

MOTOR SPORT

FOUNDED IN THE YEAR



NINETEEN TWENTY-FOUR



GET IT RIGHT WITH BELCO BRILLIANCE

A scratch may look unimportant, but what a shock later on, when the surrounding paint disintegrates, and you see how far rust has spread and eaten away metal! *Check your paint regularly*, and put defects right at once with Belco brilliance—you'll save pounds in the long run. Easy-to-use Belco, in a good range of modern car colours, provides a hard, brilliant, mirror-smooth protection that *lasts*. Result—a smarter car, better trade-in value!



TOUCH-IN BELCO

See that brush? It's in the lid, charged with paint, ready to use—can't be lost, needs no cleaning. Keep a tin of Touch-In Belco in the garage, ready for immediate use before rust starts its deadly work! In $\frac{1}{4}$ pint tins—5/3.

BRUSHING BELCO

If it's more than a touch-in job, you want *Brushing Belco* in the wide-mouth tins. Belco is a 'first-time-perfect' paint; brush on quickly and freely, and brushmarks disappear. IN $\frac{1}{2}$ AND $\frac{1}{4}$ PINT TINS.

For the bigger jobs:—

BELCO PRIMER SURFACER

Primer and undercoat together, dry in an hour! In $\frac{1}{2}$ and $\frac{1}{4}$ pint tins.

BELCO RUBBING COMPOUND

The quick-cutting compound for a super-smooth finish. In $\frac{1}{2}$ and 1-lb. tins.

BELCO CELLULOSE PUTTY

For filling dents. In $\frac{1}{2}$ and 1-lb. tins. Ask your dealer for free instruction leaflet.

'STAG' Brand JOINTING PASTE

For engine joints and protective sealing insist on 'Stag' brand—finest you can buy! Anti-corrosive, proof against petrol, oil, water. Always plastic, lasts indefinitely.

HANDY ECONOMICAL TUBES AND TINLETS.



KEEP IT BRIGHT WITH BRILLIANT No. 7 POLISH

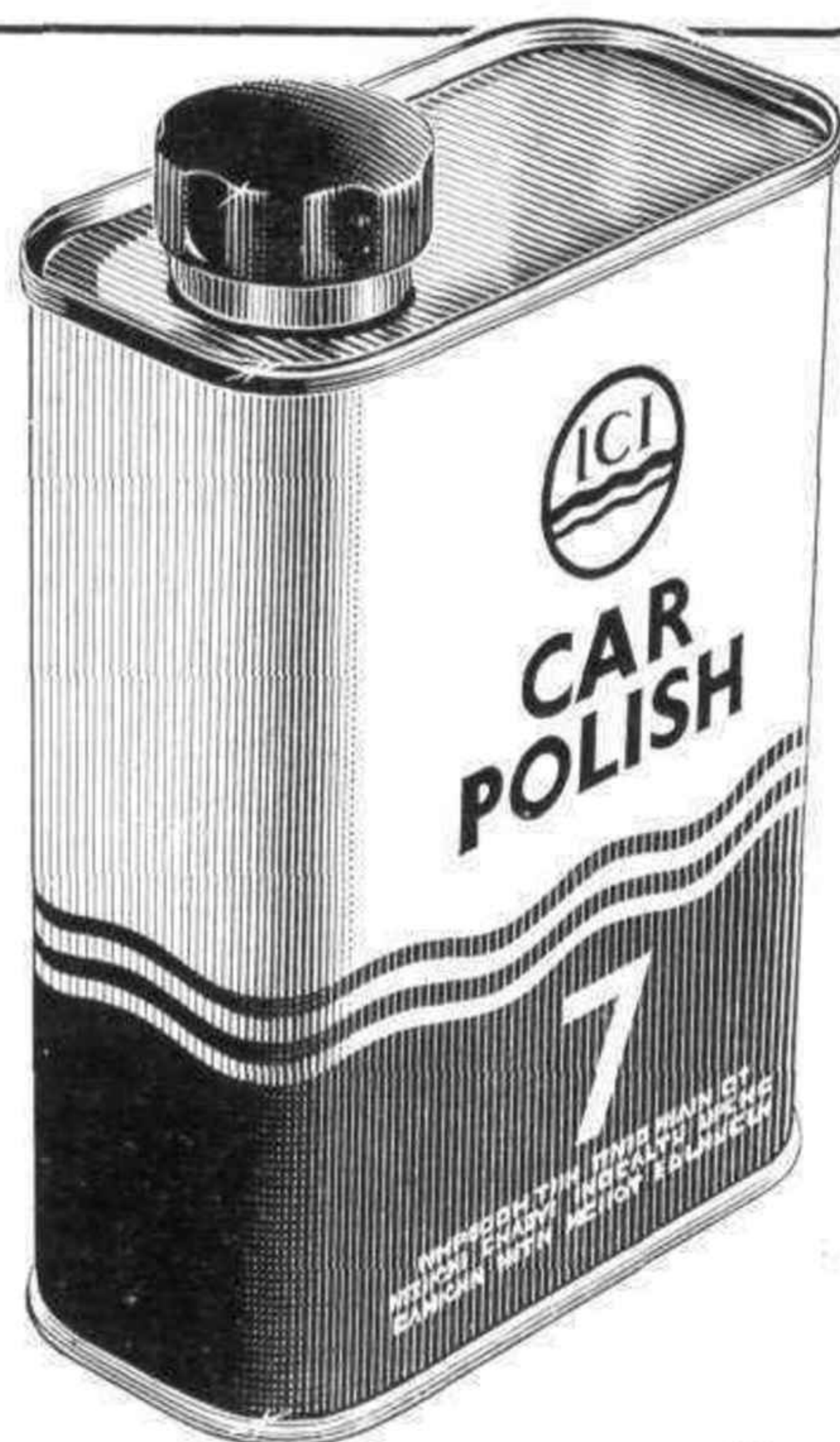
AN ASTONISHING POLISH, NO. 7! *Your* car, sparkling like a concours d'elegance winner!

How the colours glow under that brilliant shine! It's time *you* tried No. 7, the quick and easy-to-use ICI polish with long-lasting brilliance. Yes, sheer brilliance!


SAFETY FOR YOUR PAINT

Imperial Chemical Industries Limited are one of the largest manufacturers of car paints, and have therefore a direct interest in their proper treatment. Here are two tips. Never use polish as a cleaner. Mud, dust and grit are abrasive—to rub polish on dirty paint is like sandpapering it! To preserve your paint, *wash it frequently*, easing away dirt by gentle hosing or sponging with plenty of water. And, when the shine begins to go, a good polish with the best polish—No. 7. There is positively *no* better treatment than this!

ASTONISHING VALUE TOO
ONLY 2/6 per 8 oz. tin!
(or 4/- for double the quantity)



Obtainable from garages, motor accessory dealers and Halfords branches.



The microscopic dirt particles that find their way into your engine oil (there's one in the eye of that ordinary sewing needle magnified on the left) *must* be

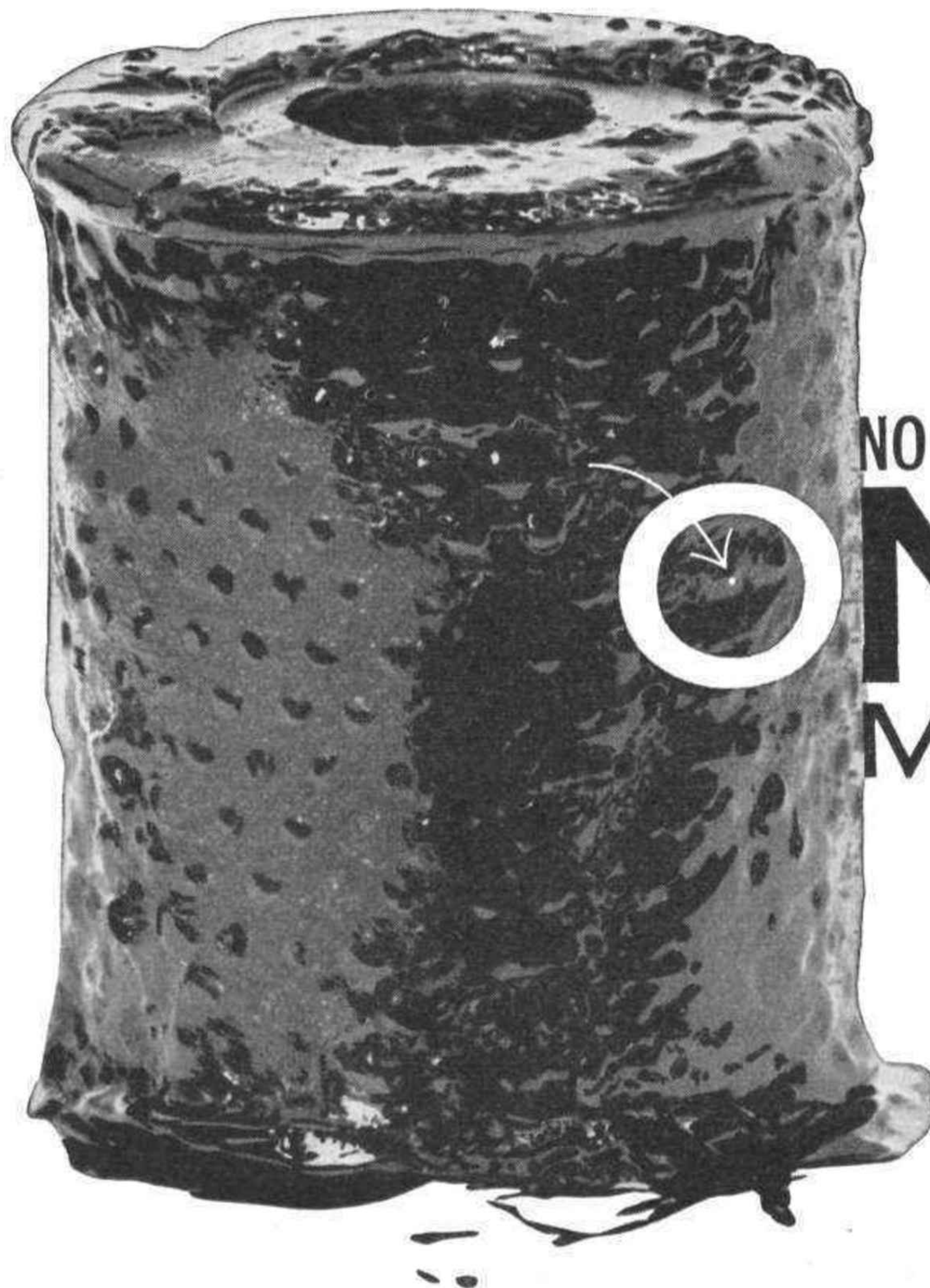
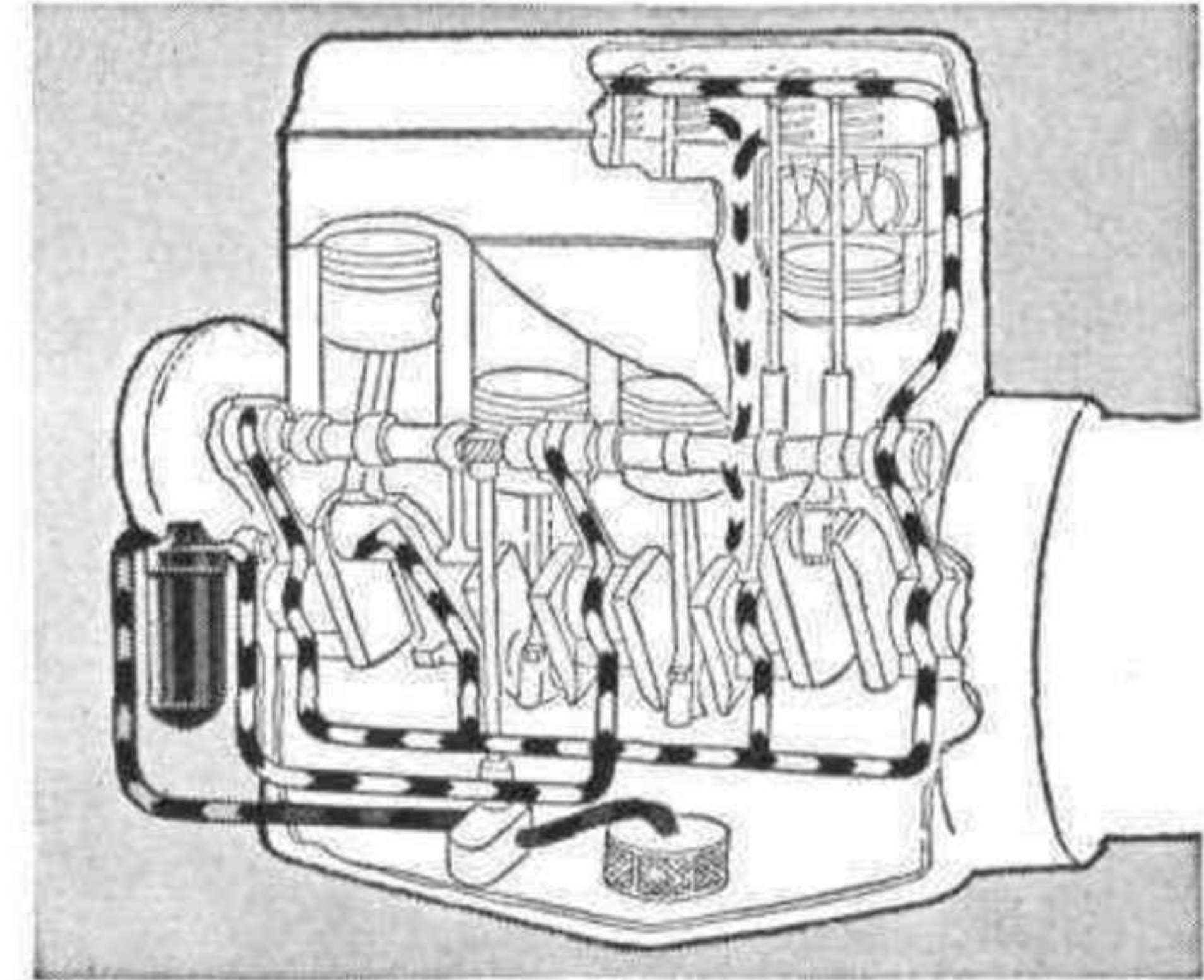
ONE TOO MANY

removed—and that's the job for your oil filter. But, tiny as these specks are, they accum-

ulate on the filter until even one more is one too many. And that can mean serious danger. What's the risk? And how to prevent it? The next two pages will tell you.

Millions and millions of micron-sized specks collect in your engine oil as it flows . . . and the hard-working filter catches and holds them. Until it's so clogged with dirt it can't hold any more. When this happens, the oil-supply by-passes the filter and continues circulating unfiltered, through your engine . . . getting dirtier and more dangerous with every revolution.

On its way through the engine, oil collects countless specks of abrasive dirt and carries them through to the sump. The filter removes them, to prevent the excessive wear they can cause upon contact surfaces. If the filter is clogged and cannot hold any more dirt, these dangerous particles continue to circulate with the oil, shortening the life of pistons, bores and bearings.



NO ROOM FOR
ONE
MORE

When you change the oil, change the filter, too

How can you tell when your filter has reached capacity—when it can trap and hold no more dangerous specks of abrasive dirt? Some types can be inspected periodically, though that can be a messy and awkward job. The one really sure way is to change your filter when you change your oil—to protect your engine with the perfect combination of safe lubrication: clean oil and clean filter. There are genuine Purolator Micronic refills for virtually all modern cars. They are not expensive, and they give many times the value of their small cost—by helping your oil do the job it's meant to do, and by protecting your engine against life-shortening wear and damage.

Send in for the free Road Safety Booklet. It will answer your questions on oil filtration—and on the vital topics of brakes, clutch and steering.

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REGD. TRADE MARK

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Formula 1

A story of Formula

1

A story of

Denis Jenkinson

1954-60

A GRENVILLE Production

A BOOK WORTH HAVING!

DENIS JENKINSON has written "A Story of Formula 1" to mark the end of the 1954-60 Grand Prix formula. In it he has captured the spirit of this exciting era in the history of motor racing.

Order a copy now from your bookseller or newsagent, price 25/-

Or immediately available from "Motor Sport," 15-17, City Road, London, E.C.1, price 26/3 (inc. postage)

about the book

Denis Jenkinson is among the best qualified to write an authentic story of Formula 1 having been the *Motor Sport* reporter at the majority of the Grand Prix races run under the 1954-60 Formula 1.

The book opens with an introduction of the Formula and traces the various changes in the Formula and how they affected cars and drivers.

The Championship-winning cars are dealt with in detail, e.g., the development of the Mercedes-Benz, the praise of Vanwall, the respect for Maserati.

An absorbing insight into the characters of the Champion drivers, Fangio, Hawthorn and Brabham.

"The Valiant Ones". A nostalgic chapter about the cars which fell by the wayside—H.W.M., Connaught, Bugatti, Gordini.

In separate chapters the author deals with streamlining and the technical developments of the Grand Prix car, and traces Britain's rise to supremacy.

A comprehensive table of race results, together with a list of drivers and the cars they drove in all Formula 1 races during 1954-1960.

The text is supported by 76 excellent illustrations selected for their variety and comprehensive quality.

"A Story of Formula 1" has something for everyone interested in the Sport. It is not too technical for the layman nor too superficial for the serious-minded.



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Colibri Trophy Race

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SATURDAY • SEPTEMBER 9**

Organised by
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A 10-lap scratch race for saloon cars complying with Appendix J in four classes.

- Up to 1,000 c.c.
- 1,001 c.c. to 1,600 c.c.
- 1,601 c.c. to 2,500 c.c.
- 2,501 c.c. and over.

MEETING STARTS AT 1 p.m.



The recognised weekly for all interested in competitive motoring **Every Thursday 6d**

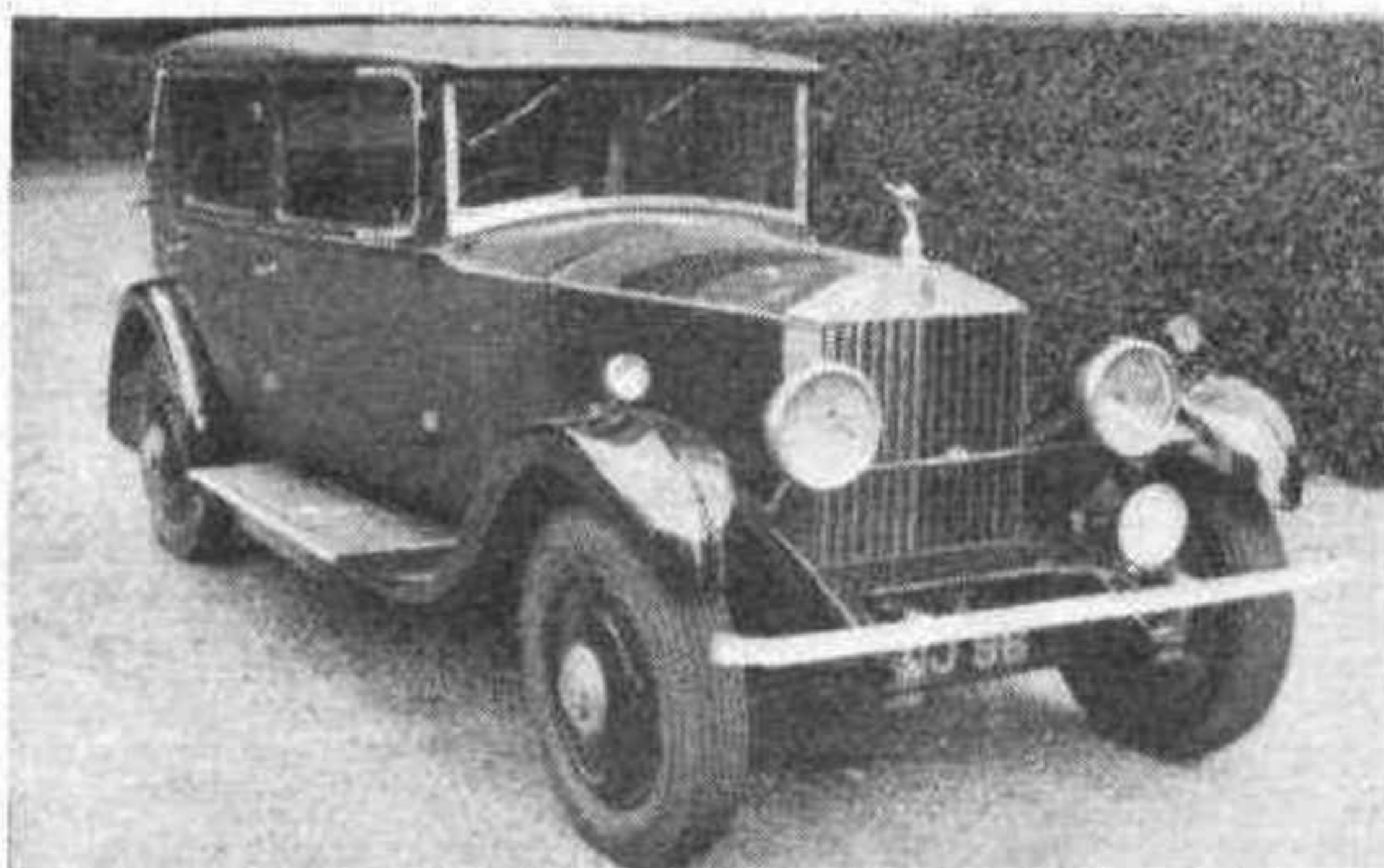
HIGHLIGHTS OF THE MONTH AHEAD:

- Sept. 7—Nurburgring 500, Brighton Speed Trials, B.A.R.C. National Meeting at Crystal Palace, Jeans Gold Cup Rally.
- Sept. 14—Italian Grand Prix at Monza, Liege-Sofia-Liege Rally. Road Test of the Singer Vogue.
- Sept. 21—Full week-end sports reports and pictures.
- Sept. 28—Oulton Park Gold Cup Race. Road test.

FROM YOUR USUAL NEWSAGENT OR BOOKSELLER

Subscriptions: 18/- 26 weeks; 36/- 52 weeks, from News Publications Ltd., 15 City Road, London, E.C.1

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1930 ROLLS-ROYCE 20/25 owner-driver saloon by H. J. Mulliner. Three owners from new. Beautifully maintained throughout its life and still in fabulous condition, £295.



1955 MERCEDES-BENZ 220A sports saloon. This is a right-hand drive model in excellent order originally costing around £2,400. The average advertised price is not less than £800. Please note our special sale price, £665.

**END OF SEASON SALE
ALL PRICES REDUCED**

- 1934 BENTLEY 3½-litre Hooper sports saloon finished in black with brown leather upholstery. An attractive car with a good history. £210.
- 1955 BORGWARD Isabella sports saloon. These attractive 6-seater 1,500-c.c. Continentals offer 35 m.p.g., 85 m.p.h. and all independent suspension. This fine example has covered only a very moderate mileage in the hands of one careful owner, £450.
- 1951/52 HOTCHKISS 3½-litre sports saloon, first registered 1953, dark blue with blue leather upholstery. Radio, heater, etc. A magnificent high-performance thoroughbred with wonderful road-holding. £325.
- 1950 RILEY 1½-litre sports saloon, finished in cream with brown leather upholstery. Heater, twin spots, seat covers etc., £235.
- 1936 RILEY Kestrel 1½-litre 6-light sports saloon, 16-in. wheels etc. A much sought-after model, £62 10s.
- 1955 PEUGEOT 403 saloon. Overdrive, and built-in heating and demisting. Extras include radio and twin wing-mirrors, etc. Requires some attention to wings, £325.
- 1932 ROLLS-ROYCE 20/25 Windover saloon, just recellulosed red. Well maintained and in nice condition, £145.

- 1953 AUSTIN A.40 sports convertible. A rare and attractive model. Works reconditioned engine, new tyres, heater, washers etc. £250.
- 1951 DELLOW 2-seater sports. Two-carburettor Ford 10 engine. Twin spares, blue, £175.
- 1956 LOTUS Mark VI fitted with tuned 1,172-c.c. Ford engine. Excellent order, £285.
- 1950 M.G. TD 2-seater, finished in cream with green interior. Good condition, £280.
- 1936 MORGAN 4/4 2-seater. Coventry Climax engine, red, above average condition throughout, £110.
- 1949 TRIUMPH 2000 roadster finished in bronze with new red Vynide hood. Twin spots. Twin-tone horns, etc. £165.

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ALAN REES

LOTUS-FORD 91.2 m.p.h.

2ND

GAVIN YOUL

M.R.D.

(Subject to official confirmation)

All using ESSO EXTRA MOTOR OIL
the same superb mineral oil you can buy from your local Esso Dealer...
and ESSO GOLDEN petrol, of course!

MOTORSPORT

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

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PUBLICATION DATE FIRST OF THE MONTH

THIRTY-EIGHTH YEAR OF PUBLICATION

MATTERS OF MOMENT

THE MOTORISTS' LOT . . .

The old song used to tell us that "the policeman's lot is not a happy one." Today policemen should be happy, with beautiful cars provided by the taxpayers and plenty of motorists to "book" for parking and speeding. It is the motorist who is unhappy, for he is the subject of increased taxation whenever the country needs additional revenue. Since the beginning of 1960 car licences have risen in cost by 20%, purchase tax on cars is up to 55% and petrol tax is 132% of the price of one gallon of premium fuel. A lot of us must feel it is time to take up something else—the Editor is considering buying a net so that he can catch butterflies and pin them in little glass-fronted boxes, or sticking stamps in albums, or returning to Meccano. . . .

Why does the motorist bear the brunt of every Budget?

WANTED—POWERFUL SINGLE-SEATERS

The 1½-litre G.P. Formula is working out splendidly, and the vee-six Ferraris are as purposeful, as fast and as satisfactorily noisy as any classic racing cars out of history, within the confines of less than 200 b.h.p. But a lot of people still pine for powerful, hairy racing cars in which the wheels spin easily and the handling of which is pretty close to a continual dice on ice. The B.R.S.C.C. is thinking along these lines, we believe, the aim being single-seaters powered with proprietary engines such as Jaguar, Aston Martin or big American engines, etc. However, dangerous handling and a shortage of suitable racing tyres might prove to be insurmountable obstacles.

THE FALLING VINTAGE MARKET

Vintage car owners are amongst the most fanatical of enthusiasts but they represent a "hard-core" of the movement and their numbers are limited. In the past old cars have sold for very high prices as persons outside this "hard-core" sought to indulge in the joys of vintage motoring, while veterans changed hands for fabulous sums, ownership of a "Brighton" car having social-prestige value. Recently, however, the vintage market has been falling—the rising cost of petrol and insurance, the nuisance of the 10-Year Tests, and the high standard of restoration expected by V.C.C. and V.S.C.C. have no doubt contributed. That this is the case was evidenced by the Second Beaulieu Veteran and Vintage

Auction Sale, held last June. While this was eminently successful and fully achieved its purpose, the fall in prices was noticeable. Whereas at one time you would not go to such a sale without a couple of hundred pounds or so, this year such realistic prices as £25 for a 1924 Unic, £45 for a 1928 Morris-Oxford and £62½ for a 1928 Hampton prevailed. Naturally more classic cars sold for far more, and the lunatic fringe still exists, as witness a 1900 de Dion was *withdrawn* when the bidding reached £1,375.

Quite a number of cars failed to realise the vendors' hopes and it is significant that you could acquire a Rolls-Royce Phantom I for £47½, a Rolls Twenty on average for £90, and a Continental Phantom II for £240. Indeed, *the market for used Rolls-Royces seems especially precarious*, possibly because their numbers are legion, spares expensive, and connoisseurs seek stately makes less frequently encountered. At all events *The Veteran & Vintage Magazine* reported: "Nobody seemed to want Rolls-Royces . . . we hate to say it, but we can't help feeling that Rolls-Royces should be strictly rationed, if not barred altogether. You can have too much of anything, even The Best Car in the World, and there is nothing so calculated to dampen a prospective purchaser than a really down-at-heel wearer of the Spirit of Ecstasy."

THE FUTILITY OF THE 10-YEAR TESTS

We have repeatedly drawn attention to the futility of the 10-Year Tests as conducted by private-enterprise garages. *The Times* is in agreement, publishing, on July 24th, a long article about the experiences of the owner of a 1948 M.G. that had done 76,000 miles and "had had several young owners," who took it to five different examiners, the car being rejected by four of them, on different counts, but passed by the fifth garage in ten minutes. Confronted with this engineering conundrum, the M.G. owner's own garage proprietor commented "Well, it just goes to show that it is merely a matter of opinion." Alas, for such opinions the motorist, as always, pays. . . .

THE LAST ROUND

The last round of the Brooklands Memorial Trophy, sponsored by *MOTOR SPORT*, will take place at Goodwood on September 16th. The event should see some keen racing between the current leaders, G. Oliver (D.R.W.-Ford), J. Derisley (Lotus 7A), and L. Keens (Lola), all of whom have 12 points, and P. Dodd (Lotus Eleven) with 11 points. First race is at 2.00 p.m.

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Front cover picture: LOTUS VICTORY.—Innes Ireland (Lotus) left and behind Bruce McLaren's Cooper, won the Solitude Grand Prix, amongst the woods of the old Royal Park. Behind the front two come the Porsches of left, Herrmann and right, Gurney, while further back can be seen Brabham's Cooper and Bonnier's Porsche with the blue and yellow nose stripes.

Motoring Sport Events for September

★ Only clubs whose secretaries furnished the necessary information prior to the 15th of the preceding month are included in this list ★
 R. = Restricted Event. C. = Closed Event. C.I. = Closed Invitation Event. N.B. = National British. N.O. = National Open. INT. = International Event.

| DATE | CLUB | RENDEZVOUS | NEAREST PROMINENT TOWN | CATEGORY | TIME |
|---------------------|---------------------------------|------------------------------|------------------------|--------------------------|------------|
| Sept. 2nd | S.U.N.B.A.C. | Silverstone | Towcester | Race Meeting (R.) | 12 noon |
| " | Sevenoaks & Dist. M.C. | Craybrooke Garage | Sidecup, Kent | Rally (C.) | 9.00 p.m. |
| " | B.A.R.C. | CRYSTAL PALACE | LONDON | RACE MEETING (N.B.) | 2.00 p.m. |
| " | BRIGHTON & HOVE M.C. | MADEIRA DRIVE | BRIGHTON | SPEED TRIALS (N.O.) | 9.15 a.m. |
| Sept. 2nd/3rd | Hampton & Dist. M.C. | Falcon Road Garage | Hampton-on-Thames | Rally (C.) | 9.00 a.m. |
| " | Veteran C.C. of G.B. | Old Swan Hotel | Harrogate | Concours d'Elegance (C.) | 11.00 a.m. |
| " | Goole & Dist. M.C. | Mayphil Café | Goole, Yorks | Rally (R.) | 9.00 a.m. |
| " | Elland M.C. | Cromwell Garage | Elland | Rally (C.) | 11.00 p.m. |
| " | M.G. C.C. (S.W.) | Lulsgate Airport | Bristol | Rally (R.) | 11.00 p.m. |
| " | Liverpool M.C. | Bay Horse Garage (95/648317) | Preston | Rally (R.) | 10.30 p.m. |
| Sept. 3rd | Mid-Cheshire M.C. | R.A.F. Wilmslow | Wilmslow | Sprint (R.) | 1.30 p.m. |
| " | London M.C. | Brands Hatch | Farnham | Sprint (R.) | 1.00 p.m. |
| " | Crompton Parkinson M.C. | Widford Industrial Estate | Chelmsford | Rally (C.) | 7.30 p.m. |
| " | Bentley D.C. | Firle | Eastbourne-on-Lewes | Hill-Climb (R.) | 2.00 p.m. |
| " | C.S.M.A. (Bradford) | Briggs Filling Station | Drighlington | Rally (C.) | 1.30 p.m. |
| " | Eastern Counties M.C. | Debach | Woodbridge | Sprint (C.) | 1.00 p.m. |
| " | Peterborough M.C. | Peterborough | Peterborough | Driving Tests (C.) | 2.30 p.m. |
| " | Cambridge C.C. | Witchford Airfield | Ely, Cambs. | Sprint (C.) | 11.00 a.m. |
| " | Swansea M.C. | Pembrey Aerodrome | Llanely | Driving Tests (C.) | 2.00 p.m. |
| " | Malden & Dist. M.C. | Louisberg Barracks | Farnham | Driving Tests (R.) | 11.00 p.m. |
| " | Leicester C.C. | M.R. 132/563899 | Leicester | Driving Tests (C.) | 2.30 p.m. |
| " | B.R.S.C.C. | Mallory Park | Hinckley | Race Meeting (C.) | 2.30 p.m. |
| " | Ross & Dist. M.C. | Cantilupe Road | Ross-on-Wye | Rally (C.) | 10.00 a.m. |
| " | Austin Apprentices' M.C. | Austin Motor Co. | Birmingham | Driving Tests (R.) | 12.30 p.m. |
| " | Anglia & Prefect O.C. | M.R. 131/1241/7771 | Birmingham | Rally (C.) | 7.00 p.m. |
| " | Darlington & Dist. M.C. | Catterick Aerodrome | Darlington | Race Meeting (R.) | 2.30 p.m. |
| " | Chatham & Dist. M.C. | Gillingham | Gillingham | Driving Tests (C.) | 2.00 p.m. |
| " | Dunfermline C.C. | Urquhart Farm | Dunfermline | Rally (C.) | 10.30 a.m. |
| " | Coventry & Warwickshire M.C. | Mancetter | Atherstone | Hill-Climb (R.) | 2.00 p.m. |
| Sept. 6th | Austin Healey Club | Silverstone | Towcester | Practice Day (C.) | 9.00 a.m. |
| Sept. 9th | Aintree Circuit Club | Aintree | Liverpool | Race Meeting (R.) | 2.00 p.m. |
| " | W. Essex C.C. | "Three Jolly Wheelers" | Woodford | Rally (C.) | 7.00 p.m. |
| " | Bideford & Dist. M.C. | Bideford | Taunton | Rally (R.) | 11.00 p.m. |
| " | Rochester, Chatham & Dist. M.C. | Windsor Garage | West Malling | Rally (C.) | 8.00 p.m. |
| " | Coltress C.C. | Strathaven | Hamilton | Rally (R.) | 11.00 p.m. |
| " | Mid-Derbyshire M.C. | New Car Park | Alfreton | Rally (C.) | 10.30 p.m. |
| " | Jaguar D.C. | Silverstone | Towcester | Race Meeting (R.) | 1.00 p.m. |
| " | B.A.R.C. | Goodwood | Chichester | Practice Day (C.) | 1.30 p.m. |
| " | Morecambe C.C. | Midland Hotel | Morecambe | Rally (R.) | 9.00 p.m. |
| " | Scottish S.C.C. | Tank Testing Track, Dalmeir | Glasgow | Sprint (R.) | 2.00 p.m. |
| " | B.R.S.C.C. (Northern) | Rufforth | York | Race Meeting (R.) | 2.00 p.m. |
| " | M.C.C. | Wellesbourne Mountford | Stratford-on-Avon | Sprint (R.) | 11.00 a.m. |
| " | B.A.R.C. | Oulton Park | Tarporley | Race Meeting (C.) | 2.00 p.m. |
| Sept. 9/10th | R.A.F.A. M.C. | M.R. 109/458617 | Chester | Rally (R.) | 11.00 p.m. |
| " | BUGATTI O.C. | PRESCOTT | CHELTENHAM | HILL-CLIMB (N.O.) | 11.30 a.m. |
| " | Linden M.C. | Bartley Green Reservoir | Birmingham | Rally (C.) | 9.00 p.m. |
| " | B.A.M.A. | Strensall | York | Rally (C.) | 9.00 p.m. |
| " | Craven M.C. | Reading | Reading | Rally (R.) | 9.00 p.m. |
| Sept. 10th | A.C. D'ITALIA | MONZA | MONZA | ITALIAN G.P. (INT.) | 2.30 p.m. |
| " | Railton O.C. | Heston Aerodrome | Isleworth, Middlesex | Concours d'Elegance (R.) | 11.00 a.m. |
| " | Guildford M.C. | Thursley | Guildford | Driving Tests (R.) | 11.00 a.m. |
| " | Mid-Cheshire M.C. | R.A.F. Wilmslow | Wilmslow | Driving Tests (C.) | 1.30 p.m. |
| " | Harrow C.C. | Brands Hatch | Farnham | Sprint (C.) | 1.30 p.m. |
| " | Kentish Border C.C. | Vinters Park | Maidstone | Trial (C.) | 10.30 a.m. |
| " | Huddersfield M.C. | St. Paul's Street | Huddersfield | Driving Tests (R.) | 10.30 a.m. |
| " | Bristol M.C. & L.C.C. | Chipping Sodbury | Bristol | Autocross (C.) | 2.00 p.m. |
| " | Chequers Social M.C. | Hiatts Farm, Ufton | Leamington Spa | Gymkhana (C.) | 2.00 p.m. |
| " | G.E.C. C.C. (Erith) | Country Club, W. Kingsdown | Wrotham, Kent | Driving Tests (C.) | 11.00 a.m. |
| " | King's Lynn & Dist. M.C. | M.R. 124/680242 | King's Lynn | Rally (C.) | 2.30 p.m. |
| " | W. of England M.C. | Thorn's Cross, Haldon | Exeter/Newton Abbot | Autocross (R.) | 2.30 p.m. |
| " | C.S.M.A. | Princethorpe | Coventry | Rally (R.) | 10.30 p.m. |
| " | N. Staffs M.C. | Swynerton | Stone | Driving Tests (C.) | 2.00 p.m. |
| " | V.S.C.C. | Madresfield Court | Malvern | Driving Tests (C.) | 11.00 a.m. |
| " | Soar Valley M.C. | "The Oadby Owl" | Leicester | Rally (C.) | 9.15 a.m. |
| " | Brent Vale M.C. | City Square | Denham, Bucks | Driving Tests (C.) | 2.00 p.m. |
| " | Alvis O.C. | Riccall Airfield | Selby, Yorks | Driving Tests (C.) | 10.45 a.m. |
| " | Alvis O.C. | Kinloch Castle | Girvan, Ayr | Concours d'Elegance | 1.00 p.m. |
| Sept. 16th | B.A.R.C. | Goodwood | Chichester | Race Meeting (C.) | 2.00 p.m. |
| " | C.S.M.A. | Wingroves | Burnham Beeches | Rally (R.) | 4.30 p.m. |
| " | Peterborough M.C. | Silverstone | Towcester | Race Meeting (R.) | 1.15 p.m. |
| Sept. 16/17th | Forces M.C. | Ascot | Ascot | Rally (R.) | 6.00 p.m. |
| Sept. 17th | B.A.R.C. (S.W.) | Brunton | Marlborough, Hants | Hill-Climb (C.) | 2.30 p.m. |
| " | E. Anglian M.C. | Kingswood Park | Colchester | Autocross (R.) | 1.30 p.m. |
| " | Gt. Yarmouth & Lowestoft M.C. | Market Place | Gt. Yarmouth | Driving Tests (R.) | 2.30 p.m. |
| " | B.A.R.C. (W. Midland) | Crossway Green | Kidderminster | Driving Tests (C.) | 2.30 p.m. |
| " | West Middx. M.C. | Heston Airport | Hounslow | Driving Tests (C.) | 10.00 a.m. |
| Sept. 22nd/23rd | LONDON M.C. | ANGLERS' HOTEL | EGHAM, SURREY | RALLY (N.B.) | 12 noon |
| " | MID-CHESHIRE M.C. | OULTON PARK | TARPORLEY | RACE MEETING (INT.) | 1.30 p.m. |
| " | Eastern Counties M.C. | Snetterton | Thetford | Speed Trial (R.) | 2.30 p.m. |
| " | N. Wales C.C. | Eirias Park | Colwyn Bay | Driving Tests (C.) | 7.30 p.m. |
| " | B.A.R.C. | Goodwood | Chichester | Sprint (R.) | 1.00 p.m. |
| Sept. 23rd/24th | Mascot M.S.C./Mid-Thames C.C. | Roundabout Service Station | Horley | Rally (C.) | 9.15 p.m. |
| " | Fyde Motor Sport Group | Fairview Garage (A 6) | Garstang | Rally (C.) | 11.30 p.m. |
| " | 432 M.C. | Solihull | Warwick | Rally (R.) | 10.00 p.m. |
| Sept. 24th | Austin Healey Club | Church Lawford | Rugby | Sprint (C.) | 9.00 a.m. |
| " | S. Wales M.C. | Castel Hill | Bridgend | Hill-Climb (R.) | 2.30 p.m. |
| " | Thames-Estuary M.C. | Stapleford | Abridge | Hill-Climb (R.) | 1.00 p.m. |
| " | Smiths M.C. | Heston Aerodrome | Heston | Driving Tests (C.) | 10.00 a.m. |
| " | B.A.R.C. (Yorks) | Hudson Road Mills | Leeds | Sprint (R.) | 2.00 p.m. |
| Sept. 29/30th | M.G. C.C. (N.W.) | Bury | Manchester | Rally (R.) | 9.00 p.m. |
| Sept. 30th | B.A.R.C. | Mallory Park | Leicester | Race Meeting (C.) | 2.00 p.m. |
| " | SNETTERTON M.R.C. | SNETTERTON | THETFORD | RACE MEETING (N.O.) | 2.30 p.m. |
| Sept. 30th/Oct. 1st | E. Anglian M.C. | Last's Garage | Norwich | Rally (R.) | 8.00 p.m. |
| " | Flying Fox C.C. | Thorncliffe | Sheffield | Rally (C.) | 8.30 p.m. |
| " | Newport C.C. | Gwent Service Station | Newport, Mon. | Rally (R.) | 10.30 p.m. |
| " | Hants & Berks M.C. | "Axe & Compass" | Burnt Hill | Rally (R.) | 9.00 p.m. |

LADY COMPETITION DRIVERS

Concluding Our Series On Lady Drivers

Patsy Burt probably vies with Jean Bloxam as the most successful post-war lady competition driver and at the time of our visit she was waxing indignant over a comment which appeared in a weekly motoring magazine intimating that post-war lady competition drivers have not proved as successful as their pre-war counterparts. Patsy Burt maintains that although 130-m.p.h. laps of the Brooklands Outer Circuit are commendable they do not require the same degree of skill as a fast climb up Mont Ventoux or one of the other Continental hill-climbs.

Miss Burt commenced driving in 1949 but her main interest lay with the horse, and at one time she was a riding teacher. Her first visit to a race track, at Brooklands just before the war, had filled her with boredom, despite the fact that her parents were great motor-racing enthusiasts and her father had driven the Burt Special in races at the Weybridge track. After the war she attended the first Goodwood meeting and her interest increased rapidly, although it was not until 1953 that she decided to take up competition driving. She had owned two Jowett Javelins, an XK120 coupé and a 2.6-litre Aston Martin, and in 1954 she gained her first victory by winning the ladies' award in a sprint at Brands Hatch.

In the following year the 2.6-litre Aston was replaced by a 3-litre, and in a full programme of sprints, races, hill-climbs and speed trials she gained a number of awards. For 1956 the Aston was given a DB3S cylinder head and triple Webers by the Pippbrook Garage, who looked after the car, and more success came her way, although the highlight of the season was a run in Rob Walker's F.1 Connaught at the Brighton Speed Trials which gained her the ladies' record. The Aston Martin was sold in 1957 and a 1,100-c.c. sports Cooper-Climax was obtained which she enjoyed very much. It gave very little trouble but was difficult to control, and she had little success in races, although better fortune came in sprints and hill-climbs.

After sampling Rob Walker's F.2 Cooper Patsy decided to buy one, and for the 1958 season her equipé consisted of a TR3A and the Cooper, both finished in powder blue! She soon found that racing in the single-seater class was both too quick for her and too expensive and from then on she has concentrated on sprints and hill-climbs, gaining the ladies' awards or sometimes F.T.D. at many meetings. The car was retained for 1959, when another season of sprints and hill-climbs was undertaken, her best performance being the course record at Firle.

The TR3 went in 1960 for a Fiat 1500 with twin-cam OSCA engine, which has given good service, and the Cooper was retained. The long Continental hill-climbs attracted Patsy and at Mont Ventoux she unofficially broke the ladies' record in the Cooper. This sortie whetted her appetite and for this season she obtained a 1,500-c.c. Porsche RSK which she has used in most of the European Mountain Championship events, gaining the ladies' record in many of them but being unable to approach the times of the male experts. Plans for next season are indefinite but she will probably not go to the Continent again. The Cooper will remain in her stable indefinitely, perhaps until it is eligible for historic racing-car events!



Patsy Burt in her 1½-litre single o.h.c. Cooper-Climax, which has been driven in circuit races, sprints and hill-climbs, both here and abroad.

Brenda Dickinson has recently come to the fore as an extremely quick driver of a 1,100-c.c. Lola sports car, beating many males in the process, including her husband Peter. Now 27, she commenced motoring at 17 with an M.G. and followed this up with a TR2. She joined the Nottingham Sports Car Club and began to participate in Rallies, Driving Tests, Auto-cross Meetings and eventually Club races with the B.A.R.C. and the B.R.S.C.C. She has also driven TR3s, Aston Martins and Austin Healeys and has had a number of successes in Club meetings. This season she acquired the Lola and so far has one win, two seconds and a third, driving very often in the same races as her husband, who drives a Lotus XI.

Of the cars she has driven she regards the Aston Martin as the most pleasant to drive in respect of general handling, cornering and braking. The Lola she finds very fast but a difficult car on which to find the cornering limit, which, she modestly admits, she has not yet reached.

Her opinion of the driving standards of men on the roads is not high as she finds us selfish in many respects but on the circuits male drivers are very considerate.

As she and her husband are in the Garage trade she finds herself handling all types of cars from a big Jaguar down to an Austin Seven.

* * *

Patricia Coundley, like so many other lady competition drivers first became interested in horses, transferring to motoring when her husband John (who races a variety of fierce machines) persuaded her to drive his D-type Jaguar in a sprint at North Weald in 1959 when she won the ladies' award. She also drove her husband's Lister-Jaguar in a couple of sprints last year, winning the sports car class both at Castle Combe and Long Marsden.

On entering circuit racing she acquired a Lotus Elite, the driving of which she likens to handling a beautiful horse. So far she has had no success with the Elite as she is still feeling her way round the circuits, but will continue with circuit racing as she feels that the high degree of concentration required helps her driving on the roads, as her reactions are sharpened by competition motoring. On the road she drives many cars as her super-enthusiast husband is always changing cars, but for present-day conditions she feels that a Mini is the ideal transport.



Patricia Coundley with husband John.

CONTINENTAL NOTES

THIS season Grand Prix races have been so full of interest and excitement that reports have tended to over-run the Editorial limits and in consequence Continental Notes has had to be omitted. It has been purely this limitation on space that has curtailed these notes, and not a limitation on activities, for the faithful Porsche, even after well over 150,000 miles, continues to be flogged around Europe in preference to continual aeroplane travel. Flitting from one country to another by jet plane is certainly easy and swift for it takes less time from Milan to London by Caravelle than it takes these days to cross the Alps by Porsche. In the last three years the volume of traffic in Europe has multiplied enormously, and whereas one used to look forward to crossing the Gotthard Pass or the Mont Cenis because there was often the chance of a dice with a Giulietta or a Lancia, nowadays one sits in a nose-to-tail queue of English, German, Dutch, Belgian, Swedish or Danish tourists, all fearful of using full throttle, the gearbox or the steering wheel. This, of course, is at the height of the summer and on the popular routes at normal hours; with a bit of planning it is easy to avoid these useless queues and still enjoy mountain motoring, but such diversions are not recommended with heavily laden saloons, steering-column gear-changes or under-powered, over-bodied vehicles like so many that come from Britain, Germany, France, Sweden or Italy. As a friend said recently, "I used to think that the English had a monopoly on making bad cars, but now no-one has a monopoly."

Mention of jet airlines recalls an interesting afternoon in the hot sun at Orly airport watching a line of jet planes take off for far places, and with them leaving in quick succession it made good comparisons to watch the length of runway needed to become airborne and the angle of ascent on full power. One after another, as if at an International sprint meeting, British Comet, American Boeing 707 and Douglas DC8, French Caravelle and Russian TU104 all went soaring into the sky, the Douglas giving by far the most impressive take-off to an unenlightened spectator. But once airborne you miss all the interesting things on the ground, and miss the pleasant meetings on the open road with other travellers from the racing circus. Only a few hours after leaving the Paris airport I caught up with the Brabham transporter and had a pleasant wayside drink with Tim Wall, his mechanic, and then we both joined the Lewis team, from H & L Motors, with their transporter, all of us on our way to a Belgian race. On another occasion, while turning out of a side-street in Liège I saw Moss go by in his Facel-Vega and luckily he was not in a hurry, so I was able to catch him up and have a short chat before continuing in convoy until our ways diverged. In Southern France while cruising quietly along, an enthusiastically-driven Sunbeam Rapier overtook me and the occupants waved a copy of a well-known Monthly Motoring Magazine with a green cover, while in Italy one dark night I was drifting along looking for somewhere to pull off the road when a Ferrari drew up alongside and von Trips hooted and waved, so that we went on in convoy until an eating place came in sight. These casual meetings while motoring about Europe are always pleasant and make the journeys all the more enjoyable. Others involve unknown enthusiasts who delight in a little "dust up" such as the Frenchman in the 404 Peugeot and the Dutchmen in their DS19 who started a 85-m.p.h. dice for the last 30 miles into Le Mans this year, so that I arrived bright and early, or the B.M.W. 700 coupé that I followed at an honest 80 m.p.h. on a German *autobahn*, and later that day cruised in close company at 90-100 m.p.h. with a G.T. Maserati.

There is seldom a dull moment while driving around Europe, and if there is then I can always call in at one of the permanent tracks, such as Montlhéry, Monza, or Nurburgring, where something is sure to be happening. On one such visit to the French track I found that Alfa Romeo were just starting a publicity tour of France with a team of Giuliettas, to give demonstration runs in various towns, and to promote sales. Knowing the organiser, I was allowed to make some 100-m.p.h. laps of the banked track in a 5-speed Sprint Speciale Giulietta, which was great fun. Down in Sicily, before the Targa Florio, I was fortunate enough to be able to take a lap of the fantastic 44-mile circuit with Graham Hill in a prototype Porsche Carrera. This had a 2-litre version of the famous 4-cam engine, which was remarkably smooth, with lots of torque and the car was fitted with Porsche disc brakes as well as other small modifications, and it is on such occasions, when driven

by a racing driver in a car you know well, that you can see the true potential of the vehicle, its road-holding being beyond that which I should ever be brave enough to want to use, while the gearbox and gear-change was such that Hill purred with delight as he snicked from 2nd to 3rd, back to 2nd, down to 1st and then up through 2nd and 3rd again as we whistled round the mountains. Although strictly experimental when we went out in this 2-litre Carrera, it now seems likely that it will be in production before the end of the year.

* * *

At the recent Solitude Grand Prix the scene was enlivened by a motorcycle race which included some of the latest Honda racing motorcycles from Japan. In the two-wheeled racing world the entry into International racing by the Japanese Honda factory, with a flood of machines they lend to the best riders irrespective of nationality, has been the highlight of the last two years, and whereas last year the 250-c.c. Hondas were merely a threat, this year they have swept the board. Riders like Hailwood, Hartle, McIntyre, Redman and Phillis just had to have these fantastic 250-c.c. machines or else they would not be in the running. It is as if Ferrari were to suddenly make a batch of rear-engined 120-degree Formula One cars and offer them out on loan. If Moss, Brabham, Surtees and company did not take them they would be left behind by those that did. There are no secrets with the Honda people as regards the machines being raced, unlike some European car-racing teams, for their technical and design staff say freely that what is being raced today will be out-of-date by tomorrow. Their secrets are all in the experimental department in Tokyo, not in the paddock, which is a philosophy adopted by the technical chaps at Daimler-Benz in 1954/55 and one that is refreshing for it means that they intend to continue doing development work and not go on racing the same machinery year after year without much change.

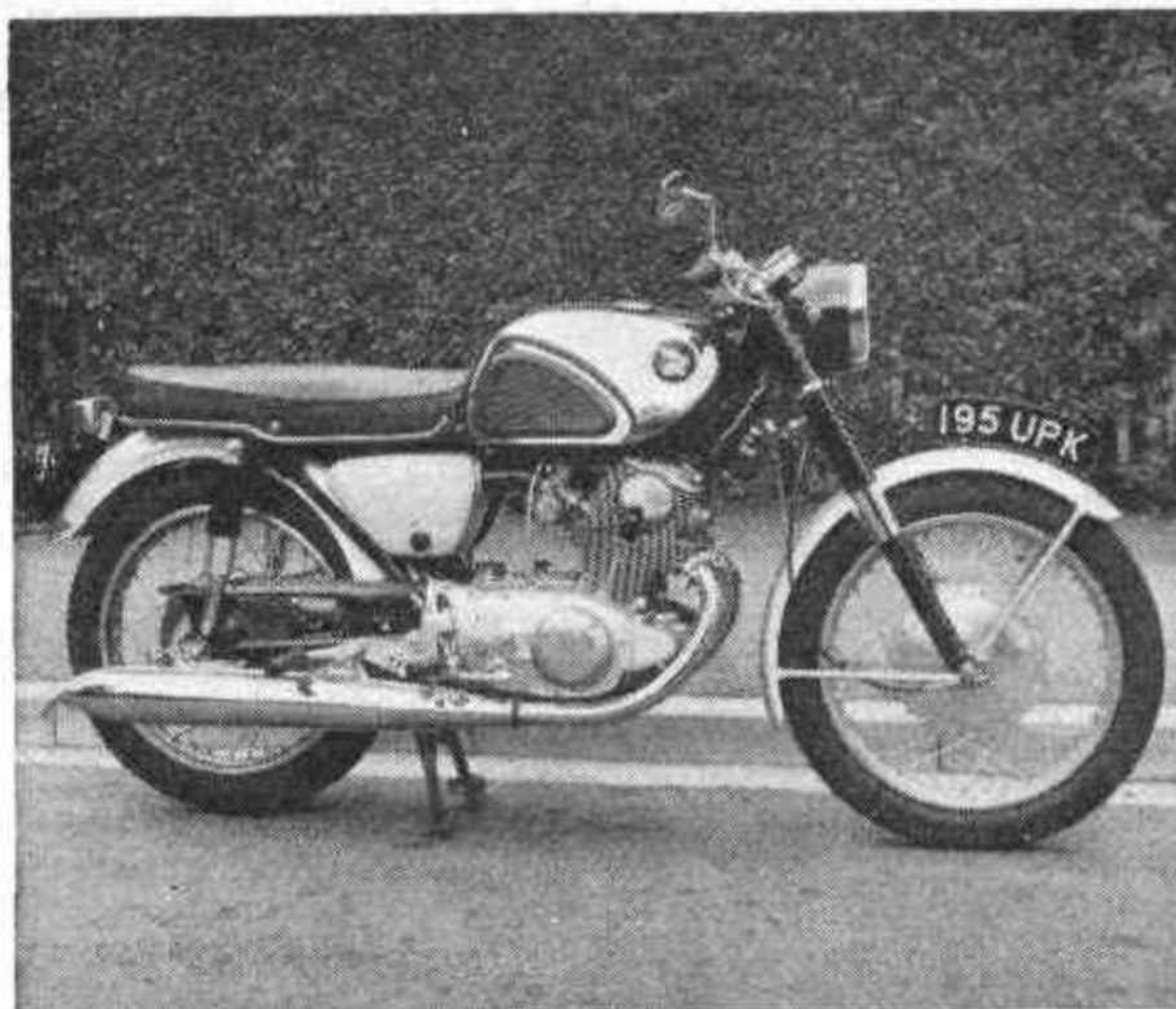
At Solitude there was ample opportunity to look closely at the racing Hondas and there were many Grand Prix drivers taking a keen interest in the mechanical side of these Japanese racing motorcycles. One reason was the power unit, which is developing a higher b.h.p./litre figure than ever before obtained by an unsupercharged engine, and another was the fact that these engines run to r.p.m. unheard of in motor racing. These Hondas are of 250-c.c., or $\frac{1}{2}$ litre, and have four cylinders which are in line and mounted across the frame, similar to the layout used by Benelli, N.S.U., Gilera and M.V. on their racing motorcycles in the past; many people look at this feature and make derogatory remarks about Japanese copying, but that is futile, for if in the car world someone builds a V8 engine you might as well say they are copying Ford, Lincoln, Chrysler, Daimler, Mercedes-Benz or many others, even Rolls-Royce. In motorcycle racing design the Honda layout is what can now be called "classical," which is a transverse 4-cylinder with two overhead camshafts, in unit construction with the gearbox and with final drive by chain. The cycle parts are equally along classic lines, with telescopic forks and swinging-arm rear suspension controlled by coil-spring/damper units. What is outstanding on the Honda is that the engine reverts to a basic principle of engine design used successfully by Ricardo on the 3-litre T.T. Vauxhalls of 1922, which Amhurst Villiers later developed to remarkable limits by supercharging; by Rudge-Whitworth on their 500-c.c. racing motorcycle engines in 1930, many of which can still challenge modern racing engines even today in $\frac{1}{4}$ -mile sprint events; and by Maserati on their 1939 4-cylinder, later to be developed into the famous 4CLT/48. This is the use of four valves per cylinder, two inlet and two exhaust, in a pent-roof cylinder head. Such a layout on a 4-cylinder 250-c.c. engine means that the valves, springs, collets, etc., are fantastically light so that the valve gear imposes no inertia-load limits on engine revolutions, as it does in most engines. Consequently these 4-cylinder racing Honda engines develop their peak power at 13,500 r.p.m. and can be run as high as 15,000 r.p.m. without showing any signs of stress. That in itself is a metallurgical achievement, but on top of this they produce remarkable b.h.p. figures. The Honda people do not make any horsepower claims, being like Rolls-Royce in making it obvious that it is "enough," but co-relating racing performances of these motorcycles with those of other machines indicates that they must have the power output of a good European 350-c.c. racing engine such as Norton or A.J.S., which means a minimum of 40 b.h.p. and a maximum of 44 b.h.p., so that I am prepared to accept that the Honda will

give 42 b.h.p. at 13,500 r.p.m. This represents 168 b.h.p./litre. To give a sense of proportion this means that if the same power figure could be multiplied upwards a 1½-litre Formula One Honda engine would give 252 b.h.p.! Now it is a well-known fact that doubling the size of an engine does not double the power output, but even allowing for this it would not be unreasonable to expect 220 b.h.p. from a 1½-litre Honda engine, all other things being equal, and it would probably need 16 cylinders. As we know well a 1½-litre 16-cylinder engine is not out of the question, for there is a fine example in the Montagu Motor Museum, to wit, the supercharged B.R.M. of 1949-52. Coventry-Climax have about 170 b.h.p. from their V8-cylinder 1½-litre, B.R.M. probably 175 b.h.p. and Ferrari nearly 190 b.h.p., so that a V16 Honda Formula One engine would be most interesting.

By Grand Prix car engine standards this Honda is outstanding but by Grand Prix motorcycle engine standards it is normal and logical development for back in 1957 Gilera had 124 b.h.p./litre, which is what Ferrari develops today with his 120-degree V6 engine. After Gilera gave up racing M.V.-Agusta continued the development of the 4-cylinder racing motorcycle engine and reached as high as 140 b.h.p./litre, so that Honda's 168 b.h.p./litre in 1961 is very reasonable. It is because of these facts and figures that I suggested in 1958 that the 1961-64 Formula One for Grand Prix racing would not be so awful as some people predicted, and I said that by the end of the first season 200 b.h.p. from a 1½-litre racing engine should be the aim of designers. If the Honda Motor Cycle Company were to enter Grand Prix racing next year, which is most unlikely, we could assume they would have 210 b.h.p. to start with and that they might well develop it to 220 b.h.p. or more in one season. Already rumours are going round that they intend to build a Grand Prix car and the best one was that they had bought a Cooper, a Ferrari, and a Porsche, all Formula One models, to study and copy. I can see Cooper selling them a car, but Ferrari and Porsche . . ., we are likely to see Fangio back in racing before that happens.

Shortly after the Solitude Grand Prix I was able to continue the study of Honda activities from a more practical angle, for C. T. Atkins, who enters the Cooper that Bruce McLaren races when the factory do not run, lent me his production sports Honda 250-c.c. motorcycle. Honda have not joined in International racing for fun, they are out for business, and that means selling motorcycles on the strength of the fame gained by their racing victories, and if ever a justification for a big factory to run a racing team was needed, then the Honda company is a fine example. The 250-c.c. Honda which Tommy Atkins lent me for 200 miles or more was a standard production, fully equipped, road-going sports machine, but it was obviously built with racing knowledge. The engine was a vertical twin-cylinder, like a Norton, B.S.A., Triumph, Royal Enfield, etc., but had a single overhead camshaft operating two valves per cylinder, using twin carburettors. Outstanding was its smoothness and the fact that the rev.-counter had a red line at 9,000 r.p.m., but as the machine was still a bit new I was asked to keep it down to 8,000 r.p.m. in the gears and 7,000 r.p.m. in top, which was just over 80 m.p.h. Honda's claim a maximum speed of nearly 95 m.p.h., which seems very reasonable. The 4-speed gearbox was excellent, though 2nd and 3rd were a bit wide apart, but 3rd and top were superb, while the engine really began to work at 5,000 r.p.m. The 4-cylinder racing engines have little power, by racing standards, under 12,000 r.p.m. so a 6-speed gearbox is essential. The engine of the production Honda twin was remarkable enough, it ticked over quietly at 1,000 r.p.m. and was fitted with an electric dyno-starter, there being a kick-starter for emergency use. However, even more outstanding was the road-holding, suspension and cornering of this Japanese production sports model. Having learnt to ride on a Norton, and then gone through Velocette, Scott, all models of later Nortons, Vincent, B.M.W. and so on, to my present M.V.-Agusta, I reckon to have a good idea of high standards of road-holding where motorcycles are concerned, and I can say quite simply that the production Honda is very good indeed, regardless of ifs and buts. In the car world, if you have driven Ferrari, Maserati, Lotus, Mercedes-Benz, Lancia, Citroën, Porsche, etc., you don't have to be told about good handling properties in a production machine; it is the same with motorcycles.

I have dealt at length with the activities of the Honda Company of Tokyo because this is the first impact of modern Japan in our world, the Japanese influence and effect on the photographic world, the business world, general engineering and so on are long established, but their intervention in European racing is something nearer home. They may well be looking at Grand Prix



The 250-c.c. production Honda motorcycle, built in Tokyo and having a finish and workmanship usually ascribed to German motorcycles. This o.h.c. twin-cylinder motorcycle will run to 9,000 r.p.m. and is capable of over 90 m.p.h., while cornering and road-holding are of a very high standard.

racing, but only if they have production cars of similar character to sell afterwards, for like Daimler-Benz and Alfa Romeo, they are not racing for sport or amusement. Finally, I would point out that not all Japanese efforts are as successful as Honda, for two other Japanese firms have been racing motorcycles in Europe these last two years. They are Suzuki and Yamaha, but we have heard little about them for they have been comparative failures, so, because something comes from the East it does not necessarily mean it is good, nor does it mean any longer that it is a copy of something European. At one time that may have been true but I am sure that it no longer holds good. Certain Japanese firms have finished copying, they have no need, for they are now ahead.

* * *

Returning to the world of motor cars once again, it is nice to know that enthusiasm for preserving motoring history is gaining ground all over Europe. At the Le Mans 24-Hour race there was a nearly inaugurated museum of old motor cars which included some remarkable makes of which I had never previously heard, let alone seen, while outside in temporary buildings were some exhibits on loan. Some of these were recent enough for many people to remember having seen in action, but must have been intriguing to very young enthusiasts. There was a beautifully preserved 1923 Rolland-Pillain 8-cylinder Grand Prix car which I knew about but had no idea that one still existed, and one of Amedee Gordini's first Simca-Gordini built around Fiat 500 parts; then there was Rosier's 4½-litre Grand Prix Talbot, and a drop-head coupé 4½-litre V12 Delahaye from 1939, which mechanically was a type that tried to challenge Mercedes-Benz, and Auto-Union before the war. There were many others, including the most advanced-looking Leon-Bolee saloons, made in Le Mans and claimed to be 1912.

Everywhere you go nowadays there are museums and collections and whereas here in England we use old vehicles for races and rallies, in Europe such vehicles are kept as museum pieces, with occasional outings for demonstrations. Calling in at Daimler-Benz recently I saw a party of visitors watching a demonstration by an early Benz with Daimler engine, using hot-tube ignition, it being allowed out of the factory museum as it was a special occasion. The Daimler-Benz museum is one of the finest and well worth a visit any time one is near Stuttgart, the racing section alone containing enough material to keep the enthusiast goggling for weeks. This is the top floor of the three-storey building and is the pride and joy of Alfred Neubauer, the famous Mercedes-Benz team-manager, who is now retired but visits the factory occasionally to work on historical projects and the museum. While there I was lucky enough to have him show me around and when I queried why the 1922 Targa Florio Mercedes-Benz was red, while all the other racing cars were silver he explained that

Continued on page 73A

THE PEUGEOT 404

A Very Fully Equipped, Excellent All-Round Family Car from a Famous Factory. Individuality Allied to Refined Running an Outstanding Feature of this 1.6-litre Saloon.

THE Peugeot 404, introduced last year as a companion to the firmly established 403 made by Peugeot Freres of Belfort, is generally a splendid car, offering exceptional value for money, but while it will entrance confirmed Peugeot enthusiasts it could well exasperate less experienced or discerning drivers. For it is a highly *individual* motor-car.

The individuality of the 404 does not stop at actuation of the slightly-inclined o.h. valves of its new 1,618-c.c. Type XC 84 x 73 mm. "over square" wet-liner, alloy-head engine, itself inclined at 45°, by push-rods from a base camshaft and a worm-drive back axle with torque-tube drive—individuality extends to details, and the car even *smells* French.

Basically this Peugeot is a spacious 4-door saloon, able to seat six if need be in comfort, well finished, lavishly equipped as standard and having stainless steel bumpers and exterior parts, fully-reclining squabs to the separate front seats, "X" tyres, parking lamps, scuttle fresh-air vents, two-tone horn, roof-rack mountings, lockable steering, screen-washers, safety-locks for the rear doors, illuminated boot, etc., as a matter of course.

The front seats are deep, generously sprung and generally comfortable (although some people may find they are *too* resilient and plastic gets hot) fore and aft, and squab-angle adjustment (down to single or double-bed position, returning under spring action) being by two levers at the side of the seat. There was a little free movement of the driver's seat and a gap between base of cushion and squab which caused the driver's coat to catch on a bracket and tear when getting out; also the seats creak. Forward visibility is good, the wheel set sensibly low and both wings in full view, but there is considerable reflection in the screen and the wipers park badly. The doors open to almost 90°, held by good "keeps," and shut, not with the vintage "double clonk," but the opposite of tinnily.

The large steering wheel has a full horn-ring which gives loud or soft horn note depending on how hard it is pressed and from its column on the left (in r.h.d. cars) protrudes the rigid gear-lever with, above it, a short, flat direction-flashers lever, feather light and only faintly inaccessible. In the gear change is found the first Peugeot individuality, for it moves in three planes, spring-loaded to neutral. Bottom gear is obtained by pressing the lever down and towards the floor, and unless fully pressed down the gear will

not engage. There is said to be synchromesh on this ratio but it is easy to crunch engagement, which is not to be made above 15 m.p.h. Reverse is unguarded, above 1st. The lever springs naturally from 1st to neutral, from whence it is push up into 2nd gear and down into 3rd. To engage top it is moved through neutral and upwards. Taken unhurriedly this is all quite satisfactory providing one concentrates. Fast changes are less pleasant to undertake, especially as the gate was apt to be "catchy" going from top into 3rd. There is commonsense behind the layout—1st and reverse together for manoeuvring, 2nd and 3rd together for town work, top on its own for open-road motoring—it is no longer an overdrive and can be engaged at 30 m.p.h. or so by thrifty drivers. The lever moves lightly enough and the technique is to use the palm of the hand, letting the sprung action do the work.

Opposite the gear-lever a shorter, knob-tipped lever selects the lamps. This, again, goes round corners, coming up to put on the sidelights, across the gate for dipped headlamps and forward again for full beam. Remarkably, there is no indication as to which position selects which lamps; so it is all too easy to motor in daylight with sidelamps "on" or at night with them out, and it is not easy to flash the headlamps from sidelamps only. But Peugeot fans will say that if you cannot master this simple "switchery" you shouldn't pretend to be an enthusiast. . . . After all, everything tends to be made too easy nowadays and a little effort need not be deterrent to enjoyable motoring. Here I may as well explain about the interior door locks! These are excellent sill-locks but they pull up to secure the doors, the reverse of the usual, which makes locking up your Peugeot puzzling until you comprehend this. The doors have arm-rests, metal pull-handles that make the forward-sliding interior catches easy to operate, and good quality window winders with rotating grips (4½ turns front, 5½ turns, rear). There are elastic-topped pockets on the scuttle sides but no door pockets. The wipers could be more efficient.

The facia incorporates a truly deep cubby-hole but its lid has an over-strong spring action and no lock. There is a pull-out ash-tray, a 100-m.p.h. hooded horizontal-scale Jaeger speedometer (with a steady needle and very easily-read total and four-figure trip-with-decimal odometers) and not only water thermometer and petrol gauge (pessimistic, with a shaded blob at the reading where about 2 gallons remain) but an ammeter and a very accurate electric clock. The test car had a Philips model 808 Motorola radio, of splendid tone and selectivity, and front and rear speakers controlled by a mixer unit convenient to the driver. Peugeot does not believe in flashing warning lamps and dispenses with a full-beam light, etc., the only such indicators being one for the direction flashers, and an oil light in the water thermometer window. On U.K. cars the left-hand flashers' warning window is inoperative, which is rather confusing. At either side are the air vent grilles with adjustment knobs. Twin padded swivelling vizors, with vanity mirror in the near-side one, and safety-glass rear-view mirror are fitted. There is courtesy interior illumination when the front doors are opened, and the back seat has a folding arm-rest with pull-out ash-tray. A sliding roof is available for an extra £21 5s.

Below the facia are the radio speaker mixer knob, parking lamps selector, instrument lighting rheostat control and, against the steering column, the choke knob. Peugeot leave odd nuts and brackets in view and obviously believe that a car is a piece of machinery, not a boudoir. Thus four fuses live on the inside of the scuttle, by the front passenger's seat. There is a battery master switch for the 12-volt electrical system incorporated in a battery terminal, a prominent knob for resetting the electric clock matching the trip zero knob on the facia, and the ignition key-cum-starter incorporates a Neiman Anti-vol column lock. Two good quality keys suffice, one for the doors and boot, one for ignition. The key is required to open the boot lid, which at least prevents it from being left unlocked, and the lid, like the bonnet, stays up automatically. There is a socket giving provision for under-bonnet lighting and a lamp with switch for the boot—further proof of Peugeot practicability.

The floor has rubber matting in the front, moquette at the back, over felt underlays. The plastic upholstery holds the occupants



FRENCH CAR IN THE CITY.—The Peugeot 404 outside St. Luke's in St. Giles Without Cripplegate in the City of London.



Rear view of the Farina-styled body of the Peugeot 404 showing the modest treatment of the fins and the large boot.

securely. The bayonet fuel filler is hidden beneath the spring-loaded rear number-plate. The luggage boot has a capacity of 17½ cu. ft. in its felt and moquette-lined interior, the spare wheel being covered and mounted vertically on the off side. There is the usual parcels shelf behind the back seat.

A metal quadrant in the fascia centre contains the controls for heating and ventilation, the knob travelling round corners again in its passage from "off" to "heat fully on." There are also shutters on the air-conditioner box for further heat, and the usual heater fan.

From the foregoing it will be seen that the Peugeot 404 is a generously equipped, essentially practical, rugged and well-finished car. It gives the feeling of being conscientiously assembled for long life.

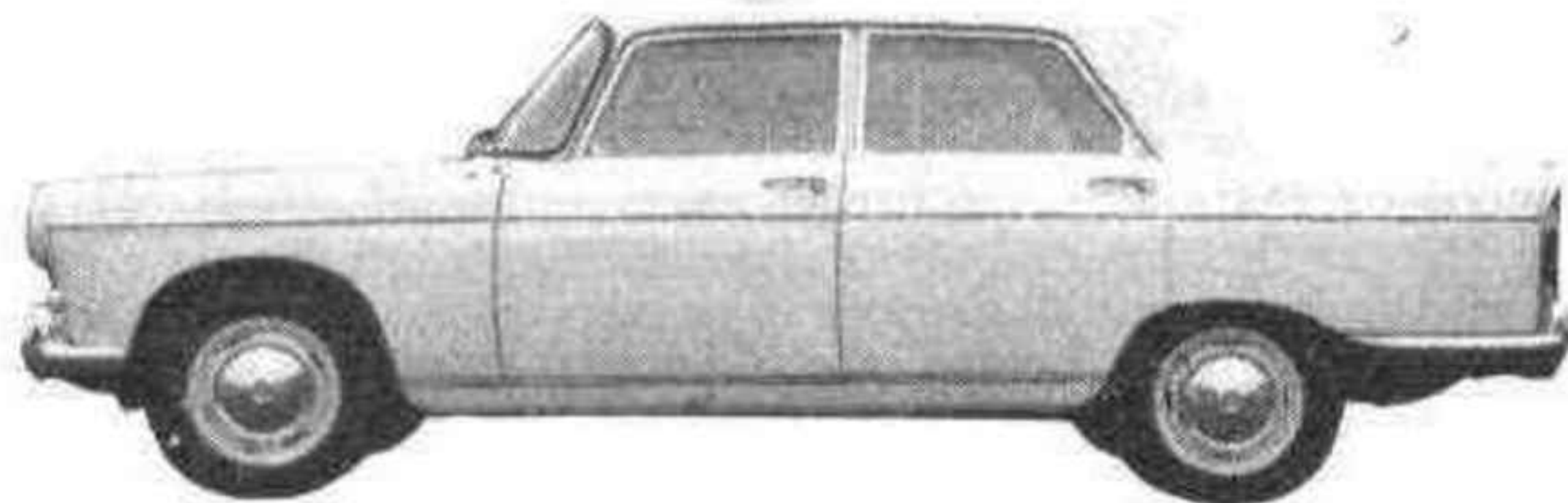
On the road the sheer honesty of this well-liked French car gains further confirmation. The 72-b.h.p. engine provides a cruising speed of 70-80 m.p.h., a top speed of 89 m.p.h., and a true 3rd gear maximum of over 70 m.p.h. and adequate acceleration, although high gearing contributes to easy speed rather than flashing pick-up. Even so the 404 will reach 60 m.p.h. from rest in 22 sec. and cover a s.s. ¼-mile in rather less time, very comfortably outpacing a Morris-Oxford or the larger-engined Ford Consul, for instance. The indicated maxima in the gears are 28, 50 and 80 m.p.h.

The engine is unobtrusive if not entirely silent when at work, mechanical noise being absent, the gearbox is quiet save for a low whine on the over-run in top gear—a sort of mechanical confirmation that this is a real motor car. Road noise is very thoroughly absorbed and wind noise is low, making long-distance fast travel per 404 an effortless undertaking. There are no quarter-lights to the windows, so these are best left closed, using the fascia vents for fresh-air ventilation. The car is outstandingly quiet and the engine is flexible in keeping with this worthwhile quality, enhanced by a body devoid of rattles, save for a minor one from the near-side rear door.

The Peugeot's riding and cornering characteristics are an interesting combination. The vertical coil-spring suspension is notably flexible, absorbing road shocks well at the expense of very considerable up-and-down motion and some mild wallowing even on but slightly rough roads. The deep front seat cushions tend to accentuate this action, to the benefit of one's tailor, for suits must soon become polished, although the action is by no means so unpleasant as it was on the 403.

From this you might deduce that fast cornering would not be amongst the Peugeot's better qualities. How wrong you would be! Proper location (by Panhard rod and torque tube) of the light-alloy back axle works wonders and, supple as the springing is, the wheels remain firmly on the ground. Roll is well subdued and the car corners fast with accuracy and security, aided by Michelin "X" tyres which are fitted as standard and do not protest at such treatment. Only over very poor roads does the conventional back axle make its presence felt and then only slightly, and it never tramps or otherwise becomes vulgar. "Colonial" going, however, does make the 404 wallow rather more noticeably and

THE PEUGEOT 404 SALOON



Engine: Four cylinders, 84 × 73 mm. (1,618 c.c.). Inclined overhead valves operated by push-rods from a base camshaft. 7.2-to-1 compression-ratio. 72 (gross) b.h.p. at 5,400 r.p.m.

Gear ratios: 1st, 16.80 to 1; 2nd, 9.42 to 1; 3rd, 6.05 to 1; top, 4.20 to 1.

Tyres: 165 × 380 Michelin "X" on bolt-on steel disc wheels.

Weight: 1 ton 0 cwt. 1 qtr. (without occupants, but ready for the road, with approximately a gallon of petrol).

Steering ratio: 3½ turns, lock-to-lock.

Fuel capacity: 11 gallons. (Range approximately 340 miles.)

Wheelbase: 8 ft. 8⅜ in.

Track: Front, 4 ft. 4⅞ in.; rear, 4 ft. 2⅝ in.

Dimensions: 14 ft. 6 in. × 5 ft. 5½ in. × 4 ft. 9 in. (high).

Price: £915 (£1,335 12s. 3d. inclusive of purchase tax).

With radio, as tested, £1,379 13s. 3d.

Makers: S.A. des Automobiles Peugeot, Sochaux, France.

Concessionaires: Distributors Peugeot Ltd., 127, High Street, Croydon, Surrey.

occasionally a combination of wavy surfaces on main roads gives rise to an odd but mild weaving action.

The rack-and-pinion steering transmits no kick-back or noticeable vibration although front wheel movement can be felt, and, once away from the kerb, is light and smooth. It has useful castor-return action and 3½ turns take the wheel from one lock to another, with a commendably small turning circle. Thus it is not particularly low geared and if it feels to be, its accuracy soon offsets this impression. The cornering tendency, taken to extremes, is towards moderate understeer.

Continued on page 736



A low bonnet line is ensured by inclining the engine of the Peugeot 404 at 45° to the off side. This power unit retains the classic push-rod valve gear, with segmental hemispherical combustion chambers in an Alpac head.

CONTINENTAL NOTES—continued from page 731

it was an idea he had had. It being just after the 1914-18 war he thought the Sicilians might be hostile to Germans—they were hostile enough to Italians anyway—and that if the Mercedes-Benz cars were red the peasants would think they were Alfa Romeos or Fiats and not throw rocks at them. This probably gave rise to the legends about later Mille Miglia races where it was said that any car that was not red would invariably find level-crossings closed or hay-carts on the road. I know from personal experience that this is not true, having done the Mille Miglia in a green car and a silver one, and knowing the Italian people's enthusiasm for racing I always looked upon this British-inspired legend as a slight on the Italians, whose enthusiasm is the greatest I know. After the happenings at the recent British Empire Trophy meeting at Silverstone I would say that such an idea sounds more like "British Sportsmanship" than "Italian Partisanship." However, I don't doubt that in 1922 in Sicily it was true, but in 1955 if the Sicilian peasants had not pushed the Moss/Collins silver Mercedes-Benz 300SLR back onto the road from the field into which Moss had spun, it would never have won that race.

To return to museums, the Porsche factory have an interesting nucleus containing among other things the truly remarkable 4-wheel-drive Grand Prix car that Ferry Porsche designed for Piero Dusio and his Cisitalia factory and which was built in Turin in 1947. It is full of interesting design features, such as rear-wheel drive only, or 4-wheel drive, controllable by the driver, flat 12-cylinder engine of 1½-litres with enormous Centric superchargers, 5-speed gearbox, all the weight within the wheelbase, rear-engine mounting, neutral-steer characteristics, i.f.s. and also independent rear suspension with wishbone characteristics when everyone was using de Dion or swing-axle layouts. The frame was a tubular space-frame, steering by rack-and-pinion, and fuel tanks were on each side of the cockpit; this was in 1947, and from a design viewpoint the 1961 Ferrari 120-degree Grand Prix car has a very similar appearance. In 1948, before the car was ever raced, the Cisitalia factory went bankrupt and Dusio went to the Argentine where he interested a firm in the car, and they tried to race it once but then gave up. It lay about the place and got filthy and rusty and was finally abandoned, and last year the Porsche factory bought it and shipped it back to Stuttgart. There the Porsche apprentices dismantled it completely and rebuilt it and before going into the museum it was started up and driven round the factory grounds. If you ever visit the Mercedes-Benz museum you should then go to Zuffenhausen, north-west of Stuttgart, to the Porsche factory and see this remarkable essay in racing-car design, which is outstanding even today. Had the war not begun in 1939 it is certain that Grand Prix racing in 1941-42 would have been for 1½-litre supercharged cars and this Cisitalia is undoubtedly what old Dr. Ferdinand Porsche would have designed for Auto-Union, to combat the 1939 Mercedes-Benz 1½-litre V8. That such monuments of racing-car design, whether successful or not, are being preserved is a fine thing, and Ferrari recently rebuilt two of his 1960 Formula One cars, the 2½-litre V6 Dino 246 models, one for the Turin museum and the other for the Indianapolis museum. It is regrettable that he did not preserve one of the D50 Lancia V8 cars, although he has kept examples of the engines, for Enzo Ferrari is more interested in racing engines than anything else and in his "private museum" at Maranello he has a remarkable collection, including his last supercharged one, the 1½-litre V12, with two-stage blowers and four o.h.c., built in 1950. Indeed museums are fascinating places in which to spend time between Grand Prix races.—D. S. J.

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WORTH LOOKING AT . . .

It is pleasing that Smiths Motor Accessories are continuing their series of "Worth Looking At . . ." advertisements wherein they fit fashion model to new car to draw attention to a facia (the car's not the girl's) equipped with Smiths instruments. Taking a cue from these layouts, the owner of a Ford Consul Classic will look for a wind-swept brunette in a casual, long-sleeved sweater, the sportsman in the latest M.G. Midget should be accompanied by a sporting blonde with hair down to her shoulders, preferably wearing a simple white sleeveless piped frock with vee neck, while if you have bought a Singer Vogue your girl must be a cool bobbed brunette in a full-skirted sun dress with wide belt and an ornamental sun-top with boot-lace shoulder straps. She will wear high-heeled white shoes. Very nice—and if she wants to you should let her sit on the bonnet. . . . What next, Mr. Smith?

WANTS COLUMN

Amongst readers' "wants" are a Swallow Doretti name plate near-side rear wing for a 1949 Healey Silverstone, an instruction book for a 1926 32-h.p. Minerva (in Malaya), and copies "Taxi," by Anthony Armstrong, and "It's Draughty Out Front." Letters can be forwarded.

THE SIATA 750

A reader has sent us a catalogue of the handsome little Siata Turisa Spyder which is seen quite frequently in Spain; it is made in Madrid under Fiat licence and costs approx. £865. Based on the Seat (or Fiat) 600, this small sports car has a 4-cylinder 60 x 65 mm. (735 c.c.) rear-placed engine developing 31 b.h.p. at 5,000 r.p.m. on a 7.7-to-1 c.r. A maximum speed of 72-75 m.p.h. is claimed.

GOOD FOR RENAULT CUSTOMERS

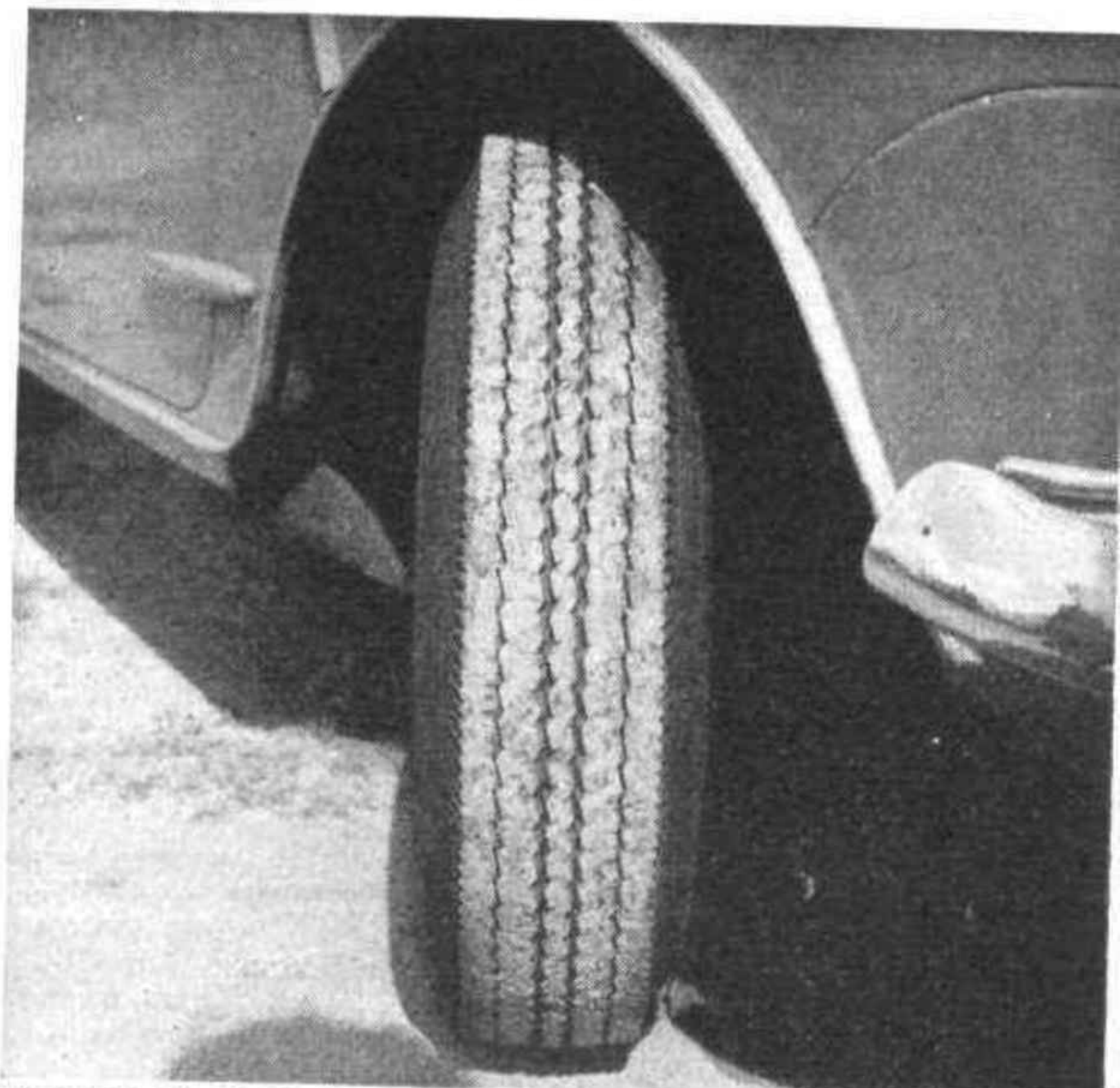
Renault are amongst the car manufacturers who absorbed the Chancellor of the Exchequer's savage 10% purchase tax increase in their retail price structure, so that the paid prices of all Renault models remain unaltered, from £699 15s. 7d. for a de luxe 4-speed Dauphine to £1,269 19s. 9d. for a Floride convertible with hard top. Auto Union, for their 1000 models, have adopted the same policy, as have Morgan, Simca and N.S.U., and the improved Singer is reduced in price.

"WHERE ARE THEY NOW?"

The Editor's article relating to the present whereabouts of pre-war racing drivers and mechanics has met with a strong response. "W. B." is filing all this correspondence and tenders his sincere thanks to all who have written to him. In due course he hopes to "sift the evidence" and perhaps return to this fascinating subject.

UN-CHRISTIAN

An article in a church magazine draws attention to the need for care on the road in a fair and reasonable manner but the article "My Neighbour As Myself," by Rosamund Essex, headed by "Mirropic's" photograph of Mike Hawthorn crashed Jaguar on the Guildford By-Pass. Hawthorn lost his life in this accident but involved no-one else. How un-Christian of the Christians to dig up this particular picture with which to illustrate their article when anonymous crash pictures are freely available—an action highly distasteful to the many people who will always mourn Hawthorn's unhappy demise. If this is Christian charity . . .



PIRELLIS FOR MINIS.—As the Editorial Morris Mini-Minor approached 30,000 miles (in which it consumed about a set and a half of its original tyres) it was shod with British-made Pirelli "Extraflex" tubeless tyres, the new tread pattern of which is seen above and may be adopted for larger sizes. These Pirellis are proving quiet tyres with tenacious grip.

THE NEW TRIUMPH TR4

SINCE they were first introduced in 1952, Triumph TR models have steadily consolidated their reputation as inexpensive sports cars notable for rugged reliability and modest petrol thirst, and over 80,000 have been sold, of which nearly 55,000 have gone to America.

The TR3 is now superseded by the new TR4, which has the 2,138 c.c., 86/92 mm. engine developed originally for the Alpine Rally. This rugged power unit retains wet liners and 3-bearing crankshaft and develops 100 b.h.p. at 4,600 r.p.m. on a 9-to-1 compression-ratio. The chassis of the TR4 is slightly larger than that of the TR3 but is of the same general design, retaining Girling disc front brakes, but having rack-and-pinion steering, geared 2½ turns lock-to-lock. The wheelbase is 7 ft. 4 in., front track 4 ft. 1 in. and rear track 3 ft. 9 in., wire wheels, if specified, adding an inch to the track. The body has been restyled and now measures 13 ft. in length, a proper boot, of 5½ cu. ft. capacity, being retained. The TR's well-known fuel range is ensured by a 11½-gallon tank, and the new car takes a lead from the Triumph Herald 1200 in having a safety collapsible steering column.

The TR4 has glass side windows in both open and hard-top form and an ingenious feature of the latter is that the roof panel is detachable, a Vynide "Surrey" being supplied to close the gap in the event of rain. The interior has also been restyled and there are air-vents, adjustable by vertical knurled knobs, at each side of the fascia. The 5-in. 120-m.p.h. speedometer and matching rev.-counter, made by Smiths but labelled Jaeger, are before the driver, with the petrol gauge, ammeter, water-temperature gauge and oil gauge on a central panel. There is a cubby-hole with lockable lid for the passenger but I was sorry to see it retains that lethal protruding piece of metal which is presumably intended as a handle. A grab-handle for the passenger is moulded into the crash padding, the short rigid central gear-lever and fly-off hand-brake are retained, there are pockets in the doors, and a foot-rest beside the clutch pedal. Seat-belt brackets are standardised and overdrive and flashers are controlled by stalks respectively left and right of the steering column.

Before the release date I was able to gain brief experience of this smart new TR4. From a comfortable bucket seat the driver looks out over a "power bulge" which covers the semi-down-draught S.U. carburettors on the off side of the lengthened bonnet. There is synchromesh on all four gears and the engine runs readily to beyond 4,500 r.p.m., giving indicated maxima of 50 m.p.h. and 80 m.p.h., respectively, in the 7.44-to-1 2nd and 4.9-to-1 3rd gear. From Coventry the obvious place to try a sports car is M1 and I headed for the Motorway. Very soon the Triumph was up beyond 90 m.p.h., a speed it would hold indefinitely. Two things now became apparent. The first was that, try as I did, no fresh air would issue from the air vents, so that with the windows up in deference to the fabric top, I was soon as hot as any bathing beauty on the Lido. The other point was the low water temperature, which remained below 70° C. and at lower speeds dropped to 60° C. The test car did not have overdrive, in which, apparently,



New lines, a larger engine and rack-and-pinion steering are features of the new 100 b.h.p. Triumph TR4.

the "ton" is obtainable at 4,800 r.p.m. I had to go to 5,200 r.p.m. in the 3.7-to-1 top gear to see an indicated 100 m.p.h. The makers claim 110 m.p.h. but I believe the new Triumph has done 116 m.p.h. The track, which is wider by an average of 4½ in. over the TR3, makes for greater stability, and softer damping settings are used for the TR4. You cannot take standing-start acceleration figures on M1 but the makers claim 0 to 60 m.p.h. in 11 sec. and a s.s. ¼-mile in 17½ sec. The test car was on Dunlop RS5 tyres, these being one of the many available extras.

The lines of the TR4 can be seen in the picture and it should be noted that the bonnet is now forward hinging and the hood redesigned. This new TR has all the life and toughness expected of a sports Triumph and if anyone tells you that sports cars are dangerous you should let them drive this accelerative, controllable, disc-braked TR4 immediately before they try some fancy stuff in the average saloon. . . .

Once the TR4 gets into production it will replace the TR3 but the entire initial production is reserved for the N. American market. The price will be announced at the London Show. W. B.

IMPROVEMENTS AT CHARTERHALL

Spectators will soon be able to cross to the centre of the circuit at Charterhall by means of a bridge which is being extended for this purpose. This will allow a larger number of spectators to attend meetings and further spectator facilities will be available on the farmland to the east and west, thus allowing spectators to view from any part of the circuit. In addition a limited number of cars will be allowed to cross the track to the paddock car park and further parking facilities will be available along the straight to the east of the paddock on the grassland, i.e., between Paddock and Lodge Corner. Admission charges have been revised and are as follows: 5s. per person, 5s. extra for admission to the paddock (children half price), car parking 5s. outside circuit and 10s. inside.—E. W.

IMPORTING PEUGEOTS

Distributors Peugeot, the sole U.K. concessionaires for all Peugeot models, operate from 127, High Street, Croydon, and provided the Peugeot 404 of which a road-test report appears elsewhere in this issue.

The import cars from the French factory at Sochaux in the extreme S.E. of France, these being railed to Paris on Peugeot's own train. Here the cars are put onto transporters and taken by road to Le Touquet, and they are then flown by Silver City across the Channel. From Lydd they are again loaded onto transporters and driven to the Croydon depot. After pre-distribution servicing the cars are dispatched to the agency network.

Peugeot spares are drawn from Paris and brought in by Silver Cities road/air service. Distributors Peugeot have a warm regard for the service they have always received at the hands of Silver City. A spares stock order arrives in 10-14 days from date of ordering and urgent spares in a matter of 3-4 days, a stock of essential spares being held normally at Croydon to cover most eventualities. Already the volume of sales of Peugeot 404s is approaching that of the 403.



A. F. Rivers-Fletcher's 3½-litre H.W.M.-Jaguar—see "Wanted—Powerful Single-Seaters?" in Matters of Moment.

THREE HILL-CLIMBS

Bouley Bay

The Jersey M.C. and L.C.C.'s Hill-Climb event on July 27th enticed a large number of competitors from the mainland. The main event, which counted towards the National Championship, saw a local competitor, Mac Daghorn with the ex-Boshier-Jones Cooper, beat such well-known exponents as Tony Marsh (F.1 Lotus), Arthur Owen (Cooper) and George Keylock (Cooper). Notable absentees were David Good, the current leader in the Championship, and Mike Hatton, both Cooper-J.A.P. drivers. Tony Marsh, who came so near to winning the event, was troubled by oil on the course and this ultimately resulted in the final runs being curtailed.—E. W.

Great Auclum

The next Championship event following Bouley Bay was the Hants and Berks M.C.'s climb on the Great Auclum course near Reading, which took place on August 12th. Peter Boshier-Jones driving a Lola-Climax gained F.T.D. with a time of 21.57 sec., beating David Good and Mike Hatton, the present Championship leaders, at his first ascent. In the preceding classes Arthur Owen driving his new blown 2½-litre Cooper-Climax swerved over the abutment of the concrete banking and crashed into some woodland, the driver receiving back injuries. David Good with the 1100 Cooper-J.A.P. took second place and R. Fielding's Emeryson-Climax third. The oldest original car in the event, Jim Berry's Syracuse Connaught, which, although taking last place, was well handled throughout. In all the programme catered for ten classes and an optional class for gas-turbine cars which, not surprisingly, was not required.—E. W.

Wiscombe Park

Set in the delightful setting of the West Country, the Wiscombe Hill-Climb, on August 13th, produced the largest variety of vintage racing machinery to be gathered in the Park since its adoption by the West of England motoring clubs as a recognised hill. The customary opening run was performed by Col. R. J. Hoare in his ex-Equipe National Belge Ferrari V12 Testa Rossa, still with its high gear ratios and long-range fuel tanks and bearing the Scuderia Ferrari motifs. Among the more interesting machinery were the two E.R.A.s of Allan Cottam and George Chapman, the former being an R1B model and the latter an R2A model. Two Frazer Nashes were entered, one a 1935 Blackburn-engined 1,660-c.c. model driven by Richard Bickerton of Bristol and a 1,971-c.c. Le Mans Replica in the hands of Martin Morris. The over-500-c.c. racing-car class, which went to David Good's Cooper-J.A.P., who set up a new record for the hill at 46.98 sec., saw Morin Scott in the Scuderia Rossa 1½-litre supercharged Maserati ascend the hill as far as MOTOR SPORT Bridge, where the old F.2 1936 engine rebelled to the tune of two burnt pistons, eventually struggling to the top of the 1,000-yard climb. Majors Charles Lambton and O. R. H. Chichester brought back many memories with the exhaust fumes of their supercharged 1½-litre Alta, and completing the vintage entry was C. Midlen's Type 37 Bugatti, still in an excellent state of preservation.—E. W.



The new Mercedes-Benz 300SE.

PEUGEOT 404—continued from page 733

The brakes are light and very powerful, which has long been a Peugeot attribute. They are so vice-free as to merit no further comment, except that slight harshness suggested hard linings.

The hand-brake is again typically Peugeot—a solid unpainted metal lever set at an angle up under the scuttle, with inset ratchet release, not too badly placed and another "engineering" aspect of this car of character. The clutch action is smooth, if a little heavy.

From the foregoing one would not expect a miserly petrol capacity to spoil the Peugeot's charms, nor is one disappointed. I took the car over with room for another gallon in its 11-gallon tank and did 307 miles before running out. Fuel economy is another remarkable feature of the 404. Including crossing and recrossing London, many starts and stops and a lot of fast motoring it averaged 30.7 m.p.g. The Concessionaires had put in an inexpensive Regent grade on which I got 31.2 m.p.g. The Peugeot thrives on "mixture" grades and will just about tolerate "commercial" petrol, so on no count can this big family saloon be regarded as anything but exceedingly economical.

In 800 miles a quart of oil was consumed, and nothing whatsoever went wrong in over 1,000 miles. Water temperature is normally 170° F. Under the bonnet, opened by a knob under the fascia on the extreme near side, impossible to operate from the driving seat, the S.E.V. and Ducellier electrics are accessible, as are the plugs buried in the valve cover which lies along the off side, the engine being tilted to the right, with the radiator on that side. This gives ample space for a big drum-type air cleaner for the Solex 32 PBICA downdraught carburetter and the battery on the near side. The dip-stick is deep down, and a little inaccessible. It is good to see a substantial starting handle clipped beside the engine with a hole in the front bumper to receive it. The Marchal Equilux headlamps give a fine beam, and the parking lamps repeat the flashers' warnings.

It is difficult to assess the appeal of this Peugeot, because it is the result of a combination of many virtues, adding up to great individuality, although the quiet running and good performance from a mere 1.6-litres are amongst the 404's outstanding qualities. *It would, however, be even more restful if it were endowed with less lively suspension.* Peugeot cars, made by one of the manufacturers longest in existence, also have a reputation for long life. The body of the 404 is one of Farina's less startling stylings. A big Peugeot emblem proudly adorns the radiator grille, "404" graces the bonnet, and the word "Peugeot" is on the boot. You step down into it over stainless-steel sills, for this is a low-built car. Otherwise this is a smart but unobtrusive family saloon but keen motorists, knowing of its many sensible features and the very full equipment offered at a basic price of less than £1,000, will continue to regard it as one of the World's worthwhile products.—W. B.

A DELAYED BOOK

According to *The People* of August 6th, Autobooks of Brighton have returned £270 to customers who ordered copies of a book announced as "Rolls-Royce Cars, 1904-1925," to be published at 35s., or £5 5s. in de luxe form, nearly two years ago. The orders were sent to the intended author, D. Stewart of Avenue Road, Bishop's Stortford, but no books were forthcoming, hence the aforesaid refund action by Autobooks. *The People* quote Mr. Stewart as being an undischarged bankrupt who has received in the region of £2,000 in orders. MOTOR SPORT has not publicised this book.

MERCEDES IMPROVEMENTS

The luxury model in the Daimler-Benz range, the 300, is now designated the 300SE and has been given the same basic body as the 220 series, the car being distinguishable by different exterior chromium trim. Underneath it is vastly different, having a 6-cylinder all-aluminium engine of 3-litres capacity, developed no doubt from Mercedes experience with the 300SLR engine with which they won the World Sports-Car Championship in 1955. With fuel injection this engine gives 185 b.h.p. at 5,200 r.p.m., giving the 300SE a claimed top speed of 109 m.p.h. The all-independent suspension utilises air struts as the suspension medium and Dunlop disc brakes are fitted on all four wheels, assisted by an ATE brake servo unit. Also new on the 300 series are power-assisted steering and a 4-speed automatic transmission, designed and built by Daimler-Benz.

The 190 and the 190D models now have the same bodywork as the 220 range and several other mechanical improvements.

IN GRACE AND POWER — INCOMPARABLE



Slip behind the wheel of the sleek, sporting Mercedes-Benz 190SL, the car that has set the standards for the under 2-litre sports classes all over the world. Tip the accelerator pedal with your toe, and see how eager it is to surge ahead to speeds of over 100 m.p.h. Yet feel how obediently the feather-light steering and power-assisted brakes respond to your slightest touch. With its balanced suspension system, and limpet-like cornering, the 190SL is a sporting thoroughbred through and through

MERCEDES - BENZ

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National 750 M.C. Relay Contest

WON BY AUSTIN HEALEY SEBRING SPRITES

by 6 Laps after 6 Hours, in Britain's Longest Car Race

THE annual 6-Hour Relay Race is unique in an age when there is, perhaps, too much motor racing, a lot of it far from original in conception. Why so few people watch this ingenious race, which is really a contest between sashes carried by team drivers, I can't imagine.

The 11th of the series, over the Silverstone Club circuit, lived up to its reputation as a contest in which anything can happen and does! It was fought out between 26 teams with, alas, only one 750 Formula Team. Right from the 1 p.m. start action came thick and fast. Indeed, it had commenced even earlier, with some hectic practice lappery, when casualties included a broken crank in a Fairthorpe and a rod out of an M.G., etc.

From flag-fall Charles' 3-litre Jaguar-D set about building up a lead for the Jaguar Drivers, with Beckwith's Lotus Eleven of the Fury Team in hot pursuit. The Lotus chaps were soon in trouble, and Sprinzel's Sprite lost a plug, a Morgan spun when a brake locked and came in, Olthoff's Twin-Cam M.G. had its floorboards on fire and Crossfield's, which replaced it, sopped out fuel. A T.V.R. ran out of fuel, a Warwick shed the lead from its coil, Cracknell's Austin 850 needed water, Waters found the clutch slipping on his Lotus 7, and the head was replaced on Leuch's TR2.

All this, and more, occupied the first hour of the race, which had been started by Colin Chapman, who arrived in his private aeroplane. At 2 p.m. the M.G.C.C. N.W. Centre Team led from the Sprites, with the Moore Minis coming up strongly, largely because Whitmore, taking Woodcote in two separate slides, was gaining 2 sec. a lap on the Bulmer handicap in his astonishing Austin 850.

During the second hour, Maurice Charles having completed his first 1½-hour run, Sturgess' Jaguar E-type went out and at 3 p.m. the Jaguars led from the Sprites, the A.C. Ace-Bristols now third. Olthoff's M.G. was very fast, Pierpoint's Lotus Fifteen was weaving through the field, lamps blazing, Elizabeth Jones' Austin Healey 3000 had lost its overdrive and she "went on the air" as a change from driving, and Aley's Mini-Minor collected a marker tub and pushed it round Woodcote in a shower of sparks. Ted Lund was driving the Le Mans Twin-Cam M.G. coupé and the Octagon Stable were relying on the long-range tanks of Bond's Le Mans Austin Healey to keep him out for a 2¼-hour stint.

The Sprites were gaining on the Jaguars, both teams having changed sashes twice only by 3 p.m., and the A.C.s were coming up even faster. The Jaguar team put on ex-Brooklands driver Eric Brown in his XK120 with disc brakes, Dunlop lightweight wheels, etc., while A.C. put on the American driver Bowman but probably wished they hadn't, for he went backwards into the Woodcote ditch and then came in the wrong way, thus losing a lap! Gott took over after Bond's long spell but his rally Austin Healey had normal tankage so couldn't go so far.

At half-distance the Jaguars still led the cheeky Sprites but the Octagon Austin Healeys were third and the Moore Minis shared fourth place with the two M.G.C.C. Teams and the scratch Fury Team, largely because Christabel Carlisle, apart from looking charming, proved able to do Whitmore's "two-bites" cornering technique in her Austin 850.

Manfield's Lotus-B.M.C. almost died coming to its pit—an anticlimax for this AntiClimax Team—Dempsey skilfully held a 90° slide on the now-slippery course in his A.C., and a TR trailed its exhaust. Ian Walker took over for Team Sebring, lapping at over 75 m.p.h. A nasty accident unfortunately happened to Leon Abbott in one of the limit Saab saloons. Nearly overturning at Woodcote he corrected the incipient flip, the car bounced back onto all four wheels, and went across the track and head-on into the bank. As I write, Abbott is still unconscious with severe skull injuries. *How a driver wearing a crash hat and safety harness suffered such severe injuries in a crash which did not appear to break the car's windscreen and did not cause the doors to fly open is something safety-belt addicts might ponder.* Incidentally, the driver

was put on a stretcher and carried across the track to the ambulance, in full view of the spectators. This gory episode did not stop a mechanic from grabbing the sash so that Summers' Saab could resume.

Repair work behind the pits was now at its height. The gearbox bearings were replaced on a Lotus, Oliver's D.R.W.-Ford was stripped down, and the differential nose bearing was replaced on Olthoff's M.G. in 40 minutes, the car badly needed because Crossfield had pushed his M.G. in and immediately Clark's M.G. had run into expensive trouble, leaving the Twin-Cams Team with only one runner. A Lotus Eleven spun and its driver ran in with his sash, and Golding's Fairthorpe turned left instead of right at Woodcote.

By 5 p.m. the Sprites were leading, the Jaguars now down to an XK150S drophead and 3.4 saloons as their fast cars had done their full quota of laps. The Octagon Austin Healeys, thanks to Bond and Gott, were still third, and gaining on the Jaguars by a second a lap. With an hour to go the Sprites seemed to have it in the bag. They were lapping 5 sec. faster in the race than in practice and this team, composed of rally cars, had pulled a fast one on handicapper Bulmer. Sprinzel was so confident he was letting all his drivers do a spell. The Octagons had passed the Jaguars and fourth place was held by the M.G.C.C. N.W. Centre Team who, had Waterhouse spinning, and Ide taking over immediately. A Morgan stopped after a spin at Copse, the Warwick B car had been going for hours and sounded very tired, Whitmore replaced Aley as the B.M.C. Minis went in hot pursuit of the M.G.s, making a truly breathtaking last half-hour. At this late stage many were speeding up, Dempsey's A.C. spinning and Oliver twice having "moments" at Woodcote, while Rees' 1172 Special was boiling. In the last two minutes a Twin-Cam M.G. and the D.R.W. came in but Wilson-Spratt's open Sprite went gamely on and so Team Sebring, ably managed by John Brown, abetted by the wily Sprinzel, took the chequered flag at 7 p.m., a well-deserved victory. Perhaps funny hats make Sprites go faster! The Octagons held off the Jaguars for second place and Whitmore's fine driving brought the Minis in fourth, on the same lap as the Jaguars and a lap ahead of the M.G.C.C. Team; the A.C.s were sixth.—W. B.

- 1st : **Team Sebring** (Sprinzel, Williams, Wilson-Spratt, Seigle-Morris, Jackson, Walker)—Austin Healey Sebring Sprites. Manager : J. Brown. 33 credit laps, 9 sash changes 303 laps
- 2nd : **Octagon Stable** (Bond, Gott, Noble, Snow)—Austin Healey 3000s. Manager : J. Manners. 22 credit laps, 3 sash changes 297 laps
- 3rd : **Jaguar Drivers** (Sturgess, Charles, Brown, Smith, Fort, Sargent, Woodroffe)—D-type, E-type, XK150S, XK120 and two 3.4 Jaguars. Manager : R. Crouch. 16 credit laps, 6 sash changes 295 laps
- 4th : **Moore Minis** (Miss Carlisle, Whitmore, Aley, Hamlin)—Two Morris Mini-Minors and two Austin 850s. Manager : D. Moore. 50 credit laps, 5 sash changes 295 laps
- N.B.—It is estimated that a sash change loses a team some 15 sec., so ten changes could lose in the order of two laps.

"DAILY MAIL" MOTOR ROAD MAP OF NORTHERN ENGLAND

With the publication of the Northern England Map, the *Daily Mail* Series now provides complete motor map coverage of England, Scotland and Wales. (Edward Stanford Ltd., 12/14, Long Acre, London, W.C.2.) It is on a scale of 4 miles to 1 inch and covers the area from the Mersey and Humber to the Scottish Border. The marking of motorways is particularly well done and the clarity of the printing of a high standard. All roads except the narrowest country tracks are shown, and also A.A. and R.A.C. boxes, principal railways and canals, civil airports, golf courses, county boundaries and car ferries.

The map is printed on both sides and is of manageable size and easy to handle. It is also designed to last for the paper is strong. The price is 5s. net.

OIL BARONS BEWARE!

We receive at frequent intervals mysterious cards containing various irrelevancies but ending up by telling us that you can now lubricate without oil. How? The cards say by using "DU" with P.T.F.E. What's that? Is it the end of oil wells, sump draining and oil-millionaires? We don't profess to know. Who does? Presumably the Glacier Metal Co. Ltd., of Alperton, Middlesex, who supplied bearings for racing cars such as Ashby's, Rileys and Alfa Romeo pre-war and are now associated with this, to us, mysterious "DU" with P.T.F.E.

THE FOUR HOURS OF PESCARA

An Italian Road Race

PESCARA, ITALY, August 15th

THIS year's event was the twenty-seventh in the annual series organised by the Automobile Club of Pescara, the first being as long ago as 1924, and though always known as the Grand Prix of Pescara it has varied from World Championship Formula One events to sports car and Formula Junior races. The last pure Grand Prix race at Pescara was in 1957 when Moss gained Vanwall's first Continental victory over the then all-powerful Italians. This year the A.C. of Pescara made a new landmark in their history by having their race count towards the Sports Car Manufacturers Championship, and being the final round in the 1961 series.

A lot of people think, and some even put into print, that racing on the public roads in Italy is a thing of the past and is now forbidden, but clearly they haven't been to Naples, Caserta, Teramo, Messina, Siracusa, Pescara and such places, where true road-racing still flourishes. The Pescara circuit is 25.579 kilometres to the lap and is roughly triangular in shape with two long straights joined by an incredibly twisty mountain section. The pits and starting area are on the main road along the Adriatic coast running South into Pescara, but instead of turning left over the level crossing and into the centre of the town, as the Mille Miglia route used to do, the road racing circuit turns right through the outskirts of the town and winds and twists up into the hills, passing through two villages and then descending by some fast swerves onto a very long and fast straight that runs back to the main road, which it joins at Montesilvano, turning right to travel full throttle again for a number of kilometres back along the coast road to the start and finish. The lap record stands to Moss with the Vanwall at 157.507 k.p.h. (approximately 98 m.p.h.) and laps at under 10 minutes by the fast cars are rare indeed.

The Scuderia Ferrari having won Sebring, Targa Florio and Le Mans, their victory in the Championship was assured, so for the Pescara race they entered only one car, a rear-engined Dino 246 car, with V6 engine of 2.4-litres and Baghetti and Ginther were the drivers. As a friendly gesture to the hard-working Scuderia Centro-Sud, Enzo Ferrari lent them a factory V12-cylinder front-engined 3-litre car, for Bandini and Scarlatti to drive, though Ferrari mechanics and engineers were there to look after the car. The Maserati factory turned out in full force to support their clients, for Casner was driving one of his Tipo 61 front-engined 4-cylinder 2.89-litre cars. Boffa had his now rather tired-looking Tipo 60 front-engined 2-litre car and Scuderia Serenissima entered two Tipo 63 rear-engined cars. One of these was a 4-cylinder 2.89-litre, driven by Vaccarella and the other was a V13 cylinder 3-litre driven by Bonnier; this car was fitted with a new form of de Dion rear axle in place of the normal wishbone i.r.s. of the Tipo 63, and it made use of long struts which ran rearwards from the lowest point of the hub carrier in a horizontal plane, but inwards at 45 degrees, to meet at a pivot point below the centre of the de Dion tube. In these struts were coil springs which were compressed due to the struts shortening as the wheels rose, caused by the geometry of radius arms locating the de Dion tube ends. Although this car was owned by the Scuderia Serenissima it was virtually a works Maserati, being fussed over by factory engineers and mechanics. From Switzerland came a privately-owned 3-litre V12 Testa Rossa sports Ferrari with home-built i.r.s. and a body similar to this year's factory Ferraris, and it was driven by Gachnang and Caillet. The Porsche factory did not enter any works cars but gave their blessing to two privately-owned RS61 model Spyders, driven by Spychiger and Orthuber, sending Barth down to co-drive with the latter. There should have been two Lotus XVs running, from Doug Graham and Piper, but their transporter was in trouble before leaving home so they could not make it. In the 2-litre sports class, along with the Porsches and Boffa's Maserati were three works Osca's, one with a 2-litre 4-cylinder engine with desmodromic valve gear and a new form of i.r.s. by coils and wishbones, this being driven by Ludovico Scarfiotti and two normal 1.6-litre 4-cylinders, driven by Colin Davis and Terra, a local driver, all three cars having Italian disc brakes made by Amadori of Bologna.

In the big G.T. class were Mairesse, driving Dumay's 250 G.T. Ferrari, Arents and Hamill with a similar car from the North American Racing Team, and Abate with the Scuderia Serenissima 250 G.T. Ferrari, as well as some lesser Italian drivers. The

1,000-c.c. sports class was strictly a National affair with an assortment of cars such as Giaur, Bandini, Abarth coupés, Stanguellini and 950-c.c. Osca, as well as Ada Pace with a Lotus XI fitted with a 950-c.c. Osca engine and gearbox. There was a small G.T. category for cars up to 1,300 c.c. in which there were fifteen Alfa Romeo Giuliettas of varying types, including Zagato's latest body design driven by himself, and a Lotus-Elite, this being the very fast one of David Hobbs, fitted with the family firm's automatic gearbox. At the last moment the scrutineers decided they could not allow the car to run as a production G.T. model, so it was moved up into the 2-litre sports class even though its Climax engine was only 1,220 c.c. for the small sports limit was 1,000 c.c. As the Lancia Appia Zagato coupé is no match for Giuliettas there was an extra G.T. class up to 1,150 c.c. to encourage these cars, of which there were four and they were joined by two Fairthorpe Elektrons with 1,100-c.c. Climax engines, one owned by an Italian, the other by a Greek.

Practice was allowed on the mornings of Sunday and Monday from 9 a.m. until noon, the whole 25.579 kilometres being firmly closed, with straw bales protecting corners, soldiers and police guarding all side turnings and a brilliant Italian sun to keep things happy. Although much of the circuit is bumpy, it is not rough and a great deal of work had gone into the circuit, painting white edges to the road, black and white stripes on dodgy walls or curbstones, signboards giving braking points and directions over blind brows, etc., and considering the length of the circuit a good job had been done. As the start was to be a Le Mans-style, with the cars lined up in order of engine capacity and class, the practice times were of no real importance other than to competitors to let them know how they were shaping. The works Ferrari was by far the fastest, until Baghetti clouted some strawbales and changed the shape of the body, but this was soon rectified, while the V12 Maserati sounded wonderful and looked every inch a "Pignatelli" as imagined in *Road and Track*, with holes, louvres, filters, slots and bumps all over it and four enormous megaphone exhaust pipes sticking out of the humpty-back tail. Unfortunately the handling was far from right and the cockpit was like an oven, so that Bonnier was disappointingly slow. Bandini was obviously enjoying the works V12 Ferrari on loan and Casner was quietly confident with his white and blue Tipo 61 Maserati; Scarfiotti was pretty quick with the 2-litre Osca, but described the handling with the i.r.s. as delicate and touchy, while Mairesse and Abate were very fast with the G.T. Ferraris, and Hobbs upset all the Giuliettas by beating them in the first practice, while his Lotus still counted as a G.T. car.

The race was due to start at 9 a.m. on Tuesday, August 15th, this being a National Religious holiday and at 6.30 a.m., with the sun already strong, thousands of locals and holiday makers streamed up into the hills on every type of wheeled vehicle that could be mustered. The vast temporary grandstand over-looking the pits was filled to capacity with paying customers, while every window and doorway of every house and shop in the built-up areas was a sea of brown faces of non-paying customers. In the hills every vantage point was a mass of spectators, all non-paying as trying to control such a large circuit is impossible, it being a hard enough job to keep them away from dangerous corners or slip roads, without actually trying to get money from them. Shortly after 9 a.m. the quiet murmur of voices up in the hills broke into a noisy chatter as hawk-like eyes saw vehicles coming along the road many kilometres away down on the lower slopes leaving Pescara. It was a false alarm, for this was a posse of mobile police and cars carrying V.I.P.s on an official road-closing lap, so that by the time they got back to the start it was well after 9 a.m. At 9.18 a.m. the start was given and everyone ran across the road, leapt in, pressed the starters and drove off in a jostling bunch, leaving the two Tipo 63 Maseratis stationary, grinding away on their starters. It was Casner who led away up into the hills, with Ginther and Mairesse in hot pursuit, followed by Abate and Bandini, Scarfiotti and Boffa and then a whole lot of heavy traffic as 51 of the 53 starters poured by. Eventually Bonnier got away in the V12 Maserati and some while later Vaccarella got the 4-cylinder car going. By the end of the lap Ginther was in the lead, from Casner and Mairesse and Scarfiotti was keeping the 2-litre Osca up with Abate's G.T. Ferrari, but actual lap positions were not so important as the race was being run for four hours, and the greatest distance covered in that time was the deciding factor.

Bandini stopped at the pits for a short while as the oil tank filler was not shut properly and was leaking and this dropped him back to 27th position by the time he got up into the hills again, while Bonnier arrived at the village of Spoltorre on foot, a drive shaft in the Maserati V12 having broken. The other Serenissima car, however, was going like a rocket, Vaccarella hurling it round the corners, and from last away he was seventh at the end of his second lap and before halfway round his third lap he was fifth, but at that moment Mairesse spun off the road in a great cloud of dust and earth and retired unhurt but with a bent Ferrari coupé. Bandini had lost over three minutes in the pits but was now driving extremely well and gaining ground rapidly, sliding the big Ferrari about as though it was a Formula Junior car and doing a splendid job which was certainly justifying the loan of a works car, and he climbed steadily up through the field. Ginther had made fastest lap in 10 min. 18.8 sec. but Vaccarella now improved this to 10 min. 14.0 sec., an average of 149.975 k.p.h., and the Ferrari position suddenly looked sad, for the American brought the rear-engined car into the pits at the end of his third lap; something seemed wrong in the rear suspension and this stop let Casner go by into the lead with the white Maserati, and though Ginther was soon away, nothing being visibly wrong with the back-end, this stop allowed Vaccarella to get right on his tail, now in third place from being last away at the start. On the next lap the order was the same, Casner, Ginther and Vaccarella, while Abate lay fourth in the red G.T. Ferrari, but Scarfiotti who was in fifth place stopped at the pits with a split water header tank and feed pipe and lost nearly two hours while his mechanics set to and soldered up the leaks. Some way behind the leaders, but racing hard nevertheless, came Boffa, Orthuber and Spychiger, but Bandini was catching them very fast, the big Ferrari seeming very at home even on the twisty parts of the circuit. By now the leaders were lapping the slower cars at regular intervals and at times there were some pretty hair-raising traffic jams going into some of the corners, there being a lot of hooting, headlamp flashing and fist-waving.

Ginther improved the fastest lap to 10 min. 09.0 sec., in spite of the rear-end not behaving properly and then did 9 min. 56.7 sec. as the fuel load lightened, a speed of 154.324 k.p.h. This brought him right up behind Casner and as the end of the first hour approached he was pushing on the blunt-end of the Maserati trying to get by, while Vaccarella was just behind, and they both got by on the seventh lap as the first hour of the race was over. Abate was still behind them, followed by Boffa and Orthuber, while Spychiger had locked a brake on the approach to the bends by the pits and slid into the straw bales and bent his Porsche. This now let Bandini into seventh place and though not gaining on the first three he had his sights on fourth position. The Lotus Elite had long since expired, Colin Davis' Osca was sounding rough and Bini in a 950-c.c. Osca was leading the small sports class and driving very well. In the Giulietta class it was like any normal day in Milan or Rome, for six cars were pushing and shoving for second place, Elio Zagato being slightly ahead of them all. Ginther went on and on increasing his lead and set another fastest lap and new sports car record in 9 min. 55.5 sec., a speed of 154.631 k.p.h., not quite up to Grand Prix speeds, and Vaccarella held second place, in spite of losing his boot lid which had been flapping for some laps. Casner was running a very safe and sensible third, the front-engined "Birdcage" Maserati looking very stable. On the eighth lap Vaccarella failed to appear, the Maserati having broken under the strain, so that Casner was now second once again, and Abate was third with Bandini fourth, both of them being caught in heavy traffic approaching the first village out in the hills. On the next lap there was a terrible shambles going into Spoltorre village as Bandini, Boffa and Orthuber got mixed up with a gaggle of Giuliettas but luckily there was no damage done, though there had been some pretty violent swerving and braking. At the end of the lap, which was the ninth, Ginther pulled into the pits for fuel and to hand over to Baghetti, but before halfway round the tenth lap Ferrari suffered a breakage in its left front suspension and the young Italian went by with the front wheel wobbling badly and the car steering erratically. He struggled round for the rest of the lap, to retire at the pits. As Casner had not yet stopped for fuel, he was already in the lead before Baghetti joined the race, so now he was comfortably ahead. Abate stopped for fuel and Bandini moved into second place but at the same time refuelled and handed over to Scarlatti, while Barth took over from Orthuber, the Porsche also having passed the G.T. Ferrari while it was at the pits. It was now 11.18 a.m. and the two-hour position was Casner (Maserati Tipo 61), Bandini/Scarlatti (Ferrari V12), Orthuber/Barth (Porsche RS61), Abate (Ferrari 250 G.T.), Boffa (Maserati Tipo 60) and then the G.T. Ferraris of Cacciari

and Arents/Hamill, followed by Davis (Osca 1600) who was seemingly lacking second gear, but going fast nevertheless. Bini was still leading the small sports cars and Zagato was ahead of all the Alfas.

At the end of the following lap, the twelfth, Casner refuelled and continued before Scarlatti came in sight and was all set to go through to the finish, driving on his own, as were Abate, Boffa, Davis and many of the G.T. drivers, a second driver being optional. The order now seemed settled among the leaders, Scarlatti gaining nothing on Casner, who had a five-minute lead, so Signor Dei of the Centro-Sud team called in the big 12-cylinder and put young Bandini back in it. He came storming round, visibly faster than Scarlatti, and the Italian crowd cheered and waved him on to greater efforts but on lap 14 disaster struck the leader; when almost exactly halfway round the lap Casner got into a slide on a fast left-hand bend, hit the bank and the Maserati rolled over, pinning the driver underneath, bruised and shaken and badly burnt by hot oil that poured from the tank before he could be extricated. This misfortune left Bandini comfortably in the lead and he continued to drive hard but not stupidly so, and settled down to turn just over 10-minute laps consistently. The pattern of the race was now fixed and everyone seemed certain of finishing with no possible changes among the leaders, or any of the class leaders. The pace in the first half had been very hot; indeed, as hot as the sunshine, but while the race cooled off during the last hour and a half the weather began to reach its noonday peak. After three hours the order was slightly changed for Abate had caught and passed Barth's Porsche, regaining his rightful position, lost only on account of a long pit stop; the Porsche was under-gearred and while fast in the mountains could not hold the G.T. Ferraris on the two long straights. Thus the order was Bandini, Abate, Barth, Boffa, Arents, Davis, the class leaders remaining unchanged.

Bandini ticked away the final hour with excellent regularity and reasonable speed, holding a comfortable 21-minute lead over Abate, but all was not yet settled, for as the end of the fourth hour approached poor Carlo Mario Abate came to rest on the final straight. It seemed the car had run out of fuel, so he coasted into a wayside garage and got some more, but the engine refused to start and he retired only 4 kilometres from the finish and a well-earned second place, for it was not shortage of fuel but serious engine trouble. Unable to complete his last lap of the race in the maximum time permitted he had to retire within sight of the finish. Scarfiotti had rejoined the race two hours behind and though still running well at the finish was too far behind to be classified.

Before the race everyone was confident that Baghetti would win, with Ginther to help him, but as it turned out Ginther did all the work and Baghetti did one slow lap. Casner really deserved to win, having been up near or in the lead until his crash, but Lorenzo Bandini was nonetheless a worthy winner, having driven the big Ferrari for the first time with great courage and bravery, briefly aided by Giorgio Scarlatti, so it was still a very popular Italian victory. All those people who said that Bandini should have been entered by F.I.S.A. in F.1 races instead of Baghetti, and had been eating their words ever since, were now able to say "There you are, we knew we were right, so for a moment all is well in Italian motor-racing circles, and Signor Dei of the Scuderia Centro-Sud and Commendatore Ferrari are both very happy.—D. S. J.

Results :

THE 4-HOURS OF PESCARA—Sports and G.T.—25,579-kilometre Circuit—Very Hot

| | | |
|----------|---|-----------------------------------|
| * 1st : | L. Bandini/G. Scarlatti (Ferrari TR61 V12)— | 572.878 kilometres—143.219 k.p.h. |
| * 2nd : | K. Orthuber/E. Barth (Porsche RS61) | 560.656 kilometres |
| 3rd : | M. Boffa (Maserati Tipo 60) | 548.629 " |
| * 4th : | G. Arents/S. Hamill (Ferrari 250 G.T.) | 545.997 " |
| 5th : | C. Davis (Osca 1,600-c.c. Sport) | 534.824 " |
| 6th : | S. Bettoia/"Kim" (Ferrari 250 G.T.) | 530.154 " |
| 7th : | A. Cacciari/Bertocco (Ferrari 250 G.T.) | 514.639 " |
| * 8th : | U. Bini (Osca 950-c.c. Sport) | 510.601 " |
| * 9th : | E. Zagato (Alfa Romeo Giulietta SVZ) | 506.880 " |
| 10th : | G. Bulgari (Alfa Romeo Giulietta SVZ) | 504.648 " |
| 11th : | R. Pirocchi (Abarth 850-c.c. G.T.) | 503.739 " |
| 12th : | G. Gachnang/M. Caillet (Ferrari TR60 V12) | 502.160 " |
| 13th : | L. Terra (Osca 1,600-c.c. Sport) | 498.649 " |
| 14th : | A. Buticchi/R. Facetti (Alfa Romeo Giulietta SVZ) | 498.141 " |
| 15th : | L. Cussini (Abarth 850-c.c. G.T.) | 497.491 " |
| 16th : | A. Zafferi (Alfa Romeo Giulietta SVZ) | 495.732 " |
| 17th : | H. Bauer (Alfa Romeo Giulietta SVZ) | 495.561 " |
| 18th : | R. Sinibaldi (Alfa Romeo Giulietta SV) | 493.316 " |
| 19th : | R. Parmigiani (Alfa Romeo Giulietta SVZ) | 491.857 " |
| 20th : | A. Brandi (Osca 950-c.c. Sport) | 489.343 " |
| 21st : | P. Laureati (Alfa Romeo Giulietta SVZ) | 469.753 " |
| 22nd : | F. Natella (Alfa Romeo Giulietta SS) | 469.685 " |
| * 23rd : | C. Fiorio (Lancia Appia G.T.) | 469.597 " |
| 24th : | C. Ferlaino (Lancia Appia G.T.) | 467.753 " |
| 25th : | A. Caretti (Alfa Romeo Giulietta SVZ) | 461.278 " |
| 26th : | L. Pisano (Lancia Aurelia G.T.) | 428.236 " |
| 27th : | R. Dari (Alfa Romeo Giulietta SV) | 426.417 " |
| 28th : | G. Filippone (Osca 850-c.c. Sport) | 425.579 " |

Fastest lap : R. Ginther (Ferrari Dino 246 Sport), on 9th lap in 9 min. 55.5 sec.—154.665 k.p.h. (new sports-car record).

49 starters — 28 finishers.

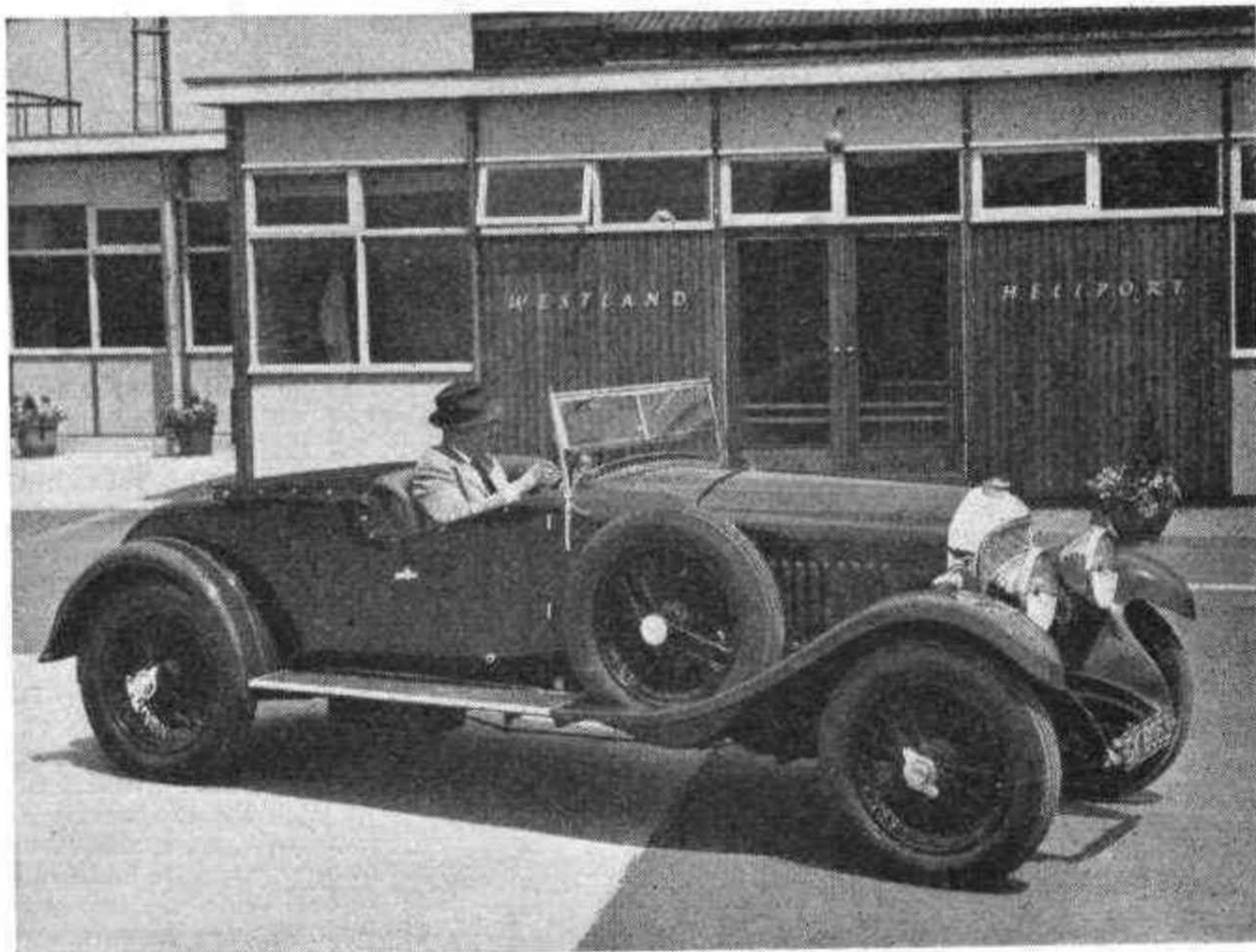
* Class winners.

Result of Championship : 1st : Ferrari, 38 points. 2nd : Maserati, 18 points. 3rd : Porsche, 13 points. 4th : Osca, 2 points.

VETERAN— EDWARDIAN— VINTAGE

A Section Devoted to
Old-Car Matters

*A FINE PIECE OF RESTORATION.—
This 1931 4½-litre black label Bentley has
been completely restored by Jack Barclay
(Services) Ltd. of Battersea, London, and
shipped to Nairobi to gladden the heart of an
old Brooklands enthusiast.*



V.S.C.C. SILVERSTONE RACE MEETING (July 22nd)

THIS, the second of these enjoyable fixtures this year, took place in overcast but dry weather and attracted the usual delightfully varied entry, although few "new" old cars appeared.

The programme commenced with an Inter-Team Relay Race which was contested between 14 one-make teams and a team of Edwardians. The race was difficult to follow but in the end jubilation in the Amilcar Six pit indicated that the Tozer, Harding, Lyne team of these fine little supercharged cars had won from the two Frazer Nash teams. In spite of modern Weber carburetters, Riseley's 1931 Aston Martin retired. The Austin Seven team comprised Nippy, Ulster and Chummy, and there had even been a complete team of three Gwynne Eights and I noticed that between them they numbered a Wolseley gearbox, a stubby right-hand gear-lever and a long central lever, sure sign that standardisation is a word unknown in vintage circles!

The first 5-lap Handicap was led on the last lap by Brogden's 2-seater 3-litre Bentley, Williamson's 2-seater 3-litre of this make also passing Rowe's Ulster Austin that had been out in front for three laps, and was close up on the second Bentley at the finish.

Another 5-lap Handicap followed, which incorporated the Light Car Handicap. The small fry were overtaken by Beavis' rather nondescript 1928 Riley Nine after three laps, and Blyth's Austin, with Boyd Carpenter long-tail body, came in second, followed by Smith's Gwynne Eight, leader of the light cars. Abrahams' racing Singer Junior went well into fourth place. Elsworth ran a 1930 M-type M.G. Midget in original body trim.

We now drove to Becketts Corner, where Ronald Barker had arrived in Sedgwick's open Speed Six Bentley, Sedgwick having driven up in the first of the Continental Bentleys dating from 1951, while a Voisin was circulating as temporary Course Car—variety which makes these V.S.C.C. days so enjoyable.

Faster stuff came out for yet another 5-lap Handicap, Bergel's 2.3 Bugatti going very nicely to a popular victory from Michelsen's i.f.s. Frazer Nash "Patience," Edwards' big Lagonda third. In spite of a tendency to mis-fire, Gahagan's scratch 2-litre E.R.A. lapped at 72.75 m.p.h.

A mixed bag from 1908 to 1936 contested the fourth 5-lap Handicap and it was splendid to see Clutton's great 12-litre Itala quite undismayed by front-braked "moderns," so that it came home a thunderous second behind Cook's little Ulster Austin, making fastest lap, into the bargain, at 61.2 m.p.h. Third place was secured by Marsh's Austin. Poor Liston-Young could get nowhere from scratch in his Fiat Balilla and space helmet, and Zeuner, holding his Brescia Bugatti's gear-lever in gear, was lapped by Cook. Kain drove a neat Type 40 Bugatti.

So to the race which is the purpose of this meeting, the 50-km. Boulogne Trophy Scratch Race. This was a splendid event.

Margulies built up a growing lead in his 3-litre Maserati, Hull's 2-litre E.R.A. second, ahead of the Hon. Peter Lindsay and Murray in their 1½-litre E.R.A.s.

As the race settled down Murray's green E.R.A. fell back and Margulies, Hull and Lindsay were out ahead of the E.R.A.s of Waller and Brown. Then on lap nine the big Maserati retired, as did Waller, so the order was Hull, Lindsay, Brown, Gahagan and Murray, all in E.R.A.s, followed by Mudd's Maserati which, although mis-firing, was keeping ahead of Husband's blown Talbot, about which Goodhew's E.R.A.-Delage could do nothing at all. Cottam's E.R.A. was pursuing this group, followed by McDonald's 4½-litre Bentley that eventually took the Vintage Award.

Lindsay was driving "Remus" with real fire and a lap later passed Hull. Gahagan, too, was coming round fast in his 2-litre E.R.A., with occasional glances at his off-side rear wheel, and on lap 13 he was third, having passed Brown. Finally, as a fast, eventful race ran its course Mudd got ahead of Murray, the s/c. Talbot continuing to hold off the E.R.A.-Delage—how unpredictable vintage racing is! Margulies lapped fastest, at 80.62 m.p.h., before retiring.

| | | | | |
|-----------|-------|--------------------------|----|--------------|
| | 1st : | Hon. P. Lindsay (E.R.A.) | .. | 77.00 m.p.h. |
| | 2nd : | D. Hull (E.R.A.) | | |
| | 3rd : | D. Gahagan (E.R.A.) | | |
| Vintage : | 1st : | D. McDonald (Bentley) | .. | 69.23 m.p.h. |
| | 2nd : | J. Tozer (Amilcar) | | |
| | 3rd : | G. Footitt (A.C.-G.N.) | | |

Unfortunately Philip Mann's 1922 Strasbourg Sunbeam had suffered a serious fracture of the top of the cylinder block in practice and spent the race on its trailer behind a Land Rover.

The races now reverted to 5-lappers, Begley's Frazer Nash shaking off Holford's Singer Nine and Harris' Austin to win the fifth, in which Michael, sawing at the wheel of his lowered, ex-Goodhew 4½-litre Lagonda, made fastest lap, at 68.1 m.p.h.

Hull, as he often does in short races, won the Scratch event, from Day, whose E.R.A. sounded off form, Waller third, Gahagan fourth, after Lindsay started badly and fell back after a spin. Hull lapped at 78.23 m.p.h.

Bradley's well-known 4½-litre Bentley won another of the Handicaps from Morton's very fierce 3-carburettor 4½-litre Bentley and Morley's drastically-lowered 4½-litre Bentley with straight-tooth back axle and castors instead of front wheels, the classes going to Heap's Riley, Ashley's very rapid Frazer Nash and Footitt's so very worthwhile A.C.-G.N. The winning Bentley lapped at 69.92 m.p.h.

Scott's 1928 Riley Nine with polished aluminium body had no trouble in winning the sixth Handicap from Bourne's always-smart low-chassis 4½-litre Invicta, St. John's Frazer Nash being third and establishing fastest lap, at 68.1 m.p.h. The E.R.A.s came out again for the last race but by some very fast driving

Spence chalked up another victory for his 3½-litre Alvis-engined Frazer Nash, some distance ahead of Morley's Bentley and Waller's E.R.A. Day, from scratch, lapped at 77.62 m.p.h., before his E.R.A. snuffed out.

It was a typical V.S.C.C. day—Frazer Nashes shed chains, a 35/120 Daimler dominated the Paddock Car Park, the voices of Heal and Tubbs came over the P.A. . . . 30/98 Vauxhalls were entered by Rowley, Wilson, Quartermaine and Geikie-Cobb, the latter's a particularly fine yellow Wensum. Noble's 1934 848-c.c. M.G. had small front wheels and looked odd, and Richards' 1933 Persil-white M.G. was a J4 reserve works car with authentic blower layout. Murray's 4½-litre Bentley had a vast 2-seater body inscribed "Moby Dick—Liverpool" on the end of its tail—the name is bad enough, but to add the *place*, too depressing!

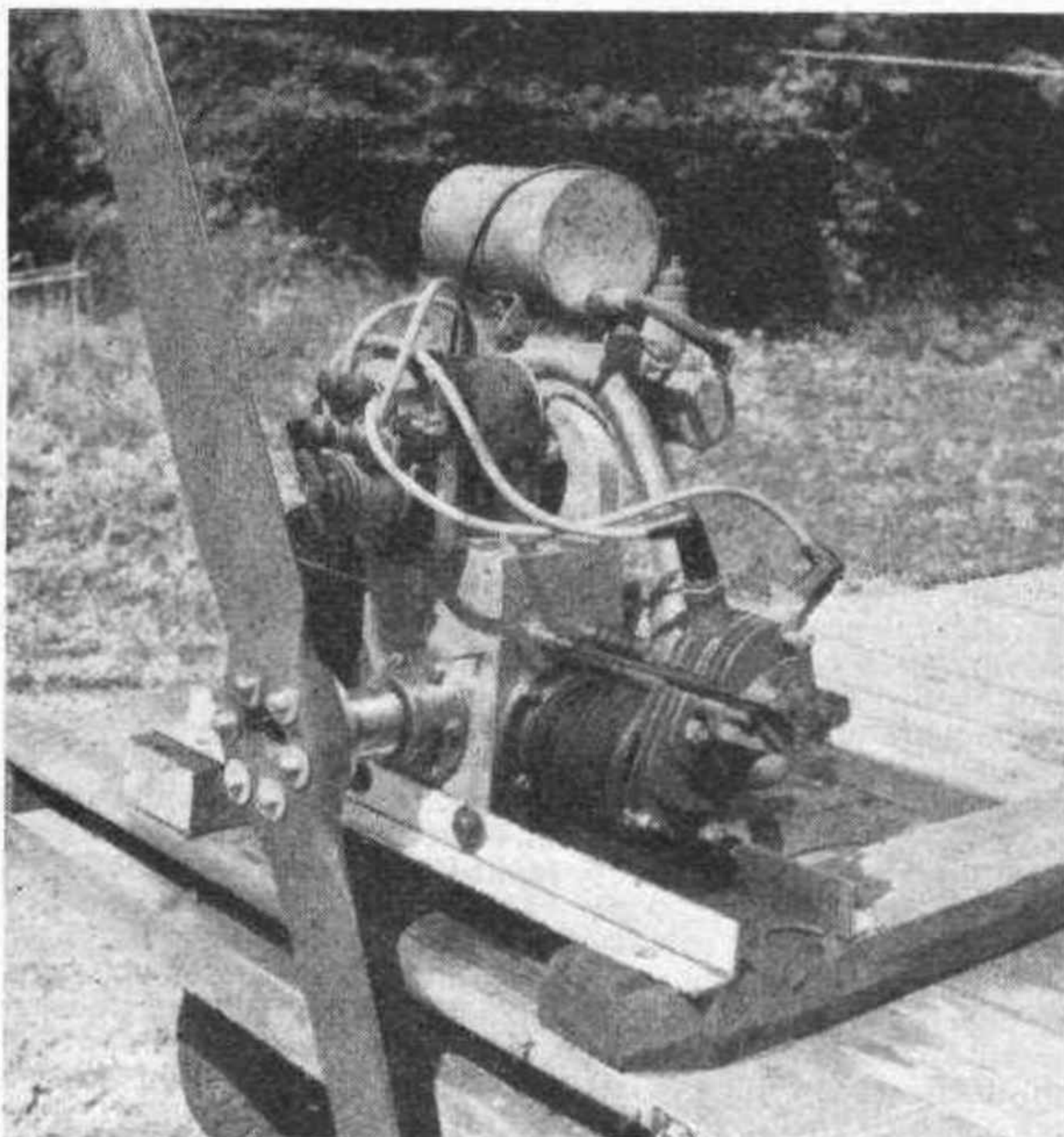
W. B.

| The Rest of the Winners: | | |
|----------------------------------|---|--------------|
| 5-lap Handicap A: | W. F. J. Brogden (1925 3-litre Bentley) | 62.28 m.p.h. |
| " B: | H. J. Beavis (1929 Riley Nine) | 58.04 " |
| " C: | R. Bergel (1926 2.3 Bugatti) | 67.09 " |
| " D: | R. C. Cook (1931 Austin Seven) | 56.44 " |
| " E: | G. P. Begley (1935 1½-litre Frazer-Nash) | 62.00 " |
| " F: | D. N. Scott (1928 Riley Nine) | 60.66 " |
| " G: | H. Spence (1934/8 3½-litre Alvis Frazer Nash) | 73.61 " |
| All-Comers' Scratch Race: | D. H. C. Hull (1936 2-litre s/c E.R.A.) | 76.38 " |
| Vintage Sports Car Scratch Race: | R. P. Bradley (1925/30 4½-litre Bentley) | 67.84 " |
| Fastest lap of the day: | D. Margulies (1934 3-litre s/c Maserati) | 80.62 m.p.h. |

Forthcoming vintage-car fixtures include the Morecambe open veteran and vintage rally and *concours* on September 3rd (details: K. Seed, "Esthwaite," Peddars Lane, Ashton, Preston, Lancs (Preston 89625), V.S.C.C. Madresfield Tests and *Concours* on September 10th, Ringwood Carnival *Concours* and Parade on September 16th (details: Mrs. Lacey, Flat 1, Linford House, Linford, Hants), and R.M.A. Sandhurst Horse Show *Concours* and Parade (no entry fee) (details from Hon. Sec., R.M.A. Sandhurst, Surrey).

Chiron's absence. T. W. Carson asks us to explain that Louis Chiron *did* apologise for his non-appearance at Oulton Park, which was due to loss of a near relative killed in Algeria, but his cable arrived after the V.S.C.C. Secretary had left for Chester, so that no announcement could be made.

This early i.o.e. flat-twin light aeroplane engine was found recently in a shed, bought for 10s. and is now running again, with home-made propeller. Can anyone identify it?



FACTORY METHODS IN THE VINTAGE ERA

No.6 : FORD

Whereas makes formerly dealt with in this series have been built largely by hand in small numbers and therefore rank as cars to delight present-day vintage-car enthusiasts, for many years prior to 1929 the Ford had been mass-produced and consequently is not quite in the same category. However, some vintage car folk regard all old cars as of interest and as several model-A Fords can be expected to act as tender-cars to the model-T Fords that will congregate at Beaulieu later this month, it is of interest to look briefly at how these were made, in Manchester, at the rate of about 170 a day, thirty-two years ago.

The sensation created by the introduction of the new Ford model in 1927 to supersede the obsolete model-T has never since been surpassed in automobile history. Fourteen months later the millionth of the type went into service, an output that it had taken Ford seven years to reach during the model-T regime.

In England the model-A Tudor (2-door) saloon was by 1929 in full production at the Trafford Park factory, although on May 16th that year Edsel Ford had cut the first sod at Dagenham and the days of Ford in Manchester were numbered. If you inquired then as to the fate of Trafford Park they told you the factory would be kept busy producing spares for model-Ts and for the model-As built at Dagenham. . . .

As it was, there were 4,000 hands working a five-day 40-hour week to build some 850 Fords in that time, at a "princely pay-rate" as one observer put it.

A comprehensive test laboratory checked components, even down to the density and texture of the upholstery, before they were mass-assembled into complete cars. After rapid erection from a pile of parts the front axle assembly went into a single jig in which the stub axle setting was checked for correct tracking, any necessary adjustment being made to the track rod, before it, and the back-axle assembly, went through adjacent paint ovens.

Bodies were swung down onto the chassis by a pneumatically-controlled wire rope. The finished cars were driven off the conveyor line, as they are today, to receive a final check over and for headlamp focusing, the lamps having been turned sideways deliberately after being fitted, to ensure that focusing wouldn't be overlooked.

Incidentally, the workers all wore single-piece overalls with the Ford facsimile in red silk on their backs.

The model-A engines needed practically no running-in, for each crankshaft was spun at high speed for just 20 seconds to bed-in the bearings prior to assembly. Road wheels were spun in a circular tank while paint was sprayed downwards onto the centre, to ensure an even finish automatically by centrifugal action. Brakes were adjusted while a pressure of 20 lb./sq. in., as exerted by a special tool, was applied to the mechanism.

Model-A radiators were machine and jig-made, almost untouched by hand. Yards of 1 in.-wide copper strip was drawn over six pairs of rollers to form it into a tube, it then passed on through a fluxing bath, on through a solder bath, the temperature here being 600° F., self-soldering the outside of the seam. The tubes would withstand a pressure of 1,700 lb./sq. in. The 116 fins were set up in a steel nest, and the 94 tubes were placed in a cage, the nest and cage then being placed opposite one another on a machine with one punch per tube, so that the tubes were pushed through the fins to form the radiator core. This core then went into a flux bath at 550° F. for self-soldering, after which the bottom tank was soldered on, the side walls following, then the top tank. After final assembly with sheet solder strains were compensated for by heating the radiator to 212° F., and any leaks revealed by pressurising at 14 lb./sq. in. under water.

Electrical components were tested in samples from the main supply. Raw body panels came to Manchester from Detroit in cases, the panels were spot-welded into a complete Tudor body with dash and scuttle in an average time of 4 min. 35 sec., after which the body was sprayed with Pyroxylin, before being stoved for 1½ hours at 225° F. A car every 2.8 minutes, approximately, rolled from the Trafford Park plant in 1929, mainly Tudor saloons, although Fodor saloons and open 2- and 4-seaters were still prominently in production a year from the end of the vintage era.—W. B.

The Vintage Section of the A.C.O.C. had 31 pre-1931 A.C.s on its books by June 1st, ranging from a 1910 A.C. Sociable to a 1930 Magna.

Lord Montagu has bought a 15T "Alfonso" Hispano-Suiza for £1,300. J. St. C. Berry who is rebuilding one of these fine Edwardian sporting cars, in Tasmania, and has located a complete spare engine and gearbox in Victoria, has heard reliable rumours of two more of these Hispanos near Melbourne, dismantled but carefully stored, and knows of a rare car of this make, but "heavier and clumsier" than a 15T, being restored in the same place.

The Vintage Car Club of New Zealand continues to issue its excellent printed quarterly *Beaded Wheels*, the last issue of which (No. 26) contained an interesting illustrated account of "Prince Henry" Vauxhalls in Wanganui, and the final chapter in the story of the New Zealand 1914 T.T. Sunbeam, etc.

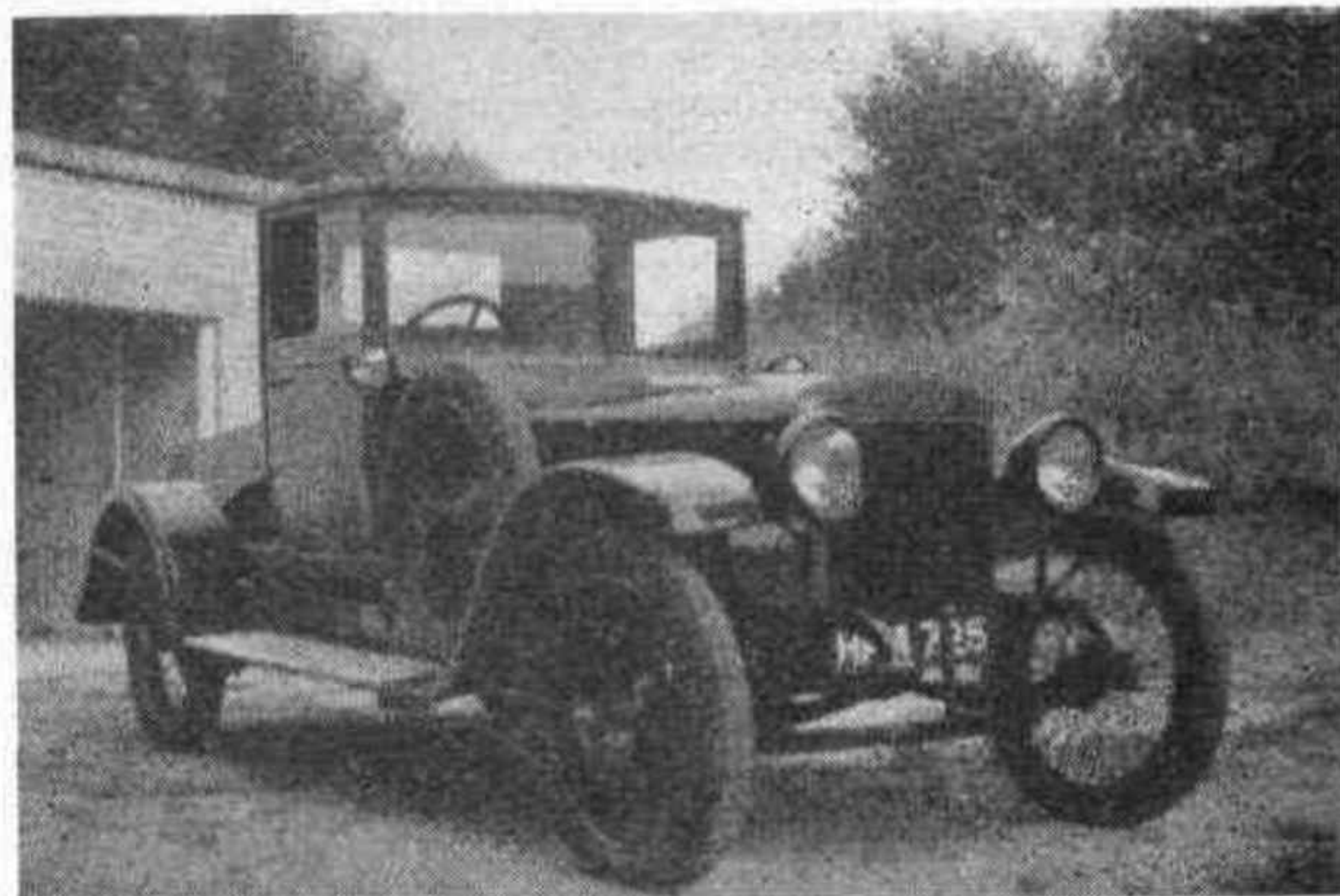
The Vintage Austin Twelve-Four Register has issued a list of its members and their cars, prepared and printed at their own expense by Jim and Jean Heston, which makes most interesting reading. This comparatively young Register had 144 members at June 15th last, of whom 116 owned pre-1931 Austin 12/4s. The most popular vintage is 1928, with 32 cars, followed by 1929 with 25 cars and 1927 with 23 cars. Oldest 12/4 is dated 1922. Apart from 12/4s there are nine 16/6s, eight 12/4s from 1931-34, three 6-cylinder Twenties but only one of the fine old 4-cylinder Twenties (and that the Hon. Secretary's "Brooklands" model) on the books. Where have all the Twenties gone? The Register hopes to hold a *closed* rally at Longbridge on September 10th to celebrate the 40th anniversary of the car for which it caters.

The Sunbeam S.T.D. Register is holding a trial in Essex for its members on September 10th and its annual Sandhurst Tests and *Concours d'Elegance* in October. The next Inter-Register Contest is the 12/50 Alvis Register Night Rally on September 23rd and the Trophy is to be presented at an informal gathering at the Newlands Corner Hotel, in conjunction with a Dunlop Film Show, on November 25th.

Cars that should be salvaged include a 1921 Sunbeam hearse and two bull-nose Morris tourers, a model-T Ford engine and some Angus-Sanderson bits in Scotland, where a 1921 Dennis 'bus and 1929 Minerva were scrapped recently, the remains of a model-T chassis and wheels in Lincolnshire and a *circa* 1919 Thornycroft lorry on perished "solids" in Somerset. The Daimler referred to recently turns out to be a 1926 35/120 landaulette which has been bought by a London enthusiast to save it; he will dispose of it to an interested party. In the same Cheshire yard he found a 1920 Bristol 'bus engine and a Hotchkiss Morris engine, both sound. There is a 1926 Jowett tourer with dismantled engine and minus some body parts, in Hampshire, looking for a home as its owner is busy with a 1926 500-c.c. Sima-Violet, and someone wants a vintage Trojan van. At a semi-derelict farm in Herts a Renault 45 coupé de ville, a Zebre coupé and a Le Zebre light car have been discovered in a barn, where they have lain since 1923 or earlier, by someone who hopes to restore them—data required. In the Isle of Wight, two Austin Twelves, two Singers and a 1934 Talbot and a 1907 de Dion engine have been found in a shed, where a 1933 Sentinel steam lorry is being restored, while a 1925 Rolls-Royce Twenty is reported for sale in Cardiff for about £60. There is also a model-T Ford lorry which is offered on three or four years' loan, with up to £50 to spend, to anyone who cares to restore it. Letters can be forwarded.

Vintage miscellany. When D. Gough's daughter was married recently the bride arrived at the church in a 1905 Daimler and the couple left for their honeymoon in a 1927 Austin Seven. J. C. M. Davidson's 1932 Delage, a Show model, came 279 miles to a recent Delage O.C. rally, averaging 33½ m.p.h., including getting through London, and 20.3 m.p.g. The engine is original save for h.t. leads, hoses and distributor arm and has been decarbonised three times. Otherwise it has never been touched in some 74,000 miles. In the M.O.T. test the hand-brake showed 55% efficiency and the servo foot-brake 100%. J. G. Watson is restoring a *circa* 1909 S.C.A.T., No. 14382, and needs data, photos, spares, etc. His address is: 75, Chatsworth Road, Silverstream, Wellington, N.Z.

Correction. In our V.S.C.C. Oulton Park report we credited Winder's Frazer Nash with third place in the first race. The official results show I. S. Kerr's Alvis to have been third.



Interest in vintage Daimlers continues to grow, following the Daimler History published recently in MOTOR SPORT. Here is what is believed to be the earliest surviving Daimler "Light 30," owned by Mr. Argus of London.

VINTAGE M.C.C. TOUR OF BIRMINGHAM

This ambitious event, for which Newhall Street was closed, took place last July and attracted 181 entries. Dense crowds attended at the route checks and *Concours d'Elegance* entries were of a very high standard. This fixture is to be an annual one and around 300 entries are anticipated in 1962.

Results:

- Industries Assn. Challenge Trophy (Best Concours):** G. Fenwick (1919 Norton).
- Best Quibell Challenge Cup (Best opposite class):** R. H. Shute (1902 Singer).
- The Ariel Challenge Cup (Best multi-cylinder):** S. Greenaway (1912 Scott).
- The B.-G. Memorial Challenge Cup (Best pre-1908):** A. H. Foxton (1902 Minerva).
- The B.S.A. Trophy (Best vintage combination):** D. Allen (1925 Triumph).
- The Douglas Challenge Cup (Best Douglas):** E. Brockway (1914 "Ladies' Model").
- The Greeves Challenge Cup (Best vintage 2-stroke):** J. Baines (1921 Triumph).
- The Phil Heath Challenge Cup (Best sprint m/c.):** H. B. Snashall (1927 Rex Acme).
- The James Challenge Cup (Best veteran combination):** J. A. Butterworth (1913 Sunbeam).
- The Midland Cup (Best scooter):** H. Fenby (1922 Unibus).
- The Miniature Cup (Best under 201-c.c.):** D. Bell (1901 Quadrant).
- The Jas. L. Norton Memorial Challenge Cup (Best o.h.v. m/c.):** T. A. Chivers (1929 Velocette).
- The Regent Challenge Cup (Best 2-stroke):** D. Norton (1914 Triumph).
- The T.D.C. Challenge Cup (Best with free-wheel):** D. S. Cooper (1903 Wearwell Stevens).
- The Triumph Challenge Cup (Best Triumph):** W. Palmer (1914 498-c.c.).
- The Velocette Challenge Cup (Best horizontally-opposed twin):** F. Burke (1913 Williamson).

With such a fine awards list some of you may want to join the V.M.C.C. for this event alone. Hon. Membership Sec.: R. N. Corah, Tudor Vale, Welford-on-Avon, Warwickshire.

SUNBEAM M.C.C. PETWORTH RALLY

The Sunbeam Motor Cycle Club's 15th annual Veteran and Vintage Rally took place in Petworth Park on July 23rd, and did in fact commemorate the 37th anniversary of the club's formation. An entry of 140 included 52 cars (the remainder being motor-cycles), more than half of which were in the pre-1915 class.

Points were awarded for mileage covered on the journey to Petworth, to which were added points for age of driver and age of machine. And after a lunch interval, competitors set off on a 14-mile tour of the quiet Sussex by-roads (described in the regulations as a Demonstration Run)—warmly approved and applauded by the locals.

Winner of the McNab Memorial Bowl for the oldest driver of the oldest machine was Cyril Usher (aged 62) with his beautifully maintained 269-c.c. de Dion, manufactured in 1899. Tom Light-foot's familiar 1902 Mercedes helped him win the award for best V.C.C. member, and best of the V.S.C.C. contingent was L. E. Parks (1927 Singer Junior). Awards were presented at the conclusion of the rally by Brig. C. V. Bennett.

The Trojan O.C. offers free to a good home the prototype rear-engined Trojan saloon; it needs some rebuilding but a derelict car is available for spares. Storing the car has become difficult for the Club. Inquiries can be forwarded.

* * *

Stop Press.—Mon. Pierre Demeester of Paris is anxious to find a car of this make, as his company used to manufacture them—do not confuse it with the English Deemster light car. A Simpar has gone back to its original maker in Paris. Spares for 1922 Overland and old Vulcan and Leyland lorries, 895×105 tyres and model-T Ford wheels are available through a reader in Ormskirk, and a 1926 18-h.p. Armstrong Siddeley converted to a recovery vehicle but in running order is in danger of being scrapped in London unless bought for a few pounds.

.....

VINTAGE POSTBAG

Duesenberg Fever

Sir,
I am in wholehearted agreement with your correspondent, Peter T. Rees' letter, regarding Mr. Clutton's criticisms of the Duesenberg.

In "The Vintage Motor Car Pocket Book," which appears to be the combined efforts of Cecil Clutton, Paul Bird and Anthony Harding, under Duesenberg we are informed:

"While one has learnt to be somewhat sceptical about the capabilities of American horses, both now as then, the model-J must nevertheless have produced a fair proportion of its claimed 265, since one was allegedly timed at 129 m.p.h., and was said to accelerate from 0 to 100 m.p.h. in twenty seconds. When fitted with a centrifugal supercharger, and known as the S.J. no less than 320 b.h.p. was claimed. . . . Yet the car failed to catch on. Perhaps the American market was not yet discerning enough to pay the high price of such high quality, while European purchasers would be put off by the uncompromisingly brash appearance of the machine. It seems doubtful, anyway, if it was quite as good as it set out to be."

Readers will have noticed that the Duesenberg was "claimed" to develop 265 b.h.p.; and it was "allegedly" timed at 129 m.p.h., and was "said" to accelerate from 0 to 100 m.p.h. in twenty seconds, or when supercharged, 320 b.h.p. was "claimed."

However, we only have to turn to page 245 in the same book, to the four pages allotted to the Vauxhall, compared to the two for the Duesenberg, to read the following glowing praise:

"The validity of the '98" has been often questioned, but one of these side-valve engines has recently been brought back to original specification and mint condition, when, on the brake, it exceeded 100 b.h.p. at about 2,800 r.p.m. . . . In standard touring trim and a 4-seater body the Velox would reach 80-85 m.p.h., but with special coachwork and axle ratio, 100 m.p.h. was guaranteed. . . . the engine could attain 3,500 r.p.m. and 120 b.h.p. . . . In special trim as much as 165 b.h.p. was recorded. . . . In 1953 a 30/98 covered 107 miles in an hour at Monthéry."

The direct and striking contrast of this eulogy to the Duesenberg indictment will be immediately apparent.

The Vauxhall 30/98, you will no doubt have observed, "on the brake" "exceeded" 100 b.h.p., at about 2,800 r.p.m. . . . and, "would reach 80-85 m.p.h." . . . with special coachwork and axle ratio, "100 m.p.h. was guaranteed," . . . also, it "could attain" 3,500 r.p.m. and 120 b.h.p., . . . or, "165 b.h.p. was recorded," and further . . . a 30/98 "covered 107 miles in an hour at Monthéry."

Here will not be found the compromising admissions found earlier in the Duesenberg article.

Here is found the definite statements that the Vauxhall *did* do this or that, or so and so *was* accomplished, etc., *ad nauseum*.

I wonder what Mr. Clutton imagines Duesenberg used to determine developed horsepower of the model-J engine? Perhaps he would allow that other makers had heard of putting engines on the brake, too.

Mr. Clutton's next statement, "Yet the car failed to catch on," causes me some amusement. Possibly it "failed to catch on" in England where it would have little competition, anyhow, from English cars, but it seemed to have "caught on" quite well, thank you, in America at that time, and examples were even exported to Europe, and India, I am told.

So much for "European purchases being put off by the uncompromisingly brash appearance of the machine" or the high price.

Mr. Clutton's last statement, "It seems doubtful, anyway, if it was quite as good as it set out to be," is a real gem of fanciful supposition.

I find great difficulty in bringing to mind any English or European vintage car which could seriously approach the standards of the model-J Duesenberg for power, performance and speed. It certainly wouldn't be Mr. Clutton's beloved 30/98 Vauxhall, which I admire very much as an immortal sports car, but can never be compared with the Duesenberg. The Bugatti Royale would be a serious threat, but it has a far larger engine than the Duesenberg.

In future let us have no more of this sort of biased favouritism of certain makes of cars in books of this type, and have instead an impartial appraisal of each and every make in correct perspective, giving credit and praise where is due to all, because I know I am not alone in saying that I am heartily tired of reading stuff of this type in which excellent cars are grossly and unfairly maligned in comparison to quite often inferior machines which are praised to the hilt. MOTOR SPORT, I am happy to say, does not offend in this manner.

Auckland, N.Z.

NOEL McMILLAN.

* * *

Next Please?—Vintage Trams!

Sir,

Not only is the tramcar passing, but the tracks and overhead wires pass also, and thus the very few tramcars preserved in museums will never run again, in direct contrast to other road vehicles, which often venture out and give people an opportunity of seeing them "in the flesh," so to speak. Lord Montagu has my admiration in this respect, as he often races the veteran racing cars which are kept in his museum.

In 1955 the Tramway Museum Society was formed, with the aim of preserving examples of tramcars running today and to operate them on private tracks. Previous to 1955 several trams were in the possession of a Preservation Committee, stored in farmyards, barns, fields and bus depots scattered round the country. Moving tramcars is quite an undertaking, a 10-17-ton crane and a low loader being essential "tools." Not for us the possibility of towing a 1925 Sunbeam behind father's A40! Not only that, but tramcars are quite bulky objects and you just can't park them in the garden!

It was not until 1959 that a site was located, a disused quarry at Crich, near Matlock, and moving our collection commenced. Two depots have been erected, some track laid, and 23 tramcars are now assembled there, ranging from a little Sheffield horse tram of 1874 to a Leeds City Transport railcar of 1954. Eighty years of tramway history are shown there, divided roughly into the following classes: Veteran, 7; Edwardian, 4; Vintage, 6; P.V.T., 6.

Should any readers find themselves with an hour to spare when in the area and would like to see the vehicles, they are most welcome to look around. It will be some years yet before we actually run the tramcars, but they are under cover and some in process of restoration. Most are in quite good condition, others require a lot of work, one or two will never run again, but it is hoped to keep them as static relics.

Penn.

JOHN C. BROWN.

Old Cars in Spain

Sir,

My wife and I spent our holiday this year near Valencia in Spain, and as there seemed to be plenty of old cars in daily use, we went out into the city one day to hunt them with our cine camera.

These are a few of those we saw, all pre-1930. A very tattered square Essex saloon with artillery wheels and its pale blue paint peeling, a black Lancia Lambda saloon in fine order, and not far from it another, olive drab all over, shabby but still strong.

A black four-door Hispano Suiza saloon with the "Suiza" upside down on the honeycomb of the radiator, but healthy otherwise, a long black Mercedes limousine which might have slunk straight out of a showroom, a light green Plymouth coupé with dicky, quite unmarked but wretchedly dull and unpolished. A large black brute of a Dodge Six saloon, lovingly kept by its taxi owner who was rubbing down its yellow artillery spoked wheels.

Dozens of Citroëns, and amongst them a 7.5 blue shooting brake and a pathetic, dusty green 7.5 van, wheels awry, with three fat men and a load of sticks aboard, chugging and swaying wearily through the potholes behind our bus. One black 11.4 saloon looked so neglected and scruffy that we took a look inside—it was filled with filthy sacks which buried all its upholstery.

We saw three black Opel and two Fiat Ballila saloons as well as a lone grey Austin Seven—these smaller cars were in better condition than the larger cars. Later in the day a coal-scuttle Renault

Coca Cola van tore past, a travesty in red, white and blue. Shortly after that a smart red Citroën cloverleaf 2-seater darted out of a dark alley into the bright sun and bustle of the Plaza Caudillo. The young bloods in it were full of Spanish excitement, so I seized my camera, sighted my game, followed it round, engine whirring, pedestrians staring, wife impatiently embarrassed. "Got it—a good shot," I said smugly, then lowered it to find that I'd left the cap over the lens, a common fault of mine.

With infinite patience in her voice my wife said "Now dear, you know I've told you never to play with your camera before I've checked it first!"

After she had pulled me away from a tantalisingly intriguing blue Peugeot saloon (I own a 203), we climbed aboard our usual taxi, a "post coal-scuttle" Renault saloon, solid, black and bumblingly sturdy, and returned to our hotel. It had home-made seats, and a terrible axle growl, but got along well enough.

Due to the hot, arid climate, I never saw a speck of rust despite the dilapidation of some of these cars. Just bare metal covered here and there with parched, faded but generally original paint-work, and springs so dry and dusty that they appeared never to have been oiled.

I was so impressed by all these ever running old martyrs, particularly the Citroëns, that I have recently bought and restored an 11.4 tourer of that make.

Sutton Coldfield.

R. T. GAUSDEN.

* * *

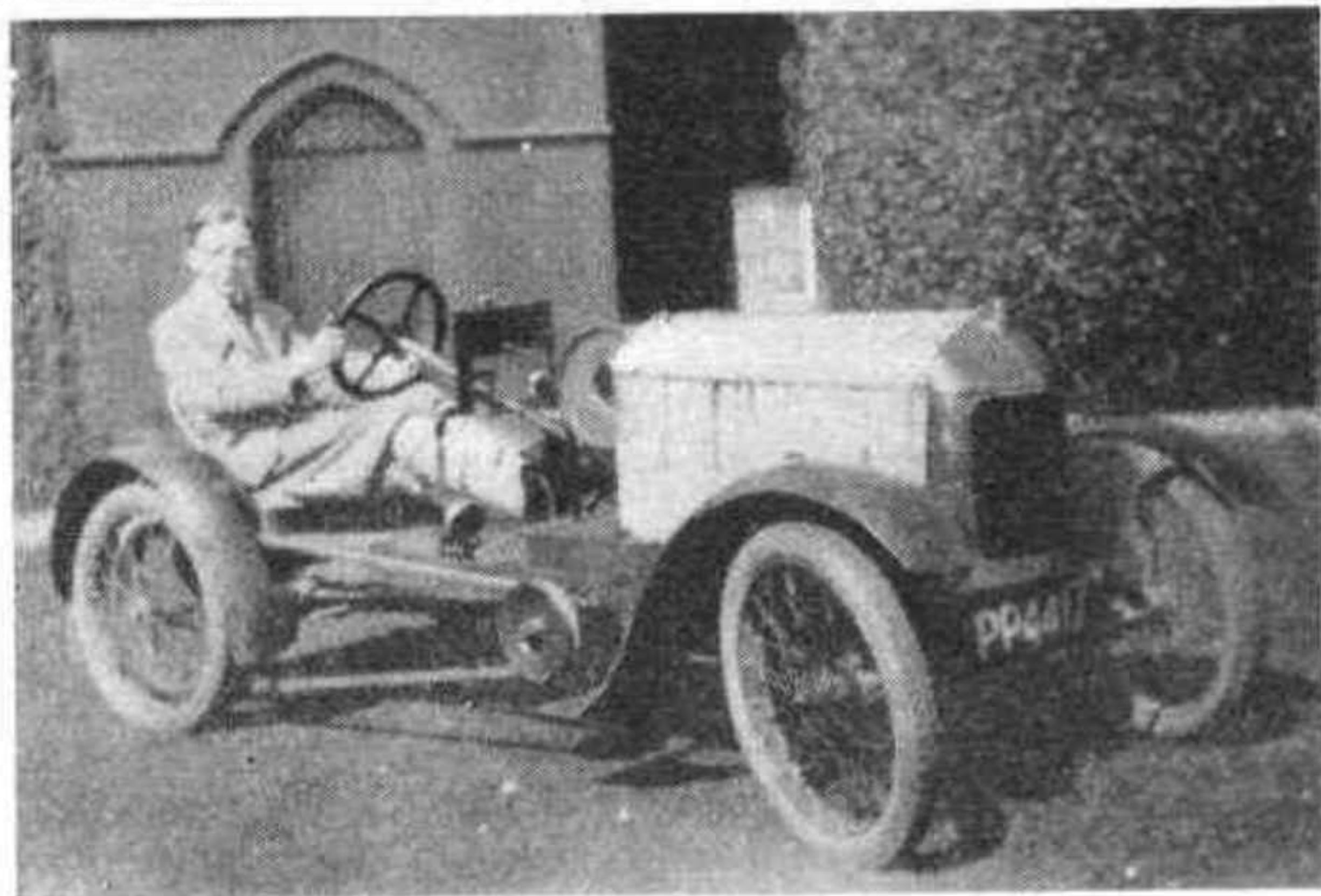
A "Private, Home-made, Red"

Sir,

The enclosed photograph of my 1915 Buckingham cyclecar (taken in 1925) may perhaps be of interest.

I bought the "pieces" from the present Lord Rochdale for—as I remember—£9 and re-assembled the little car at the Eton "school of mechanics."

It had a water-cooled V-twin, o.h.v. Blackburn engine, and belt drive. The pedal gear-change was rather like a model-T Ford. One pressed hard down for bottom and allowed the pedal to come right back for top. Neutral was in the intermediate position, obtained by applying one's heel to a little lever attached to the pedal. I remember that one could make really "lightning" gear-changes.



It must have had quite a good power-weight ratio, for I remember that it could climb Northern Irish hills faster than the contemporary 25-h.p. Maxwell, and *much* faster than the model-T Ford.

The Antrim County Council gave it the rather intriguing description of "Private, Home-made, Red."

Anyhow, the little Buckingham gave me enormous pleasure, and I hope that some of your older readers may share some of it when they read this letter.

London, S.W.1.

R. MCGILDOWNY.

* * *

Ancient Typewriter Section!

Sir,

With reference to old typewriters still in regular use, I am typing this on my vintage Oliver No. 9 (quote) "Standard Visible Writer."

This machine I bought for £1 twelve years ago. It was made in 1913 and had been in use in an insurance office where my

mother used it for typing the accounts. When she retired it was no longer wanted due to its non-standard keyboard (two shift keys—fig. and cap.—instead of the normal one), and I was allowed to buy it for the said £1.

All it needed was a thorough clean and oil and I have used it ever since. All I have bought for it is a nylon toothbrush (for cleaning its type) and, of course, ribbons.

As you will see it still types a very straight line and will easily give five carbon copies if required, and I may say that they often are.

The conclusion is that vintage machinery is completely practical and reliable and far more economical to "run" than present-day tinware. (The only snag is that it weighs about 30 lb.)

I hope this may be of interest and add spice to your excellent and always enjoyable magazine.

Ipswich.

F. B. HUMPHREY.

Sir,

I was interested to read in your August 1961 issue of MOTOR SPORT about a Remington Standard No. 7 still in regular use.

I have in regular use a Corona Folding Portable which I purchased for 60s. (this included handbook, oil-can and type brush, together with carrying case).

The last patent applied for, listed on the machine, is July 10th, 1917, and the handbook dated July 1919, it may therefore be a 1918 model. It appears to have travelled widely, being manufactured in Groton, New York, and exported to China; the machine still bears the label of "Dodge & Seymour (China) Ltd."

To date the only replacements have been ribbons and the machine is still mechanically perfect.

I consider my expenditure on the 692 parts which make up this machine a very good investment. ("Born 1918—Still going strong.") (An apology to Johnnie Walker.)

Dumfries.

JAMES B. NADWELL.

Sir,

On devouring the August MOTOR SPORT I came across your article regarding "vintage" typewriters. I have a prized possession—a 1892 Blickensderfer No. 7, and still in running order.

The mechanics of this machine are a joy to behold—and all for 2s. 6d. at a jumble sale. It has not been used much so would you advise raising the compression-ratio and fitting Webers; this should improve performance, because having a repertoire of 84 symbols it takes rather a time to isolate the one desired!

The name-plate is of interest, reading "Blickensderfer, 9-10 Cheapside, London—made in U.S.A.!" If you are wondering why this is not written (typed?) on the machine—time (say three days) is too short.

Highgate.

R. MICHAEL DAWE.

Sir,

With reference to a paragraph referring to veteran typewriters, I have in my possession an Empire portable typewriter which was patented in this country on March 29th, 1892. It has given me reliable service for a year, since purchased at an auction, together with a carpet sweeper, for the princely sum of 10s. It has as yet required no replacements and is still working satisfactorily, as this letter proves.

Ferndown.

PETER MARX (aged 13).

Sir,

Having read the short paragraph about old typewriters in your August issue, I thought that you might be interested to hear about this old 'un bought for my brother and I by our father a few weeks ago for the small sum of 10s. at an auction sale. It is an old Remington Standard with a standard keyboard. Just beyond the keyboard in gold lettering is written: "Manufactured by Remington Standard Typewriter M'fg, Collion, N.Y., U.S.A. For Wyckoff, Seamans & Benedict, New York."

The key-bed is in the form of a well and the rods connecting the keys to the letters are made of wood for part of the way, followed by metal wires about as thick as bicycle-wheel spokes, the letters themselves are rather temperamental. It seems to have been used by someone with the initials J. B. L., as these are scratched under one of the levers. The ribbon is 1½ in. wide. On the shift bar (of wood) are written the various dates on which patents were taken out, the first being "Aug. 10, 1875," and the last being "Mch. 18, 1890." The machine still has its original metal cover-cum-box.

Bath.

H. N. HOLDEN.



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THE SOLITUDE GRAND PRIX

A CUT-THROAT DICE

STUTTGART, July 23rd.

ANYONE who misses a race meeting at the A.D.A.C. Solitude circuit, between Stuttgart and the *Autobahn*, misses the chance of visiting one of the best circuits in Europe and of seeing the effects of motor racing being popular. The smooth and well-maintained circuit is 11.417 kilometres to the lap and contains every type of corner, climb, descent and straight that anyone could wish for, while the German accessory industries turn out in force, so that the paddock resembles an engineering exhibition and about the only repair job that could not be tackled would be to make a casting, but bring a rough casting and any one of the mobile workshops would drill, plane, mill, turn, tap, grind or do any other job on it in no time at all.

The meeting comprised motorcycle races, Formula Junior and Formula One, and such is the enthusiasm for racing in southern Germany that 60,000 people turned out for the practice on Saturday. Most of them camped the night and on race-day there were an estimated 300,000 people around the circuit, high banks and hillsides affording unsurpassed spectator amenities.

This was not the German Grand Prix, though it might well have been, and of the twenty cars entered for the Formula One race only two failed to appear. Unfortunately these were the two works Ferraris for Phil Hill and von Trips, the Scuderia deciding at the last minute that the cars were not really fit to stop off on the way back from Aintree and there were no spare ones at the factory. However, Porsche turned out in force with four works entries, Bonnier, Gurney and Herrmann having last year's trailing-link type chassis 4-cylinder cars, while Barth had an experimental car. This was one of the new long-chassis cars, with wishbone front suspension, but still with the 4-cylinder engine, though this was cooled by a horizontally-mounted fan, as is used on the 8-cylinder, and also on the Chevrolet Corvaire. This fan draws air from above and blows it straight down on to the cylinders and is driven by a belt to a short shaft and bevel gears to turn the drive through a right-angle, unlike the Corvaire which bends its belt! This experimental car also had disc brakes fitted, of Porsche manufacture, using Dunlop patents in places, and the wheels, which are still of the bolt-on type, are held on to a spider made from a normal brake drum, the disc taking the place of the back plate. There was a fifth Porsche running, this being the private one of de Beaufort, looked after by factory mechanics. Against this strong team from Zuffenhausen there were three Team Lotus cars, Ireland and Clark having the very latest ones and Trevor Taylor having the earlier 1961 model. U.D.T.-Laystall had one of their rebodied 1960-type Lotus-Climax cars, with Stirling Moss as the driver, while Seidel's Scuderia Colonia entered their two 1960 Lotus-Climax for himself and Michel May. The Cooper-Climax contingent was surprisingly small, consisting of only two cars, but both very worthy representatives. Entered as works cars they were in fact Brabham with his own 1961 car, that does service as a Formula One or Inter-Continental car, and McLaren with C. T. Atkins' light-green 1961 car fitted with a Colotti gearbox, that also runs occasionally as an Inter-Continental car. To add some colour to the entry there were two cars from the Scuderia Serenissima, these being an old Cooper-Maserati for Trintignant, and a new Tomaso-Alfa, this latter being a chassis built by Alessandro de Tomaso, and fitted with a bored-out Giulietta engine and a Tomaso 5-speed gearbox; this was driven by Roberto Businello. Finally there was Michael Spence making his first outing in a Formula One race, using a brand new and shiny Emeryson-Climax, and Peter Monteverdi, a Swiss enthusiast, with a car built by himself on classic rear-engined space-frame/double-wishbone lines, using a Porsche Carrera engine and gearbox, and called an M.B.M.

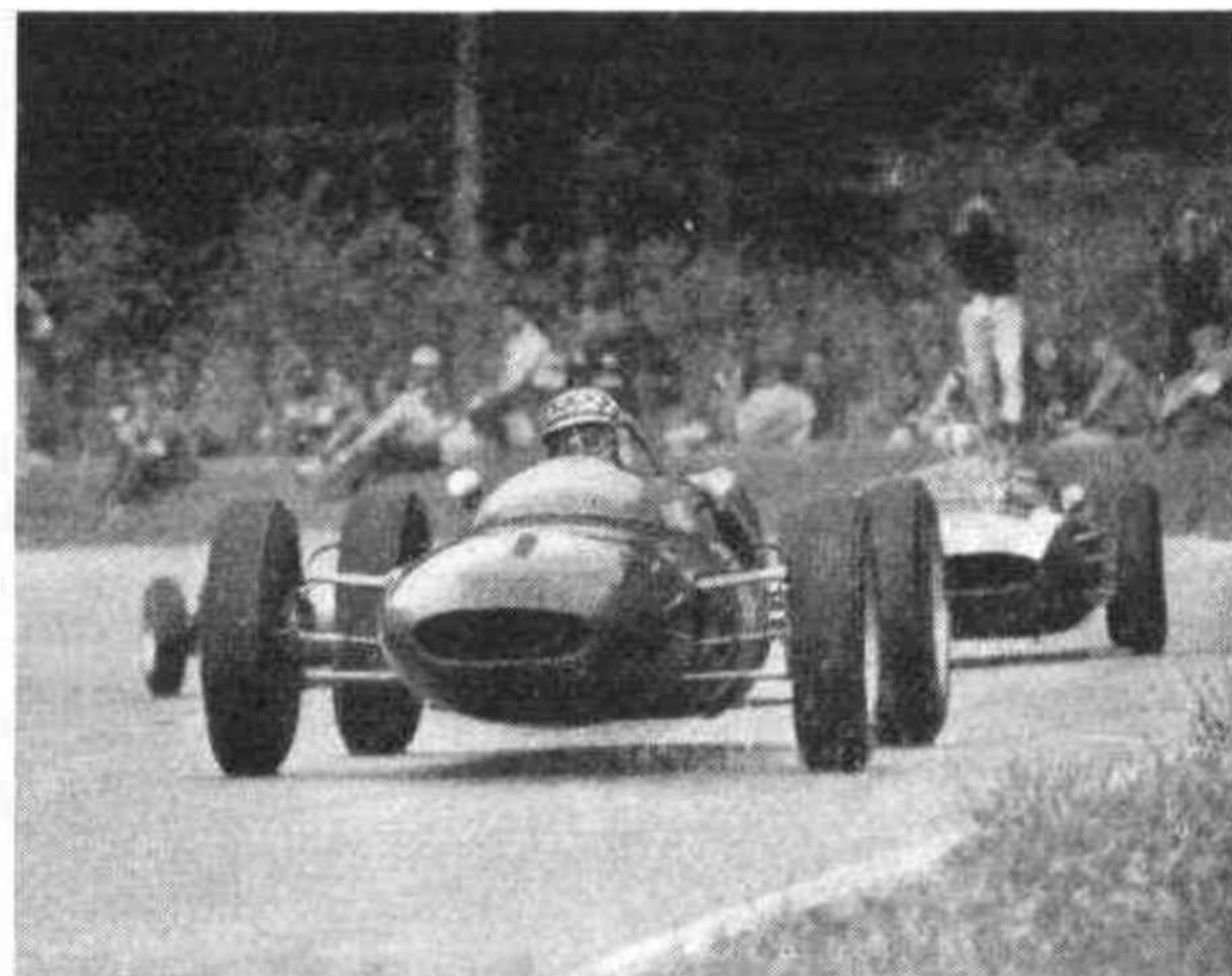
Practice was divided up into two separate sessions on Friday and two more on Saturday, so that not only was there plenty of time available for practice, but there was plenty of time to make modifications between practices. The starting grid given later gives an appreciation of everyone's practice efforts, though it does not recall that Taylor and Spence both had slight excursions off the road, which entailed a bit of rebuilding for the front ends of the Lotus and the Emeryson. Outwardly it looked as though the Porsches were going to dominate the scene, as do normally the Ferraris, and one felt that the British drivers were suffering from an inferiority complex, which was unjustified, especially as the Porsches were last year's models. However, McLaren gave the

green cars encouragement by tucking in behind Gurney's Porsche for two whole laps, finding that he was only losing very slightly down the long straight and that everywhere else he could keep up easily. As McLaren was using a Mark I Climax engine, but a very well-tuned one, needless to say, and the Atkins' Cooper being a well-prepared one, it just showed what a determined driver could do. Gurney had clocked 4 min. 01.5 sec. and McLaren got 4 min. 01.9 sec., Bonnier being the fastest with 4 min. 01.1 sec. Just before practice ended on Saturday evening, Innes Ireland was flogging round continuously, with Chapman making small adjustments between times, and the Lotus-Climax suddenly began to sound as if it were really going, and Ireland was looking very determined. Sure enough, he clocked 4 min. 02.7 sec. entirely on his own, with no slip-streaming from a Porsche or anything, which was really encouraging. Moss was not at all happy with the U.D.T.-Laystall car, and could not even hold McLaren down the straight, though he could pull back a lot on the twisty bits, but not enough. When the meeting had started the British were feeling very gloomy, but by the time the cars were lined up on the starting grid there was an entirely different feeling and certain drivers felt they could stir up the Porsches, even though they might not beat them.

| | | |
|---|--|---|
| 7 McLaren (Cooper-Climax) 4 min. 01.9 sec. | 11 Gurney (Porsche) 4 min. 01.5 sec. | 9 Bonnier (Porsche) 4 min. 01.1 sec. |
| 17 Moss (Lotus-Climax) 4 min. 03.7 sec. | 1 Ireland (Lotus-Climax) 4 min. 02.7 sec. | |
| 6 Brabham (Cooper-Climax) 4 min. 04.5 sec. | 2 Clark (Lotus-Climax) 4 min. 04.2 sec. | 10 Herrmann (Porsche) 4 min. 03.8 sec. |
| 12 Barth (Porsche) 4 min. 07.3 sec. | 3 T. Taylor (Lotus-Climax) 4 min. 05.9 sec. | |
| 21 de Beaufort (Porsche) | 16 May (Lotus-Climax) | 8 Spence (Emeryson-Climax) |
| 18 Trintignant (Cooper-Maserati) | 15 Seidel (Lotus-Climax) | |
| | 20 Monteverdi (M.B.M.-Porsche) | 19 Businello (Tomaso-Alfa) |

N.B.—The A.D.A.C. organisation did not see fit to publish practice times for anyone below tenth place.

The day had been got under way with motorcycle races and a

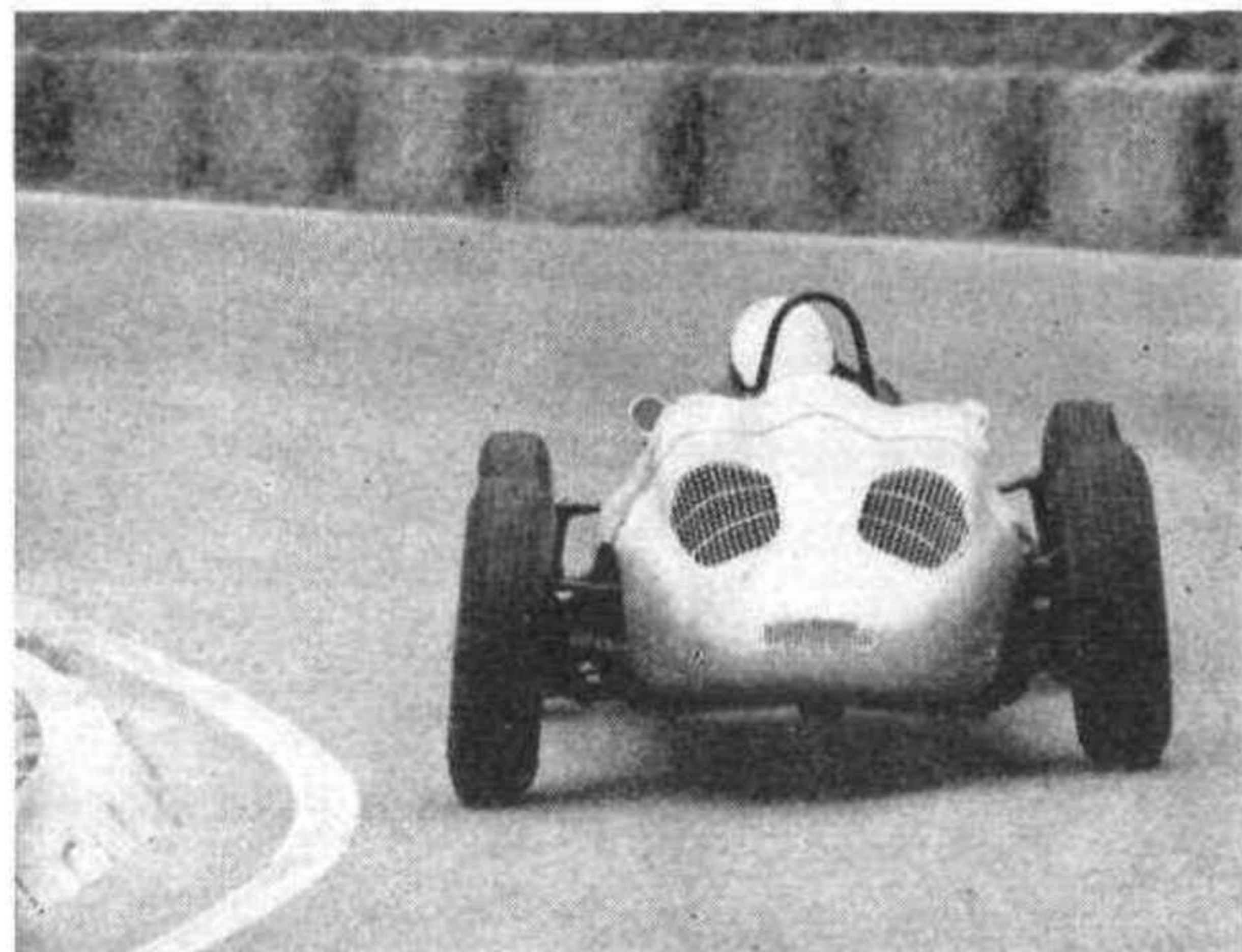


The 1961 Lotus-Climax scored its first International win at the Solitude G.P. when Innes Ireland beat the Porsche team. This low shot of the Lotus shows the clean lines of the front suspension and the smooth belly of the car.

Formula Junior event, the works Lotus-Fords and the Ken Tyrrell team of Cooper-B.M.C.s completely dominating the Junior event, in which there was a vast entry of unreliable machines.

At the start of the Formula One race Ireland jumped into the lead from the second row and headed for the long left-hand bend of Glemseck, with Herrmann trying to go round the outside of him. Some idea of how this race was going to be run was seen on this first corner, for just as Ireland was going to dive to the inside of the bend McLaren went through, pushing Ireland out, who in turn pushed Herrmann out wide, and in the midst of all this was Brabham almost at 45 degrees to the direction of travel. Away went the 17 starters up the hills, starting off on the first of 25 laps of this most interesting and challenging circuit. Halfway round the Swiss driver May ran out of the road and damaged his chassis and retired on the spot, and the sixteen that came back to the end of the lap were in the order Ireland, McLaren, Herrmann, Gurney, Bonnier, Brabham, Moss, Barth, Clark, Taylor, Spence, Beaufort, Trintignant, Seidel, Businello and a long way back, already, came the Swiss M.B.M. That the Porsches were not leading on the opening lap was significant and the Team Lotus hopes that they might beat the Porsches now did not seem so unlikely. The only change on the next lap was that the Porsche team reshuffled itself, but still Ireland and McLaren were out in front, but on lap three Gurney got by into second place and the first six cars were nose-to-tail as they took the Glemseck curves. On lap four Bonnier got past McLaren, so the order was Ireland, Gurney, Bonnier, McLaren, Brabham, Herrmann, while the rest were already a fair way back, led by Moss in the U.D.T.-Laystall Lotus. The looks on the faces of the drivers following Ireland were very set and determined, and it was obvious that they did not think it funny that the green Lotus should still be out in front. It was every man for himself now, and Bonnier carved across in front of Gurney going into the bend after the pits, to take second place, but he only stayed there for two laps, for Gurney was then back in second place, while Brabham had passed McLaren. The pace was really hot, with all five leading cars lapping at 4 min. 03 sec., and Herrmann was beginning to fall back. There were seven other cars running, but they just were not in the picture, Moss leading Clark and Barth, and Taylor leading Spence and Beaufort, with the two Serenissima cars way back. The M.B.M. had retired and Seidel had given up when his Lotus steering wheel broke.

On lap seven Ireland was still leading, but only just, for he had Gurney right on his tail, and equally close were Bonnier, Brabham and McLaren, and round the slow corners these five were all side by side, pushing and shoving each other in a fine open fight, where nobody was being nice to anybody. At the far end of the circuit, on the tight downhill ess-bend at Schatten they were still all in a bunch and suddenly Bonnier slid wide and ended up on the grass. A gentle "nudge" on the back wheel by the nose of Brabham's Cooper had disposed of one Porsche for a while, but not for long, for Bonnier was soon on the tail of them again, putting



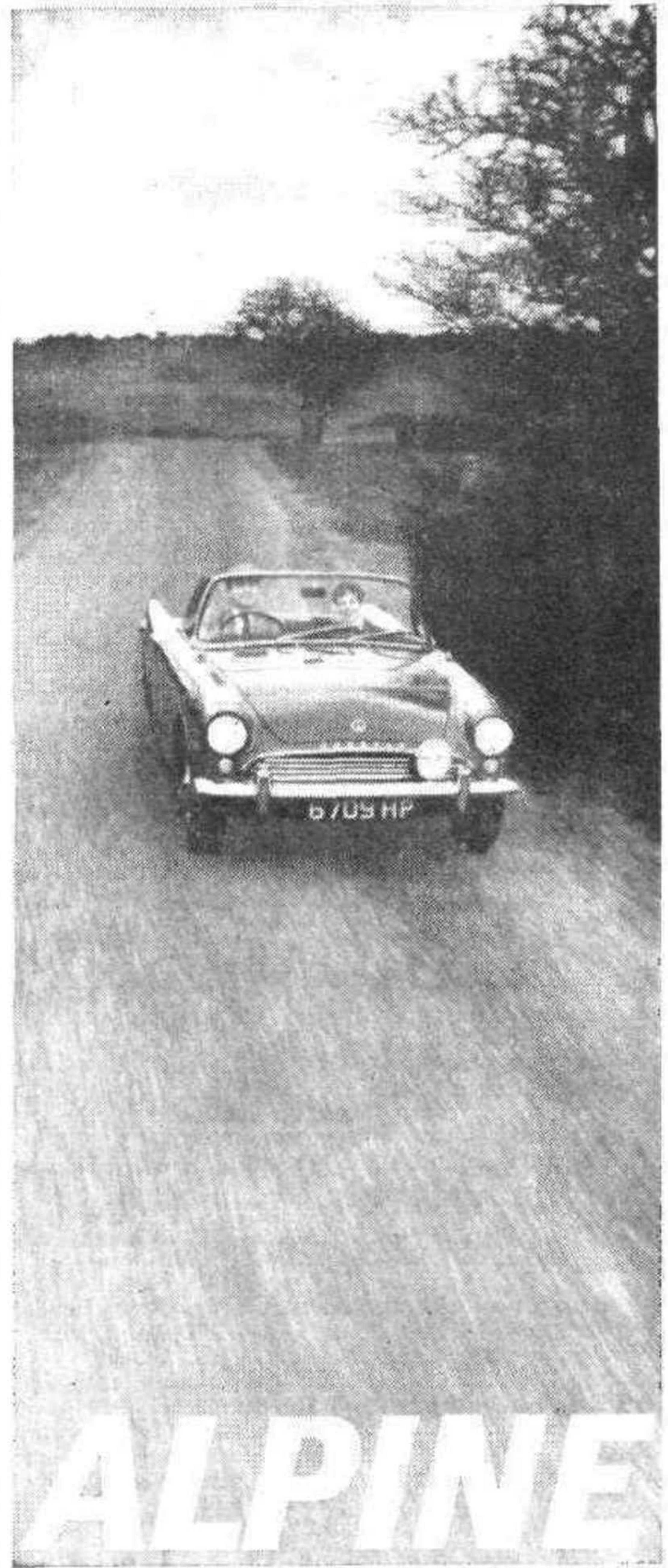
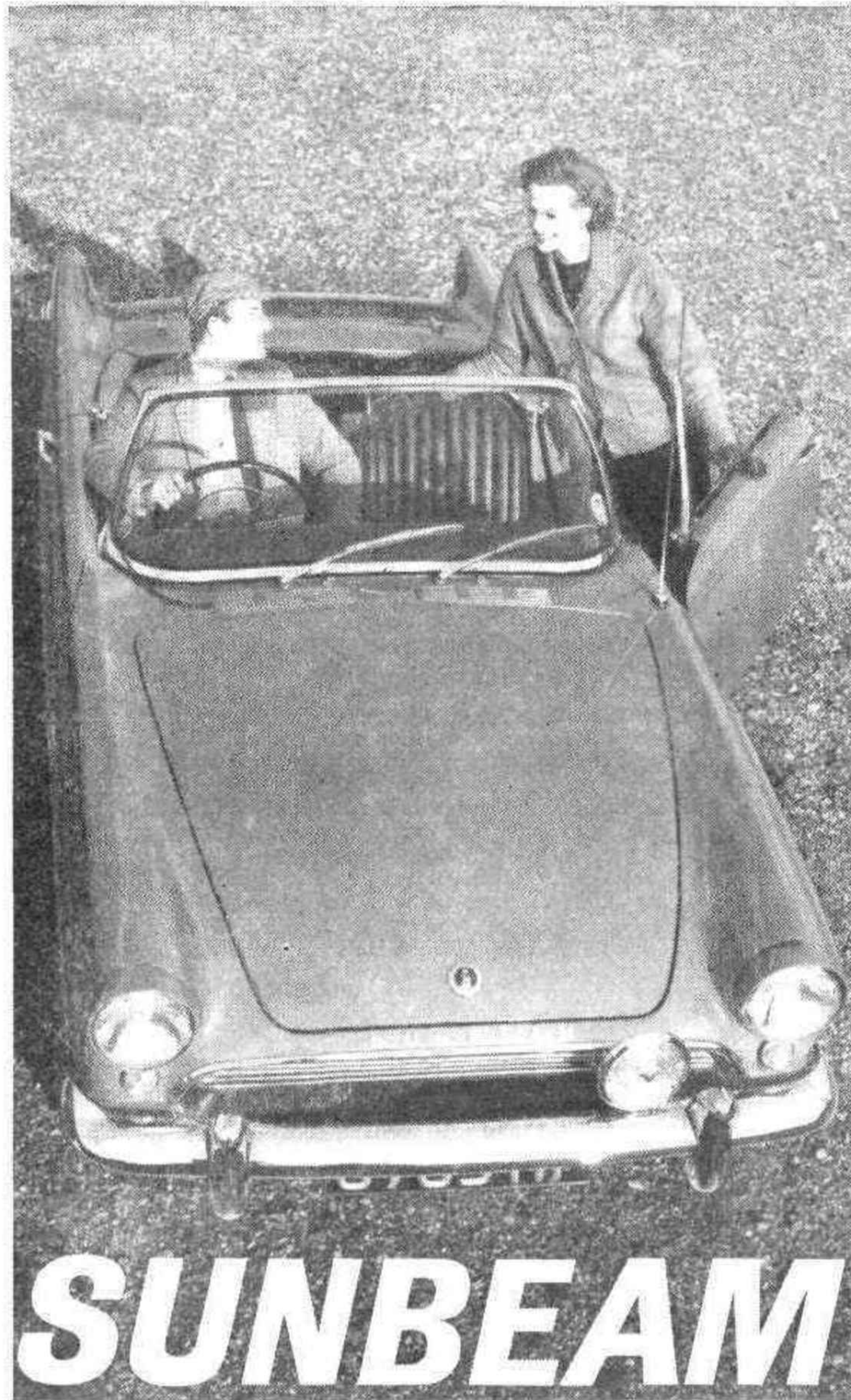
The experimental Porsche driven by Barth had disc brakes and a horizontally mounted cooling fan driven by a belt, shaft and bevel gears. Apart from being more efficient and saving power it also allowed a lower tail. The angle of the rear wheels under cornering power is interesting.

in a lap at under 4 min. 02 sec. Brabham was driving like the 1960 Brabham we all used to enjoy, sliding the bends, crouching over the wheel and having-a-go. On lap 10 he was right behind Ireland and on lap 11 actually led past the pits, but as the five cars dived for the left-hander anyone could have led, they were so close. All five were now lapping at under 4 min. 02 sec., and it was a real motor race, where the average speed was climbing steadily lap after lap. Ireland was in terrific form and refused to accept defeat by Brabham, or anyone else, and next lap round he was back in the lead, but by so little that it was still anybody's race. Bonnier had forced his way past McLaren, into fourth place, and on lap 13 he again carved-up his team-mate Gurney, to take third place and finished the lap alongside Brabham, being careful this time not to let himself get in a compromising position. Brabham was credited with a new lap record in 3 min. 59.6 sec., but all five were obviously lapping under 4 min., which just shows how "the boys" can go when they get worked up. The only sad thing was that Moss and Clark were not in there fighting with them; poor Moss was handicapped by a car that was not fast enough on the straight, and Clark was feeling "off colour," though he did eventually catch Moss, but they were both so far behind that they were completely out of sight of the leading scrap. There were only two other runners by this time, these being Barth, whose experimental Porsche was proving heavy on the steering and was losing oil, and Taylor who was driving quietly round at the back. The rest had stopped, Spence with a broken transmission after going quite well in his first big motor race, and de Beaufort, Trintignant and Businello all with mechanical ailments. These retirements cleared the track of possible obstructions to the battle for the lead, for there was no-one likely to be lapped, so it was an open field for a very open battle. Ireland was still holding on to his slender lead, but Bonnier had lost second place to Brabham once more and on lap 17 Gurney moved up to third and raced past the pits alongside Brabham, but the Australian shut the corner on him and held on to his position. On lap 19 both Porsches attacked Brabham, but he was fighting hard, and when Brabham fights it takes a good driver to get past. Just in front of them, but by less than a car's length, Ireland was looking very determined and, in fact, none of the five were grinning or waving, they were all far too busy going motor racing. On lap 20 Brabham's engine coughed once or twice, and immediately Bonnier and Gurney were past, and then it spluttered again, as if getting low on fuel, or suffering from fuel feed trouble, and McLaren was by. This let the two Porsches attack Ireland and on lap 21 the order was Ireland, Gurney and Bonnier, all in a tight bunch and one felt that the Lotus could not cope with a concerted attack by the two silver cars, especially as Brabham and McLaren had dropped back out of the slip-stream, and could not help any more. It seemed impossible that a Lotus could beat the Porsche team on their own doorstep, and the crowd were obviously very partisan and urging on the two silver cars. Fortunately for Ireland the two Porsche drivers were too engrossed in their own personal battle to think of "gang-ing-up" on the Lotus, so Ireland still led on lap 22, and again on lap 23, but on the penultimate lap Bonnier got by, and one thought "that's it, Ireland's had it now" for the three cars disappeared up the hill with the green Lotus in the middle of a Porsche sandwich to start their last lap. Down through the fast swerves Ireland could do nothing to get by and down the long straight he tried to pull out of the slipstream and get by but it was no good, and as they approached the hairpin at the end of the straight the forceful Ireland thought "now or never," but somehow Bonnier's Porsche was using all the road and there just wasn't room for the Lotus to try and get by. A lesser driver would have settled for an honourable second place, played the gentleman and satisfied the crowd by letting the Porsche win, but not Ireland, for his fighting spirit was really up, and gritting his teeth and hoping Chapman wouldn't mind if he crashed, he took to the grass, went by Bonnier on braking, and then standing on everything scabbled round the corner in the lead. From this point back to the finish was all corners and curves, and it did not need much imagination to keep the two Porsches at bay, but there was still the short straight from the last left-hand curve over the finishing line. There was a cry of dismay from the crowd as the Lotus appeared in the lead, but a shout of joy from the Lotus pit, and Ireland crossed the line a matter of three feet in front of Bonnier, with Gurney an equal amount behind. Had the chequered flag been at the other end of the pits Ireland would never have made it. It was a glorious victory for Team Lotus, and Ireland had surpassed himself. McLaren and Brabham finished fourth and fifth, and nobody had a lap of honour, they were all much too puffed. It had been one of the best motor races for many years,

Continued on page 760

PEP, POWER, PERFORMANCE

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BOOK REVIEWS

"Hawker Aircraft Since 1920," by Francis K. Mason, A.R.Ae.S. 475 pp. 8 $\frac{1}{8}$ in. x 8 $\frac{1}{2}$ in. (Putnam and Company, Ltd., 42, Great Russell Street, London, W.C.1. 63s.)

Putnam and Company have built up an enviable reputation for very comprehensive, beautifully illustrated and produced aviation history books. It is incredible how much information is contained in each of these specialised aeronautical titles which have either been published, or will be by the end of next year, under the Editorship of Owen Thetford. Such a book is "Hawker Aircraft Since 1920," the title of which is self-explanatory, although the concentration of information comes as a pleasant surprise.

Every Hawker aeroplane and variant from the Duiker to the P.1127 is covered by detailed description, tabulated data and, in innumerable instances, by three-view scale line drawings, to the standardised Putnam formula. In addition there is a most fascinating introduction to the work and history of the Hawker Company, and this weighty tome, of high-quality glossy art paper and excellent illustrations numbering more than 380 separate photographs, concludes with notes on individual Hawker aircraft consisting of over 80 pages packed full of figures and data and a list of Hawker's unbuilt and unfinished products from 1920 to 1957.

Such complete coverage makes motoring history appear all too meagre, and still the book goes on—accurate drawings of rare Hawker types, a list of their Test Pilots, a production summary of aircraft (from which we find that 1,042 Harts and 14,533 Hurricanes were built—how many are left?). Search, and the book will tell you. Mr. Mason has truly done a stupendous research task. Incidentally, it is always nice to see pictures of Hawker (and Sopwith) aeroplanes because the Byfleet banking at Brooklands invariably forms a nostalgic background!

It is particularly interesting to come upon a picture of a 1921 Hawker light car in Canbury Park Road, Kingston, and perhaps car-historians will reveal its specification. There is a fine picture of the old Sopwith offices at this address, and the picture of a solid-tyred Leyland lorry towing a Horsley fuselage to Brooklands from Kingston reminds us of how empty the roads were in those days. It is interesting to have full details of the 1,100-c.c. Hawker Cygnet biplane, built for the 1924 Lympne Light Aeroplane contests and weighing only 373 lb. Or you may prefer reading of the P.1127—no weights or performance data yet released for this revolutionary vertical take-off fighter! And naturally the entire Hurricane story is there for the reading.

Even if there were no text at all, the cost would be less than 2d. a picture and in view of the extent of the coverage this is a book no true aviation enthusiast or student can afford to leave in the bookshop.—W. B.

"Veteran and Vintage Motor Cycles," by James Sheldon. 208 pp. 8 $\frac{1}{8}$ in. x 5 $\frac{1}{2}$ in. (B. T. Batsford, Ltd., 4, Fitzhardinge Street, London, W.1. 30s.)

From the prolific Batsford motoring press comes another of their beautifully printed and illustrated text books which form a quick introduction to particular aspects of the motoring scene—in this case the background of veteran and vintage motorcycles which are so admirably catered for "in the metal" by the virile V.M.C.C.

Possibly a better title would have been "The Development of the Motor Cycle," for knowledgeable James Sheldon outlines the place in history that famous machines occupied in contemporary times rather than their subsequent fortunes in the hands of collectors and keen present-day restorers, (although existing machines get occasional mention and the author has some interesting views on the correct age for motorcycles to qualify as veterans). And he includes a chapter on modern mounts.

This book is eminently readable, from the first chapter about the pioneers of 1839-93, through subsequent chapters on "clip-ons," passenger motorcycles, experimental mounts, the "vintage long-tanks," and models of 1926-30. It has the standard Batsford page headings and illustrations, cross-references to lead the student along, and the pictures, whether photographic reproductions or line drawings, are, of course, splendidly done.

This is neither personal reminiscence, except for very brief interludes, nor a make-by-make history. Rather is it an introduction to the vintage years of the motorcycle movement and, as such, a reminder that a great deal of motorcycle history and reminiscence remains to be written. For this book cannot, by its very nature, escape from being somewhat superficial; so many makes and types have to be mentioned that each gets but scanty attention.

Take the chapter on "The Cycle-Car." There is only a superficial attempt to define the gulf between simple cyclecar and small car in miniature (reference to Iliffe's *The Light Car* as rival to Temple Press' *The Cyclecar* would have helped) and while the i.f.s. of the Matchless 3-wheeler is described, the Morgan pioneered coil-spring i.f.s. is not. In fact, this chapter is typical, in that it is a list of representative models about which some of the salient facts are left out, such as that the Castle-3 had an epicyclic gearbox and, originally, a disc brake, or that the Day was a home-built machine.

But if "Veteran and Vintage Motor Cycles" packs a little about a lot between its covers, it serves as a guide to student-members of the V.M.C.C. and a quick reference for old-timers whose grey-matter has become tinged with red-rust, while affluent Scott lovers will buy it just for its lovely dust-jacket. . . .

W. B.

CARS IN BOOKS

This feature resolutely refuses to lie down. The most recent discoveries are, from "Pen to Paper," by Pamela Frankau (Heinemann, 1961), that Gilbert Frankau was running, up to the outbreak of the Second World War, "a Bentley with a spotless white hood" which he sold for £50 in 1939, and that the authoress was addicted to hiring Daimlers. The major part of this book is devoted to the art of novel writing and I am pleased that Pamela Frankau deplores the use of the word "airplane" for "aeroplane" (C. G. Grey, of whom I was one of the staunchest admirers, was of the same opinion and wrote at length on the matter when he was Editor of *The Aeroplane*, although I cannot now recall how he played down the logic of the former for the nostalgia of the latter). But to this day I use "aircraft" for modern flying machines and aeroplane for vintage ones—"airplane," never. After the war, towards the end, Gilbert Frankau, we learn, drove an "old car (it would, we agreed, have been called 'antiquated' in one of our earlier novels)" but Pamela Frankau doesn't reveal its make.

There are references to drives in Edwardian cars in "A Victorian Diarist" (John Murray, 1946) which Mary Lady Monkswell, whose opinion of Brooklands is quoted on page 4 of "The History of Brooklands Motor Course" (Grenville, 1957), enjoyed. For instance, in those days, when one's host sent a motor to fetch his guests, there was a drive from Ashley Combe, Lady Lovelace's place, near Porlock, to Sir Thomas Acland's place, Holnicote, and on to Cleeve Abbey and Dunster Castle, home of Mr. and Mrs. Luttrell. The run to Oare "involved a dangerous and characteristic drive, three-quarters of it at foot's pace;—up through woods, fir forest, and past Yearnon Moor Lodge, then two miles of the road to Lynton and you turn down a steep road, and run some three or four hundred feet into the valley below. We crossed a charming, clear, rapid stream,—the Bagworthy (pronounced Baggery) . . . passed the grey moor Church, where 'John Ridd' was married to 'Lorna Doone,' and went along an incredibly narrow lane, half-a-mile to the Rectory." Try that drive, today!

In 1907 Lady Monkswell wrote of her first long motor drive—"I am not at all afraid of a motor," so, wearing ten shawls of Lady Pollock's, whose car was to take them down to Box Hill to see George Meredith, they "flew down the Uxbridge Road, over Hammer-smith Bridge, and through Richmond Park—in all its spring beauty—out at the Kingston Gate . . . through Kingston and in a very short time I found myself in the familiar little town of Leatherhead. A few minutes and we passed Juniper Hill and were set down in the lane at the foot of Box Hill." The journey out and back occupied but three hours. In 1909, Palace Yard, during the debate on the Finance Bill, "was one mass of motors; very few carriages." There are references to Bleriot and Lord Brabazon's aeroplanes but, alas, the book never quotes the makes of the cars, except, in the case of an accident in which the Farrar's chauffeur-driven 10-h.p. Decauville ran into a shut gate on an S-bend on a drive from Ingleborough, near Carlisle, and the Shuttleworth's at Barbon, Lord Monkswell breaking his arm, which brought an inquiry from the King.—W. B.



SISTERS UNDER THE SKIN

Formula Junior Lotus and standard Ford Anglia have one thing in common — the engine which powers them. The only significant changes to the 105E engine in the Lotus are the standard tuning modifications, such as modified camshaft, special pistons, valve gear and cylinder head, twin-choke carburettors. The compression ratio is raised from 8.9:1 to 10:1; bhp is boosted from 39 at 5000 rpm to 85 at 8000 rpm. With this power to hand, Team Lotus Formula Junior drivers have won every event bar two for which they

have entered since January 1960! In its standard form the Anglia engine can boast of victory after victory in rallies throughout the world—in 1961 alone production Anglias have carried off prizes in South East Australia, Canada, Africa, Greece and Scandinavia. These magnificent engines and the magnificent cars which house them have stood up to the roughest of treatment and the toughest of conditions—proof of the qualities which have made the Anglia the world's most exciting light car!

ANGLIA FROM **FORD** OF BRITAIN

£415 + £191.8.11 = £606.8.11
(illus.) DE LUXE £430 + £198.6.5 = £628.6.5

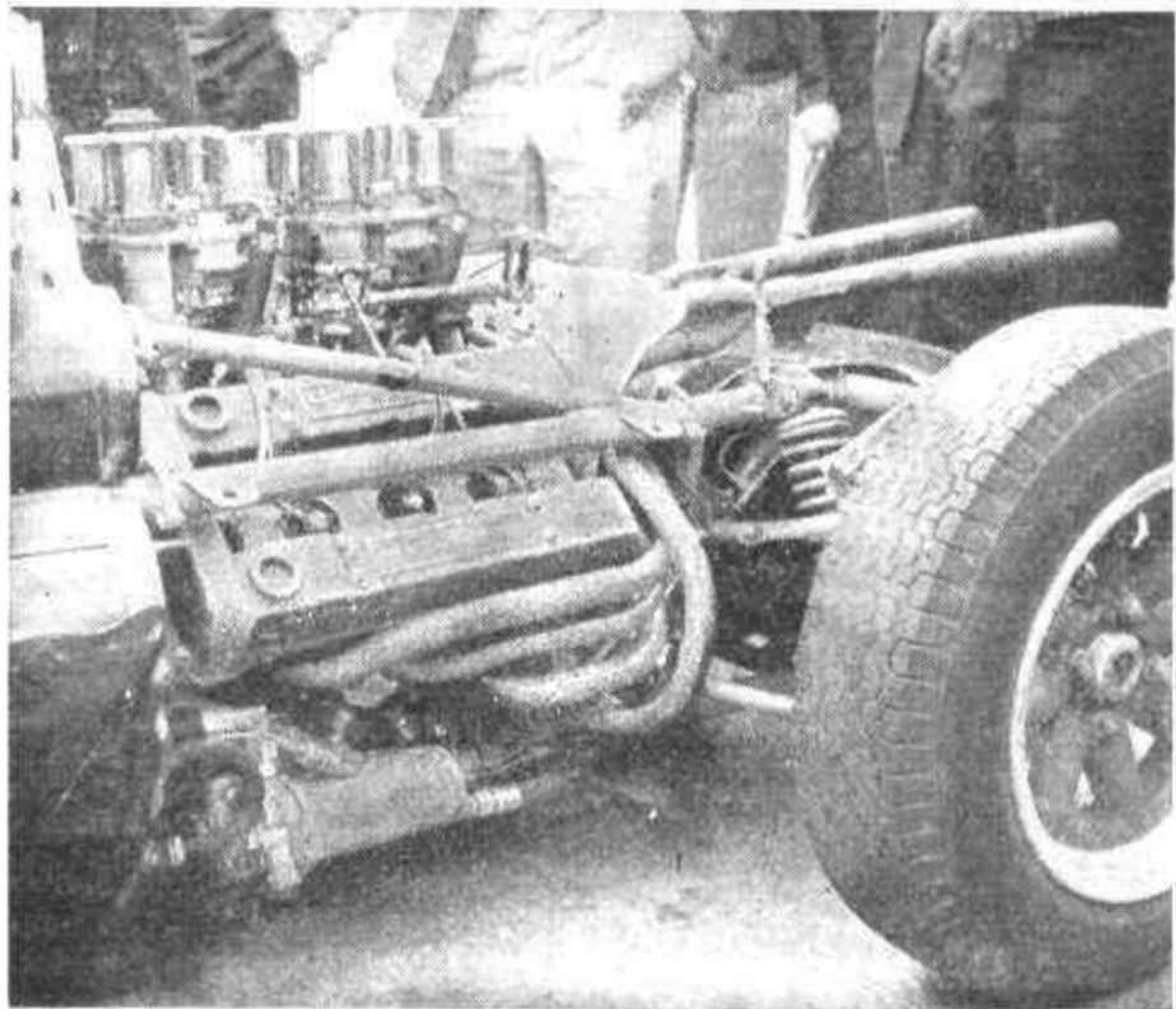
XXIII GERMAN GRAND PRIX

Moss The "Ring-Meister"

ADENAU, GERMANY, August 5th

AFTER wandering about for two years, in 1959 to the Avus and 1960 to the South Circuit of the Nurburgring, the German Grand Prix this year returned to its traditional home on the 22.8 kilometre North Circuit of the Nurburgring and a vast entry was accepted in an attempt to put on the *largest* field of starters on the *longest* circuit. The A.V.D. dug even deeper into the barrel than the B.A.R.C. had for the British Grand Prix, and found 33 entries but luckily they did not all turn up, and this had not included U.D.T.-Laystall, who were otherwise engaged.

Greatest interest was aroused by the first appearance of the new Coventry-Climax vee-8-cylinder engine, installed, one need hardly add, into a Cooper chassis for Jack Brabham to drive. This interesting new V8 engine of 1½-litres has four overhead camshafts, two to each bank, and they are driven by intermediate gears and then a single-roller chain, the drive cover and cam-boxes on each bank being a single-piece casting, with the drive at the front of the engine. In the vee are mounted four double-choke down-draught Weber I.D.F. carburettors and the eight exhaust pipes run round the back of the block to join together in a left-right layout of tuned pipes before exhausting into two tail pipes with small megaphones. Single sparking plugs to each cylinder are used, fed from a vertically mounted distributor rising from the crankcase at the rear of the vee, the drive being by skew gears. The ignition system was a new transistor mechanism made by Lucas in which segments on the flywheel provide the interruption to the flow of current in place of a make-and-break mechanism. The Climax concern were reluctant to reveal the bore and stroke of this 1½-litre engine, nor would they mention horsepower figures, but one can assume at least 170 b.h.p. and it revs to 8,600 r.p.m., while the total weight of the car was 530 kilogrammes. Coopers had modified a standard F.1 chassis frame to take this engine and had made the left-side top chassis tube between the bulkhead and the rear suspension detachable, with two-bolt flanges at each end. Removal of this allowed the engine to be slid into the frame from the side, the chassis tube being bolted up afterwards, when it ran across the left-hand inlet cambox, everything being a very tight fit. Before receiving this first Coventry-Climax V8 engine Coopers had welded an extra cross-member in the middle of the engine bay to run under the engine, but when the engine arrived at Surbiton just one week before practice for the German Grand Prix was due to start, they found Climax had designed a new sump 2 inches deeper so this extra cross-member had to be cut out! Another feature not in the original specification was the cross-over exhaust layout behind the engine, so the whole unit had to be moved forward an inch or two and a distance plate made up to fit between the engine and the



NEW.—The new Coventry-Climax V8 which appeared at the German Grand Prix.

F.1 Cooper gearbox, while there was an external water pipe running along the outside of the body on the right, from the rear of the engine to the radiator. Undeterred, and singing their favourite song "Design as we go, and let the world go by," Coopers worked day and night, got the car finished, gave it a brief run at Silverstone and got to Nurburgring in time for practice. Just in case anything went wrong they had their normal F.1 car with 4-cylinder Climax engine with them, for Brabham to drive, as well as their second works 4-cylinder for McLaren. All the other British entries had to rely on the 4-cylinder Climax engines as the Cooper's V8 was the only one so far to leave Coventry.

Stirling Moss had Walker's dark blue Lotus-Climax with 5-speed Colotti gearbox, Clark and Ireland had the two Team Lotus cars, with the earlier 1961 car as spare, although the organisers had entered this car as a definite entry, hoping Colin Chapman would lend it to a German driver. Brooks and Graham Hill had the works B.R.M.-Climax cars, and a spare one for training, the Bourne-designed V8 being on the test-bed and giving satisfactory power, but not yet ready to race. Yeoman Credit had their three Cooper-Climax cars for Surtees and Salvadori, the special one with Colotti gearbox being an alternative for Surtees. Single entries came from H. & L. Motors with Jack Lewis in their 1961 Cooper-Climax, Marsh with his much modified Lotus-Climax, Mrs. Bryden-Brown's blue and white Lotus-Climax with Maggs as driver, Ashmore with his own Lotus-Climax and Burgess with the Camoradi Cooper-Climax as Masten Gregory withdrew from the entry. Then there was Seidel and May with the Scuderia Colonia's Lotus-Climax cars, Trintignant with the Serenissima Cooper-Maserati, Bandini with Centro-Sud's 1961 Cooper-Maserati and the Frenchman Collomb with his own 1961 Cooper-Climax.

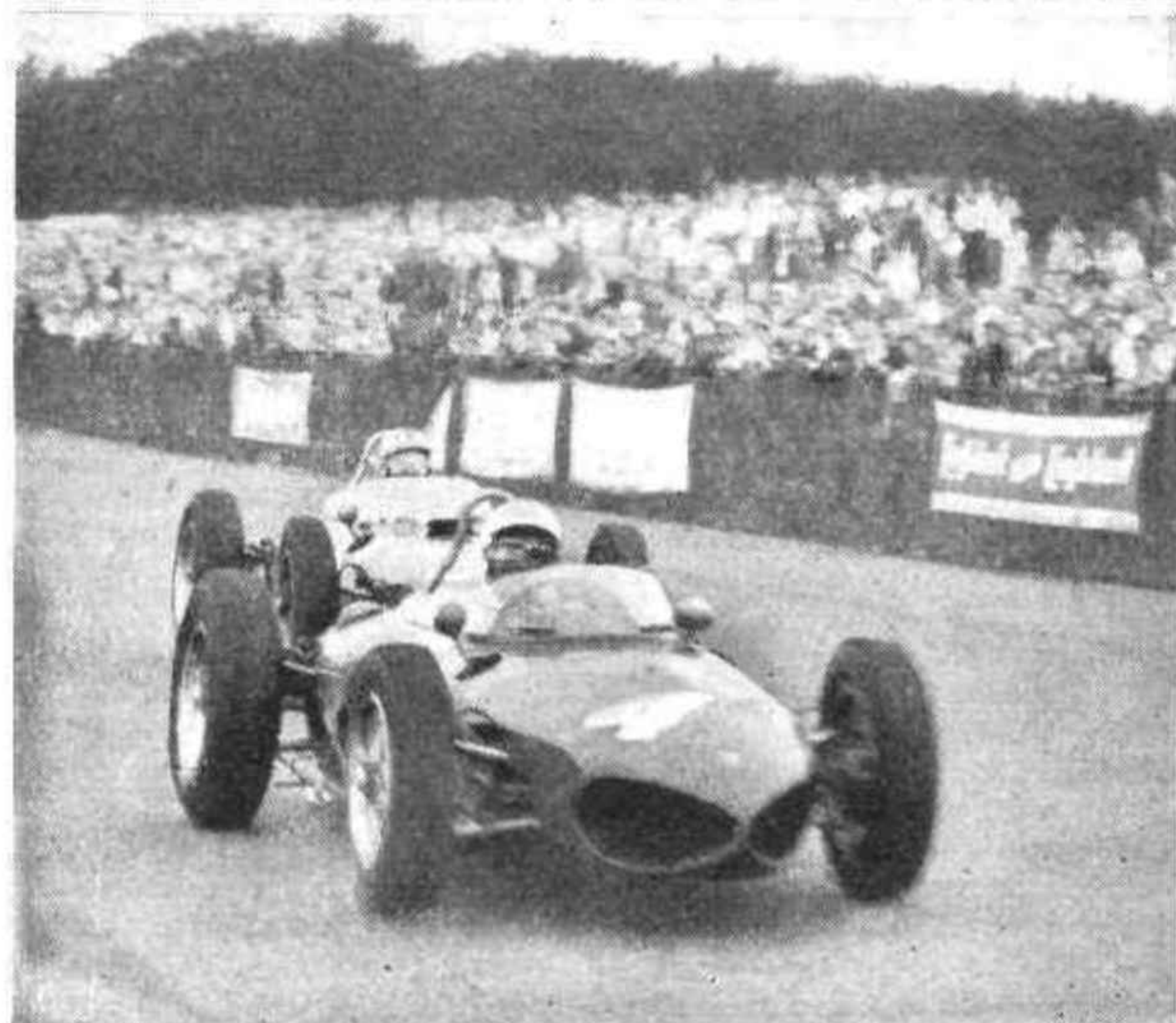
The Scuderia Ferrari, on behalf of S.E.F.A.C., had three rear-engined vee 120-degree cars for von Trips, Phil Hill and Ginther, and a vee 60-degree car for the Belgian driver Mairesse, as Baghetti's 60-degree car was not yet repaired after its Aintree crash. Porsche were in an unhappy state, having no new cars or engines, Bonnier, Gurney and Herrmann driving the 1960 trailing-link front suspension cars and Barth being without a car as the 1961 experimental car used at Solitude was not considered to be race-worthy. A fourth 1960 Porsche was in the hands of de Beaufort and was covered in orange distemper to signify its Dutch ownership. Of the factory cars Gurney's was fitted with Porsche disc brakes, the others having drum brakes.

Official practice began on Friday morning in glorious sunshine and first disappointment came when the V8 Cooper-Climax was tow-started, gave one burst of sound and then went quiet, the drive to the distributor having broken! Leaving Wally Hassan and his men to repair things, Brabham went out to practise in the 4-cylinder works car, along with everyone else. The lap record for the Nurburgring stood at 9 min. 09.2 sec., set up by Moss with a Vanwall during the 1958 Grand Prix, and as Phil Hill had done 9 min. 15.8 sec. with a sports Ferrari during the 1,000-kilometre race last May, it was obvious that a 9-min. lap was not out of the question once everyone had got into the swing of things. Practice lasted for 1½ hours, during which time most of the drivers acclimatised themselves to the long and difficult circuit and, not surprisingly, it was Bonnier with the Porsche who was fastest, for he had been testing on the circuit quite recently and had little to learn about where all the corners and blind brows went to. Brabham in the 4-cylinder Cooper-Climax, Moss and Phil Hill were all soon knocking on the old record, but von Trips was in trouble with a broken engine before he could settle down.

After a 2-hour break, during which time G.T. cars practised, the Grand Prix cars re-appeared and, with the sun not being too strong and conditions dry, some serious motoring took place. The V8 Climax was still being repaired so Brabham started off in the old car, but after a while took the V8 out for its first try, only to find that the enlarged sump was scraping the ground in some of the abrupt dips; however, it sounded promising and he did one flying lap in 9 min. 15.6 sec. and then went away to see about raising the front of the engine. Ferrari were busy changing the engine in von Trips' car so he did not practise and Seidel had not gone far before a king-post broke and he subsided onto the grass, more surprised than damaged. The Ferraris were not handling too well on the bumpy Nurburgring, for both front and rear

suspensions were reaching the limits of travel and this jarring was causing the cars to jump about in a rather unpredictable manner. In spite of this they were the fastest cars but Phil Hill was having to work very hard to get his times down below Bonnier, who had done 9 min. 04.8 sec. and was driving with great determination. Hill was lapping at around 9 min. 03.0 sec., leaping and bouncing about and getting round some corners more by luck than judgment, when suddenly he got the car in step with the bumps and twists and went round in a shattering 8 min. 55.2 sec. Next lap he was back above 9 min. and admitted freely that it had been a freak lap in which everything had gone right for once, but there was little hope of repeating it. For most people 9 min. 10 sec. appeared to be the barrier, but Clark was driving hard and got below this, though his team-mate Ireland was still learning the circuit, not having any real knowledge of the Nurburgring before this event.

Very early on Saturday morning Ferrari and Cooper were allowed to use the track for some unofficial practice as von Trips had missed one session and Brabham had not done much with the V8 Cooper-Climax. During this short spell the new V8 car was sorted out and Brabham got below 9 min. on hand-timing and Climax supporters were much happier. The last official practice was late on Saturday morning and the Nurburgring was on its best behaviour, bathed in bright sunshine, and everyone was out to make the most of it. The V8 Coventry-Climax was now on full song and sounding very good, and obviously had enough power for Brabham to be kept working hard on the twisty bits. He put in five laps altogether, the raising of the front of the engine having cured the sump scraping, and his best was a rousing 9 min. 01.4 sec., which proved to be the fastest of the day. Moss was trying really hard as usual, but was down on maximum speed and was also being troubled by the Colotti gearbox jumping out of 3rd gear, but even so he was making full use of his knowledge of the Nurburgring and put in a best lap of 9 min. 01.7 sec., so it rather looked as though the extra 20 b.h.p. of the V8 Coventry-Climax was making up for the inferior handling of the heavy Cooper over the Lotus, and for Brabham's comparatively meagre knowledge of the Nurburgring compared with that of Moss. The Ferraris were still going thump on their suspensions and giving their drivers a rough time and none of the team could approach the times of Moss and Brabham. In the Lotus team there was a good deal of gloom for Clark had crashed heavily on his opening lap when part of the steering had broken, and though he had got away unhurt, the car was very badly damaged. Meanwhile the spare car had been lent to Seidel while his own car was being repaired, but when Clark got back to the pits the spare car was called in so that the works driver could go on with practice. They were not the only ones in trouble for Bandini stopped with a mild fire in the carburetter of his Centro-Sud Cooper-Maserati and Michael May lost control of his white Lotus-Climax and turned it over, bending it very badly. Graham Hill did some laps in the practice B.R.M. while his own was being worked on and



TEAM DICE.—Phil Hill leading and von Trips slightly behind. In the effort to get past, Hill set up the fastest lap with a time of 8 min. 57.8 sec.

then changed over and put in some good laps, while Brooks in the other B.R.M.-Climax was going very well. Phil Hill did a lap in Ginther's car and Surtees tried the Yeoman Credit special Cooper for two laps. On such a long and difficult circuit there was little trouble with drivers making nearly equal times and the following table is more than revealing; on a simple circuit with a lap time of 1 min. 40 sec. most of the well-known names are usually bracketed in a space of one second, but at the Nurburgring it is a different story for the gain, or loss, of one-tenth of a second on each corner can soon add up to many seconds on a full lap.

PRACTICE TIMES

| No. | Driver | Friday Morning | Friday Afternoon | Saturday Morning |
|------|-------------------|----------------|------------------|------------------|
| 1 | Brabham | 9. 10.6 | 9. 10.6 | — |
| 2 | McLaren | 9. 22.4 | 9. 13.0 | 9. 14.4 |
| 3 | von Trips | 9. 23.5 | — | 9. 05.5 |
| 4 | P. Hill | 9. 10.2 | 8. 55.2 | 9. 07.9 |
| 5 | Ginther | 9. 23.8 | 9. 16.6 | 9. 20.1 |
| 6 | Mairesse | 9. 32.7 | 9. 15.9 | 9. 23.5 |
| 7 | Moss | 9. 10.5 | 9. 11.4 | 9. 01.7 |
| 8 | Bonnier | 9. 06.6 | 9. 04.8 | 9. 11.3 |
| 9 | Gurney | 9. 13.3 | 9. 06.6 | 9. 16.9 |
| 11 | Herrmann | 9. 19.2 | 9. 12.7 | 9. 24.6 |
| 14 | Clark | 9. 20.9 | 9. 08.1 | — |
| 15 | Ireland | 9. 22.9 | 17. 18.6 | 9. 23.2 |
| 16 | Brooks | 9. 50.2 | 9. 10.5 | 9. 09.3 |
| 17 | G. Hill | 9. 18.6 | 9. 13.5 | 9. 06.4 |
| 18 | Surtees | 9. 39.9 | 9. 11.2 | 9. 19.8 |
| 19 | Salvadori | 9. 41.1 | 9. 22.0 | 9. 25.2 |
| 20 | Trintignant | 10. 08.6 | 10. 04.6 | 9. 38.5 |
| 25 | May | 17. 00.9 | — | 10. 37.5 |
| 26 | Seidel | 9. 59.9 | — | — |
| 27 | Ashmore | 10. 37.9 | 10. 18.2 | 10. 06.0 |
| 28 | Lewis | 9. 42.3 | 9. 35.0 | 9. 31.4 |
| 30 | Burgess | 11. 00.7 | 10. 22.6 | 10. 01.4 |
| 31 | Beaufort | 9. 39.8 | 9. 28.4 | 9. 29.7 |
| 32 | Bandini | 9. 43.2 | 9. 35.4 | 9. 40.9 |
| 33 | Maggs | 16. 21.9 | 10. 04.4 | 9. 45.5 |
| 37 | Marsh | 9. 52.3 | 9. 37.7 | — |
| 38 | Collomb | 10. 41.8 | 10. 23.0 | 10. 30.8 |
| 1-V8 | Brabham | — | 9. 15.6 | 9. 01.4 |
| 36 | Ireland | — | 9. 38.1 | — |
| 36 | Clark | — | — | 9. 37.9 |

Before the Grand Prix there was a race for Gran Turismo cars, which was dominated by Carlo Abate in the Scuderia Serenissima 250 G.T. Ferrari and a row of Porsche Carreras, and then an American Air Force stunt-squadron put on a flying display with jet-fighters, calculated to "deter any potential aggressor," the hand-out said. At 1 p.m. the sky was clouded over and a shower of rain had fallen which sent everyone scurrying around the paddock fitting Dunlop D12 rain tyres, while Ferraris hurriedly removed the gauze covers over the carburetters of their cars and fitted Perspex ones. Surtees had settled to drive the Yeoman Credit standard Cooper-Climax, Clark was driving the early 1961 Team Lotus car, Seidel had a Lotus salvaged from the wreckage of the two Scuderia Colonia cars, Gurney was still using the Porsche with the disc brakes, and Brabham had the 4-cylinder works Cooper ready and standing by just in case anything went wrong with the V8 at the last minute. After practice there had been a suspicion of overheating and the engine had been removed from the frame and dismantled for inspection but all was well, the only complaint being that Dunlop's insisted that 6.50 x 15 in. rear tyres should be used and not the normal Cooper ones of 6.00 x 15 in. By 1.45 p.m. the sun was shining and Dunlop's were rushing round telling everyone to take off the rain-tyres and put back the normal ones. Certain people, such as Moss and Chapman, told Dunlop's what to do, for Lotus had raced on these high-hysteresis tyres at Solitude on a dry track without any signs of the high wear-rate predicted. Ferraris unfortunately did what they were told, as did Porsche, and put the normal road-racing tyres back on. By 2 p.m. the twenty-six starters were lined up on the starting grid in rows of four-three-four, and they presented one of the most interesting sights seen for a long time, no one make of car having a monopoly. On the front row alone with Ferrari, Cooper, Lotus and Porsche there was enough diversity of design to keep the most bitter critic of Formula One quiet for a year. Wide angle V6, narrower angle V8, in-line four and flat-four, while a more varied collection of cars as regards shape would be difficult to find; admittedly they all had the engines behind the drivers but at one time they would have all been mounted in front. In the second row were Ferrari, B.R.M. and Cooper, while in the third row were Lotus, B.R.M., Cooper and Porsche, so that no-one could claim a monopoly. And the driver element was truly International, with American, Australian,

British and Swedish in the front row, and German, British and American in the second row.

| | | | |
|--|---|--|--|
| 8 Bonnier (Porsche) 9 min. 04.8 sec. | 7 Moss (Lotus-Climax) 9 min. 01.7 sec. | 1 Brabham (Cooper-Climax V8) 9 min. 01.4 sec. | 4 P. Hill (Ferrari) 8 min. 55.2 sec. |
| 9 Gurney (Porsche) 9 min. 06.6 sec. | 17 G. Hill (B.R.M.-Climax) 9 min. 06.4 sec. | 3 von Trips (Ferrari) 9 min. 05.5 sec. | |
| 11 Herrmann (Porsche) 9 min. 12.7 sec. | 18 Surtees (Cooper-Climax) 9 min. 11.2 sec. | 16 Brooks (B.R.M.-Climax) 9 min. 09.3 sec. | 14 Clark (Lotus-Climax) 9 min. 08.1 sec. |
| 5 Ginther (Ferrari) 9 min. 16.6 sec. | 6 Mairesse (Ferrari) 9 min. 15.9 sec. | 2 McLaren (Cooper-Climax) 9 min. 13.0 sec. | |
| 28 Lewis (Cooper-Climax) 9 min. 31.4 sec. | 31 de Beaufort (Porsche) 9 min. 28.4 sec. | 15 Ireland (Lotus-Climax) 9 min. 22.9 sec. | 19 Salvadori (Cooper-Climax) 9 min. 22.0 sec. |
| 20 Trintignant (Cooper-Maserati) 9 min. 38.5 sec. | 37 Marsh (Lotus-Climax) 9 min. 37.7 sec. | 32 Bandini (Cooper-Maserati) 9 min. 35.4 sec. | |
| 27 Ashmore (Lotus-Climax) 10 min. 06.0 sec. | 30 Burgess (Cooper-Climax) 10 min. 01.4 sec. | 26 Seidel (Lotus-Climax) 9 min. 59.9 sec. | 33 Maggs (Lotus-Climax) 9 min. 45.5 sec. |
| 38 Collomb (Cooper-Climax) 10 min. 23.0 sec. | | | |

Non-starter: M. May (Lotus-Climax).

A few minutes after 2 p.m., with the weather showing signs of holding up, ex-World Champion Fangio dropped the flag to start the 15-lap race and away went the entire field, with the once-dominant Ferrari team surrounded by green and silver cars. Brabham snatched a brief lead from Moss and Bonnier and they went round the South Curve and then up the straight behind the pits. Approaching the North Curve Moss, Gurney and Brabham were side-by-side, and the V8 Cooper cut into the lead as the three cars went into the left-hand bend. Down the hill through Hatzenbach Brabham was holding a precarious lead, but then he hit a damp patch of road and slid straight off the road and into the bushes, landing up on a bank while the rest of the 25 runners went by, some smiling happily to themselves as they saw Brabham climb out of the V8 Cooper-Climax. With a clear road in front Moss now put to use all his vast knowledge of motor racing and the Nurburgring and really started to drive as only he can. Out of the jostling pack behind him Phil Hill shook himself free, as did Herrmann with one of the works Porsches, and the end of the first 22.8-kilometre lap saw Moss leading Phil Hill, not comfortably, but leading nevertheless. Then came Herrmann with Gurney, Graham Hill and von Trips very close behind. Going into the South Curve there was a little gefuffle in which Gurney got a big dent in the side of the body, Graham Hill flew over the bank and into the long grass, and von Trips appeared up the back straight in third place, ahead of Herrmann. In mid-field Ireland went by behind Ginther with the tail of his Lotus missing, it having come off early in the opening lap, and after a time it was obvious that some runners were missing. The orange Porsche of de Beaufort was in the pits having its wheels changed for some others fitted with Continental tyres and Bonnier came limping in very late with a punctured right-hand rear tyre. Brabham was not going to rejoin the race and stayed on the grass bank where he had landed, sitting deep in thought, while further round the circuit Marsh was stationary trying to trace a shortage of sparks in his coil ignition system, and Trintignant was motoring slowly along with suspension trouble.

On the second lap Moss drew away from Phil Hill, setting a fastest lap in 9 min. 13.8 sec. while still fully loaded with fuel, on new tyres and with the track still damp in places. Now that von Trips had got clear of the pack he was closing on Hill, and Clark was about to move up into fourth place ahead of Herrmann. They were followed by Ginther, Gurney, McLaren, Surtees and Mairesse, all in close company, and Ireland was missing. The Lotus had set itself on fire leaving Schwabenswanz corner and Ireland pulled up hurriedly with the rear of the car well alight, signalling to Jack Lewis who was just behind, as to where he was aiming the blazing Lotus. He leapt out, suffering a slight burn on his arm and had to stand and watch the car burn out completely as there were no worthwhile fire extinguishers at hand. After the leaders had gone by to start their third lap Marsh arrived at the pits to make a proper repair to broken ignition wire, and Trintignant arrived even later, both of them rejoining the race after a while. Bonnier was now going all right, having had a

wheel changed, but was too far behind to have much hope of getting anywhere, and Graham Hill walked back to the pits to sit and watch the race. Moss was really hurrying now, waiting for nobody, and it looked like Monaco all over again, with his sheer brilliance at cornering making up for a lot of horsepower, and at the end of lap three he had pulled out a 10-sec. lead over Hill, but von Trips was now only 7½ sec. further back. Clark was now firmly in fourth place, followed by Herrmann still going remarkably well, but Surtees had got away from the pack, leaving Ginther, Mairesse, Gurney and McLaren to fight it out, then came Lewis, easily the fastest private owner, leading Salvadori and Brooks. After quite a long pause the rest of the runners straggled by and Seidel arrived with broken steering, to retire, with Ireland balanced on the tail of his white Lotus. On the fourth lap Moss maintained his lead with a lap in 9 min. 13.5 sec., but von Trips was now speeding up considerably and on lap five when Moss turned 9 min. 13.0 sec., von Trips capped it with 9 min. 12.2 sec., now being only 5 sec. behind Phil Hill who was still holding second place. Porsche were having a bad day, for Gurney was in eighth place while Herrmann arrived late and went into the pits to have a repair to the clutch control made, and while he was there Bonnier arrived with ominous white smoke coming out of the exhaust, a sure sign that all was not well with valves or pistons, and the car was retired. On lap six von Trips lapped in 9 min. 08.1 sec., to set a new overall lap record, and close right up on Phil Hill, and the following lap he turned 9 min. 04.3 sec. to set another record. Drier conditions, partly worn tyres and lighter fuel load were allowing this improvement in lap times, but as fast as von Trips speeded up so did Moss and Hill. The order after seven laps was still Moss, Hill, von Trips, Clark and Surtees, but Mairesse had now come up and Ginther had dropped back behind Gurney and McLaren, while Salvadori had passed Lewis; however, shortly after this the Yeoman Credit drive spun in the Karussell and spent a long time restarting, so that Lewis went back into 10th place. Brooks retired out on the circuit with engine trouble and Marsh, de Beaufort, Herrmann, Collomb and Trintignant were all a lap or more behind the leaders but still motoring. On lap eight Moss was still holding his lead and set up a new lap record with 9 min. 02.8 sec., but von Trips had overtaken Phil Hill and completed this lap in 9 min. 01.6 sec., to set another new record. On the next lap the German set the record at 9 min. 01.1 sec. and this brought him within 10 sec. of the flying Moss, but it also roused Hill, who decided not to be left behind and when von Trips completed lap 10 in 8 min. 59.9 sec., to be the first driver to break 9 min. officially in a race, he had the American right on his tail, and barely had von Trips' time come through from the timekeepers than they announced Hill's time of 8 min. 57.8 sec., and the Lotus now had a precarious 9-sec. lead.

By these standards of motoring anyone else's effort seemed futile, but nevertheless Clark was still going well in the Lotus, followed by Surtees and Mairesse, but they were all well over one minute behind the incredible Moss. Von Trips did another lap in 8 min. 59.9 sec. and this brought him within 7 sec. of the blue Lotus, but seeing Moss is one thing and catching him is something quite different.

Lap 13 was an unlucky one for the Ferrari team for a gentle rain began to fall and without rain tyres there was no hope at all of closing up any more, for Moss, in defiance of Dunlop, had started on rain tyres and in spite of gloomy prognostications they had not worn out on the dry track, so "Golden Boy" was now sitting pretty. All the excitement was now over for it was obvious that the Walker mechanics had screwed the Lotus together properly and on the damp track Moss drew away from the Ferraris to win as he pleased. With all hope of victory gone von Trips and Hill began to race each other, and though Hill led as he started the last lap it was von Trips who led across the finishing line to get second place, but to Hill went the lap record. One lap before the end Mairesse spun out of a certain sixth place, to land up on the grass with a badly damaged Ferrari, so Surtees was followed home by McLaren and Gurney. A long way back came Ginther, who had given up trying, and he was nearly caught by Lewis as they crossed the line in a rainstorm that practically obliterated the cars as they finished the race. Salvadori just missed being lapped by Moss and as he crossed the line to start his fifteenth lap he could see the chequered flag being got ready to welcome Moss, and after he had done his final circuit in pouring rain he got back to find everyone packing up and trying to hide from the torrential rain. The Frenchman Collomb stopped by the line on his twelfth lap and when Moss got the chequered flag he pushed his broken Cooper across, but under the new rules this is not permitted so he could not count as a finisher.

Continued on page 756



Are you protecting your engine against heat this summer?

WHEN YOU DRIVE your engine hard in summer, parts of it are bound to get very hot—as hot as the fat in a frying pan. And if the engine oil can't stand up to heat, your engine suffers.

But today there's no need to put in heavy oils to protect against heat. Just change to BP 'Visco-static'. It has ample body when hot yet never thickens up when cold. You get perfect lubrication all the time and that means longer engine life.

WHY BP 'VISCO-STATIC' MOTOR OIL GIVES LONGER ENGINE LIFE

In any single day's running your engine has to operate from stone cold to full engine heat. Some parts of your engine, like the piston rings, get very hot indeed. No single ordinary oil can give full protection over this wide range. A thin oil is right when the engine is cool and too thin when it is hot. A thick oil is right when it's hot and too thick for the vital warm-up period.

But BP 'Visco-static' is no ordinary oil. It is never too thick, never too thin. Even when starting from cold it

flows freely. Yet even at the hotter parts of your engine—such as the piston rings—it has ample body to give vital lubrication. This is why BP 'Visco-static' makes a substantial saving in engine wear and so gives longer engine life.

If you want to know more about the many advantages of BP 'Visco-static' ask at your BP garage for the booklet "The Story of BP 'Visco-static' Motor Oil" or write to BP (Dept. MS1), P.O. Box 226, Publicity House, Finsbury Market, London, E.C.2.

Things go better with **BP 'Visco-static'**



RUMBLINGS

There is no more appropriate driver than Sydney Allard when it comes to dragsters, for Allard always has loved 'em big and fierce.

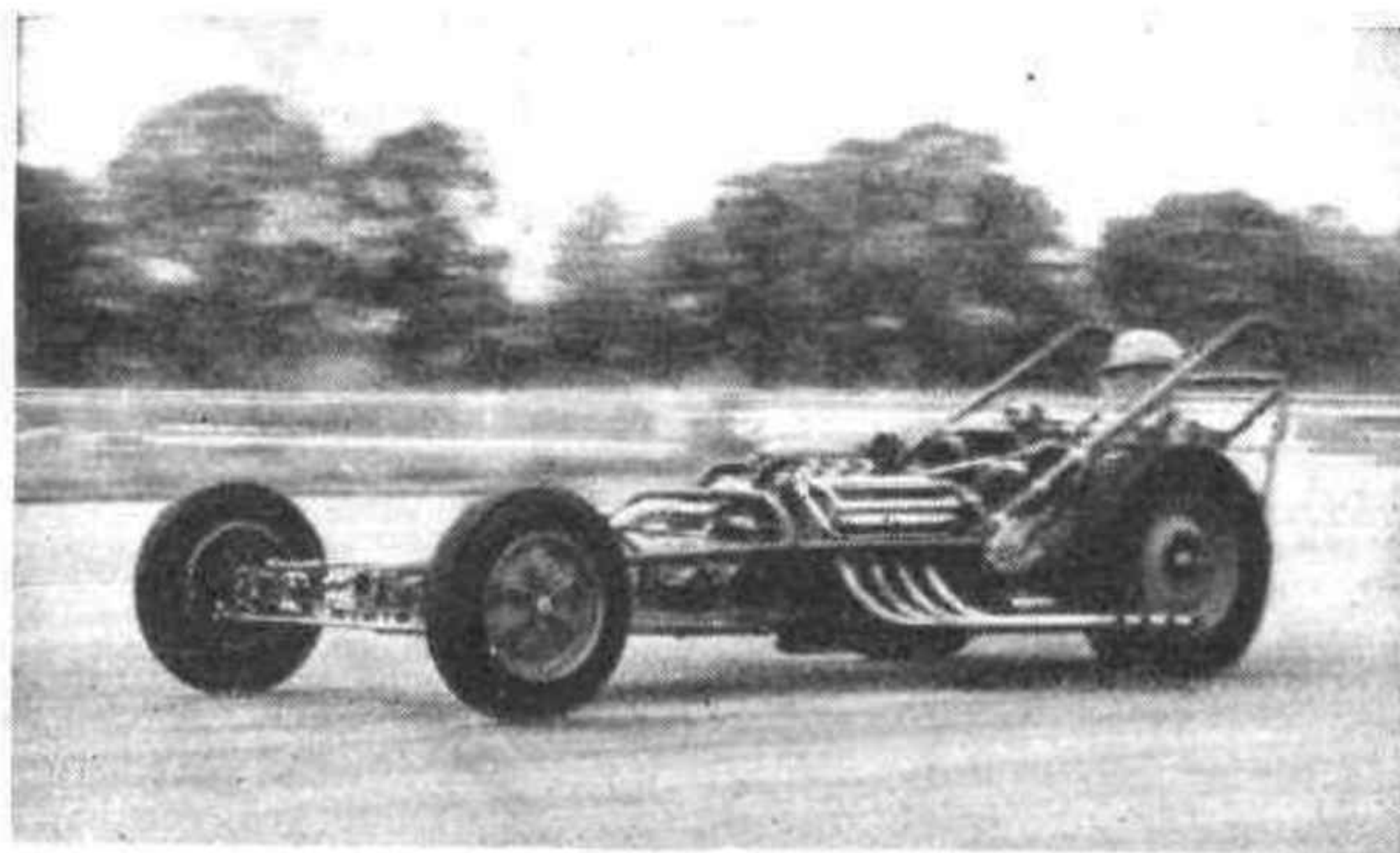
THE ALLARD DRAGSTER

His, the first British dragster, or pure sprint special, designed by D. Hooper and built by J. Hume, was demonstrated to the Press at Silverstone in July. It made a great many exciting onslaughts on a s.s. ¼-mile, finishing the distance at speeds variously estimated to lie between 150 and 170 m.p.h., the noise from the stub-exhausts of its G.M.C. Roots-blown 5.8-litre V8 Chrysler engine considerably enhancing the performance, before the gearbox broke up. This Allard is a full "sling-shot," copy of the best American dragsters. It is beautifully finished, with a frame of 3 in. dia. main and 1½ in. dia. roll-cage tubing. There is no rear suspension, and the axle is held to the underslung frame merely by welding. Allard sits at the extreme rear, with his legs cranked up over the axle, the back of the final drive casing being wrapped in sponge-rubber as some small concession to his comfort, perhaps at his wife's request

The front axle is a drilled beam sprung on a transverse spring and damped by Armstrong shock-absorbers. The worm and roller steering incorporates an extremely long drag-link. Lotus front wheels carry 5.25 × 15 Dunlop racing tyres and the back wheels are shod with 8.00 × 16 flat-tread American slicks. The contraption is stopped by 9½ in. disc front and 12 in. × 1¼ in drum rear brakes supplemented by an Irving drag-parachute. It will need some stopping, for the engine, on a boost of some 12 lb./sq. in. and an 8.5 to 1 c.r., develops 480 b.h.p. at 5,000 r.p.m. and 550 lb./ft. torque at 3,000 r.p.m. and it runs up to 6,000 r.p.m. It consumes Distiller's methanol fuel, injected into the blower on the Hillborn system, at about 1 m.p.g., uses Champion plugs, and a Scintilla magneto and drives via a long-suffering 11-in. Schiefer clutch and a 2-speed gearbox with Ford gears, giving ratios of 4.0 and 2.8 to 1. The coolant is contained in the water jackets only, there being no radiator. The back axle also incorporates Ford gears and has fully-floating hubs to obviate shedding wheels if the half-shafts break, and a normal differential. The car gets off in a straight line with very little wheelspin. It is over 100 b.h.p. down on the American dragster that has clocked 8.84 sec. for the s.s. ¼-mile, finishing its run at over 172 m.p.h.

Allard will have a tough task at Brighton and before you consider this dragster a cinch for the course record remember that it has to go more than twice the distance run on test and be held at some 170 m.p.h. over the bumpy end of the Madeira Drive kilometre course. We shouldn't be surprised to find the parachute full of policemen's helmets and marshals' hats at the finish, while the noise, echoing back from the promenade buildings, should make the kids cry for a week thereafter—what price rival Eastbourne's P.R.O. instituting a "silent holidays" slogan! So you must bear with the intrepid Sydney Allard at Brighton on September 2nd, where he has guaranteed to run, wet or fine!

After watching this 500-h.p. projectile it was fun to lap the Silverstone Club circuit in a Shorrock-supercharged B.M.C. Mini-car, which seemed quite happy at more than 7,000 r.p.m. on the Smith's electric rev-counter.



The Allard-Chrysler dragster on test at Silverstone. Watch it at Brighton on September 2nd.

GERMAN GRAND PRIX—continued from page 754

Moss certainly got the welcome he richly deserved and the 300,000 strong crowd were most appreciative at having seen an artist at work, and so strong is the Moss popularity at the Nurburgring that he was even forgiven for beating the German champion on his home ground. Von Trips paid a fine tribute to Moss after the race when he said: "On some laps I'd get as many as fifteen corners really right, but Moss, he gets them all right on every lap," and that is so true of Moss when he surpasses even himself.—D. S. J.

Results:

XXIII GERMAN GRAND PRIX—Formula One—Nurburgring 15 Laps—342 Kilometres—Dry and Wet

| | | |
|------|-------------------------------------|--|
| 1st | S. Moss (Lotus-Climax 4-cyl.) | 2 hr. 18 min. 12.4 sec.—148,600 k.p.h. |
| 2nd | W. von Trips (Ferrari V120-6-cyl.) | 2 hr. 18 min. 33.8 sec. |
| 3rd | P. Hill (Ferrari V120-6-cyl.) | 2 hr. 18 min. 34.9 sec. |
| 4th | J. Clark (Lotus-Climax 4-cyl.) | 2 hr. 19 min. 29.5 sec. |
| 5th | J. Surtees (Cooper-Climax 4-cyl.) | 2 hr. 20 min. 05.5 sec. |
| 6th | B. McLaren (Cooper-Climax 4-cyl.) | 2 hr. 20 min. 53.8 sec. |
| 7th | D. Gurney (Porsche 4-cyl.) | 2 hr. 21 min. 35.0 sec. |
| 8th | P. R. Ginther (Ferrari V120-6-cyl.) | 2 hr. 23 min. 35.5 sec. |
| 9th | J. Lewis (Cooper-Climax 4-cyl.) | 2 hr. 23 min. 36.1 sec. |
| 10th | R. Salvadori (Cooper-Climax 4-cyl.) | 2 hr. 30 min. 23.9 sec. |
| 11th | A. Maggs (Lotus-Climax 4-cyl.) | 1 lap behind |
| 12th | I. Burgess (Cooper-Climax 4-cyl.) | 1 lap behind |
| 13th | H. Herrmann (Porsche 4-cyl.) | 1 lap behind |
| 14th | G. de Beaufort (Porsche 4-cyl.) | 1 lap behind |
| 15th | A. E. Marsh (Lotus-Climax 4-cyl.) | 2 laps behind |
| 16th | G. Ashmore (Lotus-Climax 4-cyl.) | 2 laps behind |
| 17th | M. Trintignant (Cooper-Maserati) | 3 laps behind |

Fastest lap: P. Hill (Ferrari), lap 10, in 8 min. 57.8 sec.—152,700 k.p.h. (new record).

Retired: J. Brabham (Cooper-Climax V8), lap 1; G. Hill (B.R.M.-Climax), lap 2; I. Ireland (Lotus-Climax), lap 3; W. Seidel (Lotus-Climax), lap 4; J. Bonnier (Porsche), lap 6; C. A. S. Brooks (B.R.M.-Climax), lap 7; L. Bandini (Cooper-Maserati), lap 11; F. B. Collomb (Cooper-Climax), lap 12; W. Mairesse (Ferrari V60), lap 14.

26 starters — 17 finishers

* * *

NURBURGRING NOISES

A new noise everyone enjoyed hearing was the song of the V8 Coventry-Climax engine, but one cannot help wondering what lap times Moss would have done with 170 b.h.p. instead of 152 b.h.p.

* * *

There were some pretty short and not too sweet races run—Brabham, Graham Hill and Bonnier, for example. By 7 p.m. that evening Brabham had still not removed his crash helmet since going off the road on the opening lap; a sure sign that the Australian was upset with someone.

* * *

Porsches seem to be going from bad to worse. At Solitude they lost with honour, at Nurburgring they just lost. The new chassis and the flat-8-cylinder engine are not working out as planned.

* * *

It seems there may be some B.R.M.-Climax cars going cheap soon, for by all accounts the Bourne V8 is showing good promise.

* * *

I never did like monopolies, and it seems that if Avon were to make a car racing tyre as good as the motorcycle racing tyres they make, then there would be a lot of excited customers at Avon's door, some of them even willing to pay money!

* * *

Engineer Chiti, of Ferrari, was so right when he said at Monaco, "Moss is Moss." Without "Golden Boy" Maranello would have an easy time.

* * *

G.T. RACE—6 Laps—136.8 Kilometres

| | | |
|-----|---|--|
| 1st | C. M. Abate (Ferrari 250 G.T.) | 1 hr. 04 min. 04.3 sec.—128,300 k.p.h. |
| 2nd | E. Leinenweber (Porsche Carrera Abarth) | 1 hr. 04 min. 24.0 sec. |
| 3rd | H. J. Walter (Porsche Carrera Abarth) | 1 hr. 05 min. 11.7 sec. |
| 4th | B. Pon (Porsche Carrera Abarth) | 1 hr. 05 min. 28.0 sec. |
| 5th | F. Hahl (Porsche Carrera Abarth) | 1 hr. 05 min. 56.8 sec. |
| 6th | G. Koch (Porsche Carrera Abarth) | 1 hr. 07 min. 01.5 sec. |

A NEW N.S.U. FOR MOSS

The famous Reg. No. M 7, belonging to Stirling Moss, will in future be seen on his N.S.U. Prinz. This is the second N.S.U. Moss has owned, which confirms his faith in these fascinating twin-cylinder, air-cooled o.h. camshaft small cars. What is good enough for Stirling . . . His order should increase the respect N.S.U. enthusiasts have for their cars and enhance sales in this country, where full service facilities exist.

SMALL CAR TOPICS

COMMON MARKET CONTENDERS.—
On the left the 741-c.c. D.K.W. Junior from Ingolstadt, Germany, on the right the Morris Mini-Minor from Cowley, England. These rivals in the lightweight stakes both weigh out at 13 cwt. 1 qtr.



THE RENAULT R4—A Remarkable New 748-c.c. Go-Anywhere Utility Car with Sealed-Liquid Cooling System

THE Citroën 2 c.v. has had a virtual stranglehold on the economy runabout market since its introduction in 1953, when it was gratefully accepted by the impoverished Frenchman who required even cheaper transport than that provided by VW and Renault at the time. Even now, in 1961, the 2 c.v. sells well although the rising prosperity of France can be gauged from the number of 2 c.v.s appearing with a variety of accessories and in different colours from the usual drab grey.

Renault have obviously been hesitant in entering this relatively restricted market but with the R4 and R4L announced yesterday they have made an important advance in the search for minimum-cost motoring.

With typical Renault hospitality the World's Press was invited to the fascinating Camargues area of Provence, quite close to Marseilles, where the Spanish influence is very strong and which can be highly recommended as a touring centre as so far only the French have discovered its delights. At the Renault headquarters at Les Saintes Maries we were able, first of all, to examine a sectioned chassis and in the following days get to know this fascinating vehicle.

The most startling change for Renault is the complete about-turn in putting their engine at the front and driving the front wheels. Apart from any technical advantages this has been done to provide a completely unbroken floor line in the passenger compartment. The engine is a slightly modified version of the well-known 4 c.v. and Dauphine unit, of which more than 3,000,000 have been produced. In the search for cheapness the 3-speed gearbox has been retained, mounted ahead of the engine, the differential being located between these components. The drive shafts each have two constant velocity joints, a Weiss ball-bearing on the gearbox end and a double universal with needle roller bearings at the wheels.

The front suspension is by an upper pressed-steel wishbone and a single lower arm together with a locating rod anchored to the front end of the chassis. Springing is by very long longitudinal torsion bars. An anti-roll bar is fitted and damping is taken care of by telescopic units. At the rear, suspension is by single trailing arms and transverse torsion bars, each wheel pivoting on rubber bushes which require no maintenance. The torsion bars being mounted behind each other in the chassis means that the wheelbase on the off side of the car is some 2 in. longer than that on the near side!

The chassis is a platform type made up from two box-section side-members with three cross-members and a sheet metal floor with two separate chassis sections front and rear for the engine and front suspension and the rear suspension, respectively.

Renault have endeavoured to keep maintenance and running costs to an absolute minimum. Rubber bushes needing no maintenance are used extensively and those requiring grease are permanently sealed; so your old grease-gun can be thrown away when you buy an R4. Moreover, although the engine is quite naturally water cooled as before, the cooling system is permanently sealed and contains enough anti-freeze to cater for temperatures down to -40°C . The normal pump, radiator, fan and thermostat are retained, being supplemented by an expansion tank which will accommodate any expansion of the cooling liquid. Renault therefore proudly claim that maintenance on the R4 is confined to changing the engine oil every 3,000 miles, changing the gearbox/

differential oil every 6,000 miles, and the routine checking of brake fluid, battery level and tyre pressures. They also claim that, with the engine having wet liners, overhauls will be cheaper, while the simple body is attached to the chassis by only 16 bolts, reducing body repair time to a minimum.

For us to sample these technical tit-bits Robert Sicot, the Renault Press Chief, had laid out a 180-mile route covering most types of terrain from straight, smooth English-type roads to rough, rutted cart tracks, and a special test circuit which was nothing more than a rock-strewn hillside. Some of the more blasé journalists started out on the test wondering why they had been talked into driving this ugly-duckling but by the time the lurch stop was reached they were all enthusing over the various qualities of this little machine.

The 4 c.v. engine naturally gives a far greater performance than that provided by the 2 c.v. and the highest of the three speeds appears to be good for a genuine 65 m.p.h., although we took no figures. The gear-lever has the push-pull action of the 2 c.v. and works well, the 4L model (the de luxe version) having an overgrown table tennis ball for the driver to grasp instead of the bent piece of metal in the R4. With only three speeds there is rather a large gap between second and top but the engine does not object to being taken regularly to valve bounce in second. The noise level is commendably low although some buzzing is transmitted from the gearbox.

The suspension of the R4 is an excellent compromise, being firm enough to be enjoyable on main roads and soft enough to absorb the most appalling shocks on rough ground. The ride is generally very good, with little of the floating motion so well-known to 2 c.v. drivers, and corners can be taken very quickly although understeer is present in fairly large quantities and tyre squeal is easily provoked both on the Kleber-Colombes and Dunlop tyres which we sampled, although this can largely be put down to the tyre pressures of 15 p.s.i. front and 18 p.s.i. rear which Renault recommend. The rack-and-pinion steering is not as light as the various British rack-and-pinion layouts but is certainly not heavy, and a centring spring gives a reasonable facsimile of castor return action. When the rough stuff was reached we found that the R4 could be taken over extremely rough going at speed with little deterioration in riding comfort, aided no doubt by the extremely comfortable seats which on first sight look like something from an army surplus store. These tubular steel seats are covered with synthetic foam overlaid on a sprung rubber and fabric base which must be very cheap but at the same time superbly comfortable. Both front and rear seats can be removed quickly for picnics or for carrying goods, there being 17 cu. ft. of luggage space with the four seats in place, and 50 cu. ft. with the rear bench seat removed. Being a 4-door saloon with a top-hinged rear door the rear compartment is easily accessible from outside.

The "ugly duckling" is certainly a great step forward in the provision of a lot of baggage space in a small machine which has every prospect of providing many thousands of trouble-free, maintenance-free miles, miles which will be not at all boring to cover; in fact, we enjoyed driving the 4L more than many more outwardly exotic cars. Driving it to its limits over 180 miles, MOTOR SPORT had the distinction of recording the worst fuel consumption of any of the journalists present—39.6 m.p.g., and



The ingenious Renault R4 is quite at home over rough going.

we would imagine that most owner/drivers would average 45 m.p.g. without trying to economise. It has its points of criticism; the brakes appear to be marginal under hard use and the driver and passenger tend to bump into each other on the bench seat, and English sensitivity will be alarmed at the functional, nay crude, appearance of some of the controls and the external appearance. Renault are well aware of the British attitude of "keeping up with the Joneses" and this vehicle can hardly be expected to compare with the sleek Farina jobs which reside in suburban garages, but anyone who cares to look below the surface will be in for a pleasant surprise.—M. L. T.

THE D.K.W. JUNIOR 40S—a 741-c.c. Two-Stroke Front-Drive Luxury Small Car

If the new Renault described in the preceding paragraphs is an ideal "peasants' car," its ingenious cooling system technically commendable and the rest of the vehicle brilliantly suited to utilitarian motoring on roads rough and smooth, the latest product of Auto Union rates as a luxury small car.

It is common knowledge that the great Daimler-Benz organisation took over Auto Union, their pre-war racing rival, a few years ago. Time was when there were Mercedes-Benz small cars—the rear-engined 1.3-litre 130 of 1934 and 170 of 1948—but in recent times the famous Stuttgart Company has concentrated on high-quality, dimensionally-large motor cars. It obviously looks to Ingolstadt to supply the small-car market, but there are signs that Mercedes-Benz engineers are taking an increasing interest in these Auto Unions and particularly in the little 741-c.c. D.K.W. Junior.

I am said to be more sympathetic than some people towards modern "lost causes" but the Junior does not fall into this category, so perhaps it is not surprising that I became positively enthusiastic over certain aspects of this 3-cylinder, 68 × 68 mm. front-wheel-drive two-stroke.

The external appearance of this little German saloon is not inspiring, apart from the fact that it is distinctive and "big car," but once inside the Junior the luxury appointments and quiet running are fully in keeping with Mercedes-Benz standards. The separate front seats are roomy, high-backed and comfortable, and the passenger seat is prevented from folding forward under heavy braking by a simple catch which is released by depressing a knob when passengers wish to enter the back compartment. The back seat is wide and deep but leg room is restricted when the front seats are set fully back.

The interior colours clashed on the test car but various combinations are available and the latest Juniors have recessed interior door handles and arm-rests-cum-pulls modelled on those of the Mercedes-Benz 220S, and on the near side the plastic "pull" incorporates a coat-hook. The fascia is covered in leather-cloth and carries the instrument cluster before the driver, comprising 80-m.p.h. Vdo speedometer with single milometer (no tenths), fuel gauge and water thermometer. The control knobs, in two sizes, neat white but unlettered, occupy the right of the fascia, three neat little vertical quadrants in the centre control heating

and fresh-air ventilation, the test car had a good Philips radio in the centre, and there is a drawer-type ash-tray and a small open cubby-hole on the left. There are no door pockets, but the usual back shelf.

The wheel arches bias the pedals to the left although not uncomfortably so, but clutch and brake pedals are small and high up from the floor. The steering-column gear-lever extends from the left of the column (I am writing of a r.h.d. car) and moves with extreme lightness but with rather excessive movements, to select the four forward gears, all having synchromesh. Reverse is easily selected by depressing the lever and pushing it towards the 1st gear location. In 3rd gear the lever extends almost vertically but if this is disliked an adjustment can be made to the linkage to drop it downwards to a more normal position. The lateral movement is small and occasionally I found myself in an unintended cog, as I do sooner or later with all but the most precise gear-levers of this kind, but on the whole the rapid changes so lightly effected on the D.K.W. Junior are most commendable and the gears are really quiet.

A shorter stalk above the gear-lever flashes the headlamps when moved downwards, and dims the full beam when moved upwards if the headlamps have been switched on. A matching lever on the right controls the flashers, which have to be manually cancelled.

The horn-button is in the centre of a steering wheel that is unusual inasmuch as it is deliberately made oval to enable fat stomachs to slide beneath it, and the hand-brake is set between the seats.

Perhaps one of the nicest aspects of the D.K.W. Junior is its effortless output of strikingly willing performance. The triple-cylinder water-cooled two-stroke engine pushes out 34 b.h.p. at 4,300 r.p.m. with turbine-like smoothness and only resorts to two-stroke whir when taken towards 6,000 r.p.m., a crankshaft speed within safe compass of this "square" engine. When idling only faint two-stroke sounds are evident, but the running becomes faintly snatchy at around 30 m.p.h. in the 3.64-to-1 top gear, calling for a flick into 3rd. At cruising speeds, say 60 or even 70 on the speedometer, there is real luxury silence of running, enhanced by lack of body rattle or road-noise from the 5.20 × 12 Firestone "Phoenix" tubeless 4-ply tyres. There are no quarter-windows in the doors but the top front edge of the glass is cut away, enabling fresh air to enter the car with the windows virtually closed, so that noise from this source, too, is absent.

The rather noisy wipers are wired independently of the ignition circuit and are efficient.

The performance, of 0-50 m.p.h. in just over 20 seconds, indicated maxima of 35, 50 and 73 m.p.h. in the gears and a genuine top speed of 73 m.p.h. (when the speedometer goes off the scale), is commendable indeed for a roomy, well-built 4-seater saloon having an engine smaller than that of a pre-war Austin Seven. The effortless step-off in the two lower gears (0-30 m.p.h. in 7 sec.) is extremely useful in traffic, the little car surging quietly and easily past bigger vehicles. The Junior weighed 13 cwt. 1 qtr. empty but ready for the road, with its fuel tank nearly empty, but with radio and Bosch spotlamp. Lubrication involves putting in 1 pint of S.A.E. 40 oil with 5 gallons of petrol but the cost is offset because bore-wear is almost unheard of and commercial-grade petrol can be used. Over a considerable mileage involving much pottering about, restarting and heavy traffic work, wherein a two-stroke does not excel for economy, interspersed with flat-out driving along the very limited length of the Maidstone Motorway, for example, overall consumption was 34½ m.p.g. An average range on a tankful to completely empty was 222 miles.

The rack-and-pinion steering (2½ turns, lock-to-lock) is notably light and smooth, with powerful self-centring action and no f.w.d. shortcomings, and although the suspension is very supple, corners can be taken far faster than this suggests on first acquaintance. The ride is very comfortable, if inclined to be wallowy. On wet roads the adhesion might be described as uncanny. The usual f.w.d. understeer changes conveniently to oversteer on lifting off on the accelerator. There is no kick-back but slight vibration is transmitted on bad roads. The column is lockable with the ignition key.

Altogether, therefore, the D.K.W. Junior justifies my initial description of it as a luxury small car. The finish is of notably high quality, there is a roomy rear boot in which suitcases rest securely on a rubber matting, the spare wheel (with tools, jack and winter radiator muffs) being stowed vertically on the right. On English Juniors the interior decor is neatly offset with unpolished wood fillets and plated beading on doors and fascia and the headlining is light and smart. The windows are well sealed, the door

Ferodo First

GERMAN GRAND PRIX

1st Lotus/Stirling Moss

—and Ferodo First in every Formula 1
World Championship event this season!

2nd Ferrari/W. von Trips

3rd Ferrari/P. Hill



Fit race-proved

FERODO

Anti-Fade Brake Linings
Disc Brake Pads

locks function well, the mirror gives a useful view and the door keeps are efficient. The Hella headlamps give an excellent beam. Visibility from within is excellent, the short bonnet dropping smartly between the headlamp channels. The brakes, with big inboard ribbed drums at the front, reminiscent of Mercedes-Benz racing practice, are so powerful that care has to be taken to correct tail slides in emergency stops when the car is lightly loaded; the hand-brake provides real retardation.

It is interesting to find a very comprehensive stock of every conceivable spare part held at Auto Union's Great West Road premises, which is combined with this strategically-placed Mercedes-Benz depot, which Thomas Tilling controls in this country. They even have a few spares, such as crankshafts, etc., for pre-war 2-cylinder D.K.W.'s, and replacements are surprisingly inexpensive, a Junior front wing, for instance, being replaceable for little more than £8. Low insurance rates are being sought, in keeping with the Junior's low repair charges.

While it can be said that at prevailing prices in this country the D.K.W. Junior must appeal chiefly to enthusiasts for two-stroke engines and front-drive, there is no denying that this smallest Auto Union is selling strongly in Europe and as a luxury small car will be a powerful competitor of British products in the Common Market. It will soon be produced at the rate of 400 per day.

It is interesting to see a coil for each cylinder over the dynamo above the light-alloy head of the Junior's engine, and Auto Union will point out proudly that this is thus a true "seven moving parts" two-stroke, unlike the Saab engine with its drive for an ignition distributor and a more complicated lubrication system. It is also a tribute to the strength of the gearbox that when converted into a potent racing saloon by substitution of the Auto Union 1000 engine with twin-choke Solex carburetter, larger radiator and underslung rear axle beam, the Junior retains its standard transmission. It is a small car designed very much with what "Mr. Average Motorist" wants and I became a convert after more than 1,000 entirely trouble-free miles in this willing and so restful Mercedes-Benz-sponsored 741-c.c. saloon, the quiet running of which is outstanding. The lack of noise would alone "sell me" on a D.K.W. Junior, which costs here just under £800, inclusive of p.t., or £823 9s. 7d. in de luxe 40S form.—W. B.

SOLITUDE G.P.—continued from page 748

even more exciting than Reims, for the three cars had been more evenly matched, and so had the drivers. So good had been this dice that one hardly noticed the disappearance of Moss when the U.D.T.-Lotus broke its final drive, and Herrmann, Clark, Barth and Taylor had all seemed to be touring in comparison. This had been a true race to the finish, with the average speed going up continually, the fastest lap time descending continually, and the issue in doubt until the flag fell. What had started with an air of "no hope" on the part of the Climax-engined cars finished in a glorious triumph by reason of sheer determination and the sort of fighting spirit that will once again beat the Ferraris, providing "the boys" keep at it.—D. S. J.

Results : SOLITUDE GRAND PRIX—Formula One—25 Laps—285 Kilometres Warm and Dry

| | | | |
|-------|--------------------------------|----|--|
| 1st : | I. Ireland (Lotus-Climax) | .. | 1 hr. 41 min. 04.6 sec.—169.430 k.p.h. |
| 2nd : | J. Bonnier (Porsche 4-cyl.) | .. | 1 hr. 41 min. 04.7 sec. |
| 3rd : | D. Gurney (Porsche 4-cyl.) | .. | 1 hr. 41 min. 04.9 sec. |
| 4th : | B. McLaren (Cooper-Climax) | .. | 1 hr. 41 min. 22.5 sec. |
| 5th : | J. Brabham (Cooper-Climax) | .. | 1 hr. 41 min. 52.2 sec. |
| 6th : | H. Herrmann (Porsche 4-cyl.) | .. | 1 hr. 42 min. 06.1 sec. |
| 7th : | J. Clark (Lotus-Climax) | .. | 1 hr. 42 min. 32.5 sec. |
| 8th : | E. Barth (Porsche 4-cyl. Exp.) | .. | 1 hr. 44 min. 31.9 sec. |
| 9th : | T. Taylor (Lotus-Climax) | .. | 1 hr. 45 min. 28.6 sec. |

Fastest lap : D. Gurney (Porsche), in 3 min. 58.6 sec.—172.200 k.p.h. (new record).

Retired : M. May (Lotus-Climax), lap 1; P. Monteverdi (M.B.M.-Porsche), lap 3; G. de Beaufort (Porsche), lap 6; W. Seidel (Lotus-Climax), lap 6; M. Spence (Emeryson-Climax), lap 7; R. Businello (Tomaso-Alfa), lap 13; M. Trintignant (Cooper-Maserati), lap 15; S. Moss (Lotus-Climax), lap 22.
17 starters — 9 finishers

FORMULA JUNIOR—12 Laps—137 Kilometres—Warm and Dry

| | | | |
|-------|-------------------------------------|----|----------------------------------|
| 1st : | T. Taylor (Lotus-Ford 1,100 c.c.) | .. | 52 min. 12.1 sec.—157.400 k.p.h. |
| 2nd : | P. Arundell (Lotus-Ford 1,100 c.c.) | .. | 52 min. 12.2 sec. |
| 3rd : | A. Maggs (Cooper-B.M.C.) | .. | 52 min. 18.8 sec. |
| 4th : | M. McKee (Lotus-Ford 1,100 c.c.) | .. | 54 min. 54.7 sec. |
| 5th : | G. Mitter (Lotus-D.K.W.) | .. | 54 min. 56.6 sec. |
| 6th : | D. Taylor (Lola-Ford) | .. | 55 min. 44.9 sec. |

Fastest lap : P. Arundell (Lotus-Ford), in 4 min. 15.5 sec.—160.860 k.p.h.
32 starters — 15 finishers

FURTHER COMMENTS ON THE FORD CONSUL CLASSIC

THE Ford Consul Classic, although not a revolutionary new car, is such a significant addition to the family car field that a great deal will be heard of it as production at Dagenham gets into its stride. MOTOR SPORT published a road-test report on the 4-door de luxe Classic last month and I have since had experience of the steering-column gear-change. The short cranked lever protruding from the left of the column functions with notable precision. This is not the silky change of some cars but it is certainly positive. Reverse is easily found beyond the top-gear position and the lever goes effectively from third to second gear, which is important because it is desirable to use the lower ratios frequently to get the best out of this short-stroke, high-g geared Ford.

I still felt that heavier damping of the back springs and better location of the back axle would be an improvement but the Consul Classic corners quite well, especially with a full load, which can comprise six not-too-obese people, the steering-column gear-lever permitting three to sit on the front seats. It is significant of how cars of one make and type vary that whereas the first Classic I tested did over 31 m.p.g. and used very little oil in more than 900 miles, this second example required nearly 1½ pints of oil after 400 miles and averaged 29.4 m.p.g., the absolute range being exactly 250 miles. A good feature is the disc front brakes which, if not outstandingly powerful, require but a light pedal pressure and retard the car progressively, even from low speed, which disc brakes do not always do. The shrouded discs, however, have been blamed for fade which can be evoked under Alpine conditions, for example. The driver's door lock was inoperative and the dazzling trim on the steering-wheel spokes loose but otherwise I enjoyed a no-trouble pleasant weekend's motoring.

The Classic's engine retains the classic 80-bore cylinders, with a stroke of 65 mm., the crankshaft having longer throws than an

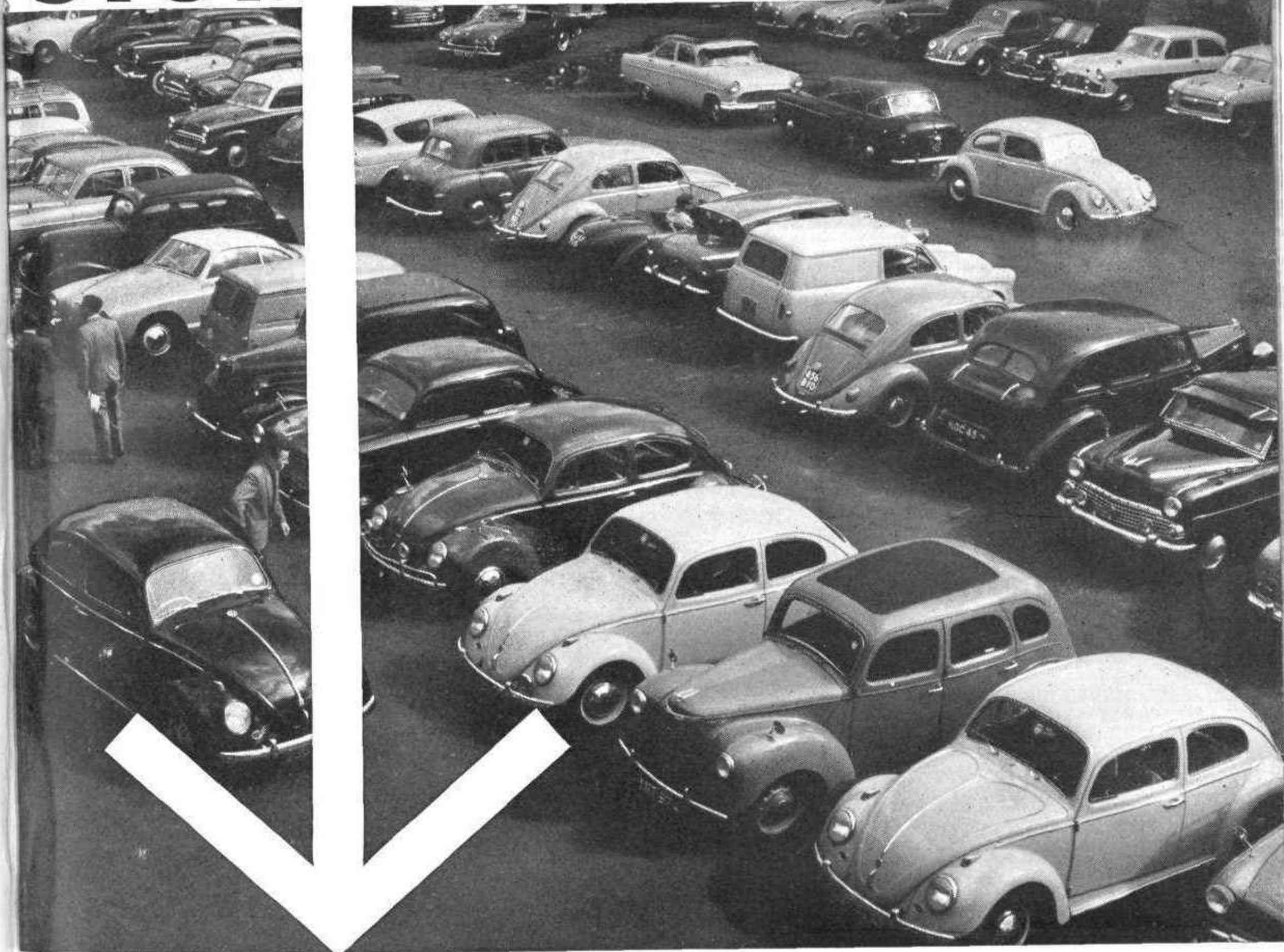
Anglia crankshaft, not shorter ones as the colleague who originally described the Classic stated. There are separate ports for each valve, the inlets are larger than the exhausts, the eccentric, bi-rotor oil-pump is bolted to the block but is self-priming, and the pump cooling system is pressurised at approx. 7lb./sq. in. The valve stems have inverted rubber oil seals and the valves seat onto replaceable inserts in the head.

The standard 109E engine with 8.5 to 1 c.r., for which Mixture grade petrol is only just unacceptable, develops 54 b.h.p. at 4,900 r.p.m. Keith Duckworth lined one down to 1,100 c.c. for Trevor Taylor's Lotus 20 which was victorious at Reims, which endorses the pride that Ford of Dagenham feel over F.J. successes achieved with their 105E and 109E power-units.—W. B.

WESTON-SUPER-MARE SPEED TRIALS

The Burnham-on-Sea Motor Club in connection with the Weston-super-Mare Borough Council are organising the Annual Weston Speed Trials on September 30th, the Course is ½ a mile in length on the Marine Parade; cars are run in pairs. There are a total of 12 different classes. Prize money amounts to £150 and there are 24 Cups and Replicas to be won. The record for the Course is held by Geoff Richardson, who in 1959 drove Tom Norton's E.R.A. in 19.9 sec. Last year's f.t.d. went to Arthur Owen (Cooper) in 20.2 sec. Fastest time by a Sports Car is held by J. Randles in his Cooper Monaco in 22.1 sec. On the social side, there will be an Informal Gathering and Cocktail Party at the Winter Gardens Pavilion in the evening preceding the event, whilst after the Trials there will be a Speed Trials Dance organised by the Borough Council, also at the Winter Gardens Pavilion. Entries close on September 20th, and Regulations are now available from the Secretary of the Meeting: R. Durk, Nippors Way, Winscombe, Som. (Tel.: Winscombe 3167).

SIGN OF THE TIMES



Bainbridge



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Seventh T.T. For Moss

BRITAIN'S oldest motor race, the Tourist Trophy, held for the fourth time at Goodwood, received an entry which could hardly be called International and when no less than seven of the entries withdrew, the race lost much of its interest. The Ferraris of Seidel and Berney were withdrawn from the big-car class, as were the Jaguar E-types of McLaren and Wicken; the latter, not having shown outstanding speed or reliability in sprint events, were withdrawn, reputedly on advice from the factory. This left the Ferraris of Moss and Parkes to face three Aston Martins, two Zagato-bodied ones for Salvadori and Clark and a normal-bodied one for Innes Ireland, all entered by John Ogiér. The other entry in this class was a Chevrolet Corvette entered by American driver A. I. Markelson, which was not seriously considered. With five Porsches in the 2-litre class, four of them Abarth-bodied, two being from the works for Graham Hill and Herbert Linge, the Morgans and the sundry other sports cars which made up this class looked unlikely to get a look in. In the 1,300-c.c. class Volonterio withdrew his slow Alfa Romeo Giulietta SVZ and Mackenzie withdrew his Turner, leaving nine Elites to contest the class.

In practice Moss had a mild shunt in the Ferrari when a tyre burst but made fastest practice time on Thursday in 1 min. 34.8 sec., to Parkes' 1 min. 35.2 sec. On Friday he stepped into an aeroplane before practice finished to fly to Morecambe to switch on the illuminations, and Parkes did a bit of gamesmanship, roaring round in his bright red Ferrari to record 1 min. 34.4 sec. Salvadori was the fastest Aston with 1 min. 36.6 sec. and, barring misfortune, a Ferrari win for Moss, in the same car with which he won last year, looked to be certain.

At the start Parkes made a good getaway, followed closely by Moss and the Astons, and only Peter Lumsden was left on the line in his Elite. On the first lap Parkes led by a whisker from Moss, with Clark, Salvadori, Graham Hill, Hahnl's Porsche, Bill Allen's Elite and the Morgans of Shepherd-Barron and Lawrence in close attendance. Gradually the field sorted itself out, with the faster cars which had made poor starts working towards the front of the field, Lumsden storming along and breaking the class lap record, while Moss took the lead from Parkes on lap eight, these two being well in front of the Astons of Salvadori, Clark and Ireland. Graham Hill held a secure sixth place, obviously enjoying himself with the Porsche, but Fritz Hahnl was being embarrassed by Bill Allen's Elite and Shepherd-Barron's Morgan.

Parkes began to get a little wild in his efforts to keep with Moss and soon managed to demolish the wattle fencing at the *chicane*, and thereafter he regularly hung the tail out over the grass. The boot lid of Clark's Aston came open, but he was not black-flagged and he waited until his pit called him in. Olthoff's M.G. Twin-Cam set fire to its passenger's seat and he stopped to have the exhaust pipe bent clear, while Shepherd-Barron had to drop out of his excellent 10th place because his back axle was beginning to seize, and Graham Warner, who had been moving through the field after a poor start, stopped on Lavant Straight and abandoned the car. Porsche lost a car when Linge, who had never been very high on the lap chart, pulled off at St. Mary's.

Parkes made the first of his expected four stops for tyres after 19 laps, or just over 30 minutes of racing. The rear tyres were changed and he left within 40 sec. Next in was Salvadori, who changed all the tyres on the heavy Aston Martin and took on 5 gallons of fuel in just over a minute. Moss waited until his 24th lap before he came in to change all the tyres and take on a churn of fuel, taking only 34.9 sec. for his stop. One by one the big cars made their stops, the race order alternating according to who was in the pits and how long they stayed, but Moss was obviously going several more laps than Parkes on each set of tyres, hoping for one less change. Moss did not lose the lead after his stop and held Parkes at bay with a regular 7-sec. gap.

Incidents were ten-a-penny and the crowded stand opposite the pits received its moneys-worth with all the frenzied action. Shepherd-Barron had taken over Marten's Morgan while the pit crew attempted to change a half-shaft on his own car, but it was eventually retired. Keith Greene's Porsche Carrera was in trouble with brakes and eventually a front brake drum was changed. Les Leston and Peter Lumsden were taking it in turns to break the class lap record in their Elites and Parkes broke the G.T. record with 1 min. 35.4 sec. (90.57 m.p.h.). The Corvette was causing no little amusement by holding everyone up on the corners and then steaming away from them on the straights, but traces of thick smoke from the exhaust spelled impending doom. The car had overheated and blown a gasket and it soon became a mobile smoke cloud, but the driver persisted in motoring round despite being shown the black flag several times, and eventually Markelson had to be practically arrested before he could be persuaded to retire.

John Whitmore caused some excitement by hurtling through the *chicane* on the inside with the throttle jammed open on Barber's Elite; he had been pressing

the pedal so hard that it had jammed in the floorboards. Cuff-Miller had a moment in the Le Mans Sunbeam Alpine when the bonnet flew open and he called in to have it wired down, and Colin Escott spun in the T.V.R., which had been going quite quickly, when a con.-rod came out of the M.G.-A engine.

Meanwhile Parkes had made his second stop for all four tyres to be changed and 10 gallons of fuel to be added, which dropped him well behind Moss, who showed no signs of stopping, his less flamboyant style obviously using less rubber. Parkes dropped further back when, after an off-course excursion behind the bushes at Woodcote, part of the undertray began to drag on the road and he was black-flagged to have it replaced, losing 70 sec. in the process, dropping to fourth place behind Salvadori and Ireland. Retirements began to mount steadily and Clive Hunt's Team Elite Lotus went out with the front suspension pulled away from its mounting on the glass-fibre body; this trouble had affected Allen's Elite in practice and later in the race caused Sherman's Elite to hit the *chicane* wall when the suspension collapsed as he negotiated this obstacle. Olthoff retired his M.G. with rear axle failure—poor reward after changing this component during practice. Bill Shaw crashed his A.C. at Madgwick without personal damage.

Graham Hill made his first stop after 1 hr. 40 min. of racing, changed the left rear wheel, took on 10 gallons of fuel and went his serene way, leading the class by two laps and breaking the class lap record every so often. Earlier Moss had made his second stop for all four tyres to be changed and left still with a two laps lead over Salvadori. Peter Lumsden lost his lead in the 1,300-c.c. class when he made a long pit stop for oil, and Les Leston went into the class lead. Parkes made his third tyre stop and changed all four wheels and took on 10 gallons of B.P. However, with the stops of Salvadori and Ireland he was now back on the same lap, having covered 70 laps after 2 hours' racing, still 2 laps behind Moss, who made his third and last stop at 5.20 p.m. for rear tyres and fuel.

As the race drew towards its close Parkes made a surprise fourth stop only 30 minutes after his previous stop, changed the rear tyres and took on fuel. When Salvadori and Clark made their stops shortly afterwards Parkes moved back into second place, and although Salvadori tried hard in the last 15 minutes to pull back a 7-sec. deficit the heavier Aston Martin just did not have the steam to make up any ground. Paddy Gaston caused some last-minute interest when his supercharged Sprite caught fire under the bonnet but it was brought under control and his ailing car was brought in to finish, but Shepherd-Barron got through his second Morgan when Marten's car ran its bearings and the car was abandoned.

Moss completed his 109th lap shortly after 6 p.m. to become a worthy if expected winner, having used better strategy than Parkes. Salvadori did well to keep on the same lap as Parkes in third place, and Graham Hill motored very effectively for sixth place although he was not so far ahead of Les Leston's Elite which had been reduced to top gear for the last hour or so of the race, but which finished seventh and won the 1,300-c.c. class from Lumsden.—M. L. T.

Results :

26th R.A.C. TOURIST TROPHY RACE

| | | |
|--------|-----------------------------|--|
| *1st : | S. Moss (Ferrari) | 109 laps, 3 hr. 01 min. 12.0 sec.—86.62 m.p.h. |
| 2nd : | M. Parkes (Ferrari) | 108 laps, 3 hr. 01 min. 24.6 sec.—85.73 m.p.h. |
| 3rd : | R. Salvadori (Aston Martin) | 108 laps, 3 hr. 01 min. 27.6 sec.—85.70 m.p.h. |
| 4th : | J. Clark (Aston Martin) | 107 laps. |
| 5th : | I. Ireland (Aston Martin) | 107 laps. |
| *6th : | G. Hill (Porsche) | 104 laps. |
| *7th : | L. Leston (Lotus Elite) | 103 laps. |

*Class winners.

As a curtain raiser to the T.T. the B.A.R.C. once again held their Formula Junior Championship in two 7-lap heats and a 15-lap Final. Australian driver Gavin Youl had surprised everyone with his M.R.D.-Ford in practice, shattering the official lap record and in the first heat he led for a couple of laps before succumbing to the onslaughts of Gardner, Rhodes and Bill Moss in Lotus, Cooper and Gemini, respectively. Alan Rees won the second heat in his Lotus from Dick Prior and Dennis Taylor, both Lola mounted. McCowen's Gemini was fourth until the last lap, when he unnecessarily smote the *chicane* fencing and retired.

In the Final, containing the first twelve from each heat, a first lap mix-up at Madgwick involved six cars when Leighton spun his Lotus. Chris Andrews was the only man hurt, receiving a broken arm and head injuries. Alan Rees went into a comfortable lead which he never looked like losing. Dennis Taylor held a comfortable second until his engine began to smoke and he was caught by Gavin Youl, who had been involved in a dice with Bill Moss until the latter began to slow.—M. L. T.

B.A.R.C. F.J. CHAMPIONSHIP—Final

| | | |
|-------|--------------------------|--------------------------------|
| 1st : | A. B. Rees (Lotus-Ford) | 23 min. 41.0 sec.—91.20 m.p.h. |
| 2nd : | G. B. Youl (M.R.D.-Ford) | 23 min. 57.6 sec. |
| 3rd : | D. Taylor (Lola-Ford) | 24 min. 00.4 sec. |

T.T. TATTLE

So sure were the B.A.R.C. that Moss would win that they had a cake made with seven candles on it to celebrate his seventh T.T. win. Perhaps next year the B.A.R.C. could issue the results before the race—it would save that 11-hour wait the Press men had this year.

Parkes made four stops for tyres and fitted 12 new ones and took on 25 gallons of fuel. Moss made three stops for 10 tyres and 25 gallons of fuel, Salvadori changed 14 tyres and took on 36 gallons of fuel in four stops, Clark 14 tyres and 26 gallons of fuel in four stops, Ireland 10 tyres and 26 gallons in three stops, Graham Hill? One stop, one tyre, 10 gallons of fuel!

The Corvette refused to lie down and die! Spluttered the B.A.R.C. official with the black flag, "That's the first time I've actually had to hit a car to stop it." One of the Americans called the B.A.R.C. "a bunch of amateurs," then shortly afterwards the announcer broadcast a plug for the B.A.R.C. book which celebrates 50 years of race organising!

Press facilities for a long-distance race at Goodwood are pitiful. How one is expected to keep a lap chart, standing on a wind-blown corner, only the B.A.R.C. officials in their greenhouses seem to know.

The non-appearance of the E-types was not good publicity for Jaguars. Let's hope a winter of development will see a Championship-winning car for the 1962 G.T. races. Nor is it good publicity for three Lotus Elites to break their front suspensions.

Who says that Formula Junior is going the way of the 500s? In the Final the finishing order was Lotus, M.R.D.-Ford, Lola, Lotus, Gemini, Emeryson and Cooper.

PICTORIAL REVIEW

Solitude Grand Prix

German Grand Prix

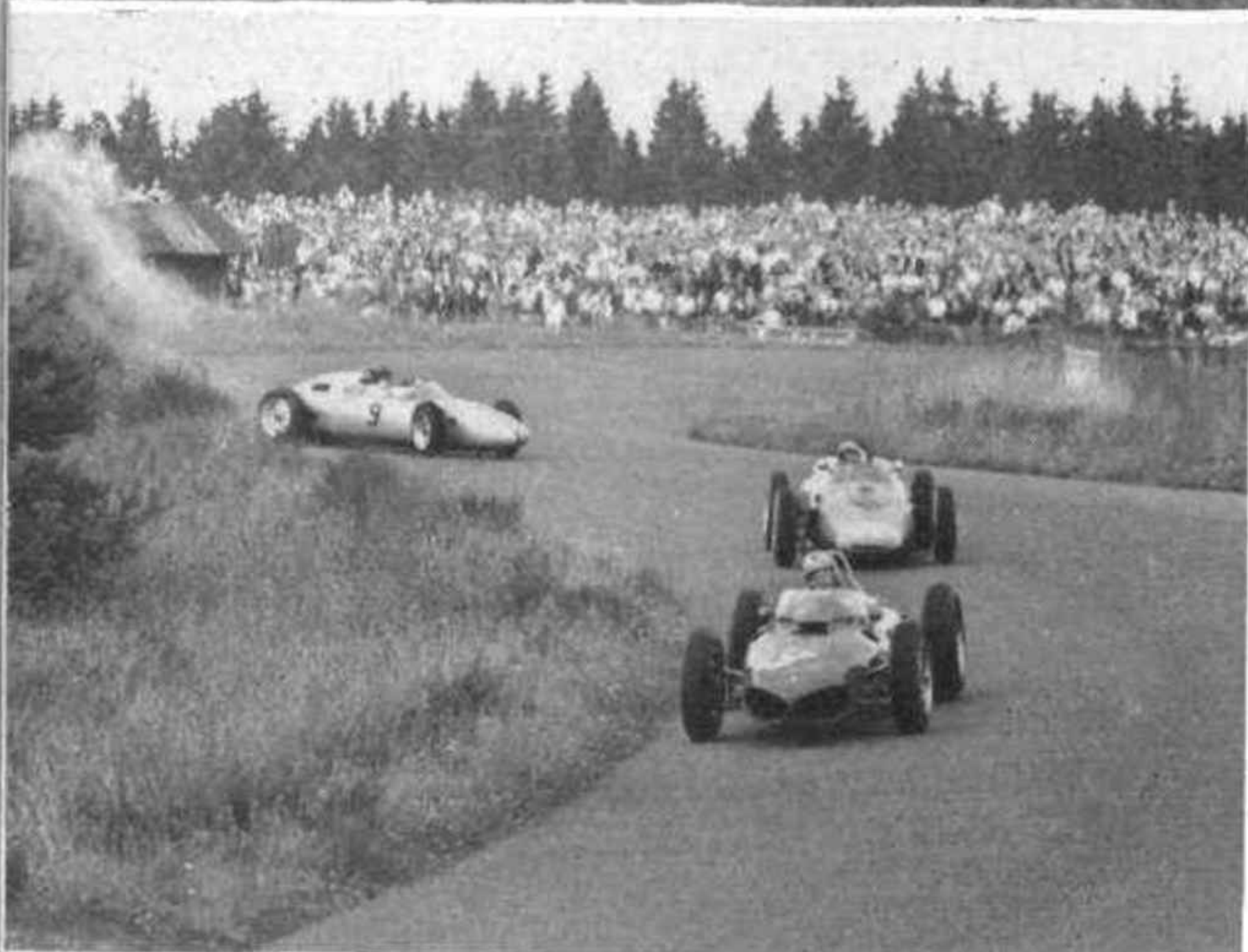
6-hr Relay Race

R.A.C. T.T. Goodwood

Guards Trophy Meeting Brands Hatch

WORRIED GLANCE.—Moss looks in his rear-view mirror for the Ferraris to appear out of the South Curve, which will give him an idea of how his lead is being whittled down. Hill and von Trips at this stage of the race, two laps to go, were clipping off a few seconds a lap and were in sight on all the short straights. But luck, which normally runs against Stirling, this time ran for him, and on the last but one lap, with von Trips only 8 sec. behind, it started to drizzle with rain and Moss with his rain tyres was able to pull out his lead again in the last lap.





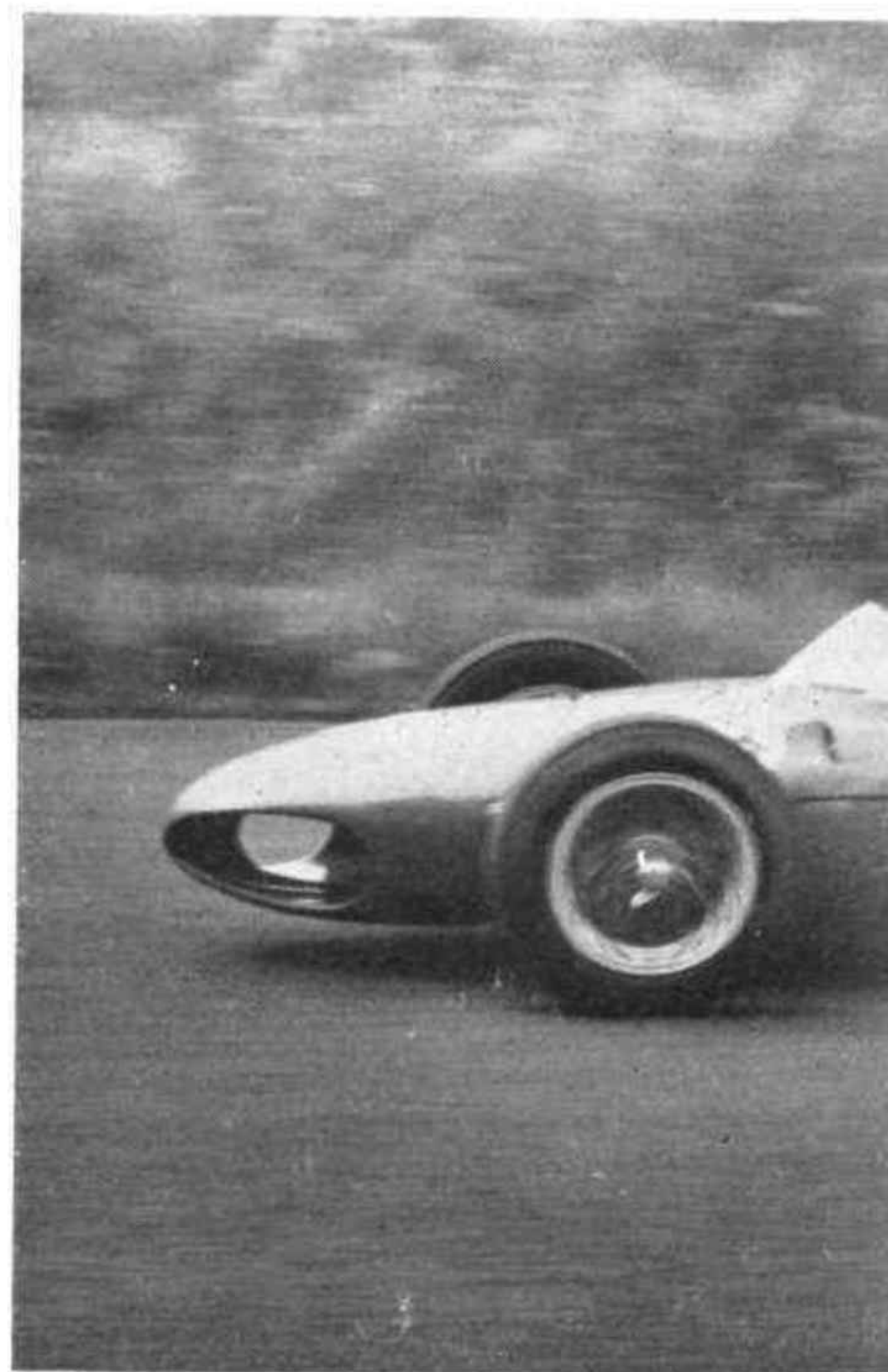
START TO FINISH.—Moss in Walker's Lotus-Climax led the German G.P. for the whole race. This is all the drivers saw if they were near enough to see him at all.

TUNER.—John Sprinzel shows what a good job he has done on the Austin Healey Sprite by leading his team (Team Sebring) to victory.

BUNCHED.—The middle of the grid cars stream into the South Curve at the start of the German G.P.

OOPS!—Graham Hill's B.R.M. vanishes into the sand, while Gurney endeavours to straighten his Porsche. Von Trips' Ferrari leads by half a length from Herrmann's Porsche.

SECOND AND THIRD.—The two Ferraris which were unable to catch Moss take the chequered flag with von Trips leading by 20 yards from P. Hill. In the background can be seen the mass of umbrellas which appeared on the last lap.



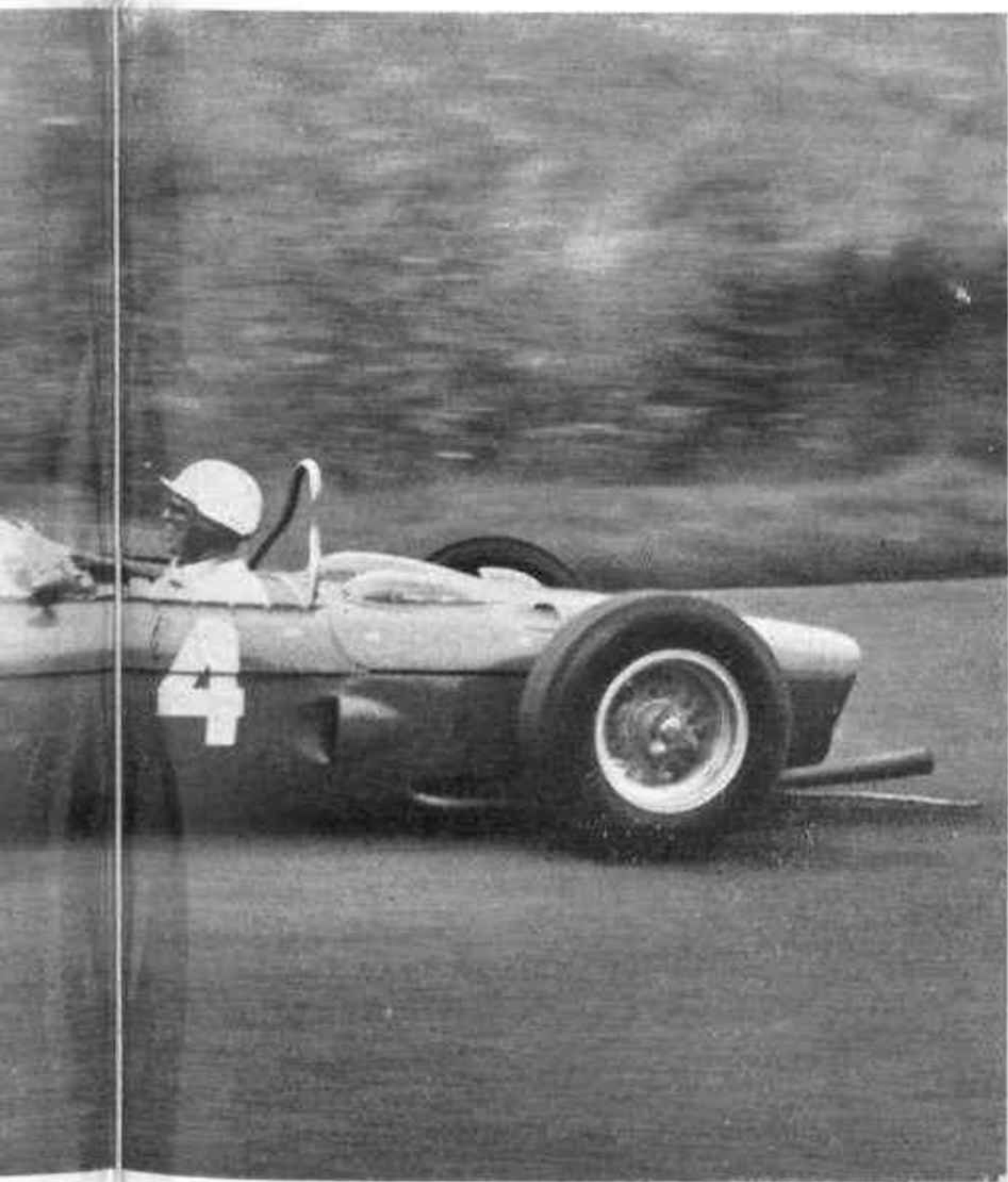
FASTEST LAP.—Phil Hill, who set up fastest lap, power was unable to come up.

CHANGEOVER.—John Waterhouse in the M.C. C.C. N.W. Centre Team "D" car arrives at the pits after his stint on the circuit and passes the sash to his brother Mike to carry on the good work.





RAPID POLICEMAN.—John Gott, Chief Constable of Northamptonshire, does some legal speeding while assisting the Octagon Stable to second place.



practice time, also made fastest lap in the race. Even so all the Ferrari p to Mos' fantastic knowledge of Nurburgring.

LEADER FOR 80 LAPS.—The beautiful electric-blue D-type Jaguar of Maurice Charles boomed round this circuit in front of the field for the first hour or so.

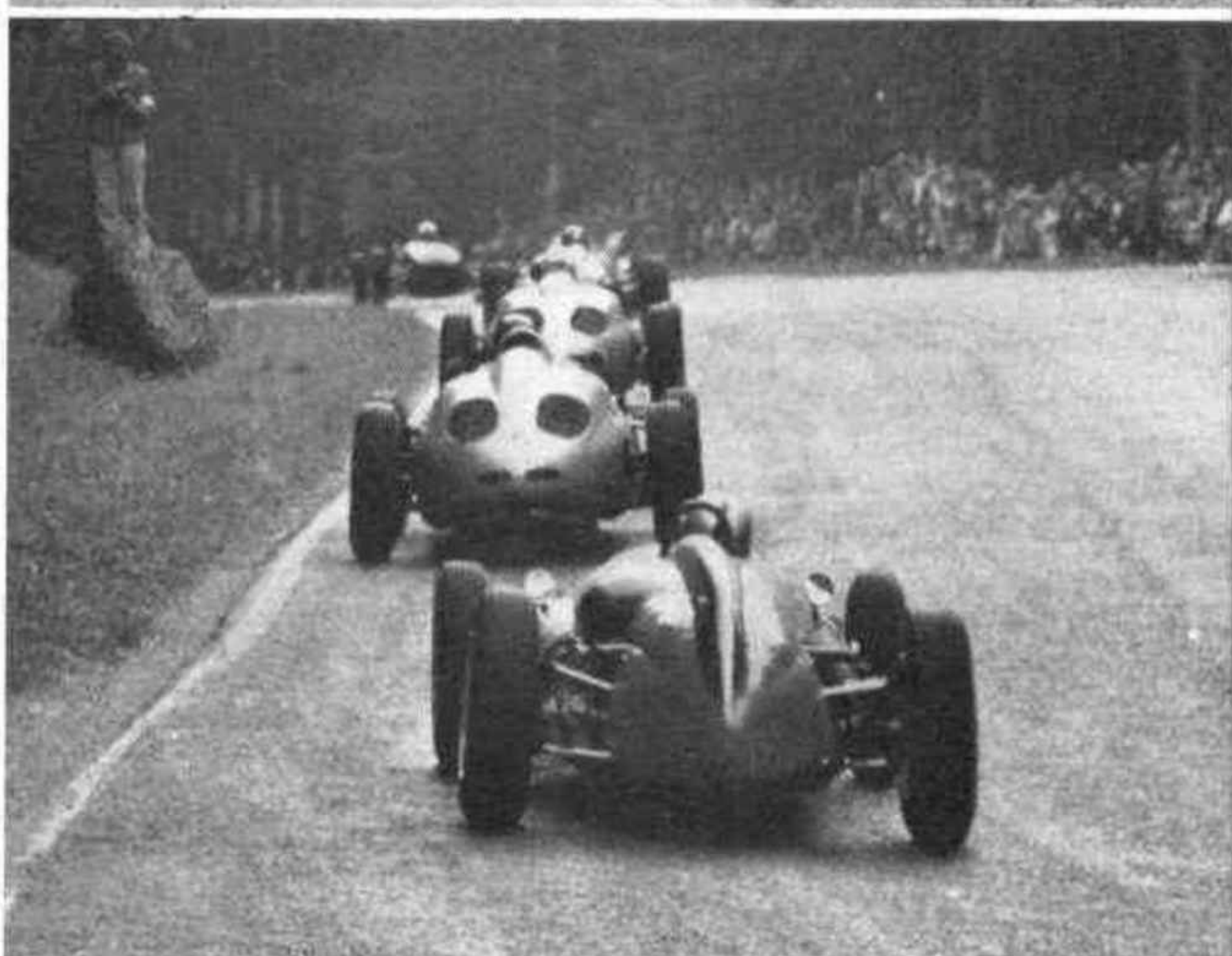


PRACTICE. — Bruce McLaren showed in practice for the Solitude race that Porsches were not unchallengeable, by tucking in behind Dan Gurney and recording the first fast lap by a British car. Here he follows Gurney closely round the Esses at Schatten.

GRASS CUTTING. —The pace in the Solitude G.P. was too hot to worry about tidy driving and here Gurney and McLaren drive through Bonnier's dust as they also take a short cut over the grass.

LINE AHEAD. — Ireland leads Brabham, Bonnier, Gurney and McLaren in the very exciting F.1 Solitude race. Here the cars are just leaving the right-hand hairpin after the start.

CLOSE RACING. — Throughout the Solitude race Innes Ireland (Lotus-Climax) was harried on all sides and in the final stages the double Porsche attack of Bonnier and Gurney really put the pressure on, but Ireland fought back splendidly and is here seen holding a slender lead.





THE MAESTRO.—While Parkes was throwing his Ferrari into slides all over the circuit Moss just kept in front without any fireworks and eventually was able to make one less stop than the young Rootes engineer.



MAMA MIA!—Parkes' Italian mechanic became very upset when he saw the small piece of metal which Parkes had been called in to remove. He stopped four times for tyres and fuel and once for the piece of metal to be cut away.



THEY'RE OFF!—Mike Parkes runs to the left-hand side of his Ferrari and Stirling Moss prepares to leap into his right-hand drive model. They go away almost together.

PARKES IN FRONT.—For the first few laps of the race Michael Parkes kept his red Ferrari in front of Stirling Moss, but Moss soon got past and, making only three pit stops for tyres, left Parkes a lap behind.

GOOD TRY.—The heavier Aston Martins just could not keep with the Ferraris despite the fact that Parkes made unscheduled stops for tin-bashing. Salvadori changed 14 tyres for his third place.





FORESHORTENED.—Bruce McLaren hurries the somewhat bent Tommy Atkins Cooper through Paddock Bend in his lap record-breaking attempt to catch Graham Hill and third place. The car received this modification in a shunt with Masten Gregory's Lotus at Druids Bend, early in the race.



WINNER.—Jack Brabham—in the works 2½-litre Cooper-Climax—calmly pressed on as other competitors retired all around him, winning comfortably at 92.32 m.p.h. Jim Clark (Lotus) and Graham Hill (B.R.M.) struggled valiantly to catch him but were unable to do so.

SHELL SUPER SHELL

THE FIELD.—Surtees and Moss lead the field early in the 76-lap race, followed closely by Gregory (U.D.T.-Lotus) and Hill (B.R.M.). The leaders held these places until Surtees spun off and Moss retired with gearbox trouble.



ONLY ONE STOP.—Graham Hill ran a consistent sixth in the T.T. in his works Abarth-Porsche and stopped only once for refuelling and tyres, taking on 10 gallons of fuel and one rear tyre.

FASTEST of the Porsches was Graham Hill, who ran sixth behind the big cars and lowered the class lap record several times in his Abarth-Porsche. He eventually left it at 1 min. 40.6sec. (85.88 m.p.h.)



CASTROL

WINS

AT BRANDS HATCH

Grand Touring Car Race

(UP TO 1000 C.C. CLASS)

- 1st** J. UREN (G.S.M. Delta)
2nd I. WALKER (Austin-Healey Sebring Sprite)
3rd P. HAWKINS (Austin-Healey Sebring Sprite)

Saloon Car Race

(2000-3000 C.C. CLASS)

- 1st** R. C. KERRISON (Jaguar 2.4)
2nd D. HAYNES (Ford Zephyr)

(1000-2000 C.C. CLASS)

- 1st** A. HUTCHESON (Riley 1.5)

(Subject to Official Confirmation)

*Follow the experts -
 always ask for **CASTROL** by name!*



BRABHAM WINS GUARDS TROPHY

THE B.R.S.C.C. August Bank Holiday International Meeting at Brands Hatch can be counted as highly successful, even if the big race of the day, the 200-mile Guards Trophy, sponsored by Guards cigarettes, showed how tired Inter-Continental racing has become, only seven cars finishing out of 17 starters, of whom only Jack Brabham's Cooper-Climax completed the full distance.

But in its desire to give its public full value Brands Hatch deserves warm praise—there are plenty of good vantage points where you can spectate from your car, a new rostrum so that you can see the winning drivers receiving their awards, a Jaguar E-type in which these successful drivers were paraded (Brabham escorted by three white A40 Guards vans!), a continuous commentary, and although probably the biggest crowd to attend an English race meeting this season—estimated at 70,000—got in before the gates had to be closed, the cars dispersed much more quickly afterwards than seemed possible.

The meeting opened with the John Davy Trophy Race for F.J. cars, over 20 laps. The opening lap decimated the field of two cars, Whitehouse crashing the Henrotte Lotus-Ford and Trevor Taylor crawling to his pit with gearbox trouble in his Team Lotus entry.

Maggs led away and his Cooper stayed in front for seven laps, after which it was Peter Arundell's Team Lotus that took the lead, at Hawthorn Hill. Parkes was coming up fast in the Gemini and on lap 11 he took Maggs on the inside at Paddock Bend. He then went after Arundell, gradually reducing the Lotus' lead, so that a really exciting race developed. Parkes just failed to take Arundell, but only by a matter of 0.4 sec. Maggs held his third place.

1st : P. Arundell (Lotus-Ford) 36 min. 17.6 sec.—87.62 m.p.h.
 2nd : M. Parkes (Gemini-Ford) 36 min. 18.0 sec.
 3rd : A. Maggs (Cooper-B.M.C.) 36 min. 36.2 sec.
 Fastest lap : Arundell and Parkes, 89.15 m.p.h.

The next race, again over 20 laps, was the Peco Trophy for Group 3 G.T. cars, in four classes; we didn't notice how many were wearing Peco exhaust boosters. . . . Moss got away to a fine start in the formidable Ferrari Berlinetta and drew out a lead that was unassailable from lap two onwards. He won, indeed, by 33 sec. from McLaren in the Peter Berry Jaguar E-type, but Parkes was right out of luck, a rear tyre puncturing on his red Ferrari Berlinetta on the first lap. Later in the race Graham Hill's Jaguar E-type from the same stable also suffered a rear wheel puncture, when in second place. Salvadori held third place thereafter in Coombs' E-type. Interest was lent by the usual Leston/Warner Elite dual. Warner led Leston comfortably to start with but on lap 13 Les went by and Warner fell back. Leston put the G.T. class lap record to 82.38 m.p.h. Mabry had a lucky escape when he lost the yellow Speedwell G.T. Sprite beyond Paddock Bend, the car rolling over and flattening its roof. The Sprinzel Sebring Sprites had their noses put out of joint by Uren's remarkable Ford-engined G.S.M. Delta, which led Ian Walker's home by 20.4 sec. and set a new 1,000-c.c. G.T. lap record of 77.81 m.p.h., which beforehand Walker had thought might be his. The Morgans of Shepherd-Barron and Lawrence dominated the 1,601-2,500-c.c. class in that order, the winner setting a class G.T. lap record of 78.45 m.p.h.

1st : S. Moss (Ferrari) 38 min. 33.6 sec.—82.47 m.p.h.
 2nd : B. McLaren (Jaguar) 39 min. 06.6 sec.
 3rd : R. Salvadori (Jaguar) 39 min. 18.0 sec.
 Fastest lap and new G.T. over 2,500 c.c. lap record : Moss, 83.53 m.p.h.

So to the big race, possibly the last of the Inter-Continental contests. A further item to Brands Hatch's credit is that the drivers were paraded beforehand in a cavalcade of smart Sunbeam Alpines. Most of the drivers had returned from Nurburg after a rather prolonged session in a Webb Dakota and Moss got a thoroughly deserved ovation on account of his great victory in the German G.P. He was driving Rob Walker's Cooper in this Guards Trophy.

There was but one non-starter, the Tec-Mec Maserati, so the field comprised sixteen 2½-litres and one 3-litre—the last named being Davison's Aston Martin DBR4/300 disc-braked single-seater—a fine, fierce car.

As the flag fell Surtees got his Yeoman Credit Cooper off splendidly, followed by Moss and Hill's B.R.M. Soon the four leaders were Surtees, Moss, Hill and Maston Gregory's U.D.T.-Lotus. Then Gregory lost it coming out of Druids, jumping

from the damaged car unhurt, and McLaren, who was immediately behind, came to his pit to have a dented nose on the works Cooper opened up.

In this 76-lap race it was to be expected that many of these 2½-litre racing cars would retire, and, sure enough, one could tick off one retirement after another, as one did in the old 500-Mile Races at Brooklands. After nine laps Marsh's Fred Tuck Cooper-Maserati was out with a broken brake pipe. By this stage Surtees still led Moss, Hill was third, but Brabham had come through to fourth place in the second works Cooper. These four were comfortably ahead of the field, Ireland (Team Lotus), Brooks (B.R.M.), Salvadori (Yeoman Credit Cooper) and Clark (Team Lotus) following.

Brabham, his small son watching from the Press Box and jumping several inches in the air every time Davison's noisy Aston Martin blasted past, began to pile on the pressure, taking Moss on the bottom straight on lap 15 and taking the lead on the next lap, as Clark spun at Druids, but continued, on oil dropped by Bandini's Centro-Sud Maserati, to which a new oil-pipe was fitted. The two Centro-Sud Maseratis were continually in trouble but pressed doggedly in and out of the pits, accelerating away side-by-side on one occasion and generally providing light relief.

On lap 17 Moss took Surtees going up the hill after Paddock Bend and Stirling led Brabham thereafter, until the Cooper's gearbox gave trouble and he retired on lap 24.

Shortly afterwards Naylor's J.B.W.-Maserati retired with low oil pressure. As the field thinned out Brabham was nicely in the lead, Graham Hill falling back, but Ireland was coming up, McLaren was working his way back through the field and Brooks had the second B.R.M. in third place.

Then Ireland's gearbox gave trouble and he was out on lap 34, Gurney going out on the same lap with similar trouble, and a lap earlier Halford's Lotus had lost a crown-wheel tooth, so it, too, was pushed away.

Lap 34 really did shorten the field, because Munaron's Maserati finally succumbed to clutch slip.

The Guards Trophy seemed to have settled into a procession, Brabham reeling off faultless laps with regular monotony, Hill way back but still second and, for the luckless Brooks had retired with a broken throttle linkage, Clark's Lotus third. On lap 65 however, Hill spun his B.R.M. and was soon at his pit for more fuel, the theory over the P.A. being that fuel starvation had caused snatchy traction and caught Graham out. While at its pit Clark's Lotus went by, but Hill resumed in second place but now he was on the same lap as Clark, only Brabham being a lap ahead. Moreover, McLaren, passing Salvadori, was really having a go, and was closing so fast on Hill that the crowd had plenty of unexpected excitement to enliven what had been a long, tedious race after Moss' retirement.

As they started the last lap, McLaren was a mere 1.2 sec. behind Hill but, amid applause, Graham held him off, going over the line just that margin ahead. But McLaren had set a new Inter-Continental lap record of 1 min. 40.2 sec. (95.2 m.p.h.) during the chase.

1st : J. Brabham (Cooper-Climax) .. 2 hr. 10 min. 53.6 sec.—92.32 m.p.h.
 2nd : J. Clark (Lotus-Climax).
 3rd : G. Hill (B.R.M.).
 4th : B. McLaren (Cooper).
 5th : R. Salvadori (Cooper).
 6th : A. N. Davison (Aston Martin).
 7th : L. Bandini (Maserati)—34 laps.
 Fastest lap and I.C. lap record : McLaren, 95.2 m.p.h.

The racing concluded with the Redex Trophy Group 2 Touring Car Race, over 20 laps, which Parkes (3.8 Jaguar) won from Salvadori (3.8 Jaguar), Sears (3.8 Jaguar) being ousted to third place. The B.M.C. Minis had a class to themselves, as the two D.K.W. Juniors non-started. Whitmore's Moore Mini lost its gears, la Trobe's its oil pressure, Aley's overheated, so Hamlin's Morris won, at 69.9 m.p.h., from Clare and Aston. The 2-3-litre class saw Kerrison's 2.4 Jaguar vanquish Haynes' Ford Zephyr and Hutcheson's Riley 1.5 won its class from Lewis' sister car, both beating Blydenstein's aged Borgward, although another Riley stopped with plug trouble. Lewis equalled the class lap record and Salvadori and Kerrison set new saloon-car class lap records, respectively at 78.97 and 72.6 m.p.h.—W. B.

1st : M. Parkes (Jaguar) 40 min. 54.8 sec.—77.73 m.p.h.
 2nd : R. Salvadori (Jaguar).
 3rd : J. G. Sears (Jaguar).

LETTERS FROM READERS

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

GERMAN WORKMANSHIP

Sir,

I am English, married with one child and work in an automobile plant as an assembly fitter. Nothing in fact very unusual about that, except that I work in West Germany and have a little to do with "that car."

Through steady readership of your magazine I remain in touch with conditions prevailing in the equivalent industry in England, and in my position of split loyalties it is difficult to read continuously of praise for Continental vehicles and the apparent unsatisfactory inspection and finish of the British product.

Our workers here are divided into three basic groups:

Group 3: Mainly women and teenagers for light assembly work, car polishing and final preparation, etc.

Group 4: Heavy work using power tools, but requiring more mechanical bias as opposed to:

Group 5: Sheer strength for labourious work under adverse conditions, i.e. bolting bodies to chassis, etc.

We work two shifts and the work averages 44 hours weekly. Our wages are calculated as follows: the time and motion study people inspect every job and then allocate a specific time allowance plus a percentage rest time. This standard time is then termed 100 per cent. and for this guaranteed minimum I receive on group 4 D.M.2.10 per hour. The only snag is that the conveyor belt is set to run at 130 per cent. and we all for our extra money must work piece rate, the rate being calculated on the number of cars *perfectly* assembled in that shift, all those sub-standard and rejected on inspection not counting.

Although the inspection of vehicles is of the highest standard the inspectors receive less wages than the fitters, and as a result seem to develop a perfection complex, i.e. if you cannot justify your higher wage by doing your job correctly, then it is my duty to reject your sub-standard work.

As an example—I fit the door keep in position and as a precautionary measure three pins are circlipped in position. One of these clips is rather inaccessible and can hardly be seen. I failed to fit two correctly and this small and almost insignificant fault was picked up within 30 minutes by inspection, and all the cars I had fitted that shift were then double inspected on this one point. The penalty for continuing mistakes is permanent relegation to a lower job until one is either sacked or a job is found to match one's capabilities.

When, as is nearly always the case, we achieve our 130 per cent. target (we work by the way an 8-hour shift with one 15-minute break) then I earn monthly D.M.550 and our budget is:

| | | |
|--|-----------------|---------|
| Gross earnings | | D.M.550 |
| Income Tax | | D.M. 40 |
| Insurance | | " 60 |
| Rent (new flat, 3 rooms plus bath and kitchen) | | " 145 |
| Food—thanks to an efficient wife | | " 170 |
| Surplus | (about) | " 135 |

By comparison a VW de luxe costs D.M.4,600, a 1½-litre saloon D.M.6,600 and a 220SE about D.M.12,000.

This then is the other side of the picture where despite expanding markets shoddy work is just not allowed by the management or unions.

Why no strikes? The unions have successfully negotiated continuous wage increases for the workers always lower than the rise in industrial productivity over the same time.

The country becomes every year economically stronger and money buys more, and inflation is noticeably absent. The workers are satisfied with this continuous improvement and the fact that communism is illegal contributes a lot to this peaceful state of affairs. We have too many refugees and live too close to be favourably influenced by communism.

The British industry as I see it has at the most a few years to put its house in order before the impact of the Common Market is felt.

I sincerely hope it wakes up to reality in time, and more power to the Editorial elbow to this end.

Osnabrück.

JOHN L. PRINCE.

COMMON MARKET COMMENTS

Sir,

The prodigious volume of criticism that has been levelled at the British Motor Industry's working standards and inspection system must abate if, and when, this country joins the Common Market. Vehicles of British manufacture will be directly comparable to Continental makes without the inclusion of import duty to push the latter up in price. Already, as one of your readers has pointed out, the ubiquitous Volkswagen will compare favourably in price to our own ADO models. The outcome of this direct competition will prove of great interest to anyone interested in motoring, especially in the economics of car ownership and running costs. I believe that the average British owner is not the high wage earner with two cars, or even the type of person who can afford to change his car every two or three years as some sections of the Press would have us believe; he is, I opine, someone rather like myself who earns a fair wage, whose wife must also work to help pay for a house, who begins his marriage on the proverbial shoestring, and who most of all puts curtains, furnishings, and the garden before buying a new car. Dig below the statistics issued and you will find this type of person everywhere. The standard of living has not risen so much that we are all on the threshold of supertax.

It is this average car owner who will find an improvement when the Continental models are offered in Britain at really keen prices. The British car is not as strongly constructed as its Continental counterpart, nor have British workers the same pride of workmanship that you can find among the Germans and Swedes, for example. Taking low priced cars only, there is an immense gulf of loving care between the construction of the B.M.C. twins and the Volkswagen or Saab. Either of the latter will give longer service than the Minis seem equipped to do, which means better buying for the average chap. Both *marques* have extremely high engineering standards and take every care of the finish of each vehicle; Volkswagen spares are excellently produced and their service is second to none, given time for the *marque* to popularise itself Saab will doubtless offer the same comprehensive service. I believe Renaults also offer good "after-sales-service". Can our own *marques* compare? I don't think so. With their sights very firmly lined on the export markets the major groups are inclined to ignore their home buyers, or at the most offer service that often takes months.

In price, therefore, in quality, and in service British manufacturers have a lot of leeway to make up. I am considering the field of vehicles between the Ford Popular and the B.M.C. Farina range because I know that the Sunbeam and Jaguar people offer exceptional value—but I cannot afford either and I don't think many other men can. Neither are really family transport for the family man anyway.

Inclusion in the Common Market will force the lasting qualities of British cars up to compete with Continental equality in prices, patriotic owners who "Buy British" will at last get a family car of really good quality that will withstand fair wear and tear, give fuel economy, and perhaps a reduction in insurance like the Herald. A car mechanically equal to Wolfsburg's baby with the aerodynamics of the Saab, and Saab's idea of equipment to boot. Then we would have a good car. It surely isn't too much to ask that instead of striking for more pay the motor workers got down to their basic job and built a few cars instead. At the present moment there is too much bitching done and not enough work. We are taxed up to the hilt as it is—give us something that is worth paying taxes for. At present I can't think of one car in the £500-£800 class that shows good workmanship, solid construction, attention to detail, comprehensive instrumentation, and decent design. Me? When I can afford to replace a very sick pre-war Series E, there will not be a British car in its place. It will be Volkswagen, unless. . . .

Sleaford.

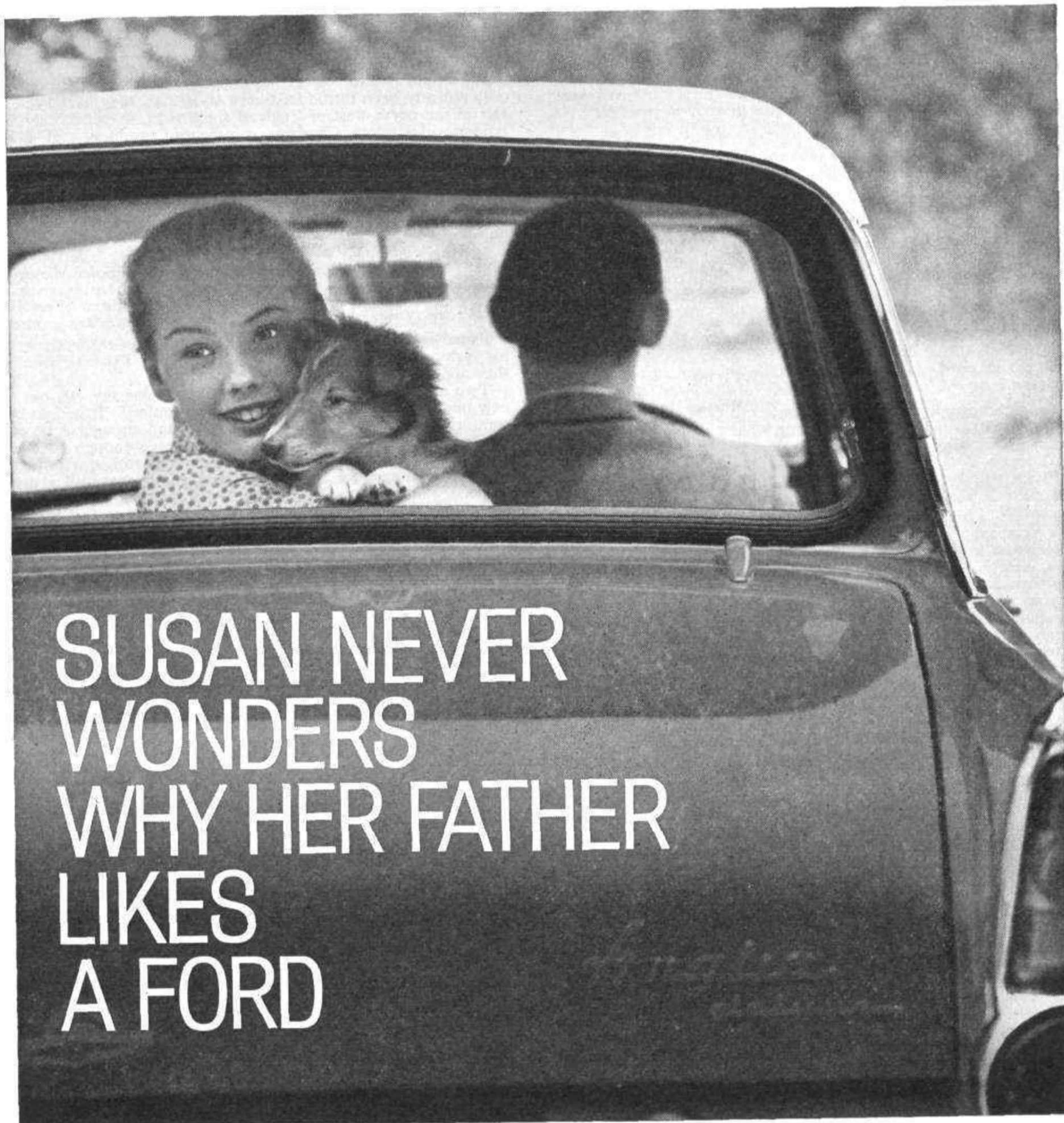
D. L. IZZARD.

RELATIVITY

Sir,

In June I spent a most enjoyable week-end at Beaulieu attending the Jaguar Silver Jubilee Week-end Rally.

I was a proud man when my wife won the Car and Lady *Concours d'Elegance*. Imagine my feelings when in your July issue I read your report on this event in which you described Mrs. Hughes as an elderly lady.



SUSAN NEVER WONDERS WHY HER FATHER LIKES A FORD

She never asks why father's car is so dependable. Why it gives her such smooth, comfortable, trouble-free rides. She's too busy looking out of the window.

But Father has to look to the mechanical side of it as well. That's why he chose a Ford. Because he not only bought a good car — he also bought Ford Service. Now he gets specialist servicing everywhere his car goes. Speedy, reliable servicing by mechanics who have taken technical courses at Ford's own Service School — and are skilled in the use of special Ford equipment. And, of course, every job, every spare part is available at Ford's *standard low fixed prices*.

This regular specialist attention means that Susan and her Father will *go on* enjoying trouble-free motoring. Well worth remembering when you're buying a good car.

FORD OF BRITAIN

FORD
SERVICE
KEEPS A FINE CAR
AT ITS FINEST!

I consider this to be a most ill-conceived and discourteous description of a person in their mid 'forties and I trust that you will have the good manners to apologise in your next issue.

Cardiff.

M. F. HUGHES.

[Apology appended. Age is relevant and although I am now technically described as "middle-aged" I am always hopeful that "young women" will overlook this purely technical term! To me, any lady over 25 is "elderly." After all, age is relevant, and if Mrs. Hughes was described as "elderly" this is different from "old," and was merely in relation to Tommy Sopwith's somewhat less-elderly passenger, who, by elegance and grace, Mrs. Hughes beat in this beauty contest, for which congratulations. Verily, you cannot please all the customers all the time but certainly to be discourteous to this charming lady and smart Jaguar never entered my head.—ED.]

* * *

THE H.R.G. ASSOCIATION

Sir,

Your photograph of the Frazer Nash and G.N. race at Oulton in the August issue made me reflect on what a shame it is that the race was not also open to their successors, the H.R.G.s. Alas, there seems little hope that this will ever come to pass and the H.R.G.s will be condemned for all time to contest M.G.-As, and even T.V.R.s and Lotuses, not to mention other modern machinery.

A year ago, following a note in MOTOR SPORT, the H.R.G. Association was formed and is now, counting our American associates, nearly one hundred strong. As soon as we could, we approached the leading vintage and post-vintage club in the country, but were more than somewhat disappointed by the suggestion that we could, with the exception of the few pre-1940 Hurgs, join as Associate members, pay a sizeable sum and merely watch from the sidelines, as we were not eligible to race. In vain did we point out that the H.R.G. was virtually unchanged from 1935 to 1955 and alone of all English makes did it reappear unchanged after the World War. In the circumstances, we formed a strong association with the Singer O.C., which has flourished ever since but even with the Le Mans contingent in the Singer O.C., there is still relatively little contemporary opposition for the Hurgs.

In these slightly frustrating circumstances, therefore, I am writing this open letter to Frazer Nash and G.N. owners in the hope that it may be possible to improve our plight to the mutual benefit of all. I would personally welcome correspondence and discussion which would lead to this end. It may also be that members of the vintage club in question could help and I would be most grateful to them.

Farnborough Park.

I. J. DUSSEK.
(Hon. Sec., H.R.G.A.)

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BAN ON FOREIGN CARS?

Sir,

The general attitude towards foreign cars becomes more amusing, and at the same time pathetic, every day. An excellent example of this was at the prize-giving following the Silverstone meeting on July 8th. The victors of the Formula Junior, Production Car and Intercontinental Formula races were each presented with their well-won trophies, and it was stated by whom they had been entered and which *marque* of car they had been driving. When it came to Moss' win in the G.T. car race, absolutely no mention was made of the unmentionable car (foreign) in which he rather easily won. Nor was any mention made of it in the B.B.C. sports report, nor in the reports of the Sunday papers which I read.

As the very proud owner of a foreign (Swedish) car myself, I find the situation most amusing. But with the imminence of the Common Market and the deplorable state of our exports, surely it is time that the British withdrew their ostrich heads from the sand and faced reality, especially with regard to inspection and finish of cars, spares and after-sales service.

Solihull.

C. H. SHIRLEY.

* * *

NEW PETROLS

Sir,

In your August issue (page 648) reference is made to "Lobitos" as being one of the new petrols now available in this country.

We would like to correct the impression that our petrols have only recently been introduced here as, in fact, they have been on sale in the north-west of England since 1934, in which year our refinery at Stanlow, Cheshire, commenced production of a full range of petroleum products.

Motorists in Ulster and Eire, however, will be more familiar with the "Lobitos" brand-name as our petrols have been marketed throughout both countries for many years and it would not be necessary to travel very far before seeing a "Lobitos" pump.

LOBITOS OILFIELDS, LIMITED.

London, S.W.1. R. W. McFadyen (Wholesale Sales Manager)

* * *

BRITISH AND PROUD OF IT!

Sir,

I read with interest every month, letters from readers criticising various cars, regrettably mostly British, and I wonder whether they are just unlucky, or—?

Two and a half years ago I wanted to change my car, but the new one had to fit a fairly critical specification. It had to be comfortable 4-seater of about 1½ litres, small enough to be convenient in our West-Country lanes, yet large enough to take a family of four plus luggage, a reasonably sporting performance yet docile enough for the wife to drive, and above all a useful 4-speed gearbox with floor change. By that I mean a box with a high top and third gear; I object to a box where first is so low that it is never used, then having to pay an extra £60 odd for an overdrive to obtain a reasonable and economical cruising speed. Heater and screenwasher preferably standard fittings and all this to be provided at a not too excessive price.

The result, if you have not already guessed, was a Riley 1.1. (who could get a school trunk in a VW?). This car has now done 36,000 miles and still averages 37 m.p.g. on Super Shell and 1,000 miles per pint of Energol Visco-Static, cruising between 50 and 60 m.p.h. The only extras fitted have been a pair of Noteks radiator blind, and of course safety harness. Troubles, well, to be strictly honest there was a faulty oil seal in one rear hub, and the back of the driver's seat did collapse, but these matters were put right under guarantee, entirely free of charge. Since then the speedo. head packed up at 33,000 miles and I have just fitted the second set of Michelin "X"s.

There is only one observation that I would make in conclusion for fast driving the tyre pressures recommended in the instruction book are far too low, producing understeer "something awful" I run my "X"s at 30 lb. all round and it is a different car.

Launceston.

T. S. HICKS.

* * *

APOLOGY

Sir,

I am terribly intrigued—do tell me, why did "M.L.T." of MOTOR SPORT "correct" the way in which my family has spelled the rather well-known name of Haig, to that of "Haigh," in the article concerning me in last month's copy? So far as I know the most notable member of the name of Haigh to hit the headlines was the late Mr. Haigh of Crawley, who carried out some rather successful, and original, acid-bath murders.

The rather better known name of Haig (or well known if only for the whisky advertisements!—John Haig was my great-grandfather), has, I admit, only *four* letters, and I can only assume that to have such a simple and uncomplicated name is not, nowadays, considered to be quite *genteel*.

However, we really *do* prefer to stick to the old well-known spelling, if you don't mind! So will you, please, put a correction for me in next month's copy of the paper, as this saves the trouble of much future correction which might arise from it? (You have my form returned to you, and you will also find it correctly spelt in books of reference, etc.).

Petworth.

BETTY HAIG (Miss).

[Quite!—ED.]

* * *

ERROR

Sir,

While reading through the article on the British Empire Trophy in last month's MOTOR SPORT I came across the following error. Halfway down the first column it is stated that Jack Brabham brought the Indianapolis Cooper into the pits during the early stages of the race. Later on page 665 it says that Jack took the Indy. car on a couple of anticlockwise demonstration laps, anticlockwise because of the cars biased cornering. The latter is in fact the case but the car used in the race was Jack's own privately entered car. I am a regular reader of the magazine and I was a

little surprised to find such an error in such an excellent publication.

Enfield.

D. J. L. LINE (17).

[I can only assume that the Assistant Editor had too much sun on the Continent when he confused these Coopers—or too much 'Haig'!—ED.]

* * *

T.V. AND MOTOR RACING

Sir,

This week B.B.C. Television is spending about 4½ hours at the International Horse Show plus another 5 hours at the Goodwood races and between them I.T.V. and B.B.C. will spend something like 4 hours at horsey events this Saturday (July 29th). This does not take into consideration the coverage on sound radio. Need I say more?

W. Ewell.

P. S. STEPHENSON.

* * *

SALESMANSHIP

Sir,

What a superb example of British car salesmanship we witnessed in Edinburgh this week with the arrival of the first Jaguar E type.

Having heard that a coupé was on view we joined the crowd outside the showroom and peered through the window to where the "beast" stood tethered. One brave spirit ventured into the "sanctuary" and was met by a pleasant salesman obviously proud of his charge and keen to discuss it with even impecunious enthusiasts. Soon there were four of us admiring and discussing the many points of interest—not daring to touch, just looking.

The state of bliss was not to last, for along came another (perhaps the Daimler?) salesman, his face flushed with anger, and with a show of temper slammed the bonnet shut, closed the only open door and all but chased us out of the showroom.

Perhaps our presence did not grace his establishment but neither did his ill-mannered display impress us. One hopes he will never have to sell a car or there will surely be empty pockets in Coventry.

Edinburgh 3.

G. T. WALKER.

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POOR SHOW B.M.C.!

Sir,

After having read the letter from "Popeye" in your July issue of MOTOR SPORT, my friend and I wholeheartedly agreed with his views regarding the so-called new, "even spriter" Sprite.

Only a few days before reading his letter we were confronted, yet again, with another Farina-inspired monstrosity, namely the M.G. Sprite.

What, may we ask, has happened to the quality of design, the individuality, and the enthusiasm of today's British car designer?

Why must we be dominated by the influence of Continental trends, when surely we have in this country and no doubt at M.G.s, the brains and initiative to produce a body fit to carry the world renowned octagonal emblem?

Thank heavens we at least have a few people left in this country, like John Sprinzel, for example, capable of designing an individualistic body. After having seen the new Sprite at Spa Francorchamps, we can say with some justification that even our sports cars seem to be included in this Farina invasion of squared, finned and shapeless pieces of coachwork.

How far can this trend continue?

Surely it will not infiltrate into the stables of individualists such as the Morgan, Lotus and Jaguar? If that day ever comes, we will both return to our old love—motorcycling!

B.F.P.O. 42.

TONY BROOKES, JOHN BUTTERFIELD.

* * *

GOOD FOR SMITHS

Sir,

Your recently published correspondent's experience with Smiths Motor Accessories has prompted me to take up pen in their defence. A couple of years ago they made up a special instrument to my specification, going to a great amount of trouble to have every detail correct. Cost was most reasonable, delivery was ahead of their estimate, and they meticulously answered every question and point raised with them.

In short, it was a pleasure to do business with them, and a very refreshing change from the treatment one receives from many

other firms, both large and small, many of whom can't even be bothered to let you have details of the products they are endeavouring to sell. Usual disclaimer.

Milnthorpe.

J. E. HODGSON.

Sir,

Recently there have appeared, in successive issues of the Magazine, criticisms of the service offered by the Smiths Instrument Company, and as I am sure you would like to maintain a proper balance in these matters, perhaps you would be kind enough to publish these brief comments of my own experiences. They may have a somewhat deeper significance for the majority of your readers than would be the case with the ordinary motoring public, because I have for many years now, indulged in the rather questionable pastime of rebuilding vintage machinery.

Over the last 25 years I have tackled most of the English breeds and it is surprising what a large proportion have brought me into contact with Smiths, who appear to have been the producers of the majority of instruments fitted to these cars. For the past 10 years I have concentrated on Bentleys, who, of course, originally fitted Jaeger instruments and this Company in its turn was absorbed by the Smiths Group. I have never failed to obtain the maximum help from their Service Department, however, unprofitable and inconvenient the research might have been for the Company.

In the case of my Bentley activity, they have even searched their factory for the oldest employees, who could claim a working knowledge of the particular instruments, and on at least two occasions, bezel switches have been repaired from the almost forgotten contents of a particular workman's bench drawer.

Recently, just before their labour troubles began, the electric clock of my Bristol failed and I sent it to the works for attention. In the fullness of time this was returned, with no more than the usual delay one would expect in the circumstances, but without any charge to me, and this, despite the fact the guarantee period had long expired.

Of course, in this impersonal age and in view of the tremendous growth in the Smiths organisation, it is inevitable that the system must, from time to time, give cause for complaint, but it is only right that the creditable aspects of any service should receive equal publicity. I can, therefore, only speak as a satisfied customer, who has very little to offer in exchange for services rendered, except prompt payment of accounts and whatever value can be attached to my loyalty.

Plymouth.

T. QUAYLE.

[Good for Smiths. But when will they return to the good old clockwork car clocks which worked reliably for 20 years or more, instead of making electric timepieces which, if the two I have had in the Editorial Mini-Minor are typical, either stop completely or work erratically after a matter of months, or less.—ED.]

* * *

NO ACCOUNTING FOR TASTE

Sir,

I enclose a cutting from *Exchange & Mart*, accompanied by my own attempt to depict the incident as I see it. The cutting reads:

"MOTOLYMPIA NEWS—A client phoned for a 1931 con-rod and had it for breakfast next morning. Write for anything (dismantlers) Motolympia by Station, Welshpool. Tel.: 2327, after 8. Trewern, 337, Montgomeryshire."

Cromer.

G. EASTERLING.



THE OTHER SIDE OF THE COIN

Sir,

Your correspondent, "Disillusioned Motorist," really is most unfair to our Police Force. The Police are not responsible for making the Motor Laws nor are they responsible for the punishment given to the wrongdoer.

Referring specifically to the letter from "Disillusioned Motorist" I would make the following points:

1. He was exceeding the speed limit. The fact that he was doing so by 10 m.p.h., the fact that an adjacent cafe is the venue of 100-m.p.h. motorcyclists, the fact that his speedometer was incorrectly assembled are totally irrelevant. Very properly the police officer reported him. It is the job of that officer to do so.

2. Certain evidence given by "Disillusioned Motorist" in his defence and eagerness to co-operate (*sic*) was supported by photographs and bills, none of which were returned. Does your correspondent seriously think that some sergeant purposely kept them? Maybe a Clerk to the Court has them but I cannot follow the argument that this casts the Police in a bad mould.

3. The final act. Licence endorsed and a £4 fine. Which shows incidentally, that a rear view mirror at 10 shillings is very good value. And now the final breakdown in Police/Public relations. Somewhere else, someone else was fined £1 for doing something different under different circumstances on a different day at a (probably) different time! So what? The Magistrates were responsible for imposing the penalties, not the Police.

Nowhere do I detect any possible cause for criticising the Police. The only person open to criticism is "Disillusioned Motorist" who, if you will allow me this simile, was careless enough to be fairly and squarely l.b.w. and then blames the umpire for giving him out!

Rochester.

A. KNIGHT.

Sir,

As a regular reader of MOTOR SPORT, and also a police officer, I feel it my duty to defend my colleagues from the unjust criticism levelled at them by "Disillusioned Motorist" in your August edition.

"Disillusioned Motorist" feels that the Police have been unfair in their treatment of him, but I would like to make the following points which I feel are relevant to this matter.

1. In the first place, "D.M." was reported for speeding, an offence which he does not deny. He also does not deny that he had been exceeding the speed limit by 10 m.p.h., even though as he discovered later his speedometer was not functioning correctly. Therefore, he presumably has no grouse against the officer reporting him for summons. The officer did not know of the inefficient speedometer, and was only doing his duty in reporting the offender. Whether prosecution is undertaken is a matter for his superior officer, as he pointed out. So far I can see no cause for complaint.

2. It was pointed out to "D.M." that there might be a three-month delay before he heard any more about the alleged offence. This is in order, providing that the officer pointed out to "D.M." at the time, the offence for which he was being reported, and told him that he was being reported for the question of prosecution to be considered. A delay is inevitable, but a three-month delay would be unusual in my own Force.

3. "D.M." pleaded guilty to the offence, and therefore cannot complain about the fine. Apparently he has driven 350,000 trouble-free miles in 15 years, and accordingly might expect that to be taken into consideration when his punishment is considered. I do not doubt that it was, but that is a matter for the Magistrates to consider, not the Police. The Police duty is to report the offender, and a plea for leniency or of mitigating circumstances is for the Court to consider.

4. "D.M." sent his "guilty plea" to the Court of Petty Sessions, presumably he enclosed the documents and photographs at the same time. The Court is not controlled by the Police, and if the documents have not been returned, that is a fault on the part of the Court clerical staff, not the police office.

5. As regards the second case which "D.M." quotes, it is rather difficult to comment, not being in possession of the full facts. However, "D.M." sees fit to cast aspersions on the honesty of the Police, indicating that the youth was only fined a total of £2 because his father had been in the Police Force, and both his brothers were serving members. Surely if the Police were corrupt, the prosecution would never have been brought in the first place. Also, the Police brought sufficient evidence to prove the case, as the defendant was fined. The extent of the fine is not a matter for the Police. It is the Police duty to report the offender, and the Court's decision, whether the officer agrees

with it or not, is not his affair.

No one is perfect, and no organisation is beyond reproach. The Police make mistakes, naturally, but fortunately they are few and far between. Criticism is a good thing, because it should ensure that the person making the mistake does not make the same mistake again. However, I feel that in this case the criticism is directed in the wrong direction. "D.M." was fined for an offence to which he pleads "guilty." The Magistrates Court did not return documents and photographs which he posted on his behalf. The son of a former police officer is fined for two offences, and because he was not fined as severely as "D.M." a strong letter is sent to MOTOR SPORT criticising the Police as a whole, and worsening the public relations which I personally am forever doing my best to improve.

I hope that this letter is published, or one of a similar nature, in order that the readers to your fine magazine may have a chance of judging for themselves both sides of this affair.

"POLICE OFFICER."

[Name and address supplied.—ED.]

[These letters are published because we like to give both sides of an argument. But it should be obvious that in an age when young children are being raped, women molested and old ladies beaten up and left for dead by criminals who all too frequently go undetected, motorists cannot take kindly to being "booked" by policemen for going rather too fast in speed-limit areas or for parking in a wide deserted street, etc. We want more understanding magistrates when motoring cases are heard, standardisation of fines and more sensible employment of policemen, who are mainly young chaps whose job should surely be mainly concerned with apprehending criminals and thugs. Of course, if you don't like the "cissy" task of "booking" morally innocent motorists no-one in the whole wide world can force you to become a policeman.—ED.]

OPINIONS

Sir,

I was surprised, with a certain amount of pride, to see my letter in print in the July issue. It has caused a mixed bag of criticism and praise from family circle to complete strangers from veterans to moderns. One very dear old boy of the nostalgic brigade told me quite firmly that the "Best Car in the World" was not a "Rails Race" but a "Naypiah."

A very tatty Railton was submitted for my inspection, with drop-head dropped and now unraisable. If about a dozen people took hold of wings, doors and odd fittings, the engine ticked over in near complete silence. I was informed "it went like a bomb," but it was admitted a brick wall was the only expedient for emergency stopping!

A more modern species asked if I'd seen a "Farina," I believe Mark 4, with "cocked-up" fins removed and replaced with fins made with an eye-to-line. Believe they cost about £40, fitted with stop-light eyes, I am led to understand, makes a perfect car! How stupid can we get?

My wife asked me if "snogging" means back-seat driving. I agreed it was as good a definition as any!

Yes, I will try the 1500 (unmentionable) when it arrives, as I well might be the answer.

Also to inform you that Mr. Morgan, Secretary of the B.A.R.C. is obtaining a few more J.C.C. Badges for members who have lost theirs, so all will shortly be well, with the missing "Tooth" or "Badge-plate" back again.

Southampton.

GERALD L. ADAMS.

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FOR SALE

- J2 M.G.**, breaking for spares. Perfect condition. Many new parts. S.A.E. list. Wanted, T.C. engine-gearbox. TD body parts. Urgent. Box No. H.237. [9237]
- LANCIA AUGUSTA** saloon, 1936. Good condition, leather upholstery, Rudge wheels. Passed test. £70 or offer. Neal, "St. Christoph," Bentfield End, Stansted, Essex. [9238]
- A.C.**, 1937, d.h. 4-seater, 2-litre for P.V.T. enthusiast. *Concours* winner Eastbourne. Radio, ride control. Complete history. Sound, clean car. M.O.T. Drabble, Yew Tree Cottage, Frankton, Rugby. Tel.: Marton 478. [9239]
- HEALEY ABBOT** d.h.c., 1952. Very fine condition. Respray in original green. New hood, new tyres, radio, heater, washers, etc. Full history available. £340. Davenhill, Lanchbury, Pedmore, Stourbridge. Tel.: Hagley 2263. [9240]
- AUSTIN HEALEY 100/4**, 1955, red, black leather interior; genuine low mileage. Fitted overdrive, heater, Le Mans modifications, chrome rack, under-sealed. H.P. arranged. £465. Bunyan, 18, New Road, Broxbourne, Herts. Tel.: Hoddesdon 2914 (weekends). [9243]
- 1936 RILEY NINE** Merlin. S/beam headlights, spots, heater; new battery, brakes, tyres. £125. P. Bennett, Tel.: Oxshott 2913. [9244]
- MORGAN 4/4**, 1948. Standard engine. M.O.T. certificate. Good condition throughout. £135. Bentley, Boundary Hall, Tadley, Hants. Tel.: Reading 68961. [9245]
- 1939 LAGONDA LG6** 4½-litre saloon. Only 3,000 miles since complete engine overhaul, including resleeving to standard. Mechanically perfect, bodywork sound. M.O.T. test. £230. Also 1948 Fordson van with windows, spare engine, gearbox, etc., offers. Any interesting car taken in p/e. M. H. Browne, "Green Leys," Kimpton, Hitchin, Herts. [9246]
- ROLLS-BENTLEY 4½** Thrupp/Maberly sports saloon. £484 spent. New pistons last month. Fine condition. 97 m.p.h., 20 m.p.g. £275. Seen at Crondall Garage, Crondall, Nr. Farnham. [9247]
- ALLARD** 1000cc, 1948. New hood and tonneau; excellent mechanically, well shod. M.O.T. d. £60? Nethyholme, Digswell, Herts. Tel.: Welwyn 4521. [9249]
- LAGONDA RAPIER**, 1938, sports saloon, mechanically good, bodily poor. M.O.T. certificate. Taxed Sept. £75. 157, Hainault Road, Romford. Tel.: 46573. [9250]
- SINGER LE MANS** 9-h.p. Speed 2-seater, 1934 model. Ivory coach paint. Blue interior, seat covers. Four excellent tyres; mechanically sound. Twin carbs., balanced crank, large aluminium sump. One owner last eight years, now purchased larger car. £120 or offer. 134, Woodcock Hill, Kenton, Middlesex. [9251]
- RILEY ADELPHI**. Tested, reliable. £65. 1935. Nine preselector, differential, starter, wheels, 6-cylinder sump, rods. Jones, "Redlands," Barnet By-Pass, North Mymms. [9252]
- CITROEN LIGHT 15**, 1953, beautifully maintained by private owner. New Michelin "X" tyres, sunroof, heater. Owner posted abroad. £225 o.n.o. Major Banks, Eastney Barracks, Southsea. [9258]
- OWING TO** lack of garage space I am compelled to part with much loved 1924 12.50 Ductal Alvis. This car is in superb original condition. Engine and transmission faultless. Tyres good, new battery. M.O.T. cert. Selling only to Vintage enthusiast. Box No. J.170. [9370]
- TA M.G.** for sale, v.g.c. £70 just spent. £140 o.n.o. S.A.E. for photos and details. Hughes, Springs Farm, Selattyn, Oswestry, Shropshire. [9255]
- 1955 AUSTIN HEALEY BN1**, green. Heater, overdrive, fog and spot. £435. Lightcliffe Motors, Lightcliffe, Halifax. Tel.: Halifax 69191. [9256]
- AUSTIN NIPPY**. Reconditioned engine, new tyres. M.O.T. tested. Excellent weather equipment. Extras, radio, washers, mirrors, fog, parking light, indicators. £105. B. Payne, Cophorne House Cottage, Cophorne, Crawley, Sussex. [9257]
- ALVIS, 1938, 12/70** d/h., suitable for spares. Offers. Tel.: COP 3092. [9258]

FOR SALE—continued

- TR2, 1954**. White with red hard-top. Reconditioned engine. Mich. "X" tyres. Body very good. Patten, 28, Argyle Gardens, Upminster. [9259]
- ASTRA**, June 1958. Used as second car by one engineer owner. Alloy body. All round independent suspension. Radio, tools, instruction book. Extra large new battery. Under 10,000. Not used since last September. H.P. can be arranged. All day at 45 m.p.h. and 55 m.p.g. Give away price £195. No offers. Box No. H.260. [9260]
- LA LICORNE 9-h.p.** drophead, one lady owner since new (1929). No corrosion, new tyres; reliable, unique. £55 o.n.o. London, Box No. H.261. [9261]
- JAGUAR XK140 HARD-TOP** body, near immaculate, professionally fitted to 1953 XK120 chassis. Beautiful car, cream. Offers around £325, or exchange small car or boat. London, Box No. H.262. [9262]
- JAGUAR XK SPARES**, engines, gearboxes and many other items, ex wrecked cars. No lists, state wants. London, Box No. H.263. [9263]
- TRIUMPH ROADSTER 1800**. Well above average condition. New battery and carburetter; brakes relined; recent suspension and steering overhaul; new springs; extras. About £150. Steward, 35, Coppice Road, Finchfield, Wolverhampton. Tel.: Bilston 41121 (day). [9265]
- CITROEN LIGHT FIFTEEN** saloon, 1946. Outstanding condition for year, mechanically and bodily. Four good "X"s. M.O.T. cert. £115 o.n.o. Millington, 12, Avenue Road, Leamington. [9266]
- 4AB SINGER ROADSTER**, 1951. Excellent condition, extensively overhauled. M.O.T. certificate. £175 o.n.o. 44, Buckingham Road, Wilmslow, Cheshire. [9267]
- AUSTIN SEVEN**, 1930, saloon. Engine excellent, good original body. Two engines with gearboxes, dynamos, starter-motors. £21. Mulloy, Old Thatch, Finchampstead, Berks. Tel.: Yateley 2274. [9267A]
- ATTRACTIVE 1172** sports just completed. Photos available. Best over £100. 32, Warren Road, Liverpool, 23. [9268]
- M.G. J2 ENGINE** and chassis spares for sale. Best, Big Tithe Cottage, Ollerton Road, Calverton, Notts. [9269]
- JAGUAR MK. VII**, 1952, dark blue. Radio and heater. Excellent mechanical condition. £145. Would take open sports value of £45 in part exchange. 22, Peters Place, Northchurch, Herts. [9272]
- 1957 M.G.-A Coupé**, red, unmarked throughout, new engine, 8,000 miles, works fitted supercharger. Terrific performance but economical. Michelin "X". Bargain. £575. Taxed and insured. 68, Sunderland Terrace, Ulverston, Lancs. Tel.: 2253. [9285]
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- MERCEDES-BENZ 170V**, 1949, left-hand drive saloon. Heater. £90. 11, Parkway, Trentham, Staffs. [9287]
- JUPITER, 1952**. Reconditioned engine and B.R.G. respray last year. Vynide hood and tonneau, heater, radio, S.U. carburettors. £320. Slatter, Eastington, Northleach, Glos. [9289]
- ROLLS-ROYCE**, 1933, 25-h.p. limousine—body Arnold. Good condition. M.O.T. 7-seater division. £175 o.n.o. 5, Kingsley Close, Crofton, nr. Wakefield. [9290]

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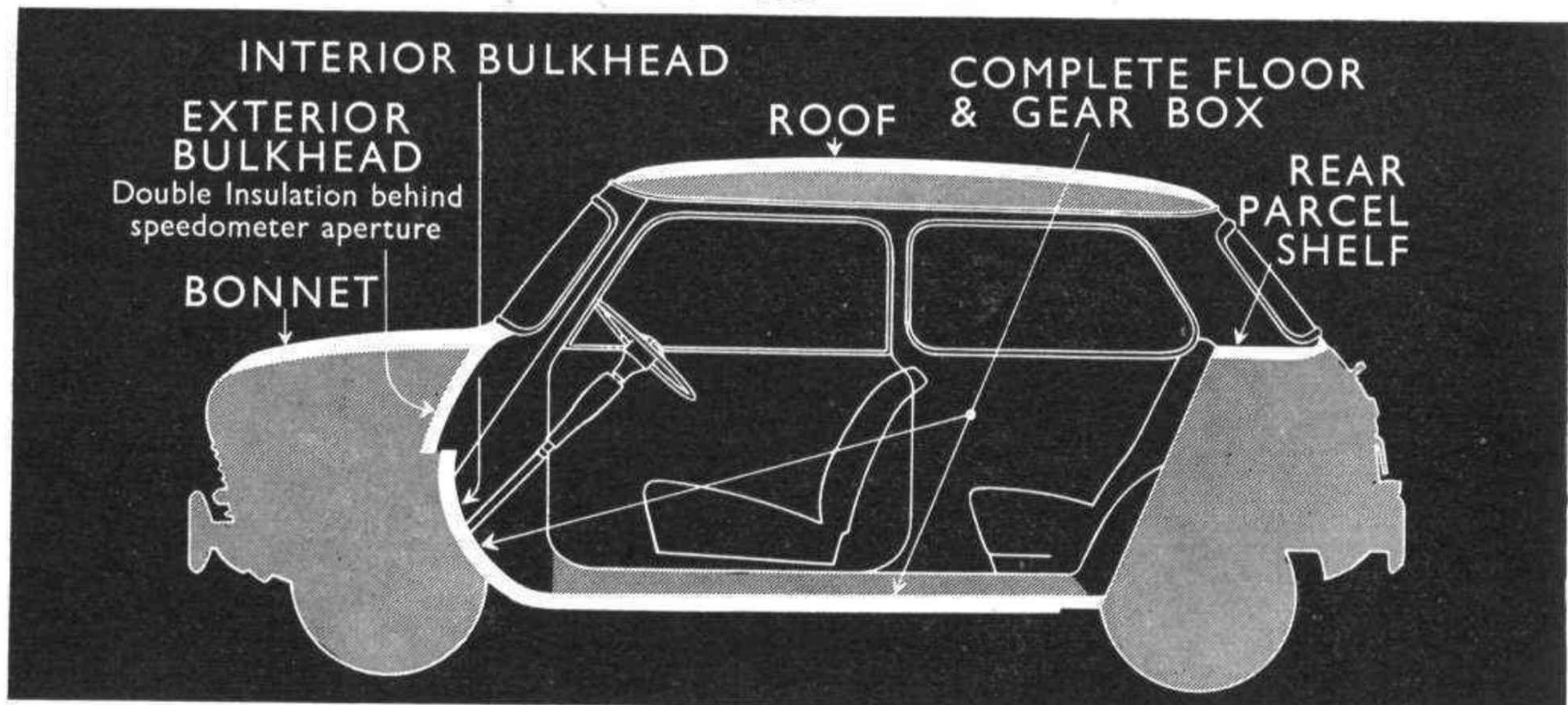
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- TALBOT 95**. Spacious saloon by Darracq. Raised c/r. 35 lb. hot. £45 or exchange dinghy. 51, Punch Cope Rd., Crawley, Sussex. [9292]
- LANCIA APRILIA**, 1938. Nice condition, some extras. £140 o.n.o. 2, Northumberland Close, Erith, Kent. [9293]
- SWALLOW DORETTI** Italian red. Hard- and soft-top, etc. Excellent condition. £525. Box No. J.294. [9294]
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- 1937 ASTON MARTIN** 2-litre s/c. An excellent excellent example on which a great deal of money has been spent. Full details on application. Box No. J.364. [9364]
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- ALFA-ROMEO**, 1928, 1500, s.o.h.c. Breaking. S.A.E. for list. Kellock, 3, The Vineyard, Richmond, Surrey. Tel.: 1540. [9308]
- RILEY 1½** Adelphi, 1937, fair condition and in running order. Will sell complete or break for spares. Emmerson, 21, Chequerfield Mount, Pontefract. [9309]
- MORRIS MINOR** saloon, 1949. Recent engine overhaul. M.O.T. £190. H.P. arranged. Want Fiat 500 or 600. Hunt, 14, King William Road, Kempston, Bedford. [9310]
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- XK140 JAGUAR**, fixed head, 1956, good condition. £445. Tel.: TEM 6493 (day) or Littlebourne 338. [9312]
- ENGINE: RENAULT 850** part assembled, new liners, pistons, reground crank. £30; includes clutch, dynamo, starter, manual. Mr. Gray, Tel.: PRImrose 2935. [9313]
- 1932 RILEY 9** rebuilt as 2-seater open sports. Twin carbs., sidelights. Body in exc. condition. Good mechanical. Needs minor electrical attention. Nearest offer £35. Box No. J.314. [9314]
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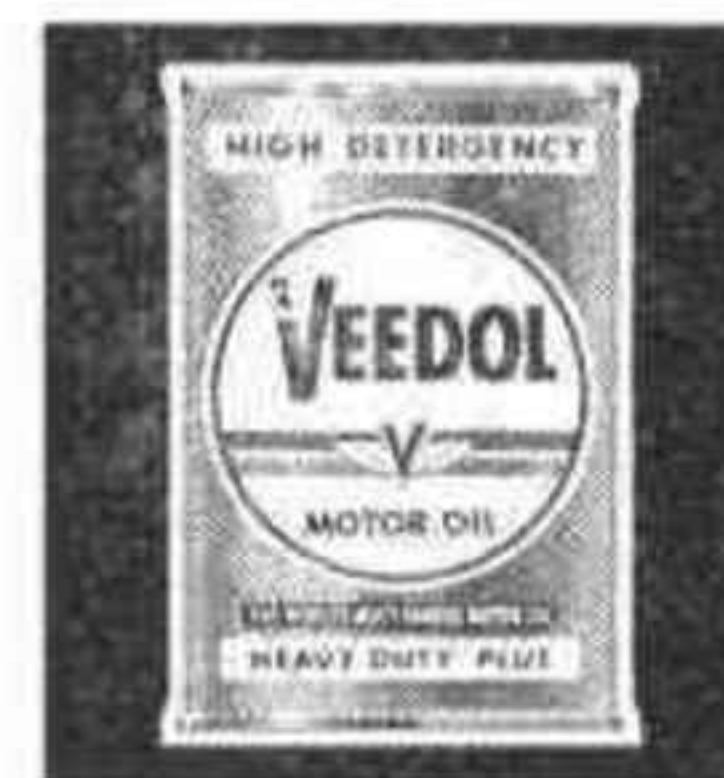
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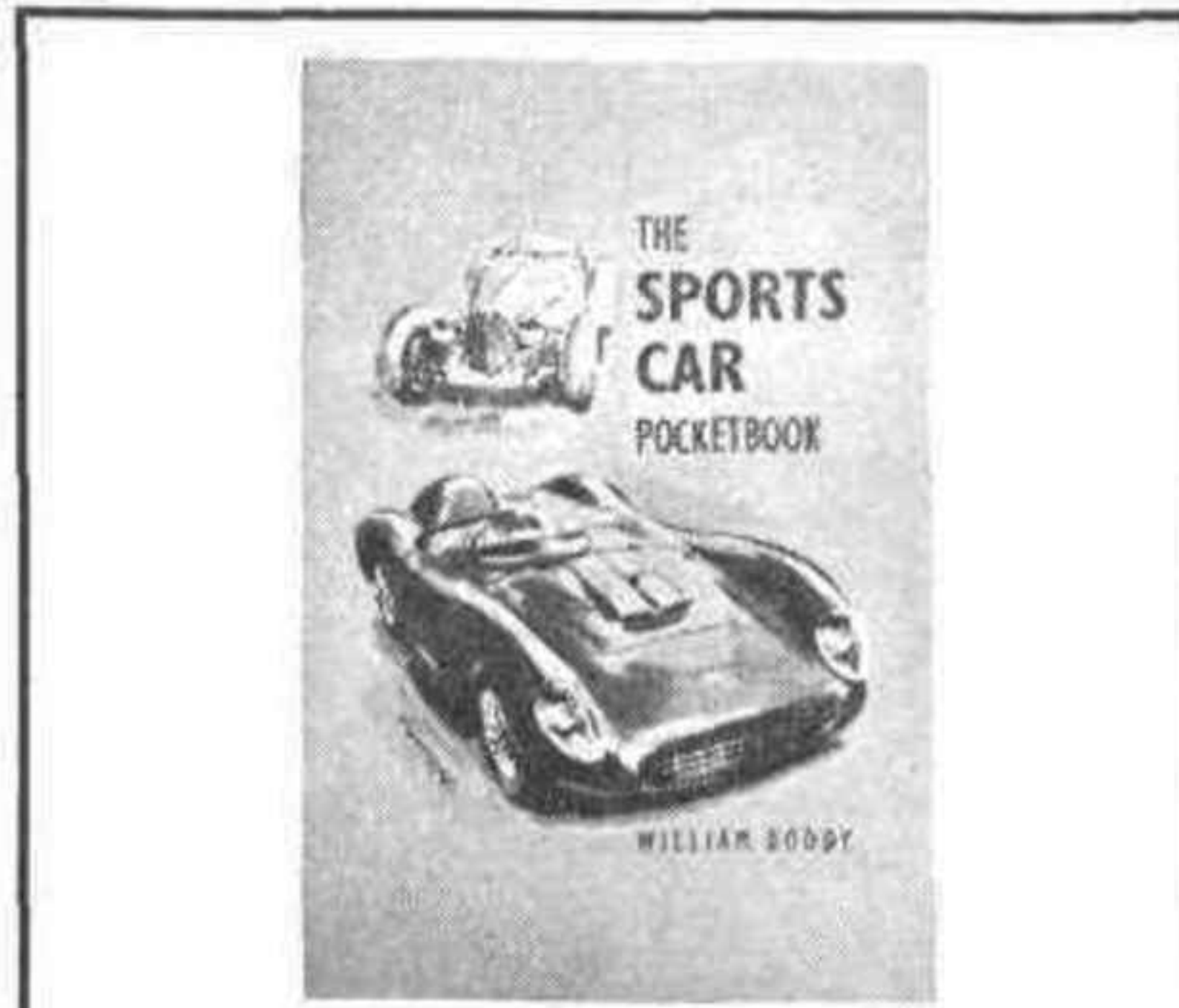
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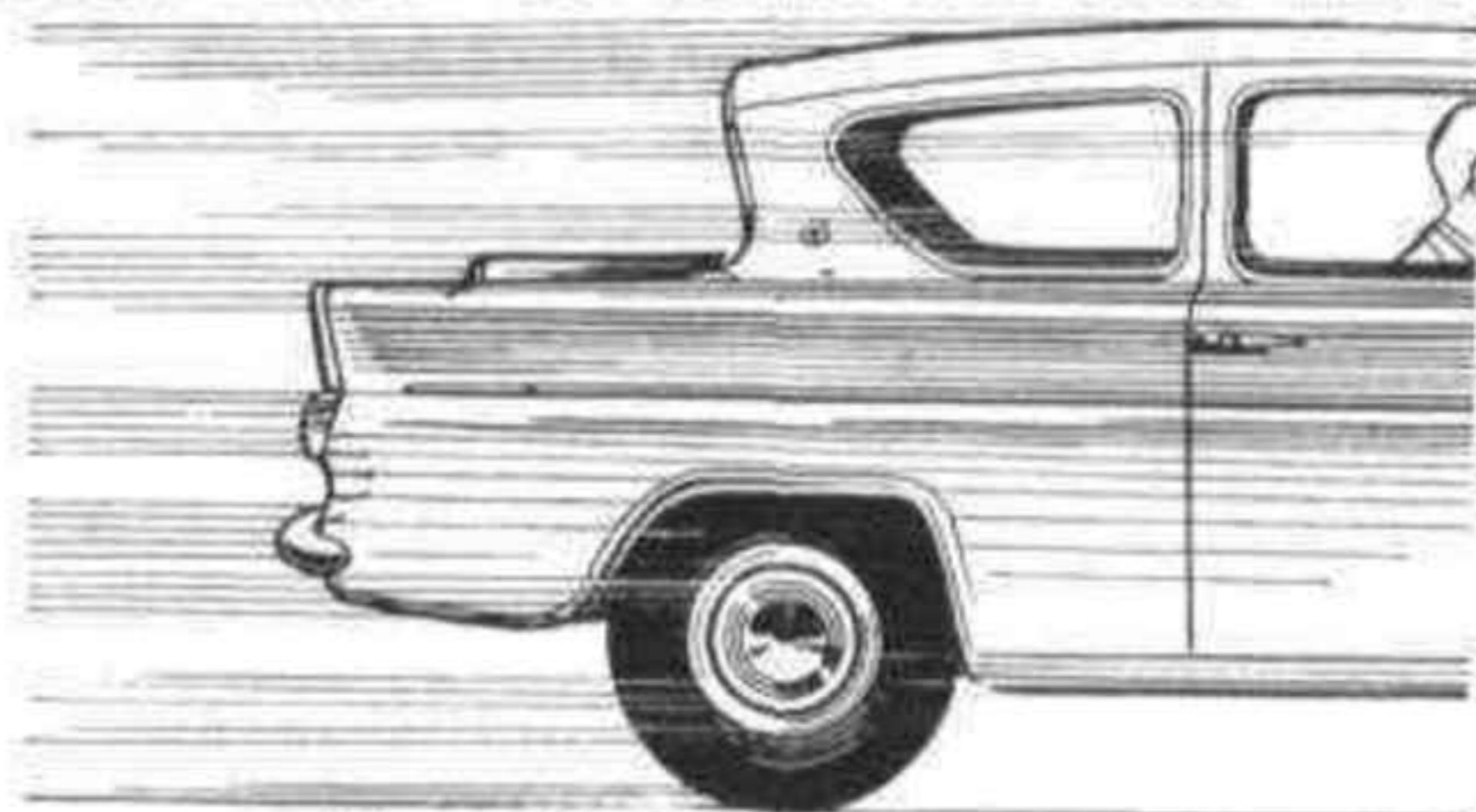
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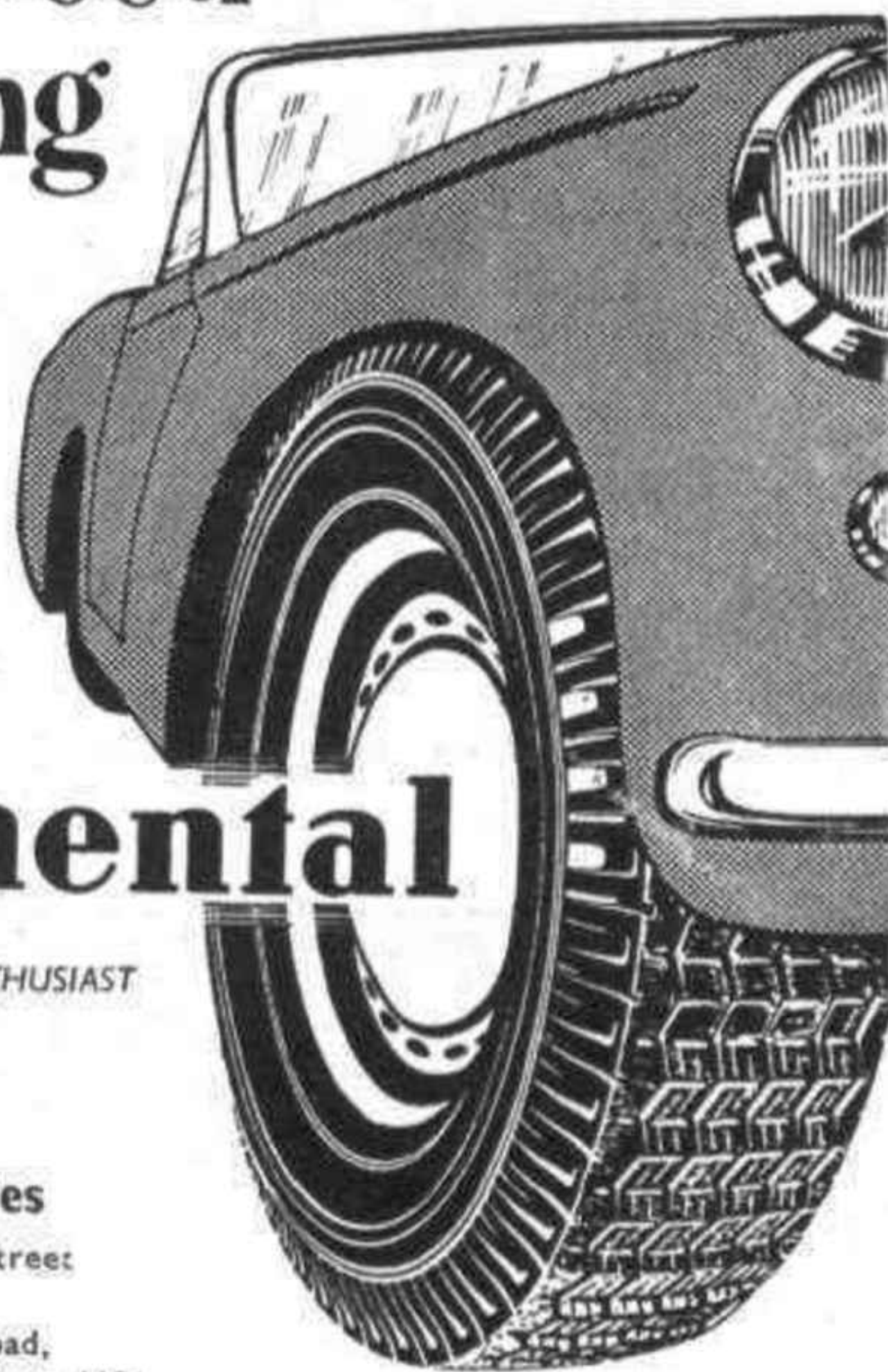
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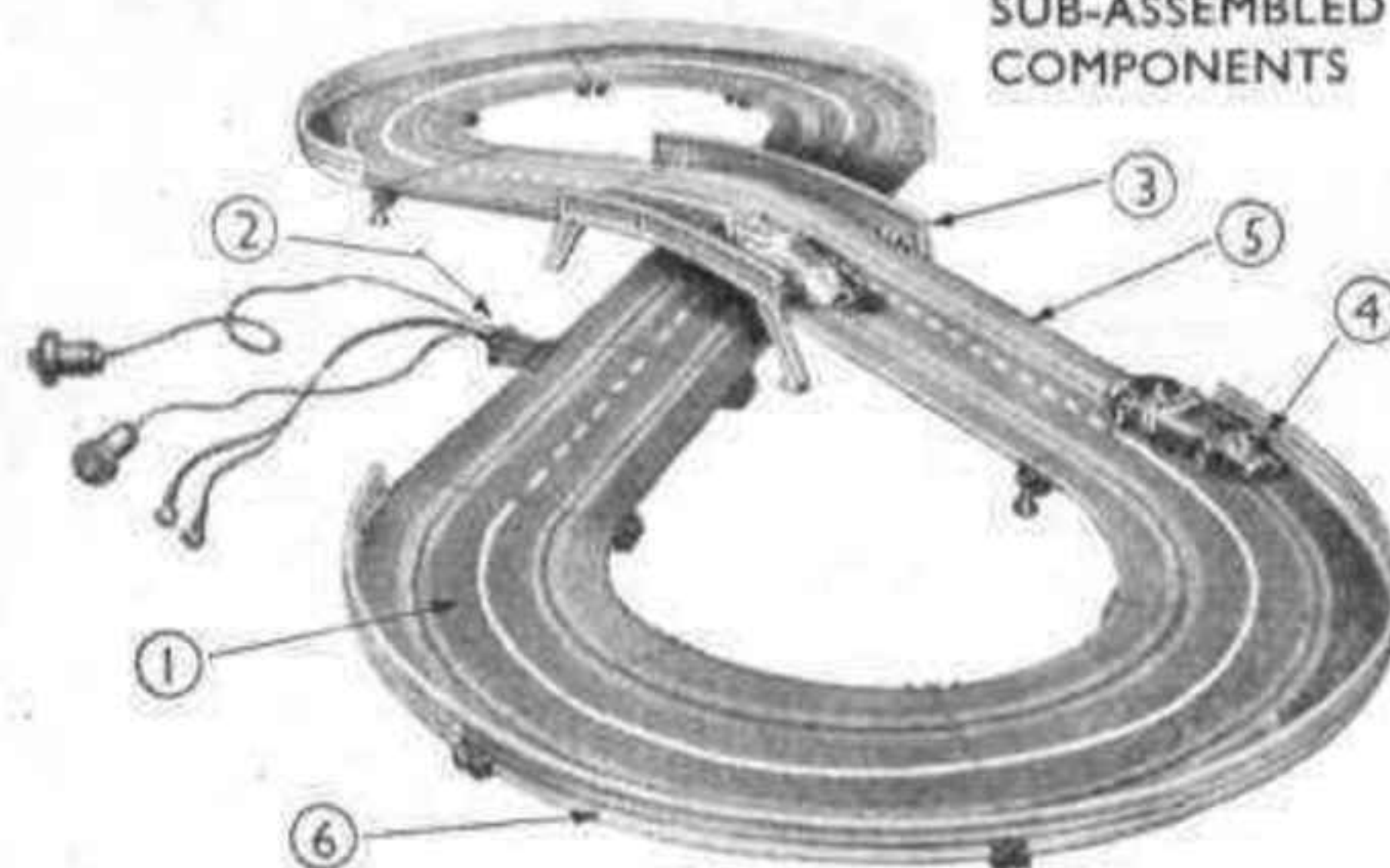
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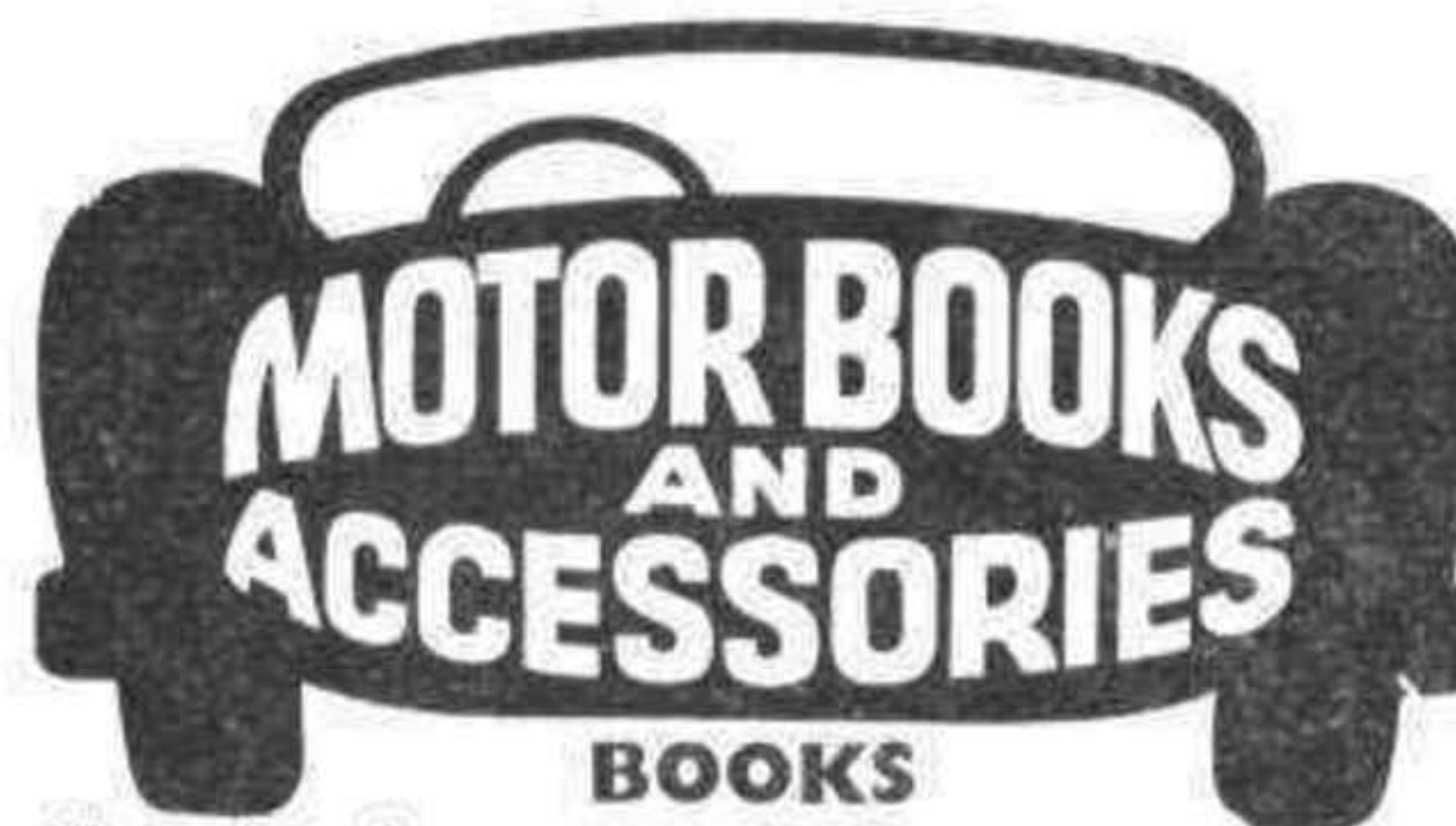
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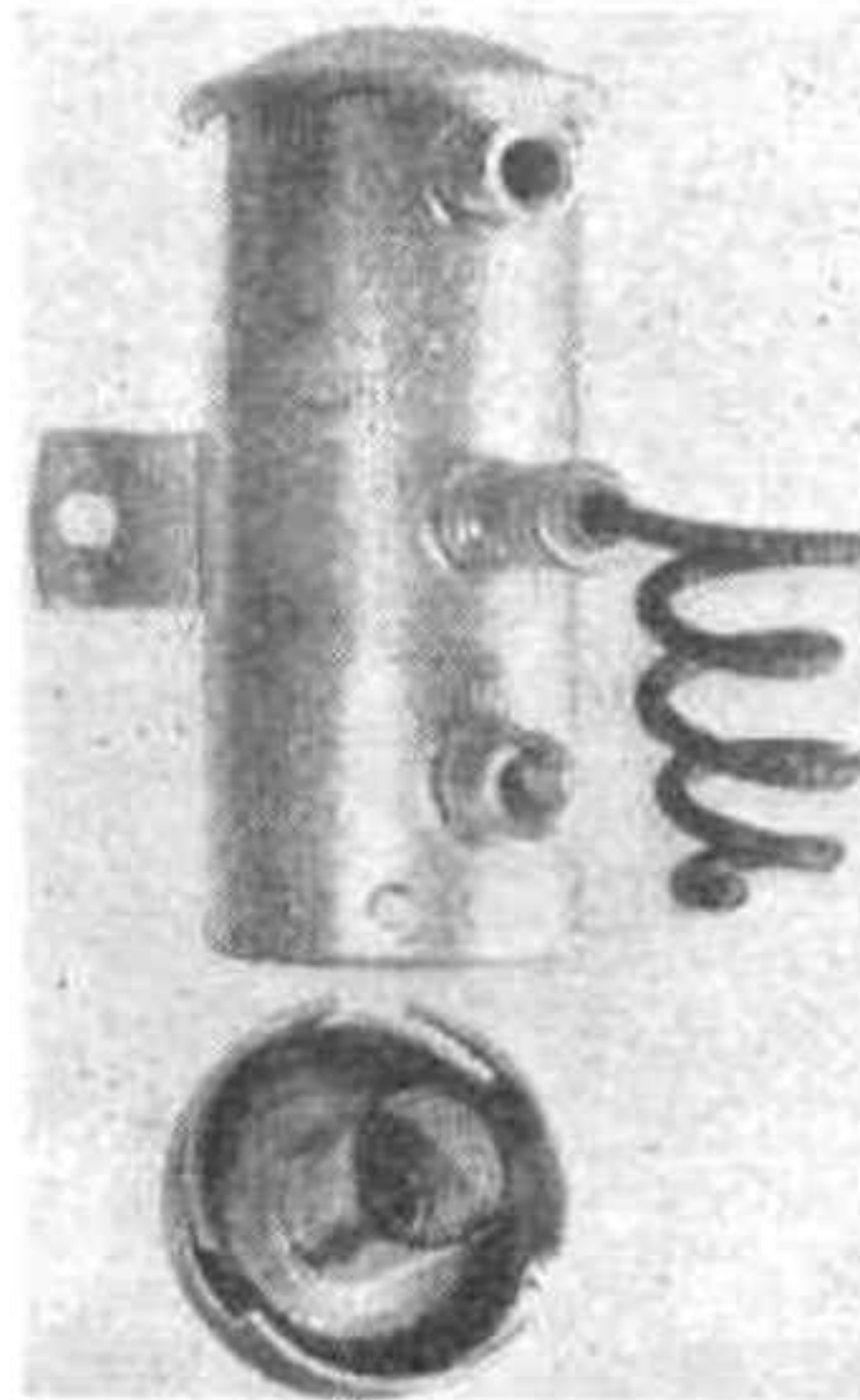
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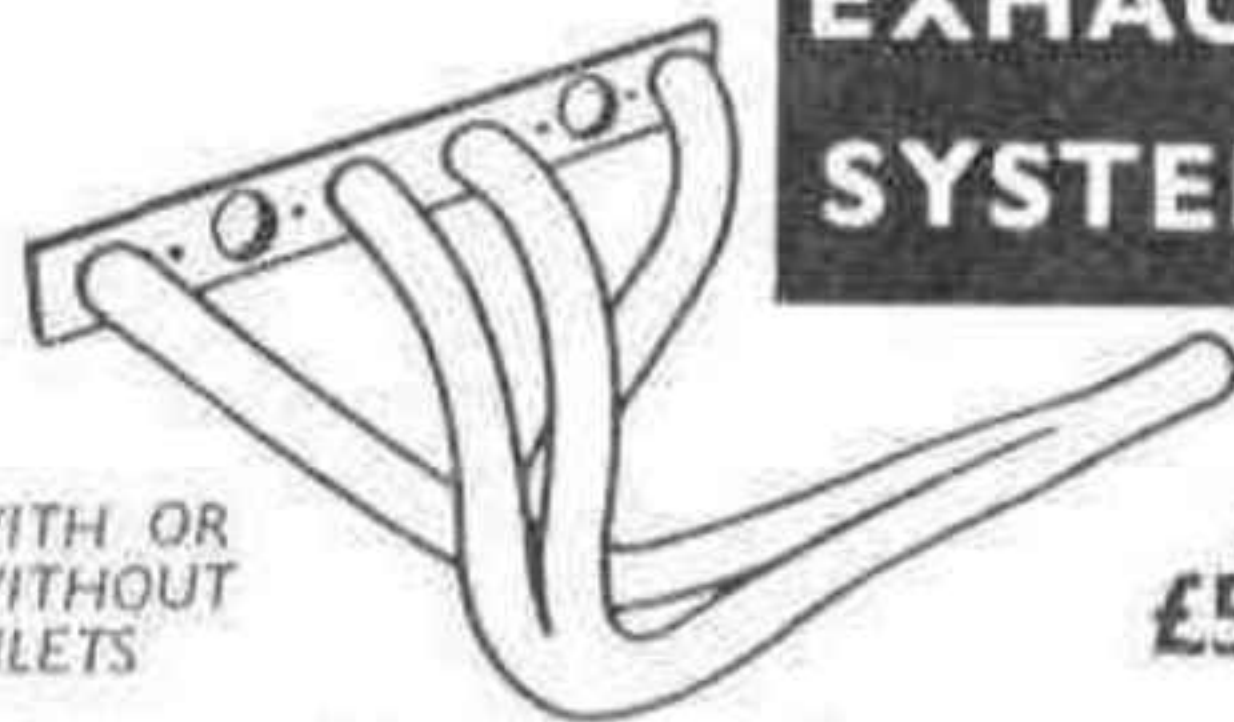
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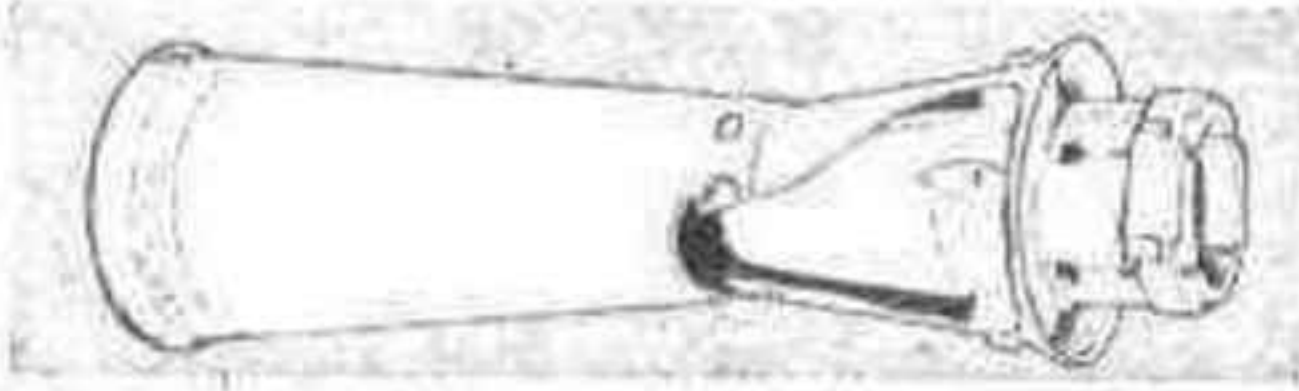
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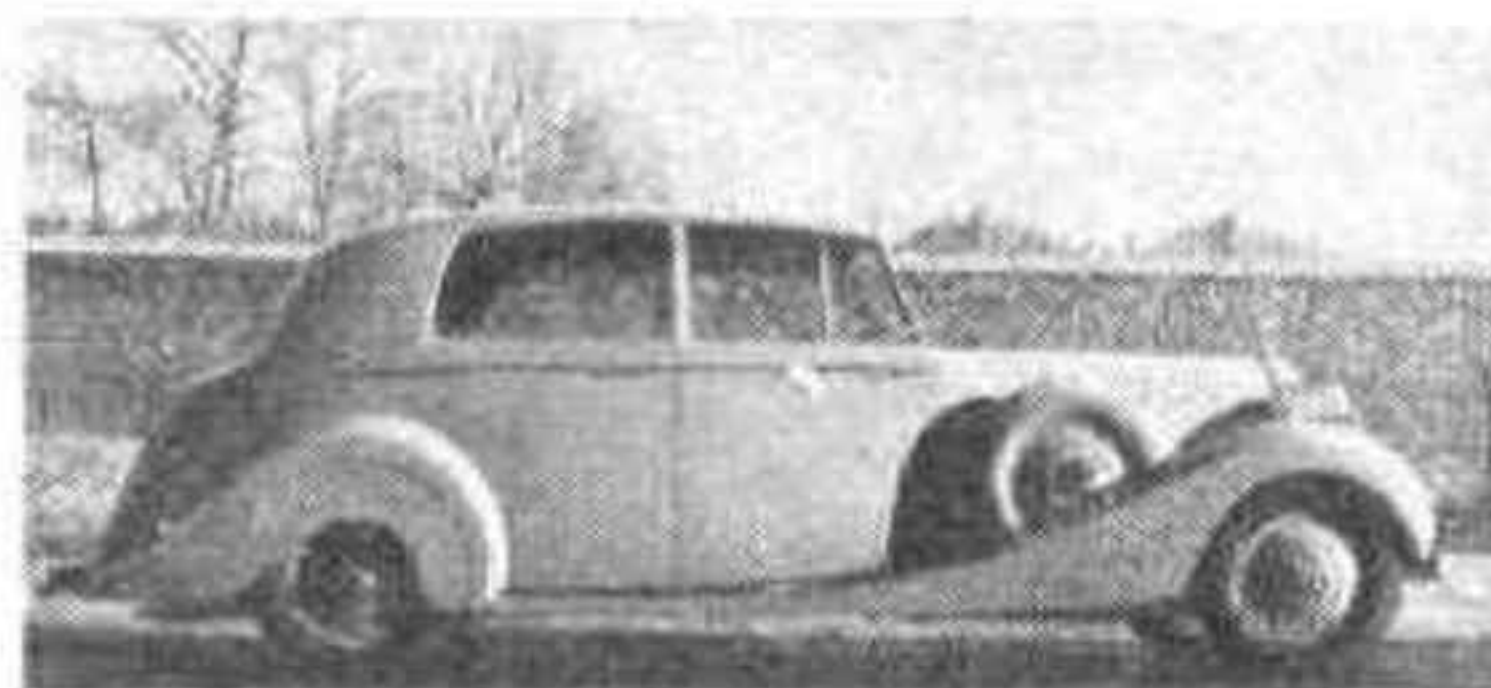
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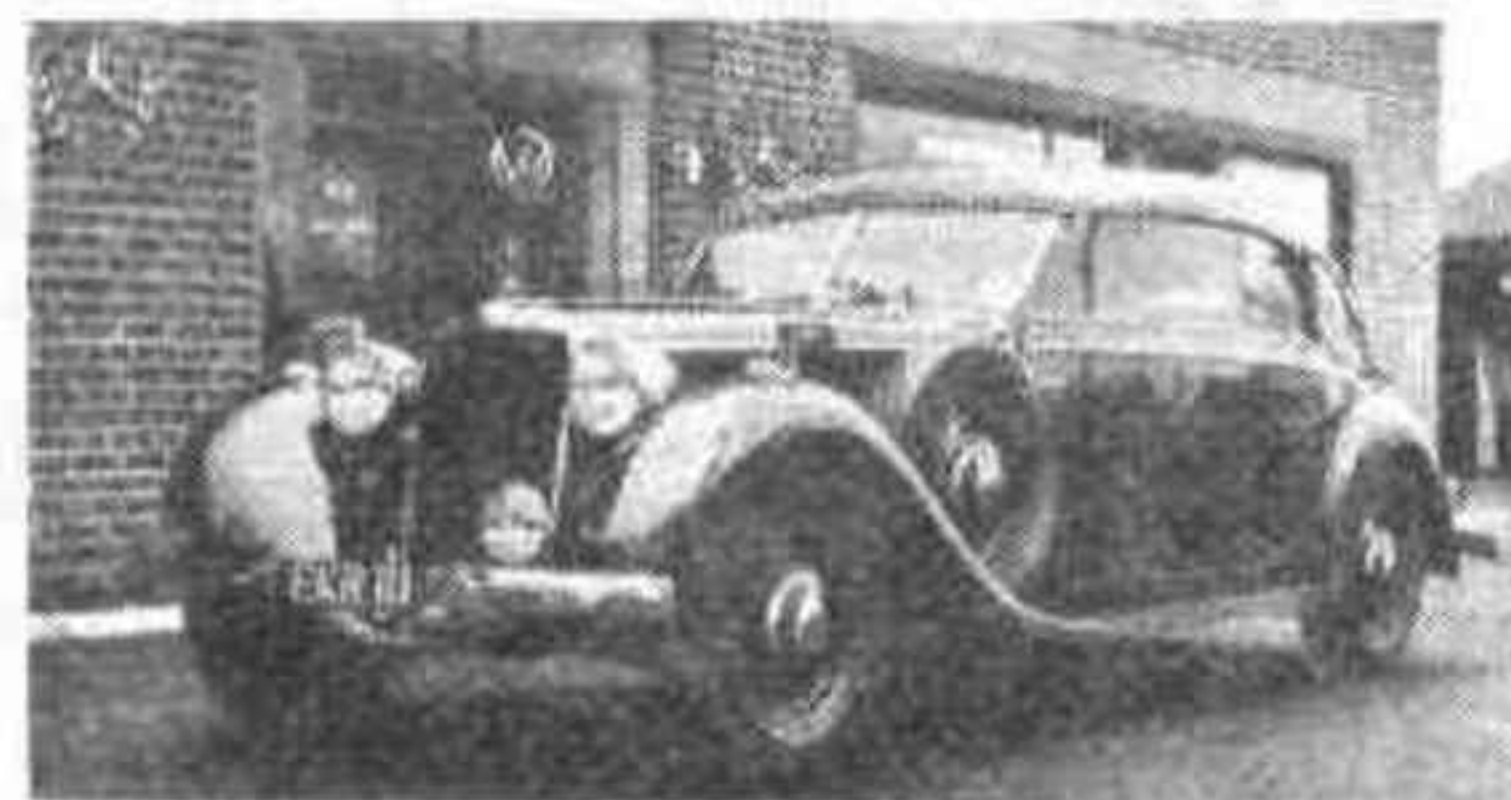
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ALVIS, 1935, FIREBIRD saloon. Good condition. Sunshine roof, handbook. M.O.T. test; taxed. £65 o.n.o. Sutton, Tel.: Liverpool ROYal 4337 (daytime). [9378]

LAGONDA M45 tourer. Rebored. Excellent condition mechanically and bodily. Many spares. £325 o.n.o. Frazer, Dreen, Cullybackey, Co. Antrim. [9379]

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AUSTIN HEALEY SPRITE, June 1960, one owner, beautiful condition, no competition work. Many extras. 25, Foster Road, Gosport. Tel.: 80732. [9381]

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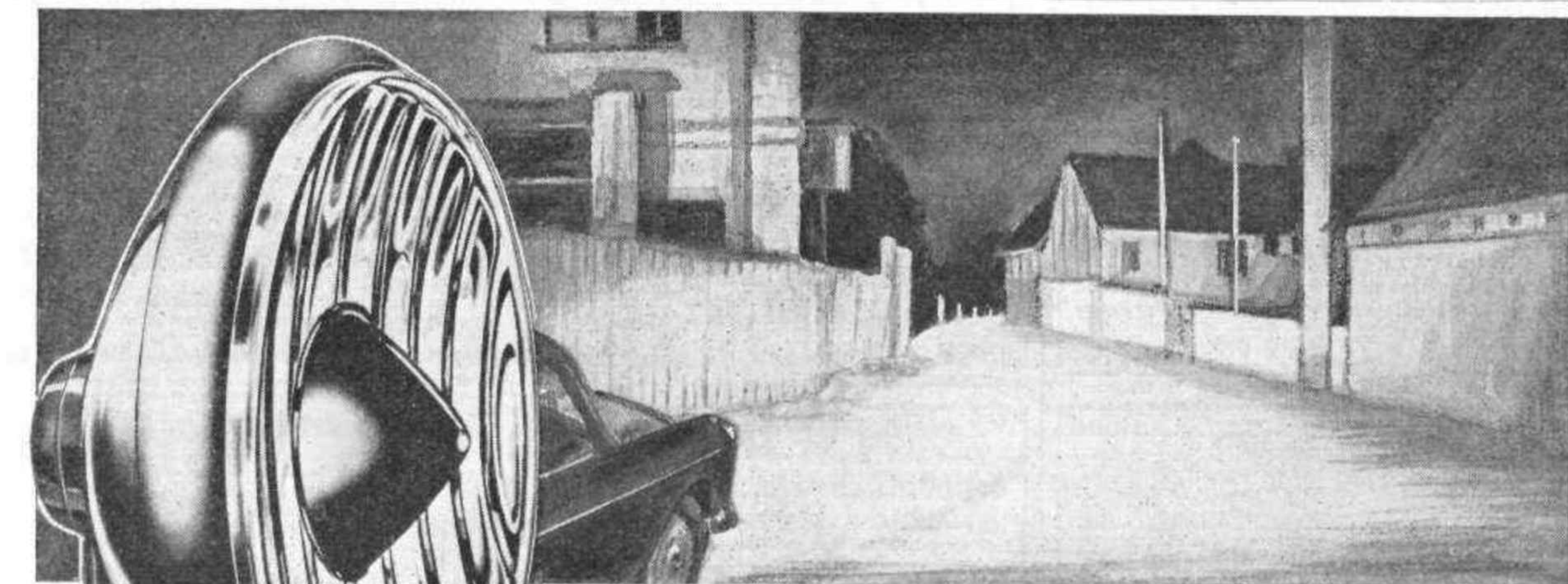
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- OFFERS PLEASE. Riley Sprite. Rebuilt Brooklands Sprite. Yovell, 65, Sheering Lower Road, Sawbridgworth, Herts. [9392]
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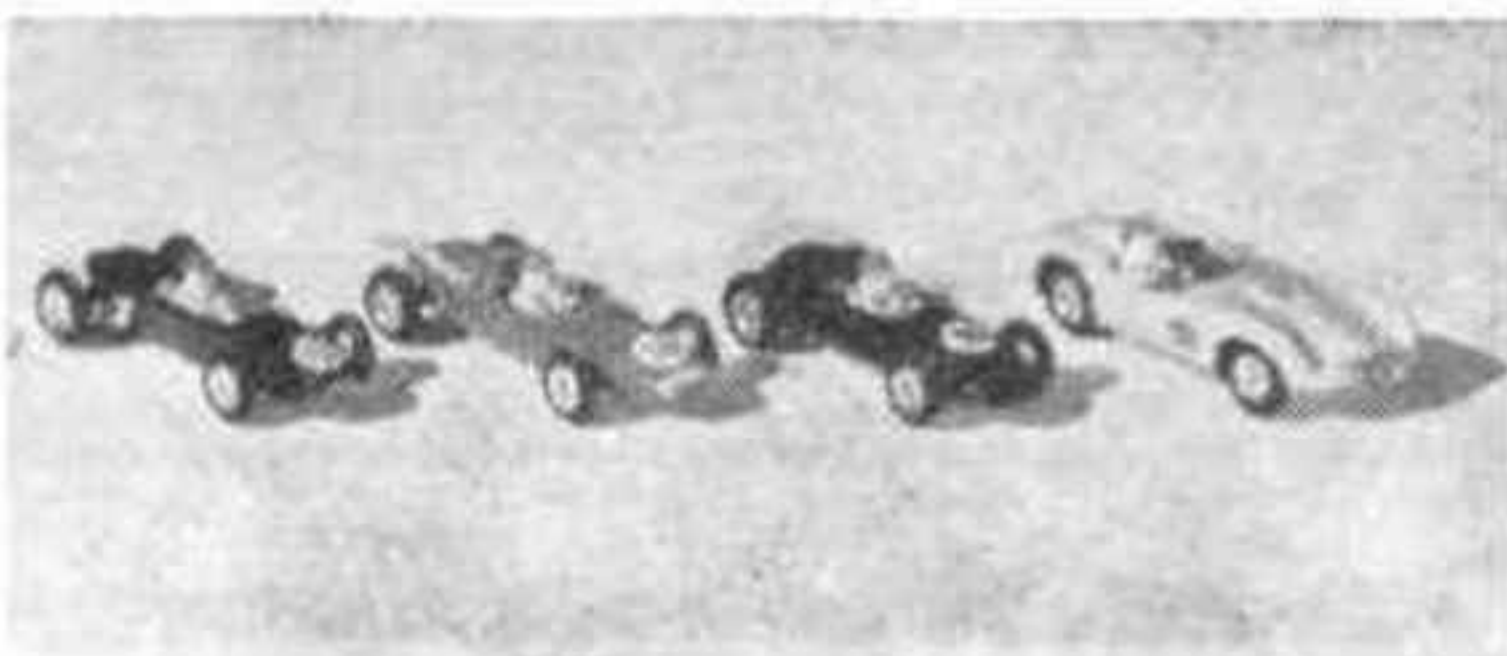
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- TR2 (1956). B.R.G. Heater, tonneau, Mich "X." Good condition, full history. £365. Boy "Spilfeathers." Ingatestone, Essex. Tel.: Ingatestone 484 (after 6.30 p.m.). [9402]
- INEVITABLE GROWTH of baby enforces sale 1955 TR2, B.R.G., new white hood, chrome luggage grid; mechanically excellent. Haggle starts £350. Tel.: PIN 2823. [9403]
- HOTCHKISS SPARES. Breaking excellent 1933-litre AM80. All parts, mechanical and coach work cheap, including splined 20-in. wheels, tyre Also 1937 parts. 1, Conyers Road, S.W.16. Tel: STR 6358. [9404]
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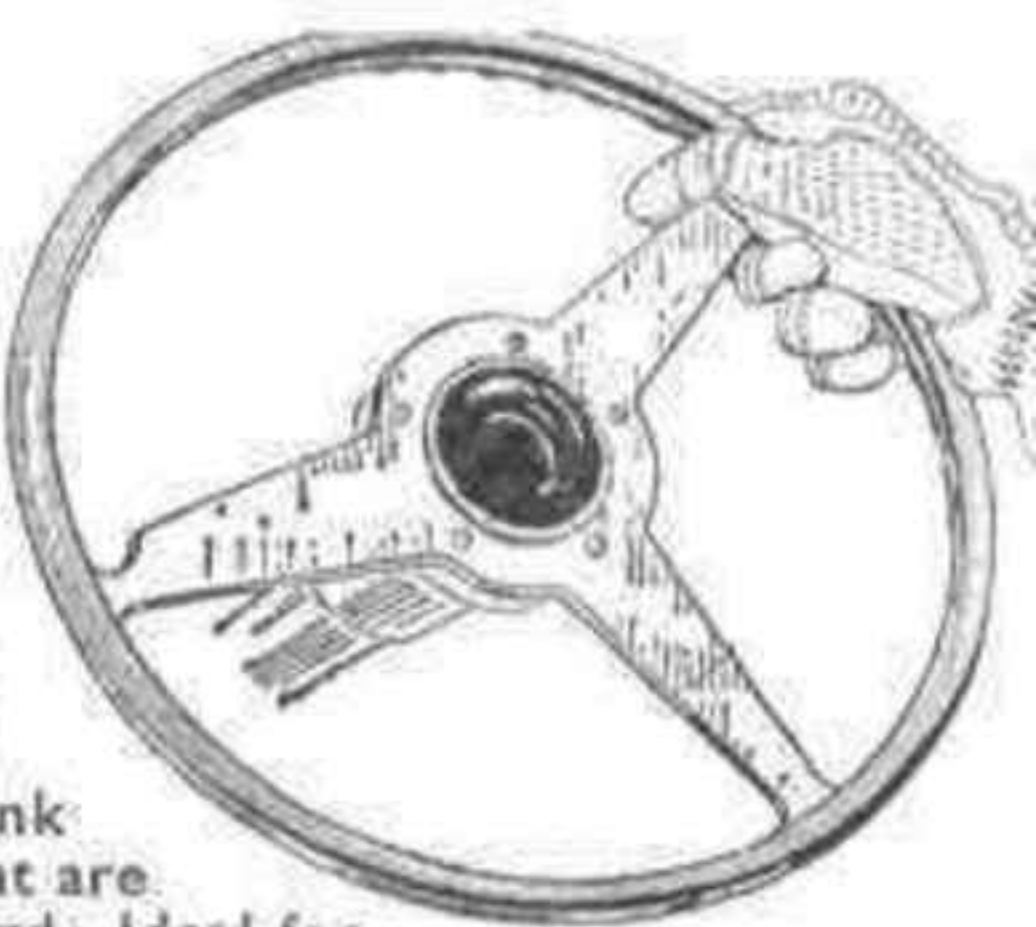
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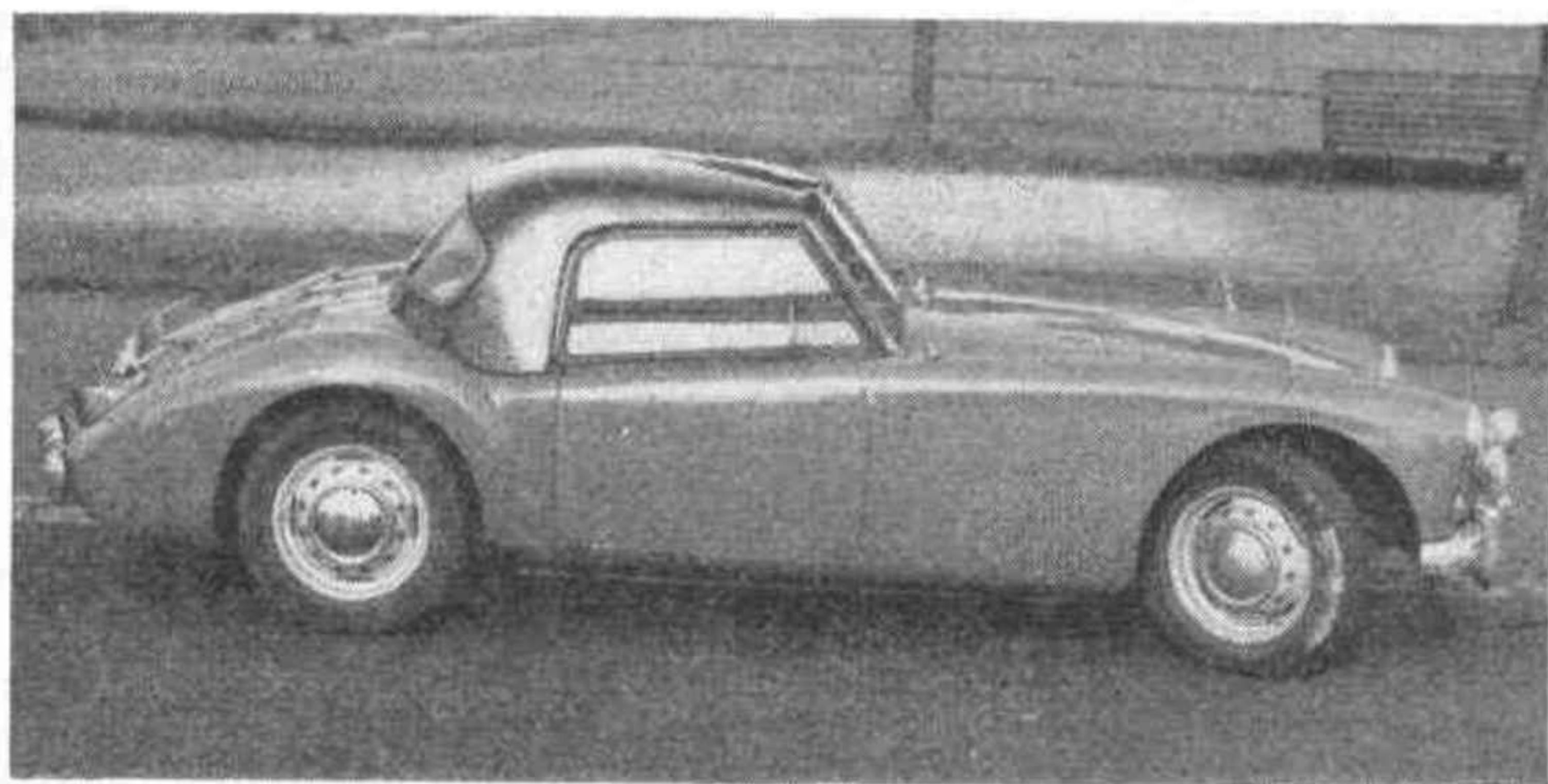
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RILEY FALCON, 1935, 12/4. Fitted new rings, bearings, clutch, head-lining; overhauled steering. M.O.T. cert. £55, o.n.o. Box No. J.428. [9428]

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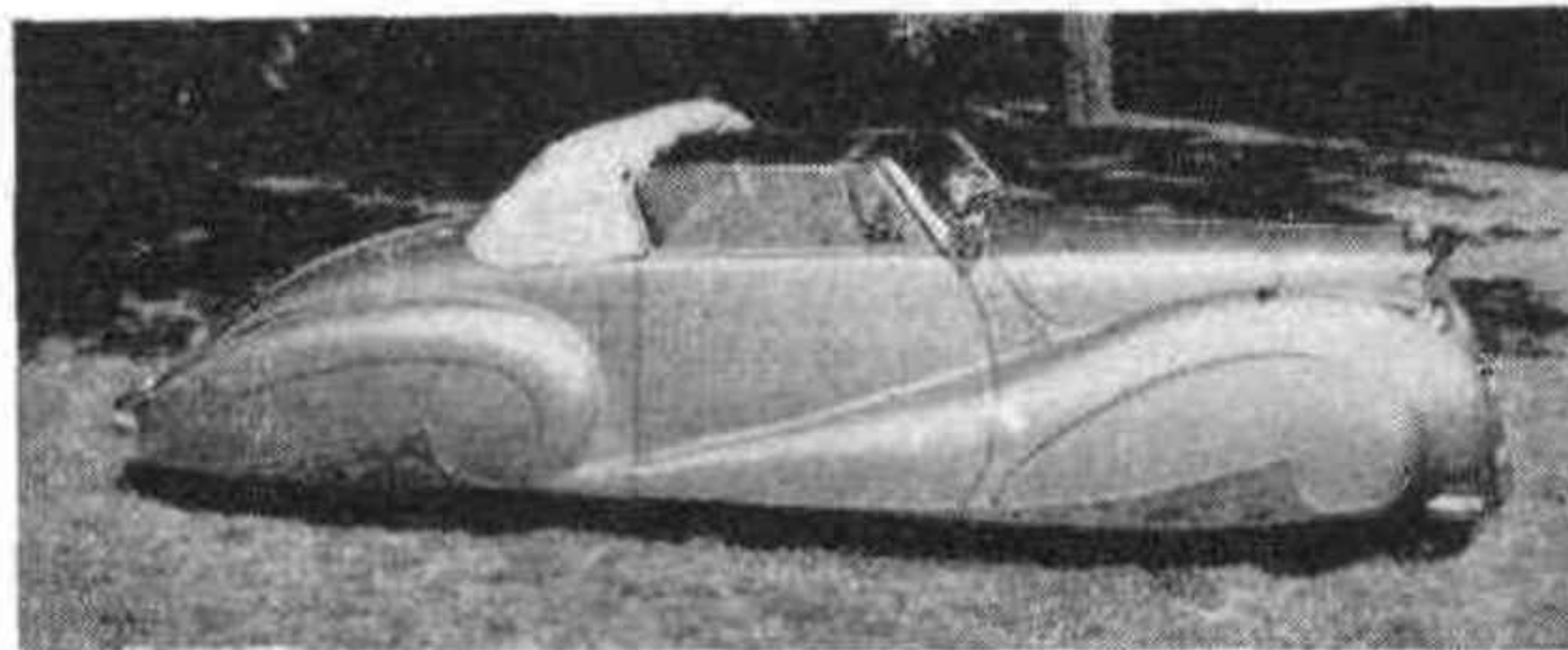
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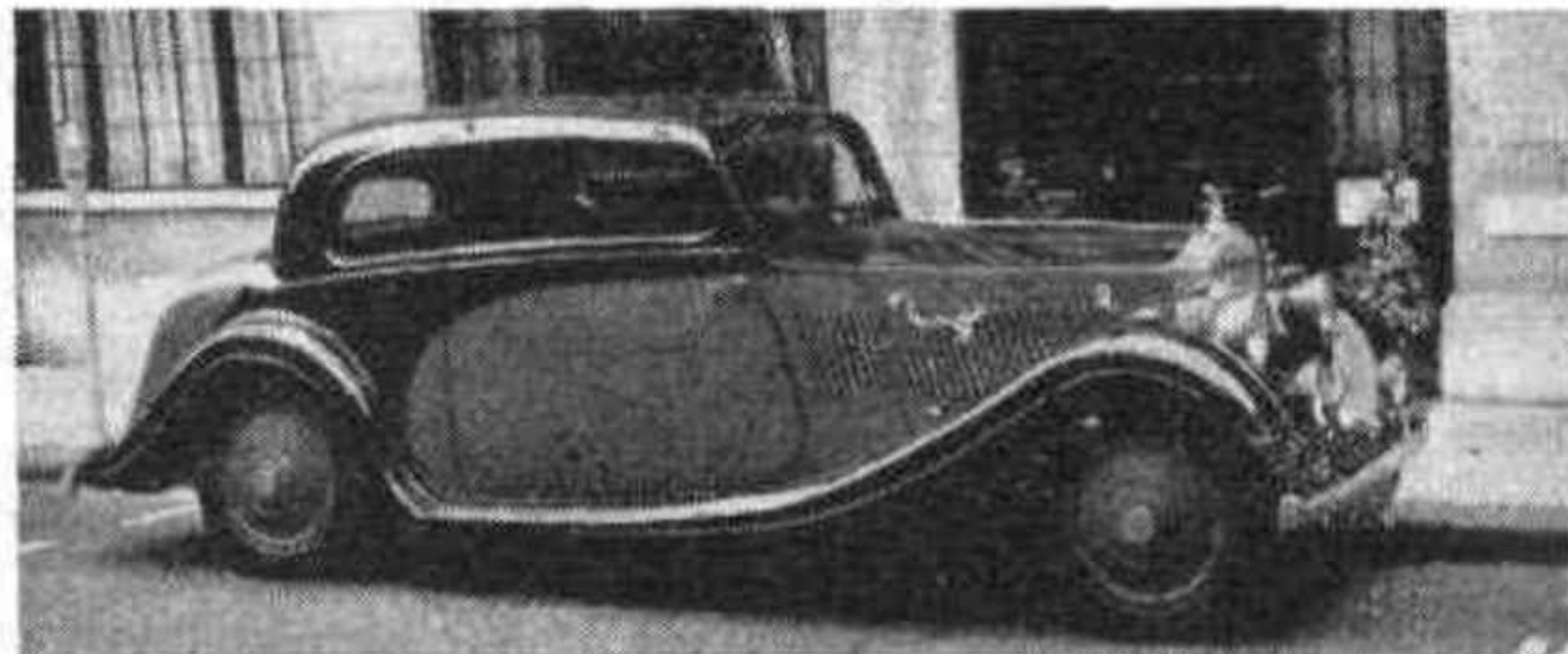
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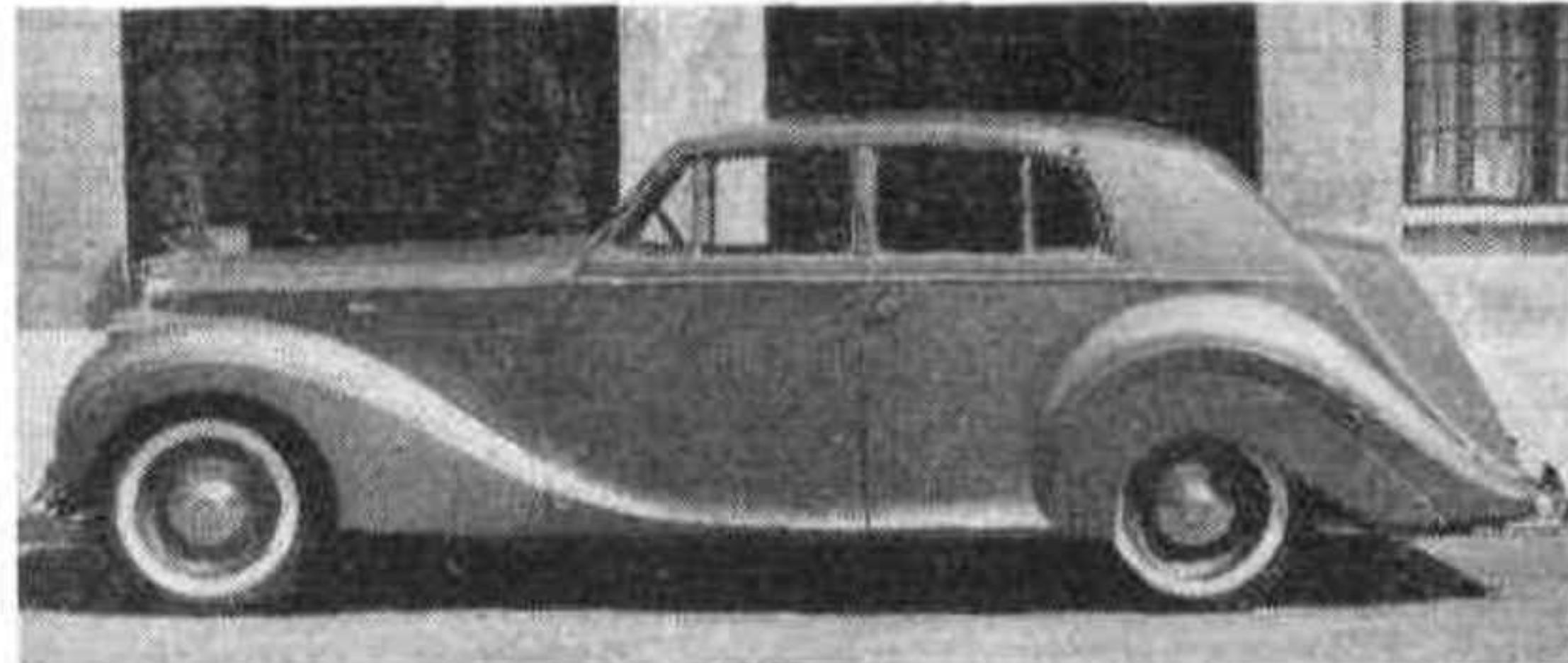
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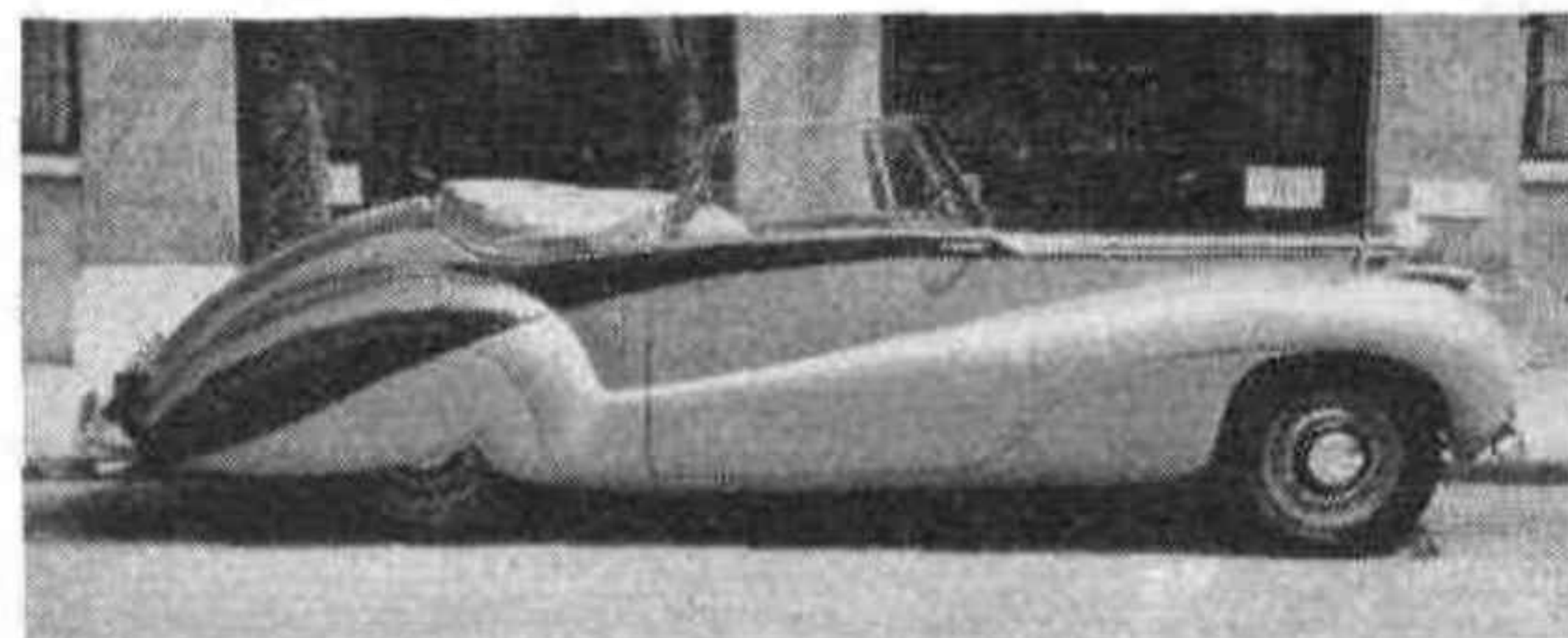
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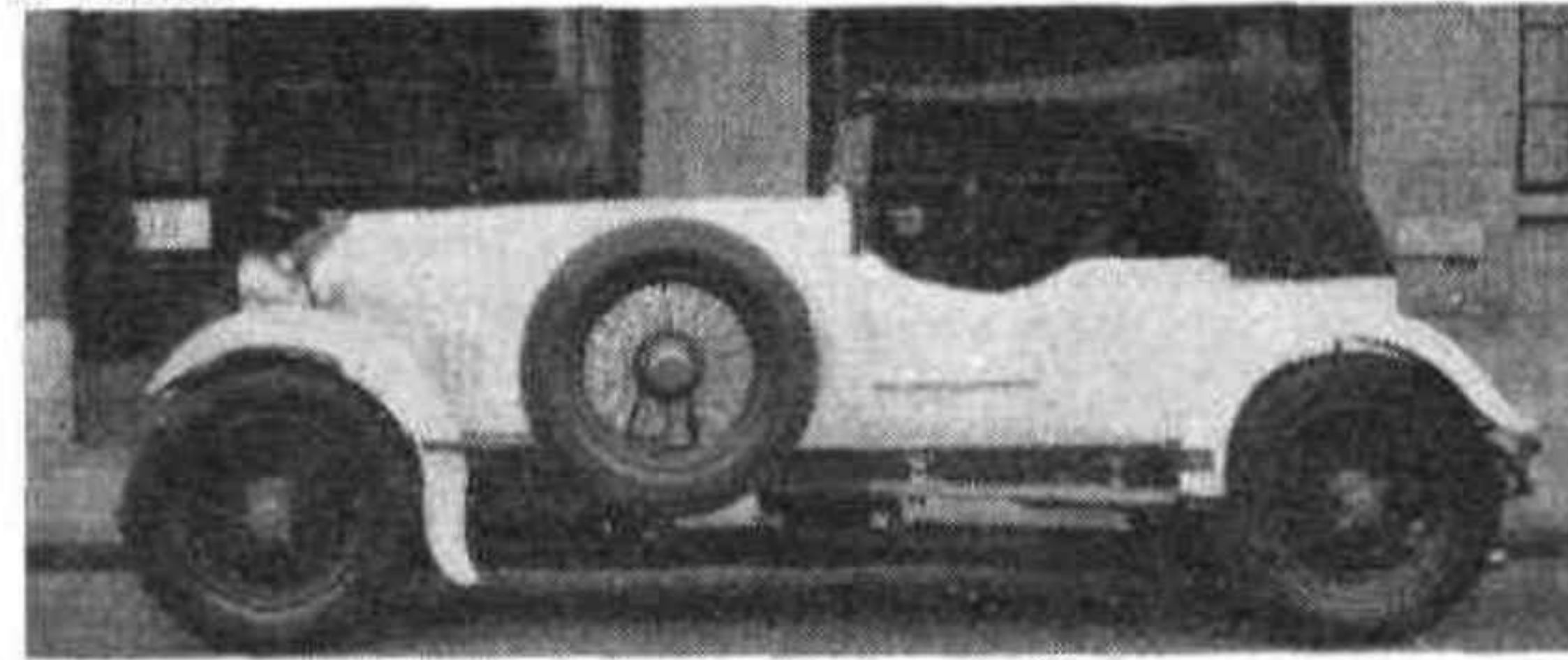
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- AUSTIN A40 coupé**, 1954. Excellent condition. Relined brakes, recond. engine, new clutch. Four good tyres. £285. 205A, Maldon Road, Colchester, Essex. [9484]
- RILEY KESTREL NINE**, 1935. Engine std. New rings, b/ends, battery, flashers, headlining, etc. Spare engine/gearbox. M.O.T. cert. £75 o.n.o. Durbridge, 28, Hornhatch Estate, Shalford, Guildford, Surrey. [9485]
- DAIMLER**, 48-h.p. chassis with 27-h.p. Six engine landaulette, 1935. One of the last made. Immaculate condition. Two owners only. £85. Also 1940 Austin 9-seater "Startin" limousine, one owner, £75. Lawrence, 205, Tanworth Lane, Shirley. (Tel.: 2803), Solihull. [9486]
- SINGER 9-h.p. SPARES**. Everything cheap and good condition: engine £4, gearbox £1. All other spares, offers to Nickolls, 6, Hanbury Crescent, Wolverhampton. Tel.: 37311. [9487]
- VINTAGE CHUMMY**, 1930. Re-tyred, rewired, re-sprayed, re-hooded, re-upholstered. Immaculate. £65. Available after Sept. 11th. Write J. R. Lyon, 65, Lensfield Road, Cambridge. [9488]
- FORD EIGHT**, Markham Peasey body, colour white, attractive car. Taxed. 18, Maple Drive, Denmead, Portsmouth. [9489]
- BUICK convertible**, 1952/3. Rare genuine low-mileage, one owner. Manual change. Power good, windows, seats. Radio, heater, etc. 100 m.p.h., 20 m.p.g. Bargain, £495 o.n.o. Consider exchange Rolls/Bentley d/h. Tel.: KIL 1109/TRA 2861. [9490]
- MERCEDES-BENZ 220**, 1953 Mdl. L.H.D. Westbato roof, reclining seat. One owner. Heater. Cream. Bargain, £250. Exchanges considered. Tel.: KIL 1109/TRA 2861. [9491]
- RAYMOND MAYS CONVERSION** for Mk. II Zephyr, £65. Dean, 13, Circus, Bath. [9494]
- BRAKE TROUBLE**, 2-litre Dolomite, coincides with delivery of Minibric and daughter. Remove car, nominal price. Offers for daughter considered, circa 1981. Tel.: LAB 7551. [9495]
- ROLLS-ROYCE 25/30**, 1938, Thrupp & Maberly limousine. M.O.T. certificate. Excellent condition. £275 o.n.o. Minnich, 38, New Zealand Lane, Duffield, Derbyshire. Tel.: Duffield 2480. [9496]
- TURNER 950**, July 1959. Best offer over £300. Tel.: Syston (Leics) 3557. [9497]
- 1934 WOLSELEY HORNET EW Special**, 1/h. coupe. Body solid. Spare reconditioned engine; comprehensive spares. £100 o.n.o. Send for details. 14, Reynolds Road, Shirley, Southampton. [9498]
- 1937 328 B.M.W.** Fitted with OZ-80 cyl. head, completely overhauled, new tyres, etc. A fine example of this wonderful car. 10-year test certificate. No reasonable offer refused. Tel.: Pudsey 3820. [9499]
- JAGUAR MARK V**, 2½-litre, 1950 model. M.O.T. Michelin "X" radiator blind, transistor radio, workshop manual. £120 o.n.o. Strachan, 52, Norland Square, London, W.11. Tel.: Bayswater 4616. [9501]
- SCINTILLA NV4**, £6; pair 1½-in. downdraught S.U.s, £3; twin S.U. pumps, 35s.; pair chrome windtones, £2 15s.; Jaguar 8-bar radiator grille, £6 10s. Ludford-Brooks, "Goodwyns," Great Bentley, Colchester. [9504]

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- 20/25 Park Ward sports saloon** with projecting rear boot, 1954. Nice lines and in good order throughout. £295
- 20/25 Offords sedanca coupe**, 1934 series. Unusual and pretty coachwork, in fair condition with reasonable chassis, again realistically priced at £165
- 20/25 early series**, with late—possibly post-war—sports saloon body with projecting boot. Recently repainted in black and purple. A very good-looking car in good mechanical order. £235
- 20-h.p. Cockshoot "all weather" saloon**, with Tickford head, 1928. Very sound and original both mechanically and bodily. Needs new top and some repainting, hence very low price of £125
- P.II Continental short-chassis 1933 series** with Barker sedanca coachwork, very attractive lines. Generally very good and original, but using some oil, hence realistic price of £250
- P.II o/d sports saloon** with projecting boot, 1935 Hooper coachwork on 1930 chassis. Good coachwork in black and green, generally very fair mechanical order. £195
- P.I Windover limousine**, 1926. Stately and good-looking coachwork in very nice order on good chassis. £125
- P.I limousine/hearse**, 1926, converted to very roomy 7-passenger limousine. Very fair throughout. £90

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- 3½, 1936 series sports saloon** by A. Mulliner. One owner and indicated mileage of 90,000, possibly genuine. Much above average condition. £345
- 3½ Park Ward sports saloon**, 1935; far above average condition; recent bills for over £400 on body and chassis. A very good 3½ at £265
- 3½, 1935 razor-edged saloon** by Kellner. Good chassis with very fair coachwork of unusual style. £195

- ALVIS 4.3 sports saloon**, 1937. In very sound order throughout. £175
- BORGWARD IS de luxe**, 1957. Silver grey with red interior. 46,000 miles. An extremely well maintained and sound specimen at £625
- DELAGE D.6-75 sports saloon**, 1938. In good order throughout. £100
- HEALEY NASH convertible**, 1954 series, 3-litre o.h.v. engine. Very pretty and in excellent order. £345
- JAGUAR Mk. VII "M" Automatic**, 1956. Black with red trim. Motorola radio. An extremely good, well-kept specimen at a sensible price. £385
- MARMON 24-h.p. 2-seater roadster**, 1929, 8-cyl. o.h.v. engine. Highly original and in good order with new tyres and hood. £145
- MERCEDES 220 saloon**, 1952. I.h.d. Becker radio. Mechanically and bodily quite outstanding. £295

- SUNBEAM 2½-litre "Alpine"**, 1955, floor change. Extremely sound with excellent coachwork. £380
- Veteran VAUXHALL**, 1904, 16 h.p., 3-cyl., rear entry 4-seater tourer. Completely restored mechanically and bodily, only needs retrimming. Open to offers.

We have several other Veteran cars, which are in need of or are undergoing repair or body restoration, for which we are prepared to accept offers in their present form, or will negotiate a figure based on completion of the work. These vehicles include: 1898 (or possibly earlier) PANHARD-LEVIASSOR, 4-cyl. Wagonette.

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- 1927 2-LITRE LAGONDA**. H/chassis. Absolutely original. Excellent throughout. Auster screen and full weather equipment. £175. Bevis, 322, Quinton Road West, Birmingham, 32. [9500]
- TR3**, 1957, 26,000. Silver grey, black. "X"s, extras. £550. Rae, 14, Moorcroft, The Highlands, Edgware, Middlesex. [9502]
- M.G. TC**, 1949. Exceptional condition. M.O.T. certificate. Many extras. F250 o.n.o. Tel.: LEE 3240. [9505]
- M.G. J2 SPECIAL**—much admired car. Alloy body, wire wheels, new cross-flow rad., etc. Engine completely rebuilt, but has broken crank. Ideal for Ford 100E conversion. Offers. Box No. J.506. [9506]
- ROCHDALE G.T. FORD Ten**. Blue. New engine, gearbox 9,000 miles; 4-branch; 12v. system; Ballamy wheels, "X"s; 4.4 c.w.p.; wood-rimmed steering wheel, remote control, radio, etc. £200. Turnbull, Wood Eaton, Gnosall, Stafford. [9507]
- 1937 2½-LITRE JAGUAR**. Engine and body rebuilt, rewired; heater, excellent tyres, new interior, instruments and switches all work; few spares. £70 o.n.o. 25, Wheatley Road, Welwyn Garden City, Herts. [9508]
- 1947 J-TYPE VAUXHALL**. Two new tyres, heater; steering almost new. Engine, body and interior in first-class condition. 24-26 m.p.g. £90 o.n.o. 25, Wheatley Road, Welwyn Garden City, Herts. [9509]
- 1934 RILEY KESTREL 9-h.p.**, manual box, Scintilla, twin S.U.s. Spare engine. M.O.T. cert. Used daily. £40 o.n.o. Vyse, 13, Rockleigh Road, Southampton. [9510]
- RILEY GAMECOCK**. Good tyres, vynide hood, screens, rewired, new dynamo; spares, engines, h/shafts, mags., coils. Two owners. Good running order. Not taxed. Lavelle, 67, Saint Michaels Hill, Bristol. Tel.: 23961. [9515]
- FRAZER NASH, 1934**, T.T. Replica, 4 ED Meadows engine. This car unused for the last two and a half years. £160. Box No. J.516. [9516]
- A40 SPORTS, 1953**. Green. Excellent condition. Radio, heater, four new Michelin "Xs," new hood. £280. Bell, Tel.: Avenue 4321, Ext. 762. [9517]
- M.G. TD2**, Dec., 1952. Black. Showroom condition, new hood and sidescreens, "Xs" (two new), spot, fog, rack, washers, wipers, tonneau. Engineer's examination welcomed. £380. D. Blumson, 84, Mymms Drive, Brookmans Park, Herts. Tel.: Potters Bar 56353. [9518]
- VINTAGE BENTLEY**, 3-litre 2-seater, 100 m.p.h., chassis. Good condition throughout. M.O.T. certificate. Box No. J.519. [9519]
- FORD 10 FALCON Special**. Professionally built. Capable 85 m.p.h. plus. Economical. £220, o.n.o. Rushmer, "Brookland," London Road, Great Chesterford, Essex. [9520]
- TR2, 1955**. Overdrive, hard-top, four new "Xs," heater, many extras, very fast and economical. Over £100 just spent. Sell or exchange estate car or caravan. Wilson, 52, Longridge Avenue, Newcastle-on-Tyne, 7. [9521]
- ASTON MARTIN Le Mans short chassis 1½-litre 2½-seater**. Excellent condition. Maintained regardless of cost seven years. Recent engine, clutch, brake overhaul. New tyres. Full weather equipment. Race and Concours winner. £525. M. Ward, 835, Mansfield Road, Nottingham. Tel.: 268144. [9522]
- DELAHAYE 135MS CONVERTIBLE**, 1948. First regd. 1954. Triple Solex, wire wheels. Fitted manual box, 2 wings dented, starter dodgy. Otherwise very good. Any offer. Tel.: Sloane 8764. [9523]
- M.G.-A 1600**, July, 1960; 4,000 miles only. Immaculate. £775, or nearest. G. Wilshaw, 24, Park Road, Werrington, Stoke-on-Trent. Tel.: Ash Bank 502. [9524]
- BREAKING FOR SPARES TR3A**. Black hood and sidescreens (new). Also hard-tops. Tel.: LAD 8405, after 7 o'clock. [9525]
- MORGAN 4/4, 1939**. Recon. Standard 10 engine. Transmission overhauled. New hood. £135. Tel.: BUC 5219 (Woodford). [9529]

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- MERCEDES-BENZ 300SL Roadster, 1958 model.** An unmarked and most meticulously maintained example, finished in dove grey with red leather upholstery and trimming. A recent and extensive overhaul has just been completed to make this unquestionably the finest 300SL available today. £2,950
- LOTUS ELITE G.T.** A brand new and unregistered Series 2 special equipment coupé for immediate delivery. A superbly attractive car in harvest yellow with silver top, and chromium wire wheels. Stage 2 engine, etc. List price £2,120
- ALFA ROMEO 1900 Super Sprint.** A full 4-seater G.T. car capable of sustained cruising speeds in excess of three figures. Spotless in dual pale and dark blue with matching interior. 5-speed all synchromesh gearbox. Borrani wire wheels, radio and heater. £895
- JENSEN 541, 1955 2/4-seater G.T. coupé.** A delightfully smooth and very rapid car, attractively finished in metallic silver with red leather upholstery. Recently brought up to full 1958 541R specifications, and equipped with disc brakes all round, wire wheels, overdrive, heater, twin spotlamps, new Dunlop RS5's all round. £965
- SUNBEAM Alpine Mk. 2 1961 series 1,600-c.c. 2/4-seater.** One owner, 10,000 only from new. A most carefully used example, spotlessly finished in pearl white with black hard-top and red upholstery. Fitted with wire wheels, disc brakes, overdrive, heater, screen-washers, etc. £985
- ASTON MARTIN DB2-4.** Mechanically and bodily in the most exceptional order, and immaculately finished in dark bottle green, with beige interior. Equipped with 2.6 Vantage engine, wire wheels, Alfin drums, "X" tyres, heater, twin spotlamps. A particularly desirable car. £895
- PEERLESS, 1958 Phase 1 G.T. saloon.** 22,000 miles only from new; in dual black and silver, with pale grey upholstery. Fitted with disc brakes, wire wheels, overdrive, wing-mirrors, wood-rimmed steering wheel. A fast 4-seater G.T. car combining space with economy, and an excellent performance. £795
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- LOTUS ELITE G.T., 1960.** One titled owner from new, 5,000 miles only. Unblemished in red, with black interior. Stage 2 engine modifications, screen-washers, etc. £1,495
- TVR Mk. 2, 1961, G.T. coupé.** One owner only, and a purely nominal mileage completed. In pale green, and equipped with Stage 3 Climax unit, disc brakes, mag. wheels, ZF all synchromesh gearbox, special lightweight body, etc. This car only a few months ago cost over £1,500, now offered at £1,085
- GEMINI Mk. 2, 1960, Formula Junior cars.** A Ford 105E powered, and a B.M.C. powered car, that will give fast, safe, and reliable club racing. Both with fully modified units, Alfin drums, adjustable shock-absorbers, etc. From £515
- PEERLESS, 1960 Series Phase 2 G.T. saloon.** Spotless in pillar-box red with black interior and fitted with radio and heater, disc brakes, wire wheels, overdrive, etc. One owner only from new. £865
- ALFA ROMEO Giulietta Sprint Veloce, 1961.** Literally as brand new, the condition of this superlative car cannot be faulted in any way. In Sapphire blue with pale grey upholstery, and fitted rear seat conversion, heater, washers, etc. One owner, 1,000 miles only from new. £1,865
- SUNBEAM ALPINE, 1960, 2/4-seater.** One owner from new, and finished in moonshine white with red interior. Rear seat conversion, disc brakes, heater, etc. £865
- LOTUS ELITE G.T., 1961.** 5,000 miles only has been completed by the sole owner, and the condition throughout is faultless. In harvest yellow with tan upholstery. Stage 2 engine, "X" tyres, heater, etc. £1,645
- ALFA ROMEO Giulietta Spyder, 1961.** One owner, and a purely nominal mileage only completed. Incomparable in Dover white with red interior, and equipped with twin spotlamps, heater, screen-washers, etc. £1,795

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FOR SALE—continued

- M.G. TA.** B.R.G. Very nice condition. M.O.T. certificate. £125. Tel.: Sunbury (Middlesex) 2045. [9653]
- 1953 M.G. TD II.** Good condition, extras. Reason for sale—firm's car. £450. Box No. J.654. [9654]
- RILEY, 1931, MONACO Nine,** breaking. Most parts available, conditions various. Hardisty, 70, Northampton Road, Croydon. [9655]
- SINGER LE MANS, 1934, 1½-litre sports.** B.R.G. Excellent condition. M.O.T.T. £80. Brodie, 56, Ashton Lane, Glasgow, W.2. [9656]
- 1951 AUSTONLANDING 2½-LITRE** Riley saloon, engine recently overhauled for first time. Radio, heater. Black/brown. Small modern saloon PX or £300 cash. 65, London Road, Newbury. Tel.: 53 (evenings). [9657]
- ALLARD K1** 2-seater sports, 1948, 1955 engine. B.R.G., immaculate condition, excellent performance. M.O.T. £150 o.n.o. "Glendale," 17, Cadwith Drive, Darley Abbey, Derbys. Tel.: Derby 58563. [9658]
- LANCIA AUGUSTA** saloon, 1936. 38 m.p.g. M.O.T. certificate. £55 o.n.o. 110, Upton Way, Broadstone, Poole, Dorset. Tel.: Broadstone 2322. [9659]
- TF, red.** Wire wheels, "X"s. Engine 18,000, 1954. £430. Buckland, M.O.A. Hostel, Porton Road, Amesbury, Wilts. [9660]
- 1949 VOLKSWAGEN,** l.h.d., 66,000. Beautiful mechanically, bodily. £115. Fenton, Tel.: HUNter 6688 (business). 216, Twickenham Road, E.11. [9664]
- VINTAGE HUMBER 14/40** tourer. Concours condition. 37, Park Road West, Wollaston, Stourbridge, Worcs. Tel.: Stourbridge 4160. [9665]
- 1960 FORD SPECIAL,** A.K.S. saloon, boxed chassis, 15-in. wheels. £150. Exchange considered. Sharratt, 36, Old Birmingham Road, Bromsgrove, Worcs. [9666]
- 1936 3½ BENTLEY** by Freestone & Webb, (Top Hat) razor-edge saloon. Black. Mech. and tyres excellent. A real piece. £375. R. James, 182, Chaisworth Court, London, W.8. Tel.: WES 8661. [9667]
- M.G., £200 O.N.O.** Rare "L" Magna saloon. Two years' fanatical care. Bills. Passed M.O.T. test. Excellent condition throughout. Crumbling Georgian mansion forces sale. Tel.: Gravesend 6874 or write, 3, Constitution Crescent, Gravesend, Kent. [9668]
- ALVIS SPEED TWENTY, 1935,** Charlesworth saloon. Extremely good mechanically, bodily, tyres. £145 o.n.o. Exchange drophead Aprilia. 47, Evelyn Avenue, Ruislip. Tel.: 5710. [9669]
- SUNBEAM-TALBOT TEN, 1939,** tourer. Body, hood, tyres very good. Mechanically sound. Fitted with twin carbs., remote control, Roto-flow shock-absorbers. Hagling starts at £96. Layton, 39, The Fairway, N.13. Tel.: PAL 9628. [9670]
- ALVIS SPEED TWENTY, 1934.** Beautiful cream/black V.D.P. saloon. Just rebored. M.O.T. cert. Fine example. £120. Tel.: VIC 2818 (London). [9671]
- JAGUAR MK. VII.** Immaculate. Mileage 29,000 (this can be proved). Cared for by two fastidious owners this car is like new. Unmarked black cellulose, perfect chrome. A set of new tyres, radio and full equipment. £350. Smyth, Yarnon Manor, Nr. Oxford. Tel.: Kidlington 2249. [9672]
- BENTLEY.** Attractive 1939 4½-litre MR o/d. drop-head Vanden Plas coupé in really excellent condition mechanically and appearance. £550. Write: C. Taylor, Post Restante, Christchurch, Hants. [9674]
- M.G. TD2, red.** Heater, tonneau, spot, etc. New hood, five new tyres. £330. 27, Kingsway, Pendlebury, Manchester. [9675]
- MUCH-ADMIRE DUNCAN-bodied** 1948 Alvis TA14. Michelin "X" radio and heater. Recent engine overhaul. M.O.T.C. A.O.C. member resuming nautical career. Photo available. £275 o.n.o. Murcott, 18, Monkseaton Drive, Whitley Bay. [9676]
- 1930 ALVIS S.E.** tourer. Impressive car, fine condition; £150. Boot-trunk, fitted three cases, mint; £9. Creswyke House, Moreton-in-Marsh. Tel.: 2151. [9677]
- RILEY 1½-LITRE, 1949.** Good all-round condition. New tyres, resprayed. M.O.T. tested. £225 o.n.o. Tel.: Benington 605 (Herts). [9678]
- LAGONDA, 1936, 4½-LITRE** L.G.45 tourer. Details and price, Dean, Clamp Farm, Newtown, Fareham, Hants. Tel.: Wickham 3166. [9679]
- M.G. TA, 1938, B.R.G.** New hood, tonneau cover. Front teles., well shod. Good condition throughout. M.O.T. £140. Tel.: Middlesbrough 56534. [9680]
- M.G. TA.** Engine, reconditioned, 15,500 miles, £40. Many T-type parts, plus second engine dismantled. S.A.E. for list. 50, Harrogate Crescent, Middlesbrough. [9681]
- 1960 ASHLEY 1172** saloon. Tubular chassis, E93A, 6,000 miles. Aquaplane head, manifolds, 4-branch, twin carbs., 4.7 axle, rear telescopic, remote gear-shift; new gearbox, steering. Engineer's report 100%. Finished in royal blue, 2/4-seater, bucket seats, carpets. Interior slightly under professional, hence bargain. £295 o.n.o. H.P. available. 81, Welford Road, Shirley, Warwickshire. Tel.: 1579. [9682]

FOR SALE—continued

- ROLLS-ROYCE 20/25**, 1936, Park Ward sedan de ville. Excellent condition. £325. Apply, after Sept. 11th, Ellis, 19, Amroth Green, Pallister Est., Middlesbrough, Yorks. [9683]
- RILEY LYNX NINE**, 1934. Reconditioned engine, gearbox, back axle. New hood. Good body. M.O.T. certificate. £100 o.n.o. Mallett, 122, Axminster Road, Holloway, N.7 (two knocks). [9684]
- 1935 SINGER LE MANS** 4-seater tourer. Exceptional condition throughout. Doting owner must sell. £135. Attwood, 19, Manchester Road, Brampton, Hunts. [9685]
- ENTHUSIAST'S OPPORTUNITY**, sports Cunard Morris. Withdrawn Le Mans car suitable rebuild. N.O., £25. Details, 26, Kingswood Road, Longbridge, Birmingham. Tel.: PRI 2938. [9686]
- ASTON MARTIN 2-LITRE** engine, partially assembled, £35 o.n.o. Gearbox, £15 o.n.o. Tel.: Hurstpierpoint 2145. [9689]
- M.G. F MAGNA**, 2/4-seater. Excellent condition throughout. 12-in. brakes, P.700s, good hood; spares include four good tyres, engine, gearbox. Fast, reliable. M.O.T. £70. Tel.: Weekdays 8.30-5.15, Wraith at Erith 33011, Extn. 339. [9690]
- BENTLEY 4 1/2**, 1936. Damaged V.D.P. body. Offer nearest £100; might consider breaking. Tel.: Bishop's Stortford 522. [9691]
- 1935 WOLSELEY WASP**. M.O.T. certificate. Rough. Plus spares. Suit "special"? What offers? Gray, Little Swanborough, Lewes, Sussex. Tel.: Lewes 2730. [9692]

**1937 4 1/2 litre BENTLEY**

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- A.C. COMPETITION SPORTS**, 1938. A really immaculate example of this elegant sports car. Much cash and care lavished upon her. M.O.T. £275. Tel.: ELMbridge 4134. Crowter, 66, Surbiton Hill Park, Surbiton. [9693]
- PORSCHE 1959, SUPER**, red, 19,000. £1,450; exchange tolerated if civilised. Terms. Tel.: Knowle (Warwicks.) 3438. [9694]
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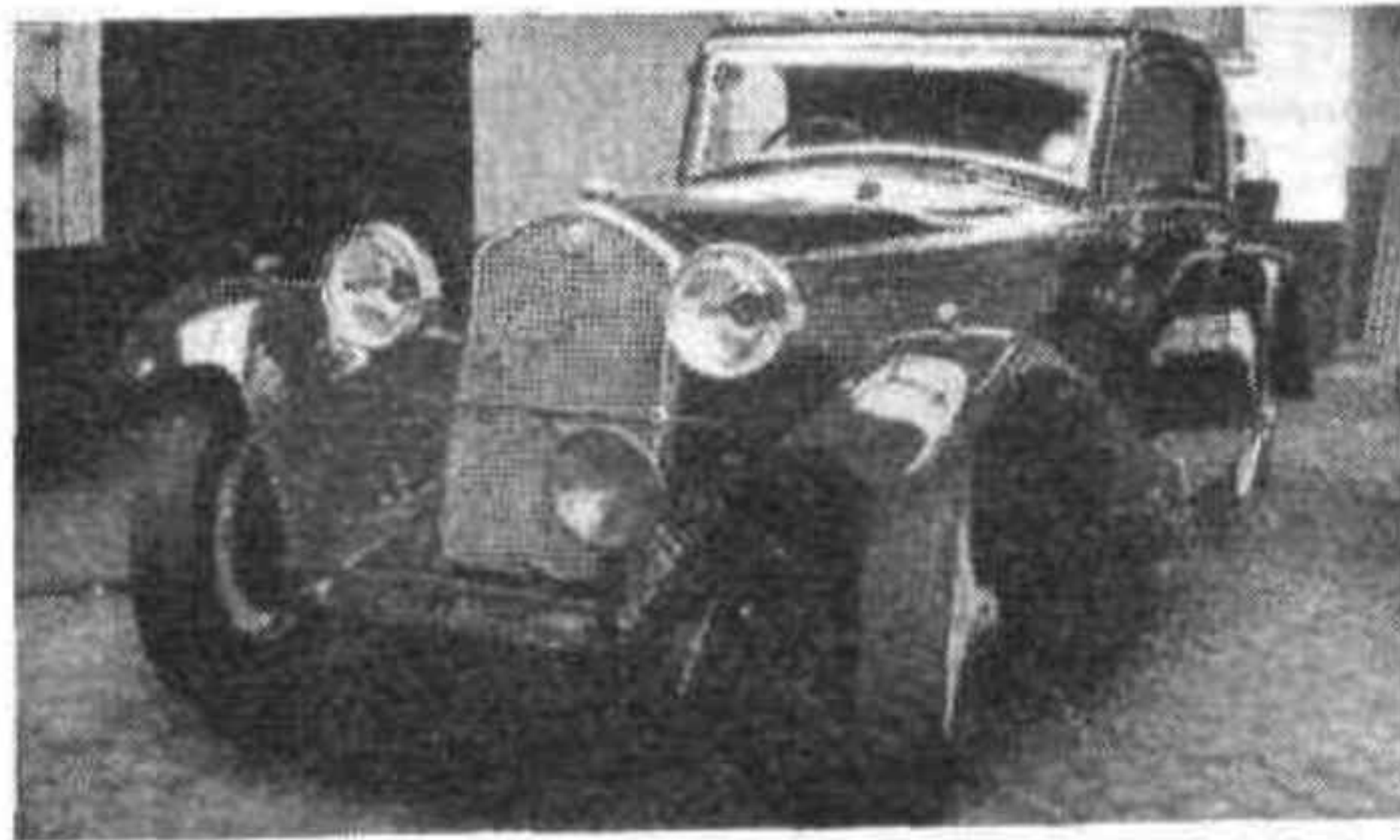
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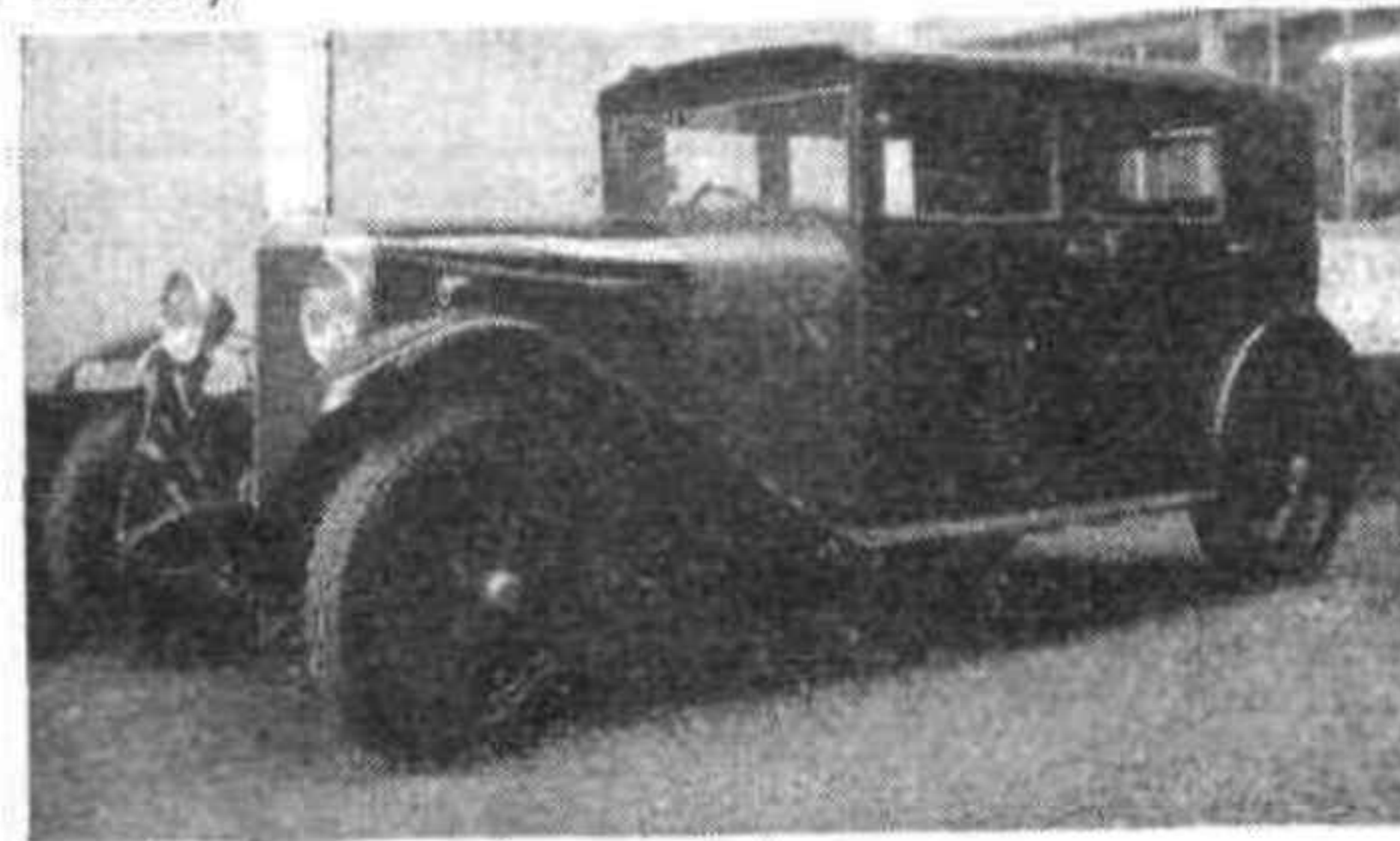


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XK120 SPECIAL, genuine Jaguar body, Gloria chassis, good 550 x 17 tyres. Offers complete or dismantled. 1, Albert Road, Ealing, W.5. Tel.: ALP 2203. [9555]

ALVIS 14-h.p. saloon, 1947. Heater, rad. blind, etc. Rear springs set up, brakes relined. The bodywork, mechanics and interior are in exceptionally good condition. Just completed Continental tour. Sound quality car. £125 or offers. Christie, c/o 13, Rivershill, Off Glebelands Road, Sale, Nr. Manchester. [9556]

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DELAHAYE 135M, 1937, d/h. coupé. New hood, 1/3 carburettors. M.O.T. £150/offers. Collins, Flat 3, 25, West Cliff Road, Bournemouth. [9558]

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AQUAPLANE 3-CARB. ZEPHYR, 1955, 64,000. Derrington exhaust, "X"s, heater, spares. £335. Tel.: Oxshott 3073 (Sept. 4th on). [9565]

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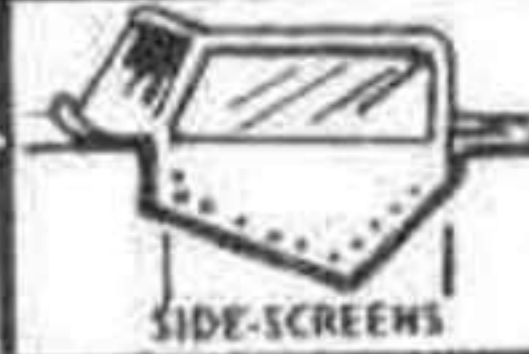


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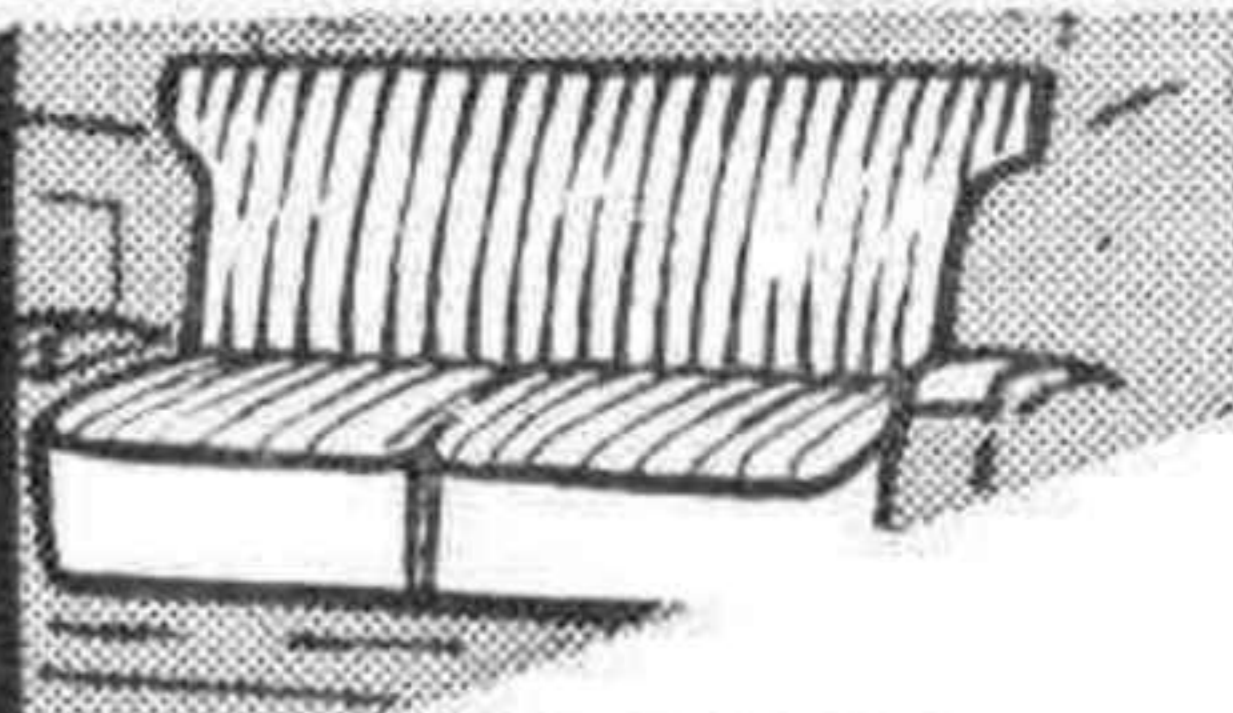


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FOR SALE—continued

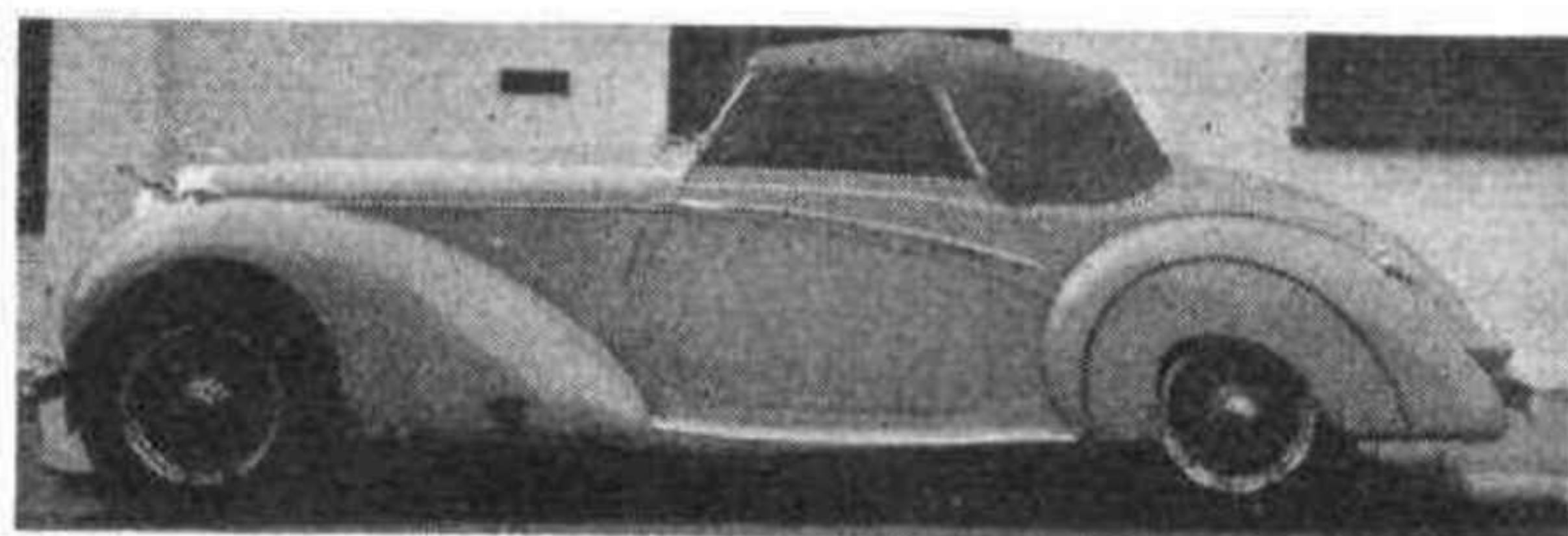
- M.G. SPARES.** Dismantling J2 2/4-seater, fitted with rack-and-pinion steering, new tyres. PA 2-seater minus body. Complete TA. Also a few M and NA spares. Ripper, 52, Maryport Road, Luton, Beds. Tel.: Luton 53778. [9705]
- F.J./MONOPOSTO,** unfinished (less engine). Space frame, alloy body, mag. wheels, K55, Gemini transfer box, Elite diff., B.M.C. "A" gears. £160. Nicholls, 34, Hall Drive, Harefield, Uxbridge, Middlesex. [9707]
- FRAZER NASH** Anzani Super Sports, 1929. £150. Kerridge, 21, Torrington Square, W.C.1. [9708]
- DELLOW,** 1952. Trial and test condition. Numerous Aquaplane modifications; well shod; p.v.c. hood, alternate lighting; many extras. Cream/maroon. £300. Bence, 61, Beechwood Drive, Thorpe, Norwich. [9709]
- COMPLETED PEEL FIBREGLASS Special.** All parts new or reconditioned, Morgan chassis, 4-speed gearbox. Reconditioned modified o.h.v. 10-h.p. engine, new radiator, straight-through exhaust. Fog, reversing and signpost spotlights. New hood, Healey windscreen, four new tyres, also five spares. Fantastic road-holding and acceleration. Marriage forces sale about £260. Phone or call, 5.45-6.30. 15, School Lane, Lickey End, Bromsgrove (Tel.: 2919), Worcestershire. [9710]
- VINTAGE MINOR** is ousted by new Mini. 1930 4-seat tourer fitted with o.h.c. engine, hydraulic brakes, is for sale. New hood, new lamps and test certificate. £60. Selby, 9, Judson Avenue, Manchester, 21. [9711]
- BUCKLER.** Enlarged ports, twin S.U.s, 4-branch exhaust, h/c. head, c/r. gears, 4.7 axle. Suit giant. £160. Pim, Lukin Wood, Mortimer (Tel.: 19), Berks. [9712]
- FRAZER NASH-B.M.W.,** 1939, Type 327/80 cabriolet, 328 engine. Good condition. Motor test. New hood, battery. £275 or offer. 11, Everest Road, Cheltenham, Glos. [9713]
- RED MORGAN** Plus Four, 1954, 4-seater. Immaculate. £350. Tel.: Theydon Bois 2303. [9714]
- 1949 TC.** Laystal head, extras. Immaculate. £285 o.n.o. "Jaycee," Butterow, Stroud, Glos. [9715]
- M.G. TA,** 1939, red. Recent engine and steering overhaul. M.O.T. certificate. £110. Cave, Grange Farm, Ravensden, Bedfordshire. [9716]
- SPRITE,** 1958. Red. With normal extras. £375. Taylor, 6, Battlefield Road, St. Albans. Tel.: 51311. [9721]
- RILEY PATHFINDER,** 1956 model, maroon. Immaculate. £450 o.n.o. 34, Montrose Road, Sheffield, 7. [9722]

FOR SALE—continued

- PORSCHE, 1957, 1600,** silver f/h. coupé. Has been meticulously maintained and is in beautiful condition. Not raced or rallied. £1,125. Sprydon-cote Hotel, Broadclyst, Nr. Exeter. [9717]
- ALVIS SPEED TWENTY,** 1933, Vanden Plas tourer, near immaculate, thoroughly reliable. £150. 36, Latchmere Gardens, Leeds, 16, Yorks. [9718]
- 1930 20-h.p. SUNBEAM** saloon, G.C. Clutch trouble, otherwise mech., bodily, excellent. Spares. £55 o.n.o. Must sell. 22, Mizpah Grove, Bury, Lancs. [9719]
- SHORROCKS SUPERCHARGER KIT.** Complete pipework and pulleys to suit either Triumph Herald or Mini-Minor. £30. Yorath, 33, Birmingham Road, Nether-Whitacre, Nr. Colehill, Birmingham. [9720]
- ROLLS-ROYCE, 1933, 20/25** "Windover" sports saloon. Good condition, attractive, economical. Taxed year. M.O.T. Heater. £175 o.n.o. Part exchange considered. Cowling, 45, Stonard Road, London, N.13 (evenings, weekend). [9723]
- TRIUMPH (MONTE CARLO),** 1935. Rare 4-seater sports. Climax engine, good body, mechanics. £140 o.n.o. Tel.: Eckington (Sheffield) 2507. [9724]
- JAVELIN SPARES.** Enthusiasts' service. Full stock of secondhand parts available. Any new, reconditioned, item supplied. Quotations or goods sent anywhere. G. Mitchell, Balgour, Blackford, Perthshire. [9725]
- CRASHED RILEY 1.5,** damaged mainly o/s. front and body. First £175. Also T.V.R./A.90/Mistral Special, cost £600. Accept £250. Craig, "Dove-dale," Margaret Road, Liverpool, 23. Tel.: Great Crosby 3697. [9726]
- M.H.S. SUPERCHARGED FORD Special,** well-known car, numerous successes driving tests, autocross. Every mod. R.A.C. Trials Formula. Hazlewood, Stockwood, Redditch. [9727]
- AMERICAN HOT ROD Ford V8 roadster,** 1934, Model 40. Good engine, tyres, battery. Red/silver. M.O.T. £75. Tel.: HAM 1381. [9728]
- 1938 RAILTON 28-h.p.** Stratton saloon by Coachcraft. Most impressive appearance and performance. Replacement engine 15,000 miles. 20-21 m.p.g. Some spares. £185. Tel.: Maidenhead 2518. [9729]
- BENTLEY, 1937, 4½-LITRE** razor-edge sports saloon by Freestone & Webb. Grey/black, in excellent condition and in use daily. £250 or near offer. Shephard, Carraig Thura Hotel, Lochawe, Argyll. [9730]

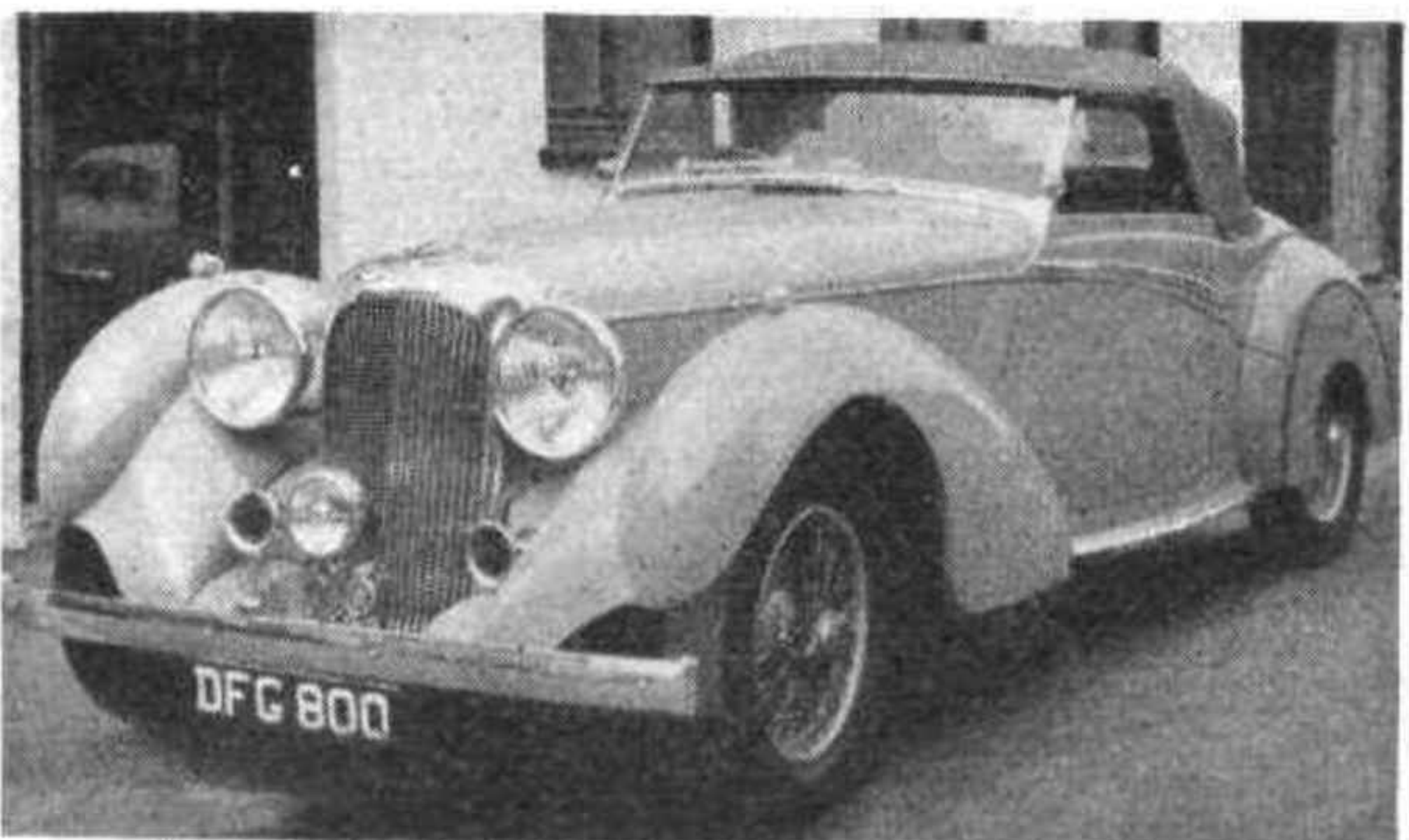
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- 500-c.c. NORTON** Ray Martin Special F.3 ca 100% condition. New tyres. Only wants seen. £175 o.n.o. J.A.P. 500-c.c. 4-stud dirt track engine, fully modified and complete. £45. Tel: Elgar 6737. [9731]
- FORD V8 SPECIAL, B.R.G., M.O.T. certificate.** Fast, sound. Needs trimming, well shod; 24 m.p.g. £55. Thorne Lodge, Cockfield, Suffolk. Tel: Cockfield Green 296. [9732]
- FOR SALE.** Renault 750 engine (1954), £25 o.n.o. Also drive shafts and hubs. R. & P. steering gear £7 10s. Several other Renault parts. Vanguard engine, best offer over £12 10s. Available until September 9th. Holidaying until then. Baker, Pevensey Old Lane, Crowborough, Sussex. [9733]
- ROLLS-ROYCE, 1934, 20/25** sports saloon with exceptionally beautiful coachwork by Thrupp and Maberly. Pearl grey cellulose, chrome and interior immaculate. Rolls history and genuine mileage 110,000. Radio, heater, original tool set, five excellent tyres. Also large boot and leakproof sunshade roof! £595. Cauthery, 92, Marple Road, Stockport, Cheshire. Tel.: Stepping Hill 3137. [9734]
- 1948 TRIUMPH ROADSTER** 1800. M.O.T. certificate. £170 o.n.o. Write, R. Wall, 5, Ombersley Road, Worcester. [9735]
- FORD TEN SPECIAL,** hot motor, £55. E93 independent suspension, £10. A35 back axle £12 10s. A30 gearbox, £10. 1,500-c.c. B.M.C. gearbox, floor change, £15. 8, Fairview, Rainham (Tel.: 5096), Essex. [9736]
- SUPERCHARGED SPRITE, 1959.** Every conceivable extra. Hard-top, special streamlined bonnet, new Michelin "X" tyres. 15,000 miles on mechanically perfect. Available after September 10th. Might consider exchange. £550. H. arranged. Loader, Heusden House, Gerrards Cross. Tel.: 4160. [9737]
- M.G.-A TWIN-CAM** coupé, 1959. Radio, "X" extras. Works modifications, excellent condition. Offers. Consider exchange and cash adjustment. W.H.Y.? Leadbeater, 32, Yateley Crescer, Great Barr, Birmingham. [9738]
- 1934 3½ ROLLS-BENTLEY** Mulliner Continental sportsman's saloon. Engine rebored—new piston decoke, gen. overhaul. New battery 50 miles ago. Body fair. Bills. M.O.T. cert. £160. Tel: Maidstone 2744, Thurston. [9739]
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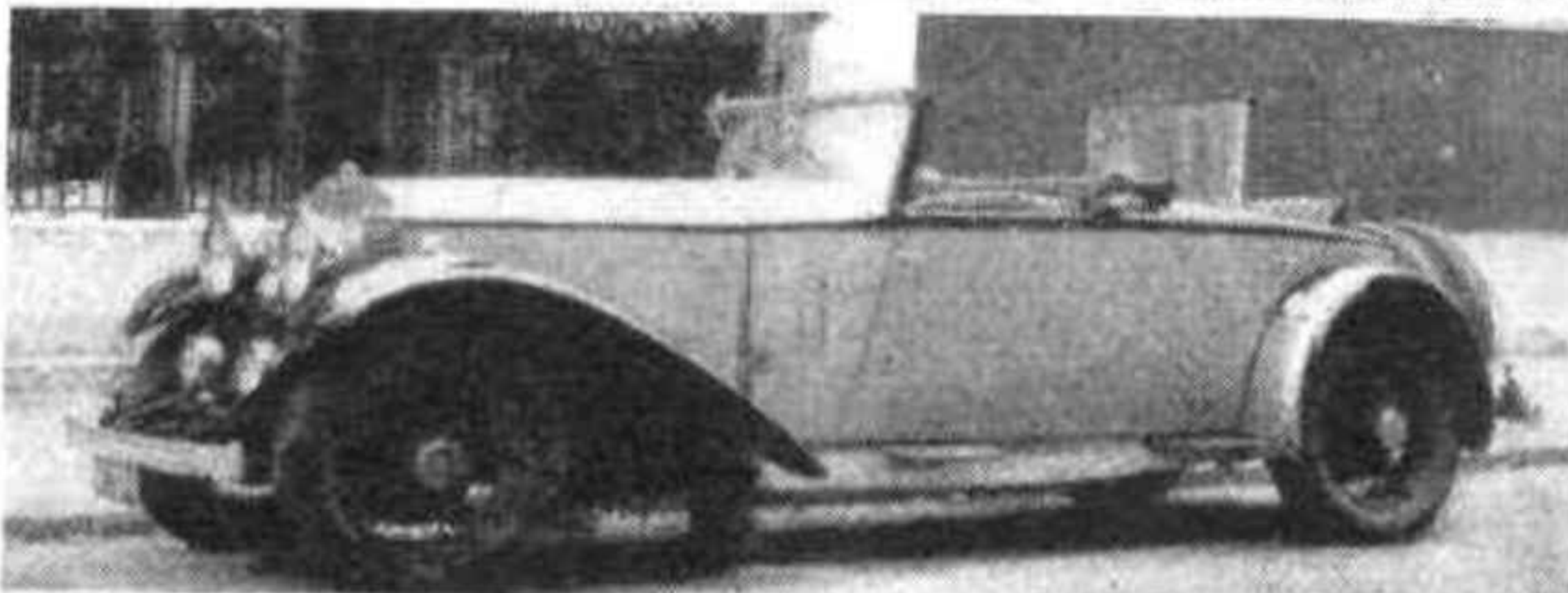
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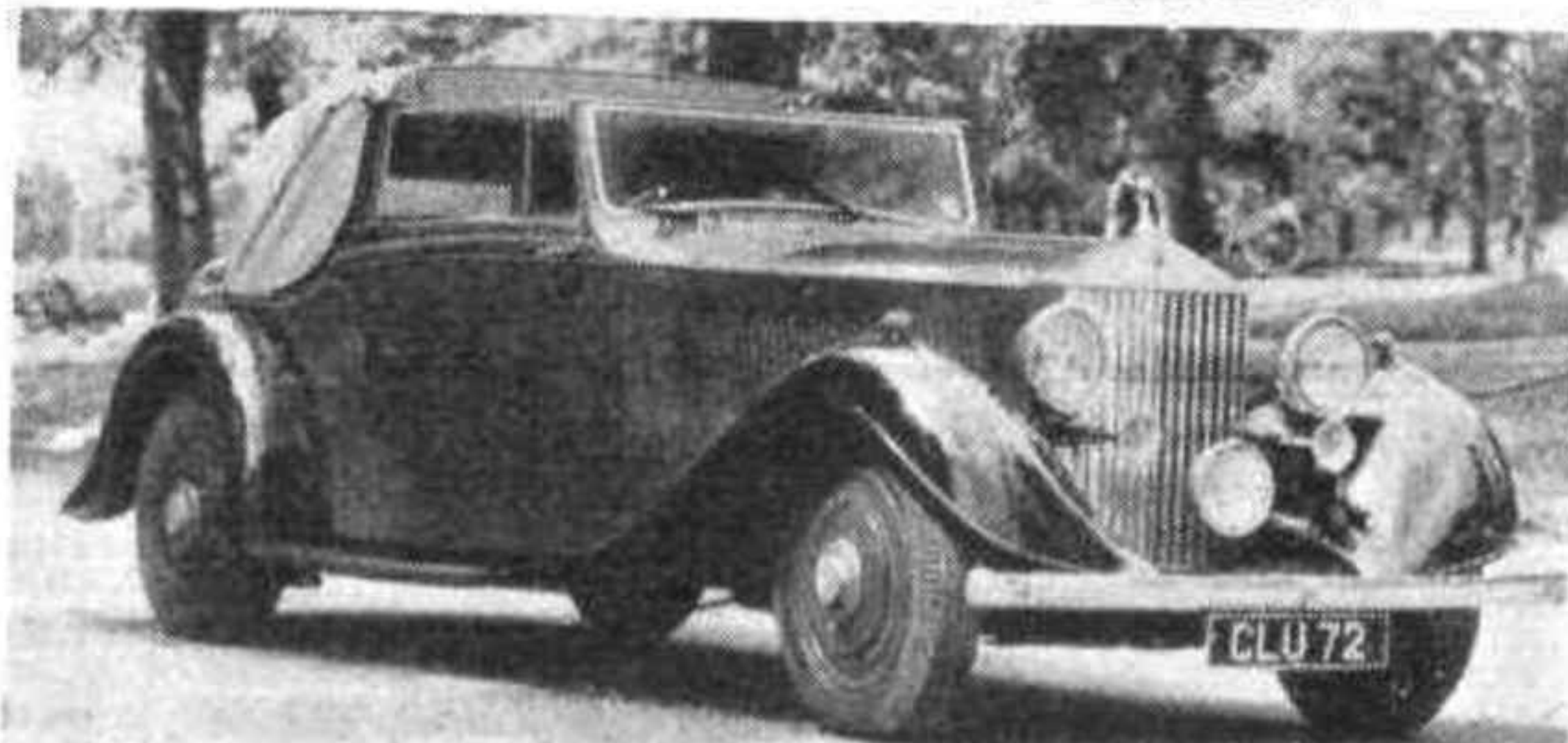
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1936 ROLLS-ROYCE 20/25-h.p. Barker sports saloon, grey with blue trim; large boot; full history ... £475

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- 1960 FORD 1,172-c.c.** fibreglass G.T. saloon, 2/4 seats. All new parts. 2,500 miles. Many extras, modifications. Photograph. £245 o.n.o. 44, Potters Lane, Burgess Hill, Sussex. [9751]
- LOTUS 7.** Modified 195E, ready to race. First reasonable offer secures. 26, Salisbury Road, Moseley, Birmingham. [9752]
- SUNBEAM-TALBOT 90,** convertible, late 1952, silver/blue. New hood, heater, extras. Mechanically excellent, bodily superb; little used. £275 o.v.n.o. 13, Buckles Way, Banstead. Tel.: Burgh Heath 1640. [9753]
- ROVER 75,** 1953. Radio, heater, new "X" tyres throughout. Outstanding car, two owners, 57,000 miles. £395 o.n.o. Radley, 11, Spinney Close, Wickford, Essex. [9754]
- PAIR RILEY NINES.** 1934, 1929 Monaco's. Both require attention. Excellent tyres. 29 partly rewire, reconditioned B.T.H., new Lucas battery. 34 new wiring harness, spare Scintilla and sundries. Lack of space, time forces sale. 42, Dales Lane, Whitefield, Manchester. Tel.: WHI 2663. [9755]
- UNIQUE** 1936 sport saloon 3½-litre straight-eight Daimler. Just decoked. £80 o.n.o. Changed job forces sale. Salvadori, 73, Moorlands, Welwyn Garden City. Tel.: 25852 (evenings). [9756]
- 1913 15.9-h.p. COLONIAL** Napier. Complete running chassis only, available to suitable enthusiast in exchange for interesting car. Grossmark, Mill Hill, Shoreham-by-Sea. [9758]
- HOTCHKISS-1950, 3½-LITRE** saloon, recellulised, with recent mechanical history, outstanding condition. Heater and radio. £360. Stephenson, c/o Paddock Garage Ltd., Hampton Court. Tel.: Teddington Lock 3446. [9759]
- SALE: PA M.G. Midget.** New head, camshaft. £70. 750 Extra Special, low, white, fast; Phase 4 tuning; immaculate finish. £200. A. Hall, High Street, Adderbury, Banbury, Oxon. [9760]
- RED LABEL BENTLEY V.D.P.** tourer, mechanically perfect, including rebuilt engine. Ideally restorable to immaculate condition. £300. Dyer, 11, Babington Road, N.W.4. Tel.: HENdon 7515. [9761]
- ROLLS TWENTY,** 1929, drophead. Wendover body. New chrome and hood. Very elegant. £275. Dixon, 408, Grenville House, Dolphin Square, London. Tel.: Victoria 3800. [9762]
- RILEY GAMECOCK.** Daily use until crankshaft broke early August. Five good tyres, oversized drums and brakes relined Dec. New battery January. Offers. Head, Hill Farm, Stradishall, Nr. Newmarket, Suffolk. [9763]
- M.A.G. SUPERCHARGER** complete with all fittings for Volkswagen and Karman-Ghia. £50. Royle, 16, Bullingham Mansions, Pitt Street, London, W.8. Tel.: WES 1075 (evenings). [9764]
- M.G. J2, 1,172 c.c.** Hydraulics. New tyres, hood and sidescreeens. Brakes relined. Offers. T. Massey, Farley Hey, Brackendale Road, Camberley, Surrey. Tel.: Camberley 2318 (evenings). [9765]
- JAVELIN,** 1949. New crank, bearings, clutch, Dualflex rings, and battery. Not run since. £125. Tel.: HOUnslow 3778 (evenings). [9766]
- 1956 D.K.W. SONDERKLASSE** saloon. Grey. Company car regrettably for sale of this beautifully maintained and exceptional car. Heater, radio, clock and many other extras. £375, or exchange sports car. Davico, 4, Peblcombe, Adelaide Road, Surbiton. Tel.: Elmbridge 3887 (PAD 2213 day). [9767]
- RILEY LYNX,** 1933, 2-seater. Excellent condition. £110. Mitson, 38, Alleyn Road, Dulwich, S.E.21. Tel.: GIP 1943. [9768]
- ROLLS PHANTOM III,** 1936, by Barker. Very good condition throughout. Offers around £200. Tel.: SWI 2985 (after 6 p.m.). [9769]
- 1936 BENTLEY 3½-LITRE** 2-door fixed-head Barker sports coupé. Dark blue and black. Very good mechanical and general condition. £275. 1934 Bentley 3½-litre Freestone & Webb saloon, grey. Good condition throughout. £200. Box No. J.770. [9770]
- XK120** fh., 1954, full C type. Wire wheels, "X"s, radio, heater, s/washers, twin exhausts. Low mileage, beautifully maintained. £495. Terms, exchange. Rofe, 49, Warwick Street, Leamington Spa. Tel.: 3161. [9771]
- 1947 PARK WARD** convertible 4½ Bentley. Good running order. Requires repaint. Mech. sound. M.O.T. tested. Bargain for quick sale. £395; H.P. could be arranged. Grossmark, Mill Hill, Shoreham-by-Sea. Tel.: 4000. [9772]
- LANCIA AUGUSTA,** 1935, black pillarless saloon. Rudge wheels. M.O.T. £100. Tel.: Imperial 5959. [9780]
- LAGONDA RAPIER,** 1934, 4-seat tourer. Thoroughly original, excellent order. M.O.T. cert., etc. Parry, Tel.: CEN 1010; ext. 356; or 4, South Bank Terrace, Surbiton. [9781]
- SPARES.** Riley Nine: 35 engine (seen running); 34 E.N.V. box, clutch, rear axle components. Hornet Special: Chassis and associated components; rear axle parts, rad., wheels, etc. Noyes, 270, Eastfield Road, Peterborough. [9782]
- SUNBEAM-TALBOT,** 1954. £80 spent in last year. £325. Also one-owner Hillman, 1954, new tyres. £280. 87, Lincoln Road, Enfield. Tel.: 5706. [9783]

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- A.C. 2-LITRE "MARCH" model,** 1934, 4-seater sports. £120 o.n.o. Evenings. Tel.: Harrow 6075. [9784]
- M.G. TA,** 1938. Dark blue. TC engine, TD instruments. Good condition. M.O.T. £195. Tel.: WESTern 5589 (evenings). [9785]
- MG TF 1500.** Green/green. Excellent example. £390. Rutter, 51, Castletown Road, W.14. Tel.: Fulham 3098. [9786]
- COLLEGE FEES DEMANDED,** must sacrifice Singer Le Mans. £25. Queue at 29, Northcote Road, Mangotsfield, Bristol. [9787]
- HYBRID,** 1961; registered 1954. Austin Seven boxed chassis, E93A, c.r. gears, 4.7 c.w.p. Nominal mileage; i.f.s. hydraulics, Aquaplane; twin S.U.s. tubular body frame. Swap for E-type or £200. 203, Narborough Road, Leicester. Tel.: 27526. [9788]
- M.G. TA Tickford,** 1939, v.g.c. New hood. £135. Phillips, Tel.: PAD 4084. [9789]
- AUSTIN HEALEY,** 1954 model. Duo-tone black and red. Black upholstery. Superb condition. Overdrive, wire wheels, washers, etc. £345. H.P. possible. Rusling, 144, Upper Richmond Road, Putney, S.W.15. Tel.: PUT 3622. [9790]
- JAGUAR XK140,** 1955, drophead. Radio. Second car maintained to highest standards. In excellent order throughout. Tel.: Shephall 268. Goult, Aston End, Stevenage. [9791]
- LANCHESTER ELEVEN,** actual Show model 1939. Two owners, full history. Five very good tyres, sun roof. Very carefully maintained in exceptional condition throughout and in daily use. Hendon tested; taxed year. £120 or best. Tel.: Speedwell 4315. [9792]
- LAGONDA RAPIER,** 1935, completely rebuilt 1959 at a cost of £800. Aluminium body 2-seater tourer, high comp. pistons, 4-branch exhaust. Wonderful condition and performance all round. M.O.T. cert. Offers to Carvosso, 6, Wanstead Park Road, Ilford, Essex. [9793]
- 1959 BUCKLER 90.** Ford Ten. Aquaplane manifolds with S.U.s, 12v. electrics, close-ratio gears, 4.7 c.w.p., oil cooler; aluminium body. Low mileage. £225, including some spares. Box No. J.794. [9794]
- LAGONDIST BEFORE BREAKER.** 1934 M45 pillarless, laid up four years. Wings tatty. £30. Williams, Tel.: Thanet 41582. [9795]
- RILEY NINE SPECIAL,** sound, sleek and sporty 2-seater. £65. Tel.: Enfield 7094. [9796]
- M.G. TA/TC.** Very good condition. M.O.T. cert. £165 o.n.o. Tel.: Holmes Chapel 3391 (evenings). [9797]
- M.G.-A,** 1957, red, 36,000 miles. L.H. drive. Really perfect condition throughout. Wire wheels. Many extras. £450. 4, Conaways Close, Ewell, Surrey. Tel.: Ewell 5047. [9798]
- M.G. TC.** Exceptional, new engine. Bargain £215. 38, Green Road, Birmingham, 28. [9799]
- BENTLEY,** 1937. Attractive V.D.P. convertible. R-R. maintained. M.O.T. cert. Above average condition and performance. Langton, West Cliff Club, Bournemouth. [9800]
- SUNBEAM-TALBOT 80** engine 1937 coupé, white. M.O.T. First £35. Tel.: Harbury 321. [9801]
- A40 FARINA.** Blue. Reg. 1959, 23,000 miles. £200. Extras, which include: twin S.U. carbs., h/c. pistons, modified cylinder head—gas flows, modified exhaust system, lightened flywheel, racing 8-spring clutch and brake linings, anti-roll bar, 120-m.p.h. speedo., four Dunlop R.5s, practically unused, radio and heater, etc., etc. H.P. arranged. Part exchange considered. For large cheap car apply: "Wilmuroy," Southview Road, Danbury, Essex. Tel.: Danbury 2295. [9802]
- ROLLS-ROYCE, 1933, 20/25** Mulliner limousine. Excellent condition throughout. Engine reconditioned 9,500 miles. New tyres all round; brakes relined. Taxed. M.O.T. certificate. £275. Savins, Baynards Green, Bicester, Oxon. Tel.: Fritwell 312. [9803]
- ROLLS-ROYCE, 1932, 20/25,** in very good condition. £160 o.n.o. 8, Brooklane Field, Harlow, Essex. [9804]
- 1935 LANCIA AUGUSTA** and Humber Hawk, 1948. One must go. Offers or W.H.Y.? Mr. Van. 93, Broad Lane, Tottenham, N.15. Tel.: TOT 0353 (between 6.30-8.0). [9805]
- ALFA ROMEO, 1,750 s.o.h.c.** James Young tourer, 1929. Brakes 63... lovely steering; v.g.c. but... big-end going. £100. Spicer, Alderbrook, Fulmer, Bucks. [9806]
- 1936 RILEY FALCON,** excellent throughout. £90. Mills, 64, Pondfield Crescent, St. Albans, Herts. [9807]
- 1956 MODEL TR2** (white). Avon Turbospeeds, turbodiscs, grille, heater, half-tonneau. 45,000 miles. £425 o.n.o. Tel.: POPesgrove 1605. [9808]
- ASHLEY 1172 G.T.** saloon, offers. Also Kestrel Nine radiator and Dixon "ram-pipe" manifold with twin carbs. 16, Fielding Road, Sheffield, 6. [9809]
- ROVER,** 1940 model, sportsman's Twenty. Superb condition. Sole reason for sale, have purchased Rover 90. Offers, please. Griffiths, Whalleybourne, Pulverbatch, Shrewsbury. Tel.: Pontesbury 229. [9810]

FOR SALE—continued

- WANTED, ONE ENTHUSIAST** who will appreciate ten months' work and £600 put into my 1961 Falcon Caribbean, if you are willing to part with £380 or thereabouts. Tel.: Dominion 2417 for full details or write, 103, Oglethorpe Road, Dagenham, for descriptive letter. [9580]
- 1938 ALVIS V.D.P. Crested Eagle/25.** Faultless after complete restoration. Mechanics, electrics, paint, chrome, tyres—everything in brand new condition. Worth seeing if perfection appreciated. £220. Tel.: Harefield (Middlesex) 2119. [9583]
- B.M.W. 327** (328 engine) 2/4-seater drophead. Genuine 33,000 miles only. One owner. Original hood, hood lining, black cellulose, red carpets and dark red leather. M.O.T. cert. Opportunity to acquire one of the most desirable models ever, in unbelievable original and faultless condition. £495 "Sherwood," Frilford Heath, Abingdon. Tel.: Frilford Heath 359. [9585]
- MARSHALL SUPERCHARGER**, complete kit to fit Ford 10 h.p. Excellent condition. £30. Cooper, 386, Rayleigh Road, Eastwood, Essex. [9586]
- MORRIS MINOR** tourer, 1955 Series II. Higher back axle ratio, higher performance engine, greater economy. Engine rebuilt 5,000 miles regardless of cost. Many extras. £265 or offer. Simon, Northend Common, Nr. Henley-on-Thames. Tel.: Turville Heath 396. [9587]
- ROLLS 20/25.** Caravan, beautiful condition. Seven tyres, radio, gas cooking, foam beds. Tested, taxed. Photo. Owner retiring. £650. Ratcliffe Allerton, Axbridge, Somerset. [9588]
- VOLKSWAGEN DE LUXE**, 1953. New battery, clutch. £275. Tel.: Forest Hill 0160 (evenings). [9589]
- TR2**, 1955 model. New hood, "X"s, heater. Green, respray. Haggle round £350, or exchange modern light van. Brigg, Spetchley, Worcester. [9590]
- M.G. TA**, 1938, red. New tyres, batteries. Bodily, mechanically excellent. M.O.T. certificate. £150 or nearest offer. Dunkley, 6, Loggon Road, Basingstoke. Tel.: 419. [9591]
- 1928 AUSTIN SEVEN Special.** 1937 brakes converted. Excellent condition. £40. 39, Kingstown Street, N.W.1. [9592]
- FORD SPECIAL.** Rochdale sports body, tube chassis. £165. Owen, 125, Newlands Street, Shelton, Stoke-on-Trent. [9593]
- JAGUAR MK. V** saloon, dismantled with view to converting into "special." Excellent mechanical condition, new tyres, all body parts sound. Very reasonable offers accepted for whole or parts. R. Lloyd, White Cottage Farm, Titchfield Lane, Wickham, Nr. Fareham, Hants. [9594]

FOR SALE—continued

- SUNBEAM-TALBOT**, 1939—the rare 3-litre coachbuilt drophead foursome, i.f.s., polychromatic blue. An exceptional car in exceptional condition. £150. Something for the connoisseur. Tel.: Loxwood 409. [9595]
- BENTLEY, 1938, 41** Park Ward saloon, black. M.O.T. Heater, Tecalemit oil cleaner. First class all round. £280. Linstead, Greeneaves, Chestnut Road, Beaconsfield. Tel.: 1496. [9596]
- RAPIER**, 1958. Overdrive, radio. Low mileage £645, or W.H.Y.? with cash. Letters only. Wright, 30, Edgeley Road, Clapham, S.W.4. [9597]
- ROLLS-ROYCE 20/25-h.p.**, 1935. First registered 1949. Attractive Arnold sports saloon, showroom condition, fitted ride control, demister, heater, radio, dual-ignition. £300. Caldwell, 26, Pennsylvania Road, Exeter, Devon. [9598]
- 1931 20/25 ROLLS-ROYCE** must go. Tatty inside but sound mechanically and impressive from distance. Mascot, new retreads, new battery, reconditioned radiator. Ten-year tested. Taxed to December. Best offer by 7th takes. Bensley, Tel.: Prospect 6950. [9599]
- BENTLEY**, 1936, Thrupp & Maberly dark green sports saloon. Bodily, mechanically sound but tappets noisy. M.O.T. £215 o.n.o. Powell, 47, Horsham Road, Littlehampton. Tel.: 625. [9600]
- GETTING MARRIED**, Mistress must go! M.G. TC, '49, regd. '60. Excellent mechanics and body beautiful. Vital statistics: 33 m.p.g., oil 60 lb/sq. in. (hot). Red with beige trim. Hagglings starts at £260. Tel.: Leytonstone 2144. [9601]

FOR SALE—continued

- 1932 WOLSELEY HORNET Special.** Excellent condition. Taxed. "Merlemede," Ben Rhydding, Ilkley, S.A.E., or Tel.: Ilkley 1436. [9602]
- 1951 DAIMLER Special Sports**, body by Barker, immaculate grey and black. Very sound mechanically. Heater, overdrive; test certificate. Cost new £2,600. Taken in part exchange by private owner, hence low price of £275. Greenwood, 117, Talbot Road, Old Trafford, Manchester. [9603]
- VOLKSWAGEN**, 1960, de luxe. Jade green. Underscaled. Screen-wash, fuel gauge. Immaculate condition. £595. Lye Cottage, Carlton Beds. Tel.: Harrold 316. [9604]
- LEA-FRANCIS 14-h.p.** saloon, 1950 model. Heater, P.100 headlamps. Exterior in first-class condition, interior and mechanics excellent. £215 o.n.o. 18, High Street, New Romney, Kent. Tel.: New Romney 2188. [9605]
- B.M.W. 328.** L.H.D. White, maroon leather. Completely overhauled last 3,000 miles. Absolutely original. Offers. J. Pridmore, 7, High Street, Glinton, Peterborough. Tel.: Glinton 344. [9606]
- ROLLS TWENTY.** 1928 chassis, 1936 4-door saloon body. Good order throughout. M.O.T. Photo. 1927 Austin Chummy, good mechanically. Both available after September 14th. Pope, Bank House, Grosmont, Abergavenny, Mon. [9607]
- 750 SPECIAL.** Good condition, excellent road-holding. Genuine 75 m.p.h., 45 m.p.g. Good tyres, brakes, battery. £95 o.n.o. Tel.: Ewell 3507. 64, Castle Avenue, Ewell, Surrey. [9608]
- 1948 M.G. TC.** Red. Engine completely overhauled, resleeved, crankshaft, bearings, etc. New silencer, battery. Good tyres. Hood shabby. £240 o.n.o. Perrott, 21, Pagoda Gardens, Eliot Vale, Blackheath, London, S.E.3. [9609]
- 1934 HUMBER VOGUE** sportsman's saloon. Immaculate condition, £80 spent engine recently. New batteries, tyres. M.O.T. certificate. Bills photos. £85. Perry, Oakridge, Hurstwood, Watson Avenue, Chatham, Kent. [9610]
- SUNBEAM, 1928, 16-h.p.** saloon. Must be seen. £75 o.n.o. Also set Ford wheels, tyres, £10. Tel.: Mr. Head, Bexleyheath 7016. [9611]
- 1951 STANDARD VANGUARD** de luxe. Sumptuous and urgy. Black cellulose like new; light fawn interior. Mechanically excellent. Genuine 48,000 from new; regularly serviced. Tools, handbook. Taxed the year. £165. Tel.: Mr. Head, Bexleyheath 7016. [9612]
- I'M ALMOST GIVING** my M.G. TF away. Only 6,000 since reconditioned engine, gearbox, transmission. Radio, heater, fog, spot, b/bar, tonneau, etc. Unpranged. £395. 46, Station Avenue, Walton-on-Thames. Tel.: 20154. [9613]

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FOR SALE—continued

AS NEW, modified M.G. M-type. Excellent condition throughout; host of extras; taxed and insured. M.O.T. cert. £125 or offers. Also M-type engine and gearbox, also "J" box, all good; offers, contact Mr. Marsden, Little Wellhouse Farm, Orsett, Essex. (After 8 p.m. weekdays, any time weekends.) [9614]

RILEY KESTREL 11.8 sports saloon, 1935. Original. Very tidy. £120 o.n.o. Photos. Tel.: Hastings 4366. [9615]

M.G. 2-SEAT L-TYPE. Ford Ten engine. Green. Good condition. M.O.T.T. £90 o.n.o. R. S. Reynolds, The Chilterns, Gt. Missenden, Bucks. Tel.: Gt. Missenden 2831. [9616]

1929 SUNBEAM SIXTEEN saloon. In excellent and original condition throughout. Good tyres. Radiator recently rebuilt. £65. Lambert, 6, Templewood, Welwyn Garden City, Herts. Tel.: 24828. [9617]

FRAZER NASH-B.M.W. 328. Body and chassis for sale; has been stored two years. Offers to: J. N. Oliphant, 98, Denton Road, Hornsey, London, N.8. Tel.: Mountview 6821. [9618]

ROLLS TWENTY, 1928. H. J. Mulliner swept-wing, fabric, owner-driver saloon. Re-covered, repainted, re-nickled. Cushions re-covered hide. Clutch relined. £190. Boulton, 23, Doric Avenue, Frodsham, Cheshire. [9619]

S.S.100 3½. Engine, carbs., gearbox, axles, transmission, drums. Good order. Offers. Box No. J.620. [9620]

TR2, '55. 45,000. Body tatty. Mech. sound. £280 o.n.o. 7, Lodore Road, Worksop, Notts. [9621]

MORGAN 4/4, 1938, 4-seater. Climax engine. Excellent condition, used daily. M.O.T. test. £120 o.v.n.o. View weekends. 14, Crest Mount, Carleton, Pontefract, Yorks. Tel.: 3002. [9622]

MISTRAL one-piece bodyshell for sale, any reasonable offer. Clifford, 63, Oxford Road, Ealing, W.5. [9623]

FOR SALE: 1936 Railton Straight Eight d.h.c. Reasonable condition, but brakes need attention. Recently rewired. Offers invited. Peter C. Bennett, 15, Forest Drive, Sale, Cheshire. [9624]

RILEY LYNX 1½, 1935. Excellent condition mechanically/bodily. £130 o.n.o. Hill, Tel.: KIP 4760. [9625]

A POST-WAR CAR with a chassis 1949 M.G. Y 1½-litre saloon. Good mechanically. Well shod. Body beginning to need loving care. With radio, fog lamp and twin horns for £195. 36, Apsley Road, Quinton, Birmingham. [9626]

H.R.G. 1100. Excellent condition. New tyres, extensive engine overhaul 8,000 ago. Green. Photo. £300 o.n.o. Morten, 9, Nevill Road, Bramhall, Cheshire. [9641]

FOR SALE—continued

ROLLS-ROYCE 20/25 Hooper sports saloon, 1935. Ivory and black. Sunshine roof. Excellent tyres, bodywork, interior, paintwork and mechanics. Radio and heater. Full details and photographs sent to genuine inquirer. Box No. J.629. [9629]

750 FORMULA-SPORTS Special. I.F.S., hydraulics. Non-shroud 15-in. wheels. New Pirellis, twin S.U.s, close-ratio gearbox. Usual engine mods. Twin alloy, leathered racing seats. Professionally-built, one-off, aluminium body, as photographed in April 750 *Bulletin*. Raced twice. Also sound 1938 Big Seven saloon. £300 together, or split. C. Jaques, Warren Drive, Kingswood, Surrey. Tel.: MOG 2359. [9640]

UNIQUE 1929 BROOKLANDS Riley, the Cuthbert Special. History available. Dry sump, blown; 100 m.p.h.; road trim. £275. Collingridge, 336, Cowley Mansions, Mortlake, London. [9643]

BODY BEAUTIFUL. Riley Imp, extensively overhauled, £275 o.n.o. Crash box. Details/view: Dutton, 111, Ferney Road, East Barnet, Herts. Tel.: Enterprise 0728. [9644]

LOVE WILL FIND a way! Therefore my 1952 Javelin d/l regretfully offered at £200 o.n.o. Radio, heater, S.III reconditioned engine, excellent interior. No spares problem. Tel.: Elmbridge 4407. [9645]

M.G. TC, 1947. Very good condition. Reconditioned engine. Many extras. Bills shown to over £100. M.O.T. certificate. £220 o.n.o. Montgomery, 53, Ennerdale Road, Kew, Surrey. Tel.: RICHmond 5068. [9646]

1937 4½ BENTLEY sports saloon, JY series. Good performer. M.O.T. certificate. £175. Ambrose, Tel.: Burnham-on-Crouch 2267. [9647]

DEC. '59 PROFESSIONALLY-BUILT "special". Halifax chassis, i.f.s., Townsend body, hydraulics, Ford E93A engine, gearbox and back axle 4.4, 12v. electrids. Unsuitable for present circumstances. £275 o.n.o. Sunnyside, Binhay Road, Yatton, Nr. Bristol. [9648]

LAGONDA 2-LITRE H.C. tourer, 1927. Sound body, tyres, hood. Very good engine. M.O.T., taxed. Best offer over £100 for quick sale. Full details, photographs. Tel.: Long Buckby 365. [9649]

1928 (JUNE) MORRIS "6" saloon, one owner. Engine, car, tyres, excellent. M.O.T. cert. Offers. Dickinson, 11, The Beach, Walmer, Kent. [9650]

"SPECIAL" Ford 100E Anglia fitted Citroen power unit, f.w.d., suspensions. £90 o.n.o. Details, photo. Southways, Station Road, Tring. [9651]

1928 SD ALVIS 12/50 truck body. M.O.T.T. Available with big-port engine £45, or small-port £35. Berrisford, 88, Westfields Avenue, S.W.13. [9667]

FOR SALE—continued

ROLLS-ROYCE, 1932, 20/25 Barker limousine, very good condition, passed M.O.T. test. £130. Meads, Chalet, Eynsham, Oxfordshire. [9652]

HEALEY DUNCAN saloon, 1948. Fabulous condition; one of the finest 2.4 Healeys in the country. Recent comprehensive rebuild—engine, transmission, suspension, steering, etc., etc. Recellulosed. Marchals; new RS58. 100+, 27 m.p.g., excellent road-holding. Luxuriously equipped 4-seater with huge luggage boot. £270 or offer. Wanted: 100-6 or TR3. Box No. J.628. [9628]

MORRIS OXFORD, 1930, 15/6 saloon. Body and engine sound. Offers. Stokes, 4, Moorlands Rise, West Moors, Dorset. Tel.: Winton 3267 (9 till 6). [9630]

B.M.W. 501B, 1954 (reg. 1957), l.h.d. (convertible r.h.d.). Wonderful condition. Webasto roof, radio, heater, loose covers, new tyres, brakes relined. Inaudible reconditioned engine provides 31 m.p.g. and 90 m.p.h. on regular grade. £395. Owner bought V8 B.M.W. Nunn, "Mount Pleasant," Bury Road, Branksome Park, Bournemouth. Tel.: Westbourne 65376. [9631]

RILEY GAMECOCK SPECIAL. Engine and body overhaul. New hood and sides. Spares. M.O.T. cert. £150 o.n.o. Roddis, 23, Nansen Road, Gatley, Cheshire. Tel.: GATley 4047. [9632]

M.G. TF, 1954. Red. Fine all round condition. Recent overhaul. Heater, grid. Nearest £450. Tel.: Runcorn 3207. [9633]

1937 M.G. TA. New engine. Good condition. Test cert. £100. Tel.: Egham 2226. [9634]

M.G. TB, 1940. Bargain, £165. Wickers, "Engadene," Bective Road, Putney. Tel.: VANdyke 1304. [9635]

ALVIS 12/70, 1939. Breaking for spares, including reconditioned engine unit. Reasonable for quick disposal. Gibbon, Plot 90, Mizzymead Farm Estate, Nailsea, Bristol. [9636]

1959 BERKELEY. Red. Four-wheel independent suspension, hard/soft-tops. Low mileage. Very fast. £395. 49, The Green, Mountsorrel, Leics. [9637]

M35R LAGONDA. Fox, Nicholl? Spare Scintilla. Red hot. £60. Sellman, Gaydon, Warwick. [9638]

LTOW. Super sports. Morgan, J.A.P. 12v., Lockheeds. *Concours*. £90. Sellman, Gaydon, Warwick. [9639]

A.C. BUCKLAND, 1951. Cream. Magnificent condition throughout. Virtually two owners. Heater, wipers, tonneau cover, overriders, fog and spot lights. Nearly new heavy-duty Goodyears. Any examination. £350. Tripp, Eastfield Cottage, Westbury-on-Trym, Bristol. Tel.: 627296. [9642]

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| 60 Rover 100 ... | £1,195 | 55 XK140 coupé ... | £525 |
| 58 Anglia saloon ... | £365 | 54 A.40 saloon ... | £275 |
| 58 Jaguar 3.4 saloon ... | £875 | 54 Hillman A.40 conv. ... | £285 |
| 58 Jaguar Mk. VIII ... | £665 | 54 Hillman convertible ... | £295 |
| 58 Metropolitan conv. ... | £455 | 54 Zephyr saloon ... | £295 |
| 57 Aston Martin DB2/4 ... | £1,395 | 53 Aston Martin coupé ... | £695 |
| 57 Jaguar 2.4 ... | £665 | 53 Consul ... | £285 |
| 57 Rover 90 ... | £655 | 53 Zephyr saloon ... | £245 |
| 57 Standard Eight ... | £295 | 52 A.40 saloon ... | £195 |
| 57 Sunbeam Rapier ... | £595 | 51 M.G. TD ... | £310 |
| 57 Zodiac convertible ... | £525 | 48 Bristol ... | £285 |
| 56 Hillman convertible ... | £375 | 48 Singer Roadster ... | £160 |
| 56 Zephyr convertible ... | £375 | 4½-litre Lagonda saloon ... | £195 |

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1958 219 Special saloon.
1957 220S sun saloon, Webasto roof.
1955 180 saloon

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A ROLLS Wraith owner/driver saloon Mulliner body full-flow oil system low mileage ... £725

1960 (late) 5,000 miles LANCIA Flaminia sports coupé, cost £3,900 Offered at £3,150

1959 2.6 RILEY saloon, radio, two-tone finish, one owner ... £695

1957 ROVER 75, black/red hide, one owner/driver ... £650

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FOR SALE—continued

- JED SPECIAL.** Jaguar-engined glass-fibre sports coupé outgrown by hungry family needing £150 o.n.o. Duggan, 14, Beaumont Road, Petts Wood, Kent. [9811]
- LEA-FRANCIS, 1949, 14-h.p. estate, fitted Scintilla magneto, remote control gearbox. Good battery and mechanics. No M.O.T. £25. 19, North Way, Kingsbury, N.W.9. Tel.: Colindale 2319. [9812]**
- T.V.R. 105E;** white, black upholstery; 4,900 miles. Never raced; perfect. Need more seats. Tomkinson, Carr Hill, Kirkham. [9813]
- BENTLEY SPEED SIX, 1929, d/h. coupé. Sunbeam Twenty, 1933, saloon. Triumph Monte Carlo, 1934, 10.9-h.p. tourer. Lagonda blown 2-litre, 1931, tourer, partially dismantled. Reasonable prices; exchanges considered, large vintage preferred. Barnfather, 9, Holmlands Road, Darlington. [9815]**
- ROLLS-ROYCE.** Superb sedan de ville on 1934 Phantom II chassis. Two owners (chauffeurs) and 38,000 miles (verifiable). Perfect condition. New tyres. £1,500. No offers. Box No. J.816. [9816]
- 1958 JAGUAR XK150,** finished in dark blue with red upholstery. Disc brakes. Nominal mileage. Exceptionally fine appearance. Cost new over £2,000. Our price £775. Steele Griffiths, Tel.: BRI 7354 and ROD 2201. [9817]
- 1927 LEA-FRANCIS 2-seater.** Meadows 4ED engine. Splendid M.O.T. tested condition. £100. Tel.: Billericay 343. [9818]
- RILEY 12/6 KESTREL.** Rebuilt. Exceptional. £135. Wild, 4, Molineaux Road, Rhyl, Flint. [9819]
- ALLARD, 1950, Pi saloon, black, good all-round condition. M.O.T. Offers? Walker, 12, Elm-bourne Road, Balham, S.W.17. Tel.: BAL 7634. [9821]**
- VINTAGE TYRES:** New and s/h. All sizes. 21-in., 20-in., 19-in. straight side. 33×5, 33×4½, 31×4, 29×4.40. Beaded edge 25×38.5, 29×44.0, 30×3½, 810×90, 880×120, 920×120, 700×23. Sensible prices. Box No. J.822. [9822]
- R.N.1.** The much sought after registration number is now available. Offers. Box No. J.823. [9823]
- 1926 SUNBEAM landaulette 6-cylinder 24-h.p. Good and original condition, tyres good, mileage believed 51,000. Passed 10-year test. £100. Holland, 1, Walker Street, Macclesfield, Cheshire. [9824]**
- £210, XK120, 1950 (Dec.), red, good condition throughout. 15, Sandy Lane, Church Crookham, Aldershot. Tel.: Fleet 1462. [9825]**
- MORGAN, Oct. '52, Plus Four. Recellulosed blue. New tyres, good clutch. Four-seater, Vanguard engine. Immaculate. £285 o.v.n.o. Doyle, F.W.H.Q., R.A.F., Lindholme, Doncaster. [9826]**
- TALBOT 3½-LITRE saloon, 1937. Navy blue. Good condition. Somewhat rare and distinguished car. Many features. M.O.T. certificate. £130. Tel.: Guildford 3654. [9827]**
- VOLKSWAGEN, 1958, de luxe, excellent condition. £400. Tel.: POLLards 8649 (10.30 to 6.00 daytime). [9828]**
- A.C. 16/80, 1935, sports saloon. Wilson gearbox. M.O.T. cert. Fair condition. Reasonable offers. 1946 Hillman engine and gearbox, as new, £15, or split. 2, Claremont Cottage, Burton Road, Melton Mowbray, Leics. [9829]**
- VW, 1961, de luxe. 3,000 miles. Soundproofed, undersealed, safety harness. Immaculate. £680 o.v.n.o. Hampton, Dawson's Rough, Shawbury, Shropshire. [9832]**
- MANCHESTER. M.G. MAGNETTE, July '56. One owner. Condition as new. Faultless mechanically. R. & H. Taxed year. £400 (or H.P.). 77, Hollin Lane, Middleton, Lancs. Tel.: MID 4328. [9834]**
- RILEY 2½, 1951. Black and silver. Twin spots, radio, heater. £205 o.n.o. Bentley, "Kinbrae," Bowden Lane, Chapel-en-le-Frith, Derbyshire. [9835]**

FOR SALE—continued

- 1960 FAIRTHORPE.** Twin carbs. 8,000 miles. 16, Atlas Road, Earls Colne, Essex. [9833]
- BLOWER.** Shorrock supercharger kit, ex-B.M.C. 1½-litre. Low mileage. Unable to transfer to new car. £40 o.n.o. Hare, 33, Runnymede Gardens, Greenford, Middlesex. Tel.: Waxlow 6741. [9836]
- ALVIS SPEED TWENTY:** All electrical and most mechanical parts for sale. For series SB and SC. Lacey, 72, Linkside, London, N.12. Tel.: Finchley 5131. [9837]
- RILEY 2½-LITRE, 1951, black saloon. Excellent condition throughout. Radio, heater, etc. Owner going abroad. Fernley, Caegwision, Maesbrook, Llanymynech, Mont. (six miles from Oswestry). Tel.: Knockin 221. [9838]**
- SURPRISE THOSE SPRITES.** Modified Minx coupé. New engine, raised compression, double valve springs, twin S.U.s, straight-through exhaust. Panhard rod, new tyres and shockers. Outstanding condition and performance for year. M.O.T., taxed, insured. £95 o.n.o. English, West Street, Selsey, Sussex. Tel.: Selsey 2383. [9839]
- VOLKSWAGEN, 1950 regd., L.H.D., good condition. M.O.T. certificate. £95. Tel.: Ruislip 3177. [9840]**
- 1935 AERO MINX.** Rare 2-seater sports. Good condition throughout. Many new parts. Test certificate. Offers. Carlier, "Cedar Thatch," Commonwood, Chipperfield, Herts. Tel.: King's Langley 4202. [9841]
- VINTAGE MORRIS MINOR (just), 1930, o.h.c. fabric saloon, very good condition. Believed stored 20 years, low mileage, well shod. 99% original, 100% reliable. M.O.T. cert. of course. £50, or exchange interesting car. Adams, 65, North Side, Clapham Common, London, S.W.4. [9842]**
- TRIUMPH SOUTHERN CROSS, 1934. Mfrs' Team Prize Winner Monte Carlo. New hood, sidescreeens, carpets, floorboards, paint (wheels restored maroon, grey body). M.O.T.'d. Prefer exchange small vintage saloon but would sell or W.H.Y.? All sensible queries answered. Hepworth, Duddington (Tel. 248), Stamford, Lincs. [9843]**
- LANCIA AUGUSTA, 1934, saloon. Excellent condition throughout. Almost new tyres. Taxed November. M.O.T. certificate. £85 or near. Saul, Anahilt, Whittington, Oswestry. Tel.: Whittington Castle 217. [9844]**
- 1952 SUNBEAM-TALBOT 90. Radio, heater. Sell £200, or exchange for 1937-39 Morgan, plus cash. Dudley, 15, Ridgewood Drive, Pensby, Cheshire. [9845]**
- ROCHDALE G.T. Ford based, Eight engine, 45-m.p.g. 2/4-seater. £125. Also 1936 4½-litre Bentley sports saloon. Mechanically good, interior terrible. £125. 1, Toll Bar Cottages, Ollerton, Knutsford, Cheshire. [9846]**
- DAIMLER, 1955, CONQUEST roadster, rare model in immaculate condition with too many extras to mention. £650. 8, Thorpefield Close, St. Albans. Tel.: 52873. [9847]**
- MUST BE SOLD. M.G. PB, 1936. Tatty wings. Partly dismantled. Suitable for rebuilding, or suit "special" builder. First offer over £25. Seen North Dorset. Box No. J.848. [9848]**
- TD M.G. Fast car, stork faster. Enthusiast maintained; useful extras; history available. £360. Hales, 27, The Greenway, May Bank, Newcastle, Staffs. Tel.: 69762. [9849]**
- 1938 MORRIS EIGHT** tourer. Reconditioned engine, raised compression, twin S.U.s. Excellent bodywork, hood, etc. M.O.T. cert. £62. Wardlaw, 21A, Chapel Lane, Formby, Lancs. [9850]
- PORSCHE, 1957, 1600 f/h. coupé. Red. Reutter seats, passenger head-rest, Becker radio, Michelin "X" tyres and wooden steering wheel. Exceptional condition throughout. £1,025, H.P. arranged. Tel.: Ruislip 5347. [9851]**
- M.G. J-TYPE.** New coil, carburettor, dynamo; engine resleeved. Unused three years. 201, Chastilian Road, Dartford, Kent. [9852]

FOR SALE—continued

- TURNER 950, reg. 1961; 500 miles. £485. Turn body, new, trimmed, screen, hood, lights, etc., £926, Elmwood Drive, Breadsall, Derby. [9853]**
- UNIQUE SPECIAL—brand new and complete (testing mileage only). B.M.C. "A" engine tubular chassis, i.f.s., wire wheels, one-off fibreglass body, fully trimmed. £400 o.n.o. 109, Compton Lane, Horsham, Sussex. [9854]**
- GIVE AWAY PRICE.** Must sell 1954 (first reg. 1958) D.K.W. Sonderklasse, 1.h.d. Sunshine roof. Fast, economical. Nearest £195. Condon, Woodpit Road, Norton, Bury St. Edmunds. Tel. Pakenham 346. [9855]
- AUTO UNION 1000, 1959. 14,000 miles. Exceptional condition. Sale imperative: lady owner going abroad. Tel.: Sandiway (Cheshire) 215. [9856]**
- ENTHUSIAST SOUGHT** to finish restoration (seven-eighths completed) of survivor of famous *marque*. KD type M.G. Magnette, reconditioned high-compression engine, rewired, sound aluminium body, upholstery and weather gear rough. Flat 2, Newton Hall, Plas Newton Lane, Chester. [9857]
- J2 M.G., 1932, red. Good condition. Ford Eight engine, polished alloy wings. Brand new hood battery. Steering overhauled. M.O.T. £80. Tel.: King's Langley 3344. [9858]**
- M.G. NA, 1934. Brooklands aluminium body. Good tyres, hood, batteries, belt-drive dynamo. Enthusiast's car. £115. Tel.: Warminster 2339. [9859]**
- ASTON MARTIN, 1925, 1½-LITRE side-valve. Albany Show model, TU 1313. Mostly original but needs restoring. £75. Tel.: BAY 9617. Write, 103, Ledbury Road, W.11. [9860]**
- 1961 ASHLEY-FORD Ten Special. Reconditioned engine, Woodhead suspension, 4.7 c.w.p., 12v electrics; sprayed blue, red upholstery. £250 o.n.o. 78, Vicarage Road, Grenoside, Nr. Sheffield. [9861]**
- MORGAN 4/4, fitted attractive Convoir fibreglass body. Inset P.700s, matching instruments, seat Connolly hide, Brooklands wheel, new hood, tonneau, fully trimmed. Immaculate. B.R.C. £185. Eaves, 89, The Chesils, Coventry. [9862]**
- CONNOISSEUR'S DAIMLERS.** Two previous owners. 1930, 35/120. 8,183 miles since resleeved bearings, clutch, transmission, brakes, steering king-pins, rewired. Rare coupé by Salmons, 1933 "15" chassis. Reborn, crank ground, all bearing rewired, steering, king-pins, relined servo hydraulics, new lined hood, etc. Offers. Dr. Milton Radcliffe Infirmary, Oxford. [9863]
- 1939 H.R.G. 1500. Engine completely overhauled 7,000 miles, spare back axle, new c.w.p. and chassis £240 o.n.o. Exchange, interesting car considered cash either way. Weekends, Tel.: CRE 9989. [9864]**
- RED ASHLEY 750 SPECIAL, ivory hard-top. Please telephone Ashted (Surrey) 3809 for further details. [9865]**
- F.N.-B.M.W., Type 326, sports saloon, 1938. M.O.T. certificate. Good all round condition. £60. Perfold, Tel.: Weybridge 6882. [9866]**
- RILEY ROADSTER. Excellent condition. Guaranteed 29,000 only. One owner since 1954. £220. Box No. J.868. [9867]**
- AUTOVIA (RILEY V8) limousine, 51,000 genuine total mileage. £110 o.n.o. W. Rogers, 99, Underdale Road, Shrewsbury. [9868]**
- 1950 DELLOW (M.O.T.). Bred on Molybdenum. Recent respray, new hood, good tyres. Regret part. Any offers. Lloyd, 46, Crosshill, Codnor, Derbyshire. Tel.: Ripley 221 (weekends). [9869]**
- FRAZER NASH-B.M.W. 327 drophead coupé maroon, 2/4-seater. Bristol unit, "X"s, heater, Kumfocovers, washers. Immaculate throughout. £295 o.n.o. Box No. J.871. [9870]**
- RILEY 1½-LITRE ENGINE** to suit Falcon, Ly or Kestrel, also crownwheel and pinion. 175, Kentshill Road, South Benfleet, Essex. [9871]
- £320 O.N.O. ASTON MARTIN, 1935, Mk. II 8/6. Good all round condition. M.O.T. Watson, Tel. HYD 0831 (days). [9872]**

TER 3766

THE SPORTS CAR GARAGE

TER 3766

- £265 SUNBEAM-TALBOT "90" Mk. II sports saloon, 1952. A really well-kept car, fitted H.M.V. radio, heater, spots, new Michelins, new battery. 28 m.p.g. (Also choice of three 1951 "90"s, all in good order, from £210.)**
- £195 RILEY 2½ sports saloon, 1947 series. Hairly, but a good one. New leather roof, all good tyres, battery. Well-kept leather interior, good chrome and black cellulose. Mechanically excellent. 26/28 m.p.g.**
- £210 JAGUAR Mk. V sports saloon, 1950. Faultless throughout and beautifully kept by enthusiast owner. Unmarked black and cream cellulose, red hide interior. Radio, heater, sun-roof, spots. 22 m.p.g. (Choice of two.)**
- £265 ROVER 75 saloon, 1951 (November), two owners only. Recent new engine and new Dunlops. Excellent chrome and cellulose. Heater, spots. Fixed free-wheel, giving over 28 m.p.g. (Choice of two.)**

- £225 LEA-FRANCIS 1½-litre 2-seater sports, 1950. Very pretty, alloy body, excellent Vynide hood, as-new Dunlops. Exceptional performance. 28 m.p.g.**
- £175 TRIUMPH "1800" Roadster, 1948. This is the Jaguar 1½-engined model, with 4-speed gearbox and all-alloy body, giving very reasonable performance with 28 m.p.g. New Vynide hood and seat covers, good tyres and battery.**
- £210 CITROEN Light Fifteen saloon, 1952. Excellent appearance and performance, silver-grey, red leather interior. As-new Michelins, good battery. 28 m.p.g.**
- £205 DAIMLER D.B.18 Consort saloon, 1951. A beautiful car, costing over £2,000 new, coachbuilt Mulliner body, preselector gearbox. Black, red hide interior, heater, spots. In exceptional condition throughout. 24 m.p.g.**

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FOR SALE—continued

- SUNBEAM ALPINE.** £375 o.n.o. Recond. engine, new tyres. Taxed, insured '62 27 m.p.g., 100 m.p.h. Heater, spots, washers, battery guaranteed. In Silver blue; even the mother-in-law will swoon. Tel.: Portsmouth 64211 (Jennings, 9-5.30), or write Box No. J.874. [9874]
- 1937 BENTLEY 4½.** Good mechanical condition. Body reasonable. £180. Cantrill, 201, Victoria Avenue, Borrowash. [9875]
- 1954 JAGUAR XK120** drophead, white. Special series engine, 8:1 c.r. Wire wheels, luggage grid, heater, etc. New hood, good tyres and battery. No faults. H.P. arranged. £425. Tel.: Thornbury (Bristol) 3033. [9876]
- LAGONDA 2-LITRE** saloon, 1934. Rebuilt 1958. Twin o.h.c. engine overhauled last year, little used since. P.100s headlamps; helmet-type mudguards. Excellent chrome. £85 o.n.o. Brindley, Carr House, Rawtenstall, Rossendale, Lancs. Tel.: Rossendale 2605. [9877]
- '38 APRILIA,** one of the best, £220. Welsh, 9, Grosvenor Road, Chichester. Tel.: 3225. [9878]
- FIAT 500,** 1939. V.G. condition. M.O.T. £85. Tel.: Orpington 29167. [9879]
- MORGAN 4/4** Climax, 1938. Rebuilt 1958. V.G.C. Full weather equipment. Hydraulics, six excellent tyres. M.O.T. Reconditioned transmission. £130. "Chiwefwe," Springwell Road, Beare Green, Surrey. [9880]
- 105 M.P.H., 0-60 M.P.H.—10.6 SEC.** Ex-Peter Gammon sports/racing car. 1,500-c.c. M.G. engine very highly tuned, developing 86 b.h.p. Extremely successful history incl. MOTOR SPORT Silverstone Trophy, etc. Hagglings around £240. Davey, 33A, Leachgreen Lane, Rubery, Birmingham. [9881]
- RILEY 2½** saloon, 1952. Very good mechanically, sound body. £210. Keenan, Little Stretton, Salop. Tel.: Church Stretton 102. [9883]
- 1929 MORRIS MINOR** fabric-bodied saloon, o.h.v. 72,000 miles, one owner last 31 years. New tyres. Whole car in remarkable state of preservation. M.O.T. £80. Shortis, Mundesley (Tel.: 122), Norfolk. [9884]
- 1934 ROESCH TALBOT.** Immaculate condition. New tyres. M.O.T. cert. Tel.: Cawston 316 (Norfolk). [9885]
- SHEEP IN WOLF'S** clothing. Ford Rochdale G.T. Just overhauled, rebore, etc., and recellulosed in Jaguar racing green. Wood/alloy wheel, racing mirrors, 15-in. wheels, etc. Looks fabulous. Take M.G. PB open "special," similar, in part-ex. H.P. possible. £225. Lewis, 55, Derby Road, Widnes. [9886]
- ASTON MARTIN.** Completely rebuilt C-type Speed model. Highly-tuned reconditioned engine by A.M. Specialists. Mechanically and bodily perfect. Prepared for season's racing but unused since. 110 m.p.h. £450 or sensible offer for quick sale to enthusiast. 1, Manor Way, Whitchurch, Cardiff, or Tel.: Cardiff 62373. [9887]
- BENTLEY,** 1936, Gurney Nutting sports saloon. Very stylish. Barain at £190. Seen London. Box No. J.888. [9888]
- ELVA "FORMULA JUNIOR."** B.M.C. Rytune engine, Alfin drums. Ex-works, well-known car. Ready to race, owner has had to change plans owing to pressure of work. £425 o.n.o. Will consider exchange for interesting sports or saloon car. Tel.: Alcester 2108 (weekends only). Toms, "Woodlands," Evesham Road, Cookhill, Alcester. [9889]
- HERALD.** Standard Ten. Alexander twin-carburettor conversion, complete with cylinder head, valve gear, manifolds and exhaust down-pipe. £25 o.n.o. Toms, "Woodlands," Evesham Road, Cookhill, Alcester, Warwicks. [9890]
- M.G. YB 1½** saloon. Interior excellent, exterior same (sunshine roof does not leak). Good all round mechanical condition. Brakes relined (3,000 miles since), Michelin "X"s. £275. Tel.: Byron 2570. [9892]

FOR SALE—continued

- LANCIA, 1954, AURELIA** 2500 G.T. Floor-change, Konis, nearly new Michelin "X"s. Alfa-red. £725. Priory Lodge, Follifoot, Harrogate. Tel.: 82130. [9891]
- 1931 12/50 ALVIS** d.h.c. Mechanically sound, uses no oil. Good tyres, hood. £75. Tel.: UPL 3397. [9893]
- HAND-BUILT SPORTS CAR.** Opportunity to buy 1953 Morgan Plus Four which has only done 41,000. Alfa-red. Bodily, mechanically perfect. Wipers, spotlight, reversing light, triple wipers, interior light, clock, screen-washer. Goddess Diana mascot. £375 o.v.n.o. Sutherland, Tel.: Weybridge 4638, Royal 2606 (office). [9894]
- 1927 HUMBER 14/40** tourer. Very good condition. Resprayed. Poole, Crosswinds, Chalfont St. Giles, Bucks. Tel.: 2506. [9895]
- ROLLS P. II** hearse-shaped limousine. M.O.T. test. £75 spent. £165 o.n.o. Projecting-booted Siddeley Special, £75 o.n.o. 1930 Morris Minor, £25 o.n.o. Dale, 2, Station Road, Histon, Cambridge. [9896]
- F.N.-B.M.W. 328,** 1939. Excellent condition. Engine rebuilt by specialist. OZ80 head, Hirth gears, H.D. back axle. Host of spares. Sutton, Riversbridge, Dartmouth, Devon. [9897]
- ELTON FORD 1172.** Space-frame, hydraulics, coils, etc. Recond. modified motor, aluminium body. Speed with 45 m.p.g. £145. G. Watson, Herbert Lodge, Drybrook, Glos. [9898]
- MARCHAL 660/662 LAMPS,** 75s. each. 670/672 lamps 57s. 6d. each. Brand new. Boxes unopened. Post free from Norman, 29, Cedar Road, Southampton. [9899]
- MINOR 1000.** Twin carbs., skimmed head, and high-lift camshaft. Bosch horns, radio, spots, flashers. 10,000 miles replacement engine. Regularly serviced. Brakes relined. Offers? Dr. Goldfinch, 21, Ferncroft Avenue, N.W.3. Tel.: HAM 3289 (evenings). [9900]
- ALVIS SPEED TWENTY** tourer, 1938 Cross and Ellis tourer. Most attractive car, dateless, immaculate condition after complete restoration. Best over £250 accepted. 239, Portwood Road, Southampton. [9901]
- MERCEDES-BENZ TYPE 230,** l.h.d. (registered 1955). Requires some attention. £50 o.n.o. Tel.: CRE 7383. [9902]
- MERCEDES 220** de luxe, '53 model, registered '58. Webasto head, Telefunken, heater, etc. Splendid vehicle with performance and superlative comfort. £250. Tel.: BAR 0008. [9903]
- 1928 RILEY NINE** Monaco, beautiful original condition. 52,000 miles only. Complete record of history. £110 o.n.o. 7, Main Avenue, Sheffield, 8. Tel.: 365150. [9904]
- £700. MERCEDES 190,** Nov. '56. R.H.D. Grey. 48,000 miles. Mercedes maintained throughout. Roof rack, fogs, seat covers, rear screen demisters, tools, carpets. Only owner forced to part with dream-car due exigencies of the Service, i.e., posted overseas. Sqn./Ldr. Cattle, 19, Airship Road, R.A.F., Cranwell, Sleaford, Lincs. [9905]
- DYNA PANHARD, 610 c.c.,** R.H.D., 4-seater saloon. 1951 model. 55 m.p.g. Excellent condition. Recent overhaul. Many spares. M.O.T. cert. £165. Stones, 66, Pattison Road, N.W.2. Tel.: Hampstead 9152 (evenings). [9906]
- ALVIS-TALBOT SPECIAL,** 1952. Firefly engine, preselector gearbox, Talbot chassis, 5-seat aluminium body. £60. 7, Wythens Road, Heald Green, Cheadle, Cheshire. [9907]
- 1954 XK120** convertible. XK150S engine, all extras. £450. 481, Langsett Road, Sheffield, 6. [9908]
- TR LAMINATED HARD-TOP,** headlining, roof-light. £25. 5A, Cottall Avenue, Chatham, Kent. [9909]
- 1931 RILEY MONACO,** fair condition, £45. Cash. 87, Baslow Road, Totley, Sheffield. [9910]
- 1948 APRILIA FARINA,** 26 BLX; exceptional condition; 30 m.p.g., oil nil. £210 o.n.o. Owner going overseas. Wells, Anstey Cove, Dover Road, Bournemouth. Tel.: Westbourne 61953. [9911]

FOR SALE—continued

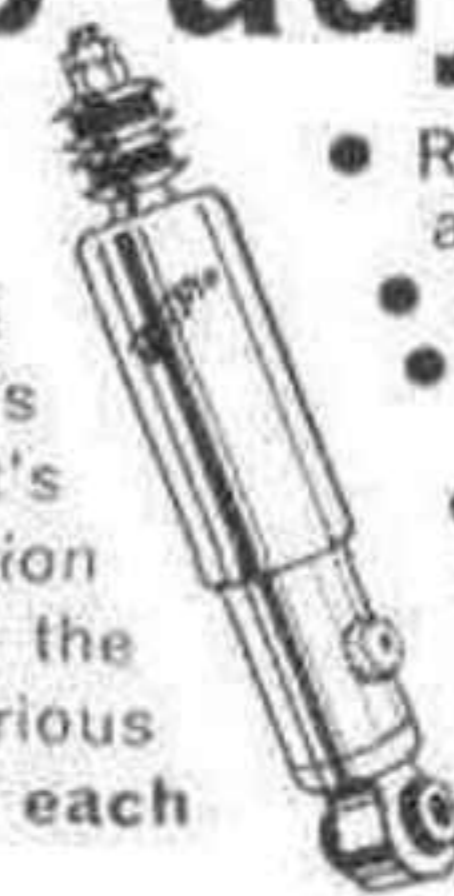
- 1929 BENTLEY 6½-LITRE.** Large shooting-brake body. Nearly new tyres. Large part of Speed Six engine as spare. £125. Neve, Walls Pit House, Stretton, Warrington. [9913]
- ROLLS-ROYCE, 1937, 25/30** Park Ward saloon. Very pretty primrose/black exterior, black hide inside. Non-leak sunroof, winding partition; brakes and servo relined by makers 3,000 miles back. Quiet engine giving 17.7 m.p.g. on commercial grade. Two new covers and tubes; new Siemens-Ediswan battery. Genuine, personal reason for offering this attractive motor car, taxed and insured, complete with handbook and M.O.T. certificate. Offers approaching £600 to D. C. Crowther, Calveley Lodge, Tarporely, Cheshire. Tel.: Wettenhall 202. [9914]
- ROLLS-ROYCE,** 1936, saloon, excellent condition throughout. Imported by me from London three years ago. But under pressure to sell, to finance a house remodelling project. Write: Western Sisk, 559 Rutland Avenue, San Jose, 28-California, U.S.A. [9915]
- 1934 3½-LITRE BENTLEY,** Park Ward saloon. Aluminium body. Very good condition. 20 m.p.g. £300. Lt. Moranne, R.N.A.S., Yeovilton, Somerset. [9916]
- 1926 SUNBEAM 3-LITRE** 20/60 chassis, original, fitted about 1937 close-coupled foursome d/h coupé body; mechanically sound, prepared for rewiring. Enthusiast's bargain, £100 o.n.o. Seen Hampshire. Box No. J.917. [9917]
- 1954 FORD EIGHT** van, 5 cwt. Body a bit rough but repairable; mechanically sound. Replacement engine approx. 5,000 miles. T. & I. £40 o.n.o. Tel.: Wilson, Barnet 2941. 48, Tudor Road, New Barnet, Herts. [9918]
- ATTRACTIVE FORD** sports saloon Special. Fibreglass body. Professionally finished. Must be sold this month to first reasonable offer. All parts reconditioned at new 12,000 miles ago. 12-volt electrics. Cross-flow radiator. £20. Heater. Full weather equipment. See this bargain by appointment. 185, Lichfield Road, Four Oaks, Sutton Coldfield. [9919]
- TURNER 950** sports, B.R.G. Registered April 1960, 12,000 miles. Fitted hard-top, heater. £595. Sismey, 33A, March Road, Wimblington, Cambs. Tel.: Doddington 441. [9920]
- GRAND TOURING TORNADO** Typhoon. Red. TR3 seats, 1,172 c.c. tuned, 1½ S.U.s, 4.7 axle. Tremendous roadability and appearance, and all for £260. Space needed. Tel.: Birmingham Acocks Green 5030. [9921]
- TRIUMPH ROADSTER 2000,** 1949. Metallic grey (original), grey leather. New battery, brakes, tyres. Paintwork faded but no rot. One lady owner last five years. Not immaculate but very genuine car. M.O.T. certificate. £135 o.n.o. "Goodwin," 82, Alcester Road, Hollywood, Birmingham. Tel.: Maypole 2170. [9922]
- M.G. TA** Tickford coupé. Regd. 1945. M.O.T. cert. Good tyres, body, etc. Sell £125. Reason: Bought TD. 136, Princes Avenue, London, W.3. Tel.: ACORn 8448. [9929]
- 1936 LANCIA ASTURA** sports saloon, M.O.T. 3-litre aluminium V8. Vacuum-servo brakes. Superb motor car, excellent condition throughout. Wheels rebuilt English rim equivalent; large boot; complete Lancia tool kit, maintenance manual and parts list. £250. Pender, 29, Blacklow Road, Warwick. [9980]
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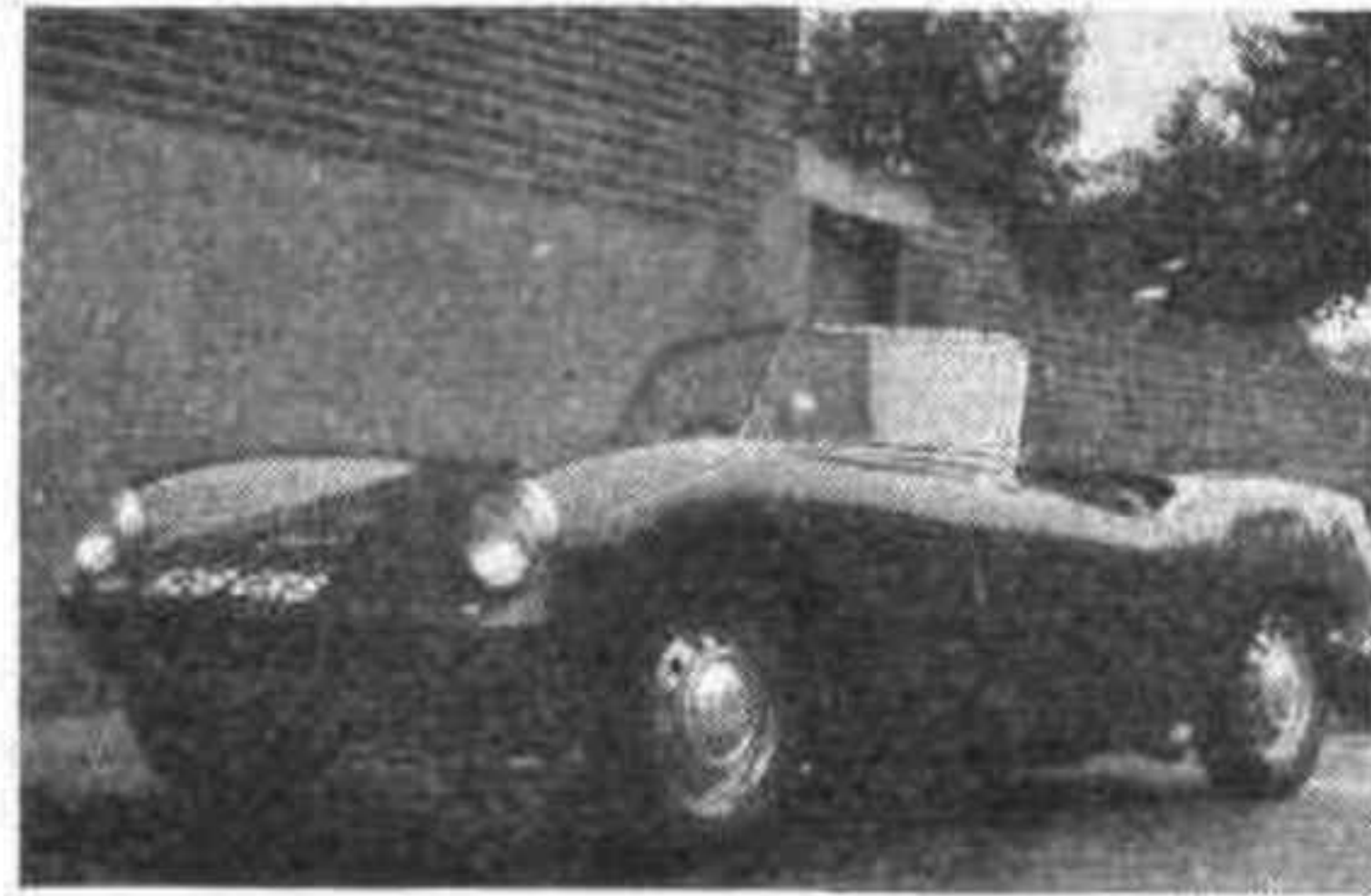
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£495 ELVA Courier 2-seater sports. This is an ex-works car and it is fitted with an Ardunhead, high lift camshaft, fully balanced engine, c/r gears R.5 tyres, competition suspension, etc. In excellent mechanical order and having full weather equipment ideally suited for road use. Bodywork finished in B.R.G. with matching upholstery.



£175 WOLSELEY Hornet 2-seater. As you can see from the photograph this car is in pristine condition and must be one of the finest examples of this marque in existence.

£145. MERCEDES Special 2-seater sports built on 170V chassis. This car is at present in our workshops having an engine overhaul.



£425. BENTLEY Standard Steel Saloon, 1948, series. Bodywork in dark green with brown hide interior. This vehicle is fitted with H.M.V. radio, heater, spot lamp, sun roof, etc., and offers excellent value to the discriminating purchaser.



LIST OF SPORTS CARS

- £875 AUSTIN HEALEY 3000 BN7 1959, 4-seater.** A specimen example in metallic blue fitted with black hard-top, chrome wire wheels, disc brakes, overdrive, heater, spot lamps, etc.
- £825 LANCIA G.T. Aurelia B20.** Two owners from new. An outstanding example of this much sought after *marque*, finished in indigo blue with two-tone trim. In new condition throughout.
- £725 M.G.-A 1600 Roadster, 1960.** A low mileage example in red, fitted with radio, heater, luggage rack, badge bar, Michelin "X" tyres. One owner from new.
- £725 TRIUMPH TR3A, 1960.** An unmarked example in red with black trim. Heater, etc. 3,000 miles from new. Exceptional value.
- £665 AUSTIN HEALEY 100/6 4-seater, 1958.** Finished in red and black. This one owner car is fitted with heater, overdrive, spot lamps, etc., and is in pristine condition.
- £655 TRIUMPH TR3A, 1959.** A beautiful example in British Racing Green, with red hide interior. Fitted with heater, radio, spot lamps, etc.
- £595 TRIUMPH TR3A, 1958.** British Racing Green. Fitted with heater, luggage rack, "X" tyres. An exceptional example.
- £595 AUSTIN HEALEY 100/6, 4-seater sports.** Overdrive, wire wheels. An unmarked example in metallic blue.
- £485 AUSTIN HEALEY Sprite, 1959 (November).** Finished in white with black trim. Various extras including heater. This is an unmarked one owner example.
- £435 AUSTIN HEALEY B.N.I, 1954.** An exceptional example in two-tone green. Fitted with wire wheels, overdrive, heater, etc. This is an original example and has just had a complete engine overhaul.
- £395 AUSTIN HEALEY B.N.I, 1954.** Bodywork in red with matching hard-top. Fitted with wire wheels, overdrive, heater, etc. Excellent mechanical condition.
- £375 LOTUS 8 Aerodynamic 2-seater sports,** fitted with modified M.G. 1500 unit. The condition of this car generally is very good indeed and ideally suited for road or track use.
- £365 TURNER 2-seater sports, 1958.** Bodywork in pastel green fitted with modified A35 engine. Extremely rapid and exceptional road-holding. Michelin "X" tyres fitted.
- £345 ASTON MARTIN DBI 2/4-seater drophead.** 2-litre engine. An attractive example in cream with black trim. Prior to this car being sold the engine will be overhauled in our workshops.
- £345 H.R.G. 1500 2-seater.** Finished in Bugatti blue with matching upholstery. Extras include Derrington seats, 16-in. rear wheels, tonneau cover, twin spares, heater, spot lamps, etc. Bills for approximately £300 available. An enthusiasts motor car in first-class order throughout.
- £275 TRIUMPH TR2, 1954.** In red with matching trim. Good mechanical condition and we feel extremely good value.
- £295 M.G. TD, 1951.** This example in white with green trim is in very good all round condition and fitted with various extras.
- £255 M.G. TC, 1949 (November).** Bodywork in black with red trim. Fitted with luggage rack, reversing light, wing-mirrors, etc.
- £215 M.G. TC, 1947.** Maroon with matching trim.
- £145 JAGUAR S.S.100,** fitted with an XK120 fixed-head coupé body in red.
- £145 FORD Rochdale G.T.** Bodywork in white.
- £95 MORGAN 4/4, 1947, 2-seater sports.**
- £75 AUSTIN 750 special.** Modified engine, hydraulic brakes, etc.

LIST OF SALOON CARS

- £765 JAGUAR 3.4 Automatic, 1957.** Fitted with chrome wire wheels, disc brakes, radio, heater, Webasco sun roof, etc. This car is finished in midnight blue with red trim. Exceptional condition all round.
- £525 RILEY 1.5 saloon, 1958.** Radio, heater, etc. An excellent example of this sporting motor car in black with two-tone green trim.
- £345 BRISTOL 401 saloon.** Bodywork in burgundy with beige trim.
- £325 A35 saloon, 1958, 4-door.** Finished in ivory with red trim.
- £295 VOLKSWAGEN de luxe, 1954. L.H.D.** A very fine example in bronze with beige trim. Usual Volkswagen performance and economy.
- £195 SUNBEAM TALBOT 90 saloon, 1951.** Fitted with radio, heater, etc. Bodywork in bronze with red upholstery.
- £95 DAIMLER Limousine, 1938.** Fitted with Ford diesel engine; 8-seater with 30 m.p.g.
- £75 LEA FRANCIS saloon, 1947.** Body by Westland coachworks.

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DUNLOP

FOR TOP MILEAGE - TOP SAFETY

WANTED

LAGONDA 2-LITRE L/C tourer, 1930/32. Must be good condition. Cash. "Dawneils," Cosmore, Hitchin. [9553]

ALVIS GREY LADY d/h coupé. Good cash price offered for immaculate car. Jackson, 11, Village Road, Finchley, N.3. [9673]

EX-R.A.F. CABIN BLOWER in good condition. Details to: Barker, 45, Chelsea Road, Sheffield, 11. [9696A]

ALVIS 12/50 or 14/75 TA, alum. body, V-screen, 1927-29. Must be good to excellent. R. L. Heath, 1, Boxgrove Road, Sale, Cheshire. Tel.: SALE 7757. [9302]

GARAGE PROPRIETOR wishes to purchase, for personal use, Allard "Palm Beach Monte Carlo" saloon, or Type 9.1P saloon, "Palm Beach" sports roadster, tourer, drophead coupé, good condition realistic price for cash. Full details with photographs to: Philip Bright Motors, Wrights Lane, Lymington Road, Torquay, Devon. [9316]

1960 CITROEN DS cylinder head. Taylor, 1, Whitehall Road, Sale, Cheshire. Tel.: SALE 3292. [9343]

WANTED, 1925/1930 ROLLS-ROYCE 20-h.p. doctor's coupé. Condition immaterial. All details, photo, price, etc. Box No. J.371. [9371]

S.S.100 3 OR 2 (3 preferred). Condition not important but car must be original. No fantastic prices. Genuine cash buyer. Jack R. Collinson, "Hillside," Ancarrack, Hayle, Cornwall. Tel.: 2298. [9374]

RILEY ROADSTER, Alvis Firebird, or comparable d.h.c./sports saloon wanted. Perfect condition essential. Cash, or exchange 1957 Prefect de luxe. Full particulars please. Box No. J.386. [9386]

MACHINE THAT IS different. Also veteran Speedway machine. Also any lengths new surplus Renold chain. Box No. J.387. [9387]

J.A.P. SPEEDWAY or grass machine, or engine only, and any good spares. Box No. J.388. [9388]

SPOT CASH for new surplus lots of motorcycle spares, also any length of Renold chain, any length, any size, lots. Box No. J.405. [9405]

FOR WOLSELEY STELLITE 1914/19, back axle worm and ring gear, radiator, steering parts, oil lamps. Pooley, 10, Eastholm, Letchworth. [9406]

FOR 4.3 ALVIS—3.8 crown-wheel/pinion and single exhaust manifold. Macdonald, 9, Warrender Park Terrace, Edinburgh. [9466]

4-SPEED GEARBOX to fit E93A Ford. Coop, 97, James Street, Great Harwood, Lancs. [9467]

YOUNG ENTHUSIAST requires sports car in running order or thereabouts, fairly cheap. Box No. J.468. [9468]

STEERING BOX for 1951/2 220 Mercedes-Benz, gearbox lid for 170S; any 220 spares. Box No. J.469. [9469]

B.M.W. SPEEDOMETER for model 326, Type 45, any condition. Horsfield, 306, Whalley Road, Accrington, Lancs. [9470]

PERFORMANCE EQUIPMENT for A30, Aquaplane or similar. Particulars: Hill, 2, Westways, Westerham, Kent. [9471]

BENTLEY/ROLLS d/h. required, pre-war, also S.S.100 specimens please. Tel.: TRA 2861. [9492]

WANTED, TWO WIRE wheels and rear splined hubs for 1954 Austin Healey. Complete back axle accepted if in excellent condition. Tucker, Cadora Restaurant, Devizes, Wilts. Tel.: 868. [9493]

WANTED DESPERATELY, engine and gearbox between 1.25 and 2-litres suitable for insertion into 1933 Aston Le Mans. Preferably cheap, good condition and including accessories. Possibly A.C. or M.G. Details please of price, condition, overall length and capacity. Surrey. Box No. J.511. [9511]

SPRITE SLIDING SIDESCREENS, hard-top. State price. Jones, Garth, Longacre Road, Carmarthen. [9512]

FOR J2 M.G. Differential, hood, flywheel puller, two 450x17 wheels, two bellmouth extensions for 1 1/2-in. S.U. carbs. Stoke Cottage, Limpley Stoke, Bath, Somerset. [9513]

RILEY LYNCOCK, in good condition. Buy, or exchange for my 1935 Lynx, 12/4. Photo available. All letters answered. N. Kent. Box No. J.514. [9514]

REAR AXLE, 1933 Morris Family Eight. Four wings for 1932 Morris Minor, new or good condition. Passey, 112, Hough-Green Road, Widnes, Lancs. [9569]

CHAIN-DRIVEN TROJAN van required. Good mechanical condition essential. Cash waiting. Griffin, 6, Churston Broadway, Paignton, Devon. [9576]

LEA-FRANCIS 4-seater tourer body to fit 12/40 P-type chassis. Box No. J.578. [9578]

VINTAGE LAGONDA 4-seater tourer, must be original. Please give full particulars. Box No. J.579. [9579]

ASTON MARTIN 1 1/2-LITRE Ulster wanted. Enthusiast returning from overseas posting early September. Details and price to: Perryman, 10 Potters Road, New Barnet, Herts. [9581]

LAGONDA RAPIER in first-class condition. Details and price. Write. Williamson, 93, West End Lane, Pinner, Middlesex. [9584]

EARLY NAPIER car wanted. Any condition. Also parts or literature. Information gratefully received. Box No. J.661. [9661]

BUGATTI 37 or 37A, original, any condition. Photo. Box No. J.735. [9735]

WANTED—continued

M.G. PB. Must be good. £100. Write, Watton, 28, Claremont Road, Sedgley, Dudley, Worcs. [9662]

ALVIS SP.20 WANTED in excellent condition for cash. Photos returned. Full details to: Morley, 24, Ynys Street, Ynyshir, Rhondda. [9663]

BUGATTI GRAND PRIX. Preferred incomplete/rebuildable; anything considered. Abide previous owner's wishes regarding use same. 235, Dawlish Road, Selly Oak, Birmingham. [9687]

EX-GRAND PRIX BUGATTI urgently requires engine and alloy wheels. Can exchange/sell excellent DB2 Aston engine. Box No. J.688. [9688]

NAPIERS WANTED. Anything connected. Pars, literature, etc. Grossmark, Mill Hill, Shoreham-by-Sea. [9736]

ROLLS-ROYCE 20/25. Good condition. Replies, write Kellett, A.N.Z. Bank, Cornhill. [9737]

FOR JAGUAR XK120: Set of standard bore 9-to-1 pistons and C-type camshafts. 6, Villiers Court, Buckingham Avenue, Whetstone, N.20. [9738]

LAGONDA WANTED for spares. Any model, condition, or location, if cheap. Box No. J.772. [9772]

TWO-SEATER ALLARD wanted, anything else sporting considered. Malthouse, Wilton, Marlborough, Wilts. Tel.: Great Bedwyn 212. [9773]

HORNET SPECIAL lamp frame with or without headlamps; also front wings. Foulkes, Littlecroft, Corbridge, Northumberland. Tel.: 286. [9774]

XK140, 1956, off-side door, bonnet and carbureters. Will collect. 7, Willow Grove, Formby, Lancs. [9775]

HEALEY CROWN-PINION. Preferably new; if used must be sound. Box No. J.776. [9776]

BLOWER FOR XPAG, c/w. fittings. Wade, Shorrocks, etc. Details: Addy, 21, York Avenue, Bristol. [9777]

C.W.P. for solid-axle type Aprilia. BM/HYGB, London, W.C.1. [9912]

WANTED—URGENTLY, LAGONDA Rapier tourer. Must be immaculate with good weather equipment. Cash waiting for right car. Full particulars with photographs and price to: R. H. Williams, Plas-Efenechtyd, Ruthin, N. Wales. [9963]

DIESEL-ENGINED CAR wanted. Price and full particulars to Box No. J.964. [9964]

WANTED: FN. or BS. series Bristol head, preferably complete with valve gear. Box No. J.965. [9965]

ROLLS-ROYCE 1932-39, drophead coachwork preferred, 20/25 or 25/30. Must be sound mechanically, have M.O.T. Please include photo. Would also consider 2.9 blown 1938 Alfa, 1939 Lagonda Rapide or Mercedes 540K. Marlow, "Gay-heather," 43, Parkhill Road, Wallington, Surrey. [9966]

WANTED: TYPE 37 Bugatti. State condition and price required. Box No. J.967. [9967]

LAGONDA M45 tourer, immediately; immaculate preferred. Cheque waiting. Evans, Shudehill House, Hayfield, Stockport. [9968]

3-LITRE BENTLEY, 1926 or 1927 Red Label (sports model) open tourer body. Must be in first-class condition. Full particulars and price to: N. Jackaman, 9, Bath Road, Slough, Bucks. [9969]

ROVER METEOR Speed Twenty crankshaft, 1933. Chaloner Barson, Maclowes, Tandridge Road, Upper Warlingham (after September 28th). [9970]

M.G.-A HARD-TOP and sidescreens (steel). Excellent condition essential. Tel.: Clare 279 (Suffolk). [9971]

3 1/2 JAGUAR convertible, Mk. V or earlier. Urgent. Cash. Hook, 127, Queens Park Road, Brighton. [9972]

WANTED, 1937-39 S.S. Morgan. Please give price and specification, photo if possible, to: 98, Hillsborough Road, Glen-Pava, Leicester. [9973]

TUNING EQUIPMENT, branch manifold, etc., for 1956 A30 and 1929/34 S.V. Minor. Box No. J.974. [9974]

3 1/2-LITRE BENTLEY BODY, around 1936; will consider crashed or complete car for spares. Wilcock, Swandean Cottage, Arundel Road, Worthing. Tel.: Swandean 101. [9975]

MISCELLANEOUS

VOLKSWAGEN OWNERS' CLUB (GREAT BRITAIN). All VW owners are cordially invited to join the Club. Ten centres throughout the country are now operating. Write to the Secretary: J. F. Wallen, 22, Howitt Close, Hampstead, N.W.3. [9739]

RESPRAYING? Professional equipment for hire. £3/week. 31, Brunswick Gardens, W.8. Tel.: BAYswater 6910. [9312]

ITALIAN GRAND PRIX by Minicoach, September 5th-13th, £16. Camping equipment available. Monthéry and Paris Salon, October 6th-9th, 11 guineas. Moroccan Grand Prix, Casablanca, October 20th-November 4th, 29 guineas. Arthur Rusling, Wayside, Worthington, Ashby, Leicestershire. Tel.: Osgathorpe 361. [9369]

TRAIN TO BE a professional pilot. A few vacancies remain on full-time courses starting on September 19th and October 24th. Fees about £1,300, but £1,000 loan available to selected candidates. Prospectus and form of application from Air Schools, Ltd., Elstree Aerodrome, Herts. [9742]

MISCELLANEOUS—continued

WHAT'S THE TROUBLE? Over 90 different reasons. Don't get caught—use the Shanto Fault-Finding Chart. Send 2s. P.O. to Shanto Agency, 4, Fenchurch Buildings, E.C.3. [9740]

WARNING PLAQUES for dashboards telling passengers that they travel at their own risk. Clarke and Co., Coombe Road, Salisbury. 3s. and s.a.e. [9741]

DRILLS SHARPENED. Four-facet grind to .0004 in. concentricity, .006 in. to 1/2 in. dia., 1s. each. Relief grind 1/2 in. to 1 1/2 in., 2s. each. Post free. Cash with order to: Drill Service, 89, Albert Road, Horley, Surrey. Also comprehensive cutter-grinding and tool-making service, Tel. Horley 4406. [9742]

WILL EXCHANGE British Salmson twin-cam 1 1/2 litre open tourer value up to £100, for double-barrelled flint-lock gun. Interested in other muzzle-loading sporting guns. Howell, 49, Roland Gardens, S.W.7. [9743]

SURREY-BERKS-HANTS Borders. Small but very successful Garage and Car Sales Business with 1/2 ac., main road frontage. Showroom. Large display area. Modern workshops, two offices. Lane for extension. No pumps. Real opportunity, only £9,250 for Freehold and Goodwill. Barton on Wyatt, Sunningdale (Tel.: Ascot 680). [9822]

COTAL ELECTRIC GEARBOX with switch offers. From 1950 2.6 Lagonda. Tel.: Southport 67235. [9833]

TR2/3 TONNEAU, centre zip. Offers, or exchange Sprite accessories. Tel.: Southport (Lancs) 67235. [9833]

SPRAYING EQUIPMENT. Professional unit for hire. Only £2 a week. 32, Albemarle Road, Beckenham, Kent. Tel.: BEC 7492. [9886]

GASKETS. Don't let out of production or special be your problem, just send details or pattern to Osborne Engineering, 7, Cromwell Road, Hertford. [9966]

M.G. TF TONNEAU cover, green, excellent, 70s. 101, West Street, Boston, Lincs. [9977]

INSURANCE quickly arranged sports cars. Comprehensive, third party. Send full details. Dugdale's, 44, Old Bond Street, London, W.1. [9977]

EXCHANGES

STORK FORCES RELUCTANT disposal immaculate black XK120. Mechanics and body in mirror condition. Exchange for A30 plus cash, or sell £295. Flat 5, 139, Whytecliffe Road, Purley, Surrey. [9500]

FORMULA ONE, 1961 specification; Hume Cooper Climax, value £1,250; excellent start money anywhere, any trial; for one or two late cars, any proposition welcomed. Tel.: Byron 4918. [9300]

WANTED, VW DAUPHINE, TR, 1955+; for really outstanding Riley 2-seat roadster, 1955 maintained and renovated regardless of cost, or sell £430. Details: Palmer, 29, Fernhill Road, Cowley, Oxford. [9333]

EXCHANGE FALCON-BERMUDA-Ford Special boxed new Popular chassis, Ballamy i.f.s., engine 600 miles, c/r. gears, 4.7 axle, etc., for 190E Ford Estate, sell £400, or W.H.Y.? Box No. J.407. [9407]

VINCENT BLACK SHADOW, 1953. *Concave* condition throughout. Sell or exchange VW. Tel.: Fairseat 547. [9488]

LAGONDA LG6 saloon, 1940. Well above average condition, really impressive. Exchange for open Lagonda, Bentley, Rolls or W.H.Y.? Sell £310 o.n.o. Norton, "Birk Howe," Eskdale Green, Holmrook, Cumberland. [9777]

FIAT 1100, 1958, green-ivory. Four "X"s, heated Motorola radio. £475, or part exchange with approx. £215 cash for VW d/l 1961 model. Tel. Felixstowe 2011 (Sundays). Box No. J.779. [9777]

1960 CABIN CRUISER, 2-berth, complete with mattresses, crockery, utensils, 8-h.p. Stuart-Turner (P55ME), 12v. electric start, electric lighting, flush w.c., galley, calor gas, sink unit, canopy, etc. Value around £500. Exchange for Mini, Fiat 600 Alvis, M.G., or W.H.Y.?, plus cash. Box No. J.882. [9882]

7360 VOLKSWAGEN saloon de luxe, 12,000 miles, immaculate in Indian red, sensible extras; exchange for 195E-engined T.V.R. in similar condition or W.H.Y.? Would sell £600. Evans, Greenfold Green Lane, Roxwell, Chelmsford, Tel.: Roxwell 641 (evenings). [9977]

SITUATIONS WANTED

GAMBLER WANTED. Gamble on (provide car) youth's confidence to become champion driver. Box No. J.389. [9388]

SECRETARY. Female, 20's. Wide experience. Seeking position with racing organisation or sports car manufacturer. Box No. J.472. [9472]

YOUNG MAN, 20, would be grateful to anyone willing give trial or introduction to sports-car racing. Will pay all expenses. Box No. J.473. [9473]

INTELLIGENT YOUNG MAN seeks position with racing organisation, willing to travel. Box No. J.577. [9577]

YOUNG MAN (22) wishes to make a career of motor racing. No experience but willing to learn. No afraid of hard work. Anything to start. No ties. Box No. J.582. [9582]

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

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The selected candidate will be 25 to 33, probably with public school education, and should have held a national service commission. Essential are an interest in cars and some knowledge of the motor trade, and the willingness to fit for life into this family firm, in spite of long hours including Saturdays. A degree is no obstacle and knowledge of accountancy would be an advantage.

A training period is envisaged during which the selected candidate will work as P.A. to the present M.D. at a salary of £1,500 to £2,000 p.a. This will increase to £3,000 to £4,000 p.a. on appointment to the board. Please send brief details in confidence quoting reference AAD.4310 to S. K. Manstead.

In no circumstances will a candidate's identity be disclosed to our client unless he gives permission after a confidential interview at which he will be given full details of the appointment.

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This is the amazing chromium polish that removes even the heaviest rust deposits and makes aluminium gleam like silver. Solvol Autosol is produced in paste form for outstanding economy in use and leaves behind a protective film which effectively seals off the chromium against all weather conditions. Quick and easy to use, a tube of Solvol Autosol will last the average motorist about a year and, don't forget, it is equally suitable for all household uses. Price, 4/6d. per tube.

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