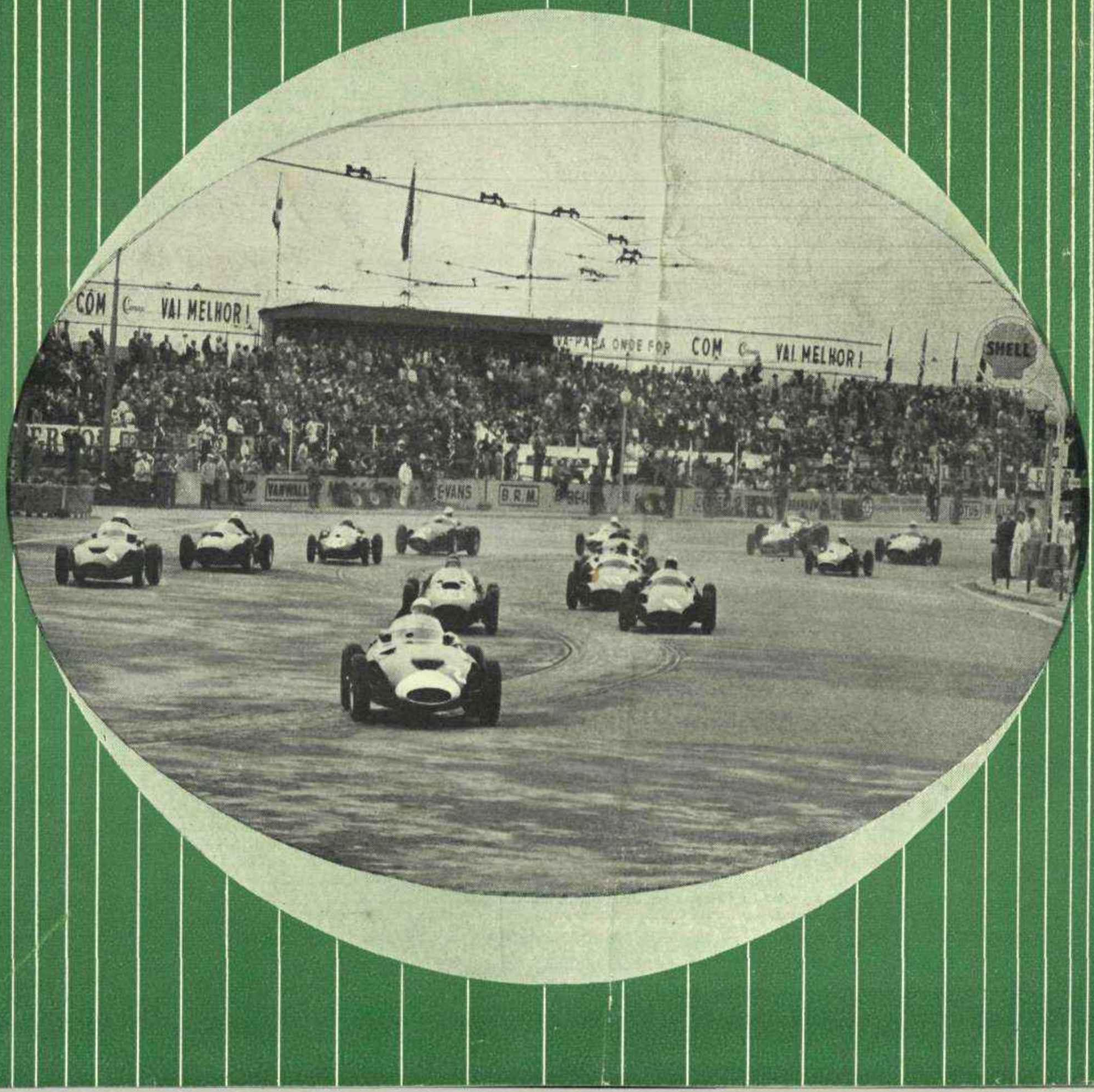
Vol. XXXIV No. 10 ONE SHILLING AND SIXPENCE October, 1958

MOTOR SPORT

LARGEST CERTIFIED NET SALES 35th YEAR OF PUBLICATION





Scores every time!

It's a beauty—and thousands cheer! That's the sort of hats-in-the-air feeling that comes to you with an ANGLIA DE LUXE. You'll applaud the neat, elegant styling . . . the generous power under your foot . . . that flying winger's speed off the mark . . . the *space* (bliss for full-backs!), the smart, practical facia, the *de luxe* details throughout—and the price, below that of most standard models! Now's the time to shoot to the top of the light car league: go ANGLIA DE LUXE. See your Ford Dealer for a demonstration.

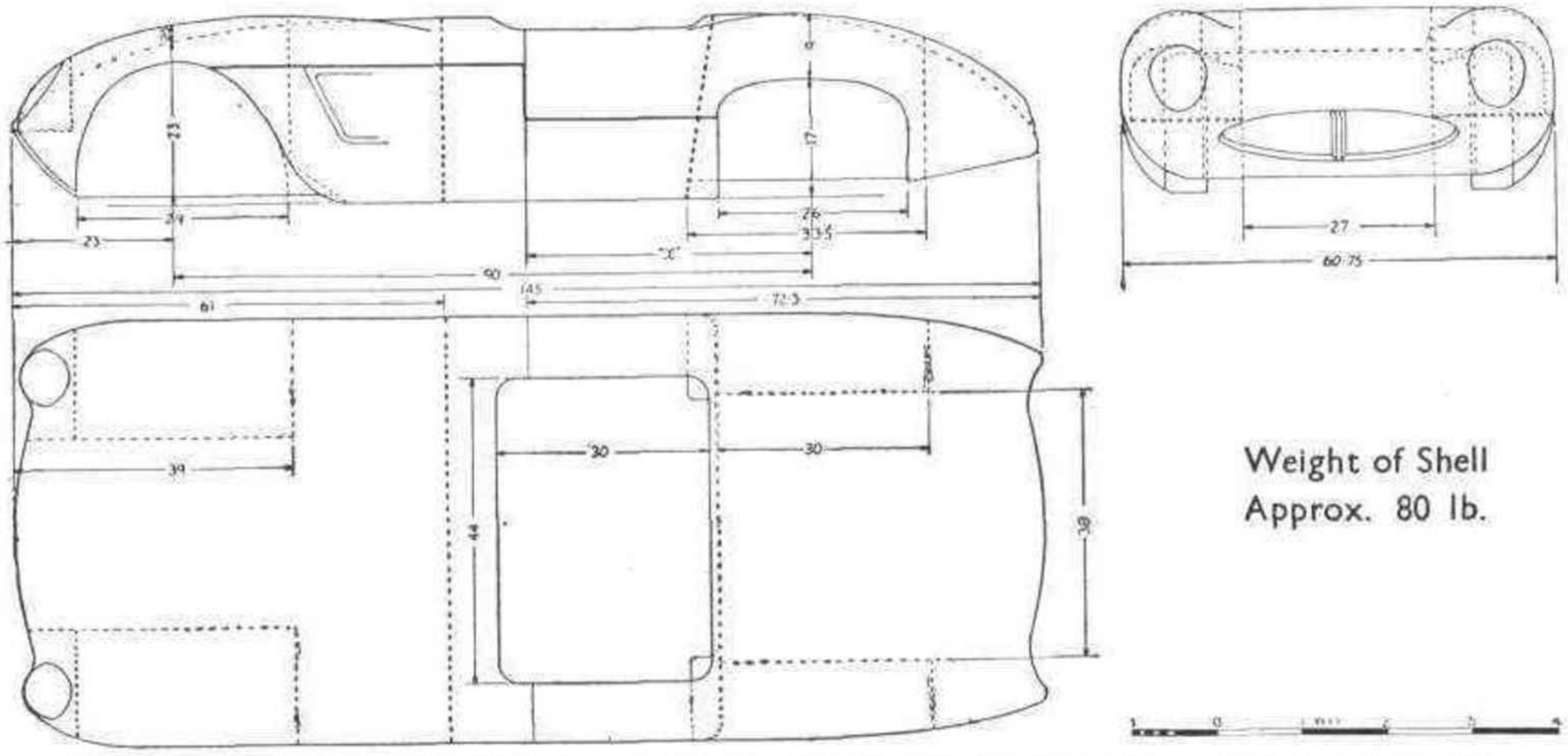
ANGLIA DE LUXE **Price £400 plus £201.7.0 P.T.**



FORD winners–from all angles

Ford Motor Company Limited · Dagenham

THE MISTRAL BODY SHELL



Weight of Shell
Approx. 80 lb.

The wheelbase dimensions and wheel cut-outs can be varied from the dimensions shown above to accommodate alternative sizes.

Shell £58 . 0s. 0d. ex-works. **H.P. available.**

Write today for free illustrated pamphlet of both Mistral and Stiletto (6′ 9″ wheelbase) body shells.

MICROPLAS LIMITED

Dept. MS, THE JAMES ESTATE, WESTERN RD., MITCHAM, SURREY. Tel.: MITcham 5181/2

Map Reference : 1-in. O.S. Sheet 170 — 276692½

The Scientific Answer to Chromium Corrosion

Chromium, though in appearance hard and smooth is, in fact, quite porous and left unprotected will soon rust. This is especially true of modern plating where, in many cases there is insufficient preparation of the metal surface before the chromium is applied. Lasting damage is caused when dampness impregnates through and the metal starts to rust, causing the chromium to 'bubble' and lift.

The answer to this problem is 'Solvol Autosol' a chromium polish *that leaves behind a protective film* which effectively seals off the pores of the chromium against any dampness. 'Solvol Autosol' is capable of removing the most stubborn rust deposits though is gentle enough in its action to be used on soft metals such as silver.

A tube of 'Solvol Autosol' costing 4/6d. will last about a year which is cheap enough when it is considered how much damage can be done to unprotected chromium in that time. It is available from garages, accessory shops, Halfords, Gamages, Army & Navy Stores, etc.

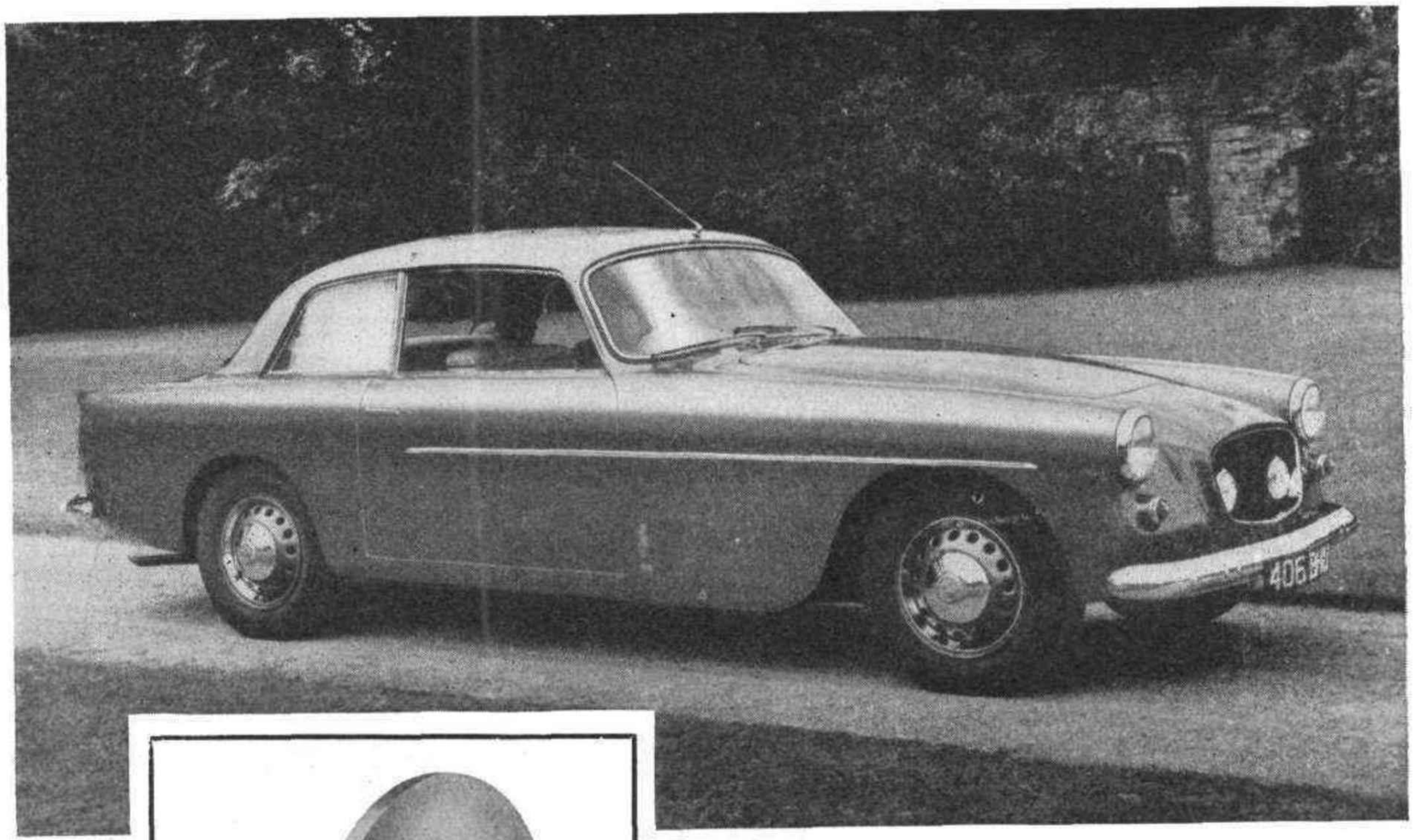


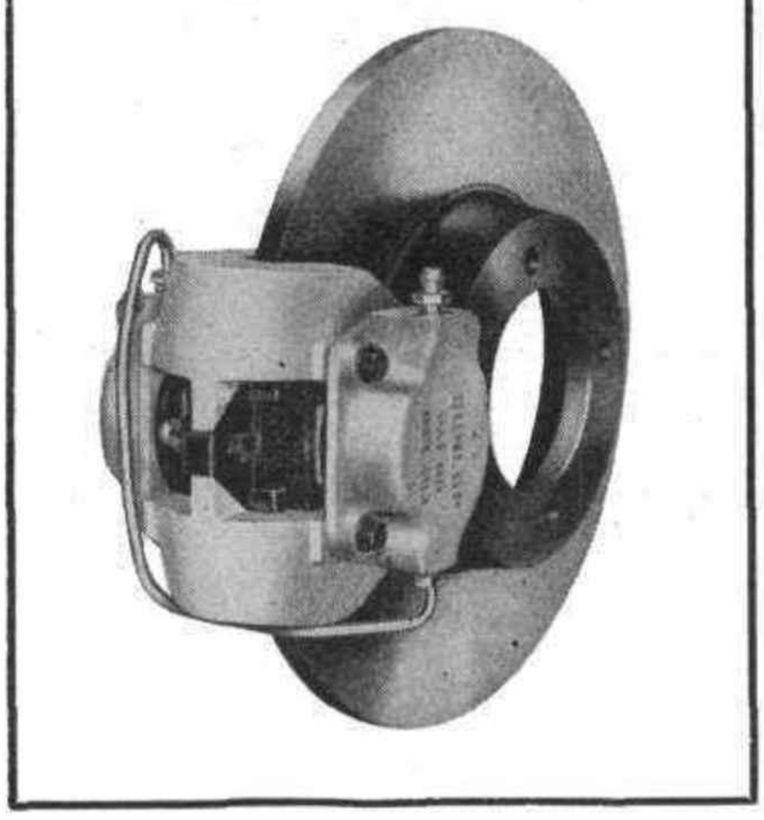


SOLVOLENE LUBRICANTS LTD

24 REGINALD SQUARE · LONDON · S.E.8. TIDEWAY 2241

DUNLOP DISC BRAKES
are on the new
BRISTOL 406





This superb new model with its fine aerodynamic lines needed safe, utterly reliable brakes to give confident control over its powerful performance. Dunlop Disc Brakes are fitted to all four wheels, to give safe and sure stopping in all conditions.

DUNLOP DISC BRAKES

FOR SAFE, SURE STOPPING IN ALL CONDITIONS

SH/DB/619

Give your car faster acceleration



If you drive a
ZEPHYR . CONSUL MORRIS MINOR AND 1000 PREFECT ANGLIA FIAT 600 . RENAULT 750 AND DAUPHINE

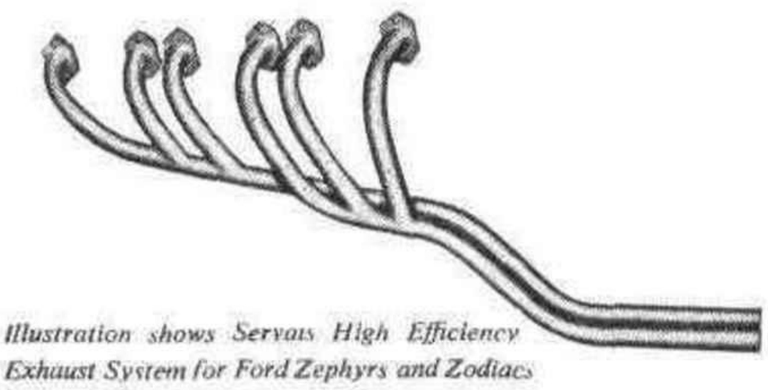


Illustration shows Servais High Efficiency Exhaust System for Ford Zephyrs and Zodiacs

Fit a Servais High Efficiency Exhaust System for faster acceleration, smoother cruising and saving in running costs. The smooth design of Servais Manifold helps exhaust gases to escape with maximum speed and efficiency.
The Servais Silencer is designed for smooth working, too. Its no-baffle plate construction enables gases to escape freely, without obstruction.
For further information ask your garage or write to the manufacturers :

SERVAIS SILENCERS

See Servais at Stand 393, Motor Show

Ashford Road, London, N.W.2. *Telephone :* GLAdstone 0023 *(3 lines) and at Northampton.*

NOTEK **BLUE SPOTS** *win every time*



Be sure that you are on the right track for safe, easy driving at night and in fog. NOTEK BLUE SPOTS are scientifically designed to provide the maximum illumination, without glare, whatever the conditions. The famous 125 series are illustrated. **Left : The 'Farlite' long-range Auxiliary Headlamp. Right : 'Nearlite' Wide Angle Fog and Driving Lamp.** Both models available with patented, exclusive Micromatic Adjustment feature (*see right*). Price **£3 14s.** each (without Micro Adjustment **£3 8s.**), all complete with cable, switch and bracket. Styled with the limited frontal space of the modern car in mind—only 2½ in. deep and 5⅜ in. diameter, and easy to fit.

★ At Monza six international records (*subject to confirmation*) were broken by a FIAT 500 (Abarth) in seven days round the clock driving equipped with Notek Fog and Driving Lamps

NOTEK BLUE SPOTS

The World's Finest Fog and Driving Lamps are obtainable from garages, motor agents, good motorcycle and accessory dealers — Everywhere.

NOTEK MICROMATIC ADJUSTMENT
Turn the knurled knob to position lamp instantly to suit fog conditions. Feature also provides "give" to withstand knocks which could otherwise cause damage.

NOTEK . BROMLEY . KENT

Trafalgar
WINDSCREEN WASHER



KEEPS YOU IN THE CLEAR

- No. TH/410J. Twin jet with 1 pint container, 27/6.
- No. TF/550J. As above but for foot operation, 29/6.
- No. TH/410. Twin jet with 2 pint container, 31/6.
- No. TF/550. As above but for foot operation, 33/6.

* Fits any car !
* Self-contained unit, independent of engine or battery !
* Unbreakable rattle-free polythene container !
* A touch of the button and your screen is made crystal clear.
* As MUCH or as little water as you want—when you want it, where you want it !
* Neat—efficient—simple to fit !
* The experts' choice—fitted and recommended by British and Foreign manufacturers of over 30 different cars !

from 27/6 Available from Garages, Dealers and all accessory shops or in case of difficulty write direct to the manufacturers

JOHN SYDNEY LTD

Brixton Hill Place, London, S.W.2. Tel. : TULse Hill 3251-2-3

NUBREX TITE-SEAL NIPPLES

Now sold in a handy Pack !
FOR ONLY **5/-**



These famous grease nipples automatically prevent any dirt entering the bearings and always give 100% effective lubrication. And now for the first time they are made easily available to the private motorist.

Each pack contains a selection of five of the most suitable nipples for each of the following groups of vehicles : **Rootes Group Vehicles—B.M.C. Vehicles—All British Vehicles—General Motors' Vehicles—Ford Vehicles—All American Vehicles.**

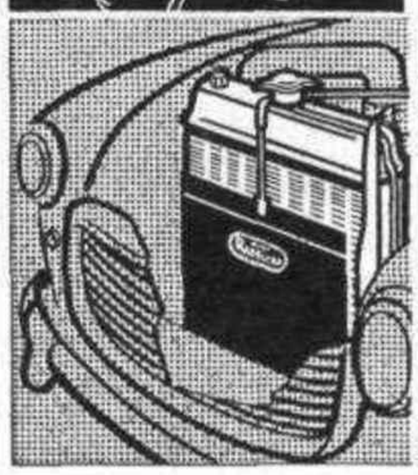
Obtainable at Halfords and other leading stores. Wholesale stockists: Buck and Hickman

Manufactured by CH. J. NEUMAN LIMITED

445 Brighton Road, South Croydon, Surrey

Don't muff it! fit a MORY RADBLIND

PATENT No 669151/1949



- * Reduced engine wear
- * Quicker warming-up in winter
- * Economy in petrol
- * Increased power
- * Greater heater efficiency

PRICES from 50/-

MORY & COMPANY LIMITED

88, Leadenhall Street, London, E.C.3. Tel: AVEnue 3434 (20 lines)

Please send me details of the MORY RADBLIND

MAKE AND MODEL OF CAR .....

NAME .....

ADDRESS .....

MS.2

Chiltern Cars

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



1956 B.M.C. Special 1½-litre sports/racing 2-seater. Low mileage from new. Fitted with a well-tuned B-type engine, giving over 70 b.h.p., and independent front suspension. Very fast with excellent roadholding. Fully weather equipped and equally suitable for road or track. First-class condition. **£385.**



1950 FRAZER-NASH Mille Miglia 2-litre 2-seater, ex-Stoop. Fitted with Competition Bristol engine and 3.5 : 1 back axle. Recent bills for £450 are available for inspection, including a complete engine overhaul by the Works this year. It is superbly finished in British Racing Green and has full weather equipment. This very rare and attractive car, which originally cost nearly £3,500, is now offered at **£1,045.**

1938 BENTLEY LE Series 4½-litre Park Ward sports saloon, in really superb condition, with an excellent history. **£495.**
1951 M.G. TD 2-seater, red, luggage carrier, overall tonneau, excellent condition. **£415.**
1948 M.G. TC 2-seater, white, with red leather upholstery. **£335.**
1934 ALVIS 16-h.p. Cross & Ellis sports saloon, in above-average condition. **£85.**
1934 ALVIS Speed 20 tourer, B.R.G., in generally very sound order throughout. **£125.**
1947 H.R.G. 1,100-c.c. 2-seater. 75 m.p.h. and 40 m.p.g.; generally very sound and safe. **£295.**
1938 RAILTON 10 drophead coupe. A rare and very pretty little car in excellent order, black with fawn hood. **£195.**
1939 MORRIS 8 Series E 4-seater tourer. A really good little car with an excellent performance, green. **£125.**
1957 MORRIS Minor 1000 2-door saloon de luxe, 12,000 miles, dark green. **£545.**
1954 MORRIS Minor convertible de luxe, reconditioned engine. **£415.**
1955 FORD 5-cwt. Estate Car conversion. **£325.**

1930 FRAZER-NASH Meadows 1½-litre Interceptor 2-seater. A very original example in sound condition throughout. This car is well known to Chain Gang members and there is a large folder with data back to 1932. **£235.**
1936 FRAZER-NASH Meadows 1½-litre 2-seater. Fitted with a very pretty body with pointed tail and twin fillers. An unusually attractive Nash with several special features such as Duplex chains for 3rd and top, etc. **£265.**
1923 BENTLEY 3-litre Red Label 4-seater. The engine has been overhauled recently and mechanically the car as a whole is above average. The body is only fair. **£165.**
1929 LAGONDA 2-litre Low Chassis 4-seater. Very original condition and sound throughout. Attractively priced at **£135.**
1937 S.S. JAGUAR 100 2½-litre 2-seater. 16-in. rears, cycle-type wings. **£225.**
1933 M.G. J2 2-seater. Ford 10 engine with Aquaplane induction. 16-in. wheels and Lockheed brakes. **£125.**
1938 M.G. 1½-litre VA saloon. A much-sought-after model in above-average condition. **£175.**
1935 M.G. PB 4-seater. An excellent little car. **£135.**

EASY TERMS **EXCHANGES WELCOMED**

WE ARE INTERESTED IN PURCHASING MOST TYPES OF BRITISH AND CONTINENTAL SPORTS CARS IN GOOD CONDITION. IF YOU HAVE A CAR OF THIS TYPE FOR DISPOSAL, WHY NOT CONTACT US?

WE'RE ALL UPSIDE DOWN!!



. . . AT THE HALFWAY GARAGES, PADWORTH

THE BUILDERS ARE HERE — BUT SO ARE QUITE A LOT OF CARS

WHO IS GOING TO GET THEM FIRST?

THE BUILDERS? WITH THEIR DIABOLICAL DOZERS AND GHASTLY GRABS?
OR YOU WITH A VERY LITTLE LOLLY?

ALL PRICES REDUCED

ONLY SIX ROLLS-ROYCES NOW	FROM **£165**
TWO LAGONDAS LEFT	FROM **£115**
TWO BENTLEYS — BEGGING TO BOW OUT	FROM **£275**
TWO DELAGES — DESPERATE TO DEPART	FROM **£175**
TWO INVICTAS — ITCHING TO EXIT	FROM **£245**
NO BUGATTIS, BUT four foul Fords, free to er fade away	FROM **£50**

WE'RE AFRAID THERE WILL BE OTHERS BY THE TIME THIS APPEARS, SO HELP US OUT **PLEASE!**

OPEN AT WEEKENDS **ANY PROPOSITION CONSIDERED**

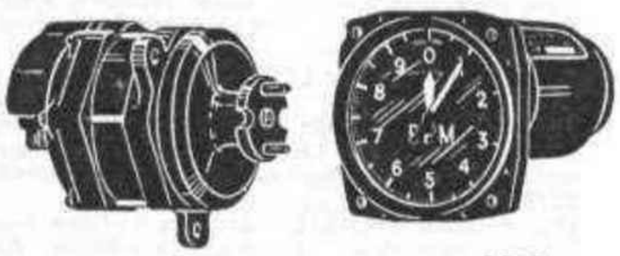
BATH ROAD, PADWORTH, Nr. READING, BERKS. **Telephone : WOOLHAMPTON 505/6**



The BERKELEY is going places fast

BERKELEY CARS LIMITED · BIGGLESWADE · BEDS

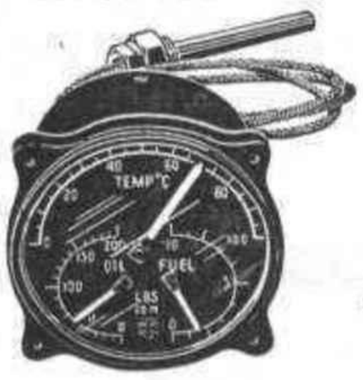
SPECIAL OFFERS FOR 'SPECIAL' BUILDERS



REV COUNTERS 15/- per set, post paid.
Aircraft quality electric rev.-counters, made by Smith's Instruments, offering great advantage of freedom from troubles associated with flex drive, and giving clear vibrationless indication of engine speed on large boldly marked indicator. Consists of special A.C. current generator (driven by engine) connected by simple wiring to indicator. Two types available: 0-5,000 r.p.m. and 0-10,000 r.p.m. on full-scale deflection. In excellent condition, guaranteed, and complete with instructions.

3-IN-1 ENGINE GAUGE
Radiator temperature (0°-100°C.), oil pressure (0-200 lb./sq. in.), and fuel pressure (0-10 lb./sq. in.) gauges all combined in one first-quality 4-inch panel-mounting instrument. Complete with temperature sensing bulb and 5½ ft. of heavily armoured capillary tubing. Handsomely finished with luminous dials on ll three gauges.





MANIFOLD DEPRESSION GAUGE 8/6 post paid

Fit one of these gauges to keep a check on engine performance and maintain an economical fuel consumption. Basically a sensitive ex-R.A.F. altimeter, each instrument is provided with an easily fitted printed dial directly calibrated in both lb./sq. in. and in.hg. of depression, which can be interpreted to give a reasonable guide to engine condition and to obtain more m.p.g. Will pay for itself in one long run. Complete with instructions.

17/6 post paid

PROOPS BROTHERS LIMITED
52 TOTTENHAM COURT ROAD, LONDON, W.1
THE WALK ROUND SHOP
LANgham 0141 Hours 9-6, Thurs. 9-1. Open all day Saturday

The Hamblin "CADET" Bodyshell
for 6′ 3″ and 6′ 9″ wheelbase AUSTIN 7 Specials



GOOD-LOOKING ★ **EASILY FITTED**
THE MOST ECONOMICAL SHELL AVAILABLE
PRICE: With front mounting bracket ... £37.10.0
Bare shell £34.10.0

See a CADET for yourself at:
Super Accessories, 1, Southlands Road .....BROMLEY
Boult Bros., Corley Moor .....Nr. COVENTRY
Halifax Panel Beating Co., Akroyd Place.....HALIFAX

or at our works. S.A.E. for illustrated leaflet to:

S. E. HAMBLIN LTD.
(Dept. M.S.1)
PRIESTLANDS LANE, SHERBORNE, DORSET
Club secretaries and others—we can offer special discounts when two or more shells are bought at the same time.

Lockhart's SERVICE DEPOT LTD
THE PEUGEOT Distributors

Telephone: Dunstable 1885 & 114

or **SALES**

★ Immediate deliveries of the 203 saloon, 403 saloon and 403 Station Wagon. (Demonstrations anywhere, any time—and we really do mean that.)
★ A special scheme is in operation for intending purchasers, including British Service personnel, going abroad, and for visitors to this country, who may be entitled to buy free of Purchase Tax and Import Duty.
★ Another plan is in operation for the especial benefit of American Service personnel stationed in this country.
★ Guaranteed used 203 and 403 models usually available.

and **SERVICE**

12-16, Chiltern Rd., DUNSTABLE, BEDFORDSHIRE

"The Victor was made for *me*!"



Seriously, don't you think the Vauxhall designers had motorists like me in mind when they planned the Victor ?

Consider a moment . . For a sports enthusiast the first requisites in the car he uses every day, are a lively, responsive engine, and first class roadholding. For Town driving he wants a car with smart, modern styling, yet not too big to get him quickly through traffic. The Victor's a pleasure to handle even in a congested car-park. And there's plenty of room inside for the longest-legged member of the family—besides space in the boot for the week-end luggage.

Ever driven the Victor ? Ask your Vauxhall dealer for a trial run. You'll be impressed. (By the way, Vauxhall Square Deal Service is the best and cheapest in the country.)

Victor £498
plus £250. 7s. PT

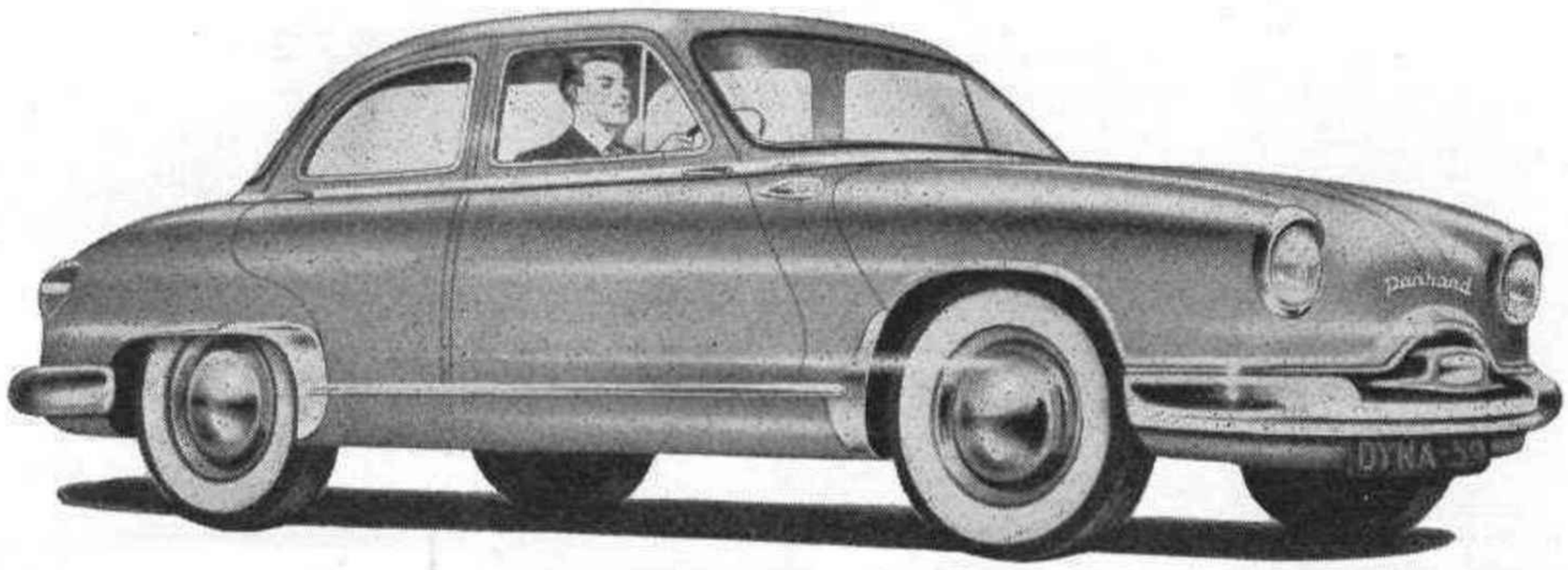
Victor Super £520
plus £261. 7s. PT

Victor Estate Car £620
plus £311. 7s. PT

EVERYONE DRIVES BETTER IN A VAUXHALL

Vauxhall Motors Ltd., Luton, Beds.

Now with right hand drive...



THE

DYNA PANHARD

900 VICTORIES

...distributed in Great Britain by

CITROEN CARS LTD
(PANHARD DIVISION)

TRADING ESTATE, SLOUGH, BUCKS
Telephone: SLOUGH 23811

See it on Stand 148
at Earls Court

VOL. XXXIV No. 10 BROOKS WINS AT MONZA OCTOBER 1958

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

EDITORIAL AND ADVERTISEMENT OFFICES
15-17, CITY ROAD, LONDON, E.C.1
Telephone: MONarch 8944

PUBLICATION DATE - - - FIRST OF THE MONTH
SUBSCRIPTION RATE - - - 25/- PER ANN. POST PAID

LARGEST CERTIFIED NET SALES THIRTY-FIFTH YEAR OF PUBLICATION

MATTERS OF MOMENT

THE LIEGE-ROME-LIEGE RALLY

The toughest and most exhausting of the great Continental rallies, this International event proved another victory for the Alfa-Romeo Giulietta, one of those high-efficiency twin-cam 1,290-c.c. Italian cars, driven by Hebert and Costen, winning outright from a couple of 1½-litre Porsches. Fourth place and the Ladies' Cup were won by Pat Moss and Ann Wisdom in an Austin-Healey 100-Six. We wish to pay tribute to this splendid performance by the British girls, who performed superbly in what is a by no means effeminate sports car! British cars did quite well in the Liege-Rome-Liege, two "oversize" TR Triumphs being placed, finishing fifth and sixth behind the 2.6-litre Austin-Healey. Austin-Healeys won the Team Prize and the over-2,000-c.c. class, a Triumph the 1,601-2,000-c.c. class. But most of the glory goes to these girls, Pat and Ann, who proved as tough as the rally.

Further proof of the durability of the Austin-Healey 100-Six is afforded by the long-distance records, from 5,000 miles to four days, established at Montlhéry by a team of seven Cambridge undergraduates, at speeds around 98 m.p.h. In this model the B.M.C. have a hairy, high-performance, reliable sports car.

THE MOBILGAS ROUND-AUSTRALIA TRIAL

If it is not as testing as the Liege-Rome-Liege Rally in respect of driver fatigue, the Mobilgas Round-Australia Trial remains one of the toughest tests in the world for competing cars. Those who have frowned and even protested that MOTOR SPORT gives too much publicity to the Volkswagen should note that, in a contest which takes in quagmire, dust bowls, mere tracks between tall grass, ascents into the Alps of Australia, and dust as abrasive as grinding paste which, once stirred up, hangs in the atmosphere for hours, a contest almost to destruction which unfortunately cost the life of a co-driver of a Morris, Volkswagen finished first and second, beating an Australian Holden into third place. The world's car buyers should note that the class winners in a marathon in which a bad car would scarcely so much as start, and in which half the entry retired, were Datsun, Volkswagen, Peugeot 403, Holden and Chrysler. May we say, as they do in the best literary circles *verb sap*?

SPEED WITH SAFETY

In the present state of civilisation, speed is essential to survival, whether you are thinking in terms of traffic flowing smoothly along dual-carriage motor roads at 80 m.p.h. or so, or of guided missiles seeking invaders in excess of the speed of sound.

Consequently, MOTOR SPORT advocates educating those in authority to accept the fact that speed is not a danger factor on the road and that speed with safety should be the future aim. If it isn't, we shall continue the shocking pilferage of public money spent on new roads and fly-over crossings on which speed is restricted to a mere 40 m.p.h. and congestion in our towns will bring motor traffic to a standstill—on the day we wrote this Editorial it took us more than half an hour to drive from Victoria to the Bank *via* London's Embankment, an average speed approaching a dizzy 5 m.p.h.

We are, therefore, delighted to find that steps have been taken to educate officials and public alike into appreciating that speed with safety is possible under the right circumstances.

In America, in a splendid article published last month in *Fortune*, John D. Williams, Head of the Rand Corporation's Mathematics Division, goes so far as to maintain that there are too many safety campaigns and that self-preservation keeps the roads as safe as is compatible with the automobile's value to society and to the individual.

This logical and clear-thinking gentleman points out that in spite of sensational accident statistics the automobile is not exterminating us and that, indeed, far from being to blame, the automobile has a large credit balance to society at the close of each day in the very coin we worry about—lives. Mr. Williams remarks, to underline his argument, that if America's suggested National No-Death Day were instituted, you would just have to take all vehicles off the road for 24 hours for its object to be attained. No one, on this day, could be taken to hospital, doctors couldn't see the hundreds of thousands of patients they usually attend, firemen couldn't get to the thousands of fires which break out daily, police could not pursue criminals, and so on. "In fact," observes Mr. Williams, "we should be pretty lucky if deaths rose by only 1,000 on No-Death Day."

Having proved the value to society of the automobile, the author deals with speed, showing that this does not clash with safety to the extent usually implied. The kinetic energy loose on U.S. roads is perhaps ten times as great as it was ten years ago, but the daily death-rate has been fairly constant over the same period. That scotches the canard that today's driver is maniacal.

Mr. Williams puts the matter in a nutshell by remarking: "The important fact about the automobile is not that it kills 100 people a day but that it has been a crucial factor in the development of a complex and rich society. The important point about the new high-

Continued at the foot of the next page

CONTENTS

	Page
MATTERS OF MOMENT	657
FIXTURES FOR OCTOBER	658
MONZA GRAND PRIX	659
RUMBLINGS	662
SOME NOTES ON THE CITROEN ID19	666
THE GOODWOOD T.T. RACE	671
BOOK REVIEWS	672
JAGUAR XK150 ROAD TEST	674
PORTUGUESE GRAND PRIX	677
PICTORIAL REVIEW	682
B.A.R.C. GOODWOOD MEMBERS' MEETING AND BRIGHTON SPEED TRIALS	689
THE FORD ZEPHYR ALPINE RALLY CAR	690
SPEED IN THE AIR	691
VETERAN-EDWARDIAN-VINTAGE	694
CONTINENTAL NOTES	697
LETTERS FROM READERS	698

Front cover picture: REAL ROAD CIRCUIT.—Moss leads Hawthorn over the Porto tramlines immediately after the start of the Seventh Portuguese Grand Prix.

NOVEMBER ISSUE WILL BE PUBLISHED ON THE 28th OCTOBER

Motor Sport Events for October

★ **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.B. = National British. N.O. = National Open. INT. = International Event.

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Oct. 3rd/4th	Motor Cycling Club	Rutland Arms Hotel, Bakewell	Matlock	Trial (*C.*)	8.00 a.m.
Oct. 4th ...	Maidstone & Mid-Kent M.C.	" King's Head," Wateringbury	Maidstone	Rally (*C.*)	6.45 p.m.
,, ...	500 M.R.C. of Ireland	Kirkistown, Co. Down	Belfast	Race Meeting (*C.*)	2.15 p.m.
,, ...	B.R.D.C.	SILVERSTONE	TOWCESTER	RACE MEETING (*N.B.*)	10.00 a.m.
,, ...	Wirrall 100 M.C.	Rhydymwyn, Mold, Flints.	Rhydymwyn	Sprint (*R.*)	1.00 p.m.
,, ...	Pembrokeshire M.C.	Lydstep	Tenby	Hill-Climb (*R.*)	1.30 p.m.
,, ...	Hants & Berks M.C.	Pinkney's Green	Maidenhead	Night Trial (*R.*	9.00 p.m.
Oct. 4th/5th	Stafford & Dist. C.C.	Cheadles Garage, Penkridge	Stafford	Rally (*R.*)	4.00 p.m.
,, ...	Healey Drivers' Club	Denham, Horwich and Kenilworth	London, Horwich and Kenilworth	Rally (*C.I.*)	Late p.m.
,, ...	Newport C.C.	Gwent Service Station	Newport	Rally (*R.*)	8.30 p.m.
,, ...	V.S.C.C.	Radnor Arms Hotel	Presteigne	Rally (*C.*)	9.00 a.m. Sat.
,, ...	Bedford M.C.	Park Avenue	Bedford	Night Rally (*C.*)	7.30 p.m.
,, ...	Forces' M.C.	Virginia Water and Hillsea Barracks	Staines and Portsmouth	Rally (*R.*)	9.30 p.m.
Oct. 5th ...	Allard O.C.	Harleyford	Marlow, Bucks	Hill-Climb (*R.*)	10.00 a.m.
,, ...	East Surrey M.C.	T.A. H.Q., Marlpit Lane	Coulsdon	Rally (*R.*)	8.00 p.m.
,, ...	British A.R.C. (S.E.)	Firle Hill	Eastbourne	Sprint (*C.*)	1.00 p.m.
,, ...	Romford E.C.C.	Warley Barracks	Brentwood	Rally (*C.*)	2.00 p.m.
,, ...	M.C. C.C. (S.E.)	" Sugar Bowl " Country Club	Burgh Heath	Rally (*C.*)	1.00 p.m.
,, ...	Civil Service M.A.	Broxhead Common	Bordon	Trial (*R.*)	10.30 a.m.
,, ...	Waterloo & Dist. M.C.	" Five-Barred Gate "	Samlesbury, Preston	Rally (*R.*)	10.30 a.m.
,, ...	B.R.S.C.C.	BRANDS HATCH	FARNINGHAM	RACE MEETING (*N.O.*	2.00 p.m.
,, ...	Cumberland S.C.C.	Great Orton Airfield	Carlisle	Driving Tests (*C.*)	1.30 p.m.
,, ...	Volkswagen O.C.	Heston Aerodrome	Middlesex	Driving Tests (*C.*)	1.30 p.m.
,, ...	Old Merchant Taylors' M.C.	Croxley Green	Watford	Rally (*C.*)	2.30 p.m.
,, ...	Harlow & Dist. M.C.	Edinburgh Way	Harlow	Rally (*R.*)	9.00 a.m.
Oct. 8th ...	Coltness C.C.	Smith's Clockwork, Pather	Wishaw	Rally (*C.*)	7.00 p.m.
Oct. 10th ...	Mid-Antrim M.C.	Demense Avenue	Ballymena	Trial (*C.*)	6.45 p.m.
Oct. 11th ...	SNETTERTON M.R.C.	SNETTERTON	THETFORD	RACE MEETING (*N.O.*	2.30 p.m.
,, ...	SPEEDBIRD M.C.	" Swan and Bottle "	Uxbridge	Rally (*C.*)	6.00 p.m.
,, ...	Severn Valley M.C.	Church Street	—	Rally (*C.*)	2.00 p.m.
,, ...	M.G. C.C. (S.W.)	Sea Front	Weston-super-Mare	Rally (*R.*)	7.00 p.m.
,, ...	Godiva C.C.	C. & E. Motors, Fletchamstead Highway	Coventry	Rally (*C.*)	6.00 p.m.
Oct. 11th/12th	Worcester M.C.	" Bull " Entry Car Park	Worcester	Rally (*R.*)	8/9.00 p.m.
,, ...	Darlington & Dist. M.C.	Darlington	—	Rally (*C.*)	10.00 p.m. (approx.)
Oct. 12th ...	WEST ESSEX C.C.	STAPLEFORD AIRFIELD	ABRIDGE	HILL-CLIMB (*N.B.*	10.30 a.m.
,, ...	Sussex C. & M/c.C.	Worthing	Sussex	Rally (*C.*)	—
,, ...	Margate & Dist. C.C.	Wrotham Heath	Maidstone	Rally (*C.*)	10.30 p.m.
,, ...	King's Lynn C.C.	King's Lynn	—	Rally (*C.*)	3.00 p.m.
,, ...	Alvis O.C.	Bumper Castle Inn	York	Rally (*R.*)	11.00 a.m.
,, ...	Per Ardua M.C.	Debden	Saffron Walden	Rally (*C.*)	12 noon
Oct. 18th ...	N.A.L.G.O. (M.D.) M.C.	East Barnet	Enfield	Rally (*C.*)	3.00 p.m.
Oct. 19th ...	Liverpool M.C.	Helsby	Chester	Autocross (*C.*)	11.00 a.m.
,, ...	750 M.C.	Blandford Army Camp	Blandford	Sprint Meeting	12 noon
Oct. 25th/26th	Peterborough M.C.	North London, Bedford and Peterborough	—	Autumn Rally (*R.*	11.00 p.m.
,, ...	North London E.C.C.	Hatfield	—	Rally (*C.I.*)	—
Oct. 26th ...	Sunbeam S.T.D. Register	Royal Military Academy, Sandhurst	Camberley	Tests and Concours d'Elegance	2.00 p.m.
,, ...	Surrey Sporting M.C.	Harlesford	Nr. Marlow	Hill-Climb (*C.I.*)	—

MATTERS OF MOMENT—Continued from previous page.

way system is not that it will cut down accidents but that it will greatly stimulate our economy. If speed were not the critical factor the automobile could be replaced completely and literally by the horse. The physical and social structure of the country would be almost frozen were we to freeze the speed of the automobile. Speed is one of the really critical factors in our society. As with any critical factor, it is promising to look for more—more speed. We would manage better if we were conscious of the need for more speed rather than believing the exact contrary."

Mr. Williams continues : " There is an almost involuntary impulse immediately to add, ' But not too much speed.' Now no one could advocate ' too much ' speed—that's bad by definition—but the question of when speed does become ' too much ' is a very thorny question. I encounter situations where, in my opinion, 10 m.p.h. is too much, and others where 80 m.p.h. is not too much, and the variations in the situations are too great to be controlled very intelligently by fiat and in advance. The speed at which vehicles have in fact operated from time to time has been determined principally by the drivers, who want very much to live, who have substantial personal investments in their hands, and who also know that any injury they do to other persons or property will entail very unpleasant consequences. Their intelligence, judgment, and skill are not always a match for the situations, but in general they have managed to exploit the equipment available without undue damage. They generally drive faster than those who seek to control speed think they should, but as the interested parties on the spot, their views are probably more nearly right than those of their critics. They are burdened by some feelings of guilt about the letter of the law, and they are subject to assault in the form of a fine or imprisonment if they are caught out of bounds. This business of making us into a lot of lawbreakers has been an unfortunate aspect of the development of the use of vehicles.

" The situation may become intolerable as the technical devices of detection and control, such as radar, improve; intolerable in the sense that the utility of the vehicle may be lessened by strong enforcement of inappropriate, however well-intentioned, laws. Our laws tend to be aimed at the limitation of speed rather than at the promotion of traffic flow."

We congratulate Mr. Williams on expressing such logical views and *Fortune* for publicising them.

From the Porsche house-journal, *Christophorus*, we learn that, in Stuttgart, judges and attorneys have been able, through the initiative of the Wuerttemberg A.C. and Wuerttemberg Porsche Club, to see for themselves what it is like to travel really rapidly over the traffic-infested Stuttgart-Karlsruhe *autobahn* and minor roads in the Black Forest in Porsche and Mercedes-Benz 220 cars handled by competent drivers. One judge drove himself—and not slowly!—in a Porsche Carrera, and after these demonstrations the Police President of Stuttgart stated that he considered these outings useful and desirable, " because we do not want to become blinded by narrow interests."

To officials who impose speed limits on safe dual-carriage motor roads, to police dabbling in radar speed control, and to all who throw up their hands in horror or blast on their horns, if they see or hear of a motor vehicle exceeding 40 m.p.h., we commend study of Mr. Williams' views and demonstrations such as those recently held in Germany.

XXIX GRAN PREMIO D'ITALIA

A Fine Motor Race

MONZA, *September 7th.*

PRACTICE was due to be held on the afternoons of Friday and Saturday preceding race day, but as always happens before the Italian Grand Prix, there was lots of activity throughout the week, Ferraris testing on one day, Maserati another, then B.R.M. and then Vanwall, while down at Maranello Ferrari was busy working away on his brake problems and at Modena Maserati were preparing two 1958 cars. Vanwall entered three cars for his brilliant trio of Moss, Brooks and Lewis-Evans, B.R.M. entered Behra, Schell and Bonnier; Ferrari entered four cars with a truly mixed team of drivers, Hawthorn, von Trips, Phil Hill and Gendebien, and Scuderia Buell entered Gregory on a new Maserati and were trying to get Shelby in on the other Maserati, though he was due to drive for Centro-Sud. The Rome stable also entered Gerini in a Maserati, and Bonnier entered two Maseratis to be driven by Cabianca and Herrmann, while de Filippis entered her own car. Cooper Cars entered Brabham and Salvadori, as always, and Trintignant was in R. R. C. Walker's Cooper, while Team Lotus entered Allison and Graham Hill to complete the list of runners.

On Friday afternoon, under a hot sun, the Automobile Club of Milano officials got into their usual excited state, aided and abetted by the Italian police and, amid the usual confusion that has become part of the Monza scene, practice got under way at 3.30 p.m., 30 minutes late. Behra was first away in a B.R.M. and soon Hawthorn and von Trips were following, both having the enlarged Dino 256 engines, the English driver's car having disc brakes. One after another cars went away from the pits, Salvadori, Trintignant, Moss with the first of the Vanwalls, Phil Hill having his first F. I drive for Ferrari, Gendebien in the experimental Ferrari, Cabianca having his first go in a F. I car, Graham Hill in the cigar-shaped 1958 Lotus, and so on. Soon the track was full of activity and the Ferraris were going round in 1 min. 45 sec. and Behra and Moss in 1 min. 46 sec. Bonnier had a go in one of his own Maseratis before trying a B.R.M., and Gregory was out in the new Maserati, his first appearance since his Silverstone crash in the Lister-Jaguar. Behra was trying all three B.R.M.s at various times and there was so much activity that traffic-conditions prevented anyone making any meteoric laps, so almost as though someone had given a signal there was a lull after 30 minutes and Brabham was left circulating on his own, but not for long as Schell appeared with the number two B.R.M. and Moss went out again in his Vanwall. Once again there was a rush as everyone seemed afraid someone fast was going to have a clear track; Gregory went out and began trying really hard through the corners, Phil Hill was really getting the hang of F. I car driving, and at long last Lewis-Evans was let out. Moss was getting below 1 min. 43 sec. and Lewis-Evans was not far off, while Hill was keeping up with them, but the B.R.M.s of Behra and Bonnier were sticking at around 1 min. 45 sec. The aim was to get below 1 min. 42 sec. as last year Lewis-Evans had done 1 min. 42.4 sec., and whereas 1 min. 50 sec. had been a reasonable time last year, it was now obvious that 1 min. 45 sec. was to be a minimum, anything over that being left behind. Since last year the long fast bend after the pits straight had been resurfaced and some bumps removed, but whether this was an advantage or not seemed open to question among the drivers.

There was a bit of a discussion as to whether Shelby was driver for Buell or Centro-Sud, but in the meantime he went out in the second Buell Maserati, the one he drove in Portugal, and then Moss fitted the bubble top to his Vanwall and went out. It proved highly successful from the driver's viewpoint but its speed advantage seemed doubtful, though the Vanwall was going well with or without its top. Shortly after 5 p.m. there was another lull and a lone Maserati was left circulating, this being Bonnier's old car with his Swedish friend Norrinder driving it. Having been testing the Vanwall the previous day Brooks did not go out until near the end of practice and was soon down below 1 min. 43 sec., and did a final 1 min. 42.0 sec., which left him with f.t.d., Moss being unable to retaliate as he had broken his engine when he missed a gear-change. Gregory was trying very hard, doing some real Fangio stuff in the Lesmo corners, but the new Maserati was down on maximum speed and the brakes were not happy, so that Gregory's times were down amongst the baby-cars, of which Allison was the fastest at 1 min. 47.8 sec., but his practice had been stopped when a big-end bolt broke and the rod tied itself in a knot and came out through the side of the crank-case. The afternoon finished with Brooks fastest, ahead of Moss, Phil Hill, Lewis-Evans, Hawthorn and von Trips, the German driver having done 1 min. 44 sec., and all the remaining runners taking longer than 1 min. 45 sec. It was obvious that Vanwalls were on form, but surprise of the day had been the young American driver Phil Hill, and even Enzo Ferrari, who was in the pits, must have realised he had been hampering this promising driver for long enough, keeping him locked under contract to waste his time on sports cars.

Next day practice started amidst the same confusion but this time promptly at 3 p.m., and there were some changes to be seen. Ferraris had replaced the Dino 256 engine by a 246 in Hawthorn's car and all four cars had the metal bulges over the down-draught carburetters replaced by Perspex ones. Vanwalls had abandoned the " bubble-top," removing the additional skin from the tail and fitted a new engine to the car, B.R.M. had four cars at the pits and Rob Walker had two. Both Buell Maseratis were numbered 32 as Shelby had to drive a Centro-Sud Maserati, so Gregory could choose between the two 1958 cars. Almost as soon as the track was opened, Phil Hill, von Trips and Behra were away, and then everyone was thrashing round, some fast and some slow, and the Vanwalls were the last to join in. The general pace was extremely fast, especially among the real Grand Prix cars, and there was some pretty furious braking going on at the South Curve, while Moss and Gregory were taking this long, smooth hairpin in full-opposite lock power slides. Once everyone had got the " feel " of the afternoon there was a pause and Allison was left going round on his own, his old Lotus having a 1,500-c.c. fitted in place of the blown-up 2-litre Climax. Then things began to get stirred up and Hawthorn, Lewis-Evans and Moss began to make it obvious that they were trying really hard and their times, by hand-timing, agreed. Hawthorn and Moss were below 1 min. 42 sec. and Lewis-Evans was only just over that figure, and while this went on Schell cruised round waiting for other drivers and tucked in behind as they passed to see how the B.R.M. measured up to the opposition. It did not, as he could not break 1 min. 43 sec., nor could Behra, though they weren't completely left behind. Best of the small cars was Graham Hill with the 1958 Lotus in 1 min. 46 sec., fast by last year's standards but not fast enough for this year. Both von Trips and Phil Hill had got below 1 min. 43 sec. in their outing in the early part of the afternoon, and Ferrari decided that was enough and they were put away for the rest of the afternoon. Gregory at last broke the bogey-time of 1 min. 45 sec., but Shelby stopped his practice very suddenly when a drive shaft broke on the Centro-Sud car and he spun at very high speed.

As the cool of the evening descended there was another lull and Norrinder went out in the Cabianca Maserati, and Munaron tried de Filippis' Maserati. Then, 30 minutes before the end of practice, there was a mad rush for the front row of the grid and we saw some really high-speed driving. All three Vanwalls were at the limit, as was Hawthorn with the Ferrari and also Gendebien. Moss did a remarkable 1 min. 40.5 sec., which the time-keepers found hard to believe and took a long time to confirm. This last-minute thrash round was kept up until the end of the practice time and the result was that everyone improved on their times of the previous day and three Vanwalls and a Ferrari shared the front row, but only tenths of a second decided the second row, which really does call for beam-timing now that the starting grid is so vital in today's short races.

At 3 p.m. on Sunday afternoon all the cars were on the grid in the following positions, and the times are worth a close study :

Moss (*Vanwall*) 1 min. 40.5 sec.	Brooks (*Vanwall*) 1 min. 41.4 sec.	Hawthorn (*Ferrari*) 1 min. 41.8 sec.	Lewis-Evans (*Vanwall*) 1 min. 42.4 sec.
Gendebien (*Ferrari*) 1 min. 42.5 sec.	von Trips (*Ferrari*) 1 min. 42.6 sec.	Phil Hill (*Ferrari*) 1 min. 42.7 sec.	
Behra (*B.R.M.*) 1 min. 43.2 sec.	Schell (*B.R.M.*) 1 min. 43.2 sec.	Bonnier (*B.R.M.*) 1 min. 44.7 sec.	Gregory (*Maserati*) 1 min. 44.9 sec.
Graham Hill (*Lotus*) 1 min. 46.0 sec.	Trintignant (*Cooper*) 1 min. 46.4 sec.	Salvadori (*Cooper*) 1 min 47.9 sec.	
Brabham (*Cooper*) 1 min. 47.3 sec.	Allison (*Lotus*) 1 min. 47.8 sec.	Shelby (*Maserati*) 1 min. 48.0 sec.	Herrmann (*Maserati*) 1 min. 49.8 sec.
Gerini (*Maserati*) 1 min. 50.1 sec.	Cabianca (*Maserati*) 1 min. 54.6 sec.	de Filippis (*Maserati*) 1 min. 55.9 sec.	

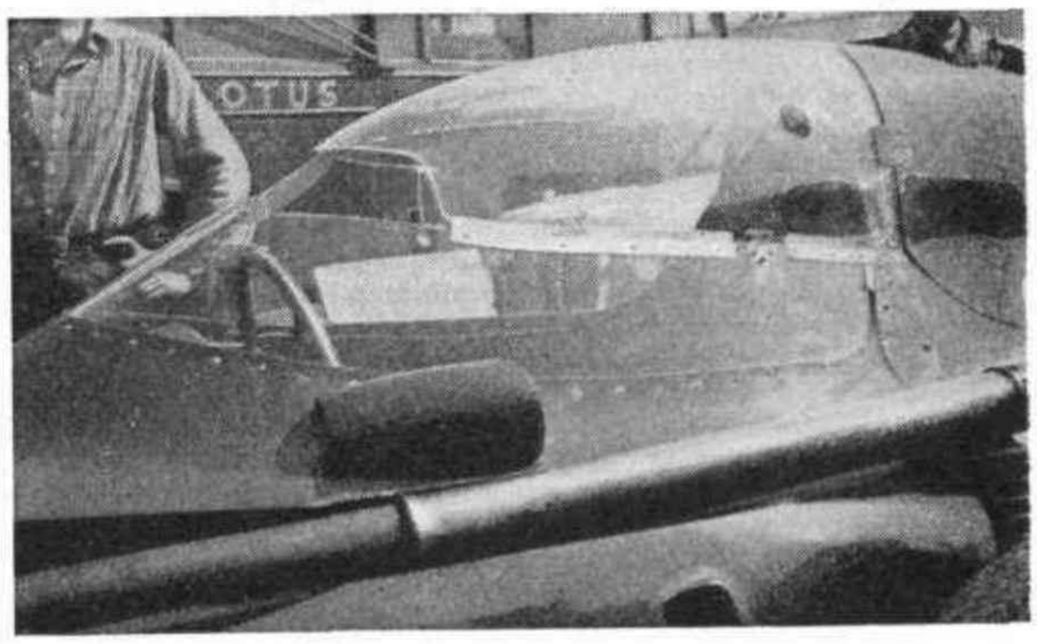
The Centro-Sud team brought along another car for Shelby, to replace the one broken in practice and he sat in it for the first time on the starting line, only to find that the cockpit was laid out for someone half his size. Gregory decided to use the Reims car of the two new Maseratis, and all three B.R.M.s were 1958 ones.

As always, the start at Monza was truly impressive, especially when seen from the top of the main grandstand, and as the flag fell Hawthorn's Ferrari hesitated and the three Vanwalls leapt ahead with Lewis-Evans drawing away. Hawthorn gave a quick jab on the clutch pedal, got the revs. up and then took off in a haze of tyre smoke and wheelspin. In row two Gendebien was also having trouble getting off the mark and was rammed in the back by Brabham, but Phil Hill had made a superb start and as the three Vanwalls went off the American shot past the lot of them. Gendebien and Shelby were left behind after the pack had gone and they got going on their own, but meanwhile there was much excitement round the course. As the pack braked for the first of the Lesmo corners there was the usual pushing-and-shoving and in the midst of it all von Trips ran into the back of Schell's B.R.M. The Ferrari rode up the rear wheel of the B.R.M., going high into the air, the driver was flung out and the car bent itself double against a tree. Meanwhile the B.R.M. had gone off the road, end over end, to land on its wheels in the bushes. Schell luckily staying in the cockpit. The result of all this was a leg injury to von Trips and bruises and scratches to Schell and two bent cars, the Ferrari being reduced to scrap metal.

Out in front Phil Hill was really enjoying himself in his first proper Grand Prix race, for having got the lead he pressed on leaving a panting Moss, Lewis-Evans, Hawthorn, Brooks, Bonnier and Behra trying to catch him. As the American passed the pits in the lead the cheers were loud for this popular and talented driver. At the end of the field Brabham pulled into the pits to retire with a bent front-end as a result of the starting-line collision and on the next lap Shelby retired as not only did he not fit the borrowed car but all the wheels were out of balance and the whole car vibrated at high-speed. Lap two had seen the first 13 cars pass in quick succession, Hill, Moss, Evans, Hawthorn, Brooks, Behra, Bonnier, as quick as that but by the end of lap three a gap began to appear after Trintignant and Salvadori who were 10th and 11th. Down the back straight on lap four Hawthorn went by Moss into second place but Phil Hill was still playing "catch-me-if-you-can" and looking very comfortable and relaxed out in the lead. By lap five the race had split up into three groups, Hawthorn now having taken the lead followed closely by Phil Hill, Moss, Evans, Brooks and Behra, all nose-to-tail; after some seconds came Bonnier, Graham Hill, Gregory and Trintignant having a terrific ding-dong, and then came the also-rans, while Gerini had already retired after overshooting the South Curve and bumping the bank. Gendebien came into the pits and retired as the de Dion tube of his Ferrari was bent by Brabham at the start, so already the field looked a bit thin with six cars out in five laps. On the seventh lap as he was rounding the South Curve Phil Hill had a tread come off his left-rear tyre and he pulled in for a wheel change, leaving the tight group for the lead to go on their way, this lap with Moss in the lead, but all five cars were so closely matched that anyone could be leading. Before Hill could rejoin the race the four cars in the second group went by and then Salvadori stopped with overheating, to continue later after air-locks had been got out of the water system. Although Moss was now in the lead it was by only a very small amount and more often than not Hawthorn was up alongside trying to pass, while Evans, Brooks and Behra were right behind the leading pair. Graham Hill dropped back from the second group on lap eight when a consistent misfire set in on the Climax engine of the Lotus, but Trintignant stayed with the big cars of Bonnier and Gregory. On lap 13 Brooks dropped out of the leading bunch of cars and visited the pits to point out an oil-spray coming from the rear-end; it was only a split rubber gaiter on a drive shaft and the leak was not serious so he was sent back into the race, having been passed by Gregory, Bonnier, Trintignant and Phil Hill. Just as the Vanwall set off Graham Hill brought the Lotus in to look for the misfire and the leading group went by, having lapped the tail-enders. Bonnier began to lose ground to Gregory and Trintignant and on lap 15 the reason became visible as smoke rose from under the driving seat, for something in the transmission was seizing up. Hawthorn had now retaken the lead and Behra and Lewis-Evans were right up with Moss and on lap 16 Behra took second place, but on the next lap was pushed back to fourth behind the two Vanwalls. On lap 18 Moss was missing and as Hawthorn went by firmly in the lead, ahead of Evans and Behra, Moss was seen going slowly down the back straight and he drew into the pits to retire with gearbox trouble. Hawthorn was lapping steadily at 1 min. 45 sec. and at 20 laps, with the race less than a third through, the total distance being 70 laps, he had 7 sec. over Lewis-Evans and Behra who were still wheel-to-wheel. After a long gap came Gregory and Trintignant, with Phil Hill now between them, the American Ferrari driver still going hard to make up for his tyre change. Another long gap and there came Brooks, his Vanwall going as well as ever, and the rest of the field, consisting of Herrmann, Graham Hill, Cabianca, Allison, de Filippis and Salvadori had all been lapped.

With the race barely begun mechanical trouble had been rife but there was more to come, for Lewis-Evans began to make signs of distress and he dropped back behind Behra on lap 22, while Hill in the Lotus was coming on less and less cylinders and he stopped at the pits again to find where the sparks were going, for they were obviously not getting to the plugs. Then Trintignant's excellent run ended abruptly as the special high top gear broke up with a grinding crash and on lap 29 Behra ran into front brake troubles and stopped at the pits. Meanwhile, Hawthorn was safely out in front with Phil Hill pounding along behind, moving into third place when Behra stopped, and credit for a new lap record went to the American on lap 26. Almost overlooked, Brooks was now fifth, this being lap 30 and he was lapping a lot quicker than Hawthorn but having been almost a full lap in arrears when he restarted from his pit stop few people, least of all the Ferrari pit, gave much thought to his progress. Behra's stop put him back to sixth place, now a lap behind Hawthorn and on lap 31 Lewis-Evans drew into the pits with a very overheated water system, a suspected warped head having caused all the water to boil away. There was no possibility of continuing so another Vanwall was wheeled away and Ferraris were now first and second and Gregory was now third, a very consistent piece of driving at last paying off. Herrmann's engine then went rough and he retired at the pits and at half distance, with a lead of 38 sec. Hawthorn came in to change rear tyres as Ferraris were not happy about the lasting qualities of the Engleberts. While Hawthorn was at the pits Phil Hill went by into the lead and as the disc-braked Ferrari rejoined the race Gregory in the blue and white Maserati was coming up fast. Lap 36 saw Phil Hill leading, followed by Gregory and Hawthorn, the Maserati driver having got by while Hawthorn was getting used to the new rear tyres, but meanwhile Brooks was closing up more and more, driving on remorselessly still unnoticed by the Ferrari pit who busily engaged on tyre changing preparations. On lap 37 Phil Hill pulled in for a new rear tyre on the right and Hawthorn, having repassed Gregory, went by into the lead with the blue and white Maserati right on his tail. Before Phil Hill could rejoin the race Brooks had gone by into third position and the Ferrari pit woke up with a start and signalled the danger to Hawthorn, but he was already having a bad time from Gregory, for the boy from Kansas City was really having a go and sitting right on the tail of the Ferrari. Rather overlooked by all this excitement Behra's race came to an end when the B.R.M. clutch gave up and with brakes and clutch up-the-slot a well-known trade representative tried to disappear into the ground. Allison stopped with the old Lotus to see if there was any oil in the gearbox oil tank as he seemed to be soaked in oil and went on again as all was apparently well, while the other Lotus was now running all right the leaking sparks being traced to a split plug lead.

For nine laps Gregory hung on to Hawthorn, but then he had to come in for new rear tyres and once stopped he was physically clapped-out, this being his first race since his big Silverstone crash



The experimental bubble-top tried in practice at Monza on the cockpit of Moss' Vanwall. Note the clear-vision orifice and one of the internal over-centre retaining clips. This enclosed cockpit was satisfactory but was not used in the race mainly due to the high noise level.

and he had been working hard. Brooks had gone by into second place and his consistent driving had nibbled Hawthorn's lead down to a bare 8 sec., while Phil Hill was in third place 22 sec. behind the Vanwall and Shelby took over the Buell Maserati now in fourth place and setting out to merely finish for the rest of the runners, consisting of Cabianca, Salvadori, de Filippis, Allison and Graham Hill were so far behind as to be almost in another race. At 50 laps the situation looked secure, Hawthorn, Brooks and Phil Hill all lapping at 1 min. 45 sec., a lap time Hawthorn had been doing ever since the start of the race, for there had never been an opportunity to relax. On lap 51 Brooks gained ½ sec. and on lap 52 there was the ominous sound of clutch-slip from the Ferrari as Hawthorn changed into top gear after the pits. On the next lap the sound of the engine revs not coinciding with the speed of the car could be heard again and now it was certain that the Ferrari was in trouble and second by second and lap by lap Brooks closed relentlessly on the stricken Ferrari. On lap 60 Brooks had the nose of the Vanwall almost touching the tail of the Ferrari as they passed the pits and then he pulled out of the slip-stream and went by into the lead and there was nothing that Hawthorn could do about it except to nurse the car along and hope the clutch would hold out for another ten laps. Phil Hill was securely in third place and Shelby was touring quietly round in Gregory's Maserati a safe fourth. A triumphant Brooks reeled off the last ten laps while Hawthorn went slower and slower, being very relieved to see the chequered flag after a really hard race. Of the tail-enders both Cabianca and de Filippis fell by the wayside and three British baby-cars finished a long way behind the victorious Vanwall.

Results :

GRAN PREMIO D'ITALIA—Formula I—70 Laps—402.5 Kilometres—Hot

1st :	C. A. S. Brooks (Vanwall)	2 hr. 03 min. 47.8 sec.—195.077 k.p.h.
2nd :	J. M. Hawthorn (Ferrari V6) ...	2 hr. 04 min. 12.0 sec.
3rd :	P. Hill (Ferrari V6)	2 hr. 04 min. 16.1 sec.
4th :	M. Gregory/C. Shelby (Maserati 250F/58) ...	1 lap behind
5th :	R. Salvadori (Cooper-Climax)	8 laps behind
6th :	G. Hill (Lotus-Climax)	8 laps behind
7th :	C. Allison (Lotus-Climax)	9 laps behind

Fastest lap : P. Hill (Ferrari), on lap 26, in 1 min. 42.9 sec.—201.166 k.p.h. (*new record*).

N.B.—As the result of a " paperwork " infringement of the rules, the Maserati of Gregory/Shelby was disqualified. From an historical, sporting and technical angle it finished fourth. (D. S. J.)

Retired : J. Brabham (Cooper), lap one, bent front suspension; W. von Trips (Ferrari), lap one, crash; H. Schell (B.R.M.), lap one, crash; C. Shelby (Maserati), lap two, vibration; G. Gerini (Maserati) lap three, accident; O. Gendebien (Ferrari), lap five, bent rear suspension; J. Bonnier (B.R.M.), lap 15, transmission; S. Moss (Vanwall), lap 18, gearbox; M. Trintignant (Cooper), lap 25, broken top gear; S. Lewis-Evans (Vanwall), lap 31, overheating; H. Herrmann (Maserati), lap 33, engine; J. Behra (B.R.M.), lap 43, clutch; G. Cabianca (Maserati), lap 52, engine; M. T. de Filippis (Maserati), lap 58, engine.

21 *starters—7 finishers.*

* * *

MONZA MUTTERINGS

After the practice experiments with the bubble-top on the Vanwall Moss was described as the " Golden Bubble Boy of motor racing."

Remarkable ! Two Lotus started, two finished.

The fuss about Shelby was that he was not passed by the scrutineers to be second driver to Gregory. Why did the officials wait until the end of the race before complaining, why did they not " black-flag " him during the race ?

* * *

NOTES ON THE CARS AT MONZA

The Vanwall team had four cars, which were the same ones they had used in Portugal, the equipment making the journey direct to Monza without returning to Acton, that is excepting the engines which were flown home for revision and flown out again. As an experiment during the first practice, one car was fitted with an enclosed cockpit cover, an extra skin being bolted on to the tail to bring the head fairing line above the drivers head and a Perspex bubble clamping onto the existing wrap-round screen once the driver was in place. The fixing was done from inside the cockpit by over-centre catches, and there was a gap of about 3 inches at the front through which the driver could look without his vision being distorted by the Perspex. The shape of the complete dome was such that no air came in through this gap, if anything the air-flow over the front sucked air out of the cockpit. In all other respects the cars were unchanged since their last appearance, all retaining the nose mounted separate oil cooler. Only three cars were entered, the fourth being kept as a spare.

The B.R.M. team also had four cars present, three 1958 models and a 1957 one, the old one being used in practice. Like the Vanwall team the B.R.M. team made the journey direct from Portugal to Monza, the fourth car and transporter joining them there.

The Ferrari team were at a great advantage, being able to return to base after the Portuguese race and to give some serious thought to the braking problems on the Dino 246 car. They also had time to complete development work on a new version of the V6 engine which was the Dino 256. The normal Dino engine has a bore and stroke of 85 by 71 mm. giving 2,417 c.c. capacity, hence the 246 numbering, the 6 indicating six cylinders, and the new one was 85 by 72 mm., one millimetre longer in the stroke, giving 2,451 c.c. and to identify it as being nearer to 2½-litre it was numbered 256. Four cars were entered for the race and all were different versions of the regular Dino Formula 1 cars used all this season, all having V6 engines. There was a Formula I chassis, with large diameter bottom frame tubes, fitted with Houdaille vane-type shock-absorbers and Dunlop disc brakes, another similar chassis fitted with new drum brakes, a Formula II chassis, the light one, fitted with new drum brakes and the regular Houdaille shock-absorbers, and the fourth car was the experimental Monza car with coil springing at the rear, Koni shock-absorbers all round and the new drum brakes. On the number one car the Dunlop disc brakes had been acquired from the 250 G.T. Ferrari that used to belong to the late Peter Collins, he having had them fitted himself. There was no connection between Dunlops and Ferrari, though a fitter was loaned to Maranello to help with the assembly. The fitting of these disc brakes meant rebuilding the Ferrari wire-spoke wheels with the spokes set to the outside of the rim in order to give clearance for the caliper. The other three cars had transverse turbo-finned drums as used in the past but instead of the whole drum being of cast-iron they were now bi-metal, of alloy with a steel liner. The experimental Monza car had revised rear springs, much longer and being mounted on a bracket that extended from below the de Dion tube. All four cars were fitted with Perspex covers over the carburetters extending far forward to an air intake at the front protected by a wire mesh screen. For the race three cars used the 246 engine and one car a new 256 engine.

Team Lotus had two cars, one 1958 and one 1957, the old one temporarily replacing the car written-off in Portugal. The 1958 car had been modified about the scuttle slightly, giving the driver more elbow-room and had a 2.2-litre engine, while the old car was fitted with a 2-litre engine for practice and a 1,500 c.c. engine for the race. Cooper had their two regular F.I cars though Salvadori's was running with no top wishbones at the rear as this gave more oversteer than the double-wishbone layout and the driver preferred it like that. The Walker team had two cars with them, a 1958 Cooper with 2.2-litre engine and a 1957 car with 2-litre engine, the 1958 car being used in the race. In view of the high speeds at Monza this car was fitted with a special high top gear manufactured by Pippbrook Garage.

The Scuderia Temple Buell, which can be considered the works Maserati team had two 1958 cars though only one was used in the race. Built, prepared and maintained by the Modena firm it was really a works Maserati effort except that Buell was paying and choosing the drivers and handling the organisation, Maserati engineers and mechanics looking after the cars. One car was the one driven by Shelby at Portugal, this actually being the one raced at Monza, and the second car was brand new, these two being 2,533 and 2,534, respectively, following on the sequence of numbering of 250F Maseratis. The latest car had Houdaille shock-absorbers at the front and telescopics at the rear, the other car having Houdaille all round. In other respects these two cars were identical, being the latest shortened and lightened six-cylinder 250 F mode's, and were painted in the American colours of blue and white. To complete the list of cars were five more Maseratis, all old ones, Bonnier lending his ex-Godia car to Cabianca and his ex-Scarlatti car to Herrmann, while Maria-Therese de Filippis had her car repaired after her Portugal crash and the Scuderia Centro Sud entered one of their own cars and Gerini's car, this latter being fitted with a new body with a Vanwall-like tail. The Centro-Sud teams own car broke in practice so they hurriedly borrowed another car from the factory, this being the one raced earlier in the season by the late Keith Campbell, but it was very much a question of starting money for the car was not in raceworthy condition.—D. S. J.

RUMBLINGS

THE LATEST FORD CONSUL

We have, in the past, referred to the extremely light and pleasant steering of a certain rear-engined German small car. After driving the latest Ford Consul for over 500 miles we are able to state that this has, if possible, even lighter steering, although control is not quite so sensitive or accurate, and the Consul's steering is low-geared, requiring 3½ turns, lock-to-lock, compared to 2 on the German car.

But the new recirculatory ball, worm-and-nut steering adopted for the Ford Consul last October is excellent steering, transmitting no kick-back, possessing useful but not vicious castor return action and being, as has been said, outstandingly light in action. It is geared 18 to 1, instead of 16.8 to 1 as on the earlier Consul, and provides a turning circle of 35 feet.

The latest Consul has other merits. The 1,703-c.c., 59-b.h.p., " over-square " four-cylinder engine possesses excellent torque, which reaches its maximum at 2,300 r.p.m., providing good top-gear acceleration that considerably offsets that mean design feature, a gearbox possessing only three forward speeds.

This Consul is a full five/six-seater saloon, with a decently large luggage boot in which, however, Goodyear-shod spare wheel sits naked, unashamed, ready to nudge the luggage.

Remembering the modest price of this quite fast, not over-petrol-thirsty car, the springing, although promoting some up-and-down motion and roll, can be described as commendable, while the l.h. steering-column gear-lever, although having a noticeably small movement across the gate, is quite satisfactory and even pleasant of its kind. There is a r.h. stalk for actuating the " winkers " and hooks for coats in the rear compartment—two useful items stolen from Continental designers, even if coats hung on these hooks tend to obstruct the back-door windows, and you are still required to fumble on the facia for the lamps-switch and blow the horn with a horn-ring.

The umbrella-handle brake-lever is purely utility, being stiff to operate and with a set-screw placed strategically for tearing my lady's glove! Suction screen-wipers are another feature we do not enthuse over, the Consul's minor controls deserve no praise, the under-facia parcels tray lacks a lip, so that oddments are showered on the floor as you enjoy the Consul's brisk acceleration, and the ordinary model has no back-seat centre armrest. There is a useful facia cubbyhole, closed by a rather odd lift-up lid.

On " our " car the exhaust pipe rattled alarmingly if the engine was allowed to rock on its mountings and there was the faintest suspicion that the throttle wanted to stick open. The brakes are light, progressive, have a tendency to faint squeal and are only just adequate in an emergency. The engine is an extremely willing worker and, as it consumes petrol at the rate of about 28 m.p.g., there is a range of nearly 300 miles provided by the 10½-gallon tank, which is filled by hinging down the back number plate to reveal the central filler cap.

In over 500 miles this Consul consumed no oil or water, gave no anxiety and, as a roomy, willing, easy-to-drive and very spacious family car, providing that undistinguished but effective performance for which Ford cars are noted, is an impressive proposition at the modest price, in normal form, of £818 17s. inclusive of purchase tax.

* * *

THE ROVER 3-LITRE

Amongst the more impressive of a so far notoriously dull batch of new British cars announced prior to the Earls Court Motor Show (which opens on October 22nd), is the new 3-litre Rover. As this issue of MOTOR SPORT goes to Press before the official release of this new Rover, we content ourselves with quoting some details from its maker's hand-out :—

The six-cylinder 3L 7 engine has a bore of 77.8 mm. (3.063 in.) and a stroke of 105 mm. (4.13 in.), giving a capacity of 2,995 c.c. The engine layout resembles that of the Rover 90 engine in many respects. It has overhead inlet and side exhaust valves and a similar combustion chamber. The unit incorporates a number of innovations which enable the engine to run up to 5,000 r.p.m. and gives a high performance in the intermediate gears. Seven copper-lead bearings carry the counterbalanced crankshaft. Roller-type tappets of the type recently introduced in the Rover 2-litre diesel engine permit reliable operation at high engine speeds. The compression-ratio is normally 8.75 to 1, with 7.5 to 1 available to suit variation of fuels in different markets. The hydraulically-operated timing change tensioner used on all Rover engines is retained.

A welded-steel chassis unit carries the engine, gearbox, front suspension and steering and is attached by six rubber mountings.

The body is of welded-steel construction with doors, bonnet and boot-lid of steel. The whole of the underside of the body is painted in a slipper bath and then sprayed with an additional coat of chassis black. The underside of the body is then given a coating of anti-corrosive sealing compound (usually known as " undersealing "). All mating body panels below a line 15 in. above the bottom of the body are treated with zinc dust primer on assembly to give additional rustproofing. Soundproofing is by bituminous deadening compound, and soundproofing and absorbing felts. The bonnet and boot-lid are counterbalanced by spring-loaded hinges. All four doors are hinged towards the front of the car. The boot floor is flat and the spare wheel is mounted underneath in a separate compartment. The battery is mounted in a special container at the side of the boot to remove it from the heat of the engine compartment. A number of road tools are also stored in the boot. The hydraulically-operated clutch is a 10-in. Borg and Beck type, the driven plate incorporating cushion-drive springs and damper and axial compression springs. The operation is by pendant pedal with Girling master cylinder hydraulic system assisting. Rover's four-speed gearbox, with synchromesh engagement on second, third and top gears, is fitted, with Laycock de Normanville overdrive available as an optional extra. Change from overdrive to direct drive is effected either by a kick-down switch under the accelerator pedal or by an over-riding switch on the steering column. Overdrive operates on top gear only.

Automatic transmission by Borg Warner is available as an optional extra. This is the normal Borg Warner box incorporating various special features to meet Rover requirements. The gear-lever is mounted on the steering column with an illuminated quadrant.

Continued on page 664



USEFUL TRANSPORT.—The latest Ford Consul offers good value for money as a brisk, spacious economical family car.

THE FORD CONSUL SALOON

Engine : Four cylinders, 82.5 by 79.5 mm. (1,703 c.c.). Push-rod-operated o.h. valves. 7.8-to-1 compression-ratio. 59 b.h.p. at 4,400 r.p.m.
Gear ratios : First, 11.67 to 1; second, 6.75 to 1; top, 4.11 to 1.
Tyres 5.90 by 13 Goodyear four-ply rating " All Weather " Rib Super Cushion, on bolt-on steel disc wheels.
Weight : Not weighed. Maker's figure : 1 ton 2 cwt. 40 lb. (kerb weight).
Steering ra io : 3½ turns, lock-to-lock.
Fuel capacity : 10½ gallons. (Range approximately 294 miles).
Whee base : 8 ft. 8½ in.
Track : Front, 4 ft. 4⅘ in.; rear, 4 ft. 4 in.
Dimensions : 14 ft. 4¼ in. by 5 ft. 9 in. by 5 ft. 2 in. (high).
Price : £545 (£818 17s. inclusive of purchase tax). With extras as tested : £835 7s.
Makers : Ford Motor Company, Ltd., Dagenham, Essex, England.

LETTERS from READERS—continued

(*See also pages* 698 *and* 699)

HITLER AS PROPHET

Sir,

Whilst reading "Hitler's Table Talk, 1941-44," I came across something which I thought may be of interest to you and possibly warrant a little space in MOTOR SPORT.

Martin Bormann originally compiled the notes—"To be of fundamental interest in the future."

On June 22nd, 1942, Hitler is alleged to have said: ". . . the Volkswagen—and I think our war experiences justify us in saying so—is the car of the future . . . After the war, when all the modifications dictated by war experience have been incorporated in it, the Volkswagen will become the car *par excellence* for the whole of Europe, particularly in view of the fact that it is air-cooled and so unaffected by any winter conditions. I should not be surprised to see the annual output reach anything from a million to a million and a half."

I am, Yours, etc.,
RAYMOND GODLEY

Glasgow.

* * *

TYRES AND CARS

Sir,

I can well appreciate Mr. Malcolm Woodward being a convert to i.r.s. and Mr. Gable seems to have found the answer to his problem with Michelin "X."

Last year I acquired a new Wolseley 1500 but that car's better attributes were marred by two serious shortcomings. After a couple of thousand miles excessive axle tramp developed, and at 5,700 miles the tyre wear convinced me that at around 9,000 miles it would be in need of a new set. The thought of purchasing new rubber at less than six-monthly intervals was not attractive and I decided to part company with the 1500 before the dealer could complain too much about the soles! In a then weak moment, tyre life being very much in mind, I purchased a VW, and what a fantastic car that has turned out to be. Having previously owned a 1947 1½-litre Riley, which was a remarkable car in its day, a 1950 2½-litre Riley (8 : 1 compression, Healey standard engine), also good, and a Morgan Plus Four, I was a little apprehensive about buying such a light, low-powered car as the VW. However, I modified the motor and now have a 0-60 m.p.h. acceleration better than current saloons up to 2-litres and £1,500 (excluding sports hard-tops). This increase in power, together with Michelin "X" at the rear-end, checks over-steer to a point which ensures safe cornering at speeds which can honestly be described as remarkable. At 11,000 miles the tyres look like running for another 20,000 or so and the Michelin SDS on the front are barely marked.

For business use I am the reluctant driver of a company-owned Austin A95 Westminster. The vice of this vehicle when compared with the integrity of the VW is truly frightening—especially having regard to European Free Trade, not so very far off.

We undoubtedly have brilliant automobile engineers, *vide* Vanwall, Cooper, Lotus, Jaguar, and yet we seem quite unable to produce a cheap car having roadholding properties commensurate with our twisty roads. On the contrary, those European countries having long straight highways seem to abound with cars having good cornering characteristics! Paradoxical, isn't it?

Incidentally, like Mr. Woodward, I had an unfortunate experience with one of our main London distributors. On disposing of the 1500 I booked a demonstration on an M.G. Magnette but, having negotiated London's West End traffic, arrived 13 minutes late, only to be told that the salesman had departed to keep a luncheon appointment, and no one else was available to demonstrate the vehicle! I can only assume that the gentleman concerned intended to dispose of my custom within a very few minutes. In the event it was put to me, with no regrets, that I should report back the following day!

I am, Yours, etc.,
K. J. ANDERSON.

Purley.

* * *

A DISSATISFIED CUSTOMER

Sir,

I purchased a Vauxhall Victor Super in November, 1957. I might add that my choice of a Vauxhall was after much consideration and, also, that during a course in the U.K. on my last tour at home, I spent a day at their plant at Luton, and must admit I was most impressed with all I saw, so you will appreciate how disappointed I am now with my purchase.

In March 1958, at 3,700 miles, I discovered both my silencers had blown and also that my engine was noisy. Both facts were reported to the local agents, Borneo Motors Ltd., Seremban, N.S.

The silencers were welded at the seams; not too successfully because they holed again within three weeks.

The noisy engine was put down to tappets and these were duly adjusted.

In June/July my silencers and engine noise was so bad I sent the car back to the agents again.

The agents explained that I would have to wait a further 4/5 weeks for the exhaust system to arrive ex-U.K. (This means that I have now been waiting 10 weeks for an exhaust system ex-U.K.)

However, the agents sleeved both silencers and as such made a good job of it. At the moment both silencers are working successfully.

The noise from the engine was again put down to tappets. This I emphatically disagreed with because I suspected it was something much more serious, like the camshaft or cam followers. However, I returned my car to the agents, and they intended fitting new tappets. However, on closer investigation, they discovered the tappets were quite sound and, in fact, the gudgeon-pins on the pistons were badly worn; in addition to this my shell bearings were discovered to be in bad shape and one cylinder bore shows definite "oval" wear.

My mileage at the moment is 8,000 and, of course, the car is a mere ten months old. The agents, of course, are fitting new pistons and shell bearings, and, of course, they are doing this under guarantee and I understand intend claiming from Vauxhalls.

I have no complaint against the agents, who have done all that is possible to help me.

In fact my complaint is against Vauxhall Motors and it stems mainly from disappointment in a car and a firm for whom I had the highest respect. I was never hesitant in expressing my delight with my purchase, and coupled with the fact that I had visited the factory I was in a way publicly acclaiming the vehicle and the firm.

But now I find myself sadly disillusioned. A car with a mere 8,000 miles' running to be in the state that mine is, only leaves one with the thought that the fault lies with the manufacturer. The fact that the agent is fitting new pistons and bearings without cost, although my car is well out of the guarantee period, proves that he also suspects faulty manufacture.

I am, Yours, etc.,
E. H. WALSH (Capt.).

Malaya.

[Our correspondent states that, on sending virtually the same letter to Vauxhall Motors of Luton, he received a reply, dated August 26th, saying that General Motors Corporation, Foreign Distributors Division, New York, accept full responsibility for sales, service and warranty of Vauxhall products in his territory and that doubtless they would be contacting Capt. Walsh through their distributors. Our correspondent adds that by September 12th they had not contacted him, but the point that puzzles him is why a fault he considers to be one of manufacture should be passed to the foreign distributors in New York. This may be the practical way of dealing with faults in cars sold overseas but, as this letter shows, it does not result in the customer regaining confidence in the product.—ED.]

* * *

THE ROLLS-ROYCE PHANTOM II

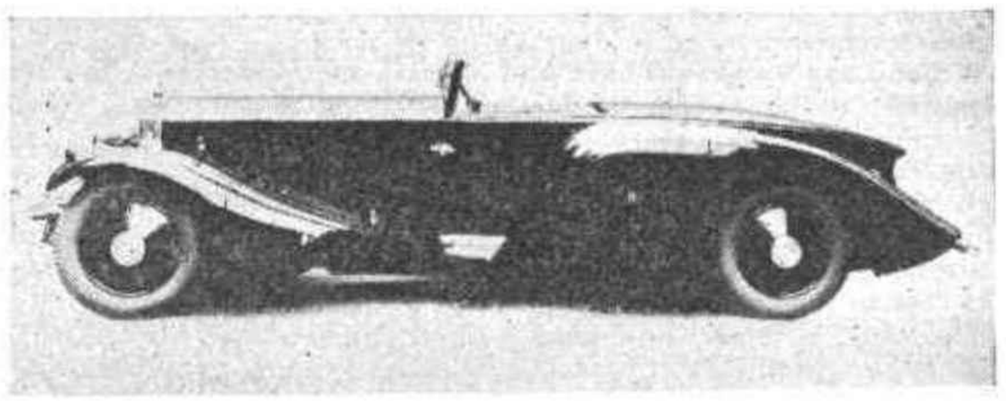
Sir,

The article on Major Lambton's Rolls-Royce Phantom II interested me immensely.

I have a "Continental" Phantom II, 179 XJ, which was first registered 12/5/1930, GJ 11. Like Major Lambton's car, the body was built by Barkers and is most unusual and very up to date even today.

Although not finished with real fish-scales, it certainly has a leaning towards the nautical, for the back is decked and it has port and starboard lights in the door handles.

I have had the car since 1932. It first belonged to a foreign titled man and was taken in part exchange by Messrs. H. R. Owen Ltd., of 17, Berkeley Street, London, W.1, who sold it to me.



Mr. A. Fillingham's Rolls-Royce Phantom II.

I have touched 87 m.p.h. and had quite a bit in hand, so that 94 m.p.h. is quite a possibility given suitable circumstances. It is in wonderful condition and has not yet done 50,000 miles. As a " Fondling," it is a bit on the big side, yet it has always had and still gets lots of " cosseting."

I am, Yours, etc.,
A. FILLINGHAM.

* * *

WAS MOSS AFRAID?

Sir,

I was pleased to see in your September issue letters from readers who thought, as I did, that Denis Jenkinson should be taken to task for the tone of his Monza race report.

It is a truism that actions speak louder than words : your correspondent may beat his U.P.P.I./Moss hobby-horse uphill and down dale for as long as he has a publisher, but as the years go by we continue to see for ourselves demonstration after demonstration of Moss' courage, skill, fortitude, and sportsmanship.

Could it be the success, not of Stirling Moss, but of Stirling Moss *Limited*, which has upset Mr. Jenkinson ?

I am, Yours, etc.,
Gravesend. PETER TWISS.

Sir,

It is with growing irritation that, month by month, I have witnessed in your columns the development of Mr. Jenkinson's " philosophy " of motor racing. The idea that some sort of higher good is achieved by death on the race track is repugnant. It is a characteristically Fascist doctrine parallelled before the war by the Nazi attitude to mountaineering.

Motor racing can never be safe but it is the responsibility of legislators of the Sport to prevent the risks being excessive, as they have recently threatened to become.

To impugn the courage of the men who provide " D. S. J." with copy and MOTOR SPORT indirectly with a fair part of its income is beneath contempt.

Then there is this curious repetitive doctrine of Grand Prix drivers being on a " pedestal." This apparently entitles Mr. Jenkinson to say what risks they are obliged to run. In my view they have no such implied obligation, any more than the American drivers (whom he so lavishly praises) have any obligation to race at Nurburgring.

If Mr. Jenkinson wishes to go to Valhalla in his Porsche well and good, let him get on with it, but would he kindly leave off moralising about the brave men who have provided us with such excellent sport since the war.

I am, Yours, etc.,
Bicester. J. W. MACLURD

* * *

UNDERNOURISHED BRITISH BABIES

Sir,

It is Battle of Britain day as I write this, and how right you are in your editorial comments on the present run of British miniature cars. They are no more than slightly-improved versions of the cyclecars of the early 'twenties.

The British industry has let the Germans and Italians run away with an enormous and growing market for really small cars in just the same way that they allowed the Volkswagen to " go back to Germany " when it might have been used for the benefit of our own industry.

No real effort has been made to learn, or to apply, the lessons of Continental two-stroke design as applied to miniature cars; we see bob-weights on cranks instead of disc-webs, chains, even *open* chains, for primary and secondary drives, and " cooling " (ye Gods ! !) dependent upon the vehicle's movement through the air to maintain heat-exchange.

Long ago we should have had at least one miniature of less than 500 c.c. in large-scale production, to bring in additional foreign currency from exports, and able to be sold here for less than £300 inclusive of the iniquitous purchase tax.

Rightly, you have repeatedly sounded the alarm with your comments on the Volkswagen, and your honest criticisms of the car provided for test by various members of the British industry. More power to your elbow. No-one will be better pleased than I if it ever becomes possible to buy a really good British-made miniature that can take on the Continentals " at level weights " and show *them* the way home, instead of being beaten out of sight by them.

I am, Yours, etc.,
Horsham. PETER COLEBY

ALVIS INSURANCE

Sir,

Lieutenant-Commander Gully refers this month to his difficulties in insuring an Alvis Speed Twenty. For the benefit of other Alvis owners who may have similar difficulties may I mention that among the many services which this Club renders to its members is the provision of insurance cover at very competitive rates and without numerous restrictive clauses. The Club's broker will give full comprehensive cover on all Alvis cars made since 1932.

I am, Yours, etc.,
New Malden. K. R. DAY,
Gen. Sec. Alvis O.C.

Hand-painted cuff-links and brooches featuring veteran cars are available from Pedlita Arts, Shirley House, Lower Station Road, Billingshurst, Sussex.

RUMBLINGS—Continued from page 662

The front suspension is by laminated torsion-bar. Top and bottom suspension links are connected at their outer ends to the stub axle forging by means of ball joints forming both swivel pivots and suspension pivots. Both upper and lower ball joints are sealed against the entry of dust and water and against loss of lubricant. The upper joint is a plain spherical bearing and incorporates controlled friction loading. The lower joint, which forms the thrust bearing carrying the weight of the vehicle, incorporates a ball and anti-friction bearing.

The upper link is pivoted on the chassis unit on rubber-bushed bearings, requiring no lubrication. The axis of the inner bearings of the top link is inclined downwards towards the rear of the car to prevent " nose dive " on braking. The upper link carries a stop to limit the rebound movement of the wheel. The lower link is pivoted on the chassis unit on a rubber-bushed bearing requiring no lubrication, and its inner end is attached to the forward end of a laminated five-leaf square-section torsion-bar. The rear end of the torsion-bar is anchored to the rear cross-member of the chassis unit by an adjustable lever. The lower link also carries mountings for a bump stop, an hydraulic telescopic shock-absorber and an anti-roll bar.

A tubular strut, rubber-mounted to the lower link and to the subframe, transfers fore and aft loads from the lower link to the chassis unit. The links are arranged to place the roll centre of the suspension at a height of 5½ in. above the ground to provide stability and to reduce roll. The rear suspension is by semi-elliptic springs of progressive rate attached by rubber-bushed bearings requiring no maintenance. Rubber bump stops and hydraulic telescopic shock-absorbers are also provided. A roll understeer effect is provided by the inclination of the rear springs.

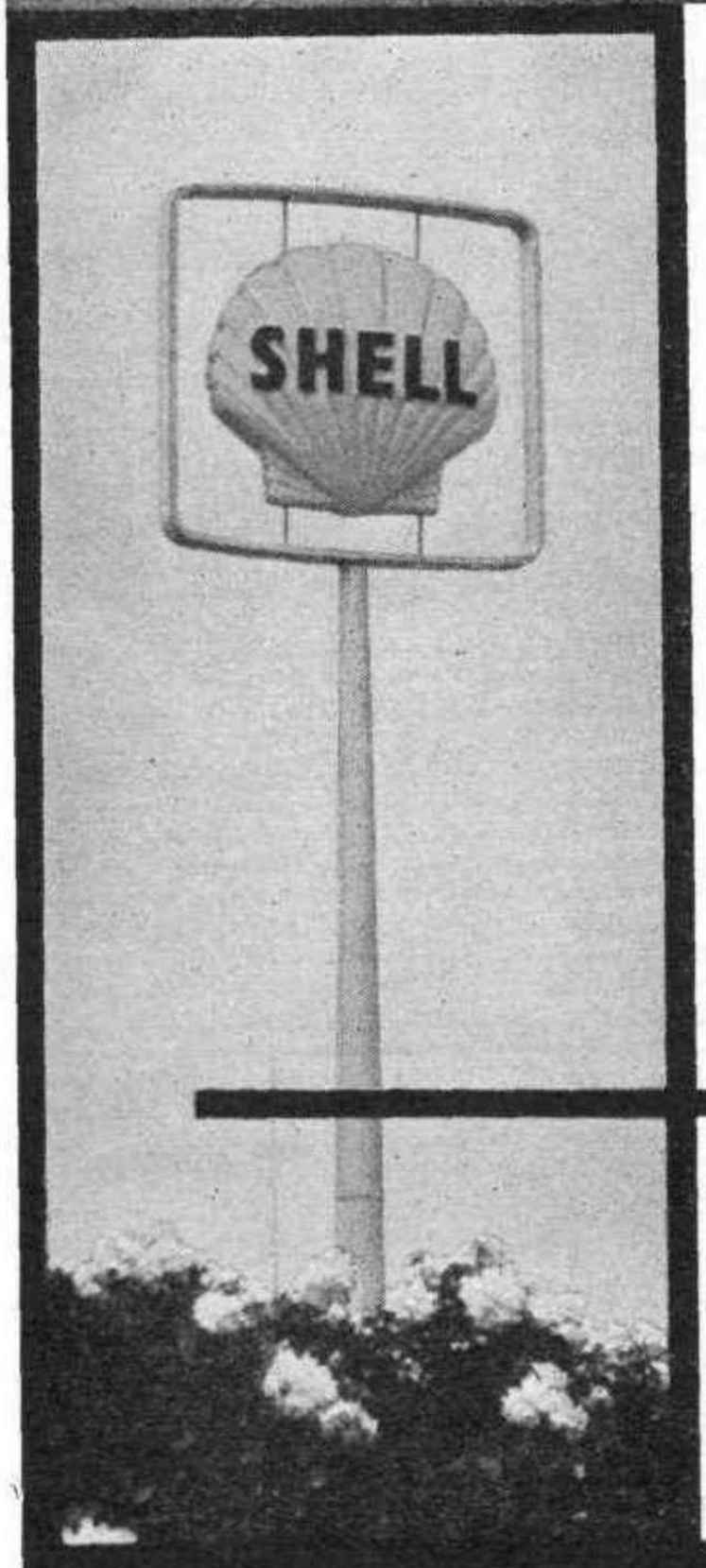
The steering connections are by three-piece track-rod mounted forward of the front axle centre-line. Rover design sealed steering ball joints are provided, requiring no maintenance apart from periodic inspection. A Burman recirculating ball steering box is used.

The brakes are two trailing shoe with power assistance provided by the use of a Girling vacuum servo of the suspended vacuum type. The propeller shaft is in two parts and has a flexible mounting to the floor of the body at the centre. The rear axle is a spiral bevel type; 4.3 to 1 when used with manual gearbox overdrive; 3.9 to 1 when used with automatic transmission or with manual gearbox without overdrive.



The new 3-litre Rover. It is priced at £1,763-17s., or £1,921-7s. with automatic transmission.





High compression...

The MGA Twin Cam (congratulations to the MG Car Company on this brilliant newcomer!) has a compression ratio of 9.91:1. The fact that a car like this can come off the lines in any considerable numbers is largely due to one thing: modern high-octane fuel. For without such fuel its engine would not perform as the designer intended.

Super Shell...

As far back as July 1956, Shell introduced their high-octane petrol—Super Shell. And they have kept their lead. Today, all over Britain, there are more pumps for Super Shell than for any other high-octane fuel.

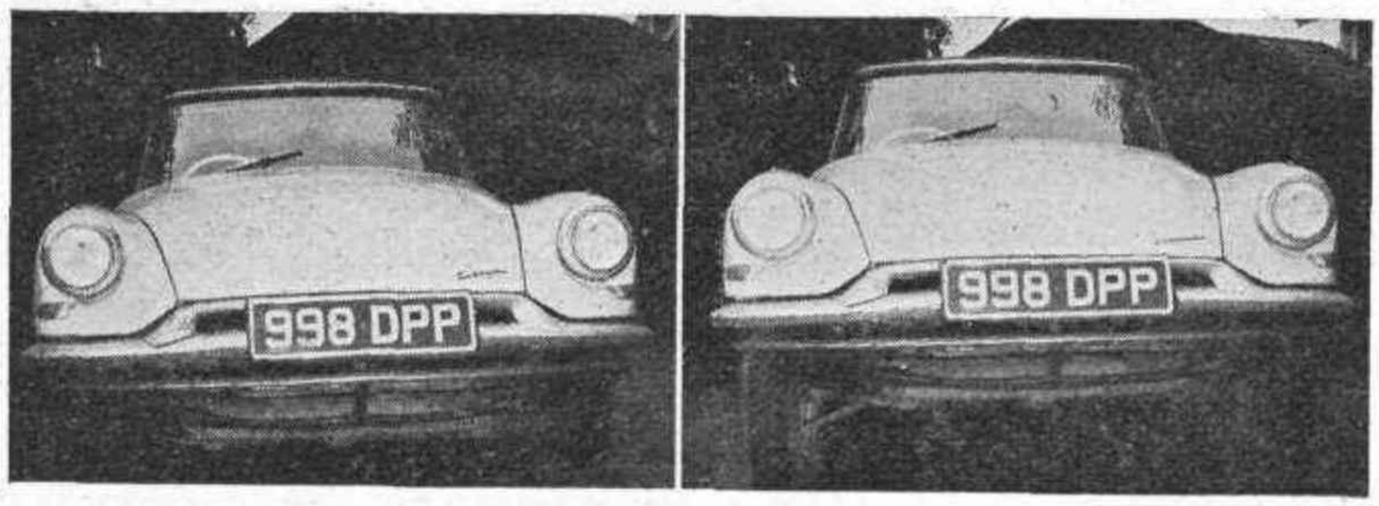
and I.C.A.

What is more, Super Shell is the only high-octane petrol with Ignition Control Additive—and this is important. For today's high compression ratios need not only high octane, *but also I.C.A.'s protection from pre-ignition. And that goes for a lot of cars nowadays: not only for sports models like the MGA, but for plain run-of-the-factory family cars.*

stop for Super Shell and GO

SOME NOTES ON THE CITROEN ID19

A Safe, Comfortable, High-Average-Speed Simplified Version of the Futuristic DS19 Saloon.



ADJUSTABLE GROUND CLEARANCE.—These nocturnal pictures show that the extremely comfortable, self-levelling, Citroen oleo-pneumatic suspension can be adjusted for height, which is useful for negotiating floods, fords, rough roads and kerbs. Prolonged driving in the high stance is not recommended, probably because of the acute angularity of the shafts driving the front wheels.

I SPENT the latter part of the summer driving a Citroën ID19 on what might almost be described as a destruction test, for it is significant that Freddie Ridout, Publicity Manager of Citroën Cars Ltd., leaves the return of his Press cars to the discretion of the journalist, instead of limiting the test to a brief weekend or " take a trip up the road, old boy." There is no more convincing way of proving that Citroën have complete faith in the dependability of their somewhat unorthodox motor cars!

Because of this happy arrangement I am still motoring comfortably in the security of the ID19, which, before penning these words, had covered 1,600 miles.

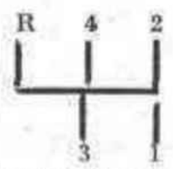
The ID19 is a simplified version of the fascinating DS19, about which a full and analytical report was published in the April 1958 issue of MOTOR SPORT. The self-levelling, variable-ground-clearance oleo-pneumatic all-independent suspension is retained but not the power steering, power clutch, hydraulic gear-change and servo brakes of the more expensive model. Other differences are that the 2-litre four-cylinder engine has a single-choke Solex carburetter in place of a double-choke Weber, different porting and, incidentally, a conventional h.t. ignition system, so that it gives nine h.p. less than the DS19 engine. There is also some simplification of the interior arrangements. The strip lighting is replaced by smaller lamps on the central pillars, the ingenious fresh-air inlets each end of the facia are of a different but even more efficient type, and on the Slough-supplied cars a polished wood centre panel incorporating a big open, lined cubbyhole replaces the plastic dash of the DS19. This polished wood looks somewhat incongruous flanked by the plastic air-vents but has the merit of plenty of cubbyhole space, nor does it get hot as the cubbyhole of the DS19 does, to the detriment of chocolate and similar substances. The " pile carpet " of the DS19 is absent, nor does the boot possess that useful space for storing petrol tins.

Otherwise, the two versions of modern Citroën are similar—front-wheel-drive cars with " a wheel at each corner " and spacious body, into which the occupants step down, the driver sitting upright, rather as in a domestic armchair. There are the same very generous, comfortable leather-upholstered seats, the wide doors with those ingenious catches-cum-locks and effective " keeps," and the same light plastic roof, excellent all-round visibility and sensible soft crash-padding all round the roof rail and along the bottom edge of the facia, backed by swivelling sun-vizors which would fold up easily on impact.

The backs of the separate front seats do not fold flat, but otherwise most of the arrangements are as on the DS19 and our test report on that car covers most aspects of the ID19. For example, there is the same inset speedometer, although rather easier to read, the minor controls are very similar, likewise the under-bonnet layout. The rear-view mirror spoils the view on the near side on the ID19 and the driver sits just too low.

The unusual foot-button brake pedal of the DS19 is replaced on the ID19 by a conventional pedal, but this still operates inboard disc brakes—11.6 in., of Citroën manufacture—at the front. The knob-type hand-brake of the DS19 has been changed for a cranked hand-lever under the scuttle for right-hand operation. It is uncomfortable to operate if the car has to be restrained by it on a hill but perfectly adequate as a parking brake. Moreover, it incorporates a tiny turn-button which locks the brake on, thereby forestalling possible disaster resulting from the initial investigation of the brake by young or otherwise unintelligent children.

The other major difference in control between the ID19 and the DS19 concerns the gear-lever. Because the four-speed box is manually controlled on the simplified model the flick-lever behind the steering wheel is replaced by a left-hand (on r.h.d. cars) steering-column lever. This works in a commendably positive manner and is rigid and pleasant to operate. Unfortunately, it takes a lot of experience of it to move it in the correct sequence sub-consciously, because the positions are " back-to-front," *i.e.*,



The lower ratios are above the higher and the lever is spring-loaded towards the higher ratios. Reverse is safely and extremely easily engaged, beyond top-gear position. Synchromesh could with advantage be applied to bottom gear. The Citroën would be far nicer with a remote control lever but the presence of a steering-column lever is less Citroën's sop to seating space and fashion than the difficulty of providing a floor lever with front-wheel-drive. There is a conventional clutch pedal, operating a commendably smooth, fairly light and foolproof clutch. The engine-box precludes parking the left foot beside the clutch pedal but there is ample space beneath.

Opposite the gear-lever there is that extremely convenient stalk operating the various lamps settings, with a two-note horn-push on its extremity. For details of this and other notable features of the modern Citroëns, such as the high-set back seat, single-spoke safety steering wheel, detachable mudguards, highly-ingenious jacking arrangement and capacious luggage boot, which is automatically illuminated at night and the raised lid of which doesn't obscure the rear window, etc., readers are referred to the aforesaid five-page report on the DS19.

Travel in the Citroën ID19 is a new experience in safe, comfortable transportation at high average speeds. Indeed, while the car seldom seems to be hurrying, its journey times are proof of its average-speed abilities.

The remarkable oleo-pneumatic self-levelling suspension, which is sufficiently sensitive to cause the back of the car to rise as a few gallons of petrol are added to the fuel tank, alone places the Citroën years ahead of contemporary cars. Apart from the fun of owning a car which rises and falls in sympathy with the load it is carrying or has been relieved of, and which sighs contentedly and settles down for the night when returned to its garage, this wonder suspension so irons out bad roads as to materially increase the resistance to fatigue of its occupants. It is not quite foolproof, because the slow reaction to changes of load distribution will not speed up to cope with sudden wheel movement, such as when a hump-back bridge is negotiated fast, but after riding in a Citroën other cars sprung on steel, whether in torsion-bar, coil or leaf form, seem that much less comfortable and desirable.

Far less hissing and sighing emanates from the ID19 than from the DS19, as would be expected from the less-complicated hydraulic system.

This is supple suspension, yet the long wheelbase, wide track and low build of the Citroën kill roll under fast cornering conditions and enable the adhesion of the Michelin " X " tyres to be exploited to the full. The Citroën can be cornered safely, remaining stable, even with the tyres protesting, but in normal very rapid driving only occasional squeals are wrung from these excellent tyres.

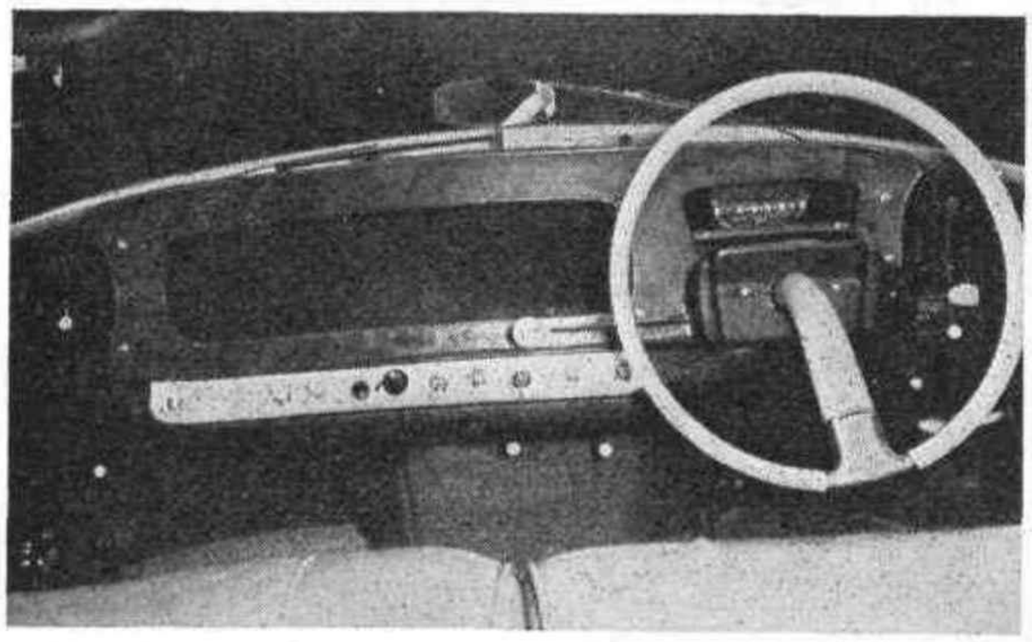
Because it is high-geared the ID19 calls for rather a lot of gear-changing. As I have remarked previously, the modern Citroën is at its best driving fast from south of Paris to the Mediterranean coast; it calls for a good deal of work with the gear-lever to keep it motoring briskly on English roads. The top gear is 3.3 to 1 and thus rather like an overdrive, and the silent 4.77-to-1 third gear is likely to be kept in use for long periods and, indeed, is advisable at speeds below 30 m.p.h.

Another criticism levelled at the ID19 is that it has a noisy, agricultural engine. There *is* considerable mechanical noise of this sort while accelerating but this is not, I think, sufficiently obtrusive when cruising at, say, 70 m.p.h., to trouble the sort of person who will read this report. It has also been said that the ID lacks "steam." It must be remembered, in this context, that this is a roomy fast touring car, capable of reaching well over 85 m.p.h. in top gear and being almost as fast in third gear. That, from a 2-litre engine working comfortably within itself to provide durability over a big mileage, seems adequate.

In fact, the ID19 possesses rather better performance than the DS19. It will reach 50 m.p.h. from rest within 14 seconds, 60 m.p.h. in a matter of 21.2 seconds. The s.s. ¼-mile requires under 22½ seconds. Let us look at other 1½/2-litre family saloons and see how this compares. It is quicker than a Ford Consul, about as brisk as a Ford Zephyr Automatic, considerably faster than a Standard Ensign. So can we say that, if the ID19 is not outstandingly fast against the watch, it is at least no sluggard for a touring car? Actually, it is on long journeys that the car excells, rather than in respect of stop-watch recordings. Its ability to cruise at 80 m.p.h. and more with complete unconcern, open corners and changes of road surface slowing it scarcely at all, and with powerful (but not phenomenal) retardation available for firm pressure on the brake pedal, results in B usually seeming closer to A than in most other cars, *and fatigue at a minimum in driving from one to the other of* these oft-visited places.

The ID19 has a large steering wheel, bound in that splendid sweat-absorbing tape which will doubtless be imitated, to provide increased leverage which fully compensates for lack of power steering. For parking this is exhaustingly heavy steering—but that on the DS19 is so, until the power comes in—but for normal motoring this is light, smooth, shock-free steering, deserving 100 per cent. full marks. The lock is good for a f.w.d. car (turning circle under 33 feet) and the single-spoke wheel requires 3½ turns, lock-to-lock. It is quick, accurate steering, transmitting virtually imperceptible vibration. There is useful, not vicious, castor return-action. But due to the low seat a driver of average height tends to find some of his vision impaired by the top of the wheel rim.

In the considerable mileage covered at high speeds petrol consumption was better than 25 m.p.g. After 1,500 miles a pint of oil had been consumed, and no water was needed. A manual ignition control enables medium-price petrol to be used satisfactorily. As the tank holds 14 gallons the range is at least 350 miles but so unsteady is the fuel gauge that one tends to seek a filling station with three gallons remaining. A pleasing aspect is the manner in which the control buttons are set in the order, r. to l. along the facia, in the logical sequence in which they might be wanted—dash lighting with rheostat control, wipers, indicator-flashers with flick neutralising action, screen-washers, ignition key, ignition advance and retard, starter button, choke and interior lighting—while two very well-located knobs under the facia enable the driver to set demisting and heating to his liking. The ignition key is used for the locks in each front door. If a door has been previously locked externally it remains *locked* when shut from outside, which is useful but confusing. The *interior* locks are exceedingly convenient but the key is difficult to insert in the exterior locks. The four-position suspension



CONTROLS.—This picture shows the inset speedometer, safety steering wheel, useful cubbyhole in the wood facia, flanked by those admirable adjustable fresh-air inlets, and the sensibly-planned minor controls. Note also the l.h. steering-column gear-lever, r.h. lamps stalk and, below the facia, the knobs controlling heating and demisting.

THE CITROEN ID19 SALOON

Engine : Four cylinders, 78 by 100 mm. (1,911 c.c.). Push-rod-operated inclined o.h. valves. 7.5-to-1 compression-ratio. 66 b.h.p. at 4,500 r.p.m.
Gear ratios : First, 13.79 to 1; second, 7.35 to 1; third, 4.77 to 1; top, 3.31 to 1.
Tyres : 16.5 by 4.00 Michelin "X," on bolt-on steel disc wheels.
Weight : Not weighed. Maker's figure : 1 ton 4¾ cwt. (kerb weight).
Steering ratio : 3½ turns, lock-to-lock.
Fuel capacity : 14 gallons. (Range approximately 350 miles.)
Wheelbase : 10 ft. 3 in.
Track : Front, 4 ft. 11 in.; rear, 4 ft. 3¼ in.
Dimensions : 15 ft. 9 in. by 5 ft. 10½ in. by 5 ft. 0 in. (high).
Price : £998 (£1,498 7s. inclusive of purchase tax).
Concessionaires : Citroën Cars Limited, Trading Estate, Slough, Bucks, England.

control lever lives on the near side of the front compartment and isn't quite so obtrusive as on the DS19. I met a deep ford after taking to the lanes near the home of the late socialist rich-man Bernard Shaw and it was nice to be able to elevate the car before taking the plunge.

There is an ashtray well placed for each occupant, but unfortunately the near-side back one fouled the front seat, and its lid rattled. The front window handles need 4½ turns, up-to-down, the back ones four turns. The screen-wiper blades work in opposition; there is an excellent screen-washer. The brakes sometimes squealed under initial application after the car had been standing. The driver's window sealed badly, giving rise to high-pitched whistling even when firmly closed, spoiling the otherwise low wind noise, and the driver's seat cushion had a disconcerting habit of jumping its securing pegs.

The Citroën ID19 is a surprisingly rapid car from place to place and pleasingly "futuristic"; although cars in the future will not be perfect, after experience of the ID19 most touring saloons are already open to criticism as badly sprung, inadequately braked, cramped or uncomfortable. Those who appreciate speed allied to safety and a high degree of comfort should give serious consideration to the modern Citroën, which is finding increasing favour on British and French roads. The ID19 costs £998, or £1,498 7s. after purchase tax has been paid.—W. B.

PRESCOTT HILL-CLIMB (Sept. 14th)

David Boshier-Jones made sure of the R.A.C. British Hill-Climb Championship when he broke the record for the Prescott hill with a climb in 41 sec. dead. Only 0.08 of a second behind was Tony Marsh, driving his 1,100-c.c. Cooper. These were the only two drivers to break 42 sec., next best being the climb of Michael Christie, who went up in 42.25 sec.

The meeting was near to being abandoned when, after little more than an hour, G. D. Pick slid in his Cooper-Bristol and completely demolished the timing hut at the finish. Luckily, after a delay of half an hour, the timing apparatus was repaired and the meeting was able to continue.

Tony Marsh won the Formula I and II class with a climb of 43.03 sec. in his F. II Cooper, from Michael Christie, who was very neat and tidy in his F. II Lotus but had trouble with the gearbox. He eventually recorded 43.75 sec. Miss Pauline Brock was unable to hold off the challenge of R. B. James for the B.O.C. 500-c.c. Championship, although she climbed in 46.46 sec. Reg Phillips retained his hold on the racing-car class for cars exceeding 2½-litres with a characteristic climb in 43.56 sec., and Boshier-Jones won the 1,100-c.c. racing-car class in 41.42 sec.

The Bugatti Handicap was contested by only eight cars and was won by E. J. Sibbald (Type 37A), who climbed in 53.57 sec., with a handicap of 5.25 sec. F. E. Wall in a Type 51 recorded 48.49 sec. from the scratch mark to take second place.

Results :

F.T.D. and New Course Record :	D. Boshier-Jones	41.00 sec.
Second F.T.D. :	A. E. Marsh	41.08 ,,
F.T.D., Sports Cars :	R. Fielding	46.35 ,,
F.T.D. by a Lady Driver (Racing Cars) :	Miss P. Burt	45.32 ,,
F.T.D. by a Lady Driver (Sports Cars) :	Mrs. P. Mayman	49.19 ,,
B.O.C. 500-c.c. Hill-Climb Championship :	R. B. James	45.10 ,,

CLASS WINNERS AT BRIGHTON

(*Report on page* 689.)

Handicap :	Miss Betty Haig (Turner)	36.40 sec.
Sports Cars up to 1,100 c.c. :	T. Shaddick (Elva)	29.12 ,,
Sports Cars up to 1,500 c.c. :	E. Payne (Hume-Lotus)	27.91 ,, *
Sports Cars up to 2,500 c.c. :	Sir C. Edwards (Cooper)	28.92 ,,
Sports Cars Unlimited :	G. Tyrer (Jaguar)	25.11 ,, *
Ladies' Sports Cars :	Miss Sheila Park (Tojeiro)	26.70 ,,
Marque Class :	M. J. L. Brook (Austin-Healey)	31.10 ,,
S/c. Sports Cars up to 2-litres :	D. C. Bishop (M.G.)	33.08 ,,
S/c. Sports Cars Unlimited :	B. M. Russ-Turner (Bentley)	34.60 ,,
B.D.C. Class :	F. Lycett (8-litre)	28.76 ,, *
Racing Cars up to 250 c.c. :	D. C. Haldenby (Scorpion)	41.07 ,,
Racing Cars up to 500 c.c. :	D. Wagner (Cooper)	30.69 ,,
Racing Cars up to 1,100 c.c. :	A. E. Marsh (Cooper)	25.74 ,,
Racing Cars up to 2,000 c.c. :	J. Berry (E.R.A. Special)	24.79 ,,
Vintage Cars :	F. Lycett (Bentley)	28.37 ,,
Ladies' Racing Cars :	Miss Patsy Burt	25.02 ,, *

* *New class record.*

for really fast motoring!

STREAMLINED TREAD!

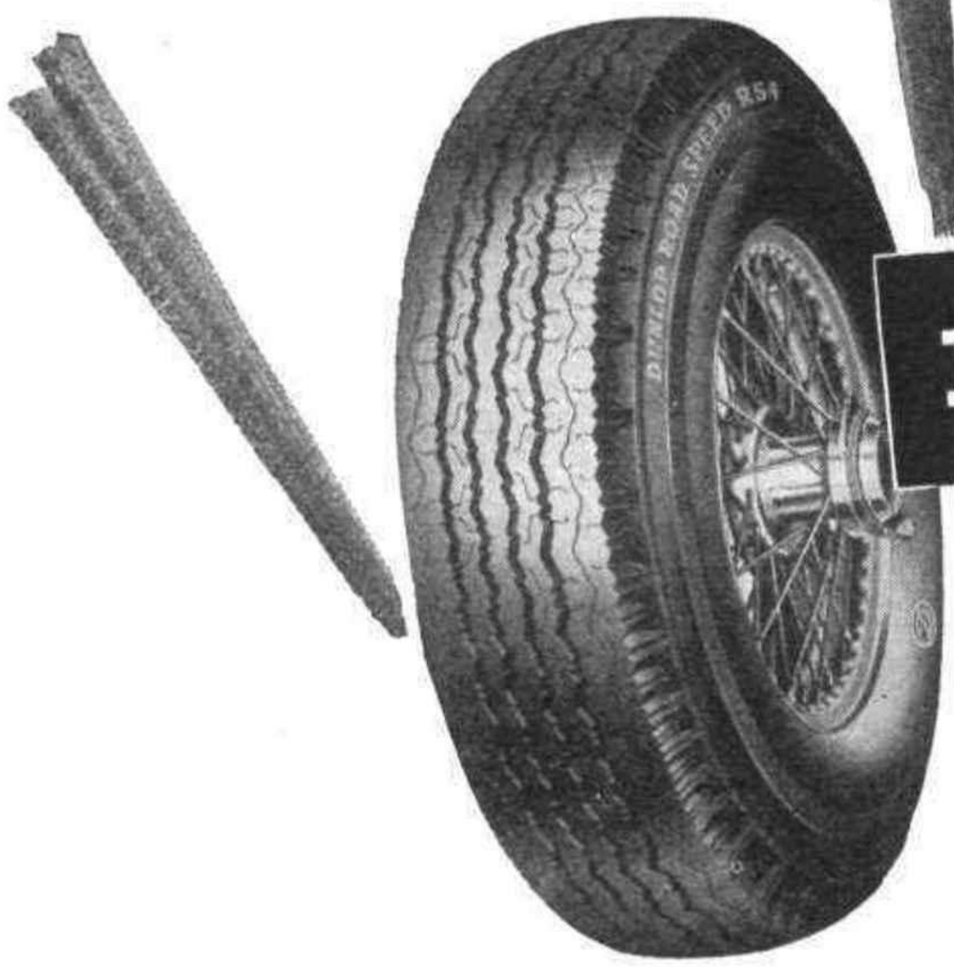
SPECIALLY COMPOUNDED 'COLD' RUBBER!

NYLON CASING!

The new Dunlop Road Speed RS4 combines all the essentials for safety when motoring at sustained speeds of 90 m.p.h. and over:

★ *Increased mileage* ★ *Extraordinary grip—particularly on wet, slippery surfaces* ★ *Strength for resistance to impact and internal heat* ★ *Forward Running Silence* ★ *Resistance to tyre squeal on corners* ★ *Flexibility for comfort*

The new Dunlop Road Speed RS4 tyre has been tested and proved at ultra high speeds on Continental Autoroutes by some of Britain's fastest cars.



The NEW

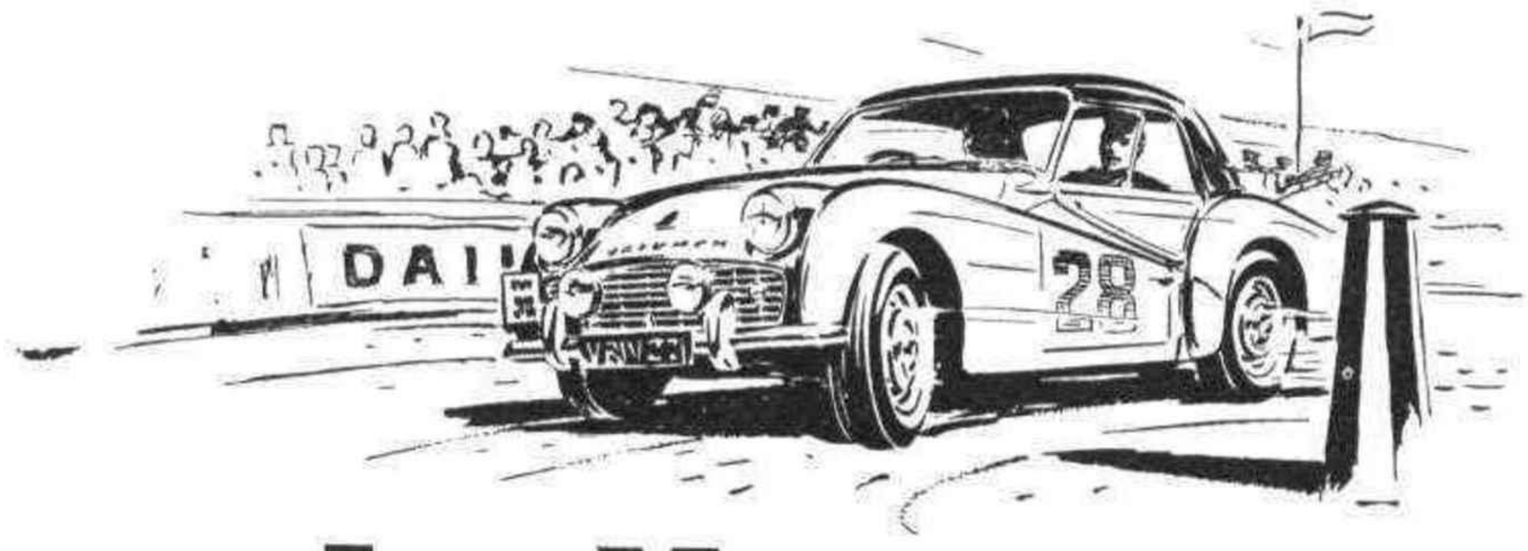
DUNLOP

'ROAD SPEED' RS4

Built for Speed—and Safety

RH/116

Still



unchallenged

The Triumph T.R.3 has gained more international awards than any other car in its class. The reason? Built into it is an unmatched engineering skill derived from over half a century's manufacturing experience . . . plus this remarkable combination of features: a power-packed 2-litre engine that gives an over 100 m.p.h. on the open road, yet is perfectly docile in crowded streets. **Disc brakes** provide extra safety and a 26/32 m.p.g. fuel consumption keeps running costs down to a minimum. No other sports car can offer such outstanding value for money.



Keep ahead in a TRIUMPH T.R.3

Backed by a 12 months guarantee and the world wide Stanpart spares service. Price: **£699** Plus P.T. £350.17.0

Write for your complimentary copy of the Standard Special to Dept.

Triumph Motor Company (1945) Limited Coventry. (*A wholly owned subsidiary of The Standard Motor Company Limited.*)

London Showrooms: 15-17 Berkeley Sq., W.1 Gro. 8181



Unbeatable!

GOLDEN

ESSO EXTRA

Finest Petrol in the World

23rd R.A.C. TOURIST TROPHY RACE

GOODWOOD 13-9-58

1,100 c.c. CLASS

1st

PETER ASHDOWN and **GEORGE JONES**

LOTUS-CLIMAX

2nd

KEITH GREENE and **MICHAEL TAYLOR**

LOTUS-CLIMAX

(Subject to official confirmation

Also using ESSO EXTRA MOTOR OIL exactly the same superb mineral oil you can buy from your local Esso Dealer.

ASTON MARTIN 1, 2, 3 IN T.T.

Porsche Triumphant in 1,101-2,000-c.c. Category. Team Lotus Win Up-to-1,100-c.c. Class. Moss sets Sports Car Lap Record to 93.3 m.p.h.

SOME of the interest vanished from this year's R.A.C. Four-Hour T.T. race, held at Goodwood by the B.A.R.C. under the sponsorship of the *News of the World*, when Ferrari withdrew his entry and, because they then lacked transport facilities, Equipe Nationale Belge couldn't bring their 3-litre Ferrari. In addition, Ecurie Ecosse withdrew one entry, leaving only their D-type Jaguar, the Equipe Nationale Belge's Lister-Jaguar was withdrawn following mechanical maladies and the little Osca was crashed on test in Italy, while to this list of absentees was added Tavano's 2-litre Ferrari, of which nothing had been heard. Consequently, although the weather on September 13th was perfect, with hot sun, the attendance wasn't impressive—one heard it estimated at 20,000.

During practice the main anxiety was how long tyres would last, while drivers found some of the resurfaced sections of the course on the slippery side. On lap times the team of three DBR1/300 Aston Martins could dispose of the lone Lister and Jaguar opposition and interest centred on whether the smaller cars would be able to beat them on pit-stops, the race being on a scratch basis. On the Friday, in hot sunshine, it was thought that the smallest cars might go through without a tyre change, whereas the " middle class " would stop at least once, maybe twice, and the Aston Martins were expected to come in for fresh Avons three or, perhaps, four times.

Before the start Aston Martin changed their driver combinations to Moss/Brooks, Shelby/Lewis-Evans, Salvadori/Brabham. Moss had already unofficially broken his old sports-car lap record, doing 1 min. 32 sec. against 1 min. 33.4 sec. Salvadori had been but 0.2 sec. slower. Hill's 2-litre Lotus-Climax did 1 min. 34.4 sec., beating the works 550A/1500RS Porsches, and fastest 1,100 was Stacey's Team Lotus, in 1 min. 37.6 sec.

* * *

On the Saturday morning the cars began to fill the Goodwood car parks and visiting aircraft to alight on the air-strip. In the Paddock previous T.T. cars were on view—Sir F. Samuelson's 1914 Sunbeam, Rootes' 1922 straight-eight Sunbeam, Powell's ex-Caracciola Mercedes-Benz and Sargent's C-type Jaguar. The 1908 Hutton went one better, Mr. Watson, who drove it to victory in the " Four-Inch " T.T. (50.25 m.p.h.), doing a fine demonstration lap, the back-wheel judder when it tried to stop being startling to behold. Also on show was the Napier-powered Golden Arrow, which lifted the Land Speed Record to over 231 m.p.h. in 1929—it was disappointing to discover that its present owners, C. C. Wakefield & Co. Ltd., cannot spell correctly the name of the driver on that occasion, the late Sir Henry Segrave. The *News of the World* had its own drinking enclosure, in recognition of having presented a fine trophy and over £1,550 in prize money.

* * *

As the drivers sprinted to a Le Mans start Moss got away first and they returned past the pits in the order, Moss, Shelby, Salvadori, chased by Bueb's Lister-Jaguar. " Dunlop Mac " was installed by the *chicane* with a field telephone in anticipation of tyre problems—in fact, these didn't materialise, two changes, of seven Avons and six or eight Dunlops, sufficing for the faster cars, one change, sometimes of one wheel only, on the other cars.

This made the race a foregone conclusion for the Aston Martin team, whose only opposition came from the Bueb/Halford Lister, and when, on lap 10, this car was involved in a shunt, interest waned. Moss had already set the sports-car lap record to 91.14, then to 91.33 m.p.h., and the three green Astons were comfortably out in front, building up time against future pit-stops. Salvadori came in for inspection after 12 laps, his car bearing signs of a shunt, and, although its back tyres were well worn, they were not changed. Jean Behra, savagely pushed out at the *chicane* on one lap by Salvadori, was fourth in the Porsche, which was going extremely well and showing the British public how much horse-power it was possible to air-cool satisfactorily on this hot afternoon.

Poor Shale, having got no farther than Lavant Corner on lap one with a broken differential on the Trimble Lotus, set about fitting a new one before 6 p.m. came. Gammon was early in tyre trouble with Broadley's unlucky Lola, but this was due to a split-pin puncture, and lost them 9 min.

By 3 p.m., with a quarter of the race over, Moss led his teammates, at 90.52 m.p.h., Bueb, now in the other Lister, was fourth, a lap behind, followed by Behra's Porsche, a lap ahead of Masten Gregory's Jaguar. Allison had the Team Lotus between the Porsches in the 2-litre class and Stacey's Team Lotus led Mackenzie-Low's Elva in the 1,100-c.c. category.

By now the race was taking toll of various Lotus, and Raby had been removed in the ambulance after his Elva-Climax had seized-up on Lavant straight, hitting the bank and overturning. Behra continued to drive the Porsche really fast and came in to ask if his rear tyres were worn out. He was sent on for four more laps, before they were changed. Duncan Hamilton, taking over from Blond, began to throw his Jaguar about, to his satisfaction if not Dunlop's, and moved into fourth place ahead of Behra. Moss had lapped at 93.3 m.p.h., the new sports-car lap record, Behra at 90.76 m.p.h. When Hill handed the works Lotus Fifteen to Allison time was lost because the engine wouldn't start, and eventually the car retired.

Came the first Aston Martin pit-stop, all four Avons being changed and fuel put in, in 1 min. 19 sec., Brooks taking over. The other Astons soon made similar stops, Lewis-Evans swapping with Shelby after 1 min. 5 sec.

At half-distance the leading Aston Martin had averaged 88.9 m.p.h. and the remarkable 1,100-c.c. Lotus of Stacey/Hall was fifth, a lap behind Behra. Listers unlucky day was complete when Halford's broke a wishbone, fortunately just after the *chicane*, the car coming to rest on the grass with the off-side front wheel leaning out at the top Previously the leading Aston Martin was a lap ahead of the others but the pit-stop put all the team on the same lap, and at 4.30 p.m., with the leading Porsche two laps behind, the result was a foregone conclusion, tyre stops notwithstanding. The twin-cam M.G.-A motored steadily round, but its drivers must have tired of waving others by. The A.C.-Bristol, from being third in its class, began to lose water and was passed by the M.G. Shale gamely started his race after fitting a new differential unit.

After Behra had driven for nearly three hours the Porsche was refuelled, its back (bolt-on) wheels changed, and Barth took over. The Aston Martins now made their second pit-stops, for rear and near-side front wheels and fuel. The A.C. lost another 9 min. with a broken water hose.

At 5 p.m. the leading Aston had covered 110 laps, at 88.29 m.p.h., the second Aston was on the same lap, the Salvadori car a lap down, the Porsche safely fourth, three laps behind Brooks. Before the finish all three Astons were on the same lap, finishing the race virtually line-abreast, to the embarrassment of Barth, who was about to pass, in the order Moss/Brooks, Salvadori/Brabham, Shelby/Lewis-Evans. The only interest remaining was whether Gregory's Ecurie Ecosse Jaguar could beat Blond's Jaguar, which eventually it did.

As this dull T.T. drew to a close, Aston Martin having put up a high-speed demonstration rather than having won a race, the A.C. went out to finish, and Lola came over the line on the starter-motor. Alas, the fine run of Stacey's Lotus ended when a back main bearing failed but Team Lotus won the small class with their Ashdown/Jones car, ahead of the Lotus shared by the MOTOR SPORT Brooklands Memorial Trophy duellists, Greene and Taylor. Beaumont's Porsche suffered from a broken carburetter mounting towards the end and circulated erratically, bonnet top open. However, although nine laps behind the Behra/Barth car, it was eight laps ahead of the reliable but staid twin-cam M.G., a car hardly suited to an Appendix C T.T.—W. B.

(*T.T. results are on page* 672.)

* * *

T.T. TERMINANTS

It was indeed fortunate that Porsche sent two cars to Goodwood, otherwise the 23rd R.A.C. T.T. would have had an all-British field. Proper Continental support is essential if next year's T.T. is to be a success. As it was, the faster Porsche put in a lap at 90.76 m.p.h., compared to the winning Aston Martin's record lap of 93.3 m.p.h.

As in 1928, so in 1958, the T.T. was won on Avon tyres.

Scoreboards were conspicuous by their absence and although the programme had a chart for placings down to six places, every half-hour, we believe that at no time did the p.a. give the first six places.

Apparently it was a penalty of having newspaper sponsorship that a souvenir edition of the *Evening Standard* was on sale at Goodwood with the front-page headline reading: THE " KILLER " RACE WILL BE SAFER TODAY, by ROBERT WALLING.

BOOK REVIEWS

" Men and Machines," by C. H. Wilson and W. J. Reader. 187 pp. 10 in. by 6¼ in. (*Weiderfield and Nicholson, 7, Cork Street, London, W.1. 35s.*)

This nicely-produced book tells the story of D. Napier and Son and thereby constitutes a valuable addition to the histories of motor-car manufacturers which have appeared in various forms since the war, and before.

In this book the joint authors tell of the early days of Napier printing and weighing machinery manufacture. The later part of the book covers the car and aero-engine productions of the company and, while few fresh technical revelations appear, there are a few valuable additions to knowledge, notably production figures for Napier cars, the relationship between S. F. Edge and the Napier Company and the way in which the famous Napier " Lion " aeroplane engine constituted the company's mainstay for several years, the 1,000-h.p. " Cub " proving by no means successful and the company nearly leaving experimental work on air-cooled engines too late.

It is significant how even such a well-established concern as Napier found it difficult to decide on the type of engine which should follow the successful " Lion," an engine which found favour in Land Speed Record cars and racing boats as well as in the air.

" Men and Machines," while hardly a technical history of Napier, puts this famous concern into very clear perspective. The book is well illustrated and has worthwhile appendices listing land and water records established with the aid of Napier engines.—W. B.

" Lotus," by Ian Smith. 144 pp. 10 in. by 7¾ in. (*Motor Racing Publications, Ltd., 62, Doughty Street, London, W.C.1. 21s.*)

This is one of the more worthwhile amongst recent books about motoring and motor cars, for the simple reason that Ian Smith puts plenty of " meat " into it and, while not including every possible detail by way of " padding, " does make this not only an absorbing but a complete account of the first ten years of the Lotus.

Here is the story of Colin Chapman's phenomenal rise to fame, from humble beginning with Austin Seven Specials to the production of many marks of Lotus, each one exceedingly successful, to the end of the year 1957. Plenty of technical data is included, so that this book, and its generous supply of interesting illustrations, will remain the standard work of reference relating to Chapman's scientific and rapid motor cars.

More than that, Ian Smith, himself a Lotus owner, tells a tale which the enthusiast will be reluctant to put down. From many small but significant incidents in this story it is possible to appreciate fully the real genius of Colin Chapman after he had turned his back on motor trading from the pavements of Warren Street and really got going on sports-car design. This book is concerned with Lotus cars and Chapman's part in B.R.M. and Vanwall improvements is but briefly touched upon. Yet, in the Lotus endeavours alone, you see sheer brilliance, strategy and a very great deal of sheer slogging hard work which have culminated in the Lotus story being one of the great one-man success stories of the present age—allowing some of the credit to go to a hard-working Miss Hazel Williams, now Mrs. Chapman, in the early days.

For example, who but Colin could have obtained a 4.55-to-1 Austin back axle by the ingenious means described on page 13, or thought up items like folding front wings (to clear obstacles) that were a feature of Mike Lawson's Lotus Mk. 4 trials car. There was also the clever alteration of an Austin Seven block to four-port induction, which puzzled so many competitors in 750 Formula racing in 1951 and which Colin asked us to keep secret when we called to inspect his Lotus Mk. 3 at the time !

Again, wasn't it sheer genius that when Colin wanted to power the Lotus Mk. 6 with a Ford Consul engine which the Ford Motor Company wouldn't supply he bought a part from one dealer here, another part from another dealer there, until all the parts necessary to assemble a complete Consul engine had been acquired—thereby stealing a march on Sydney Allard, who also wanted a Consul engine for a " special," but had to go without although he is a Ford Main Agent !

There is the splendid story of Hazel going faster than Colin at Tarrant Rushton because she kept her foot down, as instructed, all the way up the course, which Colin found subsequently it was imprudent to do. And of Colin presenting a car which had no engine under its bonnet to the scrutineers at Le Mans !

This book is full of pleasing anecdotes like these, which punctuate technical development matter and descriptions of the Lotus models from Mark 1 to the Eleven and Elite. Indeed, if any criticism is justified it is that more details could well have been included of some of Chapman's greater epics, such as the Friday night to Monday morning excursion to race a Mark 8 in the Eifelrennen at Nurburgring or his races at Brands Hatch and Crystal Palace *on the same afternoon, in the same Lotus* !

The closing chapters are devoted to Ian Smith's personal experience with a Mark 6—called " Manana," Spanish for " everything happens tomorrow," like the supply of some parts for Ian's car !—over 6,000 miles and 16 competitions and his drive from Land's End to John o' Groats in a Lotus Eleven, with Tim Martin, at 51.06 m.p.h. and 38.52 m.p.g.

Altogether this is a splendid book about an almost unbelievable individual and his—literally tremendous—achievements. Recently Chapman has been rather less successful, with the Elite not yet in production, the Lotus Fifteen unreliable in races and the latest single-seater not yet a race-winning proposition. Critics believe he has " bitten off more than he can chew." Be that as it may, the first ten years of Lotus were glorious ones and by reading Ian Smith's timely book Chapman's achievements can be appreciated and much entertaining reading enjoyed. I rate this as an interesting, if not exactly ethical, motor-racing book.—W. B.

" Speed and a Microphone," by Robin Richards. 217 pp. 8½ in. by 5 11/16 in. (*William Kimber and Co. Ltd., 46, Wilton Place, London, S.W.1. 21s.*)

This book, by the well-known B.B.C. motor-race commentator, does two jobs well, it introduces the " man-in-the-street," whoever he may be, to motoring sport, so that he is likely to become a " man-in-the-grandstand," and it gives us an interesting insight into the technique and problems of sound and T.V. motor-race broadcasting. Richards recalls some of the events in which he has performed as a competitor, driving H.R.G., Allard, Standard Vanguard, Healey, etc., and includes plenty of anecdotes relating to well-known personalities. He deals with driving and design, circuits and organisation, rally routes and schedules, apart from microphones. He leaves very little out, in fact.

A good introduction to the game and easy to read. I take a good view of " Speed and a Microphone." It concludes with a somewhat feeble " Glossary of Terms."—W. B.

SUNBEAM S.T.D. REGISTER SURREY/KENT NAVIGATIONAL RALLY (Sept. 14th)

This event, amongst the competitors in which were two twin-cam 3-litre Sunbeams, was won by R. C. Carter (1932 Sunbeam Twenty saloon). The runner-up was D. Shaw (1931 Sunbeam Sixteen saloon). The next fixture is the annual rally, Concours d'Elegance and tests at the R.M.A., Sandhurst, Surrey, on October 26th. Entries close on October 20th—forms from Mrs. Winifred Boddy, Carmel, Wood Lane, Fleet, Hampshire (Fleet 831).

T. T. RESULTS (*Report on page 671*)

Results :

1st : Moss/Brooks (Aston Martin), 148 laps, 4 hr. 1 min. 17.0 sec.—88.33 m.p.h.
2nd : Salvadori/Brabham (Aston Martin) ... 148 laps, 4 hr. 1 min. 17.4 sec.
3rd : Shelby/Lewis-Evans (Aston Martin) ... 148 laps, 4 hr. 1 min. 17.8 sec.
4th : Behra/Barth (Porsche) ... ... 144 laps
5th : Gregory/Ireland (Jaguar " D ") ... ... 143 laps
6th : Hamilton/Blond (Jaguar " D ") ... ... 142 laps

Record sports-car lap : S. Moss (Aston Martin), 1 min. 32.6 sec.—93.30 m.p.h.

Class Positions :

2,000-3,000 c.c. :
1st : Moss/Brooks (Aston Martin) ... .. 148 laps ... 88.33 m.p.h.
2nd : Salvadori/Brabham (Aston Martin) ... 148 laps
3rd : Shelby/Lewis-Evans (Aston Martin) ... 148 laps

1,100-2,000 c.c. :
1st : Behra/Barth (Porsche) ... ... 144 laps .. 85.93 m.p.h.
2nd : de Beaufort/Heins (Porsche) ... ... 135 laps
3rd : Bridger/Foster (M.G. Twin-Cam) ... ... 127 laps

Up to 1,100 c.c. :
1st : Ashdown/Jones (Lotus-Climax) ... ... 138 laps ... 82.78 m.p.h.
2nd : Greene/Taylor (Lotus-Climax) ... ... 134 laps
3rd : Taylor/Green (Lotus-Climax) ... ... 131 laps

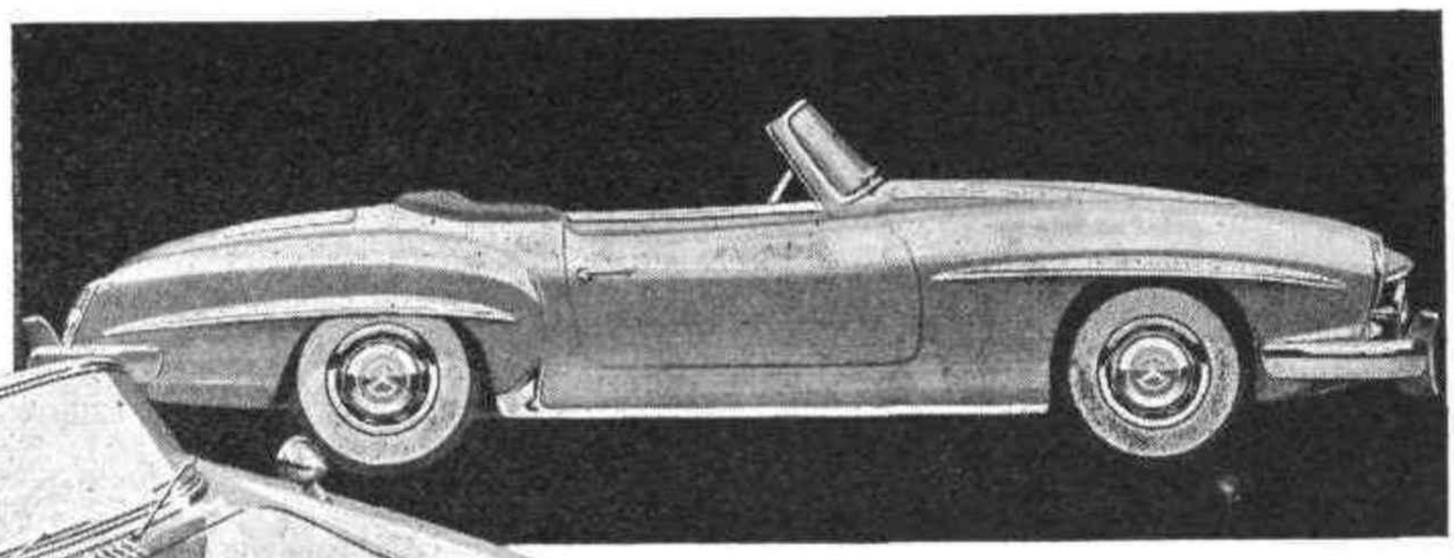
For experienced drivers . . .

These two superb sports cars are not for those who seek a runabout. They are thoroughbreds, both of them — built for people who love speed and power and appreciate the highest standards of comfort and safety.

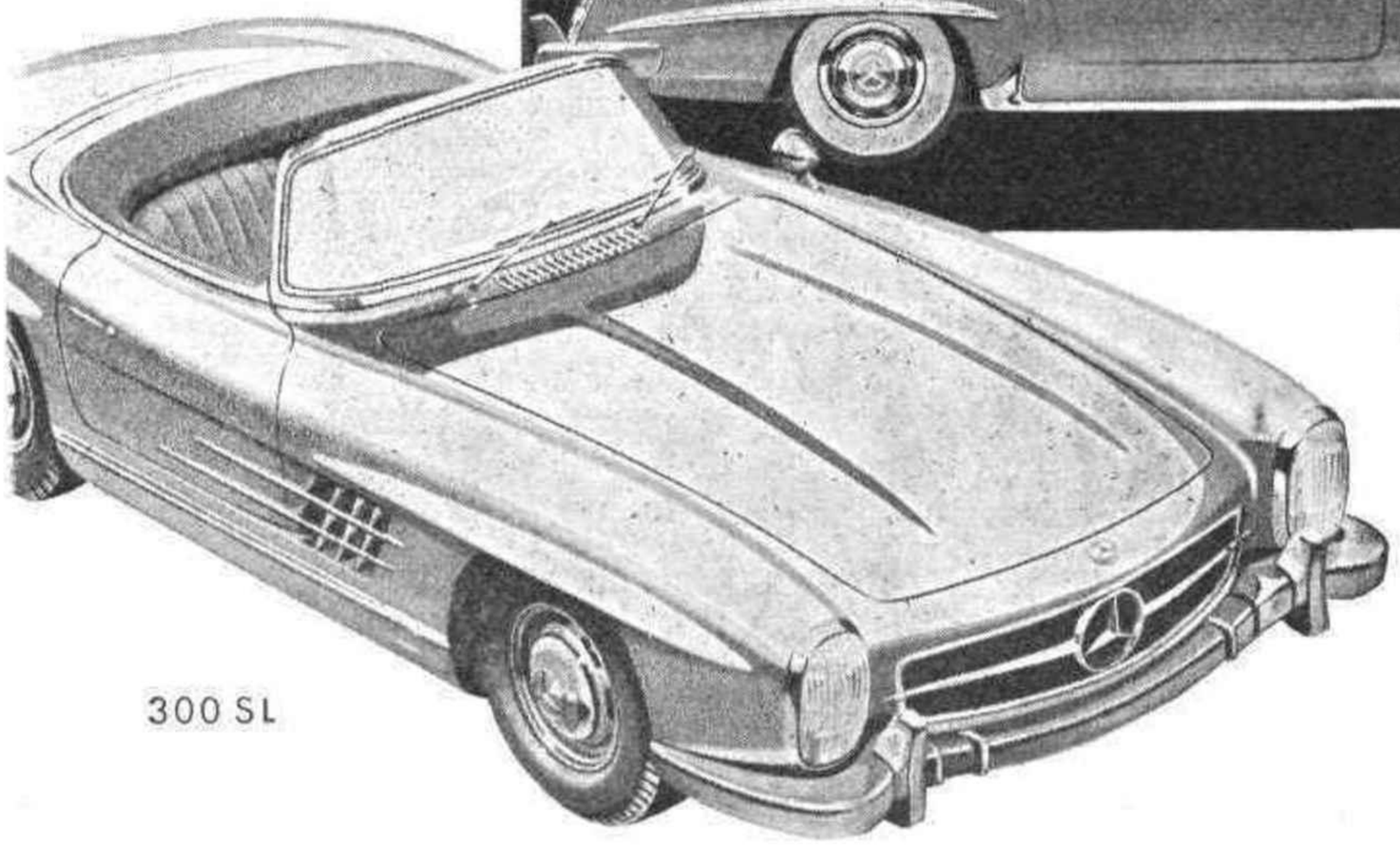
Sit behind the wheel of the 190SL and feel the surge of the 120 b. h. p. engine as the speedometer needle flicks over the 100 m. p. h. mark. Power and safety. speed and comfort go hand-in-hand in this sleek. lively sports car.

The 300SL roadster is one of the world's finest sports cars. It is capable of very high speed and its 6-cylinder, 250 b.h.p. fuel-injection engine, its advanced braking steering and suspension. make it an outstanding car.

Send for free. illustrated literature and name of nearest dealer.



190 SL



300 SL

STAND NO.
121
AT THE
MOTOR SHOW

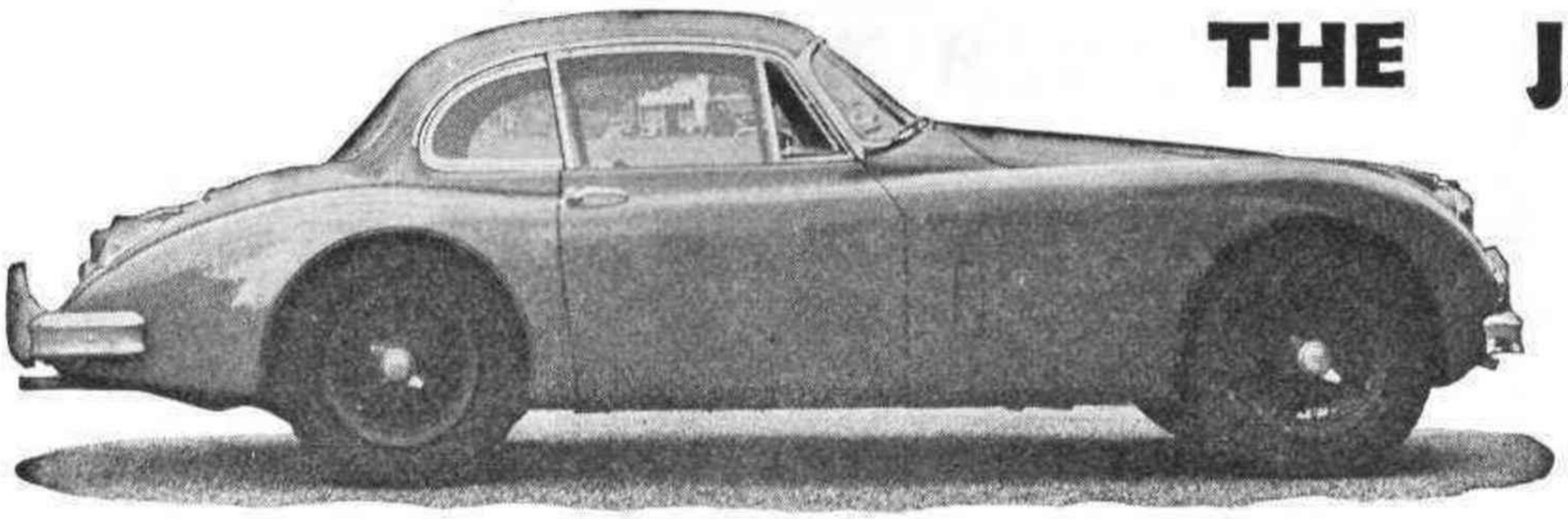
MERCEDES-BENZ

The world's oldest Automobile Manufacturers

MERCEDES-BENZ (Great Britain) LTD.

West End Showrooms : 10 Albemarle Street, W.1. Tel: HYDe Park 3351

Head Office, Service and Spares Department : Great West Road, Brentford, Middlesex. Tel : EALing 3070



THE JAGUAR XK150

Road-Test Impressions of a Really Fast, Luxuriously-Appointed Coventry-Built Coupe

THE excellence of the Jaguar is now proverbial and it was a pleasure to drive again behind the famous twin o.h.c. six-cylinder engine, which has won so many sports-car races for the Coventry manufacturer, while road-testing the latest XK150 coupé.

There is no question but that the Jaguar provides very real high-speed performance, not only in respect of a maximum speed exceeding 125 m.p.h. but because roadholding, steering and braking are in keeping, Clubroom accounts of creditable journey times being no excuse for exaggeration where the driver of an XK150 is concerned.

For an outlay of under £1,800 the purchaser of this latest addition to the twin-cam Jaguar family buys more safe speed and convenience than it is possible to obtain elsewhere. It can almost be said that the engine makes the car and the smooth flow of power from beneath the Jaguar bonnet is one of William Heynes' greater achievements. Here is a power unit of 3½-litres capacity, happy to burn normal pump fuels, which delivers its 210 b.h.p. completely unobtrusively and which runs safely to beyond 5,500 r.p.m. in spite of its size. Indeed, the "red" on the XK150 tachometer is between the 5,500/6,000-r.p.m. markings, yet this high-speed racing-type power unit is quite docile and will pull away from under 20 m.p.h. in top gear. The car tested had overdrive on the highest ratio, controlled by a flick-switch on the extreme right of the instrument board, and in overdrive, even at 120 m.p.h., engine speed is a mere 4,764 r.p.m., while 5,500 r.p.m. in normal top gear represents almost 110 m.p.h.

The Jaguar power unit is thus working at all times well within itself. Apart from this application of lazy power there is the continuous surge of acceleration carried high up the speed range. For example, to reach 60 m.p.h. from rest occupies 8½ seconds and 90 m.p.h. is attained from a standstill in under 20 seconds. The "century" is achieved in 25.2 seconds, while speed can be increased from 70 to 90 m.p.h. in a mere 7½ seconds, using third gear, or the XK150 may be accelerated from 80 to 100 m.p.h. in just over 10 seconds, in normal top gear. Such performance, allied to maxima in the gears of 18, 46, 69 and 115 m.p.h., with a genuine 125 m.p.h. available in overdrive top, which steps up the normal 4.09-to-1 ratio to 3.18 to 1, given a clear run, puts the Jaguar amongst the very fastest cars in the land.

A speed of over 100 m.p.h. and super-sports acceleration is not pleasurable under prevailing traffic conditions unless matched by adequate roadholding, braking and general controllability. The Jaguar is more than adequate in these respects.

The steering, very heavy for parking, lightens up at speed, although it is never really light steering, considerable castor-action, which spins the wheel through the fingers after a corner, having to be overcome. But this is accurate, if somewhat spongy, steering, asking 2¾ turns, lock-to-lock, the turning circle being small (33 feet). But it is steering which transmits some kick-back; the four-spoke wheel, with horn-button in the centre, has an instantly-adjustable column, and is set near to the vertical.

The suspension gives a rather dead ride but effectively kills road shock, yet is firm enough not to promote excessive roll when cornering fast. However, there is a sense of vintage-style flexibility about the chassis and although normally not noticeable, over really rough or ripply surfaces the back axle makes its presence felt, reminder that the action of the rear wheels is not independent. This may be because ½-elliptic springs are employed at the back, not the ¼-elliptic springs and ingenious linkage found on the 2.4 and 3.4-litre Jaguar saloons. The hypercritical may perhaps feel that the Jaguar chassis is not so advanced as the splendid power unit.

In general, however, the XK150 handles splendidly, especially in the hands of big-boned, bowler-hatted Britishers. The Dunlop RS4 Road Speed tyres do not protest audibly under rapid cornering, and the car feels safe up to its very high maximum speed. The brakes, in particular, are one of the outstanding features of this outstanding car. They are 12-in. Dunlop disc brakes applied with the aid of a Lockheed vacuum-servo. They really are superb, not only on account of their powerful retardation and complete absence of fade but because they are in no way fierce, stopping the car effectively without the driver having to be sensitive in order not to lock the wheels. There is scarcely any lag in the servo action, although, of course, if the engine stops heavy pedal pressure becomes the *modus operandi*. These Dunlop brakes are so unobtrusive that they might be mistaken for very good drum brakes—until the user gets back into a drum-braked vehicle, when he immediately awards the Jaguar very full marks! Under light pressure the brakes, however, emitted a horrid squeal. The fly-off hand-brake, on the passenger's side of the tunnel, is rather heavy to use but absolutely effective.

Adding to the joy of these excellent control factors is a short, rigid remote-control gear-lever mounted at an unusual but very convenient angle on the transmission tunnel. It is the sort of gear-change the driver operates as rapidly as his hand can move, so it is all the more unfortunate that the synchromesh just cannot compete and a nasty jar intrudes.

Indeed, in matters of detail the Jaguar disappoints, because there are items which seem to lack the touch of experienced drivers in the planning of this fast coupé. The seats, for example, are deep and



SHAPELY COUPE.—The view of the Jaguar XK150 seen so often by drivers of other cars. A medallion on the boot lid proudly lists the Le Mans victories achieved by Jaguar cars.

luxuriously upholstered but the driver would appreciate more support from cushion and squab, and on the test car the seat was insecure in its slides. The pedals are biased to the right, so that the driving position is not entirely natural, while so low is the seat that a driver of average height can only just see both front wings.

The steering-wheel rim is conveniently thin but not sweat-proof. Below it on the right extends a stalk for operating the self-cancelling direction flashers; this might be placed slightly higher up the column, a shade nearer the wheel.

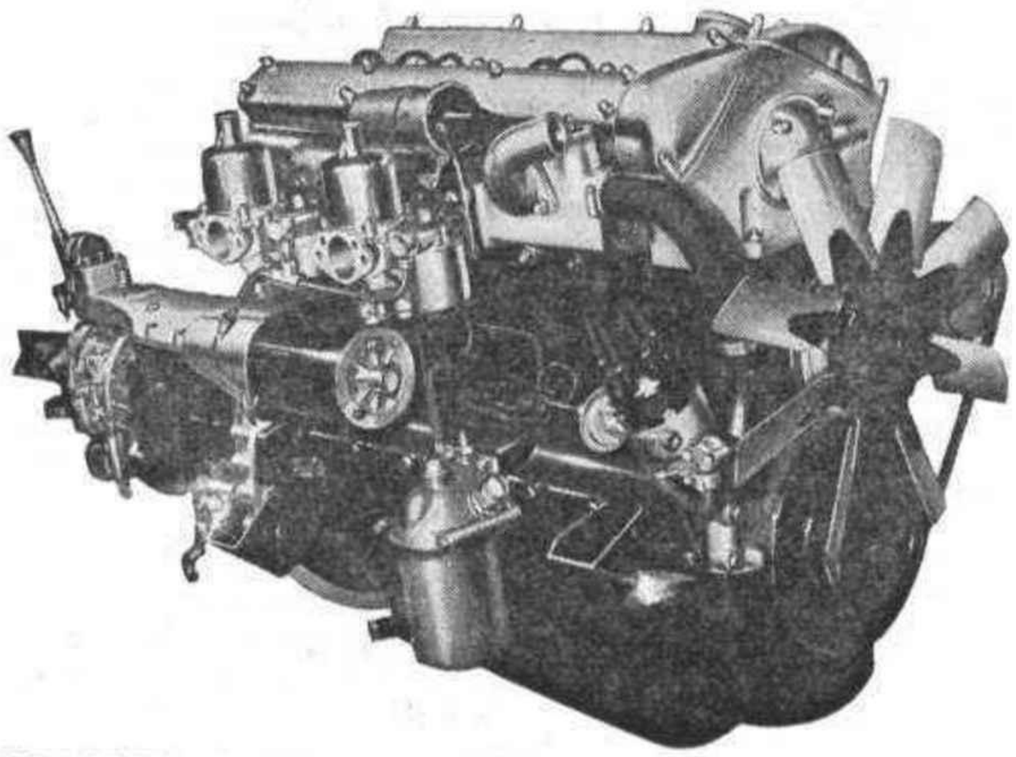
The doors tend to bounce open unless slammed and, open, foul high kerbs. Curiously, they lack "keeps." The luggage boot is roomy if shallow and there is access to it from within the car, although small objects stowed thus soon slide inaccessibly to the back of the boot. The boot lid locks and has a self-propping strut, but it tended not to shut, one corner sticking open. The spare wheel lives below the luggage, under the floor.

Behind the seats, which possess folding squabs, are two (very) occasional seats, useful only for very abbreviated children. Occasionally petrol fumes made the interior of the car objectionable, usually after a spit back from a cold engine. The accelerator action tended to jerky running when opening up from low speeds. The doors have quarter-windows. When fully open, that on the driver's side tended to remove skin from the knuckles of the right hand as the steering wheel was turned, while dazzle from the sun on the plated beading along the base of the instrument panel occurred under certain conditions—minor criticisms, but ones which bear out our statement that as a connoisseur's fast car the Jaguar can be disappointing. The main windows require just over four turns, fully up to fully down. Additional ventilation is provided by toggles enabling the back windows to be slightly opened, and two scuttle ventilators, operated by levers in front of the door openings, are also provided. All this ventilation is a good thing, because the gearbox gets quite hot and blows warm air up its gaitered lever.

Each trailing door possesses a rigid pocket of generous capacity, a drawer-type ashtray and has a sliding interior handle. There are also small armrests, formed as door-pulls. Upholstery is in high-grade leather; on the test car this emitted an unpleasant odour, perhaps arising from some cleaning material.

On the XK150 a polished veneer facia has given place to an upholstered panel. On this the tachometer, reading to 6,000 r.p.m. and figure-calibrated in steps of 1,000 r.p.m., with inset clock, and a 140-m.p.h. speedometer figure-calibrated every 20 m.p.h., with total and trip-with-decimal mileage recorders, are mounted centrally, supplemented by ammeter, petrol gauge marked ¼, ½, ¾, F, and a combined oil gauge and water thermometer. Normal oil pressure is 40 to 60 lb./sq. in. and temperature remains at 65 to 75 deg. C. under hard driving. The speedometer incorporates the headlamps full-beam warning, and the tachometer the arrows showing which direction-flasher is in operation.

A central facia-sill switch operates the flashers but is a shade inaccessible, the ignition key-hole is separate and the lamps are all controlled from a single central switch marked O, S, H, F. Push-buttons look after panel and interior lighting, other facia controls



SPLENDID POWER-UNIT.—The well-known six-cylinder, twin o.h.c. engine of the Jaguar which, in the case of the XK150 has four additional fan blades and pours out 210 b.h.p. in Special Equipment trim, functioning with extreme smoothness and efficiency in all its forms.



HANDSOME AS WELL AS FAST.—The sleek lines of the latest Jaguar show up well in this view. The picture was taken in the pleasant village of Writtle, in Essex.

comprising two-speed wiper knob, cigar lighter, heater fan button and screen washers. The heater fan and screen wipers work, alas, obtrusively. The doors actuate the interior lights when opened, the passenger is provided with a grab-handle, there is a reversing lamp, and the sidelamps on the front wings have red insets. The boot is also lit. On the facia there is a lockable cubbyhole before the passenger and a smaller, open one for the driver. There is soft crash padding on the edge of the facia.

The rear-view mirror could well provide a better view and it is annoying to have to use the ignition-key to unlock the flap of the fuel filler. The petrol gauge incorporates a low-level warning light. Two swivelling, transparent anti-dazzle vizors are supplied.

Some of the foregoing criticisms may seem harsh and we hasten to remind the reader of the very high performance offered by the Jaguar XK150 at what can only be regarded as a very modest price, and of the sheer pleasure to be derived from driving fast this very excellent motor car.

The combination of high speed, very vivid acceleration and safe handling qualities, of which the disc braking is especially praiseworthy, render the Jaguar a superb super sports car, more particularly because the power pours so smoothly from that dependable, docile, quiet and beautifully finished twin-cam engine. The makers request the owner not to exceed 5,000 r.p.m. for any length of time but as this crankshaft speed represents 100 m.p.h. in top gear and nearly 130 m.p.h. in overdrive-top, this cannot be considered a hardship.

The engine picks up speed like a racing-car engine at a touch on the accelerator, yet here the affinity with racing ends, for this is a tractable, quiet power unit, which warms quickly to its work from cold (the twin S.U. type-HD6 carburetters have an automatic enriching unit), and in a test extending over 480 miles consumed no measurable quantity of oil or water. Fuel such as Esso Extra sufficed to suppress all pinking or running-on, while consumption,

driving hard, was better than 22 m.p.g. Thus, with the 14-gallon tank, the driving range exceeds 300 miles.

When the bonnet is propped open this power unit with its polished camboxes, is delightful to behold. From a more practical standpoint, the twin batteries are found to be housed, inaccessibly, in the front wings.

Altogether the Jaguar XK150 coupé is a very acceptable fast car, carrying on a great tradition with dignity and enhanced high performance. It is priced at £1,763 17s. or at £1,939 7s. in special equipment form, with Blue Top cylinder head, as tested, while the overdrive, as on the test car, increased the price to £2,006 17s. For the export market a special triple-carburetter version with the compression-ratio raised from 8 to 1 to 9 to 1 is available, said to be capable of 136 m.p.h.—W. B.

THE JAGUAR XK150 SPECIAL EQUIPMENT FIXED-HEAD COUPE

Engine : Six cylinders, 83 by 106 mm. (3,442 c.c.). Overhead valves operated by twin-overhead camshafts. 8-to-1 compression-ratio. 210 b.h.p. at 5,500 r.p.m.
Gear ratios : First, 12.18 to 1; second, 7.16 to 1; third, 4.95 to 1; top, 4.09 to 1; overdrive-top, 3.18 to 1.
Tyres : 6.00 by 16 Dunlop " Road Speed " RS4, on centre-lock wire wheels.
Weight : Not weighed. Maker's figure : 1 ton 6 cwt. (dry).
Steering ratio : 2¾ turns, lock-to-lock.
Fuel capacity : 14 gallons. Range approximately 310 miles.
Wheelbase : 8 ft. 6 in.
Track : 4 ft. 3⅜ in.
Dimensions : 14 ft. 9 in. by 5 ft. 4½ in. by 4 ft. 7 in. (high).
Price : £1,292 (£1,939 7s. inclusive of purchase tax). With extras, as tested, £2,006 17s., inclusive of purchase tax.
Makers : Jaguar Cars Ltd., Coventry, England.

BRANDS HATCH INTERNATIONAL MEETING (August 30th)

A WARM sunny day, a large crowd and some of the world's leading drivers combined to make this the finest day of racing ever seen at Brands Hatch.

As expected, after the phenomenal amount of practice he had done, Stirling Moss won the Kentish " 100 " Trophy for Formula II cars, but he had to fight very hard to do so, overcoming some very stout resistance from Jack Brabham and Stuart Lewis-Evans. Moss finally left the lap record at 57.4 sec., a speed of 77.77 m.p.h., nowhere near his practice lap of 56.2 sec.

The race was in two parts, each of 42 laps or 52 miles. The front row of the grid for the first part was occupied by Moss, McLaren, Brabham and Lewis-Evans, all driving Coopers. Carroll Shelby got Alan Brown's Cooper into the second row, but Harry Schell and Maurice Trintignant could only make the third row, behind such Brands experts as George Wicken and Jim Russell.

Moss made a poor start and it was Lewis-Evans who went into the lead, followed by Jack Brabham. Brabham passed Lewis-Evans on lap seven, to be followed by Moss on lap nine. Moss closed on Brabham but made no great effort to pass him, apparently biding his time for the second part of the race. George Wicken and Dennis Taylor spun at Bottom bend but both rejoined the race, only to be black-flagged for a check by the scrutineer. And so the race ran out with Jim Russell holding a steady fourth place from Graham Hill in the Lotus XVI. Moss' " traffic " driving was a joy to behold and a lesson to everyone who aspires to competition driving. It later transpired that Moss' car had a broken wishbone and a cracked damper which makes his drive all the more remarkable.

Moss, whose car had been repaired, was once again left at the start of the second part of the race, Lewis-Evans and Brabham taking the lead, followed by Ian Burgess, who held third spot for three laps before Moss caught him. Moss soon caught up with Brabham but he just could not get past the wily Jack. He tried every trick in the book, becoming very annoyed in the process, and only got by on lap 11, after much fist waving and signalling to the marshals that he was being baulked. This had the crowd on their feet shouting for their hero as loud as they were able, a thing usually reserved for football matches in England ! Moss soon caught Lewis-Evans and proceeded to make a big lead as he had to win by a fairly large margin in order to ensure winning the trophy and the £250. Allison and Hill were going very steadily in fourth and fifth places until Hill's motor gave up, whereupon Jim Russell took Allison to take up the same fourth position which he held in the first heat. Moss received the laurels and a kiss from Mike Hawthorn, who was taking a busman's holiday, presumably because he couldn't be squeezed into a Cooper or a Lotus.

The production sports-car race was won by Ian Walker from John Lawry, both in Lotus Elites. Tom Bridger won the Lewis-Evans Trophy for Formula III cars from Lewis-Evans, Jnr., who was either saving himself for the big race or didn't like to win dad's trophy. The final of the Farningham Trophy for sports cars was notable for the fact that Chris Bristow caused an immense pile-up when he spun at Druids, collecting five or six other cars in the process. The sorting out of wreckage took several laps and proprietors of panel-beating firms must have been rubbing their hands with glee ! Meanwhile. Alan Stacey in a works Lotus had taken an unassailable lead from Graham Hill in the Chequered Flag Lotus.

The last race of the day was for saloon cars and was the usual gift for Tommy Sopwith in a maroon 3.4 Jaguar. Doc. Shepherd and Les Leston went very fast in A35 and Riley 1.5, respectively, and Graham Hill lost a wheel from his A35 but brought it to rest on the grass quite safely.—M. L. T.

Results :

Production Sports-Car Race :	1st :	I. Walker (Lotus Elite)	.. 66.15 m.p.h.
	2nd :	J. Lawry (Lotus Elite).	
Lewis-Evans Trophy :	1st :	T. Bridger (Cooper-Norton)	... 73.25 m.p.h.
	2nd :	S. Lewis-Evans (Beart-Cooper).	
	3rd :	D. Parker (Cooper-Norton).	
Farningham Trophy	1st :	A. Stacey (Lotus).	... 72.80 m.p.h.
	2nd :	G. Hill (Lotus).	
	3rd :	L. Leston (Lotus).	
Kentish " 100 " Trophy :	1st :	S. Moss (Cooper), 84 laps	... 75.95 m.p.h.
	2nd :	J. Brabham (Cooper).	
	3rd :	S. Lewis-Evans (Cooper).	
	4th :	J. Russell (Cooper).	
Saloon-Car Race	1st :	T. Sopwith (Jaguar).	... 63.84 m.p.h.
	2nd :	J. G. Sears (Austin A105).	
	3rd :	D. Parker (Jensen).	

RAILTONS AT PLAY

ON the last Sunday in August—about the first hot one of the summer—the Railton Owners' Club held a Concours d'Elegance, driving tests and a short road parade, based on that useful if hardly salubrious rallying centre, Heston aerodrome.

When we looked in on this gathering about midday there were a couple of dozen of Reid A. Railton's Anglo-American automobiles present. Of these, a dozen, which included one of the Standard Ten-engined baby Railtons, were onlookers and a dozen of the smarter ones were lined-up for the beauty show. The fascinating thing about these Railtons is their great variety of bodywork. For example, these twelve cars consisted of a 1935 Stratton saloon, a 1935 Stratton University saloon—these having long American-style gear-levers—a 1935 Abbott sports tourer, a 1936 Fairmile drophead coupé, a 1936 Carbodies sports tourer, a 1937 Coachcraft drophead coupé, a 1937 straight-eight Carrington drophead coupé, a 1938 straight-eight Fairmile drophead coupé, a 1938 Coachcraft saloon, a 1939 Fairmile saloon, a 1939 Coventry Carriage Co. Sandown saloon, and a 1946 straight-eight Wittingham and Mitchell saloon with blue-painted power unit. All these cars had very neat remote-control central gear-levers.

We were disappointed not to see one of the original light Railton tourers—with the passage of time this make, like others, increased in size and weight, although, unlike many others, it retained an excellent performance—or the special Light Sports two-seater as raced at Brooklands, etc., by Charles Follett. Perhaps these turned up after we had left. Certainly on the way home we encountered what appeared to be an Alsatian dog driving very fast in another open Railton, presumably anxious to get to the meeting.

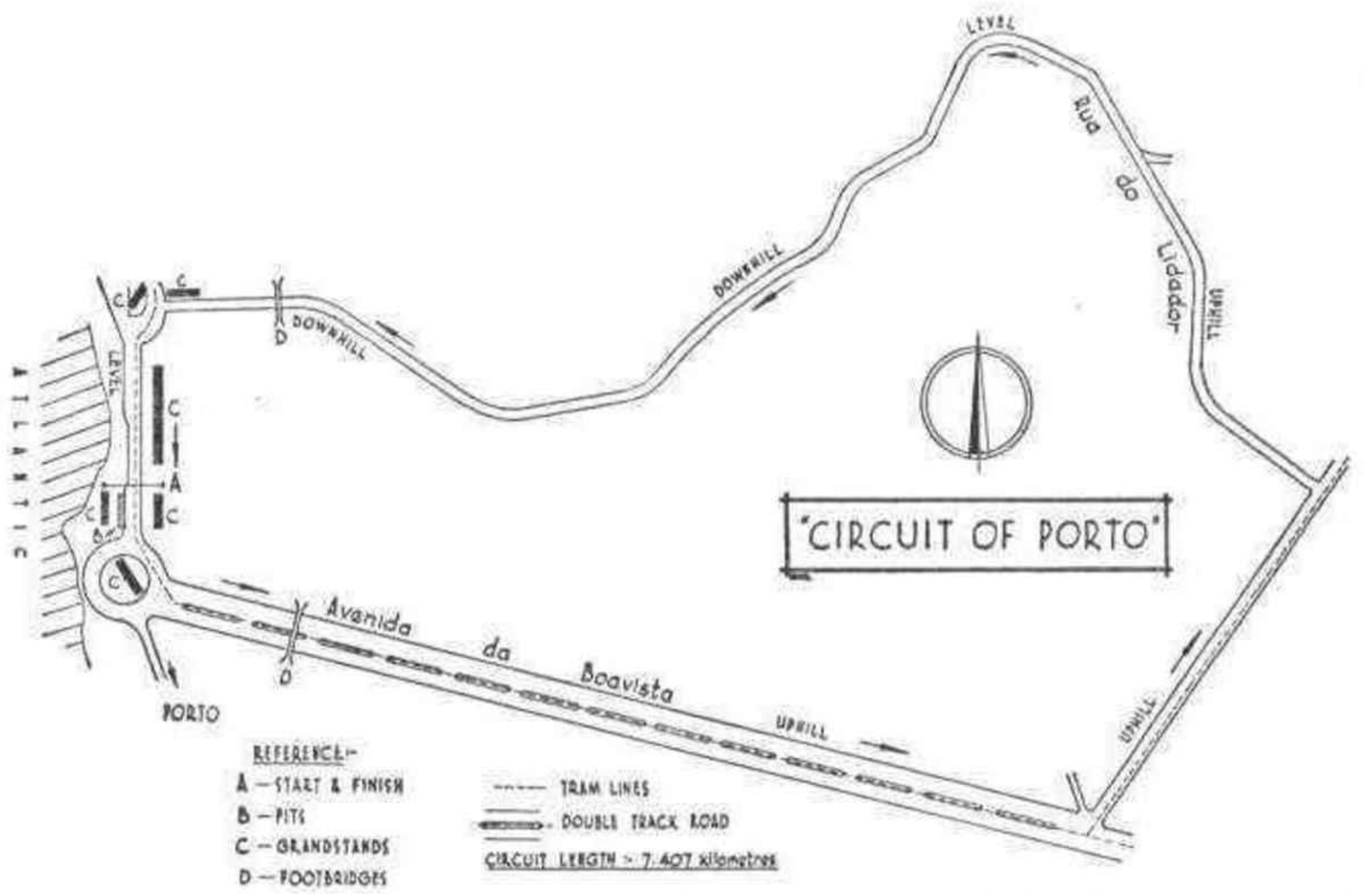
At Heston, apart from the fact that the Editor's name was painted on the loud-hailer van in big letters(!), forebears of the Railton were lending support to the gathering, in the form of a Hudson coupe de ville with spatted back wheels and a red open Terraplane with fold-flat windscreen. The former was displaying a full V.S.C.C. badge. perhaps in defiance of the fact that the V.S.C.C. does not recognise Railtons and the like as post-vintage thoroughbreds.—W. B.

Results :

Concours :	**Driving Test :**
1st : G. Stuart Castle.	1st : J. B. Grantham.
2nd : Valerie Stuart Joyce.	2nd : Capt. G. Hennings.
3rd : R. Early.	3rd : R. Landell Smith.

VII GRANDE PREMIO DE PORTUGAL

A Real Road Race



PORTO, *August 24th.*

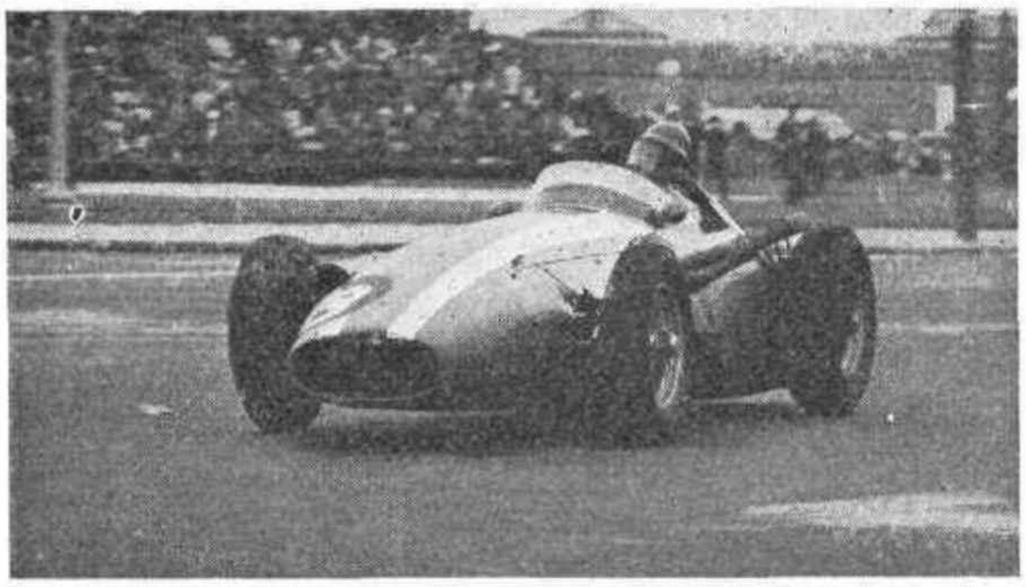
ALTHOUGH six previous Portuguese Grand Prix events have been held, starting in 1950 and fluctuating between the Porto circuit and the Lisbon circuit, they have all been for sports cars and, strictly speaking, not Grand Prix races at all. This year a full-scale Formula I event was organised and, in addition, it formed a round in the Drivers' World Championship series, so the town of Porto and the Boavista circuit were really put on the map for the Grand Prix "circus" turned out in full. Of course, the town of Porto has long been on the map for drinkers of Port wine, one bank of the river which dissects the town being covered in famous factories in the Port industry. The town also has another claim to fame, in being, like Venice or Florence, spelt differently by the English, we putting an "O" in front of the Portuguese spelling, calling it Oporto. In spite of not having had a Grand Prix race on their circuit before, or in Portugal, the organisers and members of the Automobile Club of Portugal were used to distinguished visitors from the motoring world, previous sports-car races being won by such drivers as Bonetto, Villoresi, Castellotti, Behra, Salvadori on the Porto circuit, and Fangio, Moss, Gonzalez and Gregory on the Lisbon circuit.

The circuit of Porto is a true road-circuit and one of the last of the real street races, containing all the normal hazards of a town, including tram-lines, kerbstones, cobbles, drains, trees, lamp-posts, pillar-boxes and so on. Those drivers who had not seen it before were slightly taken aback, for it was fast and long, while those who had driven in previous sports-car races wondered how much faster the Grand Prix cars would turn the lap. Being a new circuit in the Grande Epreuve series, it justified an early arrival and the covering of a number of laps before any practice began, and was found to be most interesting. From the start the pits were on the right and the circuit entered a vast "roundabout" or open place, making a double-left turn across tram-lines in the opposite direction to normal traffic, and turned up the Avenida da Boavista. This is a long double-track road with the tramway down the centre, and the circuit ran up the left-hand carriageway, going uphill and dead straight. After a little more than two kilometres it swung sharp left into another climbing main road, surfaced with cobbles and having tram-lines on the right-hand side. Just short of a kilometre the road levelled out and the circuit turned left again into a narrow side turning and between houses and shops, the two previous long straights being lined by large residences with sumptuous gardens. After sweeping right and left the route joined a very smooth-surfaced, high-speed, winding descent that could only be described as "Fangio country," and this road ran back down to the sea front, where a double left sweep across more tram-lines and cobbles brought the road into the short finishing straight. It was not a difficult circuit to learn from the point of view of shape and direction but many of the corners left a number of different approaches available, whether to dodge the tram-lines or the bumps, or both, or ignore both, and so on.

First practice was Friday afternoon, under quite hot conditions, and it started with everyone feeling their way round as there was no standard time to aim at, this being the first appearance of G.P. cars at Porto. Sports cars had lapped at under 3 min., which was a vague guide, but it was not until Moss did 2 min. 48 sec., Hawthorn 2 min. 49 sec., and Schell, with the B.R.M., 2 min. 46 sec., that things got properly under way. Brooks and Lewis-Evans were supporting Moss in the Vanwalls, and von Trips had the experimental Monza Ferrari with rear coil-springing. Behra was in the second B.R.M. and there were three Coopers; Brabham and Salvadori in the works cars and Trintignant in the Walker-Cooper, while Allison and Hill had the 1958 works Lotus cars. Signorina de Filippis and Bonnier were out in their own Maseratis and Shelby was driving the 1958 works car which since Reims had been bought by Temple Buell. The Centro-Sud Scuderia had one car at the pits but no driver, as the American Troy Ruttmann had not turned up. As most people were beginning to get below 3 min., Allison suddenly found himself going sideways up the Avenida da Boavista on some loose gravel and the nose of the Lotus struck a straw bale, whereupon the car spun and demolished itself among the kerbs and walls, Allison luckily stepping out of the wreckage quite unhurt. Lap speeds were increasing steadily among the fast works drivers, though it was interesting to see the variations in tackling the double left bend after the pits, where the cars had to cross the tram-lines once or twice depending on the line taken. Some drivers ignored the rails and bumps and took a theoretical line through the bends, others made sure of crossing the rails at a large angle, some tried to avoid them as much as possible. One school of thought aimed at arriving in the open space of the roundabout at the highest possible speed and then leaving it slowly, another aimed at entering slowly, avoiding the bumps, and leaving as fast as possible. Some drivers, like Schell in the B.R.M., looked to be completely out of control while others, like Trintignant in the Cooper, looked smooth and effortless.

While all this was going on there was a moment of panic when de Filippis spun her Maserati and collected a lamp standard, both the concrete pole and the Maserati chassis being put very out of shape, but the Italian girl was quite unhurt. Hawthorn had fastest lap at this point, with 2 min. 43 sec., while Behra and Trintignant were at 2 min. 45 sec., the last time being quite exceptional for a 2-litre car on this circuit. Vanwalls were now ready to go and Moss did 2 min. 41 sec., then began to try and did 2 min. 39 sec., and by working hard knocked another second off, finishing up with 2 min. 37.65 sec.—the official timing being electrical to 1/100 of a second. Brooks soon joined in and got down to 2 min. 38 sec., and then Hawthorn went out again in the normal Ferrari, having been turning some laps in the experimental one, and without too much effort made fastest lap in 2 min. 37.60 sec. Meanwhile both Behra and Schell were below 2 min. 40 sec., which had now become a sort of standard minimum, and the "tiddlers" were still trying to get down to this figure. At long last Vanwall's let Lewis-Evans have a go and he quickly got down to 2 min. 39 sec., and then Moss went out again with an extra air scoop on the oil radiator as the new separate cooler did not seem to be doing its stuff. He put in a number of laps at just over 2 min. 37 sec. and then as he stopped Behra went off with the B.R.M. and did 2 min. 36.17 sec., a new f.t.d. This brought Moss out again and he did 2 min. 35.24 sec., while Brooks went out as well and did 2 min. 36.76 sec. So practice finished with things beginning to get on the boil and everyone learning the way round.

Next day there was another afternoon practice, under a hot sun, and one or two changes had been made in the entry list. With the



Cliff Allison drove a Centro-Sud 250F Maserati after writing off his Lotus in practice and though he was not very happy in the Italian car he found many good qualities; but it made him appreciate even more the lightness and ease of Lotus driving.

Lotus an unrepairable heap of bits, Allison contracted to drive the Centro-Sud Maserati as Ruttmann was obviously not going to turn up, and de Filippis borrowed Gerini's Maserati, which he had brought along in the hope of getting a late entry. Hawthorn and von Trips kept to the same Ferraris but they changed numbers, thus confusing the public, while Coopers more or less decided that Brabham should have the 2.2-litre car. Brooks, Behra, Schell and Lewis-Evans were soon out practising, but Moss and the two Ferrari drivers were biding their time. While both Behra and Brooks seemed to stick at times around 2 min. 37 sec., Lewis-Evans was going very fast and set up a new fastest time of just under 2 min. 35 sec., which Hawthorn then went out and improved upon with an official 2 min. 34.26 sec., while Moss also joined in but was content to tour round in 2 min. 38 sec. Shelby was beginning to get the feel of the new Maserati and was down into the 2 min. 40 sec. bracket, and Allison was going round quietly in the Centro-Sud Maserati trying to get used to having so much motor car around him and such low-geared steering. Both Schell and von Trips were almost down to 2 min. 37 sec. after trying very hard, and Brabham was bending the Cooper in all directions and doing 2 min. 38 sec. Graham Hill in the lone Lotus was steadily improving his times and Vanwalls were sitting back for a bit of watching. Meanwhile, Salvadori had been steadily working away with the 2-litre Cooper and though he eventually almost broke 2 min. 43 sec. he could not approach Trintignant with the old Walker 2-litre Cooper. The little Frenchman was really at home on this fast street circuit and his normal very correct and precise driving was paying off handsomely amidst the various hazards around the course, such as kerbs and walls. His driving was a perfect example of the " old school " of road racers compared with the present-day aerodrome-born driver, where space is unlimited. Trintignant's best time of 2 min. 37.97 sec. with the 2-litre Cooper was not a single lucky lap, for he was turning consistent laps at 2 min. 38 sec.

Moss went out again and now began to try everything and approached 2 min. 34 sec., while Behra began to menace with laps at only a little over 2 min. 35 sec., but Moss then finished his efforts with 2 min. 34.21 sec., which just beat Hawthorn's best. Having changed the rear springs and shock-absorbers, Brooks tried again, but only just managed to break 2 min. 36 sec., and Shelby then tried the Centro-Sud Maserati to see if it was all right; it was, so Allison went out again to try a bit harder. With twenty minutes to go to the end of practice there was a lull and everyone sat in the pits to see who was going to make a last-minute effort to beat the time set by Moss. It was Lewis-Evans who set off just before the end and in three quick laps he got down to 2 min. 34.60 sec., which put him on the front row of the grid with Moss and Hawthorn. This immediately stirred up Behra, who took the B.R.M. out and just broke 2 min. 35 sec., and though it was not good enough to get him in the front row, it put him in the select four who got times of 2 min. 34-and-a-bit seconds, and, as could be expected, everyone improved on their times of the day before.

With Portugal basking in glorious sunshine at the end of practice, everything looked well for race day, for there had been little mechanical bother in spite of the high-speed circuit and the amount of practice everyone had been doing. However, overnight, the rains came and all Sunday morning saw Porto covered in a miserable drizzling rain, while the Atlantic pounded against the sea front. Luckily the start was due to be at 4 p.m. and after lunch the rain stopped, though the skies were still very grey. As the cars and drivers assembled at the pits there did seem a chance of the roads drying out, and by the time everyone was in their place on the grid the weather was so promising that an enormous crowd had hurried out from the town by 'bus or tram, and every vantage point was packed. The line-up for this first Championship Formula I Grand Prix to be held in Portugal was as follows :—

Moss (*Vanwall*) 2 min. 34.21 sec.	Hawthorn (*Ferrari*) 2 min. 34.26 sec.	Lewis-Evans (*Vanwall*) 2 min. 34.60 sec.
Behra (*B.R.M.*) 2 min. 34.99 sec.		Brooks (*Vanwall*) 2 min. 35.96 sec.
von Trips (*Ferrari*) 2 min. 37.04 sec.	Schell (*B.R.M.*) 2 min. 37.05 sec.	Brabham (*Cooper*) 2 min. 37.46 sec.
Trintignant (*Cooper*) 2 min. 37.97 sec.		Shelby (*Maserati*) 2 min. 40.44 sec.
Salvadori (*Cooper*) 2 min. 43.03 sec.	G. Hill (*Lotus*) 2 min. 46.22 sec.	Allison (*Maserati*) 2 min. 46.27 sec.
Bonnier (*Maserati*) 2 min. 46.60 sec.		de Filippis (*Maserati*) 3 min. 02.28 sec.

As the fifteen cars left the line and headed across the open space of the roundabout, making for the bottle-neck of the Avenida da Boavista it was Moss who took the lead, and at the end of lap one he led Hawthorn, von Trips, Schell, Lewis-Evans, Behra, Brabham and Brooks, all following one another in quick succession and obviously treading cautiously on the still damp track. The rest followed at intervals, with Allison bringing up the rear in the old blue-and-white Maserati, looking very unhappy. Going up the double-track road Hawthorn went by the leading Vanwall and finished the second lap with quite a lead on Moss, while Schell, von Trips and Lewis-Evans followed nose-to-tail, with Behra not far behind. Then came a very tight bunch, filling the road as they approached the pits and getting into line for the next corner in the order Brabham, Brooks, Shelby and Trintignant, and already there was a dull pause before the remainder arrived, consisting of Bonnier with Salvadori and Hill all round him, and then de Filippis and Allison. The gap between Hawthorn and Moss was unchanged on the next lap, but von Trips had shaken off Schell and Lewis-Evans, and Behra had joined them, while Brooks had momentarily got away from the two Coopers. On lap five Moss closed visibly on Hawthorn, for the roads were drying fast and he had got the measure of the circuit, and Behra was now after von Trips, who was in third place 22 sec. behind Moss. For fifth place Schell and Lewis-Evans were getting in each other's way, so that Shelby caught them up, and Trintignant was harrying Brooks, the Vanwall driver obviously not at his ease on this circuit.

On laps six and seven Moss was right behind Hawthorn, the two of them being way out on their own, and Behra was pressing hard on the tail of von Trips' Ferrari, and on lap eight Moss went by Hawthorn and Behra passed von Trips, so that at one stroke Ferraris dropped from first and third to second and fourth. The tail-end of the field had already been well and truly lapped and Bonnier had Hill and Salvadori climbing all over him it seemed. The Italian girl retired out on the circuit, out of harm's way, and Bonnier then gave up from a disease that is becoming prevalent among drivers of the older Grand Prix machinery, that of " small-car boredom." At 10 laps Moss was pulling away steadily from Hawthorn for the Ferrari's brakes were showing signs of weakening and the Vanwall led by 6 sec. Nearly half a minute later came Behra in a B.R.M. comfortably leading von Trips, and then came Lewis-Evans with Shelby hanging on, the Texan having disposed of the American B.R.M. driver, who was now following in seventh position ahead of Trintignant, Brabham and Brooks, the remainder of the runners having been lapped. Hawthorn now gave up all hope of battling with Moss and settled for second place, for the Ferrari brakes just were not up to those of the Vanwall, even though the car had plenty of steam.

In the next few laps Lewis-Evans began to close on von Trips, for the German driver had made a brief stop to have his bonnet refastened, and Shelby, who was getting the hang of the new Maserati, went along with the Vanwall. Brooks got past Brabham again and this time shook him off, and as Schell lost ground, falling behind Trintignant, the Vanwall also passed the B.R.M. Having got past von Trips, Lewis-Evans drew away from him but could make no impression on Behra, and Shelby having lost his free tow was now stuck with the German Ferrari driver, the two of them having a good battle, with Moss now closing up to lap them. Allison had already given up, feeling that he was only wearing out the car and getting in the way of the fast boys, and Salvadori and Hill were locked in mortal combat, though two laps behind the leader. At 20 laps, with Moss some 38 sec. ahead of Hawthorn, a slight shower of rain fell and for a while it looked as though it might develop, but luckily

it held off. Behra was firmly in third place, nearly three-quarters of a minute ahead of Lewis-Evans, and von Trips was still only just ahead of Shelby, and then came Brooks, having been lapped by his team-leader! Moss was lapping comfortably and easily faster than anyone else, very much the master of the whole race and by half-distance, 25 laps, he had almost a minute lead. By letting his engine run up to 8,000 r.p.m. on the long straight, Shelby managed to get by von Trips and keep ahead of him, and Moss lapped the two of them. By the halfway mark Hill was winning the Hornsey v. Surbiton battle for last place, but then overdid things past the pits and after one of the longest and slowest front-wheel slides ever seen the Lotus mounted the straw bales and settled down like a broody duck, with a bent chassis and an embarrassed driver, who then proceeded to help lift the car back onto the road, but it could not go on.

The roads were now pretty dry and Moss set up a new fastest lap on numerous occasions and his steadily increasing lead over Hawthorn became almost monotonous and people began to look elsewhere for interest, but around lap 30 there was little to be had, except that Shelby was not happy about revving so high and let von Trips get in front again, and a little while later eased up to remove an oily vizor, only to have Brooks go by. After this brief dull-pause everything happened at once, for Moss lapped Lewis-Evans, who promptly tucked in behind and let his leader show him the way round, while Brooks moved up into fifth place ahead of von Trips. Almost at the same time Hawthorn decided his lack of brakes was beginning to get dodgy, so he pulled into the pits on lap 35 to have the front ones screwed up. This stop let Behra go by and gain a 20-sec. lead, and though Hawthorn rejoined the race and set up a new lap record he had little hope of catching the B.R.M. for the Ferrari brakes soon disappeared again. For no apparent reason, other than over-doing it, Brooks spun at the far end of the Avenida da Boavista on lap 37 and stalled his engine, and though he tried hard he could not restart it on his own, eventually getting the help of officials and thus disqualifying himself, so that he motored quietly back to the pits and retired. After being overtaken by nearly everyone, Schell began to regain places, when first Trintignant slowed up with his shock-absorbers no longer working, and then Brabham eased up, feeling he was stretching the Cooper a bit. At 40 laps, with 10 to go, Moss was moving in to lap Hawthorn, who was still in third place behind Behra, and Lewis-Evans was still in Moss' slipstream. The leader had more than two minutes over the B.R.M. and on lap 41 the Bourne car suddenly lost power and sounded woolly, for the Corundite centre portion of one of the 10-mm. K.L.G. plugs had broken its gas seal and all the compression of that cylinder was leaking out. Naturally, Behra did not find this out until after the race, and at the time assumed a valve had stretched, or a spring broken, and struggled on with only three cylinders working, so that Hawthorn caught him on lap 42 and took second place. Quietly on his own in last place, Salvadori clouted a kerb and bent the Cooper's suspension, but limped on for the end was in sight.

When Hawthorn broke the lap record the Vanwall pit displayed a sign saying " HAWT REC " which Moss promptly misread and did nothing about, so the pit assumed the car or the driver was not up to any new records and left him to tour round comfortably in the lead. On lap 45 Moss was right behind Behra and, of course, right behind Moss was Lewis-Evans, only a few feet behind in distance, but in fact a whole lap and a few feet, so that when Moss lapped Behra on lap 46, Lewis-Evans went by with him and into third place. The remaining four laps saw Moss closing up rapidly to lap Hawthorn, and taking Lewis-Evans with him, and seeing that Hawthorn might not realise what was happening his pit warned him that Lewis-Evans was only 5 sec. away, but of course they could not tell him that Moss lay between the Ferrari and the third-place Vanwall as far as positions on the road were. There seemed every possibility that Moss might be able to tow his team-mate into second place, but as they all started Moss' 50th lap it could be seen to be too late, unless Hawthorn made a mistake. The Ferrari brakes were still hopeless and Hawthorn, seeing a Vanwall in his mirror after getting a sign reading " + 4 sec. Evans " as he passed the pits, thought it was Evans immediately behind him. Leaving the main road on the back of the circuit to go into the narrow side-turning the Ferrari slid sideways and that allowed Moss to go by. Thinking his mistake had let Evans by into second place, Hawthorn was looking very unhappy as Moss went by; the Vanwall leader thought, " Poor old Mike, he looks really upset at being lapped by me," whereupon he slowed down and waved Hawthorn in front again. Realising the situation regarding the two Vanwalls which had been behind him, Hawthorn was quick to take advantage of the courteous act by Moss and charged off down the hill to the sea-front. Back at the pits the three cars appeared in unchanged order from the previous lap and Hawthorn crossed the line to start his 50th lap, still in second place, but almost a whole lap behind the leader. Then Moss received the chequered flag, and Lewis-Evans was flagged-off, in third place, one lap and some yards behind Moss. Naturally all three cars went on, Hawthorn to complete his 50th lap and the two Vanwalls to do a lap of honour.

At precisely the same corner as on the previous lap Hawthorn really spun this time and stalled the Ferrari engine. The two Vanwalls, having finished their race, were coming along slowly to find Hawthorn busily pushing his Ferrari trying to restart it. Moss stopped, and sat with his engine running, to see how Hawthorn was going to get on, while Lewis-Evans went by and toured round to the pits on his own, much to the consternation of everyone who was waiting for Hawthorn to be flagged in second and for Moss to complete his lap of honour. Back at " drama corner " many officials wanted to help Hawthorn, but he and Moss both waved them away. Having spun up the escape road Hawthorn was pushing the Ferrari back towards the course, and was naturally so busy pushing and cursing his stupidity that he did not really look where he was going. Having got up enough speed he jumped in and jammed it into gear, and at that point the car mounted the footpath going in the opposite direction of the circuit. After a few hiccoughs and splutters the engine fired, so Moss drove on and Hawthorn swung round in the wide main road and carried on to complete his 50th lap and receive the chequered flag. Meanwhile, of course, all the other cars had finished and everyone was waiting for the Ferrari. While the excitement of the last laps had been going on Shelby had a front brake lock which spun him off the road on his 48th lap when lying sixth. When all the shouting had died down there was an embarrassing pause, for the officials had received a report from their observers that Hawthorn had restarted his car in the wrong direction of the circuit, and by the rules that meant disqualification! It was not until 11 p.m. that night that a decision was made and Hawthorn was given second place. The Stewards agreed that being on the footpath did not constitute " the wrong way of the circuit," and they accepted confirmation from Moss, who was an eye witness, that there had been no danger to any other competitor, for, as he so rightly pointed out, Hawthorn had been the only one in front of him when he got the chequered flag, all the other runners having stopped racing when Hawthorn spun. By midnight a lot of frustrated daily paper reporters were able to complete their stories.

Results :

VII GRANDE PREMIO DE PORTUGAL—Formula I—50 Laps—370.35 Kilometres
Dull

1st :	S. Moss (Vanwall)	...	2 hr. 11 min. 27.80 sec.—169.028 k.p.h
2nd :	J. M. Hawthorn (Ferrari V6)	...	2 hr. 16 min. 40.55 sec.
3rd :	S. Lewis-Evans (Vanwall)	...	1 lap behind
4th :	J. Behra (B.R.M.) ...	...	1 lap behind
5th :	W. von Trips (Ferrari V6)	...	1 lap behind
6th :	H. Schell (B.R.M.) ...	...	1 lap behind
7th :	J. Brabham (Cooper 2.2)...	...	2 laps behind
8th :	M. Trintignant (Cooper 2.0)	...	2 laps behind
9th :	R. Salvadori (Cooper 2.0)	...	4 laps behind

Fastest lap : J. M. Hawthorn (Ferrari), on lap 36, in 2 min. 32.37 sec.—175.003 k.p.h. (*lap record*).

Retired : M. de Filippis (Maserati 250F), lap seven; J. Bonnier (Maserati 250F), lap 10; C. Allison (Maserati 250F), lap 16; G. Hill (Lotus), crashed, lap 26; C. A. S. Brooks (Vanwall), spun and stalled, lap 38; C. Shelby (Maserati 250F), crashed, lap 48.

15 *starters* — 9 *finishers.*

(*N.B.—Hawthorn's time for race is longer than the winner's by more than the time or one lap—explained by the time he took for his 50th lap.*)

Fastest Lap Recorded by Each Driver in Race :

1.	Hawthorn	2 min. 32.37 sec. on lap 36		
2.	Moss	2 min. 32.58 sec. on lap 31		
	Brooks	2 min. 32.58 sec. on lap 36		
4.	Lewis-Evans ...	2 min. 32.85 sec. on lap 35		
5.	Behra	2 min. 33.52 sec. on lap 39		
6.	von Trips	2 min. 34.09 sec. on lap 36		
7.	Schell	2 min. 34.48 sec. on lap 33		
8.	Shelby	2 min. 34.96 sec. on lap 46		
9.	Brabham	2 min. 36.61 sec. on lap 29		
10.	Trintignant	2 min. 39.42 sec. on lap 34		
11.	Salvadori	2 min. 40.37 sec. on lap 40		
12.	Hill	2 min. 41.03 sec. on lap 24		
13.	Bonnier	3 min. 06.21 sec. on lap 7		
14.	Allison	3 min. 07.37 sec. on lap 10		Wet roads
15.	de Filippis	3 min. 16.69 sec. on lap 4		

The above fastest laps recorded by each driver during the race were given out with the official results, a practice other organisers might copy, for they make interesting reading. With the exception of Trintignant and the last three drivers, all others improved on their best practice times even though conditions were not so good, which indicates that improved knowledge and experience of the circuit was assisting as the race wore on, also supported by the fact that most drivers made their best laps quite late in the race. Mr. Vandervell should be well pleased with his three drivers for their equality, all being within a half a second. Significant is the fact that Brooks made his best lap on lap 36 and spun on lap 37, retiring at the pits on the next lap having been push-started by officials. Hill made his best time on lap 24 and at the end of the next lap lost control and hit

the straw bales. Shelby made his best time on lap 46 and one lap and a bit later had a front brake lock on which spun him off the road, suggesting that his fastest lap strained the brakes a bit too much. Hawthorn made his fastest lap just after his pit stop to have the front brakes adjusted and while he was trying in vain to catch Behra, while the B.R.M. driver made his best lap at the same time, trying not to be caught. Brabham overtook Schell's B.R.M. and while doing so recorded his best time, and Schell made his best four laps later when he regained his lead over the Cooper. Moss made his best lap on the one on which he lapped Lewis-Evans, and the junior member of the Vanwall team made his best while following his leader. Trintignant and Salvadori had no apparent stimulus for making their best laps.

* * *

PORTUGUESE PONDERINGS

The British victory in Portugal should do our export trade a power of good in that country, lacking as it does an automobile industry and being very pro-British, anyway.

The " fairground racers " were very out of breath on the fast and fierce Porto circuit, even Brabham being two laps behind after a trouble-free run. It would appear that circuits with lap speeds of around 100 m.p.h. are best for the " tiddlers "; 108 m.p.h. is too fast an average.

If Shelby on his first drive can lap at 2 min. 34.96 sec. with the 1958 works Maserati it is reasonable to assume that Maston Gregory would have got down to 2 min. 34 sec. and Moss would have done 2 min. 33 sec. This ideal " Fangio circuit " would have certainly seen the Maserati up among the leaders. A pity Maserati and " the maestro " withdrew from serious racing this season, we may have seen a lap in 2 min. 32 sec.

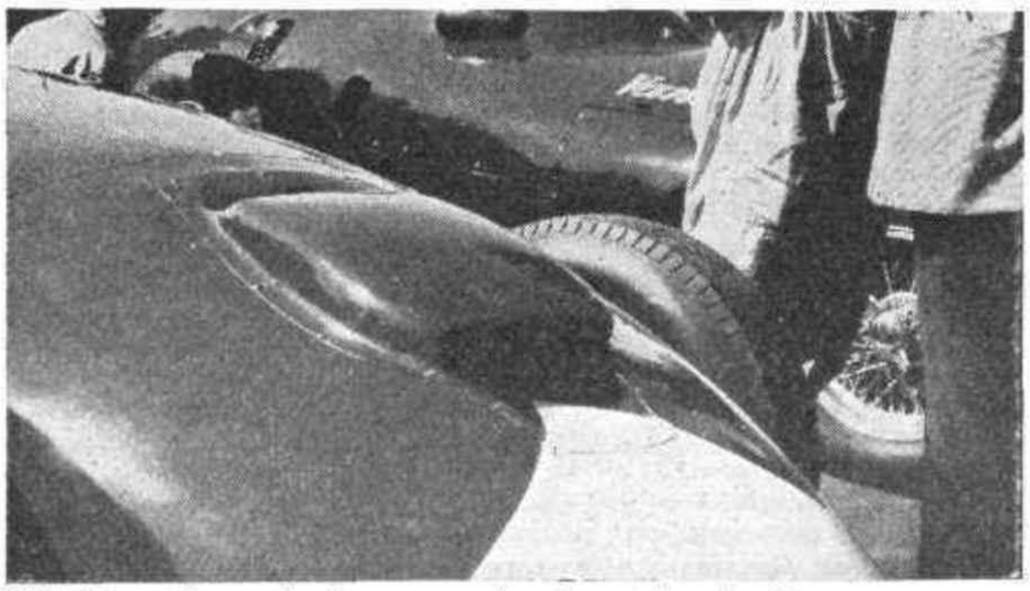
If Moss had kept on racing on his ultimate lap and stayed in front of Hawthorn, thus being the only one to complete 50 laps, there would have been no " hoo-ha " after the race and Lewis-Evans could have raced the Ferrari to the line for second place.

Of all the " drivers " competing none went to Portugal by road, all used air-lines, only mechanics, team-managers and some journalists motoring across Spain.

* * *

NOTES ON THE CARS AT PORTO

Though Vanwalls have been winning G.P. races they have never been really happy about the temperature at which the engine oil has been running, so before going to Portugal, where intense heat is normal, the cooling system of the four cars taken was modified. Until now the radiator core had been in three separate compartments, divided horizontally, top and bottom units being used for oil, one for the engine and the other for the gearbox, and the larger central portion being the engine water cooling element. For the Portuguese race the whole of the main radiator was used for water and a separate cooling element mounted on a tubular structure above the main radiator was used for oil, engine and gearbox systems now being in one unit. This additional radiator protruded above the nose of the car and had a ducted entry and exit forming a large bulge on the once smooth profile of the Vanwall. In putting the two cooling elements separate the degree of heat-exchange in the old system was lost and no real improvement in overall cooling was gained.



The Vanwall cars had a new cooler layout for the Portuguese race, with the main radiator handling all water and the oil in a separate radiator mounted under a duct on the nose of the car. This separation lost some of the advantage of the heat-exchange of the old system. This is the winning car with white nose for recognition purposes.

It would now seem to be standard that the Vanwall uses wire-spoke front wheels and alloy rear ones, while the front suspension has bracing struts to the top wishbones and steering dampers are used, and all cars have vertical rear wheels now.

Provision was made for three Scuderia Ferrari entries but, in fact, only two cars were present, a normal Formula I Dino 246 for Hawthorn to drive and the experimental " Monza " car with coil rear springing and side-mounted oil tank, which was used in practice at Nurburgring, and was driven by von Trips, though the English driver tried it during practice.

After Nurburgring B.R.M. found some flaws in the chassis frames so some stiffening was added, notably to the front suspension supporting members and the lower rear radius-arm attachments which are outrigged from the main frame. Both cars were fitted with the intermediate oil cooling system as tried at Reims, in which the oil tank remains mounted beneath the exhaust manifold, suitably insulated from the heat of the pipes, and a cylindrical oil-cooler with horizontal air tubes running through it is mounted on the right of the engine beneath the Weber carburetters.

Cooper Cars had their usual pair of works cars, the 2.2-litre for Brabham and the 2-litre for Salvadori, more 2.2-litre engines being impossible to come by. R. R. C. Walker sent his old 1957 Cooper, with 2-litre engine and 1958 gearbox, it being taken on a trailer behind the works Cooper van. The two 1958 Lotus single-seaters were basically those used at the Nurburgring, the one damaged in practice having a new nose cowling of slightly modified shape, this being the car with the gearbox unit mounted " on the bonk " as they say in Hornsey, or in other words set at an angle to the centreline of the car. This car, with 2-litre engine and " inside " exhaust system was driven and crashed by Allison in practice, being a virtual " write-off." The second car with in-line gearbox had the 2.2-litre engine, outside exhaust pipes and was driven by Hill, both cars having the engine set over to the left some 17 degrees.

To complete the entry of sixteen cars there was a motley selection of Maseratis, Bonnier with his 1957 lightweight ex-works car, Maria-Theresa de Filippis with her " built-up " 250F, one of the Centro-Sud cars and the new 1958 car that is shorter and lighter and which Fangio drove at Reims in July. This last car, the latest Maserati product, was purchased by the large and genial American sportsman Temple Buell and was driven by Carroll Shelby. Since Reims the only changes made to the car have been the fitting of Houdaille vane-type shock-absorbers all round in place of the telescopics.

D. S. J.

THE SPRITE'S SUSPENSION

The Editor makes a point of keeping out of the printing works, because he does not profess to a knowledge of printing machinery. You might think, conversely, that printers would concentrate on printing, and not pretend to know more than the Editor about motor cars. But no—although in the Austin-Healey Sprite road-test the Editor twice referred to the rear suspension of this car as ¼-elliptic, the printers changed this to ½-elliptic springing. This is painful to the Editor, who is fully aware that in this respect B.M.C.'s Chief Engineer is wisely following a doctrine laid down by the great Georges Roesch, who specified ¼-elliptic springs to support the back-end of his far-larger Talbots—in both cases the results are excellent. To the many readers who have written to him expressing surprise that he didn't know what sort of suspension a car he road-tested had, although having the audacity to attempt an analysis of it, the Editor wishes to proclaim publicly that he knows the Sprite has—let's make sure its correct this time—*quarter*-elliptic back springs.

W. B.

KEEPING PRICES DOWN

Prices asked for old cars are invariably absurdly high. Consequently we are pleased to learn, from the daily Press, that when " two London top dealers " were called-in to value Lord Montgomery's 1937 Rolls-Royce Phantom III special saloon, with forward-sloping windscreen, they valued it at £500. This valuation was made to enable the War Office to know what to charge Lord Montgomery for the car, which he asked to be allowed to purchase when he retired. Now this is an historic version of a very fine car, with an unusual body, and unquestionably would be maintained in 100 per cent. condition. If it is valued by experts as worth £500, other Rolls-Royce cars of this age or earlier are surely worth not a penny more ?

SKODA 440

Readers requiring details of the Skoda, should write or visit The Watling Street Garage, Flamstead, nr. St. Albans, situated on the A5 between Dunstable and St. Albans. 'Phone: Markyate 240/420.

now!

an anti-freeze with balanced protection

Castrol Anti-Freeze consists of a balanced combination of special anti-corrosion additives (patent applied for) with ethylene glycol. Balanced exactly to give full protection from frost and at the same time, by means of the EXCLUSIVE additives, to minimise corrosion to the lowest point ever achieved. Castrol Anti-Freeze safeguards both PETROL and DIESEL engines.

MADE BY THE MAKERS OF CASTROL



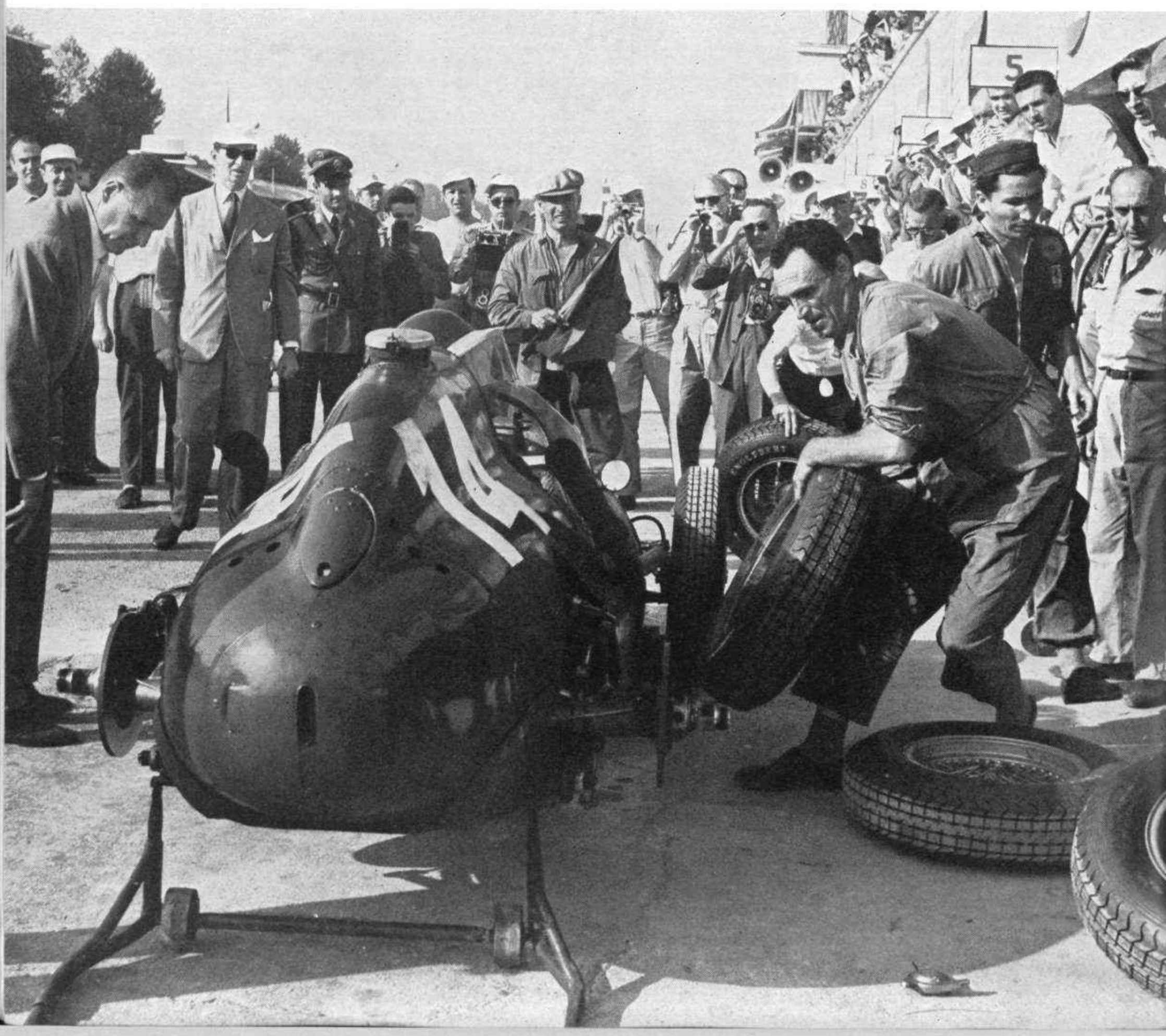
PICTORIAL

XXIXth Italian Grand Prix

B.R.S.C.C. Brands Hatch

R.A.C. Tourist Trophy

Mike Hawthorn sits impatiently in the leading Ferrari as both his rear Englebert tyres are changed. This common enough sight in the good old days of full-length Grands Prix and man-sized cars is very rare today. The Dunlop-shod cars had no tyre trouble at all. In the picture can be seen the Dunlop disc brakes, which Ferrari had removed from the late Peter Collins' private road car and which greatly improved Mike's braking. Without this stop Hawthorn would have undoubtedly won the Italian Grand Prix and clinched the World Championship.



REVIEW

Portuguese Grand Prix

B.A.R.C. Goodwood

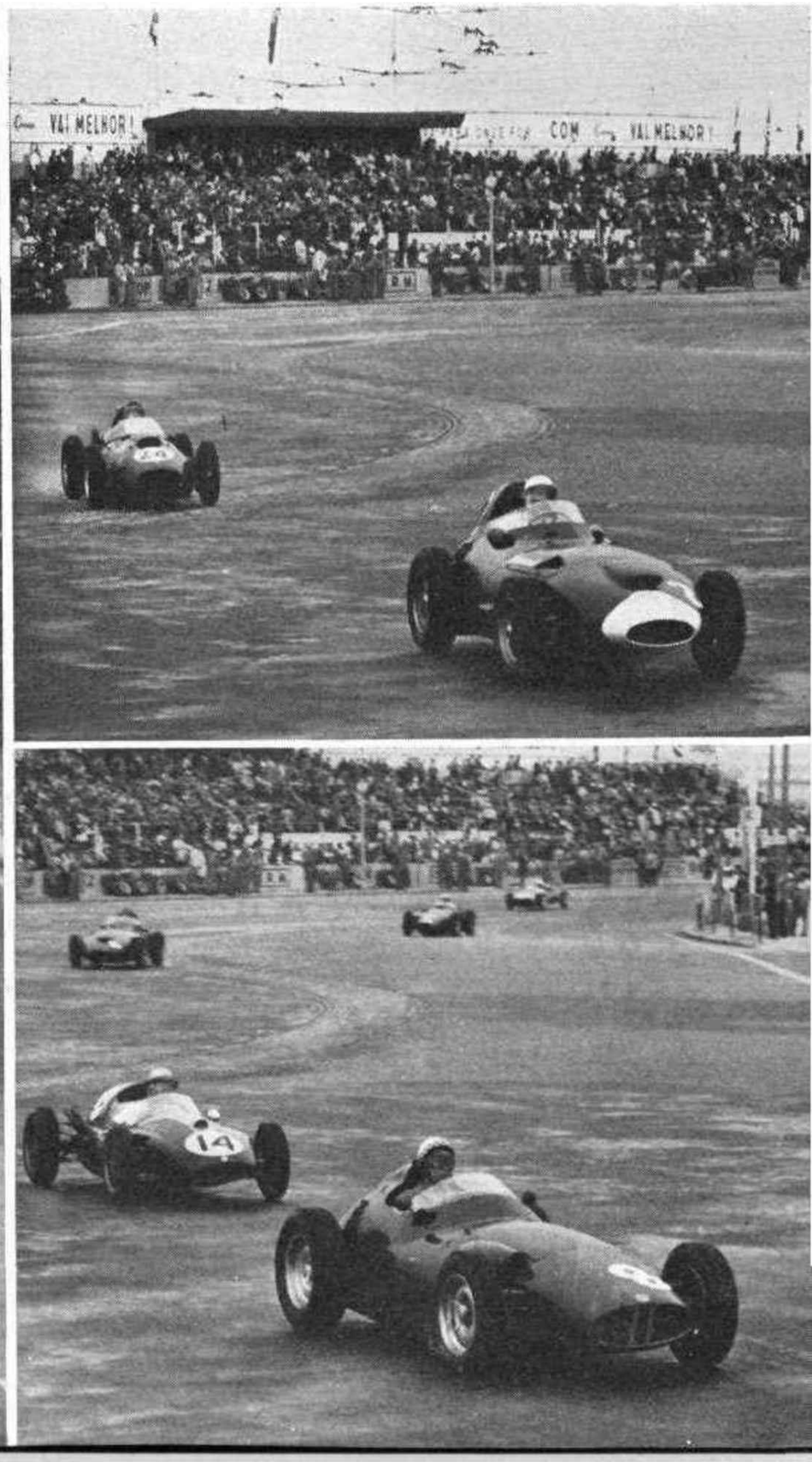
B.O.C. Prescott

Left : When Moss (Vanwall) closed on Hawthorn (Ferrari) on laps six and seven, having lost the lead on lap two, he tried to overtake as they went up the Avenida Boavista, and is seen on the right drawing up almost level. He eventually got by on lap eight. In the background, coming from the right of the picture can be seen the exit from the " roundabout " mentioned in the story of the Portuguese G.P.

Top right : At the end of lap one of the Portuguese G.P. Moss had a slight lead over Hawthorn as they swept across the open space in front of the pits, traversing the tram-lines.

Bottom right : On the same lap, farther down the field, Behra is just leading Brabham and the rest as they turn off the sea-front and cross the wide area of the " roundabout."





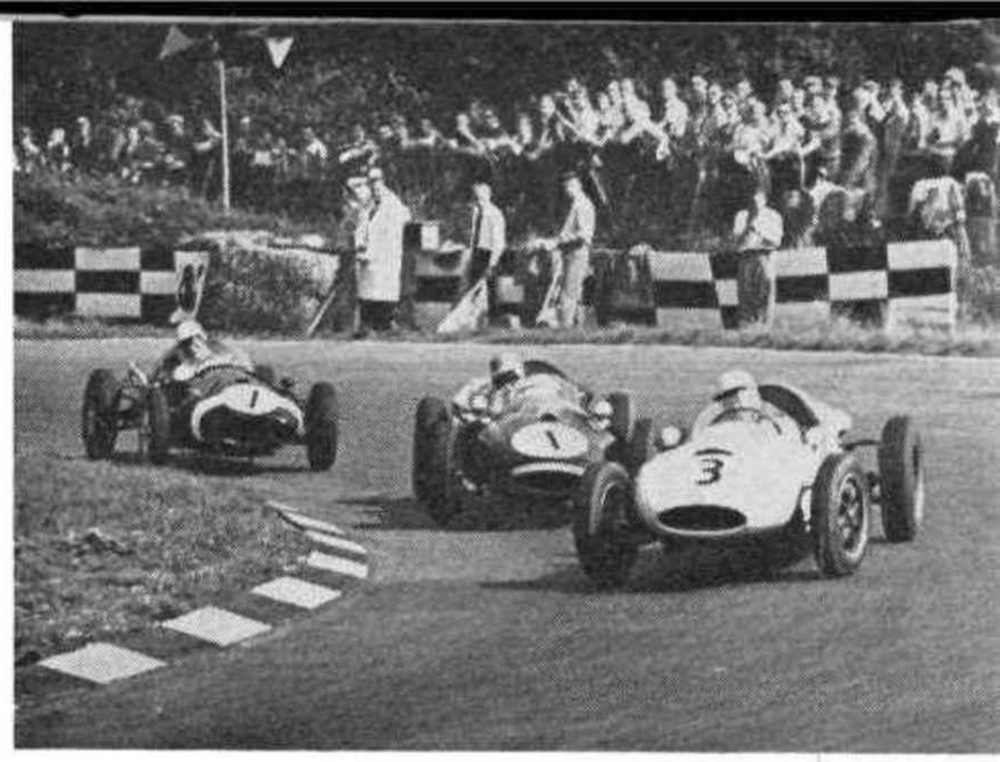


FOUR HOURS TO GO.—A few moments after the flag fell, competitors in this year's T.T. Race stream away from the Le Mans start, Stirling Moss' Aston Martin with a short lead over Carroll Shelby's Aston Martin, while the second member of the Aston Martin team, Roy Salvadori, gets into station behind them.

SHARING THE T.T. WITH MOSS.—A fine study of Tony Brooks, home again after his magnificent victory in the Monza Grand Prix, leaving the Goodwood chicane while co-driving with Stirling in the T.T.-winning Aston Martin.

TYRE CHANGE.—Exciting moment at the pits during the T.T Race, as Aston Martin mechanics change the front wheels of the winning car. Looking pensive on the right of the picture is Norman Freeman, who was Competitions Manager of Dunlops until his recent retirement, no doubt anxious to see just how much tread remains on the Avon tyres.

WELL UP IN THE OPENING STAGES of the T.T. Race was the 2-litre Lotus of McLaren/Jenson, which here provides yet another study of cornering at Goodwood.

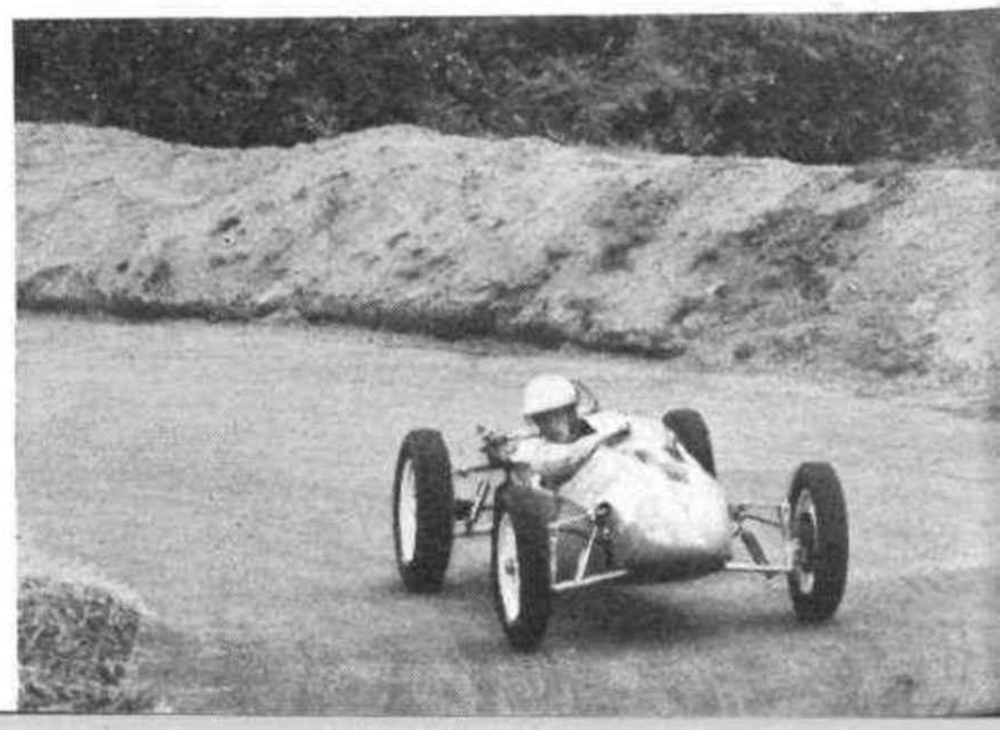


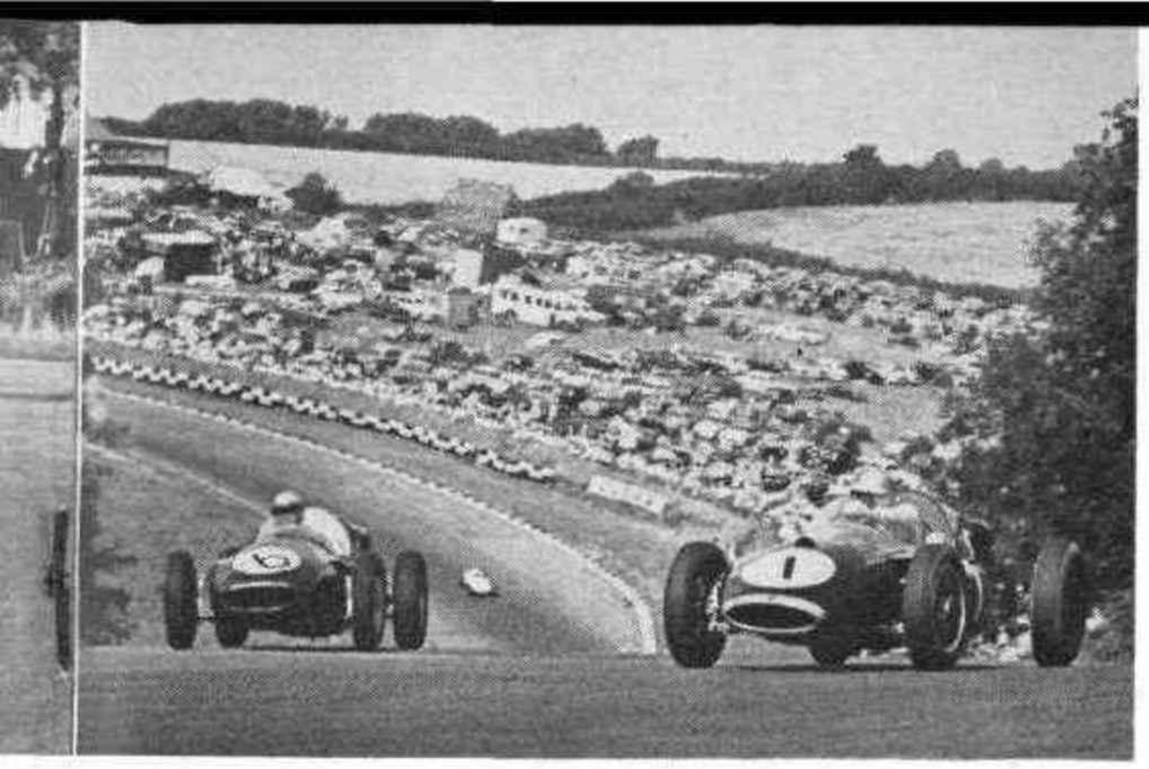
STUART LEWIS-EVANS in the British Racing Partnership Formula II Cooper leads Jack Brabham and Stirling Moss at Druids, during the first heat of the Kentish "100" Trophy at the Brands Hatch International Meeting.



WINNER AND RUNNER-UP.—Mike Taylor (holding *been presented at Goodwood with the* MOTOR SPORT *Broo* *Goodwood Club races by their hard-fought duels in Lo*

CHAMPION.—D. Boshier-Jones, National Hill-Climb Champion, recorded the fastest time of the day—41.00 sec., which is also a record for the Prescott hill.



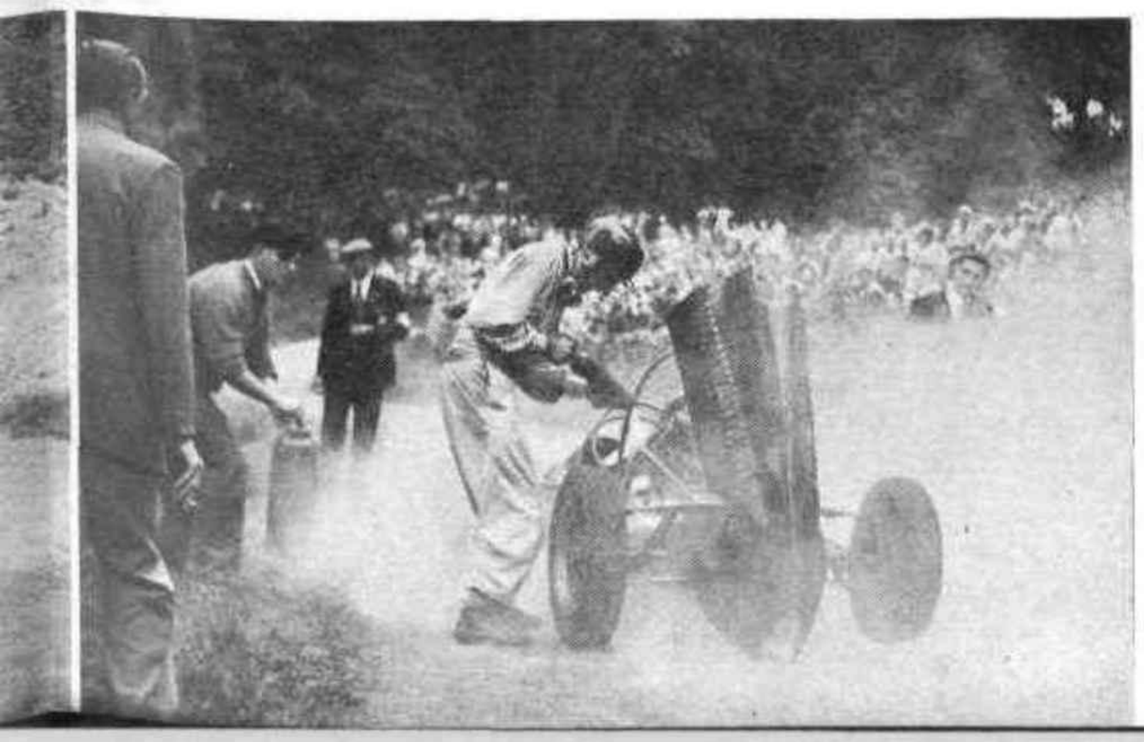


JACK BRABHAM takes a wide line through Druids as he overtakes George Wicken during a heat of the Kentish "100" Trophy at Brands Hatch.



the cup) and Keith Greene share a joke after the former had kland's Memorial Trophy. These two drivers enlivened the 1958 us cars. Taylor finally finishing three points ahead of Greene.

EXCITEMENT.—Cleaver's Cooper decides to ignite only a few yards from a convenient fire extinguisher. The driver himself operates with good effect on the blaze.



AIR-COOLED EFFICIENCY.—Jean Behra cutting a corner close at Goodwood in the 1½-litre Porsche, in which he gave the 3-litre team of Aston Martins a good run for the News of the World's money in the Tourist Trophy Race last month.

TEXAN DRIVER/BRITISH CAR.—Another corner study taken in the course of the Goodwood T.T. Race, this picture showing how Carroll Shelby (Aston Martin) tackled the same corner.

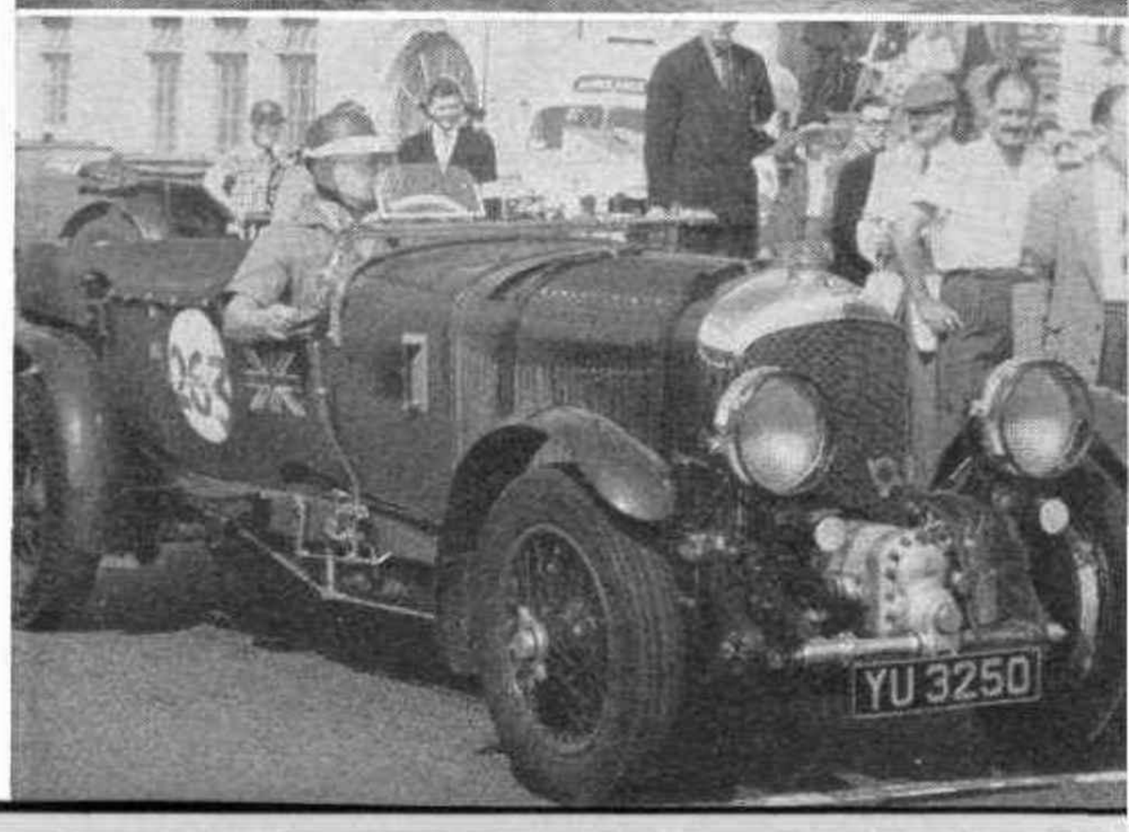
IN PURSUIT.—Roy Salvadori closing on the Ecurie Ecosse D-type Jaguar driven by Masten Gregory and Innes Ireland on a rural part of the Goodwood course during the four-hour T.T. Race of September 13th.

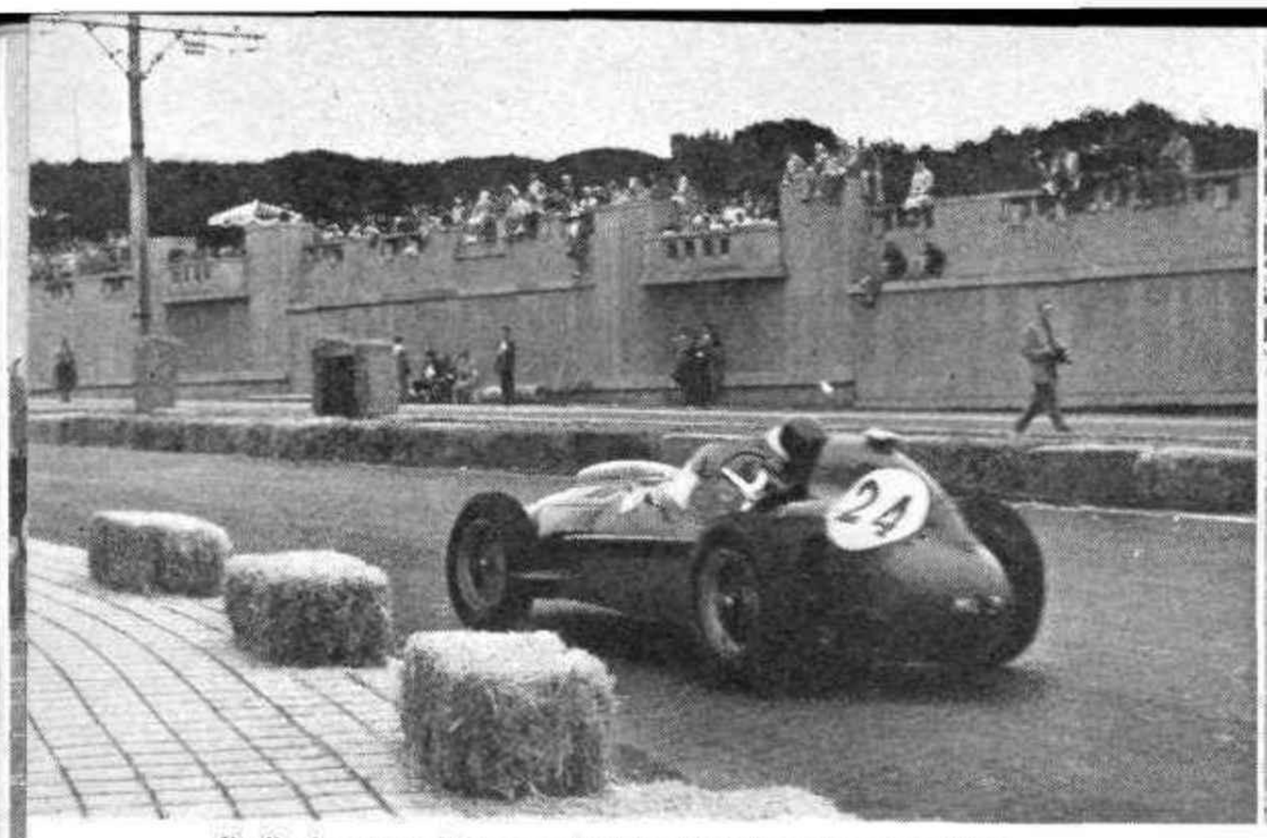
ON THE STARTING LINE AT BRIGHTON SPEED TRIALS.—The Bentley Class in this popular seaside sprint attracted every sort of Bentley except the 4-litre. Even the might of cars like Harry Rose's blower-4½, pictured here, could not beat the famous 8-litre of Forrest Lycett.







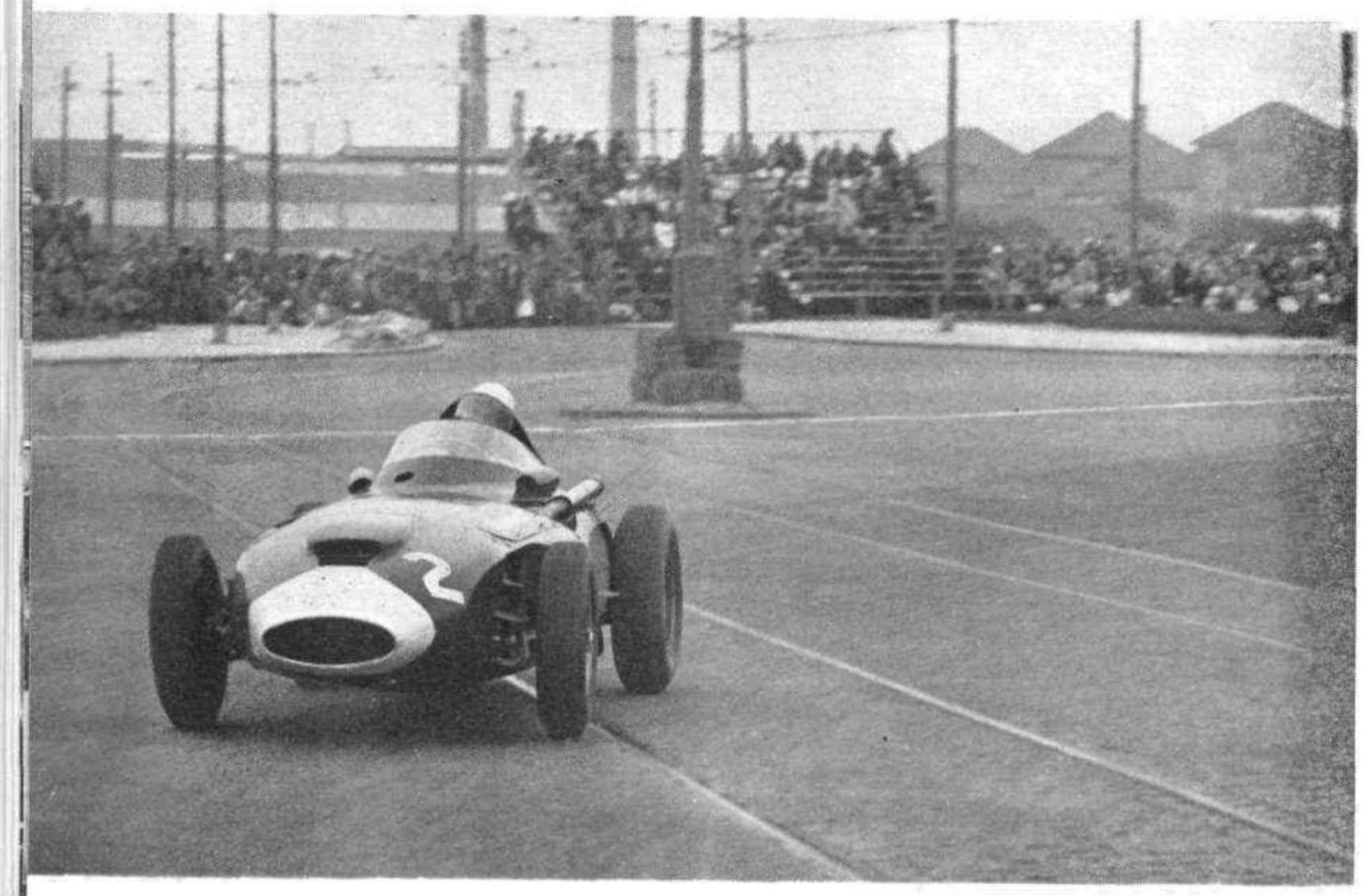




Badly hampered by poor brakes, Hawthorn put up a great fight against the Vanwall team and gained an honourable second place for Ferrari in the Portuguese G.P. It is interesting to compare his position relative to the kerb with that of Shelby in the Maserati, both being at the same corner.



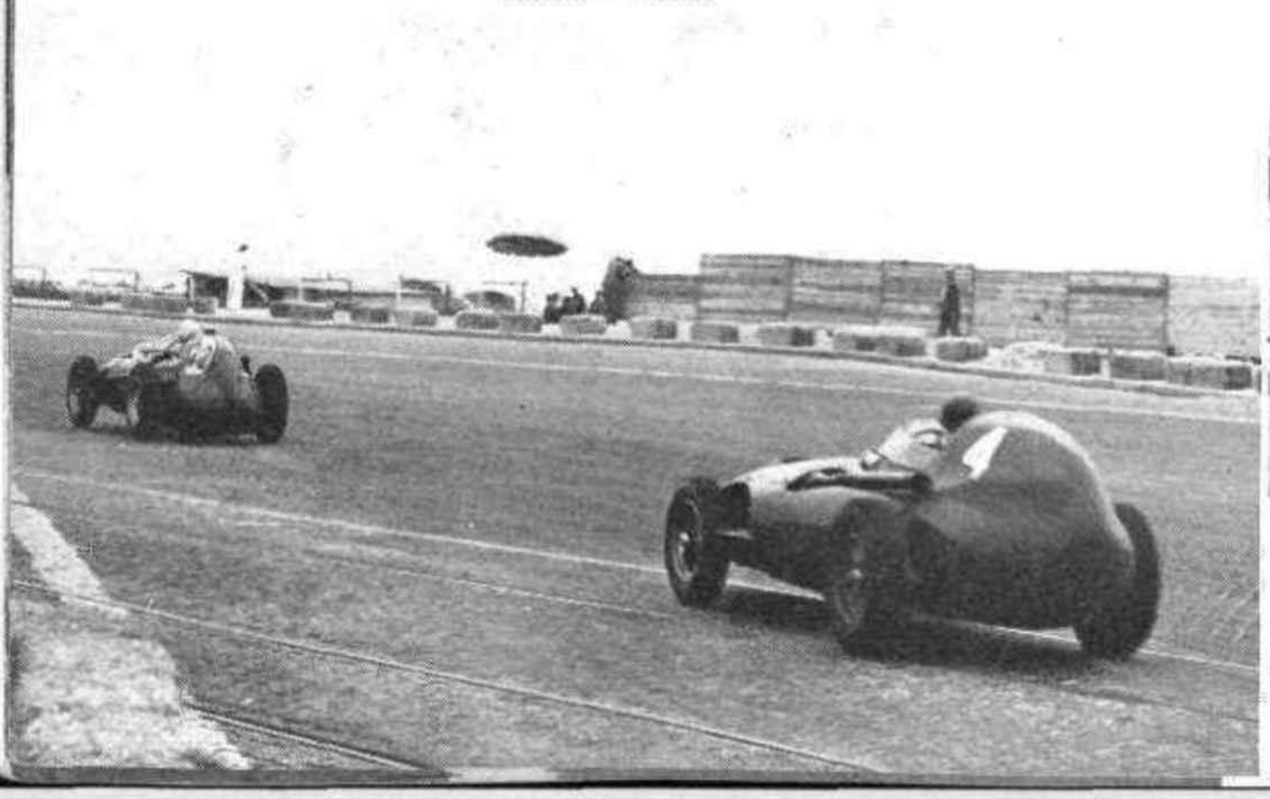
Lewis-Evans did not shine in the Vanwall until he was lapped by Moss and then he tucked in behind his leader and really motored. Here he is seen on his own, early in the race, crossing the open space after the pits. Part of the enormous grandstand built across the centre of the "round-about" can be seen in the background, filled to capacity.



Once Hawthorn's Ferrari brakes had begun to weaken Moss was unchallenged in the Portuguese G.P. and he drove the Vanwall to an impeccable win. He is seen here turning across the tram-lines at the end of he pit area and it can be seen how the front of the Vanwall has lifted considerably as it takes the bump. The new oil-cooler on the nose can also be clearly seen.

Not long before he spun and stalled his Vanwall engine Brooks caught and passed von Trips in the experimental Ferrari. He is seen here crossing the tram-lines and cobbles on the tail of the Ferrari, as they join the sea-front of the Porto circuit, in the background being the Atlantic Ocean.

Carroll Shelby drove the lastest 250F Maserati with great verve in the Portuguese G.P. and is seen clipping the kerb with the tail sliding out as he enters the bottle-neck of the Avenida Boavista. Note the typical back-cloth of solid walls and spectators on this real road-racing circuit.



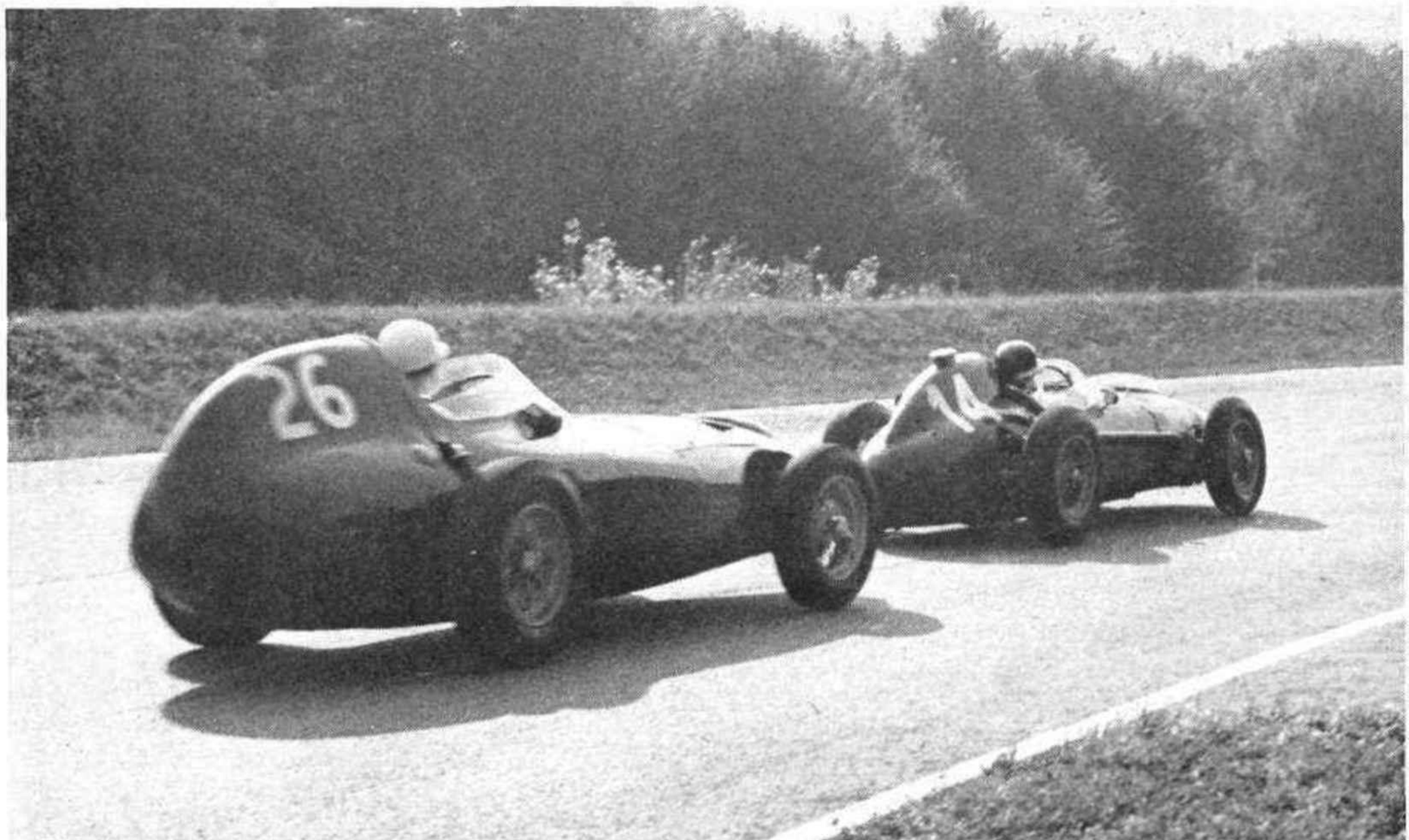




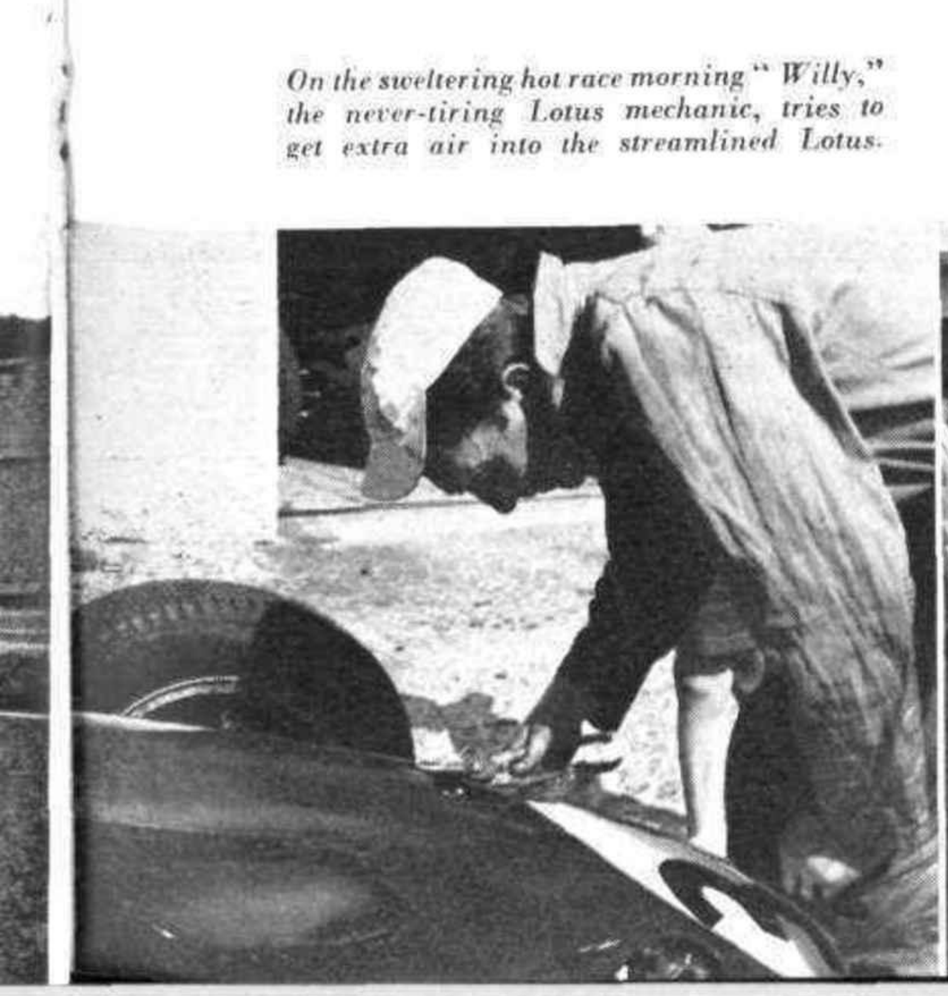
Tony Brooks, cornering in his usual cool, unspectacular style at Monza, brings his Vanwall to the front of the field to win his third Grande Epreuve for 1958.



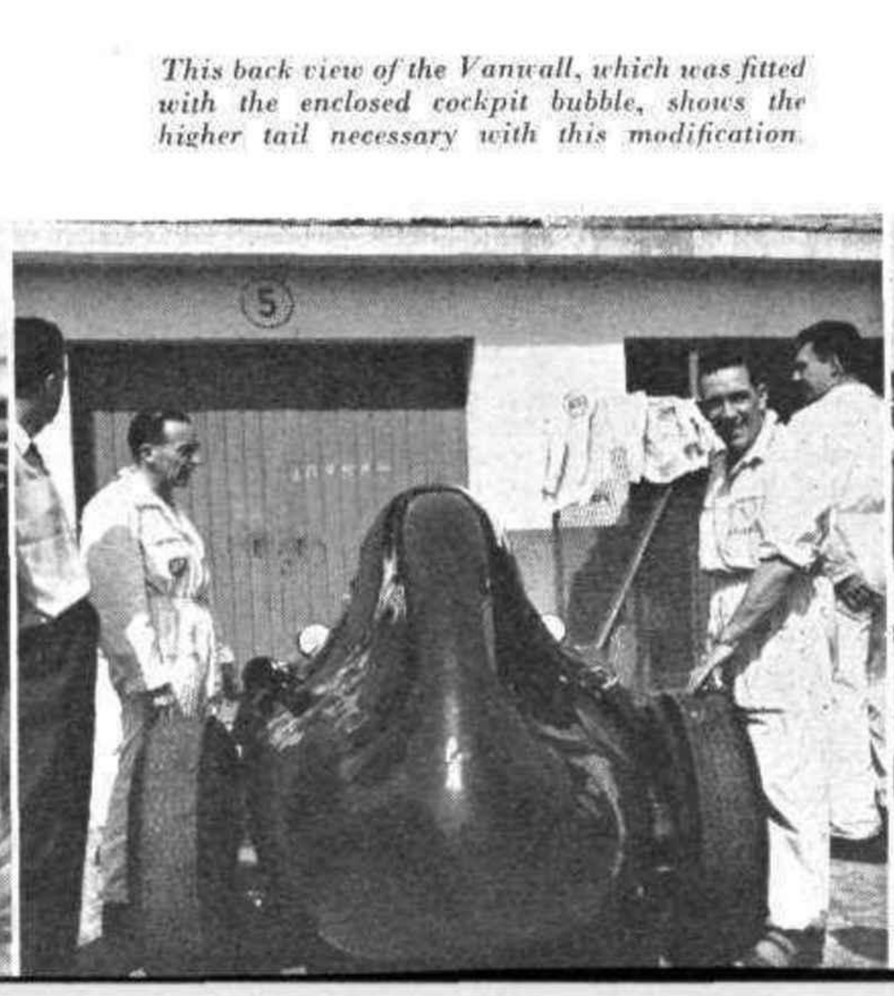
Italian Grand Prix surprise was created by the brilliant driving of the American driver Phil Hill. Not only did he lead the opening laps of this, his second F. 1 Grand Prix. but he also set up the fastest lap at a speed of 201.166 *k.p.h.*



Mike Hawthorn in the disc-braked Ferrari leads Stirling Moss in the Vanwall (as he does in the World Championship) through the South Turn in the Italian Grand Prix. Unfortunately, this scrap was just about due to end with Moss losing his gearbox. This leaves only one more race for the 1958 *Championship where they can get to grips.*



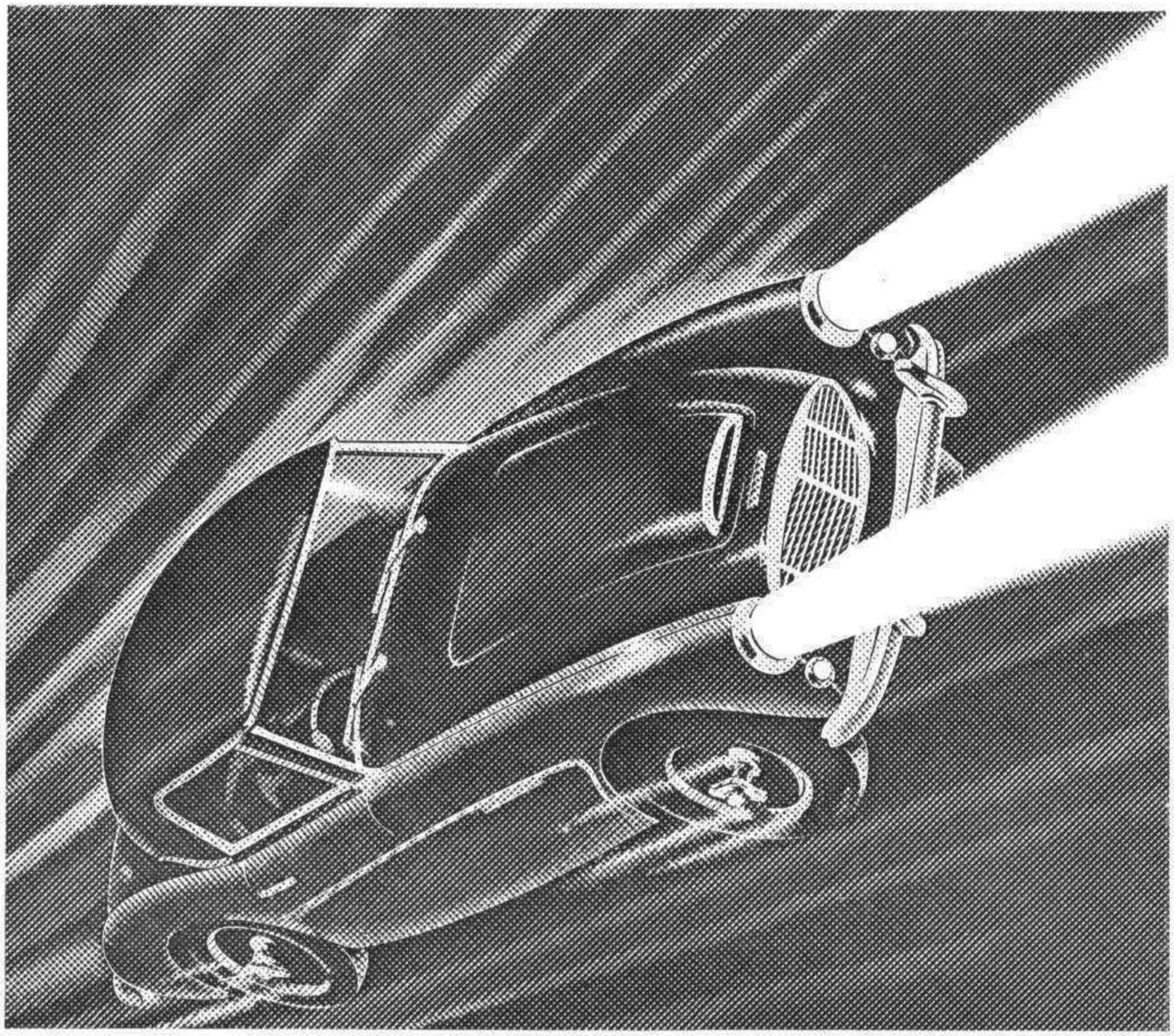
On the sweltering hot race morning " Willy," the never-tiring Lotus mechanic, tries to get extra air into the streamlined Lotus.



This back view of the Vanwall, which was fitted with the enclosed cockpit bubble, shows the higher tail necessary with this modification



The four Ferraris lined up on race morning for the Italian Grand Prix, showing the new Perspex air intakes.



Austin-Healey
break 7 World Records on
CASTROL

Driving an Austin-Healey at Montlhéry (9-12/9/58) a group of Cambridge University students have just broken a series of International Class D World Records. These range from 2 days at 98.73 m.p.h. to 4 days at 97.04 m.p.h. The car relied on Castrol as recommended by Austin-Healey.
(Subject to official confirmation)

MIKE TAYLOR WINS "MOTOR SPORT" BROOKLANDS TROPHY BY TWO POINTS FROM KEITH GREENE

THE Final round of the 1958 MOTOR SPORT Brooklands Memorial Trophy, which carried prize money totalling £150, was contested at the B.A.R.C. Goodwood Members' Meeting on August 23rd. Mike Taylor, now with a 1,098-c.c. Climax engine in his Lotus, just had the edge of Keith Greene's Lotus, which was using Stacey's cylinder head. Taylor won both 10-lap and 5-lap scratch races from Greene, thereby taking the Trophy, which was presented by Major L. H. Bale, O.B.E., by three points, Taylor having a one-point advantage before the racing commenced. Both drove with commendable skill, fast but safely. Third place was a tie between Shale (Austin-Healey 100-Six) and Hurrell (Triumph TR3), the prize money being shared between them.

* * *

It was more than four laps of the 10-lap scratch race for sports cars up to 1,100 c.c. before Greene took second place, behind Taylor, Campbell-Jones (Lotus) having proved surprisingly fast; even after Greene had taken his second place he gained on braking. Taylor's Lotus beat Greene's on speed rather than on braking and cornering. Only once did Greene appear to try for the lead, pulling out of Taylor's slipstream by the pits on lap six, but to no avail. Another truly outstanding performance was that of Broadley's Lola-Climax, a beautifully built and finished space-frame car. It held fourth place, right up with the leading trio, and actually set fastest lap of the day, at 88.71 m.p.h., until lap nine. Then, alas, it took Madgwick as van Vlymen's Lotus was in the midst of a spin, the cars touched, and the Lola overturned, with considerable damage to itself, Broadley being hospitalised. Condolences! So the finishing order was Taylor, Greene, 0.8 sec. behind, Campbell-Jones, Lumsden, Westcott and Riley, all Lotus-Climax mounted, Innes Ireland's entries in first and fifth places. Taylor averaged 86.12 m.p.h.

A 5-lap closed-car handicap then produced an exciting finish between Rosemary Massey in her l.h.d. Jaguar XK150 coupé and Jean Bloxham's Aston Martin DB3S coupé. Fifty seconds separated the girls at the start, 0.2 sec. at the finish. Miss Massey's driving, now steady but polished, has improved noticeably since the beginning of the season. Jacobs' 3.4 Jaguar was third. The race was won at 69.57 m.p.h. Mrs. Bloxham lapped at 78.83 m.p.h.

The third race was the 10-lap *Marque* scratch race, which Shale won steadily and well, at 75.75 m.p.h. (best lap 77.14 m.p.h.) in a disc-braked Austin-Healey 100-Six. He was followed home at a respectful distance by Hurrell's Triumph TR3. Behind these two a fine foursome battled for third place, Quick (TR2) taking this from Lawrence (Morgan), de Selincourt (TR3) taking to the grass after Woodcote and spinning there on another lap (which caused the crowd to clap!), dropping him back from fourth place.

Another 5-lap closed-car handicap caused great jubilation when Osborne's Morris Minor, parked out at the *chicane*, motored through the trellis part of the wall, to continue undamaged; and even greater jubilation when Pimlott's A35 drove through the resultant "hole" on the last lap. Of nine Austin A35s in the race, Wheeler's won from Gaston's, at 63.89 m.p.h., Griffin's steady Volkswagen third. Notably fast down to Woodcote, although unplaced, were Lawrence's A35 and Everley's Hillman Minx. But fastest lap, note, was done by Gaston's A35, at 66.98 m.p.h.

The 5-lap scratch race that would decide the MOTOR SPORT Contest saw Taylor always comfortably ahead of Greene. He won by 2.4 sec. at 84.08 m.p.h. Campbell-Jones became involved with Crabb in a spin at St. Mary's on the first lap but thereafter he drove his Lotus brilliantly, working back to sixth place and sharing fastest lap, at 86.92 m.p.h., with Taylor. Arundell's Lotus was third.

The sixth race, a 5-lap handicap, saw Bekaert really trying in the H.W.M.-Jaguar, which came through from scratch to win at 80.8 m.p.h. after a lap at 82.92 m.p.h. This was a race in the best tradition of handicap contests, Steele (Cooper-Zephyr) second, Venn's Austin-Healey 100 third. The race was also notable for the efforts of Woolfe (Lotus-Ford) to get himself into real trouble. Pleasing was Ferrari in a l.h.d. Alfa-Romeo Sprint Veloce Spyder. It bore a notice advising overtakers to beware of the undertaker.

Bekaert was out again for the next 5-lap handicap, being put to "owes 3 sec." in the best Brooklands tradition. This time he had to be content with fourth place, behind Threlfall's smart Tojeiro-Climax, which won at 80.75 m.p.h., Mrs. Bloxham's Aston Martin and Warnell's Lotus, but the H.W.M. made fastest lap, at 83.88 m.p.h.

Racing concluded with a final 5-lap handicap, won by Breakell's Triumph TR3 at 73.67 m.p.h. from Lawrence's Morgan and Thompson's TR3. Quick's scratch TR3 lapped fastest, at 77.7 m.p.h.—W.B.

BRIGHTON SPEED TRIALS

Motor-Cycles Beat Cars

THE racing season wouldn't be the same without the Brighton Speed Trials, run this year in splendid weather on September 6th after the great storm of the preceding night.

The organisation was efficient in spite of an entry of 279, with two runs each. But the Brighton timing system which requires competitors to start on the "go" signal instead of in their own time finds disfavour and many competitors were held far too long on the starting line—if anyone doubts this, let them ask George Brown, Tony Marsh or F. J. Mays. A new course record was established by C. W. Rous, who covered the s.s. kilometre in 22.05 sec. (101.5 m.p.h.) on his 998-c.c. Vincent streamliner—a magnificent performance. Best car time, which wasn't a record, was put up by Berry in his E.R.A. Special with ex-Richards all-independent tubular chassis, in 24.79 sec. (90.3 m.p.h.).

Betty Haig won the Club Handicap in a Turner. The 1,100 c.c. Sports-Car Class saw Elvas vanquish Lotus. The Hume-Lotus led the 1½-litre sports cars, breaking the class record. Sir Clive Edwards' Cooper with ex-Wharton Bristol engine fractionally vanquished Rudd's A.C. in the next class. Gillie Tyrer beat Wick's unlimited sports-car record in his C-type Jaguar, beating Alexander's potent Cadillac-Allard, which suffered too much wheelspin on its first run but was fastest Brighton & Hove M.C. competitor. Allard's air-cooled Steyr-Allard with Lotus front wheels and very compact body was third—although a sports car, it was started by means of an external battery. Abecassis' Facel-Vega was a non-starter. Jean Curtis did well on her first essay in competition to come second in a Cooper 1,100 to Sheila Park's 3-litre Tojeiro in the Ladies' Sports-Car Class. Rosemary Seers had to be content with third place in her Cooper-Zephyr. Austin-Healeys dominated the *Marque* Class.

The classes for blown sports cars were poorly patronised but the Bentley D.C. put in one of every sort of Bentley except a 4-litre and there was the fine sight of Stanley Sears and Harry Rose's blower 4½-litre team cars accelerating away together. Forrest Lycett demonstrated that his 8-litre is still one of the finest sports cars by winning the Bentley Class from Burton's de Dion 4½-litre and Batten's 8-litre and, later, the Vintage Sports-Car Class from Raven's 3-litre racing Bugatti. Of the Bentleys, Mertens' standard low-compression 4½-litre has run 350,000 miles, Grafton drove a 1939 overdrive 4¼-litre Vanden Plas tourer with Arnott blower and a new note was struck by Llewellyn, whose 3-litre had a fibreglass body shell, fabric covered.

After the 250 and 500-c.c. racers had deafened us, Marsh won the 1,100-c.c. Racing-Car Class in his V-twin Cooper with plated suspension, from Manton's Lotus. The rear-engined Mitchell-J.A.P. was on one cylinder, as Baragwanarth himself noticed, and Instone's Djinn was absent. Marsh's F. II Cooper beat Patsy Burt's Cooper in the 1½-litre class. Berry's 2-litre E.R.A. Special made f.t.d. in winning the 2-litre category from attractive Eunice Griffin, who used "bags of revs." getting Marsh's Cooper 1,500 away. She beat Bond's E.R.A., which made only one appearance—prior to export to America? Miss Griffin also drove a Porsche 1600 Super, in an earlier class.

Competition was bleak in the racing-car classes. Berry, slower, nevertheless took the Unlimited c.c. Class from Woozley's stripped Hinton-Allard with tubular ladder frame and Chrysler engine having Fire Power heads and Hillborn fuel injection. Gahagan made much noise in the stripped fuel-injection Emeryson-Jaguar, but was slower than Count Ouvaroff's 1½-litre Cooper.

The B.M.C.R.C. livened matters up, Rous shattering the course record in beating Keys' streamliner Norton-J.A.P., which reeked of "boot polish." Brierley's side-by-side-seater Methamon and Hale's tandem-seater Halec three-wheelers beat the combinations, in that order. Only two girls drove racing cars this time, Patsy not surprisingly beating the revs.-loving Eunice, both in Coopers. Of "specials," it was nice to see the Hardy-Annual, with Centric-blown ex-Baragwanarth V-twin J.A.P. engine, Norton gearbox and Morgan i.f.s. in the ex-Meo G.N. chassis going well. It took third place in the Vintage Class, in 30.0 sec., just beating Wall's blown "2.3" Bugatti with which it was paired.—W. B.

Results:

Racing Cars Unlimited: J. Berry (E.R.A. Special) ... 25.01 sec.

Course Record: C. W. Rous (Vincent motor-cycle) ... 22.05 ,,

(*For Class results, see page 667*)

THE ALPINE RALLY FORD ZEPHYR

A Day's Motoring in a Very Impressive Triple-Carburetter, Disc-Braked Competition Car



IT became possible to borrow for a day's brisk motoring the Ford Zephyr which Burgess drove in this year's Alpine Rally and 580 FTW provided some truly enjoyable motoring. This car is one of those prepared for rally work by the Competition Department of the Ford Motor Company, at the premises of Lincoln Cars on the Great West Road, under the expert supervision of Jack Welch. In the "Alpine" 580 FTW retired with broken engine mountings but the "works" Zephyrs driven by Edward Harrison and Habershon and C. and J. Harrison finished first and second in the over 1,600-c.c. Standard Production Car Class, beating the Austin A105s.

The modifications to this Zephyr include a special cylinder head, with enlarged inlet and exhaust valves, giving a 9.0 to 1 compression-ratio, and triple 1¾ in. semi-downdraught S.U. carburetters. A twin-branch exhaust system with a Servais silencer and short tail pipe is used, this engine being capable of exceeding 6,000 r.p.m. without anxiety.

To cope with the very potent performance which results, heavy-duty export-pattern Armstrong suspension units are used at the front of the car and an extra leaf is fitted to the back ½-elliptic springs. The steering-ratio is raised from 16.0 to 1 to a ratio of 12.5 to 1, involving only 2¼ turns of the steering wheel from lock-to-lock and a close-ratio gearbox is employed, in which 74 m.p.h. is possible in the middle of the three forward speeds.

The body is a normal production four-door saloon, lightened in respect of Perspex side windows. Indeed, with much extra equipment this Rally Zephyr is not much lighter than the standard model—with about 4 gallons of petrol, it weighed 1 ton 5 cwt. In the luggage boot there is an auxiliary fuel tank, filled *via* two external filler caps, holding 16 gallons, two taps beneath the tank enabling this reserve supply of petrol to be fed in separate quantities of 8 gallons each to the normal 10½-gallon tank. An electric pump supplements the fuel feed to the carburetters, because experiments at M.I.R.A. showed that at a lap speed of 106 m.p.h. the normal fuel pump tended to starve the triple carburetters—an aside which serves to emphasise the speed of this outwardly staid saloon!

An outstanding feature of these cars is the use of Girling vacuum servo-assisted disc brakes on the front wheels. Special Ford hubs enable this modification to be made and these highly-commendable brakes, about which more will be said later, are used in conjunction with 2¼ in.-wide drum brakes on the back wheels.

580 FTW was equipped all round with 6.40 by 13 Michelin "X" tyres. Within, sensible and efficient equipment prevails. The front seats are of rally-type, deep, comfortable and high-backed. There is body-harness for the navigator, an aircraft-style lap-strap for the driver. The navigator has a map pocket lit by a lamp on a flexible stalk. The facia carries a Halda—that mechanical "brain" which is indispensable to rally competitors—but otherwise instrumentation is confined to a hooded 160 k.p.h. speedometer, a fuel gauge, an ammeter and a water thermometer. The well-known Ford steering column gear lever is matched on the right by a very well-placed stalk actuating the direction-flashers and the umbrella-handle handbrake is convenient to the left hand.

The navigator is provided with a grab-handle and between the front seats are two Eolopress fire-extinguishers and a Thermos-flask holder. Two-speed wipers are fitted. Lamps are of vital importance to rally competitors. This Ford Zephyr has Marchal E2 headlamps, twin Marchal "Fantastic" 662 spotlamps and a swivelling Lucas searchlight on the roof, controllable from inside the car. Sensibly, there is a strip of luminous tape along the back bumper.

The rally numbers had been removed from 580 FTW when I borrowed it and, apart from the roof lamp, glimpses of the extra equipment within, and the presence of Monte Carlo Rally, Coupe des Alpes, B.M.C.R.C.C. and Tulipen Rallye Internationale transfers on the back window, it appeared to be a normal Zephyr, carrying the "automatic" inscription on its boot lid. The surprise to other road-users when the Ford went motoring was all the more dramatic!

And can this Rally Zephyr motor! I had no opportunity to time it but the acceleration really is quite unique. In bottom gear you spin the wheels, in middle gear the car simply surges away, and top gear suffices for normal driving, the Zephyr accelerating vividly from a mere 30 m.p.h. right up to 100 m.p.h. in this ratio. This remarkable acceleration makes the Zephyr sheer joy to drive even on crowded roads. On any brief piece of straight 90 m.p.h. becomes commonplace and very little more space is needed in which to reach the century.

Equally incredible are the brakes. Driving fast in traffic down to Dorset I met up with a Jaguar driver who was obviously "trying." We disposed of him uphill in middle gear and thereafter he faded far behind. Yet at the conclusion of this exhilarating run I realised that I had never done more than just caress the brake pedal, although this drive had involved a great deal of lightning top and middle-gear acceleration punctuated with quick tucking-in behind slow vehicles. This lightest of brake applications served to retard the Ford as if it had been grasped by the hand of some invisible giant entrusted with our safety. No lag in the vacuum-servo actuation is apparent, either as the brakes go on or as the driver backs off to avoid locking the wheels on a loose surface. No noise, no "hot-smell" arises—the car is just retarded efficiently and extremely rapidly. So powerful are these excellent brakes that I postponed applying them fully until I was alone in the car with lap-strap fastened. Then the Ford stopped better than any car in previous experience, retardation governed only by the locking of the front wheels. There was a faint tendency to pull to one side, which must be qualified by remarking that the brakes had received no servicing, apart from replacement of the pads, since the "Alpine." The braking action can be as fierce or as progressive as the driver wishes—these are the finest brakes I have yet experienced. May they soon become an optional extra or standard equipment on the Zephyr.

To this astonishing speed, extraordinary acceleration and superlative braking is allied good roadholding and controllability. The suspension has softened up somewhat due to the arduous work involved in rally motoring and over bad surfaces there is a good deal of up-and-down motion and at times the back-end tends to get skittish. However, roll is subdued and the Zephyr swings easily round corners, oversteer quickly cancelled out with the high-geared steering, while rear-end breakaway is repressed by the Michelin "X"s, which seldom make their presence heard.

Perhaps as outstanding as its tremendous urge is the docility of this competition Ford. It isn't noisy unless deliberately "revved." It will poodle along in top cog in speed limits without the slightest sign that the engine resents such treatment. Yet prod the accelerator and away the car surges, in clean effortless pick up to 160 k.p.h. and beyond. The steering, although high geared, is light and free from kick-back. The gear lever, seldom used, drops easily into first gear and is very reasonable of its kind. To cope with "Alpine" conditions the engine deliberately runs cool, temperature hovering

Continued on next page

SPEED IN THE AIR

The S.B.A.C. Farnborough Flying Display

MY ticket for the annual Farnborough Flying Display was a one-day ticket dated September 3rd, which coincided with the return of the normal English summer. Under the shocking weather conditions prevailing the performing pilots coped admirably.

The Bristol 192 helicopter was untroubled by the low cloud-base and took off on one engine, but Westland stole the helicopter side of the Show. Their big Westminster "sky crane," with openwork fuselage like a pioneer aeroplane, was flown backwards, sideways, every way possible, and the Widgeon made the first roll off the top of a loop by a helicopter, after which all four—Westminster, Widgeon, Whirlwind and Wessex—stood still in line in the air before the President's tent. The Fairey ultra-light ski-landing helicopter put in a brilliant display, the pilot landing it on its lorry (with the lorry in motion this year!).

The 800 Squadron's formation aerobatics in seven Fleet Air Arm Hawker Sea Hawks, led by Lt.-Comdr. Pete Perrett, was masterly indeed, the formation roll in vic being their most difficult manoeuvre. They developed this display (which, with that of the R.A.F., puts Farnborough more in the tradition of old-time Hendon) in a matter of six weeks. The sombre sky showed off the closely-formating Sea Hawks to perfection. And their formation landing, together with that ot four Jet Provosts later in the programme, makes motor racing look as tame as making mud-pies! After their display these Naval aircraft taxied-in with wings folded.

A lone Vickers Supermarine Scimitar, fastest Service fighter, from 803 Squadron, indulged in loops, after which it was the turn of the air-liners. A Continental Airways' Viscount II, a B.O.A.C. Comet 4, a B.E.A. Comet 3B, and a Scottish Aviation Twin Pioneer were demonstrated. Then we were told that five of 111 Squadron's Hawker Hunters had taken off from Odiham in spite of the cloud-base being down to 500 feet. They gave an extremely polished display of formation aerobatics with coloured smoke-trails, including going from arrow to fork and then to box-formation, something like a mere 75 feet covering the span of the three leading aircraft. And weather conditions were deteriorating fast!

Four Hunting Jet Provosts from the C.F.S., led by Norman Gibbons, gave a neat display, in very close proximity.

The light aeroplanes performed next, including a crop-spraying demonstration by the D.H. Chipmunk, which I hope will improve the lushness of Farnborough's grass! An Alvis-engined D.H. Beaver brought troops from Aldershot.

The Show speeded up again with controlled rolls and an inverted fly-past by a Jet Provost, and reached its peak when the Fairey F.D.2 hurtled past. Background was provided by the 48-seater Fairey Rotodyne as it rumbled vertically upwards. Very impressive was the take off in clouds of spray of the Gloster Javelin, after which rain fell in torrents, aerobatics by the Blackburn N.A.39 were out of the question, and the Hunters and Vulcans had to make radar-aided circuits. I was sorry not to see Mike Oliver fly the Folland Gnat—I recall hearing him discussing over- and understeer in aeroplanes at a party at Monza last year, of which I was reminded by seeing the Westland Wessex helicopter in a definite oversteer! Nor was the Handley-Page Herald present, Hazelden having skilfully force-landed it, on fire, on the Saturday prior to the Show, after one of its Rolls-Royce Dart engines had developed a serious fault at 6,000 feet, the fire being caused by bits which flew through the engine casing and severed the fuel lines. Warm praise must be accorded the Handley-Page Public Relations Department, which promptly issued a hand-out quoting the accident as proving just how robust and stable the Herald is—which seems to be more than Rolls-Royce could do for the recalcitrant Dart!

The Farnborough Show has many fascinating aspects, from the interesting vintage vehicles in the car parks to the Armstrong-Siddeley, Bristol and Rolls-Royce cars which one finds, appropriately, waiting for aeronautical V.I.P.s, these makes, with Alvis, having an Aviation Background. Then there are all the motoring celebrities you meet there—like Peter Whitehead, seen acting as voluntary interpreter to some foreign sailor visitors.

However, I think, in view of the Herald crash before the Show, the loss of a Sea Fury on the first day of the Show and the accident to a Vickers Viking which wrote off a house in Southall on the Tuesday, that Farnborough Council should be asked to take down those huge notices one encounters on entering their town, these reading :

FARNBOROUGH WELCOMES
SPEED IN THE AIR
CARE ON THE ROAD

This time it doesn't seem to have been the motorists who had the accidents!—W. B.



One that wasn't at Farnborough—the Handley-Page **Herald.**

THE ALPINE RALLY FORD ZEPHYR—*continued from page* 690

around 140 deg. F. There are tow-rings front and back but it is difficult to imagine the Ford getting into a predicament where these would be needed!

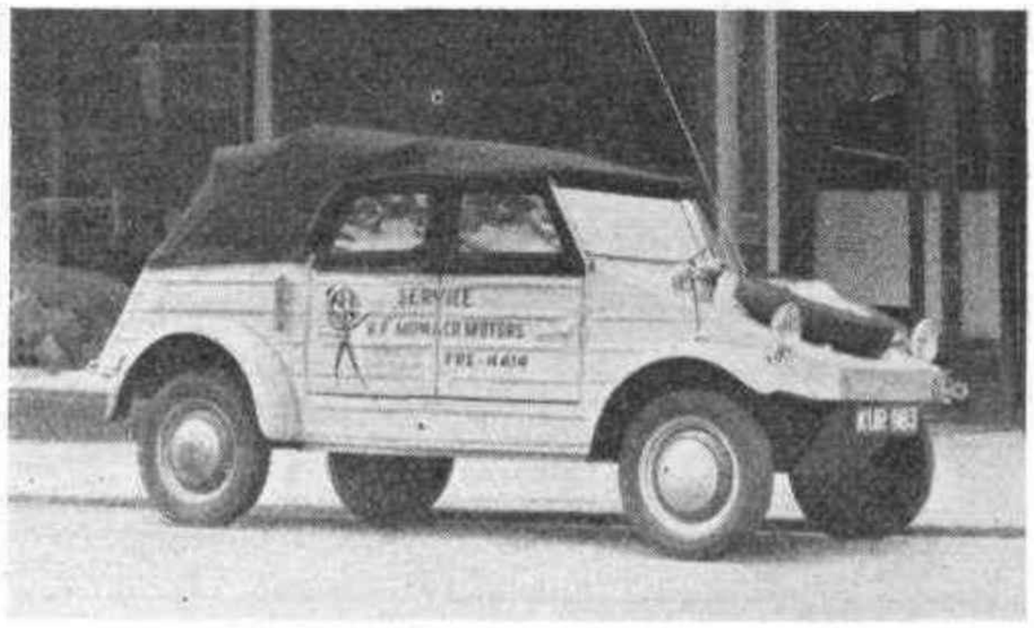
Finally, one additional merit of this exceptionally desirable car—which, alas, cannot be bought in the ordinary course of business. In spite of its very great performance it gave a petrol consumption of better than 20 m.p.g. on a very fast run of over 200 miles. I fed it Esso Extra, Mr. Welch having assured me that 100-octane petrol isn't necessary.

The Ford is quite unmarked after much rally motoring and the body betrays such harsh treatment in one respect only, the passenger's front door being somewhat reluctant to close.

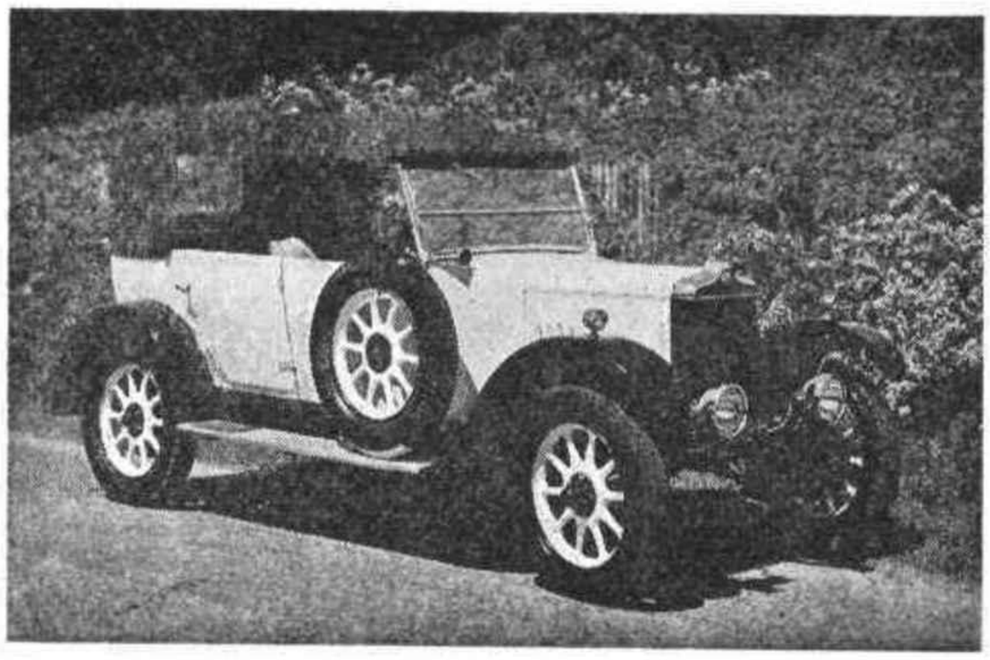
Driving 580 FTW was an exhilarating experience which proves that this is an exceedingly pleasant car for normal purposes and emphasises how valuable is competition motoring for improving the breed of "bread-and-butter" vehicles.—W. B.

MINIATURES NEWS

Recently Meccano Ltd. have introduced two decidedly attractive new Dinky miniatures. One (No. 182) is a Porsche 356A, which accurately portrays impression of compact coupé with the big wheels as does the real Porsche. The other new Dinky (No. 180) is a fine replica of the Packard Clipper, 4½ in. long, with whitewall tyres and twin rear lamps, etc., a nostalgic model in view of the demise of this *marque*. The Porsche miniature costs 2s. 11d., the Packard 3s. 6d., inclusive of purchase tax.—W. B.



IT IS ALWAYS PLEASING to find unusual or vintage vehicles of appropriate make used by garages and agents for the cars they sell or service. This circa 1944 military version of the Volkswagen has been restored by the well-known London VW agents, V. & F. Monaco Motors, and is used as their service vehicle. It has also appeared in several films.



'. . . due to the excellence of VALSPAR'

ONE OF MANY VALSPAR TESTIMONIALS

Dear Sir,

I think that you might be interested in the enclosed photograph of my 1924 Standard Warwick, which took First Prize in the V.S.C.C. "Concours d'Elegance" at Beaulieu last September.

This was in no small measure due to the excellence of your VALSPAR paint, which I used while preparing the car at the beginning of the season, and I would definitely recommend it to anyone who wanted to do a quick and good job.

Yours faithfully,
C. ELLIOTT.

* NO UNDERCOATING REQUIRED FOR A FIRST CLASS FINISH
* DRIES IN 2-4 HOURS
* STEAM, HEAT, OIL & PETROL PROOF
* EASILY APPLIED, EASY TO KEEP CLEAN

VALSPAR
2-4 HOUR LACQUER

The enamel that boiling water made famous



When you have any spare time Valspar Paints are ideal for *all* home decorating.

Use
VALSPAR CAR POLISH
which cleans and polishes at one and the same time.

To: GOODLASS, WALL & CO., LTD. 179/185 (P10) Great Portland St., London, W.1

Please send a free copy of the Valspar Handbook giving full details of how to use Valspar paints

NAME _____
BLOCK CAPITALS

ADDRESS _____

_____



Full Car Tailoring Service
LONDON TRIMMING Co LTD
LONDON - BIRMINGHAM

HOODS
READY-TO-FIT.
from **£6**

Complete with fitting instructions, bandings, etc. Best quality Double Duck, Flexible Plastic rear windows. (Full width if required.) For most makes, including M.G., Morris, Austin, Hillman, B.S.A., Singer, Standard, Land-Rover, etc. Plastic Hoods available.

● **Sent by post or fitted same day.**

NEW — Complete Transparent folding hoods in flexible plastic. Write for full details.

HOOD REAR WINDOWS. plastic (full width if required). Ready-built replacements, **16/6**

CARPETS. Ready to fit for all popular makes. Standard colours. Complete set from **5 gns.**

REPAIR SERVICES. Fabric and sliding roofs repaired and re-covered. Seats and door panels repaired and renewed.

SIDESCREEN RECONDITIONING SERVICE. For full details see booklet.

TONNEAU COVERS, with centre zips, from **£5.**

BUCKET SEATS. Comfortably made, fluted back. **75/-.**

TRIMMING MATERIALS. Large range, including Leathercloth, Hooding, Mouldings, Carpets, Headlinings, Adhesives, etc. Complete range and prices in catalogue.

ACCESSORIES. Complete range available, including Lamps, Polishes, Cleaning Materials, Nuagane, Body Paints, Mirrors, etc. Full range Holts' products.

Sales: 436 King's Road, Chelsea, London, S.W.10
Works: 40 Queen's Gate Mews, Kensington, S.W.7
Sales Dept.: open SATS. until 5.30p.m. Tel. (all depts.): FLAxman 3192

MIDLANDS BRANCH: 72 Cambridge Street, Birmingham 1. *'Phone: MIDland 1747*



Send for FREE ILLUSTRATED 24 page CATALOGUE



There's a Special
MOTORTUNE GM MANIFOLD MODIFIER
scientifically designed for your car

The modern petrol-driven car has an efficient engine within very certain limits. To make the unit really efficient would take much time and cost far more money than the average buyer wishes to pay. But at last, in the Motortune GM Modifier, there is a scientific approach to smoothing out the induction, and thereby remarkably increasing the efficiency of the engine. More efficiency means more *power*, and more power means *better performance*, and inevitably the vehicle must travel further on a given quantity of fuel. Thus is economy effected. The G.M. Modifier, costing 20/- for most cars (and only 30/- for even the largest size carburettor) is the most astonishing scientific device every offered to the motorist. Fully patented (and therefore not available to car manufacturers), it is GUARANTEED to improve your car, and decrease your fuel consumption.

No moving parts to wear out. Full descriptive brochure for the asking.

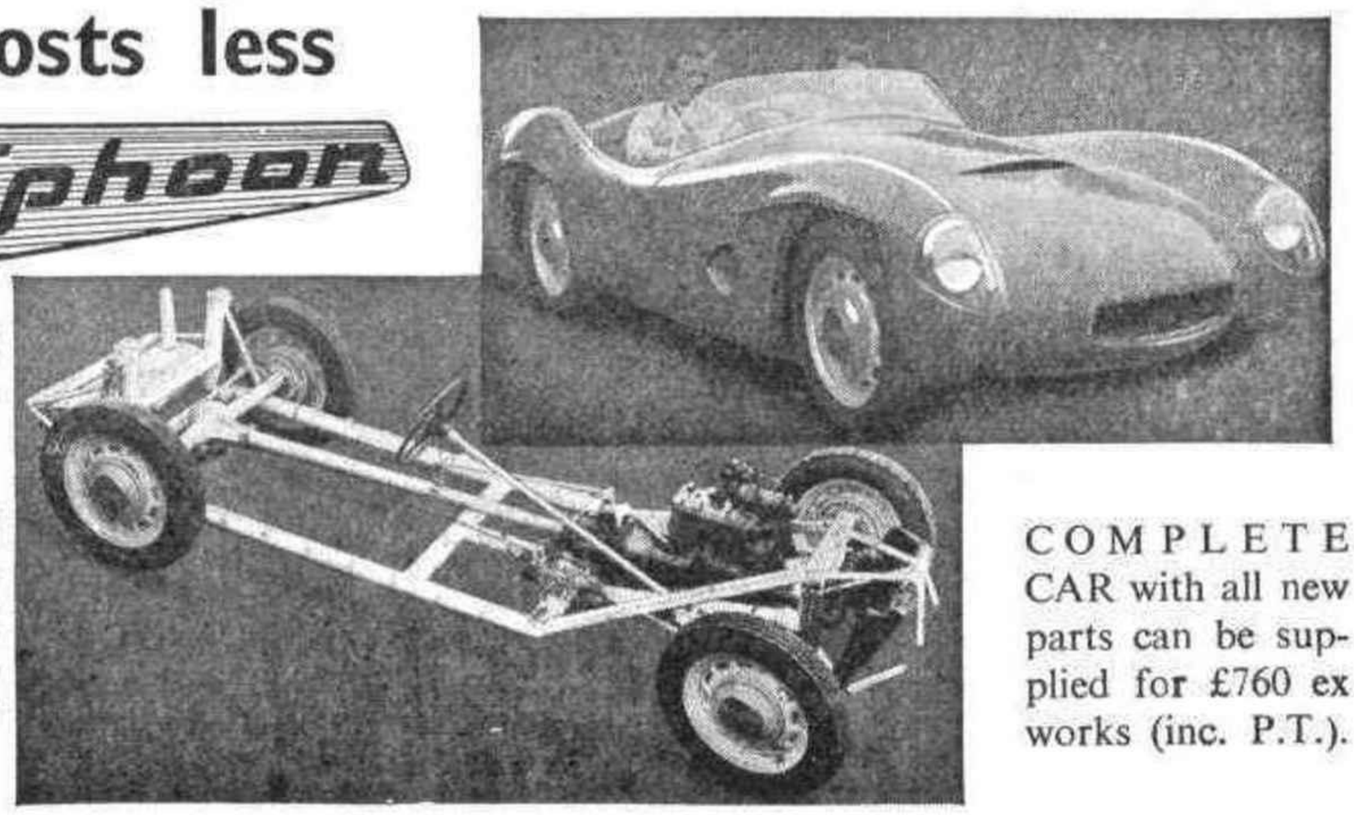
Unique and genuine GUARANTEE
full money back if dissatisfied

Fit a modifier, and if your consumption, acceleration, tick-over, cold starting and engine performance are not considerably improved, return it with the written guarantee for full refund. (NOTE: The modifier will not repair your engine—it can only improve it.)

Please send details of the MOTORTUNE GM MANIFOLD MODIFIER
NAME .....
ADDRESS .....
MAKE, YEAR AND MODEL OF CAR.....
Post to:
MOTORTUNE LTD., JAY MEWS, KENSINGTON GORE, LONDON, S.W.7
MS 1058

BUILD IT YOURSELF . . . OR BUY IT COMPLETE

EITHER WAY—it costs less to own the Typhoon



A new development in Sports Car design—two-seater or occasional four—sold in Chassis and Body form for home construction ; or, as a complete factory assembled car, ready for the road.

The Typhoon chassis is constructed to withstand the strains and stresses demanded for vigorous sports car performance. This exceptional chassis strength has been proved by over 4,000 miles of severe testing on all roads in all conditions. Correct fitting and marriage of the body and chassis in the initial design eliminates expensive modifications later.

COMPLETE CAR with all new parts can be supplied for £760 ex works (inc. P.T.).

Write or phone

TORNADO CARS LIMITED

RICKMANSWORTH HERTFORDSHIRE

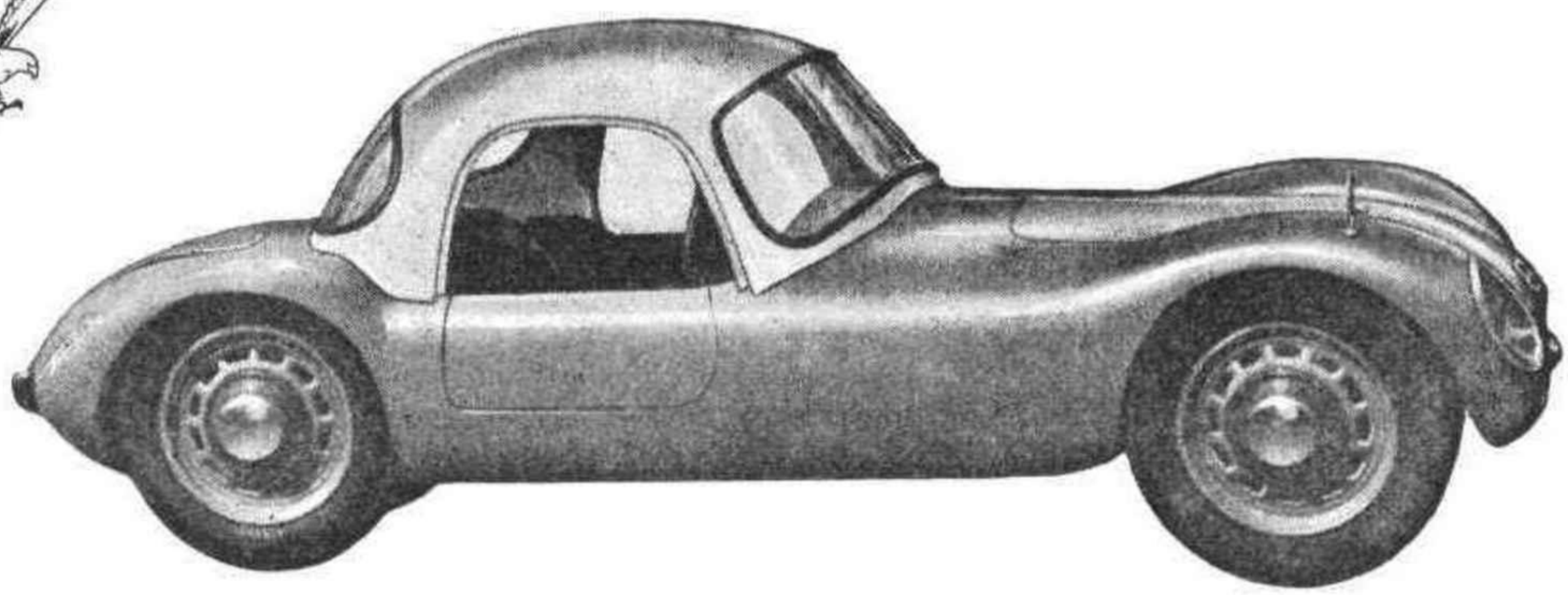
Chassis : *For standard Ford 8/10 parts (1937 on). Wheelbase 7′ 3″ or 8′ 1″; track 4′ 2″ front, 4′ rear; special suspension units and all brackets, frames and attachment points. (Including modifying to I.F.S.)* **£70**

Body : *Tough laminated fibreglass for strength and lightness; including bulkheads, floors, covers, seat pans, wheel arches and boxed doors.* **£130**

Complete car can be home built for as little as £250

Telephone : Rickmansworth 5176 or 5006

FAMOUS FALCON SHELLS



The **Falcon Mark II** *with hardtop mounted on the Watling Mark II Chassis.*
This shell is also available for the Ford 8 and Popular Chassis, also Ford 10, pre-1938.

- ★ **Complete mounting frame for simple fitting to chassis.**
- ★ **Separate lids and doors already hinged.**
- ★ **Choice of colour and design.**
- ★ **Shells to fit wheelbase 6 ft. 2 in. to 7 ft. 8 in.**
- ★ **Windscreens or hardtops to fit.**
- ★ **H.P. terms available.**

Send large s.a.e. for new illustrated instructive booklet. Full of valuable advice for "special" builders

FALCON SHELLS LTD. (Dept. M.S.), HIGHBRIDGE ST., WALTHAM ABBEY, ESSEX

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old Car Matters



ENJOYING THE BEST OF BOTH WORLDS.—Lord Montagu of Beaulieu with a lady friend driving an Edwardian Fiat on a modern race course—on the occasion of the Fiat Register's ambitious rally to Monza. In the dickey seat are Mr. and Mrs. Ward, who were so keen that they spent their honeymoon driving the 1913 12-h.p. Fiat from Beaulieu to Monza.

THE V.S.C.C. AT PRESCOTT (August 24th)

THE annual Prescott Speed Hill-Climb of the Vintage S.C.C., this year open to post-vintage-thoroughbred as well as vintage cars, was almost, but not quite, washed away on August 24th, the scene being mud, more mud, raincoats, umbrellas and haphazard car parking, as well as early cars.

In the class for sports cars up to 1,100 c.c. Jack French's Austin Seven "Simplicity" went extremely well, winning on a single ascent in 56.57 sec. from Meyhew's slidy Riley Nine (60.03 sec.) just before rain really wetted the course. But we cannot really think of "Simplicity" as a genuine vintage car—i.f.s. and downdraught carburation were not heard of in 1930 for Austin Sevens. The two p.v.t.s couldn't get anywhere near French, Waine's 1928/34 Riley Nine with nice pointed-tail alloy body taking 59.88 sec., Cottam's noisy Riley Imp 66.38 sec.

The 1½-litre vintage sports-car class was won commendably by Grice's 1921/30 Anzani-G.N. with twin S.U.s, its time of 54.68 sec. standing for some time as fastest yet. Ashley's Meadows Frazer-Nash, tail-sliding Prescott's acuter corners under power, was second in 56.0 sec., third place going to Geoghegan's Meadows Frazer-Nash in 56.39 sec. The p.v.t. section was again disgraced, Gibson's 1927/39 Frazer-Nash needing 58.37 sec., Parsons' 1933 Frazer-Nash 60.91 sec. and Michelsen's 1926/34 Frazer-Nash "Patience" 61.75 sec. The up-to-3,000 c.c. class was a victory for Vaughan's 1928 A.C.-Nash in 56.76 sec., from Noble's just-vintage six-cylinder Alvis (61.23 sec.) and McNaughtan's non-vintage-looking twin-cam 3-litre Sunbeam (62.22 sec.). Miss Taylor made fastest time by a lady in her 100-m.p.h. 3-litre short-chassis Bentley two-seater (68.82 sec.), which wasn't very difficult because the only other lady competitor, Mrs. Jeddere Fisher, was confined to the 1913 Lancia Theta coupé (85.52 sec.). In this class p.v.t. justified itself, Berry's twin-cam 2.3 blown Bugatti clocking 54.42 sec. and Richard's 2.4-litre Riley Special 56.03 sec.

The big sports car category was full of 100-m.p.h. low-chassis Invictas, both pre- and post-vintage, of which Shutler's famous 1933 coupé was fastest in 55.66 sec., a splendid effort. The vintage class was won by Morris' 6½-litre Bentley (57.63 sec.) after a locking front brake had caused it to touch the bank on its first run. Second came Pounds' oversize 4½-litre Bentley (58.09 sec.). Symondson, in his immaculate Type 57S Bugatti beat Shutler in the p.v.t. section on his second run, clocking a splendid 55.25 sec. Third was Mudd's Monza Alfa-Romeo, using second gear because wheel-spin was uncontrollable in bottom. Unfortunately, on its second run it ran out of road at the first corner, Mudd hurting his chest—a case of Mudd off, not mud on, the course!

The Edwardians had a poor time in the wet, none reaching handicap times. Notable were Neale's truly magnificent, very quiet ex-Dr. Taylor 1912 London-Edinburgh Rolls-Royce (74.24 sec.= +3.74 sec.), followed by Clutton, umbrella at the ready in the tonneau of the G.P. Itala (60.28 sec. = +3.28 sec.), victory thus going to the Itala, which Clutton afterwards drove home. Mrs. Fisher drove her big Lancia impeccably, Lord Montagu was neat in his "Prince Henry" Vauxhall, and Brown's 1913 5.7-litre Zust thundered up, sounding over-geared, however, and perhaps restricted by its small carburetter—the respective times were 85.52, 70.27 and 80.52 sec. Best sight of all was Jeddere Fisher ascending the hill in his 1914 racing-style cyclecar "Il Pampèro," a long, slender, yellow and silver contraption on carrier-bicycle tyres. It has a quite unwanted "radiator" cowl, and a tall dummy filler cap, for filling a small petrol tank, the engine being an air-cooled V-twin i.o.e. M.A.G. with Zenith carburetter and a magneto alleged to have been borrowed from the local cricket club's lawn-mower. This engine is installed in a steel-tube frame, driving by chain to a Chater-Lea gearbox, final drive being by side belts and suspension by cantilever springs, while there is genuine wire-and-bobbin steering.

After some inflammatory moments before practising Fisher ascending, first in 112.8 sec., then in 101.16 sec. and the splendid sight (and sound) was entirely reminiscent of sprint motoring long ago.

The 1,100 c.c. racing class was poorly supported, Binns' previous time with his ex-Brooklands Riley Nine in the sports-car class sufficing to beat Barnard's Riley Special in the vintage section and Grant's 1934 850 c.c. M.G. (60.3 sec.) being far faster than McArthur's ex-Malcolm Campbell R-type M.G. in the opposite category.

The Hardy Special alone contested the 1½-litre class but this exciting car was driven very bravely, to clock 55.24 sec., the machinery-filled tail coming to heel surprisingly effectively after the corners. The last class in the programme was that for racing cars from 1½/3-litres and here Dr. Taylor drove with great restraint and skill in the wet to make f.t.d. in the Caesar-Special, his first run in 52.15 sec., which he later reduced to a courageous 50.63 sec., a vintage car thus carrying top honours. Second fastest was Douglas Hull in a Manxed 2-litre E.R.A., reminder of his Silverstone crash, as was a jerry-can in use as the fuel tank. He clocked 51.88 sec., then 51.45 sec., Fisher, in the same car, spinning on his first run, then recording 55.69 sec., which must have seemed amply quick after "Il Pampèro." Third quickest here was Wall's Type 51 Bugatti, which like Hull, and Mallalieu in another Type 51 Bugatti, was aided by twin-rear-wheels to clock 52.35 sec. Second vintage was the bearded Nicholson in the Rabelro Special, like Dr. Taylor's car A.C.-engined and chain-driven, Perkins' Type 35C G.P. Bugatti being a close third, in 55.34 sec. Lt.-Col. Vaughan broke his "Shelsley" Frazer-Nash single-seater and was slow in the Wolseley-engined Becke Powerplus, which seemed to have a fierce clutch, but four carburetters assisted Raven's ex-Bear 3-litre Bugatti to get below 60 sec., which small rear wheels did not do for Sibbald's 1½-litre G.P. Bugatti.

In the mire that was the car park some delectable cars were seen, including a 14/45 Rover two-seater, a big Star tourer, a nice Fiat 501 coupé and a fine fabric-bodied Talbot 90 sports tourer, while Howell's rear-engined Trojan saloon had travelled there from London.—W. B.

V.S.C.C. EDWARDIAN AND LIGHT CAR TRIAL (August 23rd)

As usual, on the day preceding Prescott, the V.S.C.C. held its Edwardian and Light Car Trial, with five Edwardian and 17 light-car entries and the following results:

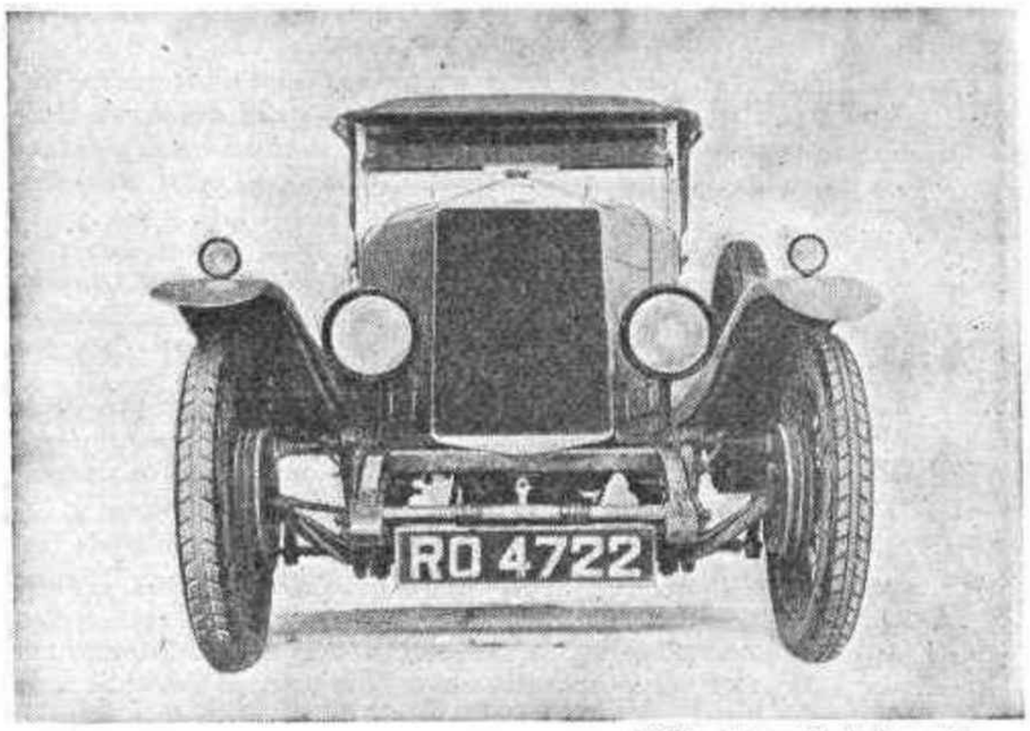
Edwardians: **First-Class Award:** B. M. Clarke (1913 Talbot Twenty-five).
Second-Class Award: C. J. Bendall (1910 40/50 Rolls-Royce).

Light Cars: **First-Class Awards:** D. T. R. Dighton (1927 9/20 Humber), A. D. Jones (1929 Austin Seven).
Second-Class Awards: D. G. Mackenzie (1925 9/20 Humber), B. Dunkley (1928 Singer Junior).
Second-Class Awards: D. Irvine (1927 9/20 Humber), R. O. Barnard (1923 Fiat 501).

In Sussex, someone was disposing of a 1926 Austin Twenty with hearse body. It had been employed towing a caravan in France and was used by the owner as a camping car during his honeymoon, the 6 ft. 6 in. rear compartment making excellent sleeping quarters, if you have no souls! Another 1927 Austin Twenty, a saloon, is for sale in Berkshire.

FRAGMENTS ON FORGOTTEN MAKES

No. 7—THE ARAB



("The Autocar" photograph)

The attractive front view of the 2 litre Arab.

WHEN talking with Mr. Stroud about the Adams car, a-reported in the previous fragment in this series, he mentioned that he worked for a time with Reid A. Railton on the short-lived Arab car, which had a long-stroke 2-litre engine similar to those used by Parry Thomas, the great Brooklands exponent.

The Arab was Railton's brainchild, and was assembled largely from proprietary parts—Mr. Stroud mentioned Perrot front brakes. and Moss gearbox and back-axle. Apparently only ten cars were budgeted for in the first place and the sad fatality to Thomas at Pendine early in 1927 so upset Railton that he paid off his workers and closed the little factory. Mr. Stroud still has the last cheque for his wages, which, sentimentally, he asked Railton to give to him after it had passed through the bank.

The Arab engine incorporated the ingenious Thomas valve gear, whereby one cam operated both inlet and exhaust valves, which were closed by a common leaf-spring. Incidentally, although Parry Thomas does not appear to have had any connection with the Arab, these laminated valve springs were taken to Brooklands for him to supervise the hardening and tempering of them.

At first Railton rented a steel foundry works in Letchworth but later he moved the small Arab factory to the old Phoenix car premises in the same town. A famous steel foundry near by machined the castings.

There were one or two notable items of Arab specification. For instance, tension of the timing chain driving the overhead camshaft could be adjusted simply by operating a lever placed behind the radiator, which functioned, on the ratchet system, on the jockey sprocket of the long chain which drove the o.h. camshaft, water and oil pumps, magneto and dynamo. Then the road springs were attached to the chassis by adjustable mountings, pains being taken to ensure that springs and chassis were absolutely in line before the mountings were dowelled in position. This factor resulted in excellent roadholding. The clutches were made in the Arab works, and here each engine was run on a test bed. Railton, recalls Mr. Stroud, had an uncanny gift of hearing the tiniest defect before anyone else in the test house was aware of it. For example, once, when rotoscope checks were being made at 4,000 r.p.m. to discover whether the valves bounced, Railton ordered an engine to be switched off, because he had heard the dynamo seize momentarily!

Every Arab made was taken out on test by Railton himself. One fault which developed in a car sold to the son of a famous diamond merchant was failure of the high-level oil pump to feed oil past the cooling tunnels in the big sump. One Arab was fitted with four separate carburetters for speed tests on Brooklands Track.

As far as Mr. Stroud recollects four Arabs were completed and sold and there were three or four nearly complete when Railton lost interest. The Arab was described in the motoring Press in November 1926 and ceased production after March 1927.—W. B.

THE OLDEST BULL-NOSE

At a time when the Government is attempting to belittle the older vehicles it was a splendid idea on the part of the *Daily Express* to organise a competition which drew public attention to the interest and serviceability of really old cars, even if the result was rather a foregone conclusion. We refer to the prize of a new Morris Minor 1000 offered to the person owning the Oldest Bull-Nose Morris. The winner out of 76 entrants was Frank Wootton, who bought his well-known 1913 two-seater for £100 in 1951, as recorded in MOTOR SPORT shortly after his purchase. Second prize went to A. Evans' 1916 saloon, the car discovered in Leeds a few years ago by N. Routledge, and third prize to N. Broome's 1917 two-seater. This is interesting, because at least one more 1916 Morris-Cowley and two more 1913 Morris-Oxfords are known to the Veteran Car Club.

The rules sensibly specified, however, that cars must be in regular use and not owned or used by the Motor Trade. The three winning cars were taken to Cowley, where Lord Nuffield inspected them as they stood in a car park where once an early Morris workshop existed. The Judges were Mr. Bishop of the Nuffield Organisation, Lytton Jarman of the Bull-Nose Morris Club, D. C. Field of the V.C.C., H. V. Organ, the longest-serving Morris employee, and F. Goldsworthy of the *Daily Express*. The prizes were presented on October 1st at the Bull-Nose Morris Club Rally in Woburn Park.—W. B.

It is thought that a 1904 de Dion Bouton, in good order, lurks in Berkshire, its owner refusing to use it or sell it.

* * *

On a farm in S. Rhodesia a Fiat 509 engine, gearbox and radiator has turned up.

* * *

At Bridlington a 1920 Austin taxi and a 1927 Jowett box van are apparently seeking new homes.

* * *

Two vintage Rovers have been discovered recently and are likely to appear in V.S.C.C. events in future. One is an air-cooled flat-twin 8-h.p. found in Lancashire, the other is a 1928 Rover Ten discovered near Manchester.

* * *

The Editor of MOTOR SPORT has bought a 1924 Reo Speed Wagon with 14-seater coach body which was in use on a Hampshire/Wiltshire country 'bus service almost up to the war. It was his intention that it should appear at the rally of the Historic Commercial Vehicle Club at Southall a few days ago.

* * *

The Edwardian Fiat mentioned last month as being at Wembley is, points out the Hon. Registrar of The Fiat Register, a 1903 16-h.p. four-cylinder chain-drive Fiat which has taken part in at least one Brighton Run, in the hands of A. C. Westwood. Let us hope the Fiat Register or Fiat Limited will restore it and enter it for this year's London-Brighton Run.

VINTAGE POSTBAG

Sir,

In your March issue Mr. P. K. Shaw asked for information on G.W.K. and Unit cars. The G.W.K. was made between 1911 and 1931, first at Home Works, Dachet, Bucks, and then, as Mr. Shaw states, at Cornwallis Works, Maidenhead. I have two photographs of late G.W.K. cars, one a 1924 10 R.A.C. h.p. "all-weather" and the other a 1926 10.8 R.A.C. h.p. saloon. From these it appears that the later G.W.K.s were not very sporty.

If Mr. Shaw and I are thinking about the same Unit, it appears that Mr. Shaw's dating of the car is three years out, as Doyles' "The World's Automobiles" gives the dates of the *marque* as 1920 to 1923. It was made by Rotary Unit Co. Ltd., Woburn, Bucks, and had a horizontal engine and no clutch or gearbox.

Unfortunately, I have never seen either of the two makes.

I am, Yours, etc.,

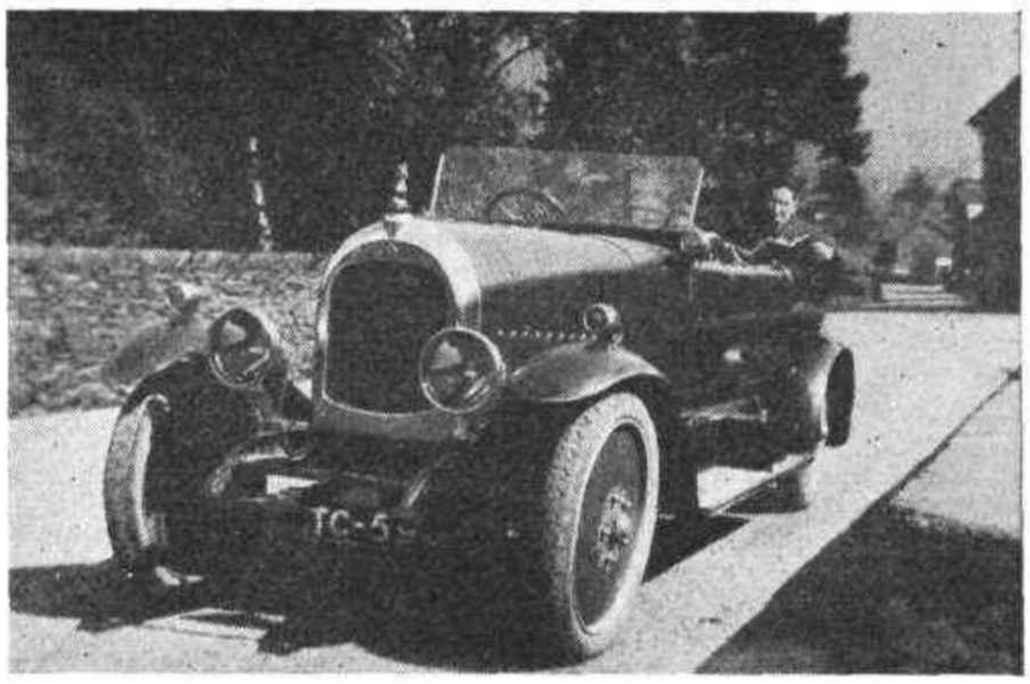
Ely. B. M. WHITE (aged 13).

[The Unit was developed from the G.W.K. and had a similar friction transmission.—ED.]

* * *

Sir,

I read with interest the letters about the Cubitt, as my father owned one in the 'twenties. Unfortunately, he remembers little about it, except that his car was very large—"like a charabanc"—compared with a previously-owned G.N., but I unearthed the



The Cubitt referred to by Dr. Twomey.

enclosed photograph which shows the radiator very clearly. The Cubitt radiator badge can be made out as being a diamond shape with a very large capital " C " more or less devouring the other letters. The lattice-work below the radiator is also clearly visible. as mentioned in your article.

I am, Yours, etc.,
West Byfleet. (Dr.) J. C. Twomey.

* * *

Sir,

Isn't your quibble about the admissibility of the Bass Daimler motor bottle into H.C.V.C. events taking the cult of *le pur sang* a little too far ? A commercial vehicle is a commercial vehicle whether it is on a car chassis or not.

I understand that a sister vehicle to the one owned by Lord Montagu is still in service with the brewery's London agency, delivering in the King's Cross area. This is surely proof that its claim to be called a commercial vehicle is a valid one ?

Incidentally, I have seen photographs of an even older motor bottle, also thought to be on a Daimler chassis, and commissioned by Worthington & Co. around 1908 or 1909. Unfortunately, Daimler's records were destroyed in the blitz on Coventry during the war and they are unable to throw any light on this.

I am, Yours, etc.,
Watford. John Erikson.

[We think that if a private-car chassis was endowed with a commercial body in vintage times, *i.e.*, prior to 1931, then it should perhaps qualify for H.C.V.C. events. What we want the organisers to avoid is old cars, discovered as chassis, and converted into bogus historic commercial vehicles by the addition of recently-built truck or platform bodies.—Ed.]

* * *

Sir,

It was sad to see the old Salmson referred to by Mr. W. H. Dobbs as " the worst thing on wheels, etc." Perhaps he was unlucky, for I have many happy memories of this little car. With its pointed tail, two-seater body, and thin, high-pressure tyres, I suppose that it did look rather like a black submarine on yellow bicycle wheels, but to the impecunious medical student it was the *beau ideal* of sporting motors. The cockpit was padded round the edges with red leather in contemporary aero fashion, and the vee-screen and scanty, flared wings contributed to the slightly raffish, but so Continental and *sportif decor*. The centre gear-lever and hand-brake were rather close together, but I recall no difficulty in changing gear, apart from a reluctance for first to engage. This was cured by relining the clutch—cost £3.

The motor was certainly strange in that there were only four push-rods to four cylinders. As far as I can remember, each rocker operated the exhaust valve in normal fashion, and then on its return flicked open the inlet, which had a very weak spring. I believe this principle was used by Messrs. Salmson in their aero engines at that time. A push-rod would occasionally jump out, but otherwise the unit gave no trouble and propelled the light little car quite briskly.

Perhaps she was a bit skittish on wet tram-lines, due to lack of differential, and once the crown-wheel came adrift, resulting in an unexpected lack of forward motion. However, Gruzelier of Purley (he ran a lovely 3-litre Sunbeam at that time) riveted the axle, wheel and flange together, and then welded the assembly so that no further trouble occurred.

The brakes, rear wheels only, were admittedly poor, due to the elasticity of the cables. These did not run in copper tubes in my car, but hung under the car, unsupported from pedal to cam lever. Nevertheless, I only hit one vehicle in the rear.

Come to think of it, perhaps these are rather a lot of troubles, but what a lot of fun we would miss if our old cars did not have their foibles. Despite them, " Sammy " and I made many a long, pleasant run down those lovely uncluttered roads of the dear, dead nineteen-twenties.

I am, Yours, etc.,
Glasgow. H. D. Brown Kelly.

* * *

Sir,

Mr. W. H. Dobbs states that a 1926 Salmson was " about the worst thing on wheels I have ever touched." I, too, owned a Salmson—of 1925 vintage—and my experience with that prompts me to suggest that Mr. Dobbs must have captured a very poor specimen.

In 1931, still in my 'teens, I bought a stripped-down chassis less body for £4, and rebuilt it, fitting a two-seater body of ash framing and plywood (see picture).

The four-cylinder engine had a Treasury rating of 10 h.p., and the " revolting " type of valve operation mentioned by Mr. Dobbs was, in fact, a novel o.h.v. gear which had previously been used on aircraft engines. A single rocker arm opened both inlet and exhaust valves for each cylinder, and was itself operated by a push-rod working on a cam with a " kink " in it. The lift of the cam opened the exhaust valve, and when the push-rod was in the recess, the inlet valve opened by the pull of two tension springs on the rocker acting against the normal valve spring (a sort of power-assisted automatic inlet !).

This type of valve gear, although rather noisy, was simple, and in my Salmson seemed to function very well. One fault I remember was that " float " occurred at speed(?) and some of the small valve tension springs were occasionally shed, but I always carried spares, and they took but a minute to fix.

The clutch, being of the cone type lined with leather, *was* rather fierce, but this, and the gear-change, one got used to.

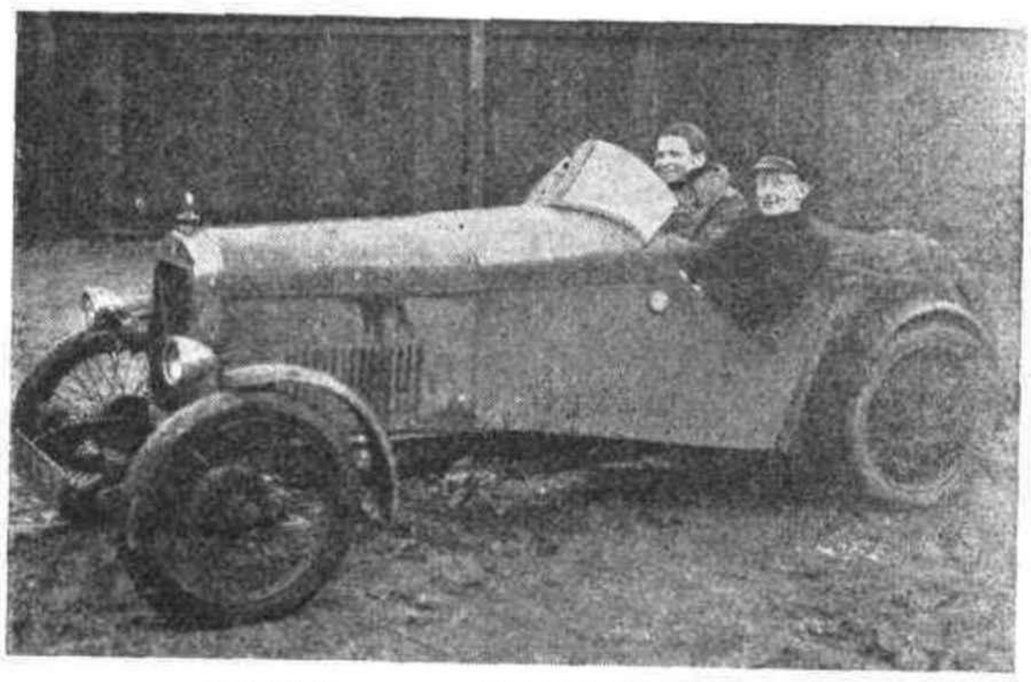
Brakes were fitted to all four wheels and were of the standard expected in light cars of that era.

There was no differential, and the solid back axle made cornering a little lively; this, and the beaded-edge tyres, which if not inflated hard readily left the rims when cornering, ensured that there was never a dull moment !

All things considered, the car had a reasonable performance, and satisfied my youthful motoring ambitions for many thousands of miles.

Later, I acquired a 1926 10-h.p. twin o.h.c. Salmson. This had a similar specification to the 1925 model (apart from the engine), and, with a greatly improved performance, also gave me satisfactory service.

I am, Yours, etc.,
Nantmel, Rhayader. C. P. Lewis



The Salmson owned by Mr. C. P. Lewis.

CONTINENTAL NOTES

AFTER a long and varied series of Grand Prix races the Drivers World Championship is still wide open as to the result and the final decision cannot be reached until after the Moroccan Grand Prix at Casablanca on October 19th. One thing is certain, and that is that the 1958 World Champion will be a British driver and it rests between Moss and Hawthorn, with the odds slightly in the favour of the latter. Over the past few years, with Fangio being World Champion for 1954, 1955, 1956 and 1957 in succession, there has usually been no shadow of doubt as to who is the best driver or driver/car combination by two-thirds of the way through the season, for the great Argentinian driver invariably trounced all opposition sufficiently well to procure the Championship by a fair margin. This year, however, the outcome between Moss and Hawthorn could rest on one single point. At the time of writing there have been 10 events counting for the Championship and Morocco will make the eleventh, and by the rules laid down by the F.I.A., a driver counts his best six results out of 10 or 11 races held. Should there be a tie after adding up the points gained in the six best then a seventh is taken into account, and if there is still a tie then an eighth is added. Of the 10 races already held Moss has only finished in five so that whatever happens in Morocco is vital to his total; Hawthorn has finished in eight already, so he has two events to spare and Morocco will make a third. At the moment Moss has 32 points gained in five races and Hawthorn 40 gained in six races. Whatever points Moss gains in Morocco must be added to his total, to make six races, but Hawthorn only adds points if the result is better than one he is counting already, by replacing one of the six results with Morocco if it is better. Now, if Moss wins and makes record lap then he gains nine points, making his total 41, and if Hawthorn retires then Moss will be World Champion by a single point. However, if Moss wins but does not make fastest lap he gets eight points, and if Hawthorn retires then they are left equal with 40 points each, so a seventh result has to be taken into account, and Moss has no seventh result whereas Hawthorn has two points from the Dutch G.P. or one from Monaco to add, so he will be Champion. So the Championship is still there for Moss providing he can win *and* make fastest lap and Hawthorn retires. If Hawthorn makes fastest lap he will not add the point to his present total but it will prevent Moss having it, and, for that matter, if Brooks, Hill, Behra or Lewis-Evans makes fastest lap then Moss has lost the Championship. If Moss sweeps the board with nine points, as well he might, but Hawthorn finished second then Hawthorn will be Champion for second place gets six points and at the moment in his total of 40 he is counting a third place in the Argentine which annexed four points, so by swapping third for second it would make his six race total up to 42 points, one ahead of the maximum that Moss can possibly attain.

The World Championship is indeed wide open, and there is going to be an element of luck in the final outcome, which is interesting for in the past Fangio has shown an obvious superiority over everyone else and has been undisputed World Champion (on road racing, to appease certain American friends), but this year, whatever the outcome the result will be in strong dispute among the Moss fans or the Hawthorn fans and, of course, there are the Brooks fans who point out now that he has only scored points ih three Championship events this season, but *he has won all three.*

The Moroccan Grand Prix is certainly going to be a "needle match" and a race that is going to be followed with enormous interest, while the outcome is going to have far-reaching results. Some people want Moss to win, others want Hawthorn to win, but personally I would like to see Behra win with the B.R.M. Bourne have been doing a lot of racing this season and trying hard, without any real success, and a win for the B.R.M. at Casablanca would do the whole team an enormous amount of good and would also be of far more value to Grand Prix racing as a whole than the settling of a personal battle between two drivers, for, after all, Grand Prix racing is essentially a mechanical battle between makes of car and this season Vanwall and Ferrari have shared the spoils with Cooper, so it really is the turn of B.R.M. to have a win.

* * *

It is not unnatural that Grand Prix drivers, after racing the best pieces of automobile engineering there are, should be pretty discerning about what they drive on the road as transport, and at one recent G.P. the drivers' car park looked like the paddock for a very good Gran Turismo race. Shelby had a 3½-litre G.T. Maserati, Gendebien a 250 G.T. Ferrari, Brooks a DB2/4 Aston Martin, Behra and Bonnier Porsche Carreras, von Trips a Porsche 1600S, Trintignant a Facel-Vega, and Gerini a 4.9-litre Super America Ferrari. As a small boy I often bicycled vast distances just to see the homes of the great British drivers, hoping and praying that I might see my idol come out of the house and drive off in an exciting car. At the recent Italian Grand Prix, outside the Hotel Auriga in the via Pirelli in Milan, there was a line of exciting vehicles being used by drivers and followers of the racing that must have made the hair stand on end of Italian small boys. There was almost every variation of Porsche, Alfa Sprint Veloce, Alfa 1900 Super Sprint, Maserati, Ferrari, Triumph, Austin-Healey, DS19 and Facel-Vega. It really is most satisfying just liking good motor cars.

* * *

Down at Modena there is never a dull moment and you are continually on your toes to see all the interesting things passing by, without actually visiting Maserati, Ferrari or Stanguellini factories. Spending a day or two there at the Albergo Reale is like being in a race meeting paddock, with drivers coming and going, Hawthorn in one day, Masten Gregory another, sports-car drivers, Gran Turismo drivers, Rally drivers, a never-ending change of scene. At the Autodromo on the edge of town, one day Phil Hill was testing a sports Ferrari before it was being shipped to America, this being the chassis that Gendebien drove at Spa last May, now fitted with the 4.1-litre V12 four-o.h.c. engine from the Monza 500 car. Fangio was there, too, driving Godia's 1957 ex-works Maserati, while Cunningham-Reid was making a film for B.P. Next day Stanguellini was there testing a Formula Junior single-seater, Osca were out with a 1,500-c.c. sports car, and a 3½-litre G.T. Maserati was being thrashed round. On the third day of this brief visit Ferrari was testing a Grand Prix car and a 250 G.T. coupé, Stanguellini was there with a record-breaking car fitted with a works 350-c.c. Guzzi single-cylinder engine, and a 200S Maserati sports appeared for a quick test run. Returning into town and looking in at Scaglietti's body-building works, there was the Le Mans-winning 3-litre V12 Ferrari, now painted blue and grey and awaiting shipment to America, along with another of the Le Mans cars, and then just as I arrived at the Maserati factory, Bertocchi, the head mechanic, drove out of the gate in the very latest 250F Grand Prix car, with a trade-plate tied on the tail, and roared off up the road in a glorious blast of sound. If you time the visit to Officine Maserati right you can see Italy's high-speed streamlined electric train, the green-and-white "Sette Bello," go over the level crossing and along behind the factory at 85 m.p.h. on its regular run between Milan and Rome. Yes, Modena is indeed an interesting town, and if you can find the time to relax a bit it is also full of historical and cultural interest.—D. S. J.

GAISBERG HILL-CLIMB—AUSTRIA (August 15th)

1st :	W. von Trips (Porsche RSK)	9 min. 24.3 sec.
2nd :	J. Bonnier (Borgward RS)	9 min. 30.3 sec.
3rd :	H. Herrmann (Borgward RS)	9 min. 33.4 sec.
4th :	E. Barth (Porsche RSK)	9 min. 33.9 sec.
5th :	J. Behra (Porsche RSK)	9 min. 37.2 sec.
6th :	H. Walter (Porsche RS)	9 min. 52.7 sec.

OLLON-VILLARS HILL-CLIMB—SWITZERLAND—9 Kilometres (August 31st)

The Swiss climb was the last in the European Mountain Championship and rain on the second runs made a nonsense of the results, which were arrived at by addition of times, while Classification of the hill-climb actual was made on the best of two runs. Consequently there was one list of winners for the main event and a different one for the Championship. By addition the Championship results were :

1st :	E. Barth (Porsche)	11 min. 02.3 sec.
2nd :	J. Bonnier (Borgward)	11 min. 07.9 sec.
3rd :	W. von Trips (Porsche)	11 min. 11.0 sec.
4th :	H. Herrmann (Borgward)	11 min. 22.4 sec.
5th :	J. Behra (Porsche)	11 min 33.5 sec.

As a result of the season of mountain hill-climbing the German driver W. von Trips became undisputed Champion, driving a works 1,500-c.c. Porsche RSK.

ZELTWEG AIRFIELD RACES—AUSTRIA (August 17th)

Sports 1,500 c.c. :

1st : W. von Trips (Porsche)
2nd : J. Behra (Porsche).
3rd : E Barth (Porsche)

LETTERS from READERS

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

MAPS AGAIN

Sir,

My copy of Esso Road Map No. 1, London, shows certain alterations to the face of the countryside, such as London Airport, but the basic street system is at least 30 years out of date. I have confirmed this in several different locations.

I am, Yours, etc.,

S. Croydon. J. B. Roscoe.

Sir,

The controversy, begun by Mr. J. G. Harbord in your August issue, over the merits, or lack of same, of the "maps" sold by the National Benzole Co., is surely just one further example of a misconception of basic description.

These National Benzole publications are not, and should not be described as, maps. They are Road Plans, a different thing altogether, and as such rather better, and most certainly more easily read, than the average run of five-mile-to-the-inch Road Plans as currently published. They show clearly the road system between all cities, towns, and most villages, and this is what the vast majority of the motoring public of today requires. In fact, give the vast majority of the motoring public a true map and it is entirely incomprehensible to them.

A Road Plan shows you the road from A to Z. A map pictorially illustrates the country, *if you can read it.* The smallest practical form of real map is the Ordnance Survey ¼-in. to the mile, but the Bartholomew's ½-in. to the mile is to be preferred for serious motoring. For rallies, trials and bye-way work, only the 1-in. is adequate, while the walker will find that the 1 : 25000 suits him best. Readers more mathematically inclined can work out for themselves how much it would cost to cover the area covered by a 1s. sheet of N.B. map with even a ¼-in. Ordnance set of sheets. Does it not therefore appear that anyone who expects to get an adequate *map* coverage of one quarter of England for a shilling, is, to put it bluntly, living in a fool's paradise?

I am, Yours, etc.,

Sidmouth. J. M. Shields.

* * *

SERVICE

Sir,

I read with interest the letter published in your September issue sent in by W. J. Elles Hill regarding his episode with a driver who had run out of petrol. This is, in fact, the other half of the story. The motorist was offered a can for a nominal deposit but declined this, saying that he would not be returning that way to return it. He suggested that he had some petrol in milk bottles, and this was pointed out to him to be illegal—this would apply to any glass container for petrol. My attendant, rightly so, also declined to serve him with petrol in oil bottles. There are lots of factors involved at times with people running out of petrol. Sometimes they have not the money with them to buy more than a gallon, or even a half-gallon, and this could also apply to leaving a deposit on a can.

My staff are trained and, indeed, taught to deal with such emergencies, but if a motorist, because of his pride, will not state the facts or, alternatively, because he is too lazy to return the empty can (I wonder if the bottles were returned), because he was irate at running out of petrol late at night, anyway, takes it out on the poor petrol-pump attendant, who is, after all, only doing his job, which is to give service and assist the motorist wherever possible.

I am, Yours, etc.,

London, S.E.17. Oliver Cutts.

* * *

THE PRICE OF TROJANS

Sir,

In the Vintage section you mentioned that it had been rumoured that the cost of my Trojans was £10 per car. I should like to confirm this and add that this price, or less, is the present market price for Trojans in good order. Although they are quaint cars, they are not "vintage," just old; and unless in good condition are not worth anything.

I am, Yours, etc.,

London, S.W.7. John Howell.

REPLICA VETERANS

Sir,

You are a little harsh on American attempts to produce replicas of early cars. There are various aspects to consider in producing "new" old articles; why not a complete new old one rather than something, possibly more expensive, restored by rebuilding round the original crankcase and chassis members, or round just one of the original split-pins? I should have thought that, properly introduced, these fair reproductions, illustrative of motoring history to present and future generations, could be of serious interest and entertainment. The odd deviations which startle you so much would surely distinguish between the "genuine veteran" and "fine reproduction" as well as making it legally illuminated.

In England "antique" and "fine reproduction" furniture live together, and in Surrey we have Tudor and Stockbroker's Tudor, probably no one being greatly deceived by either. What right have we to condemn the efforts of a young nation always striving to find something comfortingly old? Rather, let us satisfy their needs with some of our own products before all our genuine antiques are exported to that antique-starved land. Why are motor cars to receive more exalted or narrow-minded treatment than paintings, other works of art, boats, aeroplanes or other examples of craftsmanship and engineering?

No one objects, and rightly so, to prints of famous pictures. Not everyone can, or even wants to, visit the Louvre to view the Mona Lisa. A replica of the "Mayflower" can sail the Atlantic; a technical school can make a replica of the Wright Biplane; replicas of "The Rocket" and the Bleriot Monoplane can be made, and so on, without adverse comment. Thus interesting developments are more easily shown to a wider circle of people. The same can apply to motor cars, but as these are more tractable units capable of being used by a wider range of people they can be made and sold in some quantity and will naturally attract the interest of people with manufacturing capacity to deploy.

Rather than taking a clenched fist attitude, which is somewhat selfish in view of the decreasing availability of "veteran" and, for that matter, vintage" cars, and so possibly denying people who might wish to experience this form of transport, I suggest that the Editor should imitate St. Paul in his attitude to these new aspects of motoring history and use the power of his journal to get things in the right perspective. There is a note of hope in your remark that the V.C.C. would never recognise these replicas as the real thing. Of course, they are not, but they are replicas and their existence is likely to increase interest in the originals.

Other aspects of replica status may now well arise. For instance, it is possible that the simpler type of vintage car, whether it be of originally humble performance like the Austin Seven or considerable performance like the 12/50 Alvis, might well be manufactured for the delight of our American cousins. Consider your dilemma, Sir, if the last 12/50 is defunct before you are too old and you are invited to drive a modern replica! Imagine also the American momma's delight at seeing a replica of the original Austin Seven in a Christmas gift catalogue. Just the thing for Junior and transportation to the supermarket!

I am, Yours, etc.,

Reigate. R. Hargreaves.

[Goody, goody—so long as originals and replicas do not get mixed, with the latter masquerading as the former.—Ed.]

* * *

SCIENTISTS' SQUABBLE

Sir,

We have noted the letter from Mr. R. N. Gunn (Director of Senol Ltd.) in your August issue, in which he disputes the statement that any clear, light-coloured fluid cannot contain molybdenum disulphide in quantities capable of depositing a lubrication film. He states that a colloidal suspension can be made in which the molybdenum disulphide is not visible to the naked eye but can be detected under a reasonably powerful microscope, and contains solid in sufficient quantity to provide full lubrication.

Since Mr. Gunn refers to a "colloidal" suspension which at the same time is visible under a microscope, it must be concluded that his material must consist of particles having sizes between approximately 1 micron and 0.25 micron (the lowest detectable size with a powerful microscope and the best illumination). We have, therefore,

made up suspensions of a molybdenum disulphide powder of these dimensions in a pale coloured mineral oil. We have observed that a concentration of 0.01 per cent. powder gives a black opaque oil, while a concentration of 0.001 per cent. shows a slight muddiness and can readily be detected by the naked eye, although a small volume might pass as being untreated, on casual examination.

Since the oils, under discussion, are used as additives to motor oils, it is apparent that, after the addition of the usual 10 per cent. of even this borderline " clear and pale " additive, the motor oil would have a molybdenum disulphide content of 0.0001 per cent. (*i.e.*, 1 in a million). This, moreover, is on a weight basis, the figure becoming 1 in 5 million on the more realistic volume basis.

We must admit, quite frankly, that when we were talking about an oil being clear, we were not thinking of such small quantities as these, which we should have had no hesitation as describing as " negligible " in view of our several years' experience in the application of molybdenum disulphide to lubrication problems of all types all over the world.

We should, of course, have been delighted to have solved our difficulties of producing a stable material to pass oil filters and reduced the amount of expensive addition agent in our product by a method as simple as that indicated, which also would have enabled the consumer to appreciate the aesthetic enjoyments of giving his engine a drink of something clear and pale rather than opaque and black, but in common with the manufacturers of molybdenised lubricants all over the world, we have had to incorporate a very much higher proportion of solid with its attendant technical difficulties, with the result that the product is not only black, but very black.

I am, Yours, etc.,

Leeds. G. J. C. VINEALL, Technical Director, Rocol Ltd.

* * *

A PRESCOTT NON-AMENITY

Sir,

An enjoyable meeting of the Bugatti Owners' Club at Prescott recently, was marred for me, as I am sure it was for many other women, by the appalling state of the ladies' conveniences. Crossing the orchard, one is aware, some distance from the building, that all is not as it should be, and having finally gained entry after joining a queue, the worst suspicions are confirmed.

I counted three toilet rolls on the sodden floor of the entrance—and the revolting interior of a vacant cubicle filled me with such horror that I beat a hasty retreat with my small daughter into Cheltenham, thereby wasting a good deal of time when we could have been watching the events.

Reasonable facilities promote a normal standard of cleanliness which is no more than one expects to find in a public convenience, and the cost of alterations and improvements could surely well be met by setting aside a percentage of the gate entrance fee for this purpose ?

I am, Yours, etc.,

Lower Parkstone. RAY RYLEY (Mrs.).

[The Editor was instructed by his proprietor to publish this letter but comments that this is one aspect of motor racing of which he has no experience.]

* * *

NEGLECTED ARMSTRONG-SIDDELEYS

Sir,

I am writing in support of the Armstrong-Siddeley, a make of car unjustly, I consider, neglected by enthusiasts for fine motors. Whereas many " vintage " cars are popular more because of the period in which they were made—I do not here include such undeniably fine pieces of workmanship as Rolls-Royce, Isotta-Fraschini or others of their class—rather than because of any outstanding virtues, the post-" vintage " car must be very good indeed to be spoken of in the same breath, and thus there are, indeed, few cars of the 'thirties which stand on an equal footing—usually justly so—with their " vintage " compatriots. Among these few I would most certainly place the Armstrong-Siddeley, and I find it impossible to understand the scathing and often insulting remarks attached to those advertised. To the lover of true quality in cars, the quest for sheer speed and " nippiness " must necessarily be a mistake, and the sort of people who spend good money on making Fords and suchlike pieces of low-class ironmongery try to go fast are in a different world.

For anyone who appreciates a fine piece of machinery, the very best of " vintage " and post-" vintage " designs always will appeal, because of their true and superb quality; and their engines, slow revving and low-powered in terms of maximum output, it is true, are far more useful power-plants, with their huge low-speed torque, high thermal efficiency, tremendous flexibility, immense durability and surprisingly good petrol consumptions, coupled to an unsurpassable degree of smoothness and silence, than any poor little side-valve Ford, just scraping 39 b.h.p. at revolutions which give it a maximum life of 10-15,000 miles (if you are lucky).

In the 'thirties many manufacturers were tending towards this latter attitude, but others still clung to the fine " vintage " traditions. Among these may be numbered Lagonda, Daimler, Invicta and Armstrong-Siddeley. If, as it seems, all-out performance is of no, or little, consequence to a man who appreciates a car of quality, why then neglect the Armstrong-Siddeley ? These fine cars, particularly the o.h.v. Seventeen, Fourteen and 20/25, couple speed, silence, quality, durability and good looks. The Seventeen, developing its modest 60 b.h.p. at 3,600 r.p.m., is amazingly flexible and really strong, yet smooth, at very low revs. Yet, even in saloon form, it couples a maximum of over 70 m.p.h. with acceleration to 50 m.p.h. in well under 20 sec. Moreover, its top-gear performance is phenomenal. The mention of gears brings up the question of the Wilson " accelerating " preselective gearbox. For some reason, this type of box is little favoured by the self-styled knowledgeable—probably because the simple yet remarkable principle of the coupling of epicyclic gear-trains is beyond their comprehension ! Nevertheless, these gearboxes are supremely efficient, giving split-second changing, and are extremely trouble-free, requiring only routine adjustments of the most elementary nature, and are well catered for by several specialist engineering firms in London. It is significant that they were used by Daimler (who still continue to fit them), Talbot, Sunbeam, A.C., Riley and Wolseley, amongst many others. The complaint of noise in neutral does not hold good when either the gearbox is well flushed out and refilled with the correct grade of oil or when the engine is ticking over properly. Up till 1936, Armstrong-Siddeley did not fit a clutch, but subsequently they used the Newton centrifugal clutch, an efficient and trouble-free (more so than a manual clutch) device, like Riley and Sunbeam. The 20/25 of 1937 is fitted with the remarkable Roper and Wreakes single dry flexible cork plate clutch interconnected with the gearbox to give complete isolation in neutral. The centrifugal clutch, however, is absolutely fool-proof and controllable to a degree unattainable with the conventional type.

In all, then, the qualities of Sir John Siddeley's fine cars may be summed up as ease and delicacy of control, restrained, dignified yet elegant appearance in the best British tradition (good examples of this are the 12, 14 and 17-h.p. Sports Foursomes), superb quality of design, manufacture and execution (interior appointments being of almost Rolls-Royce quality) and good performance. In the case of the wonderful Siddeley Special, with its Hiduminium wet-liner engine, Daimler luxury is coupled with almost Lagonda Rapide performance in a very wide variety of specialised coachwork. In all models one finds silent back axles, really comfortable yet firm springing, the sturdiness and reliability of a torque-tube drive, often coupled to a floating gearbox, and roadholding of almost sports-car character, with high-geared, light and accurate steering to match. The Armstrong-Siddeley is a car for the Connoisseur of Quality—but he does not need to be moneyed to enjoy the delight of owning one.

I am, Yours, etc.,

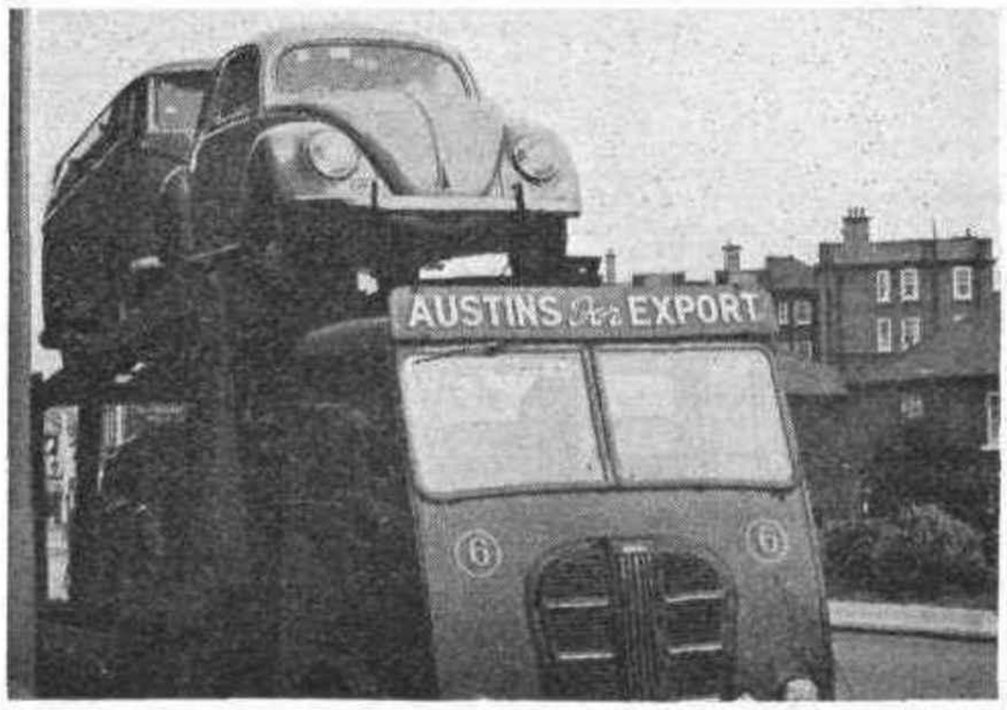
Blackpool. C. H. HAWORTH.

[This is a case of " great minds thinking alike." We also consider the Armstrong-Siddeley unduly neglected and hope shortly to publish some history concerning it.—ED.]

(*Further letters appear on page* 663)

TAILPIECE

Photo by L. Birch



CLASSIFIED ADVERTISEMENT SECTION

PREPAID RATES
FOR PRIVATE ADVERTISERS
9d. per word (maximum number allowed 80)
Minimum Charge 6/-.
Box Numbers, 2/- extra.
Box No. Address: "Motor Sport," 15-17, City Road, London, E.C.1

No insertion will be made unless prepaid. Copy received after first post on the 15th of the month will be held over until the next issue unless cancelled in writing before the 8th of the following month. The publishers reserve the right to refuse or withdraw copy without notice and do not hold themselves responsible for matters arising from office or works errors.

FOR SALE

1172 FIBREGLASS SPECIAL. S.U. carb, hydraulic brakes. Excellent weather equipment, lighting, tyres, battery. £140 o.n.o. Sneade, Farley, Muchwenlock, Shropshire. [3242

ANY OFFERS? M.G. J.4. Hydraulics fitted. Original engine in running order. Grafton, 29, Stoke Road, North Curry, Taunton. [3243

AUSTIN ARROW. A fine specimen of this very attractive 2-seater Sports A.7 of the mid-30's. Original body in excellent condition. Engineer owner over last four years, has reconditioned just about everything and fitted hydraulics, sealed beams, 16's rear, tonneau, hood, etc. Engine with all mods., just rebored. New c/w/p. Navy calls, so regretfully offer at £160 to enthusiast. H.P. available. Wormell, 32, Linden Gardens, W.2. BAY 8667. [3244

WOLSELEY HORNET SPECIAL, 1933, 2/4-seater. Taxed. In running order. New kingpins, bushes and drop arms fitted. £70. Searight, Stoneleigh, Coopers Hill, Brockworth, Glos. Witcombe 3261. [3245

BASICALLY, 1928 Riley Nine and 1931 Morris Minor (non-runner). Both must go. Offers. Phone Ewell (Surrey) 1749 or write Box No. M.246. [3246

M.G., 1934 Magna. Superb condition. Rewired. £150, or nearest. HOY 7077. [3247

H.R.G. '1500,' Red, Dec. 1950. In very good order. M. L. Hely, 5, Carlaw Road, Prenton, Birkenhead. [3248

M.G. P.A. SPARES. Head, valves, camshaft, £7. Flywheel, 30s. Dynamo, £4. Crankcase, £5. Piston, rods, £3. 32, Fallowfield Road, Liverpool, 15. [3249

M.G. 'M.' Good condition. £50, or offers. Phone Hayes 0509. [3250

1935 ARMSTRONG TOURER. Sound throughout. Just reinsured. Absolute reliability. £95. Phone Lawson, Emberbrook (Surrey) 2886. [3251

1938 LANCIA APRILIA. Excellent condition, sound throughout. Attractively finished in polychromatic blue. £250. Harrison, Ashdown, Paynesfield Road, Tatsfield, Westerham, Kent. Tatsfield 217. [3252

SPECIAL RECIPE: Professionally built narrow two seater shell with one piece louvred bonnet, nosecowl, aeroscreens, tonneau, upholstery, mountings. Stripped Mercury engine, ported, H.C. pistons, Edelbrock triple manifold, radiator, Alta steering. Two 16 x 700 Rudge wheels, tyres. £49. Quantity "Speed," "Motor Sport." Davis, Vicarage Cottage, Sunbury. Tel 280. [3253

RILEY, 1937, 1½/6 Kestrel. Excellent two tone cellulose, roadholding, performance outstanding. Recent new single carburettor. £155. Take motor cycle exchange, possible H.P. Also 1935-7 (approx) 12/4 engine (starter, dynamo), end gone. £5. Steele, 25, Eastern Place, Brighton, Sussex. [3254

BREAKING 1936-7 Riley Nine. Sound mechanically. Available London. Box No. M.256. [3256

ALVIS 12/50, 1929 Coupé. In excellent original condition. £100. Sayer, Stockton, Norfolk. [3257

RILEY ADELPHI, 1938, 2.4. Famous model with automatic overdrive (which works), freewheel, automatic chassis lubrication, aluminium body and other interesting features. Remarkably good condition, recently overhauled. Ideal for Riley enthusiast requiring spacious car with reasonable consumption. £175, or offers. Great Missenden 2457. [3258

1935 SINGER 9 Le Mans swept-tail Saloon, 4-str. Above average. Spare engine. Best offer. Swanley 2318. [3259

HEALEY SILVERSTONE, 1950, E Type, Red. Small cycle type wings fitted, originals available. X's, 24 m.p.g., very fast. Excellent condition. £425 o.n.o. 194, Liverpool Road, Crossheath, Newcastle, Staffs. [3260

M.G. L MAGNA, 1933, 4-seater Tourer. £90. Havis, 55, Royal Avenue, Calcot, nr. Reading, Berks. [3261

FOR SALE—*continued*

SUNBEAM 14, 1923 Tourer. Good condition, reliable. £40. Major Michelli, War Office, Officers Mess, Woolwich, S.E.18. [3263

MERCEDES BENZ, 1954, 170SV. Independent suspension. Excellent condition. £750 o.n.o. Pearson, 8, Leslie Road, Sheffield, 6. [3264

BENTLEY, 4½ litre, 1928 Mulliner Saloon. Sound chassis. Special equipment includes Marchal headlamps, Bosch magnetos, vertical S.U.s, "D" type gearbox, six good tyres. £145. Tait, 58, Cleveland Road, W.13. PER 0926. [3266

VERY POTENT 1172 Stage 5, 1958 model Watling Mk. 2. Red Mistral body. Watling hydraulic brakes/clutch, rack/pinion steering. Independent coil springs. Fantastic performance and braking. Genuinely interested, S.A.E. for photos. View, Watling Works, 88, Parkstreet Village, St. Albans. (Parkstreet 3136). Haggle around £425 with Higgs, Tel.: Garston 2206. [3267

1937, 14 h.p. MORRIS REDFERN, 4-door Convertible. New hood. Very good aluminium body, batteries, tyres, 100% mechanically. Manchester (Urmston) area. £75 o.n.o. Box No. M.268. [3268

PEUGEOT 203, 1950. Excellent throughout. Grey. Real motor car. £325 o.n.o. 22, Whitegate Gardens, Harow Weald. Grimsdyke 283. [3269

FANTASTIC!! 1951 Wolseley 6/80. Genuine 21,500 miles only. One owner. Immaculate. Terms, exchanges. £395. Loader, 35/51, Hanger Lane, Ealing. Perivale 0530. [3270

UNFINISHED SPECIAL, 1948 Healey, 2.4 chassis. Reconditioned complete. £100 o.n.o. Derwent 1611, 23, Ruskin Drive, Worcester Park, Surrey. [3271

RILEY LYNX, '34. Body, chrome, hood, screens, tyres perfect. Twin S.U.s. Engine reconditioned. Crank reground. Not yet run in. Matrimony and company car reason for sale. £125. Phone LAB 7155. [3272

39 MORGAN 4/4 Coupé. Engine, back axle, gearbox, suspension, steering reconditioned. New electrics, hood and carpet. Good tyres. Price £220 o.n.o. Write first. Mahoney, 150, Kingsley Road, Northampton. [3273

B.M.W. 328. Cylinder head, block, pistons, con rods, etc. Sunbeam Dawn. Dynamo, starter, water pump, front brakes, drums, kingpins, complete. Steering arms. Kirby, Clevelands, Eynsford Road, Farningham. [3274

BENTLEY, 3 litre Saloon, running order. Sell £85 o.n.o. Prefer exchange, 4½ litre, any condition, crashed, less body, etc. 26a, Kirton Road, Plaistow, E.13. Grangewood 6210. [3275

BENTLEY, 3 litre, Short Chassis, rebuilt 1948, two-seater, B.R.G. Good mechanics, "C" box. Clutch and brakes recently overhauled. New battery, rewired, 5 good tyres. £300 o.n.o. Box No. M.276. [3276

M.G. J.2. Repainted, rechromed. Engine overhauled, Spotlight, luggage carrier, H/S differential, hydraulic brakes. £135. Barguss, Ivy Hall Hotel, Petersham Road, Richmond, Surrey. [3277

RARE OPPORTUNITY. 1947 Rover 12 Coupé, first registered 1948. Good condition. Engine 11,000 miles. Resprayed last year. Radio and heater. Tyres need remoulding. Photograph, readers letters, January issue. £330 o.n.o. Bell, Three Horseshoes, Molehill Green, Bishops Stortford, Herts. [3278

ROVER 10, 1934. £95 secures enthusiastically maintained, spacious, lively saloon. Seats five, sleeps two. 15,000 miles since complete overhaul. GLA 0974. [3279

STORK'S impending visit forces sale of my rather pleasant Special (regd. 1957). Two-toned Martin body, boxed Ford chassis, hood and sidescreens. Mechanically good. Twin carburettors, aquaplane, H.C. head. £250 o.n.o. Phone Stoke-on-Trent 47884. Seen anywhere. [3280

BREAKING overturned M.G. J.2. Plenty sound spares or sell complete. Offers. Ungless, 16, Sidegate Avenue, Ipswich. [3281

B.M.W. SPECIAL. 1465 c.c. short stroke 328 engine. Bristol head and racing valve. Gear 100+ b.h.p. Preselector gearbox. Stark 2-seater. 10¼ cwts. Dry. Best offer. Sims, 56, The Grove, Totley, Sheffield. Phone 74257. [3282

SPORTS RACING FORD SPECIAL. Meticulously built by professional engineer regardless of cost. Sale due to excessive business commitments. Tubular space frame, incorporating box section chassis, all mechanics reconditioned. 'Mistral' fibreglass body. New black bucket seats, red carpet. Colour, royal blue with 10 in. white stripe down centre, similar to Lister Jag. If required, complete respray of purchaser's choice. Completed January 1958. Total mileage under 2,000. Taxed, insured. £425. Ibbotson, 13, Chequer Avenue, Doncaster. [3283

ASTON MARTIN, 1936, 1½ litre Saloon. Grey with beige leather. Coachbuilt, and in excellent mechanical condition. Recently overhauled, rewired. £240. Box No. M.284 [3284

FOR SALE—*continued*

M.G. SPARES. 'J.2,' 'M,' Minor s.v., crankshafts, vertical dynamos, cylinder blocks, heads, flywheels, carburettors etc. Exchange 5 in. M.G. tachometer with driving assembly for similar F.10. S.A.E. P. J. Flitcroft, 66, Croslands Park, Barrow-in-Furness, Lancs. [3285

AUSTIN 7 NIPPY, 1936. Recellulosed, Bowdenised. Engine, hood, sidescreens, chrome, battery, tyres, very good. £140. Thorne, 6, Upwey Avenue, Solihull, Warwickshire. Tel. 3184. [3286

1935 M.G. (P.A.). Jolly fine motor. Offers. 1, Frampton Close, Bourneville, Birmingham. [3287

1947 TRIUMPH 1800 Roadster, grey/blue. Engine overhauled, not yet run in. Central gear shift. Recent new steering column, hood, carb, sports coil. Many extras. X's rear, new remoulds front. Good clean car. £370. Reason for sale, buying Bentley. Box No. M.288. [3288

RILEY 15/6 Adelphi, 1937. Kingpins, exhaust valves, battery and four tyres all renewed this summer. Licensed December. £115. Seen near Dursley, Glos. Box No. M.289. [3289

MERCEDES-BENZ 230, 1938 Saloon. Excellent condition. £200. Mortimer, Hall Cottages, Ainderby, Northallerton. [3292

MORRIS 16, Special Coachwork Coupé, 1937. New battery, good condition. £60 o.n.o. Phone Abergavenny 462. [3293

1925 MORRIS COWLEY Tourer. Very good condition. £125 o.n.o. 81, Woodview, Grays, Essex. [3294

100 m.p.h HOTCHKISS, Paris-Nice, 1936-37, 2-door Saloon. Resprayed two shades grey. Chrome wheels, hydraulic brakes. Whole car overhauled recently. Engine, gearbox, brakes, wiring etc. New head lining, seat covers. All chrome good. Marshall double dip inserts to headlights. Performance approx. Mk. VII. Tax year. Only reason for sale, firm supplying new car. £225 o.n.o. D. Browne, 21, Galpins Road, Thornton Heath, Surrey. THO 5794. [3295

PAIR OF LUCAS P.100 headlamps and spotlight. £12. No offers. 28, Murray Road, Rugby, Warks. [3296

1931 ALVIS SILVER EAGLE Tourer. Mechanically good. Excellent body, hood, tonneau, sidescreens. New tyres, exhaust system. Brakes overhauled. £90 recently spent. In daily use. £100. Please apply after September 6th, or write to Briggs, 53, Wolsey Road, Moor Park, Northwood, Middx. Tel. Northwood 2069. [3297

M.G. J.2 2-seater Sports. Good blue body. Engine fitted reconditioned crankshaft 1,000 miles ago. New dynamo, crown wheel and pinion. Well shod. £135. Ring Harrow 8256, evenings. [3299

ROLLS-ROYCE 40/50 Phantom II, 93 GY, registered 14/7/32, Thrupp & Maberly limousine. £175. Gill, "Woodside," Fen End, Kenilworth. (Berkswell 3198). [3300

ROLLS-ROYCE 40/50 Phantom I, 20 UF, registered 3/4/28. Excellent station-wagon body. £150. Gill, "Woodside," Fen End Kenilworth. (Berkswell 3198). [3301

BREAKING RILEY VICTOR 1½. All parts available. Dyson, 213, Whitechapel Road, Cleckheaton, Yorks. [3494

RILEY 9 KESTREL and Talbot 105. Must be sold, cheap to enthusiasts. Wright, 9, Hethorn Street, Newton Heath, Manchester. [3303

B.M.W. ENTHUSIASTS! Two 326's in excellent condition. 1937 German car, complete suspension overhaul and all other necessary work done, over £90 spent. 1939 F.N./B.M.W. fitted with Bristol 85B engine, gearbox, and 3.9:1 rear axle. Car checked from end to end and all necessary work done. Bills available for both cars. Best offer for either or both. Part exchange considered. Box No. M.304. [3304

SINGER 9 "Le Mans" 4-seater. Sound condition all round. Reliability and economy for £75, or exchange something larger (a little cash available). Ridgwell, 15 Marine Parade, Leigh-on-Sea 72724. [3305

SUNBEAM 14/40, 1924 Open 2-seater. Body good, engine fair. Offers. Nottingham. Box No. M.306. [3306

M.G. T.C., 1949. Green. Above average. 37,500 miles. New hood, screens, kingpins etc. £370 o.n.o. 18, Inwood Avenue, Old Coulsdon, Surrey. Downland 5207. [3308

14 h.p. ALVIS FIREBIRD, circa 1935. Inhabits Chelsea. Mechanically good. Body badly needs tittivating. Bigends, petrol pump and carb, batteries and brakes renewed last year. First reasonable cash offer secures this delectable P.V.T. Phone FLAxman 1802, mornings, or FLAxman 1634, evenings. [3309

'53-BUILT FORD SPECIAL. Occasional 4-seater. Dellow type alloy body. 1957 recon. engine. Full weather protection. £165 o.n.o. Box No. M.310. [3310

RAILTON Saloon, 1935. Exceptional condition, splendid performance. 20 m.p.g. Taxed. £135. 62, Church Street, Tewkesbury 2378. [3311

NOVEMBER ISSUE WILL BE PUBLISHED ON THE 28th OCTOBER
FINAL DATE FOR YOUR ADVERTISEMENT—15th OCTOBER

FOR SALE—*continued*

1952 JOWETT JUPITER, Green. Excelent condition, many extras. Nearest £360. Coppull 300. [3312

FRAZER-NASH, 1925, 2-seater. Alloy body, Anzani, H.C. head, high cam. New radiator. Final drive rebuilt, professional trim. £175. Hislop, Bedford 61026. [3313

SINGER LE MANS for sale. Bodywork, tyres and battery good. Engine non-runner, but believed sound. £20. Fishpool, School House, Well, Bedale, Yorkshire. [3314

£295, Oct. '50 Minx Convertible. I.F.S., hydraulics, replacement engine, polished head, twin exhausts, radio, heater, demisters, winkers, washers, windtones, mirrors, visors, portorims. 80 m.p.h., 30 m.p.g. "Oakbrook," Senna, Comberbach, Cheshire. [3315

M.G. T.A., 1937. Excellent body and green cellulose. Engine and steering completely overhauled 2,000 miles ago by University Motors. Various extras. £200. Captain McLaren-Reid, Kinmel Park Camp, Rhyl, North Wales. Tel. St. Asaph 2167 (evenings). [3316

AUSTIN 10 Saloon, 1933, in quite remarkable original condition. In fact a veritable bijou for the vintage family man. £50. Radbuen, Wyck, Rissington, Glos. [3317

ALFA ROMEO, 1926 R.L.-S.S., Open 2-seater. In need of little attention. What offers. E. H. Parker, "Oaklands," East Farleigh, nr. Maidstone. [3318

RILEY 9, 1934. Changing to 12 h.p. so offer my spares cheap. Head, manifolds, carbs, springs, back and front axles stripped, lightened flywheel c/w new clutch, reconditioned E.N.V. preselector, crankshaft c/w con rods, camshafts. Most chassis and engine parts. Boxes of stuff. Randell, 13, Wavendene Avenue, Egham 3035. [3319

ALVIS TA.14 Sports 2-seater, 1951. Good mechanical order. Clean appearance. Grey/green. Separate hardtop for winter use. Fitted heater and radio. A fast car for the enthusiast. Cheap because L.H.D. £225 o.n.o. Whalley, 4, Meon Road, Bournemouth. [3320

RILEY VICTOR 12/4 being broken, all parts available. Dyson, 213, Whitechapel Road, Cleckheaton, Yorks. [3321

T.R.3. B.R.G. 22,000. 'X's,' twin spots, heater, washers, Alfins, tonneau. Offers, or swop Fiat 600, Renault 750. Crawford, Adelaide Cottage, Adelaide Square, Windsor. [3322

M.G. T.A., Ivory. Good condition. Reconditioned engine 4,500 miles. £245 o.n.o. Hodson-Walker, Hill-Rise, Church Street, Coton-in-the-Elms, Burton-on-Trent, Staffs. [3325

TALBOT, 1935, 14/65 Saloon, in running order. Many spares. Must sell. Turland, 156, Heronswood Road, Welwyn Garden City, Herts. [3326

1931 RILEY NINE, aluminium and fabric Saloon. Offers. Hinchliffe, 346, Wood Lane, Rothwell, Leeds. [3327

M.G. engine, clutch, gearbox unit for 1928 T.A. Block cracked, clutch and gearbox good. £20, or offer. Wanted TA/B/C running boards. Major, 6, Westbury Road, Southampton. [3328

MORRIS TOURER. Enthusiast maintained, slight modifications. Excellent engine (heh), brakes, transmission, hood, upholstery and body. Genuine 65 m.p.h., 40 m.p.g. Circa £75. 39, Lightfoot Lane, Preston. Broughton 303. [3329

1933, 16/80 LAGONDA Pillarless Saloon. Going concern. Two new tyres. Batteries. Body roughish. £40, or break. Parmenter, Little Prospect Farm, Monxton, Andover. [3330

M.G. T.A. 12,000 miles since engine overhauled. Brakes relined, new tyres, steering overhauled. £195. Bussey, 58, Kenton Lane, Harrow. WOR 1151. [3331

AUSTIN NIPPY. Completely rebuilt by "Nippy" enthusiast. Resprayed, rechromed professionally. Five new tyres, new bearings, rebore, etc. Now refuses to share garage with my "tinware" Minor 1000. £175. "Nortoft," Kilsby, Rugby. Phone Crick 380. [3332

1931 SINGER, 8 h.p. 2-seater Sports, Beetle back. Reasonable condition. Enthusiasts car. £50. Hillier, Telephone EASt 1036. [3333

OPEL SUPER 6, 1939. 23.8 h.p., 22-24 m.p.g. Good condition at £65. 96, St. Bernards Avenue, Louth, Lincs. [3334

RILEY 'SPRITE,' 1937, 2-seater. Excellent condition throughout. Second owner. Taxed and insured. £300. 26, Coverdale Road, Sheldon, Birmingham. CEN 7714, 9-5.30. [3335

1950 (Dec) RILEY, 2½ Roadster, Green. 30, 50, 70 and 90 in gears. 22 m.p.g. on commercial. 2,450 oil. Good value at £425. Part exchange smaller car, e.g. Doretti, H.R.G., T.F. etc. Fawcett, Crayke, York. [3336

M.G. T.C., 1947. Red. Outstanding condition. New vynide hood. Stage 1 tuned, rebored, reground, retrimmed. Heater. Over £100 spent in 2 years, bills. Available September 13th. £370 o.n.o. 192, Ryde Park Road, Rednal, Birmingham. [3338

750 SPECIAL. Tuned reconditioned engine. Girling brakes. £100 o.n.o. 162, Thameside, Laleham, Middlesex. Staines 387. [3339

SUPERCHARGER off 1936 M.G. P.B., £9 10s. 1936 P.B. gearbox, £9 10s. Buckland, The Mews, Barcombe, Lewes, Sussex. [3341

FOR SALE—*continued*

ROLLS-ROYCE SPARES for Ghosts, Phantom I and II. 20 h.p., 20/25 h.p. Also good selection of tyres. Please quote chassis number. 83, Belgrave Road, London, S.W.1. Tate Gallery 4692. [3340

1934 SINGER 9 Tourer. £35. Reasonable condition. Hydraulic brakes, good tyres, handbook. Ring Brookwood (Surrey) 2057. [3342

RILEY, 1½ litre, 1953 model. One owner. Genuine 54,000 miles. 500 to pint oil. Superb condition inside and out. Fawn with red leather. Bristling performer. Bargain at £535. 18, St. John's Crescent, Whitchurch, Cardiff. Phone Cardiff 21744. [3343

MARANDAZ SPECIAL, 1938, 1½ litre. Well shod, economical, goes like the ding dongs and and has brakes to match. £130. Abrams, Ganderhay, Groombridge, Tunbridge Wells. Tel. Groombridge 387. [3344

MK. VI COOPER-NORTON, S/K engine. Two unused front tyres, decent rear. Phone LEY 8256 (London) after 7 p.m. [3345

RILEY KESTREL 9. Body sound. Excellent Wilson box. Rebored 100 miles. Requires crank regrind. £45 o.n.o. Also many Riley spares. S.A.E. state requirements. 92, Dewhurst Road, Fartown, Huddersfield. Phone 210. [3347

ALVIS 3 litre Sports Roadster, 1953. Similar chassis to current Grabes saloon. Single S.U. gives surprising economy. Would take smaller car in part-exchange. H.P. available. Thoroughbred at pressed-tin price. £465. Bryant, "Wren Top," Bridle Lane, Loudwater, Herts. Rickmansworth 3182. [3348

FORD/BUCKLER: Aquaplane Stage IV engine. All usual mods. Road equipped. Spare engine. £300 o.n.o. Collis, 5, Braemar Avenue, Chelmsford. [3349

RILEY 9 MONACO, 1934. Mechanically very good, bodily fairly bad. £40. Also capacious hack Wolseley 16, 1937. £50. Ashford, Middx. 3435. [3350

SINGER LE MANS, 1934, Coupé, good order. Three almost new tyres. £55 or offer. Summers, 3, Hardens Close, Chippenham, Wilts. [3351

MORGAN +4, 1953, 2-seater. Good condition. Resprayed. £435 o.n.o. Raynes, WAT 4625 day, WIN 1019 eve. [3353

S.S.100, 1936, 2½ litre. Nicely re-upholstered and trimmed, body sound and original, hood good, throughout. £70. Parker, 37, Pell Street, Reading. [3255

LADY OWNER must sacrifice attractive Lanchester 12 6-cyl., 1936. 1939 Mulliner Drop Head body. Reliable and economical. Offers around £70. Cash. Kirkham, 18, Kidsgrove Bank, Goldenhill, Stoke-on-Trent. [3355

1937 AUSTIN 3-bearing engine, needs piston, £7 10s. Rear axle, needs axleshaft, £4; front £2 10s. (both Girling). Frame/rear spring £2 10s. Starter 30s. Steering col. £1 10s. Bridgeways, Yard Bottom, Conduit Lane, Hoddesdon, Herts. [3356

LAGONDA. A fine 1932 3 litre tourer for £85. Near London. Box No. M.357. [3357

LANCIA APRILIA, 1939, de luxe Saloon. Resprayed pale blue. 1452 c.c. engine, series 2 wheels, front suspension, etc. £250. Caesar, Clapton-in-Gordano, Somerset. Phone: Nailsea 162. [3358

A.40 SPORTS Coupé, 1952. Red. Many extras. Excellent condition. £410. Fremantle 3275. [3359

BENTLEY. My fair lady will have to go. 1927 3 litre Weyman Saloon, in most excellent condition. An outstanding example of a vintage car for everyday use. £235. 63, Shoot-up Hill, Cricklewood, N.W.2. GLAdstone 4803. [3369

1927 ROLLS ROYCE 21.6. Just completed 11 months' restoration, including coach painting. Four-wheel Servo brakes, mag. coil, carburettor and Autovac overhauled. Two owners from new. Original tools, mascot, and handbook. Beautiful condition. £240 o.n.o. 21, Range Road, Whalley Range, Manchester 16. [3371

ALVIS FIREBIRD Sports Saloon, 14 h.p., 100.73, 4-cyl. eng., synchro gearbox, S.U. carbs. 1935. B.R.G. Mechanics good, coachbuilt aluminium body New brakes, plugs, Enthusiast maintained. 26, Clarendon Road, W.11. [3370

SUPERB RILEY KESTREL, Special Series 1937. Bodily, mechanically, tyres, battery almost as new. Religiously maintained. Small mileage. Best over £300. (Essex.) Box No. M.372. [3372

ALVIS CRESTED EAGLE, 1937. 25 h.p. Fitted Perkins P.6 diesel. 30 m.p.g. Good condition. £300. Also spares for 4½ litre and 20 h.p. Crested Eagle, engine resleeved 9,000 miles only. Green. 23, Pine Tree Avenue, Leicester. [3372

HUMBER 9/20 Tourer, 1928. Mechanically sound and quite tidy, except for hood. Good brakes and steering. £45. 17, Hookstone Chase, Harrogate 84587. [3372

M.G. J.2, 1932. Carries age well. £95. Little, "Les Cotils," Holdfast Lane, Haslemere, Surrey. Has. 840. [3372

FOR SALE—*continued*

FOR SALE: 1908 Swift touring car certified by the Veteran Car Club of Great Britain. Recently driven in Brussels Rally. In absolute original condition except for new coach paintwork. Needs very little work to be carried out on it. £350 or near offer. Telephone Mr. Norman V. Reeves, Uxbridge 3444. [3373

DELAGE 1932 D.8 Super Sports. Engine, bodywork and weather equipment in good condition. £150 o.n.o. Box No. M.374. [3374

M.G. J.2, O.H.C. engine. Completely overhauled, never run. All accessories. £15. D Lawrie, 3, Herschel Crescent, Littlemore, Oxford [3375

LAGONDA RAPIER 4-seater Tourer. Good tyres, hood, etc. £145. 10, Sheering Road, Harlow, Essex. (Harlow 2387). [3376

SIX EXCELLENT RUDGE K.O.s, complete with tyres and hub caps, ex Lancia Asturia. Suitable Bentley, Lagonda, etc. Four 6.50 x 18 and two 650 x 16. Ideal for sprints. First £25 o.n.o. secures. Fisk, 63, Queen's Road, Southall, Middlesex. [3377

SUNBEAM ENTHUSIASTS: Two 1935 Wolverhampton 12.8 Sports Saloons. One in perfect order other (complete) for spares. £150 the lot. Mansfield, New Farm, Bestwood Park, Arnold, Nottingham. [3378

M.G.A. Sports Roadster, first registered May 1957. Colour maroon with black trim. Heater and demister. 16,500 genuine miles by one owner. Not rallied. Condition as new. Price £830 or nearest offer. Stead, Heatherton Park, Taunton, Somerset. Phone Bradford-on-Tone 331. [3379

1925 SALMSON Grand Prix chassis fitted Alvis 12/50 engine/gearbox and attractive 2-seater body. Most reliable and sporting vintage special. Taxed. £100. Hammond, 105, Watcombe Circus, Nottingham 65995. [3380

RECONDITIONED 1934 RILEY 9 h.p. Engine. D. Hewer, 1, York Road, Swindon, Wilts. [3381

1939 A.C. 2 litre Sports Saloon. Three carbs. £85. Jennings, "Primrose Villa," Higher Pengegon, Camborne, Cornwall. [3382

MAGNIFICENT 1925 A.C. Coupé. Perfect, except hood. First £110 cash. Skinner, 202, Ferry Road, Edinburgh. Phone 38270. [3383

1928 SWIFT 10 h.p. Weyman fabric Saloon. 30 m.p.g. £60 o.n.o. New big ends, valves, mag. drive bearings, gearbox nose bearing, clutch thrust bearing, and recond. mag. All 1,500 miles ago. Spares: Two complete engines, steering box, column and wheel, and a gearbox. Body and fittings good. New speedometer and cable. Rewired. Mr. Ledson, Willow Tree Farm, Church Minshull, Nantwich, Cheshire. Phone: Church Minshull 72. [3384

135 m.p.h. LOW CHASSIS INVICTA. Fitted E.N.V. gearbox with Aston-Martin type fibreglass body. Whole car re-built and tuned 6,000 miles ago by Lotus engineer. Set of new Dunlop racing tyres. Hydraulic brakes. Cost £2,000. I want a T.D. M.G. or similar or cash offer. B. Higgins, c/o Westover Garage, Bournemouth 6061. [3385

ONE MICHELIN X Tyre, 670 x 16, part used, £6 10s. Pair of 12 volt Lucas trumpet windtone horns, £4. Trico screen washer, £2. Two 12 volt Lucas defrosters, £1. Telephone: Miss Thomas, Leatherhead 3494. [3386

AUSTIN 7 SPECIAL, built 1958. Lowered suspension, Bowdenex, aluminium body, modified engine, new carburettor, hood, battery. Spare wheels. £105. 47, Townley Road, Bexleyheath, Kent. [3387

CHEAP AND HORRIBLE: 1935 Morris 16. Weathered three years. Built like battleship. Would provide winter hobby for enthusiast. £5, tow away. No scrap dealers. 225, Parkway, Iver Heath, Bucks. (near Uxbridge). [3390

RILEY KESTREL 12/4 Wilson pre-gearbox. All V.G. condition. £80. Ingleton, Grimsby Road, Louth, Lincs. [3391

LAGONDA V.12, 1940, Coupé. £325. Colton, 52, Tilkey Road, Coggeshall, Essex. [3392

ALVIS SPEED 25 D.H.C. Truly specimen condition. Photo on request. £210. 6, Mere Lane, Wallasey. New Brighton 2637. [3394

RILEY 9 MONACO, 1937, Saloon. Unmarked. Newly resprayed maroon and black. Reconditioned engine 5,000 miles back. Carefully driven and maintained. Twin Zeniths give punch plus 35 m.p.g. Four new re-treads. New rear road springs. Post-war looks and pre-war quality engineering for £160. Jefferson, 15, Kirkton Close, Shotley, Ipswich, Suffolk. [3395

1951 M.G. T.D. Excellent condition. Green. Well tyred, re-lined brakes, twin spots. Increased family reason quick sale. £395. Apply weekends, Andrassy, 56, Peel Street, Horbury, Wakefield. [3396

TRIUMPH GLORIA G.4 Competition Special, 1935. Twin spares. Slab. Whatmough Climax 10.8. Blue/chrome. £120. 156, High Road, Leyton, E.15. LEY 6431. [3397

TRIUMPH T.R.2. 1954. Taxed year. Black. New engine, o'drive, heater, radio, windscreen washers, twin spot lights, Michelin "X" tyres. Perfect throughout. £545 o.n.o. Exchanges considered. Terms available. P. Pulling, 2, St. Ann's Street, Salisbury. Tel. 4387. [3398

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

AQUAPLANE S-P-E-E-D EQUIPMENT

Famous the World over

Ford · MORRIS · AUSTIN

PLEASE CUT OUT THE COMPLETE ADVERTISEMENT

FORD ANGLIA/PREFECT

- ☐ Twin Carb Manifolds, fitted two 1¼" S.U. Carbs. Pt. No. AP/900/2SUK @ £17/19/0.
- ☐ Four-Branch (Cast) Exhaust Manifolds. Pt. No. AP/1400 @ £6/0/0.
- ☐ Alloy Superheads (Choice of C/R to suit all needs). Pt. No. AP/2000/S @ £12/15/0.
- ☐ Sports Racing Valve Springs. Pt. No. AP/825/R @ £2/0/0 Set.
- ☐ Twin Carb Manifolds, supplied with one SOLEX Carb to match one already in use. Pt. No. AP/900/SOL/K @ £12/19/0.
- ☐ Sports Racing Marine Manifolds, for ZENITH, S.U., SOLEX or AMAL Carbs. Pt. No. AP/900/M @ £10/5/0. (Manifold only).
- ☐ Racing Camshafts, increased lift, racing timing. Pt. No. AP/600/R @ £17/10/0.
- ☐ Rev Counter Driving Ass'ys. Pt. No. AP/1500/RC @ £6/15/0. Instruments, Cables, etc. also listed.
- ☐ Superlight Alloy Racing/Comp Flywheels. Pt. No. AP/1000/R @ £11/10/6.
- ☐ Marine Sports/Racing Water Pump Ass'ys. Pt. No. AP/493/M/P @ £10/10/0.

FORD 'ORIGINAL' 10 HP, 8 HP AND POPULAR

- ☐ Twin Carb Manifolds, one standard ZENITH supplied to match one already fitted. Pt. No. 900/2ZK/1C @ £11/15/0.
- ☐ Twin Carb Manifolds, fitted two 1¼" S.U. Carbs complete. Pt. No. 900/2SUK @ £16/19/0.
- ☐ Four Branch (Cast) Exhaust Manifolds. Pt. No. 1400 @ £5/15/0.
- ☐ Sports/Racing Marine Manifolds, for ZENITH, S.U., SOLEX, AMAL Carbs. Pt. No. 900/M @ £10/5/0. (Manifold only).
- ☐ Alloy Superheads (Choice of C/R to suit al needs). Pt. No. 1700 @ £11/17/6.
- ☐ Racing Valve Springs. Pt. No. 825/R @ £2/8/0 Set.
- ☐ Racing Camshafts, increased lift, racing timing. Pt. No. 600/R @ £17/10/0.
- ☐ Lengthened Valves (For use with 600/R). Pt. No. 601/R @ £4/16/0 Set.
- ☐ Rev Counter Driving Ass'ys. Pt. No. 1500/RC @ £6/15/0. Instruments, cables etc. to match available.
- ☐ Superlight Alloy Racing/Comp Flywheels. Pt. No. 1000/R @ £10/7/6.
- ☐ Alloy Lightweight Water Impellers. Pt. No. 1200/R @ £6/12/0.
- ☐ Special End Outlet Superheads, for 'Low-Level' cooling systems or marine use. Pt. No. 491 @ £11/17/6.
- ☐ High Pressure Oil Pumps. Pt. No. 700/R @ £5/17/6.

FORD CONSUL
(For Mk. II prefix 'N' to all Pt. Nos.)

- ☐ Twin Carb Manifolds, two 1¼" S.U. Carbs complete. Pt. No. C/2H4SEK @ £28/15/0. Mk. II @ £31/15/0.
- ☐ Twin Carb Manifolds (as above) Racing. Pt. No. C/2H4RK @ £31/18/0. Mk. II @ £34/18/0.
- ☐ Four Branch (Cast) Exhaust Manifolds, 2" Dia. Outlet. Pt. No. C/EX100 @ £8/17/6.
- ☐ Four Branch Exhaust Manifolds. (Fabricated) Mk. II only. Pt. No. NC/EX/100 @ £18/18/0. (Complete with pipe and silencer).
- ☐ Inner Valve Springs (Sports and racing use). Pt. No. C/20/R @ £1/0/0 Set.
- ☐ Flywheel Balancing @ £2/15/0.
- ☐ Crankshaft Balancing @ £2/15/0.
- ☐ Rev Counter Driving Ass'ys. Pt. No. C/150/RC @ £5/19/0. Mk. II @ £5/19/0. Instruments etc. also available.

FORD ZEPHYR/ZODIAC
(For Mk. II prefix 'N' to all Pt. Nos.)

- ☐ Triple Carb Manifolds with three 1¼" S.U. Carbs. Alloy Cast Manifold. Pt. No. Z/3H4SEK @ £38/15/0 complete. Mk. II @ £41/15/0.
- ☐ Triple Carb Racing Manifolds with three 1¼" S.U. Carbs. Pt. No. Z/3H4RK @ £42/5/0. Mk. II @ £45/5/0.
- ☐ Six Branch Exhaust Manifolds (Fabricated). Pt. No. Z/EX100 @ £15/15/0. (Manifold only). Mk. II (Complete with High Efficiency Silencing System) @ £24/3/0.
- ☐ Inner Valve Springs (Sports or racing). Pt. No. Z/20/R @ £1/10/0. Set. Mk.II @ £1/10/0 Set.
- ☐ Rev Counter Driving Ass'ys. Pt. No. Z/150/RC @ £5/19/0. Mk. II same price. Instruments and cables also available.

AUSTIN A30 & A35

- ☐ Twin Carb Manifolds with two S.U. Carbs complete. A30 @ £16/16/0. A35 @ £16/19/0.
- ☐ High Efficiency Exhaust Manifolds (not modified standard). A30 @ £7/0/0. A35 @ £7/0/0.
- ☐ Changeover Adaptor for Aquaplane Pipe System £1/0/0.
- ☐ Sports Inner Valve Springs @ £1/2/6 Set.
- ☐ Racing Double Valve Springs @ £2/5/0 Set.
- ☐ Rev Counter Driving Ass'ys. A30 @ £6/14/0. A35 @ £6/15/0. (Instruments and cables also available.)
- ☐ Superlight Alloy Flywheels @ £12/10/0.
- ☐ High Efficiency Sports Exhaust Systems.
- ☐ Compression Ratio Service, Porting Etc.

MORRIS MINOR SERIES II & '1000.'

- ☐ Twin Carb Manifolds with two S.U. Carbs complete. Series II @ £16/16/0. '1000' @ £16/19/0.
- ☐ High Efficiency Exhaust Manifolds (not modified standard) Series II @ £7/0/0. '1000' @ £7/0/0.
- ☐ Changeover Adaptor for Aquaplane Pipe System £1/0/0.
- ☐ Sports Inner Valve Springs @ £1/2/6 Set.
- ☐ Racing Double Valve Springs @ £2/5/0 Set.
- ☐ Rev Counter Driving Ass'ys. Series II @ £6/14/0. '1000' @ £6/15/0. (Instruments and Cables also available.)
- ☐ Superlight Alloy Flywheels @ £12/10/0.

Aquaplane covers all performance needs from the 'family' motorist to the 'full-race' enthusiast. Space allows only a selection of our range.
PLEASE NOTE. We are the actual manufacturers - no secondhand or reconditioned components form any part of our Equipment.

SPECIALIST SERVICES

- ☐ Port Service.
- ☐ Compression Ratio Service.
- ☐ B.H.P. Testing.
- ☐ Same-day Flywheel Balancing.

LATEST ITEMS

Alloy Flywheel with Steel-Face Inserts.
Alloy Valve Chest Covers for 100E.
Super-hardened Racing Camshafts. E93A & 100E.
Straight-through Sports Silencers or complete systems.
Oil Cooler Kits for Anglia/Prefect/Popular.
Alloy Flywheels for BMC 1500 c.c.
Rev Counter Driving Ass'ys for BMC 1500 c.c.

Please tick items of interest — fill in coupon in block letters and return the complete advertisement to us.

To AQUAPLANE CO. LTD. Oulton Broad, Suffolk

Please send me, without obligation, details of equipment indicated above and other interesting data where applicable

Name.....

Address..... M S

AQUAPLANE Co. Ltd, Oulton Broad, Suffolk - *Tel. Oulton Broad 416/7*

Manufacturers of the largest selection of Speed Equipment in the World

FOR SALE—continued

WILTON 1920 Sports. Brass headlamps and fittings. Outside handbrake. New tyres. £150. 96, Ravenscroft, Columbia Road, London, E.2. [3401

AUTOCRAT, 1922. Last surviving example. To enthusiast only, £70. Wanted: " Big-port " Alvis 12/50 cyllinder head. J. Berrisford, 6, Scarth Road, London, S.W.13. [3402

M.G. J.2. Set of P.A. brakes and drums. Fit J.2. Highly improves braking. Good condition £8, carriage paid Dr. McRitchie, Ventnor House, Honiton, Devon. [3403

1950 MINOR. Alta O.H.V. conversion, Saloon. Excellent condition throughout. Well shod, fantastic speed with economy. Marriage forces sale. £340. Horder, 193, Burton Road, Derby. [3404

RILEY KESTREL, 1937, Continental Saloon. Nice condition throughout. £125. 17, Woodlands Road, Epsom 5520. [3405

MARSHALL NORDEC SUPERCHARGER, M.G., T.D., T.C. Complete. £35 o.n.o. 78, Arlington Drive, Carshalton [3406

1948 RILEY HEALEY, 100 m.p.h. 3-seater Saloon. Very good condition. Very attractive car. £325. Monks, 24, Cambridge Drive, London, S.E.12. [3407

1938 SIDDELEY SPECIAL, 30 h.p. Sports model. 43,000 miles. Good condition. Harding, Albion Street, New Brighton, Wallasey. Phone New Brighton 5501. [3408

JAGUAR 100, 2½ litre, 1937. Extensive overhaul. Exceptional condition throughout. New leather hood and tonneau. Photo and full details available. £295. 132, Penns Lane, Sutton Coldfield, Warwickshire. [3409

JAGUAR Mk. V, 3½ litre. May 1951. Black, red leather. Really immaculate condition. Reconditioned engine, heater, covers. £395. Harlow 26105. [3411

LAGONDA V.12, 1938/40, De Ville. Registered 1945. 90,000. Excellent condition. Taxed, insured. London. £250 o.n.o. Exchange L.G.6, Delage, Rolls, considered Box No. M.412. [3412

£180. NEVER A CHEAPER BENTLEY than this. Speed 6, 1931 (left), Freestone & Webb black and red close-coupled Coupé. New top. P.100s. Just decarbonized. What a picture! Barrett, GIP 3749 after 7.30 p.m. [3413

N.A. ENGINE, C-type box, £30 (useless), cost £70. A.7 1½ engine, box, axles, wheels, £7. Morris O.H.V. engine, 4-speed box, £3. Would separate. Modified F10 rad, £1. " Monderail," Bonsey Lane, Westfield, Surrey. [3414

INVINCIBLE, 1928, Riley 9 " Biarritz " (Vintage). One owner from new, only wants seeing. £87. (Doctor's order.) 316, Birmingham Road, Reddich. [3415

MORGAN 3-Wheeler, Ford engine. Beautiful condition. Used daily 30 miles. Plus spare engine with high compression aluminium head. £95. Colonel Matts, Rickmansworth 3146. [3417

ROLLS-ROYCE 20. Two available, a sporting tourer and an all-weather. £190 o.n.o. each. Box No. M.418. [3418

FORD 10 SPECIAL, registered 1951. Tuned engine, straight-cut gearbox, anti-roll bars, fluid shocks, aluminium body. Capable of over 90 m.p.h. £200. McNeill, Drumquin, Co. Tyrone, N. Ireland. [3419

M.G. SPARES: J.2, P.A., etc. Rae's Spares, 6-8, Victoria Road, Opposite Brentwood Stn., Brentwood, Essex. [3420

AUSTIN LICHFIELD Saloon. Outstanding example. Taxed year. Insurance just renewed. Any queries promptly answered. Heywood, 65, Trent Valley Road, Lichfield. [3421

3 LITRE RED LABEL BENTLEY, 1925, close-coupled fabric Saloon. Good condition throughout All new tyres, rebuilt wheels, new radiator. All original equipment. £140. Box No. M.422. [3422

ROLLS ROYCE 20-25, 1930. Pleasant owner-driver fabric saloon body by Mulliner. Very good original condition throughout. £225. Box No. M.422. [3422

LANCIA, 1938, APRILIA Saloon. Excellent condition throughout. Offers to Gleague, Higher Walton P.O., Warrington. Tel. Stockton Heath 220. [3424

AUSTIN 7, 1934. Complete with chassis and engine. Also tubular chassis with axles, front divided. Everything moving renewed. Engine, 4-speed box and spares. No time to complete. The lot, £25. Poole, 13, Lindale Avenue, Royton, Lancashire. [3425

ALLARD 71-L, Sports Saloon, late '49. Coachbuilt aluminium body by Allsop's. New engine 2,000 miles. No oil. New tyres and Koni shockers. At present fitted 4-speed box; 3-speed box with car. Taxed year. £180. Hand, Shirley, Brailsford, Derbys. Phone: Great Cubley 208. [3426

FIAT 500, 1937/9. 50 m.p.g. Good tyres, engine, suspension. Smart inside and out. £110. 74, Southfield Road, Enfield, Middx. HOW 3156. [3427

ASTON MARTIN 1½ litre, 1936, Mk. II Saloon. Carefully maintained, rewired, recent overhaul. Grey, with beige leather. £225. Box No. M.428. [3428

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

FOR SALE—*continued*

1936 TRIUMPH GLORIA (10.8). £25. 21, Beech Avenue, Radlett. Radlett 5583. [3429

£18 O.N.O. Riley 9 chassis, etc., engine, twin S.U.s, H.C. head. Ideal special Letters only. Weaver, 15, School Lane, Bromsgrove, Worcestershire [3430

LANCIA APRILIA in very good condition. Full history and maintenance. £275. Box No. M.431. [3431

MORGAN 4-4 Sports, 1947. Good condition throughout. New hood and sidescreens. Taxed. Would suit enthusiast. J. Harrison, 3, Hesketh Place, Fleetwood. [3433

ROLLS ROYCE 21.6 h.p., 1927. Very good chassis. Body, by Penman of Dumfries, in excellent condition. Solid leather upholstery. £200 o.n.o. Perrow, Toad Hall, Watlington, Norfolk. Watlington 261. [3436

EXHAUST SYSTEM. Servais high efficiency, complete, for Ford Zephyr, Mk. 2, or Zodiac. Practically brand new. £20 o.n.o. Martin, 5, Shaw Crescent, Sanderstead, Surrey. SAN 6249. [3437

LANCIA AUGUSTA Pillarless Saloon. 1196 c.c. I.F.S., Lockheeds. 35 m.p.g. One of the best in the country, at present undergoing rebore (+.010 in.), crank grind, etc. Ready early October. £180. Friend, "Beverley," Risca Road, Newport, Mon. [3438

1951 AUSTIN A.40 Pick-up, restyled in 1954. Very good condition for year. £250. Will exchange with sports car or modern van or anything else. P. Harding, Folly Road, Inkpen, Nr. Newbury, Berks. [3439

M.G. J.2. Rebored., brakes relined. No hood. £65 o.n.o. Shaw, 55, High Street, Pershore Worcs. [3440

ALVIS SPEED TWENTY. 1932, Van Den Plas Tourer. One enthusiastic owner only. Mechanically perfect. Almost entirely rebuilt 1956. Recently completed faultless round Britain trip. Photo available. £95. Dearden, Wyecliff, Hay, Hereford. Hay 17. [3441

ALLARD. 1951, K-type 2-seater Sports. 30 h.p., 2 twin-choke Solexes, chromed and polished engine, with Allard heads. One of the rarer Allards, this alloy-bodied car, finished in light metallic blue, is in absolutely magnificent condition, and never fails to attract admirers. £460. 34, Tomlinson Road, Castle Bromwich, Warwickshire. [3442

1936 ROLLS ROYCE 20/25 Drophead Coupé. Maroon. James Young body. 76,000 miles. Garage report. Rolls Royce history. Excellent condition. £725. Horley 972. [3443

DISMANTLING 1934 RILEY 9 Kestrel. Very good 450 and 500 x 19 in. tyres. 2, Eynham Road, W.12. SHE 6126. [3444

1927 23.9 h.p. SUNBEAM HEARSE for sale, just out of service. Offers. Blundell, Market Street, Caerphilly, Glam. 3445

SALE: 600 x 21 tyres and tubes, new and retread. Offers. Blundell, Market Street, Caerphilly, Glam. [3446

SUNBEAM, 1929, 3 litre Weymann-bodied Saloon. Attention desirable, but goes—for £25. 21a, Church Road, Burgess Hill, Sussex. [3447

LANCIA AURELIA. 1952, 4-door pillarless. Good condition. Not used very much. Radio, heater. Reasonable offer required. Write, The Pines, Nun's Walk, Virginia Water, Surrey. [3448

TROUBLE-FREE reliable family motoring. 1935 Vintage-type Daimler 15 Sports Saloon. Mulliner body. Haggle starts £55. 31, Southview Clos., Bexley, Kent. [3449

ALVIS SPEED 20 Saloon, 1934. Goes, but needs tidying. £37 10s. Sprinkpark 2660. [3452

RILEY KESTREL. 1938, 12 h.p. 34 m.p.g. Sprite engine, new pre-selector gearbox. Excellent throughout. New grey leather headlining, resprayed black, chrome, new extras. Must sell before November. £220. Bloss, 142, Trelawney Avenue, Langley, Bucks. [3453

1952 X.K.120. Ivory. L.H.D. Good condition. £480. 40, Broadwater Avenue, Letchworth. [3454

LAGONDA 16/80. 1933, D.H.C. Not "the most immaculate, etc.," but sound. Engine just overhauled, new batteries, two new retreads, etc. Mechanically good; weatherproof; body requires minor work but is of good appearance. Nearest to £85. Pendlebury, 8, Hare Warren Close, Wilton, Salisbury. [3455

E.N.V. PRE-SELECTOR GEARBOX, 1933, K.2 M.G. £6 10s. 169, Cator Lane, Chilwell, Notts. 3456

FOR SALE: LANCHESTER 10 Saloon, 1933. One owner. Original tools, instruction book. Excellent condition. £35. Gibson, Cropton Lane, Pickering, Yorks. Phone Pickering 94. [3457

EX CONVERTED Z.A. MAGNETTE, twin Vokes air cleaners, 5¼ in. diameter, inlet manifold, standard exhaust manifold and pipe to and including Servais silencer. Offers to Molloy, Southill, Biggleswade. [3458

COVENTRY CLIMAX engined Crossley Tourer. 34 m.p.g. Very fast. Immaculate condition. £90 or nearest. Write or call, Juniper, 46, Hillingdon Hill, Hillingdon, Middlesex. [3459

DE DION BOUTON. Pair rear wheels, 1904, £6. Also veteran and vintage lamps and oddments. 185, Crystal Palace Road, East Dulwich, London, S.E.22. Phone: Forest Hill 3220. [3463

1937 Alvis D.H. coupe	...	...	**£120**
1953 Renault 750 saloon	...	...	**£370**
V8 Special, de Dion axle	...	...	**£150**

SPORTS CARS SOLD ON COMMISSION
Terms and Exchanges
SECONDHAND SPARES for pre-war M.G.s, Triumph Dolomite, Gloria, Riley Kestrel, Falcon, Singer Le Mans
J. R. PARIS, LONDON ROAD GARAGE, Halstead, Kent
Tel. : Badgers Mount 221

THE FEMALE OF THE SPECIES
Can obtain equal rights with Motor Insurance from
ANTONY HYDE-EAST
Whilst matronly types are preferred, his Popular Policies for Popsies are much admired.
BURNESTON HOUSE, 44, Epsom Road, Guildford, Surrey
Tel.: Guildford 4271

Building a 750 Special



This book shows in detail how to design, build, modify and tune Austin 7 Specials. 40 illustrations.
Price **5/-**, *post free*

Building a Ford 10 Special

Companion volume to "Building a 750 Special," contains a mass of inside information on chassis modifications, special chassis construction, engine tuning, body design and construction, production costs, etc., etc.
The whole "how" of designing, building, modifying and tuning Ford 10-engined Specials. Profusely illustrated.
Price **6/-**, *post free*
Obtainable from
M.E. DISTRIBUTORS
11, OLD BOND ST., LONDON, W.1

AUTOBOOKS
We stock thousands of "unobtainable" and "out of print" instruction manuals. All makes of Veteran, Edwardian, Vintage and Modern available. Examples from our rarer stock include Albert, Albion, Ansaldo, Armstrong-Whitworth, Arrol Johnston Dominion, Bean, British Salmson, Clyno, Commer, Cord, Crossley, de Dion, Dodson, Hotchkiss, King, Manchester, Metallurgique, Napier, Oakland, Saxon, Stellite, Swift, Thorneycroft, Trojan. In addition we have many vintage Austin, Daimler, Fiat, Ford, Humber, Morris, Renault, Rolls, Rover, and the great majority of all makes from 1930 to date. Send s.a.e. for *quotation to :—*
AUTOBOOKS
11, OLD BOND STREET, LONDON, W.1
(Mail order only please)

Learn to *FLY!*
Trial lesson 39/6
Ring Elstree 3070
or write to the Chief Instructor,
ELSTREE AERODROME, HERTS

FOR SALE—*continued*

1928 VINTAGE AUSTIN 7 CHUMMY. Brass rad., lamps, horn. Engine, body, tyres perfect. Good hood and sidescreens. T. & I. £49 o.n.o. 18, Amberley Road, Abbey Wood, S.E.2. [3464

M.G. T.D., 1953. Goes. Successful 3,000 continental tour. Genuine 24,000. New unit 16,000 due to faulty original. Burns petrol only. Five new tubeless, brakes, etc. Offers over £450. Clutterbuck, 3, Brockwell Close, St. Mary Cray, Kent. [3465

DISMANTLING TALBOT 14. Rebuilt radiator resleeved block. All parts available. Snasdell, 15, Kesteven Road, Stamford, Lincs. [3466

ALVIS 14 T.A. D.H.C., 1948. Black. Perfect. £425, or would exchange for 1172 4-seat special, or interesting 1½ hardtop. 24, Foxhall Road, Didcot. [3467

£10 OR HAGGLE. Sound Austin Seven short chassis. Fitted seats, high compression head, 1934 crankcase, tank, brakes and steering. Logbook. Towable. 13, Lawrence Way, Hurstpierpoint, Sussex. [3468

FOR SALE: TWIN S.U. INLET and 4-branch exhaust for S.V. Morris Minor. £9. Tel.: Orpington 21530. [3469

1935 ASTON MARTIN Mark II short chassis Tourer. Immaculate. £445. Jensen, Windrush, Spade Oak Reach, Bourne End, Bucks. [3471

RILEY 9 MONACO, 1933. Good condition. Register member. £90 o.n.o. Harradence, 144, Coleshill Road, Birmingham 34. CAS 3110. [3472

OPEL OLYMPIA, 1938, 12 h.p. Saloon. Really exceptional condition throughout. Enthusiast maintained in family since new. Very low mileage. Full history and photographs available. £185. Ogden, 64, Birchdale Road, Erdington, Birmingham. ERD 6892. [3473

D.K.W., 1937, F.7 Cabriolet. F.W.D. two-stroke. Admirable condition Wonderful car for winter motoring. £155 o.n.o. Fells, 6, Laburnum Grove St Albans 57709. [3474

SALE: DELIGHTFUL A.7 Special. £110 or swap machine tools, anything steam, W.H.Y.? David King, "Larkhill," Wymondham, Norfolk. [3475

AUSTIN 12/4 Tourer, 1926. Good condition. New hood, tyres. Rewired September. Spare gearbox and magneto. £80. Box No. M.476. [3476

ROLLS 21.6, 1926, 2-door Drophead Coupé. Engine regularly overhauled. Body later date. Hood brand new. £225. Box No. M.477. [3477

WICO 180° TWIN MAG.; impulse coupling. New condition. A rarity. £5. MacIlwaine, S. Cave, E. Yorks. [3478

JOWETT JUPITER, 1952. Ivory. In beautiful condition, covers. 23,000 since Series III engine. Oil pressure 65 lb. hot. Good tyres, taxed year. £375 terms? Take Consul, W.H.Y. in exchange. Russell, Wyndham, Martins Avenue, Bawtry, or Bawtry 363, ext. 12, 9-5. [3480

MARSHALL Low-Pressure Supercharger, suitable M.G., X.P.A.G. Nearest £17. 309, Doncaster Road, Wakefield. [3481

A.F.M. 1½ litre, sports-racing. Alloy wheels, body radiator. De-Dion rear, I.F.S. Ex-works car. £350. Owner going abroad. Full details, Box No. M.482. [3482

1945 MORRIS 8 Brake, X.G.P.O. Fitted side windews, soft top, bumpers, spot and D/B headlights. Good tyres, recent engine and paint job. £125 o.n.o. Or exchange 1172 Special or parts, cash adjustment. Geer, 32, Claridge Road, Manchester 21. [3483

RILEY 9 SPECIAL. Attractive aluminium body. Easily removable for servicing. Fast and economical (30 m.p.g.) £100 o.n.o. G. Haines, Esq., Phone LAB 5095 after 6 p.m. [3488

ROLLS-ROYCE Silver Ghost body. Attractive 2-door fixed head Coupé, circa 1924, by Maythorn of London. Sound throughout. Polished aluminium with front and rear wings, but no front seat, bonnet or running boards. £75. Box No. M.489. [3489

ALVIS 12/70 Saloon, 1938. Sound mechanically, smart appearance. £165. Newton, 51, Pine Ridge, Carshalton, Surrey. WAL 3224. [3490

SPECIAL FORD 1172 c.c. 11,000 miles. Pro. built from new parts. I.F.S. 4.7 R.A.X. Aquaplane. Stiletto body Send for photo of this beautiful super car. £375. H.P. arranged. Dayley, 20, Alder Grove, Whitley Bay. Phone W.B. 20465. [3491

EX WORKS ASTON-MARTIN DB3S, appendix C, spare axle. £1,600. Box No. M.492. [3492

A.C. 1933 2 litre 4-seater Tourer. Three carbs., 25 m.p.g. In excellent condition all round. £75 o.n.o 5, Waterloo Street, Clifton, Bristol 8. Tel. 38048. [3493

1172 SPECIAL BUILDERS. All components in shape of 1940 "Prefect," for transfer to Ford or proprietary chassis. About £30. Also E 93 A—less accessories. H. Bancroft, Stones Top, Oxenhope, Keighley, Yorks. M.R. 96/026345. [3495

"D"-TYPE M.G. SPARES: Engine £10. Gearbox £4. Axles £3 each. Wheels and tyres (2 new) £12, set of five. Chassis. All sold separately. Barnes, 411, Warners End Road, Hemel Hempstead, Herts. [3496

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

SPECIALIST REPAIRS

Cylinder Blocks Bored, Surface Ground, and Re-metalling, Cranks Reground, Flywheel Ring-Gears; Insertions, etc., Axles Straightened, Bushed.

ALMOST ANY REPAIR TO EVERY MAKE

JAMES TAYLOR (Bradford) LTD.
97, OSBORNE STREET, BRADFORD 5.

VOLKSWAGEN

SPARES ★ SALES ★ SERVICE
We specialise in VW Accessories
Please send for list.
PRESTWICH (HOVE) LTD.
ST. JOHN'S RD., HOVE (34037/8), SUSSEX
VW Distributors for the County
Bosch Main Agents

M.G. HOODS BY POST

"BLACK OR FAWN DOUBLE DUCK"
T Model Hoods, **£6 15s. 0d.** Tonneaux, **£5 15s. 0d.**
J and P Tonneaux, **£5 0s. 0d.**
M.G.-A Tonneaux in Genuine Vynide, **£6 0s. 0d.**
T Model Screens, **£5 10s. 0d.** No Frames.
S.A.E. Please.
A. C. WINMILL
37, TONSTALL ROAD, MITCHAM

PEUGEOT — The car that gives 80 m.p.h. and 35 m.p.g.

Incorporating rack-and-pinion steering, built-in overdrive, heater/demister, windscreen washers, stainless steel bumpers and over-riders, couchette seats. Inclusive price **£952.**
DISTRIBUTORS PEUGEOT LTD., 127 HIGH STREET, CROYDON. Tel.: Croydon 7213

HEADLAMP REFLECTORS

Electroplated in pure hardened silver.
One quality, the best! **6/-** each.
Cork seals, **6d.** each. Bulbs, **3/-** each. *P. & P. 1/6 ea.*
Returned day received. Send P.O. to:
R. PACKER
169, HOTWELL ROAD, BRISTOL 8

HALF PRICE

Brake and clutch linings for all makes 1958 back to vintage models. Send Year, Make and H.P. for quotation.
H. GREEN,
59, Upper Kingston Lane, Shoreham-by-Sea, Sussex

THE NEW "SABRE"



★ Wheelbase 7 ft. 4 in.—7 ft. 10 in.
★ Tracks up to 4 ft.
★ Overall width 4 ft. 7 in.
★ Overall length 12 ft.
★ Wheel arch and bulkhead flanges fitted.
★ Doors and bonnet fitted chrome hinges.
★ Universal "Dexion" floor and chassis attachment.
★ Tubular reinforcement.
★ Moulded glass-fiore dash.
★ Our aim: Ease of fitting—first-class finish—first-class workmanship.

PRICE £75 *Trade enquiries invited*
MARKHAM-PEASEY
Laminated Plastics
5, GLENELDON MEWS, STREATHAM, S.W.16. Tel.: STR 6139

The RILEY MAN

OFFERS

Full service for the pre-war Riley enthusiast. New replacement parts 9-h.p., including crown-wheel and pinions, **£7 10s.**; all bearings; twin inlet manifolds, **45/-**; brake cables, **18/6**; speedo cables, complete, **22/6**; gasket sets, **17/3**; H.C. gasket sets, **14/-**; H.C. head gaskets **8/-**; solid copper, **17/3**; valves, **10/-**; guides **4/-**; valve springs, **8/-** set; universal bushes, **4/11** each. king-pin and bush sets, **50/-**; track-rod assemblies, **19/6**; exchange dynamos, starters, hub caps, new springs, etc., etc. Hundreds of new and used spares, all models, money back guarantee.
Post or carriage extra. S.A.E. please, all inquiries.
C.O.D. service for postal items only.
A few selected examples of pre-war **Riley cars for sale.** 'Phone, write or call for details.

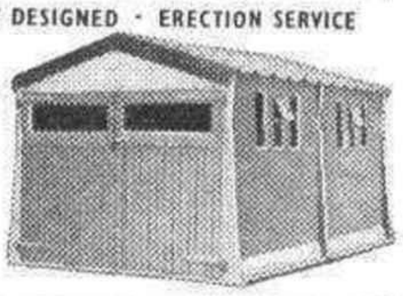
STANLEY A. BURVILLE
13, RAILWAY VIADUCT, EALING ROAD WEMBLEY, MIDDLESEX
(Opp. Alperton Piccy. Stn.) Wembley 3345

HARD-SURFACED ROCKERS

M.G., 6s. each exchange; rocker bushes, **5s.**; shafts, **12s. 6d.** to **22s. 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 from **11s. 6d.**; twin, **22s. 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.
S.U. Exchange Service, carburetters, pumps, spares. Engine reconditioning.
WANTED—Secondhand M.G. spares.
C.O.D. SERVICE. S.A.E. LIST.
THOMSONS,
104/106, KINGSTON ROAD, WIMBLEDON, S.W.19
Tel.: Liberty 8498

MARLEY CONCRETE GARAGES

BEAUTIFULLY DESIGNED · ERECTION SERVICE
57 MODELS
£55 cash or Attractive Terms
Write for brochure





Concrete Coal Bunkers—just bolt together. Rot and rust proof. From 6 cwt. at £4-15 plus carriage.

MARLEY CONCRETE LIMITED
S. Ockendon, 281, Nr. Romford, Essex
Telephone: S. Ockendon 2201

TALBOT

John Bland
REPAIR AND SPARES SPECIALIST

SPARES SERVICE on all pre-war Talbot models except side valve 20.9-hp

Daimler 15 preselector gearbox, £7 . 10s. New, straight, heavy, **Bulb Horns,** black on brass, **£1 . 5s.** Post 3/-.

27, SOUTHFIELDS ROAD, S.W.18
Tel.: Vandyke 1612

RILEY SPARES & SERVICE

All spares available, including valves, **11/-**; guides, **4/-**; single valve springs **8/-** set; double, **14/-** set; gaskets, **17/-** set; brake cables, **28/6**; speedo. cables, **22/6** complete; crown and pinion, **£7 10s.**, solid copper head gaskets, **17/-**; track-rod ends; **17/6**; tappet locking bolts, **4/-** doz. Also timing gears, oil pumps, camshafts, crankshafts, clutch withdrawal races, oil seals, etc. Exchange starters, clutch plates, brake shoes, 12/4 oil pumps. *All plus postage.*

E.R. WELFORD LTD.
(PREVIOUSLY WELFORD BROS.)
CENTRAL GARAGE
ROTHLEY — Nr. LEICESTER
Tel.: ROTHLEY 140

CYCLE WINGS

Domed and Beaded
5 in., 6 in. and 7 in. wide, steel; Fronts **10/6** each; rears **13/6**; carriage and packing: pairs 5/6; sets 6/6. Also alloy.
W. G. FERGUSON
BATH ROAD GARAGE, NAILSWORTH, GLOUCESTERSHIRE

ALEXANDER CONVERSIONS

supplied and fitted to all popular makes
48 HOURS' SERVICE
HALLS (FINCHLEY) LTD.
314, REGENT'S PARK ROAD, N.3
Tel.: FINchley 5908

FIBREGLASS for that Special or to repair that Vintage Model
THE BONDAGLASS HANDBOOK covers this, plus gen. on car moulds, boats and modelling uses, illustrated. **2/- post free.**
S.A.E. brings **How to Repair Car Bodies,** price and gen. sheet free. All materials supplied.
BONDAGLASS
55, SOUTH END, CROYDON

SPECIAL BUILDERS ENGINES

AUSTIN A70 o.h.v., 2,199 c.c. Complete working order. **£22 10s.**
FORD 10 h.p. £15. Complete with all Accessories ... **£25**
FORD 8/10 h.p. gearboxes **£6 10s.**
OVERSEAS MOTORS LTD., Grove Garage, 62 Cottage Grove, London, S.W.9. BRI 2330

ROLLS-ROYCE and BENTLEY SPECIALISTS

All Spares New and Second-hand for pre-war Rolls-Royce and Rolls-Bentley cars. Full repair service by fully qualified Rolls-Royce Mechanics — Specialists in the Repair of damaged engines. Also Exchange reconditioned engines for all Models.

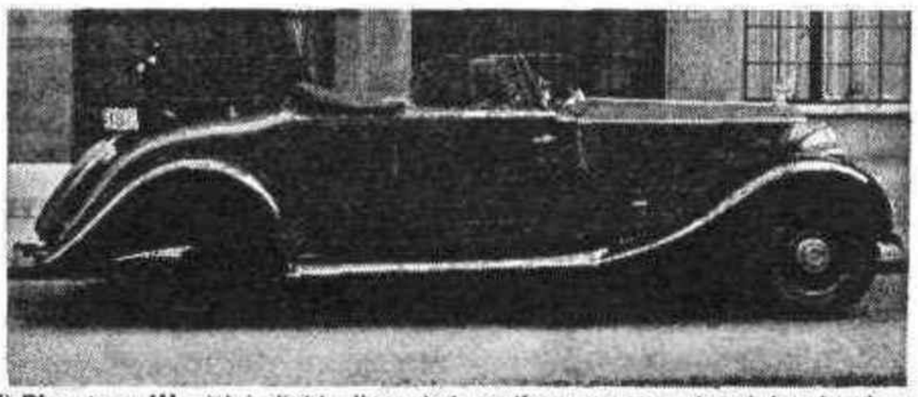
COMPTON'S
69 WESTOW ST., CRYSTAL PALACE, S.E.19 *LIV. 3362*

GROSVENOR 1188

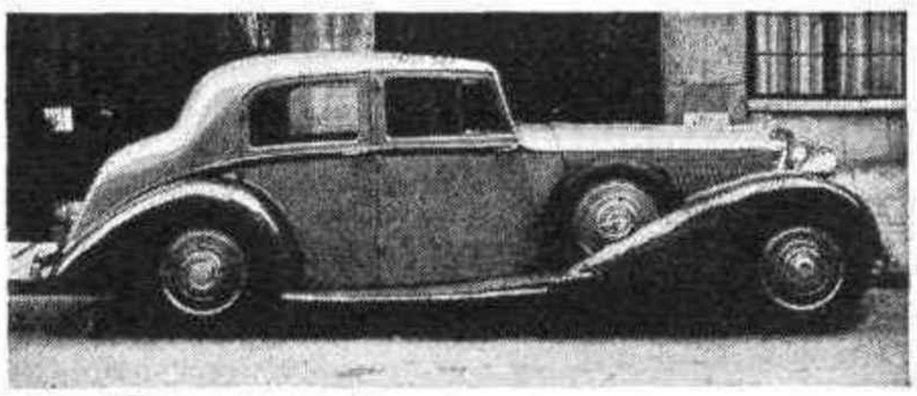
SIMMONS

GROSVENOR 2635

OFFERS FROM A CONSTANTLY VARYING STOCK

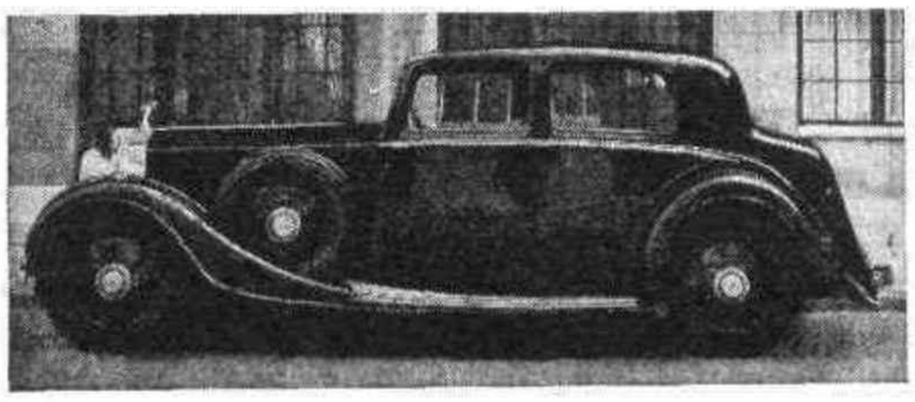


ROLLS-ROYCE (1937) Phantom III with individually styled two/four-seater enclosed drophead coupe coachwork and external dickey by H. J. Mulliner. Soft blue and black, with off-white trim. All manufacturer's specified modifications to date, including the fitting of solid tappets. Comprehensive R.-R. Ltd. history. Extensively overhauled 2,500 miles back. Radio, heater, etc. A unique and superbly conditioned P. III of classic conformation "Rara-avis" **£1,000**

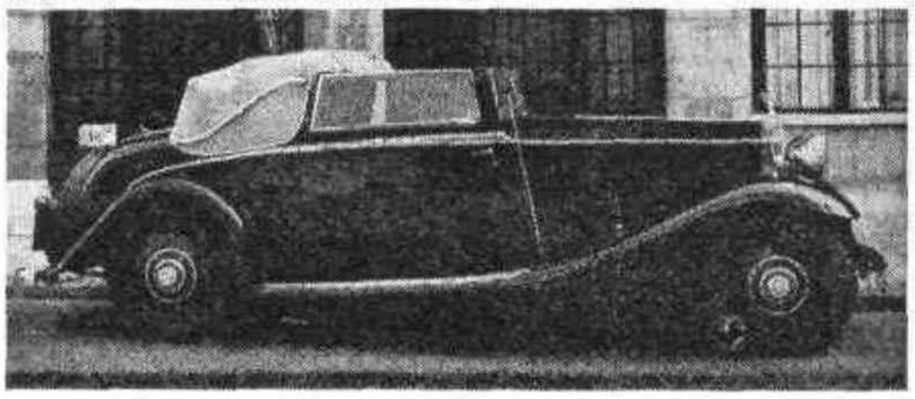


ROLLS-BENTLEY (1938) L.S. Ch. series, with sliding head sports saloon coachwork by Park Ward. Sand and sable with natural hide trim. Mechanical rebuild and 'bore by West Country Concessionaires '56. All accounts to hand. Radio, heater, etc. An outstanding example. **£600**

ROLLS-BENTLEY (1938), a similar example to the above, finished in black, in excellent order, is also available. **£575**



ROLLS-ROYCE (1936) 20/25-h.p. "Burlington" sports saloon by H. J. Mulliner. Black with powder blue trim. In impeccable condition throughout having been meticulously maintained over many years by distinguished professional owner. R.-R. detailed history. Accounts to hand for top and bottom overhaul '58. Recently recellulosed. Heater, etc. In fine order. **£685**



ROLLS-ROYCE (1934) 20/25-h.p. with Sports Sedanca coachwork by Crosbie & Dunn. Dark blue with powder blue trim. History obscure but accounts for overhaul carried out in Switzerland 12,000 miles back are to hand. Radio and heater. Attractive specimen. Dependable but somewhat lethargic. Schedule serviced. **£525**

ROLLS-ROYCE (1933) Phantom II "Continental" on the 12-ft. chassis with two-door foursome drophead coachwork by Thrupp & Maberley. Two-tone grey with blue trim. For many years this elegant sports carriage has been the property of a noted Midlands industrialist, who has expended a very considerable amount on this P. II, including restyling the coachwork and re-upholstering in fine morocco. Winner of many awards. **£485**

ROLLS-ROYCE (1938) 25/30-h.p. Town Saloon by Hooper. Black, with tan hide trim. R.-R. Ltd. history. Two owners only. Chauffeur-maintained and in really impeccable order throughout. **£675**

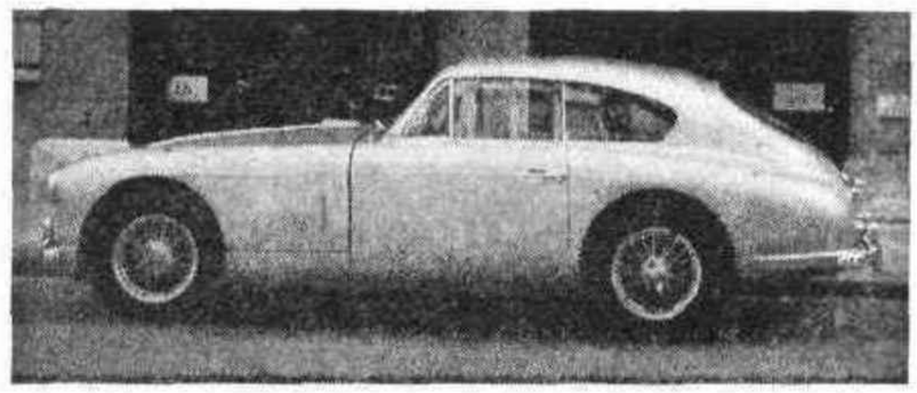
At the time of going to press we are negotiating the purchase of the following vehicles :—

BENTLEY Mk. VI (1952) 4¼-litre big-bore, all electric drophead coupe by Abbott at 41,000 miles. Approx. **£1,875.**

VINTAGE BENTLEY Red Label short-chassis Speed model with foursome tourer V.D.P. long-wing coachwork. Approx. **£385.**

ROLLS-ROYCE Phantom III (1938) sports saloon by Gurney Nutting. Approx. **£575.**

BENTLEY Mk. VI (1949) Standard Steel saloon. Steel blue and black with blue trim. Available second week of October. **£950.**



ASTON MARTIN DB2/4 (1954) 'Vantage engine 2.6-litre. B.R.G. with fawn trim. 27,000 miles. Maintained from delivery by Aston Martin Ltd. Radio, heater, etc. Neither raced nor rallied and in most exemplary condition. **£1,425**

BENTLEY (1953) 4½-litre "R-type." Big bore, big boot, Standard Steel saloon. Shell and Tudor grey with matching trim. 41,000 miles, one owner, R.-R. Ltd. maintained from delivery. Available second week of Oct. **£2,150**

ROLLS-BENTLEY (1937) 4¼-litre. Two-door sports saloon by Gurney Nutting. Dark blue, natural pigskin trim. Extensive overhaul '56, of which details are awaited at time of press. No history existing before this date. Excellent chassis but heavy coachwork and not over fast. **£525**

A similar **ROLLS-BENTLEY** to the above will be available during the second week of October. **£575**

ROVER 90 (1955). Black with scarlet trim. 16,250 miles, one owner. Pristine. **£875**

FRAZER-NASH T.F. Gran-Sport (1950) 2-seater roadster. Taken p/e. September. Wants work. OFFERS TRADE ONLY. No warranty given or implied.

WE URGENTLY SEEK A GOOD VETERAN, PREFERABLY AN R.-R. GHOST OR A NAPIER AND A SPEED SIX BENTLEY WITH TOURER COACHWORK OR A 4¼-LITRE TOURER OR H.M. REBUILD.

IN RESPECT OF THESE AND ANY OTHER VEHICLE PURCHASED INDIRECTLY, WE WILL COVER INTRODUCTORY COMMISSIONS BY ARRANGEMENT.

A workshop test and report sheet is available on all vehicles advertised.

WE WOULD PARTICULARLY LIKE TO PURCHASE ANY ROLLS-ROYCE OR ROLLS-BENTLEY MODELS, OR OTHER INDIVIDUALLY-PRODUCED VEHICLES, IN FIRST-CLASS CONDITION, AND PREFERABLY WITH A KNOWN HISTORY, WHICH ARE AT PRESENT ON OFFER. MR. SIMMONS WILL BE PLEASED TO ATTEND ANYWHERE IN GREAT BRITAIN BY APPOINTMENT.

AS A RESULT OF SELECTIVE BUYING WE ARE ABLE BY ARRANGEMENT WITH A PRIVATE BANKING HOUSE, TO OFFER QUITE EXCEPTIONAL HIRE PURCHASE FACILITIES ON EACH AND EVERY VEHICLE WE ADVERTISE.

GROSVENOR 1188 — **12, REX PLACE, W.1** — GROSVENOR 2635

Immediate insurance effected with Lloyd's Brokers. Export and Shipping. Engineers' reports and examination.
All vehicles and accessories are offered subject to being unsold unless otherwise stated. E. & O.E.

FOR SALE—*continued*

JAGUAR, 2½ litre, 1938. £59! Running order. Rolls-Royce Limousine, P.11, 1929, 1935 replica body by Mulliner. Immaculate throughout. Rolls overhaul 1950. Brocade upholstery, occasionals. £175. Gladstone 8639. [3570

SINGER ROADSTER, 1939. Good bodywork. Reliable mechanically. There is also a complete spare car. £95 the lot, or offers. Watson, Fern Cottage, Church Lane, Treales, Nr. Preston, Lancs. [3571

OPPORTUNITY FOR SPECIAL BUILDERS. 1939 Series M. Morris 10. Engine, gearbox back axle, perfect. New dynamo, starter, clutch, brakes. Exceeds 75 m.p.h. unraced. Body rough. 26, Connaught Road, Market Harborough, Leics. [3497

ARMSTRONG SIDDELEY, 1935, 17 h.p. Saloon. 66,000 miles. Excellent condition. Engine, transmission, brakes, steering, battery, paintwork, all good. Four good tyres. Reliable. Seats six and dog. Taxed. £100. Griffith, 21, Essex Road, Stevenage, Herts. Stevenage 402. [3498

MORGAN 4/4, 1947. Very nice condition. £280. HIL 7135. [3500

ALVIS. 1939, 12/70 Drophead. New hood. Good condition. Known history. £175 o.n.o. KEN 0060. [3501

FOR SALE—*continued*

B.M.W., 1937, R.H.D. Type 45 Saloon. Professionally fitted with 80 b.h.p. type 328 B.M.W. engine. Entirely 328 mechanically, including rare Herth gearbox; 3.9 axle; hydraulic brakes; knock-on wheels; triple S.U.s; one-shot lubrication. Radio, heater, handbook. Re-upholstered. Excellent cellulose. Spiteful performance with comfort, weather protection, reliability. £240. H.P. possible. Would consider exchange. W.H.Y.? Peter B. Moore, ARNold 1962. 18, Carlton Avenue East, Wembley Park, Middlesex. [3499

MARSHALL SUPERCHARGER for sale. Complete kit for 1½ litre. £35 o.n.o. Creese, 15, Alcester Drive, Leicester. [3503

CHRYSLER KEW, 18 h.p., 1936. Fair condition. Offers. Taylor, 47, Ellerman Avenue, Twickenham. FEL 3241. [3504

SUPERTHAMES, 1955, Wade blown Ford Estate. Escort windows (customed), rear tank. Full 4-seater. Colour green/beige. £395. 17, Fairlawn Drive, East Grinstead, Sussex. East Grinstead 4039. [3507

1935 K.D. TYPE M.G. Full engine overhaul 7,000 miles ago. New carbs, clutch, hood, tonneau, dynamo and instruments. Bailey, Park Brow Farm, Chorlton, Manchester 21. [3508

FOR SALE—*continued*

POTENT, INTERESTING STANDARD 8 (late '55), fitted twin S.U.s, anti-roll bar, twin spots, windtones, heater, raised compression. Very carefully maintained; recent complete overhaul. Body good, underneath well protected; exceptionally clean. Offers region £440. Creber, 71, Charlemont Road, Bird End, West Bromwich. [3509

BENTLEY 1928, 4½, Van Den Plas Tourer. Original and unaltered except for oversize tyres. This car can be bought with every confidence, or inspection by experts most welcome. The whole of mechanical side wonderful order. Fabric body, black metal-work. Some private finance could be arranged to suitable client. Genuine enquiries only please. £295. F. Bird, 33, Parkfield Road, Wolverhampton, Staffs. [3510

RILEY 2½ litre, 1948. Immaculate. Reconditioned engine, gearbox, new battery, tyres. £325 o.n.o. Hire purchase. COP 7098. Walthamstow. [3511

H.R.G. 1500, 1948 (not aerodynamic). Cream with red trim. £275 for quick sale. Manchester. Box No. M.512. [3512

FOR SALE: RED AUSTIN NIPPY, 1937. Excellent condition. Good tyres, new clutch and brake linings. All weather equipment, tonneau cover. Taxed. £125. Brinklow, 252, March Road, Luton, Beds. [3513

FIBREGLASS BODYSHELLS OF DISTINCTION BY CONVAIR DEVELOPMENTS

1172 SPEED EQUIPMENT STOCKED



DELIVERY SERVICE ANYWHERE U.K.

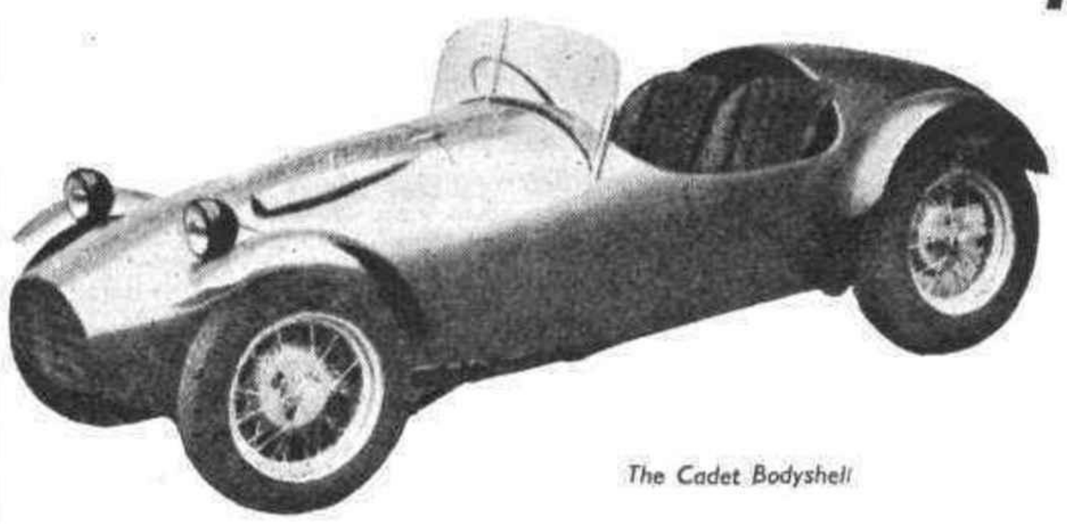
Complete shell with bonnet, boot and two doors, £68 ex-works.

★ ANY COLOUR ★ SPEEDY DELIVERY ★ FIRST-CLASS FINISH ★ H.P.? CERTAINLY!

EXTRAS available: Fibreglass dash; Floors; Wheelarches; Bulkheads, etc.

Special offer: High-ratio C.W.P. Ford 8/10, all models, **£8 . 13 . 6d.,** p.p. free.

Please send S.A.E. for further details: **CONVAIR DEVELOPMENTS, r/o 177, Cathall Road, Leytonstone, London, E.11**



The Cadet Bodyshell

★ **CLOSE RATIO GEARS.** Helical cut, ultra close-ratio A.7 gears, suitable 1934/9 boxes. Don't crawl along in those screaming 1st, 2nd and 3rd gears—really USE those indirects. Formula 750 cars are getting over 70 m.p.h. in 3rd with these c/r. gears. **£14 . 10 . 0** complete, *p/postage* 3/6. Delivery 7-10 days. Your layshaft and 1st motion shaft required.

★ **CROSS-FLOW RADIATORS** for A.7 or Ford Specials. Six months' guarantee. **£8 . 10 . 0,** *p/carriage* 7/6.

★ **PRESSURISED BRASS HEADER TANKS, 75/-,** *p/postage 3/-*

★ **FORD WATER PUMPS, 55/-,** *p/postage 3/6.*

★ **A.7. CAMSHAFT ADAPTOR,** with pulley for driving Ford water pump, **23/6,** *p/postage 2/-.*

★ **BOWDENEX BRAKE KITS, 75/-,** *p/postage 3/-.*

★ **LOCKHEED BRAKE CONVERSION KIT** complete. B shoes, linings, backplates, wheel cylinders, master cylinder, all tubes and connectors. (Pre-1937 axles need machining, 40/- extra). **£16 . 0 . 0,** *p/postage* 7/6.

SUPER ACCESSORIES

1, SOUTHLANDS ROAD, BROMLEY - KENT

Telephone: RAV 1665 9.00—5.30 Weekdays 9.30—1.00 Sat./Sunday

AUSTIN 7 SPECIALISTS

★ IT MAKES YOU THINK!

Whilst we regret having a waiting list of 12 weeks for our remarkable little **"SUPER"** aluminium-on-ash bodyshell, it is hardly surprising. When you consider its value-for-money at **£25,** its quality, its lightness (a mere 37/40 lb.), its simplicity in fitting, and the fact that you can utilise standard A.7 wheels, radiator, lamps, etc., it is well worth thinking a little ahead and booking your order (£5 deposit, please). **IT'S WELL WORTH WAITING FOR.**

★ "CADET" FIBREGLASS BODYSHELLS.

We can offer immediate delivery in a variety of colours, from **£34 . 10 . 0.**

(We can deliver "Super" or "Cadet" shells anywhere in Great Britain for 50/-.)

★ **CYCLE-TYPE MUDGUARDS,** 6-in. section. *(State tyre size.).* **17/6** each. *P/P. 4/- pair.*

★ **BOWDEN I.F.S. UNITS.** We now stock these famous front suspension units which are used on majority of 750 Formula cars. **£11 . 0 . 0.** *Carriage 12/6.*

★ **SUPERIDE REAR SPRINGS** to suit. **45/-** each. *P/P. 3/6.*

★ **COMPLETE "NIPPY" TYPE SPORTS SUSPENSION KIT,** with all new "Superide" springs, new track-rod, modified axle beam (your old axle wanted), and links to lower radius arms. **£8 . 15 . 0.** *Carriage 15/6*

★ **REBORE, COMPLETE WITH PISTONS.** **79/6.** *Carriage 10/6.*

★ **OVERSIZE INLET VALVE CONVERSION,** complete with o/s. valves. **50/-.**

★ **EXCHANGE REGROUND CRANKSHAFTS,** with big-end bearings, from **67/6.** *Carriage 8/6.*

★ **"SUPALOY" HIGH-COMPRESSION ALUMINIUM CYLINDER HEAD, Mark 2,** complete with reversible top water take-off. *(Special "Supaloy" Gasket, 4/6.)* **105/-.** *P/P. 3/6.*

★ **BANANA EXHAUST MANIFOLD,** tubular steel. **72/6d.** *P/P. 2/6.*

★ **15-in. WHEELS, TYRES, WINDSCREENS, ETC., ETC.**

★ **AND A COMPLETE RANGE OF AUSTIN 7 SPARES.** *(Stamped envelope for 14-page list.)*

FOR SALE—*continued*

1938 MORGAN SPARES. Climax engine £12 o.n.o. Wheels and odd parts. "Autosport," complete to date, perfect, unbound. 200 "Autocars," cheap. Offers. Darling, 21, Tabor Gardens, Cheam, Surrey. Phone (working hours) Waltham Cross 3688. [3514

30/98 O.E. VAUXHALL, 1924. Sound and mainly original. Some spares. Enthusiast only with £225 please. Box No. M.515. [3515

DISTINCTIVE AUSTIN ULSTER, original alloy body with detachable hard-top and doors. New hood, tonneau, aero screens, high lift camshaft, oversize valves, Girling brakes. Green/ivory. 100% reliable. £65 bills S.A.E. for photo. £230 o.v.n.o., or swop Rover 12 or similar. K. Turner, 4, Welland Lodge Road, Cheltenham, Glos. [3516

FRAZER-NASH B.M.W. 319/45 D/H Coupé. Resprayed. New hood and battery. Engine good condition and mechanically sound. Reasonable offer accepted. 'Phone Maidenhead 3796. [3518

AUSTIN NIPPY, 1934. New C.W.P., recon. eng., dynamo. Good hood, screens, tyres, brakes, steering, seat-covers. Resprayed black/ivory. Also two 17 in. wheels, complete. Very pretty car. £150 o.n.o. B. Bysouth, GLAdstone 1292. [3519

FOR SALE—*continued*

BENTLEY, 1937, Park Ward Sports Saloon, 4-door. Smart, excellent condition. 95 m.p.h., 19-22 m.p.g. Three owners. Taxed December. Sell £440 or prefer exchange with cash for late Alvis, Wolseley, Velox or Hillman. View London or Sussex. Moreton, West Winds, Birdham, Sussex. [3517

PART VINTAGE SPORTS AMILCAR, long, low and snarling. Beautifully finished in French blue. Fitted reliable Coventry Climax engine. Restoration recently completed. This car is in good order and guaranteed to attract large crowds. Appointment appreciated for long pint and short chat in region of £110. M. Finnigan, Brookside, Amberley, Sussex. Bury 81. [3520

MORGAN FAMILY 4 3-wheeler, Ford 8 engine. British racing green. Electric wipers, etc. £125 o.n.o. R. P. Burke, 38, Raleigh Road, Penge, S.E.20. [3521

1913 25/50 4½ LITRE 2-SEATER TALBOT. Extremely rapid and reliable Edwardian, well proved in competition. Reason for sale: near completion of the only other known Edwardian 25 h.p. Talbot. £500. Part exchange considered for similarly conditioned sporting Edwardian or Vintage motor car. Barry Clarke, 42, West Street, Wilton, Salisbury. Wilton 3257. [3522

FOR SALE—*continued*

FOR SALE: BERKELEY DE LUXE, 328 c.c., Nov. 1957. Twin carburettors. 8,500 miles. Knight, Carriston Cottage, Peel Common, Fareham. Reason: enlarging family. [3523

1948 ALLARD COUPE. Good condition. Three new tyres, batteries and coil. Usual extras. £220. Phone COP 3189. [3524

AUSTIN 750 SPECIAL. Aluminium body with tubular frame, modified and reconditioned engine (recently), Bowdenex, rebuilt large section 16 in. rear wheels, new tyres and battery, S.U. carburettor, 4-speed gearbox, spares. Built 1958. First £100 will secure. Heawood Hall, Nether Alderley, Macclesfield. Telephone: Alderley Edge 3202. [3525

1950 HEALEY SILVERSTONE E.93. Green. Good condition. Five new tyres, all weather equipment. £385. Box No. M.526. [3526

CONNAUGHT F-1 CHASSIS. Twin tube, ind. all round, transverse torsion, k.o. hubs, 15 in. hyd. brakes, R. & P. steering, 4.5 diff. All bearings, etc., perfect. £55 o.n.o. (Surrey.) Box No. M.527. [3527

PACKARD SALOON, 1936/7, 26 h.p. 51,000 from new. Oil consumption negligible, mechanically near perfect, bodywork never bashed, trimming unsoiled. Car always garaged. £120. Enfield (Middx.) 0263. [3528

MG WANTED MG WANTED MG WANTED MG WANTED MG WANTED MG WANTED MG

WANTED · WANTED · WANTED · WANTED · WANTED · WANTED

COLNBROOK 2259

STANLEY H. RICHARDSON

THE M.G. SPECIALIST

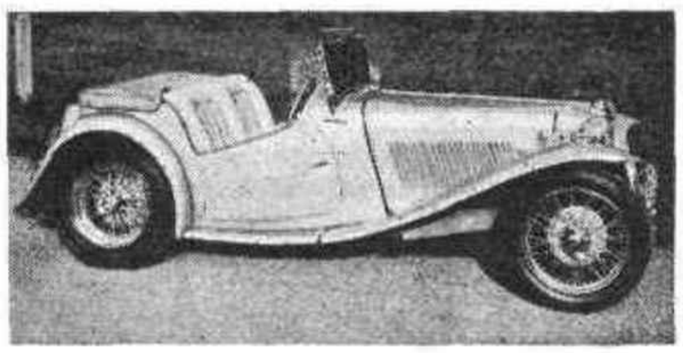
UXBRIDGE 2062

Gold Star Garage, Moor Lane, Staines

ARE PROUD TO PRESENT FOR SALE

THE FINEST TC MG IN THE WORLD

A SEEMINGLY exaggerated claim but we consider it to be true. This outstanding car needs no flowery adjectives to describe it. £900 has been spent in completely rebuilding this machine only last year. Engine to "TF" specification, 1,500-c.c. and Stage II tuned, with flowed exhaust system. Alfin brake drums have been fitted, showing off the chrome road wheels. Amongst the extras are twin spotlights with stone guards, Lucas headlamp conversion, lightweight racing wheel and windscreen side valances. The interior is outstandingly finished with hide upholstery and a redesigned dashboard with special luminous instruments. The car is now on show and offers are invited.





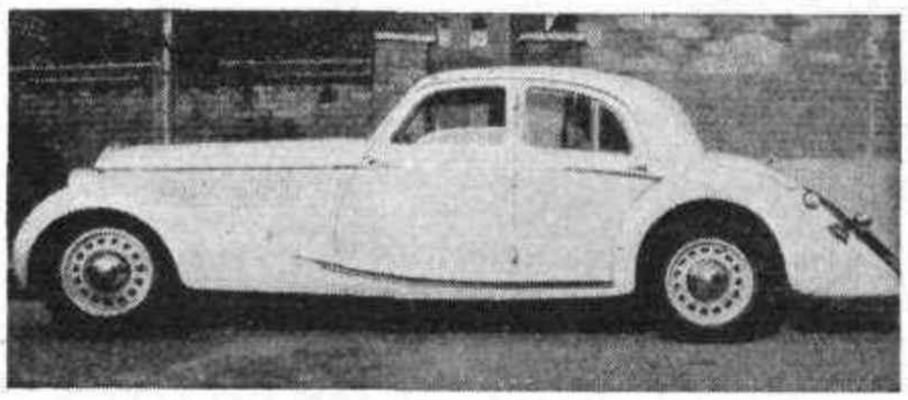
WANTED — MG — WANTED

URGENTLY required to make good heavy sales and to stock up new premises—room for 500 M.G.s and we are down to our last 50. Note, we have never refused to buy any M.G. regardless of year, model or condition. Full engine, chassis and body reconditioning service for the not-so-good example. Come along with your M.G. and we will view and pay cash on the spot just 'phone for appointment. Terms, Part Exchanges, including motor-cycles. H.P. accounts settled. A good selection always available, from a cheap lot at £75 up to an M.G.-A. Green Line coach service for Victoria to the "Punch Bowl" Old Colnbrook, then 'phone for transport service.

MG WANTED MG WANTED MG WANTED MG WANTED MG WANTED MG WANTED MG

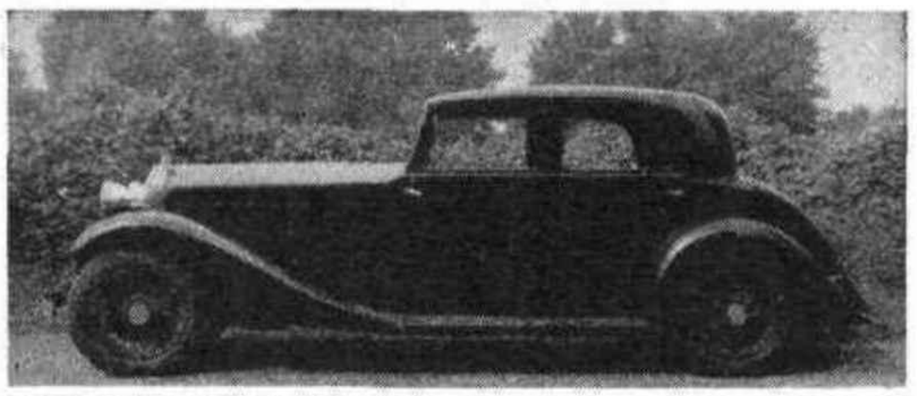
AUTOMO LTD.

229, WEST END LANE,
LONDON, N.W.6
300 yards from 'WEST' Hampstead tube station
HAMpstead 3430



1938 *DELAGE D6/70 sports saloon by Coachcraft, in cream with red hide interior and sun roof, Cotal gearbox, paintwork and chrome almost unblemished, excellent tyres, Lockheed brakes, spot-on steering, a joy to drive.* **£325**

1939 DELAGE D6/75 sports saloon, also by Coachcraft, in French blue, with dark blue hide interior and sun roof, remote control rear dampers, temperature gauge, exceedingly good chrome and tyres, a quality car at **£345**



1934 *ROLLS-ROYCE 20/25 owner-driver saloon, in black with grey leather interior, capacious boot, excellent tyres, and chrome.* **£395**

1938 ASTON MARTIN 2-LITRE open 4-seater sports, in B.R.G., full weather equipment, fold-flat screen, concealed hood, full tonneau, large instruments, taxed. **£245**

1949 M.G. TC in red with red interior, new beige hood, twin spots, twin wing mirrors, chrome luggage rack, twin spare wheels, excellent tyres and paintwork. **£375**

WE ARE STILL IN NEED OF GOOD OPEN SPORTS CARS, ALVIS, BENTLEY, DELAGE, M.G.s, LAGONDA. ROLLS-ROYCE, AND SIMILAR.

Crescars

LIMITED

for the Best Sports Cars

ALAN BAKER offers

JAGUAR XK120 D/H coupe, 1954. Beautifully maintained in B.R.G., with Vynide hood. We are pleased to be able to offer yet another excellent specimen of the famous world-beating marque at a figure that certainly makes it the best XK120 value in the land. **£659.**

M.G. TD, 1953. A most excellent TD in B.R.G., with unmarked upholstery and chromium, practically new hood and tonneau cover. Yet another example of the fantastic value we offer. **£449.**

M.G. TC, 1947. Much above average in B.R.G. **£359.**

M.G. TA, 1937. Practically unmarked in black, *excellent history. Streets ahead of the average* TA offered elsewhere. **£249.**

MORGAN 4/4 sports 2-seater, 1937. First-class in green, Vynide hood. Excellent performance and handling—one of the fastest 4/4s we've driven. **£189.**

BENTLEY 3½-litre Park Ward coupe, 1934 (Oct.). A pleasing carriage for the discerning gentleman. **£219.**

SINGER 9 SPORTS 1934, very sound, vynide hardtop, goes like a rocket, **£69.**

Our wide experience of sports cars enables us to handle good specimens of all makes, and we find it unnecessary to confine ourselves to the product of one particular manufacturer.

We are therefore generally acknowledged to:
(a) pay the best prices for all makes.
(b) offer the best value anywhere, in good sports cars.

Don't ask us how we do it—we just do!

★ MANY OTHER INTERESTING CARS
★ HIRE PURCHASE AND INSURANCE

We urgently require good sports cars

156 HIGH ROAD,
EAST FINCHLEY, N.2
TUDor 9272
2 minutes East Finchley Station

H.W.M. have a large quantity of racing spares for sale at knock-down prices, as space urgently required. The following list contains some of the items, but enthusiasts are welcome to look round or contact us if there is anything they require :

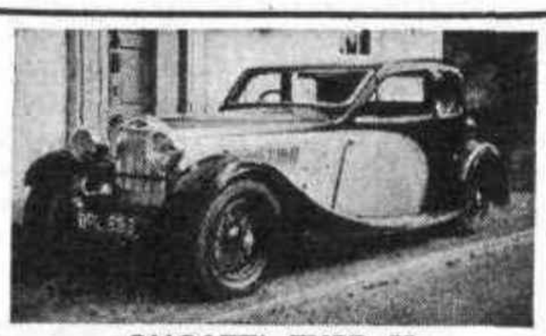
Large selection of Alfin brake drums.
One Lagonda Rapier cylinder head.
Two Lagonda Rapier crankshafts.
Selection of road wheels.
Selection of road springs, coil and leaf.
Selection of propeller shafts c/w universal joints.
Three alloy radiators.
Selection of Rudge hubs, 42 mm. and 32 mm.
Several new racing 4-cylinder magnetos.
Several new Z.F. differential units.
Large quantity high-pressure, large-bore fuel and oil pipes.
Alta crankcase, cylinder blocks and crankshafts, cylinder heads, etc.
Several air coolers and radiators.
Two brass water header tanks.
Assorted selection of carburetters.
One Alta supercharger.
One 2-speed Allard differential unit.
Several alloy petrol tanks.
Several alloy oil tanks.
Two singe-seater body shells c/w tail unit, front cowl and bonnet.
One Alta gearbox.
Hundreds of racing plugs
Selection of shock-absorbers.
Several pairs Jaguar racing camshafts.
Large assortment brake shoes and linings, back plates and cylinders.

Most of the above and many other parts are brand new, some used but serviceable. Come and see us before your winter rebuild.

H. W. MOTORS LTD.

Phone : Walton-on-Thames 2404/5/6

Bridge Motor Works,
New Zealand Avenue,
Walton-on-Thames



BUGATTI TYPE 57

BUGATTI, 1934, Type 57 3.3-litre close-coupled saloon, black/blue. Good sound original order, prompt starter, docile in traffic or exciting performance if desired. Ideal for the family man with sporting tastes. **£285.**

BUGATTI, 1933, Type 46. Elegant saloon in mint original order, by Freestone and Webb. Alloy wheels. Docile yet possessed of sports-car performance. The intrinsic value must be more than that asked. **£275.**

AUSTIN-HEALEY, 1954. Ice blue, blue interior. Entire car in faultless, immaculate order. Far above average examples. **£575.**

M.G. TC, 1947. Recellulosed B.R.G. to our orde.. Green interior. Good car with excellent weather equipment, oil pressure and compressions. **£325.**

M.G. TA, 1936 (Oct.), black. Mechanically a good specimen but due to carefree storage during the last year coachwork is not immaculate, hence price of **£160.**

FORD Special, fitted proprietary fibreglass body. New engine (1,172), new tyres. Pleasant interior. Motors well. **£185.**

AUSTIN Seven, 1931, open 2-seater with pointed tail. 100% working order. Pretty little runabout for someone. **£42 10s.**

Good sports cars of any age urgently required.

Hire Purchase and Insurance. Part Exchanges.

G. K. HADFIELD

WHITE HOUSE, NETHERHAMPTON, SALISBURY, WILTSHIRE **Wilton 2323**

THE CHEQUERED FLAG LTD.

LONDON'S LEADING SPORTS-CAR SPECIALISTS

PROUDLY OFFER AN INCOMPARABLE SELECTION OF HAND-PICKED SPORTS CARS AT ATTRACTIVE PRICES

FERRARI " Mille Miglia " 2-seater Spyder by Vignale, V12 unit with Webers, etc., 5-speed gearbox. Fabulous car. Right-hand drive...	**£1,585**
LOTUS Mk. XI, 1958, Series II " Le Mans 85, " alloy wheels, Stage II Climax with Webers, de Dion discs, etc.; new and unraced. B.R.G.	**£1,295**
COOPER-JAGUAR Appendix-C disc-braked sports/racing 2-seater, full D-type unit with new head and crank	**£995**
AUSTIN-HEALEY 100/6, 1957, B.N.4 2/4-seater, unmarked in blue/cream, fitted : overdrive, wire wheels, radio, heater, spots, etc.	**£995**
JAGUAR XK140, 1955, fixed-head coupe, unblemished pearl grey with red leather, overdrive, radio, heater, spots etc.	**£995**
LOTUS Mk. XI, Series I " Le Mans 85 " Stage II Climax, de Dion rear, disc brakes, wire wheels pale blue	**£895**
H.W.M.-JAGUAR Appendix-C sports/racing 2-seater, unit to D-type standard, de Dion rear	**£895**
M.G. A, 1957, fixed-head coupe, spotless ivory with red leather, radio, heater, 'grid, wheel trims, mirrors, spots, etc., etc.	**£885**
LOTUS Mk. XI Series II, 1958, sports 2-seater, blue, unraced and hardly used	**£795**
LOTUS Mk. XI Series I, 1957, sports 2-seater, B.R.G., all mods., Turbo brakes, fastest extant	**£795**
FRAZER-NASH " Le Mans Replica," 1952, special lightweight version in B.R.G., highly tuned unit, road equipped...	**£795**
COOPER-CLIMAX, 1956, 1,100 " sports," red, prepared for season, Stage II Climax, latest type Alfin brakes	**£795**
TRIUMPH TR3, 1957, 2-seater, immaculate black, with blue leather; fitted : disc brakes, 3-speed overdrive, heater, luggage grid, etc.	**£795**
LOTUS Mk. XI Series I " Club " Stage II Climax unit cellulosed green full width screen, one owner	**£765**
ELVA, 1958, " Courier " 1½-litre attractive fibreglass 2-seater, Derrington head, etc., low mileage	**£765**
M.G. A, 1956, 2-seater, unmarked pale blue, fitted : wire wheels with X-tyres, twin spots, mirrors heater...	**£765**
M.G. A, 1956, 2-seater, unblemished in ivory with red leather, various extras, one owner	**£745**
AUSTIN-HEALEY " Sprite," 1958, 2-seater, cherry red, extras, works mileage only	**£725**
AUSTIN-HEALEY 100, 1956, B.N.2 2-seater, ice-blue with blue leather, 4-speed box with overdrive, excellent car	**£715**
LOTUS Mk. VII, 1958, 2-seater, alloy with red cockpit, tuned 1,172 unit, as brand new	**£695**
AUSTIN-HEALEY 100, 1955, B.N.1 2-seater, an excellent example in dark blue and cream, hard/soft tops, radio, heater, overdrive, spots	**£685**
JAGUAR XK120, 1954, dropheads, choice two, grey or black, both exceptional cars with a full range of extras	**£685**
JAGUAR XK120, 1954, special equipment fixed-head, pale green, wire wheels, radio, heater, spots, X-tyres, etc.	**£685**
COOPER-BRISTOL 2-litre, 1954, Competition 2-seater, excellent chassis, streamlined body, recellulosed B.R.G.	**£645**
AUSTIN-HEALEY 100, 1955, B.N.1 2-seaters, choice two, red or ice-blue. Both overdrive, spots, etc.	Each **£635**
TRIUMPH TR2, 1956 model 2-seater in racing green with red cockpit, fitted : X-tyres, twin spots, heater, tonneau	**£635**
SWALLOW-DORETTI, 1957 (regd.) 2-seater, cream with red hardtop, X-tyres, heater, etc. TR3 unit	**£635**
TRIUMPH TR2, 1955, 2-seaters, choice three more specimen cars, red, ivory or racing green, various extras	From **£615**
M.G. TF 1,500, 1955, 2-seater in ivory with red leather and red tonneau, fitted : wire wheels, twin exhausts, large carbs	**£615**
LESTER 1,100 2-seater fixed-head Competition-come-road coupe, Climax unit, Alfin brakes	**£595**
TRIUMPH TR2, 1954 2-seaters, choice two well-maintained cars, black or red, each with overdrive and other extras	**£585**
M.G. TF, 1954, 2-seaters, choice four excellent examples, red, green, ivory or black	From **£565**
AUSTIN-HEALEY 100, 1954, B.N.1, 2-seaters, choice 2, black (overdrive, heater) or green (overdrive, spots, etc.)	Each **£565**
ELVA 1,100, 1957, sports 2-seater, red, beautiful car, all extras including Elva head, Falcon fibreglass body	**£515**
JAGUAR XK120, 1951, roadster, quite exceptional in red, X-tyres, flashers, spots, etc.	**£495**
HEALEY " Silverstone " 2.4-litre, 1950, " E "-type 2-seater, recellulosed pale blue, unit reconditioned, requires running in	**£495**
M.G. TD, 1953, 2-seaters, choice three excellent cars, birch grey, red or black	Each **£485**
LOTUS Mk. VI, 1955, 2-seater, very smart in red, fully tuned Ford unit, very fast, new weather equipment	**£445**
FORD ROCHDALE G.T. 2/4-seaters, fixed-head coupes, beautifully finished in red, choice two	From **£425**
M.G. TD, 1951, 2-seaters, choice four above-average examples, black, green or red	From **£425**
ALLARD J2, 1950, **4.3-litre,** super sports 2-seater, B.R.G., concours condition, de Dion rear	**£395**
MORGAN " Plus Four," 1953, sports 2-seater, red with black leather, Vanguard unit, twin spares	**£385**
M.G. TC, 1949, 2-seaters, choice three really outstanding examples in red or black	Each at **£385**
SINGER 4AD, 1953, 1,500-c.c. sports roadster, silver-grey with red leather...	**£365**
H.R.G. 1,500, 1949, " Spa Replica," Spartan 2-seater but excellent performance	**£345**
BUCKLER Mk. V, 1956, 2-seater, blue, also 1957 " 90 " fixed-head 2-seater in red	**£345**
DELLOW, 1954, 1,172-c.c. 2-seater, excellent car, dark green, new weather equipment, outside exhaust	**£345**
COOPER, 1956, Ford-engined 2-seater, " special," red, very neat	**£325**
ALLARD K2, 1951, 2-seater, impressive in red, unit just overhauled	**£325**
M.G. TC, 1947, 2-seaters, choice six very good examples, green, ivory, black or red	From **£315**
JAGUAR " SS100 " 3½-litre, 1939, super sports 2-seater, handsome example in dark red, performs well	**£295**
M.G. TA, 1938/9, 10-h.p. sports 2-seaters, choice four of these popular cars, including a Tickford coupe	From **£215**

DEFERRED TERMS (one-third deposit, balance over 12, 18 or 24 months) : Immediate COMPETITIVE INSURANCE : three months' specific GUARANTEE (where applicable) : fair PART-EXCHANGE allowance on sports cars, saloons or motor-cycles (existing H.P. accounts settled), genuine after-sale SERVICE and a GUARANTEED REPURCHASE scheme for overseas visitors, are all offered with pleasure by the ONLY 100 PER CENT. SPORTS-CAR SPECIALISTS AND ENTHUSIASTS.

Please remember that we are undoubtedly the best trade cash buyers of sports and competition cars (Northern and Midland Buying Dept. enquiries, please contact Mr. B. V. Briggs at Nottingham 64201)

Open 9 a.m.-9 p.m. weekdays, 10 a.m.-5 p.m. Sundays. *200 yds. from Chiswick Park Tube Station—District Line, three stops before Northfields*

THE CHEQUERED FLAG (Sports-Car Specialists) LTD., 492-496 CHISWICK HIGH RD., W.4

TELEPHONES : CHI 7871-2-3

FOR SALE—*continued*

TRIUMPH SUPER SEVEN 2-seat Tourer for sale, complete with vast quantity of spares. £60 o.n.o. Tarbuck, 44, Seabrook Gardens, Crow Lane, Romford. [3529

2 LITRE LAGONDA, 1930. Very original and pretty. £195. 12/50 Alvis, 1926. Rebuilt, re-sprayed. Very original. £135. 30, Bedford Square, W.C.1. [3530

RILEY NINE GAMECOCK, 2-seater Sports. Red. Large crank, exhaust form camshaft on inlet side, twin S.U.s, 4-branch exhaust. Fast and reliable. Body in original and unmutilated condition. Over £100 spent in last three years. Bills available. £135 o.v.n.o. Register member. P. N. Gates, 6, Milverton Terrace, Leamington Spa. Phone 7758. [3531

MISTRAL FIBREGLASS BODY, good condition. £40. Stevens, Redisham, Beccles, Suffolk. [3532

CHUMMY AUSTIN 7, 1927 *Tourer. New,* modified coil engine, 4 excellent tyres, new hood, new tonneau, 1937 front axle, beautiful brass headlamps. First £50 offer to Butt, 508, Nelson House, Dolphin Square, London, S.W.1, secures. [3533

TOJEIRO M.G., 1953, red road/racing 2-seater. Full weather equipment, including aero screen and tonneau cover. Fully tuned 1500 c.c. T.D. engine with racing crank, rods, clutch, etc. Tubular chassis, independent suspension all round, rack/pinion steering, electron brakes, twin m/cylinders, plus all usual mods. Just overhauled ready to race. Business forces sale. Offers around £465. Wilkins, Ballingers Farm, Chedworth, Cheltenham, Glos. Phone: Fossbridge 338. [3534

ALVIS 12/50 Saloon. Supercharger, outside exhaust, big port head, Zeiss headlamps. £55. Box No. M.535. [3535

TWO 1931 RILEY MONACOS. One excellent runner, very reliable: one complete towable. £35, or would separate. Woking 2349. [3536

RILEY MONACO *Saloon (9 h.p.), 1937.* Special Series engine. Very good condition. £135 o.n.o. Hewitt, 12, Inhurst Way, Tadley, Nr. Basingstoke [3537

B.M.W. TYPE 55 CHASSIS complete. Engine completely overhauled, mated to M.G. gearbox and Hardy Spicer propshaft. Andre telecontrol shockers. £65. Pickworth, "The Cote," Sarratt Green, Nr. Rickmansworth, Herts. [3538

MERCEDES-BENZ 170, 1932, *Saloon. Rebuilt* over last 3 years, recellulosed and upholstered. Best offer over £90 secures. Photos and full details from Box No. M.545. (Yorkshire.) [3545

"Once again the Blackwell Calculator Invaluable!" says **JACK REECE**



The well-known Rally Driver who has completed the Monte Carlo Rally course nine times.

★ **MARK I** Popular handy-size model for Rally Driver. Price (*Post Free U.K.*) **13/-**

★ **MARK II** Originally a Racing Model. Ideal for regularity tests. Price (*Post Free U.K.*) **25/6**

★ **MARK IV** The all-purpose model. Combining virtues of both the above models. Price (*Post Free U.K.*) **48/-**

★ **MARK V** The latest Regularity Model. Very accurate. Price (*Post Free U.K.*) **30/-**

BLACKWELLS METALLURGICAL WORKS LTD.

Thermetal House, Garston, Liverpool 19

'Phone : Garston 980. 'Grams : Blackwell, L'pool

FOR SALE—*continued*

M.G. T.A. Tickford Coupé, October 1938. Sound, black bodywork, grey wheels and five new tyres. Reground crankshaft, new bearings and rings, new radiator, batteries and Derrington wheel. *Luggage rack, 30 m.p.g., 80 m.p.h. Offers?* M.G. J.2, 1933, French blue. Fitted Ford 10 h/e engine, aquaplane pump, hydraulics. New 12v. battery, hood, two tyres, X.K.120 headlamps. 78 m.p.h., 42 m.p.g. Offers? Baggaley, Bleasby, Nottinghamshire. [3539

BUCKLER D.D.2 FRAME, Ford axles converted I.F.S., tank, suspension units, etc., Mistral body. Also Vincent 998 c.c. Rapide engine. Would sell separately or together. What offers? Box No. M.502. [3502

1949 LEA FRANCIS. Breaking. Twin O.H.C. engine. Ideal for Special. Betts, 38, Hoppter Road, Hayes. HAYes 1606. [3543

AUSTIN-HEALEY, June 1954. Green, green leather. Hardtop, sliding side-screens, also hood with original sidescreens. Tonneau, overdrive, wire wheels, heater, spot lamps. Over £110 spent on this vehicle during the last 18 months. Immaculate condition throughout. Taxed December. £595. Drew, 22, Forest View, Chingford, London, E.4. SILverthorn 2226. LEYtonstone 2246. [3544

B.M.W. TYPE 55. *Reconditioned engine.* Type 327. Starter and dynamo, carburettors, coil. New distributor. Box No. M.547. [3547

M.G. FORD. Ford 10 engine, twin S.U.s, 4-speed gearbox, new tyres. £55 o.n.o. L. Macfarlane, 29, Westbury Lane, Bristol 9. [3548

1916 VAUXHALL Staff Car. Immaculate condition but lacks hood. Engineer's report available. Bargain at £275. Maldon, Essex, 654, or write: White Ladies, West Chase, Maldon, Essex. [3549

AUSTIN 10 Cabriolet. Green and black. Good condition. Taxed. £45. RAV 3133. [3550

1947 1½ LITRE JAGUAR. Special equipment Saloon. Immaculate condition bodily and mechanically. £300 o.n.o. Allsop, Queen Street, Tideswell, Nr. Buxton, Derbyshire. Phone: Tideswell 358. [3551

PROFESSIONALLY BUILT tubular chassis, coil spring I.F.S., coil/Panhard rear. V.8 engine and transmission, but easily accommodate other power unit. Sound mechanical order, ready for body. Drivable. £75. Also brand new Mercury engine and auxiliaries, still sealed and inhibited. £45. *Column change close-ratio* gearbox for Allard, Pilot or Mercury. £20. Delivery arranged. Offers considered. 50, Stafford Street, Derby 47059. [3552

HUMBER **HILLMAN** **SUNBEAM** **Noel Roscoe Ltd** *EXCLUSIVE ROOTES DEALERS*

URGENTLY WANTED Sports and Touring Cars, post-war and vintage, especially 3-litre and 4½-litre open Bentleys. Top price paid

NEW CARS

HUMBER Hawk saloon; glacier blue/fathom grey **£1,26**

HILLMAN Minx de luxe saloon; grey/red **£794**

HILLMAN Husky estate; fawn ... **£698**

SUNBEAM Rapier saloon; blue/black **£1,043**

USED CARS

1957 **VAUXHALL Velox** saloon, one owner, 10,000 miles only, as brand new; heater **£720**

1954 **RILEY 1½-litre** R.M.E. saloon; grey/black; exceptionally well looked after by Riley enthusiast **£690**

1954 **M.G. TF** two-seater sports; red, original paint work immaculate, very carefully used **£570**

1954 **JAGUAR Mk. VII** *saloon;* outstanding condition, heater, radio ... **£540**

1953 **RILEY 2½-litre** R.M.F. saloon; one owner, chauffeur driven; black; 34,000 *miles, bodywork unmarked;* heater **£560**

1952 **CITROEN Big Six** saloon. This must be one of the most genuine Big Sixes offered; very low mileage, two owners; in faultless and impeccable order **£395**

1952 **SUNBEAM-TALBOT** sports saloon; very much average, grey/maroon, heater, taxed year **£465**

Open seven days a week until 8 p.m.

HIGH ROAD, BYFLEET, SURREY

Adjoining the old BROOKLANDS TRACK



Mr. Grenfell with one of his scientifically-tuned Mark II Rapiers.

We offer a scientific tuning service under the personal supervision of the World-famous designer and tuner, Mr. Grenville Grenfell. Don't go to the enormous expense and bother of overdrive and conversions, when the same results can be achieved by scientific tuning. Give your saloon or family car that sports-car performance without having to worry about insurance companies asking for fantastically inflated premiums. The following makes of cars are recommended by us for the scientific tuning : M.G. Magnette, Hillman Minx, Sunbeam Rapier, Morris Minor, all models Austin A30/5 *Ford Anglias and Prefects. Bookings taken in strict rotation.*

SCIENTIFIC TUNING SERVICES

We regret, owing to the pressure of work, we cannot accept any more orders until November. Please send for our printed booklet giving details. Apply on postcard, please.

STOP PRESS

Robin Russell driving his Austin Metropolitan scientifically tuned by us. First in 1,500-c.c. Saloon Car Class Brunton Hill Climb September 7th, times 31.98 sec., half a sec. from record, also driving the same car at the Brighton Speed Trials, seventh in the 1,500-c.c. Sports Car Class standing kilometre 37.88 sec. and winning his heat, crossing the finishing line at over 105 m.p.h.

1950 **RILEY 2½-litre** d/h. coupe foursome; two owners from new; a most attractive car in every respect ... **£460**

1950 **METCALF FORD 10 Special** two-seater sports; red. One of the most attractive speciality we have seen **£195**

1948 **RILEY 1½-litre** saloon; very clean throughout **£360**

1947/8/9 **M.G. TC** sports; choice of very good specimens ... **£320 to £380**

1947 **JAGUAR 1½-litre** special equipment sports saloon; clean, no rust, mechanically excellent **£290**

1940 model **ASTON MARTIN** four-seater sports; a most attractive model, over £200 spent on engine, etc., this year **£375**

1939 **M.G. 10 TA** Tickford two-seater d/h. coupe; red; looks like 1949; taxed year **£260**

1937 **LANCIA Aprilia** saloon. If you are looking for a "bang on" Aprilia this is it; only wants seeing **£275**

1937 **BRITISH SALMON 12** d/h. coupe; good running order. To clear **£75**

1958 **WILLERBY Dreamboat :** 12-ft. fibreglass speedboat of ultra modern design fitted power unit Ford 10 marine engine. This was the actual boat on the Willerby stand in the 1958 Boat Show at Olympia, capable of 30 knots, complete with fast-towing trailer tailored cover. Only done 10 hours' work; cost over £600 Offered at **£420** or exchange

Immediate Hire Purchase and Insurance arranged

Tel. : Byfleet 270/4199

BRITAIN'S LEADING SPORTS CAR BODY SPECIALISTS

THE **1172** BODYSHELL

Designed to fit all models of FORD chassis with a wheelbase of 7′ 6″; also many of the specialist chassis frames available on the market, including the new **REGENT**, illustrated below.



features include

- ROOM FOR TWO OCCASIONAL SEATS
- COMPLETE MOUNTING FRAME
- FRONT HINGED BONNET
- FORWARD-OPENING DOORS
- DETACHABLE HARDTOP AVAILABLE

BODY £89 HARDTOP £33 *(ex works)*



THE **750** BODYSHELL

To fit 1932-39 AUSTIN SEVEN chassis of 6′ 9″ wheelbase. Supplied complete with bonded-in mounting frame and hinged, moulded doors and lids.

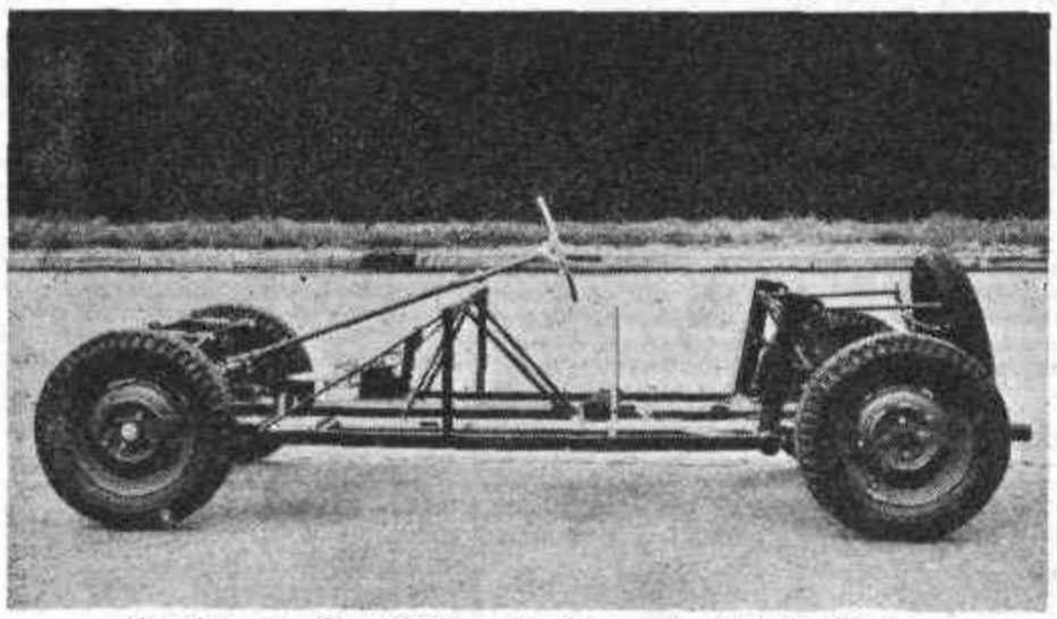
BODYSHELL £78

DETACHABLE HARDTOP £25

Fitted safety glass screens

THE **REGENT** CHASSIS

This race-bred chassis, which can be seen in our showrooms, offers the best performance/price ratio of any product available for home assembly. Performance of approx. 108 m.p.h. can be attained. Suggested power units: A.55, A.35 or FORD 100E.



also available

LOWERED SUSPENSIONS — RADIATORS
WHEELS AND TYRES — GRILLES
LIGHTING SETS — DAMPERS — Etc.

Send s.a.e. for 1958 price list and body leaflets.

ASHLEY LAMINATES LTD.

TEL.: LOUGHTON 7355

ROBIN HOOD ROUNDABOUT, EPPING NEW ROAD, LOUGHTON, ESSEX.

Hours of Business: 9 — 5.30 Weekdays; 9 — 1 o'clock Saturdays; 11 — 1 o'clock Sundays

FOR SALE—*continued*

SALE: UNFINISHED FORD SPECIAL on modified Morris chassis with new Ashley body. Complete with axles, wheels (complete), engine (reconditioned), and part floor section, etc. Also Ford axles and wheels. National Service forces sale at bargain price of £85. Box No. M.603. [3603

RILEY NINE MERLIN, 1936. Mechanically excellent, bodywork good. £80 o.n.o. 53, Briarlands Avenue, Sale, Cheshire. Sale 9826. [3604

1937 2 LITRE M.G. Saloon. Sound, reliable. Good tyres, spares. £80 o.n.o. 2 Lilac Avenue, Knutsford, Cheshire. [3605

TEN-SEATER ROLLS 40-50 Saloon/Hearse. Five doors. Good throughout. First reasonable offer takes. 11, Pewsham Road, Swindon, Wilts. [3606

AS NEW: 1500 c.c. S.S. Engine. Any reasonable offer. Phone: Tulse Hill 0477. [3607

ASTON-MARTIN 2 litre Saloon, 1937. New pistons, big ends, camshaft, timing wheel, magneto, differential etc., etc. Change of business forces sale. £145. Consider small car exchange. Wanstead 6742. [3609

328 B.M.W., Special body. Reconditioned engine, gearbox and back axle. New tyres, hood and tonneau cover. Lots of spares. £275 for quick sale. Findlater, 20, Radley Mews, London, W.8. WES 5691. [3610

D.K.W., 1938, 7 h.p. 42 m.p.g. I.F.S., I.R.S. Substantially rebodied, recarpeted and re-upholstered. £70 spent recently. Around £95. Also colleague's 1939 Rover 16 h.p. Sports Saloon. Nearest £130. Both cars perfect mechanically. Or exchange either for interesting 4-seaters of similar value. G. Lindsley, "Green Meadows," Granham Hill, Marlborough. [3611

RILEY NINE SPECIAL, 1929. Registered Vintage Sports Car Club. Engine and body in good condition. Upholstery needs attention. Two new tyres and new battery. Complete spare engine. £120 o.n.o. Green, Parkhouse, South Molton. Tel. 10. [3612

DELLOW, 1950. Beautiful B.R.G. 1172 c.c. Recon. engine 5,000 miles. Twin S.U.s, 4-branch manifold, mag-dynamo, H.C. head, new tonneau, clutch, battery, generator. £320 o.n.o. Robinson, 7, The Crescent, Hadley Common, Barnet. BAR 3721 evenings. [3613

RILEY MONACO, 1936. Breaking. All parts available. Four excellent remoulds. Offers. 7, Park Avenue, Burnley. [3614

1938 S.S. MORGAN, W.C. Matchless. Good condition. £120 o.n.o. Davies, 31, Tanycoed Street, Penrhiwceiber, Glam. [3615

TWO RILEY 1936 1½ litre Adelphis. One perfect, one using oil. £145 the lot. Smaller car needed now. Box No. M.616. [3616

RILEY KESTREL NINE, 1935. Mechanically and bodily very good. New dynamo and regulator. Special Series engine. Very attractive in green, but in erior untidy. £90 o.n.o. Also most spares for Nine and 12/4 Falcon; radiators, axles, wheels, etc., cheap to clear. J. F. Gillham, 9, Firs Road, Milnthorpe, Westmorland. Milnthorpe 2399 after 7.30 p.m. [3617

ALVIS FIREBIRD. Breaking for spares. 20, Priory Road, Sale, Cheshire. Sale 6695. [3618

'29 VINTAGE BIANCHI 10 h.p. Tourer. Coachwork and engine good. All original. J. Stevens, The Barn, Wargrave (270), Berks. [3619

P.A. M.G. Red. Good running order. £110 o.n.o. Write details, Hancock, 6, Curriott Hill Road, Crewkerne, Somerset. [3620

FOR SALE

REVOLUTION-COUNTER KITS or any car or "special." Brand new and far superior to flex. Shaft-driven types. Comprising 3-in. dial instrument, 0-5,000 or 0-10,000 r.p.m. and generator with drive to suit your layout, complete wiring and instructions, **92/6. S.U. Carbs., Pumps, Supercharger Kits, approx. half price October only.**

Send C.W.O. or S.A.E. lists.

PARKES AUTO'S,
WOODVIEW, BUCKHOLT, Nr. MONMOUTH

AUSTIN 750 WHEELS 14 in.

A neat attractive 14-in. wellbase rim built on to your **post-1934** wheel centres. Accepts 14 x 4.25 to 14 x 5.25 tyres.

Price (*unbelievable*)

£2 . 14 . 0 each.

Send your old wheel or centre and get a complete new wheel back.

This offer is good for October only.

BOWDEN ENGINEERING CO.
OTTERY ST. MARY, DEVON
Tel.: 391

C. J. BENDALL

By November 1st we hope to be able to give a date on which our entire business will be transferred to new and more exclusive premises at HITCHIN, now in the course of preparation; at the same time we shall indicate how we can then be reached; meanwhile, we would like to say that our trading policy will remain unchanged, and we anticipate that the advantages of better accommodation and increased repair facilities will be every bit as much to our customers' benefit as they will be to ourselves.

VETERANS

1914 ROVER 12/22 4-cyl. 2-seater and dickey, in original and very fair order; electric lighting, excellent tyres, and running. **£250.**

1913 WOLSELEY 24/30 6-cyl. 6-seater tourer, completely restored and in very fine order. **£500.**

1914 SWIFT CYCLECAR, 7-h.p. 2-seater—a well-known V.C.C. car, on which considerable money has recently been spent—re-upholstered and new fawn hood, first-class tyres, lamps, horn, etc.; taxed. Very good mechanical order and a very practical everyday runabout, capable of 40 m.p.h. and nearly 50 m.p.g. **£200.**

VINTAGE

AUSTIN TWELVE coach-built saloon, 1929, new clutch just installed, new tyres all round, original paint and in very nice condition in every way. **£90.**

AUSTIN TWENTY 4-cyl. landaulette, 1928, two owners from new and in extremely good and original order. **£65.**

BENTLEY 4½-litre, chassis No. RC 46, last 4½ to be built, registered 1937, contemporary Corsica sports saloon body. We first handled this car over 3 years ago, when it received a major engine overhaul; it has done approx. 12,000 miles since then, and appears to be as good as ever. **£250.**

BENTLEY 3-litre Blue Label, 1925 "A" box, 1800 camshaft and twin carbs, and a V.D.P. sports tourer body, long wings, etc., which is original; this car has all original lights, etc., has been repainted and is being fitted with a new hood and tonneau cover, side curtains, etc., has excellent tyres, and whilst not cheap for a long-chassis car, it is a good-looking Bentley in nice order, at **£275.**

DAIMLER 25/85 Windover landaulette, virtually one owner from new, superb coach-work. **£135.**

M.G. MIDGET 2-seater, 1929, a most original and excellent specimen, very nice engine. **£87 10s.**

MORRIS-COWLEY saloon, reg. Nov. '30, '31 model, one owner from new and reputed mileage of 60,000—original paint, tools, interior, even original mats and in similar condition to a well-kept '33-'34 car—hence price of **£125.**

MORRIS-COWLEY "bull-nose" 2-seater, 1922, as collected from a farm-yard, but the body is very sound, all wings, running-boards, screen, frame, etc., are there, and usable, also lamps, instruments, etc., but no tyres or hood—well worth its price for restoration purposes. £30.

PANHARD-LEVASSOR 21-h.p.h. limousine, 1930, extremely tidy and a nice car. **£70.**

ROLLS-ROYCE P.II Hooper landaulette, believed two owners from new, admittedly has been a hire car, but an unusual body and the whole car in much-above-average condition, and very reasonably priced. **£125.**

ROLLS-ROYCE PII Windover Sedanca, 1933, in good mechanical order, very nice coach work with few faults, and possessing the nicest lines of any PII closed car I have seen for a long time, low built, 5-seater only, raked pillars and swept tail, leather upholstery throughout—a very fine car. **£350.**

ROLLS-ROYCE 20 with unusual sun roof, replica body *circa* '33-'34, not the prettiest replica I have seen, but quite a fair car in every way; we've had it too long, hence the price, to clear, of **£120.**

ROLLS-ROYCE 20-25, 1930, Mann Egerton small limousine, very fair chassis, tatty body, hence price to clear, of **£100.**

NON-VINTAGE

ALVIS 14-H.P., type TA, 1949, *not* the so-called streamline type but the all-wood 4-door 5-seater production model, very tidy and very fair mechanical order, speedo. reading of 60,000 probably genuine, and a very good all-purpose machine. **£225.**

We still hold a considerable quantity of spares for Rolls-Royce S.G., 20, 20-25, P.I. and P.II, also B.E. tyres and a considerable range of vintage electrical equipment, including several pairs of very nice Edwardian head-lamps.

Hire purchase and insurance on all cars we sell and part exchange welcomed.

Several other low-priced cars.

25, ORCHARD RD., STEVENAGE, HERTS
Telephone: **Stevenage 565** (*Day*)
Hitchin 3108 (*Evenings after 7.30*)
OPEN ALL SATURDAY

FOR SALE—*continued*

A.C. AERO Sports Saloon. O.H.C., triple S.U.s, good all round. Offers over £50. Muller, 1, Den Road, Kirkcaldy, Fife. [3621

"MOTOR SPORT," May 1947 to date. Offers. 41, Beatty Hall, Stone, Staffs. [3622

DERRINGTON TWIN CARBURETTOR unit for Phase I or II Vanguard. Offers. Harewood Arms, Northallerton 2222. [3623

BENTLEY 3½, 1934, Mulliner Sports Saloon, just re-sprayed black, and retrimmed red. New tyres, chassis, general overhaul and practically rebuilt by makers about four years ago. Engine re-sleeved and rebuilt approximately 25,000 miles ago. No expense spared. P.100s, pass lamp, etc. Cannot be worth less than £395. Photo on application. Tel.: Sandbach, Cheshire, 448. [3629

LAGONDA RAPIER, Nov. 1936, 1104 c.c. Lovely specimen, bodily and mechanically. Highest offer over £100 for quick sale. Details, Goodfellow, Main Street, Brightons, Falkirk, Stirlingshire. [3631

AUSTIN NIPPY, 1934, in Imperial red. Excellent body, good runner. £75. Brookes, 266, Derby Road, Nottingham. [3632

LE MANS SINGER, 1937, 2/4 Saloon. £100. 12, Turpins Chase, Oaklands, Welwyn 548. [3633

ASTON MARTIN 2 litre D/H. New big ends, brake linings, etc. Body, trim very good. Must sell quickly. £250 o.n.o. Fagan, Officers' Mess, Kitchener Barracks, Chatham. [3634

AUSTIN NIPPY. Perfect hood, tyres, battery. Resprayed red. Only 85 shopping days to Christmas. Buy now. £85. 107, The Birches, Three Bridges, Sussex. [3635

ALVIS SPEED 25. Magnificent example of V.D.P. Saloon. Absolutely original, wear and tear negligible. £145 o.n.o. Hook, "Martins Hill," Crowthorne Road, Bracknell, Berks. [3636

ROLLS ROYCE Phantom II Sedanca by Barkers. Magnificent. First £350 or near, accepted. Winyard, Stonefield Road, Bilston (Staffs). Tel. 41607. [3637

MORGAN 1100 O.H.V. J.A.P. Rewired. Morris Minor steering. Bags of mods. Not used since complete rebuild. Must go. Try offers. Spares include complete engine. Egan, Alexandra Road, Grappenhall, Warrington. Grapp. 1060. [3638

AUSTIN NIPPY, 1936. Immaculate condition. New hood and tyres. £130 o.n.o. MAL 4988. [3639

1950 HEALEY SPECIAL. Oxford blue. Riley Nine twin S.U. 75 m.p.h., 32 m.p.g. 39,000 since engine rebuilt 1950. Tonneau, hood, fold-flat windscreen, luggage rack. Many extras. Spares include wheels, tyres, complete engine. Clutch, wiring all new in last 1,000 miles. Riley enthusiast graduated to Nuffield. £150. Box No. M.640. [3640

ALVIS OPPORTUNITY. 1935 Firebird Saloon with crashed tourer as spares, plus many extra items. £65 the lot. Saloon sound and mech. excellent, tourer worth £100 before crash. Buyer collects lifetime of motoring. Sale forced by move. Also some Vintage Morgan spares. 54, Valley View Road, Rochester, Kent. [3641

ALVIS 16.9 D/H Coupé, 1934. Good running order, in daily use. Good tyres and hood. Excellent brakes, quiet engine. Fog lamp, trafficators, demister. £70. 4, Rivey Lodge, Old Woking Road, West Byfleet. Byfleet 3733. [3642

ROLLS-ROYCE

Spares for 20, 20/25 and 25/30 models.

Brake linings for Rolls and most other cars at less than half price. Fairly comprehensive range of good part-worn tyres for thoroughbreds only.

S.A.E. to:

G. H. TIMMINS
53 ELMS RD., SUTTON COLDFIELD (5770)

SURPLUS SUPPLIES

B & B CLUTCH PLATES. Austin 10 1939/48, A40; Minx 1932 on; M.G. (XPAG) 1939/50; Morris 10 1939/49; Singer 9/10 1938/50; Standard 10 1934/40; Sunbeam-Talbot 10 1939/50; Vauxhall 10 1937/48; Wolseley 10 1939/48. Recon. **22/6,** new **30/-. BRAKE LININGS,** drilled: A30/35, Morris Minor, **30/-** per 8; undrilled: Austin 7 1933/43, 10 1932/36, **17/6**; Morris 8 1935/48, Singer 10 1938/49, **22/6**; Vauxhall 10 1937/49 **35/-. 4-in-1 COMBINATION DIAL,** 5 in. diam. round, cream and chrome. Comprising ammeter, fuel, temperature and oil-pressure gauges. New, **50/-. GAUGES,** 2 in. round dials, new. Temperature, **27/6**; oil pressure, **10/-** to **19/6**; fuel, with tank unit, **25/-. SOLEX Carburetters,** downdraught 30 RFAI, **45/-**; horizontal 26 & 30 FHG, **30/-.** All new and easily adapted for many 8/12-h.p. cars.

Write now for further details of these and other items.

A. E. DUTSON, 1214 Greenford Road, Greenford, Middlesex **Byron 0682**

Performance Cars Ltd.

M.A.A. THE WORLD'S LEADING SPORTS CAR SPECIALISTS B.M.T.A.

GREAT WEST ROAD, BRENTFORD, MIDDLESEX. Tel.: EALing 8841 (6 lines)

"Half-way between London Airport and Piccadilly Circus."

3 minutes from Northfields Tube Station (Piccadilly Line). Buses Nos. 97, 91, 65, 655, 667. Green Line 704.

A scintillating selection of the latest, fastest and most meticulously presented cars. (More than most put together.)

Agents for Austin-Healey, M.G., Morris, Renault, Riley and Wolseley

NEW VEHICLES FROM STOCK OR EARLY DELIVERY

1953	**Allard J2,** streamlined 2-seater ...	£445
1951	**Allard J2, Ardun** O.H.V. Red ...	£295
1950	**Allaid 91P** saloon, blue	£235
1951	**Alvis 3-litre,** beige, 1956 engine ...	£465
1937	**Alvis Special 25** tourer, bronze ...	£265
1955	**Aston Martin DB2/4 3-litre** H.R. d/h.	£1,485
1955	**DB3S,** unmarked, B.R.G. Showpiece	£1,985
1951	**Austin A40** sports, ivory, H, R, T, 2...	£365
1948	**(Sept.) Austin Sheerline,** grey/beige	£275

AUSTIN-HEALEY

	New BN6 2-seater, black/primrose ...	£1,226
1957	**BN4,** blue/ivory, H, O, W, I ...	£925
1957	**BN4,** spotless black/red	£895
1957	**BN4,** ice blue/ivory, spotless ...	£885
1955	**BN1,** superb black. B, H, O, P, Q, V, W, 2	£665
1955	**BN1,** green specimen, F, H, P, Q, T, W, I	£655
1955	**BN1,** spotless white, H, O, Q, W ...	£645
1950	**Bentley S.S.,** showpiece	£1,295
1935	**Bentley** 3½ Park Ward saloon, B.R.G.	£235
1934	**Bentley** 3½ Park Ward d/h., black...	£345
1934	**Bentley** 3½ Park Ward saloon ...	£225
1930	**Bentley Speed Six** saloon, 2 owners	£245
1949	**Bristol 400,** exceptional maroon ...	£545
1955	**Cooper-Jaguar " D ",** discs, Webers	£895
1953	**Cooper-M.G.** Very potent, ivory/black	£355
1951	**Cooper-M.G.** Ex Peter Reece ...	£395
1950	**Connaught 1480 c.c.** 2-seater, Ex Downing	£435
1952	**Chevrolet** 2-door, 1952, L.H.D. ...	£445
1949	**Daimler** Barker sports. Exceptional	£655
1951	**Dellow,** twin carbs, etc. Red ...	£275
1956	**Ford Consul Mk. II** saloon, unmarked black	£625
1955	**Ford Consul** convertible, Ivory, H, 2	£545
1955	**Ford (Aug.) Prefect,** black, H, 2 ...	£455
1954	**Ford Mainline,** H, R. Blue... ...	£595
1953	**F.N. Targo-Florio,** B.S.I engine ...	£965
1938	**F.N. B.M.W. 328** 2-seater, B.R.G. ...	£295
1951	**Healey " C "-type** tourer, grey ...	£395
1952	**(Sept.) Humber Super Snipe,** black, H...	£295

JAGUAR

1955	**XK140** d/h., B, C, H, O, P, R, S, I ...	£1,095
1954	**XK120** d/h., Ex Hawthorn, H, 2 ...	£725
1954	**XK120** S/E hardtop, E, H, P, W, X. White	£695
1953	**(Oct.) XK120,** pastel green, specimen	£555
1951	**XK120,** blue, Ex Tyrer, H, Q, R ...	£555
1951	**XK120,** blue/black, superb, E, H, P, X	£545
1951	**XK120,** spotless, B.R.G., B, H, P, W...	£525
1951	**XK120,** black/ivory, recent overhaul	£495
1951	**XK120,** lovely white specimen ...	£465
1951	**XK120,** high comp., twin pipes ...	£395
1952	**Mk. VII,** beige, H, I	£395
1950	**Mk. V,** black/biscuit, average ...	£355

LOTUS

1958	**Seven 1172,** 800 miles, showpiece ...	£795
1956	**Eleven,** Climax Two, discs, de Dion...	£745
1956	**Eleven,** Club Climax, racing gears ...	£595
1956	**Mk. XI 1,172 c.c.,** Ex Bob Staples. B.R.G.	£545
1956	**Eight 1,172,** spotless red	£495
1955	**Eight** (M.G. 1,500) inboard brakes ...	£595
1955	**(Oct.) Mk. VI** (M.G. 1,500) TC G/Box	£465
1955	**Mk. VI 1,172,** 4,000 miles	£445
1952	**Lagonda 2.6,** floor change, maroon...	£465

M.G.

	NEW ZB Magnette, maroon/red ...	£1,072
1956	**M.G.A.** Beautiful blue, B, H, R ...	£715
1955	**TF 1,500,** unmarked grey, A, H, P, 2...	£625
1955	**TF 1,500,** red specimen, one owner...	£615
1955	**TF 1,500,** jewelescent green ...	£595
1954	**TF,** green/green hide	£585
1954	**TF,** ivory/green hide	£575
1954	**TF,** beautiful black specimen ...	£575
1954	**TF,** spotless green	£555
1954	**TF,** unmarked ivory example ...	£555
1954	**TF,** low mileage, red, radio	£545
1954	**TF,** spotless red, A, Q	£535
1953	**Mk. II TD,** pearl grey, A, B, H, P, T, X, 2	£515
1953	**TD,** 1958 engine, spotless black ...	£515
1953	**TD Mk. II,** superb B.R.G. Specimen	£485
1953	**TD,** lovely B.R.G. Specimen ...	£475
1953	**TD,** original red, one owner... ...	£455
1953	**TD,** black/green example	£445
1953	**TD,** pale green, B, H, Y, X	£435
1952	**TD,** ivory specimen, H, R	£475
1952	**TD,** unmarked ice blue, Q	£445

PERFORMANCE CARS **" EXTRA CODE "**

The object of our " Extra Code " is to give all possible details of the extras which so many of our cars possess.

A—reversing light.	P—spot lights.
B—luggage rack.	Q—tonneau cover.
C—"C"-type head.	R—radio.
D—disc brakes.	S—occasional seats.
E—dual exhaust.	T—hardtop.
F—fog light.	W—wire wheels.
H—heater.	X—Michelin "X" tyres.
L—leather.	1—one owner.
O—overdrive.	2—two owners.

1952	**TD,** superb example, black	£435
1952	**TD,** 1956 engine, nice green... ...	£445
1952	**TD,** nice black car, heater	£425
1952	**TD,** black, new " X " tyres, new hood	£425
1952	**YB** saloon superb bronze, H, L ...	£395
1951	**TD,** maroon specimen	£445
1951	**(Sept.)** B.R.G., Stage III, high axle ...	£435
1951	**TD,** nice red specimen	£405
1951	**TD,** black, supplied by us	£415
1950	**TD,** B.R.G., sound example	£395
1949	**(Dec.) TC,** superb black, B, P, R ...	£395
1949	**(Sept.) TC,** B.R.G., 16-in. rears ...	£395
1949	**TC,** green/green hide...	£375
1949	**TC,** beautiful red specimen	£355
1949	**TC,** nice B.R.G. specimen	£355
1949	**TC,** B.R.G. Supplied by us ...	£345
1947	**TC,** spotless black	£335
1947	**TC,** red, clean and tidy	£305
1947	**TC,** average B.R.G. example... ...	£295
1946	**TC,** black, supplied by us	£315
1946	**TC,** black, fair all round	£295
1940	**(Oct.) TB,** nice red car	£295
1940	**TB,** ivory specimen	£295
1940	**TB,** exceptional specimen, B.R.G. ...	£285
1939	**TB Tickford,** d/h., ivory	£255
1939	**TA,** nice black example	£255
1939	**TA Tickford,** ivory and tidy ...	£245
1939	**TA,** green, average condition ...	£235
1938	**TA,** B.R.G., replacement engine ...	£265
1938	**(Oct.) TA,** two owners, red ...	£225
1937	**TA,** excellent, red/black	£235
1938	**(Oct.) TA,** very tidy	£195
1938	**VA** 12-h.p. tourer, black, tidy ...	£145
1937	**TA,** nice red car	£235
1937	**TA,** average black example	£225
1937	**TA,** ivory, sound order	£225
1936	**TA,** red/ivory, exceptional, radio ...	£265
1935	**PA** 2-seater, B.R.G. Sound	£155
1935	**PA** tourer, red, fair	£95
1938	**Mercedes-Benz** 20-h.p. 2-str., d/h...	£295
1938	**Mercedes-Benz " 230 "** saloon, radio	£235
1957	**Morgan 4/4** Series II, 1,172, red ...	£575
1955	**(Sept.) Morgan Plus 4** d/h., red ...	£535
1954	**Morris Minor** convertible, grey, H, R	£435
1951	**Morris Minor** convertible, mods. ...	£355
1956	**Oldsmobile** Holiday, charcoal/lime	£1,595

RILEY

	NEW 1.5, blue, on show	£864
1953	**RMF 2½** saloon, maroon/biscuit ...	£525
1952	**1½-litre** saloon, B.R.G., H, R, 2 ...	£535
1951	**2½-litre** saloon, black/red	£375
1948	**2½-litre** saloon, black/red	£375
1947	**2½-litre** saloon, black/brown hide ...	£295
1947	**1½-litre** d/h., ivory/black	£375
1957	**Renault Dauphine,** Ventoux converted	£635
1947	**(1927) Rolls-Royce** Southern saloon...	£265
1955	**Standard Eight,** Derrington mods., E, H, P, 2	£475

SUNBEAM-TALBOT

1955	**(Sept.) Alpine,** red, 17,000, 1 owner	£695
1954	**Alpine,** 20,000 miles, blue	£595
1954	**Alpine,** spotless blue/grey	£565
1951	**" 90 "** saloon, blue/grey, H, R ...	£445
1950	**" 90 "** convertible, grey/red hide, H, P	£375

TRIUMPH

1958/57	Model **TR3,** red, 5,000 miles, D, H, P.I	£795
1957	**TR3,** red/white, 17,000, D, H, O, W, I	£795
1956	**TR3,** B.R.G. specimen, H, P, Q, X ...	£735
1955	**TR2,** superb B.R.G., H, O, Q ...	£635
1955	**TR2,** ivory/black, B, H, P, Q, 2 ...	£615
1955	**TR2,** spotless red specimen	£615
1955	**TR2,** superb red specimen	£595
1955	**TR2,** spotless B.R.G., B, P, Q, R ...	£595
1955	**TR2,** B.R.G., A, P, S, X, 2	£585
1954	**TR2,** ivory, B, O, Q	£595
1954	**(Sept.) TR2,** H, O, Q, R	£595
1954	**TR2,** red/red, O, Q	£545
1949	**2,000** roadster, cream/black hood ...	£325
1948	**1,800** roadster, spotless red	£375
1948	**1,800** roadster, grey	£345
1947	**1,800** roadster, spotless grey... ...	£385
1947	**1,800** saloon, unmarked grey, H, P ...	£295
	New Wolseley 1,500, beige/red	£796

FOR THOSE INTERESTED IN MORE SPECIFIC DETAILS OF THE ABOVE AND OTHERS, SEND FOR OUR ILLUSTRATED 25-PAGE LIST.

The Sports Car People who back their Guaranteed Cars with workshops officially appointed by Manufacturers, truly befitting an Established and Professionally-directed Concern.

FOR OVERSEAS VISITORS OUR WRITTEN GUARANTEE RE-PURCHASE SCHEME FILLS A LONG-FELT WANT, AS IS PROVED BY BOTH THE LARGE NUMBER OF ENQUIRIES AND VISITORS TAKING ADVANTAGE OF IT.

We stock more and more late post-war Saloons and Convertibles, which, combined with our large selection of Sports Cars, will be of the greatest help when you are contemplating a part exchange.

Excellent H.P. Terms Available. *Highly Competitive Insurance.*

A.A. and R.A.C. examinations gladly welcomed. **Part-Exchange welcomed.**

SALES : 6 days a week from 9 until 7; Sundays 11–5. WORKS : *5½-day week, 8 until 6.* *Ealing 9522.* PETROL STATION : *7 days a week from 7 until midnight.*

★ SHOWHALLS ILLUMINATED ALL NIGHT FOR VIEWING

FOR SALE—*continued*

LAGONDA M.45 Drophead, 1935. Most attractive body with capacious boot. Good condition throughout. Thoroughly reliable. 20 m.p.g. P.100s, passlight, telecontrols, new batteries, sound tyres. Taxed. £135 is bedrock price, no offers please. Pullar, Nelson Street, Rotherham 3904. [3553

BREAKING 1936 RILEY FALCON. Write, then collect. 9, Queen's Terrace, Mexborough, Yorkshire. [3554

1934 RILEY 12/6 Lynx open 4-seater. Very fine example offered by Register member. £135 o.n.o. Seen Midlands. Details and photographs from Box No. M.555. [3555

D.K.W., 1938. Rebuilt body. Rebored. 40 m.p.g. £120. 34, Oak Street, Southport [3556

M.G. CHASSIS and engine. "M" type. Excellent condition. Also 1936 Ford 8 engine and spares. Box No. M.557. [3557

1926 MORRIS COWLEY 2-seater. In original condition throughout and excellent mechanical order. £95. Moseley, The Glen, Southdown Road, Southwick 3756. [3558

WOLSELEY HORNET SPORTS. Potent. Engine, brakes, lights, bodywork, vynide hood, aeroscreens, etc., excellent. Sort of car enthusiasts look twice at! £80. 30, Hawkhurst Way, West Wickham, Kent. [3559

FOR SALE—*continued*

M.G. SPARES. Breaking T.A. Most parts including reconditioned engine. S.A.E. Box No. M.560. [3560

RILEY 9 MONACO, 1934 Sound engine. Reconditioned radiator and dynamo, excellent tyres. Body good. £75. 25, Fairlands Avenue, Buckhurst Hill, Essex. BUC 5178. [3561

HEALEY ELLIOT Saloon. 105 m.p.h., 30 m.p.g. Superb condition. £460. S.AE for photo and details Box No M.562. [3562

ROVER 20 Sportsmans saloon, late 1937. Nice condition. £105. Cox, 47, Wendan Road, Newbury, Berks. [3563

M.G. T.B., dismantled for spares. Engine, gearbox, back axle, good condition. Wilcox, Chedworth, Cheltenham. [3564

SINGER LE MANS, 1937. Exceptional condition. Recent new hood, curtains, cellulosed red. Tonneau cover, new carbs. £145 o.n.o. Carter, 2, King Georges Avenue, Southampton. Phone 72688. [3565

1904 M.M.C. V.C.C. dated. Completed Brighton 1957. Desmond Montgomery, Ballymena. Tel: 6483. [3566

UNIVERSITY SAYS NO! Alvis 1950, 14 h.p. Roadster. Immaculate. £325 only, immediate sale. Offers. London, Nottingham, Cambridge. Box No. M.567. [3567

FOR SALE—*continued*

FORD PREFECT, 1946, converted to 4-seat van. Bodywork good, paint poor. £65 o.n.o.. Bowmonk performance meter £4. Mogador (Surrey) 2246. [3568

AUSTIN 7, 1930 PARTS. Chassis stripped. cleaned, and painted. Dropped seating area, boxed front. Cambridge dropped suspension new. New spring shackles, boxed rad. arms, skimmed drums, recon. starter and dynamo. Fitted new kingpins and bushes. Fitted new brake cams and bushes. New Bowdenex brakes, engine and G.B. Registration book, number plates, steering gear, back axle, wheels and good tyres. Various other modified parts. Resilvered reflectors etc. Not assembled. £37. Weekend delivery arranged at cost. Kingston 3423 after 6. [3569

HEALEY SILVERSTONE. Excellent mechanical order, just resprayed, two new Dunlop Forts. £450. Box No. M.574. [3574

RENAULT 760, 1950. Good condition all round, resprayed grey. C/o Greendale Garage, 116, Coldharbour Road, Bristol 6. Tel. 47189. [3575

LLOYD 650 Coupé, 1950. Rebuilt by works and engineer owner at present abroad. Offers invited. £145 envisaged. 73, Harewood Road, Chelmsford. [3576

GENUINE BARGAIN: Lancia Astura, 1934. Steering wobble at 25 m.p.h., otherwise perfect. Offers around £50. McDonald, 77, Bingham Drive, Portobello, Scotland. [3577

S.S. JAGUAR, 1936, 2½ litre Saloon. General condition good. £110 o.n.o. 24, Clarendon Avenue, Andover, Hants. [3578

M.G. 1937 T.A. £60 engine overhaul this year. £180 or offer. Terms arrangeable. 146, Glenarm Road, Clapton, E.5. [3579

AUSTIN SEVEN SPECIAL. Lotus MKXI-type fibreglass body, new tyres. Fast, economical. £150. HOUnslow 4813. [3580

How to Build a Ford 10 Special

How to make your own sports car from standard parts. This book has many diagrams and full details of construction.

Price **5/-** *including postage*

The Ford 10 Tuning Manual

How to strip, rebuild, modify, and tune the Ford 10 engine to Formula standards. Completely illustrated with diagrams.

Price **8/3** *including postage*

Obtainable from

GEOFF. DAVIES

65, ROYSTON PARK ROAD, HATCH END, MIDDLESEX

SPORTS & RACING CARS

1958 Formula II LOTUS twin-cam. This car is new and raced twice. Cost £2,500. **Offered at £2,100.**

1957 Formula II LOTUS, twin-cam. Ex-works. **Offered at £1,850.**

New Twin-cam, 1,500 engine at **£925.**

1957 LOTUS XI Le Mans Series II, Elektron wheels. A superb specimen. Weber carbs., etc. **£1,150.**

Genuine ex-Moss **COOPER-ALTA 2-litre,** like new. Just put on petrol by H.W.M. In superb order. **£695.**

Terms can be arranged and I will take any type of car in part or whole payment.

Apply :

JOHN FISHER

201 NEW ROAD, PORTSMOUTH (63143)

HEADLAMP REFLECTORS RESILVERED

Mirror finish, **6/-** each.
Special (untarnishable) lacquered finish, **7/6** each.
Excluders **6d.** each. *P. & P. 1/6 each, return service.*
Sealed Beam Units reconditioned, new glasses fitted if required; popular sizes. *Prices on application.*

CLAUDE HUNT

Headlamp Reflector Resilvering Specialists

WATERLOO STREET, CLIFTON, BRISTOL

What is a B.M.T.S.F. ?

IT GIVES YOU A REAL SPORTS CAR AT LOW COST

THE UNIVERSAL MODEL FOR THE HOME CONSTRUCTOR

Superb roadholding and cornering. Accepts most engines up to 2-litre, including Ford 1172, Consul, M.G.-A, TR3, A35, BMC 1500, Coventry-Climax 1100 and 1500.
Maximum speed up to 130 m.p.h. +.
Most rear axles or Buckler de Dion.
Easy to assemble.

BUCKLER MULTI-TUBE SPACE FRAMES

ALSO A WIDE RANGE OF

BUCKLER SPECIAL TUNING EQUIPMENT

100E ANGLIA/PREFECT. CLOSE-RATIO GEARS, FOUR-BRANCH TWIN CARB. MANIFOLDS, GOLDTOP CYLINDER HEADS, THIN C/A HEAD GASKETS, REMOTE-CONTROL GEAR-CHANGE, STRONG VALVE SPRINGS, ETC., ETC.

1172 POPULARS. 1938/53 8/10-H.P. AND 1172 SPECIALS. AS ABOVE, ALSO I.F.S. CONVERSIONS, 4.7 CROWN-WHEELS AND PINIONS, DOUBLE VALVE SPRINGS, ETC., ETC.

BUCKLER CARS LTD.

'PHONE : CROWTHORNE 2231

HEATH HILL ROAD, CROWTHORNE, BERKS

AGENTS : BUCKLERS (N.Z.) LTD., AUCKLAND, NEW ZEALAND
AUTOSPORT, COOKSVILLE, ONTARIO
D. GORRINGE (PTY) LTD., HOBART, TASMANIA
DUBLIN SERVICE, NEW WESTMINSTER, B.C.

FOR SALE—*continued*

TALBOT 14/45, 1930. A vintage thoroughbred in original condition. Two owners since new. Carefully driven and maintained. Original handbook and history. A genuine 24 m.p.g. £75. PAD 6646. 3, Chilworth Mews, Craven Road, Paddington, W.2. Part exchange considered. Austin 7 Tourer, Morris Minor, or what have you? [3581

FIAT "1400," 1952, L.H.D., dark green Saloon. Attractive continental car with splendid performance, reconditioned engine last year, resprayed July. 375 o.n.o. Weber, 6, Daines Close, Thorpe Bay, Essex. [3582

ONE OF "the best cars in the world" for only £300. A 1935 Rolls Landaulette in good condition. Two owners. 70,000 miles. Seen Winchester. Box No. M.583. [3583

TALBOT 65/75. All spares. Cheap. Must clear. Biles, 115, Fosseway, Syston, Leicester. [3584

AUSTIN FORD, built 1957. 1172 engine, 2LS Lockheeds, 15 in. - 16 in. racing wheels, stiletto body, fitted hardtop. Haggie £210. Mannion, Tapley Cottage, Gawthorpe, Kirkheaton, Huddersfield. [3585

SUNBEAM, 1933, Saloon, 20 h.p. Original and sound. Offers or exchange Alvis 12/50, S.E.20, 25 or 4.3. 129, Church Lane, Birmingham 20. [3586

FROM Z.A. MAGNETTE. Perfect. 1¼ carburettors with air cleaner and manifold, plus induction manifold, £10. Exhaust manifold 30s. Silencer £1. 4.875 crown and pinion £4. Cracked head with double springs £5. Offers considered. Lewis, 18, South Close, Woodhall Gate, Pinner, Middlesex. Telephone 6559. [3587

VACUUM WOLF WHISTLE, £2. Ford 100E silencer. Offer. Ring Kingston 3405. [3588

T.R.2 HOOD and sliding side screens. Also other spares. 1956 Standard 10 h.p. engine, gearbox and rear axle. Only done 8,000 miles. Make good special. SHE 8210. [3589

Small Engineering Co. will undertake one-off machined parts for "Specials," Vintage or Veteran cars. Spline shafts, Spur Gears, Sprockets and general machining.

Will quote from your sample or sketch.—

S. J. CLIFFORD & CO. LTD.

COVENTRY 88926

BEDWORTH ROAD, COVENTRY

FOR SALE—*continued*

1934 AUSTIN 7 NIPPY. Red body, black wings. Hood, sidescreens, fitted tonneau cover with centre zipp. Remote gear lever, four new tyres, new batt., double dippers, many extras. One owner last six years. £110. Phone FOX 1661 after 6 p.m. [3590

LANCIA APRILIA, 1939. Thoroughbred. In metallic grey. Twin carburettors, telecontrol, heater, flashing indicators. 32/38 m.p.g. Beautiful condition. £275. Phone after 7 p.m. Farnborough, Hants, 1134. [3591

M.G. 18/80 Mk. II 2/3-seater, 1930. Excellent specimen. £65. 6, Woodhurst Avenue, Garston, Herts. Garston 2455. [3592

M.G. T.C., 1947. Reconditioned engine, 8,000 miles. Excellent condition inside and out. Extras. £350. Bourton, 218, Knella Road, Welwyn Garden City, Herts. [3593

FIAT 500, 1939. Mechanically sound. Recond. engine, dynamo, starter. Good tyres, new vynide top, seat covers. Body very good. Trial evenings. £175 o.n.o. Baptist Church Cottage, Haven Green, Ealing, W.5. [3594

RILEY KESTREL, 1936. Good condition. About £135. Hudson, 23, Hardie Crescent, Braunstone, Leicester. Phone 857346. [3595

M.G.A., 1956. Modified head, 1¾ in. carbs. Beautifully maintained. Michelin X tyres and other extras. Small mileage. £795. Swayne, Seaford. Tel. 2144. [3596

WORKSHOP MANUALS

AUSTIN—All Models 1945-58	...	32/6 ea.
CHRYSLER—All Models 1936-42	...	37/6 „
FORD—All Models 1932-58	...	37/6 „
HILLMAN—"Minx" 1936-55	...	37/6 „
M.G.—All Models 1945-57	...	42/6 „
MORRIS—All Models 1939-58	...	32/6 „
PEUGEOT—Models 203 and 403	...	32/6 „
RENAULT—Models 760 and 750	...	32/6 „
RILEY—All Models 1945-55	...	32/6 „
SIMCA—"Aronde" and "Elysee"	...	40/- „
SINGER—"Nine" 1946-53	...	32/6 „
STANDARD—All Models 1939-56	...	32/6 „
VOLKSWAGEN—All Models 1947-57	...	37/6 „
WOLSELEY—All Models 1949-58	...	32/6 „

Handbooks, Workshop Manuals, Motoring Books catalogue 1/3

VIVIAN GRAY

The Motorist's Mail Order Bookselle.

HURSTPIERPOINT, SUSSEX

FOR SALE—*continued*

BENTLEY 3 litre, 1927, open 3-seater. Excellent mechanical condition. C box, 3.78 axle. Complete engine rebuild. Brakes relined, two new tyres. Body, hood, side screens sound if not elegant. £240. One owner last 8 years. L. Self, 95, Brighto Road, Purley, Surrey. Uplands 8422. [3597

ALVIS SPEED 20 Saloon. Late 1932. Superb original condition. £140 o.n.o. Viewed Cambridge or Cheltenham by arrangement. Clark, "Figaro," Paddock Way, Sawston, Cambs. [3598

1928 AUSTIN CHUMMY. Rebore 2,000 miles ago. King-pins, steering, clutch recently overhauled. New hood. Bodywork excellent. £45. ELTham 3531. [3599

M.G. L.I. MAGNA 4-seater Tourer, 1933. Mechanically good, bodywork shabby. £50. 31, Fanshawe Road, Eckington, Sheffield. [3600

HUMBER 9/28 Saloon, 1929. Excellent. Utterly reliable. True vintage condition. 100% engine overhaul. £115 spent last two years. Everyday use. 30 m.p.g. Four spare tyres, handbook. Taxed and insured. £90. Arman, 157, Cape Road, Warwick. [3601

1933 RILEY 12/6 MENTON. Sound, reliable. Bodywork outstanding. £50 o.n.o. 62, Belstead Avenue, Ipswich. Phone 51789. [3602

SERVO BRAKES

Power assistance can be fitted to the hydraulic brakes of your car, giving more powerful, smoother braking with less pedal pressure.

All enquiries to the

CONCESSIONAIRE

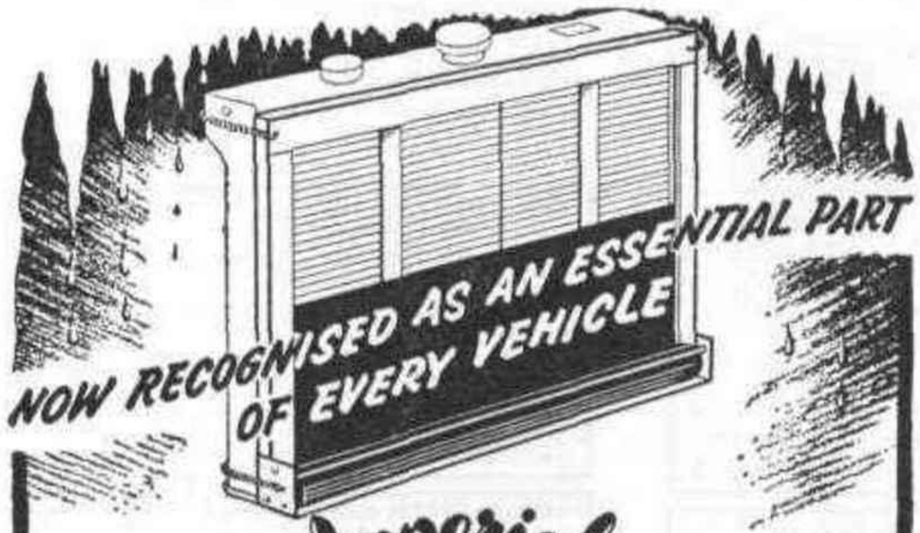
for

MIDLAND 'HYPOWER' SERVO UNIT

CONNAUGHT ENGINEERING

Portsmouth Road, Send, Surrey

Ripley 3018



Imperial

dashboard controlled

RADIATOR BLIND

FOR MAXIMUM Performance, Engine Efficiency, Petrol Economy and Heater Efficiency

THERE IS A BLIND AVAILABLE FOR EVERY MODEL

PLEASE POST TO :—BROADFIELDS GARAGE AND ENGINEERING CO. LTD. (Dept. G), Wharf Road, Ponder End, Middlesex. 'Phone : Howard 3191/2/3.

NAME .....

ADDRESS .....

.....

Please send particulars of Radiator Blinds.

*White Ad.*3831

H.W.M. Fully streamlined modern body. One of the last manufactured by H.W.M. Jaguar "D"-type engine. Registered June 1955. Full Appendix C. Finished in British Racing Green. A most attractive and very potent machine. Equally suitable for racing and the occasional road work **£1,475**

ASTON MARTIN DB2/4. Registered February 1954. Fitted with Vantage engine, complete with radio. Finished in black with light hide upholstery. Most attractive motor car in excellent condition **£1,375**

H.W.M. 2-seater Sports/Racing Car, fitted with Jaguar "C"-type engine. Weber carburettors. Fully plated suspension parts. Whole car in most immaculate condition. Indistinguishable from new **£975**

H.W.M. 2-seater, fitted with Jaguar engine. Three Solex carburettors. A very powerful machine at a reasonable price **£450**

BARTON MOTORS

(PRESTON) LTD.

CORPORATION STREET

PRESTON

Tel.: Preston 4664 (10 lines

FOR SALE—*continued*

SUNBEAM TALBOT 10, 1939 Model. Grey. Good condition. £175. 57, Harrow Way, Carpenders Park, Watford. [3643

VAUXHALL 23/60 Tourer, 1923. Utterly original and hard to fault, except for tatty hood. Very rare car. £145. Shell, Copthall, Hunsdon, Herts. Stanstead Abbotts 353. [3644

LAGONDA. Regretfully offered for sale. My 1934 Lagonda Pillarless Saloon, fitted with vintage 2 litre engine. Immaculate throughout. P.100s. Rebuilt front end, etc., etc. Business forces sale. £235 o.n.o. 27, Ashworth Street, Failsworth, Manchester. CEN 8609, 9 to 5.30. [3645

FORD 8, regd. 1958. Rochdale GT body, new chassis. Taxed year. £325. Lunt, Harefield, Quarry Lane, Appleton, Cheshire. Phone: Stockton Heath 189. [3646

£12. MODEL T FORD, 20 cwt. Rough. Towable. Ideal spares or rebuild. Seen near Inverness. Box No. M.647. [3647

AUSTIN 7 Sports Special. Fast, economical, good condition. Recently rebuilt. £55. Brown, 815, Sutton Road, Barr Common, Walsall. [3648

1955 D.K.W. SONDERKLASSE fixed head Coupé. "Mitch X." £540 o.n.o. Greed, "Whitegates," Tatworth, Nr. Chard. Tel.: South Chard 322. [3649

1952 JAVELIN De Luxe, fitted Series III engine. Original cost £1,129. Perfect condition. £450 o.n.o. H.P. available. 47, Queensway, Ipswich. [3650

VINTAGE ROVER. £65 o.n.o. 1927 Sports Tourer, 10 h.p., 30 m.p.g. Herhlots, 23, Cromwell Gardens, S.W.7. [3651

M.G. T.C. Black/beige. Twin spots, Stage I, vynide hood, vyback screens, heater. Good condition. £330 o.n.o. 14, Bright Street, Middlesbrough. [3652

BENTLEY 3 litre Red Label. Daily use. New hood and tonneau. £280, offers. John Ronayne, Overseas Visitors Club, Templeton Place, Earls Court, London. [3653

LAGONDA RAPIER, 1100 c.c. D.H.C. Very good condition. New hood, battery. £140 o.n.o. Champion, 7, Oakhurst Road, Bristol 9. [3654

1931 DELAGE D.8, 30 h.p. fixed head Coupé. Good condition bodily and mechanically. Very reliable. Recently fitted new radiator, petrol pump and battery. £200. Also 1929 Austin 12/4 Saloon, suitable restoration. £15. T. B. Ash, Rockfield, St. John's Road, Buxton. [3655

AUSTIN SPECIAL. Good mechanics, twin S.U.s, S.U. pump, twin Noteks, new battery, lowered suspension. Reliable. Around £50. Hanlon, H.A.A.C., Newport, Shropshire. [3656

750 FORMULA SPECIAL. All formula mods, I.F.S., twin S.U.s, boxed frame, light-weight wheels, Dunlop racing tyres, aluminium body. Proved on road and track. Complete with trailer, cost over £280. Write for details. Also another car, dismantled. Offers. J.M.A., Manor Farm, Tunworth, Basingstoke, Hants. [3657

ROLLS ROYCE

A representative stock filling most gaps between a running and restorable **1923 "20"** at **£80** and a completely rebuilt and beautiful **1936 20/25** at **£575.** Also a good range of spares pre-1939.

We aim to take rather more than the customary responsibility for cars we supply.

J. B. M. ADAMS,
GREAT GIDDING, HUNTINGDON
Tel.: Winwick 216

Engine OVERHAULING?

Cylinder Boring, Sleeving, Bearing Remetalling, Line Boring, Crankshaft Grinding, etc.

All Engine Parts Supplied

ARCHWAY ENGINEERING LTD.
Bridgewater St., Knott Mill, Manchester, 3
Tel: BLAckfriars 6455

CORNWALL GARAGE
D. MARGULIES LTD.

1938 APRILIA saloon, exceptional example. **£320.**
1948 APRILIA saloon, rust free bodywork, very sound. **£250.**
1939 APRILIA saloon, in good order, Michelin X. **£220.**
1935 AUGUSTA saloon. **£125.**
1954 RENAULT 750, L.H.D., excellent condition. **£295.**
1948 CITROEN Light 15, excellent history. **£265.**
1935 (Oct.) BENTLEY 3½-litre D.H.C., recent overhaul. **£235.**
1937 B.M.W. Type 45 saloon, requires slight attention. **£75.**

TERMS *EXCHANGES*

SHAFTESBURY MEWS, STRATFORD RD., LONDON, W.8. Western 2616

FOR SALE—*continued*

RILEY, 1937, 1½ Adelphi. Heater, recent re-spray, re-chrome, big-ends, rings, king-pins and bushes, front springs, exhaust system. 1st class condition. £265 o.n.o. Page, 43, Gloucester Drive, London, N.4. [3658

ALFA-ROMEO twin-cam 1500. Body by Zangato. Completely rebuilt and now in excellent mechanical order. Body likewise. Not for export, and sale only to a genuine Alfa lover. Details and appointment to view, from Alfa-Romeo Section, Headley Park Farm, Headley, Epsom, Surrey. [3659

FORD 10 SPECIAL. Enfo engine and gearbox 9,000 miles. Buckler 4.7. IZE also 250 on aquaplane IM. 8 and 10 heads. Professional red alloy body, fold-flat screen, hood. Excellent tyres. New Dagenite battery. £185. J. Sheard, 9, Latham Lane, Gomersal, Nr. Leeds. [3660

SINGER LE MANS, 1934, 2/4-seater Sports. Mechanically sound, body perfect. £55 o.n.o. 70, Downie Road, Bilbrook, Wolverhampton. [3661

READ THIS! '31 A.7 crankcase 10s.; Lt. flywheel 25s.; Seat back 10s.; Ruby bucket 15s.; 19 in. wheels 5s.; '34 wings 20s. set; Bonnet 7s. 6d; O/S door 15s.; '49 Minor grill 20s.; Decoke set 8s.; Morris 10 '46 diff/c.w. & p. 60s. Lucas KNRI M/C magneto 40s.; new Notex Nearlite 58s. S.A.E. for full list. "Valetta," Doles Lane, Wokingham, Berks. [3662

£80. 1935 RILEY NINE Kestrel. Reliable, good condition. £7 10s., pair new 500 x 19 Regent remoulds. 26, Garford Crescent, Newbury, Berks. [3663

19 x 5 UNUSED REMOULDS (war-time), £2 10s. each. R.B. magneto, starter, 6 volt, dynamos, 12 volt, pillar-drill, £2 10s. each item. 3, Downscourt Road, Purley. Uplands 3404. [3670

THE HYDE MOTOR CO.

1956 VW de-luxe, jungle green, radio	**£565**
1956 VW, grey, numerous extr's	**£485**
1954 VW, steel blue, sun roof specimen	**£515**
1954 VW, Texan brown, one owner ...	**£495**
1954 VW, strato silver, twin exhausts ...	**£485**
1949 VW, black, de luxe trim	**£295**
1949 VW, fawn, sound example	**£265**

153 THE HYDE, N.W.9 *Tel.*: Colindale 7898

WOLSELEY SUPER SIX
25-H.P. DROPHEAD COUPE



This handsome car is immaculate and mechanically perfect. Dark green cellulose. Scintilla mag. and many extras. Good petrol consumption.

£225 or best offer.

GILBERT, 82, HAMILTON AVENUE, ILFORD, ESSEX. **Tel.: Valentine 3930**

JACK O'LANTERN

1934 ROLLS-BENTLEY, AE Series, 3½-litre sports saloon by Park Ward. Good condition bodily. Engine only 5,000 miles since major overhaul. Fitted heater, H.M.V. radio, screen-washers. **£295**

1935 ROLLS-BENTLEY, CR Series, 3½-litre Mulliner sports saloon, two-tone grey. Mechanically very good, body poor. Clutch renewed, brake servo relined. Body needs £40 spending. **£175**

1937 1½ RILEY 4-light saloon with boot. Rare car with 70-m.p.h. cruising speed. Very sound throughout. **£195**

1936 Silver Eagle ALVIS. Front-end damaged. Sell complete for **£25** or break for spares.

Numerous Ford and Willys Jeep spares. Jeeps in good running order from £65 upwards.

JACK O'LANTERN
RESTAURANT and FILLING STATION
BRICK HILL, RINGWOOD ROAD, ROMSEY, HANTS
Tel.: OWER 255

FOR SALE—*continued*

AUSTIN NIPPY, '36. Body and engine in immaculate condition, plus enlarged rear window, hood and s. screens. 4.75 x 15 tyres, Alta head conversion. New, downdraft carb., battery, headlamps, electric pump. Remote control 4-speed gearbox. Good brakes, with quick release hand brake. 70 m.p.h., 45 m.p.g. £130. Auto Services, Linkfield Corner, Redhill, Surrey. (Tel.: Redhill 4012), or Smallfield 163 after 7 p.m. [3664

LAGONDA RAPIER, 1934, 4-seater Tourer by Abbott. £80. Evans, "The Cottage," Ringmer, Farnham Royal, Slough, Bucks. [3665

ALVIS 1938 SPEED 25 Tourer. Mechanically good, body v.g., except hood. £180 o.n.o. Phone: Leamington 7854 after 7 p.m. [3666

1955 MARTIN FORD Fibreglass Special, enveloping body, resprayed. New radiator, hood. £210. 45, Mayfair Gardens, Tottenham, London. [3668

1930 RILEY 9 SPECIAL. Reliable. £35. Jones. 21, Priory Road, N.W.6. [3669

£120. MERCURY SPECIAL. Completed and reg. '58. Aerodynamic 2-seater, exchange 4-seater, vintage preferred. Harpenden 4840. [3671

1940 A.G. GREYHOUND. New hood. Two previous owners. Genuine 46,000 miles. Excellent condition. ELMbridge 8207 daytime. [3672

RILEY 16/4, 1938. All engine spares. 38, Baring Road, Southbourne, Bournemouth. [3674

JAGUAR 1½ litre Coupé, 1939. Radio, heater, spots, etc. Excellent condition. £145. Ruislip 8113. [3675

BULLNOSE MORRIS, 1925. Mechanically restored, rest almost completed. As it stands, to enthusiast, £40. Phone ACO 2380. [3676

4½ LITRE INVICTA SPARES for sale. Send S.A.E. for list. Box No. M.677. [3677

INVICTA 100 m.p.h. low chassis Coupé, rebuilt throughout. New engine. £400 o.n.o., or would exchange for late Rolls 25 shooting brake in perfect condition. Bamford, 26, Park View, W.3. ACO 2380. [3678

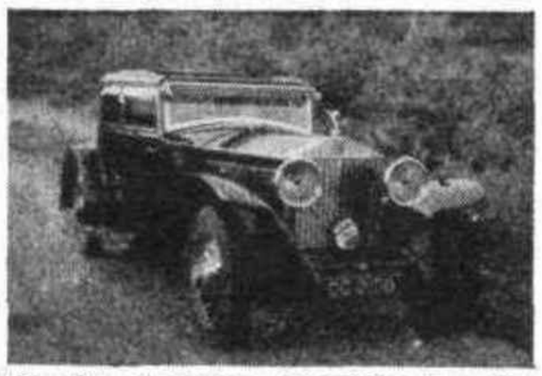
EXCEPTIONALLY WELL NURSED since new: 1.58 litre Rover "14" Sports Saloon, 1936. Aluminium body, good original carpets and paintwork. Handbook, tools, good battery. £157. Also Riley 12 twin carburettor manifold and one S.U. carburettor, 70s. Todd, 27, Couchmore Avenue, Esher. Emberbrook 4983. [3680

EARN £5 for 3d.—The reward payable on purchase for news of Vintage, Veteran and "Brass Age" cars (original, restored, restorable). Unusual closed coachwork considered, but good condition classics with open bodies preferred — all ages 1900 or before to 1939. R-R 20, Ghost, and Phantoms (particularly P.111) dropheads/tourers wanted especially, and Bentley, Bugatti, Mercedes, Isotta, Hispano, Napier — all years. Also Steamers. Complete confidence respected, reply even if buying prospects or suitability unknown. N.B. Owners — good prices paid. Box No. M.681. [3681

Outstandingly Good:
1936 **Alvis** Speed 25 ... ... **£145**
1924 **Bentley** 3-litre saloon **£195**
Sound and Respectable:
1926 **Lagonda** 2-litre saloon **£75**
1936 **Rover** 14 sports saloon **£65**
1933 **Terraplane** 2-seater **£75**
Rough and Reliable: 1933 **Morris** Oxford saloon, **£22.** 1924 **Rolls** "20" chassis, **£50.**

Terms **A. T. OLIVER** *Exchanges*
13 ROCK ROAD, PETERBOROUGH (5915)

1952 AUSTIN A40 engne and gearbox, complete with accessories, 5,000 miles since factory exchange, **£50. 1938 A.C. 2-litre,** dismantling for spares. **M.G. SPARES:** P & T-type spares, including unused sleeved PB block, rebuilt 19-in. wheels; exchange vertical-drive dynamos, speedometers and rev.-counters; new 16-in. wheels, brake, speedo. and rev. cables, TD crown and pinion, Scintilla N.V.6 magneto, etc. S.A.E. please.
J. C. TAYLOR, HIGH STREET, RISELEY, BEDFORD. **Tel.: Riseley 228**



Charles Mortimer offers for sale his
ROLLS-ROYCE PHANTOM II
Continental by H. J. Mulliner. A really beautiful car. Taxed year.
£445
Little Arcall, West Road, St. George's Hill, Weybridge, Surrey. **Weybridge 3545**

FOR SALE—*continued*

BENTLEY, 1926, 3 litre Speed Model V.D.P. 4-seater. Original. Black, red interior. £315. Rouse, 24, Leeming Lane North, Mansfield Woodhouse, Notts. [3682

RILEY 1½, 1950. Immaculate. Black/tan. 53,000. Rimbellishers, twin wing mirrors, new fog/driving lamps. £450 o.n.o. Meeting arranged. P. E. Arnold. Phone Barnstaple 2176 after 7.30 p.m. [3683

1930 ULSTER AUSTIN in full competition tune, as raced V.S.C.C. and 750 events this season. In faultless condition, having complete mechanical rebuild one year ago and unspoilt original bodywork. Complete with touring wings, hood, fold-flat screen, six road wheels and tyres, alternative ratio rear axle, manifolds, engine spares. Offers invited. Box No. M.684. [3684

DERRINGTON 2-CARB CONVERSION for Renault 750. S.U.s, manifold, air cleaners, and all fittings. Little used. £12 or offer. Box No. M.685. [3685

P.A. M.G. 2-seater. Black. Immaculate red interior. New P.V.C. hood and screens. New head, dynamo and seal. New back axle. Completely rewired. New sealed beam headlights, rev-counter, horn, silencer and exhaust. Blumel wheel, brakes relined, new cables fitted. Engine and transmission overhauled, new petrol pump, twin wing mirrors and luggage rack. Car looks and runs like post-war vehicle. Price £225. Hutchins, 253, Barry Road, S.E.22. FOR 9019. [3686

RILEY 2½ litre Roadster, 51 model. High compression modifications. Michelin X tyres. Genuine mileage 42,000. Finished in two shades of blue with beige leather upholstery. In excellent order throughout. Owner going abroad. £500. Stobbs, Cranbrook, Lansdowne Road, Angmering, Sussex. [3687

LANCIA AUGUSTA de luxe 4-door Pillarless Saloon. Black with red wire wheels, 4 almost new tyres, 2 spares. Good mechanical order, just been decarbonised. Almost new Yardy brake linings, special Ferodo clutch lining, large capacity battery, free wheel and telecontrols on rear. Enthusiast maintained. Taxed. With some spares. £135. Evenings after 7, or week-ends. Clark, 8, Crawley Road, Woburn, Bletchley, Bucks. [3688

1935 SINGER LE MANS, 1½ litre 4-seater Sports. Good engine, body, 5 good tyres. £80. 28, Ferndale Road, London, E.7. [3689

TRIALS SPECIAL, B Ford engine, A Ford axle. Well shod. Clean 2-seater body, new gull-wing hood. £65. Home Farm, Ravensden, Bedford. [3690

JAGUAR S.S.100, 1937 model. Perfect condition. £250. Collett, South Lodge, Eastgate, Lewes. [3691

FIAT 1100, 1939, 508C chassis complete. Good general condition. Good tyres. £45. LADbroke 4785. [3692

RILEY 9, 1937 Special Series Monaco Saloon. Taxed and insured. Haggle starts at £85. Must sell, stork calling. Swindells, "Albion," Clarence Road, Sudbury, Suffolk. [3693

M.G. T.D., 1950. Excellent hood, screens, interior, battery. Engine overhauled. Many extras. Very tidy. £380. 21, Denning Road, Hampstead, N.W.3. [3694

ATTRACTIVE FORD SPECIAL (fibreglass). 4.7 c/p. Full instruments. Aeros, tonneau, Marshalls, windtones, etc. Near £265 or exchange Perambulator!!! 70, Pickhurst Rise, West Wickham. [3695

VINTAGE ROLLS-ROYCE 20 h.p. 1927 Landaulette. Engine overhauled. 24 m.p.g. New battery, shock absorbers. Good tyres. £175. Kingston 3851. [3696

FIAT 508C, 1938 Saloon. Good condition. New battery. £125. Propose building Rochdale G.T. 1172, so W.H.Y.? High Wycombe 2910. [3697

AUSTIN 750 SPECIAL, needs completing about body. Space required. £45 or offer. Box No. M.698. [3698

WELL KNOWN IN V.S.C.C. RACING. Amilcar Sur-Baisse "Blue Lady" available at end of season to suitable applicant. Condition perfect. Engine polished, balanced throughout. Just bored, sleeved. Complete range of spares. No dealers. Box No. M.705. [3705

STANDARD 8 h.p. Tourer, enthusiast maintained. Reliable and economical. Excellent bodily and mechanically. £155. Bell, 16, Grangeway, Handforth, Wilmslow, Cheshire. [3706

AUSTIN SPECIAL 750. Tuned engine, hydraulic brakes, professionally made body. Also many extras. Field End 7047. [3707

FORD SPECIAL, built 1951. Cream bodywork resembling Morris Minor. Black hood, full weather equipment including windscreen washer. In excellent condition and used for touring, having a capacious luggage boot. 4,000 miles since reconditioned engine fitted and steering overhauled. Owner purchasing new car. Price £165 o.n.o. Tel. Lincoln 438. [3708

BENTLEY 3½, 1934, black Sedanca, by Gurney Nutting. Recently rebored, many new parts, including radiator, silencer, petrol pump. Brakes just relined. Four new tyres. Heater. £250. Amersham (Bucks) 1895, or Box No. M.709. [3709

FOR SALE—*continued*

1939 12 h.p. M.G. 4-seater Tickford Drophead. B.R.G. Exceptional condition. Recond. engine. Over £100 spent last twelve months. £225. Liberty 1833. [3715

1172 SPECIAL, Ford exchange engine 1,000 miles. Aluminium body, hood, tonneau cover. Fast, reliable, economical. £165. Pinner 7695. [3716

ROLLS ROYCE Sportsman Coupé fixed head, four seats. 25 h.p. 1930. £225. Engine thoroughly overhauled. Good brakes. Ashford, 130, Widmore Road, Bromley. RAV 3909. [3717

RILEY 2½, 1940. Spanking condition, just overhauled. Thompson, 2, Grange Lane, N. Ferriby, Yorks. Going abroad. £160 o.n.o. [3718

1936 ROVER 14 Hardtop Coupé. Engine reconditioned last 1,000 miles. Tyres excellent, battery likewise, bodywork ditto. Car rebuilt last five years, history available. Splendid condition, and well worth £180 of your bank's money. Might haggle—rather not (so sordid!). White, The Gables, Sutton Road, Shrewsbury 6920. [3719

LAGONDA RAPIER D.H.C. Good condition throughout. Barker, Bank Top, Hutton Rudby, Yarm. [3720

1172 FORD SPECIAL, 1952. Hydraulic brakes, Fiat I.F.S., spaceframe chassis. £120 o.n.o. Ainsworth, "Fauvel," Hartley Road, Altrincham, Cheshire. Phone: Altrincham 3061. [3722

BREAKING 1932 SIDDELEY 12. Good mechanically but end(s) gone. Wilson box. Kimberley, 22, Penmanor, Finstall, Bromsgrove. [3724

1939 B.S.A. SCOUT 4-seater Coupé. Very clean. £125 o.n.o. 75, Ewenny Road, Bridgend, Glam. [3725

1939 FRAZER-NASH-B.M.W. 328. Beautiful car, recent top overhaul. Four new tyres, excellent body, chassis, weather equipment. One big-end noisy, so £285 o.n.o. for quick sale. 60, Marlborough Road, Langley 2254 (Bucks). [3726

LACK OF TIME causes reluctant sale of beautiful Special. Not bodied. I.F.S., I.R.S., R. & P. steering, inboard brakes. Will sell cheap to genuine enthusiast only. Write for appointment to view. Box No. M.727. [3727

M.G. J.2. Recent engine overhaul. Good performance. £140 bills. £145. Ewell 4882. [3728

CITROEN, 1939, 12.8 h.p. Nice condition, fitted heater. £140 o.n.o. Phone BAL 9584 after 7 p.m. [3729

CITROEN LIGHT 15, 1948, L.H.D. Cood condition all round. £225. NEW 2877 (after 6 p.m.) [3730

ATALANTA D/H, 1948 (Foursome), in excellent condition. Fitted V.8, alloy heads, coil I.F.S., I.B.S., De Dion axle, close-ratio box, new tyres, battery. All leather interior. Two-tone, black and cream. Beautiful looker. £325 o.n.o. H.P. Alvis Sports 2-seater, 1950, 1892 c.c. Cream, red hood. In excellent condition throughout. £360 o.n.o. H.P. 3, Hillside Crescent, Leigh-on-Sea, Essex. Phone 72613. [3731

1935 SINGER LE MANS, with spare engine, gearbox, axle, etc. New weather equipment. Enthusiast maintained. £180 o.n.o. Crabb, School Road, Drayton, Norwich. [3732

ALVIS SILVER EAGLE, 1935 D.H.C. Proud owner offers excellent model in beautiful condition. £150. 90, Hurst Road, E. Molesey. Molesey 5252. [3733

M.G. P.A., 1935, 2-seater. Resprayed green. Excellent tyres, twin spares, new valves, seats recut, brakes relined, drums machined. Oil 60 lb. hot. Original and practically faultless engineer-owned car. £175 o.n.o. Telephone: BUCkhurst Hill 0141. [3734

CONVERTED MINOR. High compression alloy head (plus original), 2 carburettors, suitable exhaust. 1949 saloon, 1954 engine. Many extras. £350 o.n.o. Swinburn, Kitchener Officers' Mess, Chatham 42936 (evenings, not Tuesdays). Also Wiltshire area. [3735

MORRIS COWLEY, 1927, 2-seater Tourer with dickey. Excellent original condition. Spare engine and gearbox. £65 o.n.o. Wright, 97, Rivermeads Avenue, Twickenham, Middlesex. [3736

AUSTIN 750 SPECIAL. B.R.G. Ashley fibreglass body, white hard-top. Taxed June, 1958. 3,000 miles. 40-45 m.p.g. Genuine reason sale. £185 o.n.o. Details, receipts, etc.: Rees, 6, Dale Grove, N.12. Hillside 2411. [3737

TALBOT "75," 1936. Regular use. Some faults, nothing tragic. Drive away. £30. 10, Linley Crescent, Romford, Essex. [3738

JAGUAR S.S. 1½ litre D.H.C. Black. Since July '58: decoke, rebore, complete rewiring, brakes relined, new crown wheel, pinion and differentials, new hood, two new tyres, etc., etc. Many extras and everything works perfectly. Car in beautiful cond. mechanically and bodily. New baby forces me to sell. £170 o.n.o. or W.H.Y.? 21, Glenfield Crescent, Ruislip, Middlesex. Phone RUIslip 8804. [3739

SUNBEAM 14, 1923. Completely original condition. £200 o.n.o. Urlwin, 57, Villiers Road, Watford, Herts. Gadebrook 4017. [3740

700 x 21 TYRES, s/hand and new. Sensible prices. View by appointment. 89, Denmark Hill, S.E.5. RODney 4838. [3741

'47 CITROEN LT. 15. £240. Or exchange for Volkswagen or Renault. O'Connor, 12, Netley Road, Morden, Surrey. [3742

FOR SALE—*continued*

TOWABLE WOLESLEY HORNET SPECIAL (minus body). Four new tyres, hydraulic brakes. Mechanically perfect. Willing to break. Owner going abroad. Box No. M.743. [3743

MAGNETTE SPARES. Enthusiast disposing of following K.N. parts, all sound. Radiator block (£4 10s.), cowl and grille (£4), front axle complete (£7 10s.), rear axle complete (£15), gearbox (£10). Four wheels, tyres, wings, etc. 53, Brinkburn Avenue, Darlington. [3744

1957 FORD-MISTRAL, fibreglass, 1172 c.c. S.U.s, hood, etc. £175. Gibson, Jessewells Farm, Northowram, Halifax. [3745

M.G. T.D., 1953. Resprayed maroon. Engine overhaul, new hood, twin spot-lamps, wing mirrors. Truly excellent condition. £480 o.n.o. Bates, 26, Belsize Lane, Hampstead, N.W.3. [3746

2½ JAGUAR, 1939, Saloon. Mechanically sound. Start haggling at £140. Exchange considered. Andrews, 21, Hawthorn Road, Cheltenham. [3747

M.G. P.A. ENGINE/GEARBOX. £35 o.n.o. Blakey, 169, Main Road, Smalley, Derbys. [3748

RILEY KESTREL, 1938, 1½ litre. Good mechanical condition. Resprayed. £120 o.n.o. Hobbs, Elmhayes, Godshill, Fordingbridge, Hants. [3749

1936 RILEY MERLIN SPECIAL Saloon, requires good home with enthusiast. Black, green upholstery, Wilson gearbox. Real eyeful. Mechanically excellent. Seacliffe, Fitzroy Avenue, Kingsgate, Broadstairs, Kent. Thanet 62160. [3750

ALVIS SILVER EAGLE Sportsmans Saloon. Mechanically sound. Body, tyres, very good. Colour black. £135. 20, Raven Road, Timperley, Altrincham, Cheshire. [3751

LAGONDA L.G.6, 1936, 4½ litre. Good sound condition throughout. Taxed. £250. Madeley, 28, Devonshire Road, Birmingham 20. [3752

M.G. T.C., 1937. Good condition. New hood, steering and battery. £295. Totney, 362, Gillott Road, Edgbaston, Birmingham 16. [3753

ALVIS CRESTED EAGLE, 1934. Absolutely superb condition. Black and green. Heater, fog lamp. Complete history. Handbooks. £135. Being sold to make room for Bentley. Hawksworth, "Swarburn House," Yoxall, Burton-on-Trent, Staffs. [3754

ALVIS 1938 SPEED 25 Charlesworth Saloon. Perspex roof. Reconditioned engine 8,000 miles ago. £140. P.R.H. Brindley, B.R.N.C., Dartmouth. [3755

M.G. P.A. Extensive overhaul last winter, including new Pye wireless, Lucas sealed beams, side-screens, etc. £150 or nearest. "Sandiway," 1019, Leeds Road, Dewsbury, Yorkshire. [3756

A.7. 1925-26 CHUMMY. Smart (not concours) Excellent mech. Well shod. Realistic offers to, and details, photo, from Box No. M.757. [3757

A ZOOM CAR the girl friend calls it. N.A. 1934 M.G. Reconditioned engine, brand new starter, tyres (two), body and suspension sound, hood waterproof. In full cry sounds like low-flying aircraft, yet within law. Consumption reasonable. Sad parting, stepping up in world. Seen Lincolnshire week-ends, Home Counties if serious. Photos. Haggle £125. Box No. M.758. [3758

JUPITER, 1951. Beautifully resprayed B.R.G. New hood, new type crankshaft, heater, lamps. £400. 22, Alexandra Avenue, Hereford. [3759

£25 WILL BUY my Fiat 10 Balilla Saloon, 1933, but hydraulics, all-metal body, etc. A reliable car and a rattling good runner. 40 m.p.g., and daily use. No crafty dealers, please, as £25 is the bottom. Reed, Hampstead 7012 evenings and week-ends. [3760

AERO MINX, 1935, 2-seater Sports. Reconditioned unit. Resprayed B.R.G. New hood, tyres. Immaculate. £125. Holt, 180, Tamworth Road, Sutton Coldfield. [3761

M.G. P.A., 1935. Green. Near complete rebuild. Body excellent. £155 o.n.o. Seen South Wales conveniently, elsewhere by arrangement. Box No. M.766. [3766

MERCEDES-BENZ, June 1954, 170S-D (Diesel) Saloon. Full 5-seater. 46 m.p.g. Excellent condition. £675 or offer. Box No. M.767. [3767

RAILTON Coupé. One of the finest Railtons in this country. First registered June 1946. Turquoise, with maroon hood. Pale leather seats and carpets, turbo discs, golf rack, lined hood. Whole car, including engine, tyres, etc., in beautiful condition. Low mileage. 95 m.p.h., 23 m.p.g. A.A. inspection invited. £370. Box No. M.768. [3768

O.M., 1926, 2 litre Sports. 3,000 miles since rebuild. Photographs, details sent. £120. Monthly payments accepted. Wretham, 119, Fernside Road, Poole. Parkstone 3455. [3756

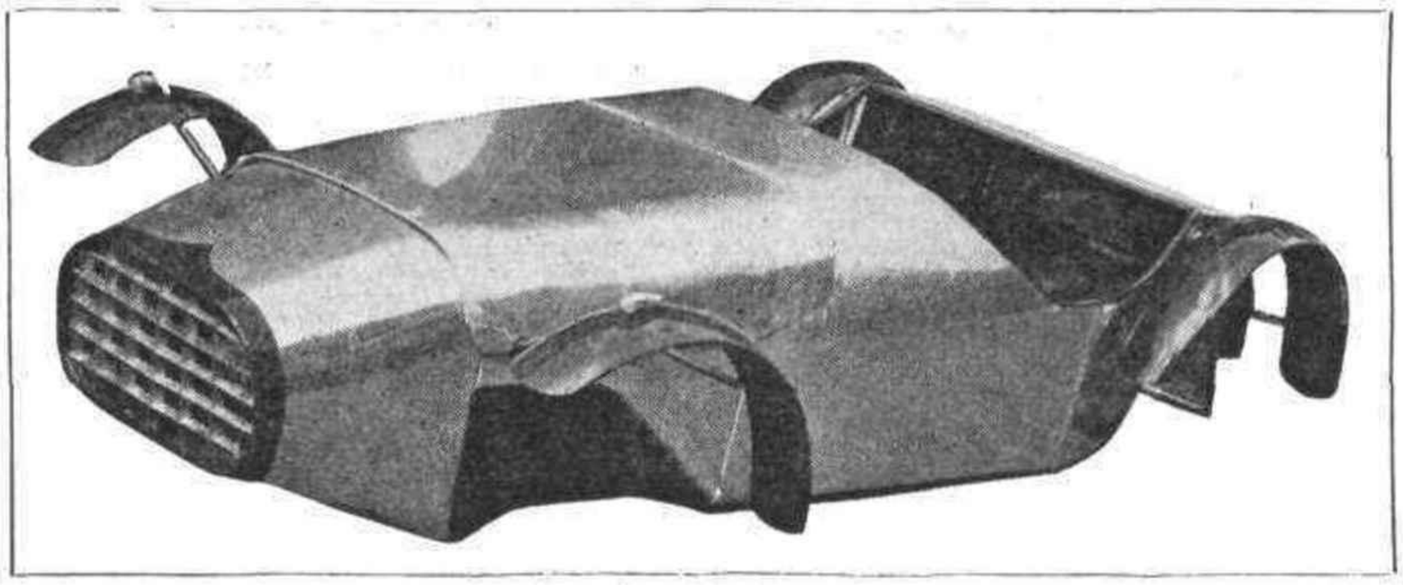
JOWETT JUPITER, 1952, Series III. Green. Many extras. Owner leaving country. £410. Box No. M.770. [3770

1936 A.C. 2 litre 2-seater. New engine and gearbox, 3 S.U.s. Spares. Body rough. £80 or offer. Exchanges. Selby, Waverley Cottage, Waverley Drive, Camberley. [3771

RILEY 1½ MERLIN, 1936. Excellent condition. Engine, gearbox recon. 20,000 miles. £165. Perks, Bisley Road, Stroud, Glos., or ring 1225. [3772

ROLLS ROYCE 20/25, 1933, Park Ward Saloon, with disappearing division. £190. Williams, Heron's Court, Lightwater, Surrey. [3773

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



The "Speedex" Complete Body

At last ! A **complete** body, that will fit all A.7 chassis frames without the usual fitting problems. This body is **complete,** with seven chassis MOUNTING POINTS, steel tubular frame, aluminium stressed panels, fire-proof bulkhead, under-tray, throttle linkage lugs, radiator mounting brackets, and, above all, MUDGUARD STAYS AND MUDGUARDS.
Due to the great demand for the " Speedex " **complete** body, we are stepping-up production, and can now offer early delivery.

PRICE COMPLETE £49 . 0 . 0 (Carr. 50/-). (£5 deposit with order please.)

Footnote.—This body has been designed from personal " Special " building experience, and please note that the complete engine and gearbox can be removed in **one unit** in 15 min., **without removing the body**.

A.7 "Special" Builders

Knowing full well the limited financial resources of the A.7 " Special " builder, we can now offer a very favourable Hire Purchase scheme.

JUST A FEW OF OUR COMPLETE RANGE OF A.7 PRODUCTS

" Speedex " independent front suspension :
Wide track, 3′ 10″ ... **£13 . 10 . 0**
Narrow track, 3′ 5″ ... **£12 . 10 . 0** (*C.F.*)

Flattened soft-ride rear springs, **44/6** each (*C.F.*)

" Speedex " finned aluminium high-compression cylinder head with REVERSIBLE water take-off, **£5 . 14 . 6,** *plus* 3/6 *p.p.*

Aluminium pressurised header tanks, **65/-,** *plus* 2/3 *p.p.*

S.U. manifolds, 30 deg. and horizontal **38/6** pair, 1/9 *p.p.*

" Bowdenex " brake conversion, complete, **70/-,** *plus* 3/- *p.p.*

Oversized inlet valve conversion with genuine 1.2-in. valves. The enlarging of the throats is carried out with a specially made tapered throat cutter, so giving the best gas flow. **50/-** inclusive of valves (*C.F.*), 2/6 *packing*.

Please send s.a.e. for illustrated booklet.

"SPEEDEX" CASTINGS & ACCESSORIES

33 JUBILEE STREET, LUTON, BEDS. **Luton 4443**

OPEN 8.30 TO 7 WEEKDAYS. SUNDAYS 9 TO 1

Lambs

OF WOOD GREEN

OVER 100 CARS IN STOCK

All cars maintained under cover in spotless condition.

1950 DELAGE 3-litre sports convertible with Continental bodywork, looking all of a million dollars, outstanding looking, late property well-known stage personality, gift price **£455**

Post-war LINCOLN Club coupe, 2-door 6-seater, electrically-operated windows, etc. The Rolls-Royce of American cars. Recently had £200 overhaul, including new engine. goes like a bomb., **£350**

ESTABLISHED 1896



1950	**Bentley Mk. VI,** full history	**£1,177**
1956	**Jaguar Mk. VII,** overdrive ...	**£849**
1956	**Zodiac Mk. II** saloon ...	**£750**
1954	**S/Talbot 90** convertible ...	**£635**
1952	**Rover 75** sports saloon, 2 from	**£615**
1953	**Riley 1½-litre** saloon	**£599**
1953	**Armstrong-Siddeley Sapphire,** 2 from	**£585**
1951	**Rover 75** sports saloon, 2 from	**£565**
1952	**Healey Tickford** sports saloon	**£535**
1955	**Zodiac** saloon, specially tuned	**£525**
1951	**Riley 1½-litre** saloon	**£499**
1953	**Jaguar Mk. VII** saloon, as new	**£499**
1954	**Ford Consul,** 2 from	**£499**
1952	**S/Talbot 50** coupe or saloons	**£495**
1950	**Riley 2½-litre** sports saloon	**£450**
1953	**Zephyr** sports saloon	**£444**
1950	**S/Talbot 80 & 90s,** choice from	**£435**
1951	**Mayflower** convertible ...	**£399**
1949	**Alvis 14-h.p.** coupe	**£399**
1952	**Austin A90** hardtop, choice 2	**£399**
1952	**Hillman Minx** convertible ...	**£395**
1949	**Triumph 2000** roadster ...	**£385**
1949	**M.G. TC** sports, choice 2 ...	**£375**
1947/8	**Healey 2½** sports, outstanding	**£385**
1950	**A90** saloons or coupes, from ...	**£375**
1949	**Riley 2½** sports roadster ...	**£375**
1949	**Jaguar Mk. V 3½** and **2½s,** from	**£355**
1950	**Minor** saloon, excellent ...	**£350**
1947	**Standard 12** convertible ...	**£299**
1940	**Rover 10** de luxe saloon ...	**£299**
1950	**Vanguard** saloon, specially tuned	**£295**
1946	**Vauxhall 12** de luxe saloon ...	**£265**
1940	**Austin 8** saloon	**£165**

FREE OF CHARGE - £50
(average) **OVERHAUL** on all cars over £150

See our cars, every one a specimen, overhauled with
THREE MONTHS' GUARANTEE

FINchley 6222-3-4-5-6

PHONE YOUR ENQUIRY—WE MAY HAVE IT COMING IN

Lambs 421-423, HIGH ROAD, FINCHLEY, N.12

Trolley bus 609, 517 or 617 from East Finchley Underground Station (3d. fare)

"MOTOR BOOKS"

(BOOKSELLERS)

41/42 Parliament Street
London, S.W.I, England

Trafalgar 4600

NEW: No. 17

LOTUS—The First Ten Years, by Ian Smith ... 22/3
HISTORY ON THE ROAD, by Anderson ... 22/3
GREAT MOMENTS IN MOTORING, by Drackett 8/3
THE FASTER THEY GO. A novel by John Bentley 14/6
MOTORING IS MY BUSINESS, by John Bolster (*Oct. 15*) 19/3
CASE HISTORY, by Norman Smith (*Oct. 15*) ... 31/6

RECENT TITLES AND REPRINTS:

THE BUGATTI BOOK 36/9
SPEED AND A MICROPHONE, by Robin Richards 22/3
THE VANWALL STORY, by Klemantaski/Frostick 19/3
THE FORD TEN COMPETITION ENGINE (Incl. 100E) 19/6
M.G. CARS (From 1934) 11/3
GREAT RACING DRIVERS OF THE WORLD, by Tanner 13/3
MOTOR-RACING CIRCUITS OF EUROPE, by Klemantaski/Frostick 22/6

RIVERSIDE RECORDS—12 in. L.P. Discs. Direct from makers in 3/4 weeks from order.

SPORTS CARS IN STEREO (a stereophonic recording made at Sebring 1958) 50/-
SOUNDS OF SEBRING 1958 ... ... 50/-
SOUNDS OF SEBRING 1957 (2 records) ... 100/-
SOUNDS OF SEBRING 1956 ... ... 50/-
SPORTS CARS IN HI-FI 50/-
PIT STOP (Nassau) 50/-
CUBAN CORNERS 50/-
STIRLING MOSS (a self portrait) 50/-
PHIL HILL 50/-
CARROLL SHELBY 50/-
THE MARQUIS DE PORTAGO 50/-

WORKSHOP/SERVICE MANUALS:

In addition to those advertised last month we can now supply :—

FORD CONSUL & ZEPHYR MK. II 35/-
PEUGEOT 403 ... ... 32/6

COLOUR TRANSPARENCIES—35 mm. (2" x 2")

Set of 6—1947 MERCEDES-BENZ Type W125 and 1939 Type W163 in action at Oulton Park. Drivers Collins and Brooks ... ... Set 18/6

MERIT PLASTIC KITS—1/24 Scale:

PLASTIC SHOW CASES now available ... 5/6
TYPE 158 ALFA-ROMEO, LAGO-TALBOT 4½-litre ... ... Each 9/7

All other models in range available at 8/7 each, post paid.

ORIGINAL PAINTINGS:

Available for immediate sale, 750-c.c. LOTUS (XAR II), Index-winning car at Le Mans 1957, in oils, 24" x 16", at £19/19/-. LOTUS ELITE PROTOTYPE, in airbrush/water colours, 13" x 12", at £12/12/-. Commissions taken for your own or any car.

"SCALEXTRIC" ELECTRIC TRACKS:

Set 1, £6/3/-. Set 3, £8/4/-, post paid. Transformer/rectifiers 46/9, and range of spares and accessories available. MERIT MODELS (FERRARI/B.R.M./VANWALL/MASERATI/CONNAUGHT/MERCEDES-BENZ) motorised and ready to run, to order, 47/- each post paid. This fascinating "toy," in which you can make the cars slide the corners or spin off, can be seen at our shop, or send 4d. stamp for further details.

MISCELLANEOUS:

INTERNATIONAL AUTOMOBILE PARADE, Vol. II (The World's cars all in colour, over 300 magnificent illustrations with specs. and 42 road impressions of significant cars) 63/-
THE GRAND PRIX CAR, Vol. 1, by Pomeroy (To 1939) 65/-
THE GRAND PRIX CAR, Vol. 2, by Pomeroy (1947/'53) 86/-
GRAND PRIX RACING—Facts and Figures, 1894/1952 ... ... 43/9
MOTOR RACING. Edited by "Sammy" Davis 36/6
ALF FRANCIS—Racing Mechanic 26/3
CHALLENGE ME THE RACE, by Mike Hawthorn 22/3
THE HISTORY OF BROOKLANDS MOTOR COURSE, by Boddy 52/-
ASTON MARTIN—The Story of a Sports Car ... 52/-
THE DESIGN AND TUNING OF COMPETITION ENGINES 36/6

COMING SHORTLY:

OLD CARS THE WORLD OVER, by Elizabeth Nagle (*Oct.*) 31/6
TRIBUTE BY TROPHY, by Rex Hayes (*Oct.*) ... 26/3
BRITISH SPORTS CARS, by Gregor Grant (*New Edition, Oct.*) 22/3
NUVOLARI, by Count Lurani (*postponed until April 9, 1959*) 22/3

Send for our illustrated CATALOGUE (Rally Equipment, Scarves, Grand Prix Cloth, Prints, Models, Trays, etc., and Books) 1/6

Sorry no C.O.D.s. Prices include packing and postage.



- HOODS for new and Vintage Cars (*from* £6)
- Sidescreens. Tonneaux
- Carpets. Headlinings
- All body repairs. Re-sprays
- Loose Covers sent by post

SAME-DAY SERVICE—PAD 8764

Send for our wonderful NEW booklet . . . it's FREE

CAR HOOD COMPANY

9, LANCASTER MEWS, BAYSWATER, LONDON, W.2

VOLKSWAGEN SPECIALISTS
VOLKSWAGEN AGENTS
H. HARMER CAR SALES LTD.
444/6/8 Brighton Road, South Croydon
Tel.: UPLANDS 8629/5012
AREA AGENTS

Factory-trained mechanics — All services. New and secondhand Volkswagen cars, vans and pick-ups always in stock. Also spares, accessories and body parts in stock.

S. A. H ACCESSORIES

THE TR2/3 SPECIALISTS

OIL COOLER CONVERSION KITS
FOR BOTH BY-PASS AND FULL-FLOW SYSTEMS ON TR2 & 3
(Complete with Gallay Cooler, 2 High-Pressure Hoses and Filter Unit)

TORSION ANTI-ROLL BAR KITS
(Complete to last Nut and Bolt. Fitting instructions included)

OIL COOLER KITS NOW ALSO AVAILABLE FOR M.G. "A" and MORGAN (TR)

All types of Special Speed Equipment and Modification for the TR2 and 3

Send 4d. Stamp for Details/Leaflets/Prices

LEIGHTON BUZZARD, BEDS.
Tel.: L.B. 3022

MARTLET PISTONS

The acknowledged best for sports and racing engines

MARTLET PISTONS AND KE
965 HAND FORGED VALVES
TO PATTERN OR SKETCH

THE

BROOKLANDS ENGINEERING CO., LTD.

Founded 1911

Portsmouth Road, Cobham, Surrey

Phone : COBHAM 330

CAR HOODS

TEMPLATE TAILORED
READY - TO - FIT



MOST PRE-WAR AND POST-WAR MODELS

CARPETS, UPHOLSTERY
Send for price list and samples

SIDESCREENS
TONNEAU COVERS

BUCKET SEATS

VARIOUS TYPES AVAILABLE FOR
SPECIALS, SPORTS, FIBREGLASS BODIES, RACING CARS, ETC.

SUPPLIERS FOR LOTUS CARS

CONNELL BROS. 693 HIGH RD., LEYTON, E.10. Phone LEY 7223

TYRES—CASH OR TERMS

We stock every size and make in New and Remoulds (ordinary or Town and Country). Large stocks of part-worn and obsolete Tyres.
Buckland Batteries from 77/6.

TOOTING TYRE SERVICE LTD.
Dept. MS, 648-660 Garratt Lane, S.W.17–Wim. 8711/2
Also at 27 Greenwich South St., S.E.10 – Gre. 5198
Open 8.30–6.0. Sunday (Tooting only) 10 – 1.

HALL OF BALHAM LTD.

FOR

B.M.W. SPARES

BOSCH DISTRIBUTORS

189-199, HIGH STREET, TOOTING, S.W.17

BALHAM 7855

Continental TYRES

FAMOUS THROUGHOUT THE WORLD FOR HIGH QUALITY AND OUTSTANDING PERFORMANCE
Original equipment on Mercedes-Benz and Volkswagen

CONTINENTAL SUPER RECORD—An outstanding tyre for use on high-performance cars. Unique tread design gives superb road-holding on all surfaces. Suitable for Sports-Car Racing or high-speed touring.

CONTINENTAL 'R'—A modern tyre giving high mileage, silent running and excellent performance. Available in all popular sizes.

CONTINENTAL 'M + S' (winter) — The ideal tyre for better grip on wet or icy roads.
Full particulars by return.

Official U.K. Distributors :
CONTINENTAL TYRE SALES, 2 CHESTER CL., CHESTER ST., LONDON, S.W.1 SLOane 8943

FOR SALE—*continued*

1940 ALVIS SPEED 25, car 20364. Among last built, this lovely model. Helmet wings, "Bentley" back. Power brakes, built-in jacks, new clutch and brake linings, cables, rear wheel arches. Resprayed. 10,000 miles since rebore and complete overhaul. Heater. £260. Could deliver as far as London. Buchan, 17, Dargarvel Avenue, Glasgow, S.1. Phone: Ibrox 2865. [3762

HEALEY 2.4 Saloon, 1949. Exceptional condition, acceleration phenomenal. Top speed exceeds 100. 26 m.p.g. Sell or exchange interesting open car with cash adjustment. Buckeridge, Beechwood House, Bartley, Southampton. [3763

RILEY 1½ FALCON, 1936. One owner enthusiast since 1937. Immaculate ivory cellulose, red hide upholstery. Excellent body, chassis, preselector box, back axle. Recent expensive engine overhaul, steering, brakes, etc. Everything works. Outstanding car. £185. Southport 78379. [3764

THREE 5.50 x 20 tyres, tubes, 6-stud Talbot wheels, v.g.c. £5 each. 343, Stoughton Road, Guildford 66575. [3765

BENTLEY RED LABEL Van Den Plas. Lots of lolly spent. Very original. £300 or haggle. Seen London. AMB 9863. [3830

WOLSELEY HORNET, 1934. Sun roof. Good tyres, exc. running order. £70 o.n.o. McCarthy, Old Rectory, Ash, Sevenoaks. West Ash 269. [3877

M.G. P.B. 2-seater. Red. £170. For further details phone Ewell 1424 (evenings). [3831

ROLLS-BENTLEY 3½ litre. Black, Park Ward Saloon. Radio, heater, screenwashers, discs. New clutch, starter, battery. Over 22 m.p.g. Terrific performance. £298. WAN 0967 evenings. [3832

ROLLS ROYCE, 1935, 25 h.p. One owner and chauffeur driven only. Black, Trupp and Maberley Sedanca de Ville. Rolls maintained. £700 spent. Beautiful car. £495 o.n.o. WAN 0967 evenings. [3833

ALVIS SPEED 20 in excellent condition and completely overhauled. New engine, tyres, king-pins, sunshine roof, recellulosed, brakes, steering faultless. £180. VIC 3258, office hours. [3834

ALVIS SPEED 25 Coupé in similar condition, engine overhauled, new valves, hood, steering, tyres, etc. £210. VIC 3258, office hours. [3835

THIRSTY JAG forces reluctant sale prized M.G. J.2. Good boots. Taxed. Extras. Immaculate. Haggle from £120. Ladbroke 4674 (London). [3836

THE ENTIRE FRONT END of a J2X Allard body which includes: Cowl and grille, bonnet cover with air intake, side panels, wings, cockpit. No fair offer refused. L. S. Davies, "Hammerwood," Copthorne Road, Worth, Nr. Crawley, Sussex. Telephone: Pound Hill 3097. Office hours: PUTney 8161. [3837

VINTAGE AUSTIN SEVEN. Charming 1926 Tourer. Beautiful condition. Brass lamps, mascot. Turquoise/black. (Last comparable one auctioned for £150). Best offer over £100 to serious enthusiast only. 55 m.p.g. Box No. (London) M.838. [3838

WANTED

VINTAGE OR VETERAN Tourer wanted in good running order. Send lowest price and photo. Box No. M.302. [3302

WANTED: £500 T.R.2 or Austin Healey. 1, Gilbert Road, phone Pinner 1824. [3352

ALFA ROMEO 1750 spares, also "Motor Sport" before 1947. Box No. M.360. [3360

TAPLEY "Q"-type PERFORMANCE METER. State price. Stewart, 8, Moray Place, Aberdeen. [3416

AUSTIN CHUMMY wanted, unmodified. Reply to 143, North Western Avenue, Watford, Herts. [3625

£25 OFFERED for sound fibreglass full-width body, 6 ft. 9 in. wheelbase. Whittaker, 27, Knighton Road, Birmingham. [3372

COUPE, F.H., for discriminating enthusiast. Age not so important as immaculate bodywork. Offers and picture to Steer, Saxmundham, Suffolk. [3389

JAVELIN ENGINE, any condition. Also carpets, seat covers. Details to Pain, 150 A.M.Q., R.A.F. Colerne, Chippenham. [3399

WANTED: BLOWN AMILCAR 6. John Lyndhurst, New Beach, Earnley, Nr. Chichester. [3400

ENGINE required by cheated buyer of 1934 (crash gearbox type) Riley Kestrel 12/6—not water-cooled main bearing kind. Must be complete all respects and excellent condition throughout. Details and price to Apfel, 30, Nunroyd Road, Leeds 17. [3410

LAGONDA V.12 Rapide Drophead. Warrillow, "Hillcote," Lancaster Road, Newcastle, Staffs. Tel. 69644. [3423

M.G. 18/80. Mk. 1, steering arm and track rod. 106, Burnt Oak Broadway, Edgware, Middx. [3432

WANTED: J.4 M.G. ENGINE. Might consider complete or semi-complete car. Box No. M.434. [3434

NON-FUNEREAL 20/25 ROLLS in reasonably good all-round condition. Roomy saloon preferred. Photo if possible, please, all letters answered. Leeds area. Box No. M.460. [3460

WANTED—*continued*

WANTED: INSTRUCTION MANUAL for Vauxhall 30/98. Offers to Wild, 52, Rushley Drive, Dore, Sheffield. [3435

MEADOWS 4ED engine for Lea F. 12/40. Condition and price. Hankinson, "Tree Tops," Daletords Lane, Whitegate, Northwich, Cheshire. [3450

WANTED: 1937-9 AUSTIN NIPPY in excellent condition. Details to Titcombe, 76, Okus Road, Swindon, Wilts. [3451

ALEXANDER/LAYSTALL twin-carb conversion for Standard 10. Details to Box No. M.461. [3461

ALVIS TL12/60, pair front wings, helmet type. Alvis Firefly Tourer, windscreen assembly. F. Weatherell, 45, Nethervale Avenue, Glasgow, S.4. [3462

WANTED: S.V. Morris Minor Engine, any condition, but must be usable, cheap. Tel. Orpington 21530. [3470

ROLLS ROYCE 20/25, 25/30 or P.III sports saloon, coupé or sedanca. Photo if possible. Box No. M.484. [3484

BENTLEY 3½ or 4½ sports saloon or drophead. Box No. M.485. [3485

ALTA S.V. to O.H.V. cylinder head for Morris Minor. 20, Aberdare Gardens, London, N.W.7. [3486

ALVIS 12/50 Beetleback. View anywhere. Non-fatuous price. Riddle, 37, Church Road, Urmston, Manchester. [3487

ROLLS-BENTLEY 3½, open or closed, in nice condition throughout. Haworth, 42, Bryan Road, Blackpool. [3505

SIX VOLT KLAXON required. Hancock, Frenchay Hospital, Bristol. [3506

WANTED EARLY DECEMBER: Draughtproof, reliable saloon. Price around £150. Lowes, P.O. Box 401, Ndola, Northern Rhodesia. [3540

ALVIS 12/50/60, preferably 4-seat Tourer. Gilbert, 90, Hare Street Springs, Harlow, Essex. [3541

BERKELEY, must have Excelsior engine. Cash waiting. 18, Cromer Road, Hornchurch, Essex. [3542

WANTED: GOOD "CHUMMY" 7 or W.H.Y.? Vintage. £20 dep., £10 per month. Must accommodate my 6 foot. Photo if possible. Yorks area. Box No. M.572. [3572

WANTED: M.G. N.E. or N.A. Engine, complete, with or without gearbox. Tulse Hill 0477. [3608

WANTED: SWEPT WINGS, windscreen, instruments and literature suitable for a 1929 3 litre Lagonda Tourer. Sageman, 21, Norton Gardens, Norbury, S.W.16. [3624

WANTED: GOOD M.G. T.F. Would part exchange Minor, 1956, every extra. "Cranford," Brook Lane, Haywards Heath. Lindfield 2224. [3626

M.G. GEARBOX, any type, J, P, K, KN, N, L, TC, complete with remote control, modified to fit Ford engine. Kaye, 20, Leasoweside, Wallasey, Cheshire. [3627

HISPANO-SUIZA 12 cylinder, Rolls-Royce Phantom. Details and photograph to 26, Hans Place, S.W.1. [3630

LOW 2-WHEEL TRAILER to carry car, 8½ cwt., behind 15/50 Wolseley. Price must be reasonable but no junk required. Reeves, 6, Warren Road, Sidcup, Kent. FOO 4864. [3667

WANTED: 25 h.p. ROLLS Shooting Brake. Bamford, 26, Park View, W.3. ACO 2380. [3679

£1,000 (up to) offered for Isabella T.S. or Peugeot 403. Fullest details to Box No. M.699. [3699

ALTA O.H.V. KIT for 1952 Minor. Baker, 15, Spencer Avenue, Earlsdon, Coventry. [3700

WANTED: ROCKER ARMS for C.R. series (1934) 3½ Bentley. I would also be interested in any other spares for this car. F/O Miller, R.A.F. Middleton-St.-George, Co. Durham. [3701

RILEY MONACO wanted, in good condition. Post-1935 model. Write Box No. M.702. [3702

SUNBEAM TALBOT Drophead or similar, 1938-1949, under 12 h.p. Bell, 8, Ringwood Avenue, Longsight, Manchester 12. [3712

ROLLS ROYCE Silver Ghost Chassis. Pre-Kaiser War. Enthusiast will pay good price and will provide appropriate coachwork to make operating motor car. Will try to copy original coachwork or something suitable. Please advise price and condition. Box No. M.713. [3713

CONNAUGHT SPARES required for 1954 "A" Series, fitted with 2 litre C.7 Connaught engine. Block, sleeves, head, etc., or complete engine, also gearbox and chassis spares required. Please specify and state price required. Replies to Box No. M.721. [3721

MORGAN PLUS FOUR 4-seater, 1956/7. TR engine. Body must be mint. Full details to L. Webb, 50, Sutton Court Road, Sutton, Surrey. [3788

M.G. T.B. Tickford Body only. Must be in sound condition. Hants. Box No. M.818. [3818

750 OR 1172 SPECIAL, with full-width fibreglass body wanted. Maximum £200. Box No. M.819. [3819

AMILCAR—side valve, vintage, rough or smooth. L. T. D. Taylor, Officers' Mess, R.A.F. Gaydon, Leamington Spa. [3820

LAGONDA 2 litre low chassis 4-seater Tourer. Concours or near concours condition. Cash for the right machine. Box No. M.821. [3821

JAGUAR 2½ or 3½ Saloon, 1946/48. Must be perfect. Full history required. 14, Leyswood Drive, Ilford, Essex. Telephone Seven Kings 4369. [3822

WANTED—*continued*

RILEY 1½ or 2½ wanted, 1948-52, in good condition. London or near. Particulars and price to 24, Braxted Park, London, S.W.16. [3823

BULL NOSE MORRIS with dickey. Dark blue. Gausden, Tolsons, Hazeley, Tamworth, Staffordshire. [3824

WANTED: M.G. T.C. 19in. wheel without tyre. Appearance immaterial. Please save her! Box No. M.825. [3825

TAPLEY performance and/or gradient meters wanted by three road-test enthusiasts. Bilton, 111, Holmwood Road, Cheam, Surrey. [3826

WANTED: TUNING EQUIPMENT for 93A Ford Ten. Heads, manifolds, carburettors, Buckler c/r gears, etc. Prices and details to Box No. M.546. [3546

MISCELLANEOUS

PATENTS. Advice. Qualified consultant. C. L. Browne, 114, Greenhayes Avenue, Banstead, Surrey. [3393

POP RIVET GUNS, new, 30s.; p.p. 1s. 6d. Rivets, new, 5/32 in. dia., 7s. 100; ¼ in. dia. 6s. 100. Gun will take both sizes. Lockwood, 76, Ernest Road, Bedhampton, Hants. [3710

HIRE PURCHASE available for private transactions. Northern Counties Finance, 143, Boughton, Chester. [3714

A.M.I.Mech.E., A.M.Brit.I.R.E., City and Guilds, etc. on "No pass—No Fee" terms. Over 95% successes. For details of Exams, and courses in all branches of Engineering, Building, etc., write for 144 page Handbook—Free. B.I.E.T. (Dept. 323), 29, Wright's Lane, London, W.8. [3711

EXCHANGES

M.G. P.A. 35, black. Two owners. Resprayed, new hood, T/C, batt., etc. Exc. mech. and body showroom cond., for 38/40 Sal., pref. Rover 10/12, or sell £175 o.n.o. Box No. M.337. [3337

TRIUMPH TIGER 110. Ivory/black. As new. Many extras. Sell £210 or exchange M.G. T.A. or T.B. C. Craddock, 5, Church Street, Bampton, Oxford. [3363

HUMBER SUPER SNIPE Estate Car, oak body (not W.D.), 1947, good condition. Exchange open car, Alvis, etc. Blackburn, Bolton Old Hall, Bradford, Yorks. [3364

FOWLER 7 n.h.p. Traction Engine, No. 14751, offered in exchange for Mk. VII Jag., though any vast fast car or good diesel conversion considered. Full details of engine sent to genuine enquirers. Cargill, White House, Hutton Rudby, Yarm, North Yorks. [3365

WILL EXCHANGE 327/80 B.M.W. fixed head, first registered in England 1945, L.H.D., Electron racing wheels, Dural brake drums, completely reconditioned, for Albatross, Acqus-Craft or Healey with trailer if possible. Cash either way. Box No. M.366. [3366

SIZEABLE LUMP OF CASH and my Standard Vanguard Estate, Aug. 1950; pretty fair condition, Radiomobile pushbutton, bucket seats, driven by me from new; in exchange for a more sporting type of vehicle—Jowett, Citroën or similar, or a car suitable for inexpert driver (wife). Bailey, 2a, Dryburgh Road, London, S.W.15. Putney 8633. [3367

LANCHESTER 10 Mulliner's Coupé, original 1934 Motor Show exhibit in excellent condition, for larger coupé, equally attractive. Cash adjustment. Or, advertiser would buy and sell separately. Steer, Saxmundham, Suffolk. [3388

IMMACULATE 1951 A.40, for F.10 Saloon, special or parts. Cash adjustment. Anywhere. Phone Blackheath 1801 (Birmingham). [3573

1951 JAGUAR Mark V Saloon, 3½ litre. Black, recently rebored, new crankshaft. Fitted heater and H.M.V. radio. Excellent tyres. Sell £355. Or exchange Lotus, Buckler, Special, W.H.Y.? Cash adjustment. Sordet, "Threeways," Framingham Earl, Norwich. Phone: Framingham Earl 211. [3628

1951 X.K. 120, excellent condition; £200 worth extras, exchange for Morris traveller's car or similar. 16, Malvern Close, Newmarket. [3673

1947 CITROEN LIGHT 15, £175. 1938 Riley 9, £125. Both resprayed, generally good. Exchange anything economical. 38, Scotby Village, Carlisle. [3703

1953 MONTE CARLO "works" team Ford Zephyr. Full Rally equipment. Still virile. Unused competition present owner. Exchange Daimler drophead; sell £500. Demonstrate 50 miles Manchester. Box No. M.704. [3704

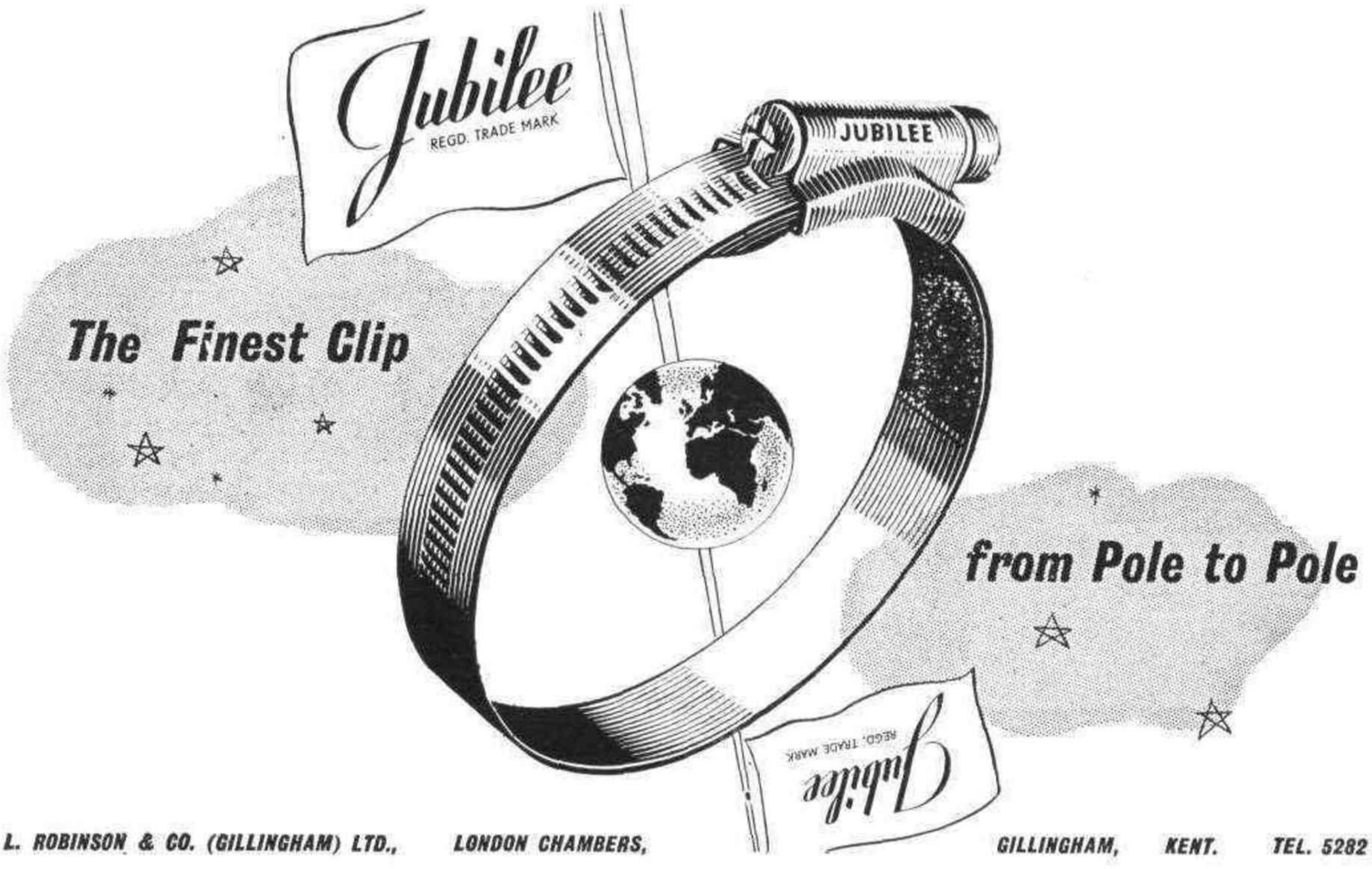
FRAZER-NASH Le Mans wanted. Offer Austin-Healey, 1954, perfect condition. Cash adjustment. Gabbiani, 1, Bedford Gardens, W.8. [3827

SITUATIONS WANTED

PUBLIC SCHOOL BOY, 27, at present residing in Canada and having had five years' business and direct sales experience, seeks position in motor racing or allied fields. Anything considered. Available March 1959 or sooner if required. Box No. M.368. [3368

UNABLE TO WIN POOLS, engineer requires interesting occupation for love of cars. 70, Sherwood, Seaford, Sussex. [3829

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



L. ROBINSON & CO. (GILLINGHAM) LTD., LONDON CHAMBERS, GILLINGHAM, KENT. TEL. 5282

LET US SUPPLY YOUR NEW CAR



THE MG SPECIALISTS

WE CAN SUPPLY YOUR NEW ZB & MGA MODELS FROM STOCK

MG

Whether you are contemplating a major overhaul on your car, or just a decoke and general tune-up, why not consult the Specialists in this field. We have a highly skilled staff, strictly supervised, working solely on M.G.s, to give you the most efficient service. We have clients coming from north, south, east and west who hand us their cars and let us get on with the work.

We will "VET" any M.G. free of charge if brought to our premises.

If you are thinking of overhauling your M.G., you'll be interested in the following representative list of spares available from stock:

Reconditioned engines, J, P, N, TA/B/C/D/F—Priced Specifications sent free on request. Exchange and new road wheels.

Our modified oil seal and hood to protect your dynamo.

Vertical drive gears, rockers, camshafts, brake shoes, drums, cables, linings, etc. Steering boxes, shock-absorbers, road springs.

Reconditioned gearboxes, all models.

Telescopic friction shock-absorbers, complete with all brackets and bushes, **£7 10s.** a pair for J, P, N, L, TA/B/C models.

Full range of gaskets and filters for all models.

Clutch centre plates, linings, toggle arms. Races for all models.

Hubs—front and rear—all types of ballraces, crown-wheels and pinions.

Type TA/B/C/D/F, PA, PB, J2, M, Magnette and Magna—crankshafts, with rods and mains; cylinder blocks; either exchange service or outright sale. Also cylinder heads with or without overhead gear.

Back axles, half-shafts, tyres.

Why not call and see us—we are open all day Saturday.

Alternatively, order your spares by telephone or letter—the fastest C.O.D. service is available to you.

TOULMIN MOTORS, *Official M.G. retail dealer*

343 STAINES ROAD, HOUNSLOW, MIDDLESEX

Telephone: HOUnslow 2238/3456

Fit a LUCAS Foglamp



All Lucas Foglamps incorporate the "block-pattern" lens and pre-focus bulb and shield which combine to give the famous "flat-topped" beam and wide spread of light without upward or back glare.

SFT576	dia. 5¼"	Price **82/6**	each
SFT700S	dia. 7"	" **92/6**	"
WFT576	dia. 5¼" (wing fixing)	" **75/–**	"

Companion and matching Long Range Driving Lamps are also available for use in conjunction with the above lamps.

SLR576	dia. 5¼"	Price **82/6**	each
SLR700S	dia. 7"	" **£5. 5. 0d.**	
WFT576	dia. 5¼" (wing fixing)	" **75/–**	each

SFT & SLR576 per pair **£7. 15. 0d.**
SFT & SLR700S per pair **£9. 5. 0d.**

All lamps supplied complete with cable and switch, also bracket where necessary.

with the famous flat-topped beam

JOSEPH LUCAS LTD . BIRMINGHAM 19

Published by The Teesdale Publishing Co., Ltd., 15-17, City Road, London, E.C.1, and printed by Tee & Whiten and J. Mead, Ltd., 21, City Road, London, E.C.1. Trade Agents : Horace Marshall & Son, Ltd., Temple House, Tallis Street, London, E.C.4. Agents for Australasia : Gordon & Gotch (Australasia), Ltd. Registered for transmission by Magazine Post to Canada.