

ROAD-TEST OF THE FORD-ENGINEED ELVA

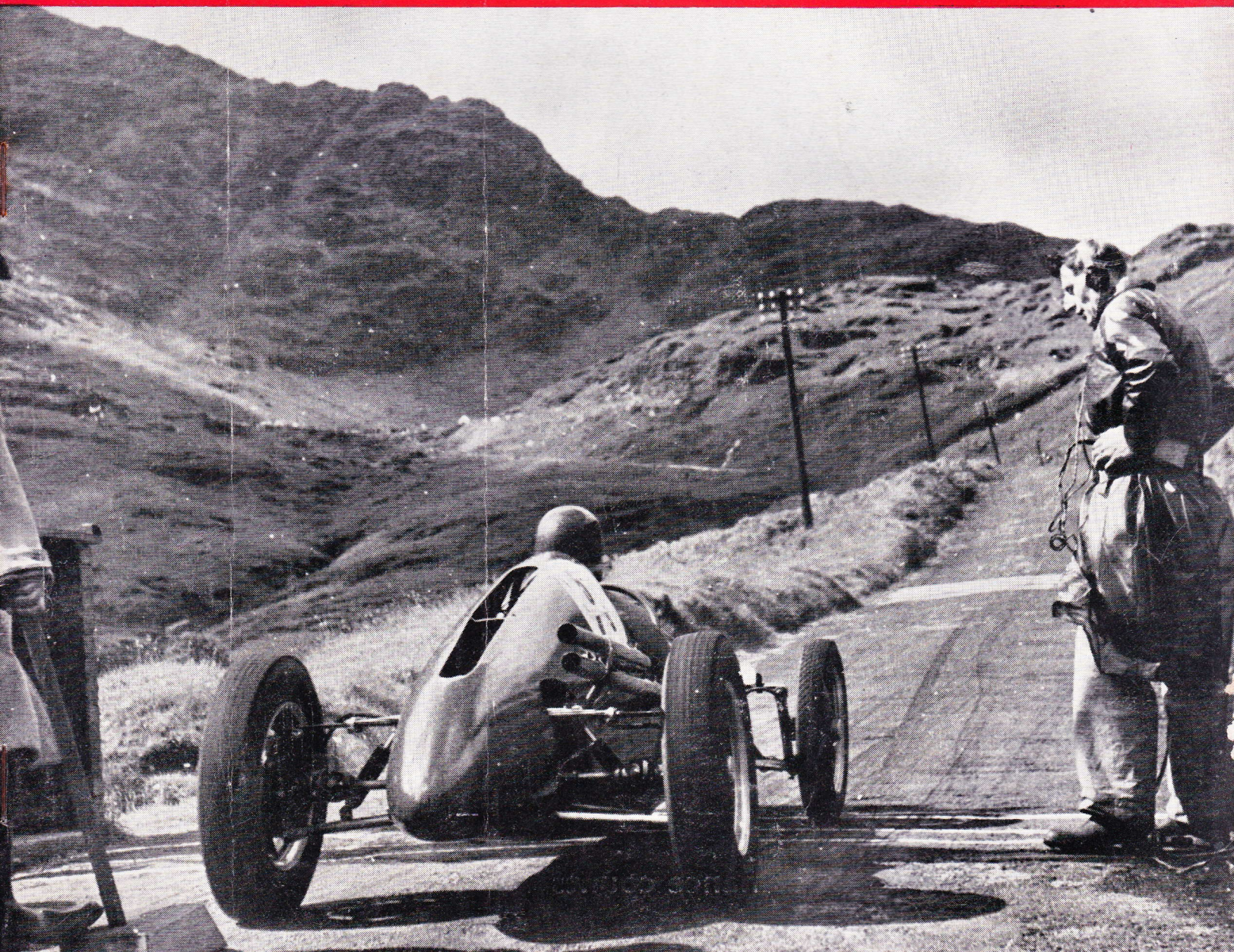
AUTOSPORT

JULY 8, 1955

1/6

EVERY FRIDAY
Vol. II No. I

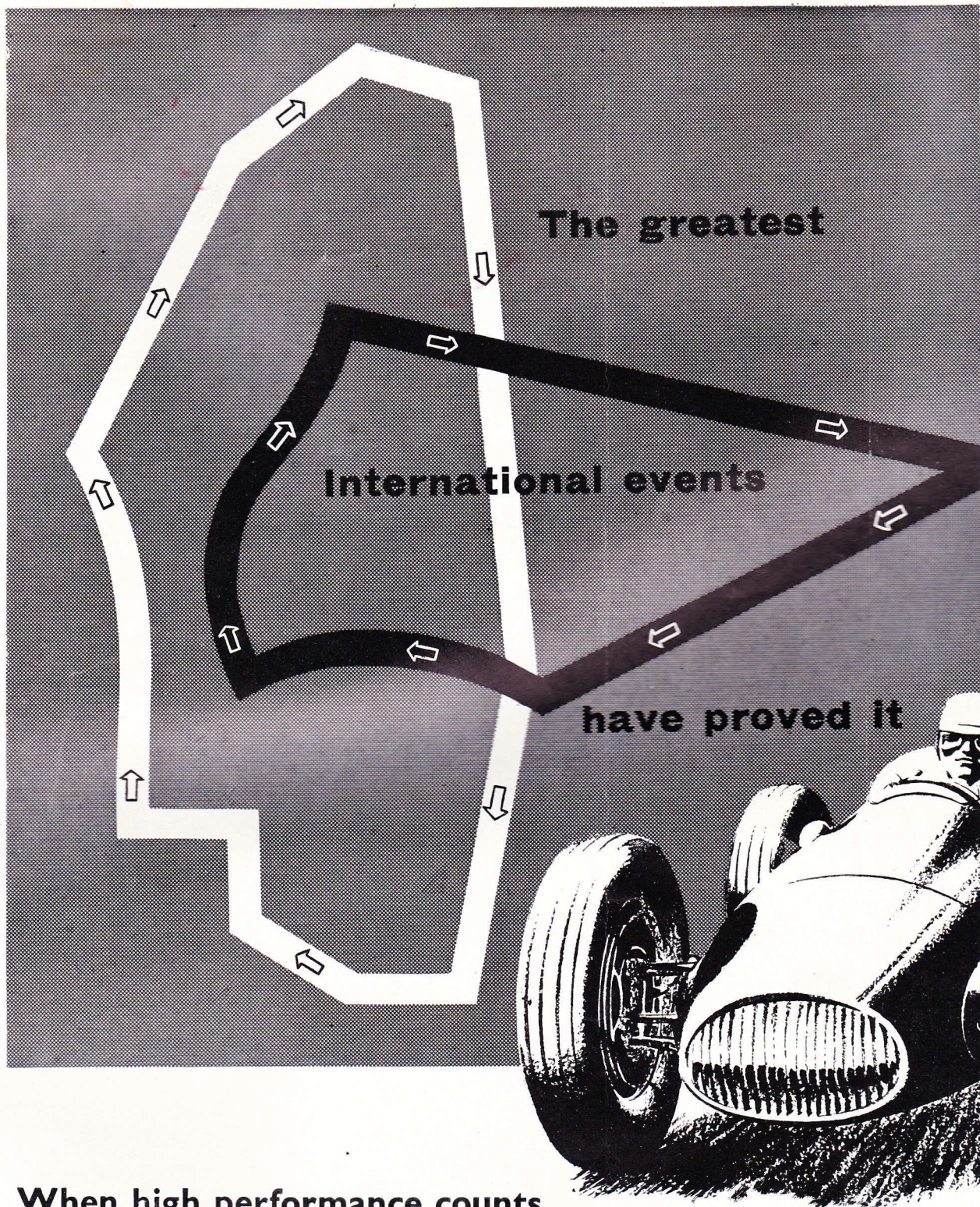
BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

A DOUBLE FOR MARSH AT REST-AND-BE-THANKFUL : BRITISH GRAND PRIX ENTRIES : M.C.C. SILVERSTONE
SPORTS CAR RACING IN CANADA : THE PORTUGUESE GRAND PRIX : FORMULA 3 AT SCARBOROUGH

JOHN BOLSTER • GUY PHEYSEY • RODERICK THURGOOD • G. H. DEASON



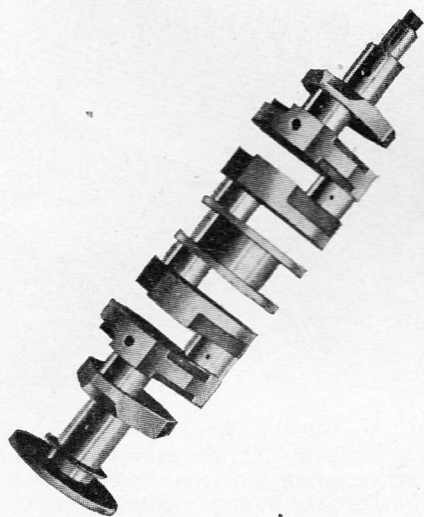
When high performance counts

you can rely on

MINTEX

MINTEX BRAKE AND CLUTCH LINERS ARE MANUFACTURED BY BRITISH BELTING & ASBESTOS LIMITED
CLECKHEATON, YORKSHIRE AND ARE AVAILABLE FROM LEADING GARAGES THROUGHOUT THE COUNTRY

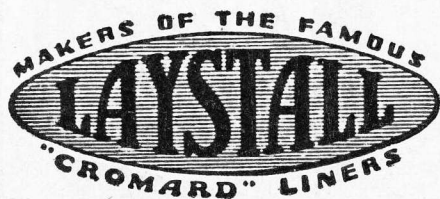
Laystall Repairs



This is only one of Laystall's complete engine repair facilities.

A repair job by Laystall is hallmarked. 50 years' experience, and work for the trade, backed by the proper equipment and sound workmanship, ensures a job well done.

All types of engine welding repairs are undertaken by Laystall experts, but Laystall do not weld a damaged part unless they are able to re-machine it to correct distortion.



Write to:

**LAYSTALL
ENGINEERING
COMPANY LTD.**

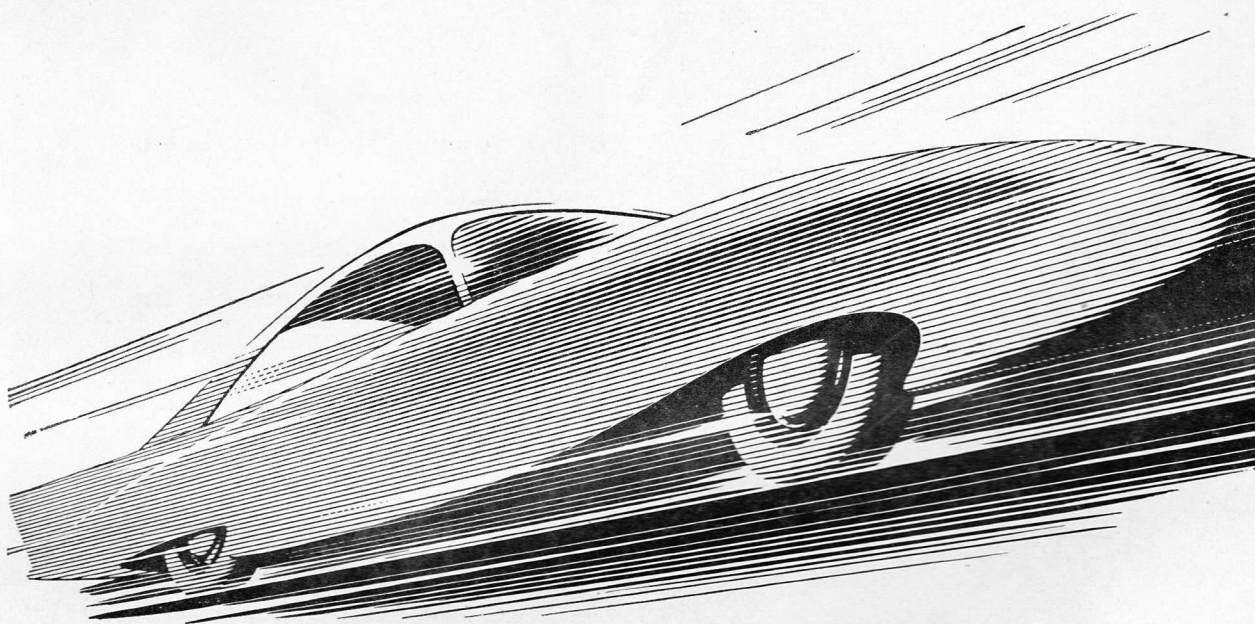
53 Great Suffolk Street,
London, S.E.1.

Telephone: WATERloo 6141

tall Laystall Laystall Laystall Laystall La

Castrolite

a 'balanced' oil for modern cars



CASTROLITE

- 1** is a multi-grade oil
- 2** contains patent additives
- 3** sells at standard Castrol prices
- 4** is approved by British car makers

Most motorists rely on Castrol XL, the undisputed Masterpiece in Oils. However some car owners prefer to use a thinner oil if their car engine is in good condition and oil consumption presents no problem. Their taste both in summer and winter is met by Castrolite.

Castrolite which is a "balanced" multi-grade oil (20W-20-30) is thin when cold giving immediate oil circulation, yet when hot it retains full body, providing the engine with "Castrol XL" protection. These characteristics give quick starting and save petrol, especially on short runs. In common with all other Castrol grades, Castrolite is fortified by exclusive patented additives.



THE MASTERPIECE IN OILS

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. II No. I

July 8, 1955

Managing Editor GREGOR GRANT

Associate Editor C. POSTHUMUS
 Assistant Editor F. WILSON McCOMB
 Art Editor THEO PAGE
 Road Tests and Technical JOHN V. BOLSTER
 North of England Northern Ireland
 WILSON ROGERS W. A. McMASTER
 Eire JACK O'DONOGHUE
 Continental Correspondents GERARD CROMBAC
 MAURICE GATSONIDES JOHN CLAES
 Western Germany ALAN BRUCE

Portugal Scandinavia
 GUY PHEYSEY HANS FRIES
 U.S.A. South America
 RUTH SANDS BENTLEY DR. VICENTE ALVAREZ

Photographic Section

Chief Photographer GEORGE PHILLIPS
 North of England FRANCIS N. PENN
 Scotland W. K. HENDERSON
 Continental MAURICE LOUIS ROSENTHAL
 RODOLFO MAILANDER
 U.S.A. OZZIE LYONS

CONTENTS

	Page
Pit and Paddock	4
Sports News	5
British Grand Prix Entries	6
Portrait Gallery No. 27—J. C. C. Mayers	7
Portuguese Grand Prix	8
Sports Car Racing at Edenvale, Canada	10
Formula 3 at Scarborough	11
Double for Marsh at Rest-and-be-Thankful	12
M.C.C. Silverstone Meeting	13
Irish Veterans' Outing	14
Correspondence	15
John Bolster tests the Elva	16
10,500-Mile Marathon	20
News from the Clubs	22
North-East Notes	24

NOTICES

Published every Friday by AUTOSPORT
 159 Praed Street, London, W.2

Editorial and General Office PADdington 7673
 Advertisement Department PADdington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £4 4s. 6d.

(U.S.A. and Canada \$12.00)

Direct from the Publishers or all Newsagents

Reprinting in whole or in part, of any matter appearing in AUTOSPORT is forbidden, except by permission of the publishers. Unsolicited MSS., drawings, photographs, etc., should be addressed to the Editor. Unsuitable contributions will be returned if accompanied by a stamped addressed envelope, but the publishers accept no responsibility for their safe return. Payment for contributions will be made the month following publication, unless by special arrangement.

EDITORIAL

FADING GRAND PRIX HOPES

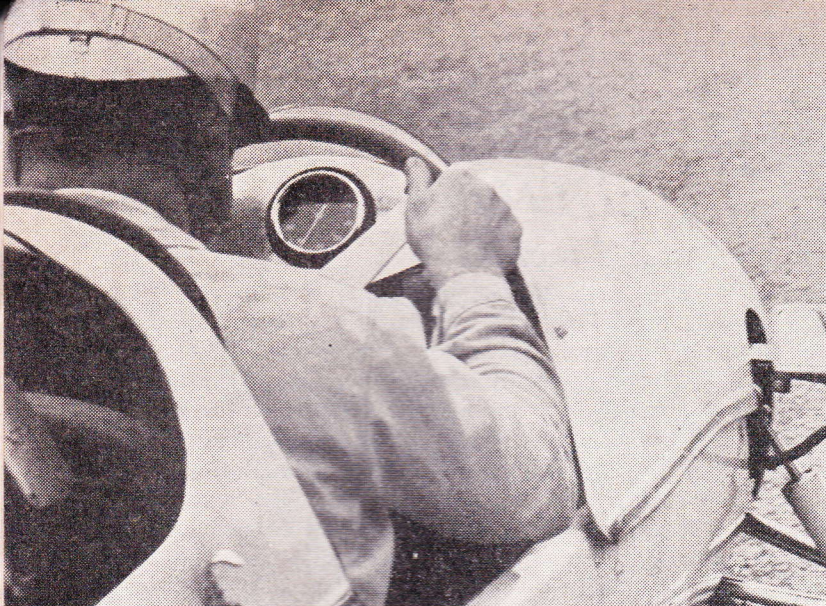
THE cancellation of the German Grand Prix at Nürburgring on 31st July has come as a severe blow, particularly as it was taken for granted that safety precautions are as complete as is possible. Apparently the main objection is to the narrow width of the road which runs behind the pits, after leaving the abnormally wide straight. Although the Nürburgring authorities were confident that no objection could be taken to the circuit, the Automobilclub von Deutschland decided to abandon the event, despite the fact that a sum exceeding £5,000 was immediately voted to enable any alterations to be carried out. The A.v.D. maintain that it would not be possible to complete suggested modifications before the date of the Grand Prix. A decision yet remains to be taken regarding the 1,000 kilometres event in August. From Italy comes news that the XXVI Gran Premio d'Italia and the Coppa Inter-Europa race for *gran turismo* machines will take place on 11th September as scheduled, on the new circuit at Monza. With Barcelona still problematical, this means that the Grands Prix of Great Britain and Italy will be the sole remaining *grandes epreuves* for Formula 1 racing cars. However, it is still possible that the Grand Prix de l'A.C.F. may be held at Rheims! Undoubtedly the future of motor-racing is very much in the balance, until such time as new safety regulations are issued by the F.I.A., and approved by the governments of all countries concerned.

UNINFORMED COMMENT

AUTOSPORT feels that, in their eagerness to impart all the horrors of the Le Mans disaster to their readers, certain publications have not come too well out of it—especially as a large amount of their advertising revenue comes from concerns which contribute a great deal to motoring sport. The sane approach of the average motoring correspondent was completely submerged in sensation-seeking stories which in most cases were completely wrong. Although no one would seek to minimize the gravity of the accident, so much rubbish has been published concerning it that it is little wonder the anti-motor-racing section of the public has been given every opportunity to condemn, supported by “by-line” fanatics in the daily Press. Even the normally conservative *Sunday Times* carried entirely misconstrued stories, and one paragraph by the newspaper's best-known columnist reached a new high in errors per number of words. It was left to Jaguar's ever-watchful P.R.O., Mr. E. W. Rankin, to reply to the offending article, his published letter putting the facts in their true light.

OUR COVER PICTURE

ON HIS WAY UP: A most promising contender for the R.A.C. Hill-climb Championship, Tony Marsh took the two best times of the day at Rest-and-be-Thankful last weekend. He is pictured leaving the start in the unblown Cooper twin for a run only improved upon by his own subsequent performance in a similar supercharged machine.



★
TAKE - OFF!
With the tachometer needle on "five thou.", Mervyn Kearon sets sail with his Cooper to establish a new 500 c.c. record at the Chester M.C.'s sprint meeting on 25th June.

A RECENT rally for journalists, the first of its kind in Italy, was won by Count Lurani and Ghino Longo, driving a Fiat 600.

THE new 1½-litre Maserati, full details of which were given last week, has been described as "a great credit to the engineers of Modena".

FRENCH ban on rallies, as well as races, extends to next September's 5th Tour de France.

MRS. NANCY MITCHELL would like to make it clear that her retirement from the Swedish Rally to the Midnight Sun was due to her Daimler having broken a spring before the start and its sump on the fourth special stage, only five hours from the finish. Very bad luck, this, as otherwise she would have taken the lead in the Women's European Touring Championship.

THE successful little o.h.v. Elva "1,100" may be available shortly with a Climax engine, according to its designer, Frank Nichols.

GEORGE ABECASSIS says his recent Snetterton crash was due to over-enthusiastic cornering, not steering failure on the H.W.M.

PIT AND PADDOCK

NEXT week's issue will contain a comprehensive survey of the British G.P. at Aintree, and a John Bolster road-test of an important 1½-litre British sports car from a world-famous factory.

ELIE BAYOL, who was seriously injured in practice at Le Mans, is convalescing rapidly and will shortly leave hospital.

AFTER his fifth victory this season at Oporto, Jean Behra is taking a holiday—apart from circuit tests of the new five-speed Maserati gearbox. Massage has almost entirely cured the leg injury which he suffered at Le Mans, and his next race will be the British G.P.

TESTS have been made at Nürburgring of the German driver, Graf Trips, and the Belgian, Gendebien, with a view to their driving for Mercedes-Benz in the Nürburgring 1,000 kms. race on 28th August if this event be held. The Italian, Piero Taruffi, and the Frenchman, André Simon, have also been invited to attend the trials.

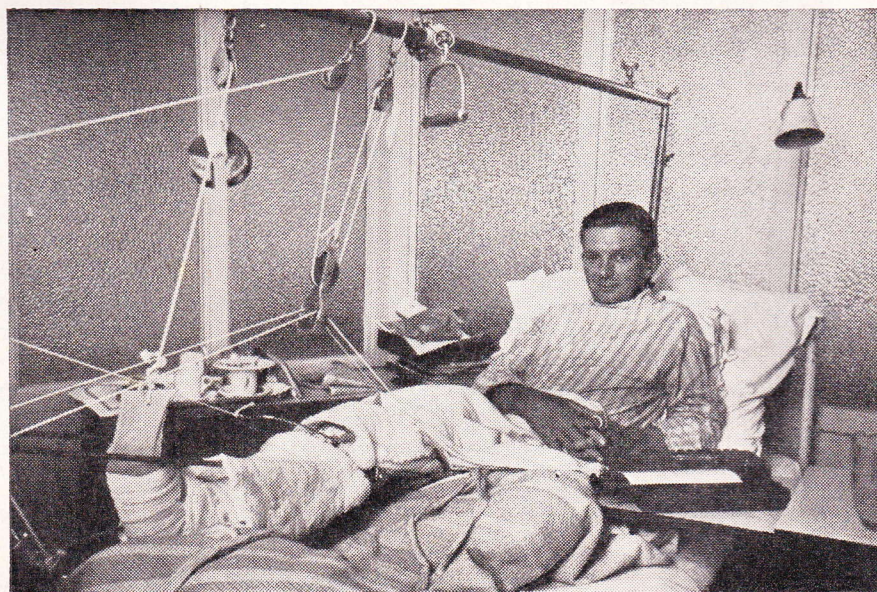
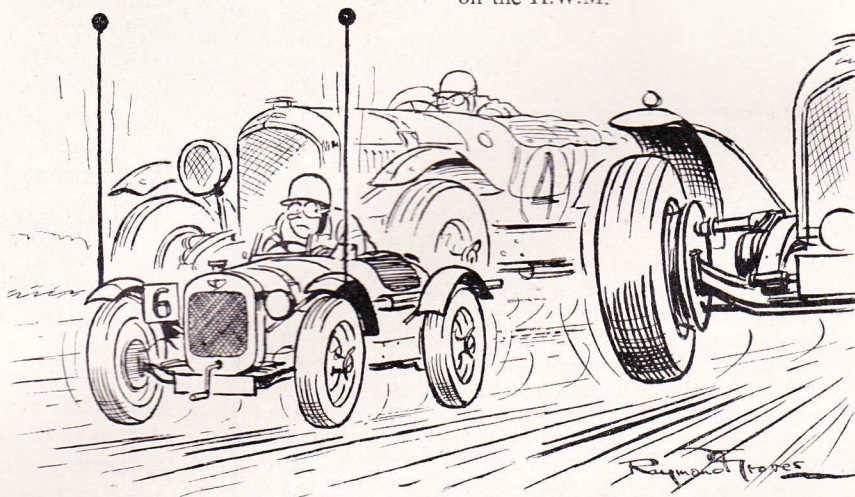
ERIC RICHTER, recently connected with the Vanwall project, has rejoined B.R.M. at Bourne.

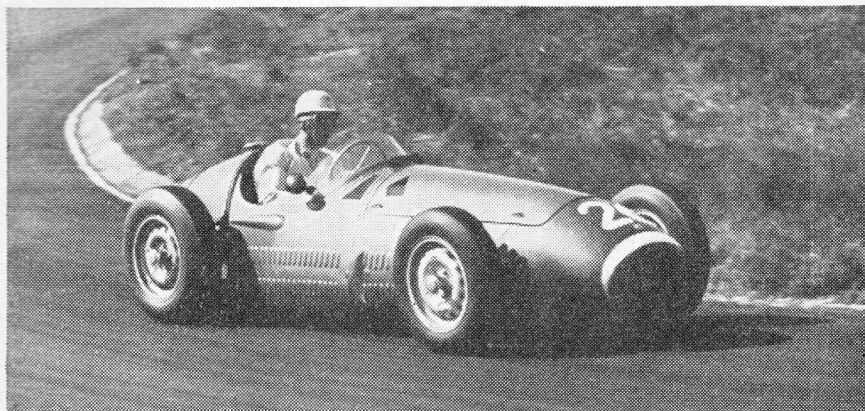
It is unlikely that the present ban in France on all forms of motoring sport will extend to the 1956 Monte Carlo Rally. In any case it appears probable that future rallies on French territory may be banned during the summer months.

Now in the Churchill Hospital, Oxford, Dick Jacobs is rapidly recovering from the injuries which he sustained at Le Mans and asks us to thank, on his behalf, all the many friends who have written to him. He would like to thank them all personally, but despite extensive practice, he still isn't getting full revs. on his latest machine (a portable typewriter).

STRANGE MACHINERY (Right) surrounds Dick Jacobs in the Churchill Hospital, Oxford. He is getting used to the typewriter, but still doesn't care for the "gallows" on the left.

MASERATI driver Franco Bordini broke his own 1954 record for the Trieste-Opicina hill-climb on 29th June, covering the nine-kilometre course in 4 mins. 42.8 secs (114.568 k.p.h.).





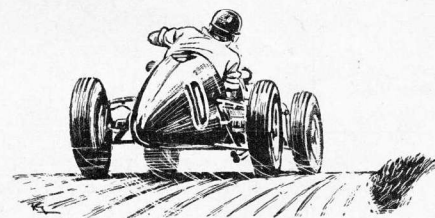
FIRST FOREIGN CAR (Left) for Peter Walker, who borrowed Stirling Moss's Maserati for the Dutch G.P. at Zandvoort. Unfortunately, a wheel bearing failed early in the race.

FRENCH GRAND PRIX

DATES for the probable staging of the 12 hours race and G.P. de l'A.C.F. at Rheims, are tentatively given as either 20th/21st August, or 3rd/4th September. So soon as the recommendations of the F.I.A. regarding safety measures on circuits are examined and approved by the F.I.A., the actual dates will be announced.

INTERNATIONAL SNETTERTON MEETING

THE two major events at the West Essex Car Club's International Snetterton Meeting on 13th August will be a 25-lap Formula 1 race and a *formule libre* race of the same length. The meeting will start at 11.30 a.m. with a 20-lapper for Formula 3 cars, followed after lunch by a sports car race with four capacity classes, the Formula 1 race, a 15-lapper for production saloons, and the "free-for-all". Tickets may now be obtained from Messrs. Riches and Sear, Ltd., Quidenham, Norwich, and an allowance of 1s. in the pound will be made on advance bookings.



BRANDS HATCH INTERNATIONAL

REGULATIONS are now available from Ken Gregory, 35 Strand, London, W.C.2, for the B.R.S.C.C.'s International fixture on August Bank Holiday Monday. The programme comprises six events: the sixth *Daily Telegraph* International Challenge Trophy Race (Formula 3); the B.R.S.C.C. National 1,500 c.c. Sports Car Championship; the Rochester Cup Race (*formule libre*); the Kingsland Trophy Race (sports cars up to 1,900 c.c.); the J.A.P. Race; the Edwardian Trophy Race (veteran, vintage and Edwardian cars). Entries close on 15th July.

SPORTS NEWS

GERMAN GRAND PRIX CANCELLED

THE Chairman of the Automobilclub von Deutschland has announced in a radio and public statement that the German Grand Prix scheduled for 31st July will not take place.

This decision is the result of a special meeting held in the clubrooms at Frankfurt last Saturday. The meeting had before it two major issues: firstly, the Minister of Traffic had instructed the Oberste Nationale Sports Kommission to ensure that the safety of the public at Nürburgring was guaranteed. This required structural alterations which could not be carried out in time for the date of the race. The decision was influenced by the need to await the expected new safety regulations of the International Sports Committee of the F.I.A. Secondly, the delegates of the A.v.D. were of the majority opinion that a big race can only take place in an atmosphere friendly and acceptable to the sport, and at the present time this definitely is not the case.

We understand from our German correspondent that, when informed of the A.v.D.'s decision, the Board of Directors of the Nürburgring, Ltd., were very angry. The Ring General Manager, Herr Tomi Koll, stated that as recently as last week his company had made it known that they were prepared to spend 60,000 D. marks (approximately £5,000) to carry out structural alterations which had been requested by the O.N.S. These alterations were mainly to the promenade, the front of the grandstand at the start and finish point and at the south curve where there is a natural spectator gallery. He further stated that these alterations could not be completed before 31st July.

LIÈGE-ROME-LIÈGE ON!

IN an official communciation, the Royal Motor Union assures AUTOSPORT that the Liège-Rome-Liège Rally from 17th to 21st August, will definitely take place. The main routes will be through Austria, Germany and Italy, and it is hoped to be able to guarantee passage through France, probably on a non-competitive basis.

Regulations can be obtained from M. Garot, Secrétaire-General, R.M.U., 38 Boulevard de la Sauvenière, Liège.

DUNDROD T.T. SEEMS SAFE

AT present, there does not appear to be any doubt but that the Ulster A.C. will hold the R.A.C. Tourist Trophy Race at Dundrod on 17th September as planned, but the Dundrod Race Committee will make a special inspection of the course with a view to tightening up on all safety measures.

B.R.D.C. CRITICIZE DAIMLER-BENZ

THE following statement has been issued by the British Racing Drivers' Club: "The British Racing Drivers' Club has refrained from commenting on the Le Mans disaster, believing it would be discourteous to do so as the matter is currently the subject of a Judicial Inquiry."

"For this reason, the Club strongly deprecates the action of Daimler-Benz A.G. in issuing at this time a statement which cannot be other than an expression of opinion."

21st AUSTRALIAN GRAND PRIX

FULL details will shortly be announced of the 21st Australian Grand Prix, which this year will be held in Melbourne at the same time as the Olympic Games. Plans are being made for a very full programme on 25th November and 2nd December at the 3½-mile Albert Park circuit, less than three minutes' drive from the very heart of the city. The racing will be organized by the Light Car Club of Australia, 19 Brunswick Street, Eastern Hill, N.6, Victoria, and they look forward to hearing from overseas drivers who may be interested in competing.

★

EVEN THE LARGEST sports cars have failed to climb Prescott as fast as Tommy Sopwith did on 26th June, with the tiny 1,100 c.c. Cooper-Climax

★



BATTLE AT BRANDS

Promising Entry for Next Meeting at Kent Circuit

NEXT Sunday's Brands Hatch meeting, the fifth of the season, will include races for sports cars up to 1,200 c.c., 1,500 c.c., and over 1,900 c.c. The main race of the day is a 500 c.c. event to be run off in a series of 10-lap heats and finals of varying duration, and this will count towards the recently announced *Sporting Record Trophy*. The first race starts at 2 p.m.

The 1,500 c.c. race will be enlivened by the presence of no less than three 1,100 c.c. Cooper-Climax machines, piloted by Jim Russell, Ivor Bueb and Peter Gammon. Climax-powered Lotuses will be handled by Colin Chapman and Paul Emery, and another Climax-engined machine will be Eric Brandon's Halseylec. Les Leston will have a 1,500 c.c. Connaught, John Coombs a new Lotus-Connaught, Peter Jopp the works Lotus-M.G., Reg Bicknell his Revis-Borgward and Ron Mackenzie Low the Ford-based Elva.

Entrants for the larger sports car race include Salvadori (Cooper-Maserati), Scott-Brown (Lister-Bristol), Alan Brown (Cooper-Aston), Rogers (Cooper-Bristol) and Page (H.W.M.-Cadillac). Virtually all the "names" are down for the 500 c.c. event, with Bueb, Russell, Parker, Wicken, Davis, Lewis-Evans and Dennis Taylor.

WOOLEY WINS U.S.A.F. EVENT

PETER WOOLEY'S Chrysler-Allard made B.T.D. at a "drag meeting" (a modified sprint) held last Sunday by the U.S.A.F. at their base in Shepherds Grove, Suffolk.



AMERICAN IN BRITAIN: (Above) John Nybert's super-charged Ford Thunderbird in the "drag meeting" held last Sunday at Shepherds Grove U.S.A.F. base.



BRITON IN SWEDEN: (Right) The Austin-Healey of Thomas Wright and Kenneth King, which finished the recent Swedish Rally to the Midnight Sun in spite of a damaged gearbox.

24 ENTRIES FOR BRITISH G.P.

Three British Marques to be Represented at Aintree—Works Teams from Mercedes-Benz, Ferrari, Maserati and Gordini

THE British G.P. entry list has now closed with a total of 24 entries, including works cars from Mercedes-Benz (Fangio, Moss and Kling), Ferrari (Hawthorn, Trintignant and Castellotti), Maserati (Behra, Musso, Mieres and Perdisa), Gordini (Manzon and others), Connaught (Fairman and McAlpine), Cooper (Brabham) and Vanwall (drivers to be announced).

Maseratis will dominate the independents, this marque being the choice of Salvadori, Collins, Macklin and Gould. Non-works Connaughts to appear are Leslie Marr's, and Rob Walker's non-streamlined machine, to be driven by Tony Rolt.

Provisional Entry List

Formula 1

Maserati: Jean Behra, Luigi Musso and Roberto Mieres (Officine Maserati); Peter Collins (A.G.B. Owen); Roy Salvadori (Gilby Engineering Co., London); Lance Macklin (Stirling Moss, Ltd.); Horace Gould (Gould's Garage, Bristol). **Mercedes-Benz:** Juan Manuel Fangio, Stirling Moss, Karl Kling and Piero Taruffi (reserve) (Daimler-Benz A.G.). **Ferrari:** Mike Hawthorn, Eugenio Castellotti and Maurice Trintignant (Ferrari Automobili). **Gordini:** Robert Manzon and two others (Amedee Gordini). **Vanwall Special:** Two, drivers to be nominated (G. A. Vandervell, London). **Connaught:** Ken McAlpine and Jack Fairman (Connaught Engineering, Send); Tony Rolt (R. R. C. Walker, Dorking); Leslie Marr (Leslie Marr). **Cooper:** Jack Brabham (Cooper Cars, Ltd., Surbiton).

Formula 3

Cooper: R. K. Tyrrell (driver); Les Leston

(Francis Beart); D. Truman (driver); Jim Russell and Ivor Bueb (Cooper Car Co.); S. Lewis-Evans (R. R. Jackson); D. Taylor (driver); C. C. H. Davis (driver); J. K. Hall and J. Somervail (Border Reivers); George Wicken (driver); Hon. E. G. Greenall (Ecurie Arklow); J. Higham, J. F. Westcott, A. J. F. Fergusson, E. Brandon, E. H. L. Thornton, A. E. Marsh, C. Allison, S. Bloor, H. Phillipson, W. Howard and S. Marks (drivers); D. Boshier-Jones (Newport Garage). **Kieft:** Don Parker (driver). **Martin:** N. Veronique and N. Sanderson (Ray Martin Racing Motors); J. Brown (driver). **Staride:** B. A. Manning, E. Fenning, A. Eccles, R. A. Anderson (drivers). **Revis:** R. G. Bicknell (driver). **Flather Spl.:** W. G. Harris (D. G. Flather).

Sports cars over 2,000 c.c.

Aston Martin: P. Collins, R. Salvadori, R. Parnell and P. D. C. Walker (David Brown); One, driver to be nominated (Kangaroo Stable). **Jaguar:** Mike Hawthorn (Jaguar Cars, Ltd.); J. D. Hamilton (driver); J. D. Titterton and N. Sanderson (Ecurie Ecosse); R. E. Berry (J. C. Broadhead). **H.W.M.:** G. Abecassis and J. Heath (H.W. Motors, Ltd.). **R.G.S. Atalanta:** R. G. Shattock (R.G.S. Components, Ltd.).

Sports cars, 1,501 to 2,000 c.c.

Lotus: M. Anthony (driver); P. Scott-Russell (Scott-Russell Cars, Ltd.); F. C. Davis (driver). **Lister:** W. A. Scott-Brown (Brian Lister, Ltd.); A. Moore (O. Issard-Davies); D. A. Hampshire (J. V. Green). **Cooper:** T. A. D. Crook (driver); M. J. C. Keen (R. J. Chase); A. P. O. Rogers (driver). **Frazer-Nash:** C. A. S. Brooks (W. H. Aldington). **Cooper-Maserati:** Alan Brown (Gilby Engineering Co.).

Sports cars up to 1,500 c.c.

Cooper: I. L. Bueb (Cooper Cars, Ltd.); T. E. B. Sopwith (Equipe Endeavour). **Lotus:** C. Chapman (Team Lotus); J. Coombs (A. Moore). **Connaught:** K. McAlpine (driver); L. Leston (Peter Bell Racing Stable).

BILL LLOYD WINS AT MT. EQUINOX

BILL LLOYD, co-winner of the Sebring 12 Hours with Stirling Moss last year, broke the Mount Equinox hill-climb record with his new Maserati on 19th June. He covered the 5.2-mile course in 4 mins. 53.55 secs. on his second run, taking several seconds off the old record. The best 10 placings in the event, which was organized by the Sports Car Club of America, are as follows:

- 1, Bill Lloyd (Maserati), 4 mins. 53.55 secs.; 2, Jack Meyer (Meyer Spl.), 4 mins. 58.7 secs.; 3, George Weaver (Maserati), 5 mins. 2.3 secs.; 4, Stu. Rutherford (Chrysler-Allard), 5 mins. 4.6 secs.; 5, Pres. Gray (Cadillac-Allard), 5 mins. 7.4 secs.; 6, Tippy Lipe ("Pooper"), 5 mins. 18.8 secs.; 7, Phil Cade (Maserati), 5 mins. 23.5 secs.; 8, Bill Eager (Lester-M.G.), 5 mins. 25 secs.; 9, Dr. John Knight (Jaguar XK 120M), 5 mins. 28.2 secs.; 10, Harry Carter (Jaguar XK 140MC), 5 mins. 31.6 secs.

"MONTE CARLO STORY" SUCCESS

AFTER the longest run accorded a documentary motoring film in London's West End (Odeon), Danny Carter's fine production *Monte Carlo Story* has now been released for general distribution. For the benefit of readers who will want to see this film, here is a list of the main cinema bookings:—

11th July, Lyric, Wellingborough, 3 days; 17th July, Elite, Nottingham, indefinite run; 4th August, Odeon, Torquay, 7 days; 8th August, Regent, Old Swan, 3 days; 15th August, Empire, Islington, 6 days; 15th August, Palladium, Hockley, 6 days; 17th August, County, Lancaster, 6 days; 23rd August, Odeon, Paignton, 7 days; 29th September, Regal, Norris Green, 3 days; 3rd October, Kingsway, Levenshulme, 6 days; 10th October, New Royal, Openshaw, 6 days; 17th October, Forum, Withamshaw, 6 days; 17th October, Capitol, Finsbury, 6 days; 31st October, Claremont, Moss Side, 6 days.

CATALOGUING THE VETERANS

THE Veteran Car Club of Great Britain has recently compiled a catalogue of early motor vehicles in public museums, collections of motor manufacturers and traders, and the larger private collections in the United Kingdom. Particulars of nearly 300 vehicles have been listed, and among the most interesting items noted are: portions of a very early steam coach or tractor, possibly a Gurney of about 1830; the Grenville steam carriage of 1875, probably the oldest vehicle in running order in this country; the Bremer petrol car, believed to have first run in 1892, which claim, if substantiated, would make this car the earliest surviving English-made internal combustion-engined vehicle; and a three-cylinder Rolls-Royce of 1905 with open body, probably the only example of the three-cylinder Rolls now in existence.

The catalogue, which is of 35 pp., adequately indexed, is in a stiff loose leaf cover to facilitate the addition of extra pages. It is priced 7s. 6d. and can be obtained from the Secretary, The Veteran Car Club of Great Britain, 46 North Row, Oxford Street, London, W.1.

NEW GARAGE EQUIPMENT

THREE very reasonably priced electrical workshop instruments have been put on the market by the Mecco Spray Gun Co., Ltd., 13 Lower Richmond Road, London, S.W.15. These are a sander-polisher at 75s., which can be used for polishing a car with a minimum of time and effort, as well as for sanding wood and burnishing metal (the makers also say it "is even good for massaging"!); a universal saw at 49s. 6d., complete with three blades, and an improved paint spray, also priced at 75s. The saw fits any electric hand drill and will cut plastic, metal and timber, the latter up to 1½ ins. thickness, while the paint spray should be welcome in many enthusiasts' garages as it will deal effectively with both cellulose and synthetic paints, and can be used equally well for lubricating purposes. Full details of these instruments can be obtained from the manufacturers.

"MOTOR REPAIR MANUAL"

IN these expensive days, when it almost costs you ten bob to sneeze in a garage, any help in repairing your car at home is more than welcome. This being the case, the 11th edition of the *Motor Repair Manual* (Temple Press, Ltd., 6s.) can be recommended to any who wish to cut their maintenance bills by doing their own work, from adjusting the brakes to a complete engine overhaul, yet are lacking in "know how".

"DAILY MAIL MOTORING GUIDE"

THE *Daily Mail Motoring Guide*, edited by Courtney Edwards, and very modestly priced at 2s., is a book well worth a florin of any motorist's money. Covering every aspect of motoring from Grand Prix racing to caravan touring, the Guide has 160 pages of brief, interesting articles on British and Continental touring, the sport and the latest technical developments, while the Road Test section has photographs and comments on 72 cars of varying types (all but three of them British), together with brief specifications.



Photograph by Patrick Benjafield

PORTRAIT GALLERY

No. 27—J. C. C. MAYERS

JIM MAYERS, one of this country's most able circuit drivers, is the guiding spirit behind the "Monkey Stable", a group of young men who have contributed a great deal to small-capacity British sports car racing. It was in 1952 that the stable came into prominence. Pat Griffith won the British Empire Trophy with one of the Lester-M.G.s which were forerunners of the present-day specialized light sports-racing machines. Mayers won the 1,500 c.c. class in the Jersey road race, at Boreham, and (with Mike Keen) in the first Goodwood Nine Hours race. The following season saw the acquisition of the controversial centre-seat Kiefts, which were not outstandingly successful, and were given up by the stable at the end of the season. Mayers has also been an outstanding member of the Bristol team, and drove a remarkable race in a Silverstone production saloon car race with a veteran A.C. Collaborating with Harry Lester again, Mayers and the "Monkey Stable" have developed closed M.G.-powered Lesters, designed primarily for long-distance sports-car racing. So far, the new Lesters have yet to show their paces, as, in normal short-distance events, they have been outpaced by much lighter open cars. Nevertheless, Mayers and Co. are confident that the cars have possibilities, and are looking forward to the type of events for which the cars were developed—namely, something lasting rather longer than the virtual "sprints" of 10 laps or so which are so common in this country. There are signs of a swing towards longer races, and when they come the "Monkey Stable" will have the right sort of driver in Jim Mayers, who with P. Wilson led the Bristol team home at Le Mans in both 1954 and 1955.

FRENCHMAN IN PORTUGAL: (Right) Before the start of the Portuguese G.P., Jean Behra helps to push the winning 3-litre Maserati to its position on the grid.

JEAN BEHRA of France, driving a 3-litre Maserati, won the Portuguese Grand Prix at Oporto on 26th June, in 2 hrs. 45 mins. 37.7 secs, at an average speed of 147.59 k.p.h. (91.9 m.p.h.). Second was Masten Gregory in his 3-litre Ferrari, third, Duncan Hamilton in a Jaguar D-type, fourth, Peter Whitehead (Cooper-Jaguar) and fifth, Bob Berry, also in a Jaguar D-type.

Behra won almost as he pleased and drove an extraordinarily steady race and proceeded to lap the field. During the two practice periods he gave a big hint as to what was to happen on the day. He was at least 3-4 k.p.h. faster than his nearest rival and providing his car held together, there was little doubt as to who the winner would be.

The British contingent of last year, Duncan Hamilton and Peter Whitehead,



FIVE CHEQUERED FLAGS FOR JEAN BEHRA

5th G.P. of Portugal Marks 5th Victory of 1955 for Jean Behra (Maserati) — British Cars Third, Fourth and Fifth

were very much reinforced by the presence of Bob Berry, and these three returned the fourth, fifth and sixth fastest laps. It must be said that the Oporto circuit is not very helpful to the Jaguars because of a very twisty back leg. However, they managed to keep a large pack of Ferraris at bay.

The Australians Tony Gaze and Leslie Cosh of the Kangaroo team found that their Aston Martin DB3Ss were just a little short of speed for this circuit but were confident that what they lacked in speed they would gain in reliability. They did, too. Their cars were very much admired for their pleasing lines and immaculate turnout.

During the last practice period, the Portuguese driver, Vasco Sameiro, crashed very badly on that tricky back leg and, failing to get round a fast curve, hit a wall and then bounced off various trees. Luckily Sameiro was thrown out of his car for he would surely have been killed had he remained in the cockpit.

The front of the Ferrari 3-litre was demolished; the engine left the chassis and only the bulkhead and rear half of the car remained intact. Sameiro fractured his spine and has other injuries, which at the age of 52 is a matter for concern. The general opinion

By

GUY PHEYSEY

is that he will not drive in a race again.

With the weather very warm and brilliantly sunny, the Civil-Governor of Oporto lowered the starting flag precisely at 4.30 p.m. As is his habit out here, Duncan Hamilton showed the rest of the front row the way to start a race. He out-accelerated the Maserati and the two Ferraris and was first through the first curve immediately after the start, closely

followed by Gregory, Berry, Behra, Whitehead and the rest. The Portuguese favourite, C. Oliveira, who was in the front row, made a very poor start and at the end of the first lap he was 12th.

Hamilton still led Gregory and Behra on lap 2, but along the fast straight, Behra slipped past Gregory to lie a couple of seconds behind the Jaguar. Berry, in fourth position, was some 6 secs. behind Gregory. He was followed by N. Pinto and F. Mascarenhas in Ferraris, and close behind them was Whitehead, who was quietly getting into his stride with his Cooper-Jaguar.

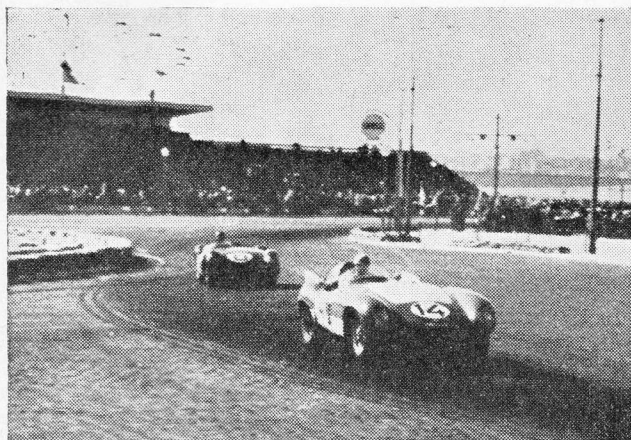
Behra had overtaken Hamilton on the third lap and was gaining ground on the Jaguar, whilst right behind, the young American Gregory was waiting for an opportunity to pass.

By lap 7, Behra was already 12 secs. in front of Gregory and 19 secs. in front of Hamilton. Fourth came Berry, driving very fast and making ground on the other Jaguar D-type. Then came the two Portuguese Pinto and Mascarenhas with Whitehead tucked in behind the latter. Luigi Musso, the young Italian driver, was going very well in a 2-litre Maserati and was keeping eighth place without much difficulty from much larger opposition. Gaze and Cosh were going round very steadily in 14th and 16th places with Estager in a Ferrari splitting the team.

So it went on, with Behra steadily increasing his lead on Gregory and Hamilton, whilst farther back two or three dog-fights were beginning to take



BRITON IN THE LEAD: (Left) Just after the fall of the flag, Duncan Hamilton (Jaguar) leads from Masten Gregory's Ferrari, distinctive in the blue and white of America. Hamilton held the advantage for two laps before being taken by Behra, and finished third behind Gregory.



WAR OF NERVES: (Left) Peter Whitehead keeps his Cooper-Jaguar close behind Fernando Mascarenhas' Ferrari. He made the local man take to a slip road in the early stages, and when repassed, worried him until the Ferrari retired later on with transmission trouble. Whitehead finished fourth.

★

shape. Whitehead began attacking the two Portuguese Ferraris in front of him and succeeded in worrying Mascarenhas into taking the escape road on the 13th lap, then found that N. Pinto had stopped for water the lap before. So Whitehead now lay fifth, but some distance behind Berry. C. Oliveira, after making a bad start, began overtaking all before him and on the 13th lap, when he had the Cooper-Jaguar in his sights, crashed without much personal damage and so reduced the "locals'" chances of a good place.

Bob Berry by now was really motoring and was attacking Hamilton, which pleased the crowds greatly because with Behra way out in front and Gregory 20 secs. from his nearest rival, their interest had to shift to lower placed cars. Mascarenhas quickly recovered from his diversion and began chasing Whitehead, getting closer and closer each lap. Whitehead, sensing a rather impetuous Ferrari behind him, let it through on the 24th lap and proceeded to sit right behind it for the next 17 laps, worrying Mascarenhas continually. These tactics had their effect and on the 41st lap Whitehead came through leading the Portuguese Ferrari by 4 secs. Mascarenhas had shot his bolt, given the crowds plenty of action and retired the next lap with transmission troubles. Musso also retired on lap 41 when he discovered he was burning rather more oil than petrol. His was a great effort

considering he held seventh place for over half the race.

Whilst all this was going on Behra and Gregory continued to circulate as regularly as clockwork, lapping at 92.58 m.p.h. with no effort.

Great excitement in the pits on the 47th lap when Bob Berry and Tony Gaze both dashed in for a can of oil each. Unfortunately this stop forced Berry to concede his hard-fought fourth place to the ever-watchful Whitehead, and so he set about trying to catch the Cooper-Jaguar before the end. But it was not to be. Behra managed to lap the second placed car, Gregory's Ferrari, on the last lap and Berry never managed to catch Whitehead.

So ended a very interesting race with Behra's Maserati convincingly trouncing all the opposing Ferraris and Jaguars and Aston Martins. Behra's victory was warmly received as he has proved to be a very friendly person. Gregory's drive looked a calculated affair and he proved without a doubt to be a very fine driver with places to go in the future. Everyone was immensely pleased that Duncan Hamilton actually finished a race in Oporto. He has been trying for the last five years, and so his third place was very welcome to him and to all his many friends out here. Bob Berry and Peter Whitehead backed up Hamilton to the full and proved the reliability of the Jaguar engine. The Australians Gaze and Cosh came in eighth and ninth, at

the end of the field, but nevertheless thoroughly enjoyed themselves, drove extremely well on a difficult circuit, and finished in good spirits.

Louis Rosier, never in the limelight throughout the race, was as consistent as always and drove very steadily into sixth place. Seventh place went to the only Portuguese left at the end, Borge Barreto, a newcomer to sports car racing who drove his second-hand Ferrari 3-litre V12 with great ability, despite the fact that one of his two exhaust pipes came away from the car early on. He popped and banged his way round to such good effect that he managed to keep the Astons at bay.

RESULTS

1, Jean Behra (Maserati 3,000 c.c.), 55 laps in 2 hrs. 45 mins. 37 secs. (147.59 k.p.h.); 2, M. Gregory (Ferrari 3,000 c.c.), 54 laps in 2 hrs. 45 mins. 42 secs. (144.82); 3, D. Hamilton (Jaguar D 3,442 c.c.), 54 laps in 2 hrs. 46 mins. 4 secs. (144.44); 4, P. Whitehead (Cooper-Jaguar 3,442 c.c.), 54 laps in 2 hrs. 46 mins. 43 secs. (143.94); 5, R. Berry (Jaguar D 3,442 c.c.), 54 laps in 2 hrs. 47 mins. 12 secs. (143.53); 6, L. Rosier (Ferrari 3,000 c.c.), 53 laps in 2 hrs. 46 mins. 7 secs. (141.79); 7, B. Barreto (Ferrari 3,000 c.c.), 51 laps in 2 hrs. 46 mins. 24 secs. (139.12); 8, Tony Gaze (Aston Martin 2,900 c.c.), 50 laps in 2 hrs. 45 mins. 45 secs. (134.06); 9, L. Cosh (Aston Martin 2,900 c.c.), 49 laps in 2 hrs. 45 mins. 40 secs. (131.46).

The City of Oporto Cup (1,500 c.c. and under)

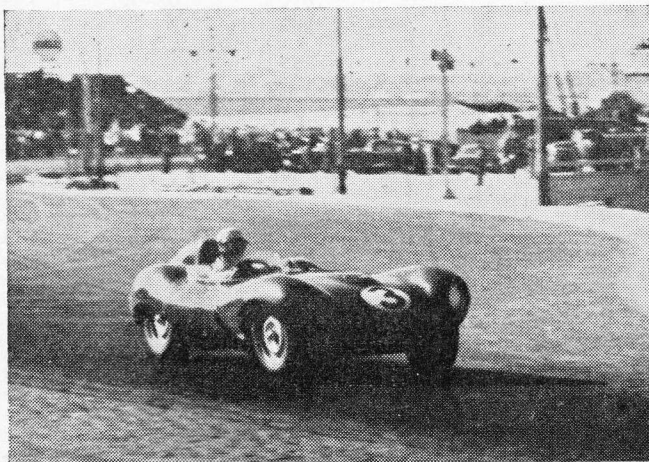
1, J. F. Nogueira (Portugal) Porsche Spyder, at 133.1 k.p.h.; 2, W. Seidel (Germany), Porsche Spyder; 3, E. Lautenschlager (Germany), Porsche Spyder; 5, J. J. Canelas (Portugal), M.G. Special.

Retirements

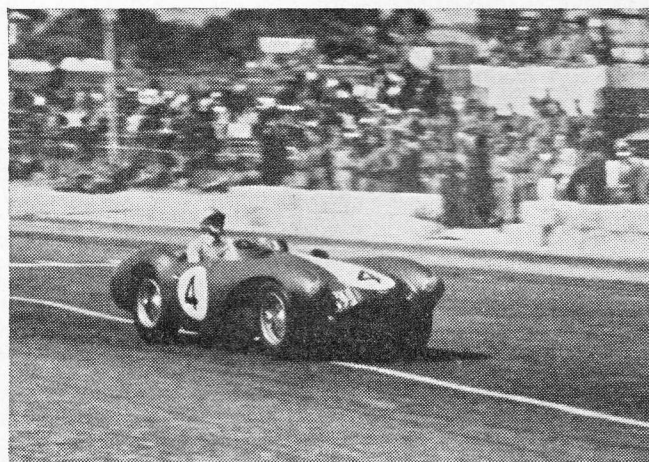
J. Estager (Ferrari)	Brakes
P. Carini (Ferrari)	Transmission
N. Pinto (Ferrari)	Overheating
F. Mascarenhas (Ferrari)	Transmission
C. Oliveira (Ferrari)	Crash
L. Musso (Maserati)	Engine
J. F. Nogueira (Ferrari)	Shock-absorber.

Non-starters

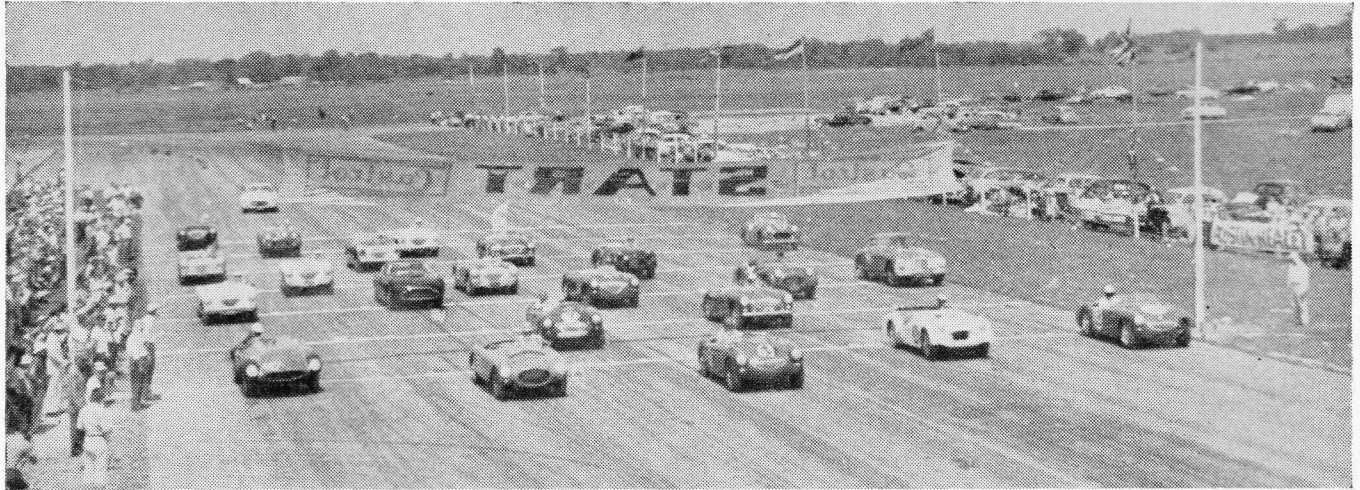
K. Wharton (Aston Martin)
Baron de Graffenried (Maserati)
V. Sameiro (Ferrari)
J. Claes (Ferrari)
J. Swaters (Ferrari)
J. F. da Silva (Ferrari).



BRITISH CAR, BRITISH DRIVER: Bob Berry showed up well in Portugal with his D-type Jaguar, and took fifth place despite a stop at the pits for oil.



BRITISH CAR, AUSTRALIAN DRIVER: Tony Gaze, like Berry, also had to halt his Aston Martin DB3S for oil, but continued, to finish in eighth position.



Sports Car Racing at Edenvale

Record Day's Programme at Canada's Premier Circuit

A RECORD entry and a record attendance, with the temperature in the 80s, heralded a fine day of racing staged by the British Empire Motor Club on 18th June at Edenvale, Canada's premier circuit. The fifth in the series, this successful meeting was the culmination of good publicity, efficient organization, and the reputation the club has gained for organizing headline events.

Practising on the 2.3-mile circuitous airfield track, with its variety of bends from the 180-degree hairpin to the fast curves beyond the pits, had taken place the previous day without serious mishap. The races provided every type of car with an event in which to enter, the stock M.G., Triumph, Austin-Healey and Jaguar races providing excellent competition.

At 10 a.m. on race day a 30-minute period of practice was held, whilst incoming spectators swarmed to the circuit. By 10.30 a.m., the Mercedes 300SL pace car had completed its tour, the flag fell, and the 10-lap *Formule Libre* race was on. Jim Pauley's Ferrari Mondial led from start to finish, increasing its lead over Bill Milliken's A.J.B. The 4,785 c.c. Ford Thunderbirds of

Schon, Theodore and Bretschager battled with MacNaughton's De Soto-powered Allard, Sutherland's XK 120M and Fred Allen's Austin-Healey Special. Farther

by

RODERICK THURGOOD

back in the field the 748 c.c. Siata Spyder of Jan Mueller led two Healeys, Farrow's Ford Special, two fast M.G. TCs and the rapid 1,500 c.c. Nash Metropolitan entered by Alice Fergusson.

The Allard, Theodore's Ford and the A.J.B. all retired, leaving Pauley to win by 50 secs. from Millar's Austin-Healey 100S and Schon's Thunderbird. Pauley's Ferrari had lapped at around the 2 mins. 3 secs. mark, touching over 112 m.p.h. on the short pit straight, but still had something in hand.

A Le Mans start was used to send off the 15 standard M.G.s (up to 1,250 c.c.: compression ratio up to 8.6 to 1) in the next race. Four cars drew away from the rest of the field and for nine laps had

a furious battle. Keppel (TC) and Yost (TC) pulled out a 15-sec. lead on Marnell (TF) and Pace (TD) on the 10th lap, and continued their private duel to the finish, Keppel winning by a second.

The standard Triumphs, Austin-Healeys and Jaguars came out next, 20 of them in all, for a 10-lap event. A very fast and surprising race ensued, the Triumph of Bill Sadler leading all the way, followed home by those of Neal and Frank Hooper. One of the Jaguars, driven by Vern Jeffries, suffered mechanical trouble on the 5th lap and retired. The Healeys were led home by Summer, who was sixth overall.

Five Volkswagens, a 1,200 c.c. Nash Metropolitan, an A40 sports, two Standard 10s, an o.h.v. Minor and a Hillman Husky lined up for a 10-lap race for standard series production cars up to 1,300 c.c., with a class for those up to 950 c.c. The Volkswagens of Bradley and Dillnutt soon took an early lead, that of Harris being the only retirement. The Nash followed Bradley and Dillnutt across the line, with the A40 fourth, another VW fifth, Standard 10 sixth, VW seventh, Standard 10 eighth.

Seventeen cars came to the starting grid for sports cars up to 1,500 c.c., amongst them Holloway's 1,376 c.c. M.G. special, Klinck's Mark VI Lotus (1,466 c.c.), the Porsche America driven by Boker, the amazing Siata Spyder and the potent M.G.-engined Minor (FM special) of Petura. The Lotus screamed into the lead followed by Holloway, but by the end of lap 1 Holloway had taken the lead. He and Klinck had already an 8-sec. lead over Boker's Porsche, with the Siata in fourth position, but on the 4th lap Klinck ran off the course, bending the Lotus front axle in the process. The Porsche now lay second, the Siata third, and Holloway led the field to win by a substantial margin. Following were the Porsche, the Siata, L'Ecuier's TC, Marnell's TF and Petura's FM special.

The up to 3,000 c.c. sports car race saw the team of 100S Healeys in full cry, driven by Millar, Jim Fergusson and Jackie Cooper, with opposition from Pauley's Ferrari Mondial, the DB2 Aston Martin of Masino and the 2-litre Siata coupé driven by George Arents. The

RESULTS

Race 1. Formule Libre (10 laps): 1, Jim Pauley (Ferrari 1,996 c.c.), 20 mins. 40 secs.; 2, A. R. M. Millar (Austin-Healey 100S 2,660 c.c.), 21 mins. 30 secs.; 3, George Schon (Ford Thunderbird 4,785 c.c.), 22 mins. 19.2 secs. **Fastest lap:** Pauley, 2 mins. 1 sec.

Race 2. Standard M.G.s (15 laps): 1, D. Keppel III (TC), 38 mins. 10.6 secs.; 2, C. R. Yost (TC), 38 mins. 11.9 secs.; 3, D. Marnell (TF), 38 mins. 30.7 secs. **Fastest lap:** Keppel, 2 mins. 28.4 secs.

Race 3. Triumph, Austin-Healey and Jaguar XK 120 (10 laps): 1, M. Palmer (Triumph TR2), 22 mins. 27.8 secs.; 2, B. W. Neal (Triumph TR2); 3, F. Hooper (Triumph TR2). **Fastest lap:** Palmer, 2 mins. 11 secs.

Race 4. Series Production 4-seater Cars (10 laps): 1, F. H. Bradley (Volkswagen), 26 mins. 48.6 secs.; 2, P. W. D. Dillnutt (Volkswagen), 27 mins. 5.4 secs.; 3, F. Hooper (Nash Metropolitan), 27 mins. 38.3 secs.

Race 5. Sports Cars up to 1,500 c.c. (10 laps): 1, G. Holloway (M.G. Spl. 1,376 c.c.), 22 mins. 22.5 secs.; 2, D. G. Boker (Porsche 1,496 c.c.), 24 mins. 9.8 secs.; 3, Bill Mitchell (Siata 748 c.c.), 24 mins. 14 secs. **Fastest lap:** Holloway, 2 mins. 9.4 secs.

Race 6. Sports Cars up to 3,000 c.c. (10 laps): 1, J. Fergusson (Austin-Healey 100S), 21 mins.

22.1 secs.; 2, A. R. M. Millar (Austin-Healey 100S), 21 mins. 23.4 secs.; 3, Jim Pauley (Ferrari Mondial 1,996 c.c.), 21 mins. 39.4 secs. **Fastest lap:** Pauley, 2 mins. 1.7 sec.

Race 7. Sports Cars, unlimited (10 laps), up to 2,500 c.c.: 1, J. Pauley (Ferrari), 21 mins. 11.8 secs.; 2, G. Arents (Siata 208 S), 22 mins. 58.2 secs. **2,501-3,500 c.c.:** 1, J. Cooper (Austin-Healey 100S), 21 mins. 56.4 secs.; 2, H. H. F. Sutherland (Jaguar XK 120), 21 mins. 57.2 secs.; 3, T. R. Gilmour (Jaguar XK 120). **Over 3,500 c.c.:** 1, D. C. MacNaughton (De Soto-Allard), 22 mins. 37.5 secs. **Fastest lap:** Pauley, 1 min. 54.5 secs.

Race 8. Modified Production Cars (5 laps), up to 1,300 c.c.: 1, F. E. Petura (F.M. Spl. 1,250 c.c.), 13 mins. 1.4 sec.; 2, F. H. Bradley (Volkswagen), 13 mins. 20.1 secs.; 3, P. W. D. Dillnutt (Volkswagen), 13 mins. 27.9 secs. **1,300-2,600 c.c.:** 1, F. Hooper (Nash Metropolitan 1,500 c.c.), 12 mins. 49 secs. **Over 2,600 c.c.:** 1, Joe Taylor (Ford Zephyr S), 13 mins. 55 secs. **Fastest lap:** Hooper, 2 mins. 31 secs.

Race 9. Grand Prix (20 laps, handicap): 1, Bill Mitchell (Siata 748 c.c.); 2, J. Fergusson (Austin-Healey 100S 2,660 c.c.); 3, G. Arents Siata 208 S 1,966 c.c.; 4, F. Hooper (Triumph TR2 1,991 c.c.); 5, A. R. M. Millar (Austin-Healey 100S 2,660 c.c.).

LINED UP: (Left) The start of the 10-lap up to 3-litre race. Twenty-two cars on the grid, with Pauley (Ferrari), Allen (Austin Spl.), Fergusson (100S), Hooper (TR2) and Cooper (100S) in front.

Ferrari was very slow off the grid, was sixth on lap 1, but had grabbed the lead by the end of lap 2. On the 4th lap Pauley spun and fell back to 8th position. This left the Healeys in command but Pauley had not yet given up: by lap 6 he was sixth and on his 8th lap, fourth behind Allen's Austin-powered special. Cooper had been overtaken by the Ferrari and the Austin special, so the 100S trio had now broken up. Pauley did all he could to catch Millar and Fergusson, overtook Allen and was 28 secs. behind the leader as they went into the last lap. Fergusson then applied the lead foot and took Millar on a corner 600 yards from the finish to receive the chequered flag with Millar 1.3 secs. behind, the Ferrari finishing 16 secs. later.

Jim Pauley, determined to win another race at least, again brought the black and red Ferrari to the line for race seven, for unlimited sports cars. The race included five XK 120 Jaguars and the XK 140 of Cron. Once again very slow off the grid, Pauley was in the lead by the end of lap 2 followed by Cooper (Healey 100S), Sutherland's XK 120 and Gilmour's XK 120. Cooper and Sutherland had a race-long duel, losing ground to Pauley, who returned a 72.6 m.p.h. record lap. MacNaughton (Allard) displaced Blackman (XK 120) for fifth place on lap 5 whilst the XK 140 retired after four laps. Pauley took the top honours up to 2½-litres, Cooper up to 3½-litres, the Allard over 3½-litres.

The eighth event brought out eight cars

to contest the modified "series" race, divided into 1,300 c.c., 2,600 c.c. and unlimited classes. The 1,500 c.c., B.M.C.-powered Metropolitan ran a rapid race, Vivien Petura drove her husband's FM special into second place behind the Nash, whilst Bradley led Dillnutt over the line in the VW for third place.

So to the 20-lap handicap event with 18 entries, these being the class-winners of previous races. The Lartini and Petura's FM special left first, then the TC of L'Ecuyer and Marnell's TF. At the 2 mins. 30 secs. mark came Bill Mitchell with the Siata Spyder; Meades and Ogilvie (Healey 100s) headed the Siata 208S and the TR2s of Carter, Locke and Hooper, whilst the XK 120 of Sutherland and Holloway's M.G. special left at the 6 mins. 20 secs. mark. The 100S team (Millar, Fergusson and Cooper) left at 8 mins. 50 secs., and scratch man Pauley (Ferrari) at 10 mins. 54 secs.

★

SHOWING THE FLAG: Jim Fergusson (Austin-Healey 100S), winner of the up to 3-litre race by only 1.3 secs., and second home in the 20-lap handicap Grand Prix event, circulates with the chequered flag after his victory.

★



Formula 3 at Scarborough

Oliver's Mount circuit makes its car racing début

THE first Formula 3 car races to be held on the Oliver's Mount, Scarborough, circuit turned out to be another victory for Cliff Allison, of Brough, Westmorland, in his Mark 8 Cooper.

It was the first time cars had raced on the tricky, 2½-mile circuit which crams four hairpin bends and a one-in-six climb into its length. Motor-cycle enthusiasts had anticipated that in order to negotiate the hairpins and the climb, cars would have to be geared well down, and so lap speeds lower than the motor-cycles would result. However, in the first practice period on Friday morning, 1st July, J. K. Hall, of the Border Reivers team, put in a lap in 2 mins. 24.4 secs., a speed of 60.17 m.p.h. which equalled the 250 c.c. motor-cycle lap record. During later practice Hall put in a slightly faster lap and made the best practice time.

The racing, organized by the Scarborough and District M.C., started on Friday evening, when the two heats for the Formula 3 event were held. There had been heavy rain during the preceding motor-cycle events and the track was still very wet. Lap times were much longer than in practice, the cars throwing up a plume of spray from each wheel as they went through a large pool of water which defied the marshal's efforts to

sweep it away. The first heat was won fairly easily by Allison, from Hall and Johnnie Higham of Leeds, in a Mark 8 Cooper. Winner of the second heat was W. Howard, of Warrington (Cooper), with T. Dickson, of Perth, who pressed Howard for most of the race, second and the other Border Reivers entry, J. Somervail, third.

The final took place on a dry track, in far better conditions, on the Saturday afternoon. Six cars faced the starter, and as soon as the flag fell Hall went into the lead from the first line of the grid. Allison made a spirited attempt to get through from the second line, but was unable to do so. Hall led for the first three laps, but on the fourth the lead was taken by Dickson, Hall falling back to fourth position, his motor sounding none too healthy. On the next lap Allison went into the lead and was closely followed by Dickson's Staride with Howard a long way behind in third place. Then came the news that Higham, who had been fifth, had retired with a seized engine. The race finished in the same order, the two leaders increasing their lead on Howard to over half a minute, with Hall fourth.

During the race Allison put in a lap in 2 mins. 18.6 secs., a speed of 62.69 m.p.h. which becomes the Formula 3

First time round the Lartini led, then the FM took the lead and stayed there until, on lap 12, Petura pulled into the pits, letting Marnell (TF) through. Fergusson (100S) was now eighth and Pauley eleventh. Marnell's lead was short-lived, for Mitchell's Siata Spyder took over on lap 15. Lap 16 saw Fergusson come through to fifth place, Pauley ninth, and two laps later the Siata sounded sick. Arents, Fergusson and Hooper passed Marnell on lap 19, with Pauley behind the TF, whilst Mitchell came around in a slowing car.

Pauley lay more than 50 secs behind the leader, and in the one lap remaining could not close the gap. Fergusson (100S) passed Arents (Siata coupé) on the back course; would he win? But Mitchell clung to his slim lead, crossing the line 11 secs. ahead of Fergusson, followed by Arents, Hooper (TR2) and Millar (100S). The first five placemen all passed over the line within 42 secs. of one another.

lap record. The motor-cycle lap record stands at 2 min. 9.8 secs., set by Geoff Duke on a Gilera last September—a speed of 66.94 m.p.h. The maximum speed reached by Hall in practice was 6,600 r.p.m. in top gear—about 95 m.p.h.

PETER CRAVEN.

Results

Heat 1: 1, C. Allison (Cooper); 2, J. K. Hall (Cooper); 3, J. Higham (Cooper). **Heat 2:** 1, W. Howard (Cooper); 2, T. Dickson (Staride); 3, J. Somervail (Cooper).

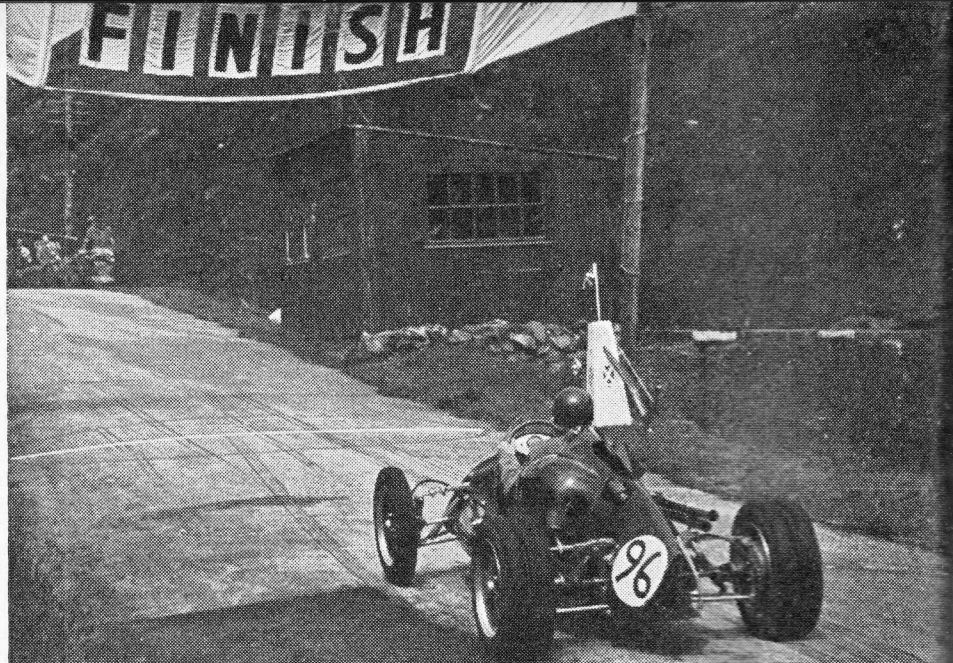
Final: 1, C. Allison, 16 mins. 34.2 secs.; 2, T. Dickson, 16 mins. 36 secs.; 3, W. Howard, 17 mins. 15 secs. **Winner's average,** 61.18 m.p.h. **Fastest lap:** Allison, 62.69 m.p.h.

A NEW PORTABLE AIR PUMP

RECENTLY introduced by Lawrence Edwards & Co., Oxford Street, Kidderminster, is the "Komag" Air Pump, a small, high-performance unit with a capacity of 150 lb. per sq. in. and an output of approximately 3 cu. ft. per min. at 500 r.p.m. The outfit, which weighs 14 lb., is supplied with a coupling suitable for a variety of drives (electric motor, petrol engine, etc.), and can be used for rapid tyre inflation or operating spray and grease guns and other airline equipment. The pump, complete with 18 ft. of airline, costs £12 10s. 0d. delivered, and full particulars may be obtained upon request from the manufacturers.

NOW REST—and be thankful to have made B.T.D. in the blown Cooper big twin. Tony Marsh arrives at the top of the hill on his winning run.

LAST year we watched Michael Christie perform the very remarkable feat of making the three best times of the day in the sixth speed hill-climb organized by the Royal Scottish Automobile Club on Rest-and-be-Thankful. Last Saturday a formidable opponent in Tony Marsh repeated his recent successes in the South, gave Christie a run for his money and recorded the two best times, leaving only third best time to the Haddenham exponent. Our only regret is that the promised appearance of Ken Wharton was prevented by his slow recovery from the burns received at Silverstone in May. We are certain that Wharton's presence



A Double for Marsh

Tony Marsh (blown and unblown Coopers) Takes Two Best Times of the Day at R.S.A.C. Rest-and-be-Thankful Hill-Climb

would have made the contest an epic one in this initial counter for the British Hill-Climb Championship.

One very pleasant thing about the event was the fact that, for most of the afternoon, the sun shone. With recollections of the Niagara of rain that fell last year this was much appreciated by spectators and competitors but not by Michael Christie, who, we understand, is at his very best on a wet track. The fact was made very obvious in practice when, turn and turn about in the E.R.A. and the Cooper, he made the four best practice times during Friday's rain and was only beaten by Bill Sleeman (Cooper), who had a couple of runs on the drying track on Saturday morning.

Both old and new competitors found that Rest-and-be-Thankful is not an easy hill by any means. At practice we witnessed new boy Michael Salmon coming up to the final hairpin at an over optimistic speed in his Jaguar XK 120. He ran out of road and mounted the banking at the hairpin but was fortunate enough to dent only the near-side door of his grey car. Old hand Basil Davenport came into Cobbler Bend at a disconcerting rate of knots. His fine old G.N. Spider did a complete circle

and wound up much too close to the railings for Basil's liking, but again, little damage was done and both he and Salmon had their cars in good order for Saturday.

And now for the actual event. Proceedings opened with the half-litres and Don Parker went very well through Stone Bridge and round the Cobbler Bend in his Kieft. In his first appearance on the hill Don came out of the final hairpin just a little too rapidly and his car clouted the banking, went into the ditch and had to be manhandled over the finish line. However, the capable little driver from the South made no mistake in his second run and recorded the jolly good time of 61.50 secs. Ninian Sanderson was giving his new Martin its baptism but the car sounded far from healthy and its engine packed up in the first run, after clipping the banking with the car at Stone Bridge. Second run was not a great deal better and the car was a full second behind the Parker Kieft.

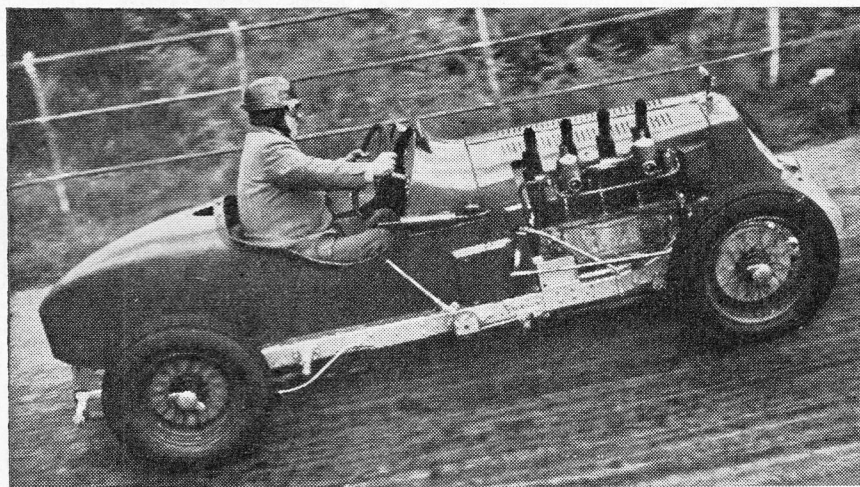
Then came the class for cars up to 1,100 c.c. This was completely dominated by Tony Marsh (Cooper) who made a good first climb and then followed it with a beautiful effort in his second run. The Peter Hughes Tojeiro,

from which much had been expected, was slow in its first essay and at the start of its second repeated a growing and pernicious habit of breaking half shafts. D. J. Hammond's very Lotus-like Midget Special looked fast but just wasn't in the hunt with the Marsh Cooper.

Sole contestants in the class for supercharged cars up to 1,100 c.c. were Michael Christie and Tony Marsh in Coopers. Christie opened with a rocketing effort in which he managed Stone Bridge and the final hairpin very stylishly. He was outshone by Marsh's rapid getaway and controlled sliding in the early stage of the climb but came back to do battle. Perhaps through over-eagerness Christie spoiled his second climb by taking the hairpin too close, swinging his tail too widely and losing precious tenths of seconds in his recovery. And then came a very fine climb indeed by Marsh in which the Cooper won the class and clocked the best time of the day in 56.12 secs.

Dick Henderson (Cooper) was without peer in the class for cars up to 1,500 c.c. unsupercharged. Both his climbs were the best in the class but we must commend a very fine second climb by J. L. Fraser in an immaculate and crisp sounding Lotus. Mrs. Gray Mickel—more familiar in these pages as Agnes Balfour—drove tidily in her M.G. TF 1,500, while Harry Ballantine's Riley Sprite gave little sign of its age in a couple of ascents very much in the Riley tradition.

One of the best climbs to watch was that of Birmingham driver Bill Sleeman whose Cooper, in its second attempt, hurtled very rapidly through Stone Bridge and round the final hairpin in a superbly-controlled effort that was well worthy of its new class record. Alistair Birrell, widely moustachioed and looking more like Jimmy Edwards than ever, had his E.R.A. on the hill. We doubt if there is a better sound anywhere than the crisp singing of an E.R.A. echoing down Glen Croe in the sunshine, and to add to the interest Birrell went through Cobbler Bend in a most exciting broadside from which the E.R.A. recovered smartly to go cracking over the finish. But the E.R.A.'s age is beginning to tell and it was Raymond Fielding in



RATE OF CLIMB given by 6½-litres of Gypsy Major aircraft engine was notable, but T. Dryver found the big special quite a handful although most impressive to watch!

his beautifully prepared Alta who was second in the class.

Raymond Fielding was very much to the fore in the class for cars up to 3,000 c.c. unsupercharged, and in both his climbs he led the opposition by a full two seconds. The most interesting Davenport Spider went up in stylish fashion, while the glen echoed and re-echoed with all the sounds of a miniature air raid, to take second place. Amid a gaggle of Triumph drivers, J. McN. Brown was somewhat erratic compared with the steadiness of Ronnie Dalglish, but it was Mrs. Doreen Fielding in her husband's H.W.M. who annexed third as well as first place for the car.

Again there was the singing note of an E.R.A. as Michael Christie took to the hill in the Peter Bell car. He had the class to himself, for there were no other entrants among blown cars up to 3,000 c.c., but despite his knowledge of the hill and a terrific performance through Stone Bridge and Cobbler Bend, Christie made just that little miscalculation at the hairpin and lost valuable seconds to mar what might well have

been a record-breaking first climb. His second climb was a model effort but lacked dash in the earlier stages.

In spite of some jolly hard work and good driving of the 6,500 c.c. Gipsy Major engined de Havilland-M.G., T. Dryver wasn't able to match the more easily handled Jaguars, and it was John Barber in a C-type who led the class for cars over 3,000 c.c. unsupercharged. Mrs. Vickers gave us two impeccable performances and G. Wolfe's pretty home-built fibreglass-bodied Wolfe Special went very well indeed. Michael Salmon restrained the exuberance he had shown in practice, taking the hairpin bend in capable fashion, his XK 120M giving the C-types a good run for their money.

The last class was a new one for cars manufactured before December 1935, but what looked like a representative entry faded away like old soldiers, and we were even deprived of the annual duel between Gordon Lockhart (Bentley) and Pat Melville (Vauxhall). Although he had no antagonists, Gordon Lockhart made two spanking climbs that put an excellent climax to a good afternoon's

sport. In each of them he beat his last year's time and the sight of this old 4½-litre Bentley—a famous marquee on a famous hill—was a fitting conclusion to an enjoyable speed hill-climb.

"AENEAS".

Provisional Results

Best Time of the Day: A. E. Marsh (1,098 c.c. Cooper S), 56.12 secs.

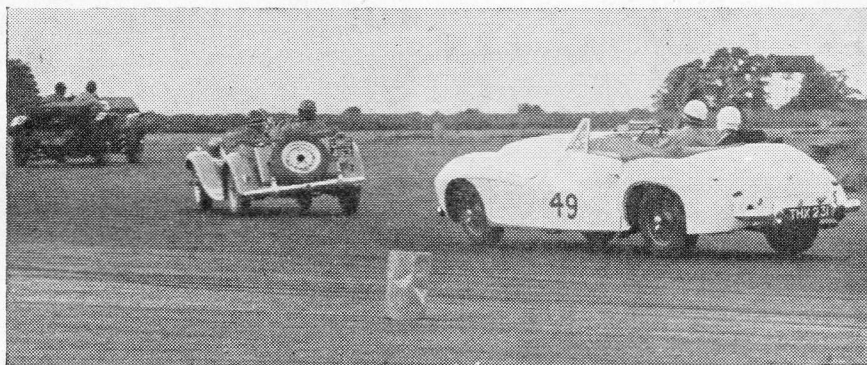
Next Best: A. E. Marsh (1,098 c.c. Cooper), 56.90. **Third Best:** M. A. H. Christie (1,098 c.c. Cooper S), 57.01. **Frew Cup for best lady driver:** Mrs. Vickers (Jaguar XK 120C), 66.29. **Albion Cup for best R.S.A.C. member:** J. L. Frazer (Lotus), 66.96.

Up to 500 c.c.: 1, D. Parker (Kieft), 61.50; 2, N. Sanderson (Martin), 62.74. **501-1,100 c.c.:** 1, A. E. Marsh (Cooper), 56.90; 2, P. S. Hughes (Tojeiro), 70.26. **501-1,100 c.c., supercharged:** 1, A. E. Marsh (Cooper), 56.12; 2, M. A. H. Christie (Cooper), 57.01. **1,101-1,500 c.c.:** 1, C. S. Henderson (Cooper), 59.06; 2, J. L. Frazer (Lotus), 66.96. **1,101-1,500 c.c., supercharged:** 1, W. Sleeman (Cooper), 58.55; 2, R. Fielding (Alta), 64.39. **1,501-3,000 c.c.:** 1, R. Fielding (H.W.M.), 63.62; 2, B. H. Davenport (G.N. Spider), 65.98. **1,501-3,000 c.c., supercharged:** 1, M. A. H. Christie (E.R.A.), 57.81. **Over 3,000 c.c.:** 1, J. Barber (Jaguar XK 120C), 64.97; 2, Mrs. Vickers (Jaguar XK 120C), 66.29. **Pre-1936 cars:** J. G. Lockhart (Bentley), 68.21.

* New class record.

TWO UP: Passengers had an interesting ride in the one-hour trials and this group at Becketts includes McDonald's Bentley and Bekaert's DB1 Aston Martin.

TAKE an assortment of motor-cycles from a pip-squeak to a Black Lightning Vincent, add an equal quantity of vintage and modern four-wheelers, and flavour lightly with Morgans and Messerschmitts. Place on any large area of smooth concrete and stir vigorously for about eight hours. The result, as cooked up by the Motor Cycling Club, is lots of fun for competitors and spectators alike, a never-failing recipe which has been the introduction to competition motoring for



VARIETY PROGRAMME

Two-, Three-, and Four-Wheelers
at M.C.C. Silverstone Meeting

hundreds of drivers, the writer included, in years gone by.

Britain's oldest sporting motor club did it all again last Saturday at Silverstone, with a 13 event programme including five motor-cycle events and four Hour Blinds. The time schedules in the latter are such that any competent driver of a quite homely machine may reasonably hope to figure in the award list, and it was nice to note that, of the car entrants, 35 gained first-class, 10 second-class and four third-class awards. On the other hand, it must in fairness be owned that the standard of driving among the cyclists was, in general, of a higher order than that of the four-wheeled fraternity. In four hours of sustained loud pedal, the only serious incident occurred when a rear wheel of J. T. A. Williamson's 1½-litre Riley saloon broke up on Copse Corner, and the car overturned, causing extensive damage to the machinery, but the occupants escaped with minor injuries.

The first five-lap scratch race for cars produced a mixed array of Jaguars, TR2s, an Aston Martin DB2/4 and various M.G.s and Lotuses. All the more fun, therefore, when at the end of the first lap W. A. Liddell appeared at the head of affairs with his 1,100 c.c.

Climax-engined Buckler 90, driving with immense gusto and holding off the Jaguars of Towse and Kenyon and Coakley's Austin-Healey. The Black Lion remained rampant throughout the race, Liddell staving off the Jaguar challenge with impudent ease to win at 68.75 m.p.h. ahead of Towse and Kenyon, with Llewellyn's Lester "Salonette" in fourth place.

In the first of the handicap races R. Thomas's well-driven Austin A30 lost no time in overhauling the limit Renault of V. C. Faber, only to lose the lead on lap 4 to J. K. Bell's Morris Minor, which in turn gave best to Cuff-Miller's rapid little Ford Anglia, all these work-a-day cars being cornered in a manner which would have startled their makers; Loupart's Vauxhall Wyvern used its boot lid as an air-brake, and of the back-markers only W. Watson's rather odd-looking 1,892 c.c. Alvis came within sniffing distance of the leaders, with a fastest lap at 62.79 m.p.h.

S. A. Hurrell won the next handicap race with his TR2 from the 35 secs. mark, catching J. D. Hall's M.G. TF on the last lap, and J. H. Kelshaw drove Tom Dargue's M.G. competently into third place. J. Freeman had not quite settled down to the nicely restored ex-

Horsfall Spa Aston Martin, which spun off and misfired thereafter, but M. J. Parkes gave a scintillating display with the grand old Dubonnet-suspended Frazer-Nash "Patience" (surely the most spectacular cornering device of all time!) in an unavailing struggle against a rather unkind handicap.

The handicapper showed marked respect for the Liddell-Buckler combination in the next event, the little silver car being on the 10 secs. mark with the Jaguars, from which a fastest lap at 71.3 m.p.h. could produce only eighth place, but Coakley's Austin-Healey was more kindly treated, and won fairly comfortably from E. S. Brookes's TR2. Len Gibbs, who had hitherto had patches of trouble with the experimental O.H.V. Williamson-developed Ford engine in his Lotus, went extremely well to take third place. G. Towse ditched his Jaguar at Woodcote but drove out and continued with aplomb, and neither lurid cornering nor thrifty slip-streaming could get "Patience" into the picture.

There followed a not-very-inspiring race for first-class award winners in the M.C.C. Trials of last season, a scanty entry of five being reduced to three by the non-appearance of E. B. Kay's Jaguar and Charles Kemp's A.C. Ace, now passed to other hands. The situation was not improved by a mistake in handicapping which led to much flag-wagging and a re-start, and the almost immediate disintegration of M. F. Allott's Dellow exhaust system, but the boredom was relieved by the sight of H. W. Tucker-

Peake's do-or-die expression whilst trying to overtake his will-o'-the-wisp opponent, who had retired down the paddock road and was by this time probably in the tea tent! J. P. Templeton (Dellow) took the only available place.

The *Motor Sport* handicap proved an excellently cut-and-thrust affair, with much congestion on the corners and some confusion amongst the timekeepers in the closing stages. The elderly 'Nashes of P. J. Nunn and J. V. Skirrow had a stirring battle, Len Gibbs's Lotus was going magnificently until something broke, Kenyon's Jaguar and Llewellyn's Lester were tearing through to the front, the former lapping at 72 m.p.h., but Peter Binns in Austen Nurse's old Brooklands Riley was obviously going very quickly, and appeared to be leading the race from lap 4. Somebody dropped a stitch, however, for after a very busy looking finish, with the entire field not a hundred yards apart, the race was awarded to Nunn's Frazer-Nash, with Kenyon (Jaguar) and Skirrow in the other Nash hot on his heels. After some re-examination of the records, the results were corrected, and Binns, who was plainly going far too fast to be a lap behind anybody, was posted as the winner, the other placings being corrected accordingly.

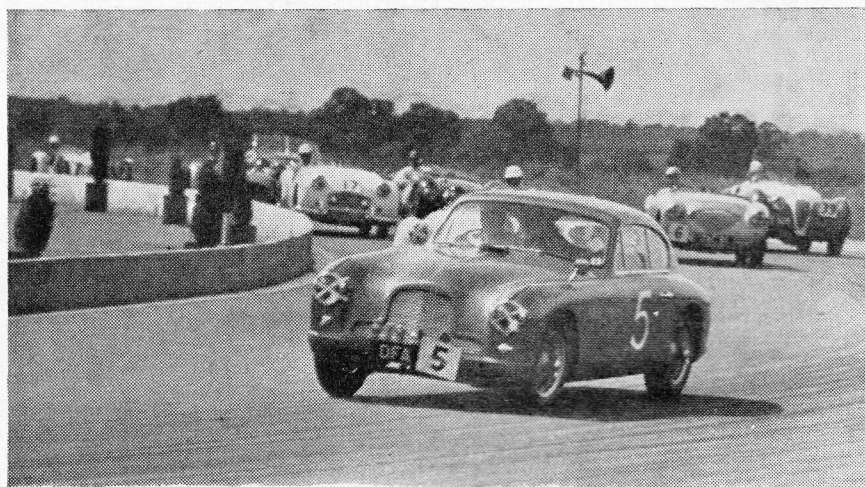
G. H. DEASON.

CROWD AT COPSE in the first lap of the first scratch race is led by M. V. Mackie's Aston Martin DB2-4. However, by the end of the lap, Liddell's Buckler was in front and won the five-lap event easily.

Results
First High Speed Trial. First Class Awards: K. L. H. Best (2,660 Austin-Healey), J. Kenyon (3,442 Jaguar), A. F. Coakley (2,660 Austin-Healey), M. V. Mackie (2,922 Aston Martin DB2/4), D. J. Butterfield (3,442 Jaguar), R. E. C. Brooks (1,991 Triumph TR2), G. R. B. Clarke (1,991 Triumph TR2), R. I. Clarke (1,991 Triumph TR2), S. H. Goddard (1,991 Triumph TR2), C. M. Davis (1,991 Triumph TR2), R. Thomas (803 Austin A30), J. J. Richards (1,098 Lotus), C. D. F. Buckler (1,172 Buckler 90), W. A. Liddell (1,100 Buckler 90), J. D. Hall (1,466 M.G. TF), T. W. Dargue (1,467 M.G.), F. W. Marriott (1,250 Morris-Lotus). **Second Class Awards:** W. J. Watson (1,892 Alvis), J. Carefoot (1,991 Morgan), S. Adams (1,497 Singer). **Third Class Awards:** T. W. Wood (1,508 Ford Consul), J. D'A. Tremlett (1,172 Porteous Spl.), P. Hewins (1,489 M.G. Magnette), P. Gurdon (1,200 Morris Cowley). **Second High Speed Trial. First Class Awards:** G. G. McDonald (4,567 Bentley), G. Towse (3,442 Jaguar), G. Wood (3,442 Jaguar), K. S. Crutch (3,442 Jaguar), M. B. Dimmick (3,442 Jaguar), E. G. Kemp (1,991 A.C. Ace), B. T. Thomas (1,991 Morgan), A. S. Lusty (1,991 Triumph TR2), S. A. Hurrell (1,991 Triumph TR2), Miss M. H. Flockton (1,991 Triumph TR2), J. Bekaert (1,970

Aston Martin), J. H. Kelshaw (1,467 M.G.), P. F. Brown (1,250 M.G. TD), J. R. Waller (1,489 M.G.), A. C. Rosselli (1,493 Singer), C. M. Tremlett (1,250 M.G. TD), J. K. Bell (918 Morris Minor), V. C. Faber (748 Renault). **Second Class Awards:** R. Leach (2,660 Austin-Healey), E. W. Cuff-Miller (1,172 Ford Anglia), J. A. Ward (1,496 Riley), R. M. Barford (1,497 Singer), R. Hough (1,250 M.G. TC), J. Handy (1,250 M.G. TD), P. D. Rhode (1,200 Morris Cowley).

5-lap Scratch Race: W. A. Liddell (1,100 Buckler), 68.75 m.p.h., G. Towse (3,442 Jaguar), J. Kenyon (3,442 Jaguar). **5-lap Handicap Race:** E. W. Cuff-Miller (1,172 Ford Anglia), 55.41 m.p.h., J. Bell (918 Morris Minor), R. Thomas (803 Austin A30). **5-lap Handicap Race:** S. A. Hurrell (1,991 Triumph TR2), 64.89 m.p.h., J. D. Hall (1,466 M.G.), J. H. Kelshaw (1,467 M.G.). **5-lap Handicap Race:** A. F. Coakley (2,660 Austin-Healey), 66.24 m.p.h., E. S. Brookes (1,991 Triumph TR2), L. Gibbs (1,172 Lotus). **5-lap Handicap Race** (for First Class award winners in Autumn, Exeter or Land's End Trials): H. W. Tucker Peake (1,466 Tucker-M.G.), 55.35 m.p.h., J. R. Templeton (1,172 Dellow). **"Motor Sport" and Winners' Handicap Race:** P. J. E. Binns (1,089 Riley), 65.35 m.p.h., P. J. Nunn (1,496 Frazer-Nash), J. Kenyon (3,442 Jaguar).



IRISH VETERANS' OUTING

THE weather played fair by present-day summer standards on Saturday, 25th June, for the 8th annual Veteran Car Run, organized by the Leinster M.C., and over 50 cars took part, ranging in age from John H. Moore's 1897 Panhard to the 20 or so "youngsters" of the vintage era, i.e., 1917-1930.

Multitudes of Dubliners turned up at the bus depot at Donnybrook to see the start of the run and thousands lined the route, which was more or less the same as last year, going through Rathcoole, Naas, Celbridge, Lucan and Phoenix Park to Chapelizod Stadium. They cheered and laughed and clapped as what

is affectionately called "the Old Crocks' Race" went by and any potentate would relish such an enthusiastic reception. Period costumes were worn by most crews and were notably correct. Alas, there are still the few who treat their old cars roughly, though the great majority are obviously not only spending time and money on restoration but handling their machines with deserving care.

Last year we commented on the senselessness of asking the real old 'uns (up to 1906) to average 15 m.p.h. for a journey of nearly 50 miles. Again the old Panhard fell by the wayside as did Jack Matthews's little 1902 2½ h.p. Sunbeam Mabley, too. Most of the remainder got to Chapelizod in good order and on time. The veterans had a test in company with the vintagers near Naas, and the latter were also required

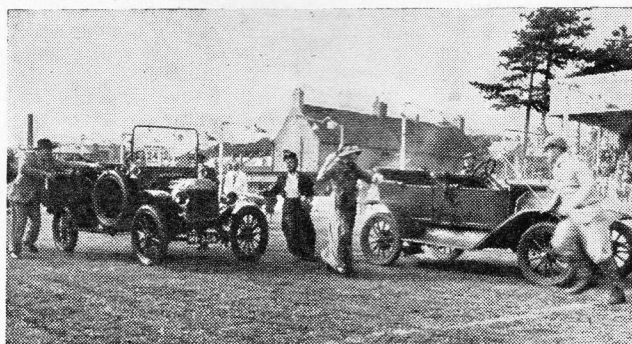
to show their paces in a climb of Old Windmill Hill. Surprisingly, there seemed to be very few mechanical bothers in the cavalcade and apart from meeting the odd "plug change" we saw very little trouble along the way, though there were the usual thoughtless drivers of modern machinery who simply would not give the old cars sufficient "sea-room".

Back at Chapelizod, a test which involved much running around the cars highly amused the spectators and surely a special award should have gone to Miss Overend (whose 1927 Rolls-Royce tourer is in everyday use) for her very youthful performance in beating a crew of teen-agers in a Métallurgique in the test. Crews came from far and near, and if the palm for distance went to G. F. Simpson of Edinburgh, whose 1910 Ford came all the way with him, a look at the addresses of other class winners will prove the extent of the interest in veterans in Ireland and the popularity of this Leinster M.C. venture.

JACK O'DONOGHUE.

Results

Grand Prix d'Honneur (Naas Trophy): J. H. Moore (Dublin), 1897 8 h.p. Panhard. **Goff Cup** (up to 1905): A. T. Clarke (Belfast), 1903 6 h.p. Peugeot. **Findlater Cup** (1906-1910): K. T. Hall (Raheny), 1910 12 h.p. Darracq. **Semper Idem Cup** (1911-1912): G. D. P. Colley (Clondalkin), 1911 7 h.p. Renault. **Briggs and McCrea Cup** (1913-1916): J. Darlington (Enniskerry), 1914 26 h.p. Overland. **Vintage Trophy (1917-1930):** W. J. Haughton (Co. Antrim), 1925 11 h.p. A.C. **Long Distance Trophy:** G. F. Simpson (Edinburgh), 1910 20 h.p. Ford. **Hard Luck Trophy:** J. T. Matthews (Portarlinton), 1902 2½ h.p. Sunbeam-Mabley.



★
HIGH JINKS by Tom Magee (1910 Flanders, right) and M. O'Brien (1912 Model T Ford) at Clondalkin in the Irish Veteran Run.
★

CORRESPONDENCE

The Le Mans Disaster

WITH due respect to the authors of the many letters previously published on the Le Mans disaster, I should like to point out that we have seen and heard enough about this subject.

Mercedes-Benz have taken the matter of safety into their own hands, and who else is better qualified to do so at the present time? They are streets ahead of the F.I.A. on both safety and thoroughness. Had the F.I.A. taken notice of Dr. Koenecke and company when they re-entered G.P. and sports car racing the sport would be in a healthier position today. Why shouldn't they inspect Aintree, Mr. Leapingwell? They did it for yourself and John Doe's safety: or would you rather see a G.P. devoid of Mercedes and probably Ferrari, with the risk of a Le Mans repetition?

P. MAGUIRE.

VICTORIA, AUSTRALIA.

ANY high-speed circuit which allows the densely packed public to stand within 10 feet of the racing cars, and relies solely on small earth embankments to retain those cars, should to my mind be considered very unsafe. Any attempt to confine and retain fast-moving cars by earth embankments or concrete walls can only produce a major accident, arising in many cases from a small incident.

In this country our aerodrome circuits are thought by some people to be flat and uninteresting, but, due to the wide flat verges on each side of the circuit these courses are inherently safe, and if the Le Mans course had possessed this feature the accident would not have produced such terrible havoc.

J. H. CARTER,

CAR SECRETARY, DARLINGTON AND DISTRICT MOTOR CLUB.

ONE final word I feel has to be said on the Le Mans tragedy—that being the fact that Jaguars were very unfortunate in losing a great deal of publicity from a really great performance in this race, and the same remark can be applied to Aston Martin; also to other British makes that finished so high in the awards list. Whether the Jaguar would have won if the Mercedes had not withdrawn is one of the "ifs" of motor racing. My personal opinion—having studied all the race reports—is that they certainly might have done so. In any case they put up a very fine show.

DENNIS B. COOKE.

MALVERN, WORCS.

Regulations Needed for Turbine Cars?

I THINK it is generally agreed that considerable changes are necessary in the motor-racing world. This is certainly the case in sports-car racing, though I do not feel that it applies to Grand Prix racing as your correspondent M. Dardenne suggests. Grand Prix racing has never been in a healthier state than at the present time. Whether this situation will continue remains to be seen.

I think, however, that a vital point has escaped all the critics of the present racing scene. It is a factor that applies equally to Grand Prix racing and to sports-car racing. Whatever regulations are framed now can only be of a very temporary nature, for within the next decade the gas turbine era will be upon us. It will affect all classes of racing and sweeping changes will take place. I consider that an attempt must be made now to decide what steps are necessary to admit this development to the motor-racing world. Unless this is done now, the problems of motoring sport in 10 years' time may well prove infinitely greater than those which cause the present justifiable concern.

DAVID S. VENABLES.

KINGSTON HILL, SURREY.

"Is Racing too Fast?"

I SAW in your last issue that my letter brings over many letters of comment from readers.

It is true that many of the top drivers were killed not on racing cars but on sports cars. I agree that the sports-car category is more dangerous than the F1, as Mr. Stock's letter explains. But, the superiority of Mercedes gives the races now monotonous. Every race result is: 1st, Fangio; 2nd (as his

shadow), Moss, and long behind, Ferrari or Maserati drivers. Of course, the superiority of one make does not necessarily mean a change of formula. But Mercedes understand well the situation and retire, with enough publicity for a time! It is possible, and that make sure, the rivalry between Ferrari, Maserati, Gordini, Vanwall and independents will be more well balanced. But, to come back to the subject, rapid engine development brings quicker and quicker cars, and as Mr. Jano, builder of the Lancia, said, "We have the cars, but we have no drivers to handle them!" Mercedes battles hard to get Fangio and Moss—without them, who will be capable to drive the Mercs. to victory? Not Kling, not Herrmann, not even Lang!

I agree also with Mr. H. Hunt and Mr. Fergus that I miss Hawthorn as a No. 1 driver, but this alone does not resolve the problem. Of course, Mr. G. G. L. Stock mentions some other drivers of first calibre in his list, but these great drivers have not reached the ultimate class of the few "super-drivers". They won when the best broke.

A good solution to the problem is that one given by our Belgian best driver, Paul Frère—to limit the fuel consumption and to avoid other fuel than gasoline, say at 80 octane. That will bring them nearer to production cars and a good idea to limit their speed. New researches and departures will be born... and very useful ones.

G. DARDENNE.

LIÈGE, BELGIUM.

On Formulae and Things

IT is, I suppose, judging from earlier correspondence, only natural if one owns an obsolete piece of racing machinery or dreams of constructing a new one, to press for the adoption of a suitable and convenient Formula; but my poor old low compression brain becomes confused when I read that what is wanted is a new Formula 2 for a type of engine that does not exist in this country.

Surely, what is required above all to-day is a more balanced approach to motor racing as a whole. First, a more realistic and progressive line of thought is, in spite of all the ballyhoo, badly needed in Formula 1. If a Grand Prix Formula allows, as this one purports to do, for blown and unblown cars to be raced, then it should be so devised that both types can compete and be developed in healthy competition, and in this respect Formula 1 must be classified as a failure. For some extraordinary reason, the capacity limit for blown engines has always appeared to be a matter of guesswork on the part of the powers that be, and the present limit of 750 c.c. is no exception. A simple calculation, based upon comparisons, shows that in the light of present engineering knowledge, a supercharged 750 c.c. engine would be required to run at speeds incompatible with reliability in order to compete against an unblown unit of 2,500 c.c. The result is that we now have a field of unblown cars whose methods of induction are far more complicated and expensive and far less efficient than a single- or two-stage system of supercharging. It is significant that the "750 Kilogram Formula" of 20 years ago, the simplest yet devised, was productive of the greatest advances in design in the history of racing.

Secondly, long overdue is a sense of proportion regarding Formula 3. It is, indeed, beyond comprehension that a vehicle, the product of the illegitimate conception between car and motor-cycle, came to be granted International Formula status, and our appreciation of values must be quite moronic when we utilize the successes of this complete freak for purposes of national prestige and exhibit it in all seriousness as an example of British motor engineering genius. Oddly enough, I have no sympathy whatever for the S.M.M. & T. on this latter point.

JOSEPH BAYLEY.

CHARLTON, S.E.7.

Formula 3 in Scotland

AS Mr. Charlie Graham has mentioned my name in his comments on "Formula 3 in Scotland" which you published in your issue of 24th June, I would like him, and all other enthusiasts, to know that I am perfectly willing to do anything within my powers to further the progress of motor sport in Scotland.

However, while I applaud his enthusiasm, I do think he is being just a little presumptuous in asking all competitors to state their opinions to me!

DAVID MURRAY.

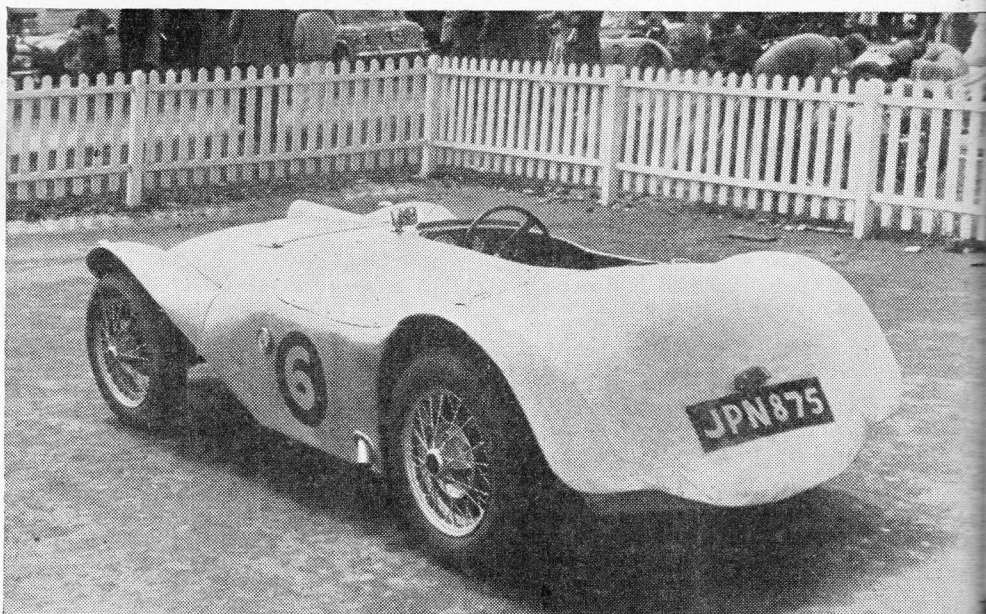
EDINBURGH, 10.

More Correspondence on page 18

REGULAR racegoers in this country have recently been intrigued by a little car called the Elva. Although its engine is our old friend the Ford 10, it has been taking on any competition that is going in 1,100 c.c., 1,200 c.c., or even 1½-litre races. Yet it has been placed in every event entered up to the time of writing. Furthermore, it has always finished, which proves that it has reliability as well as speed.

Since those three lead-footed gentlemen, Peter Gammon, Mackenzie Low, and Les Leston had failed to break it, I was given the opportunity to do just that. Accordingly, I collected it at Brands Hatch, while it was still warm from its last race. For a few days the Elva became my personal pub-crawling and shopping car, with an occasional long, fast journey thrown in for good measure.

It should be explained, at this point, that the Elva Engineering Co., of London Road, Bexhill, has been formed with one object in view. That is, to make available to the amateur a really cheap sports car which is yet fast enough to race suc-



JOHN BOLSTER ROAD-TESTS **The ELVA**

An Inexpensive Sports-racing Chassis with Outstanding Road-holding

cessfully. Frank Nichols directs the project, and Malcolm Witts is in charge of the technical side.

They have decided that, to keep the cost moderate, it is necessary to use as many mass-production parts as possible. It has been found that the front suspension assembly of the small Standard is ideal for the purpose, and the manufacturers have agreed to make these parts available. A pressed steel cross member carries the pivots for the wishbones, which have a rearward inclination. It also provides anchorages for the helical springs, telescopic dampers, and steering layout. Thus, the whole front end is ready for attachment to the Elva tubular frame.

This frame is simple, light, and rigid. It provides mountings for all the components and the body, and at its rear it has two pairs of trailing arms. These are attached to a new-type Ford Anglia rear axle, with open propeller shaft. Tri-angulated stabilizer rods look after lateral location, and rubber bushes accommodate

any slight geometrical inaccuracy under extreme conditions of bump or roll. The suspension is again by helical springs and telescopic dampers.

Various assemblies are available, but the complete outfit consists of the chassis, with all suspension parts and wire wheels fitted with Dunlop racing tyres. There is a light alloy fuel tank, gauge element, and pipe line. The brakes are connected and working, and the radiator is ready to couple up. All waiting for body and power unit installation, the Elva costs £350.

Bodies are at present the customer's responsibility, but it is hoped that arrangements will soon be completed for the supply of attractive fibreglass shells. If preferred, light alloy panels may be employed, and "my" car was so equipped. You bring your own engine

and gearbox along, and the mountings will be fabricated to suit.

The choice of a power unit rests with the customer, but among the less wealthy the Ford 10 has a great following. For this unit, Nichols produces a light alloy head containing the inlet valves, the standard Ford exhaust valves in the block being retained. Complete with all the bits, such as push rods and rockers, this retails at £65. At one stroke, it converts the homely Ford into a potent racing engine. Extremely high air flow has been secured as a result of research by that eminent authority, Harry Weslake.

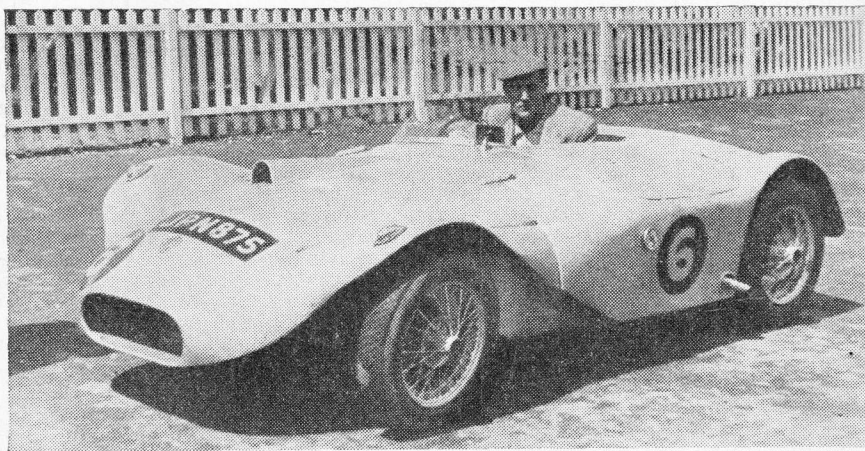
Various carburettor arrangements may be used, of which twin S.U. instruments are perhaps the most popular. On the test car, however, four Amals were fitted, which gave excellent power at the expense of a slightly lumpy bottom end. A proprietary four-speed gearbox had been installed, but Nichols is doubtful whether the extra gear is worth the considerable weight penalty that he has accepted.

Having watched the Elva being raced, I was naturally interested in its road-holding. It obviously corners quite as fast as anything else on Brands Hatch, in spite of pitting its cheap Ford axle against expensive de Dion and independent rear ends. Now that I have driven the car myself, I would say that it has controllability of a very exceptional order. Under extreme conditions, the rear end breaks away, but it does it so smoothly that one skates through bends with just a flick of the wrist.

Here is part of the secret of the Elva's success. It can be driven right on the



TWO SPECIMENS of this speedy newcomer to sports car racing. On the left is a later and more shapely example than the prototype on the right.



PADDOCK PICTURES of the Elva tested by Bolster. Frank Nichols is seen in the cockpit in the picture above.

limit all the time without ever coming completely unstuck. Therefore, every bit of power available can be used with advantage, and one can take on and beat less controllable cars of potentially greater performance.

I am a big bloke, but I found the low seating position perfectly comfortable, and there is plenty of room in the body for the most energetic manoeuvres. The steering is light, with some caster return action. From the driving seat, one does not notice that the wheelbase is only 6 ft. 11 ins., and no "dicing" is involved when 100 m.p.h. is exceeded. The car is not sensitive to gusts of wind.

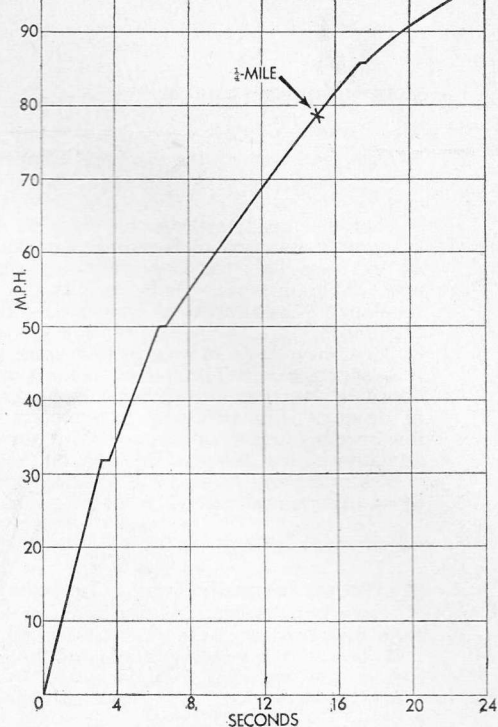
The mean maximum speed of 109.8 m.p.h. is pretty staggering for a Ford-engined machine. The road-racing gear ratio, as used at Brands Hatch, was still in the car when I took over. In consequence, the engine was revving at a somewhat alarming rate. In fact, I held the rev. counter at 6,600 r.p.m. in top gear during the maximum speed runs. As the crankshaft and connecting rods were absolutely standard, and had a long racing mileage behind them, this is an impressive advertisement for the Dagenham products! It was an old-type "ten", mark you, and not the latest version.

The engine has that pleasantly "hard" feeling of a true competition unit. It started at once, hot or cold, and revved extremely freely. The gearbox of the

test car has unnecessarily low ratios for first and second speeds, the gap between second and third being rather marked. It is probable that a Ford Anglia three-speed box, with close ratio gears, would give at least equal results. Alternatively, for a little more money, the M.G. gearbox would probably be best of all; albeit, the box at present fitted handles nicely and is virtually unbreakable.

The brakes are very effective, in spite of their small size. They are notably powerful, and can be applied hard at full speed without causing any deviation. Larger brakes will in future be available, but the present ones are perfectly adequate for normal circuit racing.

The Elva is a notable addition to the



ACCELERATION GRAPH

ranks of moderately priced competition cars. By the strategic use of quantity-produced components, the makers are able to give an exceptional performance for a moderate outlay. They are determined that the car shall not "grow up", which has happened to other projects in the past. I thoroughly enjoyed my short "ownership" of this lively little sports-racer.

Specification and Performance Data

Car Tested: Elva sports 2-seater. Price of complete chassis, £350. Engine, gearbox and body supplied by customer.

Engine: Four cylinders 61.25 mm. x 92.5 mm. (1,098 c.c.). Pushrod operated overhead inlet valves in light alloy head, side exhaust valves. 9 to 1 compression ratio. Four Amal carburettors. Lucas coil and distributor.

Transmission: Single dry-plate clutch. Four-speed gearbox with short central lever. Ratios 4.4, 5.7, 9.8 and 15.8 to 1. Open propeller shaft. Spiral bevel rear axle.

Chassis: Multi-tubular frame, with stressed under-shield forming floor. Independent front suspension by wishbones. Rear axle on twin trailing radius arms with stabilizing bars. Helical springs and telescopic dampers all round. Worm and wheel steering box with slave arm and three-piece

track rod. Bolt-on wire wheels, fitted 4.50-15 ins. front and 5.25-15 ins. rear tyres. Hydraulic brakes. R.H. lever to cable-operated rear shoes.

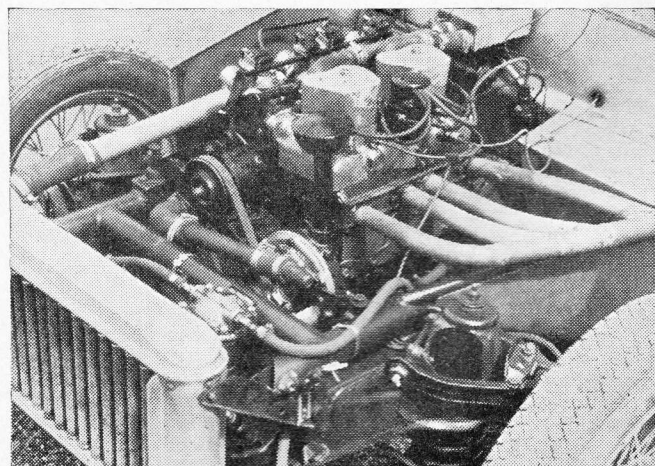
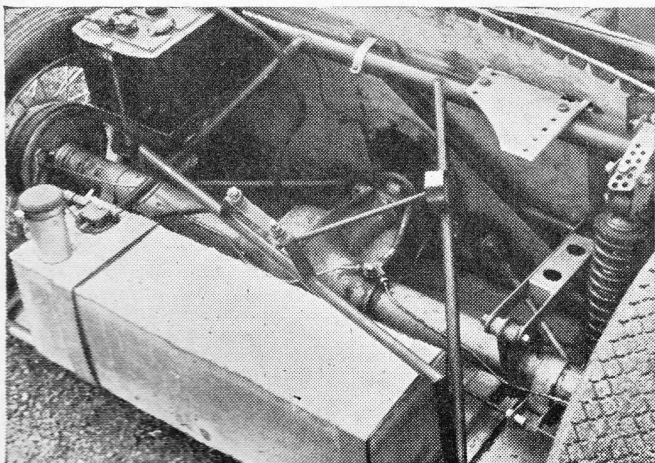
Equipment: 6-volt lighting and starting. Rev-counter, ammeter, oil pressure, water temperature and fuel gauges.

Dimensions: Wheelbase 6 ft. 11 ins.; track, front 4 ft. 0½ in., rear, 3 ft. 11 ins. Weight, with oil, water and four gallons fuel, 9 cwt, 14 lbs.

Performance: Maximum speed 109.8 m.p.h. Speeds in gears: 3rd, 86 m.p.h.; 2nd, 50 m.p.h.; 1st, 32 m.p.h. Standing quarter-mile, 15 secs. Acceleration, 0-30 m.p.h. 3 secs.; 0-40 m.p.h. 5 secs.; 0-50 m.p.h. 6.4 secs.; 0-60 m.p.h. 9.4 secs.; 0-70 m.p.h. 12.4 secs.; 0-80 m.p.h. 15.4 secs.

Fuel Consumption: 30 m.p.g. (approx.).

REAR END, showing the light alloy fuel tank and Ford Anglia rear axle. Trailing arms and helical springs form the suspension.



FRONT END incorporates Standard 8/10 suspension assemblies. The special Elva O.H.V. head and four Amals were fitted to the Ford engine.

Correspondence—continued

The Packard Clipper

YOUR road test of the Packard Clipper should serve as an eye-opener to motorists who invariably decry American cars.

That the less knowledgeable have so often commented unfavourably upon them is mainly due to the fact that so few of us have had the opportunity of driving them for any appreciable distance. This, too, is true of automatic transmissions. Assessment of values is still based on pre-war experience.

These new V-8s have a performance comparable with our best sports cars. Their road holding has been considerably improved, but their size demands, however, a different technique in driving. The enormous acceleration available from quite low speeds more than makes up for slower cornering powers, and anyway few drivers take bends on the limit.

It is refreshing to read the unbiased comments on this point by an experienced tester like John Bolster.

C. BARCLAY.

KENSINGTON, W.8.

ALTHOUGH normally very disparaging about the latest American "gadgets", I must confess to being fascinated by John Bolster's test of the "Torsion-Level" system of suspension.

If, however, my interpretation of these simple mechanics is correct the pitching forward qualities under hard braking, which are associated with soft springing, must be virtually doubled.

I should very much like to read the tester's comments on this point.

PERRY WALKER.

WALLASEY, CHESHIRE.

I ENCLOSE an advertisement from the *Kentish Mercury*. Could "Formula 36" be something new for out-of-date B.R.M.s? Or possibly Martian flying saucers?

M. W. CALVERT.

NEW ELTHAM, LONDON.

Aintree Prices

THE announcement of the prices of admission for the British Grand Prix at Aintree, serves, once again, the Silverstone-versus-Aintree controversy.

The Grand Stand seats at Aintree are advertised at 45s. and 35s., respectively, and some are uncovered, at that! At Silverstone the prices are 30s. and 25s., for covered stand seats. This seems to provide an obvious comparison between non-profit-making and profit-making organizations.

S. G. MIRON.

BANBURY, OXON.

A London Sports Car Show?

THERE seems to be a never ending number of sports car shows abroad, especially in the U.S.A. Surely it would be worthwhile to arrange a similar show at Earls Court, perhaps once every two or three years? If arranged in April it would be more convenient for overseas visitors, and at the same time would give an opportunity to schoolboy enthusiasts who are away at school at normal show time. I feel it would do a great deal of good to our export market.

H. T. DONOVAN.

KNOWLE, WARWICKS.

A Plea For Trailers

I SHOULD like to appeal to the organizers of club sports car races to remove the clause from their regulations which requires cars to be driven to the course.

From bitter experience I know that there is nothing more uncomfortable than driving 100 miles or more in a very unprotected car bulging with gear, generally in the pouring rain. No! perhaps there is one thing more uncomfortable, and that is the long tow home in the event of trouble.

I do most of my racing unsupported by mechanics, friends, etc., and I find it more convenient to load my car on a trailer and carry it to the meeting. In order to comply with regulations I have to unload my car at the course gates, drive in, walk out again and fetch my tender car. This is reducing the whole thing to a farce, but I am complying with regulations. Would it not be better to allow the scrutineers to decide what is or is not, a sports car?

W. A. LIDDELL.

ANDOVER, HANTS.

A Word of Thanks

MAY I, through your correspondence column, express my appreciation of the service rendered to me on 21st May, when, on my way to Westbrook Hay and then Prescott, I ran into difficulties with my Jaguar XK 120, which necessitated the replacement of the petrol pump. The motor faltered, luckily, very close to the Blackheath Garages, Limited, who had not a replacement pump for this model. The manager of this concern, however, conducted me personally to the local Jaguar agents, where again, with prompt and efficient service, the car was on the road again after a period of about 40 minutes. This enabled me to reach Westbrook Hay in time for practice.

It is most refreshing to find that at least there are two garages I now know which will give service when one really needs it.

GORDON D. PARKER.

SHORNE, NR. GRAVESEND, KENT.

We are delighted to receive letters intended for publication. The Editor is not, of course, bound to be in agreement with opinions expressed by readers.

BOOK REVIEW

Title: Photo Guide No. 68—Motoring.

Author: I. C. B. Pearce.

Size: 4½ x 6½ ins., 56 pages, 23 photographic illustrations and numerous diagrams.

Price: 2s.

Publishers: Focal Press, Ltd., 31 Fitzroy Square, London, W.1.

IT is a funny thing, but an enthusiasm for motor racing often goes hand-in-hand with an enthusiasm for photography. Certainly there seem to be almost as many cameras as spectators at most race meetings, but the pity of it is that in spite of the enormous expenditure of film, very few really worthwhile pictures are produced by the non-professionals. That is, if the very small number of good, unsolicited pictures arriving at this office is anything to go by.

However, do not despair, for the Focal Press have added to their well-known and excellent range of handy "Photo Guides", one on Motoring—and by motoring they obviously mean motor racing. It has been written by well-known photographer Ian Pearce and covers this specialized subject in a comprehensive and business-like manner. He even gives some guidance towards the acquisition of a coveted "track pass", for there is no doubt that unless one possesses an extremely long-focus lens, it is virtually impossible to obtain good pictures from the normal public enclosures at a big meeting. However, at the smaller "club" events, the amateur has his chances and Mr. Pearce goes wholeheartedly into the matters of getting the best out of the equipment you have (or better still, what to buy if you can afford it), the choice of the best viewpoints around the circuit and the best angles for taking your pictures. Add to these the technical points such as choice of negative material and optimum shutter speeds for various circumstances and the picture (photographically speaking) is almost complete.

It remains for Mr. Pearce to make a quick survey of other kinds of motoring occasions, and he winds up with a few pointers for those submitting pictures to the Press. (N.B.: in our own case unsolicited pictures must reach us on Monday to stand a chance of being published on the Friday.) Certainly we welcome this little book, for we are always glad to see good photographs of our highly photogenic sport and yet good photographers are all too rare.

S. P. S.

Another year of Shell successes

More and more racing, rally and trials competitors, motor mechanics and engineers, in fact all those responsible for preparing high performance engines, consistently use Shell X-100

for every kind of event. They realise that this oil—exactly the same as you can get at your garage—reduces wear to a minimum, and prolongs engine life to a remarkable degree.

Free!



A 64-PAGE BOOK CONTAINING

an exciting record of motoring and motor cycling events—all won on Shell Motor Oil. It's a handsome book illustrated with superb photographs, and containing articles specially written for Shell by Stirling Moss, Mike Hawthorn, Ken Wharton, Sheila Van Damm, Francis Beart, Bill Boddice and others. Write for your copy to your nearest Divisional Office of Shell-Mex and B.P. Ltd. (see telephone directory for address).



for longer engine life

it fights acid action — main cause of engine wear

SAE 20/20W, 30, 40, 50 and now 10W/30 (multigrade)

10,500 MILE MARATHON

Scenes on the Survey for the 1955 Around Australia ReDeX Trial reveal tough terrain on the new extended 10,500 mile route



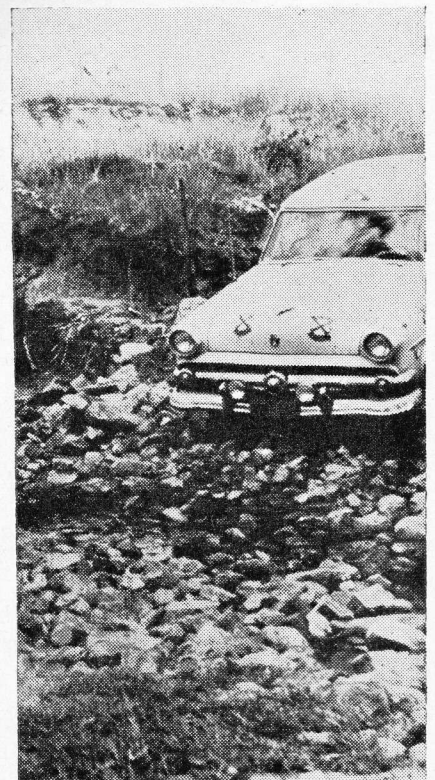
OVER 170 entries have been received for the 1955 Redex Around Australia Trial, which starts on 21st August. Continental cars are well represented and include Volkswagen, Peugeot, Citroën, Renault and Mercedes-Benz. An entry has been received from Mrs. Stella Hall, who was forced to retire at Darwin in last year's Trial. Mrs. Hall will be driving an Austin A40.

Last year's Redex Trial winners, Jack Murray and Bill Murray (no relation), will go their own separate ways in this year's Trial. However, there will still be an all-Murray team, as "Gelignite" Jack's co-driver and navigator this year will be another Murray, Ray Murray. Ray is Jack's brother and his partner in Brisbane.

The Organizing Committee of the Trial have received an application from Miss Jennifer Howell, who recently arrived in Australia from England. Miss Howell has been participating in trials in her M.G. for the last six years, as a member of the London section of the M.G. Car Club. Whilst she herself is not entering a car for this year's Redex Australian Trial, she is hoping to find a place in a competing car.

In order to avoid a recurrence of speeding in major towns, due to location of controls, it has been decided this year that in all major towns controls will be placed outside the city, to enable competitors to book in before entering the town.

To give all competitors an opportunity to win cash prizes in the Redex Trial, two leading automotive accessory suppliers have split the course into eight sections and are offering cash prizes of £100 each (£100 in each section) to the competitor losing the least number of points on each individual section.



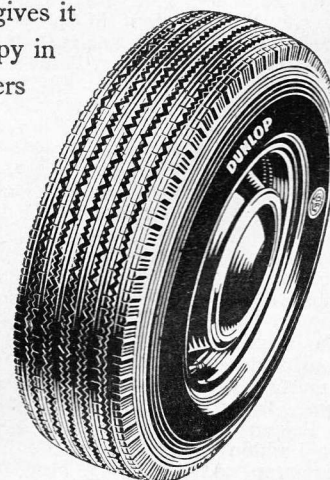
Going places...



He's nearly set for a place in the sun . . . fourteen "do-as-you-please" leisure days before the alarm clock signals him back to work. The hotel's booked, the family ready and the packing nearly done . . . with a full tank and Dunlop tyres to add to his peace of mind, there's a joyful journey ahead. He'll get the best from his car because he gives it the best . . . amongst other things, tyres from the Dunlop range. He is happy in his choice of tyres in the knowledge that the majority of British manufacturers fit Dunlop — the tyres with the Gold Seal — as standard equipment.

DUNLOP

makes the tyre you want



NEWS FROM THE CLUBS

By Wilson McComb

FERRARI spanners and machine tools are frequently advertised in Italian magazines, and we know that the company makes more money out of these than it ever did from racing and sports cars. It is fun to see Lancia Grand Prix cars matched against Gordinis, when those same Gordinis have been brought to the track in a Lancia lorry, and to find in an electrical wholesalers a leaflet on Kieft thermostats. The study of strange products made by famous racing car manufacturers is an amusing pastime, and I was more than delighted this week to come across an auctioneer's catalogue which offered, along with the usual iron bedsteads and ormolu clocks, a genuine Peugeot coffee-grinder!

* * *

Do you own a "quality" sports car of the era 1920 to 1939? And are you free on Saturday, 23rd July? If so, then you will receive a warm welcome at Silverstone, where the **Aston Martin O.C.** are staging a small exhibition of such cars in conjunction with their race meeting on that date. There will be no entry fee; on the contrary, entrants will receive a small contribution to expenses and probably a free lunch, but they must write as soon as possible to John Langrishe, 1 Oakwood Avenue, Beckenham, Kent (BEckenham 3777). Regulations have now been issued for another Silverstone meeting, that of the **Vintage Sports Car Club** on 6th August. The 10 races include a 100-kilometre event for the Richard Seaman Memorial Trophy, cars eligible being any racing car manufactured before 31st December, 1939, and entries must reach T. W. Carson, Brook Cottage, Bishops Green, Newbury, Berks, by 21st July. Entries close on Tuesday, 19th July, for the **Thames Estuary A.C.'s** 4th Southend "300" Rally. As the title suggests, it is a 300-mile event, and it will start at 9 p.m. on Saturday, 23rd July. Invited clubs are the **London M.C.**, **North London E.C.C.**, **East Anglian M.C.**, **Eastern Counties M.C.**, **West Essex C.C.**, **M.G.C.C. (S.E.)** and **Lloyd's M.C.**, and the secretary of the rally is S. L. Offord, 68 Exford Avenue, Westcliff-on-Sea, Essex. Any Allard owner, whether or not a member of the **Allard O.C.**, is invited to take part in a social rally on 17th July. Full details may be had from Mrs. S. Farrell, 14 Holmstall Parade, Burnt Oak, Middx. The new course laid out at Dunstable for the **Sporting O.D.C.'s** last autocross meeting on 5th June will be used again for the meeting on 24th July, and as previously announced, competitors at the June meeting will have a free entry for this one. Invited clubs are the **Chiltern C.C.**, **Falcon M.C.**, **Hants and Berks M.C.**, **London M.C.**, **M.G.C.C.** and **Northampton and D.C.C.** J. Nott, 126 Marsh Road, Leagrave, Luton, Beds, will close the entry list on 20th July. We have received the first monthly news-



ACHTUNG-SCHPITFEUER! A line-up of Messerschmitts prepares to take off for a one-hour trial at the M.C.C. Silverstone meeting reported in this issue.

letter of the **Special Builders' C.C.**, which is available to members at a cost of 1s. from the editor, Donald R. MacGregor, 87 Broad Road, Braintree, Essex. . . . The **West Essex C.C.** regret that their gymkhana on 3rd July had to be cancelled at the last moment, owing to unforeseen circumstances. . . . The newly formed **Healey Drivers' Club** hope to run several teams of Healeys at the **Aston Martin O.C.'s** Silverstone meeting on 23rd July, competing in the relay race for the David Brown Challenge Trophy. Nine members have already volunteered, and others are invited to get in touch with J. E. McManus, c/o 42 North Audley Street, London, W.1. . . . Advance notice: regs. are now to hand for the fifth **London Rally** on 16th/17th September (clashing with the T.T. Race—but no matter). It is, of course, organized by the **London M.C.**, and full details will be given later. In the meantime, prospective entrants can get all the information they require from Mrs. Nina Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames, Surrey.

QUEENSFERRY SPRINT

A FEW short years ago the Queensferry Sprint was the only event in the North-West where a car could be given the gun over any distance, and as a result one had to make a smart return to get an entry accepted.

But times have changed, and on Saturday, 25th June, classes had to be considerably telescoped to justify themselves and more runs were permitted the much reduced number of entrants.

A fine day blessed the activities of the Chester Motor Club but the usual prevailing wind off the Dee estuary was head-on to the aspirants. Yet in spite of this a new sports car record was made for this standing start half-mile dash. It was L. Manduca who did it driving the Gillie Tyrer C-type Jaguar in a masterly time of 22.6 secs. This was exactly one second better than Phillip Scragg's time in the Alta-Jaguar set up last year.

Manduca's effort was improved by 0.4 secs. in the racing classes by Jim Berry (E.R.A. Special), D. Wilkinson (Cooper-E.R.A.) and Manduca himself, who drove the C-type again in the unlimited racing

A.G.M. OF OXFORD UNIVERSITY M.D.C.

THE following officers were elected at the Annual General Meeting of the Oxford University Motor Drivers' Club: *President*, D. R. Goddard; *Secretary*, W. W. B. Stoner, Keble College, Oxford; *Treasurer*, J. Wilkinson; *Veteran Members' Secretary*, P. Somerset-Fry, St. Catherine's Society, Oxford; *Competition Secretary*, J. Clay; *Committee*, The Hon. J. P. Leigh, J. Milne. All ex-members of the University are welcomed as Veteran Members at an annual subscription of 5s. Details may be obtained from the V.M. Secretary.

HEALEY D.C. NEWS

TEMPORARY officers of the Healey Drivers' Club, chosen at the inaugural meeting on 3rd June, are as follows: *Patron*, Donald Healey; *President*, M. H. Morris-Goodall; *Hon. Secretary*, P. J. D. Langrishe, 1 Oakwood Avenue, Beckenham, Kent; *Hon. Treasurer*, L. J. Cato; *Committee*, T. N. Blockley, Commander Bryant, U.S.N., Miss Paul and J. E. McManus.

class. An "accumulative" best gave Berry first position in his class.

In supporting roles were Kenneth Neve, who never got his two Ariel motor-cycle square-four 1,000 c.c. engines working together in harmony, and young Bill Smith, whose enthusiastic father Jack had been laying-to on the Lotus.

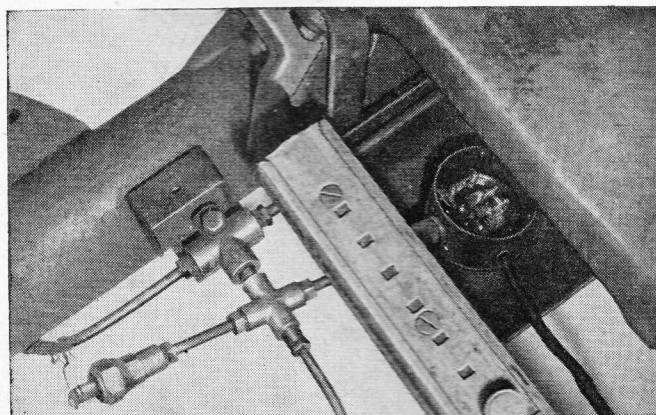
Mervyn Kearon had trouble at the start of his first run in the Cooper, when his gearbox packed up. This did not preclude Mervyn from a later effort, for with extreme alacrity he fitted another box and turned out again.

In a private tussle for honours TR2 Triumphs were driven by P. A. Bernie and David Hosking, with victory in this little "aside" going to Tony Bernie.

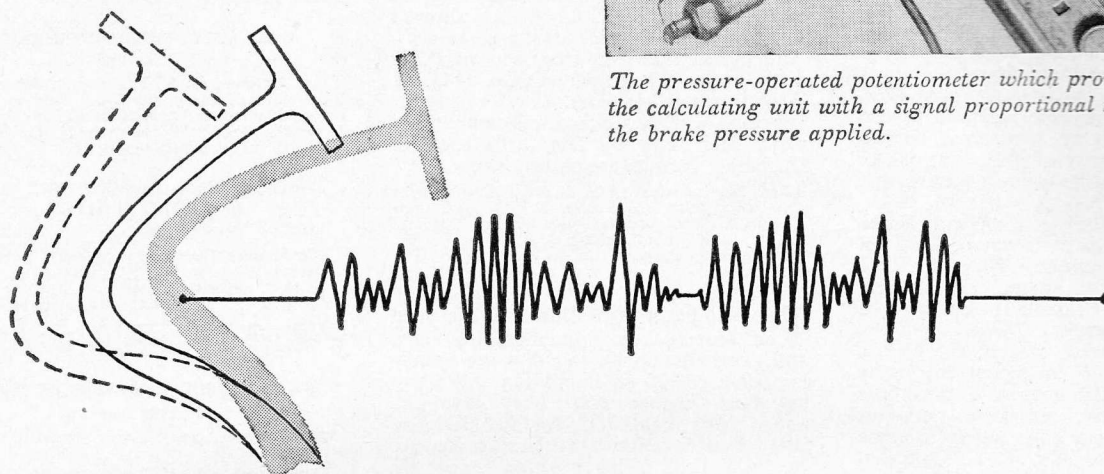
WILSON ROGERS.

Results

Up to 1,500 c.c. sports: 1, Gerry Corlett (Fiat-BMW), 26.6 secs.; 2, J. P. Hacking (T.V.R.), 27.2. **Unlimited sports:** 1, L. Manduca (Jaguar Type C), 22.6; 2, J. P. Chapman (Chapman-Mercury), 23.6. **Up to 2 litre racing:** 1, J. Berry (E.R.A. Spl.), 22.2; 2, D. Wilkinson (Cooper-E.R.A.), 22.2. **Unlimited racing:** 1, L. Manduca (Jaguar Type C), 22.2.

BACKGROUND TO BRAKING No. 1

The pressure-operated potentiometer which provides the calculating unit with a signal proportional to the brake pressure applied.



Electronics aid the search for Safety

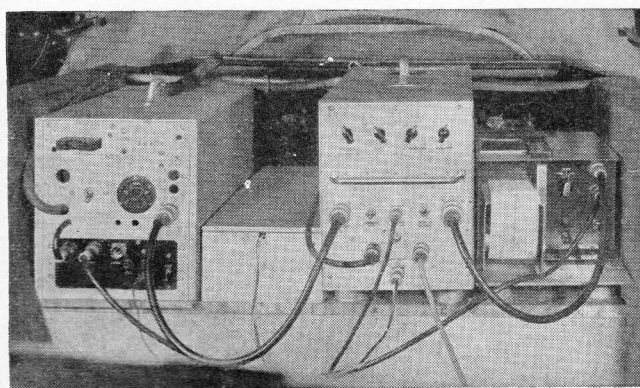
In devising schedules for tests, Ferodo research workers must know what is expected of a brake lining under practical conditions. Without this information it is possible to overrate the lining—make it break down in a manner which would not occur in service.

The performance of a brake lining depends mainly upon the rate at which work is done at the brake and upon the temperature of the drum surface. To record this information Ferodo technicians have installed ingenious apparatus on a vehicle of the Ferodo Test Fleet.

A tachometer generator, driven by the vehicle's propeller shaft provides a signal which is used to record the speed and the deceleration of the

vehicle on a high-speed multi-pen recorder. A voltage proportional to the product of the hydraulic pressure in the brake system and the speed signal is applied to a third pen. Subject to certain necessary precautions, in particular that the brake factor should be frequently checked experimentally, this product is a measurement of the rate of working at the brakes. A thermister is soldered to the surface of the drum to record temperature on a fourth pen.

The results enable Ferodo to devise testing schedules that are accurate and reliable and so to produce brake linings with a high resistance to fade and wear.



FERODO

ANTI-FADE Brake Linings

Some of the apparatus in the back of a test car. The power pack is on the left and the chart can be seen emerging from the four pen recorder.

North-East Notes

by Denis Edkins

THE Midsummer Rally held by the Durham Automobile Club on 19th June attracted 39 entries; as the event was organized by Dr. Miles Hutson, who is noted as being the perpetrator of far from easy events, it says much for the enthusiasm of the members. The course was over some 200 miles of by-ways in Durham and Northumberland with well over 20 time checks. As is usual nowadays, competitors were required to furnish information at unmanned checks, there being so many of these that one or two thought they had entered a treasure hunt by mistake.

Cars left the Cock of the North Hotel, Durham, and made their way to the Tyne and on to Simonburn. Here the field had become very spread out indeed, Arthur Parkin (Vauxhall) leading the competitors through. Way ahead on time, as is his wont, was P. G. Walton (Vauxhall), all set to repeat his many other successes this season. Lunch was taken at Rothbury, and the re-start was delayed for half an hour owing to some very late arrivals. Dr. T. A. Grimson, who was last seen heading his Ford Prefect across a lonely moorland road in mid-morning, was still unaccounted for by late evening.

From Rothbury, competitors made their way down over a rather easier route to Milbourne, just north of Newcastle-upon-Tyne. Cars were now showing signs of wear, but the Sheila Pye/Mary Reed M.G. looked as fresh and smart as the two occupants.

Through Shotley Bridge, the route led to Chester-le-Street, where three

driving tests were undertaken. These were laid out in club-member Kenneth Horner's sweet factory yard and were in the nature of "round-the-houses" runs. The first test, which involved manoeuvring in two different store yards, saw Billy Elliott in his Ford Prefect show the onlookers just how to drive in restricted spaces. Test No. 2 involved a dash up an alley, round an oil drum in a yard, and a dash back to stop astride a line. It was altogether a terrifying business, and not a few crew members were observed to look very green at the end of the proceedings. Test No. 3 was a straightforward cross-roads test, with factory walls providing a buffer in case of any slip. P. G. Walton showed just how to do it with a time of 15 secs. Anticipated fireworks from the only XK in the event did not materialize, as H. G. Wilkinson lost his gears.

From Chester-le-Street, competitors made their way by Shadforth back to Durham. Results are as follows:

Best Performance: 1, G. H. R. Rees (Singer); 2, A. S. Parkin (Vauxhall); 3, P. G. Walton (Vauxhall). **Best Novice:** 1, L. Harburn (Singer); 2, J. G. Smith (Ford Anglia); 3, T. Wood (Alvis). **Team Award:** Harburn, Smith and Miss S. Pye (M.G.).

THE Middlesbrough Club are this year celebrating their Golden Jubilee Year, and to commemorate this they are spending some £8,000 on improving and altering their headquarters. They have just issued their regulations for the National Sand Race Meeting to be held at Redcar on 16th July. This meeting, which is always an attractive one, is over a two-mile course and included is the usual attempt to break the course record of 117.73 m.p.h. over the flying kilo.

RESULTS of the Newcastle and D.M.C.'s driving tests on 22nd May are:

Best Performance: J. H. Walker (Brasshopper). **Class A:** J. B. McAdam (M.G.). **Class B:** T. G. Shanley (Ford Prefect). **Class C:** J. H. Lawson (Jaguar). **Class D:** P. G. Walton (Vauxhall). **Team Award:** Messrs. Walker, Lawson and W. K. Haggie (TR2). **Ladies' Award:** Miss P. Rankin (Hillman).

Some Recent Results

M.C.C. WHITSUN RALLY

27th/28th May

Best Performance (cars): C. J. Girling (Allard). **Class 5:** 1, P. J. Anton (Ford); 2, K. V. Walker (M.G.). **Class 6:** 1, J. N. M. Hills (Morris); 2, R. K. Hooper (Sunbeam-Talbot). **Class 7:** D. E. Lawrence (Alvis). **Class 8:** 1, J. L. Horrell (Singer); 2, F. W. Marriott (Morris). **Class 9:** 1, G. S. Edwards (TR2); 2, D. E. Algate (TR2). **Class 10:** K. L. H. Best (Austin-Healey). **Class 11:** C. R. Parsons (Dellow).

FAIREY AVIATION M.C. & C.C. DALMATION RALLY

5th June

Best Performance: N. O. Snelling, 41 marks. **First Class Awards:** G. Bouscarle, W. Browell, Miss M. Windsor, V. R. Gibbons, R. C. Andrews.

B.A.R.C. (N.W.) LANCASHIRE RALLY

12th June

Premier Award (H. S. Phillips Trophy): H. M. Sinclair/A. Kerr (TR2).

Open Class: H. Whalley/Mrs. Whalley (TR2). **Closed Class:** R. Keeley/B. Learoyd (Ford Zodiac). **Novice Award:** F. B. Hartley/R. Clough (TR2).

W.H.S.C. "TOUR DE HANTS" RALLY

19th June

W.H.S.C.: 1, D. J. Gardner; 2, P. Way. **Best Navigator:** Mrs. C. Sheath.

Visitors (Vickers-Armstrong (Supermarine) M.C.): 1, R. A. Macfie (Triumph TR2); 2, R. Penney (Hillman Minx). **Best Navigator:** R. Osborne.

FURNESS D.M.C. FIFTH FESTIVAL RALLY

18th/19th June

Best Performance: Mrs. R. Beaumont (TR2). **Class 1:** 1, W. M. M. Tyson (Standard); 2, J. H. Davies (Morris). **Class 2:** 1, J. P. Baldam (TR2); 2, E. S. Sneath (Morgan). **Class 3:** 1, E. A. Wingham (Jaguar); 2, E. Vanner (Anglia). **First Class Awards:** H. M. Sinclair (TR2), F. Snaylam (TR2), R. L. Brown (Sunbeam-Talbot). **Second Class Awards:** L. Windsor (M.G.), E. J. Mitchell (Anglia), C. L. Kims (H.R.G.), D. W. Vernon (Anglia), J. Broomby (TR2). **Novice Award:** N. Bradshaw (Vauxhall). **Navigator's**

Award: J. A. Beaumont. **Team Award:** Kims, Vanner, Snaylam. **Test Awards:** Woodward Trophy: Lord Cross (TR2). **G. Newby Prize:** J. C. Hilton (TR2).

CHARNWOOD C.C. PRESIDENT'S TRIAL

19th June

Best Performance: 1, A. Polack/J. P. Tylecote (Morgan); 2, J. M. Glazebrook/H. G. Sheldon (Standard); 3, D. M. M. Nesbitt/M. G. J. Billingham (Volkswagen); 4, C. J. Churchman/J. A. Taylor (Morris); 5, A. S. P. Heath/B. G. Hammond (Morgan); 6, H. A. Shaw/F. N. Saxton (Austin). **Best Lady Navigator:** Mrs. S. L. Balmer.

CUMBERLAND S.C.C. LADIES' RALLY

23rd June

Best Performance: 1, Mrs. Eileen Hart (Standard 8); 2, Mrs. Nora Miller (Standard 8); 3, Mrs. Muriel Stephenson (Riley).

R.A.F.A.M.C. MIDSUMMER RALLY

26th June

Best Performance: N. Dearnley/D. Osborne (Sunbeam Alpine), no marks lost. **Best in opposite class:** B. Whiteway/D. McNaught (Sunbeam-Talbot), 15 marks lost. **Novice Award:** C. Bethell/C. Russell-Scott (Vauxhall Velox), 50.

SHEFFIELD & HALLAMSHIRE M.C.

TEST TEAM RALLY

26th June

The Mercury Trophy: 1, Lances & Cheshire C.C.; 2, North Midlands M.C.; 3, Sheffield & Hallamshire M.C. **Specials Class:** 1, N.M.M.C.; 2, L. & C.C.C.; 3, S. & H.M.C. **Open cars:** 1, L. & C.C.C.; 2, N.M.M.C.; 3, S. & H.M.C. **Saloon cars:** 1, L. & C.C.C.; 2, N.M.M.C.; 3, S. & H.M.C.

SWANSEA M.C. CHARLES CUP RALLY

26th June

Best Performance: J. Baker (Morris Minor), 59 marks lost.

Class 1: 1, M. J. Rees, 74; 2, G. G. L. Thomas, 274. **Class 2:** 1, A. Lewis, 67; 2, E. J. Williams, 97. **Class 3:** 1, J. E. Howell, 183; 2, Mrs. Spreadbury, 350. **Class 4:** 1, L. Bilbao, 116; 2, Dr. M. Jones, 273. **Class 5:** 1, D. S. Evans; 2, B. V. M. Jenkins. **Team Award:** A. E. Dryden, B. V. M. Jenkins, G. G. L. Thomas.

A.C.O.C. CONCOURS D'ELEGANCE AND GYMKHANA

Bulstrode Park, Gerrards Cross, 26th June

Concours: 1, K. Dunbar (1938 Competition 2-seater); 2, H. F. Day (1953 Buckland Sports Tourer); 3, J. Crabb (1913 Fivet-engined 2-seater). **Gymkhana:** 1, E. W. Palmer (1949 Saloon); 2, F. Fletcher (1937 Saloon); 3, B. H. Martin (1951 Saloon).

NEWCASTLE & D.M.C.

ST. ANDREW'S ALL-NIGHT TRIAL

25th/26th June

Best Performance: P. G. Walton (Vauxhall). **Best in opposite class:** W. K. Haggie (TR2). **Second best performance:** T. G. Shanley (Ford). **First Class Awards:** T. A. Irvine (Fiat), S. E. Bird (Standard), R. S. Alexander (Morris).

LAGONDA CLUB NORTHERN RALLY

25th June

Best Performance: D. Price (3-litre). **Pre-1934 Lagondas:** C. Page (2-litre). **Post-1934 Lagondas:** G. D. Speight (Rapier). **Other makes:** F. Hobley (M.G. TF).



★
BEAM ENDS: Wilbert Todd's Prefect heels well over and lifts a wheel in the Knockagh test during the Knock M.C.C. 12-hour trial.
★

A PLATINUM-PROCESSED MOTOR SPIRIT

New BP Super

— the petrol with more energy per gallon

Another success for The British Petroleum Company!

DURING THE LAST FEW WEEKS, motorists in this country have been enjoying their first experience of a platinum-processed spirit. And 'enjoying' is the word! Because this new BP Super is the petrol with more energy per gallon. It gives an immediate 'fillip' to performance. It doesn't matter what sort of car you run, new or old — high or low compression — you get all these benefits from this new super motor spirit:—

- More energy per gallon
- Smoother, swifter acceleration
- Greater freedom from engine-knock
- More miles per gallon
- Less engine deposits
- Longer engine life

For cars of today — and tomorrow

To produce the new BP Super, petroleum spirit is passed through a catalyst impregnated with pure platinum. This re-forms the petroleum molecules so that you get a smoother-burning petrol which gives greater freedom from engine-knock and has more energy per gallon. This means that while new BP Super is ideal for all cars now on the road it

will also suit higher-than-ever compression ratios. New BP Super, because it is platinum-processed, opens the way to further progress in engine design.

Livelier performance here and now

Have you driven on the new BP Super yet? You're missing a lot if you haven't. From the very first tankful you'll notice far more 'go'

* A catalyst is an agent which assists in producing a chemical change in other substances without being changed itself.

about your car's behaviour. And you'll keep on enjoying this livelier performance for a considerably longer period before your engine needs overhaul.

One more word about this platinum-processed petrol before you try it yourself. You don't have to pay a penny extra. New BP Super costs no more than ordinary premium-grade petrols produced by less advanced methods.



Success at Silverstone on new BP Super

In the Production Touring Car Race at the Daily Express Trophy meeting at Silverstone, Ken Wharton, using new BP Super in his Ford Zephyr, was placed first in the 2001 to 3000 c.c. class. Wharton's brilliant driving round the 25 laps of this 75 miles race showed what lively performance you can get from a car running on a super motor spirit. Because it is platinum-processed, new BP Super gives all cars more energy per gallon and greater freedom from engine-knock.

Photograph by courtesy of "The Autocar"

Give your car

MORE ENERGY PER GALLON!



THE BP SHIELD IS THE TRADE-MARK OF THE BRITISH PETROLEUM COMPANY LIMITED

THREE-CLUB AUTOCROSS

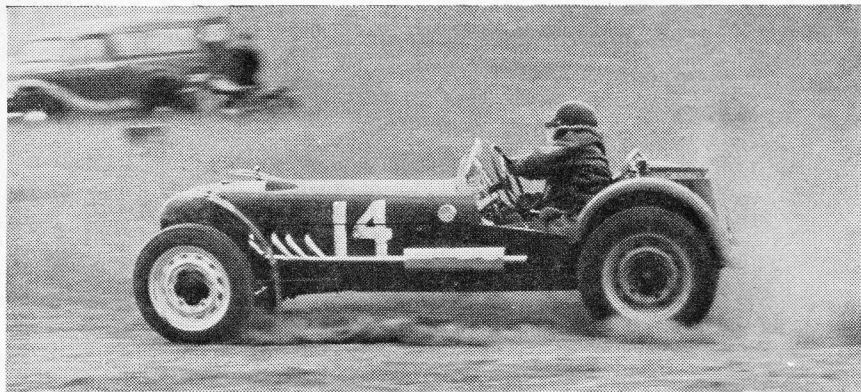
*Successful Joint Meeting
near Salisbury*

THE 750 Car Club's idea of holding a joint meeting, combining with the M.G. and West Hants and Dorset Car Clubs seems to have paid dividends on 3rd July, when a combined autocross was held, over a fast and sporting course near Salisbury. The actual venue rejoiced in the delightful name of "Gusses Gorse", which provided not a little speculation as to its origin. Approximately $\frac{1}{4}$ mile to a lap, it was in the shape of a rough "B", with a fast straight, and a hollow which caught some of the faster cars napping during practice. A large entry was dealt with in smooth style and full results were published very rapidly after the meeting.

Cars were started at intervals, two machines being on the circuit at one time, and proceedings opened with a rapid run by L. West's tank-like Austin, which won its class. Baster's Austin/Ford was fast with 2 mins, 26 secs., but appeared a bit of a handful, R. Blake put up a very good run with his Lotus-looking Ford in 2 mins. 15 secs., which proved to be fastest run in the first half; however, he was closely followed by W. B. Croot (Cuff Special) in 2 mins. 16.4 secs., on a car which did not appear as steady as the Ford. P. D. Gardiner's Ford sounded sick, Arnold Forrester's Morris tourer had a 1,172 Ford engine,

Results

Class 1, 750 formula: 1, L. West (750 Austin), 2 mins. 29.8 secs. **Class 2, 1,172 formula:** 1, R. Blake (1,172 Ford), 2 mins. 14.5 secs.; 2, W. B. Croot (1,172 Cuff Spl.), 2 mins. 16.4 secs.; 3, R. N. Thomas (1,172 Ford Spl.), 2 mins. 25 secs. **Class 3, 750 c.c.:** 1, J. N. Jones (750 Renault), 2 mins. 26.8 secs. **Class 5, 1,500 c.c., open:** 1, J. M. Noble (1,250 M.G.), 2 mins. 22.6 secs.; 2, J. D. Hall (1,250 M.G.), 2 mins. 25.8 secs.; 3, R. H. G. Rumble (1,250 M.G.), 2 mins. 26 secs. **Class 6, 1,500 c.c., closed:** 1, J. J. Macklin (1,192 Volkswagen), 2 mins. 27.8 secs.; 2, G. W. Best (1,172 Ford), 2 mins. 28.6 secs.; 3, P. G. Cooper (1,172 Ford), 2 mins. 34.2 secs. **Class 7, over 1,500 c.c., open:** 1, C. J. Toomer (1,991 Triumph), 2 mins. 17 secs.; 2, R. Standbridge (1,991 A.C. Ace), 2 mins. 17 secs.; 3, A. W. Morrish (939 M.G. S), 2 mins. 19.2 secs. **Class 8, over 1,500 c.c., closed:** 1, R. Davis (2,267 S.-Talbot), 2 mins. 19.8 secs.; 2, J. E. P. Cleave (2,088 Morgan), 2 mins. 24.8 secs.; 3, G. Hartwell (2,267 S.-Talbot), 2 mins. 25.4 secs. **Best time of day:** R. Blake, 2 mins. 14.5 secs. **Best time by lady:** Mrs. M. Park (Jaguar), 2 mins. 26.8 secs. **Terry Wiltshire Cup:** J. M. Noble (M.G.), 2 mins. 22.6 secs. **Martin Trophy:** W. B. Croot (Cuff Spl.), 2 mins. 16.4 secs.



SIDE ELEVATION of Ron Blake's Ford Special (no, it isn't a Lotus!) making B.T.D. at the Salisbury autocross meeting.

and went very fast indeed, and P. G. Cooper gave the crowd some heart stopping moments in his high-built Ford Special.

J. N. Jones's Renault saloon was driven with considerable verve, and took its class fairly easily. J. D. Hall had a long broadside in the "dip" with his M.G., but saved a spin in the last few yards. J. M. Noble's cream M.G. took this class in 2 mins 22 secs., with a good run, but R. E. Owen, who is a consistent performer in this type of event, just failed to get a place.

In the 1,500 saloons, J. H. B. Fielder was enterprising with his Jowett, G. W. Best simply hurled his Ford Prefect round in a cloud of dust, while P. G. Cooper's Anglia was just as spectacular, if only a fraction slower. Pride of place went to J. J. Macklin's immaculate Volkswagen, which was very well handled in 2 mins. 27 secs.

Among the larger cars, R. P. Standbridge's Ace was smooth and silent, A. M. Park's Jaguar had a racy exhaust note, and seemed to have rather a lot of power to spare, and C. J. Toomer's TR2 motored rapidly to win the class with 2 mins. 17 secs., a place only decided after a run-off with Standbridge later on. A. W. Morrish drove a very short wheelbase M.G., of vintage brew, which fairly tore round, and had a nice supercharged note. A very nice run was made by River's vintage Alfa coupé, which seemed to handle very well on slippery grass. R. Davis, complete with natty headgear and cigarette, took the class with a very fast run in 2 mins. 19 secs. J. E. Cleaver's Morgan drophead came second, with a smooth 2 mins. 24

secs., and George Hartwell made a welcome reappearance in this type of event, with another Sunbeam-Talbot, driving well to get third place with 2 mins, 25 secs. J. M. Sparrowe's M.G. defaulted, and he drove the Hartwell car instead, being extremely fast over part of the course, but having a sharp argument with the gearbox and losing time. Dr. Deane also made some audible changes, while G. C. Langdon, also with a Sunbeam-Talbot, drove hard, but just failed to get into the money.

In the second runs, Blake got down to 2 mins. 14.5 secs., which finally clinched his B.T.D. Croot, his nearest competitor, had a sick motor for a lap, and held a hearty slide near the top hairpin, which lost him more time. Then the clouds deepened, and a drizzling rain descended, which put paid to any good times for the rest of the day.

A. HOLLISTER.

CEMIAN MOTOR CLUB

ON Sunday, the 26th June, the Principal of the College of Estate Management, Col. S. J. Worsley, D.S.O., M.C., M.A., entertained members of the Cemian M.C. to tea at the College premises, the William Wells Hall, Wye, Kent, to mark his appreciation of their efforts over the past 21 years in running the club so efficiently and prosperously, and also to mark the occasion of his retirement from the College.

WOLVERHAMPTON WEEK-END

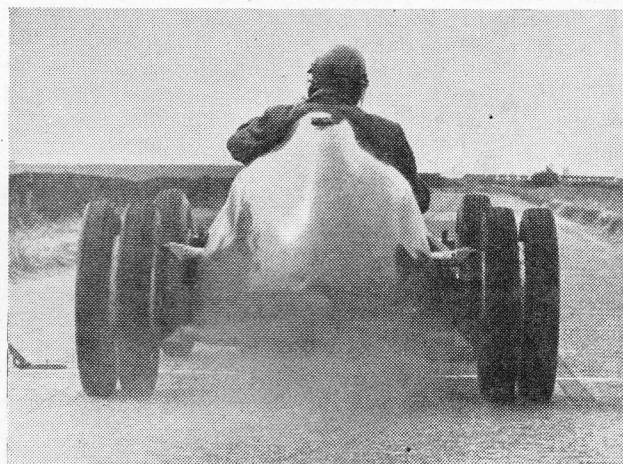
THE Fifth Wolverhampton Week-end of the Sunbeam Register took place on 2nd/3rd July. A Treasure Hunt on the Saturday afternoon was won by F. W. Joyce (1933 Sunbeam Sixteen saloon), second place being taken by W. C. Hodgson (1923 Sunbeam Fourteen tourer).

On Saturday evening some 60 ex-Sunbeam employees, including His Worship the Mayor of Wolverhampton, Alderman Frank Mansell, were entertained by the Register at the *Express and Star* social club.

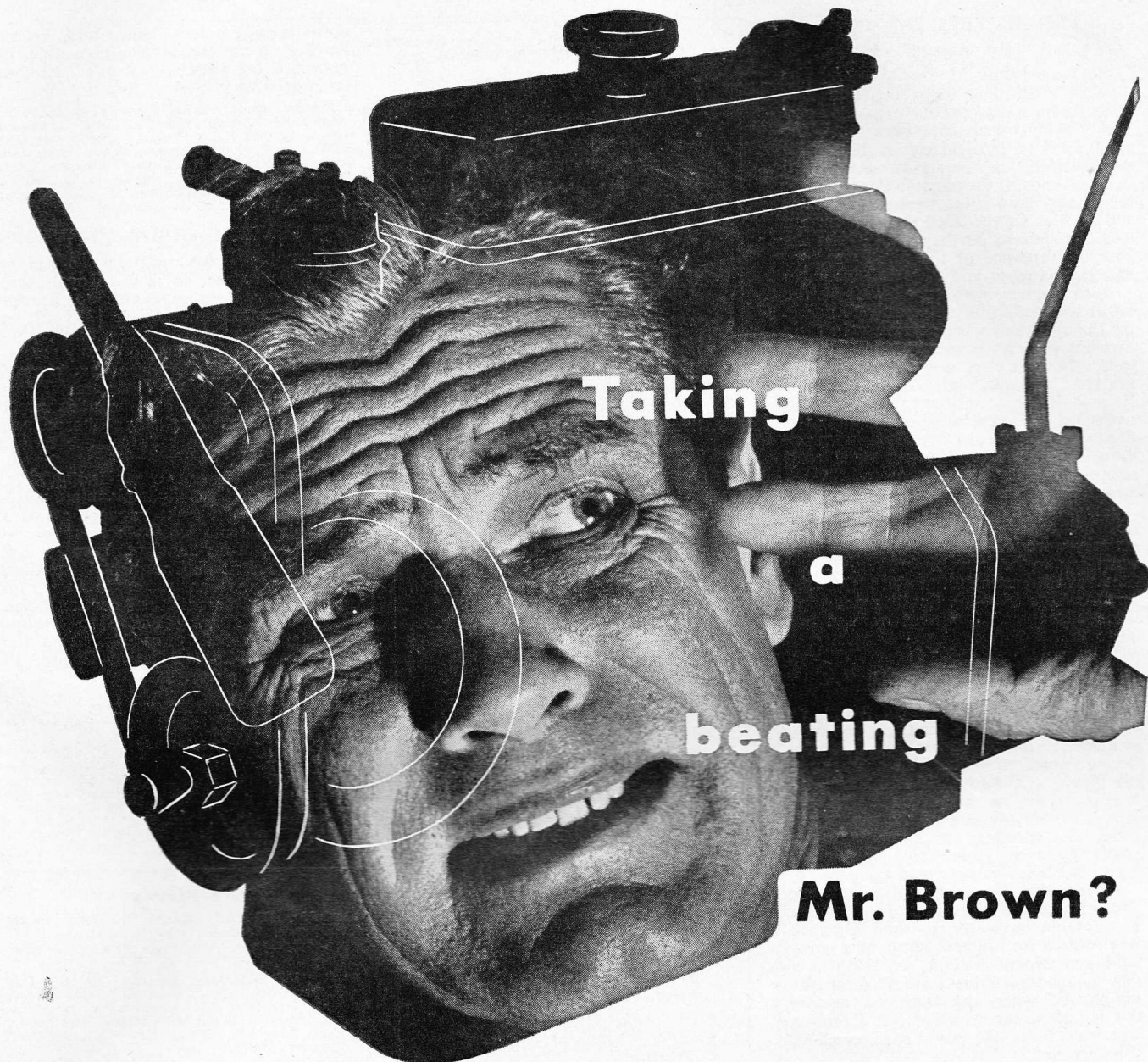
On the Sunday a parade with police escort took place through Wolverhampton, passing the old Sunbeam factory, and leading to a *Concours d'Élégance* in West Park, well attended by the public.

Awards

Sydney Guy Tankard (Age/Distance Rally): O. P. Hartree (1924 14/40). Stenol Robbian (Treasure Hunt): F. W. Joyce (1933 Sixteen). "Express and Star" Tankard (Concours d'Élégance): C. F. South (1913 12/16). Ever Ready Handlamp (Oldest car): C. W. Gaskin (1901 21 h.p. Mabley). C. F. South Tankard (Most interesting car): R. C. Carter (1921 23/60).



END ELEVATION (left) of the ex-Lady Mary Grosvenor Alta, which was driven by Albert Wake in the Chester Motor Club's sprint meeting on 25th June.



A grumbling engine mustn't be ignored. Care taken now will save you repair bills later on. Take the advice of the leading car manufacturers who approve Duckham's NOL. They know that NOL completely protects moving engine parts with a constant oil-film shield;

that NOL reduces friction and avoids the risk of metal-to-metal contact—cause of so much engine wear. They know that NOL also gives protection against corrosive wear when your engine is stationary. Listen to those who know that NOL is the oil for your engine . . . and keep your repair bills down.



. . . your engine's best shield

Write for descriptive literature

ALEXANDER DUCKHAM & COMPANY LIMITED, HAMMERSMITH, LONDON, W 6.

LANARKSHIRE HOT POT

By "Aeneas"

THE Lanarkshire Motor-Cycle and Car Club's all-night rally on 18th/19th June was a most capably organized and highly enjoyable sporting occasion. The road sections, particularly in the special stages, were an amalgam of all the devices known to officialdom to baffle the entry, and the measure of their success lies in the fact that no entrant was unpenalized on the road. Quite the best performance of the night was that of Peter Hughes and Nigel Kennedy, in a Ford Zephyr, who coped with all the hazards expeditiously, lost only 10 marks on the road and were consistent in their displays during three very good driving tests. Nearest approach to this pair on the road was made by David Jack and Jimmy Miller (Sunbeam), who lost 30 marks on the road, were outstanding for their class in the driving tests, but were unlucky enough to short-cut on a road section, thereby missing a code word which cost them the class award.

The event was tough and there was no lack of incidents, but most of the retirements were of competitors who were unwilling to be beaten, yet, like D. W. Steedman (Austin), J. Fulton (Morris) and A. Ross (Austin), finally made their intended controls but, alas, were so late as to find them closed. Unluckiest man of the night was J. B. Stewart (Riley), who was clipping somewhat rapidly round a bend with which he was unfamiliar. Too unfamiliar, for he inverted his Riley. Undaunted, the crew got the car back on its wheels but were finally forced to retire with a fractured oil pipe. G. Parker (Austin) had his brakes seize; he might be considered lucky, for by the end of the night such were the windings of some Ayrshire roads that some competitors finished up with no brakes worth mentioning.

In covering the many miles between Thankerton and Prestwick even such a redoubtable navigator as John Dymock was spotted on the very verge of a cornfield and Morris Smellie, breaking in a new navigator in his Ford Anglia, was nonplussed when the freshman uttered the old, familiar words—"But there's a wee road here that would save us about three miles."

The three driving tests were spaced through the event and the first—a long and complicated forwards-and-reverse affair amid pylons and astride stops, plus a rapid finish within a limited area—was set out at Sandilands station. Quite the best performer was Sammy Colman, who motored his long Allard with remarkable verve considering the test was being done in darkness. Bob Macpherson (BMW) was good but A. MacKenzie (Ford) spoiled a fine display by hesitating in the finish area. Tom Currie (Austin) braked too suddenly and had his car die on him, while David Jack (Sunbeam) and Bill Cleland (Riley) were consistent as ever and set the best times for their class.

The second test, set around a triangle on the road near Uplawmoor, saw Francis Dundas at his best in the Morgan. G. C. Mowat (Austin) was very neat, but we couldn't say the same for J. T. Gray (Vauxhall), while Bill Dennison (Healey) was going great guns until he copped a pylon. Once more David Jack and Bill Cleland headed their class and A. Coke (Ford) gave a particularly good display of manoeuvring.

Coming Attractions

July 8th/10th. *Veteran C.C. Silver Jubilee International Rally. Finish at Leamington.*

July 8th/18th. *G.B. Car Club London-Languedoc-Sète Rally.*

July 9th. *International Leinster Trophy Race, Wicklow, Eire (R. S). Start, 3.30 p.m.*

750 M.C. National Six-Hour Relay Race, Silverstone, near Towcester, Northants. Start, 1 p.m.

South Wales A.C. Hill-climb, Castel Farm, near Bridgend, Glam.

Taunton M.C. Night Rally. Start, 10 p.m., from Purchase's Market Garage, Priory Bridge Road.

R.S.A.C. Veteran Rally. Start, 10.30 a.m., Blythswood Square, Glasgow.

M.G. Car Club (Scottish) Grass Hill-Climb, Dregghorn.

July 9th/10th. *Romford E.C.C. Night Navigation Trial. Start, 9.30 p.m., from Green Man, Navestock, near Brentwood, Essex.*

July 10th. *Dolomite Gold Cup Race (S. T), Italy.*

B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent. Start, 2 p.m.

Winfield J.C. Race Meeting, Charterhall, near Berwick-on-Tweed, Scotland.

Leinster M.C. Open Hill-climb, Wicklow, Eire. Start, 3 p.m.

East Anglian M.C. Sprint Meeting, Snetterton, near Thetford, Norfolk. Start, 1 p.m.

Lancashire A.C. Hill-climb, Clerk Hill, near Whalley, Lancs. Start, 2.30 p.m.

Leicestershire C.C. Autocross, Springfield Farm, near Tilton, Leics. Start, 2.15 p.m.

Brent Vale M.C. Summer Rally. Start, 9 a.m., from Byron Hotel, Greenford.

Oxford M.C. Annual Driving Tests, Kidlington Aerodrome. Start, 2 p.m.

Peterborough M.C. Seaside Rally. Birmingham Y.C. Concours d'Élégance, Stanford Court, near Droitwich, Worcs. Start, 3 p.m.

July 13th. *Sunbac "Not-a-Trial". Start, 6.30 p.m., from Castle Bromwich Aerodrome.*

The final test, set in the grounds of an abandoned mansion called Trainey House, near Beith, made excellent use of the long drives with their openings off to gardens and entrances. Some smart motoring was done by I. T. Brown (H.R.G.), while among the Triumph TR2 exponents J. C. Bain was well worth watching. The Colman Allard was again at the peak of its form, Bob Macpherson's BMW showed that despite its longevity it has quite a bit of life even yet, and, as ever, Dr. J. Watson handled his Ford Prefect dexterously and smartly.

Results were produced fairly speedily

considering the large entry and, before leaving, each competitor was able to collect a duplicated copy of a sheet in which the main awards read:—

Premier Award (Archie Fraser Trophy): P. S. Hughes (Ford Zephyr). **Closed cars under 1,500 c.c.:** Dr. J. Watson (Ford Prefect). **Closed cars over 1,500 c.c.:** R. D. Macpherson (BMW). **Open cars, unlimited capacity:** J. C. Bain (Triumph TR2). **Novice's Award:** G. M. Smellie (Ford Anglia). **Team Award:** P. S. Hughes and R. D. Macpherson. **Navigator's Award:** N. A. Kennedy.

AIR TOURING GUIDE TO EUROPE

WHAT the R.A.C. Handbooks are to the motorist, so is the Royal Aero Club's *Air Touring Guide to Europe* to the private pilot, and the 1955 edition of this airman's "enquire within", published recently, can be thoroughly recommended to all readers who have a practical interest in flying. The greater part of the book consists of detailed information about airfields all over Europe, and in particular those of most use to the light aircraft owner and air tourist. Other sections deal with landing fees, aero clubs and pre-flight planning, while there is also an eight-language aviation vocabulary, from which those monosyllabic, "pen-of-my-aunt" sentences, which brand the British Continental traveller, may easily be constructed to deal with most general aeronautical contingencies.

The *Air Touring Guide to Europe* may be obtained, price 10s., from the Royal Aero Club Aviation Centre, 19 Park Lane, London, W.1.

NORTH MIDLAND M.C.
MIDSUMMER MOONLIGHT RALLY

2nd/3rd July

Premier Award: 1. D. C. Tranfield/R. Cothay (TR2); 2. K. Wilkinson/N. S. Oxley (Austin A40); 3. D. Davison/D. Charles (Hillman). **Pre-1950 cars:** Mr./Mrs. F. H. Everitt (1939 Vauxhall 10). **Novice Award:** G. A. Shaw/Miss J. Maggin (Morris Oxford). **Team Award:** D. Allen, D. Davison (Hillman Californians).

Club Fixtures

Cambridge '50 C.C.—Meeting, 8th July, Ancient Shepherds, Fenditton, near Cambridge.

Alvis O.C.—Meeting, 9th July, Dun Cow, Dunchurch.

Bentley D.C.—Meetings: 9th July, The Old Dog & Duck, Bury, Essex; Rock Inn, Chiddingstone, Kent; 11th July, Bell Inn, Outwood, near Redhill, Surrey; 13th July, King's Head, Old Bexley, Kent; 14th July, Corner House, Canons Park, Edgware, Middx.

Harrow C.C.—Social run, 10th July, Start, 2 p.m., from Boreham Wood Garage, Herts.

750 M.C.—Meetings: 11th July, Royal Thorn Hotel, Wythenshawe, Manchester; Maybush Inn, Standlake, Oxon; 12th July, Railway Inn, Patchway, Bristol.

Lagonda Club—Meeting, 12th July, Petre Arms, Langho, near Blackburn, Lancs.

Sussex C. & M.C.C.—Meeting, 12th July, Southwick & Fishersgate Community Centre, Southwick.

Lea-Francis O.C.—Meeting, 12th July, Albert Hotel, Kingston Hill, Surrey.

Allard O.C.—Social and *Concours d'Élégance*, 12th July, Anchor Hotel, Shepperton, Middx.

Southsea M.C.—Visit to Ford Works, Dagenham, 13th July.

Liverpool M.C.—Meeting, 13th July, Childwall Abbey Hotel, Liverpool.

North London M.C.—Meeting, 13th July, Rising Sun, Chase Side, Southgate.

Eastern Counties M.C.—"Pleasure Hunt", 13th July. Start, Red Lion, Martlesham, 6.45 p.m.

Singer O.C.—Meeting, 14th July, Three Cranes, Queens Street, Sheffield, 1.

Vintage S.C.C.—Meetings: 14th July, Red Lion, Church Street, Birmingham; Greyhound Inn, Fenny Bridges, Devon; George Hotel, Amesbury, Wilts.

Sunbac—Meetings: 14th July, Royal Oak, Loddles Road, Birmingham, 6; George Hotel, Solihull.

Buckingham & D.M.C.—Meeting, 14th July, Folly Inn, Adstock, Bucks.

West Hants & Dorset C.C.—Meeting, 14th July, Westbourne Hotel, Bournemouth.

Surrey Sporting M.C.—Meeting, 14th July, Warwick Hotel, Redhill.

AUTOSPORT

CLASSIFIED ADVERTISEMENTS

PRESS TIME:
TUESDAY 10 a.m.
Tel.: PADdington 7671-2

RATES: 6d. per word, 3s. 6d. per line, 35/- per single column inch. Minimum charge 6/-, not including Box Number. Particulars of Series Discounts may be obtained on application.

All advertisements must be prepaid and should be addressed to "Autosport", Classified Advertisement Department, 159 Praed Street, London, W.2.

BOX NUMBERS: Facilities are available to advertisers at an additional charge of 1/- to defray cost of booking and postage. The words "Box 000" must be included in the advertisement and paid for.

The publishers reserve the right to refuse advertisements, and do not accept liability for printers' or clerical errors, although every care is taken to ensure accuracy.

USED CARS FOR SALE

A.C.

A.C. ACE sports, 6,000 miles, red, beige upholstery, perfect condition. Will exchange or hire purchase. £1,075.—99 New Road, Harlington, Middlesex. Hayes 3280.

A.C. 1954 2-litre sports 2-seater, 100 m.p.h. Now undergoing complete check in our own workshops. £1,050 completed. Further particulars available. Also 1955 model in unused condition. Total mileage under 400. Genuine reason for sale. £1,375.—Rudds of Worthing, A.C. Distributors, adjacent Central Station, Worthing 7773-4.

ADLER

ADLER, Mar. '36, 13.7 saloon, 4-door, good body and interior, 450 x 17 tyres fair, 4-cyl., front wheel drive. £60 o.n.o.—Phone: Croxton 262 (Cams).

ALLARD

1948 DEC. 4-seater tourer, blue, many extras, excellent throughout. £325.—Richards & Carr, Ltd., 35 Kinnerton Street, London, S.W.1. SLOane 5424.

ALVIS

1939 ALVIS 12/70 sports saloon, mechanically A.1. Just recellulosed. £295. Terms, exchanges.—Newbery Cars, Muswell Hill, N.10. Tel.: TUDor 3394.

1928 16.95 ALVIS 2-seater, lowered, shortened chassis, tuned engine, successful vintage racing, excellent condition, many spares. £240 or offer.—March, Bedwell Farm, Northleach, Glos.

ASTON MARTIN

1954/5 ASTON MARTIN DB2/4 drophead coupé, 4,000 miles only. Blue hood. Many extras, including radio, seat covers, luggage grid, spot lamps. As new throughout. £2,495.—Acland & Tabor, Ltd., Welwyn By-Pass, Welwyn 481-2-3.

AUSTIN

A40 SPORTS, 1952, cream, red leather and hood, new tyres, many extras. Ideal all-rounder for family man. Genuine first-class condition. £565.—Wingfield, 3 Bath Road, Bridgewater.

AUSTIN-HEALEY

1954 AUSTIN-HEALEY 100, specially converted to 4-seater, the two occasional seats being suitable for children up to the age of about 11 years. These are equally satisfactory whether the hood is up or down. The car is in black with white upholstery, and is in good condition throughout. It is fitted with special close-ratio four-speed gearbox and no overdrive, but has the high axle ratio. The car is fitted with many extras. The only reason for sale is that the owner's two boys have now grown out of it. Price £860.—Marsh, "Moorside", Lancaster Lane, Leyland, Lancs. Tel.: Leyland 81302.

BENTLEY

1939 4½-LITRE, overdrive, Park Ward drop-head coupé in polychromatic grey, fitted radio, heater, etc. History available. Undoubtedly the finest pre-war example. 1995.—Hunt's (B'ham), Ltd., 199 Hagley Road, Birmingham, 16. Tel.: EDGbaston 2921-2.

BRISTOL

1951 "401" SALOON, polychromatic maroon, radio, heater. History available. £1,275.—Hunt's (B'ham), Ltd., 199 Hagley Road, Birmingham, 16. Tel.: EDGbaston 2921-2.

B.S.A.

BASIL ROY LTD., B.S.A. (Scout Models), spares. Comprehensive stock, wholesale and retail.—161 Gt. Portland Street, W.1. LANgham 7733.

BUGATTI

TYPE 37, 1929, cellulosed two tones French blue, new forward gears and tyres, Solex and SU carbs, max. speed 104 m.p.h. Road equipped and perfect condition. See at Nock's Brickworks, Nolly Lane, Birmingham, 24. Phone: Erdington 0044. Price £400, or offers.

CONNAUGHT

1953 2-SEATER CONNAUGHT, immaculate condition, black with red leather upholstery, genuine mileage under 8,000. Has not been raced. Reasonable price accepted, or exchange considered.—Apply C. H. Hill, Jnr., Woodhouse Place, Mansfield Woodhouse, Notts. Phone: Mansfield 652.

DELOW

DELOW Mk. II, almost new tyres, three spare wheels, four-branch exhaust, h.c. head, twin SU carbs, Scintilla mag. In excellent condition, exceptional performance, many extras. Price £375.—Read, 92 East Street, Epsom. Epsom 9862.

FIAT

MAYFAIR GARAGES, LTD., have two or three **FIAT "500c"** convertible coupés in stock from £425 to £560.—Below.

MAYFAIR GARAGES, LTD. Large selection of pre-war "500s" from £150 to £295.—Below.

MAYFAIR GARAGES, LTD. Also 1,100 and 1,500s. Price list and illustrated literature on request.—Below.

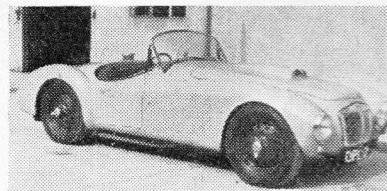
MAYFAIR GARAGES, LTD. Accredited West End Fiat stockists.—Balderton Street, W.1. Mayfair 3104-5.

FORD

1,172 SPECIAL WANTED.—11 Drayton Bridge Road, W.7.

FRAZER-NASH

H.W.M. offer:



1951 FRAZER-NASH Mille Miglia 2-str.

12,000 miles only and in perfect condition. Works maintained and kept up to latest specification, ideal for road or competition use, full equipment. £1,550.

Part exchange considered.

H.W. MOTORS, LIMITED,
Walton-on-Thames.

LE MANS FRAZER-NASH, excellent condition. Outstanding performance. ZF diff., just had mechanical overhaul.—Box 1822.

HEALEY

HEALEY (Alvis engine), delivered May 1953. This car is the personal property of a managing director of a company connected with the motor trade. Non-standard features include Scintilla magneto, oversize inlet valves (six new spares), Alfin brake drums, 3.54 axle ratio, blinkers, 8.1 compression ratio, five spare wheels fitted with Dunlop racing tyres and tubes, all of which are included in the price of £1,075. Car can be seen in North-West London.—Telephone Humphries, Hendon 6321, or Bowler, Wembley 3345.

SILVERSTONE, "E" Type. Immaculate, engine overhauled last week. Special H.C. pistons. Whole car 100 per cent. £550.—34 George Street, Leamington Spa 923.

1948 HEALEY 2.4-litre saloon, fitted with Duncan body, in first-class mechanical condition, finished in maroon with brown interior. An immaculate car with low mileage of 25,000.—Newton of Huddersfield, Viaduct Street, Huddersfield. Tel.: Huddersfield 3311 (3 lines).

H.R.G.

H.R.G. ENGINEERING CO., LTD., for makers' spares, repairs and service.—Oakcroft Road, Tolworth, Surbiton, Surrey. Elmbridge 4489.

JAGUAR

APPLEYARD OF LEEDS, LTD. offer Ian Appleyard's own Mark VII saloon, SUM 7, winner Silverstone Production Touring Car Race 1954, and Monte Carlo Rally Team Prize 1955. Overdrive model, first registered April 1954, now fitted with M type engine and suspension, high-geared steering, close-ratio gearbox, racing tyres, extra wiper, swivelling signpost light, many other rally extras. 15,000 miles only. White with dark blue upholstery. A famous car, in perfect condition. £1,325.—Appleyard of Leeds, Ltd., North Street, Leeds 32731.

JAGUAR 120C, one of the special works cars with disc brakes, ex-Duncan Hamilton. First registered April 1954. Not crashed.—Full details from D. Margulies, 59k Netherhall Gardens, London, N.W.3.

XK 120, blue, 8-1 comp., engine 12,000 miles, radio, etc.—Box 1823.

1951 SERIES JAGUAR XK 120 2-door sports, 8-1 compression, finished in cream with tartan loose covers. An outstanding car, mileage: 24,295.—Newton of Huddersfield, Ltd., Viaduct Street, Huddersfield. Tel.: Huddersfield 3311 (3 lines).

JOWETT

1952 DE LUXE SALOON. Ideal family/rally/business man, h.c. pistons, special carbs. and clutch, oil cooler, radio. Definitely good condition throughout. Very fast motor and 34 m.p.g. £495 or near.—Write owner, Walsingham Cottage, Chislehurst, nr. Bromley, Kent, or phone Hurstway 2800, 9 till 6.

1952 JOWETT Jupiter 2-door sports, Series III, finished in green with beige leather upholstery. An immaculate car with low mileage of 1,916 since new engine fitted.—Newton of Huddersfield, Ltd., Viaduct Street, Huddersfield. Tel.: Huddersfield 3311 (3 lines).

(Continued overleaf)

PARADE MOTORS (MITCHAM) LIMITED OFFER

1947 M.G. T.C. Green/green. Fitted oversize wheels, tyres, luggage carrier, etc. **£370**

1947 M.G. TC. Green/beige. In really superb condition. **£360**

1946 M.G. TC. Black/red. Fitted wind-screen washer, luggage carrier, Windtone horns, etc. **£355**

1939 M.G. TA. Tickford drophead coupe, in really good condition. **£295**

1937 M.G. TA. Red. Fitted with many extras. **£245**

**THE NEW LAMBRETTA 150 c.c.
IN STOCK**

**IMMEDIATE DELIVERY
GUARANTEED
MODELS D and LD**

**HIRE PURCHASE AND INSURANCE EFFECTED
PART EXCHANGES**

Lambretta Hire Services

56/67 Monarch Parade, Mitcham

Phone: 3392

Classified Advertisements—continued

M.G.

M.G. SPARES, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service, c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Road, Wimbledon, S.W.19. LIBERTY 3083.

M.G. TD, July 1953, red, 22,000 mls., perfect, one owner. £545 for quick sale.—St. Annes 290.

M.G. 2-LITRE saloon, 1938, completely overhauled, immaculate condition throughout. Only selling owing to arrival of new car. £175.—Croydon 7826 daytime, Thornton Heath 6451 evenings.

ZENITH MOTOR CO Offer:

1955 (March) M.G. TF Sports, 1,500 c.c. engine, grey/red leather upholstery, Extras include H.M.V. radio, tonneau cover, underseal, twin spot lamps, Taxed. This is an immaculate one owner car, supplied and maintained by ourselves. Recorded mileage 2,900. £725.—STE 4285 (10 lines), 591 Commercial Road, London, E.1.

1946 M.G. TC, 2-seater, black-green leather. Heater, twin-tone horns, immaculate condition. £375.—Acland & Tabor, Ltd., Welwyn By-Pass. Welwyn 481-2-3.

1940 TB Tickford coupé, new hood, springs, batteries and respray '54, maker's reconditioned engine, brakes relined, kingpins and bushes, new tyres in '55. Bargain for someone at £320.—ROD 6831 (days), or 2 Blenheim Road, Sidcup.

MORGAN

MORGAN Plus 4 and 4/4 Official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161 Gt. Portland Street, W.1. LANGHAM 7733.

DISTRIBUTORS in Newcastle-upon-Tyne and Northumberland. Early delivery. Demonstrations. Spares facilities.—Thos. Hadden, Ltd., 101 West Road, Newcastle. Tel. 3/7626.

MORGAN PLUS 4 cars. Prompt delivery of these cars. Spares for same, huge stocks of 4/4 and 3-wheeler spares.—F. H. Douglass, Morgan Specialists, 1a South Ealing Road, Ealing, W.5. EALING 0570.

MORRIS MINOR

BROWN'S of LOUGHTON

1953 MORRIS MINOR CONVERTIBLE,

one owner, immaculate condition.

£475.

High Road, Loughton, Essex.

Phone: Loughton 6266.

(Three minutes Tube Central Line.)

O.H.C. MORRIS Minor 2-seater. £40 o.n.o. 2022.—Moran, Telephone: Sanderstead

PARAMOUNT

1954 PARAMOUNT 4-seater roadster in royal blue, taxed year, fitted tonneau cover, etc. Genuine mileage under 10,000, fully serviced and maintained, smart, economical, enviable car. Owner must sell as saloon now essential for business purposes. No reasonable offer refused. Any trial.—Apply M. Hope, "Silver Birches", Muddlers Hole, Wargrave Road, Twyford, Berks. Phone: Twyford 164.

PORSCHE

PORSCHE 1500 Super, works run-in and collection mileage only, as new.—Harry Sutcliffe, The Old House, Broadway, Worcs. Tel.: Broadway 3201.

1955 PORSCHE hardtop. Grey. Radio, seat covers, low mileage. Immaculate condition throughout. £1,750.—Acland & Tabor, Ltd., Welwyn By-Pass. Welwyn 481-2-3.

RACING CARS

BUYING. SELLING. EXCHANGE. Sports or racing cars. Comprehensive repairs. Engine tuning.—Car Exchange, Ltd., 31 Clifton Hill, Brighton 29972.

COOPER-BRISTOL 1951 series, Formula 1, 2-litre racing car, British Racing Green. This car has only competed in a few events and complete history is available on request. Cost, new, £2,500, offered at £850.—George Hartwell, Ltd., 35-41 Holdenhurst Road, Bournemouth. Phone: Bournemouth 4161 (2 lines).

SINGLE-SEATER H.R.G., fitted with Lea-Francis racing engine, close-ratio preselector gearbox, hydromatic Girling brakes. Ready for this season. Price £375 or reasonable offer.—Wardmas Mfg. Co., Ltd., Banbury Road, Bleicester. Tel. 301.

750 FORMULA 1954, i.f.s., ultra-low alloy body, last 500 miles: Laystall rebore, starter, speedo overhaul, battery, recon. dynamo, light flywheel, raised comp., Bowdenex brake conversion, spare engine, box, etc. £90 haggle. Avail. eves. and w/ends 10th July on.—17 Salisbury Hall Gardens, Chingford, E.4.

500 C.C. MARWYN-J.A.P., ready to race, spare Alfin barrel, equipped with trailer and plates, at the bargain price of £125.—Please apply Maidenhead Autos, Ltd., Bath Road, Taplow. Tel.: Maidenhead 444.

1955 SQUARE ENGINE NORTON, used T.T. only. £300.—Bevers, 172 Firth Park Road, Sheffield 36812.

RILEY

THE RILEY MAN OFFERS:

1935 Riley Imp in exceptional condition. This is perhaps the best of its type I have had. Laystall balanced engine, racing wheels, quiet all-helical gearbox, light flywheel, maker's oil pressure. Bodywork very sound. All trimming, plating, carpets and weather equipment renewed. She will cruise at 65 m.p.h. with economy. No expenditure needed. £325.

1935 Riley Kestrel 9, one owner to 1955. Quiet preselector gearbox, body and chassis in fine original condition. £175.

270 Acton Lane, Chiswick, W.4.
CHISWICK 5783.

RILEY 9 Lincock open 4-seater, 1932 with 1934 engine, very good condition mechanically, poor hood and wings, 37 m.p.g., daily use. £85 o.n.o., or exchange open tourer, vintage, up to 3 litres.—77 High Street, Burnham-on-Crouch, Essex.

SINGER

1939 SINGER Roadster, repaint red, new green trim, very good condition. £130.—14 Dene Court Road, Olton, Birmingham.

1939 SINGER 9 roadster 4-seater, appearance same as 1955 models. £149.—Highcliffe-on-Sea 3124.

SPECIALS

BASIS FOR SPECIAL.—Austin chassis, good engine, new mains, fitted SU, gearbox, transmission sound, perfect battery, all instruments and electrics, good tyres, spare engine and gearbox. £22 10s. o.n.o.—Phone: New Cross 5873.

FORD 8, like Dellow. £85.—5 Parkway, Wimslow, Cheshire. Phone: Wimslow 4135.

LECO CARS, LTD., 25-27 South Street, Havant, Hants. Tel. 257. Chassis design and manufacture. Tuning and modifications to individual requirements.

OVERTON Mk. VI Ford 10, Trials/Autocross, twin carbs, Aquaplane manifold and flywheel, branch exhausts, special head, hydraulic brakes, good tyres. Suitable road use. Hood. 8 cwt. Very potent and successful car. £125 o.n.o.—Lane End, Bentyheath Lane, Willaston (2287), Wirral.

SPORTS CARS

LEADING SPORTS CAR DEALERS

Stock and Retail Austin-Healeys.

Part exchanges. Hire Purchase facilities.

CLIFF HOLDEN (MOTORS), LTD.,

MILLETT STREET,

BURY,

LANCS.

Telephone: Bury 294.

Telephone: Bury 3083.

GILLIE TYRER OFFERS

IMMEDIATE DELIVERY

New DKW 4/5-seater Coupé.

New Triumph TR2 Sports.

New Fiat 1100 Saloon.

New A40 Pickup and Morris J. Type Van.

Your Present Car In Part Exchange.

1953 Aston Martin DB2, 14,000 miles.

1954 Triumph TR2 Sports £725

1951 Allard Saloon, extras £395

Phone Waterloo 2484 (5870 After Hours).

LITHERLAND MOTORS (LIVERPOOL), LTD.,

Hawthorne Road, Liverpool, 21.

ALEX UNDERWOOD offers: MORGAN 4/4 2-seater, excellent condition, finished in cream. £205.

1938 RILEY Sprite 1½-litre 2-seater, over 1100 overhaul, March 1955, available shortly. £325.

M.G. TC, 1947, in excellent condition throughout, an outstanding bargain at £325.

SINGER Le Mans 4-seater, in good condition throughout, resprayed grey, blue upholstery. £130.—Underwood-Rusling Sports Cars, Ltd., Queensberry Road, Kettering. Phone 3351.

AUSTIN 7 Special, rebuilt 1952, lowered suspension, attractive ally 2-seater body, paintwork, chrome immaculate. Sound motor, hood and side screens. £95 o.n.o.—Liversidge, 126 Gloucester Terrace, London, W.2. AMBASSADOR 8136.

SINGER sports 9 h.p. 1933 open, red 2-seater, good running order. £95 o.n.o. London area.—Oliver, Hollybush, Leighton, Welshpool, Mont.

VINTAGE AUTOS

Always a fine selection of sporting carriages of all types available. One of the finest selections in the country. We are open every night till 9 p.m. and open all day Sunday till 7 p.m.—Main Showroom, 56 London Road, Tooting, S.W.17. Tel.: MITcham 3951.

SUNBEAM-TALBOT

GEORGE HARTWELL, LTD.,

the Sunbeam-Talbot Specialists,

can offer comprehensive selection of guaranteed used Sunbeam-Talbot 90, Mark II, Mark IIA and Alpine from £625. Exchanges. Hire purchase.

Details, information on request.

35-41 Holdenhurst Road, Bournemouth.
Tel.: Bournemouth 4161.

1950 90 COUPÉ. Radio, heater, etc. Speedo. reading 28,000. Highly recommended. £555.—Oford, 154 Gloucester Road, S.W.7. FREmantle 3388.

TALBOT

EX-MARGULIES TALBOT 105, 110 m.p.h., fantastic acceleration, engine, gearbox, dynamo completely overhauled, rewired, new batteries, Marchal headlamps. Photos on request. Going cheap. Marriage forces sale.—R. Smith, Springfield, Longridge, Preston.

TALBOT 105 V.D.P. Speed tourer, complete engine rebuild, etc., by Bland, 20 m.p.g., fast, attractive.—Sewell, 135 Haversstock Hill, N.W.3.

Leaders in Automobile Services since 1921

GARR BROS
GARAGES LTD

HIGH ST. **PURLEY** SURREY

End of Croydon by-pass. UPLands 4811-5

SPORTS CAR DEPT.

Select the following examples, each exceptional in condition and outstanding in value:—

ASTON MARTIN DB2. Very special ex-team car. Superb performance. B.R.G. 1,422 gns.

FRAZER-NASH "Le Mans Replica". Most successful example, countless extras. 1,227 gns.

SWALLOW DORETTI. 1955 model. Unblemished. B.R.G. 3,000 miles. 856 gns.

TRIUMPH TR2. Wire wheels, overdrive and all extras. Ivory. Late 1954. 9,000 miles. 780 gns.

MORGAN "Plus 4" 2-seater. A one owner 1953 model in blue. Radio, etc. 460 gns.

M.G. "TD" 2-seater, ivory/red leather, 1951. Also a pale blue. Stage III. 472 gns.

M.G. "TC" 2-seaters. Choice of 2. 1949, pale blue. 1947, black/red. From 399 gns.

M.G. "TB" 2-seater 1940. Loaded with extras. Enthusiasts' delight. Stage 3. 295 gns.

M.G. "TA" 2-seater 1938. Black/green, specimen. Radio, etc., etc. 260 gns.

RILEY "TY Sprite" 1½-litre 2-seater. Completely rebuilt. Cream/green, 45U's, etc. 366 gns.

ATALANTA V/12 Sports 2-seater. 1939. 115+ m.p.h. 22 m.p.g. £190 recent overhaul. 339 gns.

H.S.M. (Triumph) S/C. Alfa-like. 8 c. motor, very potent. 18" brakes. Red, 1941. 310 gns.

LAGONDA 16/80 Sports 2-seater B.R.G., 1934. New tyres. 175 gns.

B.S.A. "Scout" 10 h.p. 4-seater Tourer, 1938. Green. 130 gns.

PLEASE CONTACT:—GRAHAM A. WARNER

YOUR ENQUIRY IS SOLICITED FOR immediate or very early delivery of the new

• A.C. "ACE" • AUSTIN-HEALEY "100"

• ALVIS 3-litre • ASTON-MARTIN DB 2/4

• JAGUAR XK140 Range • MORGAN "PLUS 4"

• M.G. "TF 1500" and "MAGNETTE"

• SINGER "Roadster" • TRIUMPH "TR2"

SPORTS CARS WANTED—URGENTLY

TRIUMPH**TRIUMPH ROADSTER 14 h.p., 1948,**

black, present engine approx. 6,000 miles. P.100s fitted. Really clean and tidy. Taxed Dec. Genuine offer at £385 cash, or on Deferred Terms.

R. G. DONALD (N.N. MOTORS),

The Fair Deal Specialist,

102 Cemetery Road, Sheffield, 11.

Tel.: 25380.

TR2 JUNE 1954, red, immaculate condition, low mileage, many extras. £725.—Ring Rees, Elstree 3355, 10-6.

1948 TRIUMPH 1800 roadster, cream, new red leather hood, excellent condition, engine overhaul last year, fitted new battery, heater, stand covers and other extras. £430 o.n.o.—Bellis, 12 Moss Lane, St. Helens, Lancs. Phone: St. Helens 4666.

VINTAGE

SUNBEAM 1929 Weymann 20.9, engine, body completely overhauled, Servo brakes, one-shot lubrication, excellent tyres. Haggle £100, or exchange cheaper. 1924 Unic, less con rod.—Manley, Wallingford 227411 (Berks).

WOLSELEY

HORNET Special, 12 h.p., attractive 2-seater with dickey seat, rev. counter, etc. Daily use. £65 o.n.o.—PUT 5883.

SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through a Local Office of the Ministry of Labour or a Scheduled Employment Agency if the applicant is a man aged 18-64 inclusive or a woman aged 18-59 inclusive unless he or she or the employment is excepted from the provisions of the Notifications of Vacancies Order, 1952.

WANTED.—Fitters for interesting development work on BMW, Bristol, DKW, and Porsche engines and cars.—Apply in writing, stating experience, etc., to A.F.N., Ltd., 400 London Road, Isleworth, Middlesex.

AUTOSPORT

BOUND VOLUMES

VOLUME 9 READY NOW

Orders can now be taken for binding readers' copies of Volume 9 at 17s. 6d. each (including index). Full instructions and labels will be sent to readers upon receipt of order and remittance. Already bound, Volume 9 AUTOSPORT is now available, price £2 17s. 6d. per copy. A limited number of bound volumes 3-8 are still available, price £2 17s. 6d. per copy.

AUTOSPORT (Binding Dept.)

159 PRAED STREET, LONDON, W.2

LOOSE BINDERS

Readers wishing to bind their own copies of AUTOSPORT may obtain special AUTOSPORT binders made by the Esabind Co., together with full instructions for use, by sending 13s. 6d. for each binder required. (Index 2s. extra.) Please state volume number to be bound if you wish volume number and year to be blocked on binder in addition to the title AUTOSPORT.

Orders and remittance to:

AUTOSPORT (Binding Dept.)

159 PRAED STREET, LONDON, W.2

ALUMINIUM**BULLANCO FOR ALUMINIUM.**

Any sizes cut or folded.

SHEET — EXPANDED — TUBES — ANGLES

BARS — RODS — MOULDINGS — RIVETS

Write for list.

66 QUEEN'S ROAD, PECKHAM, S.E.15.

Tel.: New Cross 1092.

BOOKS

HANDBOOKS AND WORKSHOP MANUALS.—Austin, Bugatti, Chrysler, Ford, Hillman, Jowett, M.G., Morris, Opel, Riley, Rover, Singer, Standard, Vauxhall, Volkswagen, Wolseley, etc. Inquiries, stamp please. Catalogue 500 motoring publications, sixpence.—Grays, Hurstpierpoint, Sussex.

21,000 MOTOR INSTRUCTION Manuals. Sale-Exchange. Inquiries stamped envelope. Manuals bought.—Final, 15 Nashleigh Hill, Chesham, Bucks.

CELLULOSE

"PAINT SPRAYING HANDBOOK" covers car paint, spraying, brushing, touching in, etc., 3s. 6d. post free. Catalogue of cellulose, carriage paints and all allied material for brush and spray, free. Complete spray plant and polishers hired on daily basis.—Leonard Brooks, Ltd., 70 Oak Road, Harold Wood, Romford. Ingrebourne 2560.

ENGINES

NORTON Double Knocker Bronzehead, last used won 100 mile race Silverstone, 1953. Seen Francis Beart, Byfleet.

ONE NEW COVENTRY CLIMAX, 1,100 c.c., F.W.A.—T.V.R. Engineering, Beverley Grove, Blackpool. Phone 42854.

RACING J.A.P.: one Mark I, specially built; one 4 stud, special rod. Numerous spares, barrels, heads, crankcase, flywheels. Any reasonable offer.—Lones, 21 High Street, Chipping Norton. Phone 266.

500 C.C. TRIUMPH Twin, unused since work's overhaul. Cooper mounts. Offer.—4 Boughton Street, Worcester.

ENGINEERING SERVICES

AUTOMENDERS have very comprehensive facilities for the machining and repair of all automobile parts and units. Whatever your problem we shall be pleased to assist in any possible way.—Automenders, Ltd., Lowther Garage, Ferry Road, Barnes, S.W.13. RIVERSIDE 6496.

ENGINE TEST BED

Completely confidential dynamometer testing facilities available for engines up to 170 b.h.p. and 8,000 r.p.m. We have a team of expert testers, and most comprehensive facilities for testing, in all forms. Up to 24 hours per day running, at very moderate terms. Customers may carry out their own tuning and testing, in secret, themselves, if they so wish.

ALEXANDER ENGINEERING CO., LTD.,
Haddenham, Bucks. Telephone 345.

INSURANCE

FOR DETAILS OF LIFE ASSURANCE policies giving full cover whilst competing in all forms of motor sport, including motor racing, write K. Nightingale, 17 Radley Mews, London, W.8. Phone: WEstern 7420, evenings KENsington 9122.

MISCELLANEOUS

ALAN BROWN offers Continental racing overalls, superline poplin, £6 6s., overtrousers, £3 3s., mechanics' best drill, 79s. 6d., overtrousers, 47s. 6d. Most colours.—Kinch and Lack, Ltd., 117 High Street, Guildford. Tel.: 61033.

AXFORDS (est. 1880) for Motoring and Sports clothes, men's and women's Duffels, Jeans, etc.—304-6 Vauxhall Bridge Road, London, S.W.1. VICTORIA 1934.

QUICK-LIFT JACKS and Trailers made for 500 c.c. racing cars, also gas and arc welding, drilling, milling, turning and capstan work.—Don Parker, 1a Sangora Road, S.W.11. Battersea 7327.

REPLACEMENT HOODS by post for all 2-seater M.G.s, black or fawn, double duck, flexible plastic rear window. All hoods, £6. Zip centre tonneau covers for "J" or "P" models, £4 15s., "T" models, £5 5s. All items complete, no extras.—A. C. Winnill, 37 Tonstall Road, Mitcham.

SOLID DRAWN, exhaust and flexible steel tubes, steel bars, light alloys, etc., from Stockists C. S. Harbour, Ltd., Syon Hill Garage, Great West Road, Isleworth, Midx. Tel.: HOU 6613.

PERSONAL

ANTREE GRAND PRIX, 16th July. Two seats required.—Phone Salisbury 2561 or write Box 1828.

BRITISH G.P.—Two car seats available.—Hayward, Selling, Faversham, Kent. Selling 239 not after 5 p.m.

DRIVER wishes contact sports car owner, view competing Goodwood Nine Hour. Will pay expenses.—Box 1827.

PHOTOGRAPHS

EVERY CAR at M.C.C. Silverstone, 2nd July, and Sevenoaks M.C. Sprint, Brands Hatch.—Charles Dunn, Greenleaves, Woking, Surrey. Tel.: Woking 3737.

RADIATORS & FUEL TANKS

GALLAY, LTD., give immediate service in repair and rebuilding of radiators, oil coolers, fuel tanks and wings, etc.—103-109 Scrubs Lane, Willesden, London, N.W.10. Phone: Ladbroke 3644.

RALLY EQUIPMENT

MAP READING lamps, dash fitting, 25s.; map markers "adhesive arrows", 5s. per packet; average speed charts including 18.5 m.p.h. to 29.5 m.p.h., 7s. 6d.; high efficiency manifolds for all cars, prices on application. Send for catalogue to: Rally Equipment, 279 Edgware Road, Colindale, N.W.9. Tel.: COLindale 3840.

SAFETY GLASS

SAFETY GLASS fitted to any car while you wait, including curved windscreens.—D. W. Price, 490 Neasden Lane, London, N.W.10. Gladstone 7811.

SPARES AND ACCESSORIES**DISMANTLING FOR SPARES**

the following. Ford Ten 1935, Jaguar 2½ 1937, Austin 16 1935, Vauxhall 20 1936. A few cheap cars from £15 deposit for quick sale. Complete spare wheel most makes.

R. G. DONALD (N.N. MOTORS),

102 Cemetery Road, Sheffield, 11.

Tel. 25380.

Buick and Studebaker spares at cheaper rates for Stock Car Racing drivers.

(Continued overleaf)

CONVERSIONS FOR PERFORMANCE

STANDARD 8 & 10

All parts ex Stock, as used by Works Entries which gained

1st R.A.C. RALLY & TEAM AWARD

Modified cylinder head. Twin S.U. carburettors. Special exhaust manifold, silencer and pipes. **£35** fitted

Change of axle ratio and compensated speedometer with trip. **£20** fitted

Performance of 10 model:

MAX. 76.3 m.p.h. (Mean) 0.50 m.p.h. 13.2 secs. Standing ¼-mile 21.8 secs.

FULLY APPROVED BY
STANDARD MOTOR CO.

Details and Road Test from

ALEXANDER ENGINEERING CO. LTD.

HADDENHAM, BUCKS. Phone: HADDENHAM 345

Classified Advertisements—continued**SPARES & ACCESSORIES—continued**

SPARES FOR SPECIALS.—Austin Big 7 frame, complete with front and rear axle springs, sound condition, £27 10s. Two new rear wheels, specially built to take 600 tyres, £5. Ford 10 front axle, complete, £3. Rear axle, complete, £10. Ford 8 Van for spares, good running order. Offers, —Read, 92 East Street, Epsom. Epsom 9862.

THE FOLLOWING USEFUL PARTS for sale:
T Set 14 ins. Electron brake drums, with Girling 2.L.S. brakes in light alloy; Alta i.f.s. unit complete, sliding pillar type; 2-litre supercharged Alta engine, ex my sprint car, perfect order, over 200 b.h.p. Reasonable prices accepted for the above.—Norris, "Farnley", Vineyards Road, Northaw, Herts. Phone evenings or weekends, Cuffley 2840.

THOMSON'S HARD SURFACED ROCKERS, M.G., Wolseley, 6s. each exchange, rocker bushes 5s., v/guides 3s. 10d., many other spares in stock. C.O.D. service. S.A.E. list.—102 KINGSTON ROAD, WIMBLEDON, S.W.19. LIBERTY 8498.

SPEED EQUIPMENT

USED superchargers and other speed equipment for sale and wanted.—Speed equipment dept., Rudds, 65/69 Victoria Road, Worthing 7773-4.

WINDSCREENS

D. W. PRICE, 490 Neasden Lane, London, D.N.W.10. GLAdstone 7811. Windcreens for sports and specials and all other standard vehicles.

WANTED

EXPERIENCED JAGUAR OWNER wants late 1954, really low mileage, modified XK 120 2-seater. Absolutely first-class or useless. Price no object. Might part-exchange beautiful works-modified F.H. coupé, underseal, chrome wheels, Michelin X and Roadspeeds, 2,790 miles.—Box 1825 (London).

Performance Cars, Ltd.

From their stock of 200 cars, select the following:

1948 Allard D/H. foursome, red ..	£255
1949 Citroën Light 15 saloon ..	£395
1939 Citroën Light 12 roadster ..	£235
1953 (Reg.) Connaught 2-litre 2-seater ..	£695
1937 Fiat 500 c.c. convertible, blue ..	£175
1949 (Reg.) Frazer-Nash/BMW, £328 ex works ..	£395
1951 Jaguar XK 120 sports, cream ..	£745
1951 Jaguar Mk. V saloon ..	£595
1953 Jaguar XK 120 sports, one owner, not modified ..	£895
1954 Jaguar Mk. VII, overdrive, radio ..	£1,175
1953 (Reg.) Leonard-M.G. 1,500, very fast ..	£655
1938 Lagonda LG6 sal., 2 owners, specimen ..	£445

M.G.s NEVER LESS THAN 35 IN STOCK.

1952 Riley 2½-litre saloon, specimen ..	£645
1934 Rolls-Royce 20/25 saloon ..	£335

Contact us for your new:
AUSTIN-HEALEY 100, FIAT, BOND, SIMCA, SINGER, TRIUMPH TR2, VOLKSWAGEN.

Immediate H.P., insurance, and part exchanges.
Gt. West Rd., Brentford, Middx. EALing 8841-2-3.
3 minutes from Northfields Tube Station
(Piccadilly or District Lines)

Buses 91, 97 and Green Lines pass our showroom.

LOTUS Mk. VI, preferably Consul or M.G. engine. Must be good condition.—Box 1826 (Ayr).

RON MCKENZIE, Manchester
DISTRIBUTOR FOR MORGAN CARS

Buys, sells, exchanges sports cars of all types. Terms arranged. Close 8 p.m. weekdays, 6 p.m. Sats.—Sales Section, 961 Chester Road, Stretford, Manchester. Telephone: LONGford 2100.

MAYFAIR GARAGES, LTD., urgently want Fiats for cash at highest prices.—Balderton Street, W.1. MAYfair 8104-5. Open 9-6, Sats. 9-1.

M.G. MAGNETTE preselector gearbox or would take complete car for spares.—Uxbridge 2062.

ROWLAND SMITH, The Car Buyer. Highest cash prices for all makes. Open 9-7 weekdays and Saturday.—High Street, Hampstead (Tube), N.W.3. HAM 6041.

STOCK CAR, 1935-38 Ford V8 coupé. Must be towable.—R. Dare, 27 Send Barns Lane, Nr. Woking.

1948/51 HEALEY wanted.—Allen, 33 Square, St. Annes.

KIEFT CARS LIMITED

(1) A 1953 KIEFT Sports Car (central seater) less engine and gearbox, suitable for either an M.G. or Bristol engine. Complete with Radiator, all instruments, Battery, Lighting, etc. Chassis completely overhauled.
£450 O.N.O.

(2) A NORTON twin overhead camshaft engine, large alfin barrel, completely rebuilt by Francis Beart.
£200 O.N.O.

Lancefield carburetter for above **£15.**

(3) Two Wilson close ratio Pre-selector gearboxes, completely re-conditioned by manufacturers (ex-Stirling Moss). Prices on application.

(4) A 750 c.c. J.A.P. V twin engine. ex-Peter Collins. **£75 O.N.O.**

RELiance WORKS, DERRY ST.

WOLVERHAMPTON

TELEPHONE 24394, 24395

NEW CARS FOR SALE**A.C.**

RUDDS OF WORTHING, distributors of Ace sports, Acca coupé and 2-litre saloons. Demonstrations of any model. Service, tuning, spares.—Adjacent Central Station, Worthing 7773-4.

AUSTIN-HEALEY

IMMEDIATE DELIVERY, red, black leather.—Johnson and Brown, 268-270 High Street, Bromley, Kent. RAVensbourne 8841.

S. & W. MOTORS, LTD., Abington Street, Northampton. County Distributors for all Austin products. Telephone: Northampton 32711-2-3.

FIAT

ALAN BROWN offers from stock all FIAT models at: The Onslow Motor Company, Ltd., 28 Onslow Street, Guildford. Tel.: 67227. Fiat Distributors for Mid-Surrey, East Sussex, West Hants.

RUDDS OF WORTHING for demonstrations of all models.—Adjacent Central Station, Worthing 7773-4.

T. P. BREEN, LTD.—The new "600" available for demonstration. Early delivery all models.—High Road, Whetstone, N.20. HILside 7741.

JAGUAR

NEW Jaguar XK 140 drophead foursome coupé. Finished British Racing Green. Green upholstery. Gunmetal hood.—Acland & Tabor, Ltd., Welwyn By-Pass. Welwyn 481-2-3.

PEUGEOT

LOCKHART'S SERVICE DEPOT, distributors for Beds, Bucks and Herts, offer immediate delivery. Demonstration car available.—Chiltern Road, Dunstable. Telephone 114.

TRIUMPH

BERKELEY SQUARE HOUSE GARAGE, LTD., offer immediate delivery of

TRIUMPH TR2.

EXCLUSIVE STANDARD AND TRIUMPH Retail Dealers.

With Spares and Service on the spot.

Berkeley Square, London, W.1.

GROsvenor 4343.

NEW Triumph TR2 hardtop. Heater, overdrive. Finished British Racing Green.

New Triumph TR2 open 2-seater. Finished British Racing Green.—Acland & Tabor, Ltd., Welwyn By-Pass. Welwyn 481-2-3.

SOUTHERN COUNTIES GARAGES, LTD., Appointed Retailers Triumph TR2. Demonstrations. Spares. Service.—Ifield Road, Crawley, Tel. 366-7.

VOLKSWAGEN

BRADSTOCK MOTORS, LTD., Area Agents for Volkswagen range of vehicles. Official service depot. Early delivery.—Chase Road, Epsom. Tel. 5696.

STANDARD MODEL, £599 incl. tax. De luxe model, early delivery.—Johnson and Brown, 268-270 High Street, Bromley, Kent. RAVensbourne 8841.



SPECIALISTS

MILL GARAGE

W. JACOBS & SON LTD.

Chigwell Road,
South Woodford
London, E.18

WANSTEAD
7783/4/5

**SPARES
ALL TYPES**

Mon-Sat 8 a.m.-5.30 p.m.

for

WOLSELEY—MORRIS—M.G.

**SECOND-HAND
T.D.s
IN STOCK**

L. F. DOVE Limited

Official **TR2** Centre

TRY THE LATEST MODEL WITH 3-SPEED OVERDRIVE

FULL RANGE OF ACCESSORIES AVAILABLE

TUNING — REPAIRS — PREPARATION

69 THE BROADWAY, WIMBLEDON, S.W.19

Telephone: LIBerty 3456

(HIRE PURCHASE)

(PART EXCHANGES)

Be above the crowd at the races!

A permanent 'Grand-stand' seat for four—only £8. See the races and save money with this easily-carried lightweight portable seat stand. Strong tubular steel construction with wooden seat; erected or dismantled in a minute. Finish: English Racing Green.

Price £8.0.0 including carriage
H.P. terms available

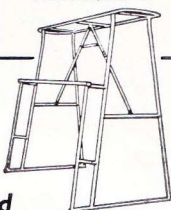
THE **OWEN** Portable Seat Stand

Send for full details to:

BRITISH INDUSTRIAL ENGINEERING CO. (STAFFS.) LTD.
HAINGE ROAD, TIVIDALE, STAFFORDSHIRE

Height 4' to Seat
Level. Weight 32 lb.
Size dismantled

5' x 2' 9" x 3"
Patent applied for



M-W.56

SOLELY M.G. CARS — SALES & SERVICE



Hounslow
2238 & 3456

OFFICIAL



STOCKIST

OBTAIN YOUR NEW CAR FROM

TOULMIN MOTORS

**SPARES
SALES
REPAIRS**

The most comprehensive stock
of M.G. spares in the country.
Have you tried our speedy
C.O.D. service?

343 Staines Road, Hounslow, Middx.

7 P.M. WEEKDAYS • 6 P.M. SATURDAY • 1 P.M. SUNDAY

Ready July 28

15/-

"TUNING FOR SPEED & ECONOMY"

By PHILIP H. SMITH, A.M.I.Mech.E.

A NEW BOOK of the greatest value to the man who wants his engine *right*. Philip Smith explains in detail the preparation and tuning of touring engines and sports car engines for fast road work. Ports, manifolds, air flowing, valve gear and oversize valves, compression ratios, ignition, carburation, exhaust systems, lubrication and frictional losses, rational modifications, etc. etc. He also advises on the fitting of special accessories, ignition boosters twin carburettors and the increasingly popular marketed conversion sets, etc. etc.

It contains 55 diagrams and a table of technical data for 76 British car engines.

The book to give you real motoring and save you real money! Order it now!

G. T. FOULIS & CO. LTD.

7, Milford Lane, Strand, W.C.2

By the same Author
**DESIGN & TUNING OF
COMPETITION ENGINES, 35/-**



THE AUTOSPORT DIRECTORY 1955

Edited by Nevil Lloyd

Associate Editors:
Maxwell Boyd
Cyril Posthumus

Published by
AUTOSPORT
159 Praed St., London, W.2.

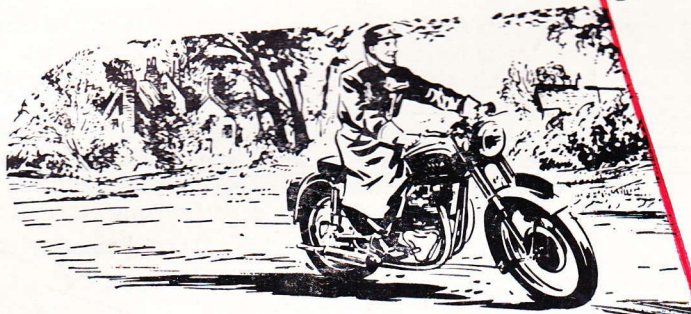
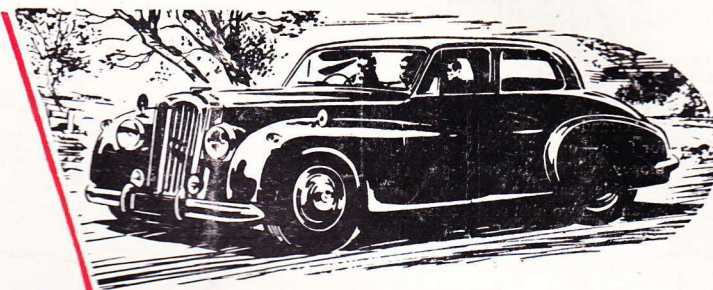
360 Pages—Demy Octavo
Cloth Bound **30/-**

The AUTOSPORT DIRECTORY 1955 is the most comprehensive reference volume dealing with motoring sport matters in the world. Contents include Motor Racing Circuits of the World (115 Circuits illustrated); Routes to British and Continental Motor Racing Circuits; nearest Airfields to Circuits; Motoring Clubs of Britain, Ireland and British Empire; National Clubs of Foreign Countries; Definitions of Touring and Sports Cars; Specifications of Current Grand Prix Cars and High Performance Cars; British and Foreign Motor Car Manufacturers; World Championship Table (1954) and Regulations; Press and Publications; Special Awards; Extracts from the International Sporting Code and R.A.C. Organization of Motor Competitions; 1955 British Cars confirmed by the C.S.I.; International and National Calendar (1955); Conversion Tables.

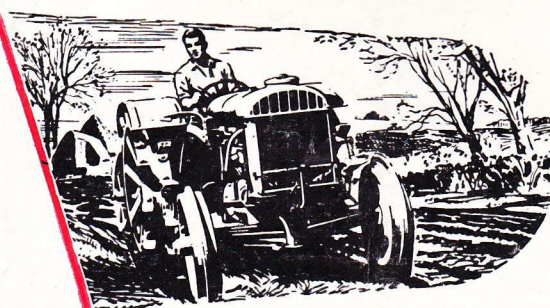
The AUTOSPORT DIRECTORY is the direct result of the enormous number of queries which reach AUTOSPORT every week asking for information on motoring sport matters and its aim is to cover every aspect of the sport of motor racing.

- To secure your copy of the AUTOSPORT DIRECTORY 1955, to be published July 15th, please send your name and address together with remittance of 30/- plus 1/- postage (Canada and U.S.A. \$4.50) to AUTOSPORT (Book Dept.), 159 Praed Street, London, W.2.

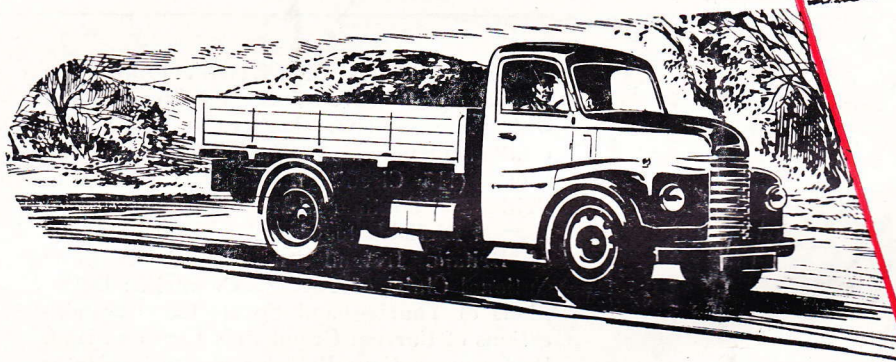
Whatever you own



... no waiting



for electrical repairs



The Lucas 'B90' Scheme is an exchange scheme by which any item of Lucas Equipment—Magneto—Distributor—Starter—Generator, etc., which has developed a fault through service can be exchanged for a complete factory reconditioned unit, at a cost comparable with a normal repair. This means you get a unit as good as new covered by the full Lucas guarantee, and the time taken to execute a repair is no longer than it takes to obtain and fit the replacement part. Time saved is money saved; Make full use of the Lucas 'B90' Exchange Service Scheme through your nearest Lucas agent—he is ready to help you.

(The 'B90' Exchange Scheme operates in the British Isles only.)

**LUCAS
B90**

**IMMEDIATE EXCHANGE
SERVICE**

JOSEPH LUCAS LTD • BIRMINGHAM 19