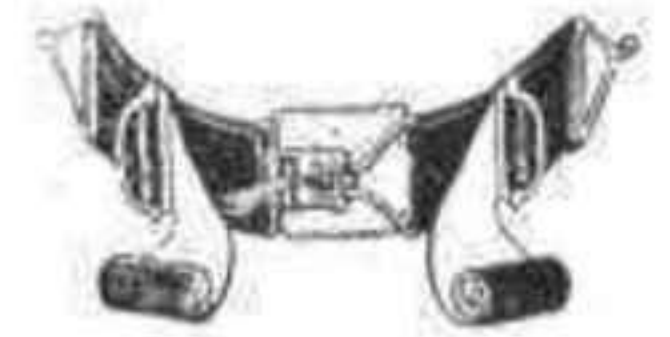
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**FOR SALE—continued**

**ALVIS FIREFLY**, 1934 (11.9 h.p.), sports saloon. Excellent engine (rebored). Good tyres, batteries, brakes relined. Coachwork and E.N.V.110 gearbox good. £115. Tel.: Emberbrook (Surrey) 2630 (evenings), or Box No. M519, MOTOR SPORT, 15, City Road, E.C.1. [9519]

**LAGONDA 3-LITRE** tourer, in good order, £155. Lancia Dilambda drophead coupé by Carlton, a really beautiful vintage winter car, first reg. 1934, only £90. Sunbeam saloon, 1928, perfect, goes like a Rolls, £60. Wiltshire House, West Road, Bransgore, Hants. Tel.: Bransgore 450. [9520]

**DELAHAYE 135M**, 1938, 2-door, fixed-head coupé. Aluminium body. Engine reconditioned by Laystall 10,000 miles ago; Cotal gearbox; bills for £360 produced. £450. Will exchange, with cash adjustment, for Volkswagen not earlier than 1953. 21, Meadows Way, Upton, Chester. Tel.: 26742. [9521]

**PARIS-NICE HOTCHKISS** fixed-head coupé, 1937, but bears her age well. French racing blue. Further "blurb" and photos on request. Daughter off hands, less seats required, so would exchange for Aston Martin, Frazer-Nash, or similar—cash either way—or sell £345. McPherson, 80, Benedict Street, Glastonbury, Somerset. [9523]

**HORNET SPECIAL**, rebuilt 1954, engine by Laystall; new battery, tyres; 2-seater aluminium body. £120, o.n.o. Edwards, 66, Portlet Road, Liverpool 13. Tel.: STO 7146. [9524]

**1938 RILEY** Big Four overdrive Kestrel, in mint condition. This classic car had a £600 works overhaul in 1948, since when no expense has been spared to keep it in peak condition. Plenty of spares are included in the price of £325. Tel.: Bury (Lancs) 1752, evenings. [9525]

**ALVIS SPEED TWENTY** saloon, 1933. Thrupp & Maberley alloy body. Attractive lines. Cellulose, chrome, interior, good. Overhauled, fitted electric pump, new batteries, etc. Zeiss lamps. Twin spot-lamps. Taxed. Addition to family compels sale. £95, o.n.o. 85, Herkomer Road, Bushey. Tel.: BUS 2683. [9526]

**ALVIS SEVENTEEN** saloon, 1938. Excellent manners. Chassis and body sound, engine poor. £50. 12, Hershaw Road, Walton-on-Thames. [9527]

**SUPERCHARGED AUSTIN ULSTER**, body and engine as original. £100. Gray, 35, Claremont Close, London, N.1. Tel.: TER 4354. [9529]

**POST-WAR MINOR** axle, 7/37; 1934 Austin Seven engine and box. Must sell—offers. 4, Brownhill, Old Bursledon, Southampton. [9535]

**FOR SALE—continued**

**F.N.-B.M.W. 321**, late 1940, 2-litre drophead four-some. Recent extensive recond. Repainted, re-chromed, new hood, etc., etc. Rare luxurious quality car in perfect condition. Fast yet economical. £375. Tel.: Bingley (Yorks) 3632. [9528]

**AUSTIN-HEALEY 100**, 1954, with full Le Mans modifications. Colour blue. Mileage 13,000. Perfect condition. £895. Apply White, Westland House, the Avenue, Alverstoke. [9530]

**1954 TR2**, pearl white, leather upholstery. Heater, tonneau cover. 8,800 miles. Perfect. £760. 83, Lichfield Road, Sutton Coldfield. Tel.: S.C. 2715. [9531]

**SCOTTISH ENTHUSIASTS!** Riley Gamecock (1932) 2-seater. Reliable, 35 m.p.g., excellent condition. New hood. Taxed, insured. Any trial. £100. Murphy, "Lisleitrim," South Brae Drive, Glasgow (Tel.: Scot 1466). [9532]

**ALVIS FIREBIRD** engine, complete in all details, less bell-housing. First-class condition. £40, o.n.o. Mereworth, Cambridge Road, Wigmon, Gillingham, Kent. Tel.: 81088. [9533]

**SIMCA**, 1950, reg. 1952, 1,220-c.c. pillarless saloon. 15,500 miles, excellent condition; l.h.d. Photo. £365, consider exchange. W.H.Y.? Phillip, 36, Harbour Road, Wibsey, Bradford 6. [9534]

**1927 AUSTIN TWELVE** Windsor. Sound, clean, original, reliable. £40. Toddill, "Granfield," Nuttall Street, Alfreton, Derbys. [9536]

**1954 AUSTIN SEVEN** Special sports, running. 1951 Austin Seven Special, dismantled. £100 pair, or exchange Lancia Lambda or vintage thoroughbred. Box No. M537, MOTOR SPORT, 15, City Road, E.C.1. [9537]

**£70—RILEY NINE** Monaco. Good runner. 43, Kingshill Avenue, Worcester Park, Surrey. [9538]

**MORGAN F2 3-WHEELER**, 1954. Aluminium panels and many extras. 10,000 miles. Full particulars and photo on request. £325. Box No. M539, MOTOR SPORT, 15, City Road, E.C.1. [9539]

**SINGER LE MANS**, 9-h.p. sports saloon, late 1935. Good condition, new tyres. £90. 35, Drove Road, Weston-super-Mare. [9540]

**RILEY TWELVE MERLIN**, 1936/7. New head, tyres, battery, rewired, etc. Smart appearance. £115, offers. Law, 61, Princes Road, Newland, Hull. [9541]

**£130—M.G. J2**, in excellent condition. For full particulars, Tel.: Basingstoke 298. [9542]

**1926 HOTCHKISS 15.9-H.P.** tourer. Engine overhaul (including crank regrind) and new "Bug blue" enamel in last year. Daily use. 21-23 m.p.g.; no oil. £50, o.n.o. Cunningham, 1, Clifton Road, Bristol. [9548]

**FOR SALE—continued**

**M.G. TA**, 1938, red. Good condition, using no oil. £180. Jakeman, Hollybed Street, Castlemorton, Malvern, Worcs. [9543]

**TRIUMPH TR2**, 8,000 miles; body badly damaged on off side, chassis and mechanical parts perfect; £450. Jaguar 3½-litre saloon, 1938; new battery, good tyres; taxed; thoroughly sound car; £125. Austin A40 rear axle, complete with brakes, as new; £10 each. Austin-Healey wheels, as new, £3 10s. each. Hardwick House, Studley, Warwickshire. Tel.: Studley 521. [9544]

**1928 MORRIS-COWLEY** tourer (Hotchkiss engine). Taxed Sept. £37. Tel.: Croydon 6568. [9545]

**M.G. J2**, £136. Excellent condition. Red. Spot. Good tyres and hood. Genuine reason for sale. Parker, 21, Woodlands Road, Hertford. [9546]

**"MOTOR SPORT"**, 62 copies, 25s. "TC" manual, 15s. "500-c.c. Racing," 5s. "Speed Triumphant," 7s. 6d. 1211, Bristol Road, Birmingham. [9547]

**ROLLS-BENTLEY, 1935**, 3½ Park Ward, in excellent condition. Ride control, spot, lighter, badge-bar, etc. Gleaming black and chrome, blue hide. New battery, spotless engine. 22 m.p.g. £475. Harrison, 37, Abingdon Road, Finchley, N.3. [9549]

**RILEY NINE MONACO**, 1937, 6-Light saloon, black. Body, interior, almost as new; h.c. head, straight-through exhaust, altered fuel system, giving 35 m.p.g. and guaranteed 70 m.p.h. Specimen car throughout. £285. Warwick, 8, Kelvington Road, S.E.15. Tel.: NEW 1073. [9550]

**SINGER LE MANS** open sports body, £7 10s.; buyer collects. 29, Fieldhead Avenue, Bury. [9551]

**AUSTIN MODIFICATIONS** for "Special" builders: Can we lower your suspension all round? £3 10s. Send 3 road springs and beam only. Supply i.f.s.: 3 ft. 4½ in. track, £8; 3 ft. 9 in. track, £9; including new springs, track-rod; photo on loan. Enlarged inlet valve conversion, £2 10s. Machined cylinder head, c.r. 6.5 : 1, 15s. Lighten flywheel, 10s. Double valve springs, 12s. King-pin eyes in axle beam rectified, £1; carriage extra. Morris Eight engine, rough but running, £5; carriage extra. Bowden Engineering, Ottery St. Mary, Devon. Tel.: 391. [9552]

**M.G. J2 GEARBOX**, converted for Ford engine, complete with all necessary parts; unused; £12 10s. J2 gearbox, good condition, £7 10s. M.G. TA dismantled for spares. Dolomite spares. J. C. Taylor, High Street, Riseley, Bedford. [9556A]

**1934 RILEY "IMP"**



COMPLETELY overhauled over the past two years, including Wilson Gearbox. New Hardtop with watertight sidescreens. Single Carb. fitted, twins available, 30 m.p.g., uses very little oil. New Dashboard. The whole in first class condition. £275. H.P. Terms arranged. Apply: ARCHIE ALLEN, 109 Redcliffe Hill, Bristol. Tel. 26922.

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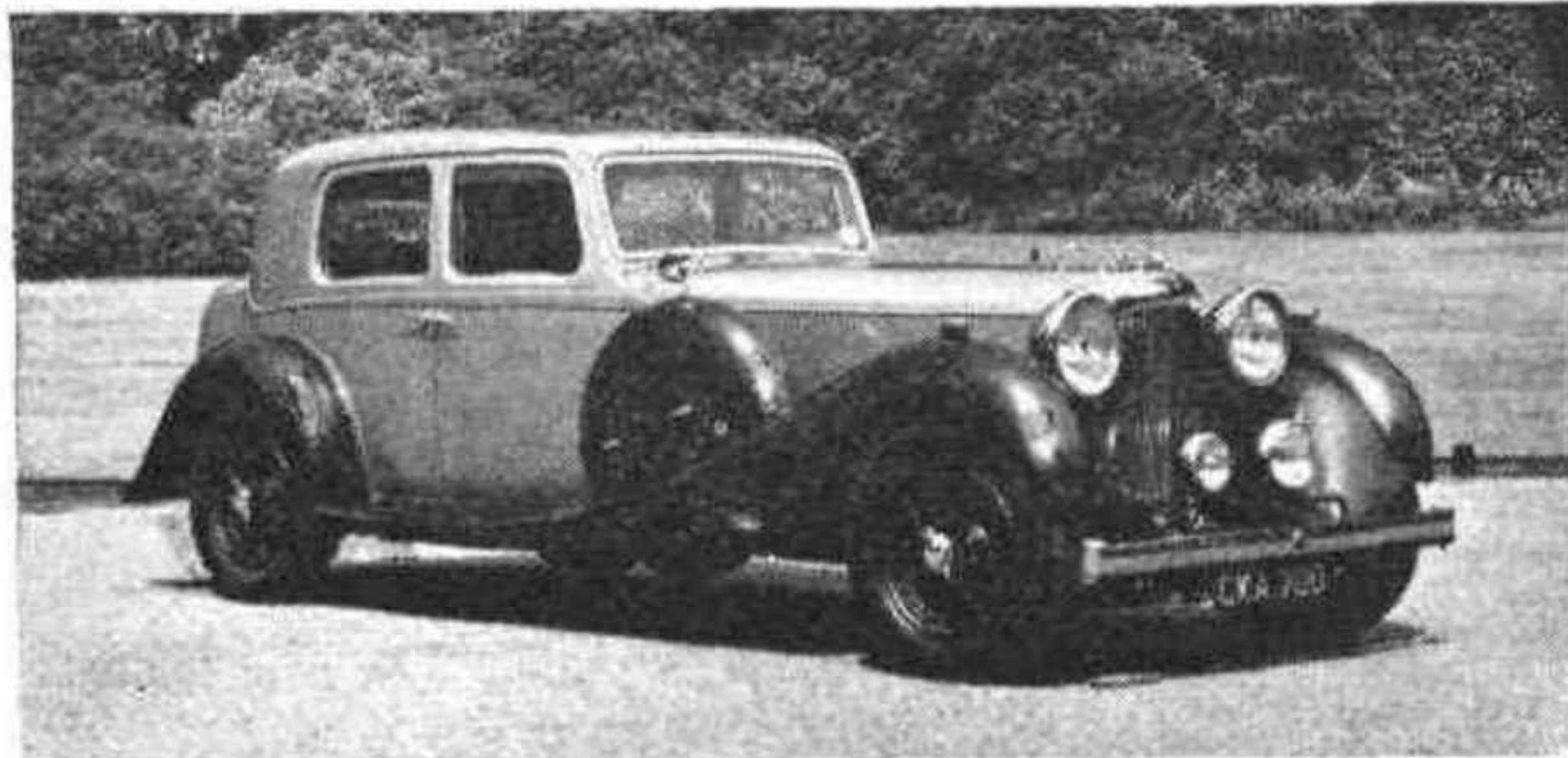
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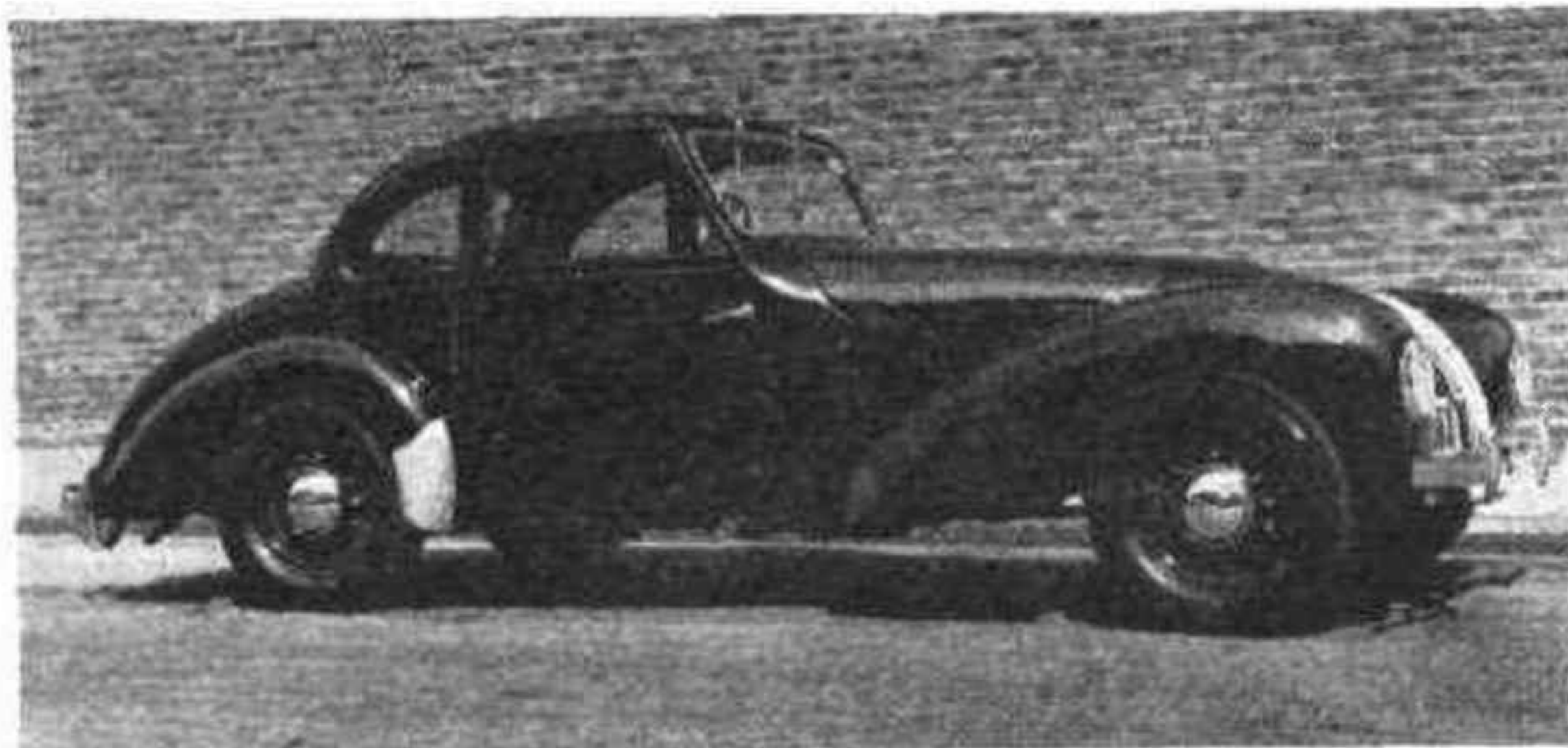


LAGONDA LG45, 1936, pillarless saloon, in silverish grey with dark blue wings. The previous owner had just had this car repainted with remarkably good finish; the tyres are good, and the car motors exceedingly well. Taxed year. £350

1936 AUSTIN SIXTEEN 4-door family saloon, one owner since new; the mileage only 41,000, and the whole car is immaculate, the interior and exterior are absolutely unfaultable, the driving seats are fitted with flush tables and footrests, all instruments in proper working order, the engine almost silent, all tools in original folders, Jackall hydraulic jacking system, and not a speck of rust on this unique car. The sun roof slides at the touch of the finger. Taxed year. £195

1939 BUICK VICEROY saloon, in black, with brown leather interior; 61,000 since new. Immaculate in every way; heater, demister, etc.; excellent tyres; 20 m.p.g. The paintwork and interior are unmarked, mechanically unfaultable. A truly specimen car, with capacious boot. Taxed year. £285

1948 ALLARD drophead coupé, in grey with navy blue hood, wind-up windows, spot-lamp, twin mirrors, excellent tyres, column gear-change. £325



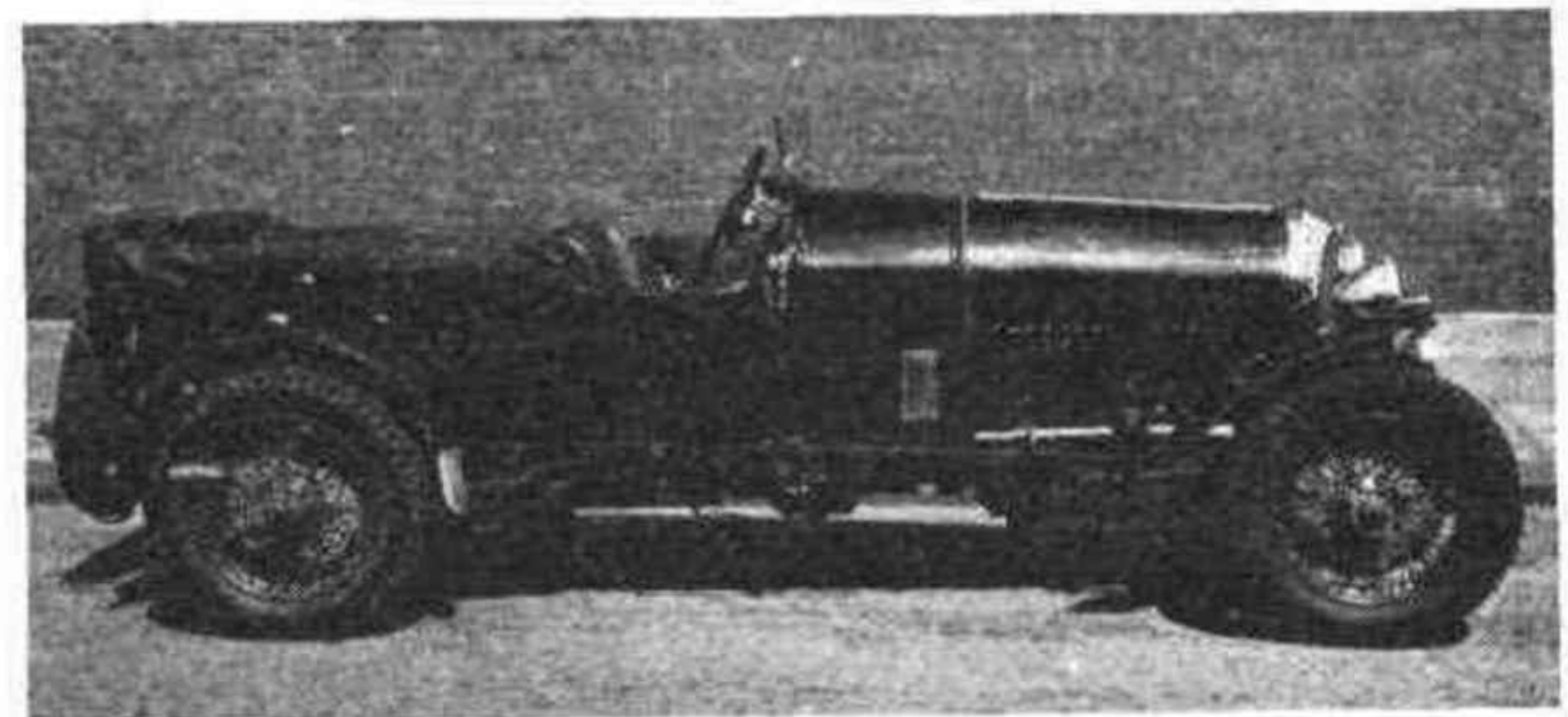
1948 ALLARD, special saloon, in black, with brown hide interior. Fitted heater, demister, close-coupled 2-door very sleek body (French styling), replacement engine with Allard aluminium heads, remote gear-change, almost new tyres. Taxed year. £335

1936 BUICK, C.O. SERIES, VICEROY saloon, black, with grey hide front seats and Bedford cord rear. Excellent tyres, blinkers, twin spares; 81,000 miles since new. Original log book. Taxed. £185

1937 VAUXHALL FOURTEEN drophead coupé, in cream, with red leather interior, almost new buff hood, heater; new engine 14,000 miles back, also new front suspension at the same time. £135

1936 MORRIS EIGHT 2-door saloon, new engine, coil, pump, battery, dynamo, new springs, newly covered roof, new front seats, etc. A genuine little car for good reliable service. £140

1938 DELAHAYE 3-LITRE fixed-head coupé. New engine two years back. Black and chrome body with two doors. Superb car to drive; excellent history. £395



1925 BENTLEY RED LABEL, V.D.P. open 4-seater. Excellent hood, tyres; original dashboard, cycle-type wings, "A" box, lightened flywheel, chrome radiator. Taxed. £245

1938 LAGONDA V12 drophead coupé, as advertised last month. We apologise to the many inquirers that the car was unavoidably held up at Staines due to holidays, but it is now available.

1932 LAGONDA 3-LITRE 4-door saloon, black, with green hide interior, helmet-type wings, original running-boards. The body has been extensively rebuilt by a first-class coachbuilder. Chassis and engine mechanically excellent. £165

1947 MORGAN 4/4, fitted with a very pretty special 2-seater body in blue, Standard Ten engine. This attractive car has only had two owners since new. £250

1948 JAGUAR 3½-LITRE drophead coupe, grey with brown leather interior, very potent motor, in fine condition. Bargain at £375

We are always in need of GOOD CONDITION sports cars: Alvis, Aston Martins, open Bentleys, M.G. Midgets, Frazer-Nash ("chain-gang"), S.S.100s, etc.

H.P. FACILITIES WITH PLEASURE — IMMEDIATE INSURANCE

PHOTOS GLADLY SENT, UPON REQUEST

## FOR SALE—continued

**ASTON MARTIN**, 1932, International sports chassis, Reg. No. GY 4078. This car has had a lot of money spent on it, has been rewired, re-upholstered, everything rechromed, has brand new batteries and practically new hood. A very nice example of its marque. Will give years of fast touring to anyone prepared to give it a good home. £200, or near offer. Davison, 11, Marsh Avenue, Wolstanton, Newcastle, Staffs. [9554]

**M.G. SPECIAL**, J2 chassis, TB body, TC axles, 16-in. wheels, Ford Ten engine and box, new hood and curtains. £160. J. C. Taylor, High Street, Riseley, Bedford. [9556]

**WOLSELEY HORNET SPECIAL EW** sports 4-seater saloon. Twin carbs. £115. Tel.: Wall. 1946. 5, Almond Avenue, Carshalton, Surrey. [9558]

**TALBOT**, 1938, Model 105. Mechanically excellent, paint and upholstery good, tyres new. Photographs. £85. Box No. M560, Motor Sport, 15, City Road, E.C.1. [9560]

## FOR SALE—continued

**LAGONDA RAPIER** drophead coupé, in good condition. Three engineer owners from new, Recent engine top overhaul and new hood. £195. o.n.o. Seen London or S.W. Herts. Box No. M557 Motor Sport, 15, City Road, E.C.1. [9557]

**BUGATTI TYPE 43** 2-seater. G.P. type body, blue, full road equipment. Axle, chassis, all steering parts polished. Alloy wheels, Dunlop racing tyres. G.P. box. This very beautiful car at present not fitted with engine (2-litre engine available if desired). Mitchell, Tel.: NOR 1314, daytime; after 7.30 at 24, Sandon Road, Birmingham 15. [9559]

**JOHN BLAND OFFERS**: 1935 Talbot 65 saloon. This is the property of one of my mechanics and has been maintained by him in very good condition. £100. 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [9561]

**1936 TRIUMPH GLORIA**, 10.8 h.p., sports. Reconditioned engine, new batteries, new hood, screens excellent condition. £160, o.v.n.o. Tel.: Uxbridge 3342, after 7 p.m. [9572]

## FOR SALE—continued

**VINTAGE (1921-1931) BENTLEYS** had a five-year guarantee; what makes them tick? Do you know—owners, buyers, dreamers—as much as you would like about this classic marque? All your 864 questions are answered in the guinea set of three Instruction Books (3, 4½ and Speed Six), plus the free Technical Data and Recognition Tables. Priced 7s. 6d., they incorporate a Bentley Buyer's Guide. Total value 28s. 6d.—but send £1 only or write for details. Vintage Bentley Service. Box No. M568, Motor Sport, 15, City Road, E.C.1. [9568]

**LAGONDA, 1934, M45** Brainsby Woollard special saloon. Resprayed, engine and chassis rebuilt throughout. Daily use. £250, o.n.o. Griffiths, Little Chesters, Stoke Poges, Bucks. Tel.: Ealing 8733, night Fulmer 24. [9553]

**M.G. J2**, Ford engine and box, S.U., 12-in. hydraulics. Wide track rear axle, 16-in. front wheels. Good tyres, Windtones, screen washers. Good condition throughout. £150. J. C. Taylor, High Street, Riseley, Bedford. [9555]



**FOR SALE—continued**

- 1934 ALVIS SPEED 20**, V.D.P. Tourer. Perfect throughout. Bills available £600, and history last 8 years. Genuine sale, business reasons. Wonderful opportunity. Although should ask much more will accept £180 o.n.o. Leadbeater, Minworth P.O., Warwickshire. Tel.: Ashfield 1000. [9729]
- 1936 MORGAN 4/4**, 2-seater. Reconditioned engine. Very good order. Spare engine. £160. E. Smith, Sec. 891, G.E.C., Stoke, Coventry. [9730]
- S.U. ELECTRIC PETROL PUMPS**, six 6 volt, twelve 12 volt, perfect condition, £2 each, postage 1/6, or C.O.D. Box No. M731, MOTOR SPORT, 15, City Road, London, E.C.1. [9731]
- AMILCAR GRAND SPORT**, fitted Riley 9 S/series engine. Excellent condition, economical and fast. Nearest £70, or exchange for 22' caravan of similar value. 51, Honiton Crescent, Northfield, Birmingham. [9732]
- 1952 M.G. T.D.**, stage 1a. Bodywork/mechanical condition excellent; fitted tonneau cover, aero screens, flamethrower, extra shock absorbers; recently decoked. Fitted new tyres, battery, sidescrims. Offers over £475. Simons, 99, Rossall Road, Lytham, Lancs. [9733]
- £30**. Most unusual maroon special, open 2/3 body. 1929 Austin 12/4. Redman, 18, St. Georges Square, Stamford, Leics. [9734]
- 1172 c.c. SPECIAL**, reasonable appearance, rectangular tube frame, hydraulic brakes, hood, 1952. Built from new parts, except wheels, axle beam, casing. 12,000 miles. This car was for a short time tuned for a top speed approaching 90 m.p.h. Most parts, information, available for this. With spare engine complete, gearbox, two sets gears, twin carbs., cylinder head, etc. £230 lot or separate. Dhonau, 19, Cromwell Road, Ware, Herts. [9735]
- M.G. T.C.**, Nov., 1949. Green/beige, 40,000 miles, one owner, £400. Capt. Pickthall, Mons O.C.S., Aldershot, Hants. [9736]
- AUSTIN "NIPPY"**, Nov., 1935. In very good condition. £120 o.n.o. Tel.: Hounslow 5532. [9737]
- B.M.W.** 326 Saloon, 1937. Superb car, £270 or offer. J. Boote, 11, Beechley Road, Wrexham, Denbighshire. Tel.: 3860. [9738]
- MERCEDES BENZ** Tourer, 36/220, fair condition, £150. Lancia Aprilia, 1938, £300. Frontenac Ford (Springbok) o.h.v. 3-litre sports 2 seater, £150. Model T Ford 1919 Saloon, £75. Humber 9, 1927, new tyres, battery, hood, etc., excellent condition, £100. The Crossways Garage (Crookham) Ltd., Reading Road South, Church Crookham, Aldershot, Hants. Tel.: Fleet 410. [9739]
- 1946 M.G.**, T.C. 16" rears, tartan covers, Brooklands wheel, full tonneau, carrier, flashers, good tyres. Excellent. £345. J. C. Taylor, High Street, Riseley, Bedford. [9740]
- VINTAGE** Delaunay Belleville Limousine. 2 litre, 4 cyl. o.h.c. Excellent mechanical condition, good bodywork, 2 extra tyres. A real eyecatcher, an enthusiast's dreamboat. £80. Tel.: Barnet 4832. [9741]
- ALVIS SILVER EAGLE** 16.9 h.p. 1936 Saloon. Exceptional condition throughout. Enthusiast maintained from new regardless of cost. 80 m.p.h., 22 m.p.g., oil nil, taxed year. £255. Reeves Motors, 30, South Side, S.W.4. Tel.: Mac 2805. [9742]
- BENTLEY SPARES**. Springs, axles and gearboxes, engine parts, conrods, etc. 1 3-litre radiator and pistons, 1 4½-litre radiator and pistons. Gaskets of every kind, valves and valve guides, valve springs, hub caps. Leyland engine, Lagonda and trailer. Pre-war sets pistons (Austin, etc.). Offers. Brown, 203, Castle Lane, Solihull, Warwickshire. [9743]
- H.R.G. 1500**. Late '49. Black cellulose, chrome and leather, etc., in excellent condition. Original except for extended brake arms. Brakes relined, new battery, wiper motor, four excellent tyres (spares worn) new unbreakable sidescrims, rear window. Complete overhaul by H.R.G. October, 1951, since when enthusiast maintained. Several extras. Being decoked and new carpets fitted. Photos. Sell about £425 or exchange (cash) 4-seats Volkswagen, Javelin, A.40 Sports, etc. Box No. M744, MOTOR SPORT, 15, City Road, London, E.C.1. [9744]
- TRIUMPH GLORIA** Sports Saloon, 9.5 h.p. In good condition. £69. 41, Loughton Way, Buckhurst Hill, Essex. Tel.: Buckhurst 7105. [9745]
- ALFA 1750 c.c.** Unblown, 4 seater. Mechanically good, body fair. £100 o.n.o. J. F. Harriman, 238, Derby Road, Sandiacre, Nottingham. [9747]
- LANCASTRIAN**, 45, lifelong enthusiast, desirous of spending remaining years in the southern climate, seeks a house and business interest there. Filling station, site for one: road-house or retail business all of interest. Capital available. Box No. M750, MOTOR SPORT, 15, City Road, London, E.C.1. [9750]

**FOR SALE—continued**

- ARMSTRONG 15 h.p.**, 1934. In sound original cond. Owned by A.S. agents up to 1952. Taxed, insured, £75 or private h.p. Photographs. 174, Hawthorn Road, Birmingham, 23. [9748]
- OFFERS INVITED** for exceptional 1937 Phantom III Gurney Nutting Sports Saloon. Undoubtedly among the most elegant and road-worthy cars available. 1929 "Twenty" Saloon. Just decarbonised, fully serviced. Interior poorish, otherwise good throughout. £135. Lucas P100s, £12. Citroen spares, some new, also goodish Rover 14 Sports Saloon, very cheap to clear. Pre-war Rolls purchased. No tourists please. J. B. M. Adams, Gidding, Huntingdon. Tel.: Winwick 216. [9749]
- BENTLEY 3-litre Speed Model**, 1927. Open Vanden Plas 4-seater, aluminium. Recent engine overhaul. Very good condition. Photo available. Offers. K. Wright, "Blue Slates," Wheldrake, York. Tel.: Wheldrake 6. [9751]
- A.C.**, 1936 Sports Saloon, extensively reconditioned, particulars supplied; good performance; taxed and insured; seen Glasgow. Tel.: Cen 0905. Disposing cheaply for family reasons. Offers invited. Box No. M752, MOTOR SPORT, 15, City Road, London, E.C.1. [9752]
- 1) RILEY FALCON** Saloon, 1936. Carefully maintained, good history. New car only reason for selling reluctantly. £170 o.n.o. Clarke, Lawwood, Chalmers Road, Banstead, Surrey. Tel.: Burgh Heath 5964. [9753]
- 850 c.c. O.H.C. SPECIAL** Fram, Runbaken, teles., good alloy body, excellent engine, oil 60 lbs. hot, 40 m.p.g. Not a "backyard Bitz." £90 o.n.o. "Mayes," 3, Hatfield Road, Watford, Herts. [9808]
- LEA-FRANCIS MEADOWS 4 E.D.** 1940 Regd. 4-seater tourer, new big-ends, brake linings, good tyres, Brooklands exhaust, hood rough. £125. Tebbutt, 42, Willow Way, Leagrave, Beds. [9809]
- M.G./WOLSELEY SPARES**. Two 18 R.W. wheels, 4-speed box clutch housing, differential assembly, c.w. and p., two half-shafts, dynamo, starter. What offers? 5, Aureool Gardens, Ince, Chester. [9810]
- 1936 M.G. MAGNETTE** N.A. 4-seater, 10,000 miles since complete engine overhaul, good weather equipment, new battery, body excellent. £145 o.n.o. 42, Cherry Tree Walk, Beckenham, Kent. Tel.: BEC 2912. [9811]
- RILEY 9 ENGINE**, crash box, crankcase holed, all electrics. Wolseley Hornet chassis and body, new diff. Lapes, Highgate, Trawsfynydd, Merioneth. [9812]
- M.G. T.B. 1940**. Absolutely immaculate, B.R.G. Four new Dunlops, zip tonneau, Bluemels wheel, luggage grid, twin spots, windtones, aero screens, temperature gauge. Open A.A./R.A.C. inspection. Genuine private sale. 300 guineas. After Sept. 10th. Hill, 4, Buckingham Street, Strand, London, Tel.: Trafalgar 3851. [9813]
- FORD TEN ENGINE**, £12: starter, dynamo £2 each; Aquaplane manifold and twin carbs., as new, £11. Also M type engine and gearbox. 9, The Valley, Alwoodley, Leeds. [9814]
- 1948 T.C. M.G.** Perfect condition, 32,000 miles. Taxed. £340. 4, Chalton Cross, Toddington Road, Luton. [9815]
- VINTAGE ALVIS 12.50**, 1927 Saloon. Exceptional condition mechanically and bodily. £200. Middleton, Sundridge, Stratton, Cirencester, Glos. Tel.: Cirencester 855. [9816]
- 1933 RILEY 9 LYNCOCK**. Good condition. Offers. Box No. M817, MOTOR SPORT, 15, City Road, London, E.C.1. [9817]
- ALVIS**. Crested Eagle spares. Also some Speed 20 and 1930 12.4, 1932 12.4 Invicta spares. McCausland, 49, Cleveland Road, S. Woodford, London, E.18. Tel. or call after 8 evenings WAN 6425. [9819]
- £49 10s. ROVER 14** Sports open 4-seater. Good battery, quiet motor, any trial. W. H. Barnes, 1c, Venner Road, Sydenham. Tel.: 7469. [9820]
- LANCHESTER 10**, 1934. Smart and efficient, 35 m.p.g., 65 m.p.h., preselector, good tyres, relined, new starter, decoked. £135. Storey, 55, Grove Lane, S.E.5. [9821]
- CITROEN 12.8 SALOON**, Late 1939. Recently resprayed and resleeved, new battery, good tyres, radio, taxed year. £185. 59, Alresford Road, Winchester. Tel.: 5823. [9822]
- BULLNOSE MORRIS**, 1921. D.H. Coupé. Spares included. Purchaser to have covered garage accom. £60. Mayes. Tel.: HEN 7135. [9823]
- R.W.G. SPORTS-RACING 1100**. Perfect condition, holder "Motor Sport" Goodwood Trophy. Overhead valve Ford 10 engine, tractable road car. £550 or exchange saloon. Lund, Codmore Hill, Pulborough, Sussex. Tel.: 337. [9824]
- RILEY 9 MARCH SPECIAL** (available after Sept. 17th). Aluminium occasional 4-seater body, extensively overhauled 1953, twin Zeniths, Scintilla, aero screens, etc. £160 o.n.o. Box No. M830, MOTOR SPORT, 15, City Road, London, E.C.1. [9830]

**FOR SALE—continued**

- 1937 T.A. M.G.** Black, red, new battery, hood, Vertex mag. Philips radio. Spotless condition. £270 o.n.o. Gilbert, 83, Balmoral Drive, Barrow-in-Furness. [9825]
- ALVIS 12/70 D.H.C.** by Mulliner June, 1938. Perfect mechanical condition, recent extensive overhaul, resleeved, all new bearings, etc. Faultless maroon and grey cellulose and bodywork. Specimen condition. Any trial. Photos. £285. 54, Rosehill Avenue, Sutton Fairlands, Tel.: 5724. [9826]
- 25 YEARS OLD** and still good for another Continental tour. 1930 Standard 9 h.p. Saloon, fitted with five new tyres. £25. Smith's, 86, Chalk Farm Road, N.W.1. Tel.: GULliver 2767. [9827]
- ALVIS SILVER EAGLE** 1932 Saloon. In daily use. Owner posted abroad. First £50 cash drives away. Mercer, 64, Frenchgate, Richmond, Yorks. [9828]
- M.G. V.A. SALOON**, August, 1939. Well maintained, new starter, exhaust, tyres recently. Well worth inspection. £265 o.n.o. 13, Avon Road, Devizes, Wilts. Tel.: 828. [9829]
- SCINTILLA 4 cylinder magneto (anti-clock)**, good condition. £4 10s. Box No. M831, MOTOR SPORT, 15, City Road, London, E.C.1. [9831]
- S.S. 90 2½ LITRE**, similar to S.S. 100. Fast, economical, 22-24 m.p.g., good all-round condition. £225 o.n.o. 15a, Russell Road, Birmingham, 28. Tel.: SPR 1573. [9832]
- ROLLS-ROYCE PHANTOM II**, 1935. 2-door, 4-seater Coupé with radio, heater, screen-washers. Recently overhauled, 4 new tyres. Bargain £750. Box No. M833, MOTOR SPORT, 15, City Road, London, E.C.1. [9833]
- RILEY 12/4 FALCON** 1935. Good condition throughout. £100. "Sycamore," Eastwick Drive, Great Bookham, Surrey. Tel.: Bookham 2924. [9834]
- CARE AND ATTENTION** would rejuvenate cream M.G. T.B. Offers over two hundred. Write for appointment. Harley, Arngask, Whitehall Road, Woodford Green. [9835]
- BENTLEY, 1927**, 3 litre Red Label, V.D.P. 4-seater. Original and sound, £215. Caesar, Clapton-in-Gordano, Somerset. [9836]
- CITROEN SALOON**, Regd. 1953. In good order. Part exchange Fiat 500, Morris or Ford 8, etc., or sell. Terms arranged. White, 23, Orchard Way, Hurstpierpoint, Sussex. [9837]
- 1933 RILEY MENTONE**. Fitted with 1935 engine—running but requires attention. £30 o.n.o. 22, Finchalk Road, Newton Aycliffe, Durham. [9838]
- A.C. SPORTS SALOON**, 15 h.p. Exceptional condition, radio, photo available. £100. Muddiman, Fontmell Magna, Shaftesbury. [9839]
- RILEY 9 1934 MONACO** sports Saloon. Excellent body, new tyres, new carb. and pump, etc. Nearest £105. Tel.: City 6431, Ext. 314, Call 86, Norwood Avenue, Romford, Essex. [9840]
- N.V.6 SCINTILLAS**, anti and clockwise, £6 10s. each, perfect. 22, May Lane, Hollywood, Birmingham. [9841]
- 1933 RILEY 9 MONACO**, £22 10s. Less engine and gearbox, or break. Purton, 27, Wimborne Grove, Watford, Tel.: 7994. [9842]
- RILEY NINE MONACO**, 1932. Excellent mechanical condition, tuned engine. £105. Yelland, 95, Tintern Way, Harrow. Tel.: ACO 4731 (Day), BYR 4092 (Evenings). [9843]
- TALBOT 75, 1935**. Bargain £35. 45, Brearley Street, Birmingham, 19. Tel.: AST 3979. [9844]
- RILEY GAMECOCK**. Good condition mechanically, original, needs repaint. £75. Tel.: Hainault 583. [9845]
- VINTAGE OAKLAND TOURER**, 1923. 18.9 h.p. Coachwork by Short Bros., Rochester. Mint condition, some spares. £70. 6, Acacia Avenue, Knutsford, Cheshire. Tel.: 81. [9846]
- 1937 ALVIS 16.9** Mayfair body. Black Saloon. Reconditioned engine 1954. Exchange something smaller. £215. Rickards, Grove, Wantage, Berks. Tel.: West Hanney 288. [9847]
- TALBOT "105" COUPE**. Perfect mechanically, new tyres, chromium radiator, batteries, etc. Plastic hood, spare preselector gearbox, body requires trimming. £105. Tel.: MAIda Vale 3458, Meller. [9848]
- B.S.A. SCOUT**, 1937. 2-seater, new mains, two unused tyres, too small for growing family. £85. Fella, 258, Bilton Road, Rugby. Tel.: 4973. [9849]
- CLEARING TALBOT PARTS**. 49/10 diff. assembly, DM6 dynamotor, manual box. BD radiator, starter motor, etc. Also various oil acetylene lamps, horns. Wanted Opel Cadet parts. 1, Durham Street, Monifeth, Angus. [9850]
- RAILTON STRAIGHT 8** Sportsman's Saloon, 1939/40. Superior example of this outstanding car. Must sell. £150. Box No. M856, MOTOR SPORT, 15, City Road, London, E.C.1. [9856]
- ALVIS 12/50** wide 2-seater, 1928. New hood, sidescrims, oil 25 p.s.i. hot. Bodily and mechanically excellent. 24, Styvechale Avenue, Coventry. [9852]



**FOR SALE—continued**

**LAGONDA** 3-litre 1932 Saloon. Very good condition. £165 o.n.o. Awelon, Llanfaelog, Tycoes, Anglesey. Tel.: Rhosneigr 310. [9746]

**TALBOT 14/65.** 1935 Saloon. Fair all-round condition. £65 o.n.o. Also spare axles, wheels, slightly damaged Wilson gearbox and radiator. Some engine spares. Offers? 47, Hayfield Road, St. Mary Cray, Kent. [9754]

**FIAT 1100 CARRIOLET.** 1939. One of the finest examples of this grand car. £275 or offer. Box No. M755, MOTOR SPORT, 15, City Road, London, E.C.1. [9755]

**PAIR LUCAS P100** headlamps, good condition. £10. Conway, 19, Langdale Road, Preston. [9756]

**ASTON MARTIN** 2 litre. 1938 Sports Saloon, black, very smart car. £265. North Promenade Garage, Blackpool. [9757]

**LOTUS.** Fastest 1172 Formula Mk. VI, but capable of being developed even further. Complete with windscreen, hood, tonneau cover and upholstery. Don't build, save time and money by paying me £500. Laverton, Brant-ham Place, Manningtree. [9758]

**DAIMLER** 4½ litre Continental Saloon, October, 1937, with division. O.H.V., 100 m.p.h. £250. 5a, Garston Park Parade, Watford. [9759]

**2½ RILEY, '38.** Close-coupled Saloon, fitted overdrive, heater, engine overhauled 2,300 miles ago, brakes relined, new carpets. All body being resprayed. \*1st offer over £180. Richardson, 125, Southgate Street, Gloucester. [9760]

**1937 RENAULT** 12 h.p. Airline Saloon, owned and maintained by engineer. Smart and sound car, 30 m.p.g. Taxed. £135. Will consider exchange deal on Fiat "500." Seen Richmond, Surrey. Box No. M761, MOTOR SPORT, 15, City Road, London, E.C.1. [9761]

**LANCIA LAMBDA.** 1930. Drop-head Coupé with dickey. Cracked cylinder head, otherwise sound. Just completed thousand mile tour Scotland. First cheque £45 secures. Owner appointed abroad. Car. Horncaster, Admiralty, S.W.1. [9762]

**ROESCH TALBOT** 105 Tourer, Vanden Plas. Really beautiful condition. Recent dark blue respray. Chrome as new. 4 new tyres, etc. £150 spent on improvements in last 6 months. £200 for quick sale. Tel.: Beckenham 6705 or Trafalgar 6266 (day). [9763]

**HUMBER 12.** In daily use, only trafficators do not work. £65 or haggle. Vacca, 526, Rodney House, Dolphin Square, S.W.1. [9764]

**1930 FIAT 514.** Reliable and fully weatherproof vintage Tourer. All major spares. V.S.C.C. An attractive car in excellent condition. £70. Tel.: Abbey 7504, after 6 p.m. [9765]

**500 MILES ONLY.** August 1955 Martin-Ford streamlined fibreglass 2-seater. Superb body finish in white with red upholstery, over 40 m.p.g. and 75 m.p.h. Weight 11 cwt. Any inspection and trial. £525 o.n.o. Macpherson-Grant, Christmas Mill, Edenbridge. Tel.: 3118. [9766]

**M.G. "M" 1931.** Modified front and rear. Re-bore 1,000 miles ago, excellent all round. £85. Dadswell, 29, Ivy Park Road, Sheffield, 10. [9767]

**ALVIS FIREFLY.** Green tourer. Excellent condition, economical. £195 o.n.o. 6, Letcombe Avenue, Abingdon. [9768]

**TRIUMPH DOLOMITE, 1939.** Drophead. Engine fine, body roughish. New hood, battery. £150. Tel.: BAYswater 2545, evenings. [9769]

**1936-7 RAILTON COUPE** 28.8 h.p. Enthusiast maintained, bodywork and mechanically in excellent condition. Any inspection A.A. or R.A.C. welcome. All details available. A. E. Edge, 3d, Calthorpe Mansions, Calthorpe Road, Edgbaston, Birmingham, 15. Tel.: Edgbaston 2662. [9770]

**AUSTIN "NIPPY"** 2-seater sports. Red, fawn upholstered, resprayed, excellent tyres, hood, sidescreens, new carburetter, spotlight, stone-guard. Taxed. £145 o.n.o. Crabtree, 61, Bedhampton Road, Bedhampton, Near Havant, Hants. Tel.: Havant 1482. [9771]

**ASTON MARTIN** International 1½ litre 2-seater sports. Rebores, reground, 2,000 miles since; five excellent tyres, battery, cellulosed B.R.G., twin spotlights, good bodywork, some spares. £170 o.n.o. 9, Park Hill Road, Wallington. Tel.: 7877. [9772]

**FORD 10** 4-seater sports. Rebuilt 1952, 4.7 axle, spare 5.5 c.w.p., Dellow manifold and twin S.U.s. Taxed year. £165. Tel.: SYD 6104. [9774]

**SUPERCHARGED FIAT 500** c.c. 1939. 2-seater Coupé. Less than 2,000 miles since engine completely reconditioned by Fiat specialists, fitted with a brand new Arnott supercharger carb., etc. Brakes, steering, transmission, clutch, rear axle, etc., all completely overhauled. Four nearly new tyres, new hood with "fulvu" rear window. Completely rewired and new head, side and tail lamps fitted. Large cap, battery, body and cellulose excellent. £250. Also 1938 model really smart and sound car. £150. Gibson, 19, Selsdon Road, E.11. Tel.: Wanstead 9541. [9775]

**FOR SALE—continued**

**LAGONDA, 1933** 2-litre 16/80 four-seat Tourer. Excellent condition. All bills. Two new tyres. £200. Tel.: Pinner 9315 (after 7 p.m.) [9773]

**1951 M.G. T.D.** Black, red upholstery. Recent complete engine overhaul, mechanical and body condition first-class throughout. £475 or reasonable offer considered. Farlingaye, Downside, West Town, Nr. Bristol. Tel.: Lulsgate 230. [9776]

**HEALEY, 1950,** 2 litre sports/racing. Ex-Dryden. Originally prepared 1950 Le Mans. Raced once only finishing 2nd. Alloy body in light green, wire wheels, Girling 2LS brakes, racing Dunlops, C/R gearbox, engine recently rebuilt giving ideal reliable road performance. Spare H/C pistons, carbs., manifold. £525 o.n.o. Williams. "The Lodge," Priorslee Road, Shifnal, Salop. Tel.: Oakengates 311. [9777]

**RILEY 15/6 SALOON.** Sound in wind and limb, well shod. £95. 13, Cadbury Road, Sunbury-on-Thames. Tel.: 3083. [9778]

**1937 RILEY 9** Monaco Six-Light Saloon. Resleeved, crank ground. Body excellent. £180. Stone, 47, Samson Road, Hellesdon, Norwich. [9779]

**1938 RILEY SPRITE.** Crash box, five new tyres, all weather equipment. Seen Liverpool area. Box No. M780, MOTOR SPORT, 15, City Road, London, E.C.1. [9780]

**1938 TRIUMPH GLORIA** 14 h.p. Six-Light Saloon. Reason for sale owner posted overseas. No reasonable offer refused. Tel.: Bowes Park 5503, after 6 p.m. [9781]

**ALVIS 12/50, 1932, D.H.C.** Reasonable condition. £75. Howe, Gt. Conerby, Grantham. [9782]

**1927 FIAT 8.05 TOURER.** Taxed, insured. Any trial. £30. Collings, Northiam, Sussex. [9783]

**HOOD FOR M.G. T.C.** In black duck, brand new, ready to fit. Accept £5. 39, Apefield Road, Biggin Hill, Kent. [9784]

**RILEY 9 MERLIN,** 1936 model. Clutch relined, engine rebuilt 2,000 miles ago, king-pins 1,000 miles, new battery, recon. radiator, body needs slight attention. £145 o.n.o. 127, Osborne Road, Hornchurch. [9785]

**FIAT 500B, 1948, O.H.V.** Paintwork needs attention. Nearest £280. Floyd, 11, Sutton Avenue, Eastern Green, Coventry. [9786]

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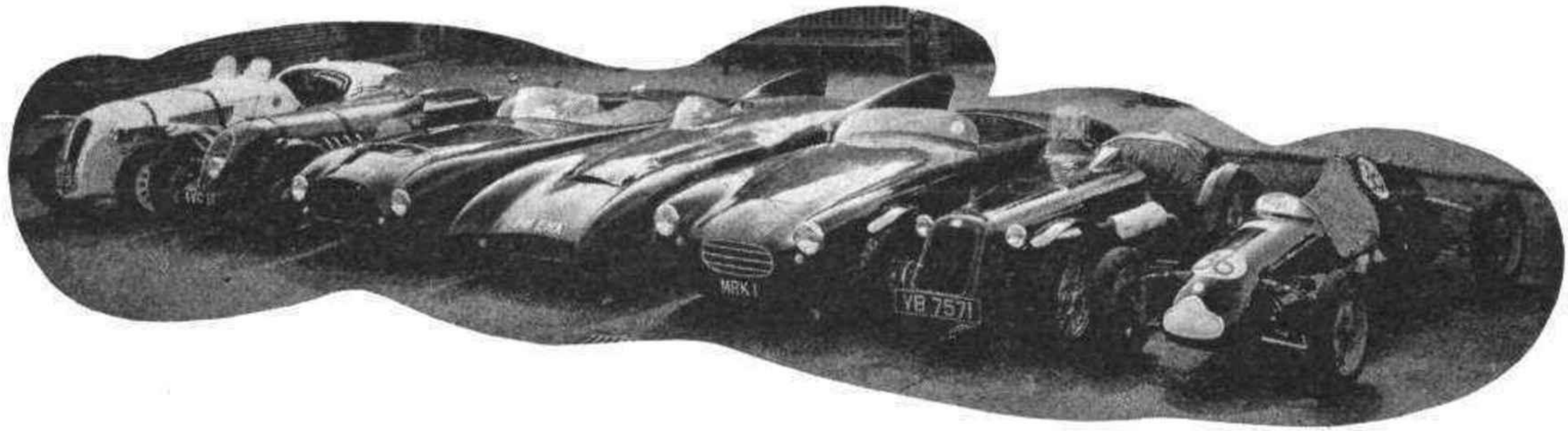
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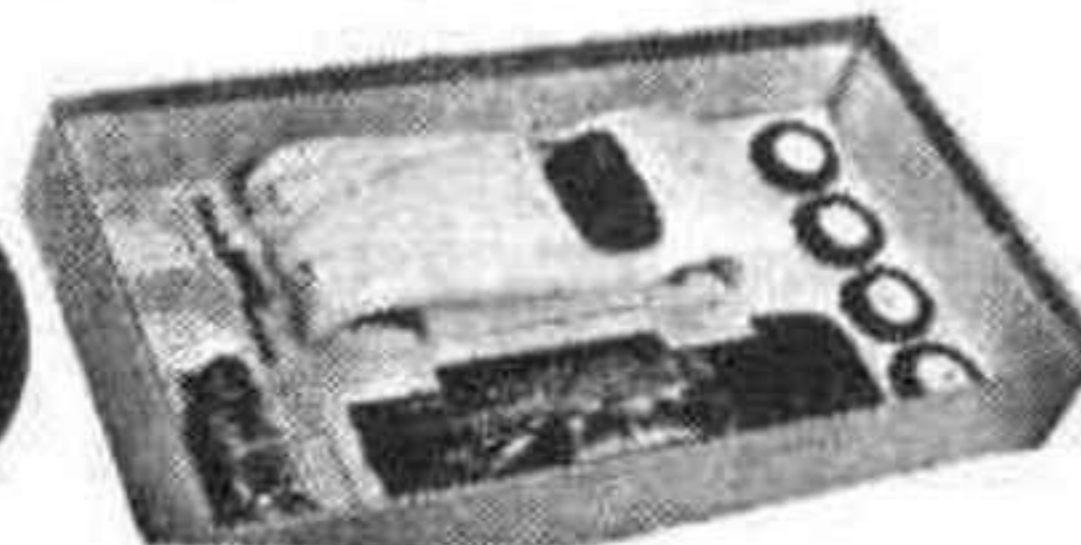


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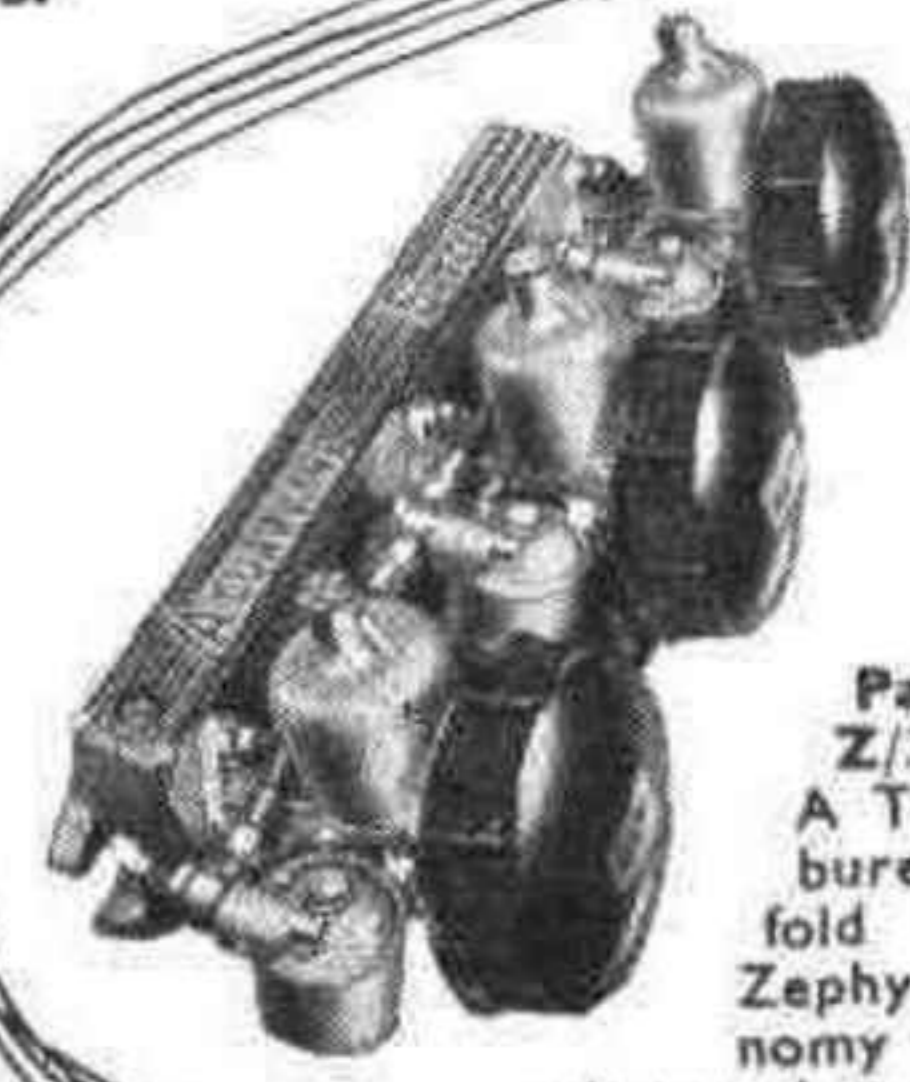
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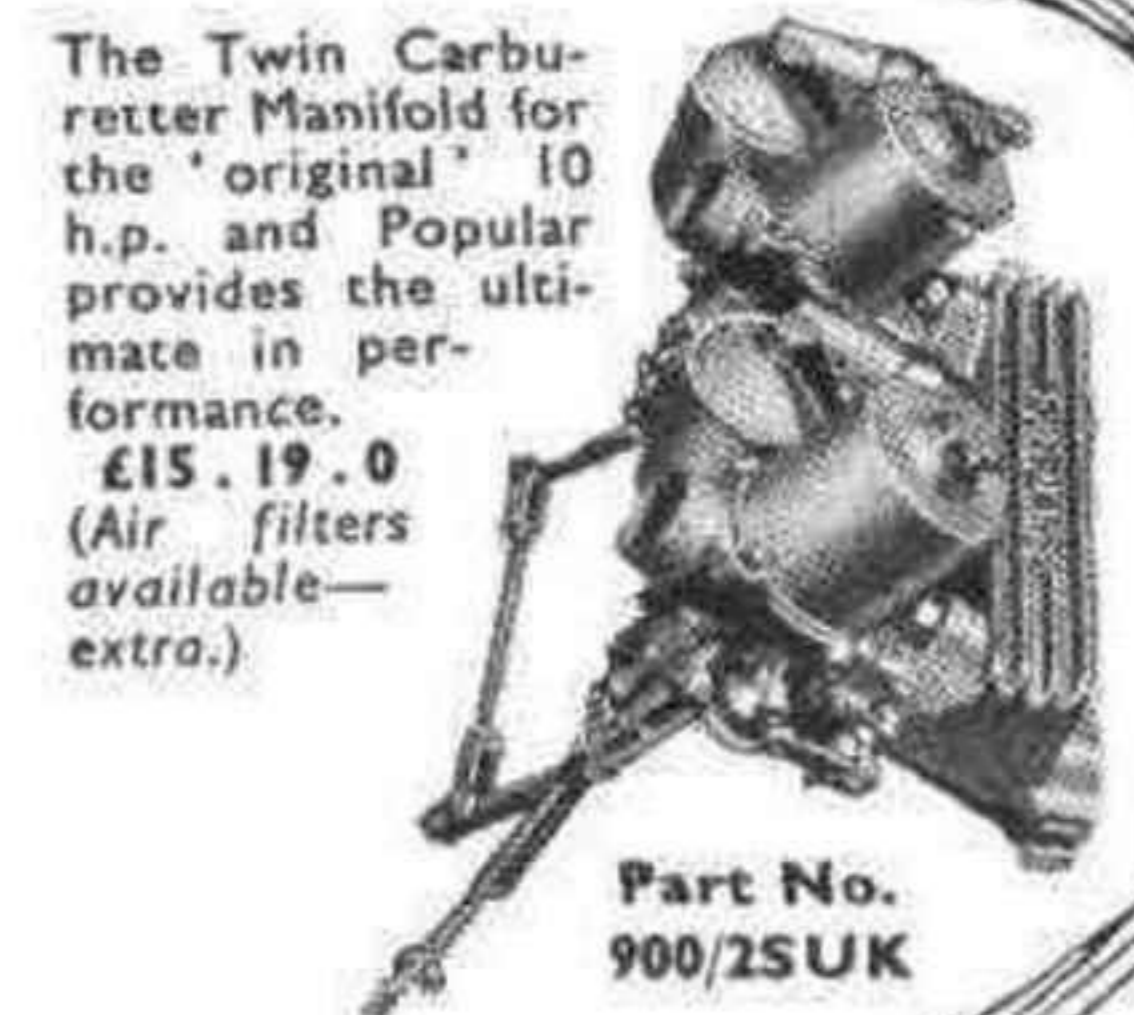
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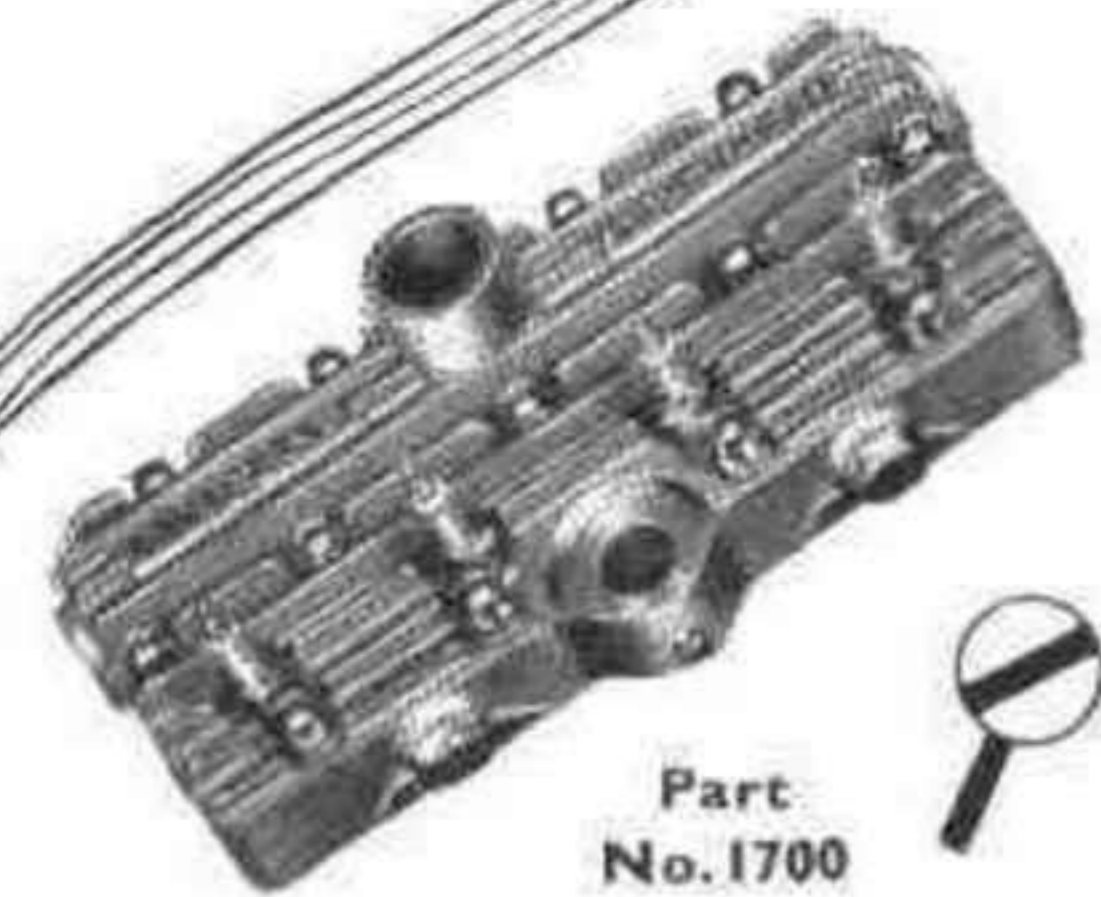
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**BUMPERS WANTED.** Front and rear, matched, for large car; preferably ex-Jaguar Mark V/VII, or Humber Super Snipe. State condition, size and price wanted to: A. Procter, Royal Beacon Hotel, Exmouth. [9510]

**APRILIA ENGINE** complete and back end; crashed car considered. Box No. M516, Motor Sport, 15, City Road, E.C.1. [9516]

**STUTZ** car. Hispano-Suiza stork mascot. Radiator badges exchanged. 1, Woodside, Chelsfield, Kent. [9517]

**TALBOT,** 10 by 46 or 11 by 48 crown-wheel and pinion. 22, Western Road, Sutton, Surrey. [9562]

**P.V.T.** 4-seat saloon, max. h.p. 12. Good condition, reliable, 4-speed. Max. £45 enthusiasts. Downen, 1102, Harrow Road, N.W.10. [9563]

**ROVER 9/20** rear axle, good condition, including brakes, hubs, etc. Brooke, 3, The Crescent, Cheddle, Cheshire. [9564]

**RILEY NINE KESTREL** or Merlin, 1935/37, in excellent condition. Full details: Barstow, 22, Cornelian Drive, Scarborough, Yorks. [9565]

**OPEN 2- or 4-seat** post-war/immediate pre-war sports car required by enthusiast in Iraq. Must be perfect and pass stiff engineer's examination before being driven out. Photograph if possible. About £400. Box No. M566, Motor Sport, 15, City Road, E.C.1. [9566]

**DO YOU WANT** free gift value 7s. 6d.? See Vintage Bentley Service, Box No. M568, under "For Sale." [9570]

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**ENGLISH FORD T** closed car, condition unimportant, complete. Reasonable. "Granforx," Barnby, Suffolk. [9651]

**F.N./B.M.W. 326** d.h.c. or something with equal performance. Photo, particulars, to Proprietor, Burlington Hotel, Harrogate. [9656]

**£10 DEPOSIT** and £2 weekly offered for small 2-seater. 750 preferred, "special" vintage or W.H.Y.? but anything considered by hard-up enthusiast. Box No. M657, Motor Sport, 15, City Road, E.C.1. [9657]

**ALVIS SPEED TWENTY-FIVE** cylinder-head casting, 1936/40. Haigh, Hereford House, Clifton Park, Bristol. [9658]

**RACK-AND-PINION BOX,** ex-Minor, Oxford, Riley or similar. Lt.-Cdr. Clinkard, H.M.S. Diadem, Chatham. [9659]

**CHASSIS,** independent front suspension, about 8 ft. 6 in. wheelbase. Box No. M660, Motor Sport, 15, City Road, E.C.1. [9660]

**1929 AUSTIN** Heavy 12/4 saloon, in original condition. State of engine immaterial. Photo if possible. Write to H. Dawes, c/o Inglenield, Douglas Road, Long Eaton, Derbyshire. [9661]

**A.C. 16/80** COMPETITION 2-seater, 1938 circa. Must be bodily and mechanically in first-class condition. Engineer inspection. Cash for sensible price. Blythe, 28, Old Stoke Road, Aylesbury. [9662]

**BIANCHI—1935 S9/1400** replacement engine or block required. Box No. M676, Motor Sport, 15, City Road, E.C.1. [9676]

**CARS WANTED** for cash. Smiths, 86, Chalk Farm Road, N.W.1. Tel.: GUL 2767. [9687]

**WANTED—continued**

**CHELTHENHAM.** WANTED, 4-seater sports—sound, fast, around £100. Whitestone, Chapel Walk, Royal Well. [9664]

**SITUATION DESPERATE.** Can anyone provide a third gear pinion for a 1926 Redwing Riley for an enthusiast in Kenya. Kimber, 34, Queens Road, Richmond. [9663]

**CAMSHAFT OIL SEAL** housing, oil seal, oil thrower, dynamo shaft coupling, for PA M.G. Barks, 66, Main Street, Balderton, Newark, Notts. [9688]

**RILEY KESTREL.** Body must be sound. Box No. M689, Motor Sport, 15, City Road, E.C.1. [9689]

**"MOTOR SPORT,"** volumes 3, 4 and 5, 1926-1929. Box No. M694, Motor Sport, 15, City Road, E.C.1. [9694]

**FORD TRIALS** or "special." Tel.: WOO 3183 (Birmingham). [9796]

**RAPIER—**Manuals, data sheets, drawings, good road tests (Motor Sport), any engine/gearbox information. Cash security offered to anyone prepared to loan. Box No. M798, Motor Sport, 15, City Road, E.C.1. [9798]

**SMALL 2-SEATER,** rebuild or "special" preferred. Maximum cash £130. 57, Greenfields Road, Kingswinford, Brierley Hill, Staffs. [9799]

**BROOKLANDS RILEY.** Full details, photograph. Max. £200. Norton, The Cleeve, Corsham, Wilts. [9800]

**ALVIS 12/50, 12/60** or "Leaf." Coates, 4, Kings Drive, Shoreham, Sussex. Tel.: Shoreham 3786. [9801]

**VAUXHALL 14/40** touring, 4-speed. Good condition essential. Brooke, Ashampstead, Reading. [9802]

**TA M.G.,** damaged car or one suitable for rebuilding would suit. Please write: Box No. M803, Motor Sport, 15, City Road, E.C.1. [9803]

**TALBOTS BOUGHT** for spares. Any year. London area preferred. Tel.: WAN 6425 after 8, evenings. [9818]

**MORGAN PLUS FOUR** sports or coupé 4-seater. State lowest cash price. Sidoli, Ebbw Vale, Mon. [9878]

**SOUND, ECONOMICAL SPORTS** saloon (4-seater) required. £80, or 1937 Austin Ten saloon available. Brentnall, Holywell Bay, Newquay, Cornwall. [9879]

**MISCELLANEOUS**

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**ROAD TESTS 1928/35.** Originals removed from *Autocar* and *Motor*. Send s.a.e. for priced list. "Instructbook," 29, Blackfriars Street, Manchester 3. [9425]

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**NEW CHASSIS.** Tubular steel, 7 ft. 10 in. wheelbase (Ford Ten), cost £40. 14, Duncroft Avenue, Coventry. [9882]

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**24TH SCOTT PAYNE** speedboat, requires renovation, for "special"/ordinary, with 4/1 axle or higher, or buy. Engine immaterial. Reply to Box No. M678, Motor Sport, 15, City Road, E.C.1. [9678]

**TWO TALBOT 65** short saloons for good "75"—£65, or break for spares. Marstrand, Westham, Pevensey, Sussex. Tel.: Westham 377. [9884]

**SITUATIONS WANTED**

**EDUCATED LADY,** 21, seeks post. Anything considered, vintage, sports, racing cars, etc. Box No. M428, Motor Sport, 15, City Road, E.C.1. [9428]

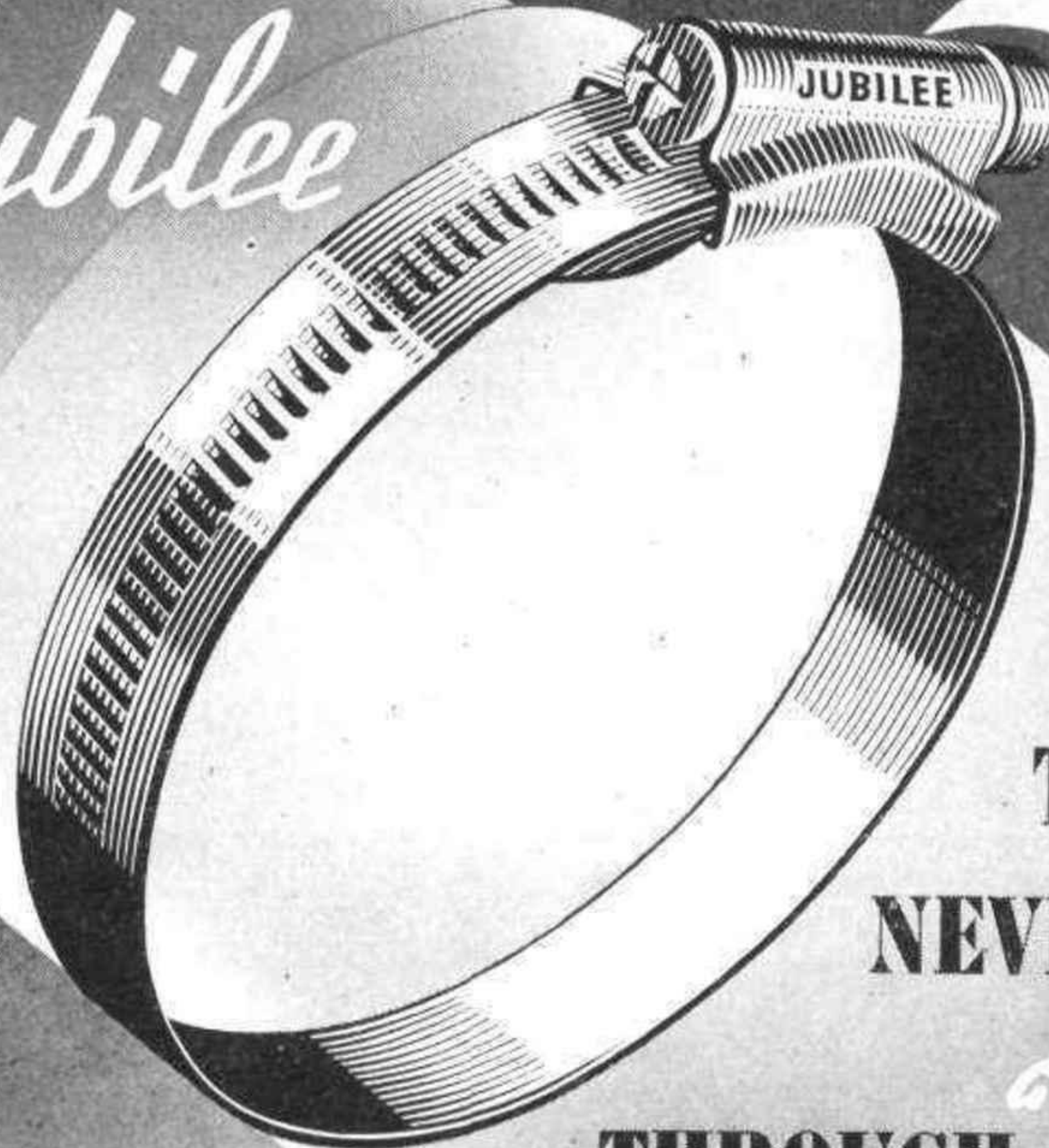
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