

Vol. XXXVI No. 5

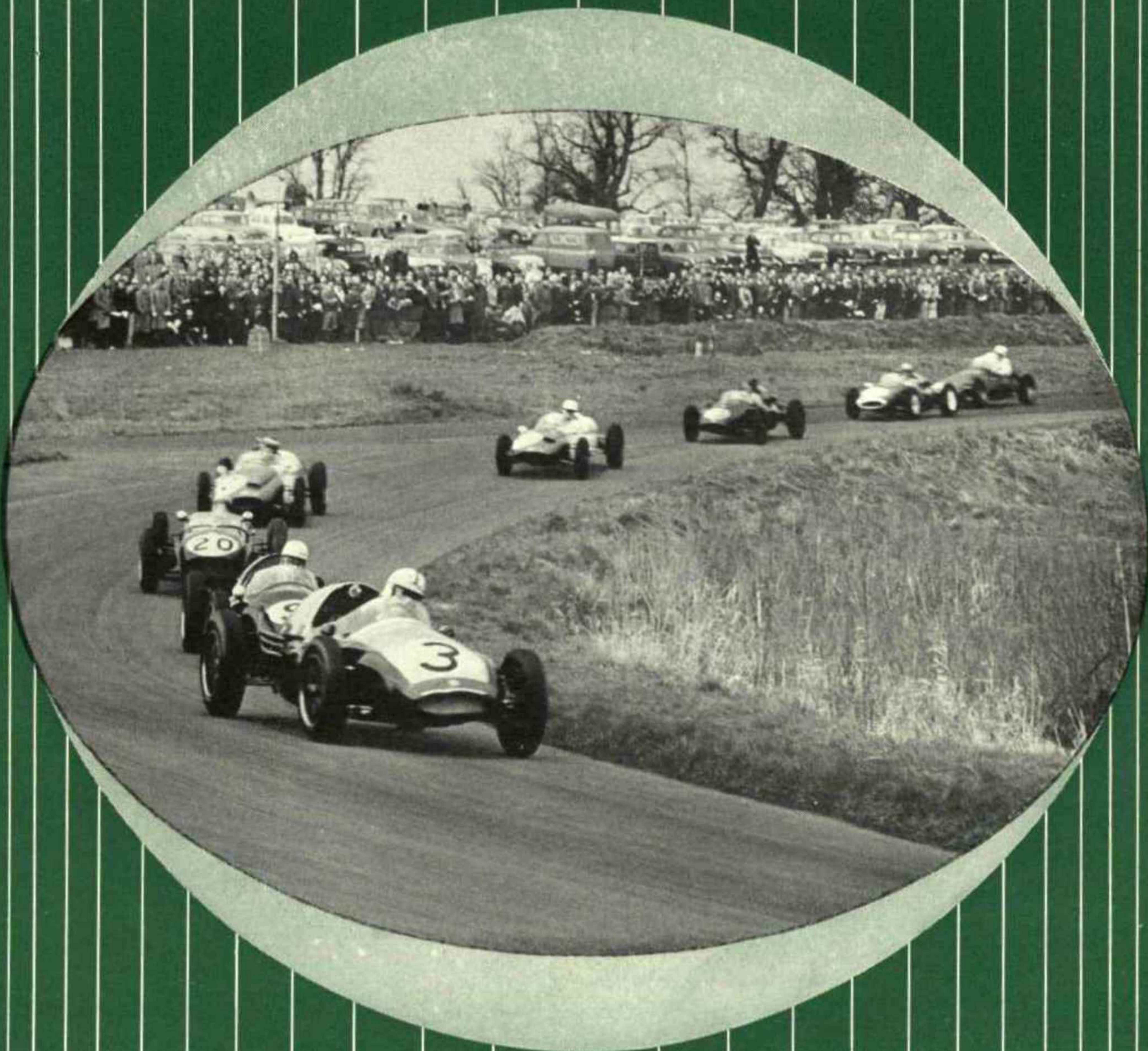
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May, 1960

MOTOR SPORT

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NO PLACE FOR 'PENNY WISDOM'

In by-gone days, when car servicing was still slightly primitive, car-owners approached a clutch repair with fear and alarm. Their dread of expense and delay led many of them into the pitfall of 'penny wisdom'—doing clutch renewal piece-meal and having the clutch put back with badly worn components still in it.

This penny wisdom would often result in just what was feared most: another clutch removal in a few thousand miles.

'Penny wisdom' about clutch repairs—and the old-fashioned delays and expense that gave rise to it—have been made completely out-of-date by developments in clutch servicing.

Any motorist who may be approaching a clutch repair should certainly read about these developments—and how to benefit from them—on the following three pages.



ASKING ONE QUESTION



can save you pounds on clutch renewal

The major expense of a clutch repair is the labour of removing the clutch from the car. The replacement parts themselves are now cheap and very quickly fitted.

When your clutch is down, for any reason, you may save yourself pounds by asking one question. Ask the garage to check *all three* clutch components: driven plate, release bearing and cover assembly.

Any component that shows signs of considerable wear should be replaced while the clutch is out. To replace it then takes only a few minutes and costs very little. To remove the clutch *again* to replace it later would take hours and cost pounds.

WHEN YOU HAVE YOUR ENGINE REPLACED OR RECONDITIONED . . .

Be sure to have the clutch checked when you have major engine work done. If any clutch part is nearly due for replacement, this is the cheapest time to have it renewed.

You can save duplication of labour by having the clutch inspected while the engine is out. And only a good clutch can do justice to your newly improved engine. You cannot get full power through a worn clutch.

MAKE YOUR CLUTCH REPAIR GO FURTHER . . .

A thorough clutch renewal—with replacement of any worn parts by new Borg & Beck units—can pay for itself sooner than you'd think.

A proper clutch renewal will give you thousands and thousands of miles of factory-new performance and freedom from the cost and bother of repeated clutch overhaul. Remember, a complete clutch renewal will in the end save you time, trouble and money.

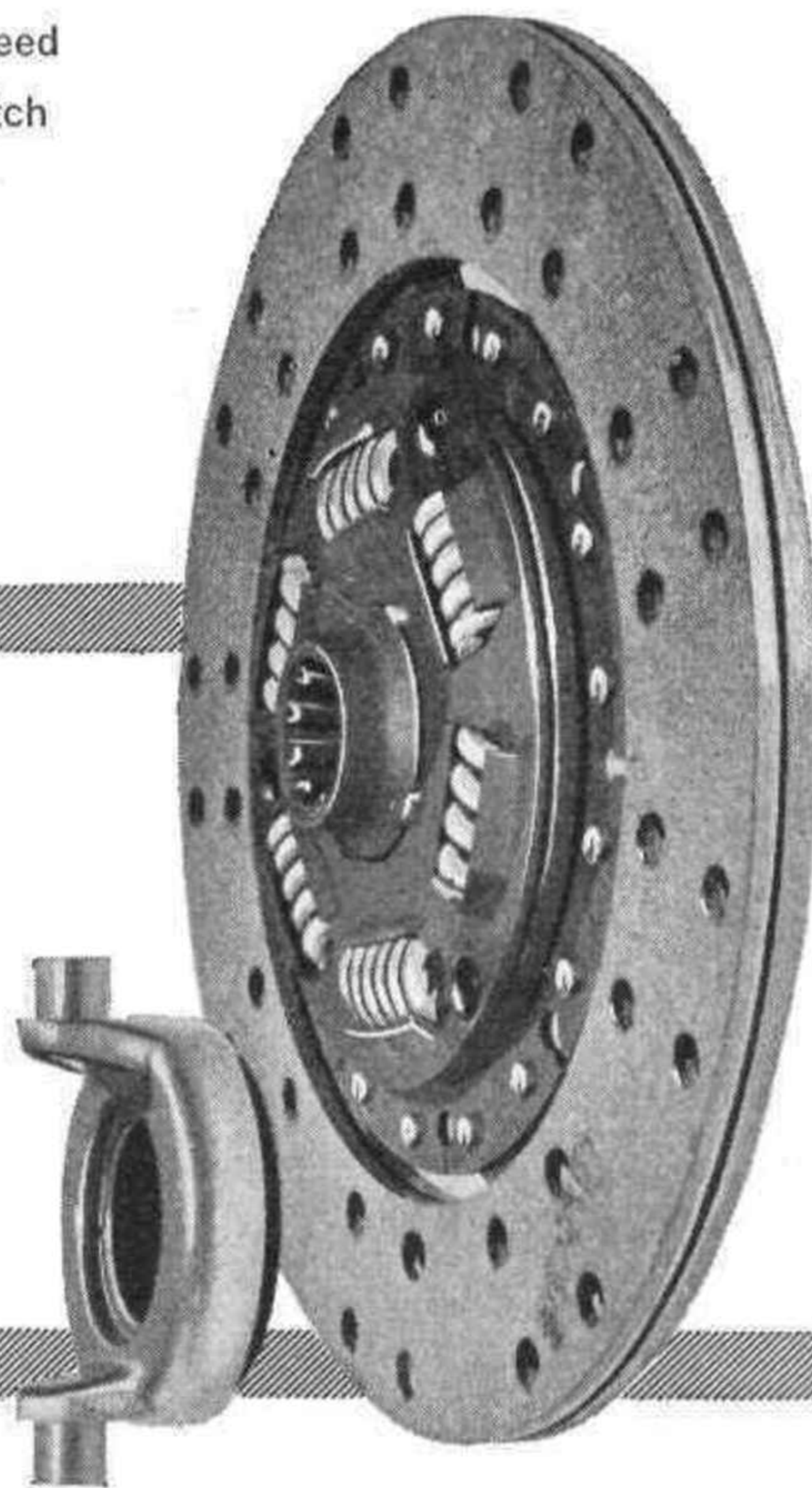
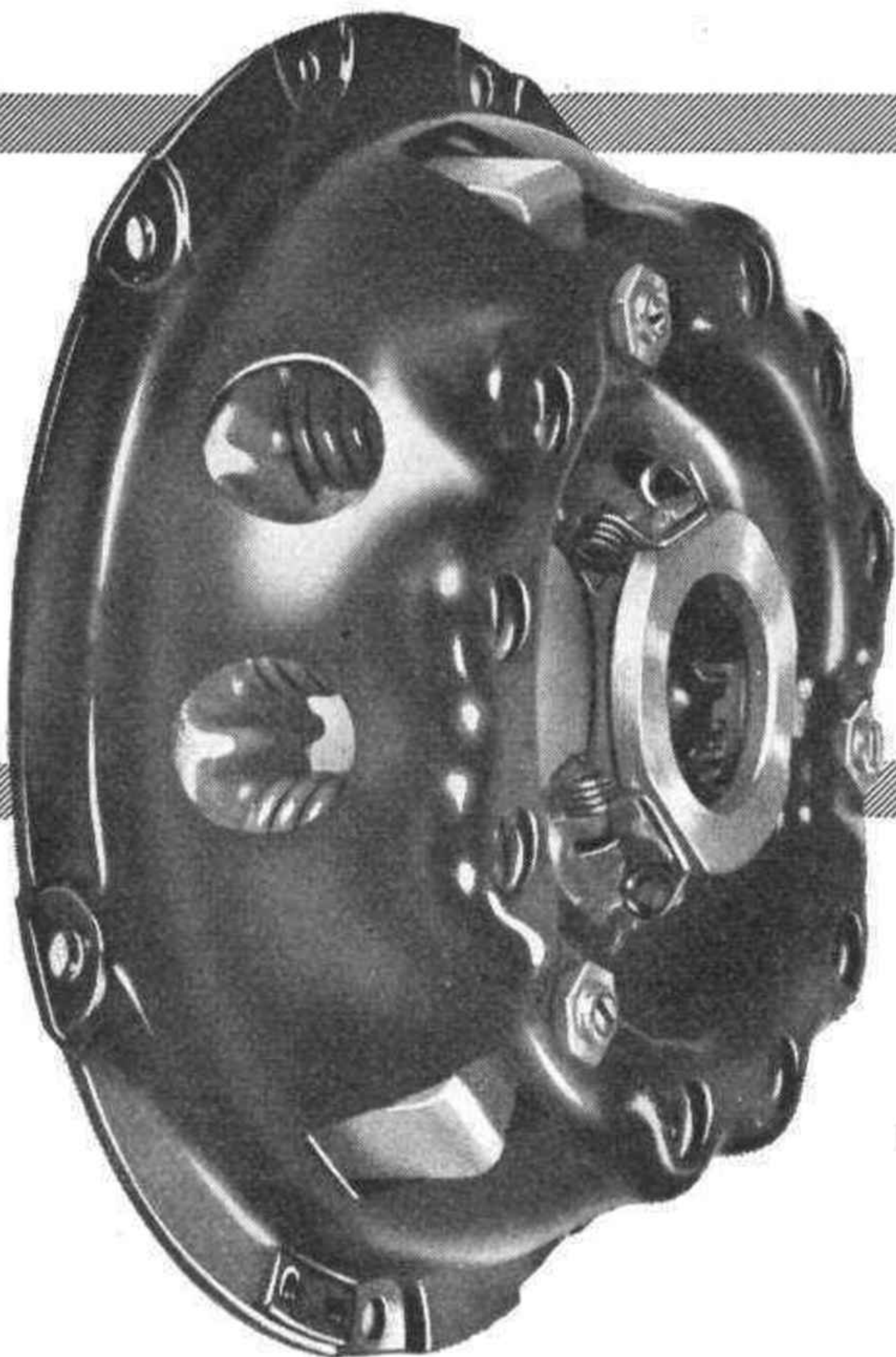


HOW BORG & BECK HAVE SIMPLIFIED CLUTCH RENEWAL

Borg & Beck developments in servicing have ended the need for time-wasting, expensive repairs to small, intricate clutch components. Today clutch renewal is simply a matter of replacement with low-priced, easily-fitted units . . . supplied from the Borg & Beck factory, and meeting full factory standards of quality and precision.

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These inexpensive components are among the cheapest parts in your car—even though they're also among the most important. Now they last longer than ever because of Borg & Beck developments.



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These units give you the advantage of a factory-built assembly over a piece-meal patch-up . . . yet they cost much less than a new part. They are completely rebuilt and re-tested and sold with the Borg & Beck guarantee.

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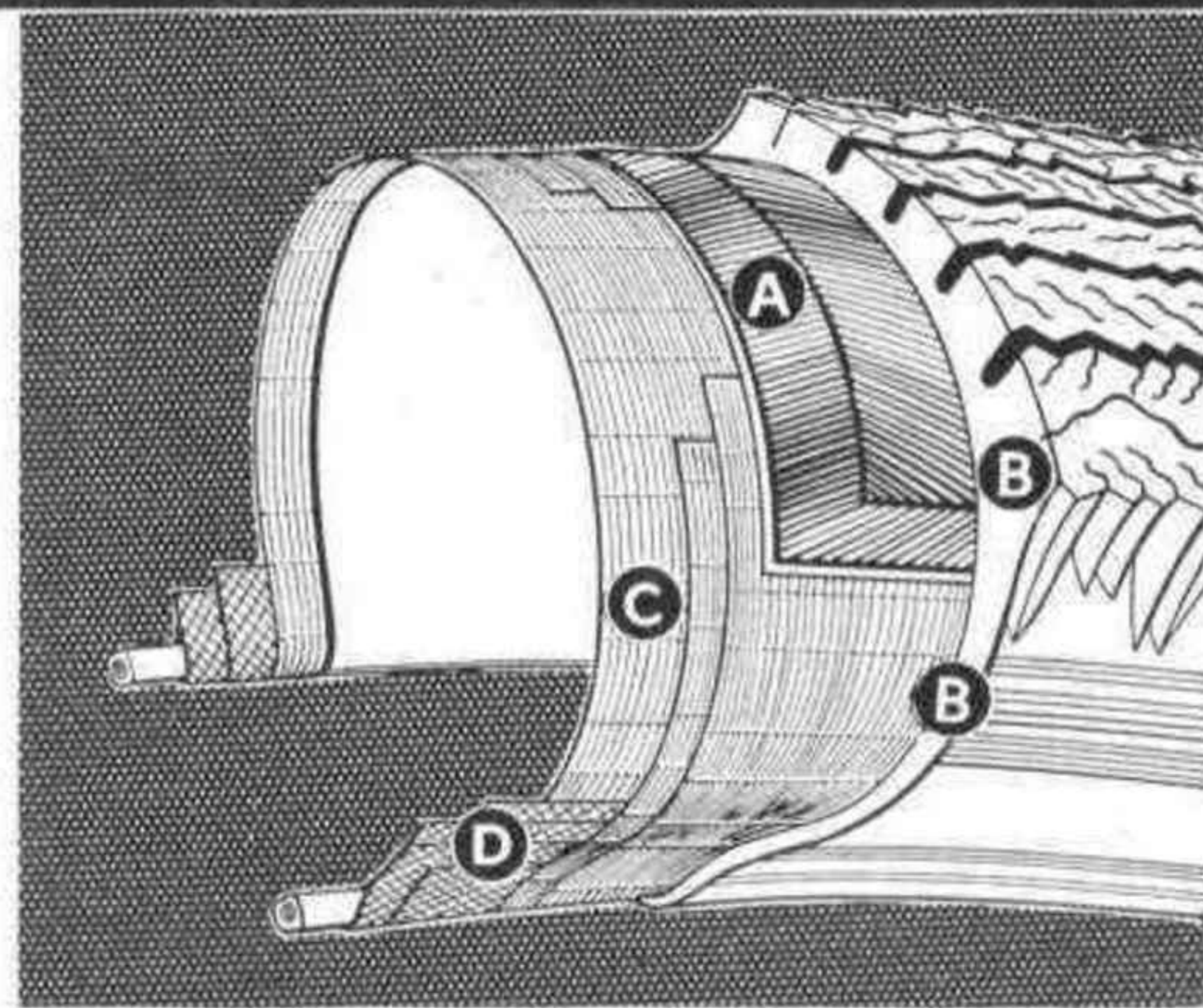


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- B Specially designed and compounded tread and sidewall
- C Flexible casing with cords at 90°
- D Woven Textile fillers

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V. Preston/J. Harrison
D. G. Scott/L. Baillon

3rd ANGLIAS

3rd in General Classification

ZEPHYR

V. Preston/J. Harrison

(All Results Provisional)

CLASS B—750 to 1000 c.c.

ANGLIAS

1st P. J. Hughes/R. Benstead-Smith
2nd J. M. Uren/M. P. Armstrong
3rd F. Brown/F. H. Collis
5th R. Shankland/J. Aitkenhead

CLASS E—above 2000 c.c.

ZEPHYRS

2nd V. Preston/J. Harrison
3rd T. C. Harrison/P. R. Davies
4th D. G. Scott/L. Baillon
5th W. F. Young/C. P. McNaughton

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MOTORING NEWS caters for all enthusiasts and in addition to race and rally reports from all over the world it contains road tests of new, used and modified cars, reports of Club events, news from Parliament, details of forthcoming events, gossip from pit and paddock and topical news throughout the year, together with forthright comment on all motoring matters.

HIGHLIGHTS OF THE MONTH AHEAD

- May 5 ● Liverpool's Aintree 200, and supporting races.
- May 12 ● A competitor tells the story of the International Tulip Rally.
- May 19 ● Road test of the Rover "100" and a full report on the B.R.D.C. International Trophy meeting at Silverstone.
- May 26 ● Third round in the Sports Car Championship—an on-the-spot report of the Nurburgring 1,000 km.
- June 2 ● The European Grand Prix season opens at Monaco. Road test of the Riley 4/68.

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ALFA-ROMEO unsupercharged 1,750-c.c. James Young drophead coupe; engine requires running-in after rebuild in our workshops. £185.

1939 ALVIS Speed 25 Charlesworth sports saloon, black with blue leather upholstery; twin wing mirrors, spotlights, etc. In above-average condition throughout. £225.

1958 (regd.) AUSTIN 750 Special 2-seater, fitted with Ashley fibreglass bodywork. Good specification. £165.

1939 FRAZER NASH-B.M.W. 327/80 drophead coupe grey with red leather upholstery; engine requires running-in after complete rebuild. £295.

1934 M.G. PA 2-seater, luggage carrier. Very sound order. £125.

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H.R.G. 1500 2-seater, fitted with very pretty alloy coachwork attractively finished in Cambridge blue. Red leather upholstery, and red Vynide hood and screens. 16-in. wheels with nearly new tyres. £345.

1948 (December) ALVIS TA14 sports saloon, grey. An excellent car in well-above-average condition. £265.

1956 BUCKLER 90 1,172-c.c. 2-seater. Attractive all-enveloping bodywork, fully-tuned engine, close-ratio Buckler gears. Excellent condition throughout. £350.

1954 JAGUAR XK120 roadster, two owners from new. New Vynide hood, heater, washers, rimblishers, twin exhausts, etc. Exceptional condition. £525.

1946 M.G. TC 2-seater, finished in black with green interior. Very sound example. £265.

1957 (September) MORRIS Minor 1000 convertible de luxe, Clarendon grey, with red Vynide hood, fitted Works reconditioned engine with complete Alexander conversion, giving vivid performance with economy. £495.

1959 (October) MORRIS Mini-Minor de luxe, nominal mileage. Carefully run-in by one of our directors. Undersealed, seat covers, Interior Silent Travel. As new. £545, or exchange interesting sports car.

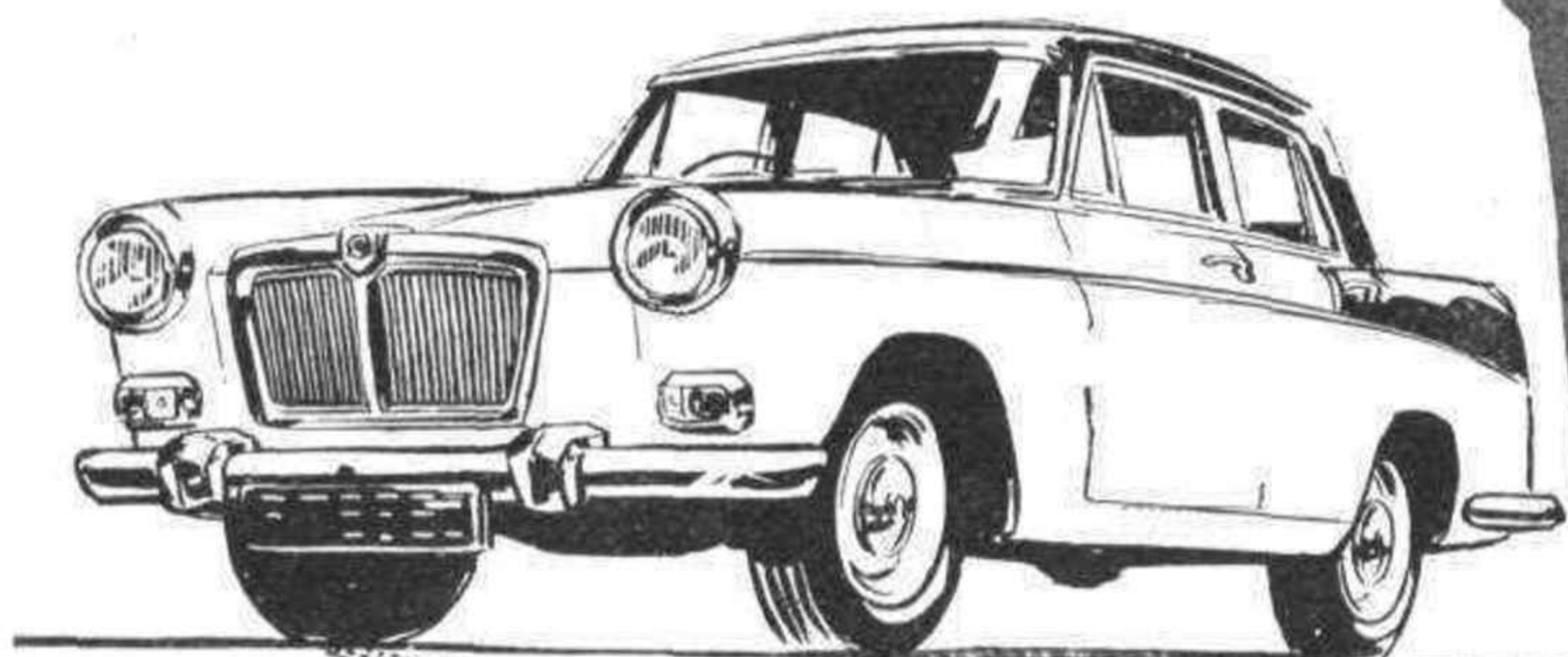
1954 TRIUMPH TR2, overdrive, heater, rad. blind, washers, Michelin Xs. New black Vynide hood with sliding screens, TR3A grille. Finished in ivory with red upholstery. Two careful owners. £515.

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MOTOR SPORT

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

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

LARGEST CERTIFIED NET SALES.

THIRTY-SIXTH YEAR OF PUBLICATION

MATTERS OF MOMENT

ECONOMY

Elsewhere in this issue the Editor recounts his experiences in driving a Wolseley 1500 in the Press Section of the 1960 Mobil Economy Run.

Considering that no freak tuning of the cars was allowed and that the 1,200-mile route was such that competitors found it difficult to maintain the required 30-m.p.h. average speed (as witness the body-damage incurred by some of the entry), while such hills as Porlock, Station Hill and Bluehills Mine figured in the itinerary, the m.p.g. figures attained speak loudly. The B.M.C. Minicars, in particular, showed up extremely well, and the outright winner was a Standard Ensign which achieved over 40 m.p.g. of Mobilgas Special.

This interesting contest will be modified slightly for 1961, and one improvement would be less serious penalisation for coming slightly behind schedule into a Time Control. It is, incidentally, restricted to current model British cars, by invitation.

We received so much help and hospitality from the Mobil Oil Company while "covering" the contest that we shall be inclined to regard the notably knock-free Mobilgas Special as our favourite petrol for a long time to come!

MOSS' DISQUALIFICATION

We sympathise with Stirling Moss on being deprived of his Driving Licence for a year. Justice has to be done and it would be improper to question Mr. Justice Stable's decision. But the result of this case must be disturbing to everyone whose business and pleasure depends on driving motor vehicles. It seems the time has come when the motorist is not permitted to make a single mistake—people do not win every time at tennis or cricket, they lose an occasional rubber at bridge, they even get on the wrong bus or fall over a kerb, human construction and mentality being what it is. But the motorist must be right every time, every day, throughout hundreds of thousands of miles driving on congested, often-antiquated roads. At all events, that is the impression Moss' disqualification gives, especially remembering that his accident caused no death, no injury to other parties. On the other hand, we do not know how many previous motoring convictions were taken into account or how serious an error had been shown up by the evidence before the Court.

Moss has saved his racing career by acquiring an American Competition Licence. We deplore our historic cars going to America and regret even more our leading racing driver linked so closely with

America. But one cannot blame Moss for making this move and he is, after all, only treading in the footsteps of Mr. Harold Macmillan!

We confess, however, that we do not see any point in having the nationality of a competitor inscribed on the Competition Licence if, indeed, he was not born in the country which issues his Licence. For a long time the true nationality of Harry Schell has been a faint puzzle to us, and before the war Alvin Spike Rhiando appeared

able to be a British or an American driver to suit his own convenience. If Moss' example is followed we shall find motor-race-conscious countries importing talent; or it may be that good British racing drivers who find green their unlucky colour will take out a Lithuanian or an Estonian Competition Licence—we have always thought it would be nice to race a car in chequered blue and yellow with blue wheels, or with the upper part white, the lower part blue, with black chassis and wheels (the national colours of these two countries) . . .

Reverting to the accident which has given rise to the foregoing thoughts, it is ironical that it happened when Moss was driving an Austin Se7en, which cannot be considered a fast car and is certainly one of the safest vehicles on the road. One wonders whether in future, whenever two cars collide, even if there has been no suggestion of manslaughter, merely an error of judgment, anti-motoring magistrates are going to find that one driver must be to blame and must have his licence suspended? Certainly licence

suspension for minor offences, even when no accident has happened, such as using a Provisional Driving Licence but forgetting the L-plates, is on the increase. How many of the careless amongst the pedal-cycling fraternity will be disqualified from riding, how many jay-walkers will be barred from crossing main roads other than at approved crossing places, in the next twelve months?

FOR AND AGAINST

We were delighted to read in the *Sunday Express* on Easter Sunday a powerful article by A. J. P. Taylor emphasising that it is the slow driver who is to blame for traffic congestion and road accidents. It is the *Daily Mail* which, after telling us we should all buy new cars, scrapping the "rattle-traps," allows its A. G. Street to climb on that unbalanced old hobby-horse "speed kills." While the *Mail* dithers the *Express* looks after its motoring readers!

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Front cover picture: CLOSE BUNCH.—McKee (3) and Surtees (9) (Coopers) leading the F.2 race at Oulton Park last month. This was short lived, Innes Ireland in the new Lotus (20) soon establishing a commanding lead, to win the race at 91.11 m.p.h. after establishing a new F.2 lap record of 92.03 m.p.h.

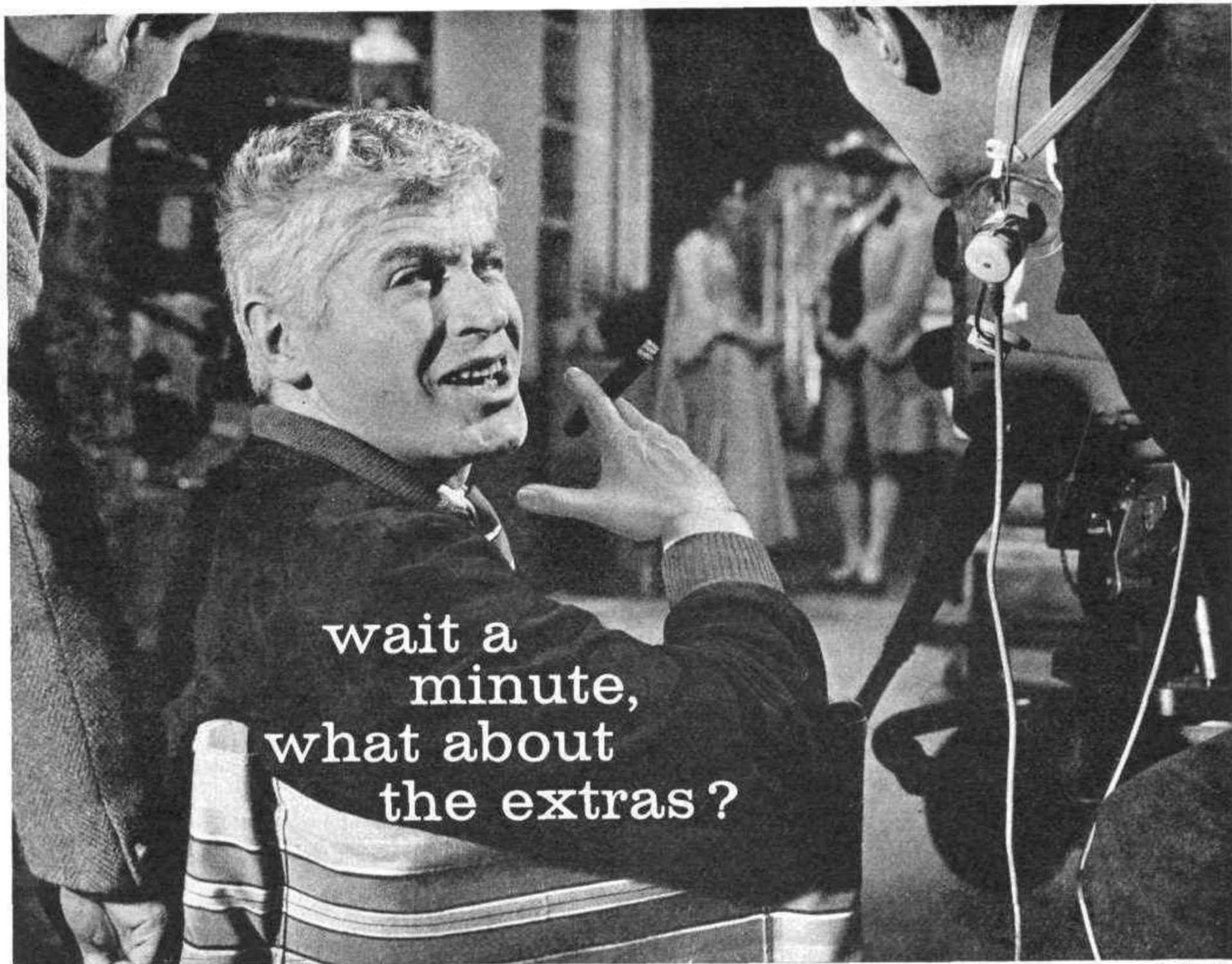
Motor Sport Events for May

★ 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
May 1st	TAUNTON M.C.	NORTON MANOR CAMP	TAUNTON	DRIVING TESTS (N.)	10.30 a.m.
..	North London E.C.C.	Brands Hatch	Nr. Fawkham, Kent	Sprint (R.)	10.30 a.m.
..	Eastern Counties M.C.	Snetterton Circuit	Thetford	Sprint (R.)	10.30 a.m.
..	Airedale & Pennine M.C.C.	Marston Moor Airfield	Wetherby	Driving Tests (C.)	1.30 p.m.
..	M.G. C.C. (Scottish)	Harthill/Newbridge/Edinburgh		Rally (C.)	2.30 p.m.
..	BUGATTI O.C.	PRESCOTT	Nr. CHELTENHAM	HILL-CLIMB (N.O.)	12 noon
..	B.M.W. C.C.	Swan Hotel, Claygate	Esher	Rally (C.)	1.30 p.m.
..	Newquay M.C.	Hilgrove Car Park	Newquay	Rally (C.)	10.00 a.m.
..	Smiths M.C.	Walthamstow Stadium, 161/374913	Walthamstow	Rally (C.)	10.31 a.m.
..	Sheffield & Hallamshire M.C.	Grasscroft	Dronfield	Shann Trophy Trial (R.)	10.30 a.m.
..	Worcestershire M.C.	Worcester	Worcester	Spring Rally (R.)	9.30 a.m.
May 4th	Forces' M.C. (Yorkshire Group)	Black-a-Moor Inn, Ripon-Boro'bdge Rd.	Ripon	Social	8.00 p.m.
May 6th	English Electric M.C.	"Bleeding Wolf," Scholar Green	Congleton	Rally (C.)	6.45 p.m.
May 7th	V.S.C.C.	Buxton	Derbyshire	Rally (C.)	10.30 a.m.
..	Hawick & Border C. & M.C.C.	Common Haugh	Hawick	Night Rally (C.)	7.30 p.m.
..	Mid-Antrim M.C.	Clinty Quarry	Ballymena	Rally (R.)	2.30 p.m.
..	Godiva C.C.	C.G.E. Motors	Coventry	Rally (C.)	10.00 p.m.
..	V.C.C.	Middle Walk	Blackpool	Rally, Concours and Run (C.)	11.00 a.m.
..	R.M.C.S.M.S.C./O.U.M.D.C.	R.M. College of Science	Shrivenham	Driving Tests and Rally	2.15 p.m.
..	Lloyds M.C.	Oxted, S. Mimms and Downside	Surrey and Herts	Rally (R.)	11.30 a.m.
..	Shenstone & Dist. C.C.	Bull's Head Inn	Shenstone, nr. Lichfield	Little Rally (C.)	3.30 p.m.
..	Welsh C.C.C.	Howells Garage, Newport Road	Cardiff	"Halewood" Rally	11.00 p.m.
..	B.A.R.C.	Goodwood	Nr. Chichester	Race Meeting (C.)	2.00 p.m.
May 7/8th	Harrow C.C.	Borehamwood Garage	Elstree	Annual Rally (R.)	9.30 p.m.
..	Billerica M.C.	Basildon Town Centre	Basildon	Rally (R.)	10.00 a.m.
..	Bolton-le-Moors C.C.	Royal Oak Hotel, Clayton le Dale	Blackburn	Rally (R.)	11.15 a.m.
..	Esso (Fawley) M.C. & C.C.	A31 Café, Tricketts Cross	Bournemouth	Rally (C.)	10.00 p.m.
..	Jaguar D.C.	Ramsgate	Ramsgate	Driving Tests and Sprint (R.)	2.00 p.m.
..	Dunfermline C.C.	Urquhart	Dunfermline	Rally (C.)	1.30 p.m.
May 8th	Brighton & Hove M.C.	Sheepcote Valley	Brighton	Driving Tests (C.)	2.30 p.m.
..	Coventry & Warwickshire M.C.	Mancetter	Mancetter	Sprint Hill-Climb Champ. (R.)	
..	Univ. of Bristol M.C.	Queen's Building	Bristol	Rally (C.)	10.00 a.m.
..	Land Rover O.C.	Old Deer Park, Edridge	Tunbridge Wells	Sporting Trial (C.)	10.30 a.m.
..	East Anglian M.C.	Lavenham Airfield, Sudbury	Suffolk	Driving Tests (R.)	11.00 a.m.
..	Austin Apprentices' Ass. C.C.	Longbridge	Birmingham	Driving Tests (C.)	2.00 p.m.
..	Triumph Sports O.A.	Heston Aerodrome	London Airport	Driving Tests (C.)	11.00 a.m.
..	Ross & Dist. M.S.C.	Railway Hotel, Brookend, Ross-on-Wye	Hereford	Rally (C.)	2.00 p.m.
..	B.A.R.C. (Yorkshire)	Langtoft	Driffield, E. Yorks	Autocross (C.)	2.00 p.m.
..	Cumberland S.C.C.	Great Orton	Carlisle	Gymkhana (C.)	1.30 p.m.
..	Harlow & Dist. A.C.	Willingale Airfield, Fyfield	Ongar	Driving Tests	3.00 p.m.
..	Yorkshire S.C.C.	Langtoft Dale	Gt. Driffield, E. Yorks	Autocross (C.)	2.00 p.m.
..	B.R.S.C.C.	MALLORY PARK	HINCKLEY	RACE MEETING (N.B.)	1.30 p.m.
..	Stockport M.C.	Lancashire Cricket Ground	Old Trafford	Driving Tests (R.)	2.30 p.m.
..	A.C. O.C.	Brands Hatch Circuit	Nr. Fawkham, Kent	Sprint Meeting (R.)	10.00 a.m.
..	Steel Co. of Wales M.C.	Porthcawl Motors	Porthcawl, Glam.	Rally (C.)	10.00 a.m.
..	Shell M.C.	Purley Way Car Park	Croydon	Treasure Hunt	9.00 a.m.
..	Yeovil C.C.	Speckington	Ilchester	Driving Tests (R.)	11.30 a.m.
..	Wolverhampton & S. Staffs C.C.	Perton	Wolverhampton	Driving Tests (C.)	2.00 p.m.
May 10th	S.U.N.B.A.C.	Boldmere Hotel	Sutton Coldfield	Film Show	7.30 p.m.
May 11th	S.U.N.B.A.C.	Old Crown Hotel	Lichfield	Model Car Racing	7.30 p.m.
May 13/15th	LANCASHIRE A.C.	MORECAMBE	MORECAMBE	NATIONAL RALLY	7.00 p.m.
May 14th	Burnham-on-Sea M.C.	Greylake, Greinton	Ashcott, nr. Bridgwater	(C.)	7.00 p.m.
..	Folkestone & E. Kent C.C.	Chilham Square	Canterbury	Rally (C.)	8.00 p.m.
..	B.R.D.C.	SILVERSTONE	Nr. TOWCESTER	RACE MEETING (INT.)	10.15 a.m.
..	Durham A.C.	Cock-o'-the-North Hotel (A 1)	Durham City	Rally (R.)	11.00 p.m.
..	Lucas M.C.	Parson & Clerk Hotel, Streetly	Sutton Coldfield	Rally (R.)	8.00 a.m.
..	V.C.C.	Madeira Drive	Brighton	Rally, Timed Run (C.)	10.00 a.m.
..	V.S.C.C.	Belfast	Northern Ireland	Rally (C.)	10.00 a.m.
May 14/15th	Weybridge M.S.C.	Walton Station Car Park	Walton-on-Thames	Rally (R.)	10.30 p.m.
May 15th	Herefordshire M.C.	Shobdon, nr. Pembridge	Leominster	Driving Tests (C.)	2.30 p.m.
..	Hull M.C.	Hessle Square	Hull	Rally (C.)	9.30 a.m.
..	Severn Valley M.C.	"Craven Arms"	Shrewsbury	Rally (R.)	9.00 a.m.
..	Brent Vale M.C.	Denham	Uxbridge	Driving Tests (C.)	2.00 p.m.
..	Birmingham Young Cons. M.C.	"King's Head," Merden		Rally (C.)	10.00 a.m.
..	Dudley & Staffs T.C.M.C.	Vono Ltd., Tipton	Dudley, Worcs	Driving Tests (R.)	1.45 p.m.
..	Cambridge '50 C.C.	Madingley Garage, Coton	Cambridge	Rally (C.)	3.30 p.m.
..	Bexley L.C.C.	Biggin Hill Aerodrome	Bromley, Kent	Driving Tests (C.)	10.30 a.m.
..	250 M.R.C.	Elmooor Plain (B 3011)	Aldershot	Sprint and Races (C.)	12.30 p.m.
..	Peterborough M.C.	Peterborough	Peterborough	Driving Tests (C.)	2.30 p.m.
..	Ilkley & Dist. M.C.	Melbourne Airfield	Pocklington, E. Yorks	Sprint (R.)	1.00 p.m.
..	Eastern Counties M.C.	Martlesham Aerodrome	Nr. Ipswich	Rally and Driving Tests (R.)	11.30 a.m.
..	Pendennis M.C.	Whitehorne Rally	Truro	Rally (C.)	1.30 p.m.
..	Polish M.C.	Epping Forest & North Weald Airfield		Rally & Driving Tests (C.)	9 a.m. & 2 p.m.
..	Newcastle & Dist. M.C.	R.A.F. Station, Longbenton	Newcastle	Driving Tests (R.)	2.30 p.m.
..	Singers O.C.	Eelmoor Plain	Aldershot	Sprint (C.)	1.00 p.m.
May 21st	Newry & Dist. M.C.	Spelga Pass, Mourne Mountains	Hilltown, Co. Down	Hill-Climb (C.)	2.30 p.m.
..	South Essex M.C.	"Green Man," Navestock	Brentwood	Rally (C.)	7.00 p.m.
..	ASTON MARTIN O.C.	SILVERSTONE	Nr. TOWCESTER	RACE MEETING (N.B.)	12 noon
..	King's College M.C.	Blagdon	Morpeth	Sprint (R.)	2.30 p.m.
..	S.U.N.B.A.C.	Ragley Park	Evesham	Hill-Climb (C.)	2.00 p.m.
..	B.A.R.C.	Mallory Park	Leicester	Race Meeting (C.)	2.00 p.m.
May 21st/22nd	Rolls-Royce M.C. (Scottish)	East Kilbride	Glasgow	Rally (C.)	10.30 p.m.
..	Mid-Thames C.C.	Sandfords Garage	Leatherhead	Rally (R.)	9.30 p.m.
..	Stafford & Dist. C.C.	Cannock, Barlaston and Shrewsbury		Rally (R.)	10.00 p.m.
..	B.A.R.C. (Yorkshire Centre)	Scarborough	Scarborough	Rally (C.)	4.30 p.m. Sat.
May 22nd	V.S.C.C.	Palace House	Beaulieu, Hampshire	Driving Tests (C.)	11.00 a.m.
..	West Essex C.C.	Stapleford Aerodrome	Abridge	Hill-Climb (R.)	2.30 p.m.
..	B.M.W. C.C.	Aylesbury Arms Hotel	Marlborough	Rally (R.)	1.30 p.m.
..	Morris Commer. Apprentices' M.C.	Fradley Airfield	Lichfield	Driving Tests (C.)	12.30 p.m.
..	Weston-super-Mare C. & M.C.C.	Banwell	Weston-super-Mare	Car Trial (C.)	3.00 p.m.
..	Mid-Surrey A.C.	Brands Hatch	Nr. Fawkham, Kent	Speed Trial Sprint (R.)	11.00 a.m.
..	Matlock & Dist. M.C.	Temple Hotel	Matlock, Bath	Rally (C.)	2.00 p.m.
..	Old Paludians M.C.	Nettlebed, 704866	Henly	Rally (C.)	10.00 a.m.
..	Forces' M.C. (Glos. & Som.)	R.A.F. Station, Colerne	Bath	Driving Tests (C.)	2.00 p.m.
..	Herts County A. & Aero Club	North Weald R.A.F.	Epping, Essex	Driving Tests (R.)	2.00 p.m.
..	Smiths M.C.	Beckford Hotel	Evesham	Rally (C.)	11.00 a.m.

Continued on page 324



wait a
minute,
what about
the extras?

Photographed at A.B.C. T.V. Studios, Teddington.

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XX GRAND PRIX DE PAU

An Endurance Race

PAU, FRANCE, April 18th.

THE Automobile Club Basco-Bearnais, who organise each year the Grand Prix of Pau, in south-west France, and have done so since 1930, are an extremely old-established concern, being founded in 1898 at the very dawn of motoring. As early as 1899 they organised a motor race, from Pau to Bayonne and back, won by a Peugeot at 52 k.p.h. average speed. Consequently it is not surprising that they tackled difficulties when they arose, such as holding the Grand Prix of Pau in 1947, as soon after the war as possible, and in 1956 reconstructing the safety measures to comply with the Paris Federation requirements, whereas other circuits had to close down. This year saw the twentieth G.P. of Pau being held and a return made to the traditional date of Easter Monday, while, as always, a select entry of drivers was assembled, including World Champion Jack Brabham. Unlike some organisers, the A.C. Basco-Bearnais are content to leave their circuit alone, and though they may resurface the roads the shape of the circuit remains unaltered, so that drivers know exactly where they are when they arrive for practice.

Saturday afternoon saw the first outing for practice and fifteen of the eighteen entries were present, many of them having journeyed direct from Bruxelles the previous Sunday, these being Brabham, Lewis, Campbell-Jones, Marsh, Trintignant, Flockhart, Seidel, Schlessler, Frere and Bianchi, all with F.2 Cooper-Climax cars. An additional Cooper was that of Collomb, while Hicks and Niven changed the scene a little by having Lotus-Climax cars, the former with one of last year's works cars and the latter having his first F.2 race, with an early Lotus single-seater. To complete the entry the works Porsche had been back to Stuttgart and been repaired, and was now present for Gendebien to drive, as Bonnier and Hill were occupied at Goodwood. Last but by no means least was the Scuderia Centro-Sud entry of a Cooper-Maserati for Gregory to drive, this being a brand new project having a 1½-litre Maserati four-cylinder engine in one of the team's last year's F.1 chassis frames. This was a new 1,500-c.c. Maserati engine having the latest type of cylinder head with semi-down draught inlet ports, water take-offs just above each valve, and a single distributor on the rear of the inlet camshaft to fire all the eight sparking plugs. The layout of this head was similar to the very fast 2.8-litre sports Maserati engine, and used two Weber 45 DCO3 carburettors. Mounted in the normal position in a Cooper chassis it was coupled to a Cooper gearbox casing containing Centro-Sud's own internals, still four-speed but much stronger and having their own oiling system, with an externally-mounted oil pump. The engine used a four-branch exhaust system and a long tail-pipe ending in a small megaphone, while in the cockpit a Maserati gear-lever and gate had been fitted and adapted to the Cooper gear-selecting mechanism.

A slight shower of rain fell just as practice started, so that lap times were very slow while everyone was having a look round, but after about three-quarters of an hour the track dried, and Paul Frere was among the first to put in some fast laps, going round in 1 min. 42.0 sec. It was not long before everyone else got down to this figure, though all were not happy, Gendebien having difficulty selecting gears on the Porsche and finding that having six speeds in the box he was continually changing up or down. Bianchi was troubled by fluctuating oil pressure on his Equipe National Belge Cooper, later to be traced to broken main-bearing caps, and Gregory was not happy with the handling of the Cooper-Maserati, though it appeared to have plenty of steam, while Hicks was losing oil from his gearbox. Brabham was running his Cooper-Climax with single wishbones on the rear, to encourage it to over-steer round the tight corners, and Trintignant, who had double rear wishbones, was trying to achieve the same effect by juggling with tyres and pressures. Gendebien, Trintignant, Gregory and Brabham all began to approach the 1 min. 40 sec. mark and then, in no time at all, young Lewis was the first to start lapping below 1 min. 40 sec., and he rapidly got down to 1 min. 35.8 sec., his Climax engine sounding beautifully crisp. This time was better than the existing F.2 lap record, set up by Behra last year with his Porsche in 1 min. 36.8 sec., but not quite as good as Trintignant's best practice time of last year, which was 1 min. 35.6 sec. This excellent time by Lewis caused quite a stir and the loud-speakers, which had been

happily chattering about Gendebien being the fastest, suddenly went quiet. Last year Lewis put in some fast practice laps, the twisting up-and-down town circuit obviously being to his liking. The only other driver to approach his time was Gendebien, who went out again and got down to 1 min. 35.9 sec., and then the rain started again and these two remained the only ones to break 1 min. 36.0 sec. However, both Trintignant and Brabham improved on the old lap record.

On Sunday for the second practice period the track was dry and the weather had improved, so that the moment practice began there was a concerted effort by the faster drivers to right the wrongs of yesterday, for it had looked bad for the established stars to be beaten by a new young driver. Gendebien was soon lapping in under 1 min. 36 sec. and was getting progressively faster, finally clocking 1 min. 35.1 sec., but then the Porsche jumped out of gear and the revs. went sky high and resulted in bent valves, so the car was wheeled away to the paddock and a new engine fitted—just like that, there being a spare one all ready in the van. The car was running again by the end of the afternoon, but not in time for any more practice. Brabham went out in his usual quiet and unobtrusive way and in a very short space of time was down to 1 min. 35 sec., and then did a shattering 1 min. 34.5 sec. and followed it with 1 min. 34.0 sec. exactly, which left everyone breathless except Brabham, who then stopped and sat in the pits smiling to himself.

Flockhart had got Alan Brown's Cooper working properly, and was at last content with it, and he and Marsh did 1 min. 36.2 sec., but Lewis was still well ahead of them and near the end of practice he improved his time down to 1 min. 35.2 sec. This was done while being chased by Trintignant, who worked incredibly hard but made no real advance on Lewis, and after they had covered a number of laps, with the Frenchman gaining a little ground, he had recorded 1 min. 34.5 sec., but he really had to work for it, his Formula 1 Cooper chassis not being so nippy down the twisty hill as the Formula 2 chassis. Trintignant also had a few laps in the Centro-Sud Cooper-Maserati as they are now looking after his Cooper and entering him under their name, all connections with the Walker Team having been terminated after the Bruxelles race. Most people improved on their times, though Bianchi had no opportunity to do so as his engine was still being rebuilt, and Schlessler had gearbox trouble and had to borrow some second-hand pinions from the Equipe Belge in order to make his car a runner. Some indication that the pace was going to be hot could be gained from the fact that eight drivers improved on the existing lap record for F.2 cars.

On Easter Monday it was dry but dull when the cars lined up on the grid as follows, to start the 90 laps round the 2.76-kilometre circuit.

6 Gendebien (Porsche) 1 min. 35.1 sec.	2 Trintignant (Cooper) 1 min. 34.5 sec.	4 Brabham (Cooper) 1 min. 34.0 sec.
10 Flockhart (Cooper) 1 min. 36.2 sec.	20 Lewis (Cooper) 1 min. 35.2 sec.	
28 Campbell-Jones (Cooper) 1 min. 36.7 sec.	14 Frere (Cooper) 1 min. 36.4 sec.	22 Marsh (Cooper) 1 min. 36.2 sec.
16 Bianchi (Cooper) 1 min. 37.9 sec.	12 Hicks (Lotus) 1 min. 37.1 sec.	
18 Seidel (Cooper) 1 min. 39.7 sec.	36 Niven (Lotus) 1 min. 39.6 sec.	8 Gregory (Cooper) 1 min. 38.2 sec.
26 Schlessler (Cooper) 1 min. 41.3 sec.	34 Collomb (Cooper) 1 min. 40.2 sec.	

When the flag fell everyone got away to a clean start and Brabham took the lead, followed by the next four cars in starting-grid order. It only needed three laps for the entry to divide itself up into groups, the first consisting of Brabham, Trintignant, Gendebien and Lewis, the second a nose-to-tail procession of Flockhart, Campbell-Jones, Gregory, Marsh, Bianchi, Frere, Schlessler and

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CONTINENTAL NOTES

THE month of May sees the beginning of the more serious season of European racing, with the first of the World Championship Grand Prix events and two Sports Car Championship races, and factory teams will soon be overworked. On May 8th the Targa Florio takes place in Sicily on the rugged mountain course, the only change being that the distance is reduced from 14 laps of the 72-kilometre circuit to 10 laps and the race should see participation by the works Ferrari and Porsche teams, the latter also running one of their latest Abarth-Zagato-bodied G.T. Carreras, which look like a slightly enlarged version of a Fiat-Abarth-Zagato, and the Camoradi team are planning to run three Type 61 Maserati 2.8-litre cars. On the same day in the north of Europe, at Antwerp, the local club are running a speed trial meeting over a timed flying kilometre on the Antwerp-Liege motor road, where last year the Bentley Drivers' Club thundered up and down doing maximum speed runs and this year Speedwell Conversions zipped up and down with their hot Sprites. Although classified as a Belgian National meeting this flying kilometre speed test is open to other nationalities by invitation, so if you want to prove that your Facel-Vega will do 150 m.p.h. or your tuned Mini-Minor will do 90 m.p.h. now is the time to do it, at a cost of about £2 entry fee. The organisers are the Antwerp Motor Union, Lange Lozanstraat 116, Antwerp. The following week, on May 15th, Formula Junior invades Naples on the Posillippo circuit, that twisty hilly circuit round the streets of Naples that is one of the best street-circuits in Europe, and accompanied by the oppressive heat of Naples and a wildly enthusiastic populace this is one of the most tiring fiestas of speed on the calendar. On the same day a more sober meeting takes place at Montlhery, which is a type of super Club meeting, with International races for G.T. cars, Formula Junior, sports cars and Formula 2, and if British Formula Junior cars win at Montlhery and Naples I shall be most convinced. On May 22nd the annual sports-car classic takes place at the Nurburgring for the A.D.A.C. 1,000 kilometres race, which will not see a works Aston Martin win for the fourth year in succession, only because there will not be any works Astons competing. However, there will be some privately-owned Aston Martins competing, against Ferrari and Porsche opposition, but somehow these big sports-car races seem to be on the way out, for already the Tourist Trophy at Goodwood has been cancelled as a sports-car race and replaced by a Gran Turismo race. Finally, in the month of May on the 29th comes the first of the pukka Grand Prix races, the Monaco G.P., where already factory entries are pouring in and with the entry decided by the fastest practice times, only a limited number being allowed to start, the Monaco meeting should be terrific.

On May 22nd there is a revival of racing on the little circuit at Aix-le-Bain, on the edge of the lake, a Formula Junior race being organised and this reintroduction of yet another town race, similar to Pau, Naples, Albi, etc., is most encouraging and with the recent F.2 race at Bruxelles the Continental season is improving rapidly and a return to real motor-racing circuits is fast on the way. Last year the Formula 1 season saw only two races being held on true road circuits, those at Monte Carlo and Lisbon, the rest being on tracks or closed circuits such as Monza and Zandvoort, or artificial circuits such as Reims, yet at one time Grand Prix racing meant road racing, through the streets of a town or on the main trunk roads. In Formula 2 there was a different story, for that category had road races at Siracusa, Pau, Rouen, Clermont-Ferrand, while Formula Junior had events on numerous road circuits in Italy, France and Germany. This year the situation is very similar and already we have seen road races for F.2 cars at Siracusa, Pau and Bruxelles and others are in the offing such as Chimay and Solitude so that F.2 drivers can have a season of racing on really interesting circuits. However, a fly is creeping into the ointment and the Sport is being spoilt by vested interests. We all know that certain drivers, racing-car builders, organisers and the petrol barons of B.P., Shell and Esso are against the 1961 Formula 1 rules and recently these groups got together with the S.M.M.T. and agreed upon a ban on the 1961 Formula. Now on the Continent there are as many people in favour of the new Formula as there are against and, for example, the organisers at Siracusa and Pau have put on F.2 races and made much publicity of the fact that these races have represented the races of the future, a foretaste of 1961 Grand Prix races, and have pressed the idea of "let's get on with this new Formula as soon as possible," just as the B.R.D.C. jumped the gun on the present Formula 2 with their Silverstone race of 1956. There are interested parties

in France, Italy, Belgium and Germany who are in favour of the new Formula and their reaction to the S.M.M.T. ultimatum is to enquire "Who are the S.M.M.T.?" Equally, there are strong groups in these countries who are opposed to the new Formula and who are on the side of the British and the S.M.M.T. One of the strongest of these is Monsieur Roche, the power behind the Reims circuit and a strong member of the French Federation; as the Reims circuit has been heavily financed in the past by the B.P. fuel company it is not surprising that M. Roche is on the side of the British, and as he and B.P. also have a strong interest in the Clermont-Ferrand circuit it is not surprising that the F.2 races at both these circuits have been cancelled; and now it seems that the F.2 race at Rouen is to be cancelled. Almost at the same time it is rumoured that the German G.P. is to be for F.2 on the south circuit of the Nurburgring and another F.2 race is to be held on the Solitude circuit near Stuttgart, while there is talk of the Italian G.P. at Monza being for F.2. So now the battle is on and you can be sure that there are going to be some nasty *shenanagens* behind the scenes and a lot of arm twisting by the money bags before things are settled one way or the other and in the meantime the F.2 boys are being deprived of some good racing in case these races give the impression that 1½-litre racing is not so bad after all. The laugh of the whole thing to my mind is that the S.M.M.T., which stands for the Society of Motor Manufacturers and Traders, is apparently so interested in Grand Prix racing all of a sudden. Remember that it was the S.M.M.T. who would not allow racing cars at Earls Court, until public opinion and the motoring press caused such a fuss, and who will not allow racing cars to be tested on the Lindley high-speed track and who hampered Connaughts so badly over that testing question.

At one time there used to be a regulation, and as far as I know it still exists, that required racing cars to be fitted with a reverse gear and all racing-car designers automatically designed proper racing gearboxes with four or five forward speeds and a reverse gear. When Cooper began to build cars for Grand Prix racing and made a lash-up from a f.w.d. Citroen gearbox, converting the normal three-speed and reverse casing to four-speed, then reverse was omitted and later when they had gearboxes made to the same pattern but their own specification they contained four speeds forward and reverse gear. Then Lotus joined in with their sliding spline five-speed gearbox and they glossed over the matter of a reverse gear, and all the while the more serious designers such as Ferrari, Maserati, Mercedes, Lancia, Vanwall and Gordini were all religiously building gearboxes with reverse gears. The latest firm to gloss over this reverse gear question is Porsche, who use the space taken up by reverse to provide their Spyder gearboxes with six speeds on the F.2 car. At Siracusa the works Ferrari had a reverse gear in the gearbox and so did Trintignant's Cooper, for it was fitted with a Walker/Colotti gearbox which has five forward speeds and a reverse. At the recent Bruxelles race this Cooper Colotti gearbox was the only car to comply with the regulation regarding transmissions. Presumably the F.I.A. have turned a blind eye to this matter, but just imagine what would happen if someone had continued to run on alcohol fuel after the regulation about using 130 octane Avgas was introduced!

Before leaving Belgium, after the Bruxelles G.P., I went up to Antwerp to watch Speedwell conversions do some officially timed runs on the Antwerp-Liege motor road which the local club had closed to the public for the occasion. Although this was not a record-breaking session it was organised as such and the Belgian Federation supplied the timekeepers and the Omega beam-timing equipment for a measured kilometre, Speedwell's aim being to establish some undisputable facts and figures for their tuning effectiveness on an Austin Healey Sprite and an experimental car. In spite of a cold wind both cars put up creditable performances, which should cause a stir among the tune-up shops. Graham Hill drove the Sprite coupe VP7 which is raced by Venner-Pack, this having a standard Speedwell bonnet with smooth contours, sunken headlamps, and without the "silly grin" of the production Sprite, while a Speedwell top has been grafted onto the scuttle so that this little car really is a G.T. coupe and not an open two-seater with a hardtop bolted on. The mechanical side has received the full treatment and is fitted with all the "goodies" sold by Speedwell, including modified cylinder head, twin Amal carburettors, camshaft, pistons, valves and so on and the block enlarged to 978 c.c. As the car was borrowed for the occasion, from Venner-Pack, it really did represent a well-prepared customer's car and all the modifications are produced by Speedwell, including the removal of all the interior

trim and the drilling of holes everywhere if you feel so inclined. Being in Oulton Park trim it was fitted with a 4.5 to 1 rear axle ratio, so over the flying kilometre the engine was fairly screaming round; in fact, it was doing 7,500 r.p.m. down-wind and 7,400 r.p.m. up-wind, figures which I can verify for I rode in the passenger's seat while Graham Hill did the timed runs, and at these speeds the engine was beautifully smooth, which is quite an achievement for what is basically a standard push-rod unit. Holding 7,500 r.p.m. over the kilometre gave a timed speed of 179.820 k.p.h. (111.7 m.p.h.), the return run being fractionally slower and the two-way average working out at 178.482 k.p.h. (110.9 m.p.h.). For these runs the podgy little Dunlops were pumped up to 40 lbs./sq in. and with the strong wind blowing we used most of the road at some points and though the little car rode steadily enough, it darted from side to side as gusts of wind hit it, while Hill just pressed on with the accelerator flat on the boards, i'm afraid had I been driving I would have lifted off a little. Naturally, with a car stripped for racing such as this the noise level was very high, but there wasn't a feeling of uncontrollable pandemonium you get with some "hot rods." For these runs the car was running on standard B.P. Super Plus and Castrol "R" oil, so from these runs it would seem that anyone who cares to spend sufficient time and money can have a Sprite that will do 110 m.p.h. with an all-round performance about equal to a Porsche 1600 Super.

The second Speedwell car was purely a works experimental special and was the baby of George Hulbert and David Jones, the two slide-rule boffins of Speedwell. The basis of the car was a standard Sprite, the bulkhead, centre-section and tail being left in place and riveted to these were panels to form a wind-cheating shape, while the front of the car was a Speedwell aluminium bonnet with the headlamp recesses faired in and all four wheels were enclosed behind spats. The cockpit was decked over and a Perspex bubble fitted over the driver's head; the normal Sprite door was still operative on the driver's side, allowing entry to car, the bubble being fitted after the driver was in place, sitting on a sheet of foam rubber on the floor of the car. The exhaust pipe and cooling air is led from the engine compartment along a duct built through the passenger compartment, which leads into the Sprite tail, which is retained under the wind-cheating rear decking, and exits through openings in the sides of the tail. It was due to this duct in the passenger compartment that I was prevented from accompanying Hill and Hulbert on their runs with this car, even though it would have been a "blind" ride! The engine was a Sprite unit, enlarged to 978 c.c. and really worked on, using a blend of methanol and nitro-methane fed to the engine by two Amal carburettors working on a circulatory weir-system of feed to the jets. While the modifications to the engine were basically Speedwell production there were many experimental items which might pass into production later in the year. The suspension of this car was standard Sprite with the addition of an anti-roll bar and it ran very steadily through the flying kilometre at a two-way average of 212.765 k.p.h. (132.2 m.p.h.) and proved to be a very interesting experiment on just how fast you can go on 978 c.c., starting work with a basically standard Sprite and not having the resources of B.M.C. behind you.—D. S. J.



The experimental Sprite streamliner built by Speedwell Conversions. to see just how fast they could go.

GRAND PRIX DE PAU—continued from page 320

Hicks, while already Seidel and Collomb were being left behind and Niven was way at the back after a slow first lap, but was now gaining ground and going quick enough to have been up with the second group. Brabham was pulling away and Gendebien was trying hard to keep up with Trintignant, and Lewis had settled for a very comfortable fourth place. At 10 laps Brabham had 4 sec. lead over Trintignant, but once the Frenchman had shaken the Porsche from his slipstream he began to gain on Brabham, but there seemed little hope of anyone passing anyone else, even in the second bunch of cars, which had now subdivided, with Frere, Schlessler and Hicks being left behind. Bianchi came into the pits with his gear-lever broken and lost five laps while a repair was made by jamming the swivel with a screwdriver and taping it to the broken lever; before he had rejoined the race Gregory stopped out on the circuit in a cloud of steam with an overheated engine.

Brabham had already set up a new lap record in 1 min. 35.4 sec. but on lap 16 Trintignant improved this to 1 min. 35.3 sec. and had closed the gap to 3 sec., being well ahead of Gendebien and Lewis, who were following. The fact that Brabham was not hanging about, or that Trintignant was not relaxing, was indicated by the way they were lapping the tail-enders, and the whole field had now spread out into a procession, everyone driving fast but consistently and bearing in mind that the race was going on for 90 laps, a distance of 248 kilometres. The gap between the two leaders fluctuated slightly as they lapped slower cars and by lap 25 was 7 sec., but three laps later it was down again to 5 sec., and then Brabham had a slide on the bends up in the Park and this slight delay allowed Trintignant to come right up close behind him. On lap 30 the gap was only 1.5 sec., and Trintignant then pushed until he was only a few feet behind World Champion Brabham, and there he stayed, refusing to be shaken off. The race now became one of stalemate for Trintignant had no hope of passing and just had to keep up relentless pressure, hoping Brabham would make another mistake. But there wasn't much hope, for the Australian isn't like that, and the green and blue Coopers went on and on as if there was a tow-bar between them, the little Frenchman never relaxing his pressure for an instant, looking for any opportunity to get alongside, but it was impossible. Even though Brabham occasionally left openings when they lapped slower cars, the openings were never large enough or for long enough.

At lap 30 Lewis stopped at the pits, also with a broken gear-lever on his Cooper, so that his consistent run in fourth place came to an end, for although his mechanic borrowed the gear-lever off Seidel's car, which had retired with gearbox trouble, it was 10 laps later before Lewis could rejoin the race. By then he was right at the end of the field and contented himself with running in company with Marsh, who was holding sixth position. With Lewis out of fourth place, Flockhart now took over, but he was a long way behind Gendebien, though comfortably ahead of Campbell-Jones, who in turn was leading Marsh easily. On lap 36 Niven had to give up as one of his rear suspension castings had cracked, and on lap 43 Campbell-Jones lost his steady fifth place when his header tank split and he had to keep calling at the pits to take on water. Still the leaders were running nose to tail, even when they lapped the slower cars, and on lap 47 Flockhart was just lapping Hicks when Brabham and Trintignant lapped them both, but even the ensuing melee did not allow Brabham to shake off his shadow. Again it happened when they lapped Marsh and Lewis, and then on lap 64 they lapped the third place man, Gendebien, with the works Porsche. Trintignant was refusing to give up and was forcing Brabham to continue circulating at 1 min. 37 sec., for having won the Pau G.P. for the past two years the Mayor of Vergaze was doing his utmost to win it a third time, but his job looked hopeless for Brabham had that serious look of determination on his face and was not putting a foot wrong. Schlessler was in trouble with his gearbox again, now having only top gear, and although he had been keeping up with Frere and Hicks he now had to drop back, leaving the other two to circulate within sight of each other. As fast as Hicks began to speed up his Lotus, Frere's pit gave him a signal and the yellow Cooper speeded up, so the result was a deadlock and they settled to lap regularly a few seconds apart. Flockhart was running in a lonely fourth place, as was Marsh in fifth place, and the latter still had Lewis tailing him, though many laps in arrears.

Reliability was proving to be of a remarkably high order, in spite of fourteen corners to the lap, and continuous gear-changing and braking, so that for everyone the race became one of concentration and endurance. At 80 laps Trintignant was still making Brabham lap in 1 min. 37 sec. and with five laps to go he began to push furiously, pressing on Brabham's tail in the corners and trying to get alongside on the straight, in a last desperate effort to fluster the Australian, but it was useless, there was no way past and the leader was completely unfurried, though all the time wishing his shadow would go away, and the lap times reduced to 1 min. 36 sec. On the last lap Trintignant was getting all set to slipstream Brabham and pip him over the finishing line, or at least make it a photo-finish, when they caught up the works Porsche to lap it for the second time. This was one of those unpredictable things, and as they went round that last lap Brabham nipped by Gendebien and Trintignant was blocked, so the photo-finish was spoilt and the two Coopers finished the race with the Porsche trapped between them. A great relief for Brabham and frustration for Trintignant, who had kept up the pressure for 57 laps, only to be cheated of a "sprint" at the end by the luck of the game. Trintignant is extremely popular with the crowd and they felt they had been "cheated" from seeing him win his third Grand Prix of Pau in succession, and many of them thought that if Brabham had been a "true English Gentleman" he would have made a present of the race to the little Frenchman. They did not appreciate that Brabham is a hard-hearted "racer," and that of the two he had suffered most throughout the race, for to have someone pushing relentlessly for so long and so close is the hardest thing to stand up against, and calls for remarkable powers of concentration, to say nothing of the skill, for one tiny mistake would have seen victory lost.—D. S. J.

Results :

XX GRAND PRIX DE PAU—Formula 2—90 Laps—248.400 Kilometres

Dry	
1st : J. Brabham (Cooper-Climax)	2 hr. 24 min. 51.8 sec.—102.883 k.p.h.
2nd : M. Trintignant (Cooper-Climax)	2 hr. 24 min. 53.3 sec.
3rd : O. Gendebien (Porsche F.2) .. .. .	.. .. . 2 laps behind
4th : R. Flockhart (Cooper-Climax) .. .. .	.. .. . 2 laps behind
5th : A. E. Marsh (Cooper-Climax) .. .. .	.. .. . 3 laps behind
6th : P. Frere (Cooper-Climax) .. .. .	.. .. . 3 laps behind
7th : R. Hicks (Lotus-Climax) .. .. .	.. .. . 3 laps behind
8th : J. Campbell-Jones (Cooper-Climax) .. .. .	.. .. . 6 laps behind
9th : F. Collomb (Cooper-Climax) .. .. .	.. .. . 8 laps behind
10th : J. Schlessler (Cooper-Climax) .. .. .	.. .. . 8 laps behind
11th : L. Bianchi (Cooper-Climax) .. .. .	.. .. . 8 laps behind
12th : J. Lewis (Cooper-Climax) .. .. .	.. .. . 12 laps behind

Fastest lap : M. Trintignant (Cooper-Climax), on lap 16, in 1 min. 35.3 sec.—104.260 k.p.h. (new F.2 lap record).

15 starters — 12 finishers.
Retired : M. Gregory (Cooper-Maserati), lap 15, engine; W. Seidel (Cooper-Climax), lap 30, gearbox; M. Niven (Lotus-Climax), lap 36, rear suspension.

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FIXTURES—continued from page 318

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
May 22nd	Alvis O.C.	Crystal Palace	London	National Alvis Day (C.)	10.00 a.m.
"	SNETTERTON M.R.C.	SNETTERTON	THETFORD	RACE MEETING (N.)	2.00 p.m.
"	Camel Vale M.C.	Leivesley's Garage, Camelford	Camelford, Cornwall	Rally (C.)	3.30 p.m.
May 25th	St. Helens & Wigan M.C.	Newton Le Willows	Warrington	Rally (C.)	7.00 p.m.
May 28th	Marroni A.C.	Rivenhall Airfield	Witham	Six-figure Rally (R.)	6.30 p.m.
"	Goodwins M.C.	Swingate Inn	Dover	Rally (C.)	7.00 p.m.
"	Mid-Cheshire M.C.	Oulton Park	Northwich, Cheshire	Race Meeting (R.)	1.00 p.m.
"	Midlands M.E.C.	Welesbourne Mountford	Nr. Stratford-on-Avon	Sprint (C.)	10.00 a.m.
"	500 M.R.C. of Ireland	Kirkistown Airfield	Portaferry	Race Meeting (C.)	2.30 p.m.
"	Surrey Sporting M.C.	Reigate Garage	Reigate	Rally (C.)	9.00 p.m.
"	Lothian C.C.	Starting point not arranged	Edinburgh	Rally (R.)	Not arranged
May 28/29th	De Lacy M.C. of Pontefract	Ferrybridge	Pontefract	Rally (R.)	10.30 p.m.
"	Hagley & Dist. M.C.C.	Watson's Motor Works	Leominster	Rally (R.)	10.30 p.m.
May 29th	Sheffield & Hallamshire M.C.	Fletcher's Bakery	Sheffield	Driving Tests (C.)	10.30 a.m.
"	English Electric (Kingsgrove) M.C.	Durose Transport Café Car Park	Newcastle	Driving Tests (C.)	1.30 p.m.
"	B.R.S.C.C.	Brands Hatch	Nr. Fawkham, Kent	Race Meeting (C.)	1.30 p.m.
"	South Wales A.C.	Castel Farm, Llangynydd	Bridgend	Hill-Climb (R.)	2.30 p.m.
"	Walsall & Dist. C.C.	Fradley Aerodrome	Lichfield	Driving Tests (R.)	2.30 p.m.
"	Southsea M.C.	Castle Field	Southsea	Concours d'Elegance	2.30 p.m.
"	Forces' M.C. (Portsmouth)	H.M.S. Collingwood	Fareham	Driving Tests (C.)	11.15/30 a.m.
"	B.A.R.C. (S.E. Centre)	Firle Hill	Lewes	Sprint (C.)	1.45 p.m.
"	Border M.R.C.	Charterhall	Greenlaw, Berwick	Race Meeting (C.)	2.00 p.m.
"	Wilton Works M.C.	Wilton Castle Car Park	Middlesbrough	Driving Tests (C.)	2.30 p.m.
"	M.G. C.C. (S.E.)	Heston Aerodrome	Heston, Middlesex	Driving Tests (R.)	11.00 a.m.

BENTLEYS DO IT!

Last year a team of vintage Bentleys attempted to cover 100 miles in an hour but due to mechanical troubles they did not accomplish this feat. However, at Monthéry recently, G. G. McDonald in a 4½-litre model covered 110.85 miles in an hour from a standing start and 111.18 miles from a flying start, with a fastest lap at 114.92 m.p.h. In addition, G. M. Crozier's Speed Six model covered 100 miles from a flying start in 49 min. 44.4 sec., a speed of 120.62 m.p.h. He also achieved an average speed of 121.15 m.p.h. for the flying start 50 miles. G. H. G. Burton's 4½-litre model and D. McKenzie's 3-litre both suffered from mechanical troubles, Burton's car burning a piston and McKenzie's had lubrication bothers.

CIRCUIT OF CESENATICO—ITALY—FORMULA JUNIOR

On April 18th a small road race was held for Formula Junior cars in two heats and a final, and the Stanguellini stronghold was rudely shattered by the American driver Carroll Smith with a new Cooper-Austin in his first race with the car.

Results :

- 1st : C. Smith (Cooper-Austin) ... 53 min. 0.0 sec.—108.962 k.p.h.
 - 2nd : R. Pirocchi (Stanguellini) ... 53 min. 1.5 sec.
 - 3rd : Geki (Stanguellini) ... 53 min. 46.0 sec.
- Fastest lap : R. Slotemaker (Cooper-D.K.W.), in 1 min. 27.1 sec.—113.662 k.p.h.

HAVE YOU BEEN TO BEAULIEU?

The following are the fixtures at the Montagu Motor Museum to mid-June.

- May 1 ... The Austin Twelve/4 Register.
- " 8 ... The Torbay M.C.
- " 15 ... The Kodak C.C.
- " 22 ... The Yeovil & Dist. Ford Owners' Club.
- " 28 ... The V.S.C.C.
- " 28 ... The Forces' M.C. (Beds, Herts & Bucks Group).
- " 29 ... The Fiat C.C.
- " 29 ... The Orient Line M.C.
- June 4/5 ... The Historic Commercial Vehicle Club.
- " 12 ... The Forces' M.C.—H.M.S. Heron.
- " 12 ... The Fiat 500/600 Club.
- " 19 ... The Vincent H.R.D. Rally.

A reader who owns a 1949 Austin Sheerline is hoping to convert the car to a diesel engine. Perkins have recommended the P6 engine but cannot offer any assistance on installing the unit in a Sheerline. Letters will be forwarded from any readers offering advice.

* * *

A Club has been formed in the Chester area for the mutual appreciation of vintage, P.V.T. and classic motor vehicles. It is known as the Vintage Enthusiasts' Club and already has 40 members. Secretary is Mr. R. Lee, 40, Cliveden Road, Hough Green, Chester, who will be pleased to hear from anyone interested in the Club.

* * *

A reader is planning to purchase a Morgan Three-wheeler but having little experience of the make does not know which type to buy. He will be pleased to hear from anyone who has some knowledge of the different Morgan types. Letters will be forwarded.

MINIATURES NEWS

Bristol University recently repeated its 24-Hour Grand Prix d'Endurance, first held in 1959, to collect money for the Save the Children Fund. The cars were pedal-propelled Mobos and Triangs, with a few one-off entries such as a Frys Babyfayre, a Dawson Mobo and a few Specials. There were ten team entries this year. College Green circuit was used, which has a lap-distance of 1/8th of a mile, with the pits situated on Council House Curve, and Victoria corner joined Park Street Straight with the uphill Cathedral Straight, while there were two more difficult corners, Library and Mauritania.

Ian Carmichael flagged competitors off to a Le Mans start and twenty-four hours later Horace Gould waved the chequered flag. Six "drivers" were permitted to each car or, in the case of all-girl teams, an unlimited number. The race was won by the Technicals (Mobo), who took the lead after 16 hours, lost it in the 19th hour but regained the lead, covering 496 laps or 93 miles! Second place went to the Scuderia Valkerie (Mobo), an all-girl team led by Sue Dean, which covered 486 laps (91.13 miles) and set a new lap-record of 6.2 m.p.h. Third place went to the College of Technology (Mobo), with 480 laps covered. Next year we would like to report this great race more fully!

A reader has kindly sent the Editor a delightful Porsche Spyder miniature which, although a mere 1½-in. long, displays a great deal of detail and includes a driver. This is a German model—look out for them if you are in Germany this summer.—W.B.

PUBLIC MEETING

A public meeting of the National Vehicle Trust will be held at the R.A.C., Pall Mall, at 7 p.m., on May 10th. Due to Club rules ladies cannot be admitted. Revised Articles of the Trust can be obtained from 88, Rochester Row, S.W.1.

SILVERSTONE—MAY 14th

Entries are coming in fast for the International Trophy Meeting at Silverstone on May 14th. This annual feast of racing includes the 150-mile Formula 1 race for the Daily Express Trophy, a 75-mile Formula Junior race, two sports car races and the "touring" car race all to be run over 25 laps.

Star-studded fields are expected for all these races, the first of which commences at 10.15 a.m. Grandstand seats are selling fast and you are advised to book early to avoid disappointment. Postal bookings can be made to Trophy Office, B.R.D.C., Silverstone, nr. Towcester, Northants, or to personal callers only at the R.A.C. Travel Service, 66, Haymarket, London, S.W.1.

ALVIS DAY IN MAY

The Fifth National Alvis Day takes place at Crystal Palace on May 22nd from 10 a.m. Alvis owners and those interested in Alvis cars are invited to attend what has become the largest one-make gathering now held in this country.

Details from the Secretary of the meeting: Mr. T. F. Reynolds, 2, Cambridge Square, W.2.

Ferodo First

GOODWOOD EASTER MEETING

Goodwood International '100'

1st **LOTUS-CLIMAX**

I. Ireland

2nd **COOPER-CLIMAX**

Stirling Moss

3rd **COOPER-CLIMAX**

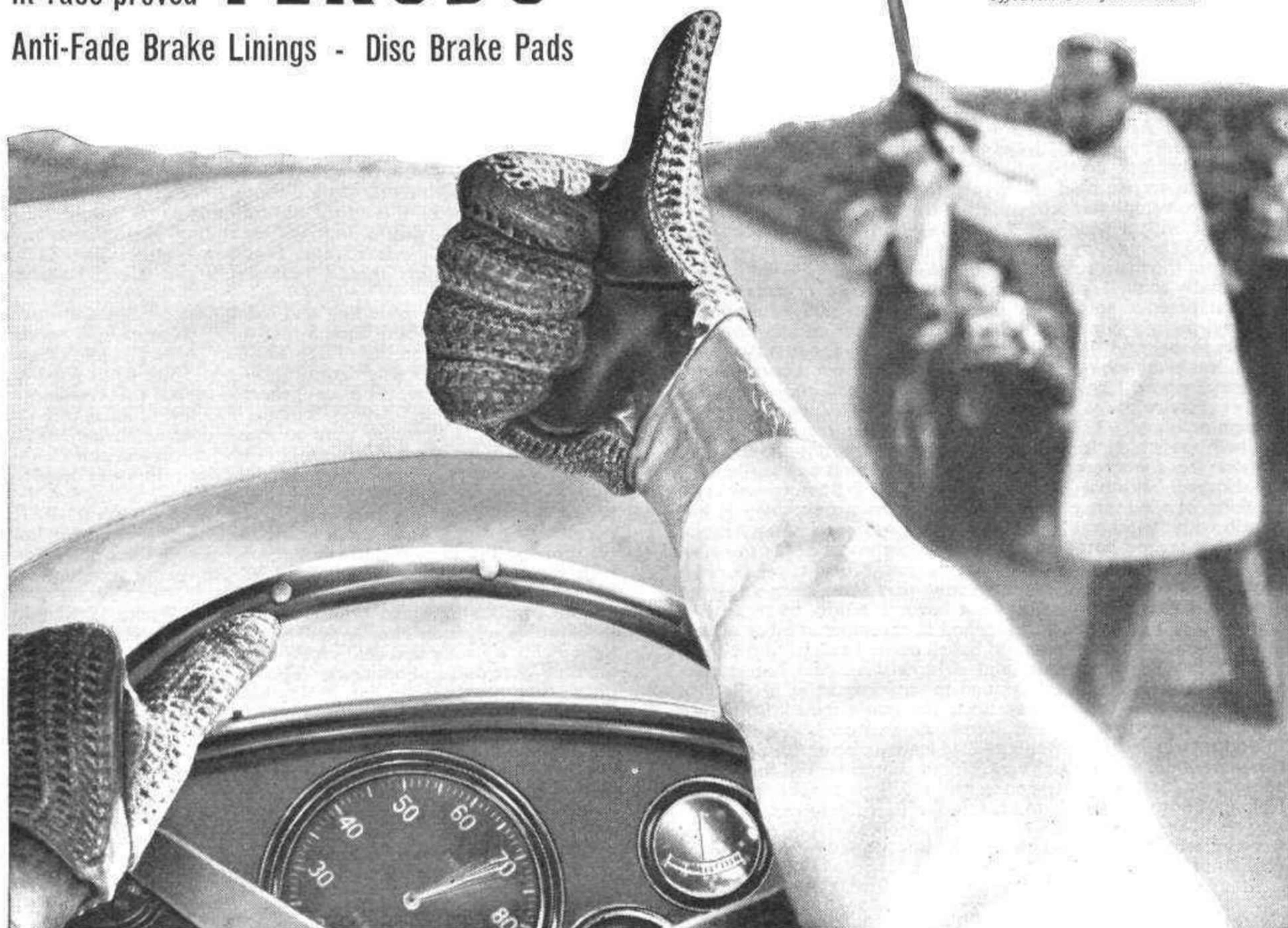
C. Bristow

and 1st in every other race!

fit race-proved **FERODO**

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*Results subject to
official confirmation*



THE BRUXELLES GRAND PRIX

Cooper and Porsche Share the Honours

BRUXELLES, May 10th.

THE Royal Automobile Club of Belgium, together with the daily sporting paper *Les Sports*, brought a new lease of life to motor racing in Europe when they organised the Bruxelles G.P. on a true road circuit on the edge of the Capital city, in the suburb of Heysel. With so many organisers tending to veer away from true road racing and converting their circuits into closed tracks, this new Bruxelles race was a splendid revival meeting. The 4.522-kilometre circuit was situated just on the edge of the vast exhibition grounds to the north of the town and overlooked by the Atomium, which reared out of the trees and buildings like some horrible monster from space waiting to pounce on the racing fraternity, and used the approach roads and main roads of a gigantic intersection of two motor roads. Running north and south is a very wide boulevard, down the centre of which runs the Antwerp motor road, with open spaces on each side flanked by tram tracks and service roads, and it was on the westward service road that the pits and starting area were situated. To the north of this area another motor road runs west to east and passes under the Antwerp motor road, the two being joined by a clover-leaf system of one-way roads, and it was this motor road which formed part of the circuit, the Antwerp one being unaffected and remaining open to normal traffic. From the start the circuit runs slightly uphill to a climbing left-hand turn, disappearing between rows of houses and kerbstones; after a fast right-hand bend it continues to climb round a sharp left-hander and up to a right-hand hairpin which is followed by a plunge down and up again on a left-hand sweep which finishes at a very tight right-hand hairpin, bringing the circuit onto the west-to-east motor road. This road then goes steeply downhill on a very fast right-hand curve, under the Antwerp motor road, up the other side, to yet another right-hand hairpin, then on uphill round a fast left-hand bend, to arrive on the eastside service road parallel with the start and the Antwerp motor road. From this point a fast downhill straight runs parallel with the motor road for over 1½ kilometres to the double bridges where the service roads pass under the motor road. At the end of this fast straight the circuit takes an ess-bend round an island, drops steeply, and then turns sharp right under the bridges, up the other side and sharp right again to join the western service road and return to the start and finish. The pit area was completely separate from this road on a sort of by-pass or lay-by, with a wide area containing tram tracks between the circuit and the pits, so that any car pulling into the pits was well away from the main straight, which was an excellent arrangement.

Naturally enough, with this circuit being used for the first time, the first practice session on Friday afternoon saw everyone on an equal footing as regards learning the way round and adapting the cars to the conditions. Notable absentees on this first afternoon were Brabham, who was held up by fog in the Channel, and Gregory, whose Camoradi-entered Porsche was once more not ready to race, while of de Tomaso and his OSCA-Cooper there was no sign or sound. Lotus had two cars running, the original rear-engined one which Ireland and Clark were sharing and a brand new one that Stacey was driving, while Gendebien was breaking-in the Equipe National Belge's new Cooper. Bristow was also breaking-in a rebuilt engine on his Yeoman Credit Cooper, but Schell, with the other Yeoman Credit car, was pressing-on happily and made second-best time to Moss with the dark blue Porsche, and Bonnier was finding out about the brand new silver Porsche of the factory team. It was interesting that Moss started lapping at 2 min. 21 sec. and in 10 laps got down to 2 min. 06 sec., while Ireland began at 2 min. 26.2 sec. and in the same number of laps got down to 2 min. 08.7 sec., and Schell needed 13 laps to get down to 2 min. 06.8 sec. Bonnier and Bristow were next fastest after Schell, followed by Bianchi, much to the chagrin of his Belgian team-mates, and Ireland was next, the rear-engined Lotus not being as impressive on this circuit as expected. Apart from indicating which drivers were quick to learn a circuit this first practice session did not see any very serious motoring, but the second session, on Saturday afternoon, was a different story for, apart from grid positions being decided, it also took the form of eliminating trials, for only 18 cars were being accepted out of the 21 that were present, practice lap times deciding who the unlucky ones were to be.

On the Saturday Brabham had arrived and was one of the first away, being remarkably quick at learning the way round, while another brand-new rear-engined Lotus arrived which was quickly earmarked for Ireland, the tired old prototype being put aside for new-boy Jimmy Clark to have eventually. In the Belgian Equipe there was a certain amount of prima-donna action going on after Bianchi's 2 min. 08 sec. the previous day with their old Cooper, compared with Gendebien's 2 min. 13.0 sec. with the new car and Frere's 2 min. 09.2 sec. with the car he drove to victory in South Africa. The result was that Gendebien decided that the new car was too new to go fast and he took Bianchi's old one, and though he got down to 2 min. 07.8 sec., a mere two-tenths faster than the head mechanic, Bianchi recorded 2 min. 08 sec. with the new car, an identical time to his best of the day before! So Gendebien finished practice not knowing whether he was on his head or his heels. Another driver who finished practice on his heels, but might well have been on his head, was young Bristow, for though he recorded third best time overall with 2 min. 04.3 sec., it was only as a result of some very untidy driving, using full-opposite lock, bumping kerbs and cutting-up the grass verges, whereas Brabham was fourth fastest with 2 min. 05.2 sec. in a brilliant exhibition of complete control over his Cooper, and proving that the present F.2 car has sufficient horsepower to indulge in controlled power-slides, in spite of what Schell and some other drivers tell the daily paper motoring correspondents. The two Porsches of Moss and Bonnier were easily fastest of all in practice, and after recording 2 min. 03.8 sec. Moss decided he had done enough and packed up, but just before practice ended Bonnier went out again and did 2 min. 03.6 sec., which caught Moss on the wrong foot. One need hardly mention that fastest of the owner-driver Coopers was Trintignant, with sixth place overall, the little Frenchman thoroughly enjoying this return to road racing; but the most outstanding driver in the second practice session was Scotland's Jim Clark. After being kept back while Ireland and Stacey were ministered to, Chapman finally let his new-boy out in the prototype car and after a few exploratory laps he recorded 2 min. 06 sec., fifth fastest overall and easily the fastest Lotus. Needless to say, the car was immediately taken away from him and he was given Ireland's new car, which, like Gendebien's Cooper, "was too new to go fast yet"! Watching Clark through some of the corners was a real pleasure for he flicked the car into a slide on approaching and took the bend with all four wheels sliding, sitting back and looking comfortable, relaxed and confident; rather like Tony Brooks, an artist more than a beef and brawn driver such as Bristow.

In spite of having made first and second fastest times the two Porsche drivers were both agreed that their "souped-up" sports cars were not as fast on the straights as the Coopers, while everyone knew that the Porsche drum brakes could not be as good as the Cooper disc brakes, yet it was generally agreed that the circuit was not essentially a "drivers' circuit," so the problem was to discover how the Porsches were so much quicker on lap times. Nobody seemed interested in a study of torque-curves, gear ratios, weight, and cornering power, or for that matter a close and detailed study of time and distance.

Not surprisingly, Goethals was too slow with his sports RSK Porsche to qualify, and Marsh and Ballisat dead-headed for last place of the F.2 cars, being half a second slower than Seidel, so both were eliminated, the remaining 18 cars being accepted for the starting grid.

Both practice days had been cold and windy, with slight rain as Saturday's session closed, and Sunday saw no improvement, there being a strong and cold cross-wind blowing on the pits and the skies were dull and ominous. The race was arranged to be run in two heats of 35 laps each, or 159 kilometres, the grid for the first start being on practice times and that for the second being on the finishing order in Heat 1. The final classification to be decided by the addition of points gained in each heat, points equalling the finishing position, so that two wins would net one point each, giving a total of two, and lowest total was the winner. In the case of a tie on points race times were to be taken into account. Before the racing began a parade of advertising vehicles went round the circuit, followed by three red, three yellow and three black VWs, running in square formation to form the Belgian

flag, and these were followed by 18 drophead Porsches, each one containing one of the competing drivers. On returning to the pits the drivers were then allowed to make one lap of the circuit in their racing cars as a reconnaissance before lining up on the starting grid as follows :

12 Bonnier (Porsche) 2 min. 03.6 sec.	10 Moss (Porsche) 2 min. 03.8 sec.	18 Bristow (Cooper) 2 min. 04.3 sec.
2 Brabham (Cooper) 2 min. 05.2 sec.	8 Clark (Lotus) 2 min. 06.0 sec.	
22 Trintignant (Cooper) 2 min. 06.5 sec.	20 Schell (Cooper) 2 min. 06.8 sec.	6 Stacey (Lotus) 2 min. 07.2 sec.
24 Gendebien (Cooper) 2 min. 07.8 sec.	28 Bianchi (Cooper) 2 min. 08.0 sec.	
4 Ireland (Lotus) 2 min. 08.0 sec.	44 Lewis (Cooper) 2 min. 08.7 sec.	26 Frere (Cooper) 2 min. 09.2 sec.
38 Flockhart (Cooper) 2 min. 09.2 sec.	36 Schlesser (Cooper) 2 min. 09.4 sec.	
40 Campbell-Jones (Cooper) 2 min. 09.5 sec.	46 Piper (Lotus) 2 min. 09.9 sec.	34 Seidel (Cooper) 2 min. 10.2 sec.

Almost as the flag went up Tony Marsh noticed that Piper was not on the grid, so being first reserve he dashed off and got his Cooper to join on the end of the grid, but while he was doing this Piper arrived. When Marsh got to the rear of the grid he found it full, but at that moment the flag dropped and away everyone went, so he joined in. Schell made a terrific jump-start from row three, while Gendebien was slow off the mark and Seidel stalled. As the pack of cars got to the first left-hand corner Gendebien struck one of Flockhart's rear wheels, which projected him into Lewis, and the Scotsman's Cooper rode right over the other one and finished up going backwards off the course with a bent suspension, while Gendebien spun to a standstill and Lewis found himself with a punctured rear tyre. The rest of the field were away by now, with the two Porsches, Bonnier leading, heading the two Yeoman Credit Coopers, and as the two German cars went down the back straight side by side it was very obvious that they were far faster than the Coopers. Trintignant was leading Brabham and the rest of the pack, while Clark was leading the Lotus team, and after 15 cars had gone by Gendebien appeared, having restarted after his spin, and Lewis limped into the pits to fit a new wheel and rejoin the race two laps in arrears. Marsh was racing in amongst the tail-enders and Seidel had expired, so there were 17 cars circulating now. For three laps Bonnier set the pace, with Moss waiting his opportunity to pass, and Bristow was trying harder than he knew to hold on to the two Porsches. Schell, on the other hand, wisely settled for fourth place and let the others go, driving sensibly within his limits, but he was being pressed by Trintignant, Brabham and Clark. As the leaders rounded the last corner on the third lap the inevitable happened and Bristow had a wild and uncontrollable spin, luckily avoiding contact with any hard objects, and by the time he restarted, the whole field, with the exception of Gendebien and Lewis, had gone by. On the same lap Schell was overcome by his challengers and the order was now Bonnier, Moss, Brabham, Trintignant, Clark, Schell, Stacey and Bianchi, with the rest spread out behind them. On lap four Moss took the lead and on the next lap Clark's Lotus sounded flat as he passed the pits and he was not seen again for a rod came out through the side of the brand-new Climax engine. The two Porsches were quite uncatchable and a large gap was appearing between Bonnier and Brabham, while Trintignant was pulling away from Schell; then came another gap before Stacey and Bianchi appeared having a close battle, hotly followed by Ireland, who was being harried splendidly by Campbell-Jones. At the end of the field Bristow was gaining ground rapidly, only to spin yet again, this time on the corner after the start, and right at the back Gendebien and Lewis were having lonely drives.

On lap eight, as Stacey and Bianchi arrived at the hairpin joining the motor road, the Belgian's gear-change gave trouble so that he missed a gear and, being unable to stop, he ran into the Lotus which was just turning the corner, and wrote off its off-side front suspension. Clark's Lotus had expired at this part of the circuit, so Stacey limped back to the pits to retire with Clark sitting on the

tail, and Bianchi continued at the end of the field. Moss was now comfortably in the lead and by 10 laps had a 3-sec. lead over Bonnier and 9 sec. over Brabham, and the race settled into a procession, slightly enlivened by a close race between Ireland and Campbell-Jones for sixth place and the regaining of ground by Bristow, who was now in ninth place just behind Frere.

A few spots of rain began to fall but had no effect on the race. Piper retired when oil from his gearbox leaked onto his inboard rear brakes and nearly asphyxiated him, Schlesser had gear-change trouble which eliminated him, and Bianchi retired for a similar reason. By 20 laps Moss had a 6-sec. lead over Bonnier and more than half a minute over Brabham, but he could not slow as Bonnier was showing no signs of letting up. Bristow was now close behind the Ireland/Campbell-Jones race, which he proceeded to break up by ramming Campbell-Jones in a rear wheel and spinning him round, luckily without damage. He then passed Ireland without causing any more trouble and was in sixth position behind Schell. The procession of the leaders continued with regularity, gradually lapping the tail-enders, and it was noticeable that when Schell lapped Lewis, who had been running a lonely race after his delay at the start, Lewis speeded up and kept station with Schell until the end of the race. On lap 26 Bristow was missing from sixth place and he came by later with his engine misfiring, a main jet having become choked, and rather than stop at this late stage in the race he continued at reduced speed and was passed by Frere. At the same time Ireland began to have gear-selection trouble and slowed considerably, leaving Campbell-Jones comfortably in fifth place. On lap 29 Bonnier had lost a lot of ground to Moss and he came past the pits at greatly reduced speed with the engine sounding horribly flat and with a very worried look on his face. On the next lap Brabham and Trintignant had both passed the ailing Porsche, which then expired altogether, and everyone moved up a place. Moss now had nearly a minute lead over Brabham and for the remainder of the 35 laps he dropped his lap speed from around 2 min. 04 sec. to 2 min. 10 sec. and came home winner of the first heat. Although Bristow finished eighth and Marsh ninth they were both disqualified and eliminated from the results, Bristow for receiving outside assistance after his first spin and Marsh for not being authorised to start at all.

Results : Heat 1 : BRUXELLES G.P.—Formula 2—35 Laps— 159.320 Kilometres—Dry

1st : S. Moss (Porsche F.2) ..	1 hr. 13 min. 25.6 sec.—130.186 k.p.h.
2nd : J. Brabham (Cooper-Climax) ..	1 hr. 14 min. 16.5 sec.
3rd : M. Trintignant (Cooper-Climax) ..	1 hr. 14 min. 22.9 sec.
4th : H. Schell (Cooper-Climax) ..	1 hr. 15 min. 21.9 sec.
5th : J. Campbell-Jones (Cooper-Climax) ..	1 lap behind
6th : P. Frere (Cooper-Climax) ..	1 lap behind
7th : I. Ireland (Lotus-Climax) ..	1 lap behind
8th : O. Gendebien (Cooper-Climax) ..	2 laps behind
9th : J. Lewis (Cooper-Climax) ..	3 laps behind

Fastest lap : S. Moss (Porsche F.2), 2 min. 04.0 sec.—132.154 k.p.h.

Retired : R. Flockhart (Cooper), lap one, crash; W. Seidel (Cooper), lap one, engine; J. Clark (Lotus), lap six, engine; A. Stacey (Lotus), lap six, damaged suspension; D. Piper (Lotus), lap 14, oil leak; L. Bianchi (Cooper), lap 17, gear-change; J. Schlesser (Cooper), lap 18, gear-change; J. Bonnier (Porsche F.2), lap 31, engine.

Before the start of Heat 2 there was a break while cars were serviced and made ready for the second race, which varied from filling up with fuel for some, to feverish work for others, such as Lotus, who lowered the axle ratio on Ireland's car and rebuilt Stacey's damaged suspension with parts from Clark's car. The Porsche factory made great play of refuelling Bonnier's car, saying he had had clutch trouble and would restart, but when the time came there was only the Moss car on the grid to represent Stuttgart. Bristow tried to get on the grid with the Yeoman Credit car, but money doesn't always count and the organisers stood by their decision to refuse him permission to start and the car was removed. Flockhart was allowed to start after the incident in the first heat, and altogether there were eleven survivors on the grid, as follows, the order being that of finishing in Heat 1 :—

10 Moss (Porsche)	2 Brabham (Cooper)	22 Trintignant (Cooper)
	20 Schell (Cooper)	40 Campbell-Jones (Cooper)
26 Frere (Cooper)	4 Ireland (Lotus)	24 Gendebien (Cooper)
	38 Flockhart (Cooper)	6 Stacey (Lotus)
		44 Lewis (Cooper)

As the start was given rain was pouring down, making the drivers extremely cautious and Moss was having trouble selecting first gear, and in the excitement he took off in third gear and got completely left behind, being last away. By the end of the opening lap he had passed four cars and was lying 10th, but meanwhile Brabham was away in the lead, followed by Trintignant and Gendebien, with Ireland in fourth place. With spray streaming from the wheels the leaders appeared at the end of lap two and Ireland "did a Bristow" and spun, having to wait while the whole field went by, with Moss now in fourth place. Although he had dealt easily with the also-rans Moss could make no impression on the leaders, for on the streaming wet roads the Porsche was proving a real handful and it was taking all the courage and skill of Moss to keep it pointing the right way and to stay ahead of Stacey. Gendebien seemed very at home in the wet and took second place from Trintignant and closed on Brabham, while Flockhart retired and Ireland was losing ground all the time and eventually retired. Stacey ran out of fuel due to a carburettor leak, so that there were only seven cars left running, in the order, Brabham, Gendebien, Trintignant, Moss, Schell, Frere, Campbell-Jones and Lewis.

By half-distance the rain had ceased and the high wind dried the track rapidly, and first Brabham drew away from Gendebien and then Moss began to pull back two or three seconds a lap on Brabham. By 20 laps he was down to 24 sec. and on lap 23 he was right behind Trintignant. On lap 25 the Porsche was in second place, dealing with Trintignant and Gendebien in one go, and at the same time the Frenchman passed the Belgian, and by now Moss was only 16 sec. behind Brabham, but there the gap stayed, for all Moss had to do now was to finish a close second and he would win the overall event on the addition of total times. Although the roads were drying they were not completely dry and lap times were down to 2 min. 20 sec., and with only two laps to go Moss was 14 sec. down on Brabham, but on lap 34, as the Porsche accelerated out of a hairpin in first gear, the gear-selector jumped out and Moss spun round. He had difficulty in getting the lever into first gear and had to restart in third, and all this messing about allowed Trintignant to go by into second place, and with only one lap to go Moss had no hope of catching the fleet Frenchman, who was driving another faultless race which many younger drivers would do well to emulate. With Moss finishing third the general classification was decided, Brabham was outright winner with two points in Heat 1 and one point in Heat 2, totalling three, and Moss had a total of four with one plus three.

**Results : Heat 2 : BRUXELLES G.P.—Formula 2—35 Laps—
159.320 Kilometres—Wet**

1st :	J. Brabham (Cooper-Climax) ..	1 hr. 23 min. 21.9 sec.—114.668 k.p.h.
2nd :	M. Trintignant (Cooper-Climax) ..	1 hr. 23 min. 43.7 sec.
3rd :	S. Moss (Porsche F.2) ..	1 hr. 23 min. 51.6 sec.
4th :	O. Gendebien (Cooper-Climax) ..	1 hr. 24 min. 12.1 sec.
5th :	H. Schell (Cooper-Climax) ..	1 hr. 25 min. 07.5 sec.
6th :	P. Frere (Cooper-Climax) ..	1 hr. 25 min. 16.6 sec.
7th :	J. Campbell-Jones (Cooper-Climax) ..	1 lap behind
8th :	J. Lewis (Cooper-Climax) ..	1 lap behind

Fastest lap : S. Moss (Porsche), 2 min. 17.1 sec.—119.526 k.p.h.

Retired : R. Flockhart (Cooper), lap seven; I. Ireland (Lotus), lap 11; A. Stacey (Lotus), lap 13.

GENERAL CLASSIFICATION

1st :	J. Brabham (Cooper-Climax) ..	2 points + 1 point = 3 points
2nd :	S. Moss (Porsche F.2) ..	1 point + 3 points = 4 points
3rd :	M. Trintignant (Cooper-Climax) ..	3 points + 2 points = 5 points
4th :	H. Schell (Cooper-Climax) ..	4 points + 5 points = 9 points
5th :	P. Frere (Cooper-Climax) ..	6 points + 6 points = 12 points and 1 lap
6th :	O. Gendebien (Cooper-Climax) ..	8 points + 4 points = 12 points and 2 laps
7th :	J. Campbell-Jones (Cooper-Climax) ..	5 points + 7 points = 12 points and 2 laps and 18.2 sec.
8th :	J. Lewis (Cooper-Climax) ..	9 points + 8 points = 17 points and 4 laps

Record lap : S. Moss (Porsche), Heat 1, in 2 min. 04.0 sec.—132.154 k.p.h.

* * *

BRUXELLES BURBLINGS

The circuit of Heysel is real road racing and most appropriate for this advancing age is part of a motor road system. The layout of having the pits on a separate road worked admirably.

One thing about International races on the Continent of Europe is that they are truly International. The Bruxelles G.P. had British, German, Swedish, French, Belgian, Australian and American drivers taking part.

Funny how certain drivers who complain about the 1961 Formula cars being dangerous, happily race in the present

Formula 2 cars which have almost identical performance.

What a stir new young drivers are causing this year. First Surtees at Oulton Park, now Clark at Bruxelles, though it is to be hoped that Chapman will have the decency to withdraw Clark from Formula Junior now that he has demonstrated his true ability.

Would it be rude to suggest that Yeoman Credit enter Bristow for stock-car racing in future and leave Formula 2 to tidy young drivers like Lewis and Campbell-Jones.

Brabham is a real menace to potential winners. He makes no fuss and causes no trouble but just gets on quietly with the job in hand and before you realise it is out in front.

The R.A.C.B. and Les Sports looked after the Press splendidly, while Cinzano and Dunlop provided them with pens, pencils and notepads—most thoughtful.

* * *

NOTES ON THE CARS AT BRUXELLES

The Lotus team were out in full force with three rear-engined Formula 2 cars, the original prototype and two brand new ones, the two new cars having fibreglass bodies whereas the prototype car had an aluminium body. All three had standard twin-cam Climax engines and Lotus five-speed gearboxes and one of the new cars had the new pressure die-cast Weber 45DCOE carburetters, this being used in the race by Clark, and the other two cars, driven by Ireland and Stacey, were fitted with 45DCO3 Weber carburetters. Apart from these details the cars were identical. There was one further Lotus, the front-engined car of Piper. The Porsche factory were still keeping an eye on the Walker car, though since being rebuilt after Siracusa it had been delivered to Dorking for a couple of days and the Walker mechanics had removed the Porsche gear-gate for the six-speed box and fitted one they had made for the Moss 250F Maserati some years ago, this having the gear lever spring-loaded away from the two left-hand slots, which were reverse and first on the Maserati and are first and second on the Porsche box, there being no reverse gear. As well as this car the factory team had a brand new car for Bonnier to drive, identical to the Walker car, which Moss was driving, except for the colour being silver and the engine having 46 DMP Weber carburetters in place of the 48 IDM used on the Moss car at Siracusa. The local driver Goethals had a sports RSK with central driving seat.

The rest of the entry of 21 cars that arrived for practice was made up entirely of Coopers all with Climax engines, headed by Brabham with his own much-modified car with a five-speed gearbox, while another car with a five-speed gearbox using the standard Cooper casing was that of Lewis, this car also being fitted with an electric fuel pump in place of the normal mechanical pump driven from a camshaft. Another worthwhile addition on this car, entered by H. and L. Motors, was a starter motor operated by plugging in two cables from a battery trolley into sockets in the side of the body; thereby saving much chaos and confusion on the starting grid. The Yeoman Credit team had their two Formula 2 Coopers, being driven by Schell and Bristow, the former having a Formula 1 chassis with double rear wishbones and an engine running on S.U. carburetters and the latter having an engine on Weber 50DCO3 carburetters giving more power, but fitted in an earlier chassis with single rear wishbones, thereby sharing out the good things in the team between the two drivers. The Equipe National Belge fielded three Coopers, their two original ones and a brand new one, all being quite standard apart from recognition colour stripes on the noses and they were driven by Gendebien, Frere and Bianchi, the last-named also being in charge of the tuning and preparation of the cars. The Alan Brown Cooper had been straightened out since its Siracusa accident and Flockhart was once more driving it and amongst the other private-owners with Coopers the German driver Seidel had his ex-Atkins car, Marsh was driving his early car, now fitted with disc brakes; Campbell-Jones arrived with his last year's car on a trailer behind a Mk. VIII Jaguar and Ballisat was driving Gibson's Cooper, which arrived on a trailer behind a Mk. VI Bentley, and the Frenchman Schlessler had his Cooper on a trailer behind a DS19 Citroen. To complete the Cooper list there was the ex-Walker car of Trintignant, as raced at Siracusa but now with the French tri-colour painted in stripes across the nose, its Colotti five-speed and reverse gearbox giving no trouble at all. For this race it was entered by the Scuderia Centro-Sud but as the Italian team did not arrive it was still being looked after by the Walker team.—D. S. J.

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WHERE HAVE WE BEEN? or TWO DAYS OF THRIFT

Some notes on the 1960 Mobil Economy Run, won by a Standard Ensign at 40.39 m.p.g. Austin Se7en achieves 57.15 m.p.g.

NOT CONDUCTIVE TO ECONOMY.—The Editor taking the hairpin bend on Porlock Hill in the Wolseley 1500 which he drove in the Press Section of this year's Mobil Economy Run. It was the inclusion of Porlock, Station Hill, and Bluehills Mine, coupled with the need to maintain a 30-m.p.h. average over a difficult 1,200-mile route, that obviated freak m.p.g. figures being associated with this popular contest.



In the past I have tended to ignore the Mobil Economy Run because, although the results are interesting, the event is a dull one to report. This year, however, I was invited to drive over part of the route, which is a very different matter. The first part of the title refers, then, to trying to remember just where we had been after having covered part of the complicated but scenically-enjoyable route of the 1960 Economy Run, while the second part of the title refers, not to my expenses account, but to our endeavours to conserve the consumption of Mobilgas while trying to maintain an average of 30 m.p.h. over this difficult terrain.

In case the reader is still confused, let me start at the beginning. The Economy Run is no new thing, the Cheltenham C.C. having virtually introduced it into this country some years ago, an idea followed up very effectively by the Hants & Berks M.C., which, since 1955, has organised the Mobil Economy Run. This has proved popular with competitors and the technically-minded, and last year Mobil held such events both here and in Australia, Nigeria, Malaya, throughout Europe, in New Zealand, and South Africa, etc. The British event is an International fixture which reflects the inventive genius and organising ability of Holland Birkett. It has changed in character as experience has been gained. For example, the early Economy Runs were scientific exercises to see just how economically cars could be run, on the basis of "no holds barred." This led to Mr. and Mrs. Motorist looking the other way, because they were not interested in "trade fiddles." So stiffer routes were introduced, which brought the resultant m.p.g. figures closer to those obtained by normal drivers. This year the event was toughened up again, so that, although this Economy Run must on no account be referred to as a Rally it had something of that look about it, especially if you were able to examine some of the competing cars after their drivers had endeavoured to maintain the required average speed over the narrow lanes of Yorkshire and Cornwall!

It should be explained that this event is now restricted to current British cars, which must remain virtually standard, and that each one carries an Observer nominated by the organising Club who notes whether the driver observes the Highway Code and that he does not allow his car to coast in neutral, etc. Cars with overdrive are required to cover a certain distance with these locked out.

It came about that this year, a few days before the event was due to start, that Alec Mosley, of the Mobil Oil Co., invited selected members of the Press to drive over the last two days of the route, so that they could see for themselves the conditions under which the contest is held. Not only that, but they offered to produce any car that the journalists cared to name! Deciding on a small car with a comparatively large engine and high axle ratio, and having been favourably impressed by the Riley 1.5 we road-tested recently, I said that I would like to drive a Wolseley 1500. Asked to provide a co-driver, I named Miss Jill Donisthorpe, knowing that her experience as a private aeroplane pilot and of driving vehicles across the Sahara desert should fit her for any type of contest. In due course we

collected a Wolseley 1500 which had been hired from J. Davy Ltd., and set off to check in at Weston-super-Mare on the Monday evening. On the journey down to Weston we decided that the Wolseley would be an adequate machine for the task ahead, although subsequently we discovered that the demisting equipment had been disconnected so that it was necessary to clean the screen continuously by hand, that water dripped onto the feet of the front-seat occupants and that in lieu of a Road Fund licence the car merely carried a piece of paper stating that a duplicate licence had been applied for—hardly a credit to the hire-car company concerned.

However, all this was soon forgotten as we observed how the cars were checked over before the start; sumps, gearboxes and back axles being drained and refilled with the correct grade of Mobiloil and Mobiloil GX90, respectively, and the level of the petrol tanks being checked scientifically before the cars were impounded to await our early start on the Tuesday morning. While we were having dinner, competitors began to arrive at Weston-super-Mare, having already covered the first day's run from Worthing up to Harrogate, via Leicester and York, and having returned on the Monday via Whitchurch and Bath. Already their cars bore marks which showed that to maintain an average speed of 30 m.p.h. over this year's route was proving difficult. John Webb had become so lost that he had retired his Austin A40 and there was clear evidence that Chatterre had contacted a bridge with his red Triumph Herald, the front of the car being considerably damaged, and the delay causing him penalisation.

Early on the Tuesday morning it was our turn to join in and see what all this economy motoring was about. The itinerary included climbing Porlock Hill, Station Hill, Lynton, and the dreaded Bluehills Mine (where the B.M.C. minicars required all three occupants in the front seats to obtain adequate wheel-grip. Later, on a downhill section, two of them spun at a corner!), and with this in mind I opened by feather-footing it through the lanes and along the main roads in an endeavour to conserve as much Mobilgas as possible. Gradually other competitors in the Press Section drew away from us, including Maurice Smith in a Standard Ensign and two ladies in a Triumph Herald, and we began to realise that perhaps it was not possible to drive so economically and still maintain the speed required. The Wolseley made light of Porlock and on Station Hill had to swing wide to avoid the Ford Zephyr driven by economy-expert Kendrick, which had stopped due to fuel starvation caused by a low petrol level in its tank, and was running backwards. In driving rain, which never stopped all day, we were able to make up time on the road to Truro by cruising at 40-50 m.p.h. At Truro I handed over to Jill Donisthorpe and immediately the route plunged into narrow undulated lanes, causing our schedule again to go sadly to pieces, particularly as we foolishly got lost on a number of occasions. This is no reflection on the road book, which was a remarkable piece of work. It is no easy matter to log accurately a run of over 374 miles in a day, mostly over West Country lanes and by-roads. This, however, the Hants & Berks M.C. had successfully accomplished.

In the early evening we came into Plymouth for another refuelling stop, and it was evident that the stone walls and narrow bridges were taking considerable toll, good business thus awaiting the panel beaters. Eldred's Wolseley 6/99 had a badly damaged front-end which had jammed the bonnet, but this was not his fault, a non-competitor having thoughtlessly reversed into his path. Kendrick's Ford Zephyr and Hill's Austin A99 exhibited minor damage, but all the starters with the exception of John Webb were still in. During the rest of that evening any idea of conserving petrol had to go by the board, for our speed was dropping sadly behind schedule and "Sheila Van Donisthorpe" was forced to press on regardless, especially after we had lost ourselves in Exeter at a blocked-up roundabout and in Axminster, where in the dark we looked in vain for Master's Garage up the fork roads, only to discover that we had not gone far enough and that it was situated at the side of A 373. Although hurrying through such lanes is a wearing experience, the back route by which Birkett took us across Dartmoor and eventually on to Exeter was delightful, and typical of the man! The organisation was severely tested when an articulated lorry indulged in the sort of accident that these vehicles manage so spectacularly, blocking a bridge near Widdicombe. A long diversion having to be route-marked as the first competitors arrived, but the Ford pilot car was alerted and carried out the task with typical efficiency. We had by now really dropped behind the others and Jill had to press on at considerable speed through fog to the Control at Weymouth. Every turn presented to us the depressing sight of Controls about to close, of policemen going off duty after a long spell of helping the marshalls, of R.A.C. signs being taken down on the assumption that the Run had passed through, and of the VW which carried the back-marker waiting impatiently for us to pass it. Eventually, however, we arrived in damp and miserable-looking Weymouth and went to bed immediately after dinner, with the prospect of getting up at 5.30 a.m. on the following morning for the last day of the Run. This proved to be an easy piece of motoring from Weymouth to Worthing via the Montagu Museum, but considerable anxiety was experienced when for some thirty miles before the next Refuelling Control the petrol gauge showed less than zero, although the tank had been virtually full when we left Plymouth the previous afternoon. It is things like this that caused the Editor's remaining dark hairs to turn grey but, in fact, we ran into the Control beyond Winchester with just a whiff of gas left in the Wolseley's inadequate petrol tank.

Thus the 1960 Economy Run ran its course. Time and again as we drove over the long West Country section of the route we found ourselves saying, "Where are we?" "Where have we been?" I would come upon names on signposts and of villages that recalled places I had been to in search of vintage cars, of hills associated with pre-war trials and of other places associated with motor competitions. It would be pleasant to drive over much of the route again under less exacting conditions in the summer days that lie ahead. It takes not only inventive genius but considerable courage to organise an event of this stature, and as one drove over the course, or contemplated certain aspects of the regulations, one sensed the presence of Holland Birkett. We offer him and those members of the Hants & Berks M.C. concerned warm congratulations on bringing this interesting International fixture to a successful conclusion. That the Mobil Economy Run will continue to be an annual event is certain. The last thing the Managing Director of the Mobil Oil Company said at the celebration dinner was "Here's to the next time."

Some more cars had suffered minor damage and we noticed that C. M. Walker's Herald was growing grass from the bottom of its doors; presumably he or his co-driver Ursell are keen window-box gardeners! While the boffins of the Herts & Berks M.C. grappled again with the scientific machines that they bring with them to ensure accurate assessment of fuel consumption and others amongst them worked out the results, we experienced again the willing and generous hospitality so charmingly meted out by members of the Mobil organisation. In due course the results were announced, and very interesting they proved to be. The outright winner was E. Jones, accompanied by his young son, who had averaged 40.39 m.p.g. in a Standard Ensign, an astonishing achievement considering the difficult nature of the route. T. T. Wolfendale's Austin Se7en, which had part of the air intake grille blanked off, won the 500-1,000 c.c. Class with the astonishing fuel consumption of 57.15 m.p.g., and this success was endorsed by the second and third places in this class going to two Morris Mini-Minors. These B.M.C. baby cars showed an appreciable advantage in economy over the Ford Anglias and the Triumph Herolds. B.M.C. cars scored again in the 1,000-1,600 c.c. Class, T. A. Tophill's Wolseley 1500 winning with 46.4 m.p.g., the runners-up being a Riley 1.5 and another Wolseley 1500. That the Riley was sandwiched between two Wolseley 1500s shows, as the organisers put it, "that two carburettors can live as cheaply as one." The outright winner was also the winner of the 1,600-2,500 c.c. Class,

in which the runners-up were another Standard Ensign (at 33.97 m.p.h.) and a Ford Consul. Economy-expert Kendrick did not have things all his own way this year but he managed to win the Over 2,500 c.c. Class with his Ford Zephyr at 32.47 m.p.g., second place going to Neate's Austin A99, which was extremely close with 32.27 m.p.g., an excellent achievement, because this driver had had many setbacks, including puncture and carburettor troubles. Third place in this class went to J. A. Robin's Ford Zephyr, who had also experienced more than his fair share of difficulties along the route, including an unfortunate skid perpetrated by his co-driver, which lost him valuable time—and lateness involved an m.p.g. penalty. Indeed, even being one minute late virtually destroyed a competitor's chances, which is unnecessarily severe.

The reception and presentation of awards and the celebration dinner took place in the extremely pleasant Assembly Rooms in the Town Hall at Worthing. Brigadier R. F. E. Stoney, C.B.E., Director-General of the Royal Society for the Prevention of Accidents, after a short "pep-talk" about safe driving, handed out the awards to the winners, who so well deserved them. Holland Birkett, in an amusing speech, told the competitors that he knew they had not believed him when he told them of the nature of the route at the pre-Run briefing. He now tore them off a strip, telling them that they drove on their Haldas, not making any real attempt to drive fast on main roads so that they could drive more slowly down the narrow lanes and in other difficult places. "Next year," he told them, "we shall fox you; average-speed calculating machines will be barred!"

Looking down the complete list of results it is really astonishing what good m.p.g. figures competitors achieved, many of which would be creditable even on a main-road run with every opportunity to conserve petrol. It is to the credit of the drivers and of the qualities of Mobil petrol that such fine results as the 57.15 m.p.g. of Wolfendale's Austin Se7en and the better-than-40 m.p.g. of Jones' winning Standard Ensign were achieved. None of the Mini-Minors dropped much below 55 m.p.g., one Ford Anglia achieved over 48 m.p.g., and a 3.4 Jaguar which achieved over 30 m.p.g., in spite of doing 102 m.p.h. on one occasion to make up time. Lowest consumption was that of Rippon's Mark IX Jaguar, at 18.74 m.p.g.

How did our Wolseley 1500 get on? It gave 36.28 m.p.g. or probably rather better, as by getting lost we covered more miles than were strictly necessary. When the dipstick was examined at Plymouth it was found that no more Mobiloil was required, and the Mobilgas Special showed no sign of "pinking" even when slogging in top gear. But the skill of the "genuine" competitors is shown by the 46.44 m.p.g. achieved by the Wolseley 1500 which won its class, and the 50.86 m.p.g. of these cars which won their class in three of the 1959 Economy Runs. The very highest praise is due both to the Hants & Berks M.C. for extremely efficient organisation and to the Mobil Oil Co. for the excellent setting and subsidiary organisation they provided for this interesting contest. It was a splendid climax to a well-run event that some three hours after the provisional results had been announced printed results were handed round to all guests at the celebration dinner; at the same time the Mobil Company was able to announce a 1/3d. reduction in the price of its petrol, although we gather this has been widely copied!—W.B.

Results :

- Class 1. 500-1,000 c.c. :**
- 1st : T. T. Wolfendale/R. Mollart (Austin Se7en), 57.15 actual m.p.g. 119.71% of class average.
 - 2nd : J. M. Redrings/P. R. Davenport (Morris Mini-Minor), 54.86 actual m.p.g. 114.91% of class average.
 - 3rd : D. F. H. Keen/L. V. Cruttenden (Morris Mini-Minor), 54.74 actual m.p.g. 114.66% of class average.
- Class 2. 1,000-1,600 c.c. :**
- 1st : P. A. Tothill/J. H. Harrison (Wolseley 1500), 46.44 actual m.p.g. 120.40% of class average.
 - 2nd : T. J. Roden/H. J. Cook (Riley 1.5), 44.36 actual m.p.g. 115.01% of class average.
 - 3rd : G. Keys/C. W. Jones (Wolseley 1500), 40.17 actual m.p.g. 104.15% of class average.
- Class 3. 1,600-2,500 c.c. :**
- 1st : E. Jones/E. L. Jones (Standard Ensign), 40.39 actual m.p.g. 124.93% of class average.
 - 2nd : Col. J. H. Bassett/M. Bassett (Standard Ensign), 33.97 actual m.p.g. 105.07% of class average.
 - 3rd : W. S. Worswick/C. A. Worswick (Ford Consul), 31.49 actual m.p.g. 97.40% of class average.
- Class 4. Over 2,500 c.c. :**
- 1st : H. G. W. Kendrick/M. S. Cooper (Ford Zephyr), 32.47 actual m.p.g. 114.29% of class average.
 - 2nd : R. Neate/B. J. Cumbers (Austin A99), 32.27 actual m.p.g. 113.59% of class average.
 - 3rd : G. A. Robins/A. Burningham (Ford Zephyr), 30.52 actual m.p.g. 107.43% of class average.
- Outright Winner :** E. Jones/E. L. Jones (Standard Ensign), 40.39 actual m.p.g. 124.93% of class average.

LOTUS AGAIN ON FORM, AT EASTER GOODWOOD MEETING

Innes Ireland Wins Race for G.P. Cars at over 100 m.p.h., Moss Second in Two Events

THE enormous crowd, estimated at between 55,000 and 60,000 people, which watched the racing at Goodwood on Easter Monday got excellent value for their ticket-money. Not only did 101 aeroplanes land there, some of which took part in a fly-past of Club and Executives' aircraft, while a Spitfire and a Hurricane indulged in a mock dog-fight and Sqn./Ldr. Peter Latham led his "Black Arrow" Hunters in an impeccable display, but the racing was first class, with lap records falling all over the place.

The day's racing opened with the 10-lap Chichester Cup F.J. race. From the start the rear-engined Lotus-Fords with Cosworth heads showed the superiority over the Coopers that was evident at Oulton Park. Clark and T. Taylor indulged in a duel for the lead, which Clark settled after the third lap, drawing away from his fellow Lotus driver and setting a new F.J. lap record of 92.31 m.p.h. Interest was lent by McKee's efforts to dispose of H. C. Taylor's Cooper and make this another Lotus grand-slam, an ambition he realised on the sixth lap. Venner-Pack had the misfortune to suffer a broken arm when his Team Speedwell Cooper-B.M.C. turned end over end and caught fire at St. Mary's; apparently the car shed a back wheel, which caused it to go out of control. Fagg's Deep Sanderson ended up deep in a Goodwood bank, steering failure being blamed, while Lawrence's Deep Sanderson retired with a broken throttle cable.

After this enjoyable race the F.2 cars fought it out over 15 laps and we saw the superiority of the rear-engined Lotus over the rest of the field, its stability helping Innes Ireland to keep Moss, who was finding Walker's Porsche a handful, just in his mirrors but no more. In fact, Ireland, the new "ace," won by 6.4 sec., which cannot have pleased Moss, who was driving for the first time as an American. As Innes equalled the outright lap record, setting a new one of 97.3 m.p.h. for F.2 cars, no-one could fail to applaud his skill, even if he did drive the more handleable car. The rest of the race was a procession, in the order Salvadori, Bristow, Halford, McKee, all in out-distanced Coopers.

Salvadori then mounted himself in a Cooper Monaco with 2½-litre Climax engine of the John Coombes Racing Organisation and, after a bad (Le Mans) start, came up through the field, taking the lead after five of the 21 laps to secure the Unlimited Sports-Car race very comfortably; another lap record was also chalked-up. Tom Dickson drove exceedingly well in the 2-litre Lotus, catching Blumer's 2-litre Cooper Monaco a lap from the finish only to have the car falter at Madgwick, so that the two Coopers crossed the line ahead of him. Jim Clark's Aston Martin DBR2 led for a time, was overtaken and finally retired.

So to the big race of the day, the International 100 for the Glover Trophy over 42 laps, for G.P. cars. Now Moss really met his match, for always Ireland in the new Team Lotus car was ahead of the 1959 Walker Cooper. Moreover, Innes looked calm, expressionless, whereas Stirling was hard at work, inner front wheel lifting, tail hanging out on the corners. Half-distance came, but still Moss hadn't passed. He began really to pile on the pressure but to no avail. He would close up on the Lotus' tail at Lavant but Ireland, driving with notable consistency, would pull away down the straight and hold his advantage to Fordwater, his low, compact car holding the road magnificently. At the finish the Lotus had 2.8 sec. in hand, having averaged 100.39 m.p.h., a race record. Moss had lapped fractionally quicker, establishing a new lap record of 102.13 m.p.h. A great race!

In third place Bristow drove the Yeoman Credit Cooper out on his own, Schell in the sister car having come up, only to retire with a broken throttle connection. McLaren, flinging his works Cooper about with his usual abandon, took fourth place, unable to catch Bristow, and after Salvadori had abandoned Atkins' Cooper beyond the pits with sudden transmission failure the "vintage" brigade took up the remaining places—Graham Hill, only other driver to lap at over 100 m.p.h., in a rear-engined B.R.M., running clean away from Bonnier in a 1959 B.R.M., while Brooks in the lightweight Vanwall was finding three-wheeled cornering a bore and dropped a lap behind the B.R.M.s when he stopped to have a plug lead replaced. There were a few oldish cars popping and banging round for a while but the only other driver who counted, Dan Gurney in a new rear-engined B.R.M., lost it at Lavant (did the steering fail or did Salvadori scare

him?) and ran into a far-distant bank, closing up the car's nose cowl. Stacey's first F.1 ride ended when his Team Lotus broke an oil pipe after six laps; Mike Taylor's 1959 works Lotus was never on form and also broke an oil pipe after eight laps.

Innes Ireland was loudly acclaimed as he came round in a Borgward coupé holding his trophy out of the window.

Determined to win something for the Stars and Stripes, Moss stayed well ahead in the 10-lap Fordwater Trophy Closed-Car Race, his extremely noisy Aston Martin DB4 never being challenged by the 3.8 Jaguar saloons of Salvadori and Sears. Lumsden's Lotus Elite beat Foster's Twin-Cam M.G., Adams' lightweight specially-tuned Speedwell Sprite coupé beat Sprinzel's Sprite and Blydenstein's Borgward vanquished a Volvo in the class results. Now for the trek home!—W. B.

Results :			
Chichester Cup (F.J.) :	J. Clark (Lotus-Ford)	...	90.47 m.p.h.
Lavant Cup (F.2) :	I. Ireland (Lotus-Climax)	...	96.41 ..
Sussex Trophy (Sports Cars) :	R. Salvadori (Cooper Monaco)	...	89.96 ..
Goodwood "International 100" (F.1) :	I. Ireland (Lotus-Climax)	...	100.39 ..
Fordwater Trophy (Closed Cars) :	S. Moss (Aston Martin DB4)	...	83.03 ..

GOODWOOD GATHERINGS

In the Paddock, Innes Ireland, wearing a splendid teddy-bear coat over his racing overalls, reminded us of pre-war Brooklands—the age of motor racing for gentlemen.

Another link with Brooklands is the new "Goodwood ton" award, a miniature 1-ton weight mounted on a plinth, which goes to those drivers who lap at over 100 m.p.h.—Ireland, Hill, Moss—at Brooklands, special 100-m.p.h. car badges were so awarded.

Ireland was indeed the stone which rolled over Stirling—and was able to remain free of Moss! Remember when he won the MOTOR SPORT Brooklands Memorial Trophy?

Going out for the big race Moss' Cooper shed its fire-extinguisher. Was this in acknowledgement of the light weight of the Lotus that was to show it the way home?

After Venner-Pack's accident Team Speedwell telephoned to Adams to come to Goodwood post haste, to drive the Sprite in the Closed-Car race. Which did he enjoy most, winning his class, or the drive to Goodwood?

Very neat—the Coburn Commer Diesel van with overhead scaffolding from which their Cooper can be suspended for unloading or servicing.

Saturday was more exciting than the Monday. In practice Salvadori went straight on at the chicane and stopped with the Cooper's engine revving madly—apparently there was no ignition switch, because he had to pull the plug leads off to stop it. Jimmy Clark bounced off the bank at Madgwick and altered the contours of the Aston Martin, and so on.

George L. Smith, of the Miami State Police Department, drove the blue and white Porsche of the Camoradi U.S.A. Racing Team in the Sussex Trophy race, the only notable thing about it was its Goodyear racing tyres.

Finally, warm congratulations to the B.A.R.C. on a first-rate meeting, proficiently organised. Next Goodwood fixture is a Members' Race Meeting on May 7th.

POLICE STATE ?

According to the *Sunday Express* a Barton-on-Humber car owner was summoned for obstruction. He proved in Court that on the day of the alleged offence the car was at a garage with gearbox trouble. It transpired that a garage hand had moved the car onto the road. The Law took the view that the car's owner was to blame. The magistrates gave him an absolute discharge. *But they made him pay the costs of the case!*

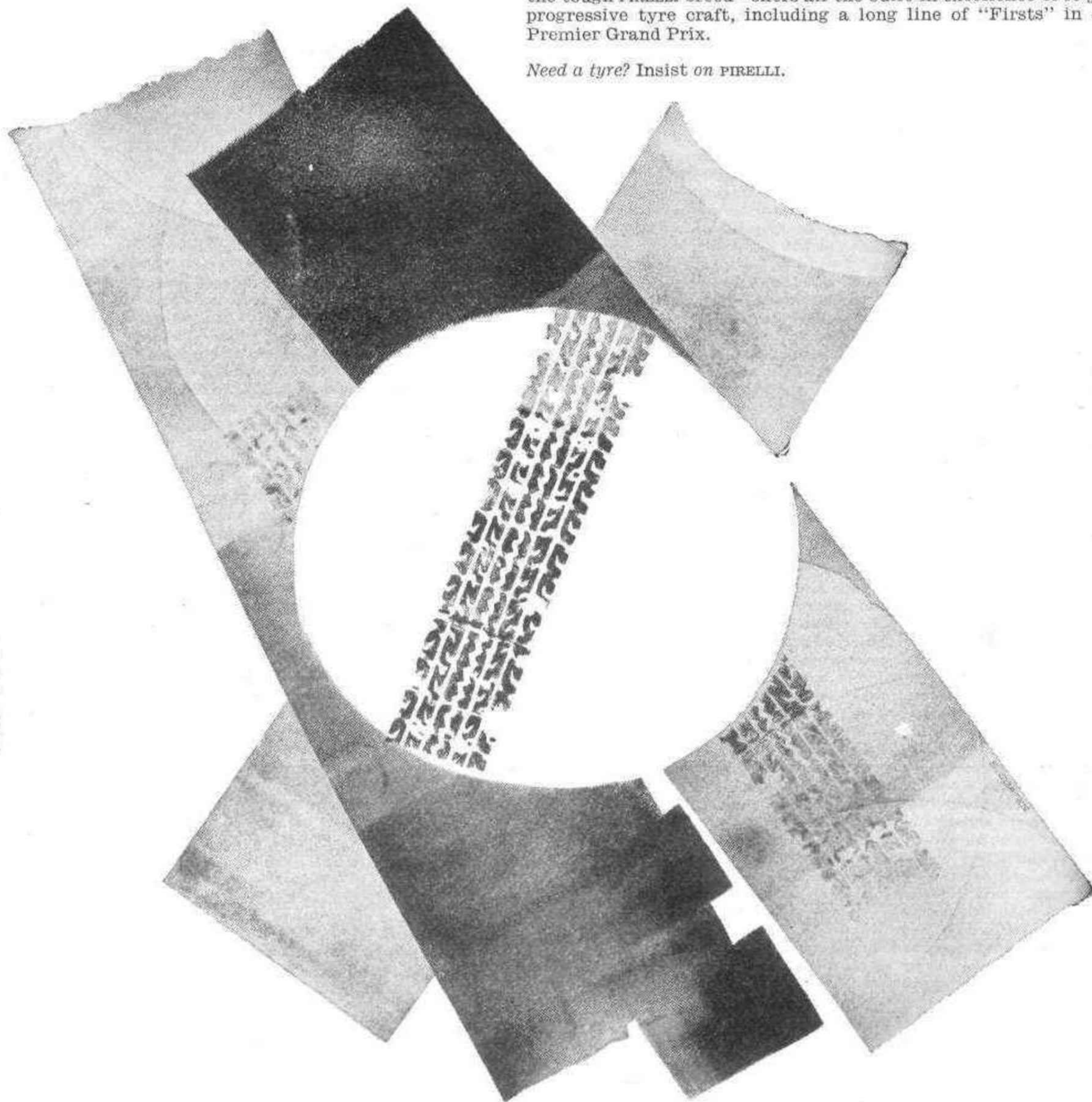
Modern road ahead

AWAY AHEAD! A tyre revolution! The PIRELLI BS3 with its money-saving, replaceable tread bands: the biggest advance in tyre technology in motoring history. Thoroughly tested abroad, the revolutionary BS3 will soon be available here in Britain.

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PIRELLI TYRES

FOR YOUR SUMMER READING-LIST . . .

"Automobile Year—No. 7," 232 pp., 12½ in. × 9½ in. (Edita S.A., Lausanne—English agents, G. T. Foulis & Co., Ltd., 1-5, Portpool Lane, Holborn, London, E.C.1. 50s.)

Described as the most beautiful, complete and exciting book in the automobile world, "Automobile Year," enlivens the advent of each new season. Now in its seventh year, this magnificently produced and illustrated annual is fully up to standard again this year.

It is not possible to refer to all the interesting articles it contains, but in addition to detailed previews of last year's motor-racing season, with the introduction by D. S. Jenkinson and the reports by "a specialist who writes in a fourth language; that used by some of the motor-racing enthusiasts of the United States."

There is a long article on the influence of exports on the conception and testing of mass-produced cars, Gordon Wilkins' masterly examination of last year's development of the World's automobiles, Lurani on Formula Junior, an article on International Rallies and reviews of the European Touring Championship and International Mountain Championship, and tabulated specifications of the World's production cars, down to Zapovozhye and Zil. Extremely interesting is a trilogy by Issigonis, Webster and Giacosa in which these leading small car designers explain the philosophy behind three such diverse vehicles as the B.M.C. mini-cars, the Triumph Herald and the Fiat 500 and 600. This is not "hand out" material but frank and interesting writing by these famous engineers—in our opinion Issigonis is the most convincing in his pleading for front-wheel-drive and rubber variable-rate suspension.

The parking problem is examined and there is a fascinating study of the Italian line in coachwork and an historical survey of the great Fiat organisation—although, in this respect, we do not believe the speed of 177 m.p.h. claimed for the 1912 190 × 250 mm. Tipo 576 giant racing car.

In short, "Automobile Year" is packed full of good things. Not the least attractive of the lavish and varied contents are the profuse illustrations, of which the full-page colour pictures of racing and racing drivers, of a Corvair air-cooled engine and of a Morris Mini-Minor on the platform at Paddington beside the "Cheltenham Flyer" are quite without parallel for excellence and inspiration.

"Automobile Year" represents extraordinarily good value at 50s. and should be on the book-shelves of all discerning students of the art of motoring. As a matter of curiosity we noted which motor car manufacturers use this International medium for publicising their products in advertisement layouts of quality equal to the contents of this beautiful publication—they are: Renault, Jaguar, Fiat (with a double-page colour spread), Lancia and Austin. The only midge that mars the picture is casual proof-reading in a few places in the English edition.—W. B.

"Australian Motor Sports Review—1958-1959." 104 pp., 12½ in. × 9½ in. (Wylie Publishing Co. Pty. Ltd., Melbourne, Australia.)

Published by the proprietors of one of Australia's oldest motoring magazines, this splendid review of motor sport "down under" is rather in the style of the Internationally famous "Automobile Review" reviewed above—large pages, plenty of pictures, some in colour. There are accounts of the 1958 and 1959 races, rallies and other competitions, an article on Australia's "driver of the year," Stan Jones, and a long and intriguing account of the development of that remarkable racing car, the Maybach Special, with Chevrolet Corvette engine now developing 274 b.h.p. at 6,000 r.p.m. Jack Brabham is dealt with as the "potential World Champion," for which no forecast could be more accurate! Trials, which are tough events in Australia, get ample coverage and the Austin Seven Formula is examined. There is an interesting tabular summary giving the history of many Australian contests—did you know that the Australian Grand Prix was first run in 1928, when it was won by a blown Austin Seven, at 56½ m.p.h.?

Although this book is mainly of interest to "diggers," conscientious students here will be wise to add it to their book-list.—W. B.

"The 'Autocar' Road-Tests, Spring 1960." 82 pp., 11½ in. × 8½ in. (Iliffe & Sons, Ltd., Dorset House, Stamford Street, S.E.1. 6s. 6d.)

These invaluable reprints of road-test reports from England's oldest motor journal need no introduction. This latest book covers 20 modern cars, including the 3-litre Alvis TD21, the Austin Healey

3000, the popular Sprite, the Ford Taunus estate car, Jaguar XK150S, Mercedes-Benz 220SE, M.G. 1600, the much-discussed Morris Mini-Minor, both Sunbeam Rapier III and Alpine, and the Turner-Climax.

Performance data are conveniently tabulated and we see that the fastest car covered in this spring selection is the Jaguar XK150S, which did 136 m.p.h. in o/d top gear. The most economical car was the Morris Mini-Minor, at up to 53 m.p.g., while most accelerative of the 20 cars tested was the Jaguar, which covered a s.s. ¼-mile in 16.2 sec.

In respect of the hours of pleasure and instruction that study of these reprints can give, this book is extremely modestly priced at 6s. 6d.—W. B.

The Science Museum has issued part two of a very comprehensive catalogue of the motor cars in its collection, by C. F. Caunter. This describes in detail all the exhibits, including models and accessories and will be of considerable interest to old-car enthusiasts. The price is 10s. 6d., from the Stationery Office.

"Egon Ronay recommends" is the title of a fascinating guide to worthwhile eating places in and around London, from the Albemarle Club to Wheeler's. This is an outspoken, well-written account which every motorist visiting London or its environs should have in the cubby-hole. It is published by Egon Ronay, Ltd., Queens House, Leicester Square, London, W.C.2, at 4s. 6d. Even if you habitually eat a badly-cooked joint and two veg., Egon Ronay will beguile you with thoughts of what could be.

Foldex Ltd. have recently introduced some excellent editions of their well-known maps covering Spain and Portugal, to a scale of 9½ miles to the inch. These are de-luxe maps with many special features, including notes on road construction, classifications and numbering, gradients, pass-heights, distances between towns, frontier closing times, car ferries, airports, petrol stations, etc. The price is 5s. per section, 25s. 6d. for the full set of six sections. Foldex Ltd. have also issued a Miniplan of Paris in five colours, legend in French, English and German, a street index, inclusive of a detailed list of attractions and amusements and much useful data. Of vest-pocket size, the Paris Miniplan costs 3s. 6d., or 4s. 6d. with additional guide information.

The B.P. Touring Service, which includes a plastic roller-type navigational aid (remember D.S.J. and S.M. in the 1955 Mille Miglia?), a 336-page International Guide in full colour, the B.P. Planning Map of Europe, free £1,000 accident life insurance, a 12-language conversion guide, metric converter, screen badge, guide to Italy and the Olympic games and Olympic caravan map, is available for 10s. from any B.P. Service Station. The service includes an *en route* kit with a large-scale map of the country in which the motorist is travelling and a plentiful supply of national brochures, etc. B.P. claim that 600,000 travellers in Europe have benefited since the B.P. scheme started in 1958. Last year the most popular touring centre out of 58,208 motorists using the service was Italy (14,680), followed by France (12,910) and Switzerland (9,180).

Castrol offer free their book "Achievements 1959" and a free lubrication chart for your car. A pre-paid postcard appeared in last month's issue on which to order these publications but if this was overlooked apply now, to C. C. Wakefield Ltd., Castrol House, Marylebone Road, London, N.W.1, mentioning MOTOR SPORT. "Achievements 1959" is lavishly illustrated and reminds us that the millions of motorists who insist on Castrol oil are in good company—such drivers as Sprinzel, Sears, Uren, Tommy Wisdom, Boshier-Jones, Jim Clark, Emy Rosqvist, the Lady Rally Champion, and many others too numerous to list, in cars, on motor cycles, on the water and in the air rely on Castrol, which was used for last year's successful record attacks by Fiat-Abarth, Austin Healey Sprite, the M.G. Ex 181 and Knight's Cooper-Climax, etc., while B.E.A. specify Castrol "98" for their Viscounts and Comets.

Autobooks, of 104, Islingword Road, Brighton, Sussex, have issued a comprehensive catalogue of motoring books, with details of contents, page size, price, etc., which will be of the greatest possible help to those wishing to order old and new titles.

Boots the Chemists have issued, through Foldex Ltd., an unique map of England giving, besides the usual information in commendable detail, particulars of the beaches round these shores—just the map for keen swimmers and those who prefer to parade their beauty in the sun!

AT THE SIGN OF THE CHEQUERED FLAG

ALTHOUGH we pride ourselves on the quality of our editorial contributions, we have no illusions as to the reasons why **MOTOR SPORT** is bought by a large number of readers. As soon as they obtain their copy each month they turn to the classified advertisements to browse through the details of the many and varied cars offered for sale. In this section there is usually a full-page advertisement for the Chequered Flag sports-car showrooms in Chiswick, an establishment which prides itself on being the only 100 per cent. sports-car showroom in the country. The name of this business and that of its owner have shot to the forefront so quickly that we decided to visit Graham Warner and discover the secret of his success.

The story really starts at the time when Warner left the R.A.F., with a gratuity of £200, after piloting Meteor jet fighters during his National Service. Being at a loose end he decided to become a car dealer and commenced business with his own £200 and another £200 borrowed from his brother. With this tiny capital a showroom was out of the question, so the business was carried on from his own house, an undertaking which soon attracted the attention of the local authority, who pointed out that it was illegal to carry on a business from a private house, etc., etc. And so Graham Warner was out of work.

He then joined a company specialising in sports cars and for three years he learned everything that should and should not be done in the motor trade. Following this episode, he joined another company to start a sports-car department, which became an immediate success, but he was taken ill with peritonitis which kept him in hospital for two months, after which he was again out of a job.

By now he had enough confidence in his own ability to sell cars, and with his £500 savings and a loan of £1,500 he launched out on his own in the Fulham Road. The business prospered and at the time of the Suez crisis he was on the point of moving into a new showroom but the owner backed out at the last moment, so Warner took over the premises in Chiswick which he now occupies. Despite Suez the sales of sports cars did not drop appreciably, and by the end of 1957 no less than 1,000 sports cars had departed from the Chiswick showrooms. This was not done by slick salesmanship—in fact the staff are not salesmen at all; to get a job with Graham Warner one has to be a motoring enthusiast first and foremost. This is, of course, important as many people come to the showroom just to look around, and if there is someone there who is willing to talk about last Sunday's Grand Prix without trying to push a TR3 down his throat he will probably come back when he does want a sports car. Warner reckons that a large proportion of his customers are "regulars"; they come in as a teenager for an M.G. TC, then progress through M.G.-A, TR and Austin Healey, then on up to Jaguars and so on.

All cars over a certain price are given a guarantee which is honoured down to the last nut and bolt, and if a car goes wrong it will be repaired even though there are suspicious circumstances. One customer came back with the bearings rattling and complained vociferously. The bearings were changed under the guarantee but it was discovered later on that the young owner had driven the car straight from the showroom to the Motorway and driven it flat out all the way to Birmingham.

Graham Warner had always been a motor-racing fanatic and his appetite had been whetted at one or two abortive attempts to go motor racing in his more impecunious days. So in 1958 he formed the Chequered Flag racing team, with himself and Percy Crabb as the two main drivers, although the idea was to give his sales staff a taste of motor racing. No less than six cars were used during that season, which overstrained the resources of the company both financially and technically. When the bill was totted up at the end of the year the team had lost £7,000 on the season's racing!

This obviously could not carry on, so for 1959 the team was cut down to the Lotus 7 with Climax engine, de Dion axle and disc brakes which had been used in 1958, and a new Cooper Monaco for Percy Crabb to drive, which was to be prepared for all World Championship sports-car events. Unfortunately, Crabb crashed it at Snetterton during its first meeting, completely writing it off, the only part worth using again being the engine. Such are the vicissitudes of motor racing—a £3,000 car ruined in seconds and a dream shattered. The car was eventually rebuilt at a cost of £1,500 and sold later for £2,000—a loss of £2,500, with nothing to show for it. Since that day all of the Chequered Flag competition cars have been insured at considerable cost.

The year 1959 was quite successful, mainly because of the purchase of a Lotus Elite, which gained a number of wins and places in Grand

Touring races. It was burned out in a fire at Chiswick but the glass-fibre body/chassis unit was virtually unharmed. Towards the end of the year, when Formula Junior was getting into full swing, Les Redmond, designer and constructor of the Moorland, offered the plans and prototype of the car to Warner, who immediately took up the offer. The design was modified throughout the winter and the car was renamed the Gemini, which is Graham Warner's birth month.

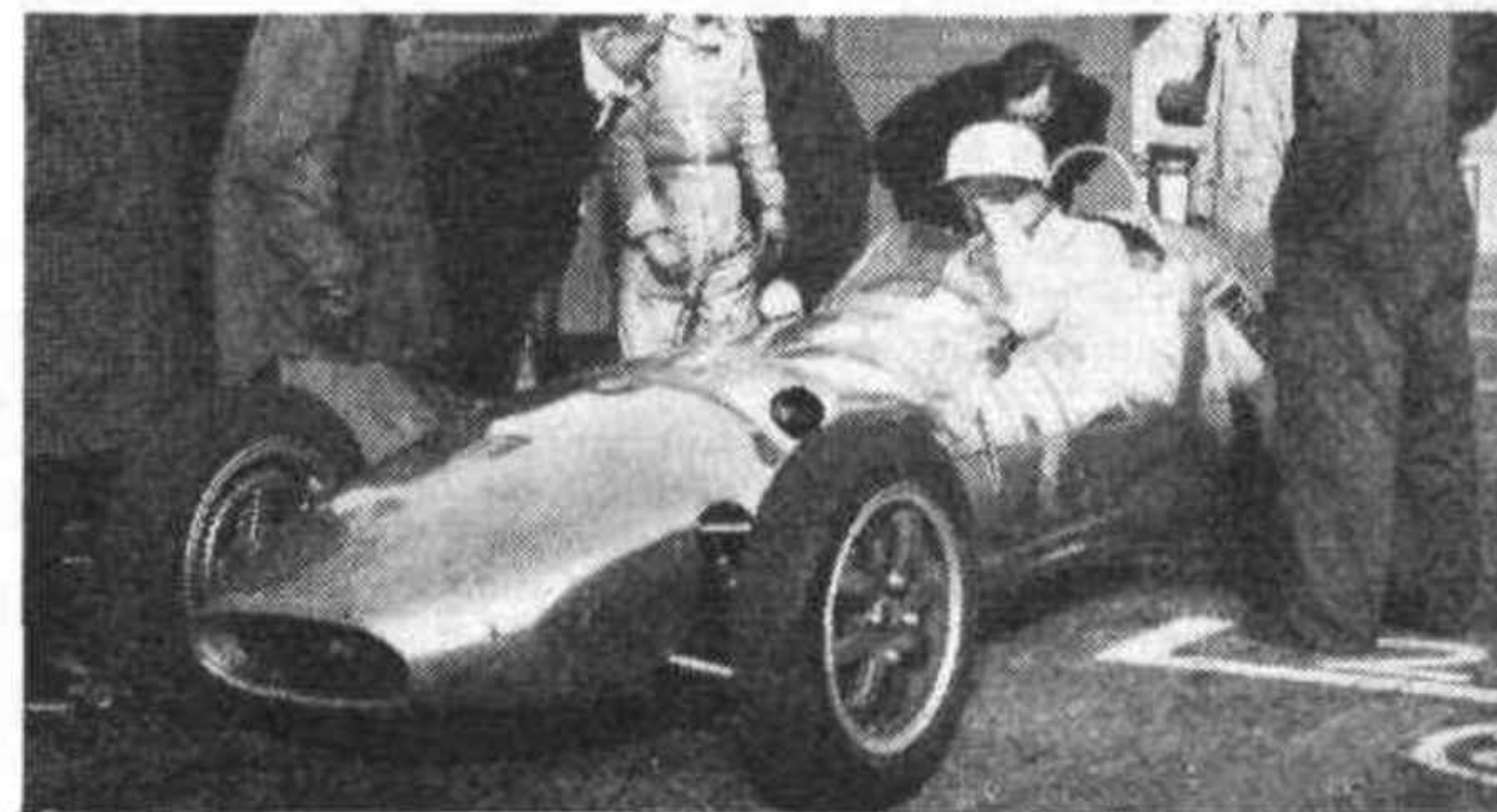
Eventually the car was advertised in **MOTOR SPORT** and in two months Warner received nearly 1,000 requests for details from all over the world. Shortly after despatching brochures and price details he received firm orders for fifty cars together with 50 per cent. deposits! Hardly any of the customers had even seen the car, let alone driven it, as most of them were in the United States. Quite staggered by this response, Warner had to rapidly expand his workshop facilities to cope with the demand. Owing to delays with outside contractors the cars are only just beginning to leave the works in any quantity, and it will be June before the original fifty are completed.

Graham Warner was kind enough to invite the writer along to Snetterton one Sunday when tests were being carried out on both a B.M.C. and a Ford-engined car. The B.M.C. engine was misfiring at anything over 6,500 r.p.m. but the Ford was going well. B.M.C. engines for Geminis will be tuned by Speedwell and Alexander, and the Ford engines by Duckworth. The Ford is producing slightly more power at present, 74 b.h.p. as against the 72 of the B.M.C. unit. As the Ford-engined car was to be raced at the Snetterton meeting the following week it was used as little as possible, and Warner was satisfied to be going round in 1 min. 52 sec.

No cure being immediately available for the misfiring B.M.C. unit it was put back together again and I was invited to step aboard. The seating position can be altered slightly but the Gemini cockpit will accommodate most drivers although Arthur Mallock, who was present for a trial run, had some difficulty in fitting into the Ford-engined car. The gear-lever is high up on the left-hand side of the cockpit and some difficulty was experienced in changing into and out of second and top gears as the elbow has to be lifted to avoid hitting the rear bulkhead. However, once a routine had been worked out the changes went through quite easily. There are absolutely no vices in the Gemini at all apart from the gear-change trouble. Steering is light and positive, accelerator, brake and clutch will give no trouble to anyone, and the road-holding such that very strenuous cornering indeed will have to be contemplated before the car will even slide, and when it does the quick steering soon kills the slide. The 10-in. brakes are almost too powerful, so much so that it is a waste of time braking and going down through the gears before a corner; most drivers will leave braking till the last moment, then change into the appropriate gear just before the bend.

After ten exciting laps of the bumpy Snetterton circuit the rotor arm broke in the Esses, leaving the car with no sparks. Fortunately the car is light (7 cwt.), so the uphill push was not exhausting. My brief acquaintance was long enough to show that the Gemini is a perfectly safe racing car and eminently suitable for the newcomer to motor racing. There is insufficient power to get into real trouble, and in any case the braking, steering and road-holding are of such a high order that any mistake can be quickly corrected.

With this latest Gemini venture the Chequered Flag Group of Companies now covers four ventures. The showroom at Chiswick sells sports cars only, as does the showroom in Nottingham, while a new building has been erected at Edgware which sells competition and Grand Touring cars. The workshops for building the Gemini Junior are also completely separate.



JIM RUSSELL tries the Gemini for size at Snetterton, watched by a crowd of mechanics. Designer Les Redmond is standing beside the car in white overalls.

RUMBLINGS

In an age when mass-production figures are soaring, it is pleasant to find one small family business that is still going strong after fifty active years. The Company we have in mind

A FAMILY COMPANY

is the Morgan Motor Company, Ltd., of Malvern Link, Worcestershire, and we were reminded of how long they have been making three-wheelers and now sports cars when we drove down to Malvern for their 50th Anniversary luncheon celebration last month.

Malvern, although it is about to receive kerbstones, is an unspoilt town nestling in the shadow of tall hills flanked by the greenest of green commons on which sheep and their lambs graze and time passes placidly. In this scene a giant automobile factory, such as has eaten into parts of rural Oxfordshire, would be out of place, and it is fitting that the Morgan concern remains quite small, assembling specialised cars, largely by hand, of proprietary components, the engines, for instance, coming from Ford and Standard.

In the Abbey Hotel, on April 7th, a large assembly of suppliers, agents, technical representatives and the Press sat down together for a celebration where, more than at any other we have attended, tribute was paid to two families for their achievements in the world of motoring—the late H. F. S. Morgan, who, sadly, just failed to see this 50th anniversary of the Company he formed in 1910, Peter, his son, who controls Morgan destiny today, and the Goodalls, father and son, both happily present, although George Goodall retired a short time ago after joining the firm in 1925.

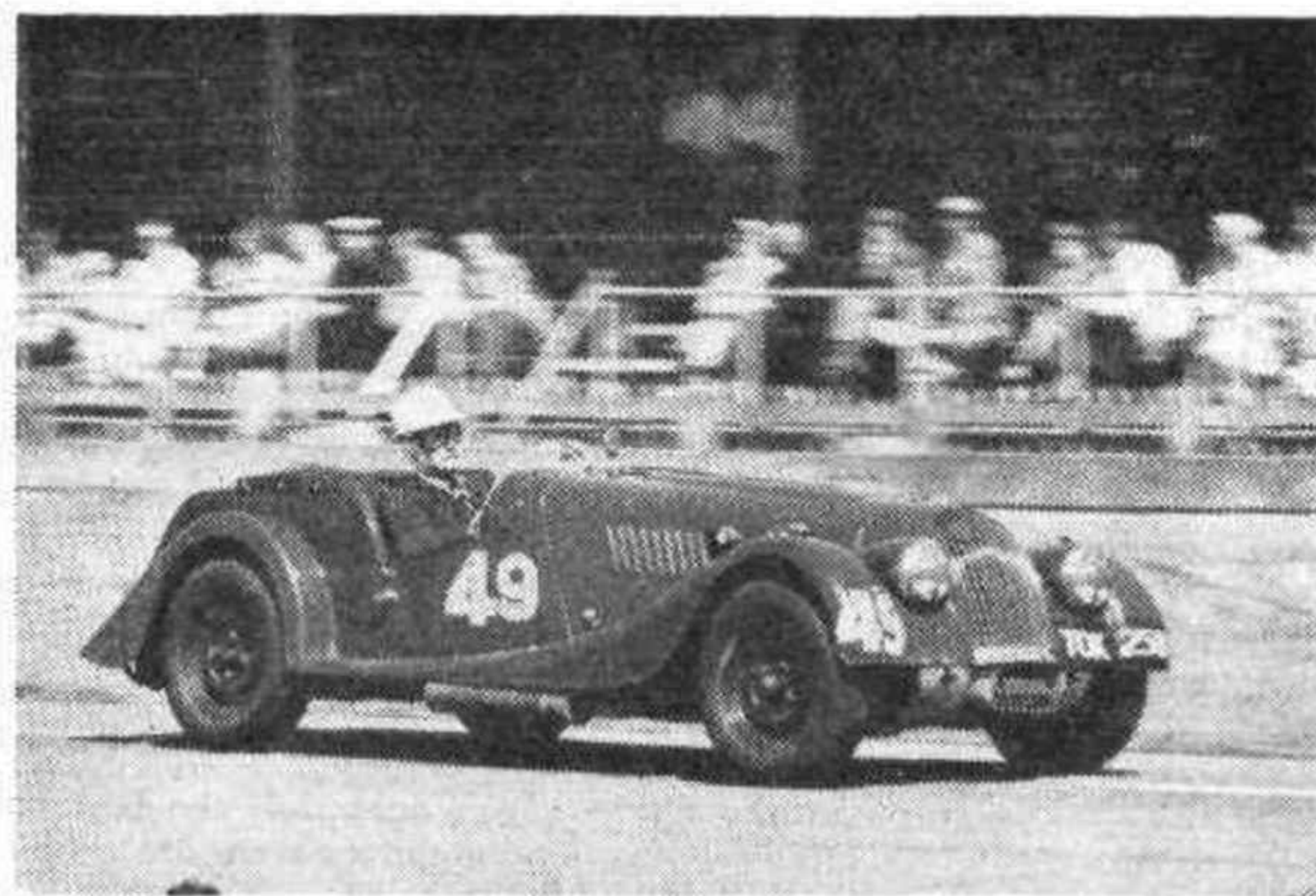
Indeed, in this firm that employs under 100 persons, two have served there for 48 out of the full 50 years (one of whom is G. H. Jones), and ten have been with Morgans for more than 35 years. Incidentally, George Goodall lives in a house called "Doverhay," after the well-known M.C.C. trials hill, and he claims to have organised the very last speed trial to be held on a public road in England, in Herefordshire early in 1925, after the accident at Kop instituted the R.A.C. ban on such events.

On this happy occasion A. B. Bourne, of Iliffe & Sons, proposed "The Company," to which Peter Morgan replied, both recalling numerous nostalgic Morgan memories. George Goodall, in an extremely amusing speech, followed this up by proposing "The Guests," to which H. Evan Price, of the Dunlop Rubber Company, replied. Peter Morgan recalled that in the days of long ago when his father made three-wheelers trade was seasonal, so that during the winter stocks piled up and cars were stored with the front wheels on the ground and the back wheels in the air, a comic sight. He thought more makes of engine had been used than by any other manufacturer, naming J.A.P., Blackburne, Coventry-Climax, Ford and Standard, to which could be added Anzani, M.A.G., Precision, etc. In a good year 1,500 Morgan three-wheelers were turned out, but often dealers awaiting delivery would buckle to and lend a hand in finishing those they had come to collect!

Arthur Bourne thought the Morgan owed its success to the firmness with which "H. F. S." resisted temptation to over-complicate the design. Certainly one recalls that originally the steps taken to "simplify and add lightness" were drastic—using the frame tubes as exhaust pipes, for instance, while a rival cyclecar manufacturer never fails to remind us that whereas his steering track-rods were furnished with yoke-ends, even if the pins therein were held by split pins, Morgan merely turned over the end of his track-rod and stuck the split pin through it! Mr. Bourne spoke of the J.M.B. three-wheeler which appeared, complete with ash-frame and single-cylinder s.v. engine to sell for about £65, a few years before the last war. Over-elaboration followed and killed it stone dead.

Dear old George Goodall made the company roar with laughter many times but all his stories cannot be put into print. One joyful remark was to the effect that he didn't know at whose hands the Company had suffered more—the technical or the non-technical Press!

In connection with their Jubilee, Morgan issued a fascinating book outlining some of the highlights of their career. This includes some excellent pictures, starting with the original 1910 tiller-steered model and a long-chassis four-seater with Mr. and Mrs. Morgan (who accompanied her husband on so many trials), Miss D. Morgan (one of Peter's several sisters) and G. Day all on board. There are also some splendid "shots" of Morgan three-wheelers in competition settings, covering the cyclecar hour record of 1912 (59 miles 1,120 yd.), H. Beart's record-breaking Morgan Blackburne of 1925, which accomplished 104.68 m.p.h. over the f.s. kilometre, being considerably faster than the four-wheeler G.N. of the same capacity but not, as the caption states, the fastest unsupercharged car in the



Having built their fortune around three-wheelers the Morgan Motor Co. continues to sell successful sports cars, of which the Plus Four has scored many successes at club races. Above, is Laurence seen competing at Goodwood last year.

world, for Campbell's Sunbeam, to name one, had exceeded 150 m.p.h., Gwenda Stewart's Morgan-J.A.P., which did 110.69 m.p.h. for five miles at Monthéry in 1931, and C. T. Jay and C. Curtis in the 730-c.c. Morgan-J.A.P. which won the Cyclecar Grand Prix at Brooklands in 1929. In connection with the last-named, Peter Morgan told a charming story. They wanted to caption the picture correctly and asked Jay whether it was taken before or after the race. "Before," said Jay. "How do you know, after all these years?" asked Peter. "Easy," replied Jay. "I overturned at the chicane in practice and Curtis was pinned underneath. When I asked him if he could get out, he said he couldn't and that when he could he b——well wasn't ever getting in again."

Besides three-wheelers the book abounds in pictures of the Morgan four-wheelers, from the prototype Ford Ten-engined car of 1935 to the present Plus Fours. The right note on which to end would seem to be to remark that every Guild Day at Goodwood the writer enjoys most his drive in a Morgan Plus Four, which is fast and very safe and a delight to handle—especially now that it has Girling disc brakes on the front wheels.

AN EXCELLENT YEAR BOOK

The Motor Reference Year Book for 1960, edited by Douglas Tubbs, contains over 200 pages tightly packed with information about every aspect of motoring, sporting and otherwise. It constitutes an admirable reference work for those concerned with the touring and sporting or merely academic aspects of motoring.

News of 1959 is set out chronologically, new cars and technical developments are covered, and performance data and specifications for many modern cars are given, as well as all manner of statistics.

We are glad to see circuit diagrams and data of the World's motor courses included, and find the tabulated results of famous races and existing records a very comprehensive historical record. For 7s. 6d. this year book is strongly recommended.—W. B.

* * *

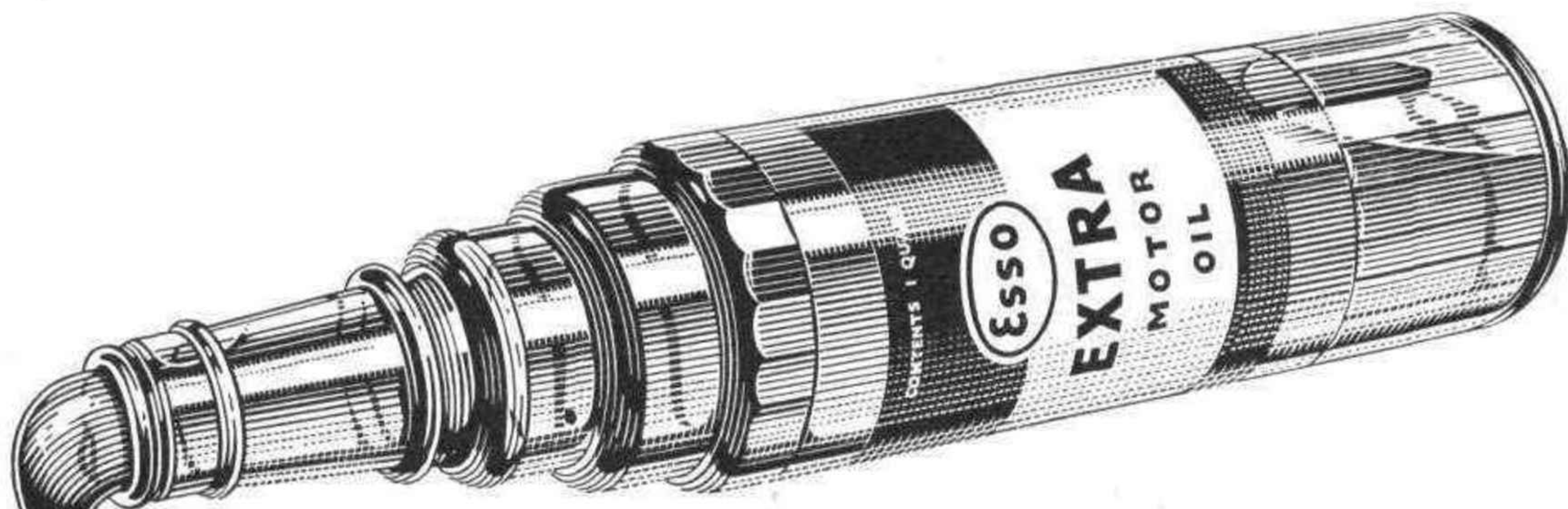
A young reader collects catalogues and pamphlets on all types of cars, but he is having difficulty in locating material published before 1950. If any reader is clearing out a cupboard they might like to send any spare material to Andrew Dickson, 149, Ringmer Road, Worthing, Sussex.

* * *

Another reader has acquired a Morris Ten-Six Special tourer which he is in the process of restoring. Unfortunately information is scarce on this model and our reader would be grateful for any help in restoring this car. Letters can be forwarded.

* * *

An enthusiastic member of the M.G. Car Club living in Fleetwood who is unable to attend the meetings of the North-West Centre in Manchester is keen to form a Group in the Blackpool/Fylde area. Any member or non-members of the M.G. Car Club in the area are asked to contact Mr. E. B. Taylor, Whingarth, 232, Broadway, Rossale, Fleetwood, Lancashire.



Wins again

OULTON PARK SPRING MEETING · APRIL 2nd

OULTON PARK TROPHY

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 Also Record Lap at 92.03 m.p.h.

FORMULA JUNIOR RACE

1st JIM CLARK LOTUS-FORD 85.98 m.p.h.
2nd T. TAYLOR LOTUS-FORD
3rd M. McKEE LOTUS-FORD

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The 1172 fixed-head coupé mounted on a Ford chassis and a Sprite fitted with G.T. Hard-top.

THE ASHLEY 1172 BODY

Designed to fit FORD chassis of 7 ft. 6 in. and 7 ft. 10 in. wheelbase (also successfully fitted to most of the specialist chassis frames now produced), the 1172 is available as a fixed-head coupé with a cockpit length of OVER SEVEN FEET or a roomy open tourer. Both models are on view in our showrooms and our sales staff will be pleased to discuss your requirements. Many items of special equipment and a large range of accessories are available.

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Currently available in 6.40-13, 6.70-13, 4.80-15, 5.50/5.90-15, 6.00/6.40-15, 7.00/7.60-15, 8.00-15, 6.00-16, 6.50/6.70-16 sizes. Write to the Firestone Tyre & Rubber Company Limited, Great West Road, Brentford, Middx., for copies of "Firestone Tyre Recommendations or High Speed Motoring" and the valuable booklet "The Care of Tyres."

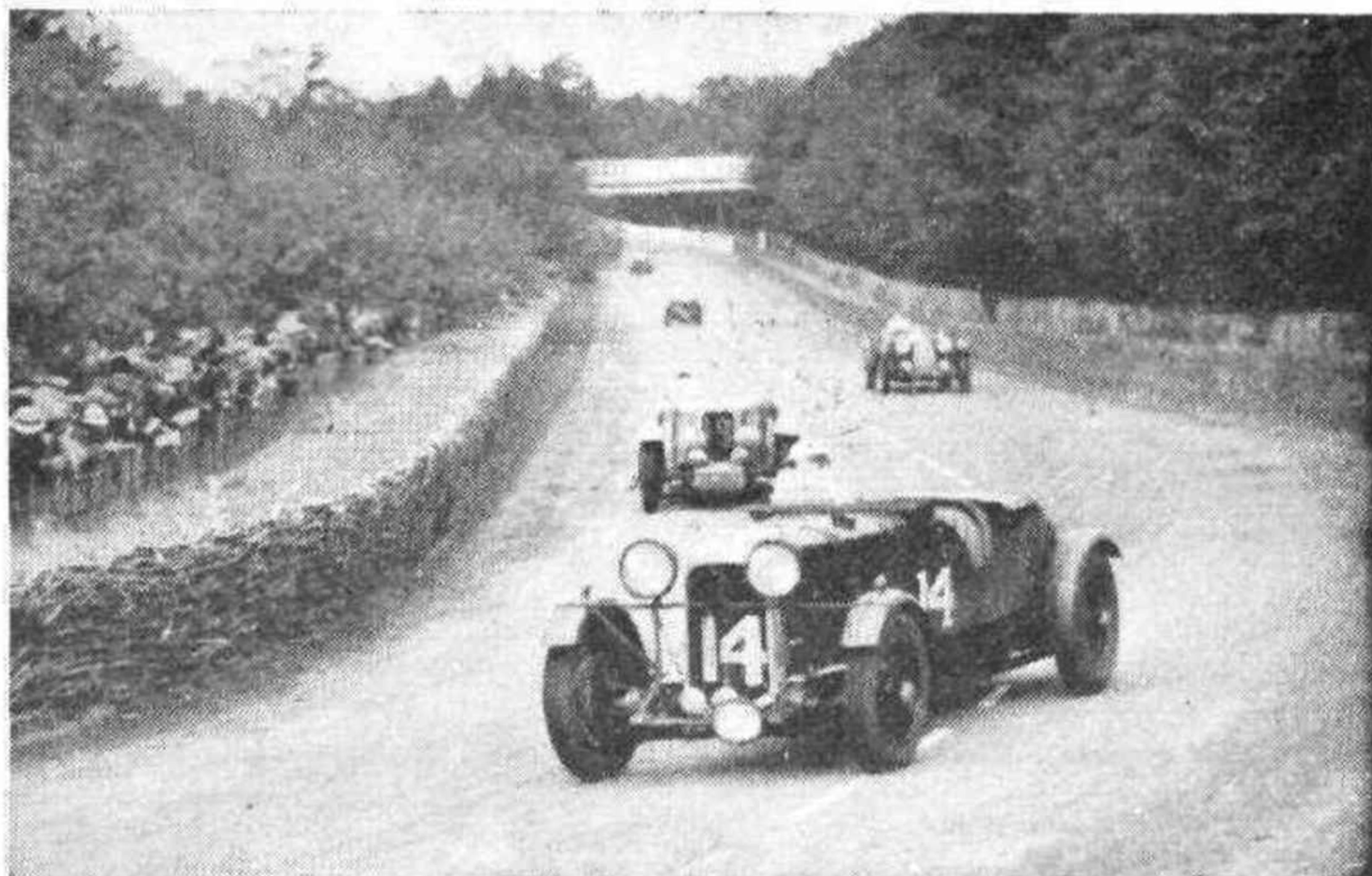


BE A BETTER DRIVER. You owe it to your family, you owe it to others, you owe it to yourself to BE SAFE ON THE ROAD.
Firestone TYRES — consistently good

VETERAN— EDWARDIAN— VINTAGE

A Section Devoted to Old-Car Matters

LONG AGO.—In view of the prevailing dislike by drivers of the high windscreen specified for this year's sports-car races by the F.I.A., there is interest in this MOTOR SPORT picture of a pre-war Le Mans race, with a 4½-litre Lagonda in the foreground—note that competitors were allowed to fold the main windscreen flat, being protected by an aero-screen.



THE V.S.C.C. POMEROY TROPHY CONTEST (March 26th)

THIS ingenious contest, instigated by Laurence Pomeroy M.S.A.E., to discover which is the best all-round touring car, is organised by the Vintage S.C.C., but cars of all ages are eligible.

This year's contest attracted the excellent entry of 41, fourteen of which were post-war cars. Moreover, only four non-started, although unfortunately these included Pomeroy himself, who had hoped to prove that an Alexander-tuned Morris Mini-Minor is as fine an all-round automobile today as the "Prince Henry" Vauxhall designed by his father was in 1910.

So, while the Grand National was run off at Aintree a small gathering of enthusiasts assembled at Silverstone to see the Grand Pomeroy contest, including the Club's President, Kenneth Neve, who arrived in his Aston Martin DB2/4 Vantage-engined drophead coupé.

First came the steering test, with the pylons placed for high speed rather than manoeuvrability. Roberts was cautious in his 1928 2-litre Lagonda, Williamson used his brakes in his 1956 Ford, and Bishop spun his 1937 Talbot Airline saloon. Overhead a low-flying Tiger Moth was also engaged in a steering test.

A combined acceleration and speed test came next, over half a mile against the wind, Harding's 1954 1½-litre M.G. coupé getting away well. Following a braking exercise there were two one-hour High-Speed Trials round the Club circuit, the competing cars first doing two exploratory laps behind Tim Carson's p.v.t. Bentley saloon. In the first, some vintage cars thundered round, forming a fine spectacle, notably Harry Rose's 1928 Le Mans 4½ Bentley with its hood up, Gray's brisk and original-looking 1924 30/98 Vauxhall, and Courtauld's nice 1927 4½-litre Bentley, the driver at first electing to change into third for Copse. Obviously the modern 3-litre Aston Martins of Doggett and Joseclyne made the pace but Michael's 4½-litre Lagonda and Symondson's Bugatti were extremely fast, while it was nice to see Sir Ralph Millais' splendid 1930 blown 2.3 Alfa-Romeo going well. No-one retired.

More modern machinery took part in the next trial, Douglas Hall's smart Volvo 122S being faster than the Porsches of Clutton and Dr. Stretton, although not always in front! Fidler was going prodigiously well in his 1935 Aston Martin saloon, and Crang's 1929 Brooklands Riley Nine easily left behind Side's 1946 1½-litre Riley saloon. We saw with satisfaction Hay's VW, standard except for carburetter settings, lead Charnock's Morris 1000 saloon—but, of course, this wasn't a race. The pace was made by Harding's odd-bodied M.G. coupé in no uncertain fashion. This time Heard changed down for Copse in his 1933 Frazer Nash and Scott's 1937 "chain-gang" Frazer Nash seemed to be in trouble.

The contest was resolved on the road the following day. Which is the best all-rounder? Why, a Type 57S Bugatti, see results below!

Results:

Pomeroy Trophy: R. C. Symondson (1936 Type 57S Bugatti).
Cars over 2,250 c.c.: *First Class Award:* L. S. Michael (1936 4½-litre Lagonda).
Second Class Award: Sir Ralph Millais (1930 "2.3" Alfa-Romeo). *Third Class Award:* C. Barker (1930 M.G. Tiger).
Cars up to 2,250 c.c.: *Special Award:* C. B. L. Harding (1954 1½-litre M.G. Special). *First Class Awards:* C. Clutton (1955 Porsche) and L. J. Stretton (1955 Porsche). *Second Class Awards:* M. H. L. Bowler (1925 Frazer Nash) and A. W. Rippon (1959 Austin Healey Sprite). *Third Class Awards:* B. Fidler (1935 Aston Martin) and P. G. Rivere (1958 Porsche).

The *Daily Mail* really is down on the older cars. About a week after the Editorial to which we took exception last month their John Jelly wrote (this we saw before cancelling our order): "... a lethal missile called a motor car... Many of these armoured boxes, so old that they cannot be steered, so battered that they cannot be stopped." Is it worth reading a paper which prints such opinions?

Correction. The 1911 Waverley milk float reported as in Kent last month turns out to be a Warwick three-wheeler, reconditioned and in running order.

The Bentley D.C., which now has a membership exceeding 1,500, continues to issue its beautifully produced and very comprehensive *Review*. The April issue contained an interesting centre-spread of pictures showing different carburetters on Bentley engines. These ranged from standard appliances such as a 45VS Smith five-jet on a 3-litre and twin HVG5 S.U.s on the blower-4½, to Burton's triple H6 S.U.s on his 4½-litre, Sedgwick's five-S.U. Speed Six which boasts two type HVG5s and three H4s, Goddard's triple HD8 S.U.s on his 8-litre, and several others. Fascinating!

A reader seeks advice and spares for a 1930 Ruby-engined Vernon-Derby. Letters can be forwarded.

From Cape Town comes news of the discovery in a shed of a large four-seater Calthorpe of about 3-litres capacity. The radiator is a brass bullnose with honeycomb cooling element, and there is a plunger-type oil pump. The engine number is A 439, the chassis number 2505, and the owner wishes to know the date of the car and whether it should have gas or electric headlamps.

We hear that an almost complete DMS Delage with non-original body and the remains of a 1927 Morris-Cowley and 1929 model AF Ford saloon are for sale near Evesham.

A reader in Wales has acquired a 1923 Riley Redwing, in which the original owner covered 140,000 miles without a rebore, but is now forced, on account of ill-health, to give up motoring. The car is in original condition with polished aluminium bodywork, and our correspondent intends to carry out the small amount of restoration work necessary before using the car for vintage events. He appeals for any information that is available on this car, the chassis number of which is 1100.

A Thorneycroft lorry believed to be of pre-1914 vintage on solid tyres, is said to lie in a field near Baguley Hospital, Manchester. Although rusty, it appears that it might be possible to restore it. In Somerset there is said to be a very early Armstrong Siddeley limousine sharing a yard with some other old cars, which include a Rolls-Royce hearse and a number of Alvis and Daimlers, etc.

The former owner of a 1931 Lea-Francis "Ace of Spades" saloon which was converted to a tourer would like to know if this car is still running. It was engine No. 3, Reg. No. UT 38.

PARKONOMICS*



* **PARKONOMICS**, a branch of ERGONOMICS: the science of designing objects with particular reference to the needs and physical characteristics of their users: 'human engineering'.

"... over there in that space."

You try it forwards and the back sticks out. There's a gale of horns, and half the cars in town stream by. You try it backwards. The wheel feels like lead... you can't see your own tail... back a bit, sir, back (how long is the car anyway?)... *c-r-rump* (that'll take a bit of straightening). This is a common case of Parkomania, a malady which afflicts both sexes.

The remedy is **PARKONOMICS** — the science of providing maximum ease and manoeuvrability with minimum loss of time and temper. Ordinary drivers become good, and good drivers better, in a car designed with Parkonomics in mind. And that means in a Vauxhall.

A Vauxhall gives you space. Good leg-room, good head-room. Wide comfortable seats, an enormous boot. You'll be surprised at the manoeuvrability it gives you too, helped by the deep panoramic windows, the four wing tips all visible from the driver's seat, the compact overall dimensions, small turning circle and re-circulating ball steering. (Did you know, by the way, that Vauxhall steering is *easier* to turn as the lock increases?).

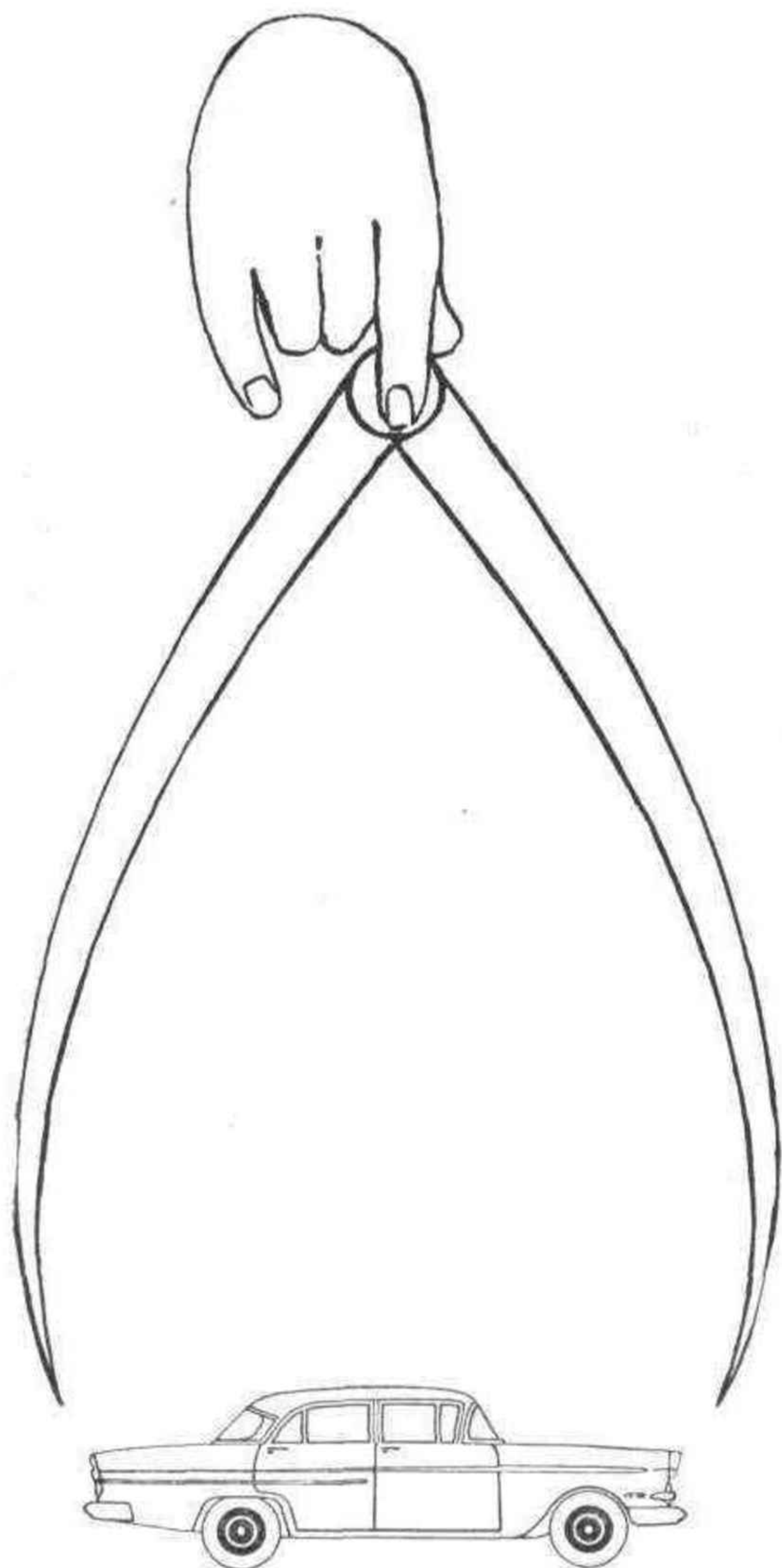
A boffin's word, **PARKONOMICS**, but it sums up thoughtful engineering... a philosophy of design... a science that is important to *you*. A tremendous lot of it goes into Vauxhall cars — which is why so much pleasure comes out of them. Why not visit your Vauxhall dealer, get behind the wheel, and go for a trial run? The best way to discover a new world is to drive there.

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VINTAGE POSTBAG

Sir,

The article on H.E.s was very interesting to me. My first car was a 1924 2-litre, bought in 1934. My second car was registered 1927 and was the 2.2-litre (75-mm. bore). After this I bought a 1923 one with "Dutch-clog" three-seat body, to break up. This 1923 one was also a 2-litre with 72.5-mm. bore, so that it would appear that the 2-litre was introduced before 1924 and that 72.5 or 75-mm. bore models were both available until 1928.

I was also surprised to read that front-wheel brakes were introduced in 1923. My 1924 model had no f.w.b. I have also seen 1925 models with no f.w.b., and have always understood that front brakes were first fitted in 1927. Then again, was the spiral-bevel axle really introduced in 1923? My 1924 one had the worm-drive axle. The 1927 model also had a worm-drive axle identical with the 1924 one, except that the large "spiders" that transmitted the drive from the fully-floating shafts to the hubs were superseded by small rings that were serrated internally and externally; these seemed to be far more satisfactory.

My 1927 car also had the taper roller king-pin bearings, but these gave no trouble. The 1924 and 1923 models that I had were more like sporting editions of touring cars. The 1927 one was a real sports car, with lots more "urge," giving a speedometer m.p.h. of 75 (when thoroughly warmed up). Less camber on the springs gave very good cornering powers, helped by the $\frac{3}{4}$ -elliptics at the rear. It would hold its maximum in third (55 m.p.h.) all the way up Priest Hill, Englefield Green. After rebuilding the transmission with the aid of the 1932 car, I had a big-end go and took it to the breakers. I regretted this many times, as 17 years were to elapse before I owned another car as fast.

The H.E. with $\frac{1}{4}$ -elliptics and channel-section torque members was owned by a D.H. (Stag Lane) draughtsman around 1938.

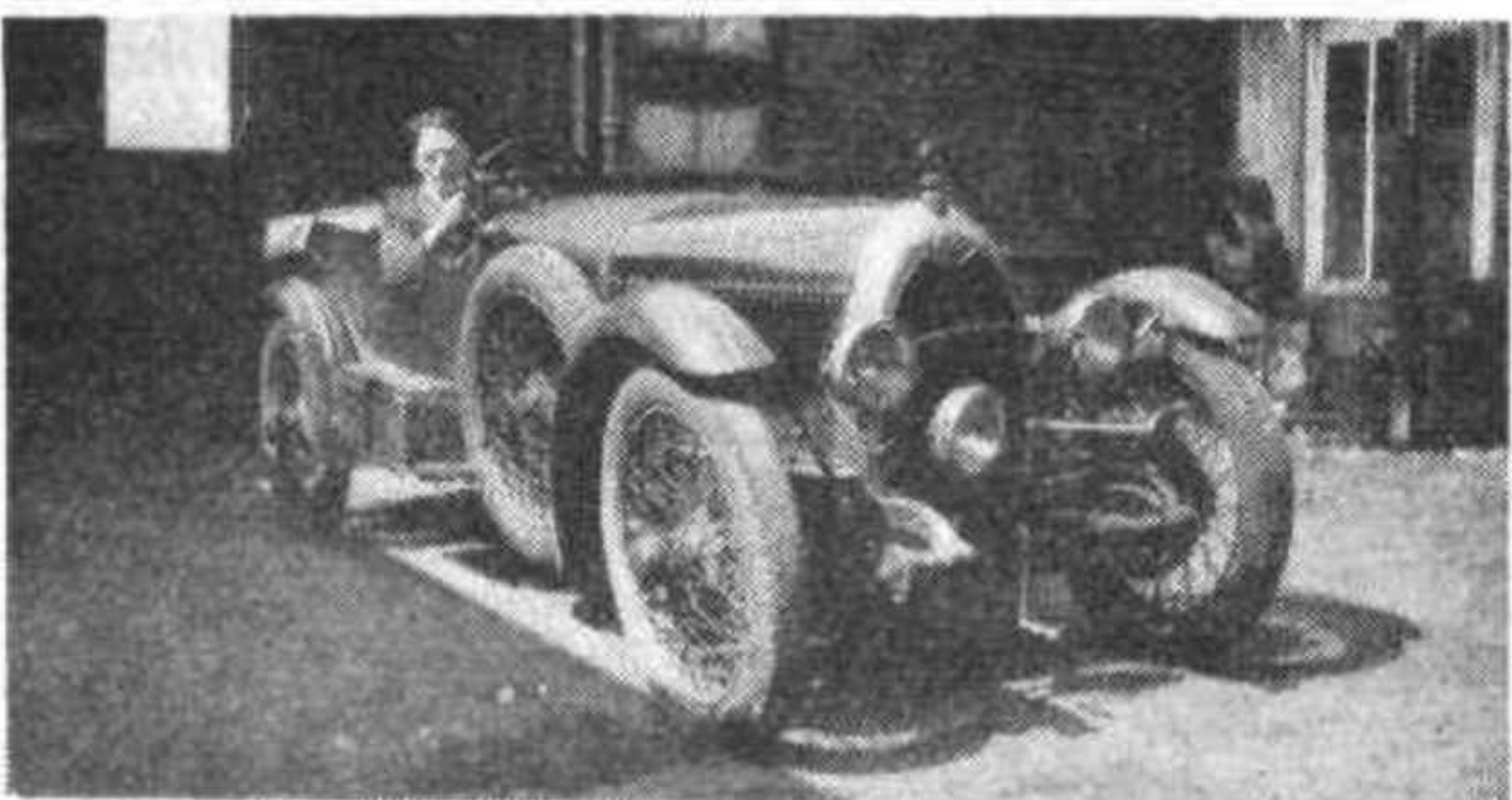
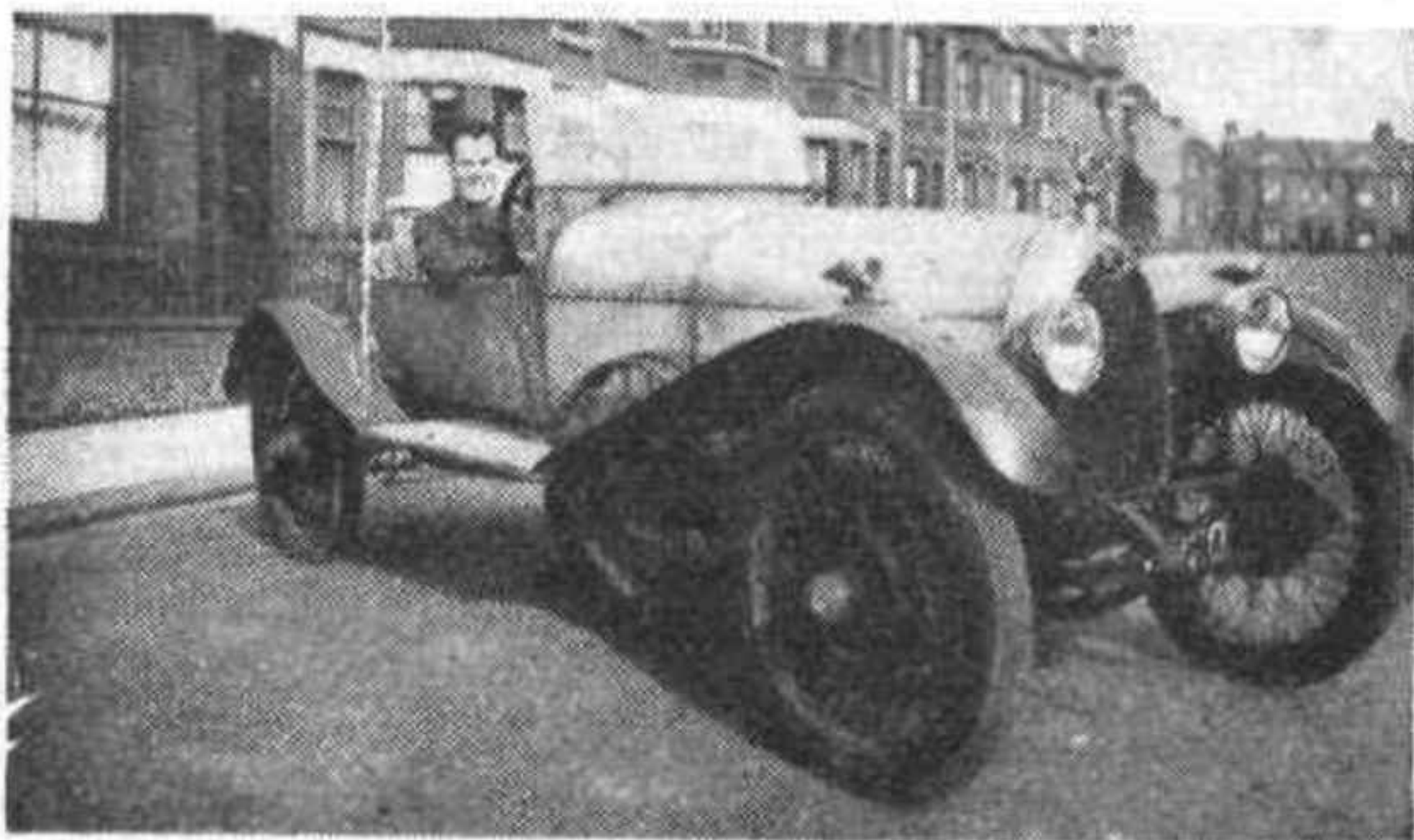
The oddest-looking H.E. must surely have been one reported seen in North London in 1936. This was a "Dutch-clog" three-seater with the single rear seat enclosed; with several small children incarcerated within. Surely the queerest *sedanca de ville* ever?

How we regret the passing of these cars with such marked individuality.

I am, Yours, etc.,

Weybridge.

R. RADFORD.



The 1923 and 1927 H.E. cars referred to in the letter from Mr. R. Radford.

Sir,

It might interest you to hear this little tale I picked up from an old gentleman in Norfolk whilst on holiday there last year. We were discussing the topic of steam cars and when I mentioned that they appeared to have made a sudden disappearance from the roads prior to World War I, he told me that he thought he knew the answer. He said that Mr. Doble, the originator of the Doble steam car (living, I believe, at Thetford) brought out many patents for the various automatic controls which were so essential to the running of a steam car. After producing a most satisfactory vehicle incorporating these controls he most foolishly sold the patents concerning the controls to Mr. Rockefeller in America, who later became the Standard Oil tycoon. Rockefeller had no intention of running steam cars, but merely wanted to eliminate a competitor to the petrol-driven automobile.

Of course, without the automatic controls, the steam car was virtually unworkable!

I am wondering if you can verify this story? It seems to ring true; but at all events makes interesting reading.

Incidentally, we also possess one of those air-cooled rear-engined cars of 1,192 c.c.

I am, Yours, etc.,

Theydon Bois.

R. P. STEVENS.

Sir,

I never see a mention of the old Hillman 9.8 Speed Model in your pages. Are there any in existence? I used to race one, reg. No. BO 4042 but have lost track of it. It would be of interest to know if any have been preserved.

I am, Yours, etc.,

Cardiff.

HAROLD J. PARSONS.

Sir,

I have just finished reading the April MOTOR SPORT, in particular the article on page 266 on the Duesenberg model-J. A little anecdote which I read about some years ago concerned the mercury in the crankshaft balancers. In the Pilot models of the J a bit of trouble was experienced with the mercury seeping through the cast counterweights, aided no doubt by the centrifugal force of the crankshaft's rotation. The result in time caused unbalanced crankshafts. At a meeting of the August S.A.E. one of the members mentioned out aloud, and with a twinkle in his eye, that the crankshafts of Duesenbergs were badly balanced, making sure that Fred Duesenberg heard what was said. Fred's rejoinder was that he knew this, but anyone who bought his cars now would find that the counterweights were now lined with copper. He took the criticism in good part as the critics had lasting respect for his genius. Fred was killed in a model-J on July 16th, 1932, whilst returning home when the car skidded out of control on a mountain road. His brother August carried on till he was forced out in 1937. A group of Chicago businessmen headed by Mr. Marshall Merkes attempted in 1947 to revive the Duesenberg, but with Augie Duesenberg as chief engineer it was discovered that the car could not be produced under any circumstances for less than \$25,000. Also the car was too expensive for post-war taste. August Duesenberg died in 1955 of a heart attack.

Another article which interested me very much was on page 253 "Kissing the Poppets Goodbye." I possess (and also my father) a Willys Knight car. My father's is a 1929 model-56 Willys Knight Standard Six. This car has had a fair amount of money spent on it. It has had all the wooden framing renewed and a steel top made. It is just in the process of being painted. Mileage is around 90,000. Oil consumption one pint every 200 miles. My own is a 1930 model 70B in absolutely original condition, mileage 66,000. Petrol consumption is 20-24 m.p.g. for both. My father is now 72 and is a mechanic of the old school and swears by (and sometimes at) Willys Knight. He first worked on sleeve about 40 years ago. Another design shown on page 254 shows the Burt McCollum sleeve was used in the Bristol aeroplane engines of the 1930s and '40s. I believe these cars are still in production. Keep up the great magazine.

I am, Yours, etc.,

Newport.

C. R. OLSEN.

Sir,

You may like to mention in the next edition of your magazine that the 3rd Kildrummy Castle Rally is to be held on Sunday, June 19th, 1960.

This will be for veteran and vintage cars and motor-cycles. The second event held in 1959 included 35 competitors and it is hoped that this third event will be more successful than ever.

Further details can be obtained from the Secretary at 12, Golden Square, Aberdeen.

Keighley.

I am, Yours, etc.,

JAMES P. SMITH.



The 1929 Morris-Cowley and 1930 Morris-Oxford Six saloons owned by Mr. A. J. Burt, which have given every satisfaction.

Sir,

In reply to the letter of F. H. H. Buen, in the month of December, 1959, I just cannot figure out why he met with so many difficulties in running his 1928 Morris Oxford saloon. Enclosed photo shows my 1929 Cowley saloon; also, a recent addition to the stable, a 1930 Oxford fabric saloon, with the 14.9-h.p. "Six" Morris engine.

The Cowley has never stripped a half-shaft during my 10 years ownership, as I was told to avoid letting out the clutch facing up steep hills, by the previous careful owner.

The engine is not Hotchkiss, but one can see a lot of the robustness of the French engine, in the 11.9-h.p. Morris design.

The transmission has always been quiet on my Cowley, but I find that the big-end bearings clap a little when the engine is not pulling the weight of the car. Like Mr. Buen, I too had some trouble with steering wobble at first, but I cured it by doing away with the spring loaded ball arrangement, in the lower end of the steering arm, and substituting a short piece of $\frac{3}{8}$ in. gas barrel behind the ball. I get quite a thrill now, from feeling every little wheel bump, right up through the steering wheel.

Almost every Sunday evening we ride over the hump-backed bridge in the Balcombe Viaduct valley, at a good gallop, and the resulting thrill of being airborne brings screams of delight from the children in the back and gives the four springs a jolly good test, for which William Morris must receive full marks for a robust job.

I am, Yours, etc.,

Haywards Heath.

A. J. BURT.

Sir,

You may be interested to publish the enclosed photograph of a 14.29-h.p. bull-nose M.G. which I acquired in 1930 for £14.

I found her a most reliable car in every way, but the petrol consumption was rather high for a then impecunious apprentice, approximately 20 m.p.g.

The car was fitted with a single-seater dickey seat, and the colour was cream and red lines and fenders.

I have owned to date 40 cars; two three-wheelers and six motorcycles, my age being 48!

I am, Yours, etc.,

Upminster.

W. H. TEMPLE.

Sir,

I was delighted to see the article about the H.E. car in the March issue. I owned a 16/55 for a while, but have seen very little mention of it in print. It was a very pleasant vintage touring car, and had the inscription H.E. Six in large letters on an aluminium plate in the centre of the spare wheel which used to cause drivers of small modern cars to indulge in daring and dangerous feats in their efforts to get past and confirm that it said the same at the front (in much smaller letters)!

The engine was especially neat, even the manifolds were integral with the block, the two exhaust pipes leaving the engine one from

the front, the other from the rear, each coping with three cylinders. The face of the aluminium cylinder head was quite flat, like a surface plate, except for the six plug holes. The only water passage was a large bore pipe at the rear of the engine, and the combustion chambers were formed wholly in the top of the bores, the valve platform being recessed in the block and the valves inclined, as you stated, at 12 deg. to the vertical.

My car (chassis 6006) did not have servo brakes, but did have the worm-drive front brakes; a unique and effective system. As it was registered in November, 1927, it must have been a very early model (presumably the sixth of its type?). One odd feature for a car of this vintage was the use of 820 x 120 B.E. tyres; perhaps because of this, the steering was delightfully light and high-g geared and extremely accurate. The car could be driven for miles on a straight road "hands off." The pedal operating the multi-plate all metal clutch had negligible pressure, but very long travel and emitted a delightful hiss when engaged.

I last saw it in 1953 when I had to sell it in a hurry because the National Service powers decided I had been deferred long enough and called me up. The character who "bought" it had not the cash available (he said) and promised to pay when he had sold his present car; however, he promptly left home and I never got a penny out of him. I will never trust anyone like that again!

If anyone knows of the present whereabouts of this car, I would be delighted to hear about it (I won't involve him in a lawsuit or anything!). And if that character who still owes me the money would like to clear his conscience (?) I would, of course, be only too pleased to settle the account.

I am, Yours, etc.,

Perkridge.

G. W. SAMSON.

Sir,

In connection with the recent correspondence about Dorman engines, you may be interested to know that an engine of this make answering the description given by Mr. C. J. Tucker, MOTOR SPORT, February, 1960, was used for many years in the heat engines laboratory in Engineering Department at Oxford.

The engine was coupled to a dynamometer and was used for demonstrated experiments on fuel consumption; a carburetter with an adjustable fuel jet was fitted but I cannot remember what type of carburetter it was. The engine was there certainly in 1951 and may still be performing its educational duties.

I am, Yours, etc.,

Darlington.

S. J. LAYCOCK.

Sir,

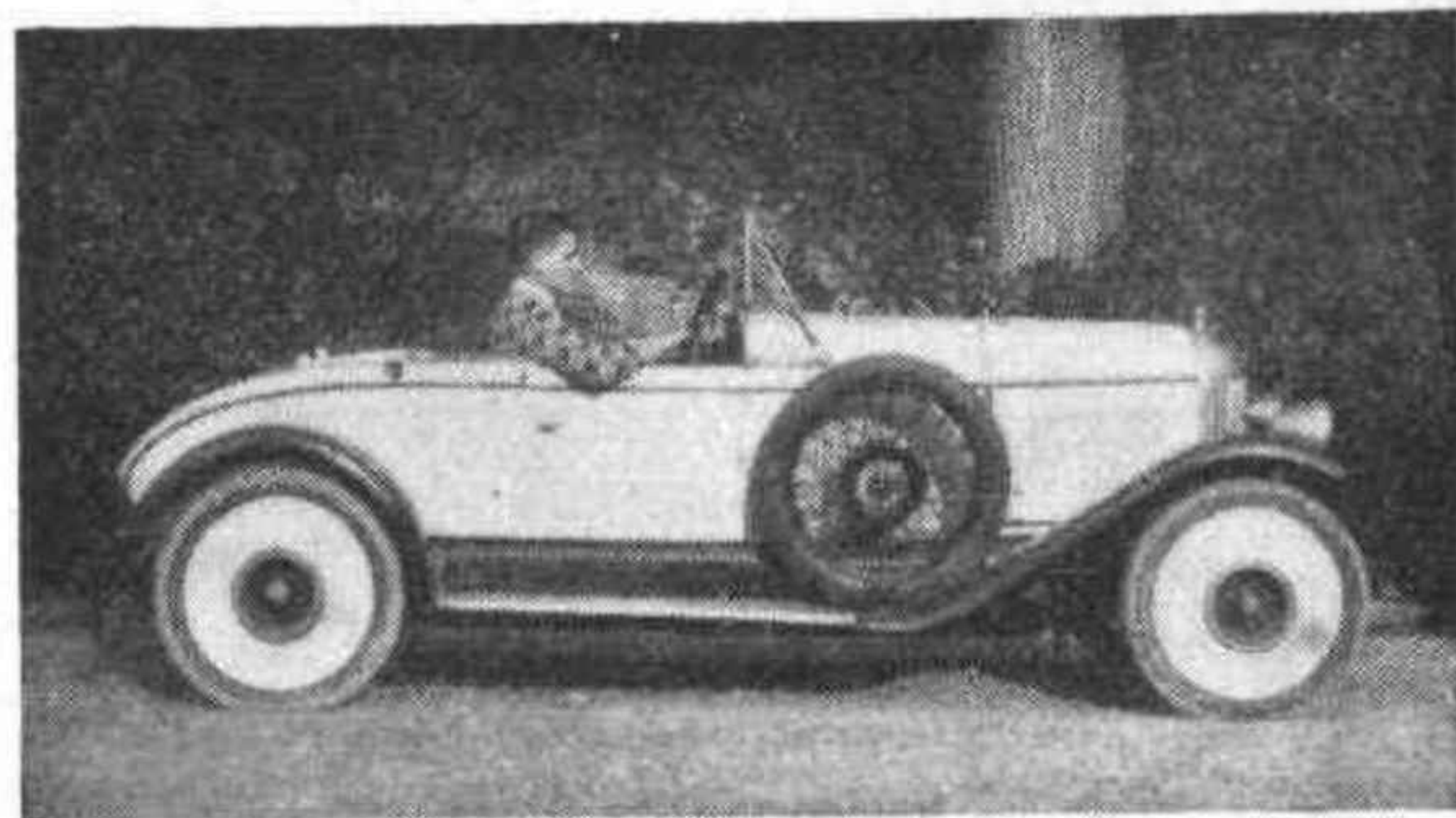
I was very interested to read in your February number particulars of the A.V. Monocar. I owned in 1920 or 21 one of the older type A.V. Monocars, which were Cardens.

The front suspension on this model consisted of a single large coil spring undamped. I entered my Carden in the Oxford v. Cambridge Speed Trials held near Thetford. I think in 1921, over a flying kilometre. Raymond Mays drove an aluminium sports Hillman and averaged over 70 m.p.h. A Calthorpe was second at approximately 60 m.p.h., and my Carden third, at 56 m.p.h. This was quite a respectable speed in those days for a 6-h.p. car, and needless to say the Carden was not easy to keep on the road even at that speed.

I am, Yours, etc.,

Kenya.

J. B. PHELIPS.



A bull-nose M.G. sports two-seater bought thirty years ago for £14—See letter from Mr. W. H. Temple.

Sir,
Reference in the April issue to the Brocklebank Six as weighing "17 cwt. complete" caused some scratching about in the waste-paper basket I like to refer to as "my files," and resulted in the discovery of some additional information about the car. I remember it chiefly for its somewhat vainglorious sales slogan, "Britain's answer to Detroit" (hence the provision of three speeds only?) at a time when British manufacturers were beginning to aim their products at overseas markets—sounds familiar, somehow!

From a road-test in 1927:
Wheelbase, 9 ft. 8 in.; track, 4 ft. 8 in.; tyres, 30 × 5.25 in.; weight, 24½ cwt.
Gear ratios, 4.75, 8.4, 14.5 to 1.
Acceleration times, 10-30 m.p.h., 16 sec., 10 sec.; 24-26 m.p.g.; 8-gallon tank.
Maximum speed, 50-55 m.p.h.

For comparison:
Morris Oxford "Overseas" model, 15.9 h.p., 1927:
Wheelbase, 9 ft. 6 in.; track, 4 ft. 8 in.; tyres, 31 × 5.25 in.; weight, 33 cwt.
Gear ratios, 4.5, 7.6, 10.8, 15.7 to 1.
Speeds, 48, 38, 28, 19 m.p.h.; 24 m.p.g.; 10-gallon tank.
Four-cylinder, s.v., 80 × 125 mm., 2.5-litres.
Overhead worm rear axle; ½-elliptic springs front and rear.

Erskine Six, 1927:
Wheelbase, 8 ft. 11 in.; track, 4 ft. 6½ in.; tyres, 28 × 4.75 in.; weight, 21½ cwt.
Three speeds: top, 55 m.p.h., 10-30 m.p.h. in 10.8 sec.; second, 38 m.p.h., 10-30 m.p.h. in 7.6 sec. 30 m.p.g.; 10-gallon tank.
Six-cylinder, s.v., 66 × 114 mm., 2.34-litres.

Some scraps about the H.E. Six 16/55 saloon:
Aluminium crankcase, seven-bearing crank, separate gearbox, enclosed final drive.
Wheelbase, 10 ft. 6½ in.; track, 4 ft. 6 in.; tyres, 820 × 120 mm.; weight, 26 cwt.
Speeds, 72, 50, 34, 20 m.p.h.
Acceleration times: 10-30 m.p.h. in 12 sec., 8.4 sec., 6.2 sec.

For comparison:
Waverley Sixteen, 1927:
Six-cylinder at 65 × 100 mm., 1,991 c.c.
Wheelbase, 10 ft. 0 in.; track, 4 ft. 4 in.; tyres, 31 × 5.25 in.; weight, 25½ cwt.
Gear ratios, 4.27, 7, 10.5, 17 to 1.
Speeds: 55, 45, 32, 18, 23 m.p.g.; 12-gallon tank.

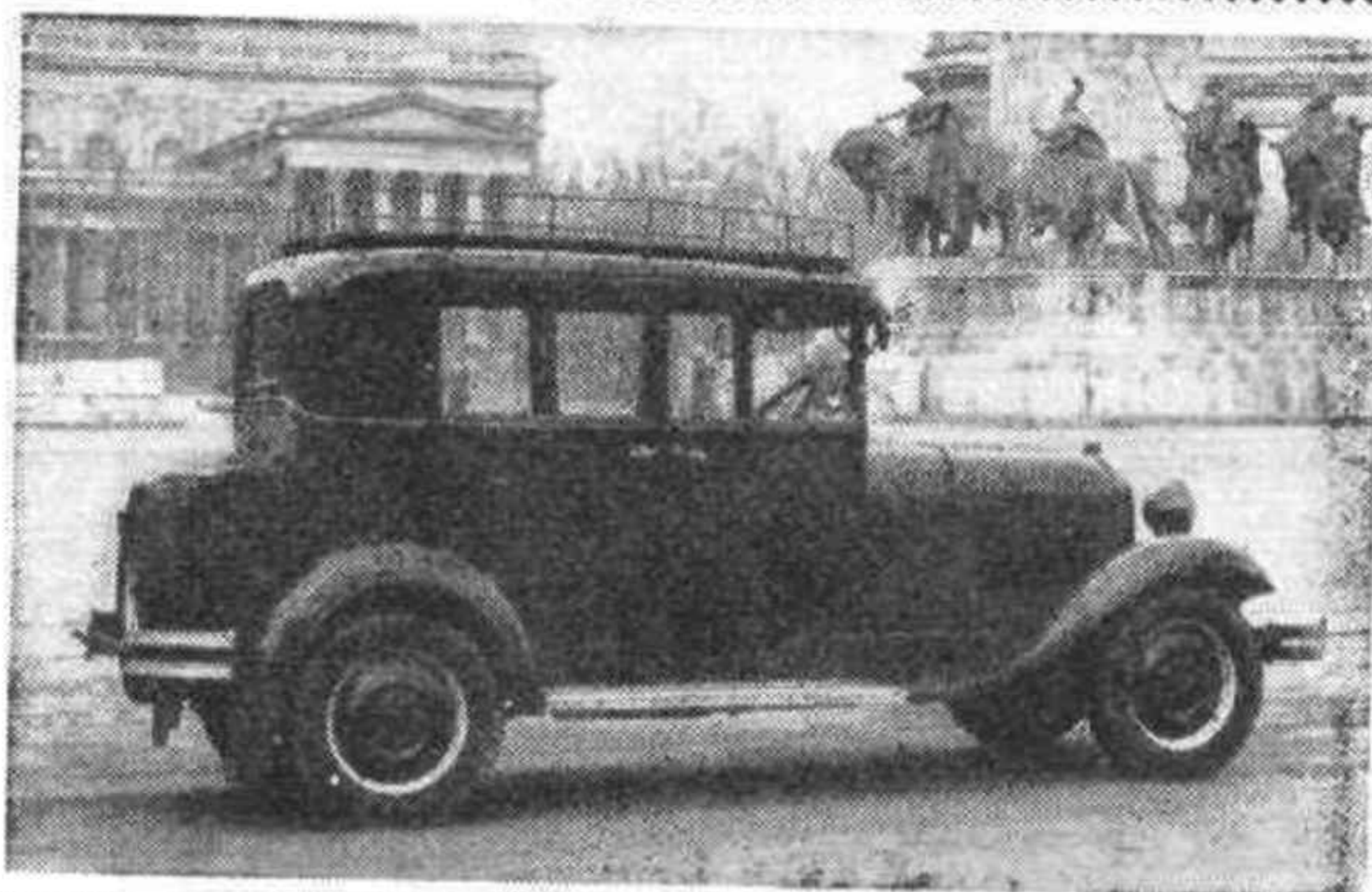
The Duesenberg Model-J was, and is still, apparently a very costly production car. Was it, I wonder, any more expensive than the McFarlan twin-valve six town car which cost \$9,375 in 1928 ex-Connellsville, Penns.? Does anyone know more about this car?

I am, Yours, etc.,

K. R. S. COVERDALE.

Leadgate.

Sir,
I read with very great interest the articles by Mr. C. J. Tucker and Max Williamson, on the subject of the Dorman 4 KNO engine.



THERE ARE LOTS OF CITROENS LIKE THIS still serving owners faithfully in France. This one, a 1928 B14 model, was delivered new in Budapest and has since covered 2,174,800 miles in the hands of one driver, who has used it first as a taxi, later as a private car. It is still in excellent condition but no doubt it will horrify the Daily Mail!

There are several points I would take up with the two gentlemen concerned. Basically Mr. Tucker is correct in most of his statements concerning this engine, which was of a very advanced design for its day (1918, as Mr. Tucker mentions). Two versions were produced: 4 KNO, 63-mm. bore × 120-mm. stroke, and 4 KNO II, 69-mm. bore × 120-mm. stroke; 10 b.h.p. per 1,000 r.p.m. for the first and 13 b.h.p. per 1,000 r.p.m. for the Mark II version. The engine was first produced with aluminium monoblock/crankcase/cylinder block with wet liners. It is interesting to note that the liner was sealed, not by a rubber ring, as is the general practice, but by a white metal ring. But after a number of these had been produced, the aluminium block/crankcase was dropped in favour of the cast-iron unit, due, I believe, to the corrosion of the aluminium block, etc. (Metallurgy in 1918, remember, was not as it is today.)

Several of these aluminium engines were produced, however, with twin carburettors and of these some were used for racing purposes, but information on the cars these engines were used in is a little scarce. I have contacted several employees of Dormans on this matter, all are very conversant with the KNO engines but several seem to think that the Hampton Special (to which Mr. Tucker refers) fitted these twin twin-carburettor jobs.

Now Mr. William's references to this engine. The stroke he gives as 120 mm. in both engines (4 KNO and 4 KNO II) is correct, but he is very wrong on one or two other points, viz: The engine was made in both aluminium and cast-iron. This is definitely confirmed by a very good authority, Mr. F. Tonks, who, as a comparatively young pattern maker, made the patterns for the castings on this type of KNO. (Incidentally, Mr. Tonks is still a very active member of the Dorman Company in the capacity of Assistant Foundry Manager, to whom I am indebted for a lot of my information.) I think the engine that Mr. Williamson is referring to is the PA type, 63-mm. bore × 96-mm. stroke, producing approximately 8 b.h.p. at 1,000 r.p.m.

There is definitely no side-valve version of the KNO. (This PA type was used extensively by the Motor Trade around 1920-23.) I have enclosed a cross-sectional view of this engine (4 KNO) for the specific reason of illustrating the general arrangement of camshafts, combustion-chamber shape, sparking-plug positions, etc. I believe the chief disadvantage of this engine was the absence of a centre bearing, which gave the crankshaft a tendency to whip, and I think that the design went out when the designer left the Company in about 1924-25—and I believe that Max Williamson scores the last point on this one.

The designer of the KNO later joined the Company of Meadows. I am not certain of the date, but the Hampton with "Meadows" engine produced up to about 1932 may have had the brain-child of about 1918 to propel it on its way.

Thanking you for a very interesting and informative magazine.

I am, Yours, etc.,

G. J. HAWKINS.

Sir,
After reading "The Egg and I" (8,000 miles by Scootacar) in the April MOTOR SPORT, I felt it behoved me to pen a few words in extolling the virtues of another reliable and economical British car in which I carried out a very similar journey to Mr. Jephcott's (at the time I was also a Cambridge undergraduate). The car in question this time is the Austin Seven—but owing nothing to Mr. Issoginis, being of 1928 vintage. The trip was in fact a Northern European tour of 6,000 miles lasting six weeks, two persons being carried out and three back. We passed through ten different countries, ending up on the Finnish-Russian border 80 miles north of the Arctic Circle; on the return journey the snow-line was reached (it being August) at 5,000 ft. in the Norwegian mountains. The only mechanical trouble (discounting two punctures contracted on unbelievably rough Finnish "roads") was a sheared rear brake-shoe pivot, remedied in half an hour. Fuel consumption was between 45 and 50 to the gallon and cruising speed 40 m.p.h.—a flying start lap of the Rheims G.P. circuit returning an average speed of 38.62 m.p.h. We found Denmark to be good Model A Ford country, but apart from a 1927 Austin Seven owned by a one-armed photographer in Trondheim few other cars of note were encountered.

I should like to end by thanking you for an extremely informative and out-spoken magazine, and for providing, nowadays, a good ration of vintage material.

I am, Yours, etc.,

Hampstead, N.W.3.

A. M. HINKLING.



This is it...



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They've been busy. Johnson's boffins. These clever backroom boys who work wonders with wax. They've invented Instant One-Step. They've made solid wax as easy to use as a liquid. Instant One-Step. The car polish with overdrive. The weatherproof solid wax you squirt from the can.

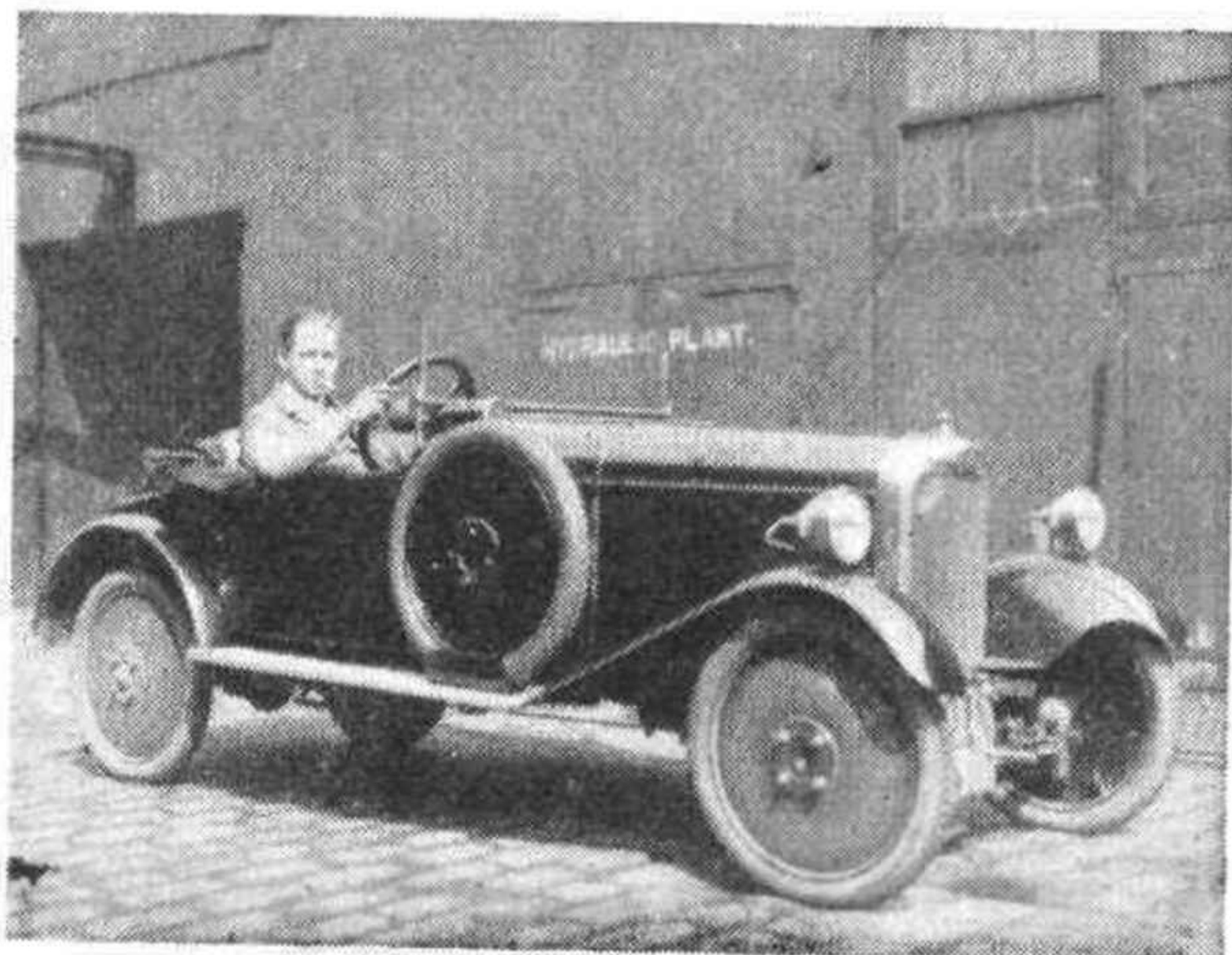
Come on. Change up to the easiest car polish you've ever known. With the deepest shine. Here's full, all-weather protection. The protection of Carnauba wax*. The toughest, natural wax in the world. Blended with super silicones. Instant One-Step.

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* Carnauba wax is the toughest natural wax known to man. It's a hard wax coating on the leaves of the Carnauba tree—nature's way of protecting the tree from the climatic extremes of the Brazilian tropics in which it grows; from the blistering heat and extreme cold, the torrential rain and prolonged drought. So effective is it that the Carnauba tree flourishes even when other vegetation withers and dies. No wonder Carnauba wax is more than a match for the British climate!

FRAGMENTS ON FORGOTTEN MAKES

No. 14: THE BELSIZE BRADSHAW



Mr. E. S. Chapman at the wheel of the first Belsize Bradshaw light car, which he helped to assemble when apprenticed to Belsize.

AMONGST the more ingenious of the innumerable small cars which struggled, most of them unsuccessfully, to establish themselves on the market after the 1914/18 war, was the Belsize Bradshaw, product of the fertile brain of Granville Bradshaw, who was also responsible, amongst other things, for the excellent transverse flat-twin, shaft-drive A.B.C. motorcycle and the air-cooled flat-twin A.B.C. light car.

The Belsize Bradshaw's unusual feature was oil-cooling of its 90-deg. V-twin 85 x 114 mm. 1,300-c.c. engine. Twice the usual amount of oil was carried in the sump and this oil was pumped about the interior of the engine and also splash-fed, the cylinders being encased almost entirely in jackets for this purpose, only the cylinder heads, with a few cooling fins, protruding from these casings. In addition, the entire engine, save for these protruding heads, was enclosed in a large metal box, through which air was driven by a flywheel-driven fan to cool the cylinder heads. This gave the engine a decidedly unusual appearance, which Bradshaw offset by providing a handsome rounded-front dummy radiator and long bonnet to enclose it. He offered electric lighting, an electric starter being extra. An experimental 1,100-c.c. V-twin power unit had overhead valves and the gearbox in the base chamber, but the production 1,300-c.c. engine had side valves.

The engine drove through a gearbox that was lubricated by the sump oil (an idea Alec Issigonis has reintroduced after 38 years!) and a plate clutch at the back of the gearbox with a revolving clutch stop. The clutch never slowed below carden-shaft speed while the car was running. There was a Zenith carburettor and magneto, later coil, ignition. The price of a roomy two-seater was £275 and the little car could do some 50-60 m.p.h. The steering box was automatically lubricated by the engine oil.

It was to learn more about this unusual small car that I went to Dagenite Ltd. to interview the Works Manager, Mr. E. S. Chapman, who served his apprenticeship with the Belsize Company in Manchester from 1919 to 1924. Before the war Belsize had established a high reputation for taxis and big Morris (no connection with Wm. Morris) fire engines, for which they made the chassis. At the factory in Clayton Lane, Manchester, they built these engines to close standards, a gang of employees starting them up for test by pulling together on a rope round the starting handle.

The war drove Belsize to munitions manufacture, and after the Armistice, having had experience of Granville Bradshaw's A.B.C. Dragonfly aero-engine, they were easily persuaded to make his oil-cooled small car alongside their own good but for some reason unsuccessful Belsize tourer.

The Belsize factory made every mechanical part of their cars, and behind a screen in an assembly shop Mr. Chapman helped the fitters to build the first Belsize Bradshaw in considerable secrecy. It was ready for display at the 1921 Motor Show. Bradshaw, then concerned in an ingenious re-design of some contemporary fruit machines,

used to call in at the Belsize factory several times a week to see his prodigy taking shape. He was apparently a very conscientious designer, making the best possible use of assembly drawings before committing a car to metal.

Mr. Chapman recalls much time trying to cure oil leaks in the Bradshaw engine and says it was difficult to start. In company with other apprentices he used to spend happy hours on the Chester road looking for broken-down cars. If, as often happened, a Belsize Bradshaw was encountered *en panne* the lads would descend on it gleefully, if necessary lifting the entire engine out of the car the better to work on it, to the alarm and despondency of its owner!

Many hundreds of these queer oil-cooled cars were made and at least one survives. But growing competition from Morris Motors, together with the 1924 slump, killed them off. Bradshaw also designed a 2-litre six-cylinder oil-cooled model but it seems unlikely that more than two were built. Apparently Belsize suffered in competition with Crossley, another Manchester firm.—W. B.

.....

This year's Banbury Run of the Vintage Motor-Cycle Club takes place on June 26th and entries close on May 3rd. Details from W. J. Rotherham, 240, Stratford Road, Shirley, Solihull, Warwicks. There are classes for pre-1908, 1908-1914, 1915-1924 and 1925-1930 machines, which include appropriate three-wheelers. The course, a circular one starting and finishing at Honeybourne Aerodrome, near Broadway, has to be covered at average speeds varying from 12 to 24 m.p.h. Entry fee is only 12s. 6d. and insurance can be arranged for 6s. for 15 days. Zero hour is 10.30 a.m. and spectators are admitted free to the aerodrome (free parking, too), where there will also be some static exhibits. A date to keep free!

.....

W. O. Bentley has recently returned to his first love—railway locomotives—taking a number of foot-plate rides from Liverpool Street and visiting Doncaster, where he served his railway apprenticeship.

.....

A reader has sent us the March issue of *MLC News* (staff magazine of the Mutual Life and Citizens Assurance Co., Ltd.), which contains an interesting article by C. H. Keifer on the cars he has owned over the years. Amongst the interesting cars illustrated are a remarkably long-wheelbase 1909 5-h.p. Aster, an Edwardian 24-h.p. Minerva used in Queensland, and a very sporting 20-h.p. Regal which wore out two sets of gears before the owner made an improved set on his own lathe.

.....

Some public schoolboys, who have permission from their Housemaster, wish to acquire a car that they can restore, such as a vintage Austin Seven, etc. If anyone has such a vehicle to give away we shall be pleased to put them in touch with the boys who are interested.

.....

A vintage Morgan three-wheeler, circa 1928, stands in an hotel car park in Hampshire and another, also the remains of a Rover Eight, exist in the north.

.....

One of the originators of the Scout car, which was built in Salisbury, Wiltshire, Mr. A. T. Burden, died recently, aged 88.

.....

Ridiculous prices! We saw an advertisement earlier this year in which £1,795 was asked for a 1924 Blue Label Bentley and £295 for a Tipo 501 Fiat. Vintage car values are in the hands of the customers and if much-above-average prices are refused the general level will remain on a sensible basis.

.....

A reader would like a sight or sketch of the "amber glass prismatic cylinder" which forms part of the dipping mechanism on the old Zeiss headlamps.

.....

Information and historical data is sought about the Humber 12-h.p. 1935 two-door model in saloon form.

.....

We hear that a pre-war Maserati 6CLT was displayed in the showroom of a Kent garage during April. This was the car raced by Count Trossi before the war. It is now owned by Mr. Morin Scott, who hopes to race it in vintage racing-car events.

POLICE STATE?

.....

According to the *Sunday Express* dated March 27th last, a Fife miner who had been disqualified from driving left his car outside his house. When the battery went flat the police requested removal of the car, as it had no lights. They then waited until the miner and his neighbours pushed the car along the road and brought a charge of using the car without insurance! The miner was fined an additional £5.

A "COMPACT" IN ENGLAND

Motor Sport's Impressions of the Ford Falcon

THE FORD FALCON IN AN APPROPRIATE SETTING, showing the clean external lines of this handsome Fordor sedan. Like the English Ford Zephyr the Falcon is commendably economical on petrol and oil



LAST Motor Show time a considerable stir was caused by the knowledge that in America Ford, Chrysler and General Motors had had enough of losing sales to foreign imports and were going to show at Earls Court "compact" cars which they hoped would restore the balance of trade lost to Volkswagen, Renault and other European manufacturers, as well as appealing to U.S. customers who, even in this land of space and freedom, were beginning to wonder if the typical broad acres of gin-palace that for so many years have represented the American automobile were entirely necessary.

In due course those three new "compacts" appeared—the Ford Falcon, Chrysler Valiant and Chevrolet Corvair. They were very much larger, both in area and swept volume, than the European cars they were expected to challenge, if not obliterate, but to American eyes they were, in fact, modest cars, planned to make life when driving in thick traffic and parking in congested streets less of a strain on nerves and temper. These were, of course, not the first "compacts" to come from the U.S.A. in recent times—the Rambler American and Studebaker Lark had preceded the new trio, and some people consider the Rambler to be the best of the lot.

Be that as it may, I was anxious to try each of the new "compacts" in turn, because, although import duty renders them comparatively costly in England and there are home-built cars of comparable size, MOTOR SPORT readers in other lands are potential buyers of Falcons, Valiants and Corvairs, and in America, where these cars are becoming well known, attention will be paid to the observations of English journalists who have tried these "little" automobiles under the sort of conditions in which "compact" cars should excel.

For this reason we made early application in the right quarters and the first "compact" to come along for critical analysis was a right-hand-drive automatic transmission Ford Falcon four-door sedan, strikingly finished in Belmont Blue metallic.

It is quite an occasion when an English journalist is permitted to try the latest and much-discussed product of the great Ford Motor Company of Canada. On the Monday on which I was to collect the Falcon I drove up the Great West Road and returned a front-drive two-stroke Auto Union 1000S we had been testing, drove into London in my front-drive four-stroke Morris Mini-Minor, which is essentially the best sort of car to employ for errands in the big cities (if the Falcon is compact, the "Minibric" is microscopic), and, leaving the office earlier than usual, drove down the Great West arterial road again to the white tower of the Lincoln Cars building.

Here, after two men, one in a brown overall coat, the other in white overalls, had indicated their dislike of my minute motor car entering a parking lot normally reserved for vast American automobiles (they were probably afraid it would give a Fairlane the itch), I was shown the spacious workshop in which imported Falcons are resprayed after shipment and given those additions and alterations deemed necessary for motoring in them in this country.

Right from the start it was possible to admire the extremely clean external lines of the Ford Falcon, although I must admit that these roughly-Zephyr-size cars were very much overshadowed by vast 5.4-litre V8 Ford Galaxie nine-seater "Country Sedans," one of which Rob Walker had just ordered, in his personal colours, for transporting his personnel about Europe on motor-racing commit-

ments. I was interested to learn that you can buy such spacious and eye-opening transportation in sedan form for only just over £600 more than the price of the Falcon in which I was about to drive away.

In the States they may regard the Ford Falcon as a comparatively small automobile but it is internally sufficiently spacious to seat six persons in comfort, three on each bench seat, or eight occupants possessing unexaggerated vital statistics for short distances. The interior is finished entirely in blue to match the external paint job; the upholstery likewise in blue, which isn't bad when you have grown accustomed to it. Driving the automatic transmission Falcon is simplicity itself, and the selection of suitable gear ratios for prevailing conditions is carried out by the hidden gremlins with commendable smoothness. There is the usual left-hand stalk selecting N, to enable the ignition key to work the starter (it turns the other way to keep the radio active), or D for normal automation motoring. The other positions, P, R and L, are self-explanatory.

Getting to Know the Falcon

Other control factors of the Falcon are in keeping with the smoothly-operating transmission. The steering is finger-light and transmits neither kick-back nor more than very minor vibration. If the action is supple and spongy, there is strong castor return-action to spin the wheel back after corners, which is just as well, because this is low-geared steering, the three-spoke dished "Lifeguard" steering wheel, with half-horn-ring and good finger-grips, asking 4½ turns (or five if sponge is taken up) from lock-to-lock. The truck-size 9-in. dia.



TIGHT SPOT, even for a "compact." This unusual view of the Ford Falcon well illustrates the treatment of the rear-end, with large rear window, recessed lamps and absence of tail-fins.



NEW "COMPACT," OLD CASTLE.—The Ford Falcon poses beneath Beeston Castle, not far from Oulton Park circuit. The frontal aspect is imposing, by reason of the wide grille, but the unflamboyant lines should prove acceptable to British motorists. The car cruises fast without fuss or wind noise, and Ford have taken careful steps to rust-proof the unitary body/chassis structure.

hydraulic brakes have a lining area of 114.3 sq. ft. and are applied by the broad left-hand pedal of the two-pedal control system. They are powerful and vice-free. The handbrake lever is set conveniently, under the fascia, for pulling out with the left hand.

Visibility over the pleasingly plain broad bonnet, with its suspicion of a central "power-bulge," is adequate but a driver sitting close to the steering wheel may find that the thick screen pillars restrict side-ways vision, although they are raked back at an angle from the only slightly wrap-round screen. Also, the wipers leave an unswept patch in the line of off-side vision.

The instrument panel is decently restrained. A normal 100-m.p.h. speedometer with arced scale, calibrated every 10 m.p.h., forms the main motif, and gives notably steady readings. It is flanked on the left by the water thermometer dial, marked C-H, and on the right by the petrol gauge, which, although it merely has readings of E and F with a line showing the half-full position, is an electrically-actuated gauge of extreme accuracy, the needle taking its time to rise into position after the ignition is switched on. Below the speedometer scale are windows for oil and generator warning lights, and a total, with decimals, mileage recorder. The minor controls take the form of a row of seven pull-out knobs below the fascia, with restrained lettering on the speedometer face above four of them. From left to right these knobs control defrosting, heater, heater vent and two-speed blower, cigarette lighter (cigars, we figure, are for Galaxie owners!), choke, wipers and lamps. It is interesting to find that the efficient screen-wipers are of the suction type, their speed thus varying with throttle openings, but with overriding control to a nicety by turning the knob. The side and headlamps (foot dipper) are controlled from a single knob which turns one way to light the central interior lamp, the other way for rheostatic variation of panel lighting. The self-cancelling direction flashers, with indicator lights on the speedometer scale, are conveniently operated by a left-hand stalk. The interior lamp, set between the vizors, has courtesy action from opening the front doors only. On Canadian Falcons the screen-washers are foot-operated but on the test-car a small button on the fascia looked after this necessary task.

Above the fascia runs hooded crash padding, ahead of which is a wide shelf containing heater and loud-speaker grilles. These reflect in the windscreen. There are good twin anti-dazzle vizors which swivel and clip sideways to obviate side glare. No vanity mirror or clock is provided as standard equipment. The test-car had a good Ford radio, and there is a nicely-made drawer-type ash-box in the fascia, another on the back of the front-seat squab. No door pockets are fitted and the back-compartment parcel-shelf has a rather shallow lip. The fascia incorporates a very shallow cubby-recess with neat push-button but non-lockable lid.

All four doors possess side arm-rests and the front ones have quarter-lights with prominent rain gutters but no anti-thief locks. The driver's was stiff to open. The front-window handles need three turns to wind the glass fully down, the back ones $3\frac{1}{2}$ turns;

THE FORD FALCON SERIES 10 MODEL 58A FORDOR SEDAN

Engine: Six cylinders, 88.9 × 63.5 mm. (2,365 c.c.). Push-rod-operated overhead valves. 8.7-to-1 compression-ratio. 90 b.h.p. at 4,200 r.p.m.

Gear ratios: Fordomatic automatic transmission. Low, 1.75 to 1; Direct, 1.00 to 1. Axle ratio, 3.1 to 1.

Tyres: 6.00 × 13 Firestone Deluxe Champion tubeless on bolt-on steel disc wheels.

Weight: 1 ton 2 cwt. 0 qtr. (Without occupants, but ready for the road, with approx. one gallon of petrol.)

Steering ratio: $4\frac{1}{2}$ turns, lock-to-lock.

Fuel capacity: 11.7 gallons. (Range approximately 286 miles.)

Wheelbase: 9 ft. 1½ in.

Track: Front, 4 ft. 7 in.; rear, 4 ft. 6½ in.

Dimensions: 15 ft. 1½ in. × 5 ft. 10 in. × 4 ft. 6½ in. (high).

Price: £1,428 0s. 6d. (£2,024 3s. 1d. inclusive of import duty and purchase tax).

Makers: Ford Motor Company of Canada, Ltd., Canada.

Concessionaires: Lincoln Cars Ltd., Great West Road, Brentford, Middlesex.

the off-side rear window would only wind down half-way. There are rotating finger-grips on the handles. Behind the back-door windows there are static quarter-lights.

What else do you see while getting to know the Falcon? Well, there are crude coat-hooks in the back compartment but they are set too far back, so that coats overhang the seat. Very large lever-type pull-up interior door handles are used, with push-button exterior handles. The doors have powerful keeps. The heavy bonnet lid releases from the front of the car and has to be propped up. The engine is typically Ford, with narrow valve cover, a six-port inlet manifold integral with the head, and all the fillers, the dipsticks for engine and transmission, and the 12-volt Ford General Duty Power Park battery splendidly accessible.

A separate key opens the lid of the luggage boot, which springs up of its own volition. The spare wheel lives amongst the luggage but the carrying capacity is enormous (23 cu. ft.). The keys prefer to be inserted upside down on the Falcon! The doors have sill-locks, which I like, with a good lock in the driver's door (and weather-flaps cover the locks). The petrol filler is an unsecured bayonet cap in the centre of the back panel, and I found it difficult to refuel away from a gas station, even with my excellent Eversure Fillacan, which is an indispensable road-tester's companion. Alas, in the big boot of the Falcon it felt uncomfortable and emptied itself.

Front suspension is by vertical coil-springs as on English Fords, the upper mountings visible under the bonnet. The external clean lines of the Falcon are enhanced by recessed Marchal headlamps, recessed tail-lamps incorporating stop and turn-lights, and number-plates sunk into the bumpers. Also, the test-car had whitewall Firestone tyres. Rather haphazard aspects are the exposed tail-lamp wires in the boot and flexible heater pipes in the front compartment, one of which detached itself.

Driving Impressions

I was unable to obtain performance figures for the Ford Falcon because on the day set aside for doing this the starter refused to turn the engine. The trouble was merely that the small Power Pack battery had unpacked its power but it took time to sort this out. At first this was merely inconvenient but when it happened again the next morning stronger terms were applied—the trouble was traced eventually to the generator overcharging and boiling the battery dry. However, it can be said that a very smooth flow of power emanates from the distinctly "over-square" engine, resulting in very good acceleration and an easy cruising speed of 80 m.p.h. The absolute maximum is in the region of 85/90 m.p.h., and the speedometer held an indicated 100 m.p.h. downhill. This easy, smooth speed made light of a journey to Oulton Park and back. Normally the transmission changes up smoothly at about 45 m.p.h., but for maximum acceleration kick-down action on the treadle accelerator holds maximum pick-up to 50/55 m.p.h.

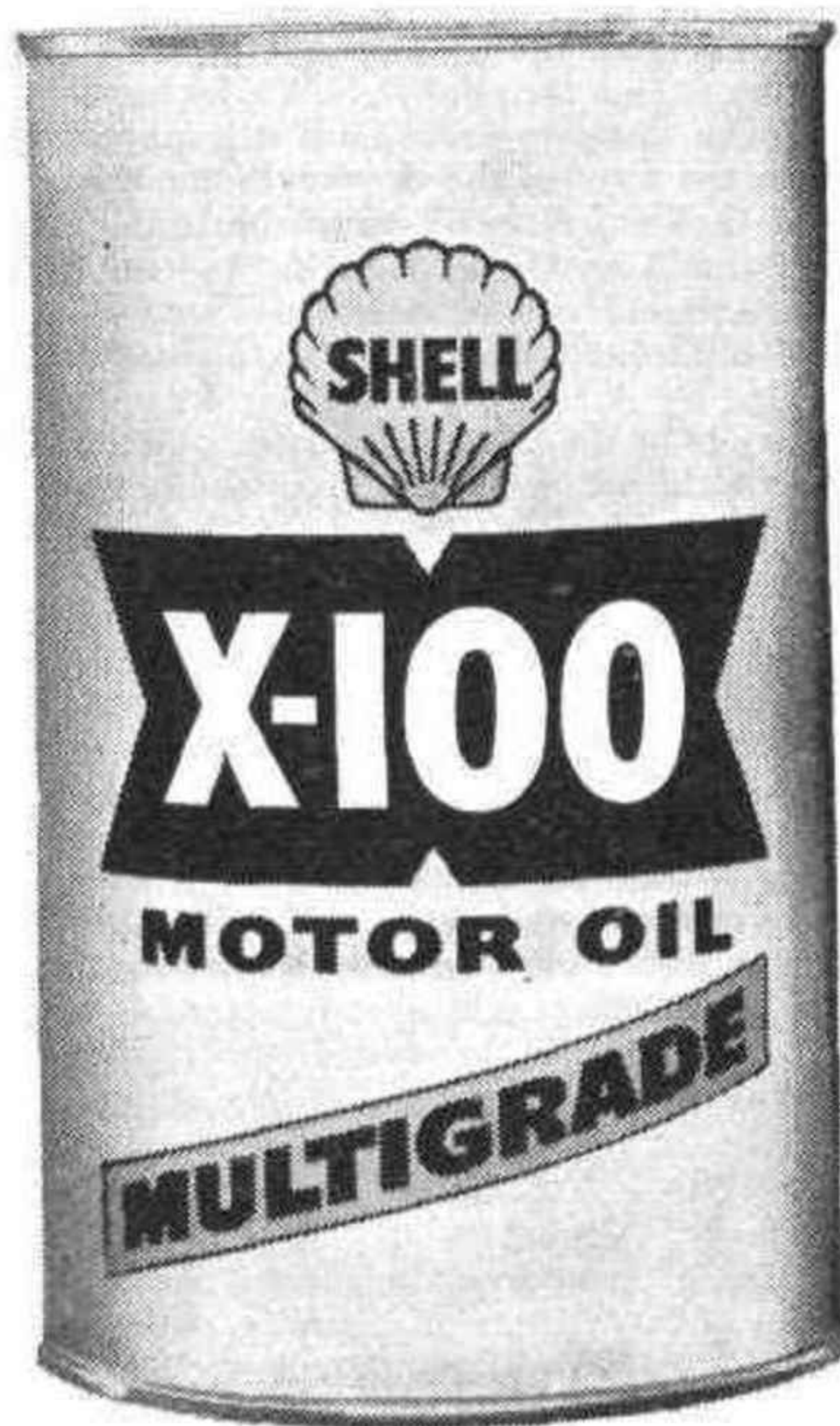
The suspension is supple, as on larger U.S. cars, but there is not overmuch emphasis on roll when cornering fast. The tendency is towards appreciable understeer, with front-tyre scrub exerting a retarding effect, although on rough roads back-axle tramp can convert this to mild oversteer. Along straight roads there is a tendency to yaw slightly. On bad surfaces shocks to the occupants are effectively killed at the expense of rather lively up-and-down movements and transmission of mild tremors through

Continued on page 354

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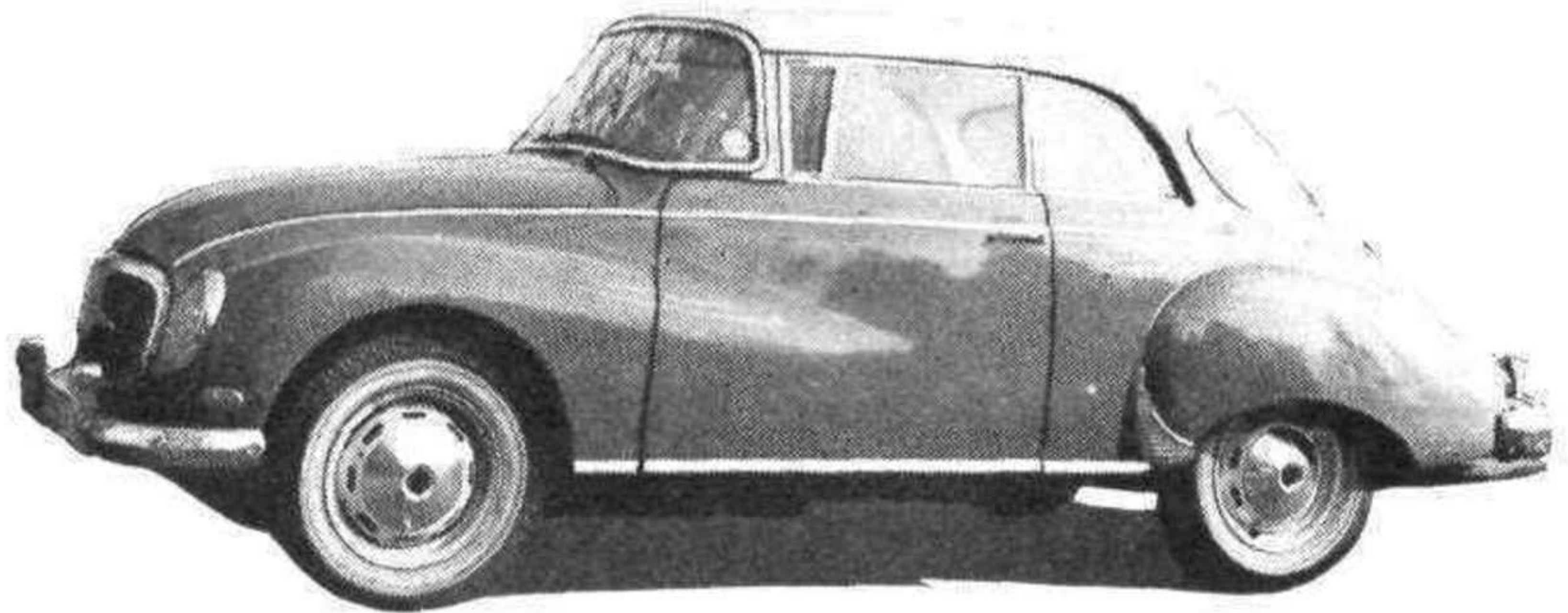


YOUR ENGINE'S BEST FRIEND

THE AUTO UNION 1000S

An Unconventional Small Saloon from Germany with 980-c.c. Three-Cylinder Two-Stroke Engine Driving the Front Wheels. Smooth-running Power Unit, Spacious Body, Complete Equipment and Free-wheel Transmission Revealed during Road-Test of a Car Formerly Known as the D.K.W.

A CAR FOR WORSHIPPERS OF THE UNORTHODOX.—The Auto Union 1000S offers such unusual items of specification as a three-cylinder two-stroke engine, front-wheel-drive, and a free-wheel. As this picture emphasises, it also has individual styling.



THE Auto Union concern in Germany, remembered by motor racing enthusiasts for the fabulous rear-engined Grand Prix cars of pre-war days in which drivers like Rosemeyer and Nuvolari challenged the might of Mercedes-Benz, has long been an advocate of front-wheel-drive and the two-stroke engine.

I recall being more than fascinated before 1939 when I road-tested the vertical-twin f.w.d. D.K.W. small car, a spacious saloon which, with Audi, Wanderer and Horch, made up the four rings of the Auto Union emblem.

Since the end of World War Two the proprietor of MOTOR SPORT has derived great satisfaction from a series of D.K.W.s he has owned, and I have been able to test the vastly-improved but still spacious and smooth-running D.K.W., in the form of the three-cylinder "Sonderklasse." That was six years ago and recently, to celebrate the taking over by Daimler-Benz of the Auto Union combine (which means that in England these cars are sold and serviced from new premises on the Great West Road adjacent to the London Mercedes-Benz depot and no longer handled by A.F.N.), I was able to sample two Auto Union 1000S saloons, one of them over a considerable mileage. Here it should be stated that the old term D.K.W. is today reserved for the little 750-c.c. Junior and that the former three-cylinder "Sonderklasse," now enlarged from 890 c.c. to 980 c.c., is known as the Auto Union 1000 or, in sports form, as the 1000S. Both models have the in-line three-cylinder two-stroke power unit with ignition by a separate Bosch coil for each "pot," but the 1000S develops 6 b.h.p. more than the standard model.

The cars I tried are called coupés by the makers but I should call them two-door saloons able to seat six people if necessary and having pillar-less side windows which wind flush into the sides of the body. The latest cars have a wrap-round windscreen, involving the knee-bruising lip common to such screens, an instrument cluster dominated by a vertical Vdo ribbon-style 100-m.p.h. speedometer, a flexible non-glare facia of "crocodile skin" with padded upper edge, and synchromesh on all the forward gear ratios.

The interior of the Auto Union is spacious for a car of under one-litre engine capacity and it is individually and comprehensively equipped.

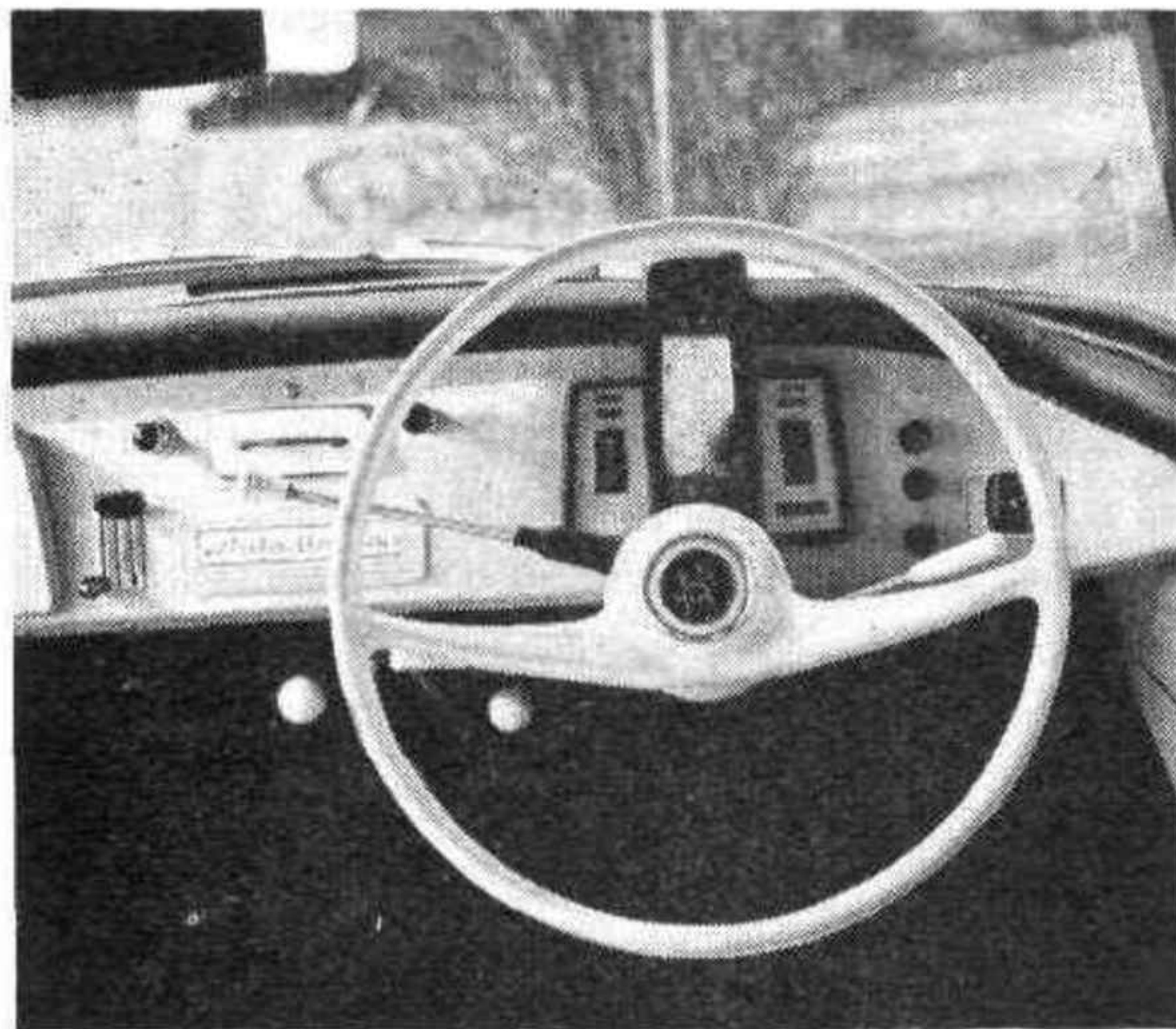
The separate front seats, of generous dimensions and deeply upholstered, can be lined up to carry three people abreast if required and the back seat is also spacious, with a deep parcels-shelf behind it and excellent visibility from a three-section rear window. The wide doors trail and are opened from within by lifting up the arm-rests. They have strong "keeps" and sill-interior locks. There are push-button exterior handles. The doors shut "tinnily." The front windows wind flush with the body side after 4½ turns of the plastic-covered handles, which have proper finger pivots. There are oblong quarter-lights with neat handles incorporating safety catches but no rain gutters. The back windows also wind down flush (6½ turns of the handles) but on the test car were stiff to wind up due to the rubber beading turning under. With the windows opened thus the entire sides of the car are freed of glass.

Details

The equipment includes twin anti-dazzle vizors with mirror in the l.h. one, these swivelling to stop side-glare and clipping back very neatly into the normal positions. There is a small interior lamp on each side, but courtesy action of these is controlled by the driver's door only, and only the off-side lamp possesses a switch. The small-diameter steering wheel has a single cross-spoke and finger grips on its rim. From its column extend the gear lever, on the left, the shorter lamps-control stalk, also on the left (on r.h.d. cars) and the direction flashers stalk on the right. The flashers are non-self-cancelling. The lamps stalk, after a knob on the facia has been used to switch on the sidelamps, provides for selecting dipped or full headlamps beam and can also be used for flashing a full-beam warning in daylight, a good feature so seldom found on British cars. The lever moves up from sidelamps to full headlamps beam and up again for dipped beam, whereas the sequence side lamps, dipped beam, full beam would be more convenient. Depressed further it gives the daylight warning without need to switch the side lamps on, an excellent feature.

The gear lever is not spring loaded and the locations are "upside down," i.e. up and towards the driver for first gear, away from the driver for second gear, down and towards the driver for third gear, and down, but away, for top gear. Reverse is well-protected, the lever having to be pressed in to bring it beyond the second-gear position. In a plastic hooded "tower" rises the speedometer, marked clearly every 10 m.p.h. by clear figures alternately on either side of the scale. On the first 1000S I drove there were marks for maximum permissible speeds in the gears but on the test car proper these were absent. Flanking the speedometer scale on the right is a total mileage recorder with clear figures but no decimals and no trip setting with, above, a water temperature gauge stroked towards freezing and boiling points, topped by oblong warning-light windows, the lower for ignition-on, the upper for r.h. direction flasher functioning. Similarly, on the left of the scale a blank with the Auto Union ringed emblem balances the mileage recorder and above it is a vaguely-calibrated petrol gauge the needle of which is apt to float (there is a red segment indicating low tank contents) and warning lights above this, the lower blue one for headlamps full beam, the top one for the l.h. direction indicator.

The unusual fibre-facia has a cubby-hole before the passenger, with press-button non-lockable lid of the same material. Vertical plastic knobs convenient to the driver's right hand control choke, sidelamps, and panel-lighting, the latter with rheostat control. To the right of these is a small Kienzle electric clock, prone to lose time on the test car. The heater and fresh air supply are neatly controlled by three small vertical quadrant levers, the only indication of their functions being small blue and red spots (cold and hot, respectively). Another knob, unlabelled like the rest, controls the self-parking screen wipers. The wiring is unusual, in as much as when the ignition is off the wipers can be used but the horn, controlled by the steering wheel knob, is inoperative. There is a cigarette lighter, and a grab-handle



OF CONCERN TO THE DRIVER.—The latest Auto Union 1000S has a "crocodile skin" facia and unusual ribbon-type Vdo speedometer. Fuel gauge (left) and water thermometer flank the speed scale, with various warning lights above, the mileage recorder bottom right. The clock and main control knobs can be seen on the right, the heater quadrant levers on the left. The gear-lever protrudes on the left of the steering column, with lamps control just visible below the l.h. spoke of the wheel, the flashers stalk above the r.h. spoke. The white knobs, l. to r., are respectively, handbrake, ventilator control. The free-wheel knob on the right is not visible.

for the front-seat passenger. The test car had parking light control of the side and rear lamps from a tiny tumbler-switch under the facia and Bosch fog and spot lamps which only worked with the ignition on.

Under the facia are three white knobs. That on the right of the steering column locks or unlocks the transmission free-wheel. The centre one controls winter and summer settings of the heating and ventilating system. The one next to it is the hand-grip of the hand brake, with normal ratchet control and quite well located, although a protruding split-pin did its best to puncture the driver's right thumb on early acquaintance, an episode which momentarily depreciated the luxury aspect of the Auto Union! On the extreme left under the facia there is a pull-out toggle handle controlling the radiator blind; this protrudes a long way and could be lethal to the passenger's stockings or trousers.

The ignition key actuates the starter and can also be used to lock the steering, while an unusual but excellent item is a foot-operated screen washer. The treadle accelerator has dual pressure action, the initial depression sufficing for speeds up to 69 m.p.h. after which heavier pressure is required to attain greater velocities, this being a fuel conserving measure.

There are side arm-rests in the back compartment and in the roof on the left is a small coat-hook sliding on a strap. Access to the back seat is by folding forward the front seat squabs. Ash containers are provided in both compartments and the doors have elastic-topped pockets. There are small side arm-rests for the back-seat occupants.

The massive petrol tank filler cap at the off-side rear is provided with a lock, operated by a separate key. The finish, in primrose yellow with green upholstery, drew praise and was further enhanced by white Styla tyre trim bands over the Firestone tyres. The Auto Union has an extremely roomy luggage boot, the lockable lid of which has to be lifted by hand but is self-propping by a strut which has to be released before the lid can be lowered. The recess of this boot has a flat wooden platform but the spare wheel is laid flat on the floor, presenting sharp edges to any contents which slide towards the rear of the boot. The bonnet is opened by pulling a toggle under the scuttle and springs up automatically; the radiator is behind the cylinder block and with front grille removed the engine and 6-volt electrics are rendered very accessible. The Hella headlamps are powerful and the Blaupunkt push-button radio was loud and clear.

Driving Impressions

From the driving seat the view is "old fashioned" in as much as the near-side front wing is not normally visible, although otherwise the driver's vision is unimpaired. The pedals are well placed and all

occupants benefit from a flat floor, legacy of properly-executed front-wheel-drive. The steering column gear change works extremely well, especially when the free-wheel is in use, but, human reactions being as they are, drivers accustomed to the normal gear positions will be many days before they subconsciously know their way about the Auto Union change; I found I was all too frequently in the wrong cog when in a hurry! But if the "upside-down" action and small movement across the gate are conquered with the slender little lever go through very quickly indeed. Bottom gear causes a crunch only if selection thereof is really brutal. The clutch is light and reasonably smooth, a jerky get-away being due to the rapid surge of bottom-gear acceleration following the slight two-stroke hesitation (the driver being apt to imagine he is using second gear!) rather than to fierceness on the part of the dry plate clutch.

The Auto Union's best characteristics are its good acceleration and effortless cruising at advanced speeds. The engine, with torque like a six-cylinder four-stroke and no limit imposed by valve bounce, surges the car off the mark, indicated speeds of 30 m.p.h. in bottom and 51 m.p.h. in second gear coming up quickly, so that from rest a cruising gait of a mile a minute is reached in something like 20 seconds, providing the little engine is revved freely, on which treatment it thrives, to the accompaniment of "two-stroke noises." Indeed, so quickly does it reach its peak that second gear, in which 4,000 r.p.m. represents 30 m.p.h., seems too low. The gear-lever is essentially there to be stirred about—the 4.0-to-1 top gear is in the nature of a built-in overdrive, and third, in which an indicated 76 m.p.h. is possible, will be employed very frequently, while in either of these ratios speed will pick up in a decidedly leisurely fashion unless second gear is called in to assist. This will not trouble the keen Auto Union exponent, may even give him pleasure, but does make the car tiring to drive in traffic—clearly, like so many other imported cars, it is at its best in its own country, cruising around 80 m.p.h. along the *autobahn*, for instance!

The stalk controls for lights and flashers are excellent, the warning lights do not dazzle, but a dial-type speedometer might be preferable as easier to read than the strip or ribbon instrument which Auto Union now fit—not that they are alone in this by any means, except that theirs has a vertical scale. As lamps dipping is controlled by hand it would be slightly more convenient to have self-cancelling flashers. The view in the mirror is good although it is hung from the roof on a long stalk and slightly impairs l.h. vision. The wipers, working in opposition, are extremely efficient and work quietly.

The engine makes itself heard as it accelerates the car commendably briskly, but once the desired speed has been attained there is an entire absence of noise or fuss—the turbine-like flow of power is quite unobtrusive. In this the Auto Union is well suited to motoring trends of the future, which will entail fast driving along Britain's new motorways.

In the matter of chassis design the car is rather the reverse. A beam axle is used at the back, although front-wheel-drive lends itself to all round independent suspension. Although this axle is cranked the back of the car is relatively high, suspension being by a high-set transverse leaf spring and trailing arms; at the front a similar spring is used in conjunction with wishbones. The separate chassis is a box-section structure. This suspension system gives a fairly comfortable ride on good roads but far too much quite violent up and down motion on secondary roads and the car is unhappy over really rough surfaces. On tight corners there is pronounced roll. The back-end easily becomes skittish, breaking away early on slippery surfaces. This is not to imply that the Auto Union 1000S cannot be



BEFORE THE WAR Auto Union and Mercedes-Benz were deadly rivals in Grand Prix races as this picture of the start of the 1937 Donington Grand Prix, won by Rosemeyer's Auto Union No. 5 at 82.86 m.p.h., testifies. Today, Mercedes-Benz owns the Auto Union company.

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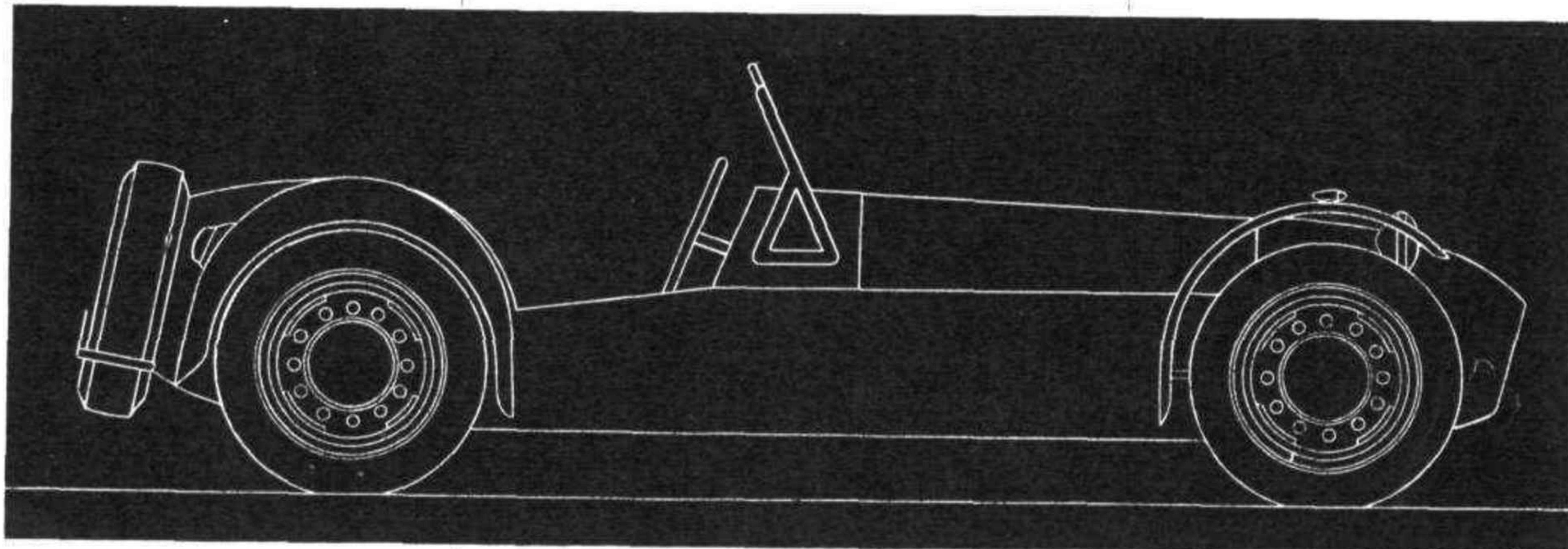
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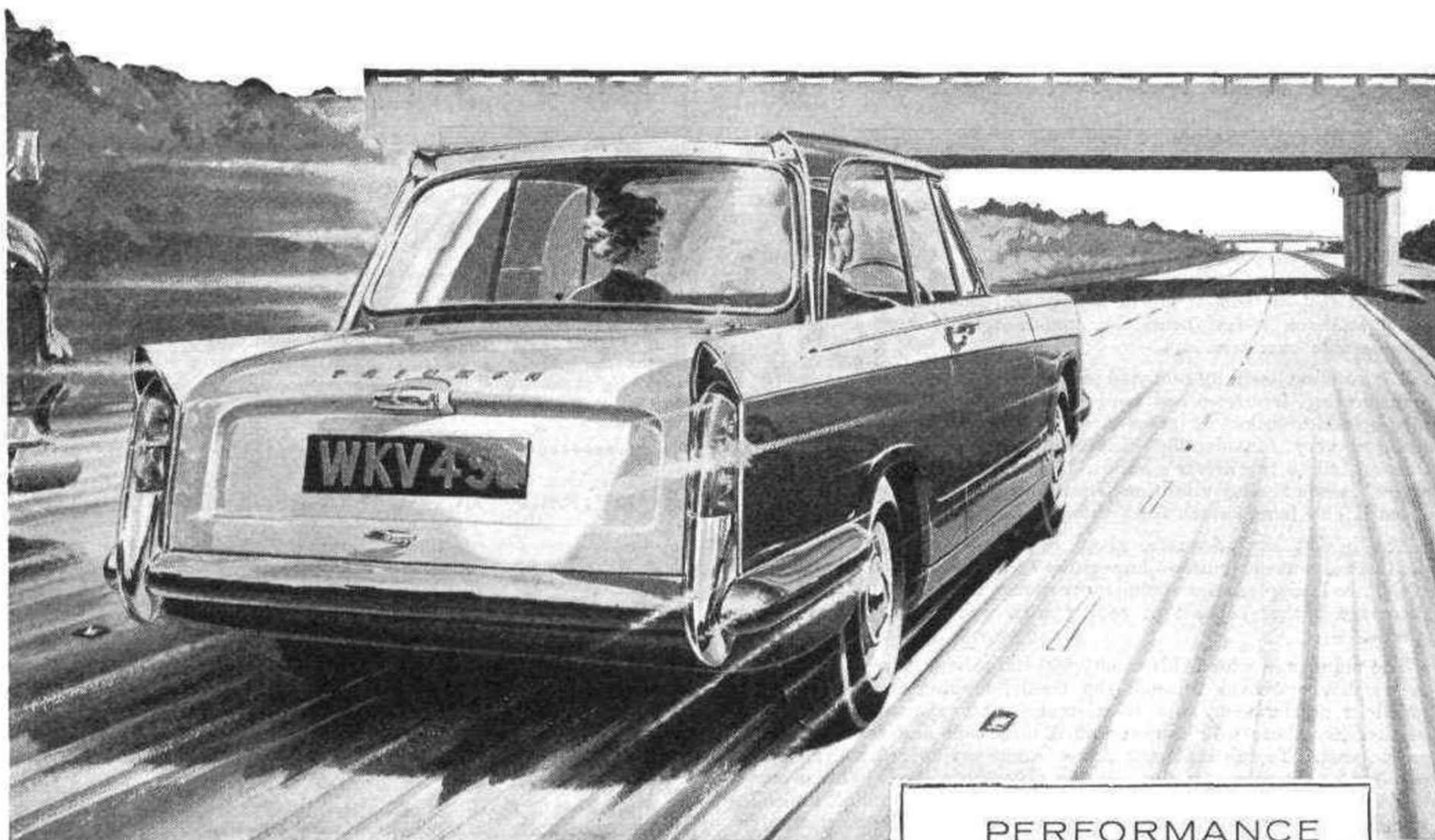
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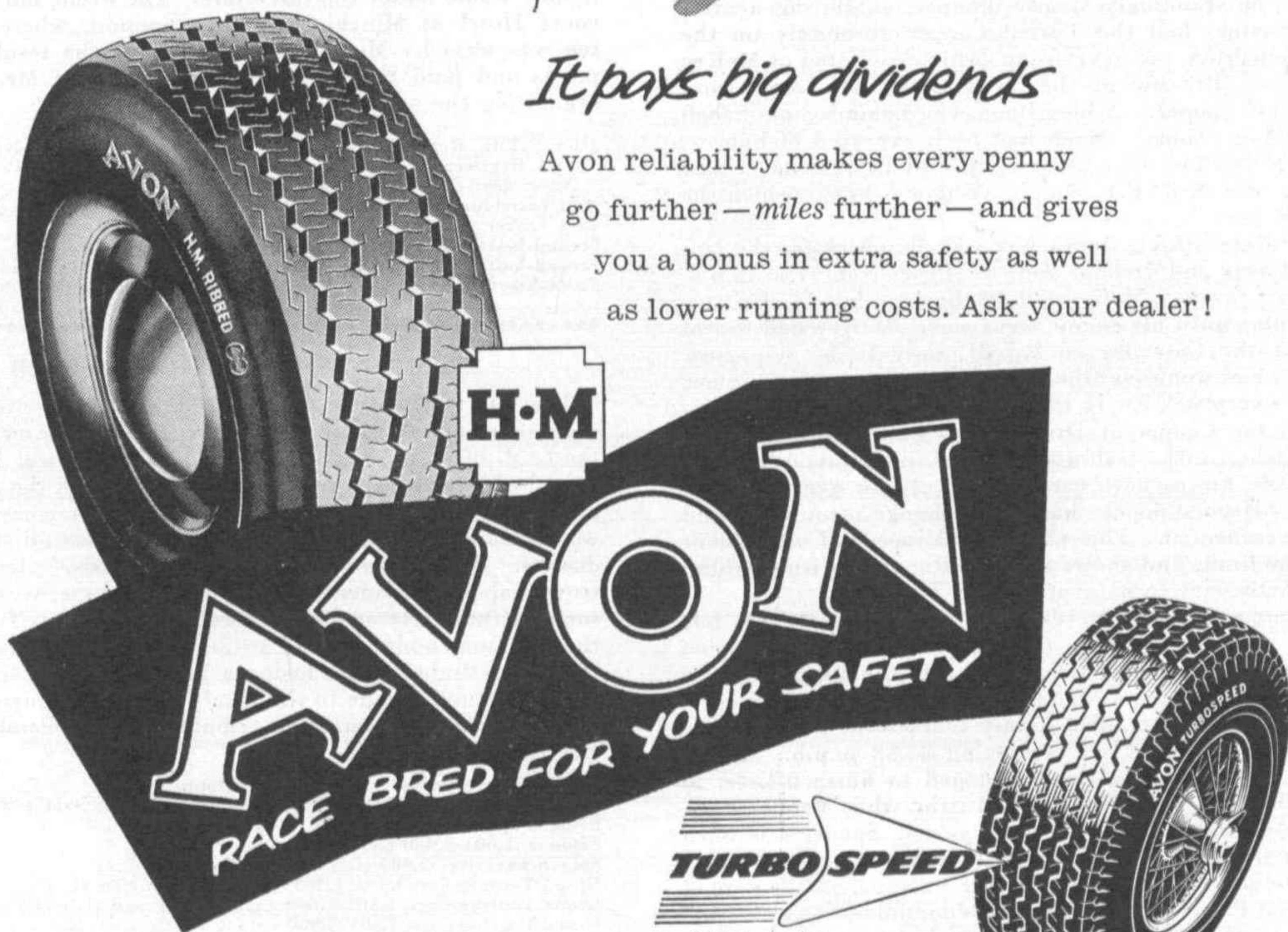
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GOOD RACING AT OULTON PARK B.A.R.C. MEETING

Lotus Again in the Ascendency, Beating Cooper in F.2 and F.J. Races

IN spite of the cold weather and coverage by B.B.C. T.V., a big crowd—official estimate 30,000—watched interesting racing at the B.A.R.C. Meeting at the splendid Oulton Park "road" circuit on April 2nd.

Promptly—this was B.A.R.C. organised!—competitors lined up for the Closed-Car Race over 10 laps (27.6 miles). This showed the supremacy of the Lotus Elites, and forecast Lotus successes to follow. Wagstaff's Elite led for four laps, after which Summers' Elite got by and, as Wagstaff fell back, the third car of Team Elite, driven by Tom Dickson, also overtook him. They finished in that order, the winner averaging 77.54 m.p.h. and making fastest lap, at 78.89 m.p.h. The only car that gave any challenge was Fletcher's A.C.-Bristol, which led home the two Twin-Cam M.G.s of Foster and Bridger. Staples' A.C.-Bristol spun off and retired without completing a lap, and after similar loss of control Hobbs succeeded in overturning his XK140. Elwes' Sprite retired but Venner-Pack's Speedwell G.T. Sprite led the 1,100-c.c. category by a clear lap from Scrimgeour's Turner, winning at 72.7 m.p.h. after a lap at 73.63 m.p.h. Bolton was far less impressive than a contemporary's road-test suggested his Alfa-Romeo Sprint Speciale owned by Atkinson should have been.

A very mixed bag of motor cars contested the 10-lap Sports-Car Race, Dickson in a 2-litre Lotus-Climax pulling out a very substantial lead from the start, and lapping the tail-enders, mostly the big cars, after eight laps. He won at 88.27 m.p.h. (fastest lap, 90.52 m.p.h.), followed home at a discreet distance by Taylor's 2-litre Lotus-Climax and Jimmy Clark in the Border Reivers' Aston Martin DBR1. The 1,100-c.c. category was a victory for Rees' Lotus-Climax at 83.67 m.p.h., from Ashdown's Lola, which came through the field well, and Brierley's Elva.

At 3 p.m., under a threatening sky, the 25-lap 69-mile Oulton Park Trophy Race for F.2 cars commenced. As the big field streamed away McKee led Surtees and Ireland, but very soon Ireland was well out in front, the only Team Lotus out of three to start going through the corners in an outstandingly steady manner, exhibiting neutral steer. Behind, Surtees had the Tyrrell Cooper absolutely on the limit, so that he outdrove the next group, which consisted of McKee in Russell's Cooper, Bristow in the Yeoman Credit Cooper and Salvadori in Atkins' Cooper. A long, long way behind came Schell in the other Yeoman Cooper. Much had been expected of him, as practice times credited him with fastest lap, but he just never saw the leaders; his car had F.1 double-wishbone i.r.s., which he apparently didn't like.

Splendidly as Surtees drove, the Cooper was no match for the lap-record-breaking Lotus and Ireland won by 16 sec., at 91.11 m.p.h. Of the "secondary racers," McKee fell to third on lap 11, Bristow holding off Salvadori until his engine went sick. McKee had forced past Salvadori at the Cascades on lap 21, only to be re-passed. On the 24th lap McKee went over the limit and spun at Lodge Corner, allowing Bristow's very sick car to take fourth place, and on the last lap McKee rolled the Cooper at Druid's. So Salvadori was third, Bristow fourth, Schell fifth, Halford's Cooper sixth. At the start, Taylor (H.) shunted Lewis, both cars retiring, Twisk overturned at Druid's, Raby's Hume-Cooper had gear-change troubles, and Charles' Cooper overheated. This was a good race, full of incident and driving on the limit, and shows that 1½-litre racing isn't as dull as some of the pundits try to paint it.

Surtees came out again for the 10-lap Formula Junior Race, but bent the Cooper's gear-lever, and let the car free-wheel up the escape road at the Cascades with engine trouble. From the start the three Team Lotus rear-engined cars swamped everything else in the race. Taylor (T.P.) led for six laps, then Jimmy Clark went ahead, these two finishing 1.2 sec. apart, Clark averaging 85.98 m.p.h. McKee was less brilliant but his Lotus-Ford managed to finish 0.4 sec. in front of Taylor (H. C.) in Tyrrell's Cooper-Austin, while Venner-Pack in the Speedwell-prepared Cooper-Austin passed Spence's Coburn Cooper-Austin on the last lap, pipping it to fifth place by 0.2 sec.—close racing! The only retirements were due to spins, on the part of Threlfall (Elva) and Parnell (Cooper). Lotus dominated this exciting race. Carter in the Stanguellini Fiat was notable merely for a crisp exhaust note, and Arundell (Elva) threw away his chances when he took to the Cascades escape road on lap five, when laying fifth. Clark made fastest lap, at 87.5 m.p.h.

The meeting concluded with a 10-lap *Marque* Scratch Race, led all the way by Bolton's A.C.-Bristol, which won at 77.34 m.p.h. and made fastest lap, at 78.26 m.p.h. Lawrence's Morgan was second,

Foster's M.G. Twin-Cam coupé third. Fletcher and Staples crashed their A.C.-Bristols.

Tom Dickson set a new sports-car lap record at 90.52 m.p.h., Ireland established a new F.2 lap record of 92.03 m.p.h., getting a really good reception from the crowd when he was driven round on a lap of honour, and Clark's lap at 87.50 m.p.h. represents the Oulton Park F.J. lap record. Colin Chapman must have enjoyed the results as much as anyone!—W. B.

S.T.D. REGISTER INTER-REGISTER CONTEST (April 3rd)

The S.T.D. Register's first Inter-Register Contest of 1960 consisted of a navigational-cum-observation run which started from the Stratton Hotel, Stratton, near Cirencester, which has just been taken over by Dick Henderson—next time you are that way, call in and look at the pictures of radiators that adorn the bar!

Thirty competitors took part, of which the S.T.D. Register produced four Sunbeams and a couple of Talbots, the 12/50 Alvis Register six entries, the Fiat Register four Fiats, comprising Longson's rare 1930 sports 514MM, a 1926 501B, a 503 and a 509A, the Bull-Nose Morris Club a varied entry of five, including Cowley, Oxford and Lytton Jarman's 1926 ex-Fernihough M.G. Super Sports, and the newly-invited Austin 12/4 Register seven cars, of which the most exciting was R. J. Wyatt's "Brooklands Sports" Austin Twenty with centre-lock wire wheels, a Frazer Nash camshaft and a throaty exhaust note. There was but a lone Humber, a smart 1927 14/40 coupé.

Drivers and navigators spent a busy afternoon in pleasant country looking for clues and collecting items such as a snail and a spider, but the cars were less strenuously tested, the time schedule deliberately being a lenient one (average speed under 15 m.p.h.), although one extremely steep hill stopped a Fiat and made many drivers wonder if they would suffer the same fate. The event finished at the Moor-court Hotel at Minchinhampton Common, where an excellent 3s. tea was served. Mrs. Boddy announced the results, presented the prizes and paid tribute to the hard work of Mr. F. W. Joyce in organising the event.

Results:

1st: S.T.D. Register, 69 marks.	2nd: 12/50 Alvis Register, 64 marks.	3rd: Fiat Register, 52 marks.	4th: Austin 12/4 Register, 37 marks.	5th: Bull-Nose Morris Club, 26 marks.
Best Individual Performance: R. C. Carter (1935 Sunbeam 25) ... 26 marks				
Best Visitor: A. Collins (1931 12/60 Alvis) ... 24 ..				
Second-best Visitor: G. N. S. Davies (1931 12/60 Alvis) ... 22 ..				
Second-best S.T.D. Member: C. G. E. Paget (1934 Sunbeam 25) ... 23 ..				
Third-best S.T.D. Member: V. Rawlings (1931 Talbot 90) ... 22 ..				

WEST ESSEX C.C. NATIONAL SPEED TRIAL

This efficiently organised event was held at North Weald aerodrome on Sunday, April 3rd. G. H. Keylock in an F.2 Cooper made the f.t.d. of 21.70 sec. which was 0.83 sec. slower than Brightman's record of last year. A heavy shower of rain in the afternoon did not affect the cars, even at the start, and most competitors got away without difficulty. This type of event attracts all classes of cars and drivers. There were home-built "specials," Jem Marsh's controversial part-wooden Marcos and of course expensive machinery such as the DB4s of Messrs. Leake and Gates. Towards the end of the day somebody decided to brake on the pneumatic tube of the electronic timing gear causing a breakdown. Nevertheless, the cars were eventually made to run singly down the course, and so use part of the timing apparatus, a tribute to the ingenuity of the club's electrical engineers.—A. W. G.

Results:

Fastest time of Day (The Crafford Trophy): G. H. Keylock (Cooper S)	21.70 sec.
Saloons up to 1,000 c.c.: J. M. Young (Ford Anglia)	29.46 ..
Saloons, 1,001-2,000 c.c.: A. Hutcheson (Riley 1.5)	30.59 ..
Saloon Cars over 2,000 c.c.: J. Storrar (Jaguar 3.8)	26.72 ..
Grand Touring Cars up to 1,300 c.c.: M. S. Beuttler (Lotus Elite)	25.69 ..
Grand Touring Cars, 1,301-1,600 c.c.: K. P. Tomei (Elva Courier)	28.24 ..
Grand Touring Cars, 1,601-3,000 c.c.: D. R. Barthel (Mercedes 300SL)	23.44 ..
Grand Touring Cars over 3,000 c.c.: T. G. Leake (Aston Martin DB4)	25.61 ..
1172 Formula: M. F. Goodwin (Lotus)	30.20 ..
Sports Cars up to 1,500 c.c.: J. Shaw (Lotus)	24.32 ..
Sports Cars 1,501-2,000 c.c.: J. Randles (Lister Bristol)	25.62 ..
Sports Cars over 2,000 c.c.: D. R. Barthel (Mercedes 300SL)	23.36 ..
Racing Cars up to 500 c.c.: F. J. Mays (Speciale)	25.75 ..
Formula Junior: M. S. Beuttler (Gemini)	24.26 ..
Racing Cars 501-1,500 c.c.: G. H. Keylock (Cooper)	21.70 ..
Racing Cars over 1,500 c.c.: B. H. Clinkard (Alvis)	25.73 ..

PICTORIAL REVIEW

B.A.R.C. Oulton Park and Easter Goodwood
Easter Brands Hatch **Mobilgas Economy Run**
West Essex Speed Trial

THE START OF GOODWOOD'S BIG EASTER RACE.—From the front row, left to right of the picture, Bristow (Cooper), Moss (Cooper), Schell (Cooper) and Ireland, who won so brilliantly in Lotus No. 14, accelerate away. Note how Schell is almost setting his back tyres alight, whereas the other three front-row drivers get away with less wheelspin. Moss set about chasing Ireland, but to no avail—he finished 2.8 sec. behind. Note, too, the big crowds in the packed grandstands.



The car that owes its success to . . .

THE MAN IN THE STREET



Photo by Pamela



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The VW engine needs no running in, top speeds 68-70 m.p.h. are cruising speeds.

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Correct weight distribution allows maximum braking efficiency from which follows precise and finger-light steering.

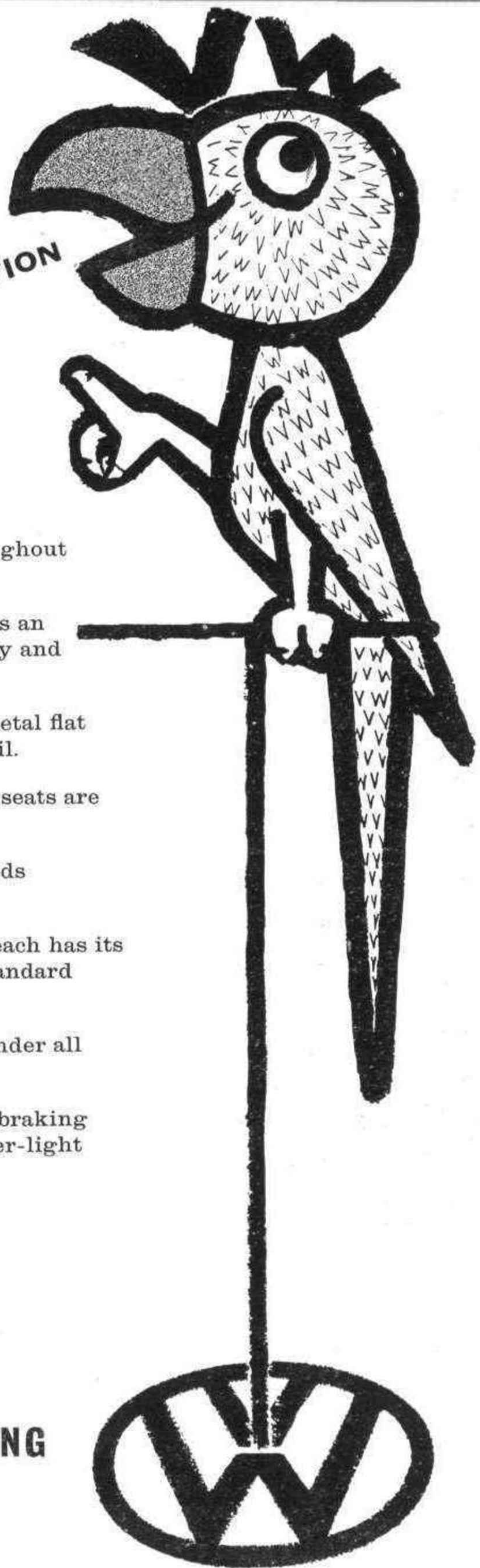
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Perfectly selected ratios

Unbeatable synchromesh

IT'S WORTH REPEATING





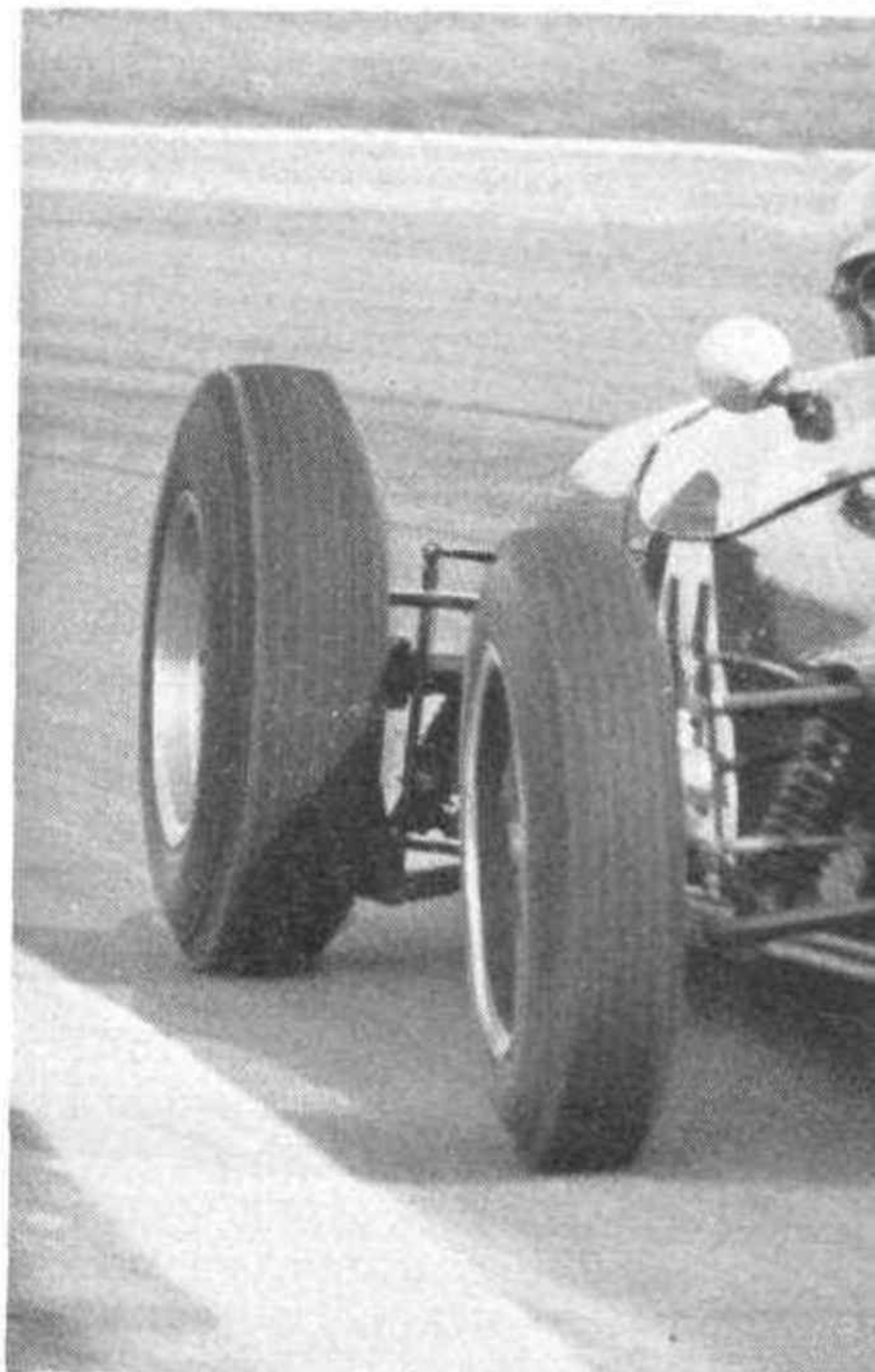
ALWAYS AHEAD.—It's that man Ireland again, in Lotus No. 25, in this case in the F.2 race at Goodwood on Easter Monday, leading Moss' Porsche through the chicane. The Lotus was more stable than the Porsche and again Stirling had to be content with second place, 6.4 sec. behind. Wait until both these men are in Lotus cars!

GRIMMER DUEL.—McKee (Lotus-Ford) striving hard to keep third place from Taylor's Cooper in the Goodwood Formula Junior race. In this he was successful and Lotus dominated the race, finishing 1, 2, 3, with a new F.J. lap record to the credit of winner J. Clark.

SALVADORI OUT IN FRONT.—The 2½-litre Cooper Monaco is a potent piece of sports-car machinery. Here Roy Salvadori uses it to good effect to hold a comfortable lead in the Unlimited Sports-Car race at the B.A.R.C. Easter Meeting.

CLOSE THING.—Tom Dickson drove splendidly at Goodwood to come up amongst the leaders in the big sports-car race. Here his 2-litre Lotus-Climax has just snatched second place from Blumer's Cooper Monaco of the same capacity but, come Madgwick, and Dickson's car faltered momentarily, giving Blumer back his place.

OUTRIGHT WINNER of the 1960 Mobil Eco-Run, E. Jones, navigated by his young son, took Standard Ensign over the Yorkshire dales on the 5th day of the contest. The Standard achieved 40.39 mph.



CONVINCING CAR, IMPECCABLY DRIVEN.—which won the Goodwood "International-100" race at the Winton

AN EASY WIN was recorded by Graham Warner in a rather poorly supported Formula Junior race. There were only five cars left at the finish and Warner's Gemini was nearly 30 sec. ahead of the second man, H. W. Epps in an Elva-Auto Union.





MOST ECONOMICAL of all cars in the Mobil Economy Run was this Austin Seven, driven by T. T. Wolfendale, which recorded 57.15 m.p.g. It is here seen rounding the notorious hairpin bend at the foot of Blushills Mine in Cornwall.



THE RED FORD Anglia of J. M. Young went straight into the lead in the saloon-car race, but could not hold off G. C. Shepherd in his very fast A40. A new lap record in this class, 66 sec., was set up by Shepherd, and he is seen here overtaking Young on the approach to Druids Bend.

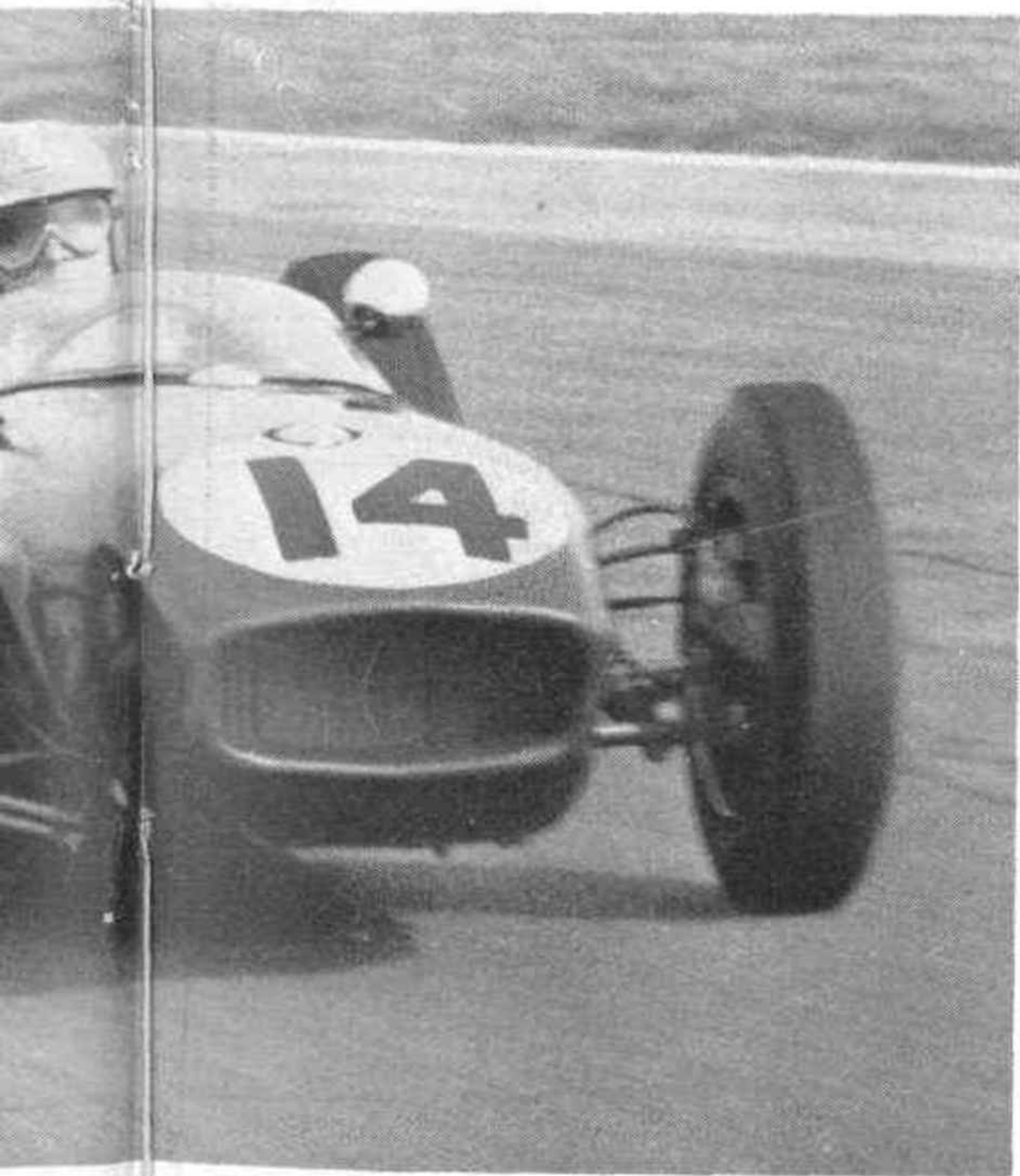


THE MOST EXCITING RACE of the day was the unlimited sports-car race (Part 2), when Chris Steele in a Lola challenged the fading 2½-litre Lotus Fifteen of D. Piper on the last lap. Only the greater acceleration of the Lotus enabled Piper to reach the finishing line before the Lola.



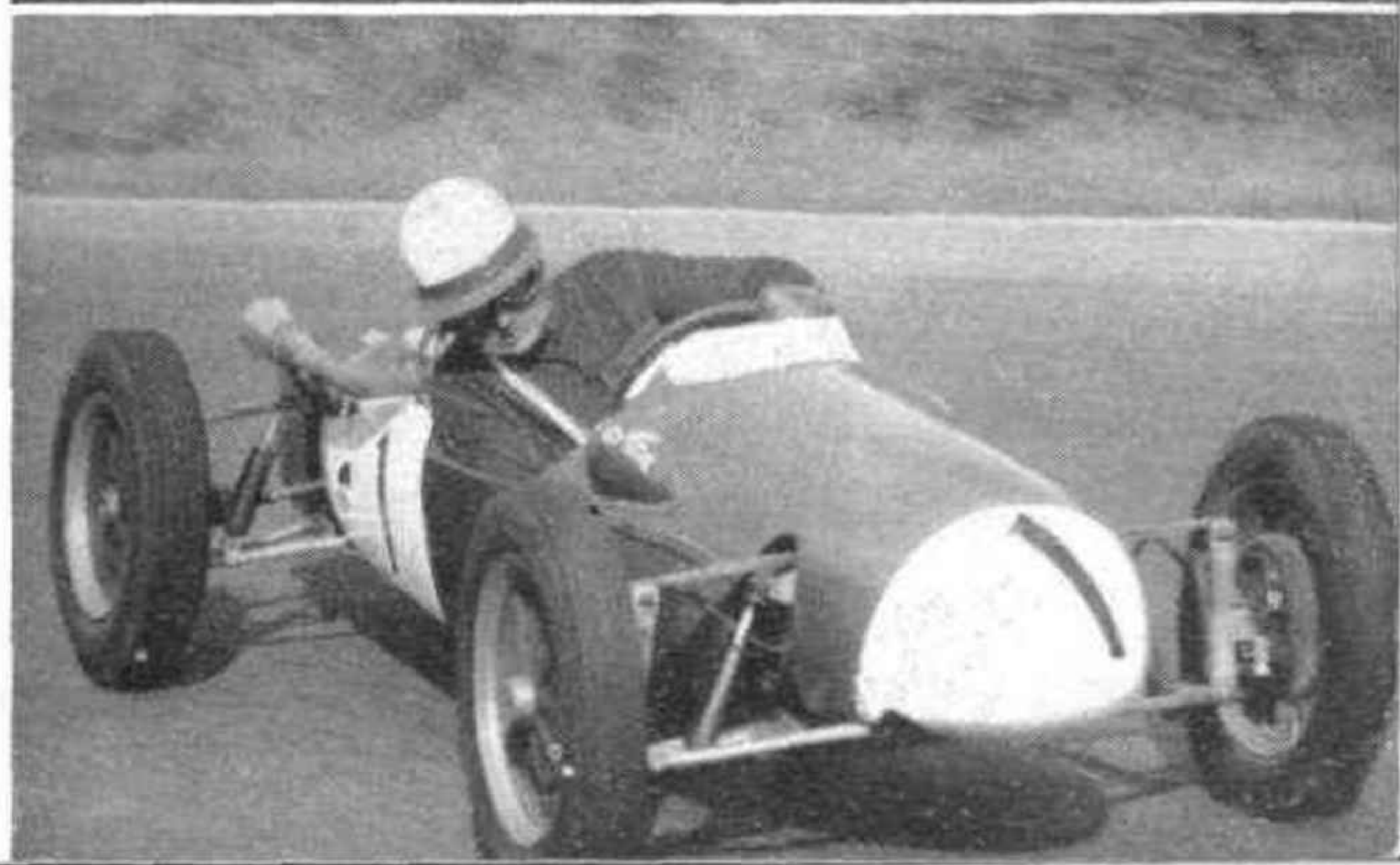
THREE WHEELS ONLY on Druids Bend for the Lotus Elite driven by Graham Warner. In the initial stages of this G.T. race, R. A. Gibson in an XK120 did well to hold Warner's Elite at bay for nearly half the race. Gibson was challenged very strongly by B. Whitehouse, also in an Elite, but the Jaguar was still there in second place at the finish.

THE LAST EVENT of the meeting was for 500-c.c. and Formula Junior cars. The Cooper-Norton driven by J. Pitcher must have surprised many people, including Graham Warner in his Gemini. There was virtually a photo-finish, but the Formula Junior car was given the verdict.



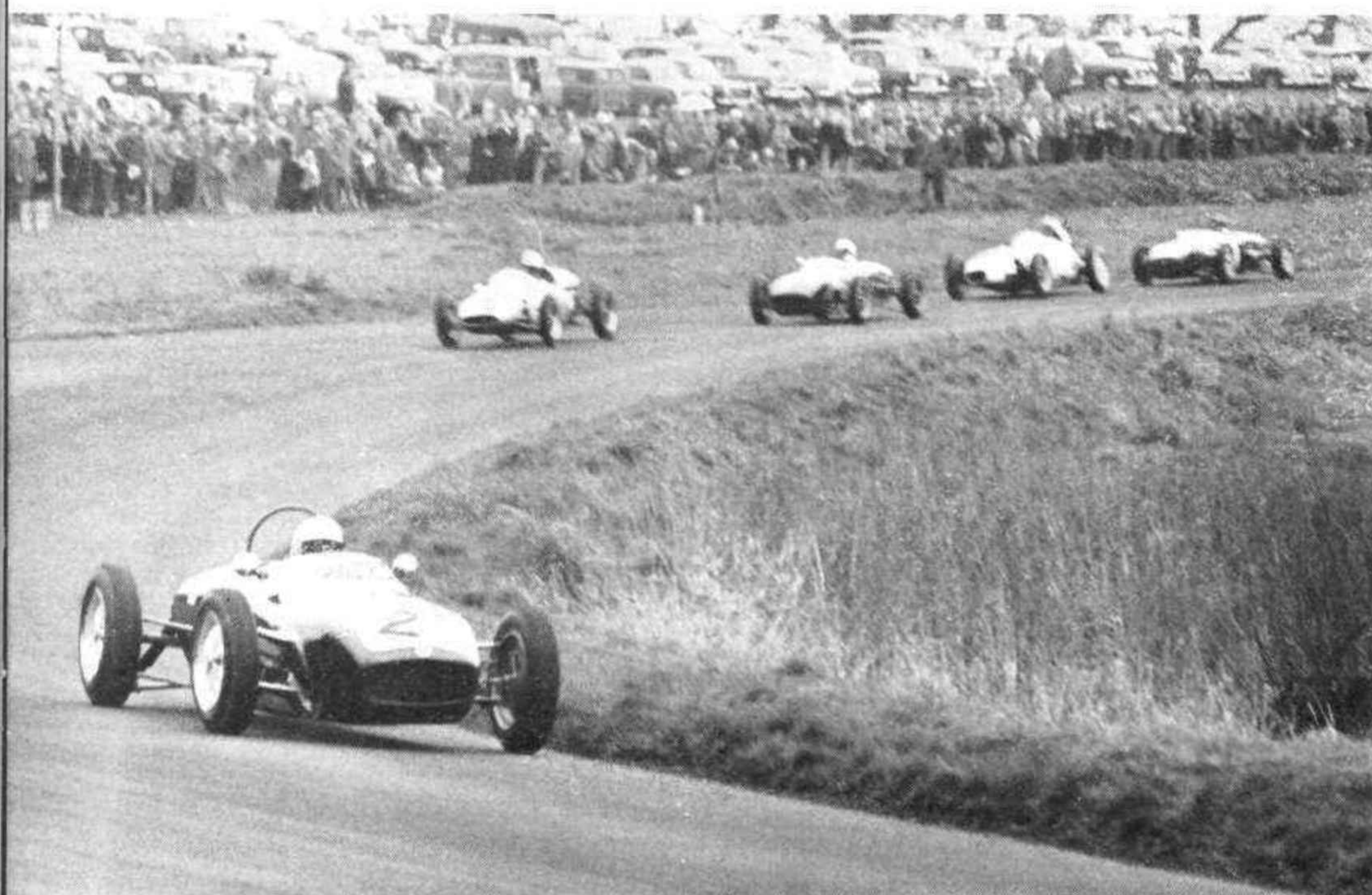
The new Formula 1 Lotus, with Innes Ireland in its cockpit, a combination at the record speed of 100.39 m.p.h. against the might of Stirling Moss and Walker Equipment Cooper-Climax.

THE VERY FAST SPRITE driven by J. H. Gaston temporarily leads the pretty G.S.M. Dart of J. van Niekerk. On the eighth lap Gaston disappeared off the track at Paddock Bend, taking part of an advertising sign with him, very luckily the driver was unhurt. This left the Dart an easy winner over K. L. Spellman in another Austin Healey Sprite.





DIFFERENT SIZES, BOTH SUCCESSFUL.—Oulton Park proved to be a day of Lotus supremacy, Colin Chapman's cars winning everything except the marque sports-car race, in which no Lotus competed. Particularly convincing victories were secured in the F.2 race for the Oulton Park Gold Cup and Formula Junior race. On the left Innes Ireland is seen leading comfortably in the Formula 2 race, and on the right is seen one of the new Formula Junior Lotus cars, which finished 1, 2, 3 in the Formula Junior race.



FIRST LAP OF THE FORMULA JUNIOR RACE at Oulton Park last month saw T. P. Taylor's Lotus-Ford first through the Cascades. A foretaste of Lotus supremacy — these new rear-engined cars finished 1, 2, 3 — is given by the appearance in this picture of the ultimate winner, Jimmy Clark in fifth place and rapidly gaining on the leaders.

TRYING HARD.—Great interest followed the progress of John Surtees around Oulton Park, where he is seen driving Tyrell's Formula 2 Cooper very much faster than any other Cooper driver, but not fast enough to get within sight of Innes Ireland's winning Lotus.

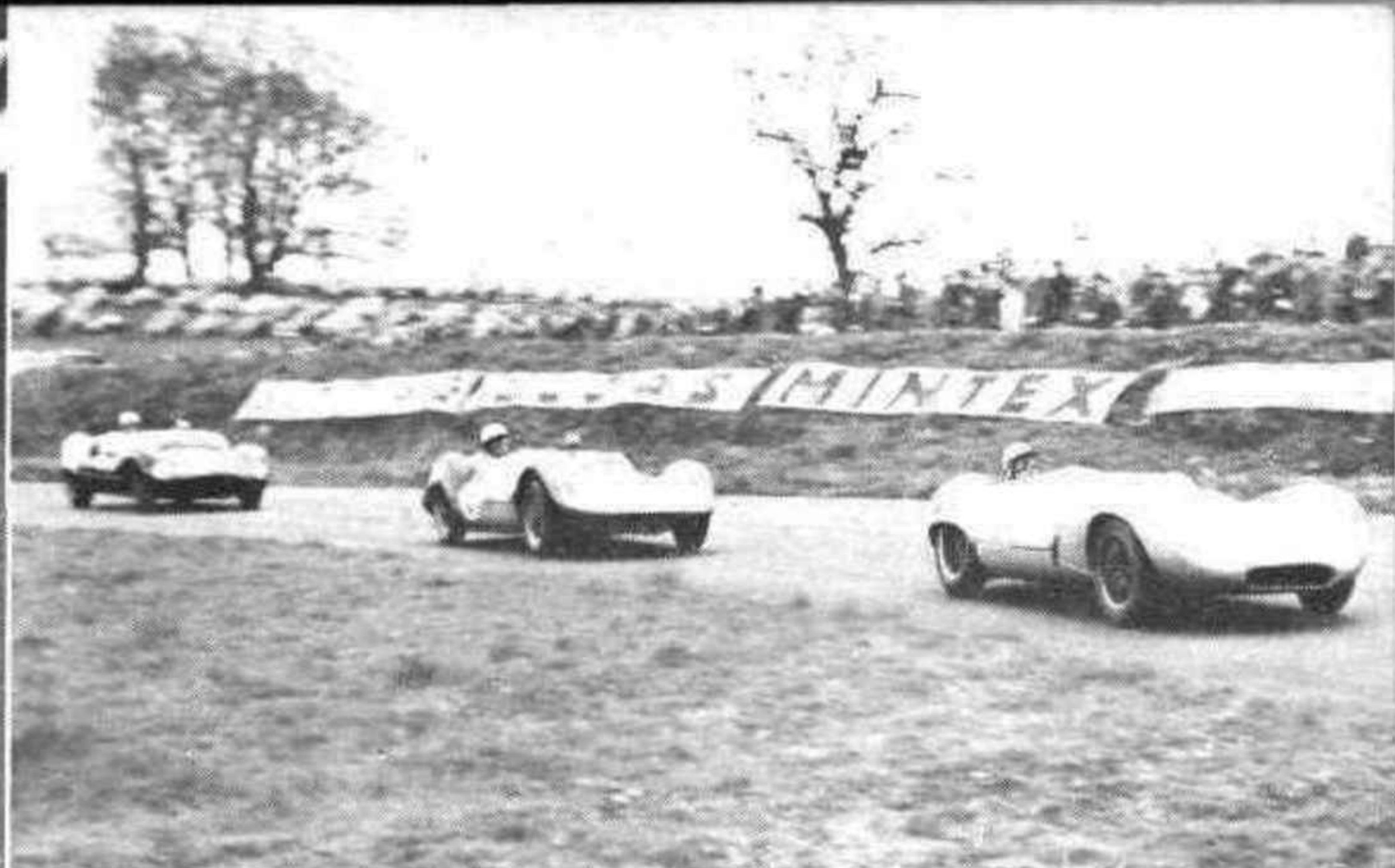


ALMOST CATALOGUE CARS.—The start of Oulton Park's 10-lap marque sports-car race, with two A.C.-Bristols and Lawrence's Morgan Plus Four on the front row of the grid. Bolton's A.C.-Bristol won the race from the Morgan, but in the course of the contest two other A.C.-Bristols were involved in accidents.





ANOTHER CONVINCING LOTUS VICTORY was achieved at Oulton Park by T. Dickson, whose 2-litre Lotus-Climax finished ahead of M. Taylor's Lotus-Climax in the 10-lap sports-car race, both these comparatively small cars beating J. Clark in a DBR1 Aston Martin.



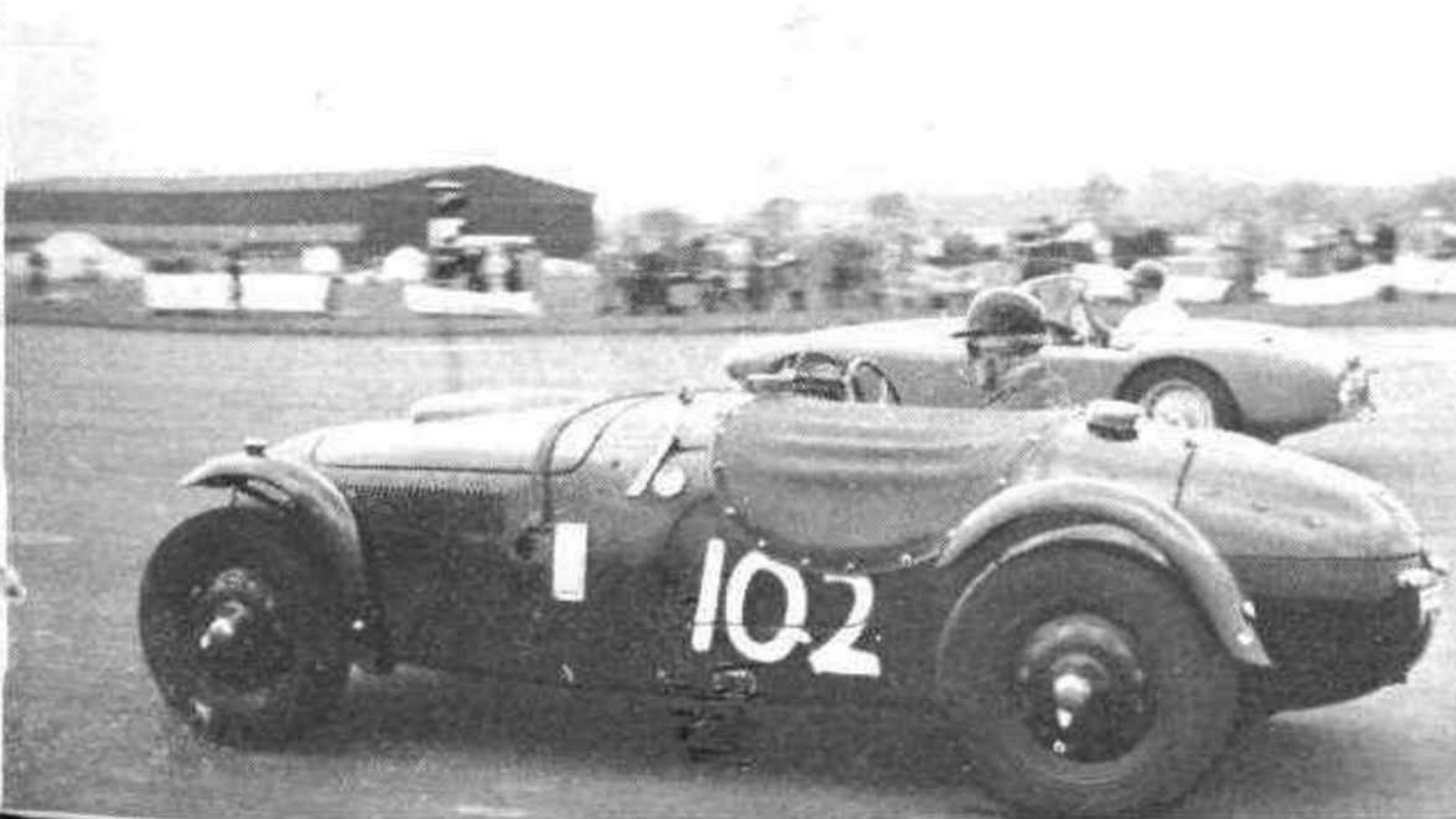
FIVE-CAR DUEL for fifth place in the sports-car race went on between the Cooper-Monacos of Brian Naylor, Tony Marsh and Jimmy Blumer, and the Lola of Alan Rees and Brierley's Elva. Blumer eventually took fourth place after Douglas Graham spun his Lotus.

ASTON MARTIN DUEL.—The DBA of E. F. Gates, car No. 71, was quicker at the start of the kilometre course in the W.F.C.C. Speed Trial than T. G. Leake's Aston Martin. The outcome of this private battle was a 25.61 sec. second run by Leake against a best time of 25.63 sec. recorded by Gates on his first run.



CLASS WINNER was J. R. Rudd in his well prepared Frazer Nash. J. Randle's Lister Bristol was fastest after the first runs, but Rudd later returned 25.67 sec. to win by a narrow margin.

UNUSUAL ENTRY was B. H. Clinkard's 4.4-litre supercharged Alvis which recorded two impressive times of 25.79 and 25.73 sec. for the kilometre course. This was good enough to win the over 2,500 c.c. class for racing cars.



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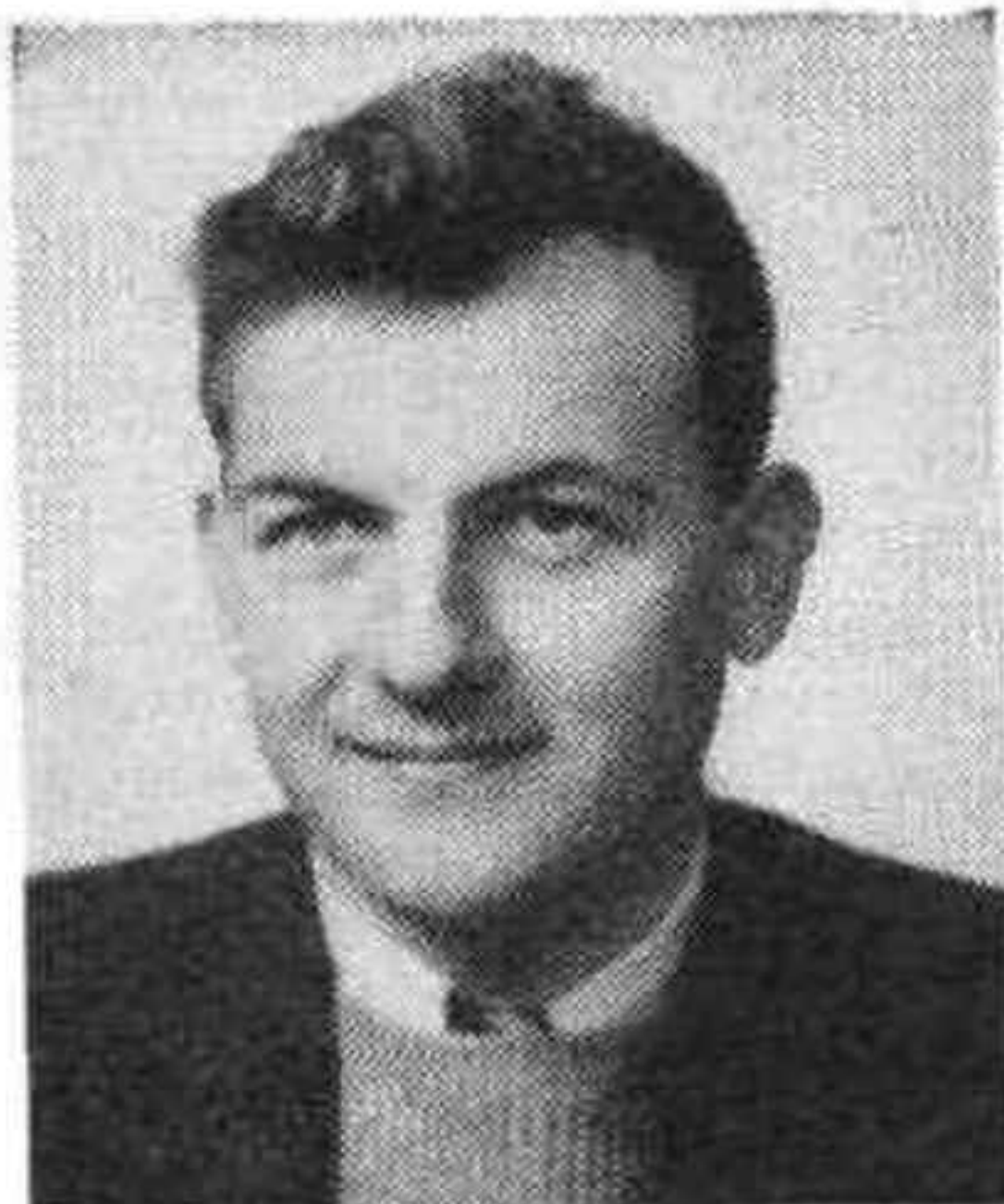
RACING DRIVERS DIRECTORY-II

(Continued from April)

Gerald Ashmore: A member of a well-known motor-racing family, Gerry Ashmore started racing only last season, with an immaculate D-type Jaguar, but immediately made his mark with spectators by his spectacular but fully-controlled power-sliding technique, very reminiscent of Duncan Hamilton at his best.

In 1960 he will be seen at the wheel of a Formula 2 Cooper-Climax, and in partnership with Tim Parnell will race both at home and on the Continent.

He is a garage manager when not racing, is married, and drives anything from an A35 to a Bentley on the road.



Jean Bloxham is one of the few lady drivers to race regularly in British events. Always faithful to Aston Martin, she has put up some excellent performances and is seldom last! In 1955 and 1956 she drove a DB2 Aston Martin, following this in '57 with a 3-litre DB2. In 1958 she drove the ex-David Brown DB3S coupé, which gained her an unofficial lap record at Goodwood for closed cars of 1 min. 44 sec. (83.08 m.p.h.). During this period she gained something like 58 awards. Last year she raced a DB3S but owing to a road accident her season was curtailed. She will probably race the same car this season. Jean is the wife of Roy Bloxham, a director of their motor business, and a housewife.

Roy Bloxham has raced since 1955, in which year he commenced with an M.G. Special. In 1956 he drove a Mk. 8 Lotus and gained a good number of successes in Club meetings and sprints. In 1957 he "went vintage" by driving the ex-Peter Bell 2-litre supercharged E.R.A., his best place being fourth at Prescott. He also drove an M.G. Magnette in saloon-car races. In 1958 he drove an H.W.M.-Jaguar but crashed it badly at Oulton Park in April and did not race again until the end of the season. He also drove the ex-Peter Collins Aston Martin in 1958.

Bloxham drove one of Dick Jacob's Twin-Cam M.G.s last year and despite mechanical trouble at the start of the season, he began to finish well up in sports and G.T. races. He will carry on with G.T. racing in the Twin-Cam this year, with other drives in a Frazer Nash Le Mans coupé. He claims that he is better known as Jean Bloxham's husband! He carries on racing although he has been told by everyone that he will never make a racing driver. On the road he uses the Frazer Nash.

Jimmy Blumer has driven an impressive array of cars, including Cooper 1100 sports, Lotus Eleven, Austin Healey 100S, Lister-Jaguar and modified Austin A35, gaining a number of wins and places, especially in Scottish races. For 1960 he will drive a Cooper Monaco with a 2-litre engine in Britain and on the Continent. He will also take part in saloon-car races with an Austin Seven.

Blumer is a garage proprietor, not yet married, and on the road drives a Jaguar 3.4 or "anything in stock."

David Boshier-Jones has been practically invincible in hill-climbs for the last two years driving his pale green Cooper-J.A.P. Mk. X 1,100-c.c., winning the R.A.C. Hill-Climb Championship both in 1958 and 1959. Before that he had driven both Kieft and Cooper in races and hill-climbs with a number of successes. In 1956 he had a roll bar on his car and nothing untoward happened, but when it was



SUCCESSFUL ELITE.—Despite an eventful career during which it has overturned at Zandvoort due to a broken hub and caught fire at the Chiswick workshop of its owner, Graham Warner's Lotus Elite has had its share of successes, including winning one of the heats in Britain versus Holland match at Brands Hatch. Here he poses with the garland after his win, although everyone else seems to be uninterested! Also see page 372.

removed in 1958 he overturned the car with damage to self and car. In 1959 the roll bar went back and once again everything went well so the roll bar is definitely staying on for this season when he will once again contest the Hill-Climb Championship. His motto is "Festina Lente"—hasten slowly. He is a company director in the motor trade and is married with two daughters and drives either a Mk. II A55 or an Austin Seven, whichever the wife isn't using.

Gerry Boxhall is a member of the Cambridge Racing team which raced A35s last year and he has also been involved in various record attempts with TR3s. Since marriage appears imminent his 1960 plans are uncertain but he will probably be a reserve driver for the Triumph works team at Le Mans. He hates income tax officials and his bitter enemy is the Bank Manager who says it would be better to buy a house than a racing car. Team managers are asked to note that he will drive anything (well almost) he is asked to. Still an undergraduate at Cambridge Boxhall is almost married and drives a rather tired Morris Minor.

Cedric Brierley started racing in 1953 after several years of building "specials" for road use. He commenced with a Buckler fitted with a 1½-litre British Salmson engine, which gained a few places. In 1954 he modified the Buckler and purchased a J.P. 500, neither of which were very successful, but in 1955 the purchase of a special-bodied Frazer Nash Le Mans began to bring in those elusive first places. The year 1956 was spent in building a "special" which was designed to use a modified 1½-litre Bristol engine but eventually an F.W.A. Climax unit was substituted. The car was raced in 1957 and gained a large number of successes, which surprised its builder as it was heavier than other 1,100-c.c. machines. In 1958 the car was lightened and the Norton gearbox replaced by an A30. The car was once more very successful, but for 1959 it was sold and replaced by a Mk. IV Elva, which on two occasions managed to beat a Lola! This year he is racing a Mk. V Elva which has been considerably modified and lightened, but now wishes he had transferred to Formula 2.

Brierley is engaged in the wallpaper and paint trade, is not married, and on the road drives a Healey Elliot saloon and a VW, but only until he can afford a Porsche Super.



Patsy Burt is one of the only two women who compete regularly in racing events (the other being Jean Bloxham), although she has not recently taken part in circuit races. Her first car was an Aston Martin DB2/4, which she used with both a 2.6 and a 3-litre engine in circuit races. She followed this with a Cooper 1100 sports/racing car with which she was not disgraced against men drivers. Finally, in 1958, she purchased a Formula II Cooper with the single-camshaft 1½-litre Climax engine which she raced in Formula II events. She was handicapped from the start as the majority of drivers had the twin-camshaft engine but she surprised many people with the speed of the Cooper. Eventually realising that she had little chance of winning races against such opposition she took to using the car in hill-climbs and speed trials, where she gained a number of awards for f.t.d. and invariably the award for the fastest lady driver.

Although she will compete in British hill-climbs, sprints and speed trials this year her ambition is to drive in the longer hill-climbs counting for the European Mountain Championship if she can find a suitable car. Unfortunately the racing-car class is usually poorly supported.

Patsy is not married and on the road drives the first Fiat 1500 Cabriolet with twin-cam Osca engine which has arrived in this country. She may also drive this car in hill-climbs and sprints.

John Ewer will be remembered by most people for his rather unsuccessful Lister-Corvette, but he has also driven Ford Anglia, VW, Austin Healey and TR2, gaining a number of successes in Club and National events. During 1959 he was placed only once in the Lister but will persevere with the car this season. It has a new body with a modified engine built up from British components. He races for fun only because he gains a great deal of satisfaction from motor racing.

Ewer is managing director of his own motor company, is married, with one daughter, and on the road drives a Sprite because it is such a contrast with his racing machine.



Eric Fenning started racing only last year but impressed many people with his handling of a F.3 Cooper, gaining two good wins at Silverstone. He also drove a Staride in hill-climbs during 1957, winning his class at Brunton. For 1960 he will drive a Formula Junior car consisting of a Mk. 9 Cooper chassis with 10-in. brakes and using D.K.W. engine and Cooper gearbox. Fenning is still an apprentice motor mechanic, is not married, and on the road he drives a Ford Special.

John "Pat" Fergusson is an ex-motorcycle racer who has specialised in driving Elvas just lately, although he has also driven Cooper-H.R.D., Cooper-Norton, Emeryson-J.A.P. and Emeryson-Norton. With his Elva-Ford and Elva Courier he has gained numerous class wins and places in sports and G.T. races. This season he will be racing a new Elva Courier with 1,600-c.c. M.G.-A engine prepared by Rytune. Until this season Fergusson's cars have been prepared by himself and driven to meetings under their own power. An automobile engineer, he is married, with two children, and for road use he drives a VW.

J. H. "Paddy" Gaston is well known for his driving of A35 and Austin Healey Sprite, being runner-up in the MOTOR SPORT Brooklands Memorial Trophy, and would have won the Autosport Championship but for a wrecked gearbox in the Final. He has formed his own tuning business in Kingston and will in future tune his own cars. For 1960 he will drive a G.T. Sprite, Farina A40 and an American Apache Formula Junior car with B.M.C. engine. He may also drive an Austin Healey 3000 at Le Mans. A retired R.A.F. pilot, Gaston is married, with two children, and drives an A40 and Austin Seven on the road.



Douglas Graham has remained faithful to Lotus since he commenced racing in 1956, when he used a Mk. 6 in hill-climbs and sprints. In 1957 and 1958 he used a Lotus Eleven, which gained him a lot of places but only one outright win, although it must be remembered that these were vintage years for the 1,100-c.c. class and competition was tough. In 1959 he moved up to a 2-litre Lotus Fifteen, in which he was second at Chimay and was also placed at Silverstone, Rouen and several other meetings. He will carry on with the Lotus Fifteen this season but will drive anything else if there are any offers! He finds it depressing that the collection of trophies huddled on his "telly" represent an investment of several hundred pounds! Graham is a newspaper executive, is not married, and drives a Raymond Mays-modified Zephyr which will shortly be swapped for a 3.8 Jaguar Mk. 2.

Syd Hurrell, who runs his own successful conversions business in Leighton Buzzard, has made his name at the wheel of a TR3 and, more lately, with a Saab in saloon-car races. For 1960 he is forsaking the TR3 and will be driving a Formula Junior Lola, together with the Saab. He may also drive a Lotus Elite in G.T. races. Hurrell is married, with a 13-year-old son, and on the road he drives either the Saab or a TR3.

Gordon Lee has remained faithful to the Jaguar engine, having driven the ex-Archie Scott-Brown C-type and the ex-Dunlop experimental C-type which has gained him a number of successes in Club racing. He has now acquired the ex-Jim Clark Lister-Jaguar which he has already driven at the Boxing Day Brands Hatch meeting and which he will use at about 26 meetings this season. Lee is no longer a young man and thinks it is about time he gave it up. A company director, he is married with four children and drives a Wolseley 1500 on the road.

K. W. Mackenzie: A Wing Commander in the R.A.F., Mackenzie started racing in 1956 with an Elva-Climax, in which he had a few minor successes, and followed this up with an M.G.-A, which was more successful, gaining first place in the 1,600-c.c. class in the Autosport Championship and fourth place overall. In 1959 he drove a Sprite which went even better, being in the team which won the Autosport Championship and gaining 20 places during the season.

This season he will be driving an Alexander-Turner and an A40, Mini-Minor and Sprite for Downton Engineering. He would like to see genuine production sports-car racing where the man with the most money would not win practically every time.

Wing Commander Mackenzie is married, with a daughter aged 12, and works at the Air Ministry. For personal transport he uses a Volkswagen. He has been asked to drive an Austin Healey 3000 at Le Mans with Paddy Gaston.

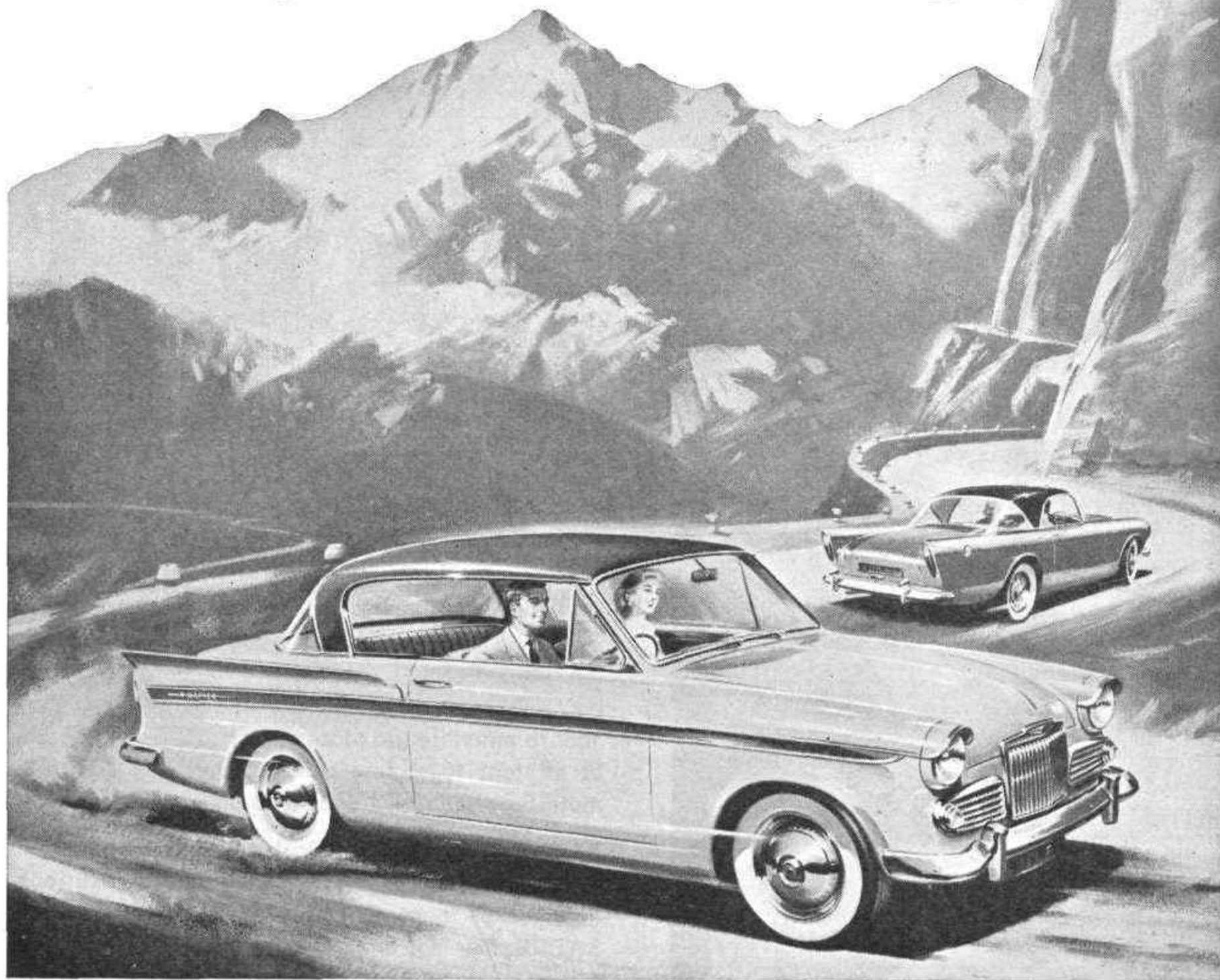
M. V. Mackie has driven Aston Martin DB2-4, Lotus Eleven and D-type Jaguar, but for 1960 he will concentrate on saloon-car racing, together with National and restricted rallies, practically every weekend. He was a founder member of the South Derbyshire Motor Club and his greatest ambition is to drive a works-prepared sports car at Le Mans. Mackie is a grocer, married, with two children, and drives a Farina A40 and a Minibus on the road.

Arthur Mallock has carried out his motor racing probably as cheaply as anyone. His various cars have cost very little by modern standards but by ingenuity and weight saving, his cars have been very fast and successful. Following his CRM 500 and Veritas, with which he had no success at all, he obtained five wins on Jack French's Simplicity, and followed up with his own 1172 Special in 1959, which gained him five wins and four second places. He is now concentrating on building Formula Junior cars of his own design, which follows his principles of lightness and cheapness. He will take part in both British and European Formula Junior races this season. Mallock is a telecommunications engineer, married, with four children, and drives a Commer Cob on the road.

Tony Marsh is well known for his exploits in the hill-climb field, having driven a Cooper-J.A.P. 1100 and a Cooper Sports, also using the latter for circuit racing. Last season he tried to break the Cooper stranglehold on the Hill-Climb Championship by using his own Shelsley Special, which was derived from a Formula 2 Lotus. However, David Boshier-Jones proved to be as invincible as ever. Marsh also purchased a Formula 2 Cooper and used it in a number of British and Continental events.

Continued on page 370

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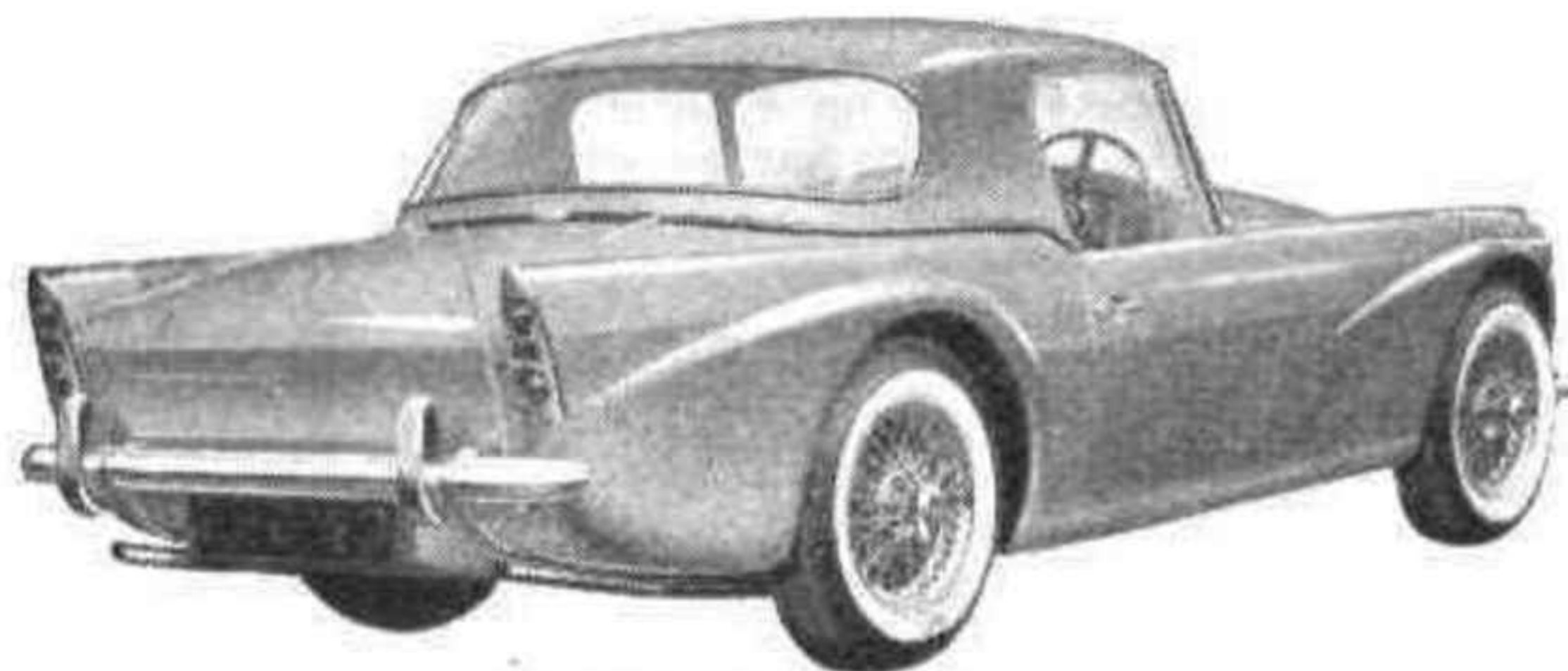
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For 1960 he will use a Formula 2 Cooper and a 2-litre Cooper Monaco in as many National and International events as possible, including some Continental events. He says his choice of cars is influenced by the fact that he prefers to sit with his back to the engine. With the increasing number of rear-engined cars he should have a reasonable choice this season. Like Jim Clark and John Whitmore, he is a farmer, near Stourbridge, was recently married, and drives a Porsche as a road car.

John Mitchell is better known for his handling of an Ace-Bristol but before that he drove two much less potent machines, a Cooper 500 and a 100E Ford Anglia. He is a regular competitor in sports-car races and will compete in the B.A.R.C. *marque* races now that the Bristol-engined A.C. is eligible. He also hoped to drive a works A.C. at Le Mans but the factory decided not to enter at the last moment. He will drive a Ford Anglia 105E in saloon-car races.

Mitchell is a director of a garage business and a farmer, he is married, with two sons, and drives a 1950 Ford Pilot as it is useful on the farm.



Roy North is another TR3 exponent who has had many a battle with Syd Hurrell. He started as far back as 1946 with a Singer Le Mans, followed it up with a "Chain Gang" Frazer Nash, which gave him more frights than successes. In 1950 he purchased an SS100, which gained him a few awards in three years. In 1954 he bought a TR2 and fitted it with an anti-roll bar, the first TR to be so fitted. This gained many successes until 1957, when he purchased Syd Hurrell's TR2, which he remodified and gained even more successes, including the Alick Dick Trophy and a third place at the Roskilde Ring, Denmark. In 1959 he bought yet another TR3 and modified it once again, but was not happy with the disc brakes. He also drove with Syd Hurrell at Le Mans in the Saab, which only lasted 3½ hours, going out with piston trouble. One of his claims to fame is that he "ribbed" Les Leston into his first-ever competition event! North is married, is a motor engineer, and drives the same TR3 which he races.



Eric Pantlin commenced racing in 1957 with a Jaguar XK140, which netted him a first and second place, and followed this up in 1958 with a Lotus Eleven, which he could not keep on the track, so gaining few successes. In 1959 he purchased a Lotus Super Seven with Climax engine, which gained him three wins and two second places out of eleven races. For 1960 he will stay all Lotus with a Formula Junior, which he will use for National and International races, retaining the Seven for Club meetings. As an ex-racing motorcyclist the two extra wheels give him a pleasant feeling of security! Pantlin is not yet married, runs a furnishing business, and drives a 3.4 Jaguar on the road.

Ian Raby has been racing for a number of years and has always been noted for "having a go" with more powerful cars. He started on a Cooper 500 and has also driven an 1100 and F.2 Cooper. His single-seater sports Cooper became well known because of its name of "Puddle Jumper." He has also driven Elva sports cars and he had the distinction of winning the first Formula Junior race held in Britain, driving a Gemini which he had never even sat in until the



race started. He co-drove with Jack Brabham in the 1957 Le Mans, coming 15th overall and third in their class in an 1,100-c.c. Cooper. In 1960 he will be driving the Hume-Cooper F.2 car and one of his own Envoy Formula Junior cars. Raby is director of his own garage business, which sells competition cars, is married with three children, one of whom will make his competition debut this season in an Envoy. He prefers an Aston Martin for road use but at present he uses an Auto Union 1000 Spyder.

"Josh" Randles is probably best known in Club circles for his extremely noisy Lister-Bristol of the type driven by the late Archie Scott-Brown. Before this, however, he had driven both Healey Silverstone and Frazer Nash Le Mans replica in Club races with a good deal of success.

To show the vicissitudes of racing he cites the example of when he was advised by a well-known Bristol tuning expert to fit a certain type of plug to the engine of the Lister, which had a 10:1 compression ratio. He fitted these plugs and as the car stood on the starting grid it burned out all six plugs!

This season "Josh" will be driving a Cooper-Monaco in short circuit races and in the Sports Car Hill-Climb Championship. A garage proprietor, he is married with two children, and on the road drives an Aston Martin Mk. III drophead.

Alan Rees commenced racing in 1959 and gained three wins, four seconds and three thirds with a Lotus Eleven, which he parted with towards the end of the year in favour of a Lola, which has given him one first and one third place so far. With this car he will enter British National and International races, together with a few selected Continental events. His ultimate ambition is to be a Grand Prix driver but thoughts of this may have to be delayed until he has completed his University course, where he is studying economics. Rees dislikes the apparent trend towards unlimited sports-car races, in which the 1100s stand little chance of success. Not yet married, he drives a 3.4 Jaguar on the road.



Jack Sears is possibly better known for his rally appearances, having won his class in the 1956 Geneva Rally and the 1959 Tulip Rally, although in 1958 he won the National Saloon-Car Championship with his highly-modified Austin A105. Also in 1959 he won his class in the *Autosport* Championship driving an Austin Healey 3000. For 1960 he will drive at Sebring and Le Mans with a Healey 3000, and in British races he will drive for the Equipe Endeavour using Aston Martin DB4GT and Jaguar 3.8. Sears is a farmer, married, with two children, and drives an Austin A105 on the road.

Richard Shepherd-Barron started racing only in 1958 but has already made his mark on the record books. His mount in 1958 was a Fiat-Abarth 750, which gained him three first places out of 14 events entered. In 1959 he purchased an Alfa-Romeo Giulietta Sprint Veloce and gained an impressive list of awards, despite having to give best to Lotus Elites on occasions. Of 32 events entered, he gained eight firsts, 10 seconds and six third places.

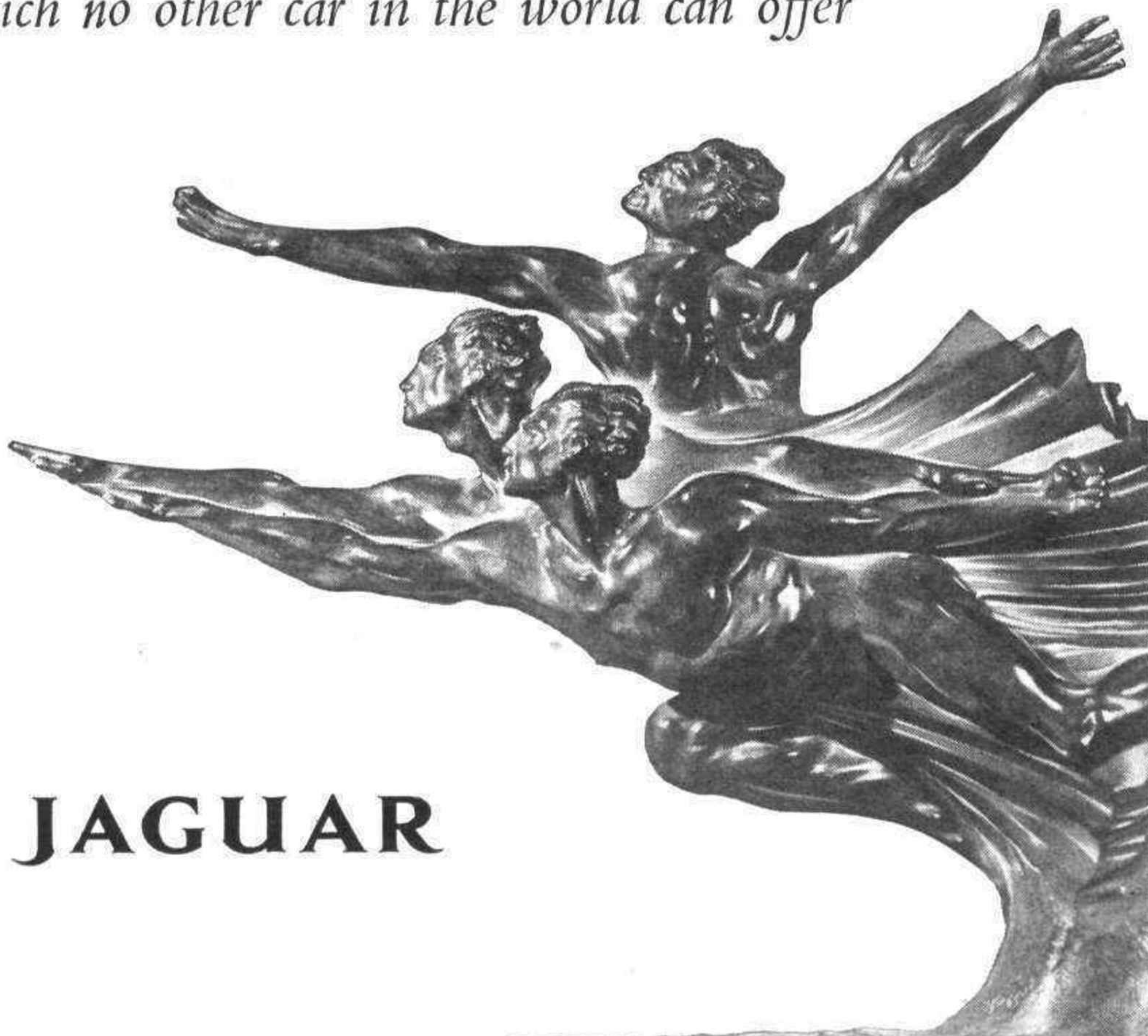
He will continue to use the Alfa in G.T. races this year but is as yet undecided on his programme for other cars—possibly a Formula Junior. At the moment Shepherd-Barron is not married, which is just as well as he is also unemployed. He doesn't think marriage mixes with motor racing. On the road he drives an A35 van and a Gilera motorcycle.





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Bob Staples has driven a number of cars, including TR2, Lotus Eleven, A.C. Ace and A.C. Ace-Bristol, but is probably best known for his handling of the pale blue Ace with A.C. engine during '58 and '59. He put up some spirited performances against very stiff opposition from the TR3 and Healey brigade. He races entirely for fun, liking nothing better than motoring sideways on full opposite lock.

Next season Staples will drive the new Ace-Bristol in all Club events, plus visits to the International sports-car races, including Le Mans, Spa and Nurburgring, and some others "if the money holds out." He is a sales director, cannot afford to marry and race, and on the road he drives a perpendicular Ford Popular "trotter flat at 30 m.p.h."



Julian Sutton started his competition career driving A30s, TRs and M.G.s in rallies but soon graduated to racing, using Austin Healeys, first with a 100-4 and later with a 100S. He is noted for the tail-wagging antics of his cars, but they usually seem to stay pointing in the right direction and he is invariably well placed at the finish. This season he will be driving the same Austin Healey BN1 as last year except that it is now fitted with disc brakes. Originally trained as a farmer, Sutton is now a ship owner and broker, takes part in other sports, such as ski-ing, shooting, horse riding and water ski-ing, and drives the same Austin Healey on the road.



Henry Taylor commenced racing in 1954 with a Mk. IV Cooper-Vincent, following up in 1955 with a Mk. VIII Cooper, with which he won the J.A.P. Trophy and the Autosport Clubman's Trophy. In 1956 he won the J.A.P. Trophy again and was second in the 100-mile race. For 1957 he acquired a D-type Jaguar, with which he gained third place in the Spa G.P. For 1958 he changed to a Formula 2 Cooper, winning the Prix de Paris and taking second place in the Vanwall Trophy. He used the Cooper in 1959 but with no outstanding successes.

This year Taylor will be very busy, driving the new Laystall Formula 2 car, Ken Tyrell's Formula Junior Cooper, and co-driving at Le Mans with Graham Whitehead in the latter's G.T. Ferrari. He is a farmer, is married, and drives a supercharged Triumph Herald on the road.



K. Y. "Jimmy" Twisk drives a Formula 2 Cooper from the Tulip Stable, so named because it is Dutch-sponsored and the driver is engaged in the horticultural trade. In 1958 he drove a TR3 with one or two places in Club meetings and with the Cooper last year he wisely restricted himself to Club meetings gaining three second places and the Allday trophy for fastest lap at the SUNBAC meeting. The Cooper will be used for the 1960 season in National and International races. It is painted green with orange nose to indicate its Dutch connections.

John Venner-Pack made his debut only last season but out of nineteen races entered he gained 10 wins and four places in his modified Sprite. He will carry on with the Sprite this year, using it

mainly as a G.T. car with Speedwell bonnet and hard-top. He has already won his first 1960 race at Goodwood, and the car has been taken over to Belgium for high-speed runs. He will also drive a Cooper-Austin in Formula Junior events in conjunction with Speedwell.

As a first-season driver he has found organisers and scrutineers most helpful and the more experienced drivers have also taught him a lot, although one or two have threatened to punch him on the nose for passing too close! A company director, Venner-Pack is married, with one child, and drives a Jaguar XK150 coupé on the road.

Jon Goddard Watts is well known for his performances in Berkeleys. In fact, he has driven nothing else, starting with the 328-c.c. model and going up, through the 500, to the present 700-c.c. Royal Enfield-engined machine. He holds the Goodwood class lap record and has been class winner in many Autosport production-car races. This season he will be driving a new Formula Junior car of which the details are not yet known. His most amusing or horrifying moment, whichever way you look at it, was in his very first race at Goodwood, when the bonnet came off and clouted him over the head. Watts is an engineer, not yet married, and on the road he uses a Sprite—which may prove something!

Graham Warner is the proprietor of the Chequered Flag group of Companies, an enterprise which has enabled him to commence serious motor-racing. Although he made a couple of unsuccessful sorties into motor-racing some years ago he was only able to start racing properly in 1958, when he formed the Chequered Flag stable. The team's cars were painted a distinctive black and white and during the season no less than six cars were used. Warner gained good race experience, especially with an Austin Healey 100S, while Percy Crabb drove the sports/racing cars with a fair amount of success.

For 1959 the stable was cut down to three cars, the Lotus VII with 1,500-c.c. Climax engine, de Dion axle and disc brakes which had been used in 1958, a brand new Cooper-Monaco and a Lotus Elite. The Cooper was written off at Snetterton by Crabb who also suffered injuries which caused his retirement from racing. By now Warner was getting the feel of the Elite, putting up several good performances, and by the end of the season he could usually be found at the front of the field. At Zandvoort in the Britain versus Holland contest he was going very well when a hub casting broke causing the Elite to overturn several times, fortunately without much damage to driver or car.

With business interests growing his racing appearances were restricted but with the growth of Formula Junior he saw the opportunity to drive a single-seater. He was offered the plans and prototype of the Moorland by Les Redmond, its designer, which, owing to Warner's other commitments, was driven at the Boxing Day Brands Hatch meeting by Ian Raby, who had never even sat in the car. Although beaten by several F.3 cars it was the first Junior car to finish and inspired Warner to build more cars. For 1960 he will be driving a Mk. II Gemini (as the car is now called) and the Lotus Elite which has been rebuilt after a fire in the firm's Chiswick workshops. He is married with no children and with a mouth-watering selection of cars in his showrooms drives "anything available," which means anything from a Sprite to a Ferrari.

Alan Wershat purchased Eric Broadley's original Ford-engined Lola in 1958 and has had almost as much success with it, although very little of the original car remains—hence its new name of Lolita. For 1960 he will race in 1172 Formula events, Monoposto Formula, hill-climbs and sports-car races up to 2-litres, all with Lolita—in various stages of undress, although, as he says, his wife has marked him down for gardening, roof repairs, house decoration and so on when he should be going to these events—but motor racing will probably win as usual. A designer-draughtsman, Wershat uses a Messerschmitt three-wheeler when it is cold and wet and Lolita when it is warm and dry.

W. E. "Bill" Wilks came into prominence with his Frazer Nash Le Mans with which he gained about 20 wins including the 1957 MOTOR SPORT Trophy. Before that he had driven an Austin 750 with which he won the Goodacre Trophy. Last season Wilks drove an Aston Martin DB2 with a few successes and will carry on with this car while he is getting over the financial disaster of marriage! He would like to take up vintage car racing as he dislikes the present crop of "electric light conduit" racing cars. On the road he drives the Aston DB2. Last year Wilks drove a Frazer Nash at Le Mans but his co-driver crashed it early on.

LETTERS from READERS

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

MOSS—A CAR BREAKER?

Sir,

May I add comment to Sgt. Moon's letter published in your April issue. I myself am a keen follower of the Sport, especially with regard to the career of Mr. Stirling Moss, and I find your magazine excellent for unbiased reports.

May I be permitted to suggest that Moss change his tactics in the following manner. For the first laps, say one-third of the race, he holds third, fourth or fifth place, moving up to first or second place at about half-distance, using his undoubtedly superior driving skill.

The reason I suggest this, and other readers will no doubt agree with me, is that in the majority of cases when Moss takes over a colleague's car he invariably wins the race, although the car may initially have been some distance behind the leader. An obvious example is the success of the Vanwalls in 1958 using this type of tactics.

It would also be interesting to see how Stirling would fare with one of the new rear-engined Lotuses which have proved themselves superior to the Coopers and Ferraris with respect to road-holding and acceleration.

I am, Yours, etc.,

EDWARD N. DEAR.

Southsea.

Sir,

Sergeant M. J. Moon, in his letter "A Car Breaker?" is repeating the query which has been asked for quite a while now when he asks, "Is Moss a good driver with a super jinx, or just a very fast one?" He just needs to take a look at the results of last year's races and read the reports on these events for the answer.

Moss was undoubtedly at his best in the Nurburgring 1,000 km. sports-car race and in the Tourist Trophy at Goodwood. He was master at Lisbon, when he lapped all the others and won in a car with a gearbox which needed very careful and gentle handling. At Monza, with the "help" of the Ferrari team manager, he had another convincing victory. Surely this proves that Moss is no car-breaker, and both Rob Walker and Alf Francis have backed that up. No team boss would let a "wrecker" drive his cars for as many races as Stirling Moss has for the Walker Equipe in recent years. The Moss jinx is an old story.

Despite the fact that I was quite pleased to see Jack Brabham become World Champion he was certainly very lucky, and I do not think that he will have the same luck this year. The Owen Racing Organisation has three very fast and reliable drivers in Joakim Bonnier, Graham Hill and Dan Gurney, and with the feeling that this may be B.R.M.'s year I think the Championship could easily go to one of Alfred Owen's drivers.

Colin Chapman seems to have found a very fast machine in the rear-engined Lotus, which, if it can last the pace, may well take Innes Ireland to the Championship.

I do not think that the Cooper Car Co. will produce another World Champion but perhaps Enzo Ferrari's cars may be driven by the 1960 World Champion.

The man with the greatest chance of winning the most points is, of course, Stirling Moss, the master, and chief contender for the title. Whether he takes the Championship from Jack Brabham or not he will still remain the world's greatest racing driver.

I am, Yours, etc.,

IAN A. DICKSON.

Edinburgh.

IT HAD TO HAPPEN!—2 c.v. versus AUSTIN SE7EN

Sir,

I am eagerly awaiting your interim report on the Mini-Minor, and I shall be interested to hear how your experience compares with my own. Like you, I also tend to judge a car by Continental standards, as our last car was a 2 c.v. Citroën purchased in April 1955.

We had a trial run in a Mini-Minor in September last, and purchased an Austin Se7en with a nominal mileage in November because our son was impatient to own the 2 c.v.

The majority of our journeys are short, ferrying to and from the station for myself, shopping in the village for my wife, and the occasional visit to the West End of London. The Citroën covered 42,000 miles in this manner, and we obtained a genuine 60 miles to the gallon of "cooking" petrol from the 375-c.c. engine.

Comparison with this figure is on the debit side now, for we are lucky to get 40 miles from a gallon of better grade petrol. I men-

tioned that our journeys are short and the mornings have been cold, necessitating much use of the choke as compared with the quick warm-up of the air-cooled engine, to which we were accustomed. No doubt, with the warmer weather we shall obtain an improvement with the Austin, but I doubt if we shall ever exceed 45 miles per gallon.

The 2 c.v. is much more comfortable over the cart-track type of unmade road in which we live, and one does not get so saddle-sore over a long journey.

So far as performance is concerned over good main roads the Austin Se7en is vastly superior, and we no longer have that galling experience of being waved on by a helpful lorry driver at 20 miles per hour on an incline and being unable to pull out the necessary extra power to pass in safety.

We have found that the Austin gearbox, when the initial stiffness wears off, is not so bad as it has been painted. Nevertheless, it is not to be compared with the "push and pull" of the 2 c.v., which is delightful. It has to be appreciated, however, that one is constantly changing gear on the 2 c.v. owing to the low power, whereas it would not normally be necessary to desert top in the Austin on the open road except for hills.

With regard to maintenance, we have experienced the bad work of a poor mechanic on the 2 c.v. at a local garage, but, fortunately, being within hailing distance of Slough, we were able to get the factory to rectify the deficiencies of its agents.

We expected great things of the B.M.C. Maintenance Service Voucher Book system. It seems such an excellent idea, and it could still be so if the Corporation brought pressure to bear on its distributors and garages to ensure that the customer gets a square deal. For instance, at the 2,000-mile service there are items providing for a change of wheels and the topping up of the engine oil. Being of a suspicious nature where garage mechanics are concerned, I chalk-marked all the wheels before the car went in, and I noted the oil level on the dip-stick. The car came back without the wheels being changed and with no oil added.

When I telephoned the garage foreman to inquire why these items had not been attended to, he told me that he had overlooked the wheels, and had dealt with the oil but had taken a "hot" reading. I suppose that I just look simple. The car was taken back the following day to have the job completed, and I spent an hour when the car was returned doing the wheel-change properly (with front-wheel-drive the correct rotation of wheels is vital). Incidentally, it is just as well that the 2 c.v. is still in the family, because the Austin jack did not survive the first wheel-change.

Of course, we experienced the water leaks which was one of the teething troubles of the early batches of ADO15 cars, but the Austin people at Holland Park Avenue treated us very fairly, after we had mentioned your journal, by rectifying this defect as a gesture of good will, although the warranty was invalidated by resale. I do not understand the reasoning behind this, and believe that it should be for a specific period irrespective of changes of ownership.

I feel that the Austin suffers by being produced a little too cheaply. If the price was raised by even a few pounds it would enable an adequate tool-kit to be supplied and effective interior lights to be installed. Those tawdry rimblishers could also be improved.

It is extremely difficult to decide which car one prefers. In fact it is impossible, because there are so many features of both cars which they do not share. For instance, the rearward vision in the 2 c.v. is poor owing to a plastic rear window, whereas the visibility in the Austin is superb from all angles. The Citroën has the advantage of convertibility, which was greatly appreciated last summer, and the Austin is only available in saloon form.

In conclusion, it is very pleasant to be able to compare a British car, after all the lost years, with a Continental of such advanced design.

I am, Yours, etc.,

Gerrards Cross.

A. G. WATSON.

WHAT SHOULD YOU GET FOR £500?

Sir,

I would like to draw your attention to an article on the New Ford Popular which appears in the latest edition of *Ford News*. There are two statements in this article which completely misrepresent the facts.

Firstly, the article implies a price of "under £500," obviously referring to the standard model, and then goes on to say that "nothing is missing."

My standard model Popular has the following items missing:

- | | |
|-----------------------------------|--|
| 1. No oil-pressure warning light. | 8. No chrome surrounds to front or rear screens. |
| 2. No sun vizors. | 9. No chrome radiator grille. |
| 3. No door pulls. | 10. No chrome rubbing strips. |
| 4. No interior light. | 11. No chrome (or stainless steel) wind-screen-wiper arms. |
| 5. No adequate boot lock. | 12. Inferior quality internal trimming and matting. |
| 6. No ash-trays. | |
| 7. No opening quarter-lights. | |

All these items are on the de luxe model, but that is well over £500 and this fact is not mentioned in the article.

The second mis-statement—at least as far as my car and those of two of my friends are concerned—is that "the car can be cruised at 60 m.p.h., and 70 m.p.h. is often seen on the speedometer."

When my car was delivered, 40 m.p.h. was impossible, due to badly-retarded ignition. After twice being checked and retimed at my local Ford Agent, the car, which is well run-in, will now just, and only just, reach 60 m.p.h. on the flat. I have once had 65 m.p.h. indicated on a long downhill stretch. It seems, therefore, that the second statement is unjustified.

The article goes on to say that people are asking "how do Fords do it?" and if by that they mean the £32,000,000 profit announced recently in the National Press, I echo the question!

I am, Yours, etc.,

Barking.

M. J. BYOTT.

EXPERIENCE OF THE TRIUMPH TR

Sir,

I read Mr. Blanchard's letter in the March issue regarding his experience with the TR with interest.

I, too, have an anti-roll bar fitted, as well as competition dampers and, needless to say, Michelin "X." The road-holding of the car is vastly improved. Of course, on rough roads such as cobbles and at low speed the ride is not exactly smooth! In fact, one passenger (not an enthusiast!) inquired whether my springs were broken!

Within 24,000 miles I had two near-side rear wheel bearings go and I understand that this is indeed a weakness of the car. Respecting fuel consumption, mine is a 1956 TR3 with H6 carburettors. I have travelled from London to Pitlochry (466 miles) in a day, largely on the A 1, at better than 33 m.p.g., with two up and much camping gear.

One matter I find rather irritating: in hot weather the front suspension squeaks and creaks. Nobody seems to know the cure for this. I oiled the nylon bushes but of no avail.

It may be of interest that I use Lodge HNP plugs and that these are 100 per cent. reliable for both driving through London at an average of 8 m.p.h.(!) or doing a "ton" on the *autobahn*.

Considering how very many TRs there are about and what a thoroughly practical sports car it is, I feel one should read a little more about them in your truly excellent journal. But, above all, keep up your objective road-tests and fair and unbiased comments. MOTOR SPORT seems to be the only periodical which really sticks up for the motorists.

I am, Yours, etc.,

Hayes, Middlesex.

R. H. WEHNER.

TALE OF WOE

Sir,

I have read with interest the various letters appearing under the heading of "Tales of Woe" in your recent editions. If I may, I should like to add a few more words of woe to those already recorded.

The greater part of my life is spent in my car, and until recently this has been a happy state of affairs since I am a keen motorist. Alas, like many others, the days of "real motoring" departed with the arrival of a family and all that goes with it. I now have to content myself with a monthly drool over MOTOR SPORT, followed by a beautiful series of day dreams and unsatisfactory financial calculations.

For the purpose of my business my firm provides me with a vehicle, my present being an Austin A55 Cambridge, dreamed up, one imagines, after a particularly indigestible meal, by Farina. Never before have I had the misfortune to have such an utterly loathsome means of conveyance.

It is the acme of sheer discomfort. I am 6 ft. 2½ in. tall, which necessitates the driving seat being back to its full extent. In this position the steering wheel is so far away that one is driving with virtually straight arms. In pre-war days cars of this calibre were often fitted with telescopic columns, but this now seems to be something unobtainable except on the very much more expensive cars.

The "springing" is virtually non-existent, and is reminiscent of a farm cart. Cornering is an exhausting business, as understeer is pronounced. The body rattled badly in the first 1,000 miles and, despite frantic efforts, is becoming steadily worse. The engine can only be described as flatulent, although, in fairness, once 60 m.p.h. is reached (and this takes time and patience), it will motor well on a good surface between 60-65 m.p.h., but it is excessively noisy. It is sluggish in the extreme through the gears, and even a mild incline requires a change-down.

All possible has been done to improve matters, but with little avail. My model is described as "de luxe," though why I do not know, unless it is because of the windscreen-washer fitted as standard. This ceased to work after one week, and I am now tired of having it repaired.

The same vehicle, under the disguise of some of the most respected names in the motor industry, trundles around the roads in great profusion. I have never driven any but the Austin version. It would be interesting to hear the opinions of the M.G., Riley and Wolseley members of the family.

In conclusion, there are two excellent points: an enormous boot, sensibly designed, and a very pleasant gearbox.

My wife has a Renault Dauphine, which, whilst having certain faults, explains to me, at any rate, why quite a number of motorists are no longer "Buying British."

I am, Yours, etc.,

Windsor.

D. H. G. BEAMAN.

THE CUSTOMER SHOULD CALL THE TUNE

Sir,

I would like to comment, if I may, on some of the "Tales of Woe," to which we have been regaled during the past two or three months.

The last straw, of course, is Mr. P. J. Underdown's lack of disappointment that his new Anglia left the factory in such a condition (April, MOTOR SPORT) and his apparent thankfulness that his car has not yet developed windscreen leaks! If the average motorist in this country is prepared to put up with shoddy workmanship, failure of new parts, unsatisfactory finish and lack of spares, without apparently expressing disappointment or surprise, then he deserves exactly what he gets when he continues to patronise the factories that treat him so.

I applaud Mr. Brookes and Mr. Norton (March issue) for cutting their losses and buying cars which, I know, will give every satisfaction and first-class service.

I am, Yours, etc.,

West Raynham.

P. G. TABARD (Flt. Lt.).

ANTI-SPORTS-CAR CULT?

Sir,

Just recently, on my way to work, I passed a parked Austin A35; not very remarkable, but on closer inspection I noticed the following label stuck on the rear bumper: "Help Stamp Out Sports Cars."

This I confess I found both disgusting and disturbing. Disgusted to see such petty sentiments displayed. Disturbed that there should be people who have nothing better to do than print, on self-adhesive labels, such rubbish.

Could it be that the owner of the insipid saloon car lacks either taste for, or possibly the money to purchase and run one of the sports cars he wishes to stamp out.

I am, Yours, etc.,

Swanley.

G. W. CLARK.

[We believe the notice referred to originated in America. It does not necessarily imply a dislike of sports cars, for it can be displayed on a highly-tuned but outwardly-sober saloon car for the further discomfort of those sports-car owners who read it. We are against any comic notices being displayed on cars but would make the point that the owner of a car bearing the inscription noticed by our correspondent is not necessarily sincere in his or her dislike of sports cars.—ED.]

DEFENDING THE OLD CARS

Sir,

I read with great interest "The Daily Mail Dislikes Old Cars" ("Matters of Moment," April edition).

Most (or could I say all?) intelligent people would like to see fewer road accidents, but why blame old cars? Look at the photographs, for instance, of fatal road accidents published recently in daily newspapers, and I think I am correct in saying that they were all modern cars.

Why should the old cars be blamed for baulking the driver of a fast modern car, causing him to pass in ridiculous places and have an accident? Surely the driver of the fast modern car is to blame, for

being so stupid and impatient? Believe me, I, like many others, have met them, especially returning from the coast after a day's outing. Perhaps you are cruising along in a stream of traffic around the 35/40-m.p.h. mark, when some delightful chappie (in a brand new sports car or high-powered saloon) belts up alongside, and cuts right in front of you because something is coming in the opposite direction towards him. I suppose if there was an accident it would not be his fault, because he has a new car. Bosh!

In my opinion it is not the age of a vehicle, but the way it has been looked after [and driven.—Ed.]. I have examined vehicles at different dealers, and find that there are plenty of cars well under ten years old that are in a worse condition than many of the "old rattle-traps masquerading as motor cars."

Perhaps you will think, "He doesn't use the roads, only at weekends," but believe me, I know what I am saying, being one of those horrible bus drivers who noses his way into a stream of traffic, causing lots of naughty swear words—but that's another story.

Now don't get the idea that I don't like modern cars, far from it. I would certainly like to own a small one, but financially it is impossible. My old rattle-trap is a 1939 Morris Twelve Series III, which is sound throughout, except for using oil and low oil pressure (I'm having to save up to have it bored and the bearings remetalled), but I can assure the *Daily Mail* that should anything crop up to make the vehicle unsafe, I would, without hesitation, take it off the road until it was put right.

As you mention in one of your paragraphs that it is highly probable that the Editor of the *Daily Mail* drives, or is driven, in a rattle-free car, but if this should happen to be incorrect, I would gracefully exchange his for mine (although 21 years old, it doesn't rattle; I don't allow it to).

Good luck to you, and thanks for sticking up for the poorer drivers who like to take their families out once in a while but can't afford a late-model car.

I am, Yours, etc.,

Northfleet.

R. E. SAVAGE.

THE DUESENBERG

Sir,

I was, of course, delighted that the Editor found my enthusiasm for the Duesenberg infectious, and from the paragraphs which preceded my own notes on the car it would certainly appear that he is almost more enthusiastic even than I am!

This has led to the enlargement of one or two facts, which I should like to put right here:—

(a) Although I have confidence in brakes and steering, I should be loth to "wind in and out of traffic," except in emergency; we met and also overtook some traffic *en route*, but I should have said a mild amount for a fine Sunday. In like vein, the demonstration braking produced tyre squeal, the roads being dry, and I certainly hoped I had achieved maximum braking without the wheels locking, which I think was the case.

(b) I do not think the Duesenberg—or any other—"best," since one can appreciate many differing types of car, each fine in its own field, without detriment to others.

(c) The condition of the car when taken over from Sir Ralph Millais was most certainly not "disreputable," which would be a very unfair statement. Indeed, my own notes stated that "we were lucky to find the car in as good shape as we did," and the list given then of deficiencies related in the main to the frills, the only sizeable item being the exhaust system, which needed renewal.

(d) The replating of the wheels was not done by Rolls-Royce Ltd., and I am extremely pleased to be able to add that it did not cost £300, or indeed anything like it! In fact, I did not give any information at all as to cost of restoration, the more interesting point about it seeming to be the generous help in technical knowledge given by American friends which made restoration possible. Notwithstanding the above, I am glad the Editor was duly impressed with the car and am grateful for the space allotted to make it better known.

I am, Yours, etc.,

Windlesham.

C. S. PHILLIPS.

MORE ON THE RILEY 1.5

Sir,

I was interested to read Mr. Cooke's comments on his second Riley 1.5. Unfortunately I missed your March issue concerning the road-test of one of these cars; I do, however, have a particular interest in Mr. Cooke's second 1.5, from the point of view of watching the durability of his as compared with my 1.5. We both obtained these vehicles from the same supplier during September/October—the garage in question advised Konis and an anti-roll bar. I agree

with Mr. Cooke that these have proved very successful. I was not aware that he had the compression-ratio raised and it does not appear to have enhanced his maximum speed performance.

After I had run the car in its performance was admirable, giving an indicated performance (m.p.h. and r.p.m.) of 93 m.p.h. Having completed 5,000 miles, I made a visit to W. H. M. Burgess Ltd., S.U. Agents, and had larger needles fitted, two Cooper air cleaners, and the whole arrangement balanced. This treatment transformed the performance of the vehicle to just over 45 m.p.h. in second, 75 in third, and exactly 100 in top. The top speed, however, did not coincide with the rev.-counter, as this was indicating 5,100 r.p.m., which calculated against the gear ratios should be 100 plus.

Commenting further, I would add that, having done more than 10,000 miles, the tyres fitted appear to be good for at least a further 10,000.

To date the only parts replaced are one fan belt, the original finishing up looking rather like an old boot lace, and a new set of points fitted at 9,000 miles.

I was pleased to see that Mr. Cooke is of the opinion that the front seats are comfortable, but I have found it necessary to purchase a set of ex-R.A.F. safety belts at 15s. per set, for two reasons, the first being that by using one safety belt for the driver I have now found it unnecessary to lean on the steering wheel when cornering at high speed, the other safety belt being used by the front passenger in order to avoid launching him into the windscreen when braking hard.

Summing up, this is the first new car I have ever had and consider it excellent value for money. I have had considerable experience in driving a 1949 1½ Riley but, whilst I am sorry to see such a good line in design, etc., disappear, the old 1½ could not compare with the present 1.5.

I am, Yours, etc.,

London, N.W.3.

JAMES H. MICHAEL.

REASONS FOR RETIREMENTS

Sir,

There are two small items of information I can give you, that may be of some interest to you in compiling those extremely good and accurate race reports that are such a feature of your magazine.

Firstly, in the race at Snetterton on March 27th for single-seater racing cars, our car, driven by Klaas (Jimmy) Twisk, was lying second behind the Cooper-based Maserati-powered car of Keith Greene and well ahead of John Campbell-Jones in third place when, two laps from the end, the inlet manifold split, causing an acute power loss; we were then ousted to sixth spot.

Secondly, in the Gold Cup race at Oulton last Saturday, you may have remarked how rapidly Jimmy Twisk was going through the field; he was in the fourth row on the grid, but nevertheless had worked his way up to seventh spot behind Schell and, indeed, was catching that worthy at the rate of one second per lap, in the course of which he equalled the last year's lap record; unhappily, as you will be aware, he overturned at Druid's on the ninth lap. I would like to make it clear that this was due to the failure of a rear hub bearing, which collapsed, and is no reflection at all on Mr. Twisk. I would be grateful, therefore, if you would make this clear in your race report. I am happy to be able to state that Mr. Twisk's injuries were mainly superficial, and that he is making a rapid recovery. The car was badly damaged, but we hope to have both driver and car ready for the Grand Prix de Pau on Easter Monday.

Incidentally, you may have wondered why the car was entered as the Cooper Special, when it was patently obvious that it was completely Cooper. The answer to this lies in the fact that this car is about to have its rear suspension altered to torsion bar in place of the orthodox transverse leaf-spring. However, the experiments in this direction have not yet been entirely completed, and obviously we were not going to risk an untested modification.

I am, Yours, etc.,

Kew.

M. G. WILSHIN,

Racing Manager, Tulip Stable.

[This letter, dated April 6th, was received after our report on the Oulton Park Meeting—page 356—had been printed.—Ed.]

MORE PRAISE FOR THE FORD V8

Sir,

Further to Mr. Outen's and Mr. Lindy's letters concerning the merits of the "good old Ford V8." I would like to add my own experiences of this famous *marque*.

At the end of 1958 I bought a nine-year-old Ford Pilot with 92,000 miles on the "clock." She had had a reconditioned engine and steering box at 68,000 miles. She also boasted a radio and heater, and for £140 she was a good bargain. Apart from some

gearbox trouble due to incorrect assembly at some time, and one or two minor ailments to begin with, she served me very well. She would cruise indefinitely at 70 m.p.h. and returned an overall fuel consumption of just under 20 m.p.g.

I had to sell her last autumn to pay for a 2,500-mile Continental holiday that we had just completed. The only trouble she had was a blocked main jet on two occasions—a result of running on foreign "cooking" petrol. An American gave me £170 for her.

I reverted to driving my Chummy for four months and then, in December, I found the car that I had always wanted.

This edition of the 2/3-seater V8 coupé is to my mind better-looking than Mr. Outen's. I would say that this is the best model that the Ford Motor Company has ever produced. My coupé has done a genuine 80,000 miles and has a better performance than the Pilot I had. Very few of them must have been made as I have only seen one other. This V8 returns over 20 m.p.g. in the country dropping to 17/18 in the city rush-hour. Her only vices are a slightly skittish tail in wet weather and occasional rear-axle tramp on bumpy corners. The driving position is very good, there being plenty of room. The leg-room in the dickey is fantastic. When will Fords revert to the V8 engine, I wonder?

Thank you for your excellent magazine.

I am, Yours, etc.,

Stone-in-Oxney.

C. L. WILLIAMSON.

* * *
CONTRASTS IN CARS

Sir,

Since writing you in January with reference to the Prinz 30, I have been able to fulfil a long-cherished dream and buy a 1955 300SL as a "second car," and I am now busy making up a relative log of journeys made with the Heinkel 200, the N.S.U. Prinz 30, and now the 300SL. I perhaps should mention that the 300SL has been through the service department at Brentford and any work that they considered necessary has been carried out, so that the car, which has the 3.4:1 axle, is representative. Fuel consumption, carefully checked, averages 21.8 m.p.g.

"Second car" is the correct term; the Prinz is the working car and has now used 200 gallons in covering 9,284 miles. There is equal wear on all four tyres, which have never been changed round; in fact, the wheels have never been off. So much tread pattern is still evident that I estimate the wear as less than 60 per cent., while the equal wear is a proof of the claimed equal weight distribution. Oil consumption is still nil between changes at 2,500 miles. The only adjustment so far is to plug points, which seems to be critical at .025 in.

How does this compare with your "Minibric"? Also, I should like to see Richard Ansdale's classification of the 300SL, which I should think would be well below 50 per cent.

I am, Yours, etc.,

Chittlehampton.

JOE MELLOR.

* * *
ANOTHER "WHITE ELEPHANT"

Sir,

I read in your January issue that yet another "white elephant," in the shape of a Siddeley Special, was in use, and thought that you might like to hear of my "white elephant," which is a drophead coupé type 540K Mercedes-Benz, which is in fairly regular use.

Over the years we have added an extra fog lamp and radio, and, apart from a respray, it is just as it left Stuttgart 22 years ago. The interior finish is hardly marked, and in spite of its size and weight—2½ tons—is much easier to drive than many modern cars. Its performance is nearly as good as when you road-tested it in 1937, giving a top speed of 106 m.p.h., with the aid of the supercharger.

Such cars as this have added charm because of their excellent road-holding, seats which are really comfortable, and the general high standard of the coachwork. I can put the hood up or down single handed in two minutes, which owners of modern two-seaters often cannot do!

I am, Yours, etc.,

Halifax.

REGINALD W. POTTS.

* * *
A CAR "FULL OF GOOD THINGS"

Sir,

With regard to your remarks concerning the desirable features which you apparently consider essential for comfortable motoring (November 1959—"Show Time").

I am happy to inform you that, with the exception of automatically opening bonnet and boot, and a reserve petrol tap, all the features which you list can be found on the Fiat 1900B, as standard equipment. In addition will be found centre arm-rests in front and rear.

ash-trays front and rear, rug rail, coat-hanger, cigarette lighter and clock.

As for safety, I am sure you are aware of the excellent suspension and braking system to be found in these cars. Also, with the exception of the radio and cigarette-lighter, all the features can be found on the considerably less expensive Fiat 1400B (less than £A.200 dearer than the locally-assembled Zephyr).

In closing, thank you for the excellence of MOTOR SPORT—there is no better motoring magazine available anywhere.

I am, Yours, etc.,

Sydney, Australia.

P. PULLEN.

* * *
OPINIONS ON THE TRIUMPH HERALD

Sir,

May I perhaps be allowed to close the correspondence on the controversial Herald and adding, in reply to Mr. Hughes, the following comments. I can assure him that I was not in the slightest overstating my experiences; indeed, when I give more thought, I rather underestimated some and conveniently forgot others.

This question of silence and comfort, etc., is really related to one's previous experience, and my main motoring was for four years done in the only British sports saloon worthy of its name—a Javelin. When will British manufacturers take a good look at this past classic? This motor I am afraid gave me a false impression of what should be the accepted standard for British cars to maintain. I agree entirely that compared with Standard-Triumph's previous effort and also the previous and current efforts of other manufacturers, the Herald is a great advance, but why pretend it is a new experience when most Continental cars and the Javelin were giving these qualities 10 or more years ago; are we not pandering to Americanisms?

Then, of course, Mr. Hughes really drops his guard and proceeds to tell us what he requires to put the Herald right. The suggested modifications would, I am afraid, add at least my £400 (which, incidentally, was nearer £200) to give him his desires, which would still include Wilmot Breedon locks!!

I didn't really want to wait so I bought my D.K.W., which being slightly secondhand has now done 10,000 miles and is still quieter in every respect than a Herald, even one straight off the production line.

I fully agree the potential of the Herald is tremendous, otherwise I would not have spent £750 of my hard-earned money obtaining one in the first instance. However, a motor car is a very personal item of one's life and is mainly for my pleasure, in which case it is either right or wrong. The amount of noise or buzz at cruising speeds of 60 to 70 miles per hour, which all present-day cars should be capable of, is—when one has experienced a really quiet motor—a very important factor at the end of what should have been a pleasant journey.

For me the D.K.W. has everything I desire and I shall certainly not be attempting to experience any new experiences for a long time, as I am sure my £200, or even £400, extra motor car will still be performing quietly when Mr. Hughes has run through two or three Heralds.

I am, Yours, etc.,

Coventry.

J. A. NORTON.

.....
TAILPIECE



"THE UNIVERSAL CAR"—not only for "the man in the street" but for the "man who takes to the water," either purposely, as seen here, or inadvertently, as happened to two people in a VW at Charmouth recently—they were saved from death by drowning in the River Char because their car floated to the shore.

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FOR SALE

ALTA MINOR TOURER. Servais, radio, heater, washers, etc. New hood; 100% condition. £349. 30, Huntercombe Lane, Slough. Tel.: Burnham 260. [6960]

PA M.G. Red. Good condition. £120. Milburn, Inglenook, Shuncey Avenue, Harpenden, Herts. [6961]

RILEY ADELPHI, 1937, 1½-litre. Good condition. Register member company car forces sale. £140. Bagshaw, 33, Kavanagh Road, Brentwood. [6963]

RILEY, 1947, MERLIN special series. Tuned, hawk clutch. Dolomite gearbox, tele. dampers. All round ready for floor and body. Work moves prevent completion. Seen Leicester. Haggle around £60. R. H. Chapman, 137, Victoria Road, North Southsea, Hants. [6965]

1960 1,172 c.c. R.A.C. specification trials car, probably give Cuth's car a run for the money. Taxed, insured. Photo on request. Haggle £225. 40, Kings Road, New Haw, Weybridge. [6966]

ROLLS-ROYCE 21.6 spares; ex 1924, 1926 and 1927. Vert. rads., etc., at enthusiast's prices. S.A.E. and offers to: A. M. Thomson, Waverley, Busby, Nr. Glasgow. Tel.: Busby 1659. [6967]

VOLKSWAGEN, 1957. Sunroof de luxe, 26,000 miles. Lady's second car. Expensive extras. £565. o.n.o. H.P. through local garage, Tel.: CLI 8721. Owner: Tel.: Nazeing (Essex) 2273. [6970]

1937 RILEY 1½ Continental tourer. Sprite engine. Partly reconditioned. £75. Further details: Tel.: COPermill 6878. [6971]

SALE: BUCKLER 4.7 axle, E93A. Low rate spring, relined brakes complete. Also many various Ford Ten parts. Write: Lowe Farm, Whittle, Chorley, Lancashire. [6972]

JAGUAR XK120, 1951, sports, immaculate condition. Modified engine, twin exhausts, brakes and clutch. "X" tyres, flashers, etc. Maintained engineer-owner regardless of cost. £400 o.n.o. (H.P.). J. Grist, 216, Bloomfield Road, Bristol 4. [7007]

M.G. VA coupé, excellent condition; engine 23,000, just tuned. Replacements too numerous to mention; s.a.e. for details. £95. Insured September. Raymond, 20, Lovelace Gardens, Surbiton. [7008]

MINOR 1000 convertible de luxe, 1958 model. Alexander conversion and back axle. Engine completely overhauled, meticulously maintained, never rallied or raced. Fantastic m.p.h. and m.p.g. £565. Tel.: Cambridge 59237. [7009]

VOLKSWAGEN DE LUXÉ, late 1953, 43,000, one owner. New tyres, brakes relined, decarbonised; meticulously maintained. Possibly the best 1953 in the country. £400. 34, Carisbrooke Road, Harpenden. [7010]

1172 FORD SPECIAL, Stiletto body, Silvertop head, 4-branch exhaust, hydraulic brakes, 4.7 c.w.p., screen-washers. Immaculate condition throughout. £325. 44, Seventh Avenue, Bush Hill Park, Enfield, Middlesex. [7011]

SPARES. 1924 Bentley radiator. 1928 Lancia mag. dyno. New 21 x 450 tyres. Various Austin Seven spares. 86, Upper Tulse Hill. Tel.: Brixton 1631. [7012]

BENTLEY, 1922, 3-LITRE tourer. Very sound engine. Modernised body recently finished. B.R.G. £225. Box No. M.013. [7013]

H.R.G., 1950, 1,500 c.c. Blue/white. Immaculate condition, recent complete engine overhaul, Scintilla magneto, new king-pins and bushes, brakes relined, Michelin "X," p.v.c. hood, heater, new carpets. £395 o.n.o. Seen after April 6th. Harrison, "Newlands," Putley, Ledbury, Herefordshire. Tel.: Trumpet 212. [7014]

FRAZER NASH-B.M.W. 319/45 4-seater d.h.c. £125. "Caerhays," Wendley Drive, New Han, Weybridge, Surrey. [7015]

1933 3-LITRE LAGONDA pillarless saloon. Mechanically and bodily sound. £85 o.n.o. Martin, 31, Compton Road, Pedmore, Stourbridge, Worcs. [7016]

FOR SALE—continued

1939 RILEY 1½ saloon. Synchro. box; 27 m.p.g. Sound motor, paintwork only fair. £75 o.n.o. Tel.: Otford (Kent) 49. [7017]

ONLY 24 HOURS in a day, so 1939 Rover Ten chassis, engine, transmission, part rebuilt, fitted remains of body, £25. Tel.: Princes Risborough 706. [7018]

M.G. TC. Reconditioned engine, exceptional condition. £300 o.n.o. 20 Marston Gardens, Luton, Beds. [7019]

MISC. "GLORIA" SPARES. Power unit from 250-c.c. car with Villiers engine. Tyres, unused: 32 x 4, 525 x 22, £3 each; 810 x 90 B.E., £2. 81, Marston Road, Leicester. [7020]

REMAINS OF 1931 3-litre Lagonda. Including carburettors, magneto, half-shafts, etc. Jenner, 46, Thurloe Square, South Kensington, London, S.W.7. [7022]

AMERICAN GRAHAM PAGE, 1937, 22 h.p., 6-seater saloon, in good running order. £30, or exchange anything useful. Box No. M.023. [7023]

HUDSON 22-h.p., 1935, 6-seater saloon, in exceptional condition for year. Perfect running order. Used to date as hire car. Tel.: Saffron Walden 2531. [7024]

"SPECIAL" Ford 1946 axles, brakes, torque tube, complete engine, gearbox, steering, rad., etc. Cheap. 4, Springfield Terrace, Warburton Lane, Partington, Urmston, Manchester. [7025]

750 AUSTIN SPECIAL. I.F.S., all weather equipment. £45. Weekends only. Lancelley, 52, Badminton Road, Downend, Bristol. [7026]

ALVIS, 1932, Speed Twenty 4-seater drophead. New hood, clutch, core plugs, four good tyres. £60. Tel.: LAB 3086. [7028]

BUCKLER 90. Red. 1955. Reconditioned engine, new tyres. Mods. include twin S.U.s, large sump, oil cooler, plated head, extractor exhaust, C-type gears, 4.7 axle, "X" rears. 90 m.p.h. 35 m.p.g. Very good order throughout. Pawsey, Blacklands, Cavendish, Suffolk. [7029]

1935 AUSTIN SEVEN tourer. New tyres, hood, tonneau cover, distributor, dynamo. Reconditioned engine, 1937 head; rewired; 17-in. wheels; Big Seven back axle. Hydraulic brakes. Numerous spares. £45. Mills, 7, Fore Street, Eastcote, Pinner. Tel.: Ruiship 3195. [7030]

BUCKLER, June 1952. Mk. V space-frame. Full 1172 Formula, large valves, twin S.U.s, Aquaplane head, etc.; i.f.s., C-type gears. Engine, gearbox, reconditioned. Blue aluminium body, tonneaux. Excellent condition throughout. Taxed. £240. Gray, 9, Broad Road, Acoccks Green, Birmingham 27. Tel.: ACO 0520. [7031]

1926 BENTLEY 3-LITRE Blue Label saloon. Offers over £100 invited. Wolverhampton. Box No. M.032. [7032]

CITROEN LIGHT FIFTEEN, 1950. Green. Excellent performance and handling. £260 o.n.o. Napier, 178, High Street, Harborne, Birmingham. Tel.: Harborne 3575. [7033]

DAIMLER, 1936. Mulliner aluminium body. Good running condition. Recent overhaul. Offers. Tel.: Hillside 1018. [7034]

750, Ashley body and hard-top, complete all usual mods., etc. Good reason for sale. £195 o.n.o. Will deliver anywhere free. Gardner, 37, Ealing Road, Great Sankey, Warrington, Lancs. [7035]

FOR SALE—continued

1952 ALLARD SPECIAL electron sports saloon body 2/3-seater. Alfin drums, de Dion rear axle, 4-speed Cotal electric gearbox. Radio, heater, washers, etc. 4-litre, twin carb. Mercury engine. Colour red, cream wheels. £275. A. E. Freezer, Mill Rithe, Hayling Island. Tel.: 77273. [7036]

RILEY NINE tourer, 1929. Recent respray, complete engine, gearbox overhaul. £65 o.n.o. Tel.: Newton Abbot 2137, evenings. [7038]

ALFA-ROMEO 1750, twin o.h.c., green, 4-seater with tonneau, hood and screens. Well shod, not concours, but handsome. Too good to park outside, so space needed—wife prefers Bentley. Box No. M.039. [7039]

M.G. J2. Tyres, hood, battery, wiper, all new. Resprayed B.R.G. December. Body good. Plus broken J2 for spares. £140 o.n.o. Going abroad. Tel.: Lapworth (Warwickshire) 246. [7040]

FIAT 600 convertible, 1956, good condition, low mileage; used as second car. £410 o.n.o. Mrs. Blatchley, 73, Warden Hill Road, Cheltenham. Tel.: 56833, evenings. [7041]

ROCHDALE G.T., 1,172 c.c., 1959, 5,000 miles. 4.7 c.w.p. Fully trimmed. £300 o.n.o. Marsh, 46, Oak Crescent, Hereford. [7042]

FAIRTHORPE ELECTRON MINOR, in red; 14,000 miles. No competitions. Tonneau, heater, Stage II engine. Excellent condition. £475. 58, Lawrence Avenue, N.W.7. Tel.: MIL 4676. [7043]

EX-LUND M.G. PB. Hydraulic brakes, B.T.H. magneto, 6.00 in. x 16 in. rears. Very good condition. £160 o.n.o. 72, Kingswood Road, Fallowfield, Manchester 14. [7044]

FOR MINOR S.V. or Alta. Twin S.U.s and Derrington tuned manifold. Nearly new. Cost £35, accept £20 or nearest. Ellison, 73, Seaview Road, Wallasey. [7045]

1922 BULLNOSE COWLEY tourer. Excellent original condition. Engine completely overhauled. Bills available. Offers over £100. D. Coates, Well Cottage, Staffhurst Wood, Nr. Edenbridge, Kent. [7046]

M.G. TC, 1946, black. Several extras. Works replacement engine. £240. Pearce, 64, Northdown Road, Margate. [7047]

CITROEN SPORTS ROADSTER, 1939, Light Fifteen in near perfect condition. £175. Full details from J. Howe, 79, Greenfield Avenue, Surbiton. Tel.: Elmbridge 4492. [7049]

LAGONDA A45 engine. Good condition. Pair good P.100s. Offers. Tel.: Farnborough (Kent) 52621. [7050]

BENTLEY 3½, 1936. Chassis damaged. Will break. Tel.: BAR 2988. [7051]

1938 RILEY ADELPHI back axle, front axle, chassis for sale. £9, £4, £1, respectively. Other parts. B.C. "Quanda," Westcott, Dorking, Surrey. [7052]

KESTREL 1½ SIX-LIGHT, 1936. Good body and mechanics. Attractive inside and out. In daily use, often for long trips. £120, or offer. Tel.: Cosham 76007. [7053]

A40 SPORTS, 1952. Twin carburettors, fog and spot lamps, heater, etc. £350, or offer. Davies, 9, Ariel Lodge Road, Cheltenham, Glos. [7054]

BRISTOL B.S.1 ENGINE. Complete with gearbox, all accessories and new radiator. £150. R. E. Thompson, East Kyloe, Beal, Berwick-on-Tweed. [7056]

1956 STANDARD SUPER TEN. Black, red leather. Low mileage. Outstanding condition. Heater, anti-roll bar, foglight, wing mirrors, etc. £410. o.n.o. 214, Mancroft Road, Aley Green, Luton, Beds. [7058]

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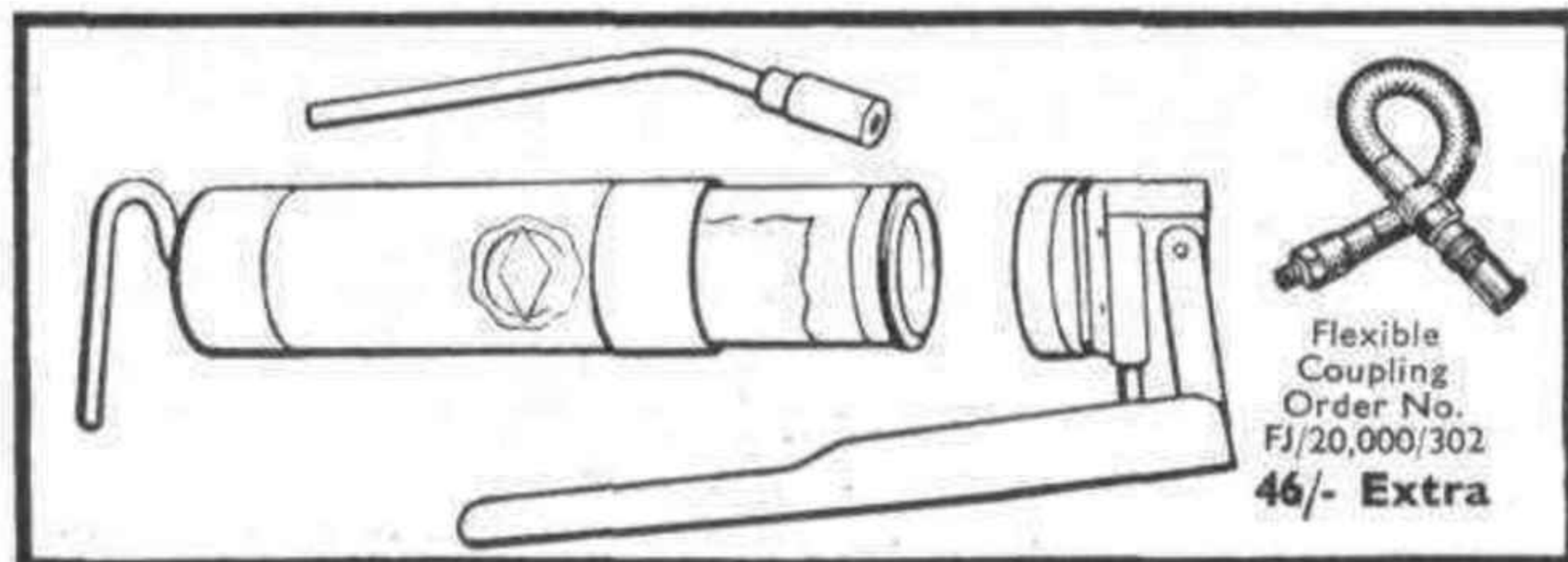
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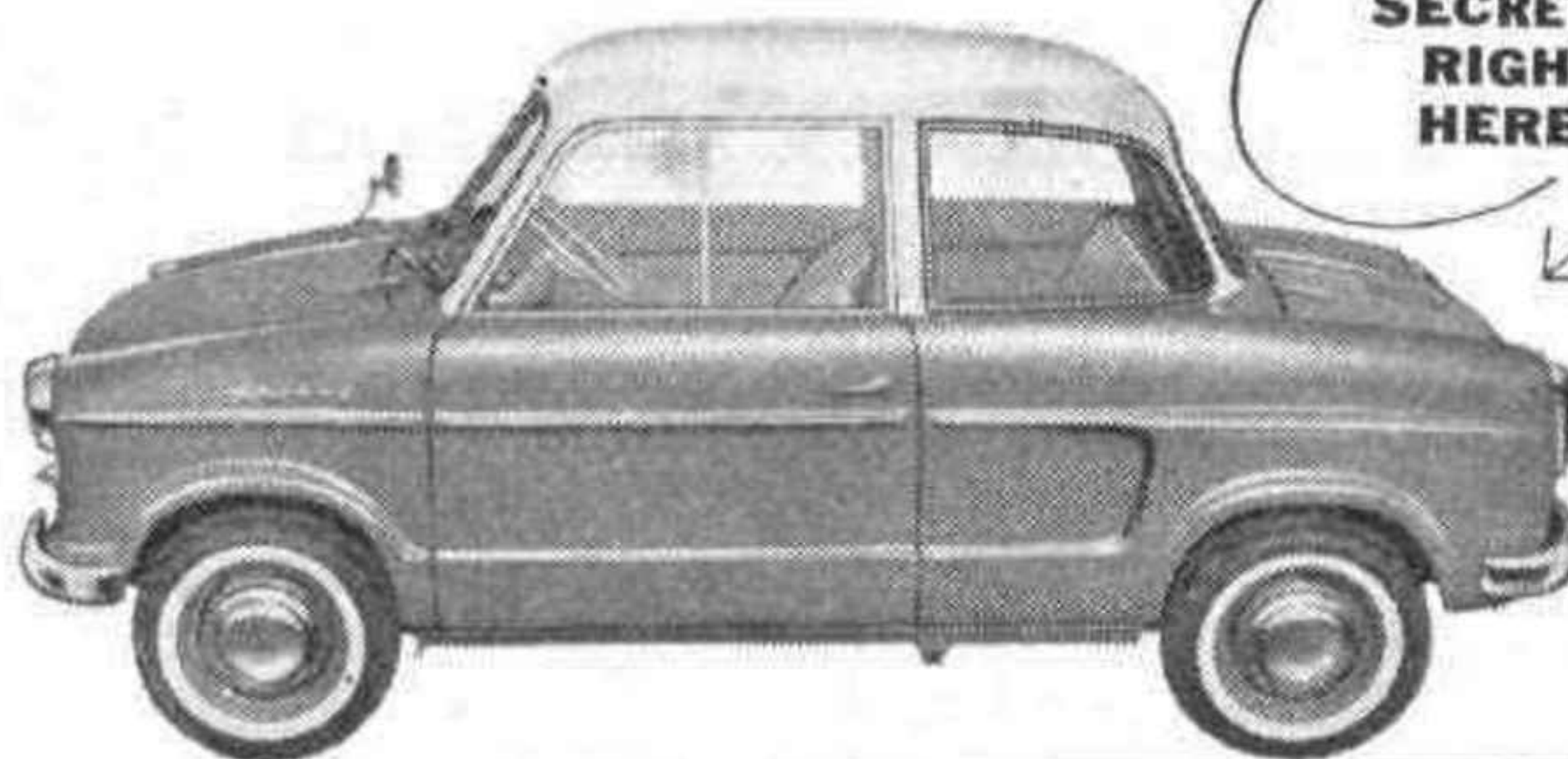
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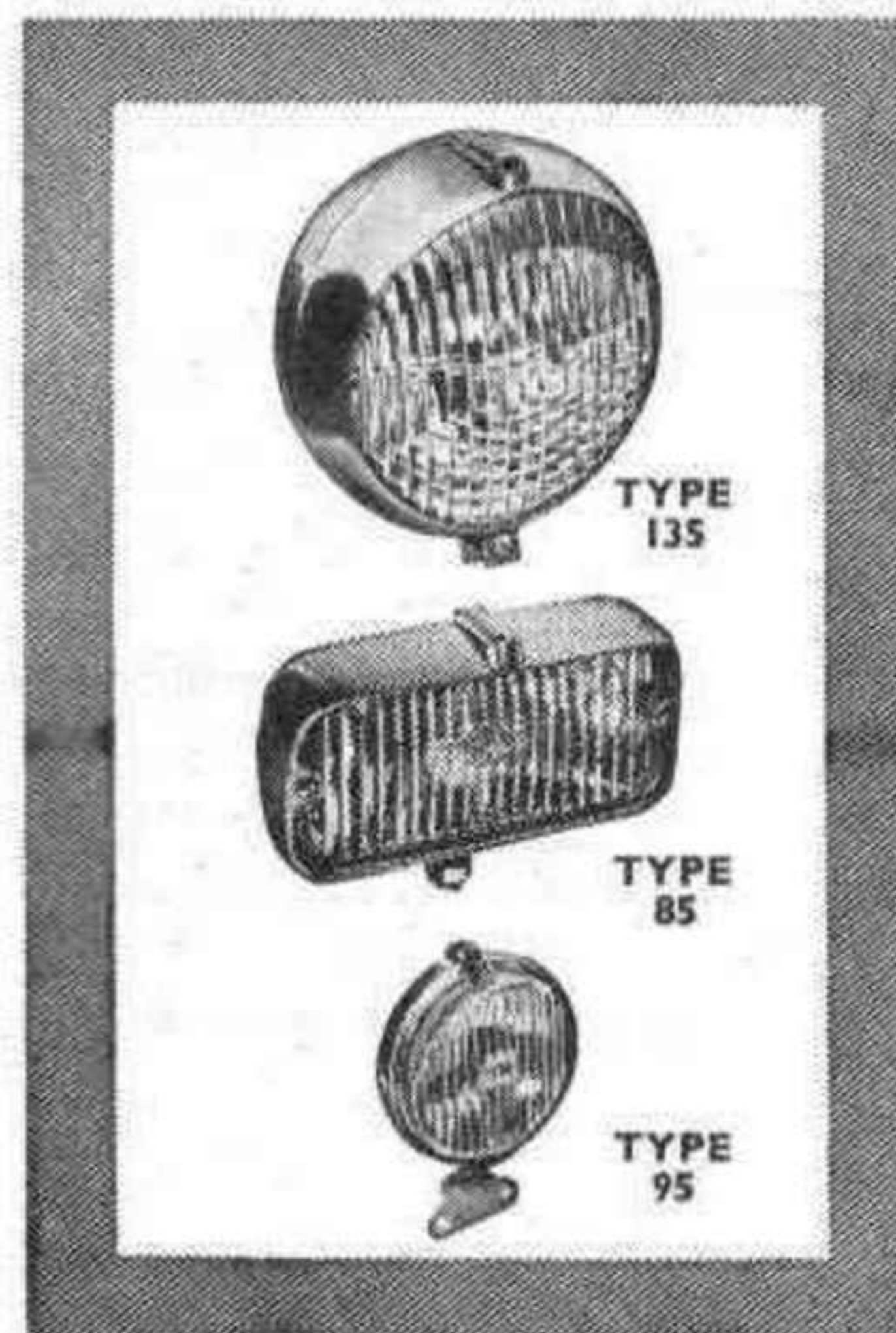
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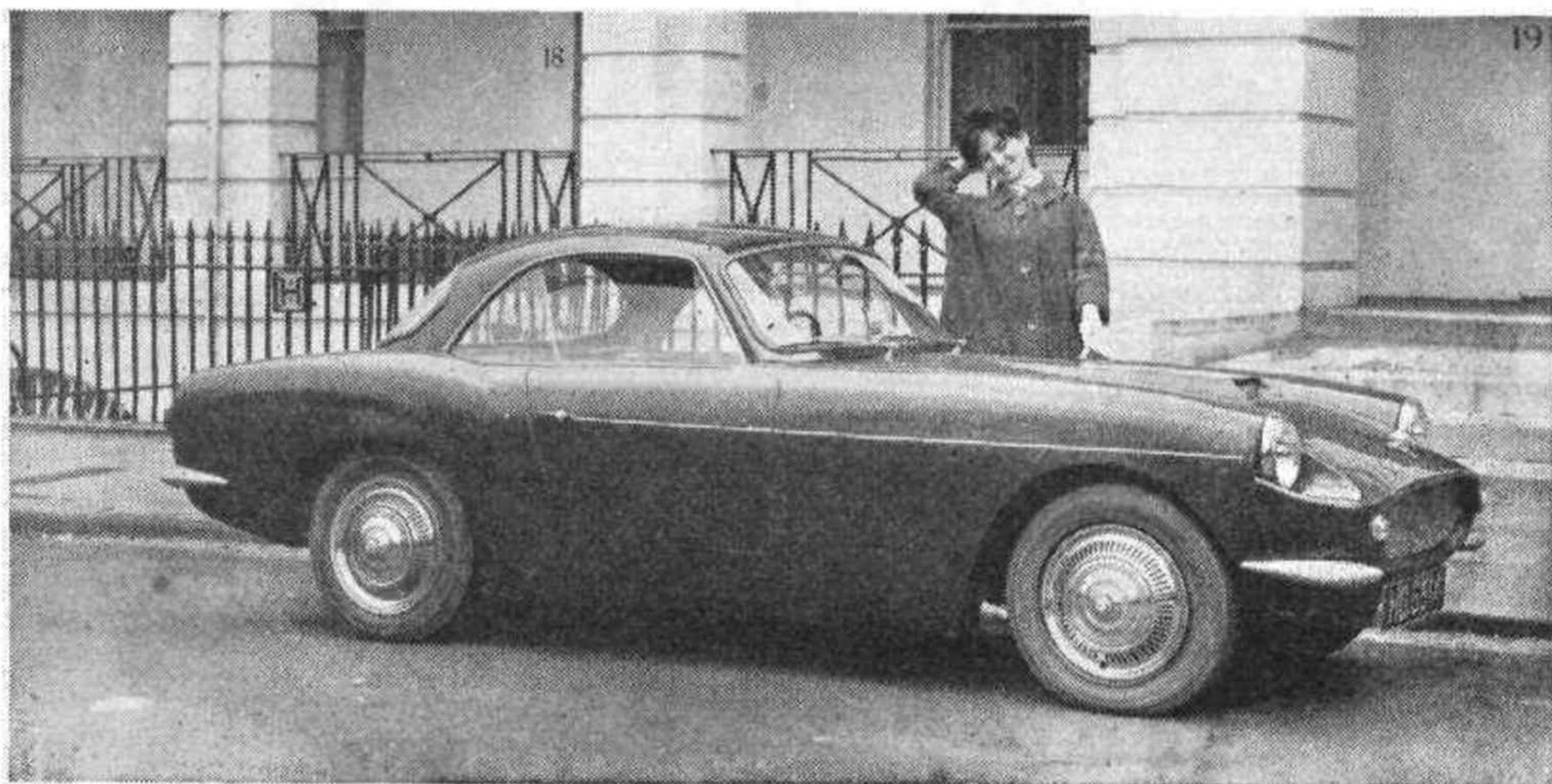
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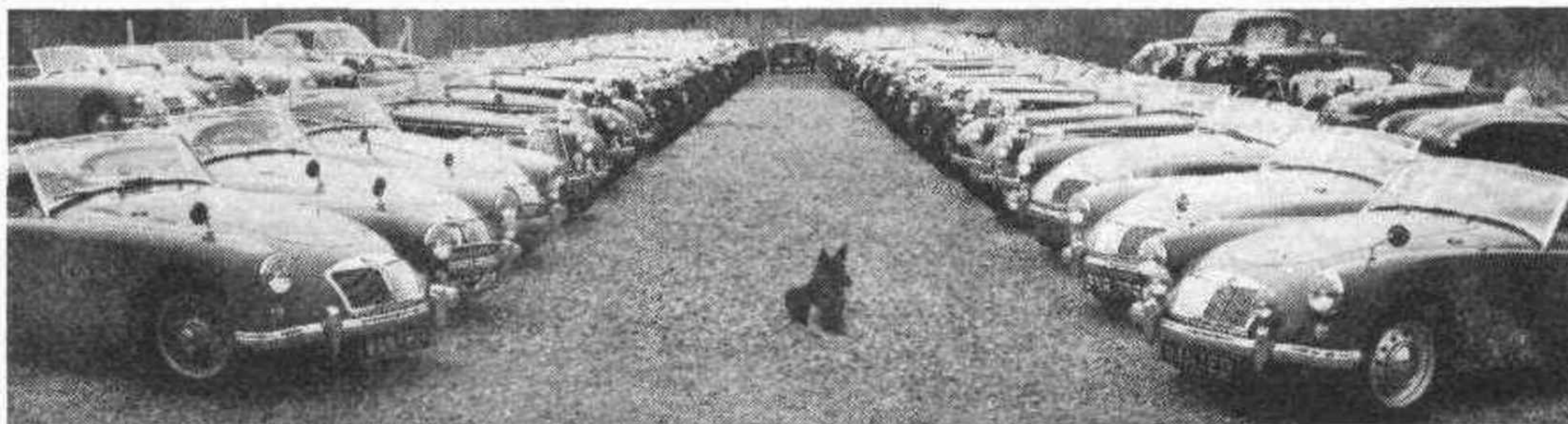
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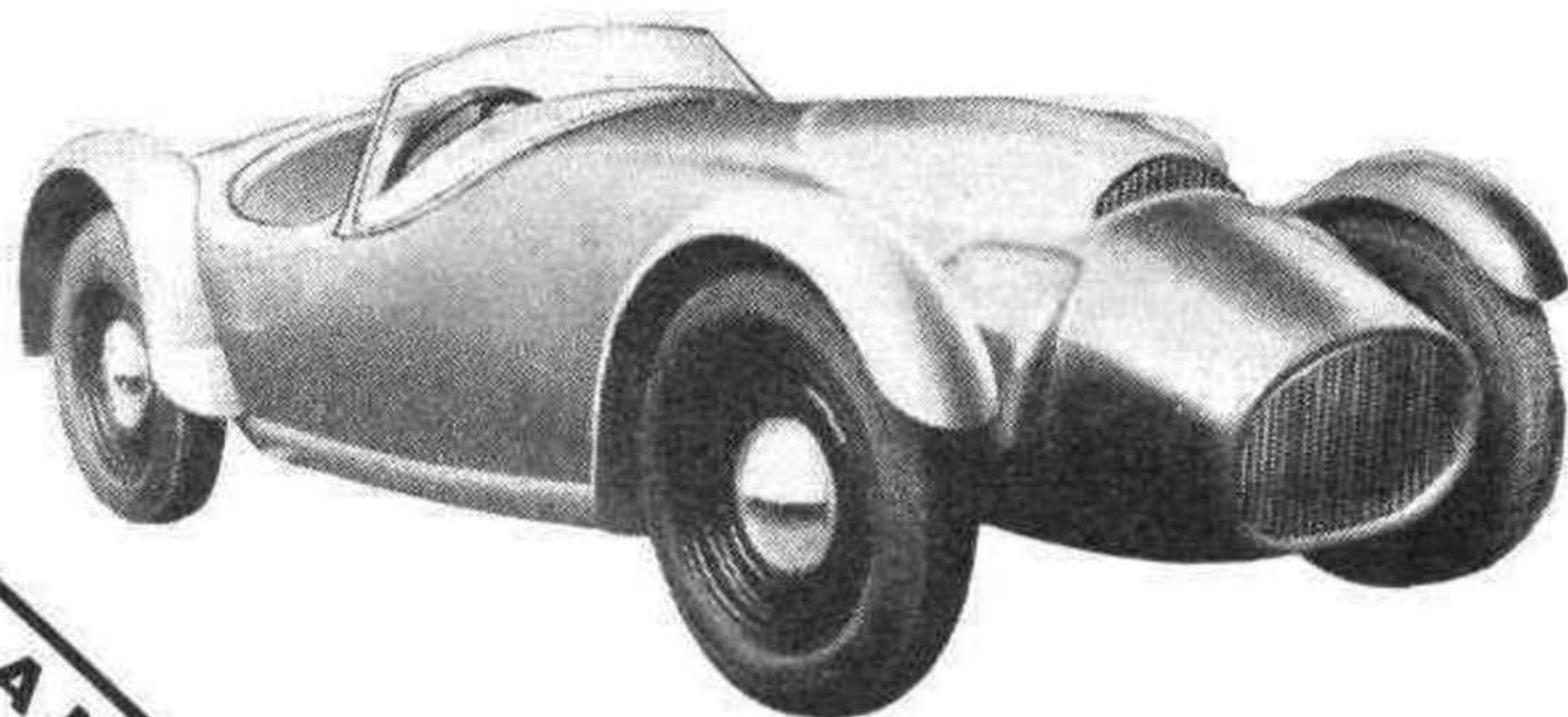
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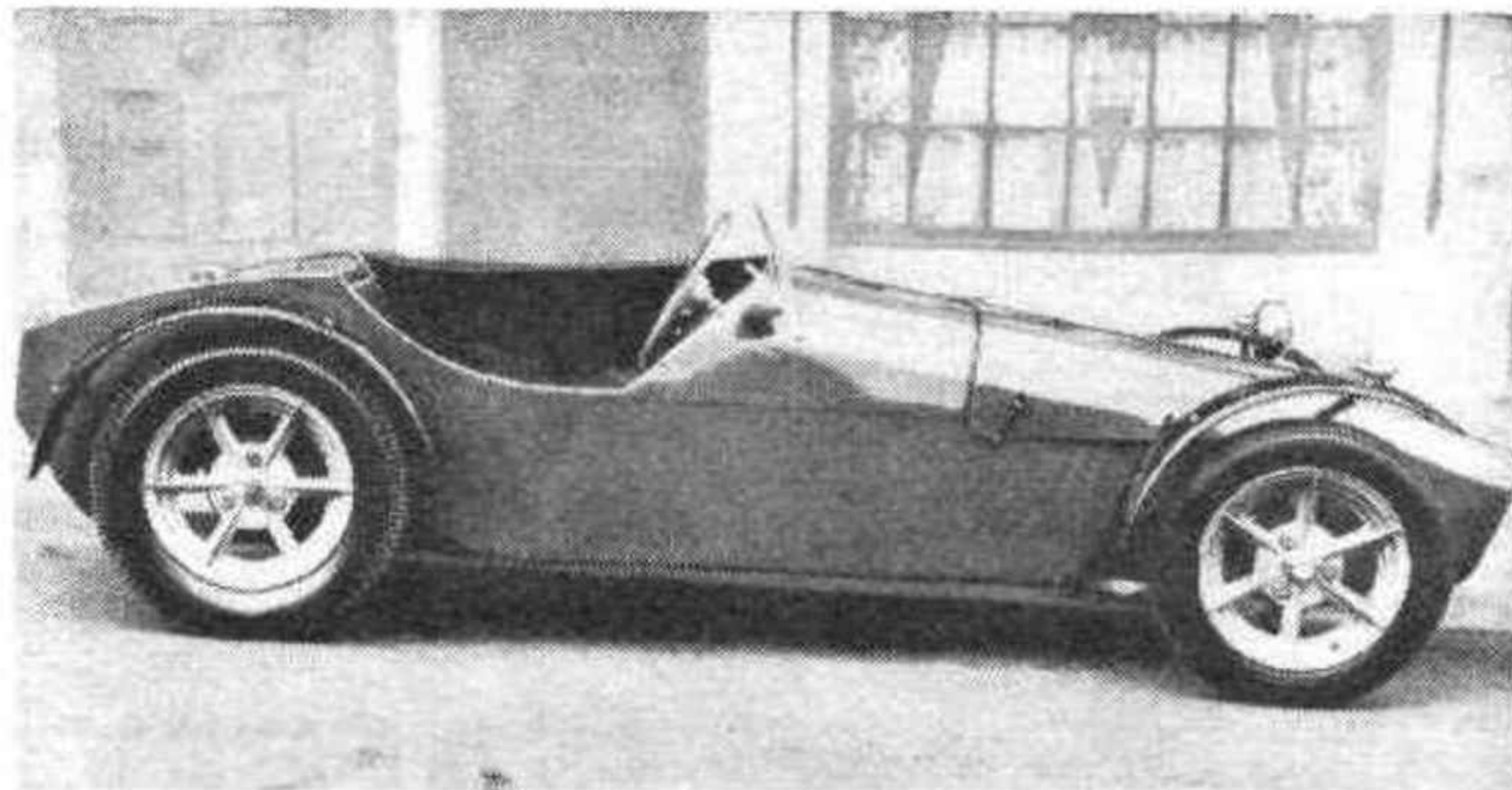
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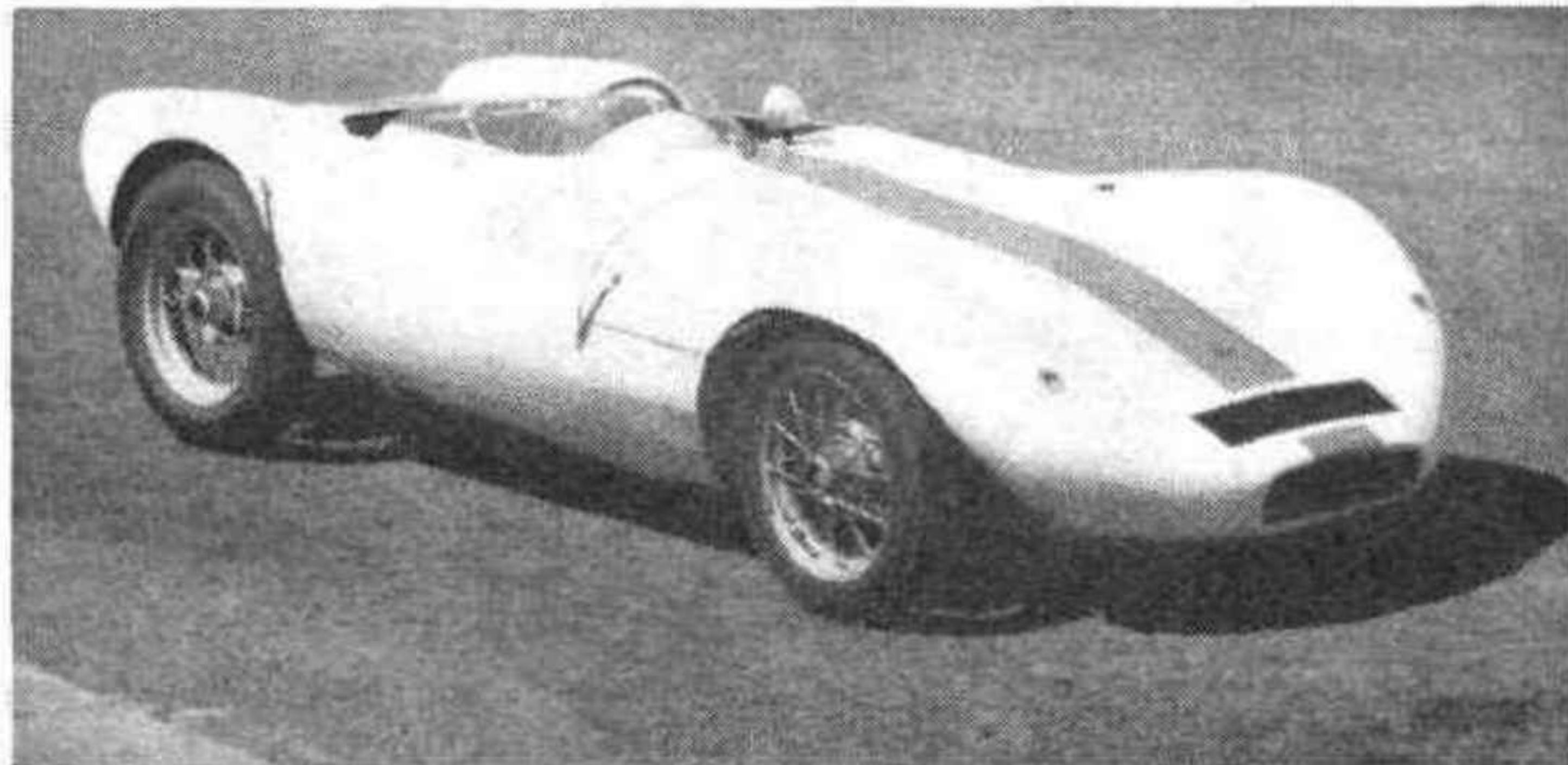
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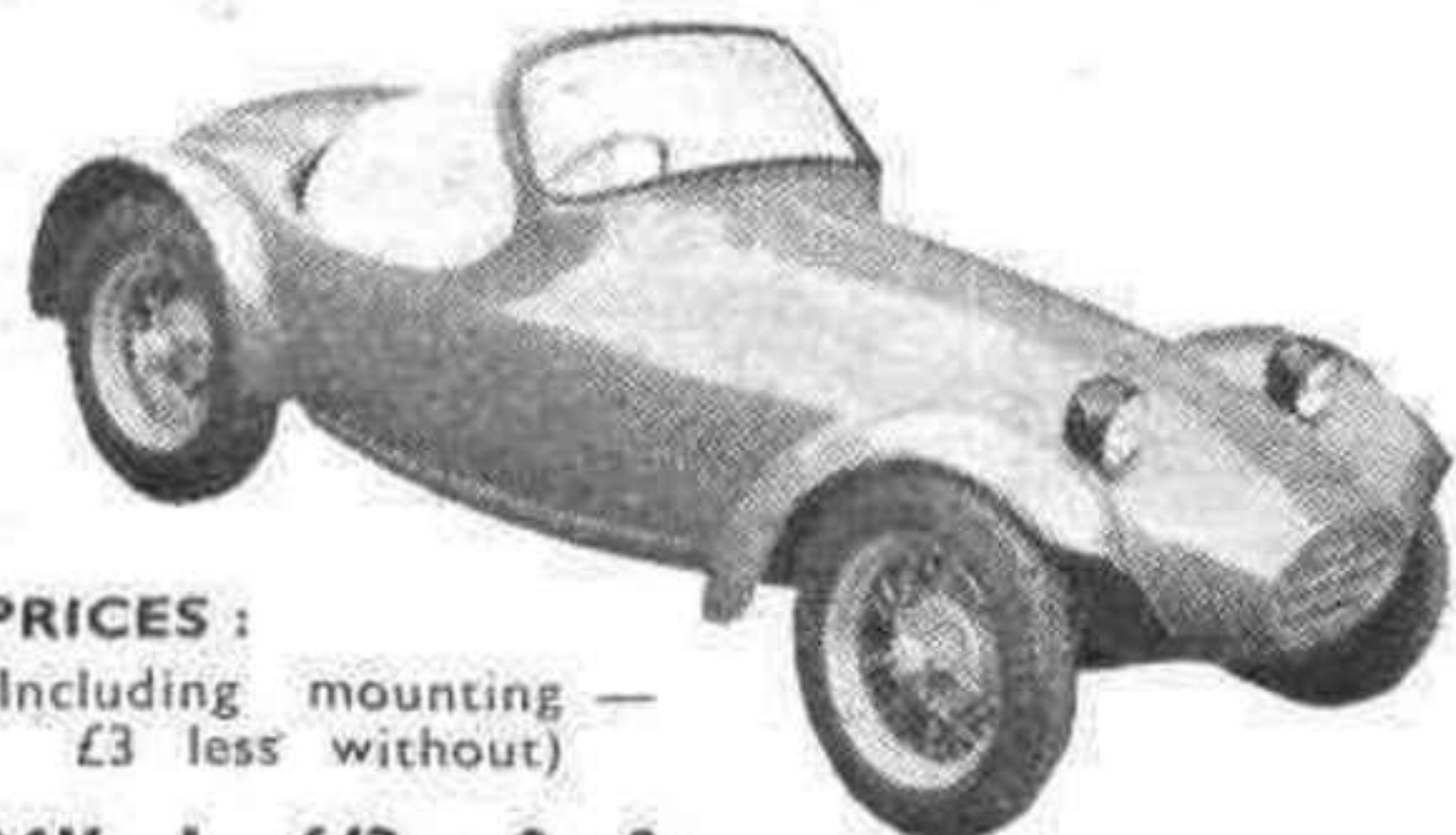
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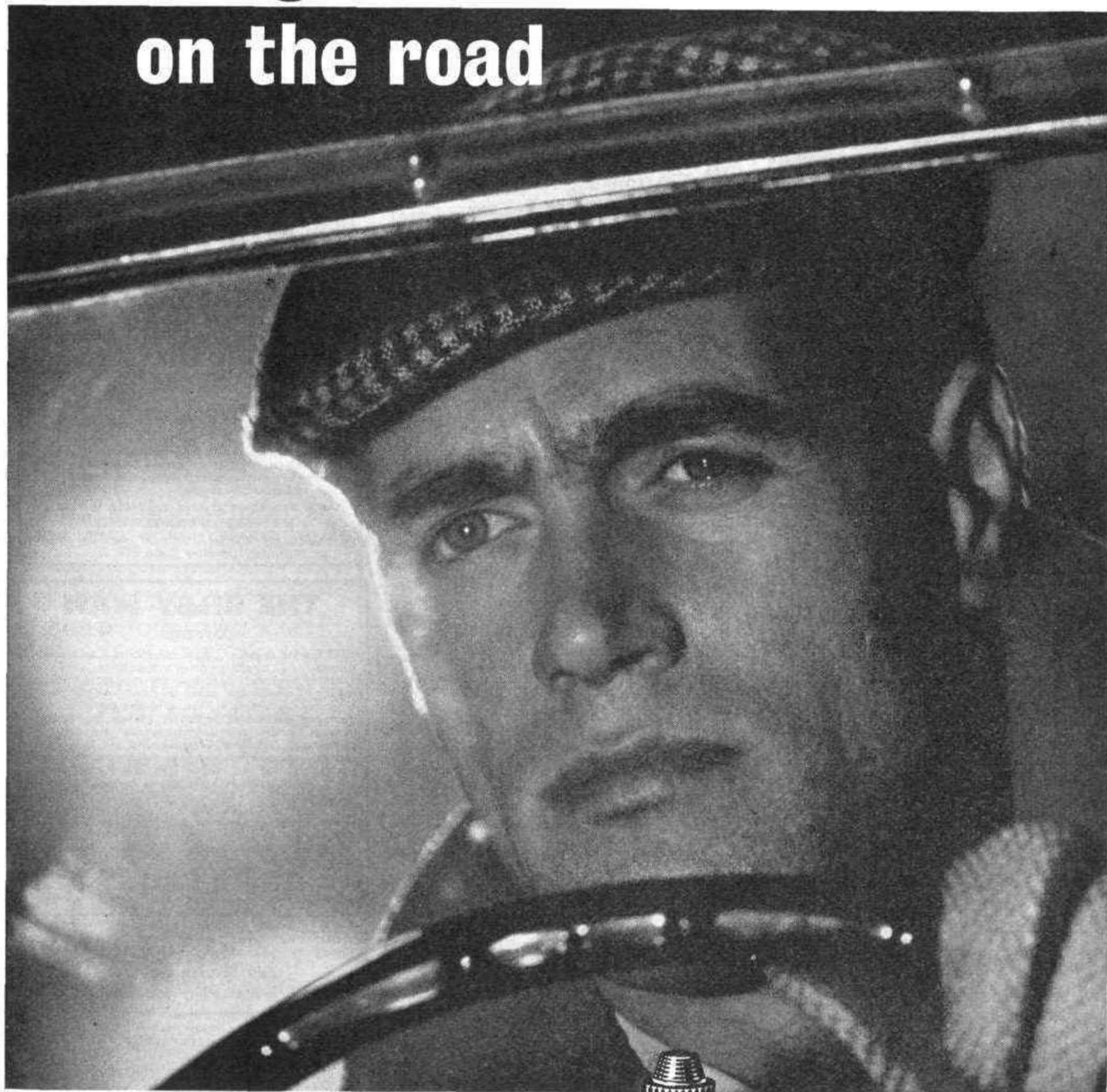
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- RESTORING?** 1934 Austin 7 chassis and engine. Complete running order. Two A7 tourer wind-screens complete. Three gearboxes. One 1934 radiator and surround. Any offers please. Box No. M.278. [7278]
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- 1921 ROLLS-ROYCE** 20-h.p. open tourer. Good engine and body. Hood requires attention. £175. Dr. Eric Killey, Pailton Hall, Nr. Rugby. Tel.: Pailton 346. [7283]

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- PEUGEOT 203,** 1952. Excellent condition. Undersealed from new. New rings just fitted and complete rear axle overhaul. New Michelin 'X's. Extras, including spot/fog, w.w., etc. Genuine reason for sale. £295. Caprino, Birk Dale, Little Common, Bexhill. [7290]
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- ALVIS 3½-LITRE drophead coupé, 1936, concours condition.** Radio. £285. Full details and photo. Terms if required. C. L. Hoskins, 23, Runswick Road, Grimsby. Tel.: 3837 (office hours). [7300]
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- ROCHDALE G.T.** Sprayed cream. First registered October 1959. Twin carbs. New engine only 2,200 miles. Excellent condition. Genuine reason for sale (the "unfair" sex). £425; H.P. arranged. Goodey, 108, Washbrook Road, Rushden, Northants. Tel.: 3805, evenings. [7304]
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- MORGAN S.S. three-wheeler, 1936, air-cooled Matchless.** Complete rebuild 1959. £150 o.n.o. Tel.: Rossett 175, near Wrexham. [7308]
- M.G. TA, 1938.** Red. Immaculate condition, many extras. £190. Tel.: Westerham 3136. [7309]
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- JAGUAR, 1947, 3½-LITRE, minus body; mechanics excellent.** £35 o.n.o. Also: Kieft Grand Prix chassis, Autovia V8 engine, etc. £80 o.n.o. Four M.G. pistons (new), 66.5 mm. +.020 in., £3 o.n.o. Box No. M.311. [7311]
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- 329 B.M.W., sound engine, ideal spares, £35 o.n.o.** Birks, 41, South Walk, Mier, Stoke-on-Trent. [7316]
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FOR SALE—continued

- M.G. TF, 1954, red, very good condition throughout, "X" tyres.** £550 o.n.o. Tel.: Lodge Hill 2194. [7323]
- 1935 TRIUMPH GLORIA 16 Saloon.** Approx. 3,000 miles since engine and gearbox overhaul. Bodywork good. Car for enthusiast. £50 or near offer. Tel.: POL 5211. [7324]
- NIPPY, 1936, fitted recon. 1172 engine/gearbox.** Bowdenex. New hood, seats. Good tyres. Good condition. £95. Heaven, 618b, Green Lane, Ilford. [7325]
- RILEY NINE Special, 2/4 seater.** Aluminium body, used daily. £90. Tel.: VIC 3053 (evenings). [7326]
- 1928 14/40 HUMBER Tourer.** Good condition on whole, history known. £100 or nearest offer. R. W. Stott, 8, Horton Crescent, Rugby. [7327]
- MINOR 1000: Twin S.U. with inlet manifold, £9.** Wren, 4, Wheatley Road, Welwyn Garden City, Herts. [7328]
- 1933 MORGAN S.S. 1,100-c.c. J.A.P. o.h.v. w.c.** Good condition. £65. 18, Gildabrook Road, Blackpool. Tel.: 44529. [7329]
- HERALD SALOON: Solex Carb., manifold and air cleaner.** Little used. £7. Oliver, 273, Laurel Road, Priory, Dudley, Worcs. [7330]
- ROVER TWELVE, 1937.** Heater, very good throughout. £75. Prefer exchange more potent vintage in same condition. Redivers, Furlong Road, Bourne End, Bucks. [7331]
- PEUGEOT (1956) 203.** One owner from new, very good condition. £460. Yates, 3, Crosshill Road, Blackburn. Tel.: 6035. [7332]
- B.M.W./F.N. 321, 1939.** Owner abroad; new hood, heater, foglamp, screen washers, w/mirrors. Beltable. £190 o.n.o. Tel.: Orpington 21008 (evenings). [7333]



20/25 ROLLS-ROYCE sports saloon, 1934, Serial No. GUB 74. Coachwork by Hooper. Mechanics and electrics all irreproachable. Very good tyres. Heater. A selection of at least six other 20/25s, from £250. Two Silver Ghost chassis, 1921 (Serial No. 133 LG) and 1924 (Serial No. 104E), original and running well. Also usually a few 25/30 Rolls and 4½-litre Bentleys. **SCOTT-MONCRIEFF**
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FOR SALE—continued

- ASHLEY-BODIED 750, hard-top, two fully tuned engines, 15-in. wheels, over £350 spent.** Nearest £220. New c.r. gearbox with professional r/c lever £25. 1935 Ruby (good). £28. Other spares. Tel.: Bookham 2381. Leonard, 12, Childshall Road, Bookham, Surrey. [7335]
- R.-R., 1935.** Black Sedan, modern lines. Clutch brakes, servo relined. £415. Photo: Sunderland 9, Stapleton Road, Oxford. Tel.: 61547. [7339]
- DEJECTED ENTHUSIAST** missed his *Motoring News* last week. Make sure of your copy. Order from your newsagent now. Every Thursday, price 6d. [7335]
- LANCIA APRILIA, 1937.** Extensive reconditioning by enthusiast. Resprayed, upholstered, immaculate. £225. 21, Laitwood Road, Balham, S.W.12. [7341]
- MISTRAL-FORD SPECIAL.** Quite outstanding road-holding, 60 in second, 35 m.p.g. Hydraulic brakes, supercharger optional. Seen London or Essex. £250. Full details from Gravina, 12, Elgin Avenue, Chelmsford. [7342]
- STAR (1928). RARE "PEGASUS" Sports two-seater/dickey.** Very fast and original; m.p.h., 70 plus; m.p.g., 26/27. Fitted with fantastic Clayton De-Wandre Vacuum-Servo brakes (original). Knock-on hubs. A real "daddy long legs." Motors like a Bentley! Available end of May. Offers above £260. Hames, 33, Fernbrook Drive, North Harrow. Tel.: HAR 8424. [7343]
- 1933 TALBOT 65, recent overhaul, body sound, spare engine and gearbox. £85.** Also spare "75" engine, gearbox and diff. H. Jacques, 29, Olivedale Road, Liverpool, 18. Tel.: Sefton Park 2559. [7344]
- BENTLEY 3½ LITRE, 1936, Park Ward Drophead Coupé.** Beautifully finished in dark grey and silver with grey vynide folding head. Ace discs. Excellent condition. £350 o.n.o., photographs available. Billington, 29, Belwell Lane, Four Oaks, Sutton Coldfield, Warwickshire. Tel.: Four Oaks 443 (after 6.30). [7345]
- 1172 FORD SPECIAL Falcon II, unmarked, highly tuned Buckler components, full Aquaplane mods., interior immaculate, 15 in. "X"s.** £325. Crawford, Coldharbour Road, Northfleet. [7346]
- DAIMLER LQ20.** New bearings, rings. Also unused recon. gearbox for same. Cheap. Offers. 21, Seymour Road, Northfleet, Kent. [7347]
- M.G. TD, Mk. II, Sept. 1953.** Green. Recon. engine and gearbox, new hood, side curtains, battery, body excellent condition. Many extras. £475. Brownlow, 138, Bradfield Road, Urmston, Manchester. Tel.: Longford 4565. [7348]
- LANCIA APRILIA.** National Service forces sale of this beautiful car. Mechanically perfect, £100 spent on engine and gearbox, 1959, bills shown. Bodywork excellent, recently resprayed, upholstery extremely good. Bargain £230. Tel.: (evenings or weekends) Beckenham 5328. [7349]
- VOLKSWAGEN DE LUXE, 1953.** Pale Green, 55,000 miles, first class inside and out. £400. Also Ford 5-cwt. van, 1950, good runner, sound chassis, body fair. £35. Brooks, Layer Marney, Colchester. Tel.: Tiptree 207. [7350]
- MORGAN 3-WHEELER SPARES; Dismantled 1937 Ford 8-engined F4, good engine, Girlings, etc. O'Neill, 55, Manor Park, Bristol, 6. [7351]**
- ROLLS-ROYCE 20/25 Saloon.** Aluminium Salmans body. Two owners, complete history, 128,000 total mileage. £185: engine overhaul May 1959. Excellent condition but repaint might show to advantage. H.P. Exchange for early post-war saloon, any standard production. Hepworth. Tel.: Duddington 248 (Stamford, Lincs.). [7353]
- ASTON MARTIN, Le Mans long chassis, 1933.** New carbs., batteries, respray B.R.G., brakes relined, etc., many bills available. Fitted recent A70 engine, otherwise all original, fast, reliable, weather equipment. £210. Box No. M.354. [7354]
- RILEY 2½ LITRE, 1951.** Excellent example, radio, heater, rimblishers. £385 o.n.o. 1b, Greetwell Road, Lincoln. [7355]
- RILEY NINE, Mk. I coachbuilt tourer, ideal vintage light car, bodily, mechanically good.** Full details, photo on request. £55 o.n.o. Box No. M.357. [7357]
- BUCKLER 1958, 1172 formula engine with many modifications, close ratio gears, new hood and side-screen, Buckler i.f.s. Aluminium body similar to Lotus 6, fast, economical sports car.** £320. Wits, 322, Oxford Road, Kidlington. Tel.: 2089. [7358]
- LANCIA APRILIA, 1939.** Attractive Farina d.h.c. body. Excellent condition. £240. Astura, breaking for spares. White Lodge, Dibden Purlieu, Southampton. [7359]
- BENTLEY SPARES.** 4½ engine, £75; "C" box, £10; 3.78 axle 4-star diff., £25; breaking 4½ Saloon—all parts available; 3-litre blocks, crank-cases. Also narrow fold-flat screen frame less glass, £4; 6½ block, £3. Lyne House Farm, Lingfield, Surrey. Tel.: 137. [7360]
- MOTORING MEN** read *Motoring News* every Thursday. Order from your newsagent, price 6d. **326/327 B.M.W.:** Hirth Gearbox and Propshaft, £20. Thomas, 77, Gresham Street, London, E.C.2. [7361]

FAULT ANALYSIS AND RUNNING ECONOMY

with the REDEX CAR CARE ROBOT

A small version of the REDEX engine tester, the Robot vacuum gauge is a dashboard instrument which reports engine behaviour continuously as you drive—indicating faults before costly damage results. Engine faults are transmitted to show characteristic movements of the needle on the dial.



For maximum economy in running, the throttle is used so that a high steady reading is maintained on the REDEX Robot. Even if you are 'light-footed' on the accelerator it is almost certain that further economies can be made in fuel.

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A 2BA adaptor is fitted into the inlet manifold, between the engine and the carburettor butterfly, as near to the carburettor as possible. The REDEX Car Care Robot is connected to this adaptor by means of a tube.

FAULT ANALYSIS

The readings on the Robot indicate the amount of depression in the engine manifold. The greater this depression the more efficient the engine and consequently the higher the reading.

Every aspect of carburation, ignition, etc., influences the depression in the manifold. Impulses from the action of valves, pistons and sparking plugs are automatically recorded. Any wear or other defect of these parts is revealed by characteristic responses of the needle. With the aid of a simple chart supplied with the Robot, needle movements can be interpreted and the faults traced.

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The REDEX Robot allows 'spot-on' tuning and gives more accurate settings than can be obtained from flywheel markings alone. The flywheel marking can only indicate an average setting for all grades of fuel and does not allow for the mechanical condition of the engine.

With the engine running at a fast tickover, the distributor body is rotated until the needle reaches its highest position and starts to kick. Now it is retarded so that the needle drops $\frac{1}{2}^{\circ}$ —where it is clamped in position.

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Even careful drivers may use undue accelerator pressure and cause petrol wastage. If too much petrol is drawn into the cylinder not all of it will be burned. On long climbs, the slightest easing of the throttle will bring a response from the Robot and keep you to an economy reading. By keeping the needle at the highest possible reading you will inevitably be 'light-footed' and reduce petrol bills, whilst not affecting performance.

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ALFA-ROMEO 1900 Super Sprint , 1957 series. Superb Carrozzeria Touring coupe body in midnight blue with mist grey top. Fitted: chrome Boranni wire wheels, five-speed gearbox, radio, heater, etc.	£1,865
ALFA-ROMEO Giulietta Sprint Veloce , 1958. An unmarked example in Italian red, 15,000 miles only and fitted: rear seat conversion, radio, heater	£1,795
FERRARI 4.1 V12 America , Sept. 1952. An immensely fast and striking car in dark blue and silver. Fitted: chrome Boranni wire wheels, twin exhausts, five-speed gearbox, Weber carburetors. Now offered at a seventh of its original cost	£1,685
JAGUAR D-Type , 1957, 3.4 Competition 2-seater. A very low-mileage and late example, finished in red	£1,685
LANCIA G.T. Spyder , 1956, 2-seater. A particularly fine example of this attractive car, finished in signal red, with "X" tyres, radio, heater, tonneau, floor change, de Dion rear end	£1,665
PARSON MASERATI . A beautifully engineered sports/racing 2-seater, fitted with 1,500-c.c. twin-cam twin-plug head Maserati unit, disc brakes, de Dion, wire wheels. Attractively finished in B.R.G.	£1,485
PORSCHE 1600 Super , 1957, 2/4-seater drophead. Unblemished in pale suede green with dark green interior. Fitted: radio, heater, "X" tyres, etc....	£1,285
ALFA-ROMEO Giulietta Sprint , 1956, coupe, unmarked in Italian red with cream and red interior. New Pirelli's all round, screen-washers, heater, and recently reconditioned engine	£1,265
PEERLESS G.T. , 1959, 2/4-seater saloon, superb in old English white with black leather interior; 9,000 miles and one owner only; with disc brakes, overdrive, heater, screen-washers, etc.	£1,265
SUNBEAM Alpine , 1960, 2-seater, absolutely unmarked in red with black hard-top; 200 miles only; fitted: wire wheels, disc brakes, radio, heater	£1,195
JAGUAR 3.4 saloon , 1958 series, in midnight blue with pale grey interior; one owner from new; with overdrive, discs, "X" tyres, heater, Power-Lok diff., competition suspension and steering. A beautifully smooth car	£1,195
MASERATI 2000 Berlina Sport , 1954, coupe by Farina in burgundy and black with off-white interior trim, chrome Boranni wire wheels, Webers, etc., twin exhausts. An unusual and attractively fast car	£1,185
LANCIA 2500 G.T. Aurelia , 1954, 2/4-seater. Immaculate in pale jade green; all-independent suspension, floor change, heater and "X" tyres	£1,085
JAGUAR "C"-type . A very fast and potent 1952 ex-Ecurie Ecosse car, "D"-type modifications, Webers, etc. Hard-top also available	£915
LOTUS Mk. XI , 1959, Series I "Club," Stage II 1100 Climax unit, wire wheels; 500 miles only; fully upholstered and finished in Italian red	£795
M.G.-A , 1957, fixed-head coupe. An exceptional car, unmarked in pale green; 14,000 miles only; with heater, "X" tyres, screen-washers, etc.	£795
AUSTIN HEALEY Sprite , 1959, 2-seater. Attractively finished in lilac with white hard-top, fully modified, Speedwell 70 unit, competition suspension, radio, heater, twin spots, map lights, etc.	£745
FIAT 1100 T.V. Spyder , 1956. A very rare and good-looking 2-seater in signal red, white-wall tyres, radio and heater	£715

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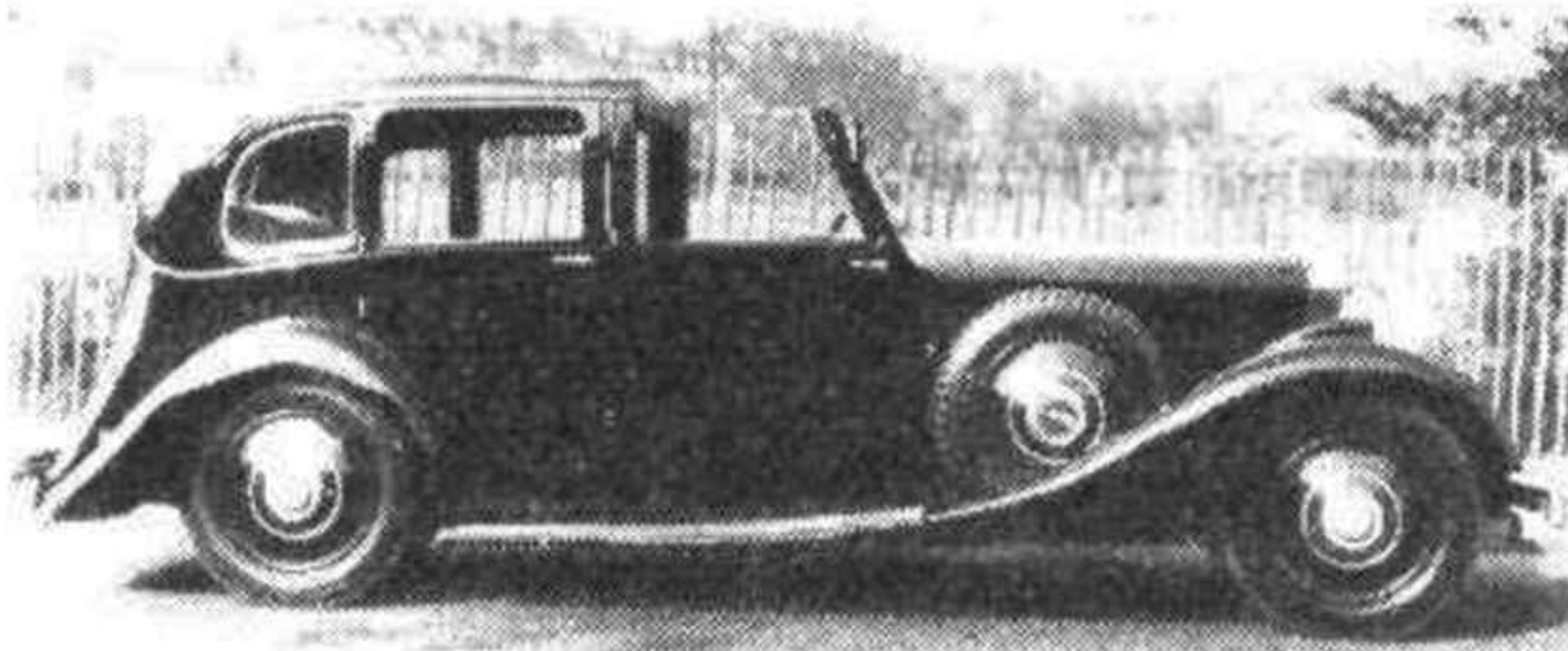
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FOR SALE—continued

- RILEY IMP.**, 1935. In excellent condition throughout, superb chrome, upholstery unmarked. £395. Also 1½-litre Adelphi, very good all round condition, mechanically sound, excellent tyres. £175. Tel.: ACO 1797. [7362]
- HALDA SPEED PILOT**, perfect, £12; Set of Koni shockers for Minor 1000, £13; Four-branch exhaust and Servais silencer for Minor 1000, £5. Scotney, Swineshead, Lincs. [7363]
- £45. RILEY NINE Monaco**, 1934, preselector. Taxed, original, third owner. C. Arnold, Ivy Cottage, Mears Ashby, Northants. [7364]
- A.C.**, 1938, 1½-litre 4-seater drophead coupé. Recon. engine 3,000 miles ago. Refined brakes/drum. £125. Tel.: ALPerton 2459. [7366]
- REAR-ENGINED 1,299-c.c. MERCEDES**, 1939. Type 130. Original, but requires diff. £25. Lancia Ardea engine, 993 c.c., V4, 1940. All accessories, £25. 27, York Road, Cheam, Surrey. Tel.: VIG 7808. [7367]
- RILEY 1½-LITRE**, 1951, black fawn leather, heater, perfect throughout. £390 o.n.o. Box No. M.368. [7368]
- LEA-FRANCIS**, 1948 Roadster. Beautiful condition, engine and gearbox new. Sports car lover's dream. £295. 1, The Close, N.W.8. Tel.: Primrose 2857. [7369]
- FORD 100E Aquaplane** twin carbs, manifold 4-branch exhaust, cleaners, as new, offers Tel: Kennington (Ashford) 356. [7370]
- 1938 M.G. 1½-LITRE** 4-seater saloon, good engine, £20. 48, Osborne Road, Willesborough, Ashford, Kent. [7371]
- 1936 RILEY KESTREL 12/4**. Perfect body, recon. engine and gearbox. Good tyres and new battery. This car has been maintained regardless of cost and is faultless. £300 o.n.o. W. Parke, 3a, Alma Road, St. Albans, Herts. [7372]
- 1936 FIAT 500**. Mechanically overhauled, body shabby. £50. Page, Mistover Close, Dorchester. [7373]
- RILEY NINE LYNX**. Very good example indeed. Many sensible spares. £145, or swop Norton 99 or similar. Steward, Hackman's-Gate, Stourbridge. Tel.: Blakedown 219. [7374]
- 1955 TR2**. Red respray. Reconditioned engine 13,000. Heater, "X"s, washers, mirrors, reverse, fog lamps, tonneau, new carpeting, etc. £540 o.n.o. 53, Roebuck Road, Rochester, Kent. [7375]
- ROLLS-ROYCE 20** Southern Replica drophead coupé on late 1927 chassis. Resprayed old English white, new vynide hood, carpets, etc. Sound mechanically. £425. 16, Hadrians Close, Chandlers Ford. Tel.: 2764 (Hants.). [7376]
- P100s**. Brand new in original boxes. Unused and perfect, never been fitted, brackets, bolts, etc. Unscratched or marked, bargain. £30 the pair. Schofield, 32, Linney Road, Bramhall, Cheshire. Tel.: Bram 252. [7377]
- 1959 SPACE FRAME SPECIAL**. Riley 12/4 engine completely reconditioned and brought to Sprite specification. Lightened flywheel, reconditioned preselector box, Wolsey 1500 rear axle, Standard 8/10 front suspension new. Aerodynamic aluminium body just cellulosed red. Built from new components. Fast and exciting. 0-90 in next to no time and 30-35 m.p.g. £255. Brailey, 34, Ashley Road, Walton-on-Thames. Tel.: 21771. [7378]
- RECONDITIONED FORD TEN** engine and gearbox. Offers. Parry, 7, Waterford Road, Birkenhead. [7379]
- 1924 LAMBDA**: Rare 4th Series. Original and immaculate condition. Offers over £250. Please write: Box No. M.380. [7380]
- 1938 TALBOT TEN d/h Coupé**. Requires some attention. £45. Porter, 35, Downsvlew Road, Hassocks. [7381]
- PEERLESS GRAN TURISMO** 2-litre TR3-engined car in red. First registered 5.11.58. One driver. Moulded glass-fibre bodywork. Few of these performance cars come on the market. Offers invited. Can be inspected at Woden Transformer Co. Ltd., Oxford Street, Bilston, Staffordshire. Tel.: Bilston 42681. [7382]
- ROCHDALE** with a difference. Modelled mechanically on Alfa Giulietta. Healey-Sprite engine, box, fullest mods., coils all round, hydraulics, 15-in. wheels, full matching instruments, wood/alloy wheel, Le Mans lights, 12 volts. £450 o.n.o. Details: Staniforth, 7, Featherbank Mount, Horsforth, Leeds. [7383]
- VINTAGE COLLECTION** must be reduced to accommodate further interesting cars. 1930 Rolls Barker limousine, sound except for fanny wings, £65; 1927 4-cyl. and 1930 6-cyl. Austin Twenty hearses, £45 and £25; 1926 Buick tourer, hacked at rear, £20; Several A7's and spares. C. T. Shears, 2, Hillcrest Park, Pennsylvania, Exeter. [7384]
- 1936 MORGAN 3-wheeler**, Matchless w.c., hydraulic brakes, excellent condition, £135. Burrows, 15a, Station Road, Henley-on-Thames. [7385]
- REGULAR FEATURES** of interest to the motoring man in *Motoring News* every Thursday. Order from your newsagent, price 6d.
- 1½ MORRIS 1000** A35 engines, unused, M.G. sports-type gearbox, complete except dynamo, carburetter, £70 ex works, London. Tel.: PAL 5817. [7390]
- RILEY NINES**: 1934 Monaco, £25; 1936 Kestrel, £40. 45, Jupiter Road, Ipswich. [7391]

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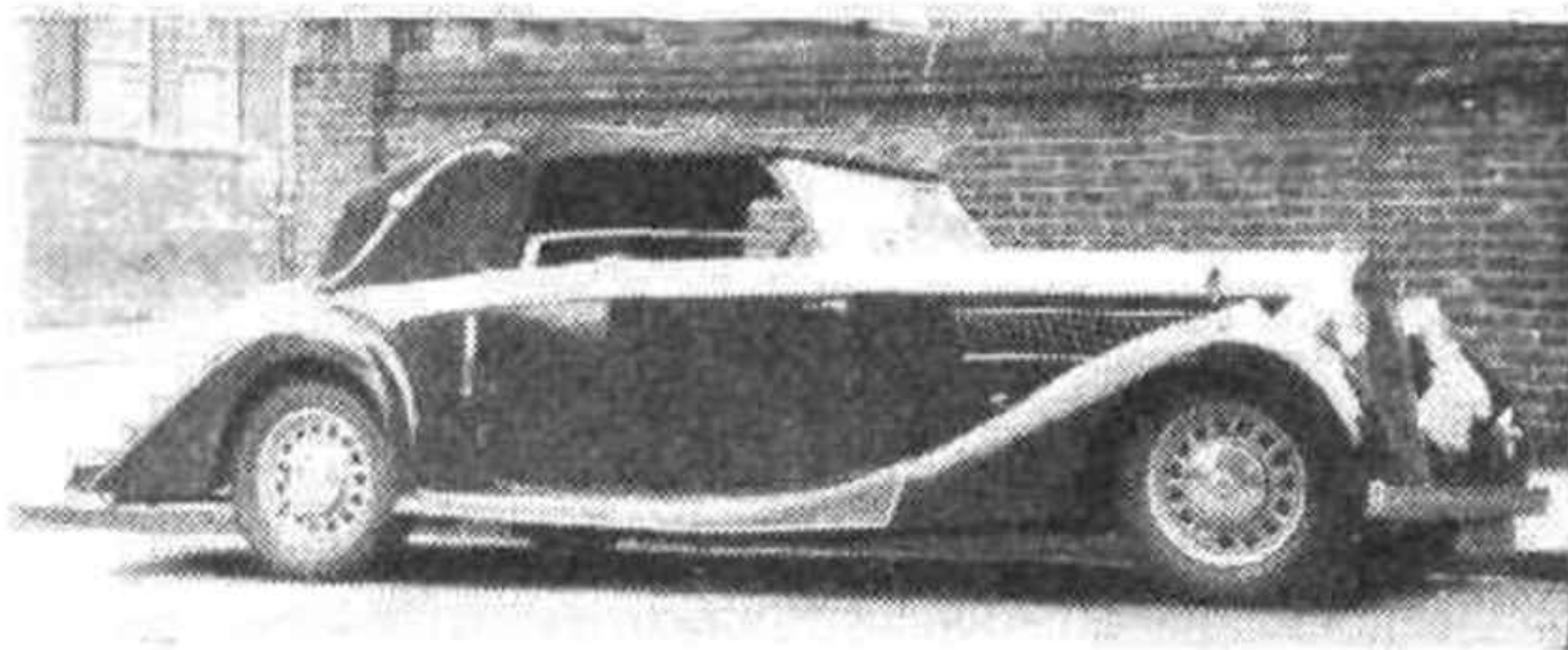
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1937 ROLLS 25/30 Sedan de Ville, by A. Mulliner, in black, with leather interior to front and Bedford cord to rear, sliding division and concealed small occasional seats, beautifully appointed with radio and heater in rear, 60,000 miles, full history available, most original tools, excellent tyres £545



1936 (OCT.) ROLLS 25/30 Saloon by H. J. Mulliner, in black with brown hide interior, disappearing division, with tiny concealed occasionals in hide, engine just enjoyed top and bottom overhaul with new rings, servo and front brakes relined, dampers rebushed at the cost of over £100, first class tyres, twin Windtones, spotlight, all chrome exceedingly good. £495



DELAGE D6/70. Drophead coupe, in red and cream, 1937, with almost new Vynide hood, outside chromium hood arms, original instrument panel, Catal box, hydraulic Lockheed brakes, spot-on steering, a good sound car at a price the "never had it so good" types can afford. £165

1926 BENTLEY 3-LITRE, RED LABEL, short chassis, speed model, V.D.P. open four-seater in B.R.G., built-in stoneguard, "A" type box, full weather equipment, including sidescreens, new hood bag and zip tonneau cover, spare mounted at rear, the engine has just had new cross-shaft gears and bearings fitted, also new rings, drain tubes, water plates, new valves and guides, a new speedo drive wheel to gearbox, shock-absorbers overhauled, etc., at a cost of over £150; there is a fold-flat screen with twin aeros, all hub nuts re-chromed. A desirable car at £545

1949 TRIUMPH ROADSTER 2000 with a difference, two owners since new, in original bronze colour and fitted new Mohair hood. Total 52,000 miles, new engine fitted at 49,000 miles, all chrome without blemish including interior chrome, rear seats have not been used, instrument panel highly polished, new screen rubber, heater, rimblishers, twin spotlamps, signpost lamp, master switch, new H.D. battery, badge bar, the best Roadster we have seen. £399

Enquiries invited for 1934 M45 Lag, rebuilt in two-seater form, also 1932 Sunbeam Speed Twenty two-door saloon in very well preserved condition indeed, also a Rolls Wraith and a Bentley 4½-litre, and remember we have other vehicles in stock such as 1948 Silver Wraith Razor Edge Park Ward sports saloon at £1,250; on the other hand a Fiat 500, 1952, at £235, Austin Somerset A40, 1954, at £395; and 1949 Minor two-door at £299.

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FOR SALE—continued

- LAGONDA 4½**, 1933. Attractive original 2-door cabriolet with rear trunk. Excellent tyres. £95. J. N. Gilbey, South Cadbury, Yeovil. Tel.: North Cadbury 362. [7392]
- VINTAGE ENTHUSIAST** turning nautic, selling 1931 2-litre Lagonda tourer at dealer's trade-in offer of £175. Windsor area. Further details: Box No. M.394. [7394]
- RILEY KESTREL SPRITE**, 1937, saloon, grey, red interior. Mechanically very sound. Excellent tyres, new battery; all instruments work; wind-tones, wing mirrors, flamethrower. £270 o.n.o. H.P. arranged. Tel.: Welwyn 481/2/3; BAR 6676, evening. [7395]
- LEA-FRANCIS**, 1928. Cozette 8 supercharger, optional use. Completely rebuilt regardless of costs. First class mechanically and bodily. Hydraulic brakes. Photo and full details on request. Hagging starts at £165. Must sell. Going abroad. 2, Corneville Road, Drayton, Berks. [7396]
- LOTUS MK. VI**, 1956, 1172. Aluminium; hydraulics. £350 o.n.o. Lett, Berrington Road, Tenbury, Worcs. [7397]
- BENTLEY 3-LITRE** body. Close-coupled four. Fixed-head coupé. Wings, bonnet, seats, excellent condition. £30. Pearce, 5, Cargreen Road, London, S.E.25. Tel.: LIV 6839. [7398]
- LAGONDA 2-LITRE 1½** c. tourer, 1932. Best offer over £100 secures. Bird, 23, Fairfield Gardens, Eastwood, Essex. [7399]
- RILEY ALPINE 14/6** engine/chassis. In good order. Well shod. £25 or offer. Allatson, 34, Chiltern Avenue, Northampton. [7400]
- AUSTIN SEVEN SPECIAL**. Fully converted. Very good condition, really reliable. Taxed December. £80. Tel.: HIL 6955. 135, Ashurst Road, Friern Barnet, London, N.12. [7401]
- ROLLS-ROYCE, 1929, 21.6 h.p.** Interesting and attractive 4-door Mulliner saloon, cabriolet style, Vertical shutters. No division. New valves, battery, three months ago. The car is 100% complete and in full working order. Used daily, giving 19-20 m.p.g. Taxed. About £225. Photograph with pleasure. Tel.: Gt. Baddow 248. [7402]
- RILEY KESTREL 12/4**, 1935, twin S.U.s. Good mechanical condition. Must be sold. £60 o.n.o. Tel.: Crayford 24653. [7403]
- OWETT JUPITER**, 1953. Latest engine, oval-web crankshaft. Heater. New hood. Recently re-chromed, resprayed red. An outstanding example of a rare and potent sports car. £395. View Chelsea. Tel.: FLAXman 4285. [7404]
- RAILTON STRAIGHT EIGHT**, 1938, beautifully shaped aluminium saloon by Coachcraft. Baulks at 98 (indicated), so must go to slower stable. £60. Photograph, details, supplied. Box No. M.405. [7405]

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Lightweight poplin racing overall. Elastic cuff and ankles. Zip front, zip pockets. Black, Blue and Red. Other colours to order. Weight 1 lb. £4.15.0
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FOR SALE—continued

- "LEPEL" WATER SCOOTER**. As new, used twice only. Cost £135, accept £60. Farthing, Tintinhull, Yeovil. Tel.: Martock 3212. [7393]
- ROLLS-ROYCE 21.6** 2-door close-coupled fixed-head sports coupé, royal blue and black. Rolls-Royce maintained regardless of cost. Fast and pretty car. £365. 67, Eccleston Square, S.W.1. Tel.: VIC 2617. [7406]
- OUTSTANDING ASTON MARTIN Mark II**, 1935. Back seat outgrown by baby and large hairy dogs. Sadly offered for £345 o.n.o., or would exchange for equally sound and cherished Alvis or similar shooting-brake, or Land-Rover. Herts/Essex area. Box No. M.407. [7407]
- FORD EIGHT ROCHDALE G.T.** New chassis, engine, Woodhead suspension. Professionally sprayed dark blue, luxuriously trimmed grey Vynide. Four seats. Many extras, heater. £395 o.n.o. 41, Garston Old Road, Liverpool 19. Tel.: GARston 4487. [7408]
- MUST BE SEEN** every Thursday for up-to-the-minute reports and pictures—*Motoring News*. Order from your newsagent. Price 6d.
- VW M.A.G. SUPERCHARGER**. Offers. Robertson, 49, Northgate, Louth, Lincs. [7409]
- ROLLS-ROYCE 21.6 h.p.** £125 o.n.o. Courtney, 12, Norbury Court Road, Norbury, S.W.16. Tel.: POL 3405, after 8 p.m. [7410]
- ARMSTRONG SIDDELEY 20/25**. Stored many years. Outstanding. Genuine offer. Realistic price. £55. 31, Farrer Road, Hornsey, London, N.8. Tel.: MOU 2885. [7411]
- A.C. 2-LITRE** black saloon, 1950. Two famous owners. Seen London. £210. Box No. M.412. [7412]
- 1927 LANCIA** tourer. Good condition. £150. Photos on request. Mass of spares. For further details apply Legge, 16, Trinity Place, Windsor. Tel.: Windsor 3085. [7413]
- BENTLEY 3-LITRE** tourer, 1925. Twin S.U.s, h.c. pistons, 20-in. wheels, 3.78 axle. Engine and axle rebuilt. £170. Also surplus spares, front axle assembly, "A" box, rear axle casing with plates. Other items. Edwards, 65, Upper Elmers End Road, Beckenham, Kent. [7414]
- 1,149-c.c. SPECIAL**. Tojeiro chassis, independent all round, hydraulic brakes, twin S.U.s, 4-branch manifold. Engine completely overhauled. Mistral body, trimmed, full weather equipment. £250 o.n.o. Marswood, Watery Lane, Uxwey, Weymouth. [7415]
- ALVIS 12/50**, 1924, "Duck's-back" S.A. Super Sports. Immaculate condition. Complete rebuild, Laystall reconditioned engine. H. comp. head, short stroke, large ports, etc. £280 o.n.o. Clifton, Chedworth, Ampfield, Romsey, Hants. Tel.: Braishfield 269. [7416]

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- 100/6, 1957, 2/4-seater, in dual black and white; one owner from new; with wire wheels, tonneau, etc. A particularly fine model £795
- 100S, 1955, Comp. 2-seater in B.R.G.; disc brakes, wire wheels; recently rebuilt engine. A very potent machine suitable for road or track £775
- SPRITE, 1959, 2-seater, unmarked leaf green, with radio, heater, rev.-counter, washers, twin spots, etc. Very low mileage £595
- 100/4, 1955, 2-seater in red. Fitted: overdrive, wire wheels, heater, tonneau cover, luggage rack and screen-washers £565

JAGUAR

- XK140, 1955, Roadster, superb in midnight blue with pale grey interior; full-length tonneau, "X" tyres, heater, spotlamp, screen-washers £745
- XK140, 1955, drophead coupe, immaculate in sky blue; two owners from new; and with heater, luggage rack, twin spots, washers, etc. £735
- XK140, 1955, fixed-head coupe, spotless in gleaming black, with overdrive, radio, heater, twin spotlamps, mirrors, washers, etc. £695
- XK140, 1955, Roadster. A really superb and unmarked example in black with pigskin brown interior. Fitted: radio, heater, "X" tyres, tonneau, etc. £695
- XK120, 1952, Roadster in dark metallic blue, modified unit, twin exhausts, wire wheels, tonneau cover, heater, washers, etc. £565

M.G.

- M.G.-A 1600, 1960 series, unblemished in signal red with pigskin brown interior; one owner, 5,000 miles only; discs, heater, tonneau, etc. £915
- M.G.-A, 1959, 2-seater, unmarked in pale jade green; 9,000 miles by one owner, and fitted "X" tyres, heater, tonneau, etc. £865
- M.G.-A, 1958, 2-seater, superlative condition in bright red with red interior; very low mileage and fitted: luggage rack, washers, etc. £785
- M.G.-A, 1958, 2-seater, black with white hard-top. Fitted: twin spots, heater, "X" tyres, luggage rack, wing mirrors, washers £765
- M.G.-A, 1956, 2-seater in green. An exceptional car with wire wheels and white-wall tyres, radio and heater. (Choice of two cars) £695
- TF, 1954, 2-seater in white with green hard-top. Fitted: radio, heater, wing mirrors, etc. Also another in red. Both £545
- TC, 1946/49, 2-seaters. A selection of three well-above-average examples in black or bright red. All fitted with many extras, at £295

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- TR3 "A," 1958, 2-seater, unmarked in sky blue and equipped with "X" tyres, disc brakes, twin spots, heater, tonneau cover, wing mirrors, etc. £845
- TR3 "A," 1958, 2-seater. A very potent ex-Works rally car, fitted: hard-top, wire wheels, disc brakes, overdrive, twin spots, luggage rack, washers, map lights, special navigator's seat, etc. £795
- TR3, 1957, 2-seater. Superb in off-white with red hard-top; one owner only from new, and disc brakes, heater, "X" tyres, screen-washers, etc. £735
- TR3, 1956, 2-seaters. Choice of two superlative examples in powder blue or bright red, both with "X" tyres, twin spots, heater, etc. £695
- TR2, 1954, 2-seater, in British racing green, with tonneau cover, "X" tyres, radio, heater, twin spots, etc. £515

VARIOUS

- ASTON MARTIN DB2, 1952, in midnight blue with pale grey interior; Vantage unit, radio, heater, twin spots, etc. £975
- FRAZER NASH "Mille Miglia," 1952, streamlined 2-litre 2-seater in B.R.G.; twin exhausts, F.N.S. unit, full weather equipment. A beautiful road car £765
- LOTUS Mk. XI, 1957, Series I "Le Mans," disc brakes, de Dion, wire wheels, 1100 Climax unit, head-rest, etc.; finished in B.R.G. £685
- TURNER, 1958, 2-seater in pale green. A very neat example fitted with radio, heater, tonneau cover, screen-washers, etc. £525
- LOTUS Mk. VI, 1954, 2-seater. Attractively finished in primrose yellow; 1100 Climax unit, "X" tyres, M.G. gearbox. A very fast car £495
- MORGAN "Plus Four," 1952, 2-seater in British racing green. A particularly neat and well-above-average example of the marque £425
- JOWETT Jupiter, 1952, 2/3-seater in bright red; recently reconditioned Series III unit, wing mirrors, etc. £425
- FRAZER NASH-B.M.W., 1938, 2/4-seater, attractively finished in cherry red; Bristol unit, "X" tyres, spotlamp, screen-washers, mirrors, etc. £395
- FORD Rochdale G.T., 2/4-seater in pearl white, built in 1959 and recently fitted with new 1,172-c.c. Ford unit. A very neat example £375
- SINGER Roadster, 1951, 2/4-seater, 1,100 c.c.; fitted: twin spotlamps, wing mirrors, etc. Finished in pillar-box red with beige interior £295

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FOR SALE—continued

- ROLLS TWENTY, 1927, generally sound, shooting brake body, hence price £90 o.n.o. Tel.: ARC 0840. [7526]
- ASTON. 1933 Le Mans short chassis dismantled, most spares available. Box No. M.527. [7527]
- M.G. TA. Completely overhauled 1960; 400 miles on engine. Tonneau cover. Selling for larger car. £225. 18, Birch Ave., Tilehurst, Reading, Berks. (after 7 p.m.). [7528]
- M.G. VA, 1939 Saloon, dry clutch, reconditioned engine, shaft reground, line bored, new dynamo, Starter hubs, petrol pump, 5 new tyres, retrimmed, all instruments, jackalls working, plus various spares. £115. Nicoll, 49, Stewart Drive, Clarkston, Glasgow. Tel.: Giff 1956. [7529]
- 1931 M.G. M. Reconditioned engine, good tyres, battery. Original beetle-back, wings; slab tank available. £60. 232, Warwick Road, Carlisle. [7530]
- ROVER FOURTEEN, 1936. Good condition, well shod, offers. Ashton, 34, Beverley Gardens, Stanmore. Tel.: HARrow 6984. [7531]
- BREAKING two Riley Nines. All parts available cheaply (space required). "Little Brickett," Old Brickett Wood, Watford. [7532]
- TRIUMPH SPECIAL, 1933, Climax engine, Rochdale tourer body, hydraulics, small radiator, water pump, etc. All problems solved, requires completion. £70. Tel.: Nottm. 248191. [7533]
- CITROEN SIX, 1949. Low mileage, immaculate body, mechanically excellent. Sunshine roof, twin S.U.s, other extras. Owner going overseas. £210 or offer. Lea, The Spinney, Rydens Avenue, Walton-on-Thames. Tel.: Walton 27056. [7534]
- INVICTA 1½-LITRE Saloon. Excellent condition throughout. Sell only to genuine enthusiast. Any trial welcome. £175 o.n.o. D.R. European Motion Pictures Ltd., 61, Broadwick Street, W.1. Tel.: KNI 7915 (evenings); GER 0784 (day). [7535]
- M.G. D, 1932. 4-speed, rebored, partial retrim, new valve gear, tyres, radiator. £65. Scudder, 3, Ray Walk, Leigh-on-Sea. [7536]
- 1924 A.C. 2-seater. One owner, 9,416 from new. Original in every detail. Licensed 25 months only, 5 new tyres. Original registration book. Seen Yorks. £175 o.n.o. Box No. M.537. [7537]
- ALVIS FIREBIRD, drophead, 1936. Engine 50 lbs. hot. Body, tyres, batteries, instruments above average. Regularly maintained. £150 or offers. Meakin, Church Road, Ashley, Market Drayton, Salop. Tel.: Ashley 208. [7538]
- 1955 VOLKSWAGEN, De Luxe, black. Under-sealed, parcel shelf, wing mirrors, etc. Well above average condition. £465 o.n.o. Box No. M.539. [7539]
- HEALEY ELLIOTT saloon, 1948. In very good condition mechanically and bodily. Seen Midlands. £295. Box No. M.540. [7540]
- ASTON MARTIN 2½-LITRE DB2 saloon, 1953. Vantage engine, Borrani wheels, Alfin drums; radio, heater. Terrific performance. Offer over £900; would consider part exchange less potent saloon, Consul, etc. Particulars, Box No. M.541. [7541]
- ALVIS TWENTY, 1934. Found in shed; under 40,000. Dual ignition, manual box, black aluminium limousine. Tyres, valves, carbs., battery, and essentials completed; some jobs still to do. Licensed December. Bargain £45 o.n.o. Box No. M.542. [7542]
- 1934 M.G. PA 2-seater. Reconditioned 1172, steering, king-pins. Good hood, tyres. Bought new car, so sell at £110. Stallwood, Clouds Cottage, Deansgreen, Lymm, Cheshire. [7543]
- LAGONDA 2-LITRE, 1931, saloon. £170 engine overhaul. Excellent coachwork. 28 m.p.g., oil negligible. £165. Stark, Ranby House, nr. Retford, Notts. [7544]
- ROLLS 20/25, 1934, Park Ward o/d. saloon. Immaculate, good tyres, heater, screen-washers. Decarbonised and new exhaust valves fitted. £275 o.n.o. Davis, 672, Barking Road, London, E.13. Tel.: Grangewood 2600. [7545]
- DIRTY WORK has been done, time lacking for "special" completion. Ford Ten chassis. New king-pins, brake linings, Rotoflos, clutch, gearbox bearings; engine decoked, new valves. £70. Kermod, Winaway Farm, Harwell, Berks. [7546]
- HORNET SPECIAL, 1934, front and rear axles, road springs, differential (no c.w.p.), hydraulics, hubs, half-shafts, etc. Offers. Remote gearbox with freewheel, £10. Five 18 in. x 4.75 in. rebuilt wire wheels, tyres and tubes, £15. Kermod, Winaway Farm, Harwell, Berks. [7547]
- 1936 RILEY 1½-LITRE Kestrel saloon. 76,000 miles, present owner 21 years. Cylinders resleeved and crank reground 20,000 miles ago. Brakes, steering, lights overhauled for road test. First-class condition. Four little used tyres. Taxed for year. Black and ivory, red leather. £175 or reasonable offer. Overhaul history and photographs from Dewar, 14, Hurlingham Close, Sheffield 11. [7548]
- RENAULT 750, 1953. Red. Heater, fog-lamp. In constant daily use. £210. Eccles, Lynn Lane, Shenstone, Staffs. Tel.: Shenstone 441. [7549]
- FRAZER NASH Chain Gang. Meadows engine. Good tyres and bodywork. Offers: Tel.: Livingstone 4615. [7550]
- AUSTIN NIPPY, Ulster engine and blower, recent £45 overhaul. Fitted carpets, fog-light, Bowdenex brakes, i.e.s., hydraulic shockers, five good tyres, hood, tonneau, sidescreens. £150 o.n.o. Box No. M.551. [7551]

FOR SALE—continued

- EXTREMELY FAST** and stable Dauphine, registered 21/12/56. Butler lowered suspension, Auto-bleau manifolds, Servais silencer, double valve springs, 8.3 compression, flowed head and ports, but with a quiet, taut engine with overall 44 m.p.g. (genuine). £485, no offers please. 10, Beechcroft Road, Bushey, Herts. Tel.: Watford 28067, before 10 a.m. [7552]
- 1927 RED LABEL**, £355. Seen Lancs., but please contact Smith, 51, Oakley Gardens, S.W.3, Tel.: FLA 5038, for details. [7553]
- RILEY SPRITE**. Immaculate condition. All weather equipment. Preselector. Shell bearings just fitted. Many extras. £375. Richards, 188, Halfords Lane, Smethwick, Birmingham. Tel.: Smethwick 1695. [7554]
- UNEARTHED! RARE CROSSLEY** 14-h.p. tourer, 1923. Has been completely overhauled, with new tyres, big-ends, paintwork, hood, etc. A Motor Show exhibit in 1923. £200. Box No. M.555. [7555]
- 1931 MORRIS-COWLEY** sunshine saloon. Good condition, engineer maintained. £35 o.n.o. Truman, 18, Church Street, Wing, Bucks. [7556]
- 1957 BERKELEY**, 328-c.c. Red. Twin carbs., 4-speed c/r. box, Michelin "X" tyres, plus extras. Low mileage. Taxed. £340. Hunt, 8, Kingscroft Avenue, Dunstable, Beds. Tel.: 1566. [7557]
- QUALITY MOTORING** for £315. Bentley 1936 sports saloon. Mechanical condition guaranteed. A.A. inspection welcomed. H.P. if required. Hayes, 10, Trevanion Road, London, W.14. [7558]
- JAVELIN**, 1952, de luxe. Series III engine, 1,500 miles. Radio. £310. Lynch, 3, Ewart Street, Rhos-y-waen, Wrexham. [7559]
- H.R.G.**, 1937. Meadows engine, not been messed about with. New tyres, batteries, brakes, etc. A lot of money has been spent on this car. Reason for sale, owner abroad. £200. Frank Smith, Esq., 144, New Road, Middlesbrough, near Wakefield. Tel.: Horbury 250. [7560]
- ARMSTRONG SIDDELEY TWENTY-FIVE** limousine, 1937. Handsome, fast. Must sell, £90 o.n.o. Tel.: St. Andrews 294. [7561]
- M.G. M-TYPE**. Reconditioned dynamo, oil seal, main bearing, four speeds. Good condition, body, weather equipment, tyres. Hydraulic brakes. Offers. 11, Birmingham Road, Alvechurch, Wores. Tel.: Hillside 2037. [7562]
- WOLSELEY HORNET JENSON** Special, 1932. Mechanically sound. Perfect body. New hood, good tyres. Reason for sale, owner now serving in R.A.F. £95 o.n.o. Tel.: Luton 51658. [7563]
- 1925 CHRYSLER IMPERIAL** Roadster, Model 348 (fluted bonnet), two seats and dickey. In perfect condition, original hydraulic brakes, wire wheels. £80 o.n.o. 29, Penketh Road, Great Sankey, Warrington. Tel.: Penketh 3012. [7564]
- 1930 MORRIS** overseas tourer, 12 h.p. Spare half-shaft. Laid up 1955 due owner illness. Offers to fuller details (s.a.c.) from "Wittenham," Cannon Hill, Lancaster. [7565]
- ALVIS SILVER EAGLE** saloon, 1936. 62,000 miles on the clock and an appearance to match. Real value for money here. £145, or would part exchange for TA14 or similar. 500, Binley Road, Coventry. [7566]
- M.G. TF**, 1954. Green. Radio. Good condition. £475. Tel.: Mincing Lane 8691, ext. 25. [7567]
- TALBOT 65/35**. Mechanically overhauled. Roof poor. £20. Break. 7, Stratford Road, Whaddon, Bletchley, Bucks. [7568]
- TR3A**, '58. Overdrive, heater. Dealers have offered £725. First better offer secures. Tel.: Leamington Spa 724. [7569]
- KK120 F.H.C.**, modified, full special equipment model. £550, H.P. 3A, Castle Hill, Maidenhead. [7570]
- BREAKING COMPLETE AUSTIN** Special. Ashley fibreglass body, hard-top, strengthened chassis, tuned engine; sets 15-in., 17-in. wheels. New i.f.s., tele. shockers, hydraulics. Clearing approx. half price. Shearing, 79, Nightingale Road, Petts Wood. [7571]
- ONE-OWNER RILEY**, 2½-litre, 1951. New battery, Michelin "X." Deliver any distance—reasonable offer. Tel.: Hanwood (Shrewsbury) 342. [7572]
- RILEY LYNX SPRITE**, 1937. Engine overhaul just completed. Cross-flow head, twin S.U.s., Scintilla, etc. Very fine example of thoroughbred *marque*. Must sell prior to emigration. £220 o.n.o. Tel.: WOR 2314. 9, Aldridge Avenue, Stanmore, Middlesex. [7573]
- JAGUAR 2½** drophead, 1939. Cream. Radio. Taxed year. Handbook. £110. Tel.: Swandean (Sussex) 327, or write, Box No. M.574. [7574]
- RILEY 1½**, 1947, first-class condition. Mk. III front suspension arms, new hood, etc. £298. 8, Insole Gardens, Llandaff, Cardiff. [7575]
- TD M.G.**, 1953. B.R.G. Rebores, reconditioned gearbox, new hood, sidescreens. Engine and bodywork well maintained and in excellent condition. All usual extras, tonneau cover, etc. New battery. Four tyres well worn, spare excellent. Taxed December. Any trial. C. G. Hanson, 9, Constitution Hill, Ipswich (Tel.: 51498, after 6.30 p.m.), Suffolk. [7576]
- CITROEN LIGHT FIFTEEN**. Registered 1957. 1953 model, ex-Embassy car. Black, green interior. Complete engine and transmission overhaul last 18 months. Bills £170. Body and mechanical condition excellent. L.H.D., hence £280. Gray, 35, Claremont Close, N.1. Tel.: TER 4354. [7577]

FOR SALE—continued

- RILEY GAMECOCK** 2-seater sports. Aluminium body. Engine done 25,000 since bore. New radiator, brake cable, linings. Very good condition. Offers. Driver, Bramlea, Ridge Road, Marple, Cheshire. [7578]
- LANCIA (1936) AUGUSTA** de luxe. Good condition. Bosch electrics. Hydraulics brakes, knock-on wire wheels. Good tyres, battery. Taxed. Reasonable price. 4, Earham Drive, Parkstone, Poole, Dorset. [7579]
- COLLECTOR'S PIECE**. Vintage Morris-Cowley, 1930, 4-door saloon. Complete engine overhaul. Rewired, re-upholstered, resprayed, rechromed. *Concours* condition and winner. Taxed. Insured. Seen London's Easter Parade. Offers invited. Frost, Haggerston School, Thurtle Road, Shore-ditch, E.2. [7580]
- RILEY 1½**, 1947, black sports saloon. £235. Garage maintained, new tyres. Bills. Burley, Tel.: North 1686, ext. 33; Canonbury 3972, weekends. [7581]
- AUSTIN NIPPY**, 1935. New hood, battery, spare engine. £80 o.n.o. Boyce, 1, Eden Croft, Abingdon, Berks. [7582]
- HEALEY ABBOT** convertible foursome. Radio, heater. 1951. Ivory and blue. Superb throughout. £375, terms possible. 45, Shirchall Park, N.W.4. Tel.: Hendon 7755. [7583]
- M.G. TF 1500**, 1955, red/red. Badge-bar, luggage rack, mirrors, etc. Moderate mileage. One of the most immaculate TFs in the country; open to any inspection. Price £595 o.n.o. Top Meadow, Lowerfold, Rochdale. Tel.: 4274. [7584]
- M.G. TC**, 1948. Good running order, recent overhaul. Many extras. £285. Williamson, Christ Church, Oxford. [7585]
- ABSOLUTELY MAGNIFICENT** Fibreglass Special, just completed, cost £400. B.M.W. engine, i.f.s., k.o. wheels, full trim, hood, sidescreens. £275, haggle. 49, Hollywood Way, Woodford Green, Essex. [7586]
- BUGATTI TYPE 35B** G.P. Fitted Allard engine, hydraulics. Good performance, poor paint. £250. Tel.: Brighton 64667. [7587]
- DELLOW SPECIAL**, 1951, 2-seater. Tubular chassis, frame, ally. body, Ford 1172. V.G.C. Bargain £190 o.n.o. Jarvis, 19, Baker Street, Nottingham. [7588]
- C-TYPE JAGUAR**. Webers, Weslake head, Power-Lok, etc. Full weather equipment. Very successful car prepared for this season. £950 o.n.o. Box No. M.589. [7589]
- FORD ESCORT**, 1958 (June), 25,000. Fitted Handa overdrive, heater, radiator blind, temperature gauge, Aquaplane head Michelin "X." Used privately. Fine condition, engine perfect. £475. Rogers, 16, Lansdowne Road, S.W.20. Tel.: Wimbledon 3800, evenings/weekends. [7590]
- ROVER 12/4**, 1936, black coachbuilt open tourer. New tyres and front seats, heater, extras; taxed; history. Really immaculate condition, pass any test. £189. c/o Thompson & Taylor (Brooklands) Ltd., Portsmouth Road, Cobham. Tel.: 2848. [7591]
- BENTLEY**, 1934, Park Ward sportsman's saloon, in really impressive condition. Private sale. £195. Tel.: Victoria 7530. [7592]
- ALLARD K2**, 1951, sports 2-seater. Red. Reconditioned engine, Allard heads, twin Solex. Outstanding condition throughout, must be seen. H.P., £445 o.n.o. Tel.: Putney 9082, 11-6.30. [7593]
- A.C. SPORTS** saloon, late 1949 specimen. Excellent condition; extras; metallic grey. £275 o.n.o. Tel.: UXBridge 5595. [7595]
- M.G. TF 1500**. Luggage rack, "X"s. Immaculate. £550. 131, Thorndon Avenue, West Horndon, Essex. Near Halfway House, Southend Road. [7596]
- MUCH ADMIRER** 1937 Vauxhall d.h.c., Connaught green. Recent stem to stern overhaul. Reconditioned Bedford 28 engine, gearbox. Sprayed '59. Good hood, new carpets. Spot, washer, wipers, heater. Well shod. 22 m.p.g. Spares include f/suspensions, r/axle, synchro. box, brakes. Com: car only person for sale. £178. Farmer, 3, Mackenzie Road, Beckenham, Kent. Tel.: SYD 5261. [7597]
- TALBOT TEN** sports saloon, 1936. Reliable, good-looking car. £75. 49, Beatrice Avenue, Norbury, S.W.16. [7598]
- GENUINE BARGAIN**. 1948 A.C. 2-litre sports saloon. Well shod. Good performance. Grey, red leather. £150. Tel.: Putney 7019. [7599]
- RILEY ADELPHI SPRITE**, 1937, 1½-litre, very nice condition. £78 o.n.o. 210, Higham Lane, Nuneaton. [7600]
- TWIN S.U.s**, complete with both manifolds, for Minor 1000, A35, A40. Good. £15. Hurlock, Saxmundham, Suffolk. [7601]
- 750 SPECIAL**, B.R.G. Alloy body, modified engine, very fast. £70 o.n.o. M. Mart, High Street, Orston, Notts. [7602]
- JAGUAR 2½-LITRE**, "special equipment" saloon, 1938. P.1008, twin spots, horns. Excellent chrome, bodywork, tyres, mechanically. Taxed. £85 o.n.o. Exchange tourer. 34, Longfield Lane, Cheshunt, Herts. [7603]
- ASTON MARTIN ULSTER**, LM21. 2-litre special Speed Model engine, hydraulics, rear body. Requires completing. £280, 100E engine complete, part Willment conversion. Set Borrani wheels, 16 x 5.50. Coles, 2A, Falkland Road, Dorking, Surrey. [7606]

FOR SALE—continued

- 1950 SUNBEAM-TALBOT 90**, d.h.c. Red, re-sprayed. Engine, gearbox, overhauled 10,000 miles ago. Central gear-change; good-looking car. £250 o.n.o. M.G.-A 1500, 1957; a genuine 14,000 miles motor in light blue, many extras, including sliding screens and heater; £775. 1953 Commer van with side windows and rear seats to fit. Best offer under £150. J-type M.G. engine, c/w electrics, £7. TF c.w. and p., £2. Seen Bradford or Cononley, Waring, Hadfield House, Cononley, Keighley, Yorks. [7604]
- ALVIS 13-9**, 1948, saloon. Mechanically sound. Body needs some attention. For quick sale, £130. Ragleth Inn, Little Stretton, Shropshire. Tel.: Church Stretton 311. [7605]
- "SPECIAL" BUILDERS**. Stage II A.7 engine, "Supaloy" head, oversize inlets, double valve springs. Complete, £15. Also 1933 Morgan 1100 w/c. J.A.P., good condition; four new tyres. £55. Holmes, 2, Westbrook Avenue, Gorleston, Norfolk. Tel.: Gorleston 933. [7607]
- BERKELEY 500-c.c.**, 1958. Immaculate, tonneau, extras. Tel.: Bexleyheath 7681. [7608]
- ALFA-ROMEO G.T.**, 1951, 2½-litre, sport chassis with 5-seater d.h.c. body by Touring of Milan. In good order. £650 o.n.o. Wells, Cornbury Farm, West Lavington, Devizes, Wilts. Tel. (evenings) Lavington 3107. [7609]
- ROLLS 21.5-h.p.**, 1926 model. Four-wheel brakes. Chassis GPK 14. In regular use. Estate-type body 1950, strong tow-bar. Manual and many tools. £175 o.n.o. Hancock, Bolham Mill, Clayhidon, Devon. Tel.: Hemyock 452. [7610]
- ALVIS SILVER EAGLE**, 1936. Body disintegrating. Suitable spares. £20, or will break. Anderson, The Gows East, Invergowrie, by Dundee. [7611]
- M.G. TD**, 1953. Black. Excellent condition. Reconditioned pump and carbs.; recent rebore, big-ends. Wipers, spot, mirrors, tonneau. Good tyres. £420 o.n.o. 21, Ernie Road, London, S.W.20. Tel.: WIM 2638. [7612]
- VOLKSWAGEN LUXUS**. Good home and £385 sought for quite exceptional Volkswagen, January 1954. New engine and front suspension and transmission overhaul 1959. Immaculate black body, excellent tyres. Write, 131 Norman Crescent, Pinner. [7613]
- MORGAN PLUS FOUR**, 1954. Modified TR2 engine. TR2 crankshaft. New bearings, pistons, liners, clutch, balanced engine, 5,000 miles ago. 4.1 axle, polished ports, 9:1 compression, Mintex linings, oil cooler, undertray, *a la* Lawrence. Immaculate throughout, never raced or rallied. Offers over £500. Tel.: ACO 7912. [7614]
- ROVER 100**. Full road-test report in *Motoring News* on May 19th. Order from your newsagent. Every Thursday, price 6d. [7615]
- XX120**, June 1955. One of the last 120s. B.R.G. Highlift cams; 8:1 head; Koni special D's; Le Mans pipes; new hood, tonneau, tyres. Ocelot seat-covers; deep pile carpets. Radio, heater, screenwashers. Must be one of the finest specimens available; £695. Stockton, Church Road, Warton, Preston. Tel.: Freckleton 320. [7615]
- RILEY KESTREL NINE**, 1934. Sound car, taxed. £35 o.n.o. Dudley, Shelley 2, Pease Pottage, Crawley, Sussex. [7616]
- ROLLS-ROYCE SILVER GHOST**, 1924, 4-seat tourer. Fair order. Box No. M.617. [7617]
- JAGUAR 1½-LITRE** d/h. coupé, 1939. Recent £100 overhaul and respray, new hood, battery, tyres and brakes. £145. Photo. Terms available. Catton Grange, Norwich. Tel.: 46862. [7618]
- BUICK FOURSOME** d/h. convertible. Low mileage. Original cost over £850. I.F.S., hydraulics. Magnificent specimen, photo. £150. Catton Grange, Norwich. Tel.: 46862. [7619]
- M.G.-A**, 1958. Radio, heater, wire wheels, many other extras. Excellent condition, one owner. £760. Wallyer, Partington Farm, Hale Barns, Cheshire. Tel.: RINGway 5431 (evenings). [7620]
- DELAGE D8**, 1932, sportsman coupé. Very impressive. Only once licensed since 1939. £75. Beadman, Garage, Ravenstone, Coalville, Leicestershire. [7621]
- AUSTIN SEVEN SWALLOW**, saloon. Vintage. Attractive little car. Bowdenex. Many spares. £45. Alabone, 18, Chignal Road, Chelmsford, Essex. [7622]
- 2 CV VAN**, November, 1955. 425-c.c. Extra seats, large rear windows, tools, manual, spares, taxed. £215. The Grange, Watchfield, Swindon. Tel.: Shrivenham 323. [7623]
- ROLLS-ROYCE SPORTS SALOON**, 20/25. Coachwork by Hooper, 1934, radio and all extras. Fully overhauled and reconditioned engine, gearbox, etc., at Rolls-Royce works. This car is in showroom condition throughout, and has covered only 85,000 miles from new. Good history. £395. Pickard, Sandfield House, Sandfield Ave., Leeds, 6. Tel.: 52977. [7624]
- MORRIS MINOR** Convertible, 1951, very good condition. £295 o.n.o. Tel.: SPE 0394. [7625]
- LANCIA APRILIA**, 1939. Resprayed '59, mechanically average, realistic price £130 o.n.o.: "Motor Sports" '56-'59—what offers? Tel.: Lymington 2794. "Borrowdale," Daniells Walk, Lymington, Hants. [7626]
- M.G. TA**. Fast, quiet, waterproof, and very reliable, offered at the sensible price of £140. Tel.: Elstree 1218. [7628]

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- TR3**, 1957, 2-seater. Immaculate in fawn, with disc brakes, overdrive, "X" tyres, radio, heater, twin spots, tonneau cover, etc. £695
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- SWALLOW DORETTI**, 1955, 2-seater. A very attractive example in white, with wire wheels, "X" tyres, heater, spotlamp, tonneau cover, washers, etc. £585
- TR2**, 1955, 2-seater in B.R.G.; sliding screens, spotlamp, heater, screen-washers, wing mirrors, etc. £545
- MISTRAL SPECIAL**. An extremely neat 1957 2-seater, fibre-glass streamlined body on Convair chassis, Ford engine and gearbox, etc. £325

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FOR SALE—continued

- "SPECIAL BUILDERS."** B-type B.M.C. engine out of 1956 M.G., complete with carbs., water pump, dynamo and distributor, etc., with Riley 1.5 gearbox. All in good condition. Bargain, £55 the lot. Tel.: Oxford 35889, evenings. [7417]
- ALVIS 12/60**, 1931, saloon. Good all-round condition. £60 o.n.o. Alderton, 401, Baddow Road, Chelmsford. [7418]
- A.C. GREYHOUND** saloon, 1934, only 56,000 miles, excellent condition throughout. £110 o.n.o. Wagg, Lensbury Club, Teddington. [7419]
- 750**. "Super" alloy body. Usual mods. Bowden i.f.s., hydraulics, hood, sidescreens, tonneau. Around £110. Walford, 41, Mill Road, Pelsall, Staffs. [7420]
- VALE SPECIAL**, 1935. Reconditioned Morris M10 engine, modified. Excellent. £105. Gray, 3, Kirkham Road, Freckleton, Preston. [7421]
- M.G. PA**, 1935. New dynamo, brake cables, distributor, hood, tonneau. Atkinson, Granby Lodge, Stanton in Peak, Matlock. Tel.: Darley Dale 3100. [7422]
- 1933/4 TALBOT 65**. Body and interior exceptional. Needs some mechanical attention but will run. £25. "Othona," Althorne, Chelmsford. [7423]
- 1929 FORD 14.9-h.p.** Very pretty 2-seater. Stored 17 years; genuine 46,000 miles. New battery, silencer, screen. Requires painting. Superb mechanically—runs like new car. Seen Lancs; delivered anywhere. £150. Box No. M.425. [7424]
- ROLLS-ROYCE**, 1930, Phantom II, 43 h.p., limousine. Utterly dependable, stately lines, concours finish. 12 m.p.g. Seen Lancs. £150. Box No. M.425. [7425]
- RILEY NINE LYNX** open tourer. Excellent bodywork, mechanics. Coldron Hume Arms, South Kyme. Tel.: South Kyme 220. [7426]
- M.G.s: TC**, 1946, red; new hood, screen; good condition; £265. **TA**, 1937, black; new hood, screens; good condition; £145. **TA**, 1936, black, good hood, screens; wants work on body; £85. Francis, "Cartrel," Yoxall, Burton-on-Trent, Staffs. [7427]
- RILEY 1½-LITRE** saloon, 1954 model (Reg. Nov. '53). Heater, radiator blind, 1955-type rear lamps. Excellent condition; recent complete engine overhaul. £425. Tel.: Northwick 5066, Cheshire. [7428]
- 1935 BENTLEY 3½** drophead coupé. Good engine, tyres, and new battery. Bodywork poor. £125. Wheeler, Lanlivery, Cornwall. Tel.: Lostwithiel 277. [7429]
- S.S. JAGUAR 1½**-litre. Reliable mechanically; well shod, used daily. £70. Tel.: Stevenage 1462. [7430]
- M.G. TD**. Blue. Recent recon. engine, new hood, tyres. Above average condition. Taxed. £410. Tel.: MIL 2438 (London). [7431]
- RILEY KESTREL 4-LIGHT 12/4**. Superb original condition. One owner to 1952. Present owner 3½ years. £195, or offer. Also quantity of "Nine" spares and trailer. Cheap. Middx. Box No. M.432. [7432]
- ALVIS, 1939, DROPHEAD 12/70**. Good condition, engine overhauled; taxed. £110. Dibben, 48, Victoria Park Road, Winton, Bournemouth. [7433]
- ALVIS CHASSIS FOR SPECIAL**. Basically 1939 12/70, but many new TA 14 parts. Completely reconditioned, raised compression, 2 H.V.4 S.U.s, special manifolds, lowered radiation, Handa overdrive, nearly new Michelins. Complete with instruments, seats, etc. Will take R.G.S. saloon or sports glass-fibre body. Cost £250. Offers (about half). Terms. Shipley, Englefield Lodge, Egham. Tel.: 2948. [7434]
- BENTLEY, 1934 (Oct.) 3½** Park Ward d.h. coupé. Chassis B-157-BL, engine R.6BJ. P.100s. 4 new tyres. All, including bodywork, in good condition and has been carefully maintained. £300, o.n.o. Anderson, Cobbs, Manuden, Bishops Cleeve, Staffs. (office hours): CHAncery 2223. [7435]
- STANDARD AVON SPECIAL** blue 2-seater sports (9-h.p. engine). Hood, bodywork, tyres, engine, etc., in excellent condition. £150, o.n.o. Tel.: HOP 2636. [7439]
- 2-SEATER M.G. TA**. Fitted 1950 engine. Excellent condition with immaculate cellulose and chrome. 80 m.p.h. Bills £100. Recent new hood, side-screens and springs. £245. "Green Cross," Portsmouth Lane, Haywards Heath. Tel.: Lindfield 3232. [7441]
- M.G. VA, 1938**. Owner regrets selling his smart black 1½ d.h. tourer. Reliable, comfortable, well maintained. £165, o.n.o. 21, Conifers Close, Teddington, Middlesex. [7442]
- PB M.G.** Black, smart, good tyres and hood; good runner. £150, o.n.o. Tel.: Battersea 3907. [7443]
- SALMSON, 1928, GRAND PRIX** 2-seater. Excellent original. Reconditioned parts, new tyres, hood, tonneau, spare engine, etc. Offers. McLellan, 138, Ribblesdale Road, S.W.16. [7444]
- RILEY NINE "MONACO"**. Superb condition. Reconditioned engine, dynamo, magneto. New carbs., springs, shockers, exhaust system. Body perfect. Owner bought 12/4 Kestrel. £65, o.n.o. Tel.: ENT 5161. [7445]
- HILLMAN CONVERTIBLE**. One owner. (May, 1957). 18,000 miles. Extras galore. £645. Bayliss. Tel.: Haslemere 3333. [7446]

FOR SALE—continued

FORD TEN SPECIAL. Falcon II body, red, boxed chassis, Aquaplane S.U.s, 8 head, Buckler i.f.c., hood, tonneau. £265, o.n.o., Bateman, 81, Bull Lane, Broxbourne, Herts. Tel. (evenings): Hoddesdon 3972. [7447]

AUSTIN 750 supercharged engine, gearbox, ex orange T.T. car. Special requires finishing, spares. Offers. Hillaby, New Road, Nafferton, Driffield, E. Yorks. [7448]

RILEY SPARES. Breaking: 1933 Alpine 12/6; 1935 Monaco; 1936 Merlin 9, also large quantity 9-h.p. spares and some competition parts. S.A.E. for lists. B. Kennion, 9, Greenways, Hertford, Herts. [7449]

1938 ROLLS-ROYCE 7-seater limousine, first registered 1946; excellent condition, small mileage, accept reasonable offer. Kenneth Nutt, 27, Station Road, East Grinstead, Sussex. Tel.: East Grinstead 12. [7450]

932 ROCHDALE G.T., cellulosed Vauxhall blue, red carpet/upholstery; radio, wipers, remote lever, Woodhead-Monroe suspension. £435, o.n.o. 17, Cecil Drive, Eccleston, St. Helens, Lancs. [7451]

PARTS A90 shortly available. Engine (rebored), gearbox, back axle assembly, also Borgwarner overdrive. Offers. Longridge, Barford Lodge, Barford St. Martin, Salisbury, Wilts. [7452]

1950 M.G. TD, black, recent works engine, extra lamps; requires new hood. £355.

Attention. A really immaculate completely original 1932 J2. A collector's piece at £125, no offers. A couple of above average TA models at £150 each, both black.

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A complete range of Midget spares as advertised in previous month's advert., including a complete Riley Nine, late Monaco (knock-on wheels); very good engine and radiator. Also one pair of P.100s lamps.

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1951 Riley 4-seat drophead, recent engine overhaul. Good, rare body.

1934 Lagonda M45 tourer in exceptional order.

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1937 27c Riley. Overhauled engine. Rare.

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FOR SALE—continued

M.G. TD, 1953. Black. Reconditioned engine. Host of extras, including radio, "X"s. Immaculate. £450. McCarthy, "Howfield," Buckingham Road, Cambridge. Tel.: 4729 (9-11 a.m.). [7458]

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INVICTA BLACK PRINCE coupé. Fabulous specification. Tel.: FAIRlands 3202 for details. Bargain. [7459]

AQUAPLANE CONVERSION Ford 100E. Twin carburettor, exhaust manifold. Selling car. £15. Sharpe, North Luffenham, Oakham. [7460]

1931 SUNBEAM SIXTEEN saloon. One owner till 1958. Immaculate. 50,000 miles only. Good tyres. £100, but no reasonable offer refused. Johnson, 25, Avon Way, Stoke Bishop, Bristol, 9. [7461]

1948 MORGAN 4/4 coupé o.h.v. Standard 10. Green, good chrome, many extras; very attractive appearance. £250. Write or call. Willis, 49, Albert Road, Mexborough, Yorks. [7462]

M.G. TD II, 1953. Radio, heater, sports badge bar; superb condition. Seen weekends. £450; h.p. available. Rearden, "Fernleigh," Bolton Road, Chorley, Lancs. Tel.: Chorley 3151. [7463]

1938 KESTREL SPRITE. Good condition. £225, o.n.o. 22, Westway, Brentwood. Tel.: REG 5401. [7464]

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- FORD TEN**—Buckler Special, 1957. Rochdale body, i.f.s., twin S.U.'s, h.c. head, Aquaplane manifolds, hood. £200 o.n.o. 24g, Bardwell Road, Oxford. [7630]
- BUICK STRAIGHT 8** Tourer, 6 seats, body by Fisher, excellent original condition; heater, radio, etc., hood needs recovering. £115 o.n.o. Bone, Weeting Rectory, Brandon, Suffolk. Tel.: 265. [7631]
- RILEY FALCON**, 1935, rebuilt with Merlin body, 3,000 miles ago; high compression pistons, new starter, radiator, tyres, lights, wiring, brakes relined. Interior tatty, timing noisy. £40. Tel.: Erith 35626. [7632]
- BENTLEY 3½**. Handsome Mulliner saloon. Engine stripped/rebuilt 1959, very fair condition throughout. Selling because wife is infested with a Mini-mouse. Best offer over £135. Hearne, Tiger House, Farnham Royal, Bucks. Tel.: Farnham Common 916. [7633]
- 1933 RILEY MENTONE 12-6**. Excellent mechanically, smooth engine, maintained by register member last 4 years. £40 o.n.o. Write: Woolnough, 59, Hermit Road, London, E.16. [7634]
- HUMBER TOURER**, 1932. Perfect mechanics and bodywork. Almost new tyres and batteries, excellent hood, bag, sidescreens. Genuine 45,000 from new. £110. Biggs, 50, Barrington Road, Olton, Birmingham. Tel.: ACO 1151. [7635]
- SPRITE**, June 1959, tuning modifications, hard-top available if required. Available end of June. Please write in first instance: Lucas, 49, Harrow Road, Selly Oak, Birmingham, 29. [7636]
- £225: FORD SPECIAL**, Falcon Mk. II. Ten engine, twin carbs., B-range gears, 4.7 axle, hydraulic brakes, Woodhead shockers, windtones, new sealed-beam headlights and spotlight. D. Goswell, Commonland Farm, West Chilmington, Pulborough, Sussex. Tel.: W. Chilmington 3160 (evenings). [7637]
- 1934 M.G. L**, 4/seat sports, stored 16 years. Excellent condition. £100. Tel.: Clerkenwell 4974. [7638]
- RILEY 1.5**. Really exceptional, blue, 1959, low mileage, extras. £765 o.n.o. Consider 1959 VW part exchange. 21, Kinloch Drive, N.W.9. Tel.: COL 3778. [7639]
- FORD-ENGINE SINGER** Le Mans. Hydraulic brakes, new hood, splendid condition, immaculate in black. £75. 21, Hill Street, Summerseat, Bury, Lancs. [7640]

FOR SALE—continued

- AUSTIN SEVEN SPECIAL**, 1955. Usual mods. Bugatti-styled body. £125 o.n.o. Tel.: Saddleworth (Oldham) 379. [7641]
- NUFFIELD RILEY** d/h. coupé, 1½ litre, 1939, resprayed, excellent condition throughout, very rare model. £185. 8, Oakroyd Avenue, Potters Bar, Middx. Tel.: 6008. (business) Watford 32880. [7642]
- 2-LITRE SPEED MODEL** Aston, s.c. 2/4 seater, private owner wishes to dispose of his most treasured possession. Box No. M.643. [7643]
- UNUSUAL 1936 BENTLEY** 3½-litre sleek undated 2-door drophead coupé, 2 new tyres, p.v.c. hood, used daily, about £275. 95, Fern Avenue, Jesmond, Newcastle-on-Tyne. Tel.: 811828. [7644]
- 1950 A70**. Blue, v.g.c., 22,000 miles since new. Heater. Box No. M.645. [7645]
- 1931 MORRIS MINOR SPARES**. Good tyres, radiator modified for lowering. 30, Castlemaine Avenue, Croydon. [7646]
- RILEY, 1936, LYNX 12-4**, well-maintained in good condition. £165. Kaufmann, 13, Beechwood Avenue, Deal, Kent. [7648]
- RALLY ENTHUSIASTS** rely on *Motoring News* every Thursday. Order from your newsagent. Price 6d. [7649]
- LUGGAGE GRID TC**. Cadmium plated. £5. 309, Kenilworth Road, Balsall Common, Coventry. [7649]
- ALVIS 25**. Vanden Plas Saloon. All alloy, first class condition. £150. Any trial, Ruston, 12, Haddon Court, Hatfield, Herts. [7650]
- 3-LITRE BENTLEY**, Red Label, original body, wings, "A" box; 3.53 axle, excellent order all round, host spares. £350. Ambrose, Burnham-on-Crouch. Tel.: 2267. [7651]
- JAVELIN-DE-LUXE**, 1950. Black. Radio, heater. Emigrating. £200. H.P. 215, Colne Road, Burnley. [7652]
- FIAT 1500**. Farina drophead. As post-war. New hood and battery. Engine, back-axle and brakes overhauled. Silver-grey. Immaculate. £170. Dubois, 105, Somerford Road, Christchurch. Tel.: 1330. [7653]
- M.G. PA**. Red. Cycle-type mudguards, Ford engine and reconditioned gearbox. Good upholstery. Good overall condition. Will haggle around £80. Finzel, 140, Newbridge Road, Bath, Som. [7654]
- RARE 11.9 LAGONDA** Tourer (1926)—partially, carefully restored to concours condition (engine, chassis, body, steering, to date), complete, plus spares. Tow away. £55. Old Toll Gate, Mattingley, Hants. Tel.: Heckfield 364. [7655]
- M.G. J2**, Ford Ten engine, hydraulic brakes, £85 o.n.o. Weston 55, St. Andrew's Road, Henley. Tel.: 155. [7661]

FOR SALE—continued

- RILEY LYNX, 1933, 12-6**. Recent complete engine overhaul (dry centre main), all helical box, well shod, brakes relined. Spare car plus many other spares. Haggle starts at £45 the lot. Rouse, 65, Windmill Grove, Portchester, Hants. [7656]
- A.C. SALOON**, 1951. Immaculate. Very carefully maintained, genuine 50,000 miles. £325 o.n.o. for quick sale. 121, Sapcote Road, Hinckley, Leics. Tel.: Burbage 447. [7657]
- 1935 RILEY KESTREL**, 12-h.p., green, very good condition, aluminium body, chrome ex., (re-wired, new battery, 1959), pre-selecta, also spare box (2-in. band broken), needs silencer. First £100. H. Clough, Thongsbridge, Huddersfield. Tel.: Holmfirth 443. [7658]
- ALFA ROMEO 2.5 6c Spares**. One complete dry-sump engine fitted three twin choke carbs., another part complete. 16, Dalveen Avenue, Davyhulme, Lancs. [7659]
- ROLLS-ROYCES**. Good homes wanted for two fine landaulettes, a 1928 "20" in London at £290, and a 1929 "20/25" in Manchester (which has covered only 6,000 miles since £350 overhaul) at £350. Box No. M.660. [7660]
- RILEY VICTOR 1½ litre 1938**. Crash box, new bat., good tyres, spotlight. £120. 8, Manor Way, Barnehurst, Kent. Tel.: Crayford 25637. [7662]
- 1937 ALVIS 4.3**. Basically sound, needs attention to brakes, door pillars, paint. Nearest £80. 3, Lord St., Colne, Lancs. [7663]
- FORD 1172 SPECIAL**. Aly. body. Engine, tyres good. Needs some work. Enquiries: Peck, Penntorpe, Rudge, Sussex. [7664]
- 1929 ARMSTRONG SIDDELEY 12/6** Fabric saloon, good order. £10. 62, Kingswood Road, Tadworth, Surrey. Tel.: Tadworth 3005. [7594]
- M-TYPE M.G.** (1931) for sale. Good mechanically, body reasonable, new head and fog-lights; also same minus body, preferably sell together. £55 the lot. 8, Hoad Terrace, Ulverston, Lancs. [7665]
- COOPER-NORTON** d.o.h.c. and trailer. Ready to race. £275 or exchange for car. 158, Dark Lane, Bedworth, War. [7666]
- £200**. For sale or swap: Aprilia '38, usual features. Radio; very good mechs. Wanted, Bentley, pref. Speed 4½ Tourer, or Aston. Good mechanics rather than shiny body. Hilltop Cafe, Stock Road, Billericay, Essex. Tel.: 1032. [7667]
- LAGONDA 16/80** Sports Saloon, 1932. Reborn, new pistons, crankshaft reground, bearings re-metalled—all 2,000 miles ago. New roof, body and upholstery restored, repainted, excellent condition throughout. £150. S.A.E. for photograph and further details. Mudd, 4, The Greenway, North Road, Hull, Yorkshire. Tel.: 55757. [7668]

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- 1938 RILEY 16/4 Kestrel Blue Streak** saloon, 3-speed and overdrive, in excellent order. £210.
- 1936 BENTLEY 3½-litre** sports saloon by Hooper, recently recellulosed, in excellent order. £345.
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- Choice of two **ROLLS-ROYCE 20/25** saloons, from £275.
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- 1937 Aprilia** saloon, recent complete overhaul, excellent example. £225.
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- £425 **M.G. TD**, 1952. Black. Many extras. Several good M.G. TCs from £245.
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- £295 **Morris Minor** convertible, 1951. Grey. Heater. Well above average.
- £245 **Jowett Jupiter**, 1952. Ivory. Mk. III engine.
- £245 **Healey Elliot 4-seater** d/head. Black/green. Very good performer.
- £185 **M.G. NA**, 1937. Two-tone black/beige. Unbelievable condition both bodily and mechanically.
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- 1936 BENTLEY 3½ Barker Saloon. Mechanically superb, bodily good. Offers. Tel.: Vigilant 8957 (Surrey). [7669]
- 2½ JAG. D/H. Modern coachbuilt enveloping body built 1957. Marchal head/spot lights, 2-speed wipers, Mk. V gearbox, bills available, many extras. Seen London. Tel.: PARK 5389. [7679]
- A7 FIBREGLASS SPECIAL, hardtop, side windows, many mods., cost £240 last year. £165 o.n.o. Photograph available. Clement, Pippins, London Road, Southborough, Tunbridge Wells, Kent. [7685]
- MORGAN 4/4, 1939/40 immaculate condition, body recently overhauled, engine still running in. New hood, tyres, etc. Regret selling. £210. 71, Churchill Road, Thurmaston, Leicester. [7686]
- BENTLEY 3½, Sports Saloon by Park Ward. Concessionaire major engine overhaul last year. Good condition. Carefully maintained. Third owner. £345. Cox, Flat 1, Lenton Abbey House, Beeston, Notts. Tel.: Beeston 25-7981. [7687]
- 1926 RED LABEL Short chassis Bentley. Fitted with close-coupled, four seat, fixed head coupe body (similar to Doctors' coupe). Very fine condition. Extensive work carried out recently. £285. T. W. Sanger, Rock Cottage, Wick Rocks, Wick, Nr. Bristol. [7688]
- VOLKSWAGEN, 1952 model (export), right-hand drive, twin exhaust, any trial. £310. 49, Khama Road, S.W.17. [7684]
- ALVIS SILVER CREST 1938 saloon, fast, very acceptable condition. £75. 15, Chepstow Villas, W.11. Tel.: PARK 2181 (evenings). [7689]

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- 1951 Minor tourer. Heater, reconditioned engine ... £295
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- JAGUAR 1½-LITRE. 1948 Special Equipment model. Excellent condition throughout, many extras. Price £240, taxed year. Cooke, 129, Sewardstone Road, Chingford, E.4. Tel.: Silverthorn 8114. [7690]
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- A CAR for the connoisseur. 1933 Talbot 105 with coachwork by James Young; 20.9 h.p., 105 b.h.p.: an impressive car which attracts attention wherever it goes. The brakes have been relined throughout and the exhaust system overhauled. The engine does not burn oil. Price £105 o.n.o. for quick sale as owner is intending to go abroad soon. Ring Regent 8060, Ext. 935, or write: B. M. Grigg, 63, Radipole Road, Fulham, London, S.W.6. [7692]

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New front road springs, J. P. TA/B/C. 45/- each, carr. 2/6.

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JAGUAR, 1948, 1½ litre. Immaculate condition, really lovely car, silver grey. £250. Tel.: Brasted 293. [7708]

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TRIUMPH DOLOMITE 1939 saloon. 1,991-c.c. £50 o.n.o. Tugwell, 35, Palace Court, W.2. Tel.: BAYswater 0230. [7717]

ASTON MARTIN Mk. II Saloon, J4/505/L, just restored to almost new. Bills shown over £550 last 4,000 miles. Engine Ulsterised plus. Gearbox, propshaft, back axle overhauled. New h.c. pistons, ends, camshaft rockers, valves, flywheel starter, clutch, magneto, dynamo, carbs., water and oil pumps. Rewired. New tyres, brakes and steering. Resprayed, rechromed, new headlining, sliding roof, bound carpets and woodwork repolished. Extras: Chrome axle, steering, brake drums, headlamp stands and grease nipples. Fitted heater, radio and death rays. Considered finest in existence. H.P. to responsible persons. Offers over £500. Dymock, Haven Cottage, Rusper Road, Horsham. [7718]

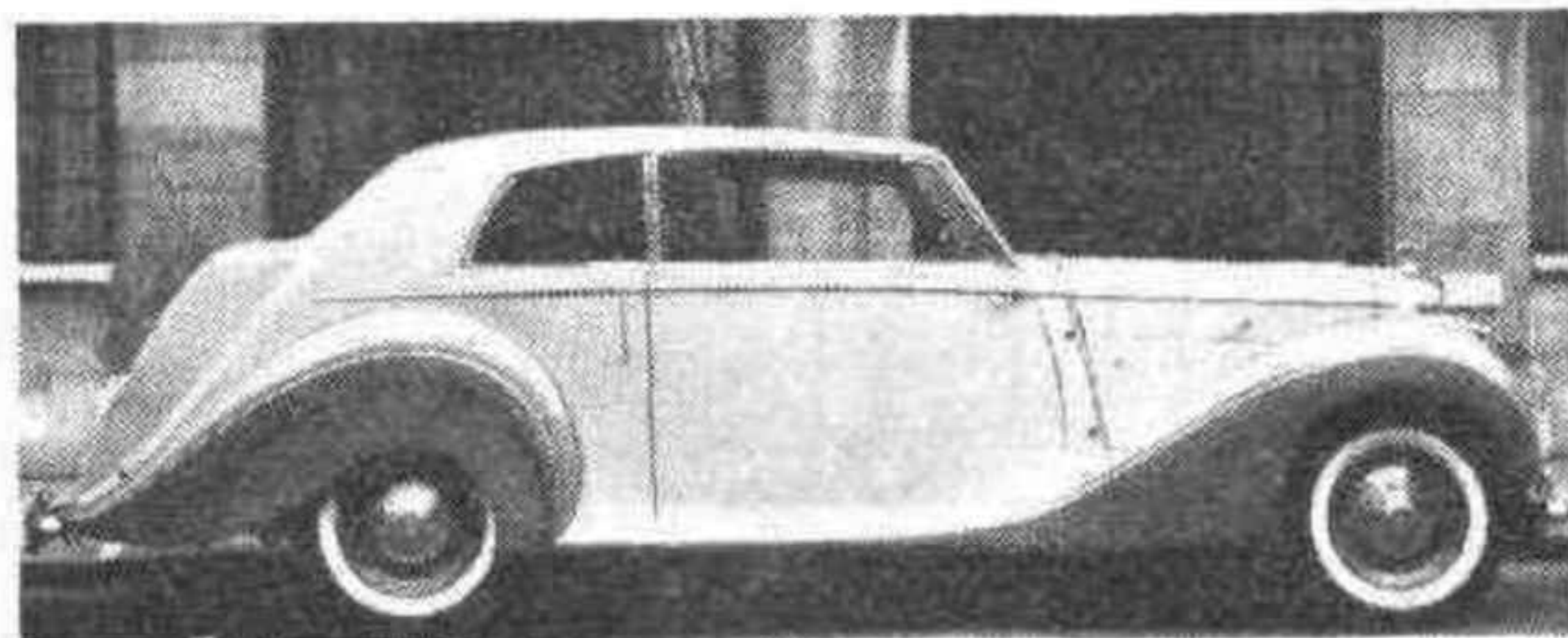
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ROLLS-ROYCE (1934) 20/25-h.p. sports sun-roof saloon by Thrupp and Maberly. Birch grey. Extensive overhaul and rebore 15,000 miles back by R.-R. concessionaires. Two owners from delivery. In really superb order for this vintage. £385

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We urgently seek a good Three- or Four-and-a-Half-Litre Bentley Vanden Plas long-wing tourer, a post-war Rolls or Bentley drophead coupe, and a restored Veteran of British origin. We are also interested to purchase vehicles similar to those advertised if in first-class order and we will undertake to pay a satisfactory introductory commission for information leading to an eventual purchase.

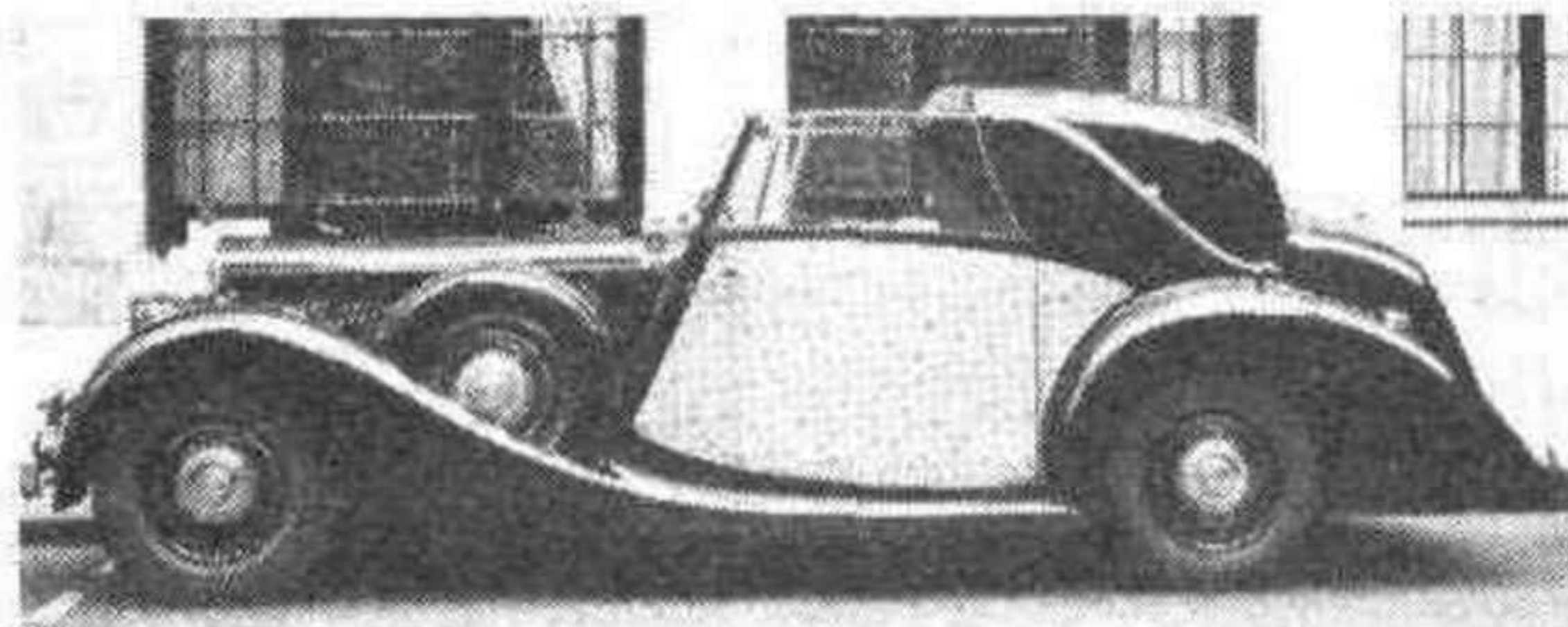
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DAIMLER (1952) Barker Special Sports coupe on the 2½-litre chassis. Charcoal over French grey, matching trim and hood. Radio, heater, etc. Specialist maintained and in first-class order with a detail of overhaul in October last. One of the last produced of this expensive series. In brilliant condition, fitted with overdrive. £575

Also a similar model, Blue and grey.

JAGUAR XK140 (1957) fixed-head coupe. Red. Very small mileage. Radio, heater, etc. There can be very few in such completely outstanding condition. £850

VINTAGE BENTLEY (1932) supercharged 4½-litre with one-off 3-position drophead coachwork by Corsica. China white, powder blue trim. Extensive rebuild '59 costing over £300. Sold on leave repurchase last June and serviced in our workshops each 500 miles since. The ex-Pownall "Concours" and a superb specimen by any standards, four-and-a-half winner of an array of show trophies. £575

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- VOLKSWAGEN, 1948.** R.H.D. Good appearance, reliable. £210; h.p. arranged. Tel.: CREscent 8997 (evenings). [7465]
- A7 ASHLEY SPECIAL.** Needs work to complete. Bowden i.f.s.; 2L.S. hydraulics. Most Dante mods. F.G. body, detachable hard-top, seats constructed. Full instruments, walnut veneer dash, full instruments, wiring; 15-in. wheels, new remoulds and tubes. Owner abroad. Must sell. All offers considered. Car, construction details, etc., seen at Thimblehall Garage, Lanark Road, Edinburgh. [7466]
- £400. COVETED RENAULT 750 convertible.** Late '54, showroom condition. Mechanically perfect. Grey/coffee/cream. Tonneau cover, hoodbag, new battery, screenwasher, spotlight. Tel.: MOlesey 4144. [7469]
- LANCIA LAMBDA, 1925.** Fast, reliable, interesting. Numerous spares. Handbooks. Present owner too large! £150, o.n.o. Details from: Sheppard, 64, Cavendish Gardens, Barking. [7470]
- RILEY KESTREL 12/4 4-light saloon.** Complete mechanical rebuild. Resprayed. Superb condition. Spotlights, stoneguards. Very attractive. £165. 10, The Lawn, Harlow, Essex. [7471]
- RILEY KESTREL NINE, 1936.** Preselector, Scintilla mag., twin carbs., engine perfect. All good tyres. Excellent buy for £95. Westley, Claydon Crescent, Basildon, Essex. [7472]
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ASTON MARTIN 1½ Mark II short ch., 1935. Superb in every way. Black ... £365

ASTON MARTIN Le Mans, s/c., 1933. Excellent throughout. Green ... £285

ASTON MARTIN 2-litre, s/c., 15/98 tourer, 1938. Good condition. Green ... £325

ASTON MARTIN 1½ saloon, 1933. Unusual body. Recent engine overhaul ... £145

H.R.G. 1500, 1948, one owner. Much work just completed. Bills shown. Pale blue. Well above average ... £345

H.R.G. 1100. Good condition. Green ... £255

RILEY Sprite, 1936. Fast, good road-holding. Green ... £290

RILEY Imp, 9 h.p. Good condition. Much-sought-after car ... £290

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WRAITH Park Ward sports saloon with electric division and projecting boot, black leather throughout, 1939. One titled owner for past 10 years. Excellent chassis and very good coachwork, at the realistic price of £595

20/25 Park Ward sports saloon with projecting boot, 1933. One owner; all original tools. Turquoise, with silver top, polished wheel discs. In quite outstanding condition for £475

20/25 V.D.P. sports saloon with projecting boot, late '34. Recently rebored by us; most attractive coachwork in very nice order. £475

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20/25 Lancefield small limousine, f/f. occasionals and leather throughout. New bearings and rebore just completed, and in very good order for £350

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20-h.p. tourer. Good chassis, much coachwork restoration completed; detail work and painting to be done. £350

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We are negotiating for a very fine P. I all-weather tourer.

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Very unusual MEX series (experimental) Park Ward sports saloon. O/drive gearbox and every pre-war mod. Partial history; needs rebore. Average coachwork but an interesting car worth some time spent on it. Offered as standing for £325

1937 4½ Park Ward drophead in first-class order. Engine, brakes and steering recently overhauled. New hood and tonneau cover, heater and radio. £475

3-LITRE RED LABEL V.D.P. tourer in quite nice condition and generally very original and sound. £310

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ALVIS SPEED 25 V.D.P. 4-door sports tourer, 1936, in extremely good order. £195

AUSTIN HEAVY 12 saloon, '29. Two owners. Very sound. £65

ASTON MARTIN 2-LITRE long-chassis tourer with post-war DB1 engine. Very sound order for £195

BROUGH SUPERIOR 28-H.P. straight-8 D.H.C., 1936. Good body; needs rebore, but otherwise sound chassis. £75

CADILLAC V8 Fisher limousine, 1926, very original condition; needs cleaning and painting but in running order. £95

LAGONDA 16/80 saloon, 1933, very fair specimen. £95

MAYBACH 7-pass. limousine by Spohn, 1939 but in 1958 condition. A superb car fitted with every conceivable extra, including radio and heater. We are open to any reasonable offer.

M.G. M-type 2-seater. Very original order. £55

MORRIS-COWLEY "Bullnose" 4-seater tourer, '26, f.w.b. Very sound and original. £120

STUTZ Model AA 2-str. convertible, 1927, 34 h.p. St. 8. Very rare and sound car, most original. £125

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1913 B.S.A. 15-H.P. tourer. Completely renovated, gearbox just rebuilt, new hood. £400

1914 K.R.I.T. 5-passenger tourer, 20 h.p., 4-cyl. Most original, very well restored and in excellent order for £350

It is regretted that no Overseas inquiries can be entertained in respect of the above three cars.

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- RILEY 12/4 KESTREL.** Good tyres. Spot. Reasonably priced at £55. Easy payments if required. Space wanted. "Highlands," Foxley Lane, Worthing. [7474]
- RILEY, 1951, d.h. coupé, 2½-litre.** Rare model. Good condition, two-tone brown. A truly beautiful motor car. £380. Outwin, 356, Thorne Road, Doncaster. Tel.: 61858. [7475]
- ROCHDALE G.T. 1,172.** Built new parts; box chassis, 4.4 c.w.p., i.f.s., T/C tyres, twin S.U.s, h.c. head, water pump, 100E, clocks, seats, heater, wipers, spot, reverse lamps, full interior trim. Light blue. £365. H.P., part exchange. 11, Barrington Avenue, Droylsden, Manchester. [7476]
- RAILTON, 1935 STRAIGHT EIGHT.** Well maintained 4-door 4-light saloon. Black. £75. o.n.o. Derby area. Box No. M.477. [7477]
- M.G. TC** gearbox in reasonable condition. 49, Kingfisher Court, E. Molesey, Surrey. [7478]
- ENTHUSIAST ? MINOR 1000,** May '59, Alexander conversion Stage I (standard axle), H1 carbs., EK needles, dampers, Servais silencer. One owner-driver only. Normal road usage. Two-door luge. Ivory. Bosch, Lucas lamps, wipers; 6-ply tyres; Radiomobile; return wing mirrors; escutcheons; rear demister. Regularly serviced; specially tuned; very clean. H.P. possible. £665. Tel.: PERivale 1673, or write Box No. M.479. [7479]
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FOR SALE—continued

- AUSTIN HEALEY**, July 1955, BN1. Red/black. Overdrive, radio, heater, tonneau, spot, wire wheels, anti-roll bar, cigar-lighter, washers, reversing light. Reconditioned engine. Exceptional condition. Never pranged. Four new tyres. £610. Hire purchase arranged. Perry, 63, Eastern Avenue, Gloucester. [7480]
- LAGONDA V12**, 1940, short-chassis saloon. Engine resleeved, fitted all new bearings; body resprayed. Wireless, heater. £300. Bayton, Bradfield St. Clare, Bury St. Edmunds. Tel.: Sicklesmere 219. [7481]
- 1937 AUSTIN NIPPY**. First-class condition. Spares. £125 o.n.o. Forster, The Grove, Wheelock, Sandbach, Cheshire. [7482]
- GENTLEMAN'S** pre-war luxury sports saloon in perfect condition throughout. Low mileage. Lagonda V12, 1938. £320. Box No. M.483. [7483]
- M.G. TC**, first reg. 1947, red. Good condition. Extras include twin spots, windscreen washers, radiator blind, towing bar. Bills over £155 for new crown-wheel and pinion, wheels, track rod, side-screens, clutch, petrol tank, S.U. carbs., king-pins and bushes, battery, brake linings, springs, speedometer, carpets, recon. engine. Offers over £300. View, 22, West Drive, Harrow Weald, Middlesex. [7484]
- ALVIS 3-LITRE**, 1953, two owners. Recent overhaul; excellent condition. £495, or part-exchange. Lofthouse, 7, Moored, Boston Spa, Yorks. Tel.: Leeds 31505. [7485]
- M.G. TC**, '49. New hood, half-shafts, rear linings, oil-seals, speedo., tyres. Reconditioned engine 16,000 ago. Body tidied and tinted. Heater, windtones. Taxed quarter, insured July. Disabled owner, chauffeused by wife, now obtained spacious P.V.T., therefore £300, or will exchange small oil well. Salt, 47A, Westbourne Road, Sheffield. [7486]
- LANCIA APRILIA**, 1937. Recond. engine. Heater £130. 10, Bury Old Road, Manchester 8. Tel.: CHE. 1259. [7487]
- RAILTON** 8-cyl. tourer by Barkley, in excellent order. New hood, windtones, stoneguard, rimblishers, fully instrumented, tonneau, sidescreeens. Perfect bodily in glossy black cellulose (all aluminium). Fast, safe and utterly reliable. Prefer interesting exchange in similar condition, or sell, £175. 322, Quinton Road West, Birmingham 32. [7488]
- LANCIA APRILIA**, 1939 (Aug.), fitted telecontrol Andre shock-absorbers, two spot lamps. Very sound throughout. £220. Tel.: Guildford 5327. [7489]
- 4½-LITRE LAGONDA** pillarless saloon. Mechanically excellent and goes splendidly. Not mint but quite presentable. £85. Worth, 7, Market Place Leicester. Tel.: 58935 (business hours). [7490]
- CITROEN L.15**, 1951. Immaculate silver grey/red upholstery. Excellent condition, regularly serviced. Taxed year. Michelin Xs, radio, other extras. £310. Flt. Lt. Wightman, Officers' Mess, R.A.F., Benson, Oxfordshire. Tel.: Wallingford 2292. [7491]
- M.G. TA**. Red. Exceptional. Recent engine overhaul, etc. £200. Leech, Tel.: MIL 1621. [7492]
- ALVIS TA14**, 1948, estate car. Engine perfect, body good. Uses no oil. Just completely resprung at Alvis, Coventry. 25-30 m.p.g. Inspection 50-mile radius London. £175. Berry, Rooks Hill House, Seal, nr. Sevenoaks. Tel.: Sevenoaks 61320, evenings. [7493]
- ALVIS TA14**, 1948. Engine, gearbox, back axle, five wheels, starter, dynamo. In fact, practically all spares from this excellent car available. Berry, Rooks Hill House, Seal, nr. Sevenoaks. Tel.: Sevenoaks 61320, evenings. [7494]
- M.G. MAGNA**, 1932, 6-cylinder, 1,250 c.c., spares, engine, chassis, etc. R. Budd, 138, Green Lanes, Sutton Coldfield, Warwickshire. Tel.: ERD 4338. [7495]
- A.C. BUCKLAND** 5-seater tourer, 1950, maintained annually by A.C. in superb condition. Naples blue, pale biscuit leather, new hood, wind-up Perspex windows, heater. An expanding family forces owner to sell after 10 years. Genuine 95,000 miles. Absolute bargain at £400 o.n.o. Write Box No. M.352, or Tel. Cox: Leighton Buzzard 3584. [7352]

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- ALVIS FIREBIRD**, 1935. Good running order. £25 for quick sale. 40, Syke Cluan, Iver. Tel.: 435. [7501]
- 1959 ASHLEY** 1172 Special complete with hard-top. New engine, tyres, 4.7 c/w., twin carbs., owner marrying. £270 o.n.o. Carnell, 6, Atlow Road, Chaddesden, Derby. [7504]
- RELIABLE TOURING** two-seater Morris Eight. Sound throughout. In last two years: New hood, screens, tonneau, upholstery, respray, overhaul, etc. £80. Weekends. Cambridge Motors, Takeley, Essex. Tel.: Takeley 340. [7502]
- 1922 ANZANI-ENG. A.C.** Sports Coupe, 70 miles since £450 rebuild. £300. Tel.: Hendon 9383. [7505]
- VOLKSWAGEN**, 1955. D/L, black, in superb condition. £485. Humphrey, 27, Elystan Place, S.W.3. Tel.: KEN 5708. [7506]

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- 1951 SINGER 4AB** Roadster. £225 o.n.o. 43, Westfield Ave., Saltdean, Brighton. [7508]
- LANCIA APRILIA**, 1938. V.G.C. Resprayed blue, pair 1939 wheels, S.U. pump, "X" tyres. £210 o.n.o. Tel.: Hay 05519-5. WOR 9412 (weekend, evenings). [7509]
- ALLARD**, 1949, Foursome. Excellent mechanics, bills £200. Body requires repair. Dayan, Tel.: Liberty 4291. Seen Richmond. £130. [7510]
- BENTLEY 3½-LITRE**, 1935, Park Ward drop-head in Concours condition. 3 Owners from new. Chauffeur driven prior to present ownership. Seen London. £450 o.n.o. Box No. M.511. [7511]
- SUNBEAM Mk. III** Saloon. August 1957, grey and blue, matching seat covers, sun-roof, overdrive, twin spots, immaculate, 29,000 miles. £750 Williams, 181, Cross Flatts Grove, Leeds, 11. Tel.: Leeds 76764. [7512]
- £165**. Must be sold, try any offer you like. Allard 71M d.h.c., resprayed, brakes and steering overhauled, engine decarbonised, radio and heater, good chrome, hood and upholstery; excellent condition throughout. Pemberton, 14, Queens Gate Terrace, S.W.7. Tel.: KNI 7915. [7513]
- LANCIA APRILIA**. Engine just overhauled by Manning, rest in A.I. condition, special facia with dials for everything. £275 o.v.n.o. M. Blanford, Bassett, Springfield Lane, Fleet, Hants. [7514]
- 1929/30 BENTLEY 4½-litre** Tourer. New hood and tonneau cover, re-upholstered and new carpets throughout, body recovered and recellulosed, all plated parts in excellent condition tyres as new; Servo-assisted brakes. First-class mechanical condition. A genuine specimen model. £365 o.n.o. Tel.: LEE (London) 1833. [7515]
- M.G. TA**, black, radio, luggage rack, Windtones. £190. 9, Plowmans, Hambro Hill, Rayleigh. Tel.: Hornchurch 45396. [7516]
- M.G. TC**, Dec. 1949. Black. Bills for new hood, diff. (high ratio), steering, springs, brakes, braking system, very smart. £265 o.n.o. H.P. available. Sharp, 8, Sutton Court Road, Hillingdon, Middx. Tel.: UXB 2859. [7517]
- ROVER SPEED PILOT**. Very rare 1933 P.V.T. 4-seat Salmson body, Tickford hood. 6-cyl. (3 S.U.) overhauled engine incl. rebore and new bearings. Lack of space forces sale to good home for 95 gns. Tel.: RICHMOND 1960 (after 6 p.m.). [7518]
- WHY PAY MORE** when you can get the latest news from track and pit in *Motoring News* every Thursday for only 6d.? Order from your usual newsagent. [7518]
- ALVIS SPEED TWENTY** Saloon, body roughish, mechanics excellent. Thoroughly uninformative photograph available, but all known faults disclosed. Delivered anywhere. £70. Box No. M.519. [7519]
- ZEPHYR Mk. 2** Conversion. Twin S.U.s with filters, all connections, and six-branch exhaust manifold. £32. Dean, 12, Glebe Road, Welwyn, Herts. [7520]
- M.G. TC**, 1949, Redex, Spotlamp, heater, £285, would exchange 1959 Isetta. Morrison. Tel.: SPR 5734. [7521]
- HORCH 5-LITRE** Cabriolet. A very impressive Mercedes-like drophead, history, A.A. report. £275. H.P. possible, any part exchange. Tel.: CUN 0870. [7522]
- VOLKSWAGEN**, L.h.d., reg. '51. Mechanically excellent, bodily good, two-tone grey. £250 o.n.o. Tel.: Staines 52131. [7523]
- 1936 S/EAGLE**, Charlesworth blue/black saloon. Reborn, etc., just run in. £80 spent. Tele-controlled shockers, servo brakes, radiator defurred, gearbox overhauled, latest carbs., good tyres, lovely condition. £150 o.n.o. Plant, 181, Golders Green Road. Tel.: SPE 5635. [7524]
- INVICTA**, 1931, 4½-litre, 100 m.p.h., low chassis, in excellent condition, fitted post-war fixed-head coupe body. £550 no offers. Tel.: Hook Norton 282. Oxfordshire. [7525]

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M.G. TA, 1940. Engine reconditioned, body, chrome, very good. Excellent steering, telescopic wheel, p.v.c. hood, screens, half and full tonneau. Spot, luggage rack, badge bar. £210 o.n.o. Tel.: EAL 7062. [7719]

FIRST REASONABLE OFFER or Alvis, S20/25 for 1930 immaculate Phantom II. Galbraith, 53, Lambs Conduit Street, W.C.1. [7720]

JAGUAR 3½ LITRE 1947 Saloon. £150 o.n.o. Excellent condition, heater, new battery. Spare dynamo, starter motor, twin carbs., coil and instruments. 52a, Whitesands Road, Lymm, Cheshire. [7721]

GRAHAM-PAGE CRUSADER, 1938, 3-litre saloon, rare and interesting car, sound, but requires a battery and loving attention. What offers? Box No. M.722. [7722]

CITROEN, 1951. Heater, maroon, immaculate bodywork and cellulose, mechanically faultless. Must be seen. £230. Tel.: Ruislip 5347. [7723]

M.G. PA. Beautiful condition throughout, recently recellulosed. New Vynide hood, many extras. £100 for quick sale. Tel.: Ruislip 8934. [7724]

HILLMAN 12.8 saloon, 1928. V.G.C. £40 o.n.o. Tel.: Colnbrook 2738 (near Slough). [7725]

M.G. TA. Oxford and Cambridge blue, new light-blue p.v.c. hood. Reconditioned engine 5,000 miles; respray 1958; two new tyres, rear bearings and oil seals, spot light, wipers, carpet. Excellent condition throughout. 200 gns. o.n.o. Coaten, "Shotters," Weybridge Park, Weybridge, Surrey. Tel.: WEY 4863. [7726]

FIAT 500, 1938. Genuine cosseted chariot, many embellishments. Phone Morgan, Stevenage 2110 (weekdays). [7727]

1926 HUMBER 12/25 Tourer in excellent original condition, disappearing sidescrims, Auster rear screen, etc. Laid up 1939/55, believed 34,000 miles only. Full details: Appleton. Tel.: Godalming 1909. [7728]

ROLLS-ROYCE TWENTY, 1923, drophead by H. J. Mulliner; superb condition. £225. L. Taylor, Hollybank, Yatton, Somerset. [7729]

3½ BENTLEY, 1935, Thrupp Sports Saloon in good average condition, just resprayed black and silver-grey. Exhaust cut-out, radio, about £250. Exchange plus up to £300 for another interesting car. Box No. M.730. [7730]

1952 CITROEN SIX. Silver/red leather, perfect condition. Bargain at £245. Tel.: Bristol 56844. [7731]

A7 SPECIAL. Beautiful alloy body on space frame. Very full weather equipment, boxed chassis, lowered suspension, Bowdenex, £85 o.n.o. Free, 101b, Lexham Gardens, London, W.8. [7732]

LANCIA LAMBDA. Tatty, (runner). £65, or exchange similar, 86, Upper Tulse Hill, Streatham, London. [7733]

RAILTON, 1934-35. Breaking for spares, all parts available. Sewell, Pin Mill, Ipswich. [7734]

CLEAR-OUT. Armstrong-Siddeley engine, gearbox, etc.; 596-c.c. Scott ph./brze. head; 12/6 Riley parts. The Lodge, Harton Street, London, S.E.8. [7735]

AUSTIN NIPPY, completely overhauled recently. £100. Regan, 132, Headstone Lane, Harrow. Tel.: Underhill 1321. [7736]

ROLLS-ROYCE 20/25 Cabriolet-de-Ville, 1932. A charming car, a pleasure to drive, no vices, £165. H.P. possible, any part-exchange. Tel.: CUN 0870. [7737]

1933 RILEY MONACO. Reconditioned engine, Brakes, steering—good. Used daily. £40. Call or write: Mallett, 122, Axminster Road, Holloway, N.7. [7738]

AUSTIN HEALEY, 1956. Superb BN2 in pale blue, equipped with overdrive, heater, wire wheels, tonneau, spot, safety belt, etc. Genuine mileage and perfectly maintained; recently fitted new rear springs and relined brakes; taxed December, sensibly priced at £630. 8, Coverts Road, Claygate, Esher. Tel.: Esher 3867. [7739]

"MOTOR SPORT", vols. 1, 2 and 3, 1924-26, bound, mint, also 1946 on. Box No. M.317. [7740]

1953 MERCEDES BENZ 170S. All independent suspension, 28 m.p.g., max. oil pressure, good tyres, winking indicators, heater, windscreen washers. A quality car in excellent condition with room for all the family. Ideal for Continental touring. £450. Rush, Old Malt House Studio, Corsham, Wilts. Tel.: Corsham 2142. [7741]

APRILIA. H.C. engine, big carburetter. 13,000 miles only since rebore. Recent respray. Aurelia has replaced. Box No. M.741. [7742]

FALCON II. Recon. 1172, 1,000 miles, tubular, i.f.s., hydraulics, S.U.s, four-branch, h.c. head, full lighting, immaculate. £310 o.n.o. Tel.: HYD 1021. [7743]

JAVELIN, 1949. Green. Series II engine. Very good condition. Haggle £210. 16, The Old Mill, Colney Heath, Nr. St. Albans, Herts. [7744]

HEALEY SPRITE, 1959. Green. Heater, tonneau, tachometer, washers. Perfect. £570. Tel.: Uxbridge 2624. [7745]

POTENT 1938 M.G. VA, v.g.c. Extras include: s/washers, spot, badge bar, wing mirrors, etc. 3 new tyres, steering box, king pins, battery. Very reliable and a pleasure to handle. Hood rather tatty, hence £165. Write: Sebright, 250, Raeburn Ave., Surbiton, Surrey. S.A.E., photos and details. [7745]

FOR SALE—continued

1172 BUCKLER 90, 1956. Buckler h.c. head, twin carb. manifold, "C" c.r. gears, 4.7 c.w.p., detachable hardtop, full instruments, recent £90 overhaul, suitable comp. or touring. £360. Wilson, 6, Annadale Road, Addiscombe, Surrey. [7746]

1950 DELLOW. New engine v.g.c., offered by philanthropist for £190. Tel.: UPL 6373. [7747]

LEA-FRANCIS, 1947. 14-h.p. Saloon. Good cellulose, tyres. Motors well. Heater. £135. Tel.: UPLands 7243. [7748]

1938 B.S.A. SCOUT. Red. Magnificent condition. H.P. possible. Tel.: CLI 9152 (after 7 p.m.) [7749]

DELOW Mk. III 2/4-seater, 1953. Used for touring only, good condition; 12-volt electrics; h.c. head, etc.; hood, sidescrims, c.w.p.; rear tyres recently renewed. After May 7th. Bargain £275 o.n.o. Measures, Wilmry, Frankton, Nr. Rugby. [7750]

ALFA-ROMEO, 1750 2 o.h.c. d/h, 4-seater, 1930. Rebuilt engine. £145 o.n.o. D. Porter, Tel.: Downland 1546. [7751]

HAFFORD TRIALS SPECIAL. New engine, Bills for £60. £90 o.n.o. D. Porter, Tel.: Downland 1546. [7752]

ALVIS FIREFLY, 1934, 4-seater tourer, new tonneau, recent £75 engine overhaul, P.100's 25 m.p.g. £80. Also spare E.N.V. gearbox, £12; and prop. shaft, £2 for same. Seen Oxford or Birmingham. Wood, 28, Vernon Road, Birmingham 16. [7753]

1939 FIAT 1100. Sunroof, heater, good tyres, regularly serviced, reliable and economical, oil consumption negligible. £125. Tel.: Oxshott 2160 (evenings). [7754]

ROLLS-ROYCE 25, Hooper Limousine, 1934. £225. Edwards, 3, Alma Vale Road, Bristol 8. Tel.: 38657. [7755]

M.G. VA SPARES. Engine, £14; gearbox, £5; rear axle complete, £10; front axle complete, £4; radiator, £3. Other components available at reasonable prices. Triumph Dolomite Spares: engine, £8; gearbox, £4; rear axle complete, £6; front axle complete, £2 ros.; radiator, £3; grille, £1 10s. Other components at reasonable prices. Grizzell, The Bakery, Corkhill, Alcester, Warks. [7756]

ROLLS 20/25, 1931. Mulliner aluminium limousine, good town carriage, repay enthusiast's attention. £125. Tel.: WES 1265. [7757]

ONE OF THE FASTER vintage 4½ Bentleys. S.S. 1-mile—17 sec. Requires enthusiast buyer to give major overhaul—hence price £325, which includes extra wheels, tyres, crankshaft, etc. Seen Surrey. Box No. M.758. [7758]

1939 RILEY FALCON, enthusiastically maintained, £100. Squibbs, 36, High Street, Tenby. [7759]

M.G. TC. Registration MG12. B.R.G. Stage I. New tyres, brakes, clutch, shock absorbers. Replacement engine, stainless steel exhaust, very smart and fast. £310. H.P. available. G. Gillam, 91, Hayes Wood Avenue, Hayes, Bromley, Kent. Tel.: TRA 1866 (daytime). [7760]

JOWETT JAVELIN De-Luxe, 1951. Green. £250. o.n.o. 422, Hurst Road, Bexley, Kent. [7761]

ALVIS TA14, 1949, drophead, heater, recent respray, complete engine overhaul including rebore, crankshaft reground, decarbonising. Camp, Home Farm House, Claremont Drive, Esher, Surrey. Tel.: Esher 5152. [7762]

TRIUMPH 1,991-c.c., 4-seater Sports, regd. 1954. Aluminium bodywork, Vynide hood, Dunlopillo upholstery. 100 per cent condition throughout. £225. Tel.: LADBroke 3311 (day), After 7 p.m.: SOUTHall 4676. [7763]

SUNBEAM TALBOT 90, Mk. II, grey, 3/51. Overhaul, heater, s/roof. Works recon. engine, rear axle, last 16,000. Excellent appearance. £325. Tel.: SYD 5698. [7764]

FIAT 1100, 1955, engine rebored, crank ground, new oil pump, timing gears and chain, steering bushes. Reconditioned starter, fitted heater, newish tyres, clean body. First class motoring at around £430. Reider, Station House, Etwell, Derby. [7765]

HEALEY TICKFORD 1951, 2.4 Saloon. Maroon and grey, heater, radio, screenwashers, good tyres. No oil. Body excellent. £375. Lt. Turner, H.M.S. "Cochrane," Rosyth. [7766]

AUSTIN 750 SPECIAL, Cambridge body wings, hood, screens, Bowdenex brakes, etc. £75. Tel.: Ruislip 6344. 44, Court Road, Ickenham, Middx. [7767]

HOTCHKISS, 1937, Grand Sport, F.H. Coupé, good condition. £200. Tel.: KEN 2079. [7768]

ALVIS, 1934, Crested Eagle Saloon, 19.8-h.p. £20. Stoney, "Cranford," Gaskell Avenue, Knutsford, Ches. Tel.: 2154. [7769]

M.G. PA, 1936. Reconditioned engine, good tyres, hood and body. Many extras. £130. Folly Cottage, Watery Lane, Puttenham, Tring, Herts. [7770]

1929 AUSTIN SEVEN Saloon. New rad., 6/5s. £40. Cartwright, 60, North Street, Thame, Oxon. Tel.: Thame 287. [7771]

MERCEDES-BENZ SPECIAL. I.f.s., 1.7.8., tubular chassis, aluminium body, 1,700 c.c. Built 1957. £180. Davis, Valey View, Spinfield Lane, Marlow. Tel.: 136. [7772]

O.M., 1927, 2L Tourer. Excellent original body, mechanics; resprayed, new tonneau, good tyres, rewired, reupholstered. £155. 109, Halliford Road, Sunbury-on-Thames. Tel.: 2766. [7773]

FOR SALE—continued

1172 SPECIAL. Ashley A7 Fibreglass body. B.R.G. Full hydraulics, West London wheels, new tyres. £275 o.n.o. (evenings). Vallis, 24, Pembroke Gdns., W.2. [7774]

BUGATTI, TYPE 23, Brescia Modifé F.W.B. Borg & Beck, 2-seat aluminium body. Very good mechanically. Smith, 9, Norman Ave., Henley-on-Thames, Oxon. [7775]

M.G. TC, 1950. Immaculate condition. Engine 18,000 miles; hood, upholstery, brakes and steering renewed; tyres excellent. Tel.: York 66433. [7776]

"SPECIAL" BUILDERS. Limited number brand new Smith's instruments. Matching sets comprising speedometer with clock, water temperature, oil pressure, ammeter and fuel gauge. Complete set, £5, or sell separately. Cash or C.O.D. For details write to: "Windrush," Abingdon Road, Dorchester, Oxon. [7777]

PAY WHAT YOU LIKE! Sidescrims, hood and frame, and other body parts for 12/40 "Leaf" 2-seater. 21, Tylers Green Road, Crockenhill, Swanley, Kent. [7778]

ABBOTT JUPITER. A beautiful coachbuilt alloy body, fitted with R4 crankshaft, twin S.U. carburetters, new gearbox, "X" tyres. Very fast and extraordinarily economical. £375 o.n.o. Tel.: Addiscombe 2141. [7779]

WOLSELEY TOURER, 9 h.p., 1935. 10,000 miles, since complete overhaul. Good tyres, battery. £45. Farrar, St. Dominic, New Inn Lane, Shurdington, Glos. [7780]

LANCIA ASTURA, d.h. (Farina, at his best). Change of plans forces sale. £265. 21, Coates Hill, Bickley, Kent. [7781]

MORGAN PLUS-FOUR, 1952. Mechanically and aesthetically immaculate. One owner first seven years, second and present owner bound for U.S.A. Extras include, tonneau and luggage grid. £450 o.n.o. Webb. Tel.: MAYfair 8561 (office); or Crayford 26011 (evenings). [7782]

ALFA-ROMEO, 2500 6C drophead, by Touring of Milan. Reg. 1950. £300, or exchange. 86, Priory Road, N.8. Tel.: MOU 3911. [7783]

ALVIS TA14, 1949. Good condition. Heater, spot light. £215. 27, Stareton Close (off Cannon Close, Fletchamstead Highway), Coventry. Tel.: Coventry 68528. [7784]

LANCIA APRILIA. Eagle d.h.c. Sound mechanics. Concours bodywork and interior. £150. Henday, 110, Richmond Road, Southampton. [7785]

M.G. TA, 1939. Resprayed red. Everything in enthusiast's condition. Many extras. £235. Tel.: Brentwood 6. [7786]

CITROEN L15, July '51, black, two owners only. First-class condition, full works history. £300. Tel.: Arnold 3039. [7787]

1951 JAGUAR XK120, red, "X" 's, v.g.c. £385. Marriage forces sale. Tel.: SPRingpark 4552. [7788]

FORD BUCKLER SPECIAL Tourer, 1,172 c.c., alloy body, B.R. green, well trimmed, all weather equipment, usual mods., lively performance. Tel.: Hatfield 2098. [7789]

XK120, '51 model. Exceptional condition, re-sprayed ivory, new "X" tyres, twin exhausts, engine overhauled 6 months ago, built to show, very fast. £420 o.n.o. Would consider p./ex., also H.P. Charles, c/o., 27, Great North Way, Hendon, N.W.4. Tel.: Sunnyhill 1946. [7790]

TR2 ACCESSORIES. Black steel insulated H/T., Alfin drums, link mats, polaroid sunvisors, service manual, all excellent condition. Offers. Tel.: Betchworth 2114. [7791]

LAGONDA 2½-LITRE Saloon, 1952, Alpine mist grey, engine overhauled, taxed year, excellent condition. £575. Harper, "Sandyford," Mill Road, Lisvane, Cardiff. [7792]

FIAT 500C, 1953, l.h.d., excellent condition throughout. £265. 104, Depot Road, Horsham. Tel.: 4910. [7793]

RILEY 1.5, August 1958. Grey; heater, windscreen-washers, spots, rimblishers, Servais silencer. £685. Tel.: PALmers Green 0283. [7794]

MORGAN 4/4, 1937, slightly damaged. £60; Riley 1½-litre, 1946, tyres good, body poor, make very good "special." £30. K. Walton, 192, Tamworth Road, Long Eaton, Nottingham. [7795]

LAGONDA LG45, S.III, 1937 pillarless saloon. Mechanically sound, 5 good tyres, body damaged, believed restorable; Cowley saloon, 1929, small mileage, original, excellent throughout. £70 each. 1935 Gloria saloon, sound. Offers. 1932 Armstrong 12/6 saloon. Bodily excellent. Good running order. Reliable. £50 o.n.o. Laycock, 43, Langholm Crescent. Tel.: Darlington 3196. [7796]

SINGER LE MANS 9 Coupé, 1935/36. Two owners. £75 o.n.o. 62, Pine Gardens, Eastcote, Middlesex. Tel.: Field End 8309 (evenings). [7797]

FRAZER-NASH T.T. REP., 1934. Meadows 4ED completely rebuilt—not yet run in. Clutch refined, dynamo rewound, electricals rewired. £275 o.n.o. Lovell, 61, Drewstead Road, Streatham, S.W.16. Tel.: STReamtham 6148. [7798]

XK140, 1955. Fixed-head, grey, 26,000 miles; Heater, radio. Fitted luggage. Excellent condition. £775. Kilpatrick, 1, Tongdean Road, Hove, Sussex. [7799]

LAGONDA RAPIER, 1938, 1,600 miles since complete overhaul, 34 m.p.g., not raced, 2/4 seat. Perfect. 115, School Lane, Addlestone, Surrey. Tel.: Weybridge 5056. £150. [7800]

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

FOR SALE—continued

- 1937 RILEY SPRITE** 1½-litre Sports. Too much work done and too many extras to list. Unfortunately must sell. £375 o.n.o. B. Cuff, Battlecrease, Russell Road, Shepperton, Middx. Tel.: WT2,26060. [7801]
- FORD FIBREGLASS SPORTS**, 40 m.p.g., 75 m.p.h. Attractive and in good condition. Whitehouse, 1, Hernbrook Drive, Horsham, Sussex. £200 o.n.o. [7802]
- RILEY KESTREL 9** Saloon, 1935. Excellent order, original, all instruments function, register owned, nearest £110. Johnson, Lamberts Castle, Clows Top, Kidderminster; or by appointment, Birmingham. [7803]
- IF YOU LIKE** a distinctive car! Reg. 1950. Chrysler Imperial 8, overdrive, free wheel, alloy body by Carleton Carriage Co. Recent £250 overhaul engine, transmission, brakes, electrics. Michelin "X." Mechanically excellent, body sound, but repaint and interior trim would improve. Sparkling performance, 20-22 m.p.g. £145.85. Herkomer Road, Bushey, Herts. Tel.: BUS 2683. [7804]
- M.G. TB Tickford Coupé**, 1939. Black, grey hood. 4 new tyres, 4 new 16-inch wheels, 2 new half-shafts, new rear hubs and bearings. New king pins, bushes, new track rod ends, front brakes reined. Rear done last September; new front springs, new battery, rockers rebushed; heater, radio, matched fog spot, 2 signpost lamps, luggage grid. £200. Petch, 95, Burringham Road, Scunthorpe, Lincs. [7805]
- 1939 ALVIS 1270**. Body and engine good. New hood, 28 m.p.g. £95. 6, Ludlow Close, Swindon. [7806]
- AUSTIN 24-h.p.** 7-str. Cabriolet, 1934. Ideal for student type Continental touring. Has already seen Rome, Vienna and Barcelona. Would go again. Needs slight attention and 2 tyres, but basically very sound. £25 o.n.o. Write: Philip Mann, Castor, Peterborough. [7807]
- SPECIAL M.G. CHASSIS**. Reconditioned throughout by racing mechanic. Easiclean wheels. £40 o.n.o. Ross, Mint Gardens, Dorking. [7808]
- M.G. TA**, Tickford, 1939. Blue, excellent condition, radio, spots, flashers, etc., good tyres. £240 o.n.o. Tel.: Danbury (Essex) 39. [7809]
- MINOR CONVERTIBLE**, 1952. Excellently maintained. Heater, spot. Modified exhaust improves sound, but I doubt performance. £315. Tel.: Cobham (Surrey) 347. [7810]
- YOUR CHANCE** to go 1172 racing. 1958 "special" similar appearance Lolita. 2 S.U.s, M.G. box, 4.9 Austin axle, hydraulic brakes, tonneau. Spare engine and axle. Stored since '59 season. £200. Letters only to Wilson, Newton Blue School, Kirkham, Lancs. [7811]
- LOTUS SEVEN**. 100E Aquaplaned to 1172 Formula. 1959. Green. Full weather equipment, ready for competition. £595. Taylor, Tel.: BYR 3948 (home); PER 7843 (office), 38, Roxborough Park, Harrow. [7812]
- M.G. J2**, 1933. Sprayed green, reconditioned engine 200 miles, polished head and ports, new upholstery black, spare engine. £170. Also Austin Seven Swallow 1932, good condition, £30. Tel.: CHE 1729. 113, Poplar Road South, London, S.W.19. [7813]
- ALFA-ROMEO**, 1,750 c.c., unblown, 2-seater, occasional 4, sports car. In excellent condition throughout, with new Vynide hood and side-screens. Paintwork Alfa red. Insurance arranged. £225. Tel.: Kidlington 2338. Thomas, 'Beriam,' Cassington Road, Yarnton, Oxford. [7814]
- 1924 AUSTIN Heavy 12** Chassis and engine complete. Spares. Restoration started. £65. Bacon, 59, Newmarket Road, Norwich. [7815]
- ECCE QUAM BOWUM**... Lagonda Rapiet Tourer. £100. Joy, 22, Courtfield Gdns., W.13. Tel.: PERivale 8027. [7816]
- 1952 A40 SPORTS** immaculate. Radio, heater, screen washers, fog lamp, Goodyear all-weather, tonneau cover, mechanically sound, exceptional specimen. £365. Tappenden, Haddon Court Guest House, Hatfield Herts. [7817]
- A40 SPORTS AUSTIN** 10-h.p. d.h. Truly beautiful model. Aluminium body; red, with new hood; new reconditioned engine fitted Oct. 1959, cost £50. All almost new tyres; A.A. inspection invited. Must sell. £295. Could arrange H.P., £75 deposit. Tel.: Prospect 4707 (after 6 p.m.). [7818]
- 1932 ALPINE TRIAL LAGONDA** 2 litre JH2463. Absolutely original one-off. Mechanics, body, long wings flared scuttles, 12/12 tank. Excellent. Good weather equipment. £230. 1934 Aston Martin 1½ litre L/C Mk. II, 2¼-seater. Late type camshaft and con-rods. Weather equipment, upholstery and chrome very good. Recent respray. Complies with usual high standard of Austons. £300. 1929 Morgan 2-speeder. Completely rebuilt. Offers. Also Cloverleaf Citroen engine, gearbox, rad. 'Phone (evenings) Chatham 61575, or write: Parrett, Northdowns, Blue Bell Hill, Nr. Rochester. [7819]
- RILEY MONACO**, 1934. Superior condition. Extras. £65 o.n.o. Ringleden, Quarries, Boughton Monchelsea, Kent. Tel.: Maidstone 83504. [7820]
- ALVIS 12-50**, 1930. Complete, less body. Good tyres £25. Davis, 15, Strode Road, Wellingborough. Tel.: 3689. [7821]

FOR SALE—continued

- M.G. TA**. Completely rebuilt, oversize rears, telescopic dampers, twin horns, twin spot lights, varied spares. Appearance, mechanics excellent. £265. Lusty, Hornbeam Cottage, Langham Park, South Godstone, Surrey. Tel.: South Godstone 2282. [7822]
- JAVELIN, 1949, DE LUXE**. Just recellulosed Series II engine with latest type crankshaft. Steering, suspension and brakes overhauled with new parts. Excellent tyres. £250. Gains, 2, Lindsey Way, Hornchurch, Essex. Tel.: TEM 8541, day; Hornchurch 48782, evening. [7823]
- RARE 1926 STAR 12/40** tourer. Beautiful machine, restored, excellent condition. £120, o.n.o. Details: Birch. Tel.: Mayfair 8561. [7824]
- ALVIS 12/70 SPARES**. Engine, £10. Gearbox, £5. Rear axle, complete, £7 10s. Wheels, £1 10s. each. Front axle, complete, £4. Steering box, £2. Other components available. 750-c.c. Crossley single-cam unit, brand new, with all components. £25, o.n.o. Toms, "The Caravan," Middletown, Studley, Warks. [7825]
- "Q" TYPE M.G.** Ex-G.P. Harvey-Noble single seat "Brooklands" car. Recently rebuilt and ready to race. Many spares, including head, crankshaft, and blower casing. £290, or exchange sports car. Quinney, Evesham Road, Cookhill, Alcester, Warks. [7826]
- M.G. TA TICKFORD** d.h.c. New hood, seat covers. Excellent tyres. First-class mechanical order. Really smart. £195. Anderson. Tel.: HAM 0227. [7827]
- 1937 RILEY FALCON**. Good condition. £125, or offer. Tel.: Boxmoor 6520. [7828]
- ALTA O.H.V. HEAD**, twin S.U.s, four-branch exhaust and corrected speedo head for s.v. Minor. £37. H. Bancroft, Stones Top, Oxenhope, Keighley, Yorks. [7829]
- 1,172 c.c. E93A**. Reconditioned, very highly tuned, complete with 4-branch exhaust, twin S.U.s, etc., with 100E gearbox, Buckler gears, remote control, etc. All as new. No reasonable offer refused. Connell. Tel.: Woking 5788. [7830]
- M.G. PB 2-seater**. Cream with red leather. Original condition. Available May 10th. £125. Tel.: CH5wick 1833, evenings 6-9. [7831]
- AUSTIN NIPPY**. Perhaps best example available today. Has not been, nor needs rebuilding. Original throughout. Immaculate. £130. Lt.-Cdr. Foden, Highmeads, Easbourne, Midhurst, Tel.: 54. [7832]
- ASTON MARTIN SPECIAL**. International sports body; 1946 Vauxhall 12 engine, registered 1952. Dr. Harris, Runwell Hospital, Wickford. Tel.: 3202. [7833]
- TR3, 1957**, white, black hardtop, radio, overdrive, heater, radiator blind, fog lamp, luggage rack, "X" types, workshop manual. £775. Botwright, 27, Filby Road, Coltishall, Norwich. Tel.: Swanton Abbott 246. [7834]
- 1929 ROLLS-ROYCE LIMOUSINE** 22-h.p. Excellent condition. £100, or nearest offer. Harrison, 7, Wordsworth Terrace, Penrith, Cumberland. [7835]
- RILEY ADELPHI 12/4**, 1937, preselecta minus first gear, otherwise good condition. Heater. £50, o.n.o. Burton, 42, North Side, Wandsworth Common, S.W.18. Tel.: Vandyke 7067. [7836]
- WOLSELEY HORNET SPECIAL**, 1934, Tickford 4-seater body in immaculate condition. New hood, battery, tyres, brakes, twin spots. Excellent runner; spare engine. Will haggle around £85. Wharton. Tel.: Ravensbourne 5127. [7837]
- RILEY KESTREL SPRITE S.S. 27K**. Magnificent throughout. New tyres. Nearest £155 for quick sale. Cox, 70, Cadwell Lane, Torquay. [7838]
- 1955-£490-TR2** hard-top/soft-top, overdrive, etc. Expanding family demands loss old friend. Seen: 428a, Upper Richmond Road, S.W.15. Apply: Sims. [7839]
- LAGONDA RAPIER**, 1938, 1,100 c.c. 4-seater tourer. Tonneau, Windtones, etc. Father-to-be wishes to exchange above for perambulator in comparable good condition throughout with cash adjustment. £175. 14, Treen Avenue, Barnes, S.W.13. [7840]
- SUNBEAM TALBOT 80**, 1949. Fitted heater, spots, sunshine roof, etc. £265. 21, Audley Gardens, Waltham Abbey. [7841]
- 12/70 ALVIS SALOON**. Mechanically sound. Body fair. Cheap. Tel.: Richmond 6756. Box No. M.842. [7842]
- LLOYD, 1950, TOURER** 650 c.c., f.w.d., independent suspension. £100. 75, Cumberland Road, W.7. [7843]
- HEALEY SPRITE**. One pair 21 S. front brakes, complete. £4. Bonnet, new, £15. White, 4, Alondale Road, Bournemouth. [7844]
- ROLLS-ROYCE, 1937, 25/30**. Thrupp saloon. 88,000. Two owners. Unspoilt, original condition. Private. £325, or best offer. Mould, Windrush, West Hill, Wraxall, Bristol. Tel.: Nailsea 486. [7845]
- TA. RED**, 5 good tyres. Brand new hood. Engine sounds well and has recently been overhauled. £160, o.n.o. Tel.: Ewell 3216. [7847]
- 1951 SINGER ROADSTER**, with weather equipment, resprayed, mechanically sound. Must sell; sacrifice at £165. Church Cottage, Chelmondiston, Ipswich. [7848]

FOR SALE—continued

- 1938 ALFA-ROMEO** Gran Turismo 2.3-litre foursome d.h. coupé by Farina. Excellent condition throughout, 27 m.p.g. Licensed until December. £285, o.n.o. 3, North Station Road, Colchester. [7846]
- 1934 J2 M.G.** Good bodywork and hood; reined brakes. New big-end bearings, recent de-coke. £120. Keeble, 139, Sidegate Lane, Ipswich. [7849]
- WANTED: £575**, or will sell separately. 1953 M.G. TD, beige, immaculate condition. £475, o.n.o. 1953 Lancia Augusta saloon, black; mechanically excellent, general condition very good. £100, o.n.o. Tel. (after 8 o'clock): Erith 32206 for full information. [7850]
- B.S.A. SCOUT**, 1936 (f.w.d.). Rebuilt by enthusiast last year. Some body modifications, mechanically very sound. £40, o.n.o. Tel.: Beckenham 6749. [7851]
- 1947, M.G. TC**. Red. Excellent condition. £310, o.n.o. Tel.: Isleworth 1868. [7852]
- ROLLS-ROYCE 20/25**, 1931, Croall o.d. saloon. Outstandingly good condition in all respects. £250. 15, Handley Road, Bramhall, Cheshire. Tel.: Bramhall 3132. [7853]
- HEALEY ABBOTT COUPE**, 1951. Owner mechanic. Very fast. Genuine 27 m.p.g. £415, or offers to: Granville, 73, Philbeach Gardens, S.W.5. Tel.: Frobisher 2129, evening. [7854]
- LAGONDA 2-LITRE** open 4-seater, 1930. Good condition. Huxley, 3, Colonnade Hoosee, S.E.3. Tel.: LEE 3010. [7855]
- LAGONDA RAPIER** 4-seater tourer. Tatty hood. Good tyres. Mainly fair condition. £100, o.n.o. 2, Northumberland Close, Erith, Kent. [7856]
- LEA-FRANCIS, 1947**. Resprayed, reupholstered, new headlining and trim. Extras. Immaculate. £220, or exchange. 14, Robert Avenue, St. Albans, Herts. [7857]
- RILEY ROADSTER**. The 2½-litre 100 b.h.p.—100 m.p.h. model 2/3-seater, 1949. Present owner (over-age!) 7 years. Only one previous owner. Guaranteed less than 60,000 miles. Box No. M.858. [7858]
- 1928 ROLLS 20 S/BRAKE**. Excellent tyres. Good condition throughout. £110. Pair Willcock-Bottin combined head/pass lamps. Ex-Minerva 12v. 6-cyl. Scintilla, magdynamo, 12v. starter, vacuum Servo unit. Rad., alloy dash, Zenith carb., Exhausteur, steering wheel, Kigass. Box No. M.860. [7860]
- M.G. TC, 1949**, "Lavstallised." Fog-lamp, wipers. £340. Tel.: RIV 8143, Quill (day). [7861]
- 1933 ASTON MARTIN Le Mans** 1/2 for sale. Engine rebuilt by specialists; wheels rebuilt by Dunlops; electrics checked and components reconditioned. Retrimmed; almost new tyres. A thoroughly sound car which an overseas posting is forcing me to sell. £290, or nearest offer. Gayton, 390, Seawall Lane, North Coates, Grimsby. [7888]
- LANCIA AUGUSTA** saloon, 1936. £135. Haywood, 27A, Farm Street, W.1. Tel.: GRO 1038. [7903]
- JAGUAR S.S. 1½** d.h.c., 1939. Fantabulous condition in red. New differential. Just completed comprehensive overhaul. One previous owner. £145. Tomlinson, 60, Fairfax Avenue, Ewell, Surrey. [7944]

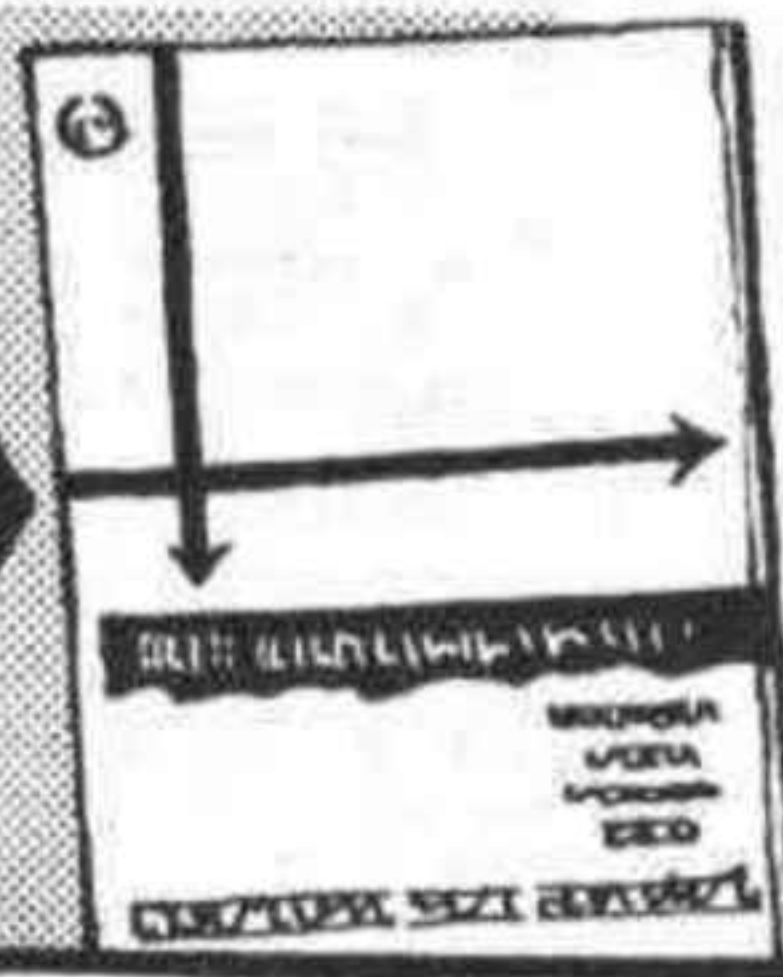
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- ROLLS-ROYCE PH** drophead in immaculate condition wanted. Please write to Fotherkill, Flat 9, 8, Grape Street, W.C.2., and send a photograph if possible. [7334]
- JOWETT JAVELIN** de luxe, in good (I mean this) condition. Low mileage. Series 3 engine essential. Full details to: Advertiser, 13, Whitefriary Crescent, Westcliff, Essex. [7021]
- CROWN WHEEL AND PINION** for 1933/4 Lagonda 16/80, or complete car if cheap. Would exchange Armstrong Long Fifteen. Harris, 48, Thieves Lane, Hertford, Herts. See "For Sale." [7078]
- WANTED**, copy Locke's "Utility Motor Bodywork" with drawings. Possibly interested planed hardwood kit. Young, Moorlands, Great Headland Road, Paignton. [7236]
- SUPERCHARGER SET** complete for Wolseley 4/44, or other tuning equipment. Graham, Prospect Garage, Aspatria, Cumberland. [7111]
- ROVER NINE** sports tourer wanted, 2-seater preferred. Any condition considered. Box No. M.138. [7438]
- WANTED—HARD-TOP** for XK120. Hawkins, 11, Crown Lane, Four Oaks, Sutton Coldfield. [7139]
- HARD-TOP WANTED**, for Shirley or Kenmar body. Any colour. Details to Constable, 125, Brinklow Road, Coventry. [7140]
- £30 APPROXIMATELY** waiting for 1.5 to 2.5-litre open 2¼-seater. Good body, running or repairable machinery. Drake, 13A, Sandon Road, Birmingham 17. Tel.: Bearwood 2102. [7182]
- WANTED: ROLLS-ROYCE** Silver Ghost, Phantom I or II, possibly a III. Tourer, roadster, convertible or drophead. School-teacher plans to visit England this summer and would be interested in purchasing. Please send photograph, description and asking price to Glenn L. Brown, Box 2607, University Station, University of Florida, Gainesville, Florida, U.S.A. [7184]

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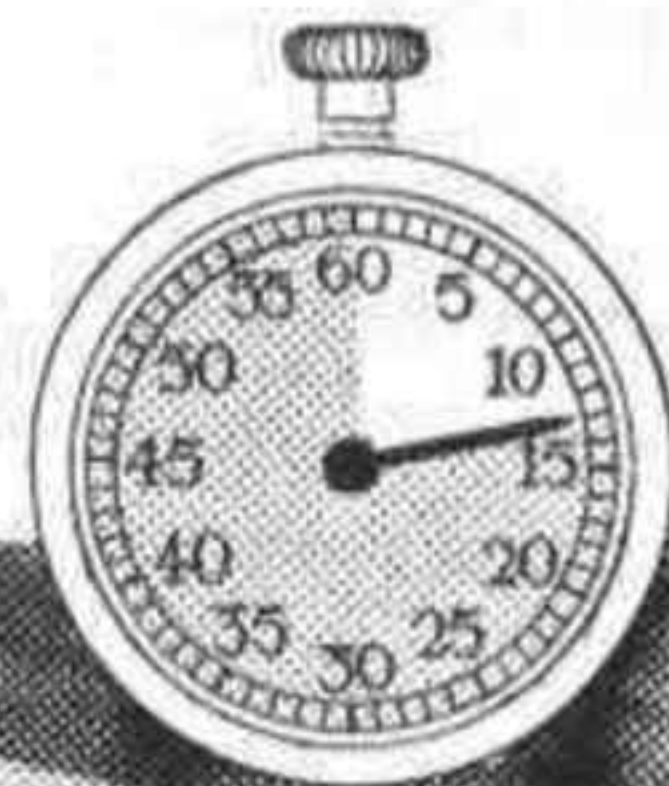
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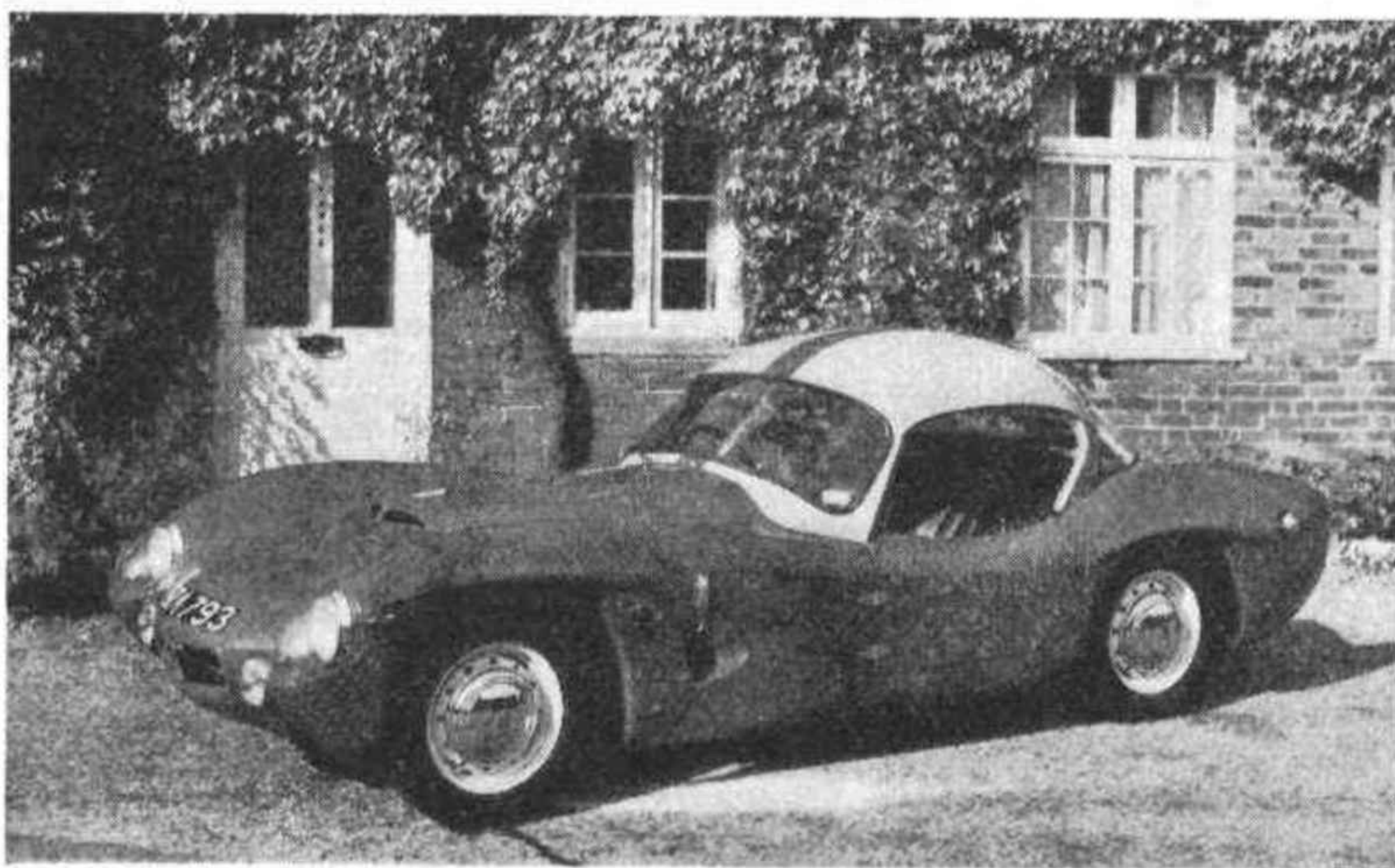
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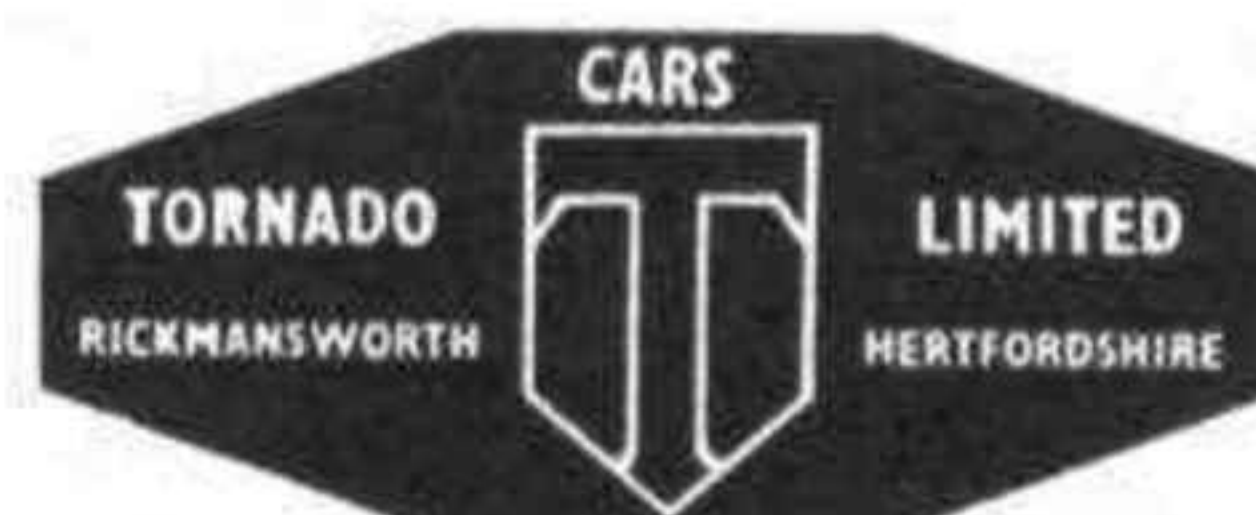
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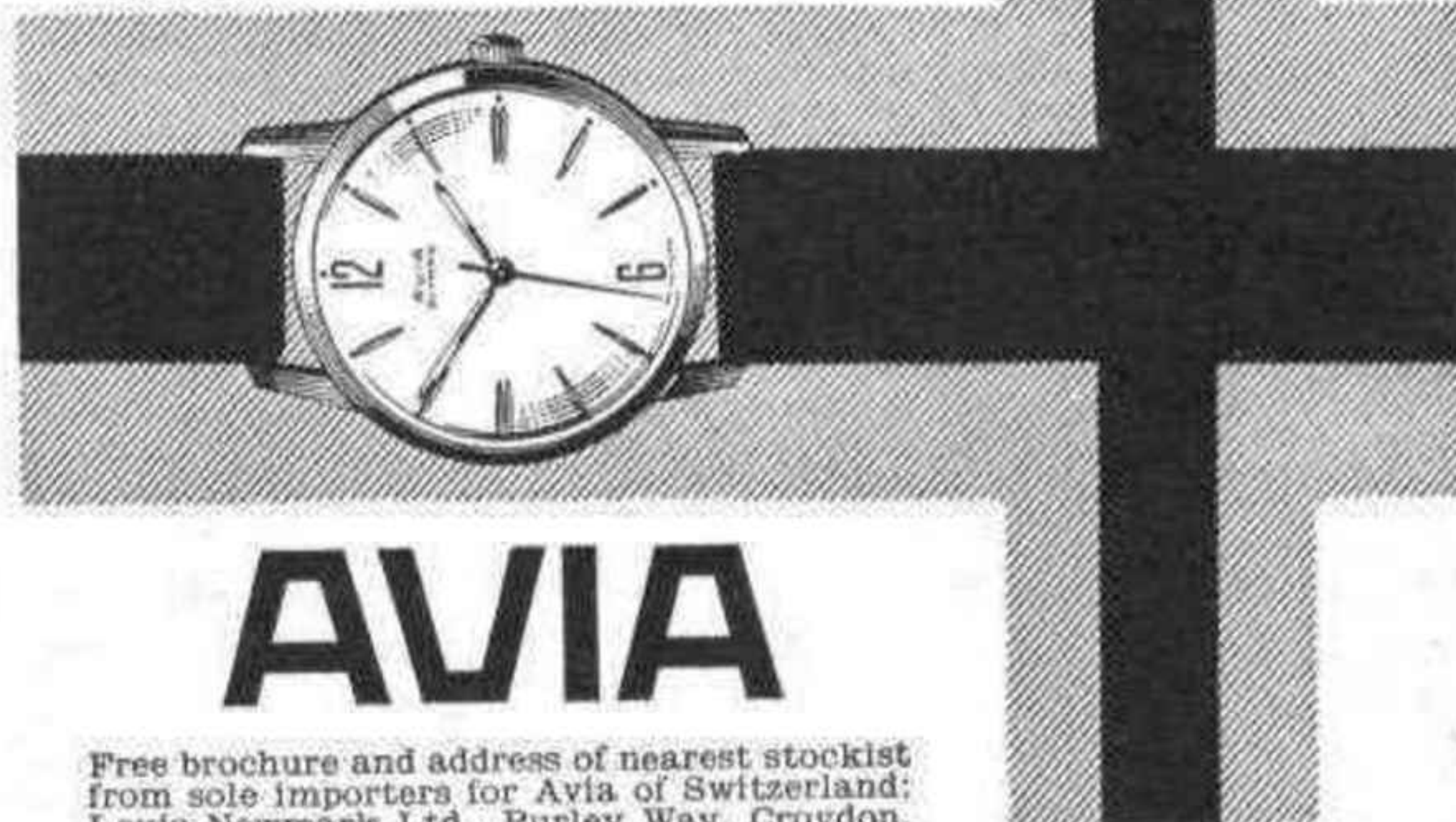


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WE ARE THOROUGHLY BORED

with all the advertisements offering "immaculate" cars (most of which are not). All of our cars want money spent on them to perfect them but so do most new cars!

ROLLS-ROYCE

1926 20/22 Replica drophead coupe (beastly—almost any offers) ...	£135
1930 20/22 saloon by Cockshott (a dear old yellow thing) ...	£160
1931 20/25 owner-driver saloon (plenty of personality and room in the back) ...	£165
1934 20/25 landaulette (should have belonged to Royalty) ...	£195
1928 Phantom I limousine by Hooper (couldn't be more square) ...	£275
1933 20/25 limousine (very little character but goes well) ...	£300
1937 Phantom III limousine (must be the cheapest in the business) ...	£380
1925 Phantom I all-weather tourer by Hooper (dignified and jumbo-sized) ...	£395
1933 Owner-driver saloon by Freestone & Webb (a poppet). 20/25, of course ...	£475
1933 20/25 close-coupled coupe by Freestone & Webb (very pretty) ...	£475
1934 Phantom II o/d. saloon by Thrupp & Maberly (a very good car) ...	£500

BENTLEY

1924 3-litre 4-seater tourer (sedate vintage bumbler) ...	£200
1926 Speed Six shortened-chassis 2-seater (very hairy) ...	£215
1928 4½-litre drophead coupe by Salmons (perhaps a bit stuffy) ...	£295
1925 3-litre 2-seater "beetleback" (body wants tidying but the right shape) ...	£315
1930 4½-litre 2-seater with dickey (rather bliss and in lovely condition) ...	£400
— 4½-litre rebuilt 2-seater, Reg. 1948 (a real dish) ...	£575

LAGONDA

1934 Rapier 10-h.p. fixed coupe (been with us too long but it's very good really) ...	£195
1938 LG6 standard saloon (this must be cheap) ...	£195
— 2-litre supercharged 2-seater, rebuilt and Reg. 1949 (good noise and value) ...	£225
1939 V12 (and they all work) short-chassis saloon ...	£335
— V12 foursome coupe, rebuilt by Lagondas 1949. (Unique and very pretty) ...	£680

ASTON MARTIN

1936 2-litre Speed Model 2-seater (yes, we've still got it) ...	£495
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DELAHAYE

1939 4-seater tourer by Corsica (bit crummy but very good-looking) ...	£315
1945 Drophead coupe foursome (a very fast car in good order) ...	£565

DELAGE

1931 D8SS Grand Sport open 2-seater with dickey. Fully restored (cor!) ...	£765
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BUGATTI

1927 Type 35A with 2-seater Grand Prix body, fitted road equipment ...	£600
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INVICTA

1927 4½-litre 2-seater sports (very stark and noisy) ...	£195
--	------

ISOTTA-FRASCCHINI

1931 Believed 13,000 miles from new. Fixed-head coupe (fantabulous) ...	£1,250
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JENSEN

1939 4½-litre, Nash engine, double-cowled 4-seater tourer (restored, superb) ...	£750
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BRITISH-SALMSON

1938 21-h.p. open 2-seater sports, in exceptional original condition ...	£500
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AUSTIN

1938? Supercharged Austin Seven racing car, complete with trailer ...	£195
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CORD

— Westchester sedan, first registered 1952 (the end... but cheap) ...	£175
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CHRYSLER

1927? Limousine in splendid original condition. Imported 1957 ...	£145
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POST-WAR CARS

ALFA-ROMEO

1954 2½-litre Superleggera fixed-head G.T. coupe by Touring of Milan ...	£1,250
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BENTLEY

1947 Choice of two cars, one black with full-flow engine, and one with outstanding coachwork finished two shades of green cellulose ...	£845 and £825
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RILEY

1950 2½-litre roadster 2/3-seater, in good condition (yes, it really is) ...	£325
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JAGUAR

1950 Saloon, brakes and engine just overhauled (wonder why?) ...	£335
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THE HALFWAY GARAGES (PADWORTH) LTD.
BATH ROAD, PADWORTH, nr. READING, BERKSHIRE
Tel.: WOOLHAMPTON 2105/6

WANTED—continued

ASHLEY 750 BODYSHELL wanted; also Austin Seven 15-in. wheels. Crompton, 10, Waterloo Road, Blackpool. Tel.: 41106. [7141]

VINTAGENT SPRINGBOK, arriving July, desires veteran or Edwardian. Have cash, will travel. Clarke, Box 5192, Johannesburg. [7207]

TYRES: 15 x 45, for Lancia Astura urgently wanted. McGildowny, 26, Motcomb Street, S.W.1. Tel.: Belgravia 7910. [7222]

SPOT CASH for surplus new motorcycle chain and accessories. Write: BCM/AJMEI, London, W.C.1. [7238]

BRASS RADIATOR for 1910 Rolls-Royce Silver Ghost, or would exchange nickel radiator in perfect condition. Complete front windscreen with frame, fixing brackets, etc., for large landaulette about 1910. Neale, Little Grange, Brake Lane, West Hagley, Worcs. [7241]

JAGUAR SS100 or saloon rear end gears, crown wheel number ENV 40143 and pinion number ENV 40144. Ratio of 1:4 or 1:4½ acceptable. Must be quiet. Box No. M.248. [7248]

BRING OUT YOUR dead. Sunbeam-Talbot 2-litre, 1939, requires first-class gearbox, steering box (1939 Humber Hawk will fit). Hurst, 59, Upper Shelton, Marston, Beds. [7267]

ANGLIA OVERDRIVE, Handa or Murray. Taylor, Niche, Attenbury's Lane, Timperley. Tel.: Sale 9769. [7268]

WANTED: Any parts for 1925 Citroen 7.5-h.p. Brook, The Cottage, Holm Hill, Dalston, Cumberland. [7269]

RAYMOND MAYS alloy head conversion for Mk. II Zephyr wanted. Cash waiting. Tel.: Brixton 5841. [7285]

WANTED—ALFA-ROMEO 1750, 2.3 or Lancia Lambda or Astura. Sub/Lt. Brindley, H.M.S. Belfast, c/o G.P.O., London. [7287]

£425 CASH for 4-seater convertible. Must be r.h.d. car of above-average mechanical features. Full particulars and photo please. Box No. M.289. [7289]

18.80 M.G. WANTED by enthusiast. Turner, Burniston Low Road, Scarborough. [7294]

ANY SPARES or useful information regarding R-type M.G. greatly appreciated. W. Moss, 109, London Road, Luton, Beds. [7315]

AUSTIN NIPPY wanted by enthusiast. Limited funds due to matrimonial state. Approx. £70. Would collect anywhere. Details please. All replies answered—photo's returned. Maidment, 100, Richmond Road, Roath, Cardiff. [7337]

WANTED: Any tuning equipment for s.v. Minor. Harrison, White House, Farningham, Kent. [7338]

FORD SPECIAL, 1,172-c.c. Mistral bodyshell preferred. Cash. Write: Hackett, 145, Woolmore Road, Erdington, B'ham. 23, or phone ERD 1821. [7339]

BODY for 1913 Rolls-Royce, preferably open tourer or front part thereof, suitable for restoration. Also require period mudguards and 895 x 135 wire wheels, radiator cap, etc. Wilcock, Swandean Cottage, Arundel Road, Worthing. [7340]

ROLLS TOURER, Bullnose Morris and open Bugatti. C. Arnold, Ivy Cottage, Mears Ashby, Northants. [7365]

TRIUMPH, 1929 Super Seven Sports, supercharged. J. C. Lipman, 6b, Cavendish Mews North, London, W.1. Tel.: Museum 4979. [7386]

WILLMENT I.O.E. Conversion for Ford 100E. Good condition. Reed, Homestead, Boston-Spa, Yorkshire. [7387]

1933-34 ASTON MARTIN Le Mans s.c. sports, in good condition, cash waiting. Send details and recent photos, please, to: A. Price, 21, Derby Road, Beeston, Nottingham. [7388]

ANCIENT RENAULT or Citroen, any condition, Anderson, Cobbs, Manuden, Bishops Stortford. Tel.: CHAncery 2223 (office hours). [7436]

MORRIS 1000. Extractor exhaust manifold, Derrington, Aquaplane or similar; rev.-counter. Price please. Box No. M.437. [7437]

M.G.-A OR TR3 engine and gearbox complete wanted. Burton, 407, Chester Road, Aldridge, Staffs. [7438]

BUGATTI—any 35 or 37, or other sports model. Please write, sending photo. Box No. M.452. [7452]

FOR SINGER HUNTER, bore 73 c.c., h.c. head, manifolds, etc. Possibly H.R.G. components, but not at H.R.G. prices. Wheeler, Severnside, Newnham, Glos. [7453]

WANTED FOR SS100 Jaguar, four mudguards, front splash pan, grille, set P100 lamps, lamp bar and two braces. Set SS wheel nuts, SS emblem complete for radiator shell. For Singer 4AD, two axle shaft gears, two spyder gears and shafts for same. New or good used parts. Offers via air mail please. G. Wright, 4605, Montevallio Road, Birmingham, Ala., U.S.A. [7496]

B.M.W. WANTED. Must be 327 or 328 (1939 vintage). Type of body immaterial; any condition; full particulars and photograph appreciated; all letters answered. Box No. M.497. [7497]

AUSTIN NIPPY, must be sound body and preferably i.f.s. and hydraulics. Beechwood Cottage, Henley Road. Tel.: Marlow 1544. [7498]

THREE sixteen-inch wire wheels for M.G. Midget. Burgoyne, Winslade Road, Sidmouth. [7499]

c.1937 MORRIS EIGHT Tourer, really sound specimen wanted. Nairn, Royal Infirmary, Perth. [7500]

12/50 ALVIS Beetleback, D.I.S.S. Delage, Nash, Lagonda, or similar vintage sports car. Gate House, Clock House Close, Byfleet. Tel.: 3553. [7503]

WANTED—continued

WANTED—Humber 9/20 or 9/28 crown wheel and pinion, rear axle complete, or car. K. Edwards, Woodwalton, Huntingdon. [7670]

WANTED—'36/220, '38/250, 500K, 540K, or similar large h.p. Mercedes, one needing repairs or less engine. Howard, 133, Grovehurst Road, Sittingbourne, Kent. [7671]

DIFFERENTIAL CAGE bevel pinion, 1936 Daimler Light 20. Would consider complete axle. Bishop, 10, Marlborough Road, Exeter. [7672]

WANTED URGENTLY. Conversion plate and parts mating Ford Eight to M.G. gearbox. Bedford, Braham Farm, Ely, Cambs. Tel.: Ely 2386. [7673]

SINGLE CARBURETTER manifold, ex 1933-35 A.C. Parker, 760, Liverpool Road, Ainsdale Southport. [7674]

BENTLEY. Vintage suitable for competition, condition of engine unimportant. Bay Farm, The Ridgeway, Enfield, Middx. Tel.: ENF 1108. [7675]

BUGATTI CRANKSHAFT, Type 30, 35 or 38, or any other spares. Payne, 98, Wake Green Road, Birmingham, 13. [7676]

VINTAGE RILEY or Gamecock. Birmingham area. £60 maximum. Payne, 98, Wake Green Road, Birmingham, 13. [7677]

AUSTIN SEVEN parts wanted, 1926-28 engine, gate gearbox, manifold/carburetter, side/headlights, seats. W.H.Y. 106, Addison Road, Coventry. [7678]

URGENTLY REQUIRED for 26/Buick: 2 split rims for 700 tyres. 30, Homewood Road, Northenden, Manchester. Tel.: WYT 2816. [7680]

H.R.G. 1500 Singer Crankshaft. Box No. M.680. [7680]

IMMACULATE Austin Twelve, 1937-39, up to £75 for right vehicle. Box No. M.681. [7681]

ALFA ROMEO 2.9, fully road-equipped, must withstand expert examination. Not for export. Full details: Box No. M.682. [7682]

WANTED FOR 1938 Riley 1½ Victor. Rear nearside axle wheel hub with good splines and half shaft attached. Road test "Motor" or "Autocar." J. Kidd, 47, Southcote Lane, Reading. [7683]

ROLLS-ROYCE WRAITH, Hooper or Barker Sports Saloon, must be first class. Box No. M.693. [7693]

"MOTOR SPORTS" prior 1953, complete years, bound/unbound. 3, Mayfair Ave., Bexleyheath, Kent. [7694]

WANTED post-war 1½-litre Jaguar in near mint condition. Pudgett, 156, Moorside Road, Eccleshill, Bradford. [7695]

LEA-FRANCIS 4-seat tourer body for vintage 12/40; complete car taken if cheap. Traves, 36, Landgate Road, Handsworth, Birmingham, 21. [7696]

LAGONDA wanted for spares. Any model, condition, or location, if cheap. Box No. M.697. [7697]

ALLOY HEAD, for Riley 1.5 Jolly, 45, Blackpool Road, Ribbleson, Preston, Lancs. [7698]

INTERESTING PARTS wanted for my M.G. TD. Need luggage rack, park lights, badges, driving lamps, etc. D. Bereskin, 3118, Albert Street, Regina, Saskatchewan, Canada. [7699]

WANTED for 1935 Singer 9-h.p. Le Mans 4-seater: cylinder head, handbook, hood and frame, side-screens, wipers. 18, Bedford Avenue, Hyde, Cheshire. [7700]

MEADOWS H.R.G., condition immaterial provided mechanically original. Box No. M.701. [7701]

URGENTLY REQUIRED Frazer-Nash Badge, preferably pre-war; one 275/18 Borrani Wheel; one 8-in. Marshall Headlamp. Dunleath, Ballywalter, Co. Down. [7702]

L.H.D. TR2 or similar. Morris, Monkton House School, The Parade, Cardiff, Glam. [7703]

MURRAY OVERDRIVE for 100E Anglia. Mitchell, 47, Larch Road, Exeter. [7704]

ALEXANDER HEAD, or similar required for M.G. Magnette Z.A. Ring Mr. Osbourn: BYRon 5567 (office hours) or write: 34, Greenford Road, Harrow. [7705]

M.G. MAGNETTE, K2.KD/KB (engine unimportant). Singer SM.1500. Twin-carb. head or exchange single with cash. Benington, The Twitten, Crowborough, Sussex. [7926]

SPORTS CAR, M.G. TF (preferably 1,500 c.c.), Morgan Plus Four, TR2/3, or Austin Healey. Must be immaculate—around £500. Box No. M.937. [7937]

1939 ROVER SIXTEEN Saloon or Estate body, must be first class. Burnell's, Compton Greenfield, Nr. Bristol. [7938]

1935 BUICK drophead. Condition unimportant. Cox, Four Winds, Warfield, Berks. Tel.: Bracknell 253. [7939]

WANTED—Alvis Speed 20 Tourer, or possibly d.h.c., in really sound condition. Car with known maintenance history preferred. No fancy prices, no dealers please. Phone Brooks, (Evs. Mon.-Thur): Slough 219911; (weekend): Upminster 4555. [7945]

VINTAGE BENTLEY PARTS, 4½ engine, Frazer Nash/G.N. spares, vintage A.C. engine/transmission parts. Goodwin, Flintlock Cottage, Ferndown, Dorset. [7946]

SIDESCREENS for Austin-Healey BN1, reasonable. State colour, condition, etc. Box No. M.947. [7947]

MISCELLANEOUS

M.G., VL 7352. Congratulations, very impressive driving 19-3-60. Hope see again. M.G., TJ 9049. [7185]

MISCELLANEOUS—continued

WIN OUR FLYING enthusiasm competition and learn to fly free! Details from the Midland School of Flying Ltd., Derby Airport, Derby, Tel. Etwall 323. [7112]

RILEY ENTHUSIAST has for disposal 1935 Kestrel 1½, £110. Also many secondhand spares, 9-1½, including reconditioned dynamos, starters, magnetos. Tel.: Chertsey 2269. Inquiries: 242, Thameside, Chertsey Bridge, Surrey. [7223]

EIGHT-SEATER RAPIDE for hire, all meetings, home and abroad. Tel.: Ottershaw 461. [7356]

STOLEN. Bentley 4½-litre tourer, UU 3009; green fabric Cadogan body. Engine No. HB 3410. Tel.: Weybridge 5847. [7389]

WARNING PLAQUES for dashboards telling passengers that they travel at their own risk. Clark and Co., Coombe Road, Salisbury. 3s. and s.a.e. [7454]

HEALEY DRIVERS' CLUB. Patron, Donald M. Healey. Membership open to owners of all Healey and Austin Healey cars. Details: Secretary, 1, Oakwood Avenue, Beckenham, Kent. [7455]

AIR EXCURSIONS to all major European races. Four-engine aircraft, connecting coaches, grandstand tickets, etc. Also Rail-Sea trips from £11 15s. Stamped envelope, Charterspace, 29, Windsor Street, Uxbridge. [7456]

SET 1931 MORRIS Minor wings, good condition. Also 3.50/19 wheels/tyres. Tel.: MUN 1355. [7647]

IMPOVERISHED ENTHUSIAST, 23, nearly own M.G. TC, would like fellow enthusiast share expenses, race meetings, etc., Bristol area. Box No. M.706. [7706]

LEARN TO FLY, possibly free, with Air Schools Ltd., Elstree Aerodrome, Herts (Tel.: Elstree 3070), or Derby Airport, Derby (Tel.: Etwall 323). [7707]

ENTHUSIAST, 30, desires see Monaco G.P. Available May 21st to June 7th. Anything considered. Box No. M.709. [7709]

TO ALL COLLECTORS of interesting car badges, we have now added many more distinctive emblems to our range. We can offer our specialised service to the connoisseur. Most types available. S.A.E. for brochure to Equipco, 77, Evans Street, Wolverhampton. [7710]

1958 VOLKSWAGEN standard model transmission complete, 31,000 miles. £50 o.n.o. Freeman, 102, Park Road, Peterborough. [7897]

PAINT SPRAYER and compressor, 25s. week. Write: Evans, 56, Riggindale Road, S.W.16. Tel.: STR 8605. [7941]

EXCHANGES

1931, 17-h.p. VAUXHALL Tourer of vast proportions, one big-end run, ideal for rebuilding, good body, brakes, steering, tyres and weather equipment, towable, comprehensive repair manual, exchange Bradford van, three-wheeler or W.H.Y. ? Burns, 116, Bridle Lane, Streetly, Sutton Coldfield. [7184]

SUPERB DE LUXE JAVELIN, 1952. Late-type crankshaft. £350, or exchange lesser car or van with cash. Tel.: Aldershot 20822. [7467]

EXCHANGE LAGONDA RAPIER, good condition, for Lagonda LG6 tourer. Must be perfect. Cash adjustment. Parkyn, Harrold, Bedford. Tel.: Harrold 295. [7277]

UNIQUE 1921 A.C. Royale, completely rebuilt 1959. All original parts and accessories. Bills £300. Insured £400. *Concours* winner. Available after June 20th. For rebuilt PA or PB M.G. in excellent condition. Cash adjustment, or sell £350 or v.n.o. Perrow, "Toad Hall," Watlington, Norfolk. [7711]

LUXURIOUS CARS: Jaguar Mk. VII, reg. August 1952, £305. Hurricane drophead, reg. December 1953, fitted Vauxhall Fourteen o.h.v. for economy; offers. Both for DB2 or Hurricane, plus £150 for Lotus VIII. W.H.Y., potent ? "Oakbrook," Senna, Comberbach, Cheshire. [7712]

RILEY KESTREL NINE, 1934. Very attractive model in good condition. Exchange or accept sensible offer near £100. 11, Teal Road, Studley, Warwickshire. [7713]

WIFEY WANTS working Banger for 8-mm. Sportster cine camera, f1.7 lens, case, worth £28. Cash adjustment. 8, Fairbourne Avenue, Wilmslow, Cheshire. Tel.: 5602. [7714]

LEA-FRANCIS SPORTS, 1951, 1,767 c.c. Really excellent example. Exchange, plus cash adjustment, for A30 van, Renault 750, etc., or vintage thoroughbred, or sell outright, £350 o.n.o. Norton, Rose Dykes, Eskdale, Holmrook, Cumberland. [7940]

1172 UNFINISHED SPECIAL, professionally modified, requires body. Any exchange, P.V.T. preferred. Tel.: King's Langley 4355. [7942]

ALVIS SPEED TWENTY tourer wanted; Alvis Firebird 14-h.p. saloon, 1935, good condition, for sale, £85. Mann, 24, Roebuck Court, Stevenage. [7943]

SITUATIONS VACANT

EXPERIENCED MECHANIC REQUIRED by progressive specialist retailers of high-quality British and Continental cars; no outside repairs or servicing; country town 35 miles from London. Excellent prospects exist for a man with adaptability and enthusiasm. Comfortable flat for two available. Write, giving fullest particulars and salary required, to Box No. M.715. [7715]

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Engine efficiency and engine life depend more on r.p.m. than m.p.h. The expert driver gets the best from his car by intelligent use of engine speeds to suit varying driving conditions.

You can enjoy better and more efficient motoring with the new CRYPTON—B.P.L. Electronic Rev Counter and you can fit it yourself easily and quickly.

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The transistorised CRYPTON—B.P.L. senses the high-tension impulses from the ignition coil and converts them into r.p.m. with a guaranteed accuracy of $\pm 3\%$. There are no parts to dismantle nor wires to disconnect. No current is used and there is no interference with ignition.

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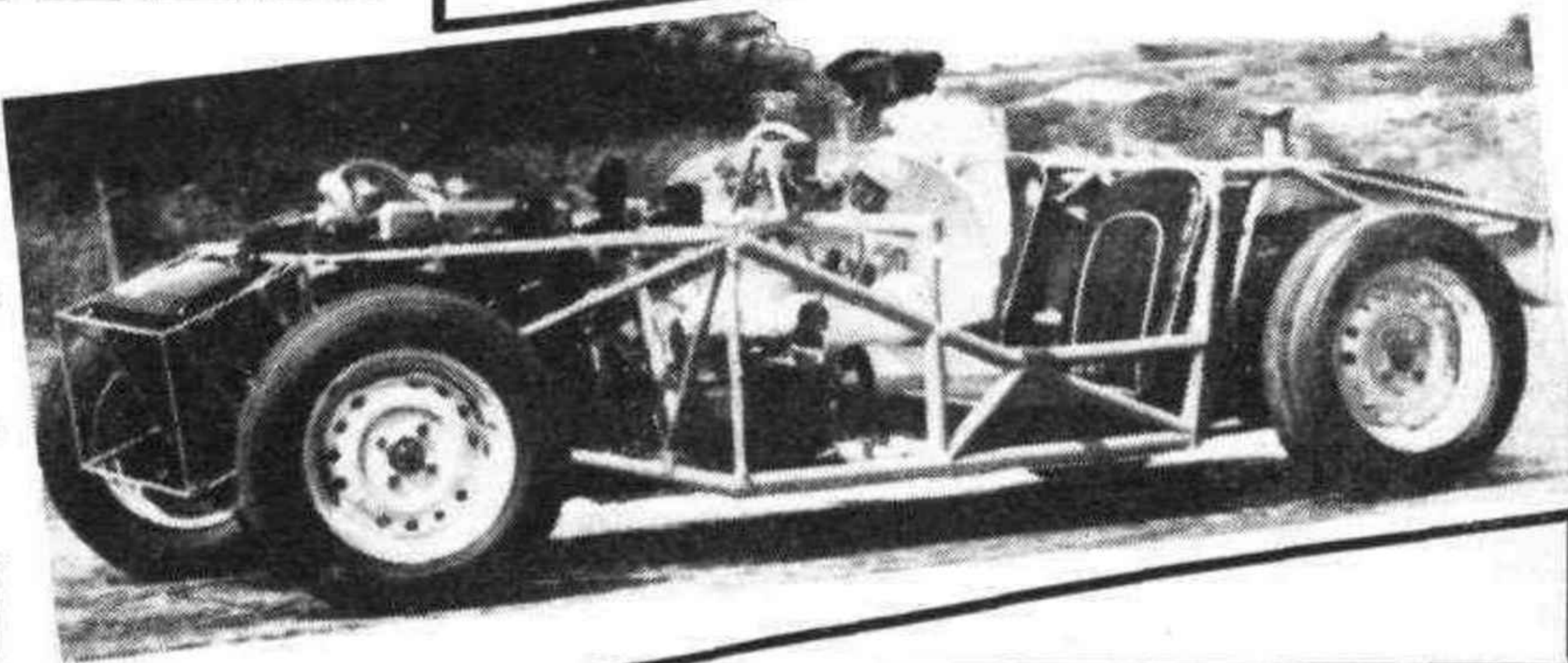
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Models available for most engines up to 2-litre. Accepting a wide range of bodies, open or G.T.

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A full range of special equipment for this model will be announced shortly.

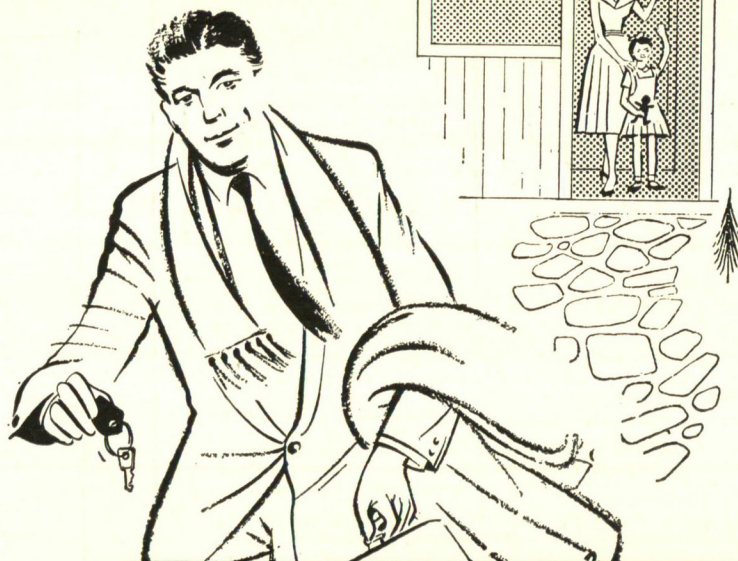
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Close ratio gears, four branch twin carb. manifolds. Goldtop H/C cylinder heads, high comp. gaskets. Remote-control gear change. Special valve springs. Stabiliser bars, wiper conversions, etc.

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