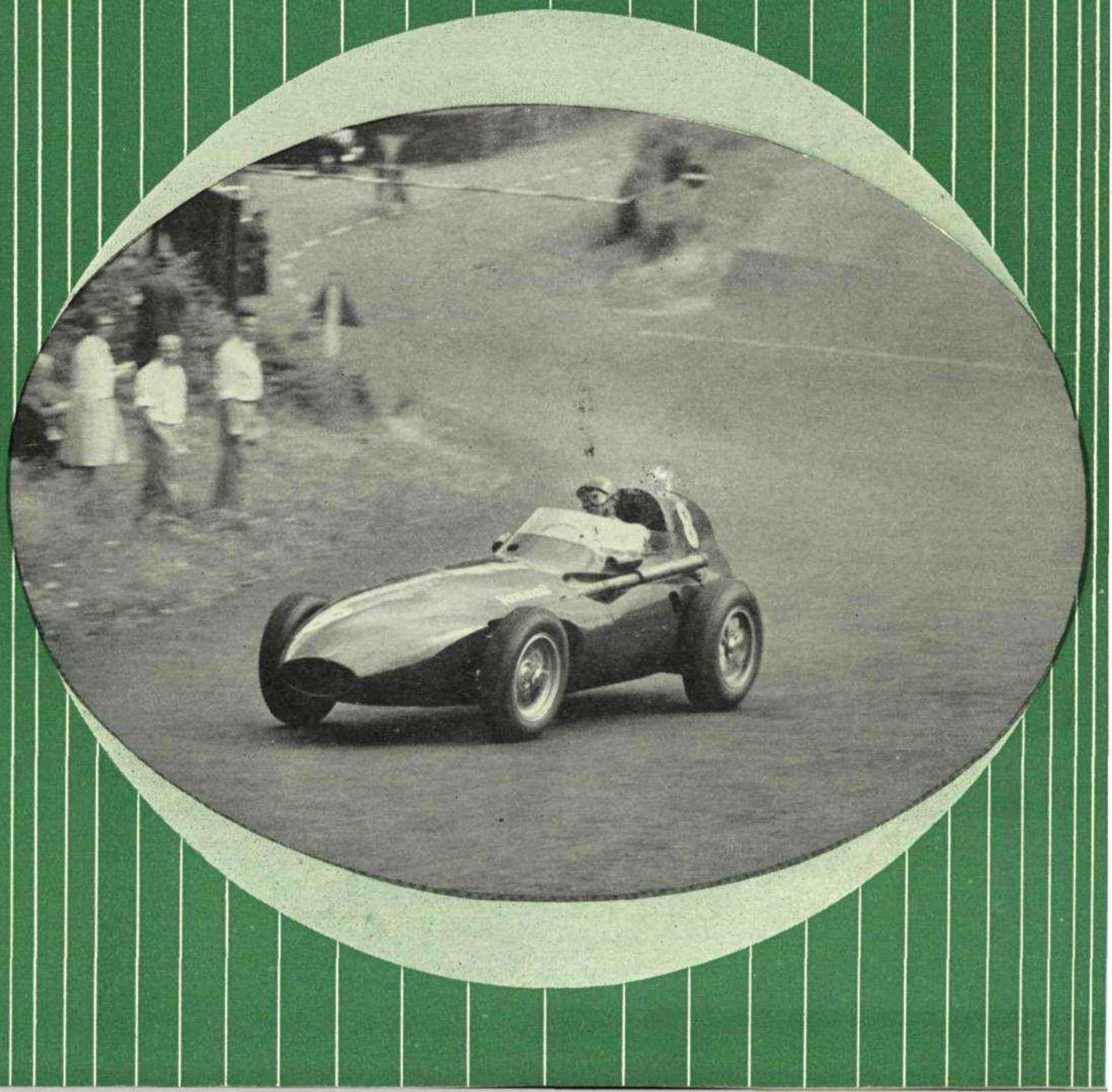
Vol. XXXIV No. 9 ONE SHILLING AND SIXPENCE September, 1958

MOTOR SPORT

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Scores every time!

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VOL. XXXIV No. 9 BROOKS WINS AT NURBURG SEPTEMBER, 1958

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

EDITORIAL AND ADVERTISEMENT OFFICES

15-17, CITY ROAD, LONDON, E.C.1

Telephone : MONarch 8944

PUBLICATION DATE - - - FIRST OF THE MONTH

SUBSCRIPTION RATE - - - 25/- PER ANN. POST PAID

LARGEST CERTIFIED NET SALES THIRTY-FIFTH YEAR OF PUBLICATION

MATTERS OF MOMENT

THE LIEGE-BRESCIA-LIEGE MINI-CAR RALLY

Not many details have filtered through to England of the ingenious rally or race for cars under 500 c.c. which was held some time ago from Liege to Brescia and back. But we do know that British entries in this minicar contest failed utterly and completely. The Berkeleys had sufficient performance but proved sadly unreliable, retiring through overheating and engine seizures. The Friskysport did no better. In fact, not a single British car completed the course.

That this first high-speed test of minicars was tough is emphasised by the fact that out of 27 starters, only 13 finished. Of these, seven Fiat 500s started and all of them finished, those of Brunetto and Frieder in first place, followed home by the Fiat of Wagner and Donven. Dr. Dante Giacosa and the vast Fiat empire can be justifiably proud of this convincing performance of the tiny two-cylinder, air-cooled, rear-engined car from Turin.

The lone Lloyd, its engine capacity reduced from 596 c.c. to comply with the regulations, finished third, driven by Nokin and Rebetez. The next three places were occupied by Fiat 500, 250-c.c. Zundapp and Fiat 500. Four Zundapp 250s started and four finished. The other finisher was a Citroën 2 c.v.

In the present political and economical situation we cannot afford to ignore the miniature car, and in future contests of this kind British manufacturers of such vehicles should aim to do better. When the Berkeley was introduced we suggested that this unconventional two-stroke, front-drive sports car would not be a real success until it had proved itself in races and other competition events. Since then Berkeleys have won small races and appeared in rallies, etc., and the later 492 c.c. three-cylinder version possesses no mean performance for its size. But the result of the Liege-Brescia-Liege has hardly increased the status of this and the other British minicars which competed. Next year they must go again, fan-cooled and otherwise ready to have a crack at the successful Italian, German and French makes.

To provide an incentive, and an opportunity to prepare, someone might put on an endurance race for non-racing cars of up to 500 c.c. at an English race meeting. Who? Perhaps the B.A.R.C., at Goodwood?

NOT FOR CARS!

Following the publicity given to the L.P.T.B.'s decision to use caster oil in the back axles of London's 'buses, C. C. Wakefield & Co. Ltd., makers of Castrol oil, have sensibly issued the following statement :—

"'A dose of castor oil for London's 'buses.' No doubt many people were amused to see this headline in their newspapers a few days ago.

"The fact is that London Transport expect to achieve a saving of 3 per cent. in fuel oil by changing the rear-axle lubricant in London's buses from a mineral oil to a castor-based oil. The actual lubricants being used contain oxidation inhibiting additives which effectively reduce gum formation. Probably the best-known oil of this type is Castrol R, which has been famous for many years as a lubricant for motor-racing engines. This oil, supplied by the Castrol subsidiary, Wakefield-Dick Industrial Oils Ltd., is, in fact, one of those being used by London Transport for axle lubrication.

"Castrol-R has the unique property of being a good load carrier while at the same time possessing a very low coefficient of friction—hence the fuel saving. Motorists are advised, however, not to experiment with Castrol-R in the rear axles of their cars, for there are other factors to be considered.

"The buses concerned have worm-drive axles while private cars are fitted with straight-bevel, spiral-bevel or hypoid-type axle gearing. In the case of straight or spiral-bevel gears, no petrol saving is likely to result by the use of Castrol-R, and in spite of its excellent load-carrying properties, it should under no circumstances be used in a hypoid gear, which has unusual load characteristics and for which chemically active extreme pressure oils of the Hypoy type are essential.

"Our advice to the motorist is that he cannot do better than use the grades of lubricant recommended by the manufacturer of his car."

JAGUARS FOR SALE

Ecurie Ecosse tell us that their D-type Jaguars are for sale. Here is an opportunity for some fortunate Scuderia or individual to acquire some fast and historic cars—see advertisement in this issue!

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Front cover picture : AT HOME on the long and tortuous Nurburgring, where he has already won the 1,000 kms. race in 1957, Tony Brooks scored his greatest victory there on August 3rd, when he won the German G.P. at record speed in a Vanwall. It marked the first all-British victory ever in this classic event.

ROSKILDE RING, DENMARK (August 16th/17th)

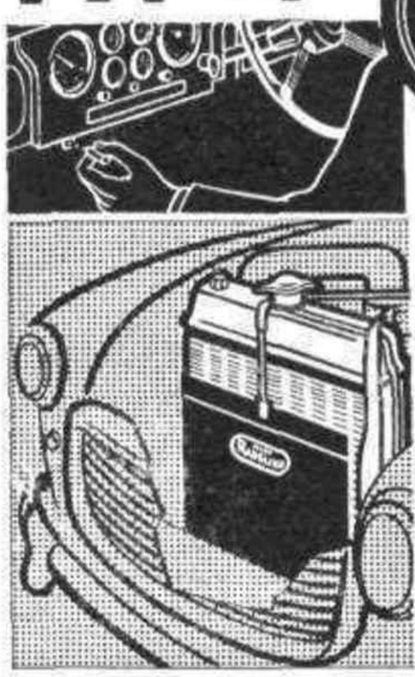
Gunnar Carlsson of Sweden, driving a 3-litre Monza Ferrari, scored a narrow victory over Stirling Moss (3-litre Maserati) in the series of races for sports cars held on August 16th/17th at the 1.4-kilometre Roskilde Ring circuit in Denmark.

Three races were held on the Saturday and three on the Sunday, the combined times for all races being taken to determine the outright winner. Non-finishers in any race were credited with the same time as the slowest finisher in that race.

After breaking the engine of his Maserati in the first race, Moss borrowed Naylor's J.B.W.-Maserati for the second and third, winning both races and setting a new course record in 46.7 sec. On the Sunday, with a new engine fitted to his own car, he reduced his deficit on Carlsson to less than a second by the end of the third and final event.

Don't muff it! fit a MORY RADBLIND

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* Reduced engine wear
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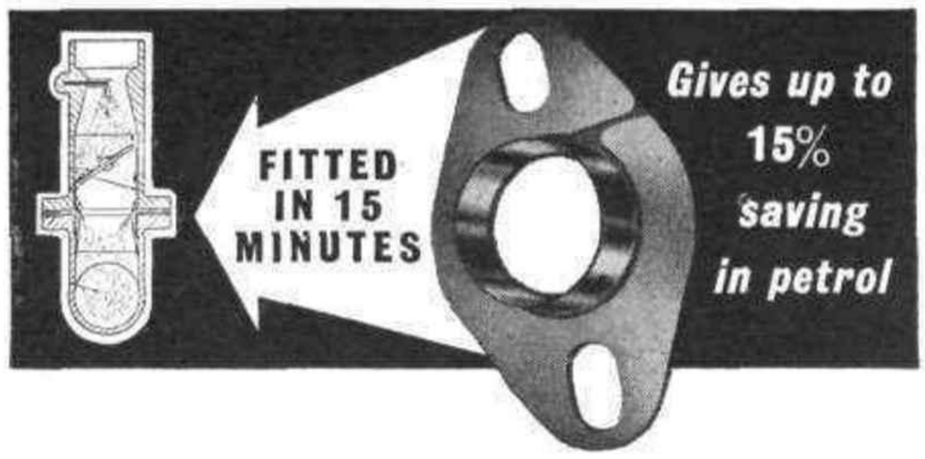
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ADDRESS .....

MS.1



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scientifically designed for your car

Getting an equal supply of atomised mixture to each cylinder of an engine is an extremely difficult problem, and it is only practicable to provide a compromise in the case of most standard production cars. Nevertheless, this compromise *can* be improved on, and your engine's efficiency improved in terms of performance and fuel consumption. The scientific principle of the Motortune GM Manifold Modifier is fully explained in a leaflet, which is yours for the asking. Fitted easily, it costs only 20/- to 30/-, depending on your carburettor size. No moving or wearing parts.

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

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MAKE, YEAR AND MODEL OF CAR.....
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OF WOOD GREEN

ESTABLISHED 1896



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All cars maintained under cover in spotless condition.

1954 SUNBEAM-TALBOT 90 sports saloon, a one-owner specimen motor car, could be mistaken for 1958 model, done only 51,000. This is the finest you have ever seen **£678**

TRIUMPH, rebuilt in 1956, on prototype T.R. chassis, wonderfully built, 2/3-seater sports body. Aluminium aerodynamic sports, with Vanguard engine and new back axle and brakes; looks worth double **£399**

1950 Bentley Mk. VI, full history ... **£1,177**
1956 Zodiac Mk. II saloon **£750**
1954 S/Talbot 90 convertible ... **£635**
1952 Rover 75 sports saloon, 2 from **£615**
1953 Armstrong Siddeley Sapphire, 2 from **£585**
1952 Healey Tickford sports saloon **£569**
1951 Rover 75 sports saloon, 2 from **£565**
1954 Ford Consul, 2 from ... **£499**
1952 S/Talbot 90 coupe or saloons... **£495**
1950 Riley 2½-litre sports saloon ... **£450**
1952 Austin A90 hardtop, choice 2... **£439**
1950 S/Talbot 80 & 90s, choice from **£435**
1952 Ford Consul, beautiful ... **£425**

1949 Triumph 2000 roadster ... **£395**
1949 M.G. TC sports, choice 2 ... **£395**
1952 Hillman Minx convertible ... **£395**
1953 Regd, **Riley 2½** roadster ... **£385**
1947/9 Healey 2½ sports, outstanding **£385**
1950 A90 saloons or coupes, from ... **£375**
1949 Riley 2½ sports roadster ... **£375**
1948 Triumph roadster coupe ... **£365**
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1947 Rover 12 or 14 sports saloons, from **£345**
1947 Standard 12 convertible ... **£299**

1950 Vanguard saloon, specially tuned **£295**
1946 Vauxhall 12 de luxe saloon ... **£265**
1938 M.G. TA sports, choice 2, from **£245**
1938 M.G. 2-litre sports, 2 from ... **£185**
1939 Wolseley 14 saloon, 2 from ... **£165**

FREE OF CHARGE - £50 (average) **OVERHAUL** on all cars over £150

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An apology

FROM THE MAKERS OF **MOLYSPEED**

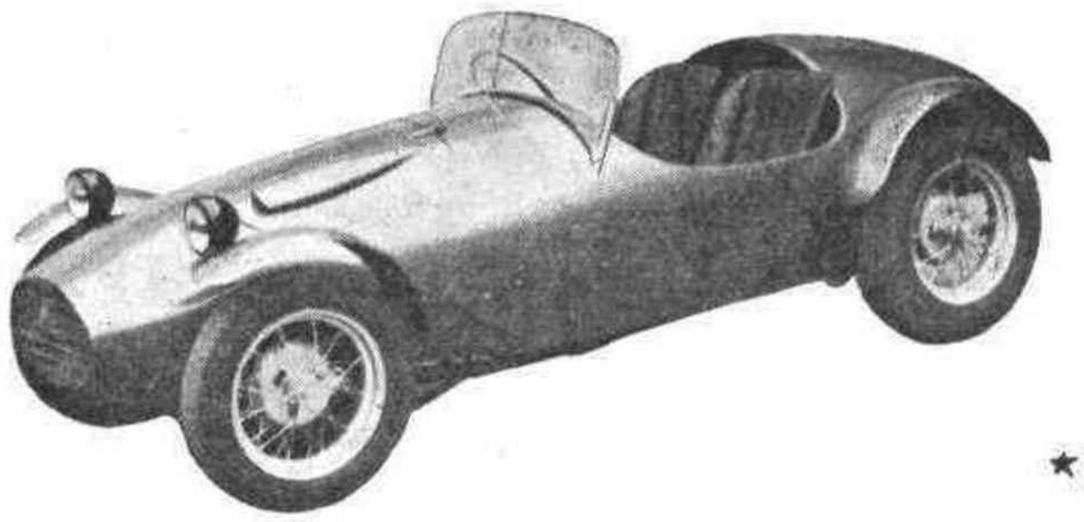
ROCOL LTD., the makers of Molyspeed, the new wonder Engine-Oil Additive combining Molybdenum Disulphide, wish to apologise to the many motorists who have had difficulty in buying it. The fact is that car and fleet owners throughout the world have realised the benefits (longer engine life, up to 20% more power and up to 10% more m.p.g.) of using Molyspeed much more quickly than they anticipated. For instance, Rocol Ltd. have recently been called upon to fulfil large export orders destined for thirty different overseas territories including Australia, Canada, U.S.A. and South Africa, in addition to maintaining supplies within the United Kingdom. Extra production facilities are being installed immediately and it is hoped that very shortly ample supplies will be available from all good garages and motor accessory shops.

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* CROSSFLOW RADIATORS £8-10-0

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★ HEADER TANK, brass, pressurised ... **70**/- *(p/p. 3/-)*
★ FORD "EXPORT" WATER PUMP ... **55**/- *(p/p. 3/6)*
★ AUSTIN 7 CAMSHAFT DRIVE AND PULLEY for driving Ford water pump ... ... **23/6** *(p/p. 2/-)*

SUPER ACCESSORIES

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Weekdays, 9—5.30. Sat./Sun. 9.30—1.00. **Tel.: RAV 1665**

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Owing to greatly increased production, we can now offer the **Hamblin "CADET"** fibreglass bodyshell FROM STOCK at prices from **£34 . 10 . 0** *(carr. 50/-)*.

The **"SUPER"** aluminium two-seater bodyshell is still in such demand at **£25 . 0 . 0,** that we have a 12-week waiting list. (£5 deposit, please.)

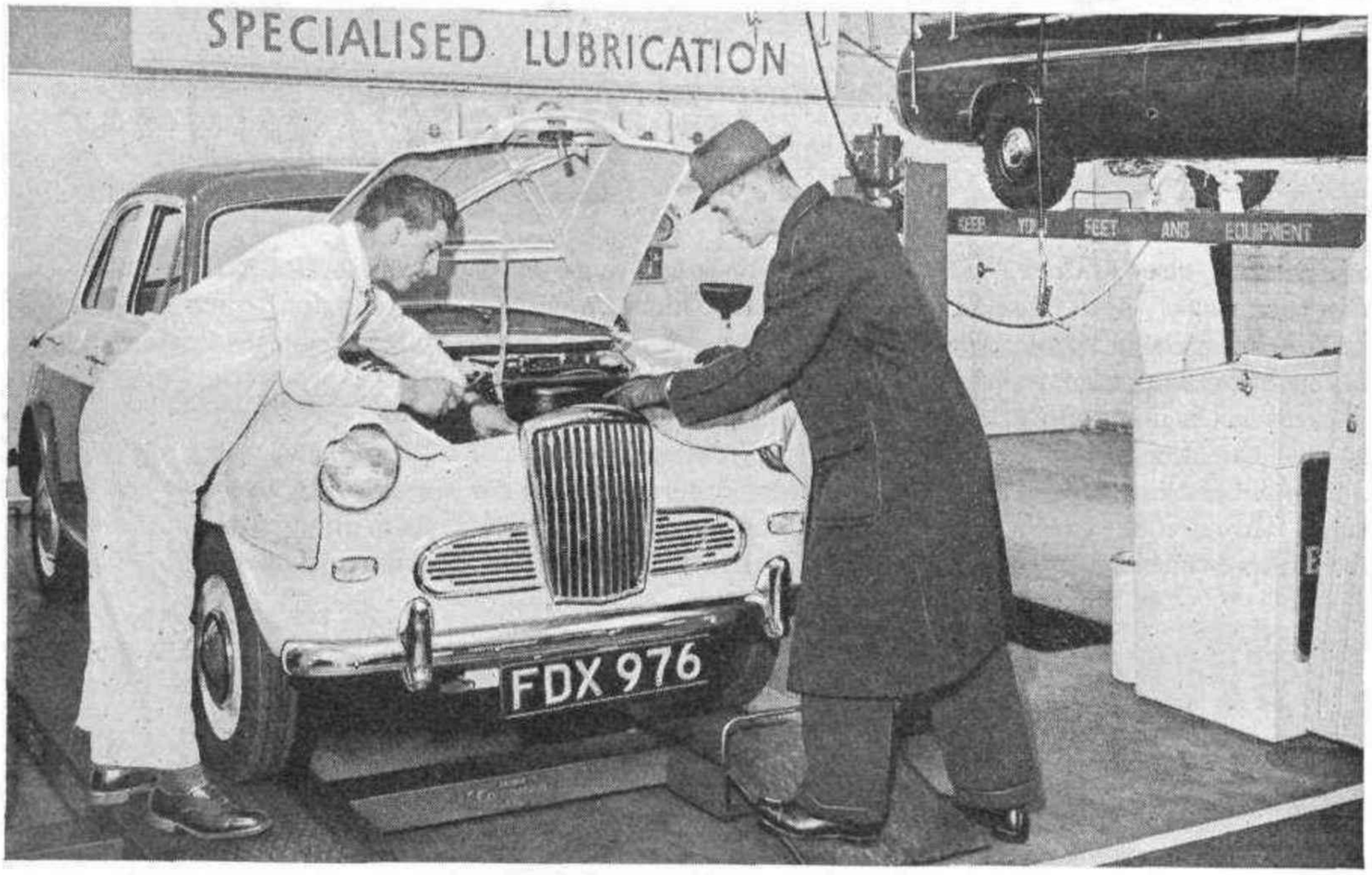
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★ FULL RANGE STANDARD A.7 SPARES AT UNBEATABLE PRICES
★ CLOSE-RATIO HELICAL GEARS .. **£14 . 10 . 0**
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(Pre-1937 axles need machining, 40/- extra.)
★ BOWDENEX BRAKE KIT ... ... **75**/- *(p/p. 3/-)*
★ REBORE WITH PISTONS ... ... **79/6** *(carr. 10/6)*
★ SPORTS SUSPENSION KIT. Front and Rear complete ... ... **£8 . 15 . 0** *(carr. 12/6)*

★ **BOWDEN I.F.S. UNITS**
WE NOW STOCK THESE FAMOUS SUSPENSION KITS *(No Axle required)* **£11-0-0** *(P/carr. 10/6)*
★ REAR SPRINGS TO SUIT **45**/- each *(carr. 7/6 pair)*

★ WE HOLD LARGE STOCKS AND OFFER QUICK DELIVERY ★

At first servicing of your new car



Change to BP Energol 'Visco-static'* the motor oil for 80% less engine wear

FOR MOST PEOPLE today a new car is not only a proud possession but also a valuable investment. Has modern science any way to protect that investment from the big enemy —wear? The answer is yes.

Today you can buy BP Energol 'Visco-static', the oil that's proved to give 80% less engine wear compared with conventional premium grade oils.

BP Energol 'Visco-static' is best put into your new car at the first servicing, so that you get its added protection at the earliest possible moment.

Free-flowing to prevent starting wear

This oil is quite different from conventional oils. When cold it acts like an extra winter grade oil. When hot it acts like a heavier summer grade oil would at these temperatures. So you combine the best of both in a single oil.

Road tested with radio-active wear detector

BP Energol 'Visco-static' has been tested with the radio-active wear detector on a family car in normal day to day use. Results have confirmed those obtained in the laboratory – 80% less engine wear compared with conventional premium grade oils.

Save on petrol too

If you do a lot of start and stop running you save up to 12% in petrol. Even if you do long journeys you'll still get a worth-while saving.

There's no need to change the oil for change of season when you're using BP Energol 'Visco-static'. You use the same oil for winter and summer.

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You can still benefit from BP Energol 'Visco-static' in any engine that is not unduly worn. But if your engine is nearly due for an overhaul you are advised to use the normal recommended grades of BP Energol.

Rolls-Royce officially approve BP Energol 'Visco-static' for all their post-war motor cars.

ASK FOR THIS LABEL

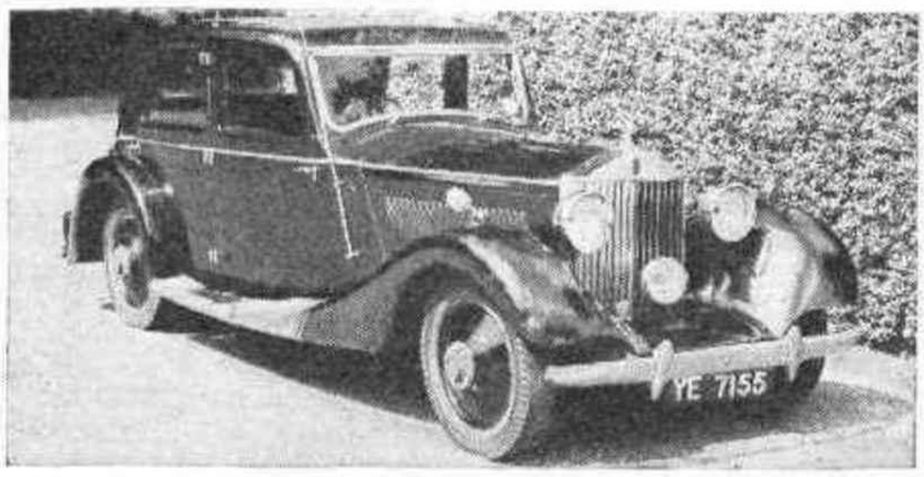
Make sure your engine has one of these labels fixed to it when you change to BP Energol 'Visco-static'. It ensures that everybody who has to do with the servicing of your car knows which oil to put into the engine.



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1927 ROLLS-ROYCE 20, fitted with attractive Replica sports saloon coachwork in black. Four-wheel brakes, four-speed gearbox, radio, etc. Excellent performance. **£195.**

M.G. Magnette sports/racing 2-seater. This very potent car now has a well-designed space frame fitted with a pretty Mistral fibreglass body. The engine has been reduced to 1,100 c.c. and fitted with two large S.U.s. Capable of over 100 m.p.h. **£325.**

1951 M.G. TD 2-seater, red, luggage carrier, overall tonneau, excellent order. **£415.**

1948 M.G. TC 2-seater, white with red leather. **£335.**

1946 M.G. TC 2-seater, black, Stage II engine. **£315.**

1939 M.G. TA Tickford drophead coupe. Offers near **£175.**

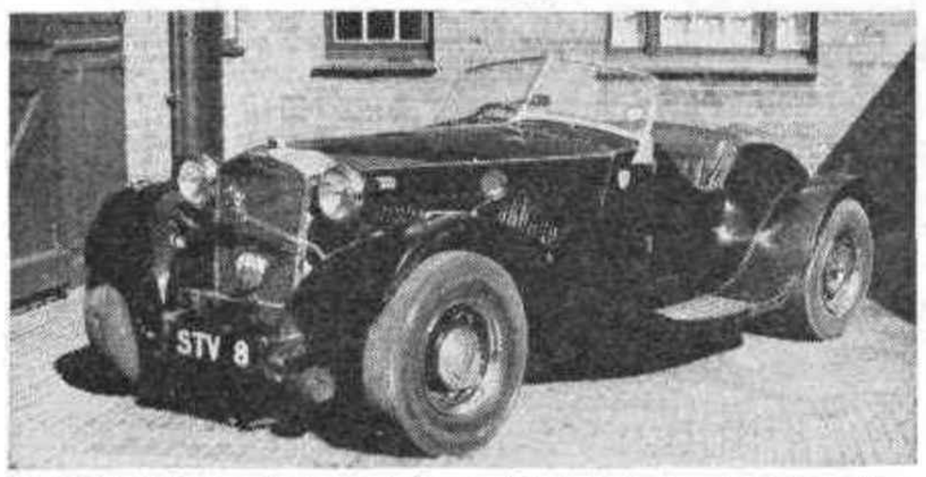
1935 M.G. PB 4-seater, an excellent little car. **£145.**

1930 M.G. M-type 8-h.p. 2-seater, in magnificent original condition. **£85.**

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1939 MORRIS 8 Series E 4-seater tourer. A really good little car with an excellent performance, green. **£125.**

1938 BENTLEY LE Series 4½-litre Park Ward sports saloon in really superb condition, with an excellent history. **£525.**



RAILTON 28-h.p. 2-seater roadster. Specially built and registered in 1954, this well-known car has really tremendous performance. Fitted with new red Vynide weather equipment and high-ratio axle. **£195.**

1936 RILEY Sprite 2-seater, B.R.G., an original example in sound order. **£295.**

1936 FRAZER-NASH Meadows 2-seater. A very pretty and rare model in fine condition, B.R.G., very fast. **£295.**

1947 H.R.G. 1,100 2-seater, B.R.G., thoroughly sound throughout. **£315.**

1937 S.S. JAGUAR 100 2½-litre 2-seater, finished in red with exceptionally good interior trim. Nearly new weather equipment, excellent mechanically. **£295.**

1956 SPECIAL 1½-litre sports/racing 2-seater. Fully weather equipped and equally suitable for road or track. Low mileage from new. I.F.S., well-tuned B-type engine giving over 70 b.h.p. Very fast, with excellent road-holding. **£385.**

1937 RILEY Six-Light 1½-litre Kestrel sports saloon. **£185.**

1934 ALVIS Speed 20 tourer, B.R.G., in generally very sound order throughout. **£125.**

1924 STANDARD 14 4-seater tourer, a good old Vintage car in sound condition. **£45.**

EASY TERMS **EXCHANGES WELCOMED**

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

SKODA 440

£788. 17. 0.

inc. Tax and Heater

We extend a cordial invitation to all who *enjoy* driving to visit our showrooms and try this remarkable car.

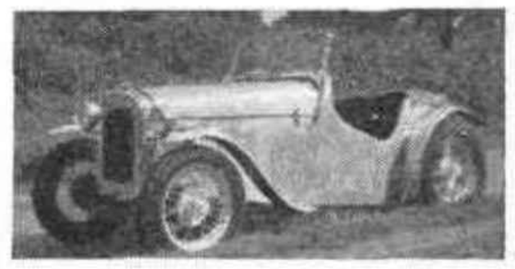
We are SKODA enthusiasts ourselves and really believe that the SKODA is the best medium priced car on the market today. Just compare the price of £788.17.0 including tax and heater with other cars at a similar price and bear in mind that with the SKODA 440 you get real economy at a *minimum* consumption of 40 m.p.g., independent suspension all round, fantastic roadholding, featherweight steering, Continental styling, a robust engine of 1,089 c.c., room for four or five to sit comfortably, a thirty-two piece tool kit, jerrican starting handle and radiator blind supplied as standard fittings, a really solid engineering job throughout.

ALL THIS FOR £788. 17. 0.

Building a 750 Special?

This will save you time and money

Commence by stripping the vehicle completely and be certain that all components are sound. Doubtful parts are false economy; replace everything that is badly worn. Decide upon the type of body and the degree of performance you want. It will be essential to lower the suspension to produce safe roadholding; here our list of conversion parts will be most helpful. Good brakes and steering are a must under the new regulations. Our Bowdenex Braking system, together with high-quality ready-lined brake shoes which we supply very cheaply, will produce at least 25 per cent. improvement. New king-pins and bushes will almost certainly be required and steering box and track-rod ends must be carefully checked. We can supply all the replacement parts and also a special steering wedge for lowering the rake of the steering column.



When the chassis has been rebuilt to a fully roadworthy standard, commence on the engine. The best plan is to send us the complete engine and its ancillaries for reconditioning and tuning. Remember, the engines of many leading formula cars have been built and tuned in our works. If you prefer to do the job yourself, we can supply all replacements and tuning components such as a high-compression, finned, cylinder head of greater water capacity for better cooling, special valves, a four-branch exhaust manifold, high-lift camshafts and other equipment to improve performance. To build a body yourself is difficult and the result may be disappointing. A short cut to a really good-looking sports car is one of our ready-to-fit body shells.

If you can visit our works, come and *compare* the quality of our products and discuss your problems. Or send for latest list (and enclose a large S.A.E.). You'll find it will save you money and, remember, generous hire purchase terms can be arranged if desired. Cambridge Engineering Works, No. 151, Cambridge Road, Kew Green, Surrey. Telephone : Richmond 2126 (behind " Coach and Horses "). OPEN 8.30—7 p.m. weekdays, 9–5 p.m. Saturdays.

Motor Sport Events for August

★ **Only clubs whose secretaries furnished the necessary information prior to the 15th of the preceding month are included in this list** ★

R. = Restricted Event. C. = Closed Event. C.I. = Closed Invitation Event. N. = National Event. INT. = International Event.

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Sept. 1st ...	Huddersfield M.C.	Crown Hotel, Centre Huddersfield	Huddersfield	(*C.*)	7.15 p.m.
Sept. 3rd ...	Lothian C.C.	Waverley Market, Princes Street	Edinburgh 1	(*C.*)	7.00 p.m.
Sept. 6th ...	Lathol C.C. & M.C.C.	Clubhouse, Billet Lane	Stanford-le-Hope, Essex	(*C.*)	7.00 p.m.
,, ...	S.U.N.B.A.C.	Silverstone	Towcester, Northants	(*R.*)	12 noon
,, ...	Jaguar Drivers' Club	Goodwood	Chichester	(*R.*)	1.30 p.m.
,, ...	Blackfriars M.C.	Banstead	Sutton, Surrey	(*C.*)	2.00 p.m.
,, ...	Brighton & Hove M.C.	Madeira Drive	Brighton	Speed Trials	9.30 a.m. & 2.00 p.m.
Sept. 6th/7th	Alvis Owners' Club	Crescent Car Park	Taunton	Rally	10.00 a.m.
,, ...	Goodyear M.C.	Victor Horsham's Garage	Queens Ferry, Cheshire	(*C.*)	2.15 p.m.
,, ...	Liverpool M.C.	Municipal Car Park, Victoria Street	Ferrybridge, Liverpool	(*R.*)	7.30 p.m.
,, ...	Bristol M.C. & L.C.C.	Ridgeway Garage	Whitchurch	Rally	11.00 p.m.
Sept. 7th ...	King's Lynn & Dist. M.C.	King's Lynn	—	Rally (*C.*)	3.00 p.m.
,, ...	North London E.C.C.	Odean Garage	Barnet	(*C.*)	2.30 p.m.
,, ...	Hastings, St. Leonards & East Sussex C.C.	—	—	Photo Clue Hunt (*C.*)	2.30 p.m.
,, ...	Bedford M.C.	Wornditch Farm	Kimbolton	(*C.*)	2.30 p.m.
,, ...	Snetterton M.R.C.	Snetterton	Thetford	(*R.*)	2.00 p.m.
,, ...	Bentley Drivers' Club	Firle Hill	Eastbourne or Lewes	(*R.*)	2.00 p.m.
,, ...	R.R.E.M.C./R.R.E. (N.)	Car Park	Malvern, Wores	(*C.*)	11.00 a.m.
,, ...	Crewe & S. Cheshire M.C.C.	Earl of Crewe Hotel	Crewe	(*C.*)	2.00 p.m.
,, ...	Swansea M.C....	Fairwood Common	—	Driving Tests (*C.*)	2.00 p.m.
,, ...	Malden & Dist. M.C.	City Square, U.S.A.F. Base	Denham, Bucks	(*R.*)	10.30 a.m.
,, ...	B.A.R.C.	Brunton, Collingbourne Knystin	Marlborough	(*C.*)	2.30 p.m.
,, ...	Harlow & Dist. M.C.	Matching Airfield	Harlow	Sprint	2.30 p.m.
Sept. 12th/13th	Rolls-Royce M.C.	Rolls-Royce	Crewe	Grylls Trophy Night Rally (*C.*)	10.00 p.m.
,, ...	Advertising M.C.	"Marquess of Granby," Esher end of Kingston By-pass	Esher	London-Devon Rally (*C.*)	9.00 p.m.
Sept. 13th ...	Rochester, Chatham & Dist. M.C.	"Spyglass and Kettle," Wigmore	Gillingham	(*C.*)	8.00 p.m.
,, ...	Torbay M.C.	Sea Front	Paignton	(*C.*)	2.30 p.m.
,, ...	Burnham-on-Sea M.C.	Huntworth Gate	Bridgwater	Carver Cup Rally (*C.*)	7.00 p.m.
,, ...	ROYAL AUTOMOBILE CLUB	GOODWOOD	CHICHESTER	(*INT.*)	2.00 p.m.
,, ...	Scottish Sporting C.C.	Heathfield Aerodrome	Ayr	Sprint (*R.*)	2.30 p.m.
,, ...	M.C.C.	Wellesbourne Airfield	Stratford-on-Avon	(*R.*)	10.30 a.m.
Sept. 13th/14th	Cheltenham M.C.	Princess Elizabeth Way	Cheltenham	(*C.*)	9.00 p.m.
,, ...	Harrow C.C.	Arklat	Barnet	Night Rally (*C.*)	9.30 a.m.
,, ...	Bognor Regis M.C.	Bognor Regis	—	Regis Rally (*R.*)	8.00 p.m.
,, ...	Solway C.C.	Market Hill	Castle Douglas	(*C.*)	10.30 p.m.
,, ...	Linden C.C.	Birmingham	—	Night Rally (*C.*)	—
,, ...	Eastern Counties M.C.	Shrubland Park	Nr. Ipswich	Miniature Rally (*C.*)	11.00 a.m.
Sept. 14th ...	Ross & Dist. M.C.	Longford's Garage	Ross-on-Wye	(*C.*)	10.00 a.m.
,, ...	King's Lynn & Dist. M.C.	Ellough Aerodrome	Beccles	Driving Competition	2.30 p.m.
,, ...	Severn Valley M.C.	Shrewsbury	—	(*C.*)	2.30 p.m.
,, ...	Marconi C.C.	Riverhall Airfield	Witham, Essex	(*C.*)	11.00 a.m.
,, ...	Stockport M.C.	Fiveways Hotel, Hazel Grove	Stockport	(*C.*)	10.30 a.m.
,, ...	Melton Mowbray C.C.	Market Place	Melton Mowbray	Rally (*R.*)	10.00 a.m.
,, ...	Shell M.C.	Heston Airport	Hounslow	Gymkhana (*C.*)	2.30 p.m.
,, ...	BUGATTI OWNERS' CLUB	PRESCOTT	Nr. CHELTENHAM	HILL-CLIMB (*N.*)	12 noon
,, ...	Romford Enthusiasts' C.C.	Snetterton	Thetford	(*R.*)	2.00 p.m.
,, ...	B.A.R.C.	Woodhead	Cheshire	(*C.*)	10.30 a.m.
,, ...	Vintage S.C.C.	Madresfield Court	Nr. Malvern, Worcs	(*C.*)	12.30 p.m.
Sept. 20th ...	T. Wall & Sons S. & S.C.	Northolt	Start London	Rally	10.30 p.m.
,, ...	Babcock & Wilcox A.C.	Burnbrae Garage	Moingavie	(*C.*)	2.00 p.m.
,, ...	MID-CHESHIRE M.C.	OULTON PARK	CHESTER	RACING (*INT.*)	1.00 p.m.
,, ...	Peterborough M.C.	Silverstone	Towcester	Racing (*R.*)	12 noon
,, ...	Worthing M.C.	Squash Club, Geo. V. Ave	Worthing	(*C.*)	6.30 p.m.
,, ...	Midlands Motoring E.C.	Wellesbourne Aerodrome	Stratford-on-Avon	(*C.*)	2.00 p.m.
Sept. 20th/21st	Fairey Aviation Co. M.C. & C.C.	Colnbrook	Slough	Rally (*R.*)	11.00 p.m.
,, ...	Windsor C.C.	Britannia Hotel	Marlow	Night Rally (*C.*)	11.00 p.m.
,, ...	Exeter M.C.	Countess Weir Hotel	Exeter	Rally (*R.*)	10.30 a.m.
Sept. 21st ...	Newquay M.C.	St. Eval	Newquay	Driving Tests (*C.*)	2.30 p.m.
,, ...	Birmingham Young Conservative M.C. ...	Tractor Depot	Portway	Rally	10.30 a.m.
,, ...	Southsea M.C.	Lumps Fort Car Park	Southsea	Gymkhana	2.00 p.m.
,, ...	Selfridge M.C.	Robin Hood Roundabout, A 11	London	Treasure Hunt (*C.*)	10.30 a.m.
,, ...	Vintage S.C.C.	Palace House	Beaulieu	(*C.*)	12 noon
,, ...	South Wales A.C.	Castel Farm Hill	Bridgend	(*R.*)	2.30 p.m.
Sept. 27th ...	Cemian M.C.	"Middlesex Arms"	Barnet By-Pass	(C.)	7.00 p.m.
,, ...	Burnham & S. Bucks M.C. & Windsor C.C.	Winkfield	Windsor	Evening Rally (*C.*)	6.30 p.m.
Sept. 28th ...	Pinn Vale C.C.	Fire Station Car Park	Ruislip	Rally (*C.*)	2.00 p.m.
,, ...	B.A.R.C.	Hudson Road Mills	Leeds	Sprint (*C.*)	2.00 p.m.

LUCKY AUTO UNION

When the Jowett Javelin was forced off the market, I had to look around for a car I could enjoy and tried a D.K.W. Indeed, having completed over one hundred and eighty thousand miles in these cars I asked myself why I enjoy being a D.K.W. owner.

First of all I like things that are thoroughly unorthodox; the D.K.W.'s three-cylinder two-stroke engine satisfies me.

I hate being pushed around, therefore the front-wheel-drive is still for me (in spite of what I have had to read each month in this journal) the essence of safety and comfort. I do like getting a move on and this fiery steed never misses a gap. What I did not like was mixing petrol and oil, but the very effective mixer, now a standard fitting, has disposed of my one and only dislike.

Obviously this car can only be sold by a keen firm of enthusiasts, and my experience is that the firm of Frazer Nash certainly are entitled to that description. I am certain that D.K.W. owners must have virtually driven them "barmy" in their efforts to glean the technical knowledge they need about their machines.

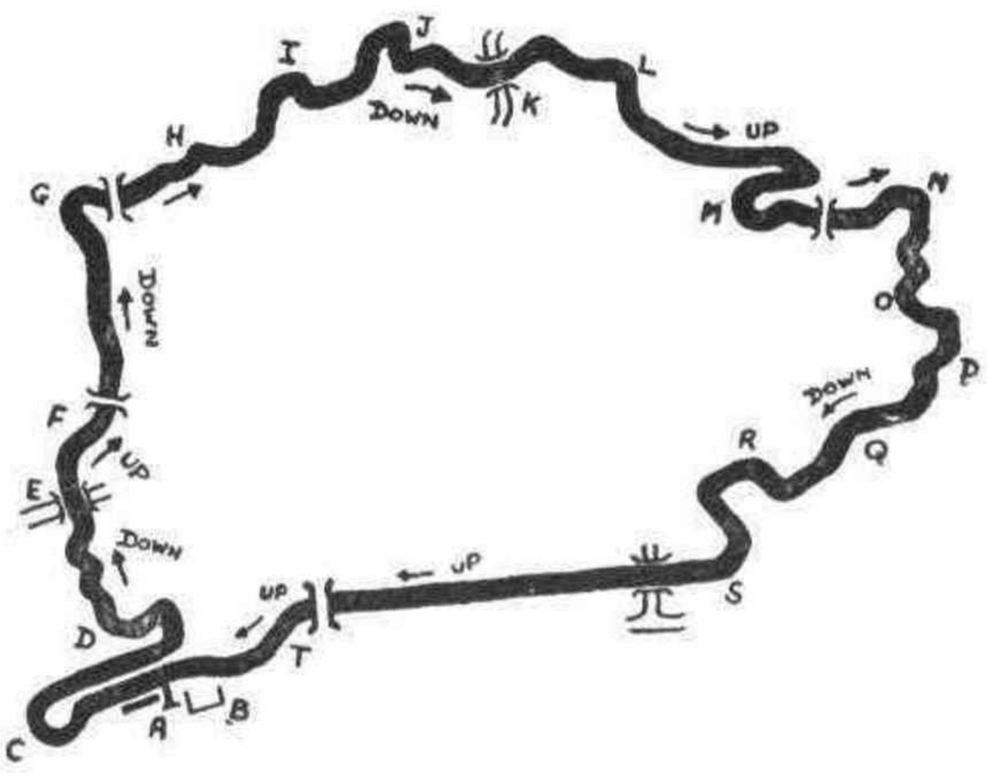
A very high import duty has made the cost of this car so high that it is obvious that comparatively few are sold, and the provisioning of spares must be thoroughly uneconomical, and as Frazer Nash are handling post-war D.K.W.s they must obviously be saddled with the pre-war models, too.

Messrs. Auto Union must be delighted that they have such an old-established firm of enthusiasts to watch over their interests in England, for while it is obvious the service cannot possibly be 100 per cent., it is, nevertheless, better than the service I have personally received from any other organisation—British, French, German, or Italian. No, I haven't forgotten American, but I haven't driven and neither have I any wish to drive any of their vulgar, ostentatious vehicles.—W. J. T.

Continental Notes

AT the recent German Grand Prix at Nurburgring there were some interesting things to learn, and one of these was concerned with B.R.M. It was very obvious in practice that they were in dire trouble with springs and shock-absorbers, to say the least, and after the Vanwall debacle last year I wondered why B.R.M. were making the same mistakes. The Nurburgring is a circuit that is very much a test in itself, apart from any question of racing, for it contains just about every type of bend and corner imaginable, from full-throttle ones to tight hairpins. More important, however, are the great changes in altitude from the starting area down to the bottom of the valley at Adenau, where the circuit crosses the Breidscheid bridge, and then there is a steep climb up to the Hohe-Acht. There are changes of direction from steep down to steep up, such as at the bottom of the Fuchsrohre, that put G-loadings on suspension undreamed of by most designers, and also the heavy G-effects of the Karussel banked 200-degree turn. Then there is the problem of leaving the ground completely up the rise from Quiddelbacher-Hohe to the Flugplatz, or the violent twitch to the left followed by an even sharper one to right at Adenau-Forst, where roll can have an awful effect on stability. There are innumerable climbing upward sweeps, such as Bergwerk or Brunnchen, and dropping-away but tightening swerves like Kallenhard; and all the while the surface is anything but a billiards table, having series of small ripples which make the best suspension patter.

It can be appreciated that, apart from the driver having to learn the way round the 22.81-kilometre circuit, the car must be tuned to it, for a suspension that might be perfect on all English circuits will almost certainly allow the sump to hit the ground at the bottom of the dip into Brunnchen, or the longest travel suspension will reach its limit stops as the cars leave the ground over some of the humps. It was obvious that B.R.M. appreciated all this, for even though they as a team had not been to the Nurburgring before, Raymond Mays was there in pre-war days, as long ago as 1935 with a 2-litre E.R.A., so the question was, " Why did the B.R.M. not pay a visit to Nurburgring some time before the German Grand Prix ? " Having put the question to Tony Rudd, of the technical department, the answer was simple. They had badly wanted to and, in spite of a full season of racing, they had planned to go to the Nurburgring the day after the Belgian Grand Prix at Spa, which is only two hours' drive from the Eifel circuit. The only thing that stopped them was that neither of their team-drivers were available, both having other things to do, such as driving at Le Mans. Having missed that opportunity for a visit to the Nurburgring a pressing calendar of events, with Reims, Silverstone and Caen in view, gave no further opportunity. Of course, they could have gone without their drivers, and Tony Rudd could have driven round, for he does all the test driving at Folkingham, but, as he pointed out, it would have been a complete waste of time, for he did not know the way round the circuit and could not hope to drive as fast as Behra or Schell, anyway, so the more serious problems would not have come to light.



NURBURGRING

Length : 22.810 *kilometres.*

A. Start and finish of pit area.
B. Paddock.
C. " *Sudkerve.*"
D. " *Hatzenbach.*"
E. " *Quiddelbacher-Hohe.*"
F. " *Flugplatz.*"
G. " *Aremberg.*"
H. " *Fuchsrohre.*"
I. " *Kallenhard.*"
J. " *Wehrseifen.*"
K. " *Breidscheid.*"
L. " *Bergwerk.*"
M. " *Karussel.*"
N. " *Hohe-Acht.*"
O. " *Essbach.*"
P. " *Brunnchen.*"
Q. " *Pflatzengarten* "
R. " *Schwalbenschwanz.*"
S. " *Dottinger-Hohe.*"
T. " *Tiergarten.*"

Now the interesting thing is that a first-line Grand Prix team will sign up drivers for a season's racing, yet allow them to go and drive other makes of car when they might be needed. This situation does not apply merely to B.R.M., for Vanwall suffer from the same thing, and I recall Moss leaving Pescara last year almost as soon as he had received the chequered flag in order to go and drive for B.M.C. in America, so that Mr. Vandervell was not sure whether he was employing the driver or Sir Leonard Lord. As far as Moss was concerned both ventures were successful, he won at Pescara and broke records with the M.G. at Bonneville, but I would like to see our foremost Grand Prix teams employing their drivers more exclusively. Enzo Ferrari says to his drivers : " You can drive my cars, but if you do you cannot drive anything else." What would happen if Mr. Vandervell and Mr. Owen said the same thing ? My guess is that they would still get the best drivers, for they must all drive Grand Prix cars and what else is there to drive. I remember Neubauer telling one of his team drivers that he would be free to drive other cars when Daimler-Benz did not need him, but the crafty Alfred made quite sure that there was always something urgent to do in connection with the Mercedes-Benz cars. Whether it was a test day at Hockenheim, a visit to Stuttgart to be measured for a seat, a publicity photograph, or a presentation of something or other, there was always something happening that required his presence, so that when there was a moment to spare there was little interest in taking part in a minor race; the driver was only too glad to sit down and rest. Yes, I would like to see our major Grand Prix teams be a bit firmer with their drivers, if the present arrangements allow situations such as B.R.M. had to suffer over the Nurburgring.

* * *

Talking to Colin Chapman recently, I was interested to hear that he was in agreement with my suggestion that the racing/sports car should be done away with and more interest taken in single-seaters. He thought that the present-day so-called sports car that wins races is an absurdity, for it is quite useless for anything other than pure racing, and if you were to alter the design so that it could be used for shopping or the theatre, as extreme examples, then it would no longer win races. Competition with sports cars has become so fierce, that design has had to progress at a high rate and there is a vicious circle of development and usefulness chasing each other around and getting no-where. If we compare, for example, two 2-litre cars, the A.C. Bristol and the Lotus Fifteen, it is obvious which would win races and which could be used every day as a sporting means of transport. As things are now the A.C. Bristol has had to get itself into Gran Turismo so that the owners can race with some hope of success, and the Lotus Fifteen might just as well be a Grand Prix car, for it needs to go to races on a trailer and have mechanics looking after it. Chapman could see that if the present racing/sports car was changed into a single-seater racing car and more encouragement was given to Gran Turismo, there would be opportunities to develop more exciting and useable G.T. cars. Surrounded as he is by a multitude of designs, he would be only too pleased to concentrate on the Elite for Gran Turismo and his current single-seater to be used with 1,100-c.c., 1,500-c.c., 2,000-c.c. or 2,500-c.c. engine, for whatever type of racing was desired. He even went so far as to say he would be keen to build 750-c.c. single-seaters for a Junior Formula type of racing such as the Italians have started.

At a recent meeting with the R.A.C. between British racing-car and sports/racing-car manufacturers, he actually made the suggestion that such absurdities as the racing/sports car be abandoned, but came up against strong opposition from Jaguar and Aston Martin. While the Feltham firm obviously want to go on with the DBR1/300 near-G.P. car in order to try and sell the DB Mk. III coupés, Jaguar opposition could only mean one thing, and that is the return of the factory to racing with an E-type Jaguar, so if nothing else, this opposition was interesting.

* * *

The last two months have been sad ones for Grand Prix racing, for first Luigi Musso is killed and then Peter Collins, while earlier in the year Archie Scott-Brown lost his life. In each case the driver was in second position in a hotly-contested race and was trying very

Continued on page 615

AVON TYRES AND MOTOR RACING

Some Notes Compiled after a Visit to the Avon India Rubber Co., Ltd., at Melksham

IN recent years some important racing successes have been achieved by the Aston Martin team-cars running on Avon racing tyres, and Avon tyres can be said to be in almost universal acclaim amongst the leading exponents of the art of motor-cycle racing.

To the Avon Company there is nothing new in such success in the field of motor racing. As long ago as 1920 the name Avon was respected at Brooklands and many of Kaye Don's victories with cars such as A.C. and Deemster light cars, the aero-engined Wolseley Viper and the G.P. Sunbeam were achieved with this make of tyre, while, in 1928, the first Ulster T.T. Sports Car Race was won, by Don, at the wheel of an Avon-shod supercharged " Hyper " Lea-Francis. However, by 1932 the business of making car and motor-cycle tyres occupied the whole attention of Avon and racing activities were abandoned.

After the war A. F. Walsham, then representing a well-known chain manufacturer in competition circles, was approached by George Brown for advice about tyres for his Vincent-H.R.D. in sprints and Avon were persuaded to make covers for this purpose. This led to the Vincent Company going to Avon for tyres with which to attack World's motor-cycle speed records. Then Norton, in trouble with racing tyres and losing races, turned to Avon. Avon-shod Nortons ran in the Ulster G.P. in the summer of 1952 and for the Monza race that year T. J. P. Joy, head of the Avon Technical Department, loaded his Jowett Javelin full of racing tyres and drove down to Italy to observe the Nortons in action. By then Walsham had joined Avon as Competition Manager. When Geoff. Duke decided to try his hand at sports-car racing with an Aston Martin he exposed a distinct preference for Avon tyres. This led the Aston Martin team to use Avon racing tyres exclusively from 1953. In that season they gained successes at Sebring, in the Mille Miglia, at Silverstone and Charterhall and won the B.E. Trophy Race, the Goodwood Nine-Hour Race and the T.T.

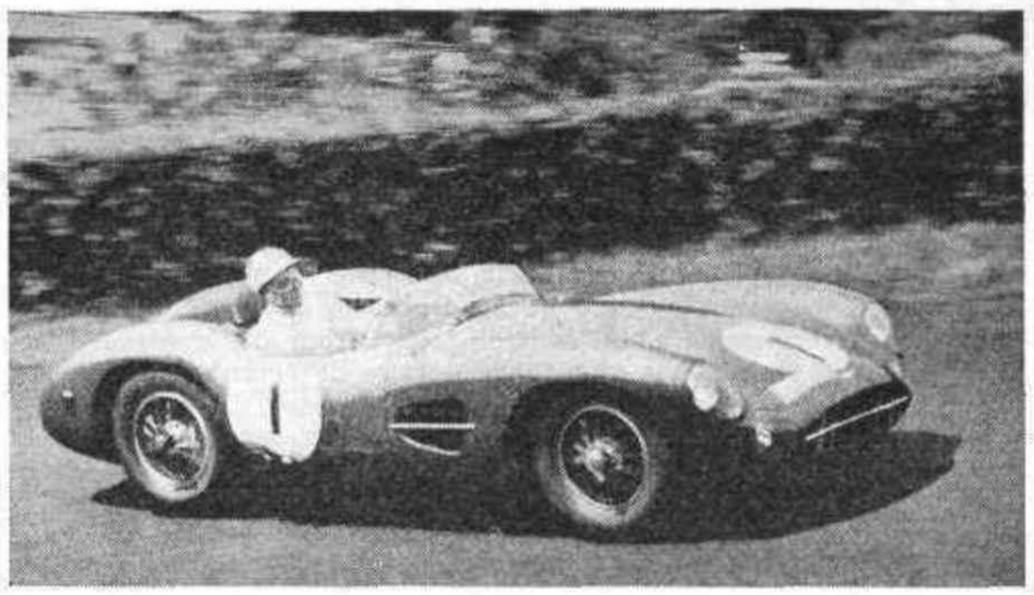
Avon were well-equipped to supply racing tyres for the team Aston Martins, because as soon as possible after the end of the war they had foreseen the need for a scientific approach to tyre testing and had installed at Melksham an unique tyre-testing machine, which, in 1950, was still the only one of its kind in Europe.

This machine is still in use and tests all types of tyres under conditions which simulate road use—the variables being king-pin inclination, steering and camber angles, under different speed and load conditions. This machine, its drum electrically-rotated, is still in use and tests tyres to speeds of up to 120 m.p.h. Another machine has recently been installed, additional to the batteries of routine duration-testing machines, which can run to the equivalent of 240 m.p.h.

The present almost universal use of Avon tyres in motor-cycle racing stemmed from the time when Duke went to Gilera and insisted that Avon went with him. The rest of the Gilera team found increased confidence after trying the Melksham-made tyres and soon all works Gileras were so fitted. After a memorable wet T.T. in the I.O.M., when Avon tyres showed marked superiority, Moto-Guzzi became interested, the late Fergus Anderson demanding Avons for the Belgian G.P., and the 500-c.c. Guzzis going onto Avon for the German G.P. that year. Mondial followed suit from last year and this year Avon can chalk up successes by almost every make of Continental machine.

The car racing tyre, when Aston Martin turned to Avon, was evolved from knowledge gained with motor-cycle racing tyres, but considerable development work was necessary. Indeed, this never ceases, because as tyres improve, so racing cars go faster, constituting the well-known and seemingly inevitable vicious circle.

During our visit to Avon we discussed the subject with D. M. Turner, M.A., the Tyre Development Manager, and D. C. Hartley, M.A., in charge of Car and Motor Cycle Tyre Development. They both emphasised that, although each new stage in racing tyre evolution is first proved on the test rig, there is nothing to beat testing on circuits and in races, and in particular, the opinions of racing drivers, especially the leading drivers with whom Avon are fortunate to be in contact, are of the greastest possible value. In this respect, Surtees and Duke are exceedingly helpful in the motor-cycle field and Roy Parnell and Salvadori have assisted with special



Moss in the Avon-shod Aston Martin which won the 1,000-km. race at Nurburg.

tests of car racing tyres. " Bob " Walsham is closely in touch with the requirements of the racing teams, Avon's cheerful Competition Manager not being adverse on one notable occasion, when Sidecar Champion Oliver lacked his usual passenger and was impatient to practise, to donning leathers and occupying the " chair " himself.

There are two other important factors contributing materially to Avon's success in racing. One is the presence of both Mr. Turner and Mr. Hartley at the leading car and motor-cycle fixtures, so that these technicians see the problems involved and study conditions at first hand. The other factor is that, so far as car racing is concerned, Avon have only Aston Martin to cater for and consequently they can give this team wholehearted support in respect of supplies and fitting-service at the circuits without incurring a too astronomical expenditure over this aspect of tyre research. The only occasion when they departed from this policy was to supply at short notice some Avon tyres for the Formula I Connaught.

In racing tyre design such factors as the rubber compound, weight, contours and tread-pattern are of vital importance. After 1955 the speed of the sports-racing Aston Martins rose appreciably, setting fresh problems. These Avon met in three stages—changing to a new zig-zag tread pattern, following, last year, the policy they had introduced in 1955/6 for motor-cycle racing tyres, of using nylon cords, thereby reducing temperatures, enabling a thinner, lighter tyre to be used, and, from 1955, using a new tread compound, which replaced a compound formerly based on that of the normal car tyre, this change producing the greatest benefit of all in respect of improved lap-times, which were reduced by some 3 sec. in the wet and 2 sec. in the dry at Silverstone.

The ideal is a rubber compound soft enough to ensure good road-holding yet sufficiently hard to achieve the required life by resisting abrasion. Generally two types of racing tyre are desirable, one for short races, another with the ability to last as long as possible, at the expense of less satisfactory road holding.

In recent years the pheonomena of wave or ripple in the treads of high-speed tyres has been the subject of considerable investigation. This ripple causes a rise in temperature which results in loss of the tyre tread. By experimenting on a testing-rig to discover under what conditions of speed and load severe ripple sets in it is possible to ensure that the critical temperature will not be reached under racing conditions. This is further guarded against by taking tread temperatures during practise before a race, but in this connection tyre technicians are sometimes faced with a driver of the calibre of Moss who will go faster in the race than he has during practise. It is significant that as long ago as 1954 Mr. Turner, of Avons, delivered a paper on this subject of ripple in high speed tyres.

Different circuits naturally have varying effects on tyre wear. Goodwood, with its anti-skid surface, is a notorious tyre scruffer, whereas Le Mans nearly approaches the ideal. The Nurburgring is severe, Spa far lighter on tyres. During the development of tyres for Aston Martin Avon discovered that the stiffness of a front anti-roll bar could have an unexpected effect on tyre life. Thus at Goodwood, the car with the less stiff anti-roll bar handled better and thus was faster and wore out its near-side rear tyre faster than the same car with a stiffer anti-roll bar but it also showed less wear on the near-side front tyre than the slower car, presumably because greater roll distributed the load more evenly between the front tyres.

On most circuits the order of greatest wear is, first the near-side rear tyre, followed by off-side rear, near-side front and off-side front tyres. As early as 1953 Avon had found that with the Aston Martins,

assuming the near-side rear tyre to be 100% worn, the near-side front tyre would be 70% worn at Sebring, 91% in the Mille Miglia, 64% at Le Mans, 92% at Goodwood and 46% at Dundrod. Comparative figures for the off-side front tyre were 78%, 91%, 64%, 56% and 36% and for the off-side rear tyre 96%, 110%, 88%, 76% and 100%. Thus they knew that at the Le Mans and Dundrod the front tyres should last twice as long as the rear tyres, provided the latter were changed just before the rear-side rear tyre had become 100% worn. Conversely, Sebring and Goodwood called for a change of all wheels each time but in the Mille Miglia of those days the Aston Martins didn't require a wheel change.

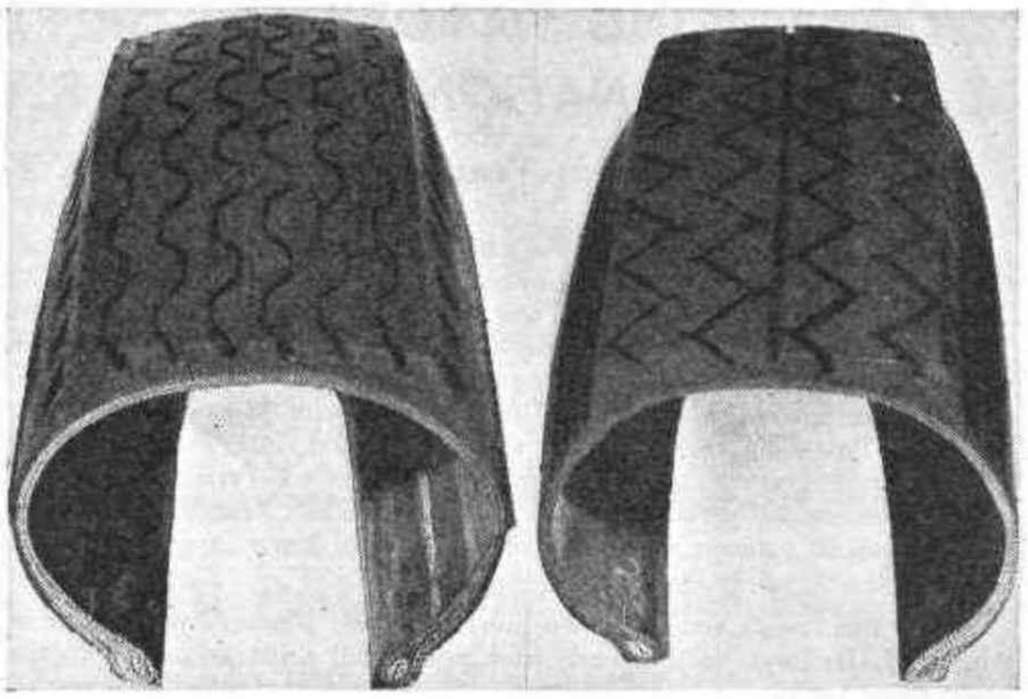
Early in 1955 Mr. Hartley and Mr. Turner delivered a paper in Birmingham on Racing Tyre Design before the Midland Section of the Rubber Industry. In this they dealt with handling characteristics, tread wear, power consumption, wave formation and carcase design. The authors emphasised that there is no substitute for track testing of tread compounds and said that the comments of an expert racing driver are very valuable. Under racing conditions the greater the loading of furnace black, within limits, the better the resistance to abrasion but the lower the resilience, so that heat generation becomes greater. It was pointed out that 7% power/weight ratio increase in a racing car can increase lap speed at Le Mans by 1%, so that, if the power consumption of each tyre on a car developing 200 b.h.p. is reduced by about 5% at 120 m.p.h., in a 24-hour race seven miles would be gained, or more than twice the margin by which the Le Mans race of 1954 was won. Tyres of nearly semi-circular cross-section resist centrifugal stresses and offer high circumferential tension. Actually, the section has to be more than semi-circular as there must be a component of the tension in the carcase acting on the beads to keep them against the rim flanges. To give great strength yet keep weight down nylon or terylene is attractive and apparently was used exclusively for Indianapolis tyres from 1954. There are substantial reasons for racing tyres having tread patterns consisting of solid studs or prominent ribs. On making contact with the ground, if the tread elements are independent they are initially undistorted and the distance taken for sheer strain to build up to its critical value is a little longer than usual. If in addition, there are various-sized elements in the pattern, there will be some spread in this "build-up" distance, which in turn should induce a gradual breakaway as the slip angle increases.

From these and subsequent findings the present Avon racing tyre has evolved. This has a casing composed of six plies of nylon cord, and is of a squat shape, the cords crossing over the crown at an angle of 25-30 deg. to the circumference. The tread pattern consists of a broad based rib with interconnected triangular studs, the tread contour being almost flat to place the maximum area of rubber on the road surface. This design of racing tyre has already given the Aston Martin team wins in the British Empire Trophy Race at Oulton Park and in the 1,000 km. Sports Car Race at Nurburg. Readers may recall the picture MOTOR SPORT published in July, showing how the Moss/Brabham Aston Martin won the latter race because only the rear tyres required changing at a time when Hawthorn's Ferrari required four new wheels. It is interesting that whereas in 1957 Aston Martin won this race with only one change of rear wheels, this year all four wheels of the DBR1/300 had been changed during a previous pit-stop, evidence of how tyre wear is accelerated by a comparatively small increase (1.87 m.p.h.) in race speed.

From these tyres Avon developed the Turbospeed tyre for high-speed road driving. The racing tyre was the starting point but in the Turbospeed a greater weight of tread is permissible to improve mileage and for quieter running and grip on a wider variety of surfaces than are met on race circuits a well-slotted continuous rib tread pattern was evolved which preserves the basic pattern and flat tread contour of the Avon racing tyre (see illustration). When the tyre is under load, the ribs touch and support each other at intervals, so improving the stability of the tread and damping out excessive squeal noise. The length of the features in the tread pattern is varied round the circumference of the tyre in accordance with the principles of frequency modulation in order to break up into a less recognisable noise any single whine note due to the regular impact of the pattern.

The tread rubber is the same compound as that developed for the racing tyres. The casing is composed of high-strength cords which have excellent low-growth properties and high resistance to fatigue. Due to the need for a compromise between comfort and high performance the cord crown angle is slightly higher at 32-35 deg., *i.e.*, halfway between racing tyres and normal road tyres.

Success in racing leads to benefits in production components, and the Avon Turbospeed tyre, with its racing ancestry, is a valuable contribution to better roadholding and greater safety in high-performance cars.



Avon competition tyres—on the left of the picture the Turbospeed, on the right the Avon racing cover.

Motor-cycle tyres are the primary concern of the expanding Avon factory at Melksham and consequently their splendid near-monopoly of motor-cycle racing means much to them. On the car side, however, Aston Martin undoubtedly benefit from having a monopoly of Avon racing tyres, and we find production Aston Martin, Peerless, Rover, Vauxhall and other cars supplied with the appropriate Avon tyres as standard equipment.

The Avon technicians, competitions staff and workers are one happy family and in this much of the Company's strength lies. A test fleet is maintained which includes Ford, Vauxhall (this make is used by Walsham for his long-distance Continental duty-tours) and 3.-litre Jaguar. Mr. Turner uses a Ford but has an Austin-Healey Sprite on order.

Avon-equipped Aston Martins will compete in this year's T.T. This looks like being a hard-fought race, particularly gruelling on tyres, and it will be interesting to see whether this year's T.T. on September 13th at Goodwood will be won on Avon, as was the first Ulster T.T. race thirty years ago.—W. B.

LAND'S END TO JOHN O' GROATS AT NEARLY 50 M.P.G.

On August 5th/6th a privately-owned Goggomobil coupé 300, driven by T. Gosnell and J. Fry, completed the journey from Land's End to John o' Groats in 22 hr. 43 min. The distance of 873¼ miles was thus covered at an average speed of 38.43 m.p.h.; petrol consumption was 49.17 m.p.g. The Goggomobil weighed over 14 cwt., with passengers and luggage, some 1¼ cwt. over the maximum "permissible weight" laid down by the makers. Esso petrol and two-stroke oil were used, and the car was originally supplied and regularly serviced by Connaught Engineering, of Send, Surrey.



ANCIENT LANCHESTERS IN THE SWEDISH INTERNATIONAL RALLY.—These cars, from l. to r., S/Ldr. K. W. Haynes' 1924 21-h.p. from Oslo, F. W. Hutton-Stott's 1913 38-h.p. from Newbury and A. Warner's 1909 20-h.p. from Hayling Island, which, between them, won one gold and two silver medals. They are all members of the newly-formed Veteran and Vintage Lanchester Register, which already lists 25 Founder Members, owning some thirty Lanchesters built before 1931. The Registrar is F. W. Hutton-Stott, Speen Place, Newbury, Berkshire, who will be pleased to enrol new members.

CONVINCING VICTORY FOR SPEEDWELL AUSTIN A35 TEAM IN 750 M.C. NATIONAL 6-HOUR RELAY RACE AT SILVERSTONE

Morgan Team Second. Victory, Too, for Bulmer, as Official Handicapper

ONE of the best Club races of the season is the Relay Race, outstandingly well organised by the 750 M.C. This year, on August 16th, 21 teams contested the event, which was so miraculously well handicapped by Charles Bulmer that the issue was in doubt until the chequered flag appeared.

After an hour, the Lancs & Cheshire C.C., the Jaguar D.C. team, and the Powermasters were all virtually equal, but Tyrer's C-type Jaguar had tyre trouble and came in, Sargent's C-type taking over. The pits were busy as cars came in and out, but Martyn's Lotus of Innes Ireland's team and Sprinzel's A35 had been lapping fast for 1½ hours.

By 3 p.m., with the race two hours old, the Jaguars were back in the lead, Healeys and Friends and Speedwell joint second. In the next hour Jenkinson, this year with 1600 Super engine in his Porsche, had hit a drum, done some ploughing and spun at Woodcote in upholding Porsche honour, the Powermasters had lost all their Fords, and the N.W. 750 Formula Team were working on three of their four cars. Moore's Formula Austin was flinging water at its driver, Sargent's Jaguar had a valve cover off for inspection and Bengue's Austin-Healey had ignition bothers.

Four o'clock saw the Speedwell Austins leading, their pit work impeccable and Sprinzel, Hill and Adams driving sensibly and fast, very smart in pullovers, changed as required, to match the colour of their three little saloons. The Morgan Plus Four team, with Peter Morgan going well, were second.

All this followed Relay Race tradition, because in the L.C.C. race at Brooklands the Morgans were apt to be beaten by the Austins; in those days drivers used to sprint in with their sashes, and we saw this at Silverstone when Bloor turned athlete as Harpin's Lotus was pushed in. Later, Stoop's Sebring Frazer-Nash broke a stub-axle at Tower Corner on the special 2½-mile circuit used for the Relay Race and took to the corn. Unperturbed, Stoop ran in with his sash, met at the end of the pits by a sprinting Michael Burn.

The last two hours were a contest between the Speedwell Austins and the Morgans, but although Belcher's Morgan lapped at 2 min. 7 sec. against Adams' 2 min. 17 sec., time had been lost when Meredith's Plus Four had twice come in with its bonnet loose, to find the next Morgan driver unready to go out. Lutz Arnstein, who managed the Speedwell team of three Austin A35s, was never caught like that and in the last hour these fast, reliable little Austins clinched their victory.

The Speedwell team cars were virtually identical, but the yellow one had the Stage 2 experimental cylinder head. Each was tuned to Speedwell Conversion standard but with balanced crankshaft and balanced and lightened flywheel, while a compression-ratio of approximately 9½ to 1 was employed in place of 8.7-to-1 compression-ratio of the normal Stage 2 conversion. The standard Speedwell suspension modifications sufficed, and standard ignition coils were fitted. Esso Extra petrol, K.L.G. plugs and Dunlop Gold Seal tyres contributed to a victory which proved conclusively the reliability and effectiveness of Speedwell Conversion.

The Morgans finished second—history repeating itself, for at Brooklands in 1934 an Austin Seven team won the Relay Race from a team of Morgan three-wheelers. The closing laps saw a titantic struggle for third place between Noble's M.G.-A of the Octagon Stable and Tooley's M.G.-A of the M.G. C.C. Team, Tooley just snatching the lead on the road before the race finished. The Odds and S.O.D.C. Team had virtually retired from shortage of working cars but gallantly put on Wilson-Spratt's Austin-Healey Sprite to literally crawl round to finish. The only serious accident befell B. T. Thomas' R4 Jowett Jupiter, the bonnet of which opened as he approached the hairpin, causing him to lose control and roll the car—surely bonnet straps should be compulsory? Thomas escaped with a bruised leg. The other Jupiters raced gamely. Miss Neale and A. Thomas in R4s, but were insufficiently fast or reliable.—W. B.

1st :	Speedwell Stable (Austin A35s)	187 laps
2nd :	Morgan Plus Fours	186 ,,
3rd :	M.G. C.C.	185 ,,
4th :	The Octagon Stable (M.G.-As)	184 ,,
5th :	Innes Ireland Stable (Lotus-Climax 1,100s)	184 ,,
6th :	Alfa/Bristol (Lister and A.C. Ace)	184 ,,

Twenty teams finished, only the Powermasters (Ford Tens with Willment i.o.e. heads) retiring.

THE CIRCUIT OF THE AUVERGNE (July 27th)

On an interesting new mountainous circuit near Clermont-Ferrand in the Massif Central of France a three-hour Gran Turismo race was held, followed by a Formula II event. This circuit, 8 kms. in length is like a miniature Nurburgring, with virtually no straights at all having an average speed of nearly 75 m.p.h.

The Gran Turismo event was run under F.I.A. ruling which allows pure sports cars such as Lotus XI, A.C. Ace and works Panhards, etc., to compete against genuine Gran Turismo cars such as Europa Ferraris, Aston Martin coupés, Porsche Carreras and A.C. Acecas, so it was not surprising when Innes Ireland ran away with the three-hour event ahead of a row of Ferraris, especially bearing in mind the twisty nature of the circuit. Naturally, after three hours of racing the course was in a pretty slippery state for the start of the Formula II event, and Trintignant driving Rob Walker's Cooper, had an obvious advantage having just finished in the Gran Turismo event and thus knowing the condition of the course. He made good use of this and drew out a quick lead from such regular Formula II merchants as Bueb, Marsh, Lewis-Evans and Taylor. Just before the end when the order Trintignant, Lewis-Evans and Marsh seemed assured, Bueb came through from behind and nipped smartly into second place with his Lotus. What had been happening was that his Climax engine was running with low oil pressure and high water temperature, so that all the needles were at the wrong ends of the gauges, so Bueb had been running slowly. With only a few laps to go he decided to cross his fingers and have a go in a win-or-bust effort and he caught the two Cooper drivers napping, gaining the lap-record into the bargain.

Results

THREE-HOUR OF THE AUVERGNE—Gran Turismo—Near Clermont-Ferrand.

1st :	I. Ireland (Lotus 1100)	328.662 kilometres—109.620 k.p.h.
2nd :	M. Trintignant (Ferrari 250 GT) ...	327.843 kilometres
3rd :	W. Mairesse (Ferrari 250 GT) ...	325.368 kilometres
4th :	O. Gendebien (Ferrari 250 GT) ...	323.755 kilometres
5th :	H. da Silva Ramos (Ferrari 250 GT)...	319.921 kilometres
6th :	J. P. Vidilles (Lotus 1100)	313.247 kilometres

Fastest Lap : O. Gendebien (Ferrari) 4 min. 9.9 sec.—114.100 k.p.h.

FORMULA II EVENT—20 Laps.

1st :	M. Trintignant (Cooper-Climax)...	1 hr. 20 min. 55 sec.—117.476 k.p.h.
2nd :	I. Bueb (Lotus-Climax F. II) ...	1 hr. 21 min. 17.5 sec.
3rd :	S. Lewis-Evans (Cooper-Climax)...	1 hr. 21 min. 18.5 sec.
4th :	A. E. Marsh (Cooper-Climax) ...	1 hr. 21 min. 22.2 sec.
5th :	C. Storez (Porsche Spyder) ...	1 hr. 23 min. 28.3 sec.
6th :	J. Dalton (Cooper-Climax) ...	1 hr. 25 min. 15.3 sec.

Fastest Lap : I. Bueb (Lotus) 3 min. 56.8 sec.—120.535 k.p.h.

THE TRENTO-BONDONE HILL-CLIMB (July 13th)

This 12.9 kilometre hill-climb in the Dolomite mountains was Italy's contribution to the European Championship and was the usual battle between Porsche and Borgward works cars, with von Trips not only winning but also gaining a commanding lead on points for the title. As the old record stood from when the hill was a purely national affair it was surprising that all the works sports cars improved on it.

Results :

1st :	W. von Trips (Porsche RSK)	9 min. 17.1 sec.
2nd :	J. Bonnier (Borgward RS) ... ... / H. Herrmann (Borgward RS)	9 min. 23.3 sec. (tie)
4th :	E. Barth (Porsche RSK)	9 min. 34.4 sec.
5th :	G. Cabianca (Borgward RS)	9 min. 36.4 sec.
6th :	H. von Hanstein (Porsche Carrera)	10 min. 18.2 sec.

THE FREIBURG-SCHAUINSLAND HILL-CLIMB (July 27th)

After the Italian round of the Championship the scene moved to Germany and the 12 kilometre mountain climb, but here enthusiasm amongst the German contestants was too much for some and von Trips and Barth both crashed their Porsches. As Herrmann was baulked by Barth's crash on his first run it let Bonnier make f.t.d. and in trying to beat him on the second run Herrmann struck a rock and punctured a tyre, finishing the climb on the rim, so Bonnier was the winner. However, there was some consolation for Herrmann for his third place put him ahead of the unfortunate von Trips on points.

Results :
Aggregate of two runs

1st :	J. Bonnier (Borgward RS)	15 min. 10.4 sec.—7 min. 32.6 sec. best time*
2nd :	J. Behra (Porsche RSK) ...	15 min. 12.7 sec.
3rd :	H. Herrmann (Borgward)	15 min. 31.9 sec.
4th :	G. Cabianca (Borgward RS)	15 min. 34.3 sec.
5th :	H. Walter (Porsche RS) ...	15 min. 49.7 sec.
6th :	W. Strahle (Porsche Carrera)	16 min. 27.9 sec.

* New record.

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MAJOR LAMBTON'S CARS

Those readers who take an affectionate interest in the older Rolls-Royce cars will be pleased to know that Major Lambton, of Mortimer, Berkshire, has acquired the prototype "Continental"-bodied Phantom II, which saw the light of day on August 19th, 1930. This handsome sporting saloon, with trunk and two spare wheels behind, was designed by Mr. Evernden, who is still with the Rolls-Royce Company at Crewe and who has shown great interest in Major Lambton's acquisition.

The chassis of this historic car was virtually a normal short 40/50, lowered, and with an experimental engine, its number being 26 EX. The body was built by Barker and it was finished by an unique process utilising real fish scales, to give an oyster effect in two shades, offset by blue upholstery.

The car made many test runs on the Continent and took prizes in a number of Concours d'Elegance. If anyone has any data on this period of the "Continental's" history or any information about how to restore the unusual fish scale finish, Major Lambton would be glad to hear from them. Registered GH 2956, the car was first owned privately by a gentleman in Jersey, who retained it until 1951, storing it in a cellar during the war to prevent discovery by the Germans. It then went to the Midlands and had several owners thereafter, all of whom Major Lambton has traced. He now intends to fully restore this "Continental" and already Rolls-Royce Limited have been very helpful. They retain a large file on the car, some of the information still being regarded as secret! Tests were made on Brooklands Track, confirming the maximum speed as 94 m.p.h.

After inspecting this Rolls-Royce Major Lambton gave the writer a ride in a 1922 model-T Ford one-tonner he has recently bought. This has a proprietory radiator and two-speed auxiliary gate-change gearbox, and a delightful truck body with very narrow cab, so that long poles could be carried, extending forward on each side as far as the front mudguards. Ignition is by magneto but the trembler coils exist and as the original owner, a woodman, carelessly let his wife fall out of the vehicle shortly after buying it, whereupon he was forbidden to drive it, the estimate of its present mileage as under 2,000 is probably correct. Major Lambton intends to put this delightful "period-piece" to work on his farm. His everyday transport consists of a standard but well-equipped M.G.-A coupé, unmodified except for harder brake linings. He also possesses one of three model electric G.P. Bugattis known to exist in this country. This is in good running order, as the writer's youngest daughter was able to discover round a splendid road circuit in the Major's extensive grounds.—W .B.

TWO SUNBEAMS

The other Sunday there occurred in a pleasant riverside town a meeting of the kind that enthusiasts sometimes devise. A member of the Sunbeam S.T.D. Register drove down from London in his immaculate 12/16-h.p. Sunbeam to visit a similar car which has been in retirement in the care of its original owner for some years.

This meeting between two Edwardian motor cars of the same make and type not only gave pleasure to such local citizens as saw them together but proved interesting to the cars' owners. The Sunbeam in retirement is a 1914 12-16 with Sunbeam landaulette body, bought new in Wolverhampton by one formerly associated as driver of such great makes as Panhard, Pipe and Clement-Talbot. The Sunbeam was used for private hire work, its swan song being the S.M.M.T. Cavalcade Runs in 1946. It has run 350,000 miles without a rebore, although bearings, and the rings on the steel pistons, have naturally been replaced. It gave splendid service, returning 17/19 m.p.g. Incidentally, it was run on Vacuum oil, later on Castrol XXL.

There is a delightful story of how, in 1930, it was pressed into service for some Army manoeuvres at High Wycombe, when a local garage could not supply sufficient hire cars to transport officers from their headquarters. The Sunbeam's passenger was H.R.H. The Duke of Gloucester, who expressed great approval of the old car and was pleased to learn that its owner had no intention of parting with it.

The Sunbeam tourer left the factory in November 1913 but comparison with the landaulette showed that it has all the 1914 features, which include a strut at the base of the steering column and the large brake drums. Petrol feed is still by air pump, whereas that on the landaulette has been converted to Autovac. There was seen to be a difference of 270 in the numbers of the two cars and the tourer had a non-original water off-take and black paint on its cylinder block, whereas the landaulette had pale blue paint here, which its owner insists is correct. The tourer, which has run some 110,000 miles, has a round honeycomb, the landaulette a square honeycomb in the radiator. The former car presented the experts who were present with two problems. Its cylinder block bears W.D. stamps, yet the car was supplied pre-1914 (perhaps the block is a replacement), and there is a plug on the top of the water pump, the object of which is obscure. And although "Motoring Entente" quotes the 1914 12/16 as having no fan, both these Sunbeams possess cooling fans. The landaulette also has a belt-driven dynamo. All present were able to appreciate the extreme accessibility of the 12/16 Sunbeam engine, from which the alloy valve chest is instantly removable after releasing two spring-loaded knobs and from which a valve can be removed in a matter of moments should there be ten minutes to spare for grinding one in, while the tappet guides, clamped to the crankcase, are almost equally quickly withdrawn.—W. B.

WHAT FORDS CAN DO

A Ford Zodiac estate car was driven recently by W. Brampton, T. Fleetwood and A. White from John o' Groats, round the coast roads of this island, back to the starting point, a distance of 3,358 miles. This occupied 98¼ hours, the Ford averaging 34.18 m.p.h.

Another Ford feat was that of one who took a new Popular from Hyde Park Corner to Glasgow Central Station single-handed, at an average of 35.9 m.p.h. After a rest of 2¾ hours the same driver returned in a 15 months' old Popular that had done 47,000 miles and averaged 35.6 m.p.h., hampered by using sidelamps only to conserve the battery. This driver was away from 1 a.m. until 5.3 a.m. the following day, inclusive of rest. The best hour's motoring was 44 miles, between 8 p.m. and 9 p.m. on the outward run, which disposes of the idea that the A 1 road is "impossible" throughout the summer months.—W. B.

PETER COLLINS

We take this, the first opportunity, of expressing our deep sympathy to the wife, parents and countless friends of the late Peter Collins, in the irreparable loss sustained by the death of this popular racing driver after his Ferrari had left the road during the German Grand Prix.

Words alone are inadequate for expressing our feelings on hearing of Peter's fatal accident. This young man, his infectious sense of fun and humour covering a serious interest in his chosen profession of Grand Prix racing driver, represented, perhaps better than anyone, the popular idea of what such a man should be. He had the flair, the mannerisms and a flashing smile to endear him to admirers, yet he was an unobtrusive public figure, carrying success with dignity.

Collins took motor-racing seriously, going to live near the Ferrari works in Italy after being appointed to drive in their team and striving hard to master the language, a conscientiousness that endeared him alike to Enzo Ferrari and the racing mechanics. He was an adaptable driver, graduating from Formula III cars to H.W.M., and thence through sports Aston Martins, the big Thinwall Special, the difficult V16 B.R.M. and, after sharing a 300SLR Mercedes-Benz with Moss in a Targa Florio, to his high place in the Ferrari team. With Ferrari Peter Collins won the 1956 French and Belgian G.P.s, and shared the wheel of the cars which finished first at Monaco, Silverstone and Monza. He was second that year to Fangio in the World's Championship, after so sportingly handing over his car to the Argentinian in the Italian G.P. The year 1957 saw Collins' prodigious drive in a wet Mille Miglia; this year he won at Buenos Aires and Sebring with Phil Hill, and, in G.P. cars, the *Daily Express* Silverstone race and the British G.P. Clearly, Peter was again driving at the top of his form, until tragedy struck while he was attempting to regain the lead at Nurburg.

To put futile questions to Moss after that race, was the province of the B.B.C. Would Moss go on racing? You might as well ask whether trans-Atlantic air-lines will be abandoned because a K.L.M. Constellation was lost at sea recently, writing off, not one, but 99 lives . . .

Peter died gallantly, driving a fine car to its limit of speed, and beyond. Musso died likewise. These accidents enhance the stature of the racing driver, who faces danger fearlessly, with open eyes. To use them as a weapon with which to bludgeon a clean and healthy sport is futile indeed.—W. B.

LETTERS from READERS

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

THE MONZA "500"

Sir,

The report by Mr. Denis Jenkinson of the Monza "500" surely denudes him completely of the stature and reputation he gained largely on his report of the Mille Miglia.

(1) It will be recalled that on that occasion he survived a very brisk 1,000 miles thanks to a very long roll of toilet paper, and the courage, incomparable judgment and driving ability of the man he last month chose to publicly label "timid and frightened"—Stirling Moss.

No doubt he will call this his right of free comment. But when free comment becomes insulting, personally wounding or contemptuous, it seems to us that it no longer has any place in motor-race reporting.

(2) The "blood and guts" atmosphere throughout this piece by "D. S. J." compares rather strangely with Matters-of-Moment criticisms of over-emphasis of death and danger by other motoring writers.

(3) And it is even more out of keeping in the pages of a magazine *so devoted to avoiding the mention of death*, that it prints no obituary or tribute to Musso—a brave man and one of the world's best drivers.

(4) It is only necessary to read the Monza article to see, in Jenkinson's *own words, that several drivers were worried about the race*, and also that several of the machines were unfitted for and breaking up under the strains of the peculiarities of the banked track.

(5) Ferrari himself was bludgeoned at Government level into it, and then had to put the heavy hand on his *contracted drivers* in turn. Such misgivings by people who should know may be in error—but they are not to be sneered at.

(6) We find it difficult to understand what is so impressive, or brave or "hairy," about cars at high speed on a banked track compared, say, to cars on the equally fast Masta curve, which is level road and very narrow road at that.

(7) When a man has only one life to lose, a bystander writing about "rough and tough, don't move over, interlock your wheels" stuff at 180 m.p.h. is both embarrassing and stupid.

(8) The inescapable fact is that we came as near to losing Moss in his prang as perhaps we have ever been—and that would have been due to a mechanical failure in a car acknowledged to have been rushed through in 20 days to please the promotors.

(9) It only remains to observe that although Mr. Jenkinson has done a lot of fast passenger work in his time, the only time we have had the privilege of watching him drive his Porsche at Silverstone, his speed was so unimpressive as to make one suspect whether he really appreciates the hazards of high-speed motoring from the driver's point of view.

We are, Yours, etc.,
H. BANCROFT.
Horsforth. ALLAN STANIFORTH.

We submitted this letter to Mr. Jenkinson, who replies as follows:—

(1) They *obviously did not see Moss close up.*

(2) There was no *blood*—just guts.

(3) If you stand on a pedestal as a "great public figure" you must be prepared to be shot down.

(4) Then why were there "several drivers" at Monza anyway? I did not hear any American drivers saying this.

(5) Not *Government*, equivalent of the R.A.C.—the A.C.I.

(6) Have they seen 160-180-m.p.h. cars in action on a banking? I doubt it.

(7) This is the way the American drivers view racing and talk about it.

(8) He came much closer to death in the 1956 Mille Miglia; without one single tree he would probably have been dead. The steering box failed, but was a standard 4.5-litre sports-car box, well-proven last year in road racing.

(9) All right, you drive a standard 1500 Porsche!

Sir,

As a reader of MOTOR SPORT for many years, may I protest at the waste of space in reporting at such great length the report of the recent Monza Meeting by "D. S. J."?

His remarks anent courage of European drivers, etc., would seem to indicate a pro-American bias, or is it perhaps that he finds their bizarre appearances attractive and thus allies himself with them? To my mind, the fact that European drivers on cars designed for entirely different work can hold their own with the Americans, upon their second meeting would indicate where the supremacy lies. Did he fail to notice a recent race report in which a Mr. Troy Ruttman was stated to have been unable to master gear-changing before corners in (I think) a Maserati? The almost gearless and semi-brakeless American monstrosities do little to improve automobile engineering, in my submission. Indeed, there appears to be nothing new in any of the American designs, and the Offenhauser has been going for many years now. To be completely fair, why not suggest four races, one at Monza, another at Indianapolis, and two further races at Monaco and Nurburgring—with the same cars competing in each race? Perhaps this (or rather the results) would quiten "D. S. J.'s" accusations of last year, and since, regarding courage *and skill of European drivers. If not, he will no doubt shortly* exchange his Porsche for a Thunderbird or something similar and we shall be treated to accounts of how he out-accelerated and (perhaps) out-cornered a 2 c.v. Citroën, proving of course that Indianapolis *experience has made American auto-engineering what it is today.* My opinion is that these American-style races occupy the position that American cars do, *i.e.*, something loud, vulgar, with old designs re-hashed as new inventions, and catering for the type of person who likes his motoring—and sport—flashy and somewhat *ludicrous.*

I am, Yours, etc.,
Hove. R. LEE.

We submitted this letter to Mr. Jenkinson, who replies as follows:—

"*It is very obvious that this young man has never seen the* "Indy" cars in action; nor, I doubt, has he seen a racing car doing 180 m.p.h."—D. S. J.

* * *

A MATTER OF BALANCE

Sir,

Mr. Jenkinson's writings and views in your August issue are more *than interesting, as always. However, there is one opinion he* expresses in his "Les Vingt-Quatre Heures du Mans" (page 532) which—*if he is serious*—calls for a polite: "*Not on your life!*"

At the top of the second column (page 532) he says: "Astons were *using 1957 cars . . . and their engines did have the latest cylinder* heads *but four main-bearing crankshafts on a six-cylinder goes back to the dark ages.*"

So it does, but if "D. S. J." seriously thinks a seven-journal six-cylinder crankshaft is necessarily a *better*, more *enlightened* construction than a four-journal, I can only refer him to Dr. Ricardo, Dr. Ken Wilson, W. O. Bentley and Donald Bastow, whose views and findings in this *far-from-cut-and-dried* topic are shared by those in the U.S.A. responsible for the six-cylinder Chevrolet (many millions built).

Just one reminder for "D. S. J." The six-cylinder Aston Martin engine in its original 2½-litre (ex-Lagonda) form did *not* need a T/V damper. Neither does the 3½-litre Armstrong-Siddeley (also a four-bearing engine). The justifiably popular and successful Jaguar (seven-bearing) needs and has a T/V damper, the size and weight of which varies according to the series and b.h.p. of the model in question.

Mr. Heynes is the first to admit that the *partial* balancing of the Jaguar crankshaft (journals *unequally* loaded) is *deliberate* in order to ensure the third order major critical remaining susceptible of treatment (with a damper).

The "3 W" system of counterweighting used by Rolls-Royce (Merlin) (journals *equally* loaded) and their R.-R. and Bentley cars results in a total of eight counterweights and the unavoidable lowering of the natural frequency of vibration.

As "D. S. J." no doubt is aware—aero engines are not saddled with flywheels, so the problem here is not so acute.

I am, Yours, etc.,
Leeds. E. F. GOODALL.

* * *

SERVICE

Sir,

My recent experiences with regard to new tyres may be of interest to your readers. As a friend had received only 17,000 from a set of Dunlop Tubeless on his Morris 1000, and as I do not feel happy about

tubeless tyres anyway (a personal feeling), I decided to ask for Michelin X tyres to be fitted to my new Gold Seal Standard Ten. Lambs Ltd., of Wanstead, Essex, the local distributors, agreed to fit any tyres I asked for, provided, of course, that I paid the extra cost of more expensive covers. They doubted, however, if Michelin X tyres were available in size 5.20–13.

I wrote to Michelins and found that it will be some time before this tyre will be manufactured for smaller than 15-in. wheels. They suggested I used the Michelin SDS type. Since all British "babies" use 13 or 14-in. wheels, this means they cannot use the " X " type. [For later news, see page 602.—Ed.]

I had Michelin SDS tyres fitted at a cost of £4 10s. extra and recommend them for roadholding, though since I have only done 4,700 miles since the car arrived on March 1st this year, I cannot comment authoritatively on life. I told my friends of my satisfaction and some have asked for similar arrangements, but have been refused by their dealers. One dealer refused to change tubeless for tubed, irrespective of make.

I feel that discerning motorists such as your readers should know that some firms will provide these facilities, and recommend that if they find one that does not they should take their custom elsewhere.

In my case it was the first time I had dealt at the firm in question, and I was entirely unconnected with them.

The Gold Seal Standard Ten performs with and is cheaper than the Morris 1000 four-door. It is more economical than the 100 Fords. It is roomier than the A35. It has no import duty, which makes it cheaper than certain delectable Continental vehicles. I would like to read your comments after testing one.

I am, Yours, etc.,

London, E.5. B. D. Gable.

Sir,

Having read with interest your comments on the availability of petrol and the helpfulness of garages during the hours of darkness, I thought the following example as good as any.

One Sunday evening I noticed a driver who had run out of petrol just outside Croydon. I gave him a lift until we came to Oliver Cutts, an Esso Service Station, at 11.30 p.m. Happy motoring came to an end when the attendant was asked for a can. " No, I can't help, and nowhere else is open." After a further wait we suggested empty oil bottles, but he said, " Oh, no ! and moved away, only to return and tell us to move off.

Fortunately a garage called Prynne-Stevens Ltd., just around the corner, supplied the petrol in oil bottles.

I remain an avid reader of the best motoring magazine.

I am, Yours, etc.,

London, N.W.8. W. J. Elles-Hill.

* * *

CARS I HAVE OWNED

Sir,

So many people seem to have written on the subject of " Cars I Have Owned," that it struck me that my own humble efforts in this direction might possibly have some interest.

Ignoring my father's 1908 Star and 1913 Sunbeam, the first car of my own was a 1919 G.N. My mother presented me with this car. I think it would be about seven years old when I first had it.

I ran this car for about three years, and the biggest repair bill in that time was fifty bob for a magneto overhaul. Except for the ear-splitting din, it was a delightful little machine, and I had a lot of fun with it; runs round Shropshire and camping trips into Wales. I have heard some nerve-wracking accounts of these G.N.s—spitting off wheels, getting into two gears at once, and goodness knows what—but all I can say is that this particular G.N. didn't do it to me.

The main reason that I got rid of this car was that, following an abdominal operation, I felt convinced that if I swung it I should inevitably burst ! I sold it for four quid.

The next car I had was about the worst thing on wheels that I have ever touched. It was a (I think) 1926 Salmson. It had a revolting type of valve operation whereby one cam did service for both inlet and exhaust. The net result was that the engine seemed to have practically no power at all.

The brakes were operated by cables running through copper tubes, and had, if possible, less power than the engine. The clutch was like a rat-trap, and the gearbox was almost impossible to change on.

I swapped this car for another G.N., which car, however, I never ran (leastways not as a car !). I scrapped the body, cut the chassis through, and built a camping trailer on the back half of it.

We used to tow this trailer behind a 1923 Clyno my father had. This Clyno had, I think, a ball-race Coventry-Climax engine and was amazingly fast. One of the Clyno experts down at Colliers, South Yardley, Birmingham, told me that, with a bit planed off the cylinder block to heighten the compression, he'd had one of these cars do a timed 70 m.p.h.

The next car was a 1924 Jowett, and was an amazing little machine. It climbed practically everything in top and did about 45 m.p.g. I ran this Jowett until it broke its crankshaft.

I bought another Jowett, 1926 this time. It did even better m.p.g. but it seemed to be at the cost of pulling power; it was not nearly so good in this respect as the 1924 Jowett.

This 1926 Jowett had an annoying habit of jumping out of second gear, so a friend of mine swapped its box for the 1934 box.

The next car I had was a 1926 (I think) Clyno. I believe it was about 10 h.p., but any Clyno expert would know the model; the front brake drums were bigger than the rear. I think this was the slowest car I have ever had, and the slowest I have ever driven except for the 8-h.p. Fiat (the one with a radiator rather like a miniature R.-R.). I'm pretty sure the flat-out speed was not more than 35 m.p.h. However, we had some very enjoyable trips with it. As far as I can remember, it never went wrong, and would trundle along, up hill and down dale, so long as you put petrol, oil and water in it !

When I said it never went wrong, I was forgetting that, after I bought it (for £3), I found it had a cracked side chassis-member. However, Colliers put in a complete new chassis-member for £4, so I suppose I shouldn't really grouse. I think I sold this car to a scrap dealer for ten bob !

The next car was probably the best I have ever owned—a 1923 16-h.p. o.h.v. four-cylinder Sunbeam. This car went like a bomb, and it had about the best lighting set I've ever had anything to do with. Also, it was the only car I've ever had which carried two spare wheels. This must have had some sort of moral effect on the car, because I never had a puncture with it !

My only serious criticisms of the car were that it was, for some reason, very tiring to drive for any distance, and that the petrol consumption was something fierce. About 15 m.p.g. driven gently, which rose to about 14 m.p.g. if driven hard.

I think the next car was a Ford Eight—about 1933. Reliable and economical, but not very exciting ! Following this, a 1936 Talbot Ten—much more exciting, very lively, and a delightful little thing to drive. My only moan about this car was that it ran very hot all the time; it needed about a pint of water added to the radiator about every 90 miles or so. In hot weather you simply sat and sweated.

The next car, and the one which we still own, was a 1946 1½-litre Jaguar. As soon as we started to run it it became painfully obvious that it required a complete engine overhaul, but luckily, in spite of the fact that we bought it secondhand and when it was quite a few years old, the suppliers, West Central Garages, Wolverhampton, abided by their guarantee and really gave the engine a " doin'." Rebore, big-ends, mains, etc., and I should think the engine is in really nice condition now. Let's hope so, anyway. (Usual disclaimer, by the way.)

Just to make the mouths of the younger generation water, the prices of these cars (that is, the price *I* paid, or my father or mother, as the case might be) were : G.N., £12; Salmson, £17; first Jowett, £15; second Jowett, £10; Clyno, £3; and Sunbeam, £27.

I am, Yours, etc.,

Wolverhampton. W. H. Dobbs.

* * *

THE COMPULSORY TESTS OF OLD CARS

Sir,

In order to combat this latest abuse, may I suggest that you advise all readers of Motor Sport and associated papers steadfastly to boycott any garage that sets up to carry out the scheme.

Garages would thus hesitate to jeopardise their legitimate business and the scheme would become unworkable.

I am, Yours, etc.,

Norwich. C. J. Boswell.

[We have already made this suggestion, in order that the garages doing the Government's work shall not be hampered. We hope all our quarter-million readership will inquire if garages they are about to patronise do vehicle testing for the Ministry and, when the answer is " Yes," will go elsewhere.—Ed.]

IN PRAISE OF N.B. MAPS

Sir,

Mr. Harbord's judgment on the National Benzole Road Map make strange reading to me. Covering 931 miles—Cotswolds, Lake District, Yorkshire Moors, and back home—my friend and I relied entirely on National Benzole maps to guide our A30 away from the "holiday roads," and towns, during the August bank holiday.

Our success was beyond expectations. Thanks to National Benzole we were able to go "as the crow flies" along "B" roads and beautiful country lanes, maintaining good speeds and avoiding traffic, and not once losing our way. Some of the places charted were mere farms!

This was our very first experience of serious map reading—both of us are in our early twenties—therefore I cannot comment on how these maps compare with others, but if better exist for clearness and detail I should like to hear of them, although a map giving more detail would appear to me to be superfluous.

Thank you, Sir, for an interesting journal, and please continue your propaganda against those "test" garages.

I am, Yours, etc.,

Welwyn. GEOFFREY CROOT.

* * *

WAS MOSS AFRAID?

Sir,

I have read D. Jenkinson's report on the 1958 Monza "500," during the course of which he impugns Moss' personal courage four times. (One gathers that Moss was in a perpetual funk.) Other members of U.P.P.I. have had similar treatment since the 1957 Monza fiasco and the statements are too persistent to be dismissed with other wild statements Jenkinson sometimes makes; *e.g.*, "The racing/sports car is not scientific" (June issue).

Jenkinson is probably the best correspondent in the game but I do wish he would be less dogmatic. I for one do not accept that the U.P.P.I. withdrew from the 1957 "500" because of fear, nor can I accept that—"It was a very frightened and nervous Moss who got into the big car . . ."—this before practice had started, mind you.

One could possibly say that a Toreador was tense, or even apprehensive before a fight, but it would be manifestly unfair to say he was scared. I should say that courage is a pre-requisite to bull-fighting equally as much as road-racing, and the questioning of it it this particular case is unworthy.

I am, Yours, etc.,

Sutton-on-Forest. PETER HUTCHINSON.

* * *

GOOD WORDS FOR THE BORGWARD ISABELLA

Sir,

Having just parted with a Riley 2½-litre saloon—a model of some repute in the matters of roadholding and cornering—in favour of an Isabella TS saloon, I can only register my complete and utter amazement at the performance of this wolf in sheep's clothing.

After clocking up only a couple of thousand miles I can hardly claim to be exactly intimate with Isabella's full potentialities, but what little experience I have already had has been sufficient to convince me that I shall never buy another car without i.r.s.

I had thought of buying a Sunbeam Rapier until I tried to get my 6 ft. 1 in. into the driving seat, and had had an opportunity of discovering the shortcomings of the intermediate gears. In any case, just where does one find legless passengers for the back seat? I might have bought a Riley 1.5 except for the fact that I didn't appreciate the attitude of the would-be vendor, who could not offer a demonstration in less than ten days.

In any case, their Service Department leaves much to be desired; at the time of my inquiry, they were supposed to be balancing one of the front wheels of my "2½" "while I waited." The offending wheel got as far as the balancing machine, with the necessary weights laid on the cover—somebody sounded off the "tea-break" and the entire establishment downed tools. I continued my journey some 30 minutes later than I need have done, determined *not* to buy the "1.5."

I then remembered having watched La Trobe's Borgward circulating at Brands Hatch—quite unconcerned among tyre-squealing Magnettes and a Rapier.

The London Distributor provided a model within about two hours' notice, and although, I am ashamed to say, I did not buy it, I had an extremely pleasant two or three hours' demonstration.

At equally short notice, Blundell's of Folkestone delivered the model I now own to my house at Brookman's Park.

The German handbook (unfortunately just about as useless as our own) in the Anglicised version recommends that the following speeds "should not be exceeded in the interests of economy": second, 44 m.p.h.; third, 65 m.p.h.; top, 93 m.p.h. Thirty-eight miles to the Imperial gallon is claimed (*mit hoher Oktanzanl* (*Super-kraftstoffe*!))—my Isabella is certainly doing well over 30 without undue lightfootedness on my part.

The gadgetry leaves little to be desired—a decent tool kit including tyre gauge, tube for bleeding brakes, and an inspection-light which plugs into the cigar-lighter's socket, *and* a spider wrench, which is also the jack-handle. The boot is illuminated by the number-plate lamps, which have a Perspex panel at the rear to permit this.

The divided bench-type front seats have adjustable backs which will lie flat to turn the whole interior into a bed, there are separate low-wattage parking lights which are cut-out by the side-lights automatically, and dipped headlights can be flashed on to "high beam" by the steering-column centre button; the steering lock is as remarkable as the column-change gear-lever is pleasant (synchromesh on all four!)—in fact, I doubt if a certain "motoring correspondent" could find a phrase adequate to fit this car!

Admittedly the facia panel is true 1958, lacking decently calibrated instruments and either ammeter or oil gauge. However, there is a mileometer with trip, a clock and a water-temperature gauge.

Doubtless some people, British Car Manufacturers included, might endeavour to discredit some of the features listed—perhaps they might change their tune if they had overheard the comments of various British car owners who have inspected the Isabella and either ridden in it or driven it.

The only drawback would appear to be that, again according to the handbook, if the mechanism fails to function, I am supposed to retreat to the nearest Borgward Workshop. Fulham *is* quite a walk from Hatfield, but I am ashamed to say that the enthusiastic attitude of the staff there—mostly German mechanics—makes the trip well worth while.

I am, Yours, etc.,

Brookman's Park. MALCOLM A. WOODWARD.

* * *

ACTUALLY ACTUARIAL?

Sir,

My difficulties with insurance companies started when I tried to insure an Alvis Speed Twenty. Eventually I found a company willing to insure the car against Third Party risks only. Later, when I read the policy carefully I found it difficult to decide exactly what the car was insured against for there were so many exceptions.

The Alvis was changed for a Citroën roadster. Only the Registration Book description of the type of body saved me from having to pay the usual sports-car loading. Naturally, as the car was f.w.d., I had to pay a £10 excess for this reason.

All went well until the company charged me nearly £3 for insuring the car for one week over the normal three months' period allowed at no extra charge abroad. Even at French rates, the equivalent of £150 per annum seemed excessive, so I resolved to change my company.

The next company, obtained through the auspices of a well-known careful drivers' association, insured the Citroën without demur. Later, exemption slips followed until the policy looked like a stamp album.

I then decided to change the Citroën for a Jowett Jupiter. My company replied that they would not insure the Jupiter comprehensively. This I queried, but they remained adamant.

The Citroën was sold and a Renault 750 succeeded it. This time I fell for a company advertising a large no-claim bonus. On transfer I was allowed a 30 per cent. N.C.B., which seemed fair. Soon after I moved from Suffolk to Kent and the gross premium was increased by £5. An exemption slip informed me that it was not the policy of the company to allow the normal three months' insurance abroad at no extra cost to Service personnel.

This company stated they would willingly insure a Jupiter comprehensively, but when I asked what premium they would charge for a VW Karmann Ghia they replied that they would not insure it since they did not insure L.H.D. cars!

I may add that I have driven for 13 years without accident, claim, or conviction, but this appears to make no difference. To some companies, at the wheel of a Jupiter I would become a maniac; to others, I would not but would become accident prone if the car were a L.H.D. model.

How can insurance companies have such different attitudes if their calculations are based on actuarial practice and not prejudice?

I am, Yours, etc.,

Boxley. JOHN GULLY (Lieutenant Commander, R.N.).

[The ways of Big Business are invariably veiled in mystery!—ED.]

SOMETHING DIFFERENT

The Alpine Rally

A NUMBER of my friends kept disappearing, saying, " We're going on holiday," and when they returned they talked about the change from the normal routine of their lives being as good as a rest cure, and kept asking me when I was going on holiday.

Now, for as long as I can remember, my life has been one long holiday, watching motor races every weekend, all over Europe, enjoying myself at English Club meetings and occasionally taking part, or when doing none of those things just " messing about with motors," as the Editor would say. The idea of taking a deliberate holiday had never occurred to me, so when it was suggested I should try one, " Do something different, for a change," they said, " you are always mixed up in motor racing," I thought I would try it.

By a series of logical steps I was approached by a certain John Armstrong, who runs the Shell Film Unit, to see if I would be interested in helping him make a film. Now that sounded different from the usual run of things, so I agreed and decided that this would be the much-talked-about holiday, and went along to have a chat with Armstrong about this film making. I soon discovered that this chap was " one of us," having been assistant to Bill Mason in the making of the 1952 Le Mans film and the 1953 Mille Miglia, and anyone who has been to Silverstone Club meetings knows Bill Mason and his 4½-litre Bentley. Then I discovered that this Armstrong was the lunatic who used to race a black Ford Eight van, minus its rear doors and fitted with a hot Ford Ten engine, a few years ago before " van racing " was really popular in Club circles; in fact, he was one of the pioneers of the " tradesman's handicap " type of racing. I began to think that perhaps I was going to get mixed up in some motoring after all on this " holiday," when I had been visualising basking in the glamour of film studios and starlets. My fears were confirmed. We were to make a motoring film; in fact, a film of the Alpine Rally, and my job was to drive a car fitted with a cine-camera, along most of the route, taking action shots of the competitors. " Let's face it," I thought, " motoring is your way of life, no matter what happens, holiday or no holiday." Upon thinking about the matter a bit more I realised that the Alpine Rally was an event I knew nothing about, apart from what I read in the motor papers. The car I was to use was a factory Alfa-Romeo Giulietta Spyder with a Sprint Veloce engine, my companion was to be David Samuelson, one of British Movietone's top cameramen, whom I had never even met, and I was to follow the route over all the tiny and dicey passes such as the Vivione, Gavia, Allos, Soubeyrand, and many others that I had never even heard of, and it was to go on from Monday to Saturday. " This is going to be different," I thought, " if a holiday is a matter of doing something that is out of the ordinary routine of things, then this is going to be a real holiday."

My motoring started on a Saturday, with a 500-mile non-stop drive down to Marseilles in and out of the French public going on holiday; it had to be non-stop, apart from one refuelling, for the slightest pause meant that the last hundred Frenchmen I had overtaken would come sailing past me and I'd have to do it all over again. Usually I spent weekends at racing circuits, so this was my first taste of summer weekend-motoring on the open highway, and it was a horrible experience, and one I don't wish to repeat—but it was different! Arriving at a small Auberge just outside Marseilles I met the Shell Film Unit, which had been gathered together for filming the Alpine Rally. It is no exaggeration when I say it was reminiscent of being back in the Mercedes-Benz organisation, for supper was taken round an enormous table presided over by Armstrong, and I met a remarkable collection of people who were all very clued-up in whatever particular branch of the organisation they were taking part. I had fondly imagined that a film was made by merely taking along a simple " home movies " camera, a box of film, a map of the route and a motor car, and setting off with the first competitor. How wrong I was. This being an official job of work for the London Shell firm, there was a vast amount of paper-work to get organised long before we were assembled; cameramen had to have work permits, there were British, French, Dutch and Italian cameramen; the law does not permit quantities of film to be taken from France to Italy, and certainly not back again; camera equipment worth many thousands of pounds had to have special permission to cross the French/Italian frontier with duty being paid; special permission had to be obtained to film in certain parts of the Italian mountains where the route crossed military territory; supplies of film had to be deposited and collected; provision had to be made in case of car breakdown or crashes; supplies of money for petrol and food had to be arranged; insurance for the cars and drivers was necessary; route maps drawn up, rendezvous points arranged, and many other small details. If our Giulietta had been the only car involved the work would have been formidable, but in fact there were ten cars involved, for although seven of the crews were going to take shots from static roadside cameras as the Rally competitors passed, they still had to get about the place by car. As mobile cameras we had three cars fitted up : the Giulietta with a big 35-mm. camera mounted between the passenger's knees, shooting through the windscreen, Armstrong with his Abarth Fiat 600 similarly equipped, and a Ford Zephyr drophead with a forward-shooting camera and a pivoting one shooting out of the back, this last vehicle being driven by none other than Dean Delamont, the illustrious Competitions Manager of the R.A.C., he too being on " holiday"

This year the Alpine started on Monday afternoon, July 7th, and wound its way along obscure side roads and mountain passes north eastwards from Marseilles up into the French Alps, zig-zagged up and down passes such as the Allos, Izoard and Vars, and arrived at the French/Italian frontier on the Mont Genevre pass about midnight. It then crossed the north-west corner of Italy and arrived at Monza Autodromo by the back roads just after dawn on Tuesday morning. After a speed test round the Monza road circuit, the competitors went on to Brescia, where the first stage ended in time for lunch and the cars were locked away in a closed parking space. On Wednesday morning, at 4 a.m., the first competitor set off again and went straight up into the Dolomites, over a whole series of real stinkers in the way of passes, dusty and gravelly ones like the Vivione and the Pennes, the route going north-eastwards across the Dolomites as far as Bolzano and Merano, then turning westwards up and over the Stelvio, over the Gavia, back across the Vivione and across the northern plains above Milan as darkness began to fall Then in the darkness and approaching midnight, over the Gran St. Bernard, across the corner of Switzerland and back into France, to the end of the second stage at Megeve. Throughout the route in France the average speed was one kilometre every minute, or approximately 37½ m.p.h., and in Italy it was a little lower, being nearer 35 m.p.h. It all sounded easy enough on paper but, bearing in mind that the average speed had to include everything, refuelling traffic hold-ups, level crossings, punctures, mechanical trouble, the lot, being an overall average, it meant that there was not time to hang about. In order to liven things up many of the more difficult passes had a control at the beginning and the end, so that a crossing had to be done against the watch, with every part of a second counting. Where a mountain pass was preceded by a long stretch of valley road, with a control at the beginning of the valley, the average speed was easy enough, for you belted along averaging, say, 65 m.p.h., and if you could only average 20 m.p.h. over the pass it was still possible to keep up an overall 37½ m.p.h. between controls. The real work was involved where you started from rest at the foot of the pass, such as on the Vivione, which is 32 kilometres long, and had to average nearly 28 m.p.h. to the foot of the other side, all on loose gravel on a road never more than 1½ cars wide and with very little in the way of barriers between you and the edge of the road which was also the edge of the mountain. If you were lucky and averaged 20 m.p.h. going up from the start to the highest point, it meant averaging nearly 40 m.p.h. down the other side. Personally, I find that a mere 35 m.p.h. downhill on loose gravel is petrifying, let alone trying to average more than that.

Having arrived at Megeve in the small hours of Thursday morning, after nearly 24 hours of continuous mountain driving, the competitors rested until 4 a.m. on Friday morning, when they were once more allowed to retrieve their cars from the *Parc Ferme* and continue on the route over almost every major and minor pass around Chambery and Grenoble, up and down the length and breadth of the French Alps all day long until arriving at Gap that night shortly before darkness fell. There was a short break of an hour or two and then on again into the night, taking in such passes as the Glandon, Telegraphe, Galibier, Lautaret, Izoard, Vars and so on, southwards over the Cayolle and then doubling back northwards again over the Allos as dawn was breaking. Then across the centre of the mountains to Mont Ventoux, near Avignon, and finally a comparatively gentle run southwards to Marseilles, where they arrived during the afternoon of Saturday. The Rally was not finished, for those competitors still

in the running had to take part in a five-lap race round the Jean-Pierre Wimille circuit in the Parc Borely. Throughout the route of Friday and Saturday there had been timed hill-climbs with a set minimum time, up such mountains as Soubeyrand, Revard and Ventoux. The whole route covered nearly 3,800 kilometres, or 2,360 miles, and all we in the Shell Film Unit had to do was to make a film of the whole affair.

Our first major problem was the question of not being permitted to take any rolls of film into Italy, so a rendezvous was arranged at a hotel just before the frontier, where a member of the French Shell firm would be waiting to take charge of the tins of film; also in order to ease the passage through the customs of all the camera equipment carried on the ten cars, as well as such complications as an English driver with an Italian-owned car leaving France, it was desirable that everyone in the unit cross the frontier more or less together. By an absolute masterpiece of planning, Armstrong and his two helpers had drawn up a system of routes and average speeds, allowing for the difference between a Giulietta driven by myself who knows the way across Continental mountain roads, and a Renault Dauphine driven by a Dutchman who had never seen a mountain, with all sorts of variations of driver/car combination in between, so that they all arrived at Briancon around 11 p.m. on Monday night.

Throughout Sunday and the Monday morning before the start the static camera crews set off for various parts of the route, until only three mobile camera cars were left, and as the 56 competitors began leaving Marseilles at short intervals, with the fast cars in front, the Zephyr, Fiat and Alfa-Romeo mingled in with them, endeavouring not to get in the way. Almost immediately out of Marseilles there was a climb up a long winding mountain road and on this we had fun following three other Giulietta Sprints and Wadsworth in his Denzel; I say we, but in actual fact I had all the fun, for poor old Samuelson had to do three things, look into his viewfinder and shoot the more spectacular corners, hang on to his camera so that it did not get shaken about too much, and try to remain calm and ignore the screaming tyres and sliding car. For me the real joy was to be able to roar up these mountain roads at up to " eight-tenths " knowing that no traffic would be coming the other way, for the Gendarmerie were policing the roads, and while not actually preventing the public from driving along the route, they were certainly encouraging them not to. We motored until dark that evening, following Alfas, Healey Sprites, Citroën DS19, Sunbeams and Rileys, for we were bringing up the rear, the Zephyr being up front among the big Austin-Healeys, Triumphs and Fords. Leaving the route we motored to Briancon and over a space of 45 minutes, during which time we refuelled, both the car and ourselves, unloaded all the film and generally reported everything under control, the rest of the camera crews arrived from all directions.

Crossing the frontier just after midnight, we were able to have a few hurried words with various competitors as they stopped at the control, and learnt that there had been some havoc since darkness fell, and many cars were already out due to crashes or breakdowns, while others had dents and scratches but were still in the running. We all went directly to Monza, where an Italian Shell company representative was awaiting us with supplies of fresh films, and then out to the Autodromo to film the competitors arriving and doing the speed test. Then along the Autostrada to Brescia, where the Giulietta sang along happily at 5,400 r.p.m. in top gear. Having motored all night, it was then " me for bed," for next morning we were up at 3.30 a.m. and off into the Italian Alps. Now it was our turn to take the head of the procession and we followed Austin-Healeys of the works team and the 2.2-litre TR3 Triumphs along the Valley of the Scalvi, which I am sure contains some wonderful scenery though we had little time to take it in, for the works Rally drivers do not hang about; in fact, if you are going to hope to get through the Alpine without loss of marks you just cannot afford to hang about. What might seem to be a reasonable " press-on " gait in a 2.6-litre disc-braked Austin-Healey, proved to be a " bit of a dice " in 1.3-litre Alfa-Romeo, if I was to keep close enough for Samuelson to get the competitor large enough in his viewfinder. Over the loose surfaced Vivione we trailed Consten and de Lageneste in their Zagato Alfa Giulietta, and various Fords and Sunbeams, the " Rootemobiles " showing a surprising amount of steam up the hills, bearing in mind their weight. Having begun this section with the first car and gradually dropped back until we finished it with the last car, we then followed a cross-country route to meet the Rally again as it headed for the Stelvio Pass, the other parts of the route being picked up by the Abarth Fiat and the Zephyr, while all along were static camera crews.

From Merano to the Stelvio was easy main road going, and we found many of the competitors taking short naps while their navigators did some driving, for, by and large, most of the top rally drivers, such as Storez, Harper, Sears, Mrs. Mitchell, Pat Moss, Adams, Harrison and others, prefer to drive 90 per cent. of the time, finding that too many changes from driving to navigating gets them out of the rhythm of pressing along. In direct contrast, Consten and de Lageneste, who were eventually to make best outright performance, shared the driving 50-50. Along this route we came across Pat Moss and Anne Wisdom changing plugs on their six-cylinder Austin-Healey, the engine of which was scintillatingly hot, for it was midday in the Dolomites, and as their team-mates Sears/Moore were helping we went on our way, later to find Annie Soisbault in her works Triumph held up at a level crossing, losing some eight minutes, during which time her engine was boiling merrily for she was afraid to switch off as her battery was down and would not turn the starter. Arriving at the foot of the Stelvio we met up with the other mobile cars and also many angry competitors who had got the impression that the timed climb of this very long mountain road, with its innumerable hairpins, was to be under " road-closed " conditions, whereas it was, in fact, to be amongst the normal tourist traffic; on an afternoon in July that is quite something. It was not surprising that many competitors clobbered walls and rocks, and the already depleted entry was even further depleted by the time the control was reached on the western side of the Stelvio. It was interesting to note the public reactions to this crossing of the Stelvio, for some obviously knew the Rally was on and had parked out of the way and were standing on corners waving competitors on, others discovered the Rally was on when they came face to face with a Ford or a Sunbeam coming round a hairpin on its door handles, and these hurriedly parked and became enthusiastic spectators, and there was a third group who were obviously petrified at the sight of the mountains and the tortuous road, and were having such a bad time trying to control their mighty Volkswagens or Anglias, grossly overladen with holiday kit, that they did not even see the Austin-Healey that missed their rear wing by a gnats-whisker.

Immediately following the Stelvio Pass came the Gavia, a narrow, dusty, loose-surfaced goat track that I personally would not let my goats walk on, let alone cross it in a car against a ticking stop-watch. Anyone who feels that mechanisation and " the wens " are crowding the countryside so that it is impossible to get away from building and civilisation should make a journey across the Passo di Gavia. You can really feel lonely up there, and so out of touch with the rest of the world that the sight of the first lonely old peasant down the other side makes you want to go and shake his hand, like Dr. Livingstone. If I had not been so busy lowering the Giuliette down the steep side, winding the wheel round the corners and trying not to get into a " dreaded sideslip " on the loose gravel, I might have had time to look over the edge, and then I should have been very frightened. My only relief was that I was not a passenger in a works Zephyr or Sunbeam Rapier, but I suppose if you are strong willed enough to keep your eyes on the stop-watches and the Halda, then you just don't see how dangerous the whole thing is. By dark we were on our way back to our rendezvous at Monza, having been driving since 4 o'clock that morning, and I was happy to be in bed by midnight, giving but a moment's thought to the long-suffering competitors who were still driving on to Megeve.

On Thursday, while the competitors were resting at Megeve, we had a simple leisurely trip of a mere 300 miles to make from Monza to Megeve, over the Mont Genevre and the frontier again, having left all our film with the Italian Shell man, down to Briancon to collect more rolls of film from the French Shell man and on over the Galibier and Telegraphe passes, where the heavens opened wide and we were forced to put the hood up on the Alfa, and on to Megeve just before dark, for supper, a check up on equipment and how the competitors were getting on, and then bed. In passing, it is worth commenting on the speed with which the hood on the Giulietta Spyder can be erected, and once up it is really water-tight.

Next morning, Friday (as if it mattered, for by now we were completely out of touch with the rest of the world, or so it seemed), we were off at 4.30 a.m. and after a spirited dice with Peter Harper in his works Rapier, and other short dashes with Corbishley in his Standard Ten, the Giulietta four-seater saloons and the Sprites, we worked our way along the route, taking predetermined short cuts all organised on maps for us by the hard-working John Armstrong. By now the wheat had been sorted from the chaff in the entry, and it was becoming increasingly difficult to catch competitors, for those who were still running were the really " press-on " types, and while it was not too difficult to keep up with them it was almost impossible to gain any ground. If we wanted to follow someone closely we had to lurk up a side road where we could see them approaching and then time our rush out on to the route so that we

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"500" Fastest at Great Auclum National Speed Hill-Climb

THE annual speed hill-climb of the Hants & Berks M.C. is held in delightful country not far from Reading, at Neil W. Gardiner's charming estate, where the drive has a corner banked specially to encourage sprint motoring. This National fixture is, indeed, a speed hill-climb in the old tradition, the cars assembling in a field which serves as paddock, the spectators having an excellent view of the cornering from another large field, and the meeting going with a swing because Club officials work together for the good of the cause in friendly co-operation. The competitors, too, find it enjoyable, the ¼-mile course abounding in corners, apart from the banked one, while three timed runs are allowed.

On August Bank Holiday Saturday rain stopped in time for the later runs to be made in the dry and some fast times were recorded. Fastest of all was 22.19 sec. in the 500-c.c. racing-car class, by James' Cooper-Norton, which made f.t.d. and was only 0.15 sec. outside the class record, although 1.59 sec. above Tony Marsh's course record in the big Cooper-J.A.P. Second in this class was Willmott's Cooper, slightly faster than Lovel in the Grenfell, who was one of the few to really use the banking.

In the 501-1,100-c.c. racing-car class the only runner was D. R. Good, and he had a mild incident on his first run and broke his gear-box on the third, leaving him with one intact run, done in 23.00 sec. Rivers-F etcher was a non-starter, the camshaft drive to one cylinder of his Cooper's J.A.P. engine out of action, while Marsh was in Germany. The 1,101-2,000-c.c. racing-car class was won by Berry in the 2-litre E.R.A. Special, the blown engine of which emitted a beautiful smell and was aided by twin back tyres. Second fastest in the class was Haig's 1,132-c.c. Cooper, with Shorrock super-charger and Norton barrels to its J.A.P. engine. Roscoe's blown 1,220-c.c. Cooper was third, Patsy Burt fourth, although her Cooper-Climax sounded very flat and she actually had four runs, stalling on the line at her third attempt. Lone competitor in the big racing-car class was Doc. Taylor in the ever-welcome Caesar Special, which clocked a hair-raising 24.00 sec.

The sports-car classes were more strongly contested, Tallis (Lotus VI) winning the first in 24.34 sec. from Belcher's aerodynamic Lotus-Climax and Copeman's attractive 1955 T.T. D.K.W. two-seater, with body by A.F.N. Ltd. In the 1,101-1,400-c.c. section Derisley's Lotus VII was driven splendidly, clocking 22.85 sec., while second place went to Wickson's Buckler 90, which was a mere 0.04 sec. faster than Belton's Lotus VI, a creditable performance for a car with a s.v. Ford Ten engine with twin S.U. carburetters, which complies with the 1,172 Formula, especially as Hilton had crashed it in practice, necessitating hasty repairs. In this class the former record, which was Wickson's, was broken by all three place-men, Derisley lowering it by 0.81 sec. Times were slower in the 1,401-2,000-c.c. category, which was won very creditably by Ashley's 1930 Meadows Frazer-Nash with two-port 4ED engine, without, however, the deflector head. His time of 24.40 sec. beat Perkins' Lotus, the mountainous bonnet of which concealed a 328 B.M.W. engine, and Anstis' A.C. Ace-Bristol, both 2-litre cars! Ashley attributed this to Frazer-Nash roadholding.

The class for sports cars over 2,000 c.c. went jointly to Park's neat Tojeiro with Aston Martin DB3S engine and Chapman's Chapman-Mercury with Ardun o.h.v. heads and eight Amals. Third place was taken by Gardiner's Austin Healey, in 24.67 sec., so this was indeed competitive motoring. Shutler's Invicta coupé did a good 24.92 sec., and although Howell's V16 Maserati was absent, this driver sportingly brought his vintqge twin-cam 3-litre Sunbeam with belt-driven supercharger, in which he clocked 27.1 sec., beating L. Sears' XK120 Jaguar. There were no entries in the gas-turbine class, nor did Major Lambton's miniature G.P. Bugatti appear on the hill.

Altogether this was a most enjoyable sprint, which will, we hope, be repeated next August. The best dozen times were: R. B. James (Cooper-Norton 500), 22.19 sec.; J. Berry (E.R.A.-Special 2,000 s/c.), 22.63 sec.; W. D. J. Roscoe (Cooper-J.A.P. 1,220 s/c.), 22.78 sec.; D. Derisley (Lotus-Ford 1,172 sports), 22.85 sec.; D. R. Good (Cooper-J.A.P. 1,100), 23.00 sec.; D. A. Haig (Cooper-J.A.P. 1,132 s/c.), 23.22 sec.; Miss P. Burt (Cooper-Climax 1,500), 23.38 sec.; E. G. Willmott (Cooper-Norton 500), 23.59 sec.; R. Wickson (Buckler-Ford 1,172 sports), 23.64 sec.); R. Belton (Lotus-Ford 1,172 sports), 23.68 sec.; A. M. Park (Tojeiro 3,000 sports), J. P. Chapman (Chapman-Mercury 4,240 sports) and M. R. Lovell (Grenfell 500), all 23.93 sec.;

A FILM ABOUT TYRES

Courtaulds' new film (16 mm., sound track, colour, 15 minutes). "Getting Down to Casings" depicts tests carried out by the American Rayon Institute to show that rayon is superior to nylon as a material for tyre casings. Rayon was introduced to the mid-1930s to replace cotton in tyre construction. The Courtaulds' film claims that rayon's tread life is up to 26 per cent. better than nylon and that it gives the quieter ride, while being at least the equal of nylon under impact tests. Comparative tests are seen, in the searing heat of Texas and the bitter cold of Alaska, in this documentary filmed by On Films Inc. for the American Rayon Institute. Copies can be borrowed from Courtaulds Ltd., Coventry, on mentioning MOTOR SPORT and their publication "Why Are Tyres Tougher?" can be had free, from their London office at 22, Hanover Square, London, W.1. These claims for rayon in tyre manufacture are certainly interesting; in America many tyre manufacturers use nylon and here we find Goodyear, Firestone and Dunlop, with their new Road Speed RS4, and their racing R5, using nylon in preference to rayon. No doubt they will be producing counter-claims to vindicate this preference.

In this connection Chevrolet in America contemplated fitting nylon tyres to their 1959 models but have abandoned this idea. At first it was reported that the price factor was the determining influence but Courtaulds Ltd. are now sending out a circular stating that: "there seems little doubt that the major factor was the emergence of a new rayon yarn of greatly increased strength which has nylon licked on a cost/strength basis. This new yarn allows manufacturers to make tyres appreciably stronger than nylon for the same cost, or alternatively, equally strong at lower cost." They also state that the new yarn is the most economical tyre cord yet offered to the tyre industry. Conversely, *Wheelspin*, journal of the W. Essex C.C., believes that "Nylon tyres should provide extra safety and greater economy, because they run cooler, resist flex fatigue, impact and moisture damage. In addition, they should remould a number of times."

There is a third method of tyre construction, the steel-cord, of which the Michelin "X" is so outstanding as to be on a pedestal of its own.—W. B.

MINIATURE NEWS

The number of replicas of actual makes of car represented in the miniatures field is now monumental and those who collect comprehensively require extensive storage space for their models.

Meccano Limited have introduced an ambitious car carrier and trailer in the Dinky Supertoys series, which can transport eight Dinky miniature cars on double-deck ramps. Its methods of loading, if not in accord with full-scale procedure, is fascinating, though perhaps more so to children than their elders. Two new Dinky miniatures are the Hudson Hornet saloon and duo-tone Hillman Minx saloon, with realistic wrap-round rear windows and wrap-round screen in the case of the Hornet. No. 175, the Hillman saloon, is 3 $\frac{9}{16}$ in. long and costs 3s. 3d. inclusive of p.t. The Hudson is No. 174 in the Dinky series, is 4$\frac{3}{8}$ in. long, and costs 3s. 6d. Collectors of Dinky miniatures can now obtain, from Meccano Ltd., Binns Road, Liverpool, 13, an annual Collectors' Licence, like a miniature driver's licence, in which to list the Dinky toys they own. Those who think model car collection is childish should note that Stirling Moss holds Dinky Toys Collector's Licence No. 1. Every month he will select a number and the holder of that licence will be entitled to a visit to Meccano Ltd., all expenses paid, in the company of parents. Within two days of the announcement of this Club it had over a thousand members. Readers may care to enrol their children, mentioning MOTOR SPORT when they apply.

Lesney have really excelled themselves with No. 9 in their "Models of Yesteryear" series, this being a splendid 80 : 1 scale model of a Fowler "Big Lion" showman's road locomotive. It is complete with canopy supported on twisted brass struts, dynamo, chimney clamped to the roof, tool-boxes, crane and flywheel, this 3¼ in. long miniature being beautifully finished in gay colours. The price is a modest. 4/9d.

In the realm of larger, and historic, car models a reader showed us recently a fine non-working replica of the 350-h.p. V12 Sunbeam in its 1925 form, with streamlined fairings and long tail, as used by Malcolm Campbell to set the Land Speed Record to over 150 m.p.h. This model is complete even to correctly-disposed instruments, pedals and even the starting-magneto on the cockpit floor, and has exhaust stubs, radiator cowl, and steering connections, correctly detailed, although the steering does not move. The model is about two feet long, of wood and metal. We recall that Leslie Callingham also had one of these Sunbeam models, which were presumably made in some numbers for Campbell or perhaps for one of the petrol companies associated with his record-breaking exploits. Do any others exist?—W. B.

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XX GROSSER PREIS VON DEUTSCHLAND

Vanwalls Strike Back

ADENAU, *August 3rd.*

IN common with other organisers, the Automobile Club von Deutschland decided to reduce the German Grand Prix from its former powerful position down to a "milk-and-water" type of event by reducing the distance from 22 laps of the Nurburgring to 15 laps, a mere 342 kilometres, and as last year they ran a Formula II event in with the Grand Prix. To make the programme a "bumper one" they laid on a short sports-car and Gran Turismo car race in the morning before the main event.

The Scuderia Ferrari arrived midday on Thursday with three V6 Dino 246 Grand Prix cars, an experimental model and a Formula II car and, being early, they put in some unofficial practice that afternoon, this being the first time the Dino models had been to the Nurburgring. Hawthorn, von Trips and Phil Hill were there as drivers, the fourth member of the team, Collins, being due to arrive the next morning. The B.R.M. team, the Vanwall team, Coopers, Lotus and Porsche all began arriving, so that when practice started on Friday afternoon there was plenty of activity. The B.R.M. team were making their first appearance at the formidable Eifel circuit and would have liked to have made some unofficial practice earlier but their drivers were not available, so they had to "find out," just as Vanwalls had last year, though both Behra and Schell knew the circuit well, which helped a great deal. The Formula I Ferraris were driven by Hawthorn, Collins and von Trips, and the experimental car was tried by them as well, Hawthorn in particular being quite enthusiastic about its handling characteristics. The American driver Phil Hill was having his first single-seater Grand Prix drive with the Ferrari team, having been waiting a long time for it, and was given the Formula II car, an exact replica of the Formula I car apart from engine capacity and tyre sizes, though it had a lighter chassis frame with all the main longerons of the same diameter. It must not be overlooked, of course, that the present Formula I Ferraris were developed from the prototype Formula II car of last year. The Vanwall team were much happier than last year, for they now knew more about the requirements regarding springs, shock-absorbers, anti-roll bars, steering geomentry and so forth, since their debacle last year, but were in a sad state over engines, having destroyed one at Silverstone recently, and some more on the test-beds in preparation for this race, so that they could only bring three cars instead of their usual four, it not being possible to make new engines in a few days. As a result they entered only Moss and Brooks, with the third car as a spare, and Lewis-Evans did not have a drive. Coopers entered Salvadori in their 2.2-litre car, and Trintignant was driving Rob Walker's similar car, while Allison was in the 1958 Formula I Lotus, the horizontal engine position now being entirely abandoned. There was a lone Maserati out on this first afternoon, it being Bonnier's 1957 lightweight car he got from Scarlatti. Two other Maseratis were entered, these being the Centro-Sud cars, one for Troy Ruttman and the other for Hans Herrmann, but neither were ready for the first practice period. Of the 1958 ultra-lightweight works Maserati there was no sign, nor was there any sign of Fangio, he seemingly having retired from European racing, though at the time of the race he was still in Italy.

Bearing in mind that since Fangio's remarkable lap in 9 min. 17.4 sec. last year the circuit has been resurfaced in places and some of the corners eased and banked slightly, one could assume that his time would be approached and possibly beaten, most probably by a Ferrari, for the small Dino cars would be very manageable round the twists and turns of the Eifel circuit. Having seen Moss go round in 9 min. 25 sec. with the 1958 Maserati back in June during some unofficial practice, there was every reason to suppose that this year's Grand Prix cars should approach the lap record. Last year Hawthorn did 9 min. 24 sec. with the old cumbersome Lancia/Ferrari V8, so it was no surprise when he turned 9 min. 21.9 sec. with this year's car, and both Collins and von Trips got below 9 min. 30 sec. quite easily. When Moss did likewise with the Vanwall it was clear that they had profited from last year's experience, but B.R.M. were in a sorry state, the cars being off the ground more than they were on it. After some juggling with anti-roll bars, shock-absorbers and tyre pressures, and the cars being fitted with steering dampers and bracing struts to the tops of the king-pins, the Vanwalls were really finding their feet on the Nurburgring, and towards the end of the afternoon Moss stirred things up with a lap in 9 min. 19.9 sec., to beat all three Ferraris. It was interesting that Bonnier was driving Maserati number 2529, the actual car in which Fangio set up his record lap last year, though, of course, the engine was no longer the same, last year's car being on alcohol, and the Swedish driver put in a lap this year in 9 min. 42.7 sec., a creditable time until one remembers last year's race. Allison did 9 min. 44.3 sec. in the 1958 Lotus, which was indeed a worthy effort, it being the first visit to the Nurburgring of both driver and car.

In the Formula II category Brabham was worrying everybody by lapping in 9 min. 43.4 sec. with the works Cooper, this being the Formula I chassis that Salvadori had driven so well at Silverstone, now fitted with a 1,500-c.c. Climax engine. The next best was Phil Hill with 9 min. 59.0 sec. in the little Ferrari, and after that no one could approach 10 min. Porsche were very worried because they could not find a driver for their fast single-seater RSK that won at Reims, Behra being in the Formula I race and Barth not being too sure about passing a medical examination after his crash at the Freiburg hill-climb. As Lewis-Evans was standing around doing nothing he was loaned a sports Porsche to get in some practice, with a view to taking over the Formula II car if Barth could not drive. A single works Lotus was entered, this being a 1958 car with the engine in a near-vertical position, but a lot of the practice time was spent fitting Graham Hill into the driving seat and finding room for his feet around the clutch housing. Burgess was driving the Atkins Cooper, Maclaren a works-supported one, Seidel was in Rob Walker's 1957 Cooper, and Naylor, Gibson and Goethals had their own Surbiton-built cars, while Bueb had his 1957-type single-seater Lotus.

The Ferrari drivers were trying quite hard but could not make any impression on the Vanwall time that Moss had set up, though they were all ahead of Brooks, his car still having some further modifications to be made to it. Poor Behra was most unhappy as he lost control of his B.R.M. and spun off into the undergrowth, bending the chassis slightly, and all in an endeavour to go as fast as Allison with the Lotus F. I and Brabham with the Cooper F. II. Although the weather had been fair for the Grand Prix practice, apart from a very brief shower of rain, as soon as it was all over a veritable tornado swept across the Eifel mountains, tearing down trees and flags and advertising, flooding everywhere around the paddock, so that the day's activities finished on a rather depressing note.

On Saturday, at midday, conditions were first class, with the track dry and clouds obscuring the sun occasionally to prevent things getting too hot. Behra was given the spare B.R.M. and Brooks had his car fitted with a de Dion tube giving vertical wheel positions instead of the usual positive-camber set-up, while Ferraris were trying some different shock-absorbers on their small car. Hawthorn was going immensely fast no matter where he was watched round the circuit, and he recorded an unbelievably quick lap in 9 min. 14.0 sec., while Collins got down to 9 min. 21.9 sec., taking most of his corners in full-opposite lock slides, seemingly just for the sheer fun of it, for it was obviously wasting some time. In complete contrast to last year, Moss and Brooks were looking very comfortable and smooth, and though the former did not improve on the day before's time, the latter got within 1 sec. of Hawthorn's remarkable lap, and, watching the Vanwall go down the steep Fuchsrohre and through the following bends, the lap time was not surprising. The two Centro-Sud Maseratis were in trouble right from the start, for Ruttman's car burnt a hole in a piston almost before he had started to practise and Herrman's car broke a half-shaft, while Bonnier was also in trouble with a broken valve. Both Salvadori and Trintignant were now going very well, and were approaching times of 9 min. 35 sec. and were faster than the B.R.M.s but unable to approach the really fast cars, though Brabham was going round in a spare 2-litre car and lapping under 9 min. 30 sec.

In Formula II the works Lotus was out, but had not gone far before the engine tightened up as Graham Hill was going into a corner and he spun onto the bank. After taking the engine to bits it was found that the Climax water-pump drive had sheared. As Hill had not done any serious practice he borrowed Allison's Formula I car and set off, but came back, "cap in hand," having spun it and crumpled the front, so the Lotus team had to get busy with welding plant and hammer, while Allison was most philosophical about it and grinned, saying, "silly ——." Among the Formula II drivers, Maclaren was outstanding to watch on certain parts of the circuit and he was showing all the "press on" characteristics of Jack Brabham, and he got down to a time of 9 min. 56 sec. Last year none of the Formula II cars could get below 10 min., though earlier

this year, on the improved circuit, Behra did 9 min. 53.9 sec. with a 1,500-c.c. sports Porsche during the 1,000-kilometre race, so that we had some form of yardstick to go by. Phil Hill improved his time to 9 min. 48.9 sec. but still could not look at Brabham's remarkable time, and Collins had a go in the little Ferrari, but the Cooper was still fastest. Lewis-Evans went home as Barth turned up and took the F. II Porsche from him, and de Beaufort decided to run his 1500RS as a F. II as well as a sports car. Marsh was going splendidly in his own Cooper, being noticeably fast up the climbing bit through the Karussel to Hohe Acht, which is real hill-climb stuff, and his time of 9 min. 57.5 sec. was only three-tenths of a second behind Barth's best with the works Porsche. Bueb just failed to break 10 min. with his Lotus and the rest of the runners varied from slow to pathetic.

Saturday afternoon saw an immense amount of activity in the paddock, the Ferrari mechanics taking the engine from the experimental car and fitting it into the Collins car, and changing the ribbed alloy brake drums on the front of the Formula II car for normal cast-iron ones. Lotus mechanics were straightening out the Formula I car with the aid of the wonderfully-equipped service vans provided by the various petrol companies, which are a feature of German races, and B.R.M. were trying to sort out their suspension problems. Vanwalls were fairly happy, doing routine maintenance and checking everything, and, in complete contrast, all three Maseratis were spread all over the floor. The Coopers were all free from any serious bothers, though Porsches were taking gearboxes apart and altering gears.

Before the Grand Prix began a 6-lap sports-car race took place, and mixed in with it was a Grand Turismo race for 1,600-c.c. cars and 1,300-c.c. cars, the former group being composed entirely of Porsche Carreras and 1600 Supers and the latter of Alfa-Romeo Sprint Veloce Giuliettas. The sports-car race itself was an interesting open battle between Borgward and Porsche, with Herrmann, Bonnier and Juttner driving the 1500RS from the Bremen factory and Behra and Barth driving for Stuttgart. In addition to these two German teams there was a factory Lotus Fifteen driven by Allison, a private Lotus Fifteen of Berchem, Piper's 1,100-c.c. car, and that promising American driver Dan Gurney with an Osca from the Centro-Sud stable. There was a certain amount of umbrage among some of the Porsche Gran Turismo drivers for the A.v.D. decided not to allow any competition exhaust systems on the Carreras, even though they are accepted everywhere else, so, as a result, many of the Carreras were transferred to the sports category. From a spectator viewpoint this one-make G.T. racing is not exactly a technical exercise but it is a good proving ground to weigh up driver-ability. The five fastest times among the sports cars in practice had been Behra, Herrman, Barth, Bonnier and Allison, the first five all being under 10 min. Behra was credited with 9 min. 39.0 sec., faster than Brabham's Formula II time, but though given officially it was very suspect. This suspicion was justified during the race, for Behra was credited with 9 min. 34.2 sec. yet Bonnier had lost only a few yards on the Porsche and Allison only 2 sec., and the Borgward and Lotus were lapping a little above 9 min. 50 sec. Later Behra's time was amended to 9 min. 48.9 sec. for the race lap record, which made sense, and nevertheless was very creditable, so one can assume that his practice time was 9 min. 49.0 sec. and not 39.0 sec.

Although Behra led for the whole six laps, Bonnier hung on grimly, showing that the Borgward (described in the July issue of MOTOR SPORT) was more than an equal for the RSK Porsche. Although Barth was in third place on the opening lap, Cliff Allison was driving brilliantly and swept the Lotus Fifteen round, caught the Porsche and held third place for four and a half laps, at last breaking up the German monopoly of the 1,500-c.c. class on the Nurburgring. However, it was too good to last and halfway round the sixth lap a rear radius-arm mounting broke away from the chassis and Allison came to rest, losing an honourable third place, so that the German monopoly took hold again. However, the Porsche monopoly was sadly disrupted, with Borgwards second (Bonnier), fourth (Herrmann) and sixth (Juttner). Among the Gran Turismo cars everything went according to form, Schulze winning the Giulietta group from the Swiss driver Stern, who has been showing excellent promise this season, while among the Carreras the fastest was Walter, who makes a habit of going well in a Porsche, and the first 1600 Super was driven by Mahle, who made himself known last year by his driving of a Giulietta.

At long last we got down to the comparatively serious business of the German Grand Prix and, though the starting grid was as shown below, there was a certain amount of nonsense because Brabham, Herrmann, Bonnier, Ruttman, Graham Hill, Allison and Goethals did not complete the required minimum of six training laps, either due to not reading the regulations carefully or blowing up their engines, while Naylor failed to get his paperwork scrutineered properly and was also on the black list. It was finally allowed that these eight should start, but from the back of the grid, irrespective of practice times, which accounts for Brabham's poor grid position, as well as Allison's and Bonnier's. In all 25 cars were assembled on the grid, Ruttman being a non-starter as his engine was irrepairable, though Bonnier's car had only five good cylinders.

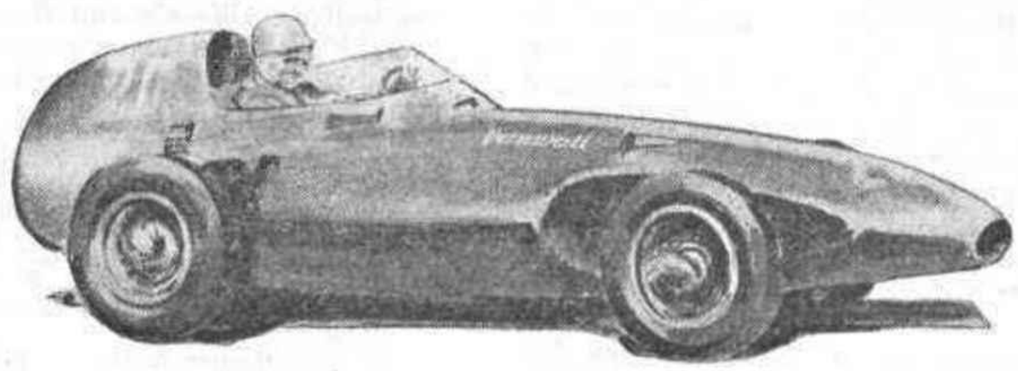
Collins (*Ferrari*) 9 min. 21.9 sec.	Moss (*Vanwall*) 9 min. 19.9 sec.	Brooks (*Vanwall*) 9 min. 15.0 sec.	Hawthorn (*Ferrari*) 9 min. 14.0 sec.
Trintignant (*Cooper*) 9 min. 36.9 sec.	Salvadori (*Cooper*) 9 min. 35.3 sec.	von Trips (*Ferrari*) 9 min. 24.7 sec.	
Burgess (*Cooper F. II*) 9 min. 55.3 sec.	P. Hill (*Ferrari F. II*) 9 min. 48.9 sec.	Behra (*B.R.M.*) 9 min. 46.8 sec.	Schell (*B.R.M.*) 9 min. 39.6 sec.
Marsh (*Cooper F. II*) 9 min. 57.5 sec.	Barth (*Porsche F. II*) 9 min. 57.2 sec.	Maclaren (*Cooper F. II*) 9 min. 56.0 sec.	
Gibson (*Cooper F. II*) 10 min. 55.0 sec.	Seidel (*Cooper F. II*) 10 min. 21.0 sec.	Bueb (*Lotus F. II*) 10 min. 02.6 sec.	de Beaufort (*Porsche RS*) 10 min. 01.5 sec.
Bonnier (*Maserati*) 9 min. 42.7 sec.	Herrmann (*Maserati*) 10 min. 13.5 sec.	Brabham (*Cooper F. II*) 9 min. 43.4 sec.	
Naylor (*Cooper F. II*) 10 min. 17.9 sec.	Allison (*Lotus*) 9 min. 44.3 sec.	Goethals (*Cooper F. II*) 11 min. 22.9 sec.	G. Hill (*Lotus F. II*) No time

As the flag fell the two Vanwalls got away well and Schell came round the outside from the third row and joined in with the leaders as they went down to the Sudkerve, and it was Moss who led the way round on lap one. At the back of the field there was a certain amount of jostling going on for the fast people like Bonnier, Brabham and Allison were trying to make up for their bad grid positioning. During this melee Brabham rammed Bonnier in the tail and the Cooper was badly bent, while the Maserati went on with a big crease in the back. Moss did his standing lap in 9 min. 26.6 sec. and was 6 sec. ahead of Hawthorn, who was closely followed by Collins, Brooks, von Trips, Schell and Behra, Allison and Salvadori in nose-to-tail formation. Allison's opening lap with the sleek Lotus and only 1,960-c.c. engine was quite something, coming as he did from the last row on the starting grid, and he had caught and passed Salvadori's 2.2-litre Cooper, which proves something or other. Phil Hill was leading the Formula II cars by a great distance, and was, in fact, hanging on to the tail of the main group of Formula I cars, and behind him came Maclaren, Burgess, de Beaufort, Barth and Bueb, as quick as that. Naylor stopped at his pit with a defective fuel pump and poor Brabham limped in long after everyone was well round their second lap, the Cooper too bent to continue in the race.

Moss was really on form, and so was the Vanwall, so that his second lap was a new lap record with a time of 9 min. 16.6 sec., and he was now so far ahead of Hawthorn that as the Vanwall disappeared round the Nordkerve behind the pits, to set off on its third lap, the Ferrari was just rounding the Sudkerve, and Collins was right behind Hawthorn. Already the field was strung out, Brooks being on his own in fourth place, and then came Schell, Behra and Allison scrapping for fifth, followed by Salvadori and von Trips, the Ferrari pulling into its pits suffering from no brakes; nothing could be done, so von Trips rejoined the race, to continue to drive without using the brakes and stopping the car on the gearbox. There was no change among the Formula II cars, though both Trintignant and Herrmann were mixed up with them and having difficulty in getting out of the ruck and joining in with the Formula I event. Bonnier failed to appear, his engine—which had been bodged-up—failing on the descent down to Adenau. Having got clear of the pack, Moss was out to build up a substantial lead in the early laps, and on his third time round he pulled out all the stops and recorded a truly fantastic lap record with a time of 9 min. 09.2 sec. Regardless of all circuit changes and progress in the Vanwall development, this was a truly meritorious effort and it put him 17 sec. ahead of the Ferrari pair, who came by this time with Collins leading and with Brooks still within striking distance. These four had left the rest of the runners way behind, and then came Behra, who was in a thoroughly bad temper at not being able to shake off the "fairground racers" of Allison and Salvadori. On this lap Gibson dropped out, de Beaufort stopped to change a front wheel on his sports Porsche, and Seidel stopped to see if there was anything wrong with the Rob Walker Cooper as he kept spinning round; there was nothing wrong, apart from the driver being hopelessly cramped in a cockpit designed around Moss and Trintignant, so he went on.

On the fourth lap there was a veritable holocaust, and the race was barely begun, for Moss coasted to rest at the Schwalbenschwanz with his magneto refusing to emit any more sparks, and with a truly remarkable lead over everyone else he had to stand by the roadside and watch Hawthorn, Collins, Brooks and the rest go by. The two Ferraris roared by the pits to start their fifth lap with a very good

Continued on page 600



VANDERVELL

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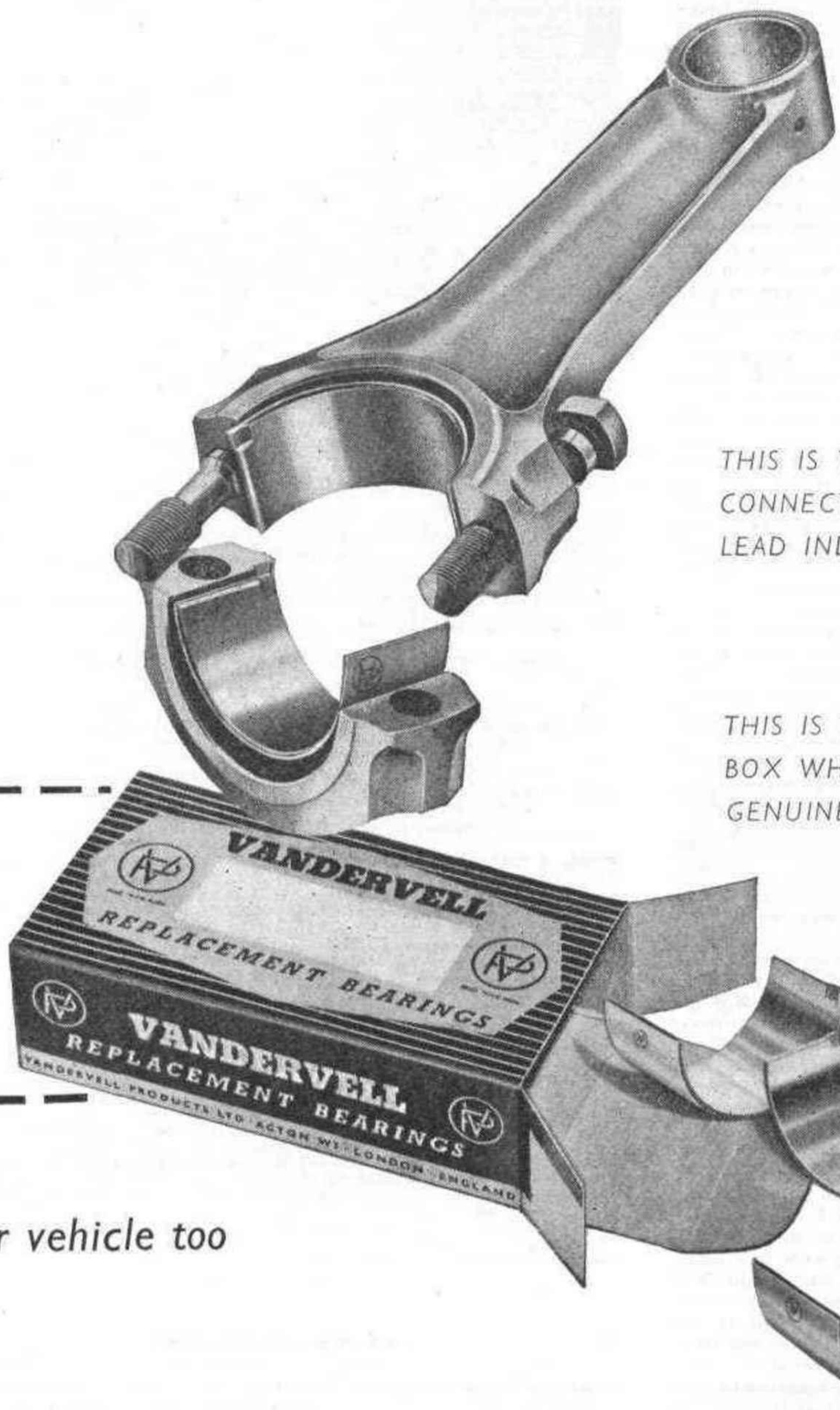
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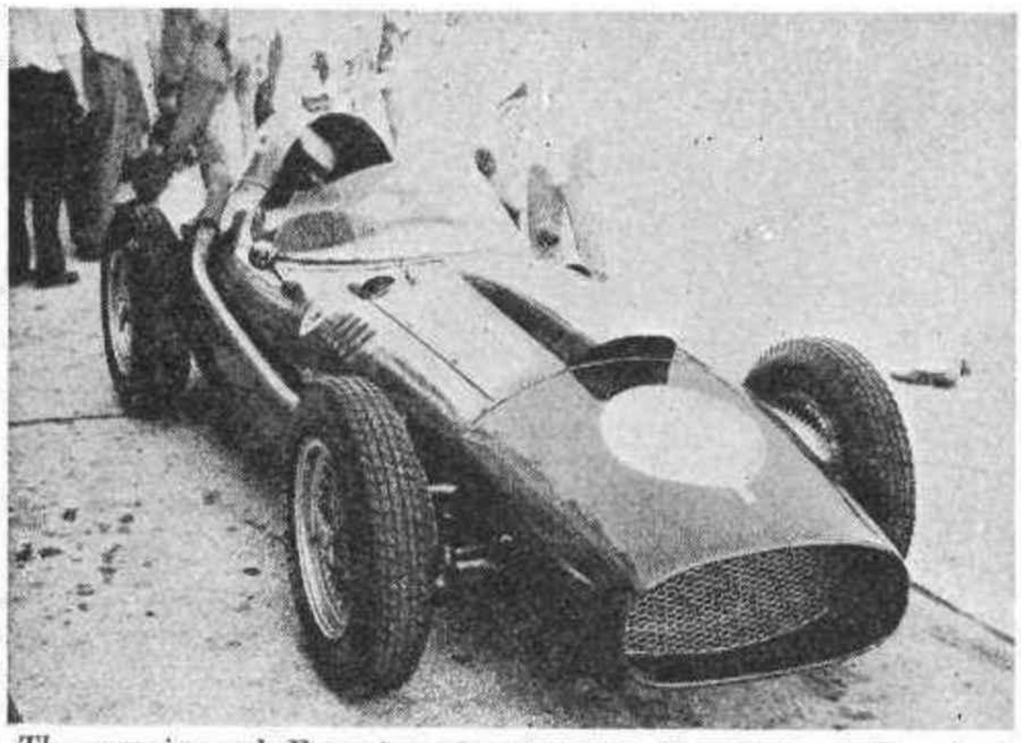
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Smee's V140

lead over Brooks in third place and next came a close trio consisting of Schell sandwiched between Allison and Salvadori. Phil Hill was now seventh overall, and leading the Formula II class by an immense distance, and then came von Trips coasting into all the corners, followed by Trintignant who had at last got away from all the small cars. Herrmann failed to appear, his Maserati engine having blown up, and de Beaufort did not come round, while Behra came into the pits long after all the Formula I cars had gone by and retired with " driver boredom " as a change from the usual " mechanical boredom." Goethals also gave up on this lap, the only difference this making to the race being that Seidel was now last. The situation looked like Silverstone all over again, with the two Ferraris in full command of the situation and as Collins led Hawthorn by a length at the end of the fifth lap they had over 22 sec. lead on Brooks in the lone Vanwall, and their pace was such that the rest of the runners might have been in a different event. The Formula II Ferrari was going splendidly, apart from having inadequate brakes for its speed, or so it seemed to the driver, and behind it came Trinitgnant and von Trips. the German driver knowing very well that his brakes were inadequate. The Cooper/Lotus Formula I battle was still in the favour of Hornsey, while Surbiton had the advantage in Formula II, in both cases behind Ferrari cars one should add. Graham Hill went out with an oil pipe leak on the 1500-c.c. Lotus projectile and on the next lap Phil Hill found himself spinning downhill towards Adenau on a hidden oil patch, though whether from the Lotus or not it is difficult to say. The F. II Ferrari took in some grass banks and finished up going the right way so Hill went on racing, still in the lead of the small car class, but now behind Trintignant and in eighth place overall. Meanwhile, up in front, the two Ferraris were playing games together, Collins leading across the line at the end of lap six and Hawthorn then taking the lead as they went past the pits. It was now obvious that Brooks was no longer 22 sec. behind, he was decidedly closer and he did his seventh lap in 9 min. 16.7 sec., which brought him visibly closer to the two Ferraris and on the next lap he was with them, passing on the twisty bits but being overtaken on the fast bits, the Maranello cars having more steam than the Vanwall. This was really stirring things up and it seemed a hopeless task for Brooks to do battle against the two Ferraris, but he kept at it and actually forced his way past Hawthorn and into second place as he went into the Nordkerve, making the Ferrari run wide. Once again he got by Collins only to be passed again on the straight, but this time he was alongside Hawthorn as they ended the tenth lap, and the Vanwall took the Ferrari as they went into the Sudkerve and caught the leading Ferrari as they went into the Nordkerve. Brooks had done his tenth lap in 9 min. 10.6 sec., not as fast as Moss but an excellent time, and now having got the lead at the beginning of the twisty bits he was able to pull away. This wonderful effort by Brooks completely overshadowed the Formula II group, in which Hill was in dire trouble with the Ferrari, for when he went off the road he wiped away an engine breather pipe that runs under the tail of the car and was now pumping out oil mist onto his own back tyres, and was finding himself going sideways on all the corners, with the result that Maclaren and Barth were catching him. Allison and Salvadori finally disposed of the second B.R.M. when Schell had to retire with no front brakes, the ratchet adjusters having broken, and Seidel also gave up, for what it was worth.

On lap 11 disaster struck the Ferrari team, for rounding the double right-hand curve after Pflanzgarten Collins was in his usual opposite-lock slide when he overcooked it and went off the road in full view of his team-mate, and while striving to catch the flying Brooks. Collins was taken to hospital with severe head injuries from which he later died and Hawthorn was left to carry on the struggle, but by the end of that lap his clutch began to show signs of failing and as the Ferrari went up the return road behind the pits it suddenly slowed and though Hawthorn continued on lap 12 he did not reappear. This little scrap that ended so tragically had been motor racing at its best and the three of them had completely outpaced the remainder of the runners so that when Brooks went by on his own at the end of the 12th lap he was nearly 3 min. ahead of Salvadori, who was in second position, the Lotus having run into trouble. At the end of lap 11 Allison had drawn into the pits with a split radiator, no doubt a result of the practice crash achieved by his team-mate, and after a long time attempting to stop up the leak he continued, but now in last place. Maclaren was driving remarkably well on his first visit to the Nurburgring and was leading Barth comfortably, the two of them passing the unhappy Phil Hill, and meanwhile Bueb, Burgess and Marsh had been doing some typical Brands Hatch wheel to wheel dicing for lap after lap, and in urging each other along they caught up with the leaders of their group so that Hill found himself surrounded by green Formula II cars which he could pass on the straight but which sailed past him on the corners. At the end of lap 13, when Brooks was 3 min. 5 sec. ahead of Salvadori,



The experimental Ferrari used in practice showing the bulbous body sides and wide mouth, somewhat reminiscent of the Super Squalo Ferrari of 1955. *The " chicken wire " grille in the mouth was fitted to all the Ferraris for this race.*

with Trintignant third, von Trips a remarkable fourth still driving without brakes, and Maclaren leading the " tiddlers," Bueb stopped at his pit to complain of failing oil pressure. While his mechanic was looking into the oil tank to see if the fluid was circulating there was a plop from under the car and a pipe split wide open and gushed oil all over the pit area, so Bueb retired after having had a good race. It was now all over and Brooks merely had to reel off the remaining two laps to win his second Grand Prix this season and put Vanwall back on the map.—D.S.J.

Results :

1,500-c.c. SPORTS-CAR RACE—6 Laps—136.8 Kilometres—Cool

1st :	J. Behra (Porsche RSK)	59 min. 30.4 sec.—138.0 k.p.h.
2nd :	J. Bonnier (Borgward RS)	59 min. 45.3 sec.
3rd :	E. Barth (Porsche RSK)	59 min. 58.8 sec.
4th :	H. Herrmann (Borgward RS) ...	1 hr. 00 min. 00.0 sec.
5th :	G. de Beaufort (Porsche RS) ...	1 hr. 00 min. 27.7 sec.
6th :	F. Juttner (Borgward RS)	1 hr. 00 min. 29.2 sec.
7th :	H. Walter (Porsche RS)	1 hr. 02 min. 10.3 sec.
8th :	D. Gurney (Osca)	1 hr. 03 min. 10.7 sec.
9th :	D. Piper (Lotus XI)...	1 hr. 05 min. 41.5 sec.

Fastest lap : J. Behra (Porsche), 9 min. 48.9 sec.—139.4 k.p.h. (*new record*).

GERMAN GRAND PRIX—Formula I and II—15 Laps—342 Kilometres—Cool

1st :	C. A. S. Brooks (Vanwall)	2 hr. 21 min. 15.0 sec.—145.8 k.p.h.*
2nd :	R. Salvadori (Cooper 2.2-litre) ...	2 hr. 24 min. 44.7 sec.
3rd :	M. Trintignant (Cooper 2.2-litre) ...	2 hr. 26 min. 26.2 sec.
4th :	W. von Trips (Ferrari Dino 246) ...	2 hr. 27 min. 31.3 sec.
†5th :	B. Maclaren (Cooper F. II) ...	2 hr. 27 min. 41.3 sec.—139.0 k.p.h.
6th :	E. Barth (Porsche F. II)	2 hr. 27 min. 47.4 sec.
7th :	I. Burgess (Cooper F. II)	2 hr. 28 min. 14.3 sec.
8th :	A. E. Marsh (Cooper F. II) ...	2 hr. 28 min. 24.9 sec.
9th :	P. Hill (Ferrari Dino 156)... ...	2 hr. 29 min. 0.5 sec.
10th :	C. Allison (Lotus 1,960-c.c.) ...	2 laps behind

* *Race record.* † *First Formula II.*

Fastest lap : S. Moss (Vanwall), on lap three, in 9 min. 09.2 sec.—149.6 k.p.h. (*new record*).

Fastest lap, Formula II : E. Barth (Porsche), on lap 12, in 9 min. 42.8 sec.—140.8 k.p.h. (*new record*).

Retired : J. Brabham (Cooper F. II), lap one, crash; B. Naylor (Cooper F. II), lap one, fuel pump; J. Bonnier (Maserati), lap two, engine; R. Gibson (Cooper F. II), lap three; S. Moss (Vanwall), lap four, magneto; J. Behra (B.R.M.), lap four; H. Herrmann (Maserati), lap four, engine; G. de Beaufort (Porsche RS), lap four; C. Goethals (Cooper F. II), lap four; G. Hill (Lotus F. II), lap five, oil leak; H. Schell (B.R.M.), lap nine, brakes; W. Seidel (Cooper F. II), lap nine; P. Collins (Ferrari), lap 11, crashed; J. M. Hawthorn (Ferrari), lap 12, clutch; I. Bueb (Lotus F. II), lap 13, oil pipe.

Non-starter : T. Ruttman (Maserati), broke in practice.

25 *starters and* 10 *finishers.*

* * *

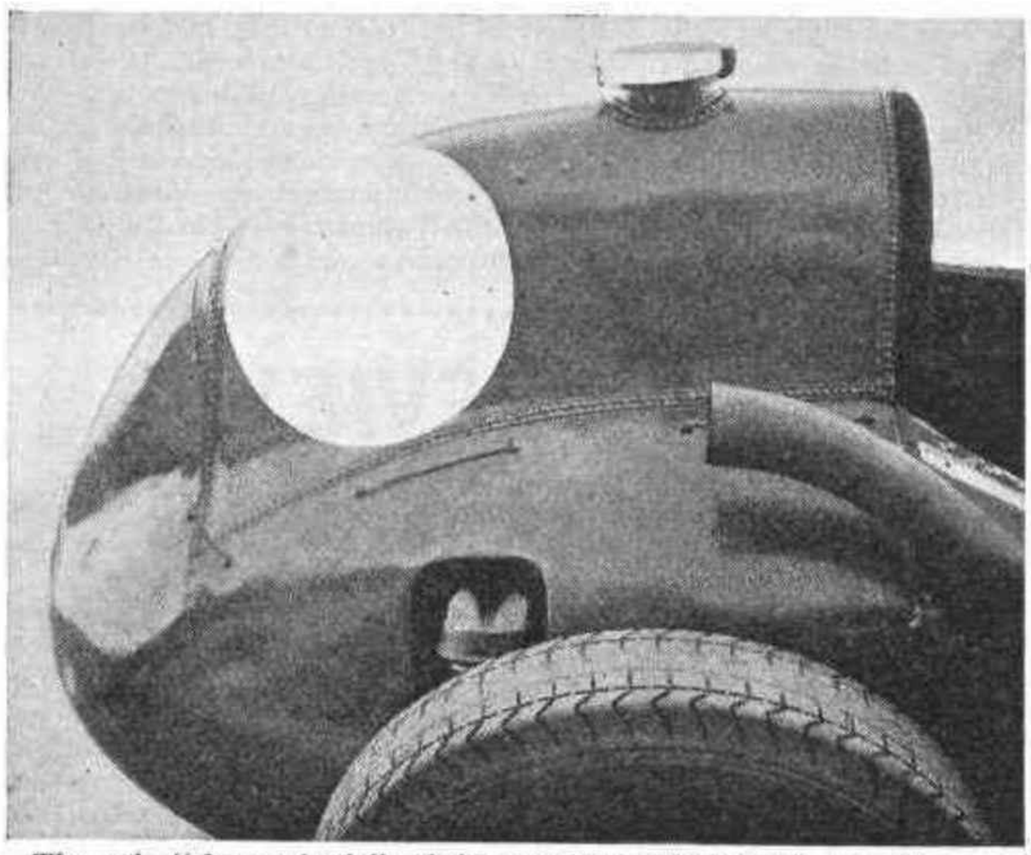
NURBURGRING NATTERS

The death of Peter Collins was as unexpected as it was unfortunate, coming at a time when it seemed that he had got the business of being a professional racing driver more under control than most. Collins with his cheerful grin and happy nature will be missed by everyone.

Vanwalls certainly made no mistakes this year, with two cars entered they collected first place with one and a record lap with the other.

Afterwards Behra ruefully regretted having given up due to temperament; had he kept going he would have been third for sure and possibly second. A race is never lost until the flag falls.

Two up and coming drivers who were outstanding on their first visit to the Nurburgring were Allison and Maclaren. A pity that



The ugly "hump back" of the experimental Ferrari, cut short as it contains no oil tank like the normal F. I cars. Just above the tyre can be seen the top mounting for the coil spring, and note also the megaphone end on the exhaust pipe.

the Lotus split its radiator, for it would have been second and given Colin Chapman a much needed fillip. Had Allison finished third in the sports car race instead of retiring with a broken radius arm, Hornsey would have really been on the map in International racing.

It should have been Brabham's turn to drive the big Cooper but the organisers insisted that Salvadori should drive it, hinting that Brabham was not well enough known. This niggled Brabham and could have accounted for his staggering practice laps, which put his team-mate to shame. However, unlike some more powerful Grand Prix teams there is still a happy-family atmosphere at Surbiton.

* * *

NOTES ON THE CARS AT NURBURGRING

The Scuderia Ferrari had three identical Dino 246 cars, all with the Formula I chassis frame, one having forged top wishbones at the front, the others having welded tubular wishbones top and bottom. All three were using Houdaille shock-absorbers and had adjusters for spring tension on the tops of the front coil springs. T Formula II car, or Dino 156, was identical in layout, but had the lighter chassis frame with small diameter bottom rails; it also had in practice ribbed alloy front brake drums but these were changed for the regular turbo-finned cast iron drums for the race. The fifth car was an experimental one built for the Monza 500 and driven there by Phil Hill. It was basically a Dino 246 model, but had telescopic front shock-absorbers mounted within the coil springs and coil springs at the rear in place of the usual transverse leaf-spring, these coils being interspersed between the de Dion tube and an extension to the top frame members. On this car the oil tank was moved from the tail to a position on the left of the scuttle, and in consequence the bodywork was more bulbous and the tail was a different shape, the whole car looking more like a Super Squalo of a few years ago than the current Dino cars.

The Vanwalls both had wire wheels on the front and alloy wheels on the rear, and the car Brooks drove had a new de Dion tube that kept the wheels parallel to each other instead of the usual positive-camber angle. Both cars used in the race had steering dampers and bracing struts to the tops of the kingpins. Improvements in handling were effected by juggling with a combination of springs, shock-absorbers, tyre pressures, and anti-roll bars. The B.R.M. team had three 1958 cars, one car having its chassis bent by Behra in practice. The two cars used in the race had external air intakes on the bonnets to feed the carburetters and one had the original oil system modification with a cooler on the right of the engine and the other had the later type mounted on the left with an air pipe feeding from the nose intake.

Lotus had their two 1958 cars, the 1,960-c.c. engine one driven by Allison having the gearbox/differential assembly mounted at an angle to the centre-line of the car so that the prop-shaft ran across the floor of the cockpit to the engine which was canted to the left 17 deg. from the vertical. The exhaust pipes on this car fed into part of the body structure, being completely concealed from view, and opening under the right side of the car exuding the gases just forwards of the rear wheel. On this car all three pedals were hung from a central pivot point, the clutch and brake pedals diverging sideways from the pivot to each side of the bell-housing. On the 1,500 c.c. car the gearbox/differential unit was mounted on the chassis centre-line so that the line of the prop-shaft, set to the left by the layout of the gearbox, ran forwards parallel with the chassis alongside the drivers left leg. Where it left the selector housing of the gearbox it then turned inwards across the floor of the cockpit to the back of the engine, this unit also being canted to left 17 deg. from the vertical. On this car the exhaust pipes were external and only the brake pedal was pendant, the clutch pedal being mounted down by the bell-housing. Eventually it is hoped to incorporate ideas from both layouts in the final version of the 1958 Lotus single-seater.

John Cooper is more than satisfied with the layout of his cars, both Formula I and Formula II models remaining virtually unaltered, and results indicate the advantages of a stable design. Trintignant drove the 1958 car with 2.2-litre engine that Moss had used to win with at Caen last month, while Seidel drove the old 1957 car with which Trintignant had won at Clermont-Ferrand the week before.

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RUMBLINGS

ANOTHER MAKE-IT-YOURSELF SPORTS CAR

Last month there came into being the Typhoon, a sports car sold for home construction by Tornado Cars Ltd., of Rickmansworth, Herts. The Typhoon is intended to take Ford Eight or Ten engine, transmission and other components. For £70 a tubular ladder-type frame is available, consisting of main and cross-members of 3 in. o.d. drawn tubing, with a sub-frame of 1½ in., 1 in. and ¼ in. tube to take the engine and components. This frame has a wheelbase of 7 ft. 3 in. or 8 ft. 1 in. depending on whether a two-seater or occasional four-seater frame is ordered, the front track being 4 ft. 2 in., the rear track 3 ft. 9 in.

Front suspension is by a divided Ford axle and coil-spring suspension units to provide i.f.s., while at the back vertical chassis tubes provide the upper mounting for coil-spring suspension units, the back axle being attached by brackets to those units and located by an anti-roll bar and the transmission torque tube. A remote control gear lever mounted on the torque tube is provided and Ford Girling brakes are retained. The radiator is inclined forward and hung from an extension of the tubular engine sub-frame, the filler being incorporated in a cylinderical header tank above the cylinder head.

The body for use with this chassis is a fibre-glass moulding, comprising main shell, and bonded to this, a single moulding acting as bulkhead, floor, transmission cover, seat pans and squab. No supporting frame is required, this body shell being mounted directly on the chassis tubes. There are eleven basic mouldings in the body structure and boot, wheel arches, doors and boot lid are subsidiary plastic mouldings. This is an all-enveloping body with bonnet-top air-intake and inbuilt lamps. The price of this body is £130.

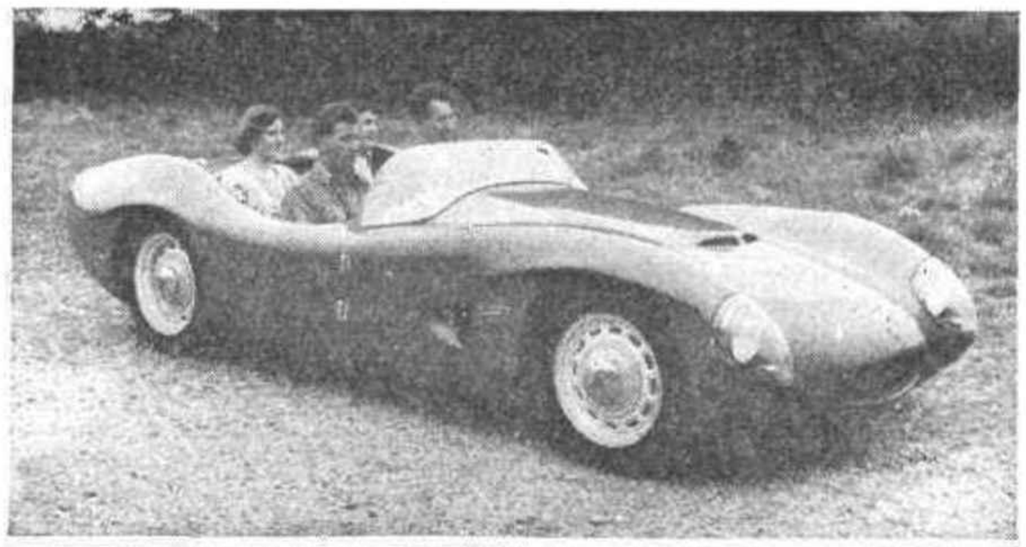
The Typhoon chassis is supplied with fully-adjustable drilled pedals, the mounting brackets for radiator, engine, gearbox, steering column, steering box and fuel tank, and the suspension units, body attachments, battery frame and Panhard rod, together with the divided front axle. Thus chassis and body total £200. Tornado Cars claim that a complete Typhoon can be built for less than £250, using used Ford parts. They base their claim on their prototype, which was assembled from parts taken from a 1948 Ford Eight bought locally for £25. However, we regard this figure as optimistic, bearing in mind the need to find engine, gearbox, back-axle, steering column, propeller shaft and torque tube, front stub-axles, wheels, tyres, battery, instruments, lamps, wiring, etc. A crashed Ford, when located, might yield some but not all of these parts and at best they would be secondhand. For competition work sound steering pivots, brake drums, etc., would be essential, and advantage would have to be taken of the Ford engine exchange scheme, which costs £26 after you have found an engine. Indeed, one authority on special building who was present at the Press release of the Typhoon told us he puts the total outlay at nearer £600—no doubt he was thinking of a car in full competition trim.

However, for those eager to build their own Ford sports car, here is a chassis and body to suit their needs.

* * *

MICHELIN "X" 500 By 15 TYRES

There is good news for those who believe in the excellent road adhesion and long-wearing qualities of Michelin "X" tyres. These tyres are now available in 5.00 by 14 size. This size enables these tyres to be used on Morris Minor 1000, Wolseley 1500 and 1.5 Riley cars. The price is £6 4s. per cover. The special tube costs £1 0s. 6d. It is expected that "X" tyres will soon be available in 13 in. size suitable for the Ford range.



FOR THE HOME CONSTRUCTOR.—The Ford-powered Typhoon.

A new factory especially designed to produce nothing but steel-cord tyres is being planned by the Michelin Tyre Company. It will be built at Burnley, Lancashire, and production will begin in 1960. News of Michelin's need for a second factory devoted entirely to the production of "steel-cord" is noteworthy even at this early stage, for it shows how great is the user—and manufacturer—demand for Michelin "X" and Michelin "Metallic" giant tyres—the only steel-cord tyres generally available in all popular sizes.

BOOK REVIEWS

"The Ford Ten Competition Engine," by Philip H. Smith, A.M.I.Mech.E. 136 pp., 8 11/16 in. by 5 5/8 in. (*G. T. Foulis & Co. Ltd., 7, Milford Lane, Strand, London, W.C.2. 18s. 6d.*)

From the reliable pen of Philip Smith comes this comprehensive tuning manual relating to the Ford Ten engines. It covers a description of the basic engine, elementary tuning principles, dismantling and checking, reassembly, modifications, special tuning items like h.c. heads, alloy heads, induction system alterations, special exhaust manifolds, stronger valve springs, etc., special manifolds and twin carburetter layouts, valve timing, carburation, including individual carburetter tuning (S.U.s, Solex, Zenith), the lubrication system, supercharging, ignition, etc., etc. The book is thus comprehensive, aided by comprehensive illustrations.

There are useful appendices, detailing technical data, nut tightening, torque data, approximate percentage of power increases with various basic modifications, a directory of suppliers and the 1,172 Formula in full.

So this is a book very worthwhile to owners of Fords and Ford engines who require more than the 30.1-h.p. (we like that 0.1) arranged for by the manufacturer.—W. B.

"The Vanwall Story," by Louis Klemantaski and Michael Frostick. 63 pp., 10⅛ in. by 7½ in. (*Hamish Hamilton Ltd., 90, Great Russell Street, London, W.C.1. 18s.*)

This account of Tony Vandervell's courageous entry into modern motor-racing, which bore full fruit by 1957—as it continues to do this year—covers little new ground and is, in places, told rather childishly The book, therefore, relies on the interesting pictures of Thin Wall and Vanwall achievements to carry it along. It is a convenient and quick "refresher course" rather than a serious work of reference.

"Secret Bomber," by W/Cdr. H. P. "Sandy" Powell. 215 pp. 7½ in. by 5 in. (*Allan Wingate (Publishers) Ltd., 12, Beauchamps Place, London, S.W.3. 13s. 6d.*)

After giving us two very good non-fiction flying books, "Sandy" Powell has turned novelist. It is unique for a famous test pilot to write successfully, and a novel at that. Yet, if "Secret Bomber" hasn't quite the polish of a book by a professional novelist it is a cracking good, quite feasible story that holds the reader from beginning to end. The characters live, there is the excitement of suspense and while reading this lively story the reader gets an accurate insight into almost every aspect of modern test-flying procedure, even to what it feels like to demonstrate a new aeroplane at the Farnborough Show and to play against the R.A.F. in your firm's cricket team. Because "Sandy" Powell is a test pilot before he is a writer all this rings very true.

Bentley enthusiasts in particular, and vintage car advocates in general, are likely to be vastly amused by this story, in which, too the love interest is not neglected, while Esso and Horlicks should be eternally grateful to the author!—W. B.

"M.G. Cars," by C. P. Davidson. 196 pp. 7½ in. by 5 in. (*C. Arthur Pearson Ltd., Tower House, Southampton Street, London, W.C.2. 10s. 6d.*)

This book covers the servicing and repair of all M.G. models from 1934 onwards. It is copiously illustrated with over 119 pictures and diagrams, including wiring charts.

"Who's Who in the Motor Industry." Third Edition. Edited by F. J. Findon. 544 pp. Dy, 8vo. (*Temple Press Ltd., Bowling Green Lane, E.C.1. 42s.*)

This completed revised edition of the motoring "Who's Who" is a useful and comprehensive guide to the Industry, its personalities, subsidiary companies, its Press, its journalists, societies, trade organisations and Government departments. There are some 1,250 biographies of motoring celebrities.

Racing *does* improve the breed

AS LONG AGO as 1920 the Avon Company was building tyres for racing—realising then that the development of more and more horsepower presented a challenge to their technical and manufacturing resources.

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In the 1957 season Aston Martin claimed still more major victories, and currently hold six absolute sports car lap records—at Sicily (Targa Florio), Sebring, Oulton, Goodwood, Aintree and Nurburgring.

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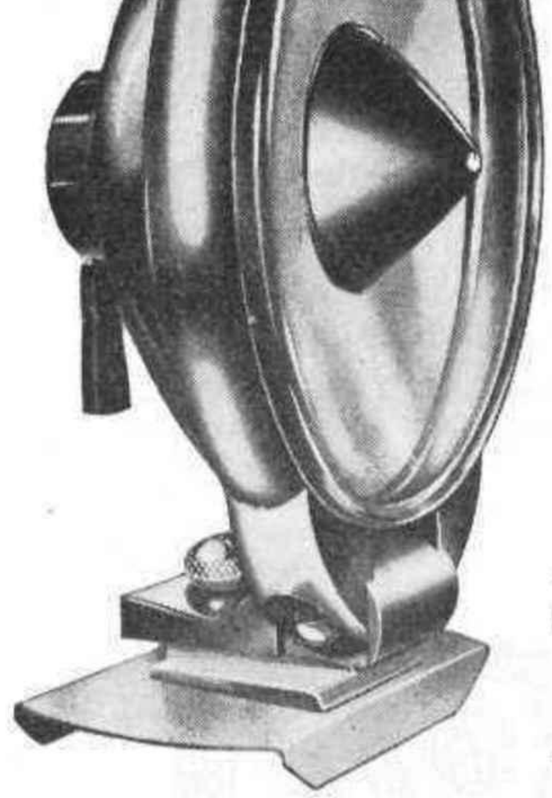
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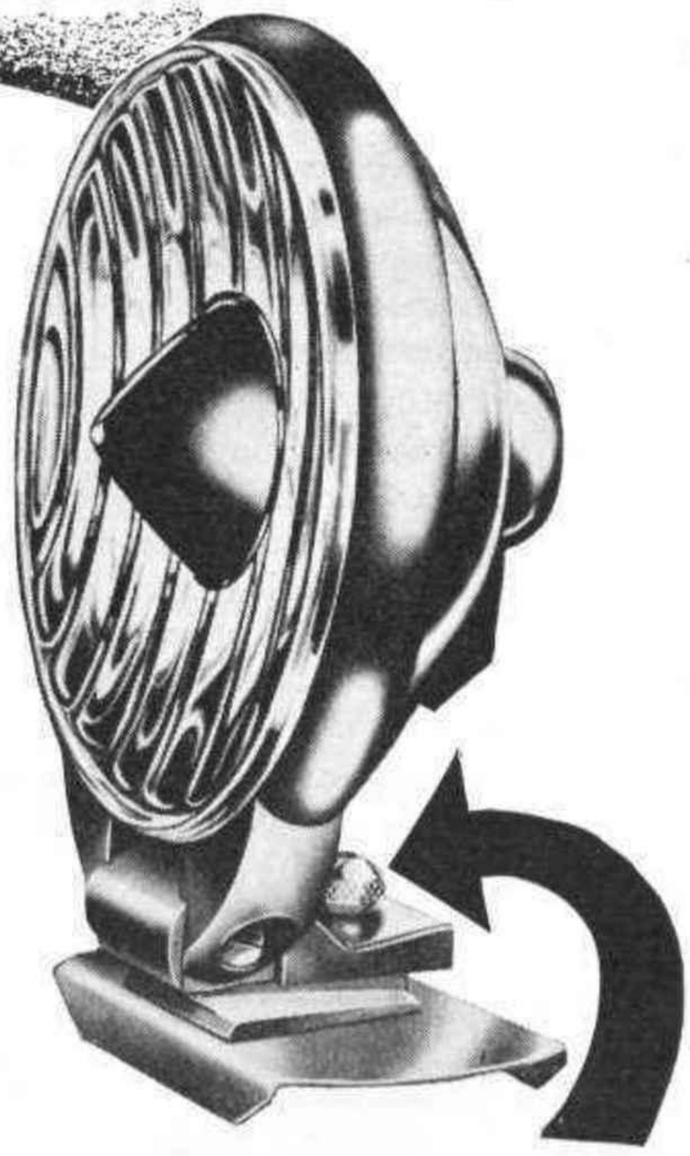


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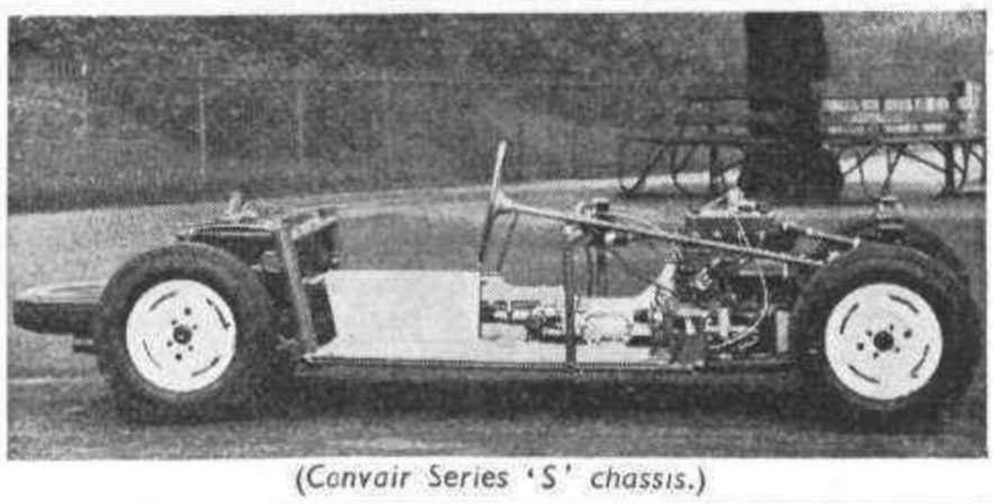
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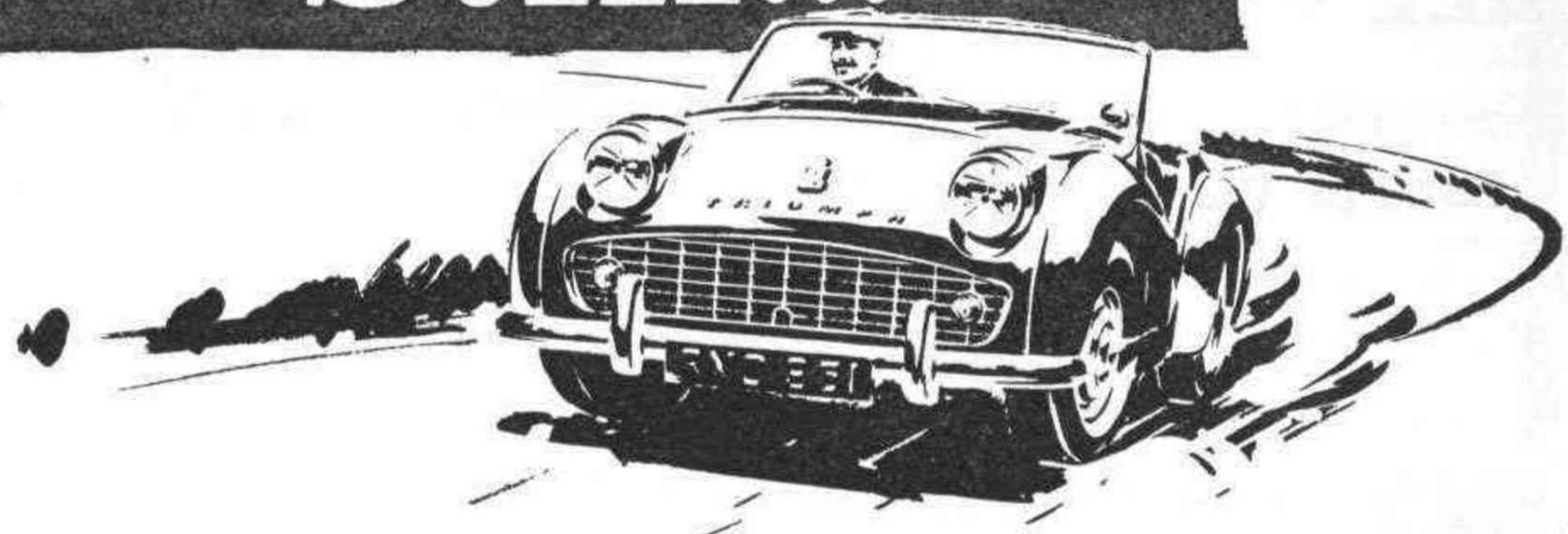
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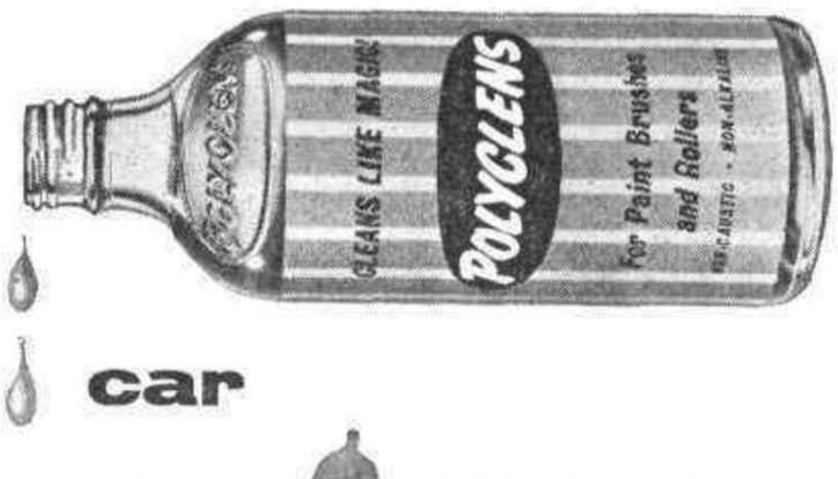
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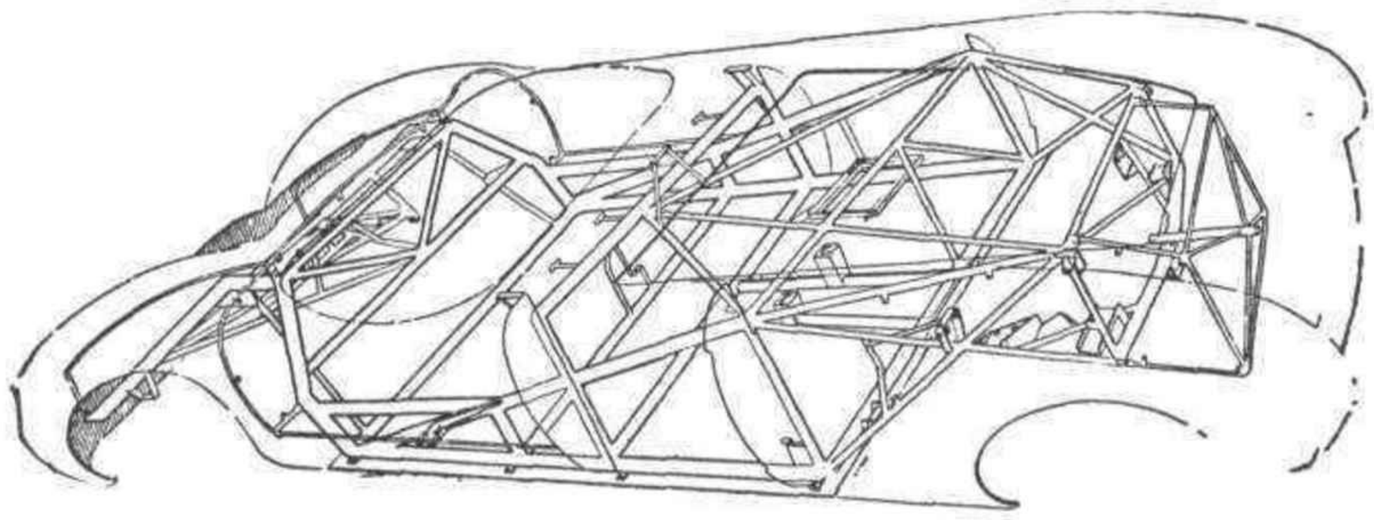
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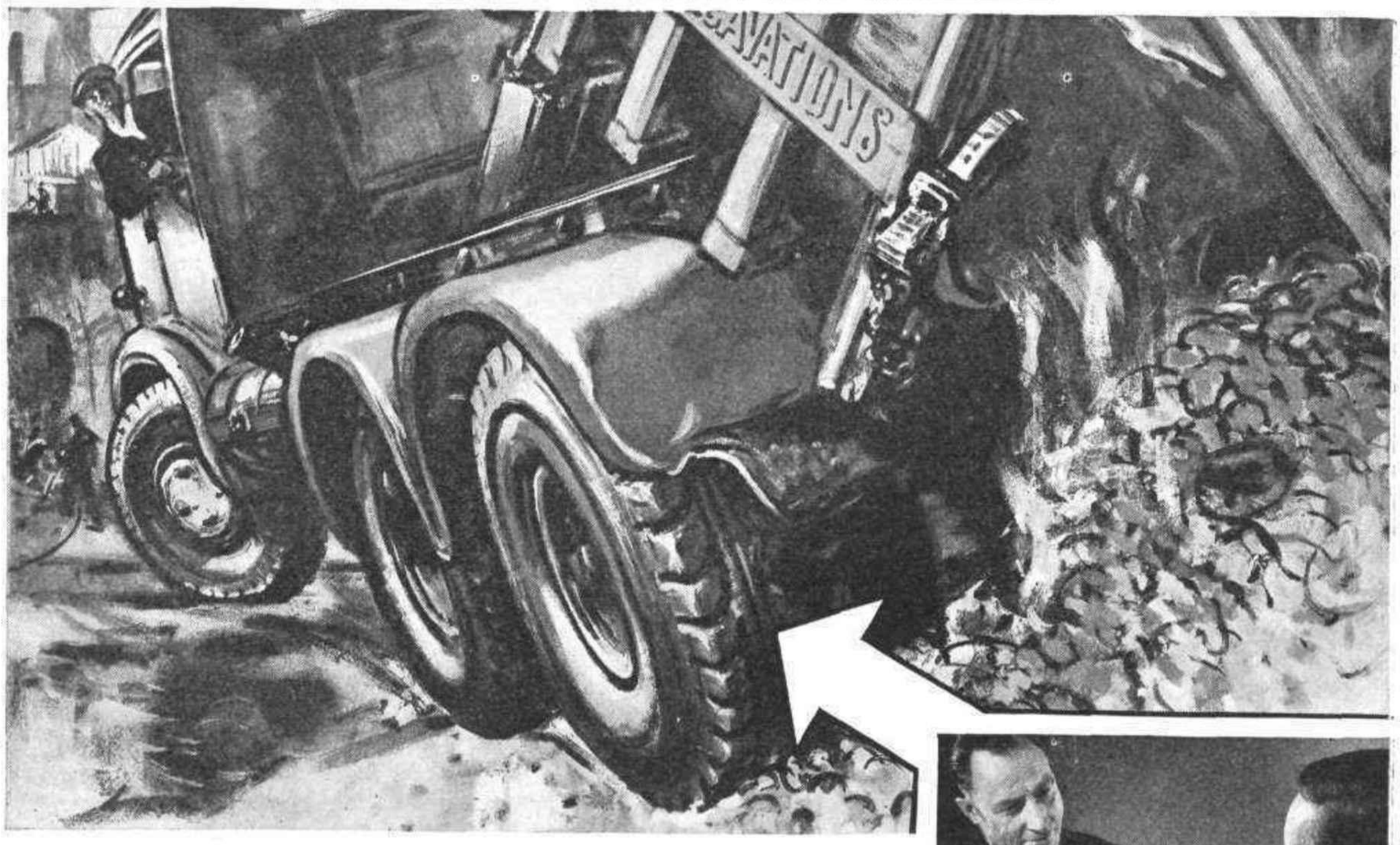


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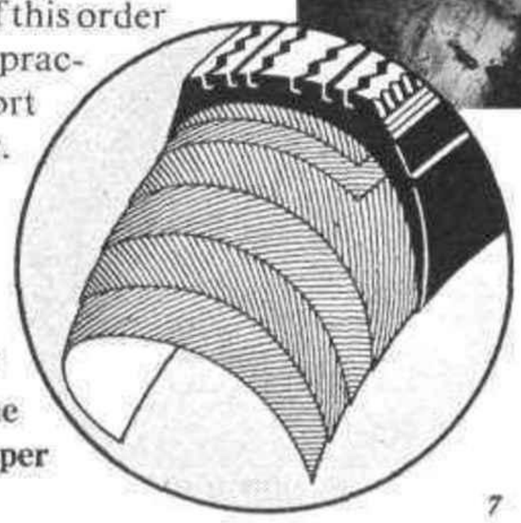
Fred Fowler gets lab. check on High-Tenacity Rayon tyre cord

FRED FOWLER is Transport Maintenance Manager at the Ham River Grit Company's depot at Staines, Middlesex, and his tyres take a terrific beating on the fantastically rough surfaces they have to work over. He uses heavy-duty truck tyres with High-Tenacity tyre cord.

One of the Ham River Grit Company's tyres was stripped down. The rayon cords were thoroughly tested. The experts' verdict was that, having shifted over 13,000 tons of ballast, the rayon cords were still in excellent condition. Tyre economy of this order makes a positive and practical appeal to transport people like Mr. Fowler.

Courtaulds scientists are improving High-Tenacity tyre cord all the time. **This means thousands of miles of additional tyre life to the motorist and safer, cheaper transport for everyone.**





In the lab. Mr. Fowler's tyre was found to have a cord carcase still in excellent condition. The rubber tread was worn but not the High-Tenacity tyre cord! (See left how thousands of tyre cord strands form the basis of the tyre.) No other tyre cord makes tyres that run so quietly and so comfortably with such long and safe mileage.

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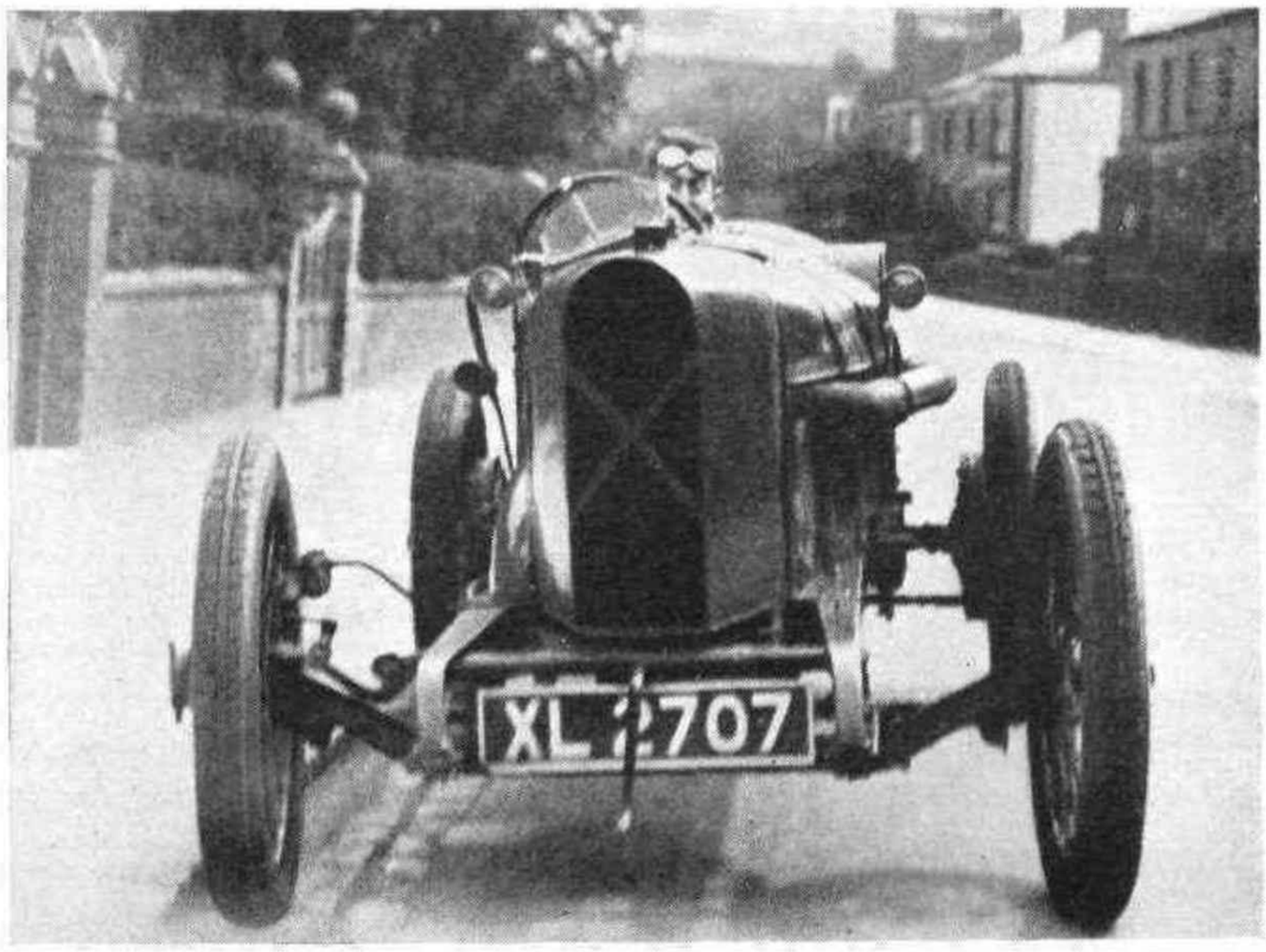
COURTAULDS HIGH-TENACITY TYRE CORD

"TENASCO" COURTAULDS HIGH-TENACITY RAYON

BASIC STRENGTH OF THE WORLD'S TYRES

CARS I HAVE OWNED

[Ralph L. Aspden recalls some exciting cars he has experienced, including racing cars used on the road.—ED.]



THE AUTHOR at the wheel of the 1914 Grand Prix Vauxhall which he used as a road car. This Vauxhall is probably the one which turned up in the 1932 Inter-'Varsity Speed Trials at Hexton Hall driven by Baynes, and as promptly vanished again.

WHEN I informed my wife that I was about to write an article on cars I had owned, she said: "Splendid. Then I'll write one and call it 'Cars I Have Pushed'!" Which shows how trifling incidents do tend to stick in one's mind . . . A simple calculation shows that I have, in over 40 years of motoring, completed a third of a million miles on a very varied assortment of horseless carriages. How many times I have run out of petrol is anybody's guess. It all started in 1915, when I was fifteen years of age. I well remember looking longingly at a cyclecar in a Preston garage; a tinny contraption with belt-drive and bobbin-and-cable steering. My father, who knew nothing about what made cars go and cared less, took one look at it and said, "Definitely no." A car was off, but we compromised by starting with three wheels and he bought me a 3½-h.p. Sunbeam, with sidecar. The sidecar was as big as a bath and twice as heavy. The idea was that I should take the family out at weekends. There was nothing to it, even with a war on. A little petrol to get the engine hot and then switch over to neat paraffin. There was, of course, the day when the engine refused to start until the silencer had been well primed *via* the exhaust pipe. It blew up like a bomb just opposite the police station, one of the thick end-plates flying through the open door and along a tiled corridor, coming to rest with a clang under the Sergeant's desk. An embarrassing position; but my luck was in and I was allowed to collect my hot piece of metal and go in peace. No praise will do justice to the makers of this grand old motor-cycle. A typical feat was hoisting the whole family over the "Cat and Fiddle," with myself in the saddle, father behind, the sidecar luggage-grid piled high with suitcases, mother in the sidecar smothered in parcels, and the family canary in cage to top the lot. But one day I took the sidecar off and after that I had no use for sidecars at all.

After the Sunbeam came a series of two-wheelers, including a Rudge Multi, New Imperial, and then that road demon, an early 7/9 Indian, the sort with twist-grip controls. To get mobile was simple enough in theory. You merely ran the thing until the engine fired and took a flying leap. Maybe you made it, maybe you bit the dust. Just good, clean fun.

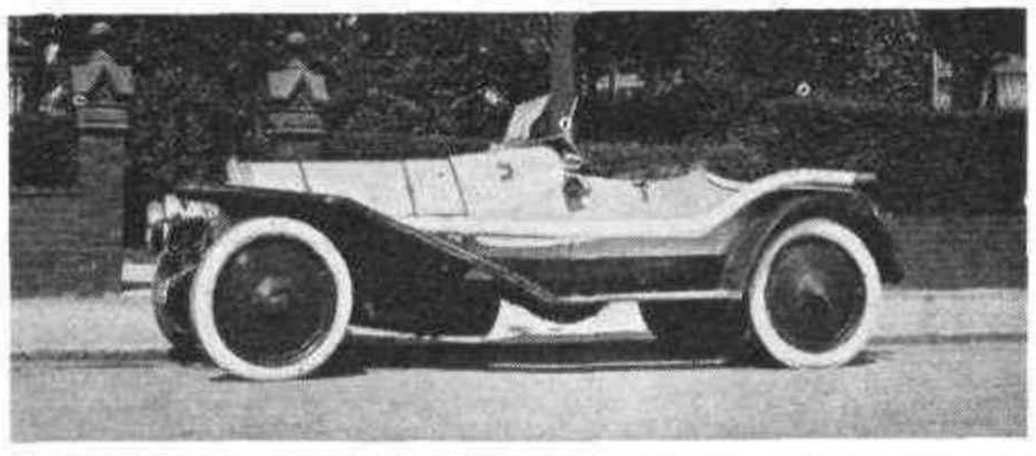
Came the day when I left my bikes to dodge U-boats for a spell, but immediately after the war, when stationed in London, a dealer of the name of Boembeke sold me a Humber car for £9, a real veteran with one cylinder under a ridiculously small square bonnet and a gilled-tube radiator that wound like a serpent in front. There were two seats perched high in the air, a vertical steering column, and a wheel about the size of a saucer. This was fun because the engine really banged along quite well. I ran it only in London traffic, and always with a passenger who was prepared to push; when the novelty palled I sold it to a man who wanted the engine to run his small workshop. Cries of "Shame." Yes, I know, but I can't help it now. But if anyone cares to investigate after nearly forty years, the said workshop was in a mews near the Hotel Russell . . .

My next effort, on coming North again, was an A.C. Sociable with tiller steering, two gears, and one cylinder at the back. It was comfortable, I'll say that for it, and as a vehicle for teaching one to drift gracefully on Manchester's greasy sets and tramlines I rated it high. This A.C. was disposed of to a rather cautious individual who thought 25 m.p.h. on the top side, and I took to two wheels again. A "90 bore" Zenith this time, solo. It was reputed to be a killer, and after a few setbacks (which included being thrown off in Manchester and bowled along the Palatine Road in front of a tram for some distance) I began to regard this as an understatement and decided to part with the "90 bore" before it got too tough.

The Indian Scout which followed had no vices. Fitted with a Terry spring saddle, 3-in. tyres, and a car headlamp, this bike carried me many thousands of miles and the first incident of note was the last—the Indian was completely written off one day when a large dog flew out of a lane right under my wheels.

When I had recovered, the question arose, what next? I was through with two wheels, and sought an exciting car. It turned out to be a large Iris. There it lay, in the corner of a London garage, covered with dust and junk. But it appealed to me—big cars always do—for the bonnet was full of engine, a starter had been fitted, and there was a long outside exhaust pipe; and, quite as important, it was in good running order. After fitting a new battery and cleaning the car up I brought her North. Perhaps some reader will recognise this big Iris. I never came across another. The engine was a six-cylinder with the cylinders cast in pairs, and when all the copper piping was cleaned up it looked most impressive. Iris, I believe, produced a 35-h.p. model and this might have been one. The engine was said to produce over 70 b.h.p. and maybe it did, for the car was anything but slow. It was a source of wonder to the

Continued on page 614

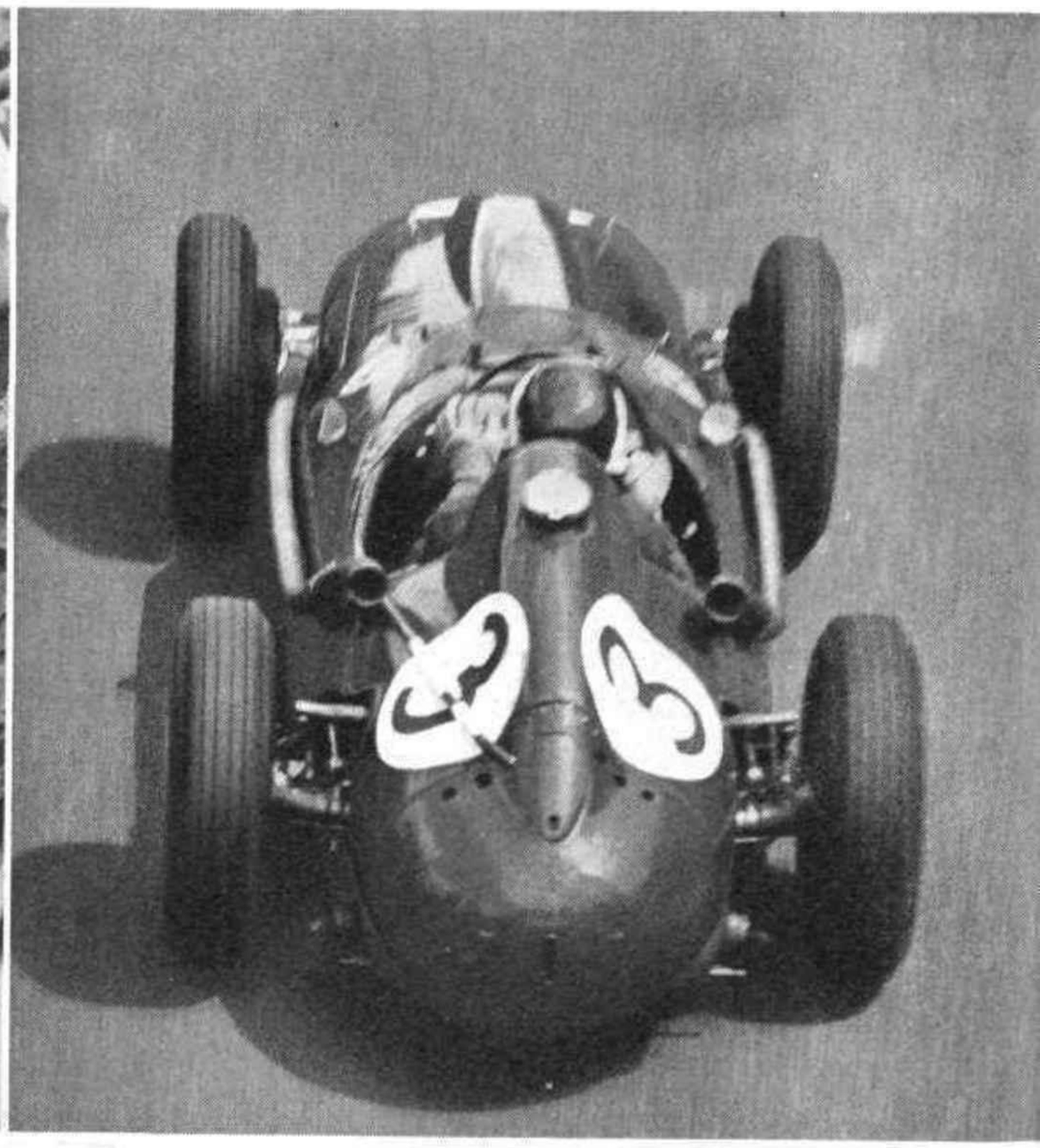


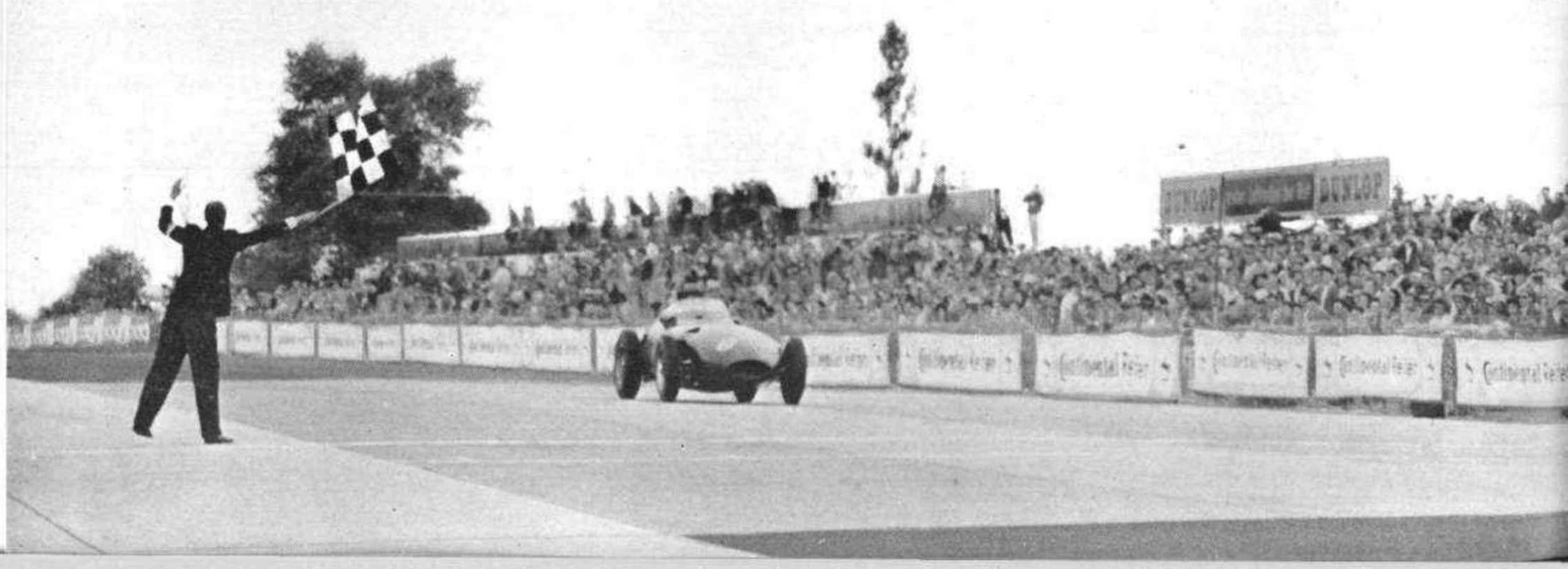
IN THE BEST EDWARDIAN TRADITION.—The big Iris, with disc wheels and external exhaust system, with which Mr. Aspden had much fun.

German Grand Prix

TWENTY YEARS AFTER.—Tony Brooks' victory in the German G.P. with a Vanwall marks the first win in this classic event since the late Dick Seaman was victorious in 1938 with a Mercedes-Benz, and the first ever with a British car. Below, left, is Tony Brooks with his laurels, while the lower picture shows him at the sweet moment of victory in the Vanwall. Below, right : An interesting and impressive aspect of the Dino 246 V6 Ferrari, provided by Mike Hawthorn as he flashes beneath the footbridge near the Karussel.







REVIEW

V.S.C.C. Silverstone
750 MC Relay Race

THE VANWALLS LEAD as the field in the German G.P. rush through the Sudkerve on the opening lap, Stirling Moss ahead, followed closely by Tony Brooks, Harry Schell (B.R.M.), Mike Hawthorn, Peter Collins and Graf von Trips in the three Ferraris, Jean Behra's B.R.M., and Phil Hill, leading the Formula II class with the Ferrari.













TRYING HARD.—P. Waller cornering his E.R.A. during the July V.S.C.C. Silverstone meeting, in which he was second to W. F. Moss' E.R.A. in two races, one of them the big race of the afternoon.

FINE DRIVE by the young New Zealander Bruce McLaren secured him a notable first place in the Formula II class of the German G.P. with his Cooper. He averaged 86.37 m.p.h., leading Barth (Porsche) and Ian Burgess (Cooper) home.

TAKING THE KARUSSEL while leading the German G.P. is Stirling Moss, who unluckily was forced to retire with magneto trouble after three laps. He set a new absolute lap record for the Nurburgring in 9 min. 9.2 sec., an average of 92.89 m.p.h.

EINSITZER PORSCHE. — Edgar Barth took second place to McLaren's Cooper in the Formula II class with the works single-seater Porsche—the same car with which Jean Behra won the F. II race at Reims earlier in July.

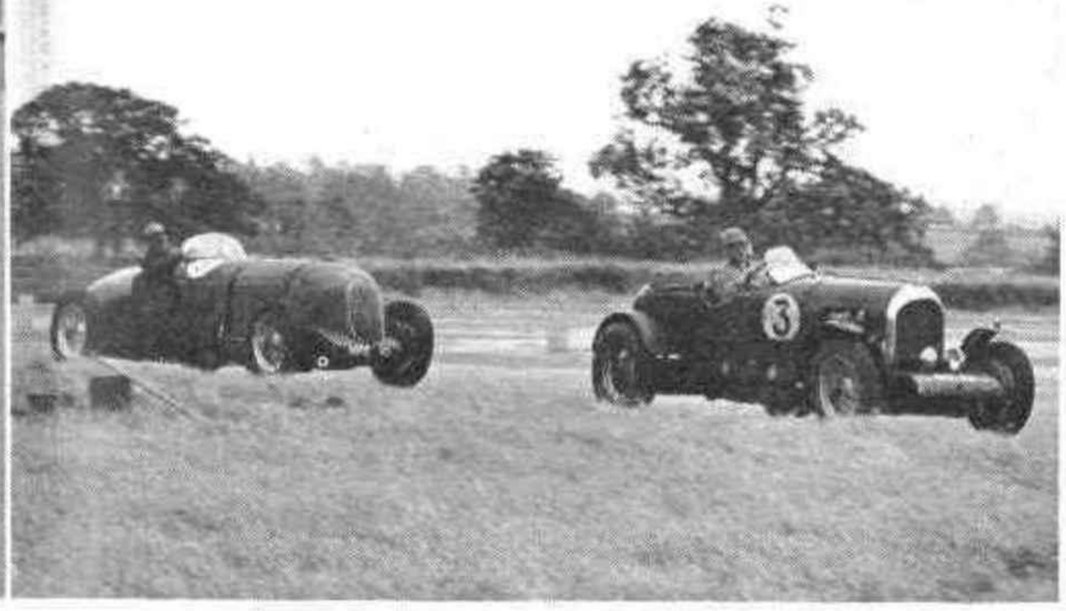
TRIER.—Harry Schell did his best with a B.R.M., the suspension of which, like that of Behra's car, was never happy on the Nurburgring bumps. After briefly lying second, he dropped back, eventually retiring.



LEADER of the F. II class of the German G.P. until his c Phil Hill i

A JUPITER IN ACTION.—The Silverstone Relay Race saw a team of Jowett Jupiters in action, three of them R4s, one of which had a girl driver. They were unlucky, being slowed by a crash and breakdowns. The car shown is A. Thomas' R4, taking a corner on the special Relay Race circuit.





8-LITRE CHASES 4½-LITRE.—And not only chases, for at the V.S.C.C. meeting K. Shellenburg drove the ex-Barnato-Hassan 8-litre Bentley with outstanding ability, beating Burton's modified de Dion 4½-litre car of this make.



THE WINNING TEAM.—The Speedwell Austin A35 team, after their splendid victory in the 750 M.C. Relay Race—and how correct that Austins should win this race! On the left of the picture is Lutz Arnstein, who so ably managed his three-car team. The others, from l. to r., are L. Adams, Graham Hill, G. F. Hulbert and John Sprinzel, a surely unique case of Directors who race the cars they sell!



ar began to breathe oil onto the rear wheels, was the Californian drive n the works V6 Ferrari

THE WINNERS IN ACTION.—Quick change-overs of the sashes with another A35 always at the ready," assisted the Speedwell team to beat the Morgan team in the Relay Race.



TYPICAL SCENE during the 750 M.C. Relay Race at Silverstone. Cars of the Jaguar Drivers' Club have just changed over their sash and a member of the Lancs and Cheshire C.C. is holding out his sash.

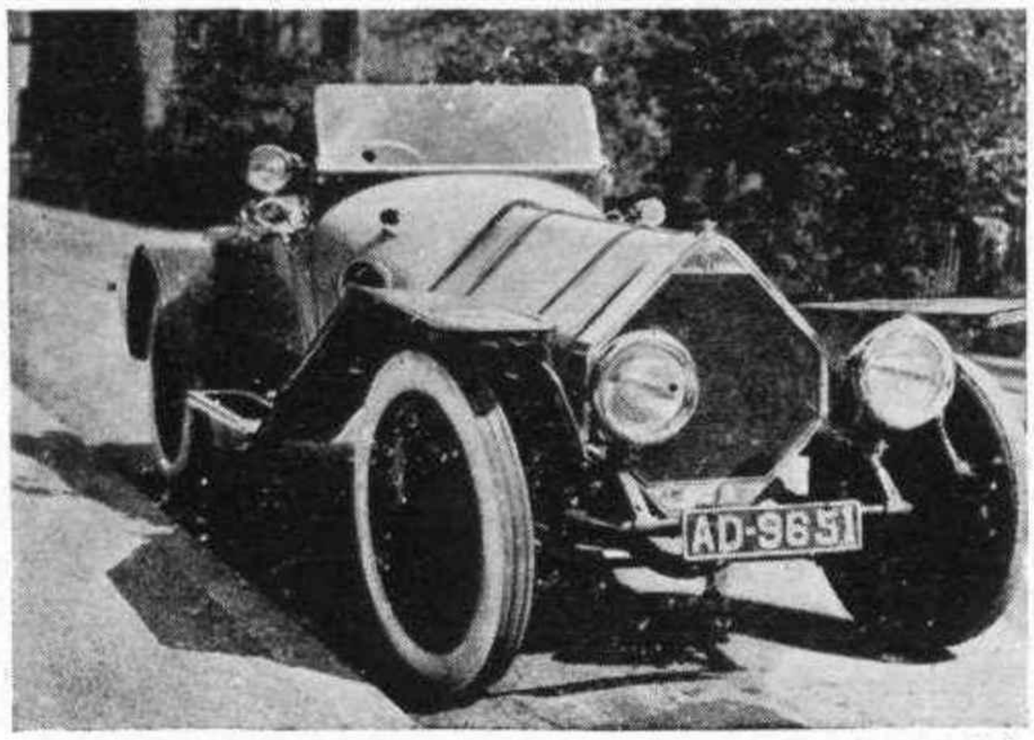
BRINGING MEMORIES OF BROOKLANDS, where drivers in the pre-war Relay Race had to do quite a lot of sprinting with their sashes, Michael Burn, of the Frazer-Nash team, covers the length of the pit area at high speed. He has met his sash, which J. R. Stoop brought to Burn by the same method, the Sebring Frazer-Nash having broken a stub-axle.



TWO TYPES OF "SPECIAL."—One of the victorious Speedwell Austin A35s leading Parkin's Ford Special during the 750 M.C. Relay Race at Silverstone last month.







ANOTHER VIEW of the Iris, showing the distinctive radiator which identified the once-well-known car.

CARS I HAVE OWNED—continued from page 609

locals wherever we stopped—the exhaust pipe got them every time—but when I took a friend down South one holiday the Iris blotted her copybook rather badly. It came about in this way. We had stayed for the night (two nights would have broken us!) at an hotel which I shall call "Gorgeous," in a place that ended in "quay" (that should be enough to confuse the enemy, if they are still alive), and were about to depart in style before an assembly of interested guests. The battery was on the flat side, unfortunately, but nothing was too much trouble for two of the uniformed staff. So they pushed and pushed, and then pushed some more (remember the exhaust pipe). The Iris must have been feeling sore that day but she finally decided to start with an ear-splitting bang and swept the chimney. For a cloud of soot it was superb. We looked back to wave goodbye, only to see what looked like a pair of natives from darkest Africa. I thought we ought to stop and say something but my passenger said, rather crudely I thought, "Not on your life, this is no time for explanations. Anyway, it'll wash off. Step on it!"

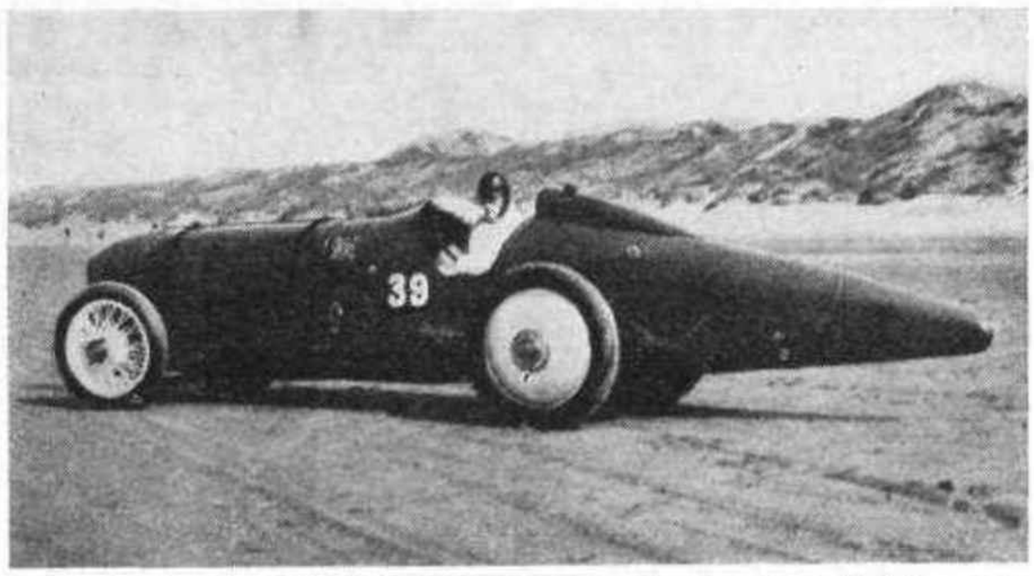
The next acquisition was a Brescia Bugatti, which was temperamental and often difficult to start. It was chancy stopping in a hurry, too, for the brakes were not the best feature of the car. No plugs that I had seemed to please the engine for long, but when tuned-up and firing on all cylinders this car was really a delight to drive. However, it soon became necessary to get a roomy car and the Bugatti was changed for a 24-h.p. Buick, which was quickly replaced by something quite plushy, an Arrol-Aster limousine. I don't know who the original owner was but this carriage was fitted out regardless. The cigar-lighter must have been built by a craftsman. The Arrol, which had a single sleeve-valve engine, was extremely silent, and remarkably good on hills. I had to chance the motor one day in a quick run from Glasgow to Preston. The flogged engine did not complain until the following day, when she pitched an assortment of rods and bits through the crankcase onto the Blackpool road. Which I suppose served me right. . . .

I visited Brooklands whenever there was an opportunity. Now only some old photographs remain, and nostalgic memories of Parry Thomas on the Leyland, Ellison on the Lorraine Dietrich, throwing a tyre now and then, Le Champion on the Isotta Maybach (he gave me a ride home once and tried to scare the pants off me), and all the other pilots of really big ironmongery. By this time I had also attended enough sand race meetings to wish to join in, so I purchased, in the Euston Road, one of the 1914 4½-litre Grand Prix Vauxhalls. I fitted the cowl seen in the photograph, and also lamps, since the car was used daily on the road (mudguards were not compulsory in those days), but the Vauxhall was never silenced, which accounts for my appearance in court for making what the police described as "a loud throbbing noise." How right they were! This car I also used for sprint races at Middleton sands, Wallasey sands, Blackpool and Southport, collecting an assortment of medals. But there was always a gremlin under the bonnet for the Southport 100-mile race. Ignition trouble cost me many events. I made my own plugs, with Isolantite for the insulator, which certainly worked as well as any other for a time, if no better. Then came the idea of producing a high-frequency ignition system with much urge behind it. A 2-in. spark coil from a wartime radio transmitter was used to energise the oscillatory circuit and the system was loaded to the limit set by the coil and contact-braker. Spark energy was high and plug points burned away rapidly, but with this unit plugs would continue to function perfectly even with the insulation right down, nor could immersion in a bucket of water induce a plug to misfire. The cure was complete and the increase in power and liveliness of the engine quite marked. Later I made a unit which could be switched on at will to change the character of the spark. This would cure misfiring instantly and gave good results when tested on Service aircraft.

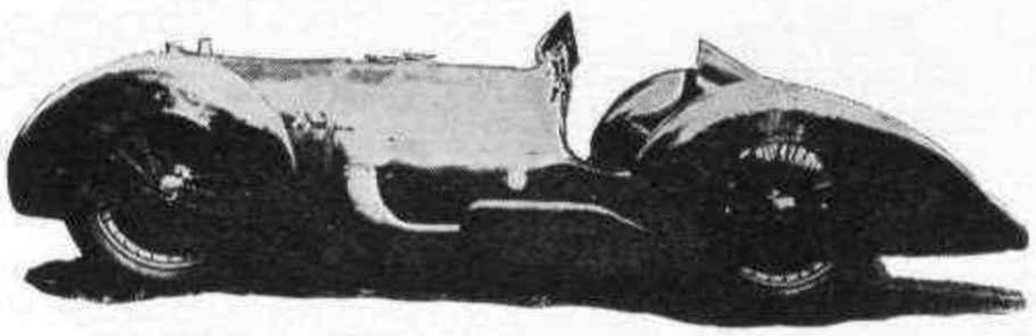
During the time the G.P. Vauxhall was in my possession I had, in turn, a 30/98 Vauxhall, a Delage tourer, a Delage saloon, and a minute Austin Seven coupé, much less roomy than a modern "bubble" car. Why this attracted me I still don't know. The Austin passed away in an extraordinary manner one night in a pea-soup fog as I was groping my way slowly down a long hill. Visibility was zero feet, navigation being accomplished by watching the ghostly light of street lamps appear for a second in the murk and only, except the last one on the bend at the bottom of the hill, which had thoughtfully been erected on the opposite path. In due course a dim light appeared and, thinking I was getting off the beam, I turned, realising the horrible truth just too late. Bouncing off a brick wall, the Austin finished up more or less wrapped round the wretched lamp-post, which split halfway up. The top half containing the lamp was hanging drunkenly, the gas had ignited at the bend, and the thing was flaring up in great style. I crawled out of the heap with a lump on my forehead and left it for someone else to clear up. A hundred yards further down the road there was quite a commotion. A 5-ton lorry had ploughed through someone's garden and come to rest against the front door. It was a very *bad* fog that night!

The G.P. Vauxhall went to Sir Malcolm Campbell in part exchange and I became the owner of the record-breaking 12-cylinder Sunbeam "Bluebird" (plus 18 spare wheels, etc.). I got used to the big Sunbeam by driving her on the main road for short distances. The distances had to be short since at slow speeds the water boiled almost at once. Outside exhaust pipes were fitted but these were removed and replaced by stubs. "Bluebird" was towed to Southport and I well remember certain unpleasant moments when striking soft sand at well over 100 m.p.h. Getting the big car away from a standing start on sand with the minimum of wheelspin called for considerable effort since the clutch spring was extremely strong. It was too easy to dig in and lose valuable seconds before the car took hold. When the tyres did grip, however, one experienced a hefty kick in the back. "Bluebird" really shook. Nothing, I feel, can equal the exhilaration of driving behind an aero engine giving some 400 b.h.p. at quite low r.p.m.

It occurred to me that a servo-operated clutch control might be interesting and I experimented with a rather crude power-assisted device consisting essentially of a starter motor, battery, chain and drum, with foot control on the clutch pedal itself. This was definitely tricky to play properly, although with correct manipulation of the throttle a smoother and quicker getaway could be achieved on occasion. Both time and opportunity to do much more with "Bluebird" were lacking and ultimately I sold the car to Jack Field.



POST-CAMPBELL.—The author in the famous 350-h.p. V12 Sunbeam on Southport sands. He bought the car, still in Land Speed Record trim, direct from Malcolm Campbell. This one, too, was used occasionally on the road!



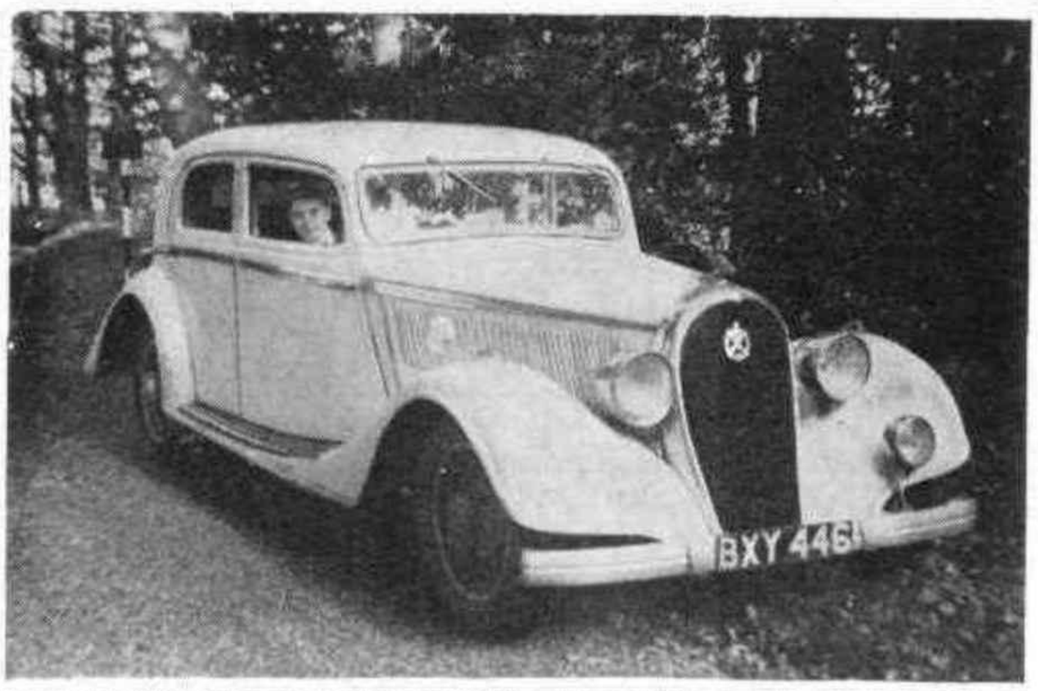
ANOTHER ROAD-EQUIPPED RACING CAR.—The 1½-litre supercharged Eldridge Special with the curious mudguards with which it was endowed for use on the road.

During this period I picked up something else which was really fast—the 1½-litre supercharged Eldridge Special. Alongside the driver's seat was a large extra tank, but I replaced this with a second bucket seat and also fitted the streamlined guards seen in one of the pictures. This gave me a very fast two-seater for road use, which would pass the 100-m.p.h. mark without effort and bettered 120 m.p.h. on one occasion. Talking about the Eldridge Special reminds me of the other Eldridge, the big Fiat. It was Chris Shorrock who once located this car in a shed in Preston and took me over to see it.

The Eldridge Special won some more sprint races for me but it was eventually sold to a gentleman from Cambridge who offered in part exchange a truly fantastic car. It was claimed to be the first "Chitty-Bang-Bang," with a 300-h.p. Maybach Zeppelin engine and modified body. Since it was in perfect running order I agreed to take the car without seeing it. To pass up such a chance was unthinkable. I had heard of "Chitty" but had never actually seen the car. It was accepted and the engine assumed to be the original used by Zborowski. The engine had the normal two carburetters instead of the triple arrangement fitted by the Count. Also there was an electric starter. The Editor, however, is an expert on the modifications made to both cars during their hectic careers and may be able to identify this one from a description. [In fact, this car was not a "Chitty-Bang-Bang" but a similar car built about the same time by a Mr. Scarisbrick. The engine is Benz, not Maybach. It is now in America.—ED.]

When I took the car over it was finished in red, with "Chitty-Chitty-Bang-Bang" painted on the bonnet. The immense engine was certainly big enough to satisfy anybody, having six separate cylinders with four valves per cylinder, exposed push rods and valve gear, and two carburetters. Final drive was by chain from a countershaft to rear axle *via* large sprockets, top gear being 1½ to 1. The body was fitted with wings for road use and there was no radiator cowl. Exhausts were taken through an elongated, more or less pear-shaped expansion chamber to a truly enormous exhaust pipe which was straight for the length of the car. In detail the car did not differ from the photographs of "Chitty 1," having the streamlined oil tank, two-way pressure pump on the scuttle, identical radiator, the same sloping lines of bonnet and scuttle, and huge lever for selecting the gears.

The car was in my possession in the early 'thirties. It was really a delight to open the bonnet and let visitors admire the engine room.



PRESENT-DAY TRANSPORT.—This "Paris-Nice" Hotchkiss has the "Grand Sport" engine with twin Solex carburetters and 7-to-1 compression-ratio, and provides reliable, pleasant and fast motoring.

Although I never took the car to a race meeting I drove her on the road, which livened things up a bit. As someone once remarked: "Two big bangs and they're out of sight!" No long runs were attempted, for the engine had a bad habit of blowing back and getting alight. Then it was a matter of stopping quickly and jumping out to smother the flames with rags, which were always kept at hand.

Those were undoubtedly the days. There was fun then in exotic motoring. The car with a history always appealed to me but I have little interest in mass-produced tinware. And I still prefer a crash box. I have described briefly some of my most interesting cars. Others included a Durant, a Westwood, an Austin Twelve Six, a Talbot, and a Riley Alpine. Then there was the Le Mans Alvis, supercharged and with front-wheel-drive. The Alvis was, in my opinion, one of the smartest sports cars ever made. Steering was rather heavy and very direct. With the engine pulling the Alvis could really be placed on a bend. Not everybody's car, perhaps, but I liked the front-wheel-drive and this car gave me plenty of trouble-free motoring.

My present car is the "Paris-Nice" Hotchkiss with "Grand Sport" engine, which I believe turns out 130 b.h.p. It is difficult to criticise the performance of this 23-year-old 100-m.p.h. car, which is utterly reliable, with impeccable roadholding and steering, and with brakes to match the speed and acceleration of which it is capable.

In forty-odd years I have caused the death of only one hen. Is this a record? The bird concerned flew out of a hedge and expired on contacting the headlamp of the old Sunbeam motor-bike. We stopped and considered the problem, my father and I, wondering what to do with the mangled fowl, when a yokel who had the position (and us) nicely summed up, came forward and relieved me of the remains, saying, "It's all right, sir, I knows the farmer as owns it. Don't worry, I'll see it's all right, sir, just leave it to me," etc., etc. We weakly let a good dinner go, but it was agreed afterwards that the lad deserved the bird more than we did.

CONTINENTAL NOTES—Continued from page 583.

hard to challenge for the lead; all three made a mistake and paid for it with their lives. That is an unfortunate thing indeed, but it is one of the calculable risks that a racing driver must be prepared to take if he is going to get into the top class of drivers. On each occasion a post-mortem of the accident suggested that the actual death was caused by a definite object; with Scott-Brown it was a signpost, with Musso a ditch, with Collins a tree; and after each accident there have been people who have suggested that it was careless, and even criminal, to have left these objects on the edge of the circuit. If you suggested to Duncan-Hamilton that all ditches should be filled in I am sure he would disagree, for it was a ditch that saved him from being crushed when his Jaguar turned over at Le Mans, for it rolled across the ditch so that his head and shoulders did not touch the ground. If you suggested that every tree be removed I personally would object, for it was a lone tree that prevented Stirling Moss and myself from going end-over-end down into a rocky valley when we crashed in the 1956 Mille Miglia. Perhaps I am a fatalist, but I feel that once an accident has started, or, in other words, the driver has really lost control, there is little that can be done to direct the consequences; it is a matter of sheer luck whether you get killed or not. At Reims one year, one driver was obviously saved from bad injury because he was wearing a seat belt, while in the same race another driver, without a seat belt, overturned and was thrown out, while his car caught fire. A seat belt would almost certainly have caused his death. At Indianapolis, Pat O'Connor lost his life when his car overturned in the multiple pile-up, while another driver in the same crash went end-over-end four or five times over the retaining wall and was hardly hurt at all. I am quite sure that once an accident has started the outcome is a question of luck. If we can prevent accidents beginning, all well and good, but if we are going to take down all trees and fill in all ditches then the logical conclusion is to end up with sorbo-padded walls round all the circuits.

Scott-Brown, Musso and Collins have died doing something that they really enjoyed doing—they were motor-racing and having-a-go; or, as is often jokingly said, they were "dicing-with-death." Death threw a double-six and they had to pay up; let us not bewail the fact; let us all pause in silent admiration of three fine men and remember the great pleasure they gave us all whether we knew them merely as names in motor-racing, or personal friends. They cannot be replaced, but the memory of their exploits will live for ever. They died fighting, and there can surely be no better death.—D. S. J.

CASTROL WINS

AT BRANDS HATCH

SALOON CAR RACE

CLASS A (*Up to 1200 c.c.*) **1ST** SPRINZEL (Austin A35)

CLASS B (*1201-1600 c.c.*) **1ST** A. T. FOSTER (M.G. Magnette)

(Entered by R. W. Jacobs)

CLASS C (*1601-2700 c.c.*) **1ST** J. G. SEARS (Austin A105)

(Subject to confirmation)

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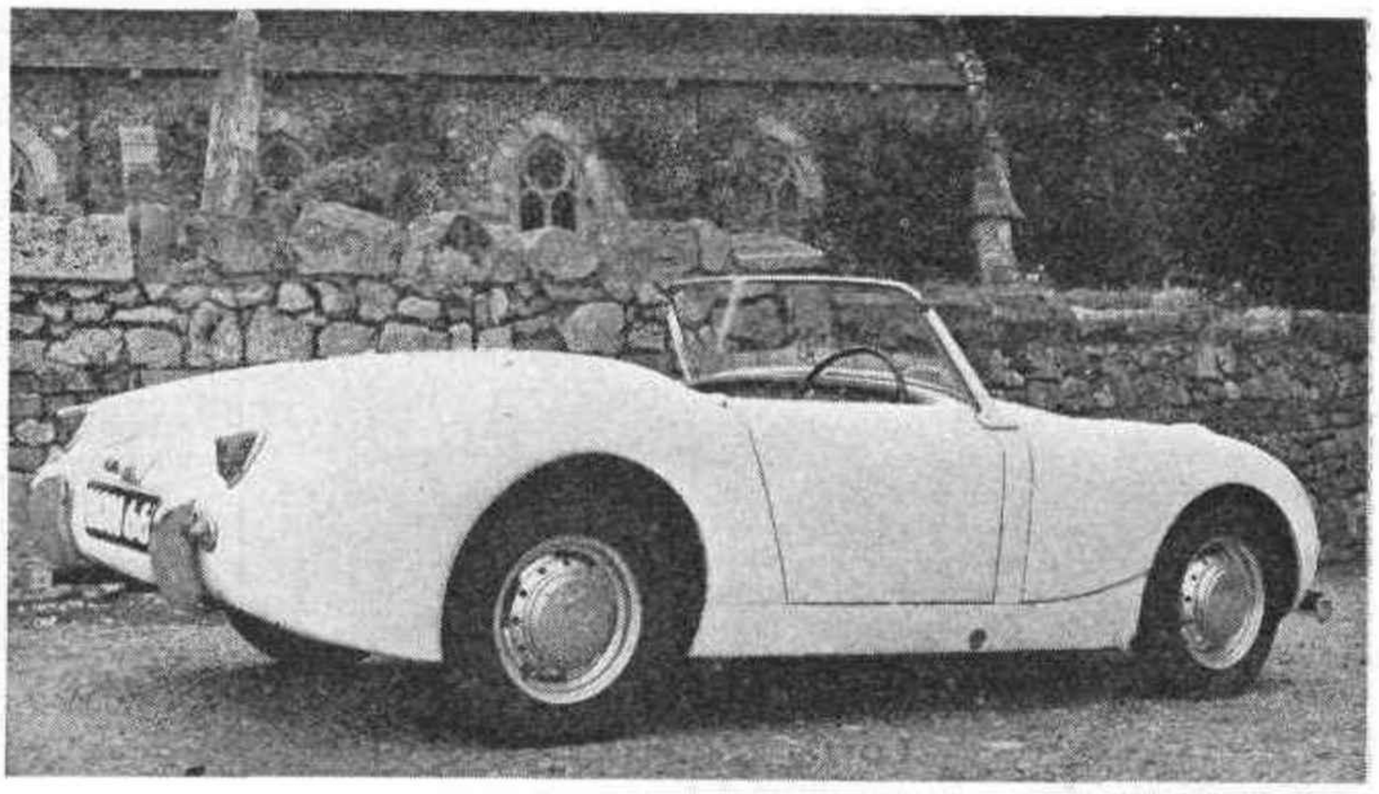
CASTROL

by name

WAKEFIELD Castrol MOTOR OIL

FUN WITH A SPRITE

The New Junior Austin-Healey Proves an Excellent Small Sports Car. A Maximum Speed of 80 m.p.h. allied to Notable Economy of Petrol and Good All-Round Handling Qualities.



EQUIVALENT TO THE 1,100-c.c. SPORTS CARS OF PRE-WAR DAYS, the Austin-Healey Sprite will just about reach 80 m.p.h. and will undoubtedly do 90 when the tuning-wizards breath on it. Road-holding and steering suit the performance and the ride is very level. This newcomer represents sterling value at under £670.

AFTER neglecting the small sports car market for many years the Austin Motor Company introduced the Austin-Healey Sprite two-seater with 948-c.c. B-series B.M.C. engine last June. We have already described this interesting newcomer (MOTOR SPORT, June, page 386) and expressed an opinion on it, but the proof is in the driving and consequently we welcomed a recent opportunity to drive a Sprite over an appreciable distance.

We can state right away that the Sprite belies its rather amusing appearance—it is pleasing to drive, handles well and, without possessing either particularly exciting speed or acceleration in its standard form, it can establish excellent average speeds over give-and-take roads.

So far as the Sprite's appearance goes, the high-set headlamps and upward curve of the radiator grille may not appeal to everyone. Moreover, although it is generally true that once inside a car the occupants are not aware of what the vehicle looks like, this isn't quite true in the case of the baby Austin-Healey, because always driver and passenger look out over a brief, falling bonnet from which the headlamps protrude like sore thumbs. However, appearance is not everything, and if the new Austin-Healey is referred to affectionately as the " Frog " or " Pram " as often as the " Sprite " this is more than offset by its many excellent qualities.

We recalled, when looking forward to our spell with the Sprite, that small British sports cars were once traditional and that motoring writers before us had enthused over long runs in vehicles such as the blown Ulster Austin and " Double Twelve " M.G. Midget.

In order to put the small Austin-Healey to at least as thorough a test we took it down to the West Country and back in a day, setting it to climb Porlock, Lynton and Beggars' Roost, and the next day made a rather less ambitious journey to Gloucestershire and back between a late breakfast and tea, our starting point in both cases being within an hour's motoring of London's southern extremities.

In the course of these runs we formed a high opinion of the Austin-Healey Sprite as a " fun " car. If it is not particularly fast as sports cars go, it makes up for this with brisk acceleration, and quite outstandingly good road-holding and cornering.

The driving position is good, the bucket seats providing good support and being very reasonably comfortable even when occupied for hours at a stretch. Visibility is good, although if the sidescreens are erect they impede the sideways view of a driver of average height and the central mirror blanks off his view of the near-side wing. Otherwise, the bonnet is so short as to offer an excellent view of the road, although in fog peering down into the beams of those prominent headlamps might not be so advantageous.

The small two-spoke steering wheel is well placed but as the engine box protrudes into the driving compartment the driver's legs are of necessity biased to the right, while the pedals and dimmer button are all close-spaced. The central remote gear lever is conveniently located but could with advantage be shorter, or set lower in the car. The pull-up handbrake is convenient to use, although prudish girl-friends may disapprove of its location on the left of the transmission tunnel!

In view of its modest price of under £669 the equipment, with a few exceptions, is well planned and beyond criticism, although it should be noted that heater, tachometer, front bumper and other rather essential items are extras, these alone inflating the price, inclusive of p.t., to over £700.

Neither tachometer nor speedometer, both small-dial Smiths, are very convincing, the former being calibrated in figures every 1,000 r.p.m., the speedometer merely every 20 m.p.h., the latter having, however, trip, with decimal, and total mileage recorders. The tachometer is shaded between 5,500 and 6,000 r.p.m.

The usual minor controls are found on the facia, together with a combined oil-pressure gauge and water thermometer (normally reading, respectively, 40 lb./sq. in. and 175 deg. F., although a long hill-climb, such as Porlock, or crawling in traffic elevates the temperature to 190 deg. F.) and a rather unfortunately optimistic petrol gauge. An old-fashioned turn-switch looks after the lamps, with the removable ignition key within it, the starter knob pulls out and the spring-loaded mixture control requires holding out. While the headlamps full-beam indicator is barely bright enough the direction-flashers indicator is sheer gross stupidity, because it flashes a blinding yellow light directly in the driver's eyes, virtually prohibiting its use at night. It is difficult to understand how such an experienced driver as Donald Healey, or indeed any test driver, can pass this out. The central flick-switch for the flashers is very conveniently placed but has to be cancelled manually.

There is a grab-handle on the facia for the passenger and although no cubby hole is provided both trailing doors possess excellent, deep full-width pockets. Behind the folding squabs of the separate seats is stowage virtually unlimited; indeed, the boot is really too deep, in view of the fact that there is no lid to it and all objects, spare wheel included, have to be drawn forward and out over the seats. The screen is fixed and we disliked the sharp-edged flanges that take the side screens; anyone unlucky enough to let his Sprite tumble over might be badly hurt by these if the screen collapsed.

To gain access to the engine compartment the whole bonnet, inclusive of headlamps, hinges up and is automatically propped open, after a toggle lever has been turned and a safety catch released. The bonnet is very heavy, making this no light task. It could be fatal were the stay to collapse with the owner " under the lid," while shutting the bonnet provokes the response " * * * * * * * !," as one's hand is trapped between bonnet and front number plate. After this one tended to drop the lid, but a sidelamp, secured only by its rubber flange, fell into the road. Engine accessibility is somewhat restricted but all essentials are at least in full view. These are trifling criticisms balanced against the fun of getting into the Sprite and motoring it about.

The two-carburetter B.M.C. engine goes rapidly to 6,000 r.p.m. in the two lower ratios and to 5,500 r.p.m. in third gear, if the tachometer doesn't lie, and it is quite customary to see 5,000 r.p.m. or 77 m.p.h., in top gear. The maxima in the indirect gears, per speedometer, are, respectively, 25, 40 and 62 m.p.h., the speedometer not being more than averagely fast. Given a decent run 80 m.p.h. is just attainable in top gear.

These are mere figures, and from them it can be inferred, correctly, that first and second gears are rather too low. But in its manner of motoring the little Austin-Healey Sprite again overcomes such shortcomings. It motors, indeed, very briskly, very safely, pleasantly and withal exceedingly cheerfully.

The steering is unexpectedly high-geared. The wheel requires

only 2¾ turns, lock-to-lock, and the lock is distinctly good (turning circle 31 ft. 9 in.). Even those accustomed to vintage cars will drive the Sprite with a bit of a twitch at first and those who have acquired the art of motoring within recent years will probably wish for a rather lower-geared action. But this is splendid steering for " dodging " and it has the very real merit of being light, practically devoid of kick-back and with only slight vibration coming back *via* the steering wheel. There is very mild castor return action.

Once the technique of steering the Sprite virtually by wrist movement alone has been mastered the little car becomes safe and very fast through corners. In this the driver is aided by the truly commendable design of the suspension (coil spring and wishbone i.f.s., ½-elliptic back springs with anti-roll bar). The ride is very comfortable and outstandingly level for such a short, slight vehicle, but when cornering there is just sufficient lean to warn the ambitious driver that rear-end breakaway will soon occur. There is otherwise nothing supple about the springing, or, indeed, about the car as a whole. There is no scuttle shake, no flexibility about the chassis, and consequently the driver feels at one with the Sprite when driving fast. There is none of the vicious oversteer which characterised early small sports cars and the clever ½-elliptic back suspension appears to have no vices, except when a sudden bump of camber change may affect slightly the cornering line. The axle judders only slightly when storming rough hills, such as Beggar's Roost. Incidentally, the Sprite climbed this notorious trials hill strongly from a standing start, two up, and was unperturbed by the shale and deep gulleys; admittedly the gradient was dry at the time of our visit.

This excellent road-holding and cornering and the light, extremely quick steering make the Austin-Healey Sprite what it purports to be—a genuine little sports car. Third gear will be used frequently before corners and in traffic, as the 4.22 to 1 top gear rather stifles the 45-b.h.p. engine, although no doubt contributing to durability. It is rather a pity the gap between third and second gears is so wide, otherwise both these ratios would be in frequent use. Reverse is over beyond top-gear position, with safety spring, excellent on the road if less convenient for rally tests. The lever is not otherwise spring loaded. The gear change is as rapid as the lever can be moved, and beats the synchromesh during snap changes. The little remote gear lever is pleasant to operate but on the car we drove the action was rather stiff which, coupled with the high-set lever, made frequent use of the gearbox somewhat less of a joy than it could be. Even this labour is forgotten in the exhilaration of seeing the tachometer needle swing round towards 6,000 r.p.m. as the Sprite surges forward, accompanied by a fine hard exhaust note and a not unpleasing tinkle on the over-run, which seemed to be a combination of mechanical vibration around 3,500 r.p.m. and a loose exhaust pipe. The surge forward is to the tune of 0-50 m.p.h. in 14 seconds, 0-60 m.p.h. in 21.1 seconds, the s.s. ¼-mile being devoured in 22 seconds. The Sprite cruises effortlessly at 60 m.p.h. (under 4,000 r.p.m.) and is no less happy at 70 m.p.h., when the engine is running well within itself, at fractionally over 4,500 r.p.m.



STILL HAPPILY SMILING, the Austin-Healey Sprite stood up cheerfully to our severe test of over 900 miles.

THE AUSTIN-HEALEY SPRITE

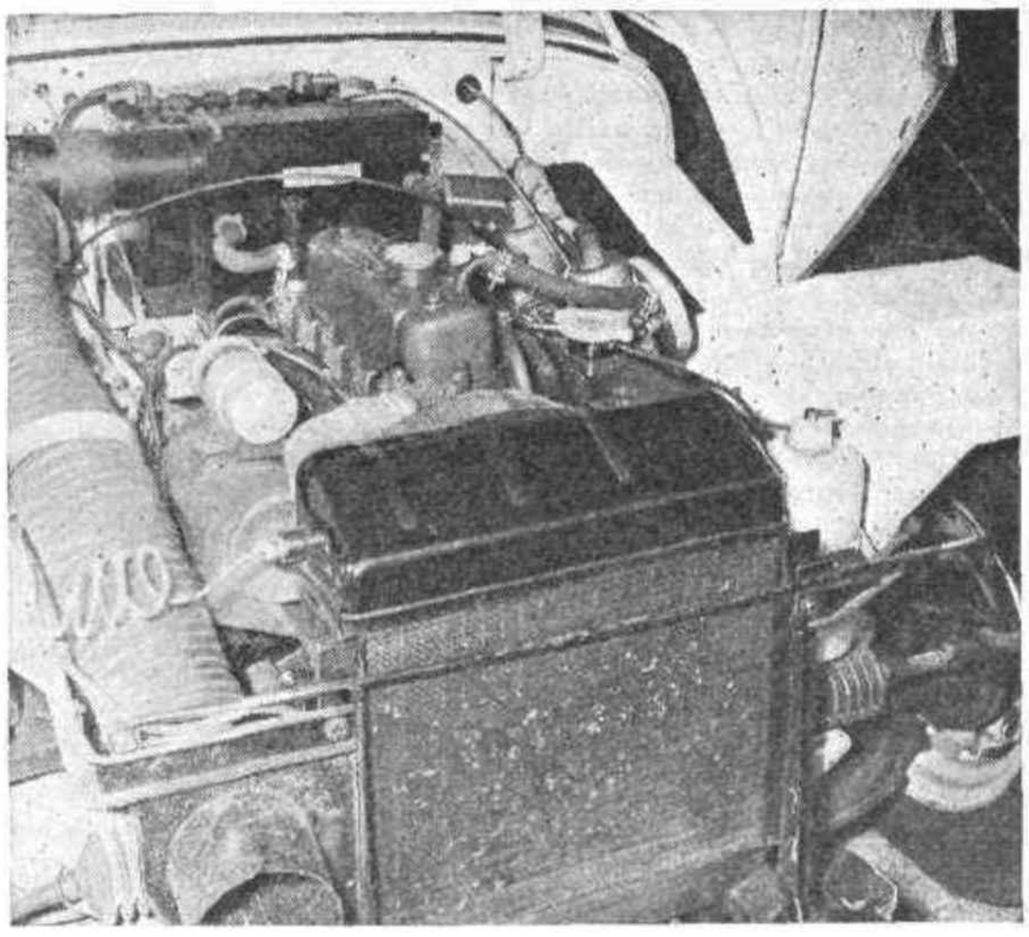
Engine : Four cylinders, 62.9 by 76.2 mm. (948 c.c.). Push-rod-operated o.h. valves. 8.3 to 1 compression-ratio. 45 b.h.p. at 5,500 r.p.m.
Gear ratios : First, 15.31 to 1; second, 10.02 to 1, third, 5.96 to 1; top, 4.22 to 1.
Tyres : 5.20 by 13 Dunlop " Gold Seal " tubeless on bolt-on steel disc wheels.
Weight : 13 cwt., 0 qr., 7 lb. (without occupants but ready for the road, with approximately one gallon of petrol)
Steering ratio : 2¾ turns, lock to lock.
Fuel capacity : 6 gallons (*but see text*). (Range approximately 180 miles).
Wheel base : 6 ft. 8 in.
Track : Front, 3 ft. 9¾ in.; rear, 3 ft. 8¾ in.
Dimensions : 11 ft. 5¼ in. by 4 ft. 5 in. by 4 ft. 1¾ in. (high).
Price : £445 (£668 17s. inclusive of purchase tax). With extras, as tested, £702 8s. 3d.
Makers : The Austin Motor Co. Ltd., Longbridge, Birmingham, England.

All these facts add up to very respectable average speeds from this 948-c.c. two-seater with a commendable absence of fatigue. The support afforded by the bucket seats, the absence of squeal from the Dunlop Gold Seal tyres in normal fast motoring and the level ride contributing greatly to the low fatigue factor. In towns the exhaust note is completely unobtrusive unless high revs are used. The mirror provides an adequate rear view and can be swivelled down to obviate dazzle and a little push-button on the facia edge brings in panel lighting. The inbuilt lamps do not provide sufficient light when dimmed (a spotlamp within the grille is a possible solution) and on the test car the not very penetrating full beam was handicapped by pointing skywards.

The 7-in. Lockheed brakes are adequate in normal circumstances and free from vice but the pedal has practically no range of travel, the action feeling spongy, and firm pressure is required to obtain much retardation. In making crash stops from 60 m.p.h. we were disappointed to discover that it is not possible to lock the wheels on a dry road, albeit this could be an asset when braking on slippery surfaces. The hand brake lever has rather a long travel but held the car securely.

The clutch pedal is somewhat awkwardly placed, but the action is light and smooth. The steering has stops to prevent the tyres

Continued on page 626



ENGINE ROOM.—The engine compartment of the junior Austin-Healey, showing the two S.U. carburetters, coil mounted above the dynamo, big heater duct, etc., and one of the auxiliary wings above the front wheels.

GOOD PERFORMANCE AND PLENTY OF ROOM IN THE INEXPENSIVE VAUXHALL VELOX

HAVING spent August Bank Holiday week-end with the latest Vauxhall Velox saloon we are in a position to assess the merits and demerits of this imposing-looking General Motors' product. For its price of well below £1,000 this American-style saloon offers excellent value for money. It seats six if need be on its bench seats, with ample room in the boot for their luggage. It has a maximum speed little short of 90 m.p.h. and its orange-ribbon-recording speedometer winds up to 35 m.p.h. and 60 m.p.h. in the two lower gears. The gears are engaged by a l.h. steering column lever which is one of the better gear changes of this type. The lever moves positively and synchromesh on bottom gear is a definite asset. There is spring-loading to the upper gear positions but, as is usual with this type of change, no safety catch for reverse. The clutch is fairly light.

There is a dial matching the speedometer, both hooded, the second dial containing fuel, temperature and battery gauges. A small stalk opposite the gear lever operates, most conveniently, the self-cancelling-flashers, which have arrow-style warning lights on the facia, which are too bright at night. The speedometer incorporates a distance recorder with decimals but no trip.

The Velox is one of those American-style cars which get along effortlessly, offering no mean performance, great spaciousness and a good degree of comfort, while being easy to drive. The bench front seat is not particularly impressive and an average-height driver sits too low, the rim of the two-spoke wheel obscuring his view, although both front wings are still visible. The 2.2-litre six-cylinder engine is somewhat noisy but very willing. Indeed, this spacious Velox is virtually a two-gear car, for top gear can be selected directly 15 m.p.h. is attained. There is a foolproof if not outstandingly convenient pull up and twist handbrake. The half-horn-ring is unpleasantly sharp and obstructs the spokes of the steering wheel. The doors have bomb shape arm rests of no great value. There is no real crash padding in this Vauxhall.

The steering requires 3½ turns, lock-to-lock, not counting a good deal of free movement. It is moderately light steering with the car on the move and would be lighter if strong castor-action did not have to be steered against. The wheel transmits vibration but no kick-back and the action is spongy and dead. The brakes are powerful from normal speeds, and entirely vice-free, but scarcely lock the wheels.

When driven round fast bends this big Vauxhall is commendably free from wallowing and roll is consistant and not excessive. In negotiating winding roads it is no better and no worse than other softly-sprung cars of its kind. The suspension is definitely supple, promoting at times more up-and-down movement than is desirable.

Visibility is assisted by the wrap-round windscreen, the frame of which obstructs the front-door area to the detriment of one's knees, and by the complicated back-window formation. The exterior appearance of the Velox we like, but there are divided opinions about those enormously deep rear lamps. Parcel accommodation is provided by a really wide and well recessed rear shelf and a big facia cubby hole with press-button tin lid. The frame of this cubby hole

THE VAUXHALL VELOX P.A.S. SALOON

Engine : Six cylinders, 79.4 by 76.2 mm. (2,262 c.c.). Push-rod-operated o.h. valves. 7.8 to 1 compression-ratio. 82½ b.h.p. at 4,400 r.p.m.
Gear ratios : First, 11.78 to 1; seconds, 6.72 to 1; top, 4.11 to 1.
Tyres : 6.40 by 12 Firestone de luxe "Gum Dipped" four-ply rating tubeless, on bolt-on steel disc wheels.
Weight : Not weighed. Maker's figure : 1 ton 3 cwt. 1 qr. (kerb weight).
Steering ratio : 3½ turns, lock-to-lock.
Fuel capacity : 10.8 gallons (range approximately 260 miles).
Wheelbase : 8 ft. 9 in.
Track : 4 ft. 6 in.
Dimensions : 14 ft. 10 in. by 5 ft. 8½ in. by 4 ft. 9 in. (high).
Price : £655 (£983 17s. inclusive of purchase-tax). With extras as tested, £1,032 1s. 9d.
Makers : Vauxhall Motors Ltd., Luton, Bedfordshire, England.



FINE APPEARANCE characterises the latest Vauxhall Velox.

attempts to remove the finger nails, Japanese-torture fashion, if one feels around inside for lost property. The driver has his own small cubby hole, but no door pockets are fitted. A good feature is the quick-lift front windows, the handles of which call for 1¾ turns, up to down, whereas those for the back windows need 2¾ turns. That there is individuality even amongst cars of this type is emphasised by interior door handles that move upwards to open the doors (a good safety feature) and ¾-windows, with thief-proof catches, which open inwards instead of outwards. The petrol filler has a recessed, spring-loaded cap-cum-cover.

After driving the Vauxhall 250 miles a defect developed which could well alarm a new owner—the oil light glowed its warning permanently. Inspection of the dip-stick showed that only half-a-pint of Castrolite was required. Still the light glowed, which could mean low oil oil pressure. However, we continued for a further hundred miles and the bearings didn't fall out, so presumably this was an electrical fault. Another defect concerned an electrical short in the radio turning-knob.

The Vauxhall has plated, rather inferior minor controls on the facia, operating two-speed wipers (incorporating screen washer button), lamps (with control of the roof light, which the doors also switch on), twin fog-lamps and ignition (detachable key and provision for leaving radio circuit "on" with ignition "off"). The lamps have a foot dipper, the heater controls are simple quadrants with two-speed fan switch (the fan sounds like a hair-dryer) and the brake pedal is set too high above the treadle accelerator. The trailing doors possess sill-locks, the heater draws air from an intake before the windscreen, leaving the engine compartment clear of plumbing, and the bonnet is opened from outside the car, propping and releasing automatically. The boot provides exceedingly generous luggage space, with spare wheel beneath. Its lid has over-centre hinges but the ignition key has to be used to open it. Starting is rendered easy by an automatic choke; there is no starting handle. Pick-up was at times slightly hesitant and the engine pinks very mildly on Esso Mixture but never ran on. We did not check petrol consumption, but over 22 m.p.g. driving hard should be possible, and over 25 m.p.g. driving more easily. 80 m.p.h. cruising is well within the compass of the Velox.

Those who like this form of travel will find the Vauxhall Velox excellent value, offering as it does all the performance the family motorist will ever need, generous seating accommodation and adequate equipment in spite of its modest price. The Velox costs £983 17s. inclusive of p.t. or, with extras as tested, £1,032 1s. 9d.—W. B.

A NEW TIMEX KEY-RING WATCH

Having had very good service over many years from a Timex key-ring watch we are interested to note that the latest version is flatter than before and bears a neat St. Christopher badge on the reverse side. Protected by a miniature (1½ in.) tyre, this Timex watch for attaching to the ignition-key, is shockproof, has a luminous dial, and is a good time-keeper. Priced at 54s. it makes an excellent present. These watches are made in Scotland. Details from Timex. 161/167, Oxford Street, London, W.1.

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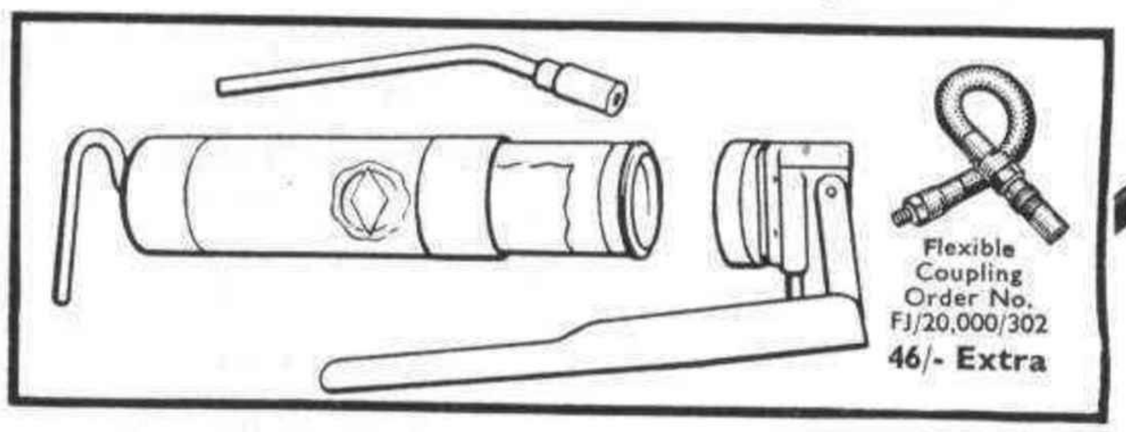


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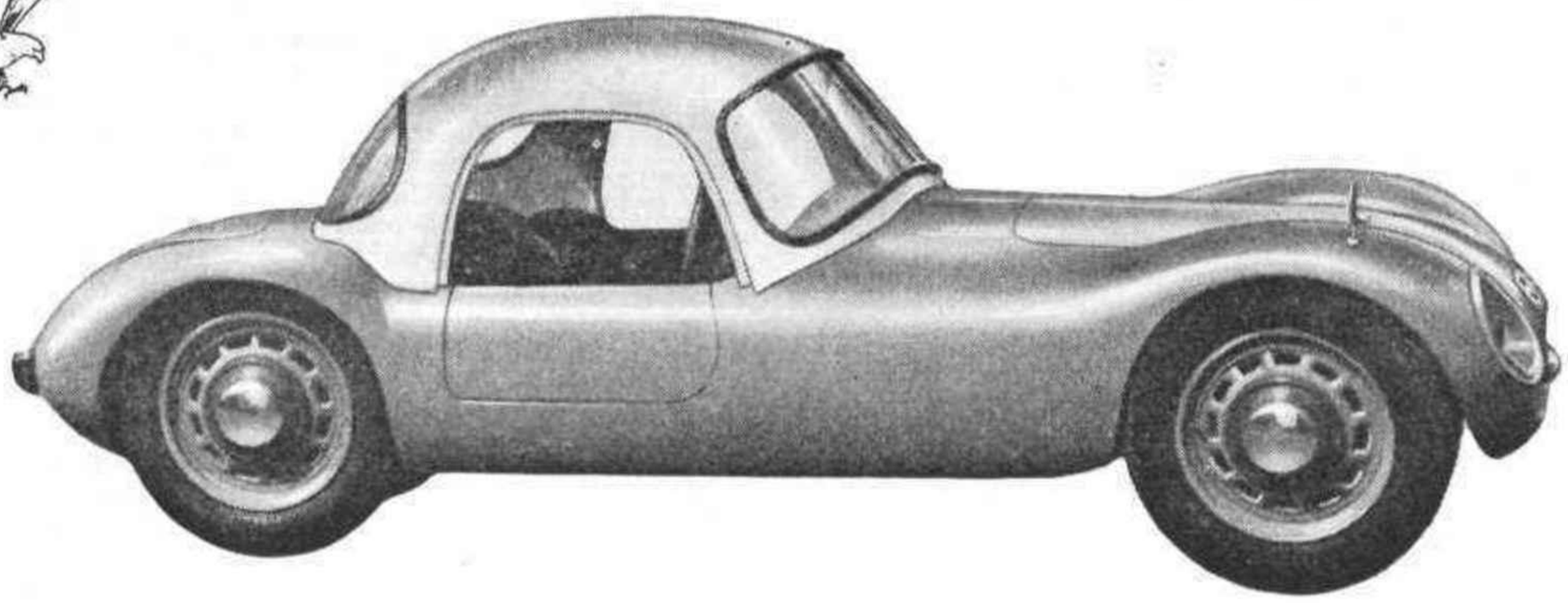
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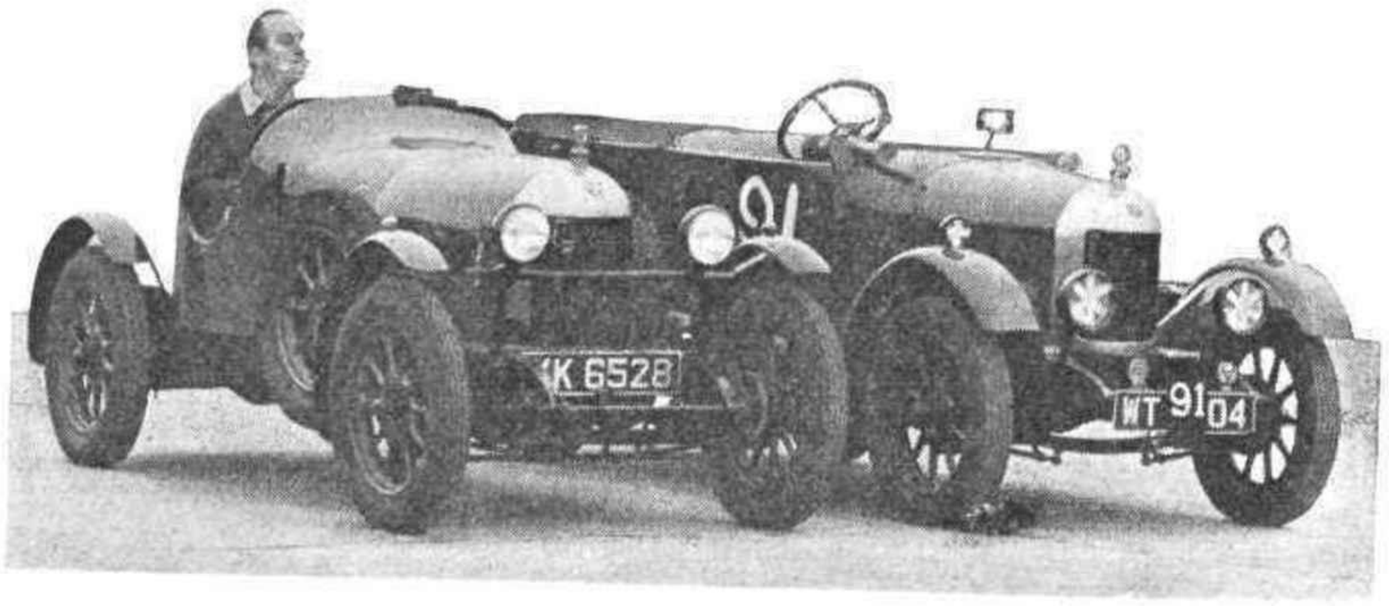
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VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



FAST BULL-NOSES.—Routledge's two quick vintage Morris cars were a feature of the V.S.C.C. Silverstone Meeting. On the left of the picture is his new Oxford, based on the first M.G.; on the right his well-known Cowley tourer.

V.S.C.C. SILVERSTONE MEETING (July 26th)

IN spite of some heavy rain which diminished the number of spectators excellent racing was seen at the second Vintage S.C.C. Race Meeting of this season, at Silverstone.

The first race, one of many five-lap Handicaps, was led for four laps by Routledge's Morris-Oxford but on the run-in to the finish Binns' well-known Riley Nine took the lead. Third place went to Butcher's 1929 Austin Seven but McElligott's 1927 Austin Seven "Chummy," in spite of Ford back wheels, was lapped by the leaders.

Routledge's Morris-Oxford was an interesting newcomer. He has built an excellent replica of No. 1 M.G., as companion to his well-known Morris-Cowley. The chassis is 1927, with ½-elliptic back springs, and the engine from a 1925 car with contemporary alloy head, twin 1¼ in. ex-Alvis S.U. carburetters on the near-side, feeding through the water jacket, four separate exhaust pipes and a compression-ratio in the region of 7 to 1. The pointed-tail body has staggered seats and to emphasise his Morris enthusiasm Routledge wore a crash helmet with an ox emblem.

The next five-lap Handicap was won by Fowler's 1933 Aston Martin. He got past the leaders after three laps, winning from Michael's tail-light ex-Fox and Nichol 4½-litre lowered Lagonda and Bill Mason's smart 4½-litre Bentley tourer, winning in heavy rain. Beasley's Meadows-H.R.G. boiled and sounded very sad. Interesting was Gibson's Frazer-Nash with Vitesse Boulogne body and Lea-Francis engine.

The third event was a class Scratch Race, over five laps. It was mainly a high-speed procession, drivers working hard, with Burton's de Dion-axle 4½-litre Bentley leading from McDonald's 4½-litre Bentley and Laurence's 4½-litre Bentley a short way behind. Mayhew's Riley Nine tried to shed its bonnet and Dawson's 12/50 Alvis had the distinction of a 17-year-old driver. The class winners were: Mayhew's Riley, Brown's Meadows Frazer-Nash, Bradley's 3-litre Bentley and, of course, Burton's winning Bentley.

Another five-lap Handicap was interesting, Cottam's 1934 Riley Imp leading all the way, but Mason's Bentley coming up strongly on the last lap to take second place from Cragg's 12/50 Alvis. Gahagan had a nervous battle with the steering wheel of his G.P. Bugatti, to no great effect, and Quartermaine's well known 30/98 Vauxhall, with E-type chassis and OE engine, easily vanquished Ormrod's low chassis 4½-litre Invicta. The i.f.s. Frazer-Nash "Patience" made a reappearance, in the hands of Michelsen.

So to the big event of the afternoon, the 19 lap 50 kilometre All Comers' Scratch Race. This was quite magnificent racing, most of the drivers trying really hard and the sight and sound of a field representative of the best in motor racing of the pre-war era being powerfully nostalgic.

It was almost a foregone conclusion that Moss would win in the E.R.A. "Remus" and this he did, leading all the way to average 70.76 m.p.h. over a track wet for the first half of the race. Moss' best lap was at a rousing 74.6 m.p.h.

For four laps Burton's Bentley held second place, then Carson, in Wilkinson's E.R.A., got by and on the next lap Shellenberg passed the 4½-litre modernised Bentley in the famous 8-litre ex-Barnato-Hassan Bentley "The Whale." This once almost brakeless giant provided the highlight of the race, Cresta Run exponent Schellenberg working really hard and making full use of the car's new-found braking power, to keep third place until, on lap 11, Waller, who had been increasing the speed of his E.R.A. as the course dried, came by into this position. A lap later Waller was second.

The order was now Moss, Waller, Carson, Shellenberg, Burton and McDonald with, a discreet distance behind, another fierce race taking place between Rowley in the fabulous 1924 V12 G.P. Delage, Mudd's Monza Alfa-Romeo, Mallalieu's Type 51 Bugatti and Lockhart's K3 M.G. Magnette. After 12 laps the flying Moss lapped Rowley and the race continued fast and furious. Shellenberg closed on Carson and then, on the last lap but one Carson came into Woodcote Corner with throttle stuck open, spun, and slid head-on into a Dunlop banner, escaping injury but slightly altering the shape of the ex-Shawe-Taylor E.R.A. Thus Shellenberg, who enjoyed his brave race enormously, was placed third, ahead of Burton but behind the two blue E.R.A.s. The Bugattis of Neve and Sibbald had troubles and Brewer's R2B E.R.A. blew up. Douglas Hull lost the 2-litre E.R.A. on the first lap after spinning out of Copse almost to Maggotts. He hit the outside bank backwards, literally folding up the rear end of the E.R.A., being miraculously lucky to escape serious personal injury. Sympathy goes out to Jeddere-Fisher, who had had to return home in his Type 57 Bugatti because his family was ill and who arrived back at Silverstone to drive the E.R.A. in the last race only to be told that no E.R.A. remained for him to drive. Moreover, his exotic Edwardian racing cycle car "El Pampero," with i.o.e. air-cooled vee-twin M.A.G. engine and Chater-Lea gearbox in a tubular frame with cantilever springs and belt final drive, was unready for the Light Car Handicap. Reverting to the All Comers' Handicap, Shellenberg richly deserved his victory in the vintage catagory, at a speed of 67.97 m.p.h. The big Bentley, watched by Crozier, a former owner, lapped at 71.64 m.p.h.

The Vintage Light Car Handicap provided comic relief, although the competitors, quite rightly, took it seriously. Five cars, Howell's rear-engined Trojan saloon (rumour has it that he bought a pair of these unusual carriages for £20), Abraham's o.h.c. Singer Junior tourer, Naylor's 10/23 Talbot two-seater, Barry Clarke's commendably original 1925 Austin Seven (its differential professionally warmed up on the jack before the start) and Rogers' well-known 1923 Jowett all received a token lap start. But it was Clarke who won, lapping Mills' slow Fiat 509 two-seater, with Routledge's fast Morris-Cowley tourer a flying second (it lapped at 50.87 m.p.h.), from Milner's dignified 1926 A.C. two-seater. It was nice to see Henderson's smart and authentic 1924 sports Bayliss-Thomas in action. Smith's twin-Solex Gwynne Eight hip-bath ran badly.

The meeting concluded with two more five-lap Handicaps, results of which are appended. Mudd's Monza Alfa-Romeo won the first at an impressive speed, in an exciting finish, from Michael's Lagonda and Mallaliéu's Bugatti. In the last scratch race Moss lapped at exactly the same speed as he had done in the big race, "Remus" winning from Waller's E.R.A. and that splendid Shellenberg 8-litre Bentley. The commentators kept up the usual conversational cross-talk throughout the day but all the facts perveyed were, alas, not entirely accurate.—W. B.

Results:

First Five-Lap Handicap: P. J. E. Binns (1929 Riley Nine) ...	56.93	m.p.h.
Second Five-Lap Handicap: W. B. Fowler (1933 Aston Martin) ...	55.66	"
Scratch Race for Vintage and s/c. Sports Cars: G. H. G. Burton (1927 Bentley)	64.43	"
Third Five-Lap Handicap: A. S. Cottam (1934 Riley Imp) ...	52.99	"
50 Kilo. All-Comers' Scratch Race: W. F. Moss (1936 E.R.A.) ...	70.76	"
Vintage Category: K. Shellenberg (1930 Bentley)	67.97	"
Vintage Light Car Handicap: B. M. Clarke (1925 Austin Seven)...	43.15	"
Fourth Five-Lap Handicap: J. S. Mudd (1933 Alfa-Romeo) ...	69.61	"
Fifth Five-Lap Handicap: E. J. Meyhew (1930 Riley Nine) ...	61.64	"
Five-Lap All-Comers' Scratch Race: W. F. Moss (1936 E.R.A.) ...	72.61	"

TROJANS AT EXERCISE

The Trojan Owners' Club held a social gathering on July 20th at which Trojans could be exercised. This started from a remote hostelry near Lambourn and climbed onto the downs over country suitable only for Trojans—and, fortunately, VWs! Six Trojans took part. Group/Capt. Scroggs drove his familiar three-door tourer, now with normal engine. Pat Stocken and her sister arrived in their earlier Utility model, in which they had just completed a troublefree 1,500-mile Scottish tour. L. B. Lewis and his daughter came in a 1928 tourer which Mr. Lewis has owned since it was new. A very smart blue Utility, ex-Arnold-Forster, was driven by its new owner, the Club Rally Secretary propelled his well-known tourer, and R. Irreson brought a smart Trojan van formerly used locally by a firm of dry-cleaners. Incidentally, we were pleased to learn that this van had been bought for £7 10s., so that our recent estimate of a tenner as the fit and proper sum to pay for a working Trojan is upheld. One member was present but in the wrong car, a Meadows-engined Lea-Francis tourer. Let it be recorded that although none of the Trojans managed a *top-gear* climb of a hill *en route* for the picnic, three of them were driven by ladies in the subsequent wiggle-woggle test, which just shows how easy these queer animals are to master.—W. B.

READY-MADE VETERANS

When it was announced that a firm in America was in production with a two-thirds full size replica of the 1901 Oldsmobile the position did not seem particularly serious. Although endowed with a single-cylinder engine this copy of a veteran car appeared to be aimed at the lucky children of rich parents.

Now, however, comes news of two full size working replicas of well-known veteran vehicles which are apparently selling well in America. Dyer Products Co. of Canton, Ohio, sell for rather less than the equivalent of £365 a reproduction of the 1903 Surrey, complete with tiller steering, wooden wheels, polished brass head-lamps, and bulb horn. The vehicle is propelled by a kick-started 4 8-h.p. engine and is said to be capable of 35 m.p.h. and 65 m.p.g. It weighs 550 lb. and is 7¾ feet long. One is startled to learn that these brass headlamps incorporate sealed beams, and that direction indicators are standard equipment! The idea behind this bogus veteran is billed as a publicity delivery vehicle or a static display piece for the showroom. Those who wish to build the imitation Surrey can buy a kit of parts priced at £295.

Another imitation veteran is a full size 1901 Oldsmobile replica made by Air Products Corporation of Fort Lauderdale, Florida. This weighs 425 lb., has wire wheels and, also, an electric starter and choice of three colours! The price is about £400.

It is to be hoped sincerely that this trend will not prove infectious and come to England. Certainly the V.C.C. would never recognise these imitations as the real thing and we hope all American veteran-car organisations will also ban them out of hand. If there are firms here who feel the urge to build something cute, we suggest powered children's replicas of famous cars, for which there should surely be quite a brisk demand.—W. B.

September fixtures of interest to readers of these columns include the V.S.C.C. Madresfield Rally on September 14th, and the V.S.C.C. Rally and Driving Tests at Beaulieu on September 21st. On September 13th there will be classes for veteran, Edwardian and vintage cars at the Malvern U.D C. Concours d'Elegance and tests in Victoria Park, Malvern, while classes for vintage cars are included in the Peterborough M.C. Silverstone Race Meeting (Sept. 20th), Mid-Cheshire M.C. Oulton Park M.C. International Race Meeting (Sept 20th) and the Hagley & District L.C.C. Chateau Impney Speed Trial (Sept. 28th).

Near Manchester a 1926 Fiat 501B with small cabriolet body, the handles of the window-winders formed as lion's heads(!), has come to light, apparently in poor condition and in need of paint and loving care

* * *

Our criticism of the excessively high prices which are being asked for used cars, which formed the subject of an Editorial in MOTOR SPORT last July, was borne out by a recent auction sale in Harrogate At this sale a 1904 de Dion was sold for £950, a 1910 Rover for £750, while a 1910 Rover failed to reach its reserve when bidding closed at £575. Not all the old vehicles went for these exorbitant sums—a vintage M.G. went for £45, an Overland Whippet van for £7 10s and some vintage motor-cycles for less than £5. But it is evident that the excessively high prices which some of the veterans fetched at this astonishing sale were paid by dealers who bought with the intention of shipping the cars to America. We are interested to learn that the accessories, which sold for equally absurd prices, were announced by a gentleman wearing a Veteran C.C. blazer. More than ever before should those who genuinely like old vehicles be on their guard. The only way to keep values to a sane level is to refuse to pay fancy prices, for any vehicle, of any age.

* * *

During the old-car frolics at Le Mans the Bentley D.C. was presented with a D.F.P. radiator, W. O. Bentley's first competition ventures being with this make of car.

* * *

The National Book League intends to hold an exhibition of rare and current motoring books, including models and prints, at its Stallybrass Galleries in London from October 22nd until the end of November.

* * *

Current "discoveries" include a bullnose Morris in a barn near Bristol and, in Durham, a Rolls-Royce "Silver Ghost" chassis, less head and block, together with some Rolls-Royce engine and gearbox parts, a complete but shabby Morris-Cowley coupé, less instruments, which are broken, and some early spares, including radiators and engines, believed to be de Dion Bouton. Buying prospects not known but letters can be forwarded to our informants.

* * *

The usual class for vintage racing cars will be included in the Brighton Speed Trials on September 6th.

* * *

How nice to see H, R. Godfrey, accompanied by his one-time engineer, L. A. Cushman, at the wheel of his 1921 G.N. cyclecar at the August social of the V.S.C.C. at Hartley Wintney!

* * *

Best vintage time at the Trengwainton Hill-Climb (August 3rd) was made by M. H. Morris' Bentley. The Edwardian Race at Brands Hatch on August Bank Holiday was won, at 49.37 m.p.h. by Lord Montagu's 1914 "Prince Henry" Vauxhall, from Sears' 1914 T.T. Sunbeam and Bolster's 1911 Rolls-Royce.

* * *

According to the *Evening Citizen* a 1920 model-T Ford lorry which is frequently seen in Paisley carrying sectional buildings may soon be pensioned off by its owner, Mr. G. Baird. It still starts on a half-turn of the handle, gives 25 m.p.g. at 20 m.p.h. and has had to be towed only twice in its life.

* * *

Apparently a vintage Dodge saloon and a Minerva hearse, *circa* 1922, are for disposal by a Devon garage which has owned them since they were new.

* * *

In Conway, a reader reports, there is a vintage Austin 6-cylinder saloon, while near there a 55-h.p. Leyland Type FEV4 fire-engine stands beside a disused building.

* * *

An Edwardian Fiat is languishing at the Fiat works at Wembley.

* * *

A small veteran has been seen in a shed in the Isle of Wight and a Bugatti, a G.N. and another old car exist in the garage of a London house, but none of these is for sale. And in Gloucestershire there is a sports two-seater Riley Redwing in the hands of its original owner.

* * *

A vintage 11.4 Standard tourer, stored since 1952, has come to light in Norfolk and will be restored by an enthusiast.

VINTAGE POSTBAG

Sir,

I recently had the good fortune to acquire a 1926 Rover tourer: a large bath-like machine of considerable dignity. An attempt is now being made to restore her to the state to which she ought to be accustomed. Unfortunately, the original (I believe brass) radiator shell has been replaced by a once chrome-plated plus black-painted disaster which, though Rover, is quite unfit to adorn our front end.

Can you suggest where I might start looking for an original shell? I have written to the Rover Company, who were most courteous but unable to help. Any clue would be most gratefully received.

I am, Yours, etc.,

London, S.W.19. R. WELLS.

[Letters can be forwarded.—ED.]

Sir,

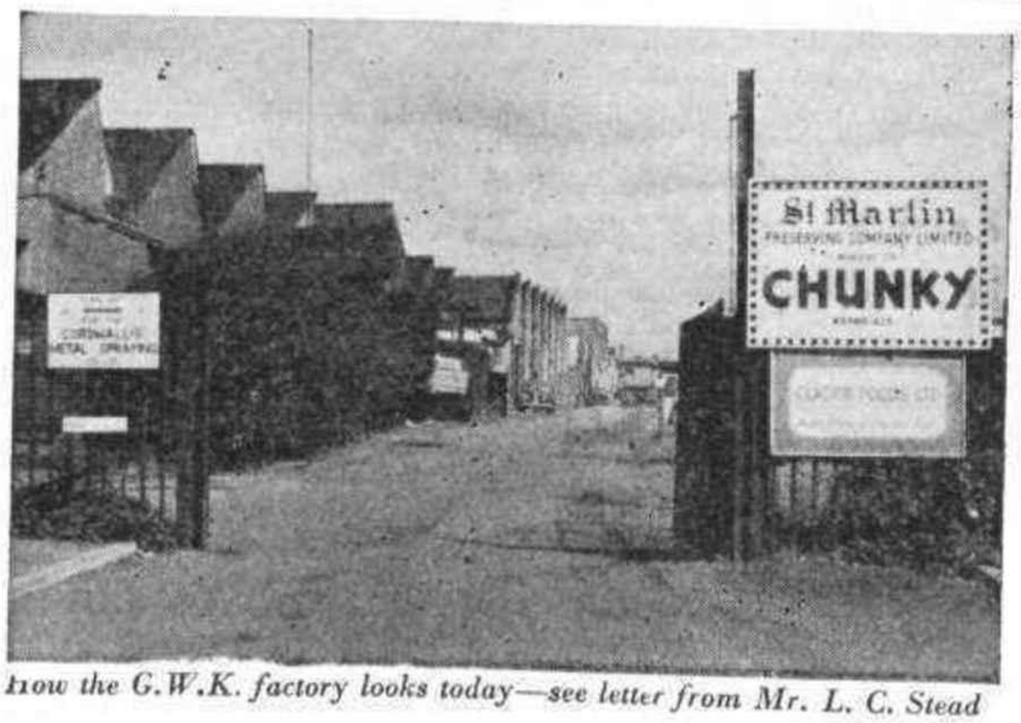
One or two readers have referred to the G.W.K. car and, as another former Maidenhead resident, I am cheered to find there are people who think kindly of this make. It was the most successful friction-driven (or disc-driven) car of any and sold fairly widely in its day, but finally succumbed with the increasing weight of light cars which was unavoidable with the demand for saloon bodies.

Unfortunately, some drivers, hearing that the G.W.K. was extremely simple to drive, never bothered to understand the technique, which, briefly, was never to allow the friction discs to slip. When you watched your expert friend depart in his G.W.K. you would notice barely any revving up of the engine and the " clutch " would be engaged quite abruptly. There would be no jerk or judder but you might catch sight of the tubular cross-member joining the rear ¼-elliptics bowing politely to you as the car moved away. The design provided for increased pressure between the discs in the lower ratios and there was an additional hand control enabling the driver to check slip if it occurred on an exceptionally steep gradient. Today many people find it hard to bring themselves to believe that this device worked at all reliably, but it did and in the nineteen-twenties there were owners of G.W.K.s who were most enthusiastic about the make.

In 1926, when I was awaiting my turn to begin an apprenticeship with a firm of general engineers, a wily headmaster saw an opportunity to get rid of one of his more troublesome pupils a few months earlier than he had thought possible. I was sent along with an introduction to the secretary of G.W.K. Ltd., and was duly engaged as Office Boy. Though I have always been mad on cars this has proved to be my only connection with the motor industry! I must have been the worst office boy they ever had for I was far too interested in the cars. To be asked to take a message to the foreman of the body shop meant a walk through the entire works, and how one could linger on the way! Letters for the Service Manager took one through the machine shops and the repairs department! Many duties were so fascinating it seemed a crime to hurry over them. One might take a cup of tea into the Works Manager and gaze entranced at the latest Cox Atmos carburetter lying on his desk, or, maybe, venture in to that holy of holies, the Drawing Office, and slyly peep at those inner mysteries.

I remember on one occasion being sent to search for some early correspondence filed away in a basement cellar. Ah, treasure trove! There below ground were catalogues and instruction books of all manner of strange makes, many of them rarities even in those days—but, alas, a furious Managing Director could be heard stampeding up above and I had to emerge hastily without having located the missing letters.

At this time the owner of the works seems to have been a Dutch gentleman closely connected with the Imperia car in Belgium, and an effort was made to begin the assembly of the 11/24-h.p. slide-valve model at Maidenhead. The name of the firm was changed from G.W.K. Ltd. to Imperia Motors Ltd. Can anyone tell me if any of *these* cars still exist with the *Maidenhead* and not the Liége radiator badge? At the 1926 Motor Show the two makes shared one stand. There was a single G.W.K. saloon car and an exhibition model of the disc-drive unit, and, I think, two Imperias, a saloon and a very pretty coupé having Vandenplas coachwork, and also a sectioned Imperia engine showing its slide valves. My impression of these cars is that they must have had almost unlimited revs. and could go about as fast in third gear as in top. Certainly the first time an Imperia engine was bench tested at Maidenhead the office workers looked at one another with surprise and alarm, and wondered whether it was safe to remain at their posts. Anyway, I didn't stay at mine much longer but went to begin my apprenticeship at Slough, to the profound relief of all at Cordwalles Works.



How the G.W.K. factory looks today—see letter from Mr. L. C. Stead

The enclosed photograph shows one entrance and parts of the old G.W.K. factory, a spacious and well-laid-out premises planned for the production of cars, now the home of an odd assortment of firms from marmalade making to metal spraying, the whole place being known to modern ears as Maidenhead Industrial Estate; but I am sure the older inhabitants will always think of it as " the G.W.K. works."

Many car enthusiasts will share my sorrow for the fate that has overtaken these buildings. In times past four different makes have been produced here, namely, the G.W.K., the Imperia, and later the Burney Streamline car and the Marendaz Special. Were I a millionaire I think I should try and expel these makers of ice-cream lollies and marmalade, etc., and restore these extensive works to their original purpose of car manufacture. But, come to think of it, is there something unhealthy about the Thames Valley for the car-producing business? True, we still have M.G. at Abingdon and A.C. at Thames Ditton, but, besides the Maidenhead tragedy, gone are H.E. of Reading, Squire of Henley, Lagonda of Staines and A.B.C. of Walton. Ah, well! Those were the days!

I am, Yours, etc.,

Tunbridge Wells. L. C. STEAD.

* * *

Sir,

Your recent references to the G.W.K. friction-drive car of long ago reminds me of my very first car, a G.W.K., bought second-hand about 1919, probably a 1913 or '14 model . . . after a succession of motorbikes, starting with an Alldays and Onions, *circa* 1908.

The G.W.K. was a two-seater, with sloping-top rear-boot, secured by wing-nuts, that could be removed entirely, thus exposing the whole engine compartment, tank, friction-drive, etc., behind the seats. It had detachable wire wheels (not knock-off); rear brakes only; beam front axle; rack-and-pinion steering; wide, low radiator at front, ½-in. pipes to engine; no water-pump that I can remember; vertical-twin engine athwart the car, starting-handle at near side—section of running-board lifted to allow operation; huge heavy flywheel, face of which formed the driving disc, with hole in centre for neutral; engine, to memory, about 4-in. bore by 4½-in. stroke, quite hefty capacity, and with the typical tuff-tuff-pause-tuff-tuff " beat " and exhaust, s.v. and magneto ignition; semi-elliptic springing, no " shockers."

The driving disc was about the same diameter as flywheel, sliding on double-keyed shaft, swivel-ball-bearing at rear, same at front, in fork connected to " clutch-pedal " so that depression of latter moved shaft away from flywheel and disconnected the drive; shaft spring-loaded onto flywheel. The disc-rim was originally fitted with fibre ring, but I changed this for a later and much better ring, laminated, of cork. About 150 small bolts and nuts secured this ring, passing through it and the rim-flanges, each ring-laminate being split to allow assembly over the shaft. Rear of shaft connected by short prop.-shaft to pot-joint at back axle. The disc moved along shaft by fork and rod extending into cockpit at driver's right hand, with notched plate giving positions for about five speeds and neutral—but the drive was really infinitely variable between top and neutral according to position of lever on rod, irrespective of notches. However, if lever left between notches it would creep forward to next notch, gradually raising the gear.

Most owners (like myself) attached a wire or light chain to the " clutch-pedal " so that it could be pulled-up to increase pressure between driving and driven discs, if—as usual on hills in low gear—the drive started to slip. To remove the flats that appeared fairly frequently on driven disc, one jacked up one rear wheel and got someone to turn it, while one " shaved " the disc-ring with a wood-chisel held against the frame-top. There was an oil-tank on the off-side running-board, with hand-pump for driver to inject oil into the engine at suitable intervals; and an outside hand-brake lever. There was a door on passenger's side only, wood-framed inclinable windscreen, side and rear oil-lamps, and bulb-horn.

Despite considerable " rumble " from the drive, all in all, it was quite a good little car. Maximum speed was about 35 m.p.h., but I well remember a thrilling 40 downhill to narrow bridge, and wondering if I could possibly get over it at that terrific speed! My wife and I toured all the West Country and most of Scotland while I had this car, at a steady 25 m.p.h. or so. It was followed by a 16-valve Brescia Bugatti, Coventry Premier, Bradshaw, 9/50 Grand Sport Amilcar, various Rileys, including six-cylinder Alpine, and Jaguars of all sorts.

I am, Yours, etc.,

Aberfeldy. J. G. DOUGLAS, M.I.P.E.

Sir,

I have recently had the good fortune to purchase a 1926 Clyno Royal Model 2, which I believe was a two-seater with a dickey seat. Unfortunately the rear of the original body has been altered to an estate wagon type, and I am wondering if any reader can possibly give me any advice for the restoration of the body to its original condition.

The history of this car may be of interest to readers. The car remained in its original state until 1932, when it was apparently stored and forgotten until 1947; it was then described as an agricultural goods lorry and brought back into service. It subsequently changed hands several times, until it became the property of a local garage owner, and it had then acquired its estate wagon body. The car was being used for towing in various broken-down modern junk, and had also covered quite a good area of country carrying a family, with full camping equipment. Its previous owner informs me that the car does 42½ miles to the gallon on " long runs " and will easily reach 60 m.p.h.

It appears to be in very good mechanical order, proof of this being that when I inspected this car it had one of its four plugs missing, but, in spite of this, the engine fired first time.

If this is a sample of Clyno workmanship, however did the company fade away ?

I am, Yours, etc.,

Chester. H. E. Dodd.

* * *

Sir,

I am sorry I have delayed this letter so long—time does fly when things are not done at once.

I was most interested in The Gibbons car in " Fragments on Forgotten Makes " for May. It must have been during 1922, when I was very young, that the son of our next door neighbour, a skilled fitter—the sort of man who built his own machine tools for his own workshop—decided he would build himself a car. He bought plywood and ash for framing and a set of wheels, axles and an engine.

I have no need to describe the finished product, it has been covered exactly on page 285 of your May issue, and the photograph gave me quite a start.

The only other detail I can remember is that the steering wheel was heart-shaped to allow the driver's legs to pass underneath.

I cannot get details from my friend as he, I regret to say, is long since dead.

I am, Yours, etc.,

Luton. C. H. Eliott.

* * *

Sir,

Prompted by Mr. D. B. Haigh's letter concerning the rare make of car, Autocrat, and an advertisement in the August issue offering the only surviving Autocrat for sale, I thought that perhaps Mr. Haigh would be interested to know that an Autocrat in first-class running order exists locally.

Let me state, first of all, that the car (which is owned by a garage) is not for sale. I have inquired about buying it but the owner will not sell.

I have examined the car very carefully and the details are as follows :

The date of manufacture is 1921, and the car is a four-seat, two-door tourer, painted yellow, and powered by an 11.9-h.p. Dorman engine driving through a four-speed-and-reverse " crash " gearbox. The car appears to be most original except for the fact that at some time it has been fitted with f.w.b. Electric lighting and starting were fitted when new, the lighting system being C.A.V. The car is complete except for the fact that there are no hood or screens.

The car has been standing in the garage showrooms for some months and is now rather dusty, but requires little work to put it back on the road again. I was told by a mechanic, who had driven the car, that it went really well, and stopped well too, thanks to the f.w.b. ! I was most impressed with the solid build of the car and also by the quality of all the fittings and instruments. There is no trace of rust either under the wings or on the chassis—it seems to be as solid as the day it was made.

It was, I understand, found in a local scrap yard and finally bought by its present owner for a very reasonable figure. I hope that the few details given above may be of interest to Mr. Haigh and anyone else who remembers this make of car.

I am, Yours, etc.,

Hanley. Peter J. Bloor.

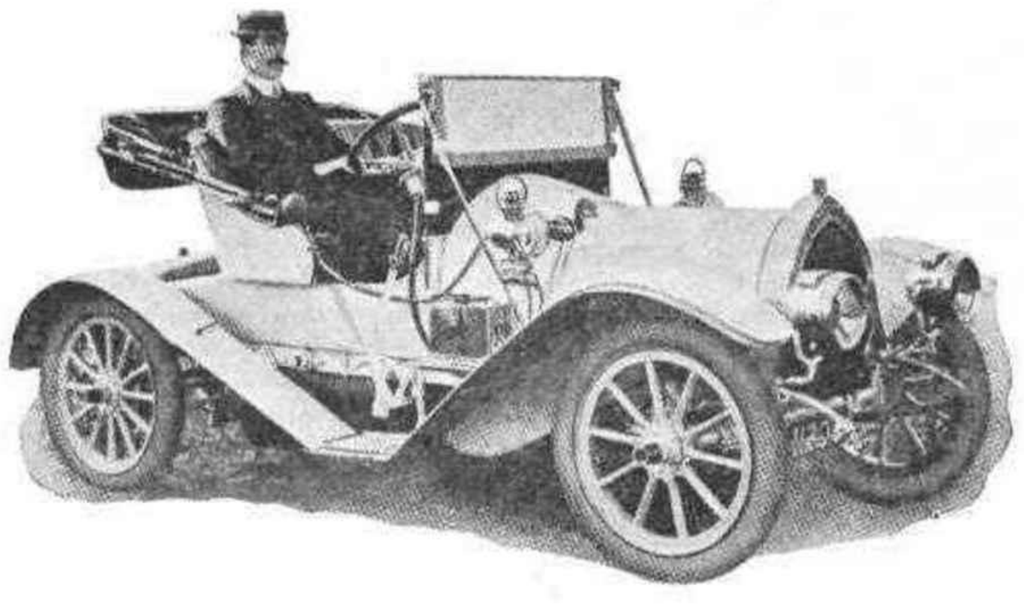
INTER-REGISTER CONTEST

The Humber Register Gt. Witley Rally on July 27th ended in a win for the Sunbeam Register. This team lost 122 points, the Fiat Register being second, losing 151 points, and the 12/50 Alvis Register third, losing 164 points. This makes the Sunbeam S.T.D. Register winners of the 1958 Inter-Register Contest. The results of the Gt. Witley Rally were :—

Best Performance : J. A. Joyce (Sunbeam), Lost 100 points.
Next Best Sunbeam : R. C. Carter, Lost 102 points.
Best Alvis : Collins, Lost 126 points.
Best Fiat : Grant, Lost 124 points.
Best Humber : Arman, Lost 179 points.

FRAGMENTS ON FORGOTTEN MAKES

No. 6—THE ADAMS



Marcus C. Inman Hunter at the wheel of a 1910 single-cylinder 10-h.p. Adams " Varsity " two-seater.

THESE notes on the Adams " Pedals To Push " car were gleaned through my good fortune in meeting Mr. E. C. H. Stroud, who was employed in the Bedford factory before 1914.

The Adams sprang from the Adams-Hewitt, which in turn seems to have evolved from the Adams-Hewitt horizontal stationary engine, of which, incidentally, the crank and flywheel alone weighed 160 lb.

The early Adams had a 10-h.p. horizontal single-cylinder engine with simple l.t. ignition and an Adams carburetter and, of course, the famous pedal-controlled epicyclic transmission. Many of these were sold abroad, notably to doctors and military men. The car had final-drive by a central chain, with sprocket enclosed in a casing on the back axle. A 10-h.p. delivery van was also made, with side chains. For many years the Shefford Laundry in Bedford ran one of these.

A 10-h.p. Adams went through the Afghan campaign in the hands of an officer of the 54th Camel Corps and larger commercial vehicles were supplied for use in Nairobi, etc. A very special 18-h.p. Adams with closed body was presented to the Emperor Menelik.

Later larger cars were listed, the 10-h.p. was provided with h.t. magneto ignition, and ingenious bodies were made, in which the back seats could be slid from the platform to convert the car into a 2-seater, of which the entire body hinged up to give access to engine and transmission.

Workmanship at the Adams factory was of a high order. The Adams-Hewitt originated in America and arrived here about 1905, the 10-h.p. " single " having a bore and stroke of 4¾ in. by 6 in. The company later became Adams-Igranic and exists in Bedford today as the Igranic, supplying electrical switchgear, etc. In the days of car manufacture a test track ran round the buildings.

In 1910-11 the Adams Sixteen, to the design of Mr. Hunter, was a popular model, its 4-cylinder engine having cylinders in two pairs, the same cylinders, in three blocks of two, being employed for the 30-h.p. model. Fully-floating back axles were an out-

standing feature making for easy dismantling, while the transmission was either 3-speed epicyclic or sliding 4-speed to choice. On these larger cars a single pedal operated the change-speed, this having side plates so that the foot could slide it sideways to select the different speeds. The brake pedal was coupled to the gear control in such a manner that by slightly depressing it the gears were unlocked for the next change. Here it may be remarked that the early 10-h.p. car had two speeds controlled by two pedals, a central toe-pedal being introduced to operate an additional epicyclic gear in the 3-speed model. From 1911 this car had full elliptic back springs with radius arms and ¾-elliptic front springs.

Reverting to the range of models listed about this time, they possessed delightful type names, as the following table shows :—

16-h.p.	2-st. Phaeton	Fratricelle	£425
30-h.p.	,, ,,	Fratilli	£575
16-h.p.	5-st. ,,	Fratismo	£445
30-h.p.	,, ,,	Fratoccio	£595
16-h.p.	Torpedo	Fratravero	£470
30-h.p.	,,	Fratriage	£620
16-h.p.	Cabriolet	Fratricide	£560
30-h.p.	,,	Fratrissa	£720
16-h.p.	Landaulette	Frataglie	—
30-h.p.	,,	Fratura	—
16-h.p.	Double landaulette	Fraturais	—
30-h.p.	,, ,,	Fratzig	—

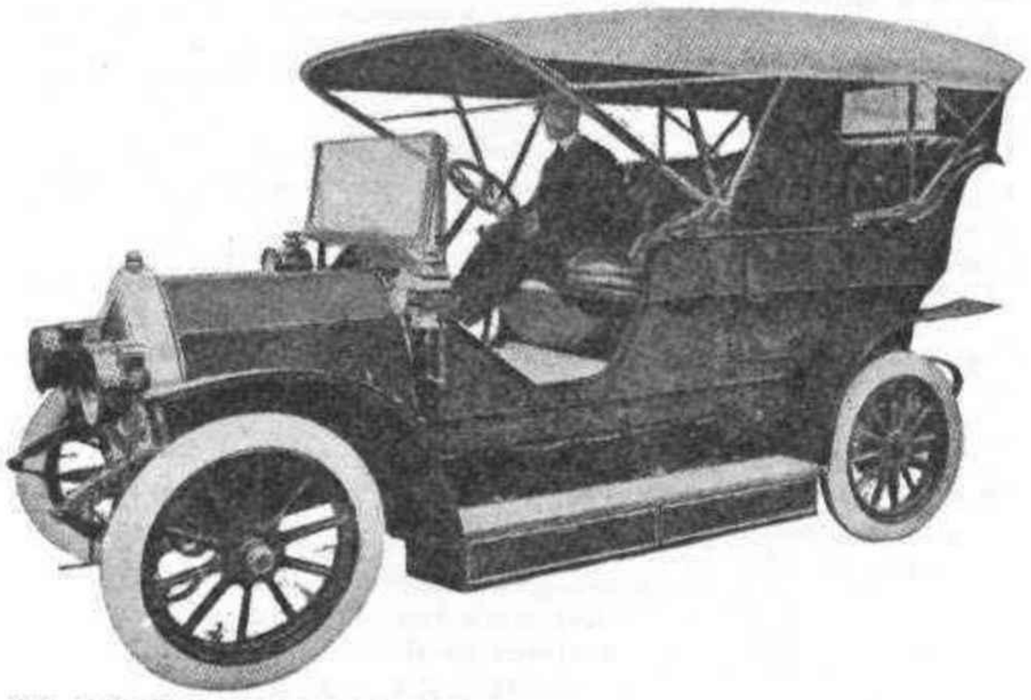
The 10-h.p. was available in sporting form as the " Varsity," for £205 without tyres.

As far as Mr. Stroud recalls, the sliding gearbox was a crib of a Fiat box.

About this time the famous Adams compressed-air starter was introduced. At first it was a failure, in spite of three months on test, because no one at the factory had any knowledge of Boyles Law, until Mr. Stroud, then the boy, but nevertheless learning fast at evening classes, told the foreman how the trouble could be cured ! The compression-ratio of the engine-driven pump was then increased and the starter, pedal-operated, proved a success. It supplied a welded steel reservoir at 300 lb./sq. in., and besides silently starting the engine, pumped up the tyres and worked the pneumatic jack, etc. Later it was redesigned to be driven by belt from the propeller shaft.

By 1911 the A-type phaeton, the Fratravera, cost £410 and a sporting version £400. The sporting models all used V-radiators. Other models had a radiator of " A " shape, with variants. In 1911 the range included the 14/16 with four cylinders in pairs, this having a lively Coventry-Simplex engine with ball-bearing crankshaft, mounted in a subframe suspended at three points. The 18-h.p. used a monobloc Aster engine but the 16/20 had an Adams engine. Bodies, gearboxes, etc., and all patterns were made at the Bedford factory.

A racing body of half chassis-width on a 16-h.p. chassis with bull-nose radiator was built for Brooklands, Mr. Stroud accompanying this on road test sitting on an outrigger seat fitted for the purpose. This was owned by C. M. Smith of Thames fame and called " Red Eve." There was another racing Adams but this was merely a standard 16-h.p. chassis with lowered seat.



AN IMPRESSIVE MOTOR CAR.—The Adams Eight with V8 engine based on the early Antoinette aeroplane motor.

There was a very well-built commercial chassis with square radiator, using a worm-drive axle, said to have been cribbed by Guy, after Adams folded up. Its engine was the 88 by 120 mm. 16/20 unit.

For a time Adams made another of their own carburetters, with a long riser pipe from the float chamber and mixing chamber to the piston throttle, this giving an incredibly slow tick-over but jerky acceleration due to mixture surge. Knurled nuts provided for air adjustment. This was soon abandoned in favour of the Claudel carburetter. Another venture was the Simplex spirit-heated tyre vulcanizer, for clamping to punctured tubes. Two-cylinder marine engines with outside timing gears were another line.

Adams also built the 180-h.p. V16 Antoinette aero engines, with automatic inlet valves, developed in 1905/6 for racing boats. This led, by 1907, to the introduction of the 35/40-h.p. Adams-Eight, the V8 engine an adaptation of the Antoinette, with 2-speed epicyclic transmission. These engines were apparently prone to break their crankshafts, probably because these were balanced statically but not dynamically.

In October 1910 Mr. Stroud fitted Bowden-operated front brakes to a cabriolet owned by a garage in Leeds but this was the only Adams so equipped. The company also sought the taxi market with a 2-cylinder chassis but failed because the steering lock was insufficient. At this time a Mr. Macmillan was a director and a special six-cylinder engine was constructed for him, with flexible ring-joints along the exhaust manifold, etc.

For a boat in Australia two of the 40-h.p. V8 engines were coupled together. Incidentally, the 30-h.p. cylinders were used for these side valve V8s, with Longumare carburetter. The works manager who had to look after all these cars was Mr. McFarlane.

In 1912 the Adam Company ran into financial distress, which the Official Receiver failed to cure. Mr. Stroud went for a short period to work on the friction-driven Pilot car, then to Vauxhall Motors, but he returned to Adams in 1914 before joining up, to supervise the sale of their tools and equipment in London in June, 1914.

Three Adams cars are known to the V.C.C. and in case any others turn up it may be worth quoting the type designations from the 1910 catalogue. The Type S4 was the 10-h.p. single-cylinder 4-seater, the Type S2 being the same model with 2-seater body. The sporting " Varsity," then with flat A-pattern radiator, was the Type SV. The Type 16 G4 was the 16-h.p. chassis with 4-speed gate-change, the Type 16 P4 being the same model with 3-speed pedal control. The Type 30 T4 was the 30-h.p. 4-cylinder. The Adams Mfg. Co. Ltd. had offices at 106, New Bond St., W.1.—W. B.

FUN WITH A SPRITE—continued from page 618

fouling the chassis and no lost motion was evident in the steering gear after 2,600 miles. The horn could be more powerful with advantage.

There is a hood which fits snugly, the detachable frame being very close to the occupants' heads. The side screens are rigid and can be left in place with advantage to obviate side draughts. With the hood and side screens erect in summer the interior gets very stuffy, especially as the gear lever extension become quite warm. The doors shut well; they have slightly inconvenient inside lever-type handles.

The Sprite is as economical as it is sprightly. Driving hard we accomplished a petrol consumption of 37 m.p.g. and rather more sedately, but with one fast spell, this decreased to 39.3 m.p.g. of Cleveland Discol. In a mileage of 700 about a pint of oil but no water was required, and the engine neither pinked nor ran-on. The fuel tank is alleged to hold six gallons but a check of the range gave a mere 180 miles from a brimful tank; it really is time the B.M.C. fitted larger reservoirs ! The filler cap on the tail is not secured to the filler neck but it, and the rear lamps incidentally, are visible from the driving seat.

Altogether we were agreeably surprised at the very real merit displayed by this low-priced sports car. The Austin-Healey Sprite will prove extremely popular, we predict, amongst those greying old men (like the Editor ?) who no longer drive fantastically fast but who fancy a sports car that handles well and is thus a good safe introduction to faster stuff and those who want a lightweight vehicle with a B.M.C. engine they can tune to great speeds. And, of course, amongst those who merely want an inexpensive boy's-racer.

The appearance of the Sprite is unfortunate, there are a few details that could be improved but at the price this latest produet of Donald Healey and the Austin Motor Company is a vehicle of many merits and no vices.—W. B.

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FOR SALE

LOTUS Mk. VI in delightful condition Successfully raced and fully road equipped. Taxed year. Best offers over £400. Box No. J.566. [2566

RILEY 9 MONACO. 1934. Excellent condition. Taxed, insured. £80. Neal, 11, Blakehall Road, Carshalton. Wallington 3860. [2567

FIVE DUNLOP 500 x 14 Gold Seal Tubeles. £25 or separately Minor II crankshaft, 30s. Butler, The Croft, Broomcroft Road, Bognor, evenings. [2569

ALVIS 3 litre, 1952. 47,000. First re-bore. Comprehensive overhaul April. New tyres. 23 m.p.g. A.A. examination invited. £555 or best offer by end September. Flight Lieutenant Ecclestone, R.A.F. Filton, Bristol. Filton 2374. [2570

ARE THERE NO SPORTSMEN? Fast and beautiful Hornet Special still for sale. Offers wanted S.A.E. details/photographs. John, 30, Mackenzie Road, Broxbourne, Herts. Hodd. 2174. [2571

1929 HILLMAN WIZZARD Saloon. Magnificent condition. Under 30,000 miles. Laid up 16 years. First offer over £65. Box No. J.572. [2572

1½ RILEY KESTREL, 1935. Must be finest in the country. 2,500 since complete engine rebuild — every part new. Twin carbs., 8 : 1, Sprite valves and inlet camshaft, enlarged ports. Brakes relined, new king-pins, front springs. Mechanically perfect car. Bills. Completely rewired. Interior relined. Beautiful exterior body. Offers over £160. Write for full details. Flying Officer Tonkinson, Officers' Mess, R.A.F. Odiham, Hants. [2573

1958 BERKELEY De Luxe. B.R.G. 1,700 miles. Works guarantee. H.P. arranged. £470. Tonkinson, Odiham 134, ext. 103, evenings. [2574

P.B. M.G., 1936, 2-seater. Black Good all round condition. £175. 8, Parkside, Nash Mills, Hemel Hempstead, Herts. [2575

M.G. T.A., 1939. Good condition. Windtones, spot, Newtons. £230. 27, North Street, Charminster, Dorchester, Dorset. [2576

SPECIAL UNCOMPLETED. Kenmar body, screen, boxed Morris 8 chassis, new shockers, pins, etc. Ford Ten unused re-con. engine, 8-head, water pump, starter. Ford gearbox, Buckler close ratios, wheels, five new tyres and tubes. Nearest offer £200, or will separate. Foan, 25, Lawrance Square, Northfleet, Kent. Gravesend 6715. [2577

A.C. 16/80 Sports 2-seater. Reconditioned engine, good body, hood, tyres. Sound throughout. £200 o.n.o. UPLands 0355. [2578

VOLKSWAGEN ENTHUSIASTS: A unique opportunity to purchase one of the genuine "Wehrmachtwagen" as used in the desert. £99 secures. "The Stables," Dalby Road, Melton Mowbray. Telephone 197. [2579

MORGAN 1934 Super Sports, J.A.P. 1100 c.c. O.H.V. W.C. Modified headlights £115. 47, Elm Tree Road, Lymm, Cheshire. [2583

1951 J.J. SPECIAL. V.8 engine. Excellent condition throughout. £125. Denyer, 58, Shortwood Avenue, Staines, Middx. [2584

FORD 10 SPARES. Engine (complete all accessories) and gearbox, £25. (36) Rear axle (new c.w.p.), complete with spring, £7. (36) Front axle, ditto., £3. 6v. battery, cost £7, £3. Pair sealed headlamps, £2. Pair rear lamps, 12s. 6d. Wing mirror, 6s. Shock absorbers 12s. 6d. each. Cyl. head £1. Coil 6s. Chassis (36) £4. Seats £1 each. 4.75 x 17 wheels, with tyres, from 30s. each. S.A.E. please. Little Welches, Grea. Horwood, Bletchley. Tel.: Winslow 143. [2585

8.3 H.P. (1000 C.C.) RENAULT, 1939, Coupé. I.F.S. Recon. carb. Five good tyres. Excellent condition all round. £110 o.v.n.o. New Cross 2877. [2586

1952 JOWETT JUPITER. Green. Radio, heater, Series 3 crank. £389. Possible H.P. 71, Rectory Lane, Woodmansterne, Surrey. UPL 8275 (day). [2588

FOR SALE—*continued*

ROLLS ROYCE 20/25, 1932. Thrupp & Maberley Saloon. £180. White House, Heydon, Nr. Royston, Herts. (Melbourne 281.) [2589

F.F. M.G., reg. 1956. Fitted aerodynamic body. Built by engineers as comfortable 2/4-seater, optional sports-racing appearance. Economical lightweight normally unobtainable. Good materials, special seats, Vaumol hide, polished fascia, Aston type bonnet, ivory, panel over rear seats, wearing parts kept standard. Guaranteed total mileage 4,600, not a rebuild. Untuned, but high c.w.p., tuning information, workshop manual included. Never fully extended, only performance check O-50 in 11.4. 40 m.p.g. cruising, low insurance. Perfect. £625. Dhonau, 19, Cromwell Road, Ware, Herts. [2590

1955 MORGAN +4, T.R. eng. Red. Extras. Taxed year. £575. Ring CRO 2929. [2591

1931 HUMBER 16 Saloon. Original. Condition excellent. Cellulose, gold line. Good tyres, engine and batteries. Body 100%. £27½. Howard 3998. [2592

RILEY KESTREL 12/4, 1935. Excellent condition. £135. 33, Godalming Avenue, Wallington. CRO 6307. [2593

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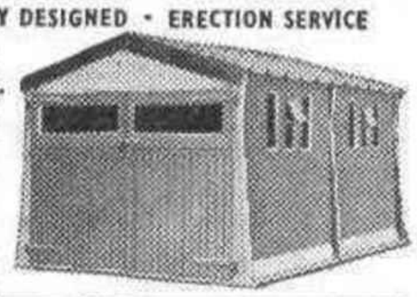
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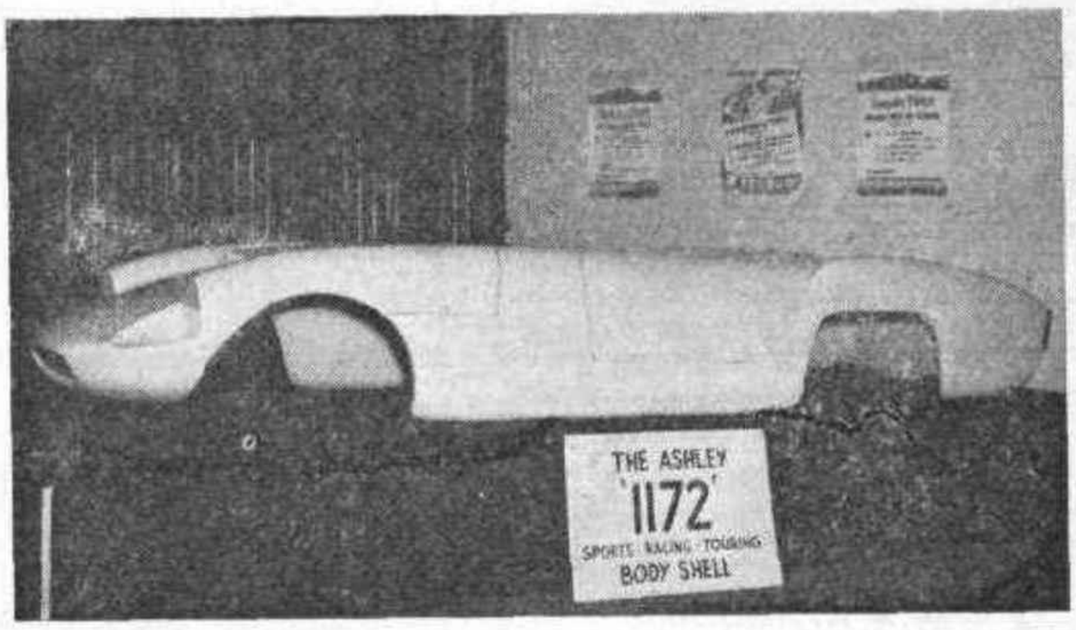
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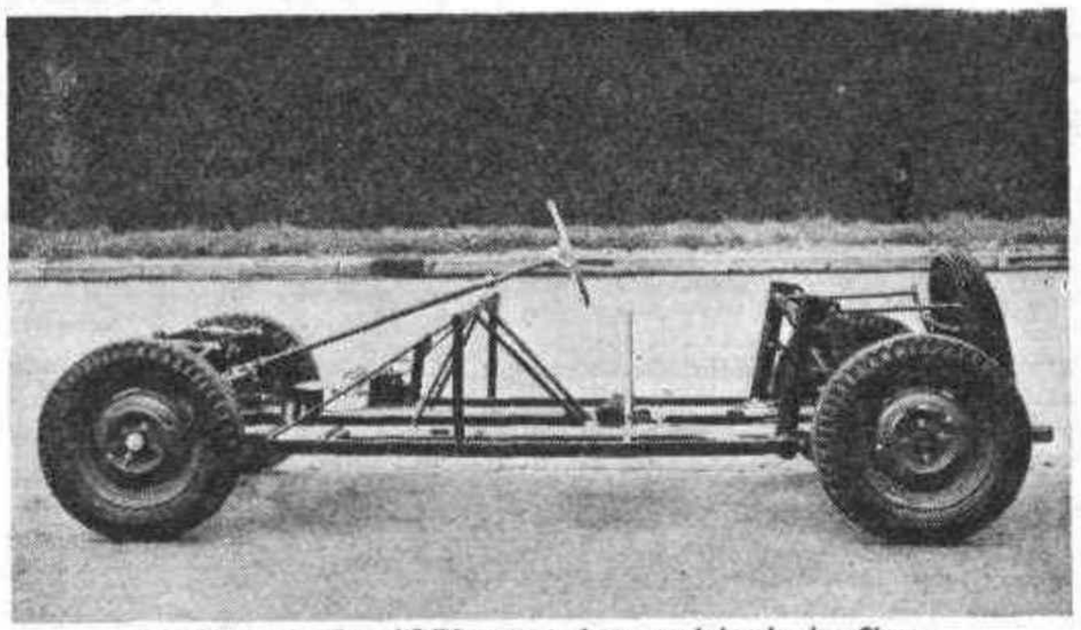
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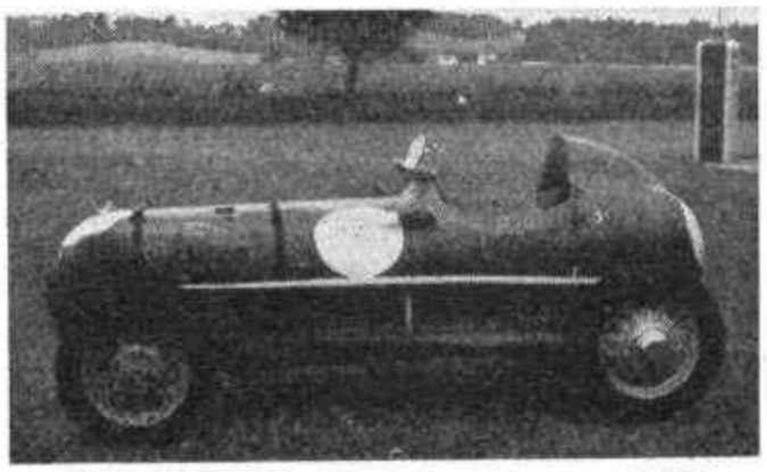
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LAGONDA CONTINENTAL D.H.C, 2 litre, 1933. One owner since 1938. Alvis all-synchromesh box. £180. 9, Ashley Close, Welwyn Garden City, Herts. Welwyn Garden 5948. [2785

RARE P.V.T. (V.S.C.C. approved). The last model of quality, cost being secondary, by Packard. 1936 chassis 1401, 32 h.p. straight eight, with ride control, automatic lubrication and spoke wheels. Fitted special continental 2-seater drophead coachwork with dickey. Grey and scarlet trim. In excellent all round condition with many extras and refinements. By arrangement we will restore certain slight bodywork deterioration due to long storage by last wealthy owner for £125 inclusive. West Ealing Coachworks, PERivale 9207. [2786

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AUSTIN NIPPY, 1933. Immaculate condition. Probably finest in the Midlands. £135 o.n.o. Phone: Beeston, Notts, 25-5541. [2790

1958 JULY. FORD 10 "Gran Turismo" fibreglass. All new parts. £400. "Kenall," 190, Manchester Road, Bolton. Bolton 7632. [2791

RILEY 9 Special. Twin S.U.s, 4-branch outside exhaust, lowered radiator. £50 o.n.o. 1934 Singer 9 Sports spares: complete back axle, gearbox, k.o. wheels, radiator, hood, side screens, etc. Taft, 55, James Road, Kidderminster, Worcs. [2792

SUNBEAM DAWN, 1934. Complete gearbox, starter motor, other spares. The lot, £5. Ashforth, 234, Longford Road, Cannock, Staffs. Phone Cannock 2299. [2793

AUSTIN 750, fibreglass. Bowdenex. 16 in. disc wheels. £65 o.n.o. 14, Colne Street, Newport, Mon. [2794

ALLARD 81M, 1949, Utility body by Riverlee Motor Bodies, Birmingham. Good running order. £160. 70, Prince Charles Avenue, Haregate Estate, Leek, Staffs. [2795

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1914 ROLLS ROYCE Silver Ghost 2-seater with dickey; chassis no. 11.A.B. New tyres. Requires upholstery and coach paint only to complete restoration. Best offer. J. D. Clayton, Dexter, Glenrock Park, Brough, E. Yorks. [2798

M.G., 1931, 4-seater, 8 h.p. New rad., c.w. & p., rings, crank ground. Resprayed in black cellulose. Very smart but lacks hood. £90. 13, Bridgefield Road, Sutton, Surrey. [2799

M.G. T.C., 1947. Excellent condition. Oversize rears, reconditioned engine, spare head, tonneau. £305. 18, Kingsbury Road, Coventry. COV 60767. [2800

HOTCHKISS ENGINE, 1938-47 1½ litre. Complete with starter, dynamo, distributor, carburettor. 116, Twickenham Road, Leytonstone, E.11. [2801

RILEY IMP. Red, black upholstery. Crash box, special crank and rods. 16 in. wheels all round. Twin S.U.s, Scintilla, Vertex. Body, chrome, upholstery, carpets, dash, etc., as new. New batteries, tyres, screens, twin windtones. £400. Fisher, Eversley, The Brampton, Newcastle, Staffs. [2802

BENTLEY, 1936, 4¼ Weymann Saloon, Mulliner. Sliding roof. Present owner nine years. Comely, silent, swift, safe, economical. Well shod. Simmons, Ringshill Place, Wouldham, Rochester. [2803

M.G. V.A. 1½ litre D.H., 1938. Body by Salmsons. 4-seater, boot. Good condition, easy on petrol. £165. 317, Bellegrove Road, Welling, Kent. [2804

M.G. T.A., 1937. B.R.G. Fitted T.C. engine—stage I (8.6 : 1) head. New hood, batteries, shockers, silencer, king-pins, facia. Chrome rack, foglight, reversing light. £230, terms. Cuffley (Herts) 2104. [2806

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BEREAVEMENT. 1933, K.D. K.2, Brooklands type M.G. Engine rebuilt, new tyres, body immaculate. Saloon car and wife forces sale. Highest offer takes. 2, Harris Road, Chilwell, Nottingham. [3113

M.G. V.A. '38 Saloon, with spare engine, gearbox, backaxle, braking system, radiator, chassis, tyres, etc., etc., etc. £180 the lot. Taylor, 25, Watson Street, Burton-on-Trent, Staffs. [3114

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T.R.2, November 1954. B.R.G. Heater, tonneau, Michelin X. Immaculate. Family reason for sale. £550 o.n.o. Phone Boston, Lincs. 4537 during business hours. [3204

RILEY SPARES. 1933 Kestrel 12/6 and 1934 Kestrel 9 dismantled. Also 1935/6, 12/4 Falcon engine and radiator. Dudney, Fay Cottages, Faygate, Horsham, Sussex. [3205

M.G. T.A., 1938, Green. Needs attention, tyres and handbrake, otherwise reasonable. £175 o.n.o. 261, John Ruskin Street, London, S.E.5. [3206

WOLSELEY HORNET Special engine for sale. Good condition, good value at £8 o.n.o. Also pair headlamps, cheap at 25s. each. Box No. K.207. [3207

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FIAT 500, 1938. Many parts new including two tyres. 45 m.p.g. Taxed and insured. £90 o.n.o. 134a, Cranbrook Road, Ilford. [3209

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TALBOT 14/45 Saloon, 1932. Handsome, sound, reliable. 25 m.p.g. Crash box. £50. 5, Crocus Grove, Peterborough. [3211

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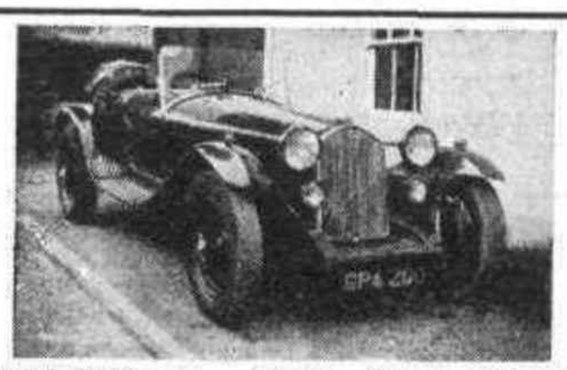
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MERCEDES-BENZ Coupé, 1938. Excellent condition. Beautiful lines. Toured continent June. History available. £210 o.n.o. 4, Layard Road, Thornton Heath, Surrey. Evenings. [3217

RILEY KESTREL SPRITE, SS.27K. Excellent condition. £195. 157, Balmoral Road, Watford, Herts. [3218

1956 BERKELEY Sports. Reconditioned Anzani engine. Very smart. £390 o.n.o. Phone Redbourn (Herts) 438. [3219

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RILEY 9, 4-seater Tourer, 1932. Aluminium body, twin carbs, good weather equipment. Used daily by Register member. £90 o.n.o. Woodland Cottage, Bitchet Green, Sevenoaks 61383. [3222

RAILTON Fairmile F.H. Coupé, 1936. Red and grey. Reconditioned Hudson Powerdome engine, 28.9 h.p. 20 m.p.g. Rev. counter and speedo (*100 m.p.h.*). Bendix brakes, good battery and tyres, 3-speed close-ratio gearbox. Presentable, a man's car. Wanted: Preselecta Riley. Box No. K.223. [3223

TRIUMPH ROADSTER 2000, 1949. 15,000 miles since new engine. Very good all round condition. £345 o.n.o. for urgent sale. Urgent. 29, High Street, Green Street Green, Farnborough (Kent) 53070. [3224

1938 LAMMAS GRAHAM Supercharged Saloon. Metallic Gold. Genuine 64,000. 20 m.p.g. Leather upholstery unmarked. Whole car as brand new. Bargain. £125. 364, Rochdale Road, Oldham. [3225

2½ LITRE RILEY (1951) L.H.D. First registered 1956. Radio, heater, twin spots. Any inspection. £385. Exchange for smaller convertible. 60, Aintree Lane, Old Roan, Liverpool, 10. [3226

LAND ROVER, 1949. This is the economical 1½ litre model giving 27 m.p.g. Rebored 3,000 miles ago. New hood, dynamo, regulator, steering box last year. Lucas battery just fitted. Towing equipment fitted. Tyres good all round. Am now changing to Diesel Land Rover. £235. Spong, Tynewydd, Hen Fwlch Road, Carmarthen (7916). [3227

1952 JOWETT JAVELIN, Series III engine. Excellent condition, many extras, 85 m.p.h., 30 m.p.g. 38, Clay Street, Burton-on-Trent. [3228

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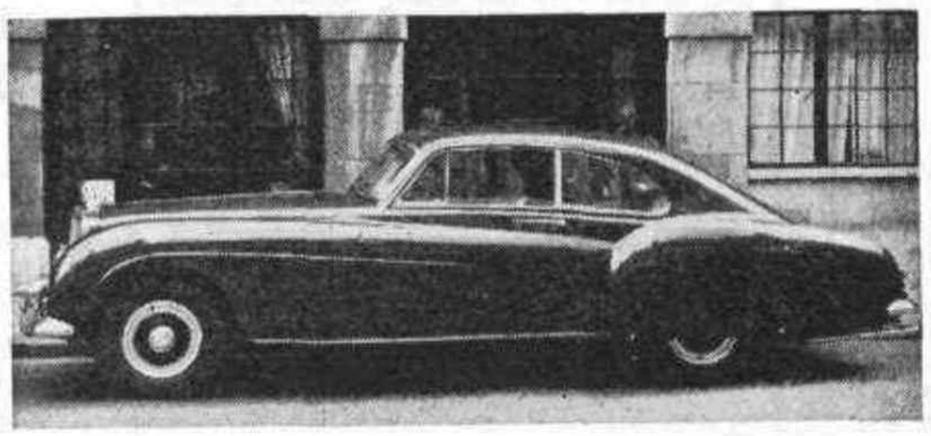
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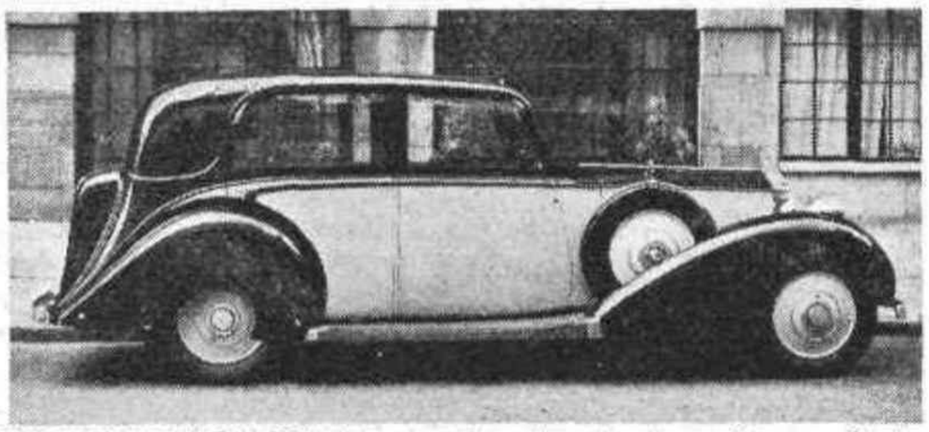
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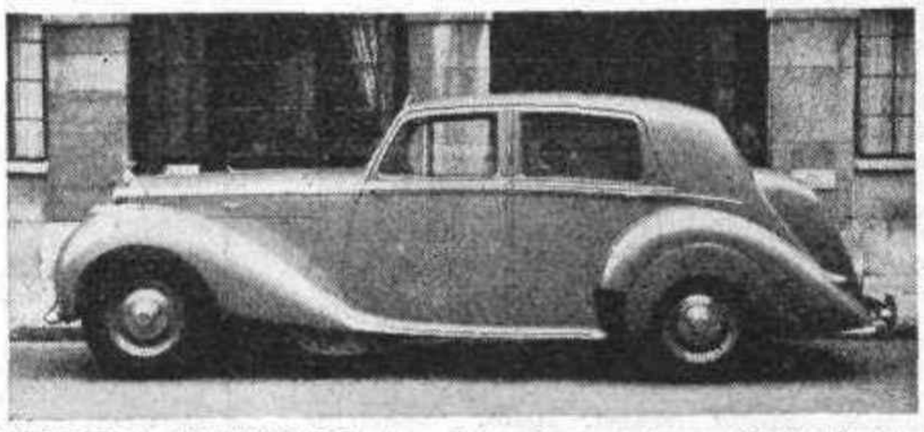
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BENTLEY (1954) 4½-litre "CONTINENTAL" by H. J. Mulliner. Black with off-white trim. 22,000 miles. One noble owner from delivery. The decor, appointments and performance of this unique series have been sufficiently commented upon elsewhere to need no further introduction. "Non plus ultra." **£4,150**

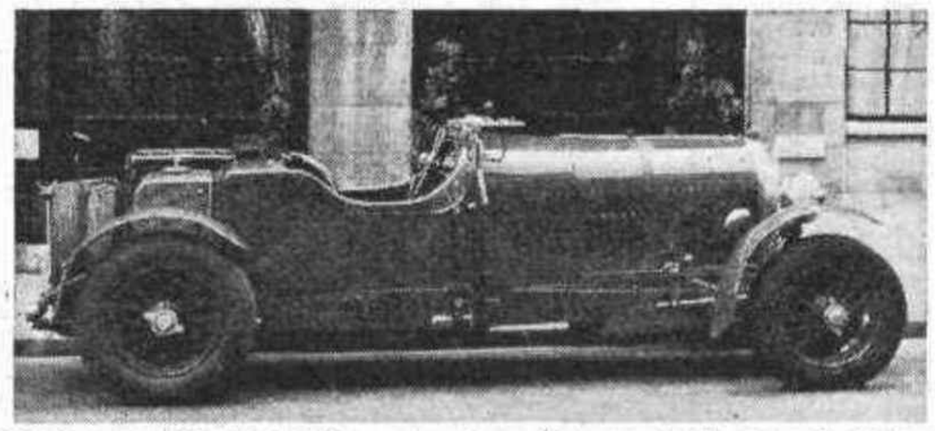


ROLLS-ROYCE (1937) 25/30-h.p. touring saloon by James Young. Black and fawn, fawn trim. Post-war history only. Workshop test and report. Recently recellulosed. Elegant and impeccably maintained. **£625**



BENTLEY Mark VI (1949) S. Steel special equipment saloon. Sand and sable with tan trim. Reconditioned works full-flow modified unit fitted 1957. All manufacturer's specified modifications to date. Radio, heater, etc. Schedule serviced August. In singularly fine order. **£1,175**

A further 1950 Mark VI S.S. similar to the above will be available during the second week in September.



VINTAGE BENTLEY 4½-litre. Another of the H. M. Bentley rebuild series, re-registered in 1937. In common with others of this design fitted with "A" box and large clocks. Schedule serviced and extensively checked in our workshop. Good weather equipment. Sound throughout. **£485**

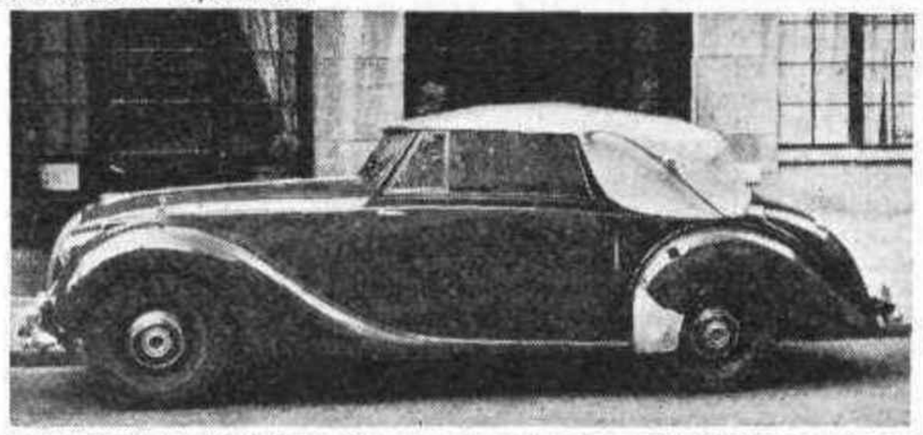
ROLLS-ROYCE (1934) 20/25-h.p. with very attractive two-door drophead coupe coachwork by Ranelagh. Black, tan trim, fawn hood. History. Recellulosed to our order August. Few better. **£500**

Two further 20/25-h.p. (1935/6) sports saloons are at present in the workshop and will be ready early in September. **£450/£550 or thereabouts**

ROLLS-ROYCE (1935) Phantom II fixed-head two-door close-coupled coupe by H. J. Mulliner on the much-sought-after 12-ft. "CONTINENTAL" chassis. Rebuilt by R.-R. Ltd. 1956 at Crewe. In fine order throughout. Details too late for inclusion but will be forwarded on request. **£385**

ROLLS-ROYCE (1929) 21.6-h.p. with two-door tourer coachwork by Mayfair Carriage. Black, blue trim. Taken p/e. August. Mechanically below par. TRADE ONLY PLEASE. WITHOUT WARRANTY. **£100**

MORGAN 4/4 (1949) two-seater drophead coupe. Black, grey trim. Authenticated mileage 42,000. One owner. Taken p/e. August. Good-looking and tough, but very uncomfortable. **£325**



LAGONDA (1952) 2.6-litre chassis with works-designed drophead coupe coachwork. B.R.G., light fawn trim. 54,000 miles with details of extensive specialist overhaul late 1957. Radio, heater, etc. A fast and sought-after post-war model of the better breed. **£700**

ROLLS-BENTLEY (1938) 4¼-litre sports saloon by Park Ward with very pretty individually styled razor-edged coachwork. Completely rebuilt in 1955 at a reputed cost of £600. Recellulosed to our order August. Schedule serviced. A thoroughly sound and very attractive specimen. **£550**

ROLLS-BENTLEY (1938) drophead coupe by Hooper. Two-tone fawn with matching trim. Details £85 Bentley Motors Ltd. overhaul 1958. Radio, heater, etc. Schedule serviced. Attractive, rapid. **£585**

DAIMLER (1952) Barker Special sports coupe 3/4-seater on the 2½-litre chassis. Cobalt blue and sand, natural pigskin trim. Radio, heater, etc. Specialist maintained and in first-class order. One of the last produced of this expensive series. Brilliant condition. **£785**

ROVER 75 (1954). Delft-blue, matching trim. 23,000 miles. One owner. Works maintained. Chauffeur driven. **£825**

At the time of going to press we are negotiating the purchase of the following: **Bentley Mk. VI (1950),** one owner; **Rolls-Royce 25/30-h.p.** owner/driver saloon by H. J. Mulliner, with authenticated mileage of 38,000 from delivery; a **Rover 90,** *circa* 1957; and an early **Model "T" Ford** with landaulette body styling.

A workshop test and report sheet is available on all vehicles advertised.

WE WOULD PARTICULARLY LIKE TO PURCHASE ANY ROLLS-ROYCE OR ROLLS-BENTLEY MODELS, OR OTHER INDIVIDUALLY-PRODUCED VEHICLES, IN FIRST-CLASS CONDITION, AND PREFERABLY WITH A KNOWN HISTORY, WHICH ARE AT PRESENT ON OFFER. MR. SIMMONS WILL BE PLEASED TO ATTEND ANYWHERE IN GREAT BRITAIN BY APPOINTMENT.

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FOR SALE—*continued*

RILEY ADELPHI, 1936, 1½-litre 4. Excellent condition. Run maximum of 50 m.p.h. £200 overhaul ten years ago. Oil pressure and consumption as new. Linered. Faultless preselector. Box No. K.817. [2817

M.G. T.A. Good condition. £200 o.n.o. Also Standard 8 Tourer, 1939. Excellent car. £110 o.n.o. Linsley, 8, Hacklands Avenue, Lea, Preston. [2818

A.C., 1948, Grey Sports Saloon. Fast, reliable, attractive, clean car. Taxed. Good tyres. £250 o.n.o. "Coniston," Sharples Street, Heaton Norris, Stockport, Cheshire. [2819

T.A. M.G. Just resprayed red. New Vynide hood and upholstery. Immaculate little car. £220 o.n.o. Elliott, Hatton Fields, Hilton, Derbys. [2820

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ALVIS "FOURTEEN," late 1947. Impeccable. Engine recently completely overhauled. 4 near-new tyres, retrimmed, resprayed. £350. Three-litre forces older sister out. Redhill 4237. [2827

MICHELIN "X." Set of five 165 x 15 about 50 per cent worn, sound casings. £14. SKYport 1739. [2828

MORGAN 3-WHEELER SPARES. S.V. W.C. JAP 2-speeder. S.A.E. only. 19, Ordnance Row, Portsmouth. [2833

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1927 HUMBER 14/40 Drophead Coupé. Super original condition. Royal blue and black. All tools. T. & I. £125. 1928 Humber 14/40 Tourer. Immaculate original. All tools, accessories. T. & I. £125. 1922 Humber 11.4 Two-Seater. Very nice condition. £75. Sale due business. Dames-Longworth, Whitegates, Gretton, Winchcombe, Glos. [2835

LAGONDA M.45, 1934, Pillarless Saloon. Mechanically good. £185. Farnham 6375 after 8 p.m. [2836

RILEY KESTREL, 1938, 1½ litres. Good mechanical condition. Offers. Box No. K.837. [2837

WOLSELEY 14/56, 1937. Genuine mileage 65,000 Original immaculate body and interior. Engine and brakes overhauled. Excellent tyres. Many new parts and extras. Taxed December. £175 o.n.o. Wallington 1272. [2838

SUNBEAM-TALBOT MK. II Convertible (July 1952). Grey. Marchal lamps, Styladiscs Servals, silencer, etc. Gearbox reconditioned July '58. Engine overhaul. Carefully maintained. History known. 37,000 miles. £525. Box No. K.840. [2840

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RILEY 2½-LITRE, 1950, Saloon. Beautiful condition. £395 o.n.o. Consider Lynx or Kestrel Sprite in part exchange. Kent. Footscray 2172, after 7 p.m. [2844

M.G. T.C., 1948. Reconditioned engine 1,800 miles. Excellent tyres, hood and sidescreens. £338. Bradshaw, The Elms, Saxby, Melton Mowbray. [2878

MORGAN, 1932, Aero Sports 1100. O.H.V. J.A.P. Tremendous compression, brute to start but runs well. Spare engine. Haggle at £80. Fleet (Hants) 413. [2846

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1914 SWIFT CYCLECAR, 7-h.p. 2-seater—a well-known V.C.C. car, on which considerable money has recently been spent—reupholstered and new fawn hood, first-class tyres, lamps, horn, etc.; taxed. Very good mechanical order and a very practical everyday runabout, capable of 40 m.p.h. and nearly 50 m.p.g. **£200.**

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AUSTIN TWELVE saloon, 1929, in quite astonishingly nice condition. **£90.**

AUSTIN TWENTY 4-cyl. landaulette, 1928, two owners from new and in extremely good and original order. **£80.**

BENTLEY 4½-litre, chassis No. RC 46, last 4½ to be built, registered 1937, contemporary Corsica sports saloon body. We first handled this car over 3 years ago, when it received a major engine overhaul; it has done approx. 12,000 miles since then, and appears to be as good as ever. **£250.**

BENTLEY 3-litre long chassis model, 1925, "A" box, twin carbs., 1800 camshaft, and an original V.D.P. or V.D.P.-type body with original long wings. Needs painting but very tidy and mechanically sound, good hood, side-screens, etc. **£225.**

DAIMLER 25/85 Windover landaulette, virtually one owner from new, superb coach-work. **135.**

LAGONDA 2-litre 2-door 4-seater tourer, 1929; high chassis but apparently rebuilt and re-registered in 1946; needs a new hood and some paint, but very sound generally, nice-looking and quite surprisingly fast. **£135.**

M.G. MIDGET 2-seater, 1929, a most original and excellent specimen, very nice engine. **£87 10s.**

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ROLLS-ROYCE P. II Hooper landaulette, believed two owners from new, admittedly has been a hire car, but an unusual body and the whole car in much-above-average condition, and very reasonably priced. **£145.**

ROLLS-ROYCE 20 with unusual sun roof, replica body *circa* '33-'4, not the prettiest replica I have seen, but quite a fair car in every way; we've had it too long, hence the price, to clear, of **£120.**

ROLLS-ROYCE 20-25, 1930, Mann Egerton small limousine, very fair chassis, tatty body, hence price to clear, of **£100.**

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NON-VINTAGE

ALVIS 14-H.P. type TA, 1949, *not* the so-called streamline type but the all-wood 4-door 5-seater production model, very tidy and very fair mechanical order, speedo reading of 60,000 probably genuine, and a very good all-purpose machine. **£225.**

ARMSTRONG-SIDDELEY Lancaster saloon, 1950, one owner from new, now receiving a complete engine overhaul, respray and any other work required—whilst not our usual type of car, we feel that this is a machine of some merit, particularly as it has the manual gearbox, and when finished will be really good value at **£345.**

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HURRICANE DROPHEAD, 1948. Immaculate, 1,000 miles only since new engine, battery and hood. Built in heater. Fabulous performance. £300. Munro, 100, St. Lukes Road, Southport. Tel. 57243. [2848

ASTON MARTIN, 1934, Mk. II F/456/S. Ex-Wilson Nicholson 2-seater. Big port head, Ulster rods, carbs. and camshaft. Telecontrol shock'ers. Large instruments. Four perfect tyres, new hood and tonneau. Lightweight wings, polished engine. Completely rechromed, finished B.R.G. Superb appearance, handling and performance with 26 m.p.g. £300, no offers. Box No. K.849. [2849

ALFA-ROMEO 2.9 Monoposto. Unmodified and in first class order. Many accessories and towing attachment. Crowther, Riddings, Long Preston, Nr. Skipton. [2850

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ALFA ROMEO 2500 c.c. Berliner Sports Saloon, 1948. 50,000 miles only. Immaculate condition throughout. Immediate sale essential. £675 o.n.o. Box No. K.854. [2854

LAGONDA, 1935, 4½ litre M.45 Drophead Coupé. New radiator, valves, brakes relined, seat covers. Excellent performance and appearance. £195. Photo if required. 25, Astwick Road, Stotfold, Beds. [2855

ALVIS SPEED 20, Charlesworth, 1936. Superb 90 m.p.h. thoroughbred. Dual green. Triple carbs. Servo brakes, dual ignition, P.100s, etc. Recon. starter, new springs. New carpets and headlining. £210 o.n.o. Phone days VALentine 0123 Ilford, Essex. [2856

M.G. P.B. 2-seater. Excellent condition. Highly polished reconditioned engine (bills £40). New full tonneau, Dunlopillo seats. Extras include heater, windtones, spot. Magnificent dashboard. Good body, weather equipment, battery. Enthusiast maintained, probably best available. £185 o.n.o. Whale, 123, Sunny Gardens Road, Hendon, N.W.4. SUN 3818. [2857

MORRIS MINOR 2-seater Coupé, 1932. Excellent tyres, battery, hood, mechanics. £30 o.n.o. Evenings. 1, Woodcroft Avenue, Mill Hill, N.W.7. [2858

RILEY 9 Tourer, 1933. First reasonable offer. Twin carbs., high potential. No time to complete rebuild. Running order. Must sell. Ashwell (Baldock) 340. [2859

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BENTLEY, (1928) Three litre Vanden plas Saloon. Owned by titled gentleman eighteen years. Original bodywork, resprayed and completely restored. Austin, (1928) Heavy twelve tourer. Four brand new tyres, new hood and screens. Has been laid up fifteen years. Two owners. 40,000 miles. Original to radiator filter. Offers to, Roger Collins, 24, Palace Road, Llandaff, Cardiff. [2873

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M.G. P.A., 1934, red, 4-place. Sound. Around £110. 28, Westcroft Avenue, Derby. [2845

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1951 JAGUAR XK120 2-seater roadster; this is one of the fastest XKs we have had for many a day, the body is very good, not been crashed or rippled, practically new tyres, radio, tonneau, winking lights, far above average. **£495**

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1937 BRITISH SALMSON D.H. coupe; very good order, overhauled... **£125**

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1947 Vauxhall 10 ... ... £279

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ROLLS-ROYCE, 1929, 4-seater Coupé, 20/25. Excellent condition. £300 spent on this car in last 3 years. £275 o.n.o. Lesadd, 61, Borrowdale Avenue, Harrow, Middlesex. [3005

ALLARD 91K, 1952, 2-seater Sports. C.I.F.S. Reconditioned 3622 c.c. engine. £320 o.n.o. Johnson, 81, Sutton Oak Road, Sutton Coldfield. [3006

ALFA-ROMEO, 1930, 1750 Gran Turismo, Twin O.H.C. Short Chassis Drophead Coupé. £325. Rivers, 598a, Kingston Road, Raynes Park, S.W.20. LIBerty 2959, office hours. [3007

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LOTUS, Mk. VI. Tuned 100E engine, D type gears, 4.7 axle, hydraulic brakes, windscreen and hood. Offers. Ellingworth, Hulmers, Gt. Warley, Brentwood, Essex. [3009

1937 SINGER TWELVE Coupé, Cream. Good body, engine, hood, tyres. Magnificent red hide bench seats. £130. Vanstone, 4, Maldon Road, Bitterne, Southampton. [3010

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1951 LAGONDA 2.6 D.H. Coupé, Green. Owner going abroad. £560. Lt. Cdr. Kennedy, 40, Portsmouth Road, Lee-on-Solent. T.N. 79368. [3012

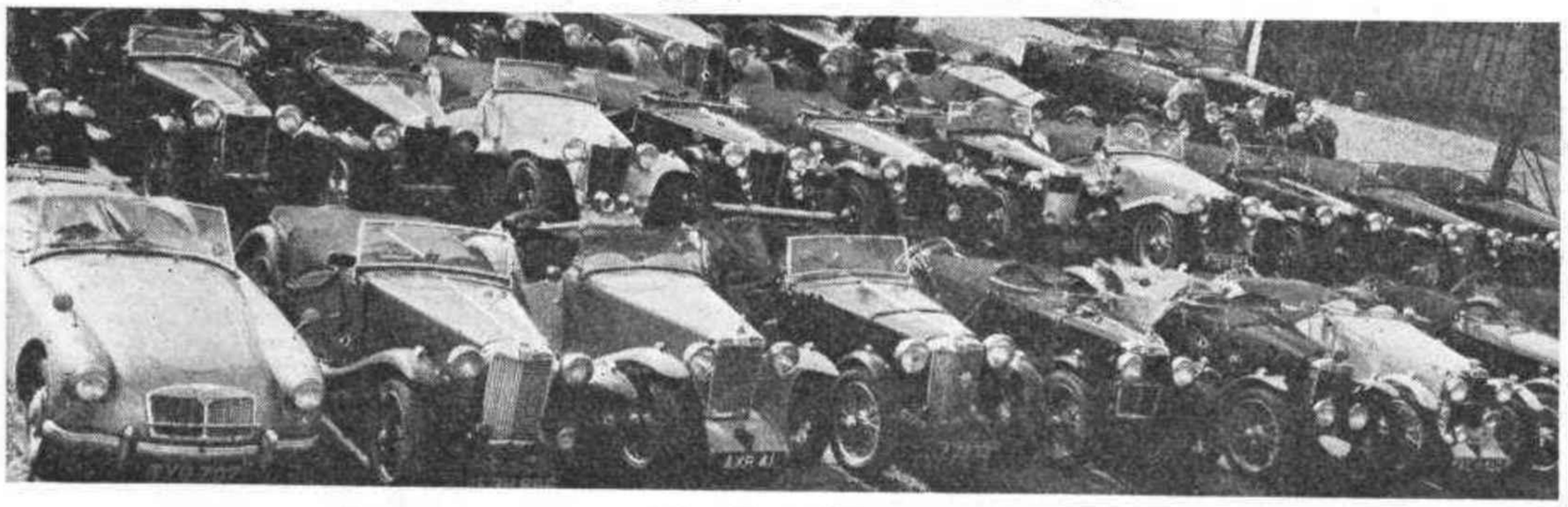
AUSTIN SEVEN Saloon, 1933. Used daily. Good condition. Hosts of spares. £30. Also sound A.7 short chassis. Complete log book. Seats, brakes, steering. Towable. £10. 13, Lawrence Way, Hurstpierpoint, Sussex. [3013

ASTON-MARTIN, Mk. II, 1½ litre, 4-seater Tourer, 1936. Excellent order, extensively overhauled. £385. Increase in family compels sale. (Swop for Mk. V Jaguar). Rowe, "Davlen," Robin Hood Lane, Rochester, Kent. [3014

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1938 A.C. 2 litre D/H Coupé. Reupholstered, woodwork, chrome, body and mechanically in magnificent condition. £225. BAR 4020. [3016

WOLSELEY HORNET, 1933. Engine fully reconditioned. Brakes, steering, springs overhauled. Rewired. 4,000 miles since. £95 o.n.o. Thorp, 18, Chislehurst Avenue, N.12. Finchley 4676. [3017

RED M TYPE (1930) M.G., 2-seater. Good bodywork, hood, chrome, spot lamp. Fair running order. Needs minor repairs. Taxed, insured. Bargain £80 o.n.o. Family reasons for sale. Seen London. Phone TEM 0773. [3018

VINTAGE 1926 SINGER, 10 h.p., 4-seater Tourer. V.G.C. Taxed, insured. Host of spares. £75 o.n.o. Browne, 59, Rathcoole Avenue, N.8. [3019

RILEY KESTREL SPRITE, 1937. Immaculate condition throughout. Genuine sale. £300. Orpington 29248. [3020

BUCKLER DD2, 1957. All new parts. Ford 100E machinery, C.R. gears, twin S.U.s, enlarged hydraulics, complete electrics. Red Mistral fibreglass, hood, tonneau. 8,000 miles. Easily stripped but unraced. £650. Owner getting 4-seater. Powell, 3, Berkeley Place, Camden Road, Bath. [3021

RILEY FALCON 12/4. Excellent condition, appearance. Modern lighting, silent gearbox, spotlight, foglight and heater. Very good tyres. 2 spare wheels, steering and brakes. 100% spares. Pair halfshafts, 2 roadsprings, head, gearbox, draglink, ball joints. Various bushes, races, clutch and brake linings, crown wheel, pinion, Scintilla mag. Lot £200, or near. Smith, 25, Brandon Road, Binley, Coventry. [3022

1926 ROLLS-ROYCE, 20 h.p. Sportsman's Coupé, black and yellow. Excellent condition. Recently had major overhaul at "Southerns." Only reason for sale lack of space. £385. Major Palmer, Watch House, Smarden, Kent. Tel. 315. [3023

MERCEDES-BENZ, 170V, 1938, R.H.D. Very good condition. Enthusiast maintained. 4 wheel independent. £140 o.n.o. 129, High Lea, Glenthorne Avenue, Yeovil. [3024

LAGONDA, 1930, 2 litre Low Chassis. Professionally rebuilt and rewired. £180. Lingfield 2712. [3028

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P.A. M.G. Engine and brakes overhauled, chassis perfect. Body needs rebuilding or ideal for special builder. May split. 6, Woodside, Witton Park, nr. Bishop Auckland, Co. Durham. [3025

SINGER ROADSTER, 1939, Red, 2/4-seater. Reconditioned engine, good weather equipment. £150. B. Wilson, 147, St. Mary's Road,, Kettering, Northants. [3026

MARSHALL SUPERCHARGER for Riley 1½ or similar. Showpiece installation. £35, or reasonable offer. R. F. Jordan, 58, Mount Avenue, Westcliff, Essex. [3029

AUSTIN NIPPY, Red. Good condition. House purchase forces sale. £105 o.n.o. Brooks, 308, Staines Road, Bedfont, Feltham, Middx. Tel. FELtham 6432, after 7 p.m. [3030

IT'S RED, it's a '52 Minor with Derrington mods. Other extras include, heater, remote control, hand throttle, winking indicators, luxurious interior trim. It's for enthusiasts. Only at £390. Prosser, 155, Balmoral Road, Watford, Herts. [3031

M.G. T.C., 1949, Green. Good condition. New hood, sidescreens. £380. Box No. K.032. [3032

1936 DAIMLER Straight Eight, 25 h.p. Sports Saloon in excellent condition. Coachwork Coventry bodies, radio, heater, etc. A wonderful car that has to be sold quickly. Emigrating September. £235 o.n.o. Wood, Swalcliffe Park School, Swalcliffe, Banbury, Oxon. Phone Swalcliffe 274. [3033

1½ V.A., D.H.C., Nov. 1937. Engine, body, tyres, good. Smart appearance. £150 o.n.o. Smith, 5, Lambert Road, Ribbleton, Preston, Lancs. [3034

1948 GHIA-FIAT Drophead Coupé. Very attractive full four/five-seater body. Recent new hood and dynamo overhaul. Good tyres, battery, electrics, etc. Twin spotlamps. Remarkable roadholding. Taxed. £165 o.n.o. Box No. K.035. [3035

1951 AUSTIN A.90, Hardtop. £325, or exchange Riley, Roadster, etc. 28, Atlantic Way, Sheffield, 8. [3036

RILEY ADELPHI 16/4, 1938. Synchromesh gearbox. Recent crankshaft regrind, decarbonization, new rings. Good brakes and tyres. A car with good combination of performance and economy. £160 o.n.o. Gorst, Glen Shiel, Over Kellet, Lancs. Ring Carnforth 2361. [3037

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1939 DELAGE D6/75 saloon by Coachcraft, in blue with red interior, in extremely attractive condition, twin windtones, taxed till Dec. **£325**

1932 INVICTA, 100 MPH, low-chassis, close-coupled four seater, in maroon, with red interior, which is quite attractive, all new instruments, fold-flat windscreen, twin flame-throwers mag. and coil ignition; first-class tyres. **£325**

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T.R.3, 1957, Black. Black hardtop and hood. W/wheels, discs,. Occasional rear seats. Competition suspension. Lucas Le Mans. Twin *silencers, heater, etc. £850. Box No. K.879.* [2879

RILEY, 2½ litre, 1948. Immaculate. Engine overhauled. Reconditioned gearbox, new tyres, battery. Remarkably good condition. £350 o.n.o. Hire purchase arranged. COP 7098. [2880

ALVIS SPORTS, 1930. Engine recently completely overhauled at cost of £75. New accumulator, windscreen. Completely rewired. Front seats recovered. Aluminium body, new in 1947 with hood. Taxed and insured. £195. Evenings and week-ends. Phillips, 1, Locks Lane, Porthcawl, Glam. [2881

RED LABEL BENTLEY, 3 litre. Mechanically excellent, body sound but slightly shabby. Wheels stoved silver. New Exide battery. Lots of spares. £110. White, 17, Hough Green, Chester 27135. [2882

TYRES. *Six 32 x 4½, S.S., £3 each, £17 the lot.* Small, Fourwinds, Woodchurch, Ashford, Kent. [2883

RILEY NINE. 5-stud wheels, gearboxes, block, radiator, for mark I-IV. 10s. per item plus carriage. Heap, Meadowside, Rectory Lane, Chelmsford. [2884

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1937 RILEY KESTREL 15/6, 6 Light Saloon in really beautiful condition throughout. Twin fog lamps, windtone horns, wing mirrors. Preselect gearbox completely overhauled. Dynamo reconditioned. Brakes relined. New carburettors (25+m.p.g.). Various other new parts. Good tyres (one new). New headlining, carpets etc. Oil pressure 45 lb. hot. Everything works. Genuine reason for reluctant sale. £260 o.n.o. Butler, 13, Ashford Road, Cricklewood, N.W.2. [2886

WOLSELEY 14/56 for sale. House purchase forces regretful sale of this beautiful 1938 car. Recent engine overhaul. New big ends, pistons, rings. Relined brakes. Tyres excellent. Bodywork and paint immaculate. This car must be seen to be appreciated. Bargain at £180. 40, Barrack Road, Northampton. [2887

MATILDA has had loving care and over £50 spent on her. She is a 1923 Willys Overland and has done a genuine 25,000 miles and goes to the first person to contact Higham Norcliffe Hall, Styal, Wilmslow, Cheshire. Wilmslow 2838. [2888

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ALVIS SPEED 25, 1938 Charlesworth Saloon. Mechanically perfect. Body, interior not immaculate, but well above average. £200 or private h.p. HUNter 9717 or Box No. K.890. [2890

ROLLS-ROYCE 20/25, Nov. '32. Barker six-light limousine. Sun roof. Engine, bodywork, very good. £275 o.n.o. Holben, 73, Northbrooks, Harlow, Essex. [2891

JAGUAR 120, one owner, hand built. Only car of its type. Under 20,000. Splendid condition and performance. Unique, with 4.3 Alvis dry sump engine and gearbox, not raced. Genuine bargain at £425. Also brand new Jaguar spare engine, 8 to 1, and supercharger as extras if required. 5, Whitehall Road, Rugby. [2892

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M.G. P.A., 1934, red, 2-seater. Good condition. £100. 88, Kingsland Road, Marland, Rochdale, Lancs. [2893

RILEY, 1936, 1½ Kestrel. Good condition. One owner. With light trailer. £145. Willmore, Petworth 3127. [2894

ALVIS 12/50, 1932, D.H.C. Daisy is a faithful and reliable runner. £75. Phone HIG 9367. Maillard, 24, Woodland Gardens, N.10. [2895

LANCIA APRILIA 39. Rebore, crank and complete overhaul. O.S. carb, water pump, linings, etc. Mich X, R. & H., quantity spares. 32 m.p.g. *Taxed. £240 o.n.o. M. Harrison, 62, Crawshaw* Grove, Sheffield 8. [2896

BREAKING 1936 ALVIS SPEED 20. Owner posted abroad. Rad, engine, gearbox, 5 wire wheels, tyres, new king pins, radius arm pivot, bolts and bushes, new bushes to ball pins, new brake linings, unused since overhaul. Marchant, 8, Cleeton Street, Heath Hayes, Cannock, Staffs. [2897

AUSTIN HEALEY 100 Hood, black, c/w frame, £12. Tonneau cover, black, £5. Sliding screens, £5. Box No. K.898. [2898

HALDA SPEED PILOT. Competition model, as new, £18. Box No. K.899. [2899

1948 REGD. 1928 24 h.p. Model A Ford Tourer. T. & I., 20 m.p.g. Good condition. £55. T. L. Jones, "B" Club A.E.R.E. Harwell, Didcot, Berks [2900

XK.120, 1951. B.R.G., twin exhausts, "X" tyres, spots, new PVC hood, tonneau; decarbonised 500 miles ago. £540 o.n.o. R. T. Homeshaw, O.M. Brompton Barracks, Chatham, Kent. [2901

SINGER LE MANS SPECIAL. Stripped to chassis and rebuilt. No mileage since. £80. Sightseers, beggars, unwelcome. Gordon, 5, Mountain Street, Sheffield 9. [2902

A.C., 1936, *D.H.C. Excellent condition throughout,* both structurally and mechanically. Aluminium body work, very nice interior finish, and excellent tyres. A magnificent car. £110. NEW 0152. [2903

DELLOW MK. III, 1952, 2/4-seater, black. Tuned 1172 unit. Recent mechanical overhaul. Good weather equipment, new tonneau, windtones. £325. Burghardt, "Mount Pleasant," Grantham Road, Waddington, Lincoln. [2906

BENTLEY 3-LITRE, 1926, Red Label, stark 2-seater. Engine overhauled, just run in. tyres god, new battery, A-type gearbox. £135, no offers. Phone ERIth 4266, evenings. [2907

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1954 (AUGUST) AUSTIN A40 D/head Coupé, blue. New battery, tyres, heater, covers. Immaculate throughout. Realistic price for this attractive model. £450 o.n.o. Terms possible. 5, Chandos Road, Chorlton-cum-Hardy, Manchester. *CHO 1393 (day).* [2905

ALVIS SPEED 25 Tourer, 1939/40. Reconditioned engine, resprayed, new hood. Magnificent car. Sacrifice, £195. 75, Springfield Road, Cotham, Bristol. Tel. 22982. [2908

BENTLEY 3½-LITRE Sportsman Saloon, 1935. Marvellous car, very fast and elegant. Lady must sell for financial reasons. £285. 75, Springfield Road, Cotham, Bristol 6. Tel. 22982. [2909

ROLLS-ROYCE 25/30, *1936 (July)* Windover Saloon, grey and black. Immaculate car, mechanically perfect, splendid tyres. Taxed year. £385. Also 1927 P.I, fitted 8-seater. Coachbuilt body, fold flat seats, perfect bodily and mechanically. £100. Photos. 154, Lancing Road, Orpington. Phone 22433. [2910

MORGAN SUPER SPORTS. Matchless O.H.V. A/C V twin. Repainted, many conversions, *engine overhauled. Exceptional condition. £150* o.n.o. Hindson, R.A.F. Churchlawford, Nr. Rugby. [2911

JAGUAR 3½-LITRE, 1948. Chauffeur maintained. One owner since new; upholstery almost perfect. £195. Black, Holbeck, Merrilocks Road, Liverpool 23. Great Crosby 1755. [2912

AUSTIN NIPPY. Good brakes, relined, Bowdens. New front axle. Many mods. H/C head, windtones, spot. *50 m.p.g. No oil. £100 o.n.o.* Minster (Sheppey) 2149. [2913

FORD MERCURY SPECIAL for sale: Engine, Ford Mercury 3.9 litres V8, condition OK. Chassis, Alvis Speed 20 or 25, I.F.S. OK except for steering which is slightly worn. Gearbox, Alvis 4-speed (wonderful to use), OK. Bodywork, all enveloping steel body needs attention paintwise. Brakes OK. Offers, please. Write for further details and photo, S.A.E., please, to A. B. Plant, 178, Clay Lane, South Yardley, Birmingham, or phone ACOcks Green 3109, after 7 p.m. [2914

1951 DYNA PANHARD 750 Sprint Saloon. Fast, economical, motoring. Outstanding roadholding. Resprayed red, interior retrimmed red-biege. Excellent condition throughout. £350 o.n.o. Vivian, 800, Foleshill Road, Coventry. [2915

FIAT 500, 1939. 50 m.p.g. Mechanic owned. Any trial. £125. Gray, Cowfold, Horsham. Tel 322. [2916

FRAZER-NASH Chain Gang, Boulogne body in B.R.G. 12 h.p. Anzani engine, recent rebore. Dog clutches overhauled, 5 new tyres, new battery, outside exhaust. £160 o.v.n.o. Bull, 8, Cheval Place, S.W.7. (KNI 2818 after 7.) [2917

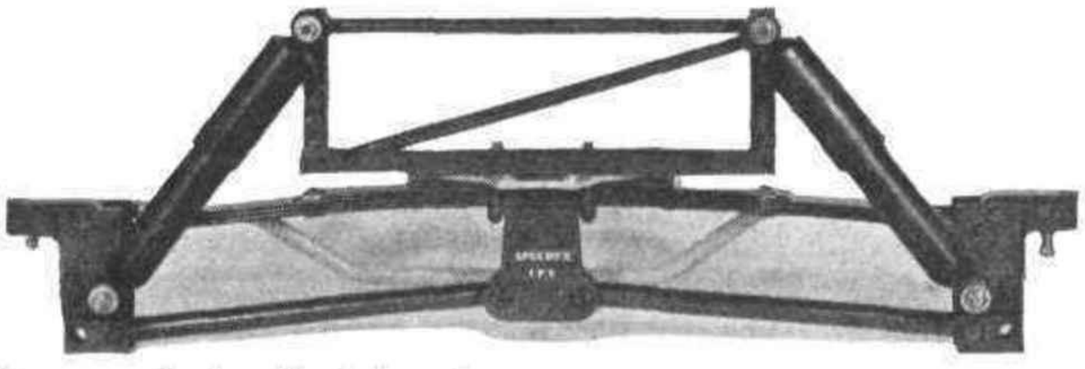
BRISTOL 400 2-litre Sports Saloon, 1947. Interior damaged by fire. New parts available for rebuilding. £250 or near. 49, Harrison Street, Manchester 14. RUS 7530. [2918

ROLLS-ROYCE, 1929, 21.6 h.p., D.H.C. by Windovers, in beautiful condition throughout. Centralised chassis lubrication, mascot, original hand-book. £310 to appreciative home—no dayglo sox, please. Photographs sent to genuine enquirers. Box No. K.919. [2919

B.S.A. 10 H.P. SPARES. Rear axle, engine, rad., gearbox, 4.75 x 18 tyres, various odds and bobs. 106, Linden Avenue, Eastcote, Middx. [2920

B.S.A. SERIES 105 SPARES. Rear axle, engine, rad., gearbox, 4.75 x 18 tyres, tubes, wheels. Various odds and bobs. 106, Linden Avenue, Eastcote, Middx. [2921

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We can now offer immediate delivery of our race-proved I.F.S. This is suitable for both fast road work and racing. Complete with new track-rod, bottom shock-absorber mounting lugs and special fabricated axle ends. None of your parts required—the whole unit bolts on to the A.7 nosepiece. **Narrow track, 3' 5", £12 . 10 . 0. Wide track, 3' 10", £13 . 10 . 0.**
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FOR SALE—*continued*

EARN £5 for 3d.—The reward payable on purchase for news of Vintage, Veteran, and "Brass Age" cars (original, restored, restorable). Unusual closed coachwork considered but good condition classics with open bodies preferred — all ages 1900 or before to 1939. R-R 20, Ghost, and Phantoms (particularly P.III) dropheads/tourers wanted especially, and Bentley, Bugatti, Mercedes, Isotta, Hispano, Napier—all years. Also Steamers. Complete confidence respected, reply even if buying prospects or suitability unknown. N.B. Owners — good prices paid. Box No. K.922. [2922

M.G. T.D., 1950. Red. Recent complete engine overhaul, well shod, heater, luggage grid, tonneau. Stage II Laystall head, also complete Shorrock supercharger to convert to Stage V. £525 o.n.o., with blower; will not sell separately. Phone FAIlands 9269, evenings. [2923

M.G. T.C., 1947, immaculate, extras. £330. 4, Croft Council Houses, Earls Colne, Colchester, Essex. [2924

TWO-SEATER SPORTS B.S.A. New hood, slab tank, similar shape car to M.G. Fast, good appearance. Only £50. 1937. 35, Tildesley Road, Putney, S.W.15. [2925

1930 SUNBEAM 16, 2-door, 4-seater Sports Saloon, with boot. Excellent condition throughout. Brakes relined, steering reconditioned, rewired, etc. £90 o.n.o. 20, Priory Road, Sale, Cheshire. Tel. SALe 6695. [2926

1934 RILEY, 12-h.p. Excellent condition throughout. Five v.g. tyres. Any trial. £75 o.n.o. PROspect 5717. [2927

BENTLEY 3/4½-LITRE. £450. This car has been rebuilt and is short chassis 1927 model. Has new V.D.P. body fitted, 4½ rebuilt and rechromed radiator, cycle type wings. New: battery, tyres. Engine is 1930, has only done 32,000 miles. Hood tonneau, upholstery all original and good. Fold flat and aero screens. New exhaust system, etc., etc. Hundreds of pounds spent on this car. Photograph on request. Apply Box No. K.928. [2928

ULSTER AUSTIN. Complete rebuild 1958, with 750 Formula engine, 4 gears, new brakes, steering, tyres, electrics, professional hood tonneau, upholstery. Immaculate appearance. Very fast. £160. 380, London Road, Wokingham 1008. [2929

1938 ROVER 10, 2-door Sports Saloon. V.G.C. Taxed and insured. SHE 7886. [2930

BREAKING 1926 A.C. 4-cyl. Coupé. Sell complete or for spares. 182, Overndale Road, Downend, Bristol. Home 653809, Office 673243. [2931

ROVER 14 Sports, 1937/38, stylish 4-light saloon. Resprayed light green. Engine pint per 400. Hide upholstery. Excellent value. £150. Burgin, 29, Lysways Street, Walsall. [2932

HUMBER SUPER SNIPE Saloon, 1950. Immaculate car, very fast. Must be sold, therefore ridiculous price. £215. 75, Springfield Road, Cotham, Bristol. Tel. 22982. [2933

SALE, professionally built all-alloy coupé body on 1928 Austin 7 chassis. Cheap, buyer collects. Set genuine Nippy piston rings, .020 o/s, new. Dalby, Kirby Wiske (201), Thirsk, Yorks. [2934

M.G. T.A. Good condition. Red. Two new tyres. £195. 125, Stoneleigh Avenue, Worcester Park, Surrey. DER 1727. [2946

1929 FORD MODEL A. Good runner. Plenty of spares. No tyres. Wants garage room. 14, Thursfield Road, West Bromwich. [2947

1935 AVON S.S. 12 h.p. Drophead Coupé. Body and interior fair, engine rough. £20 o.n.o. Vandyke 4587. [2948

A.C. 1948 Sports Saloon. Reconditioned engine, excellent condition. £350 o.n.o. Terms arranged. "Worth," Cottes Way, Hill Head, Hants. Stubbington 7085. [2949

M.G. P.B., rebuilt 1957, Cream. £200 o.n.o. 387, Station Road, Birmingham, 26. [2950

LAGONDA, 2 litre Tourer, L.C., reg. '48. One owner last 7 years. Well maintained. F.F. and racing screens, hydraulic f.s., good tonneau, interior re-upholstered. Excellent tyres. Rewired. Recent work includes clutch and brake reline, new rings, small ends. New battery. £180 o.n.o. Porteous, 17, Hillary Mount, Billericay, Essex. Tel. 994. [2951

1926 AUSTIN 12 Saloon, in first class condition throughout. Original log book, etc. £55. SUN 1337. [2952

AUSTIN A.40 SPORTS, 1952. Many extras including detachable fibreglass hardtop. One owner. £455 o.n.o. Liverpool, GARston 4487 or Box No. K.953. [2953

SUNBEAM ENTHUSIAST'S opportunity. Two very good Sunbeam Saloons to be disposed of. No reasonable offer refused. S.A.E. please. 3, Manor Road, Twickenham. [2954

AMERICAN CLASSIC. 1934 Packard straight eight two-seater and dickey. *Not mint but* exceptional. Offers. Stevens, 28, Gunterstone Road, London, W.14. FULham 0183. [2955

£23, A.J.S., 9 h.p. four-door, 1931. V.G.C. Taxed. Pair P.100s £15. Lucas flatbeam 12 v. £1. Rotax 8 in. 12 v. 15s. A.T. speedometer with cable £4. 1956 Berini fastest 50 c.c. £26. Offers. Tel. Weybridge 3576. [2956

FOR SALE—*continued*

T.R.2, Hardtop, Sept. 1956. Beach white/black. Wheel trims. Immaculate. £650 or exchange. Barnsley 3404. [2957

IMMACULATE 1949 Triumph Roadster, 2000. R. & H. Twin S.U.s, green, red leather, new hood. £390 o.n.o. Hunt, 25, Lincroft Crescent, Coventry. [2958

SPECIAL BUILDERS!! Dismantling 1930 M.G. 8 h.p. Chassis and other valuable spares. Send S.A.E. deails. 117, Dicconson Street, Wigan. [2959

BENTLEY, 3/4½, 1925/28, V.D.P. Tourer. Mechanically sound. Tyres good. Two spares. Hood, side curtains, tonneau, "C" box. Fast car, never raced. Present owner 2½ years. £275 or nearest. All replies answered. Box No. K.960 [2960

T.C. M.G., Stage I. Resprayed cream. 16 in. rears, 'winkers,' excellent condition. £380. Fensome, 20, Marston Gardens, Luton, Beds. Weekends only. [2961

1953 (REGD) B.M.W. 327, Derrington converted A.70 engine. L.H.D. 4-seats. Reliable, fast, comfortable family sports car. Sell £200, or exchange 2-seater sports or special pack. 5, Lorne Villas, Brighton. [2962

M.G., 1939, W.A. Black Saloon. Attractive appearance, engine excellent. £145. "Felstead," Upper Belgrave Road, Seaford, Sussex. Tel. 3077. [2963

1956 T.R.3. Ivory. Overdrive. Full Alexander engine conversion, giving exceptional performance. £795. Tel. Northampton 32376. [2964

ASTON-MARTIN INTERNATIONAL, 1930, S.48, 2/4. Original, except 22 gal. tank, Talbot rear axle. Good condition. £140. S.A.E. photo. Pye, 49, Markham Avenue, Leeds, 8. [2965

RILEY NINE "MERLIN" crankshaft, rods and mains. Purchased from Birmingham best-known Riley agents, but never used. Recently shot-peened. £17 10s. complete. Faulkner, 24, Bewlys Avenue, Birmingham, 20. Northern 9472. [2966

POSSIBLY best existing Triumph G.12, 1½ litre Sports Saloon. Aluminium body, rebuilt engine, chassis, excellent. 75 m.p.h., 28 m.p.g. Present owner many years. Will accept £125. Quarries, Naphill, High Wycombe. Naphill 3194. [2967

JAGUAR SPORTS SALOON, 1939, 1½ litre. Engine excellent with fair bodywork. Twin spots and windtones. Fast and reliable. Bills for over £50. Best offer over £100. G. Middleton, 39, Milton Road, Pound Hill, Three Bridges, Sussex. [2968

ALVIS SPEED 20, D.H.C. Professionally rebuilt at fantastic expence and re-registered in 1949. All bills available. Several sound modifications. Engine, chrome paint and interior all excellent. £200. Anderson, Cuddington, Nr. Aylesbury, Bucks. [2969

M.G., J. All spares. Write, Davey, 93, Pembroke Road, Bristol, 8. [2970

1934 RILEY 12/6 Saloon. Ex-student's wagon. It certainly goes, but body definitely troggy. Owner posted overseas September with no time to renovate. Must sell, so will accept any reasonable offer. Aldington, 24, The Bayle, Folkestone. [2971

ASTON-MARTIN Mark II Saloon, 1934. Beautiful example of this rare model. Extensively reconditioned during seven years present ownership. £350. Details on request. Stokes, 7, Berceau Walk, Watford. Tel. 7024. [2972

RILEY LYNX Tourer, 1937, 1½ litre. Good condition. New hood, fitted heater. £145 or best offer. 68, Hazelmere Road, Petts Wood, Kent. [2973

1938, 2½ *LITRE* JAGUAR. *Body sound, but* needs respray and new hood. 24 m.p.g. Everything works. Offers to Liberty 1516, evenings, weekends. [2974

M.G. "M" (1932). Fitted "J" type gearbox. £40. Johnson, 14, New River Court, Petherton, Road, Green Lanes, N.5. [2975

1937 RAILTON 28.8 h.p. Sandown Saloon. Excellent engine, tyres, battery. Bargain £70 o.v.n.o. *GREenwich 0092 (evenings.* [2976

1936 TALBOT-DARRACQ. 17.97 h.p. Recently reconditioned engine. Numerous spares. Emigrating owner will accept nearest £80. Mr. Ashbourne, REGent 3051 (office hours). [2977

M.J. J.2. (1933). New hood, lights, etc. Taxed. Any trial. £135. 135, Osborne Road, Hornchurch 7561. [2978

RILEY 9 chassis, fair engine £12. With spares *including E.N.V. C.W.P. polished rocker boxes* etc. £15. PARk 6745. [2979

BENTLEY, 3 litre Red Label, 1925. Mechanically rebuilt. All instruments. Body sound, full weather equipment. Good tyres. Around £300. Hilton, 27, High Street, Swindon. [2980

RILEY 1935, 1½ FALCON. Daily use. Brakes relined, new battery, etc. Taxed, insured to June 1959. Looks better after dark. £65. Harrow 0059. *Preferably Sundays.* [2981

ENTHUSIAST regretfuly selling "Model 18" Ford V.8 Roadster. Exceptional condition, many hours and pounds spent on reconditioning. Complete history known. Fast or 20 m.p.g. Taxed. £65 o.n.o. Also, offers wanted for 1933 Fiat 10, 4-seater saloon, in good running order. Hampstead 7012, after 6 p.m. [2982

FOR SALE—*continued*

LANCIA AURELIA Drophead Coupé by Pinin Farina. Imported for 1951 show. A unique and very beautiful motor car in really excellent condition. B10 engine, total mileage genuine 50,000. Roadholding and suspension truly Lancia. Fine opportunity for connoisseur. Box No. K.983. [2983

FRAZER-NASH, B.M.W. Coupé, 1936. Beautiful condition. £100, or will lend indefinite period. Box No. K.984. [2984

FOR SALE; 1957 Wolseley 15/50 Alexander overhead conversion. Good acceleration, economical, ideal for rallies. Many extras including two spare wheels and snow chains, four good Michelin X. Can be seen Manchester or mid-Cheshire by appointment. Offers round £800. Box No. K.986. [2986

ROLLS-ROYCE, 1932, 20/25 h.p. O/D Saloon by Thrupp & Maberley. Chassis No. GFT80. Excellent condition. £195. Available after 6th September. Smith, 150, Bellemoor Road, Southampton. [2987

HUMBER 14/40 Saloon, 1927. In daily use. Many spares, including engine. All original. H. S. Brook, Lime House School, Dalston, Cumberland. Tel. Dalston 398. [2988

RILEY. Opportunity to acquire complete rebuilt Kestrel 12/4 6-light. 500 miles only since completely reconditionew. Twin-carb engine, clutch, dynamo, brakes, suspension, bodywork. New tyres, battery. Rechromed, interior retrimmed, and completely recellulosed, presenting an extremely attractive appearance. Provisional offers (nothing too fantastic—but remember above details!) Hanney, 7, Grosvenor Road, Abertillery, Mon. [2989

ALVIS SPEED 20, 1934, Black, Van den Plas two-door Saloon. Body sound, blue upholstery good. Under 4,000 miles since rebore and all new bearings. Crankshaft first regrind. Four excellent tyres. Very good mechanical order throughout. £100. Robinson, The Bungalow, High Kelling, Holt (3191), Norfolk. [2990

1935 M.G. 'L2.' 1087 c.c. Red, 2-seater. Good condition. Recent hood. Good tyres. Looks good, sounds even better. £100 o.n.o. Howells, 47, Park Street, Newtown, Montg. [2991

1937 MORGAN, 2-seater Sports. Climax engine. Resprayed red, new hood and clutch. £150. 11, Thoresby Street, Mansfield, Notts. [2992

AUSTIN NIPPY. V.G.C. £50. Fleming, 9, Driffield Street, Moss Side, Manchester, 14. [2993

1950 SUNBEAM TALBOT 80, Drophead, Black. New red hood. One fussy owner. Excellent condition. Extras include heater, anti-thief, screen washers, wing mirror. Refuse to be parted for less than £400. Phone Uxbridge 4903. [2994

CHARMING LADY aged 29, 1929 Austin 7 Tourers are not good or bad but charming or not so charming. Like all ladies of distinction this one of her foibles, sometimes demanding attention and cash but an enthusiast would enjoy her company. Reluctantly I will part with her or swap with scooter. Price £40. It would be unseemly to haggle in such distinguished company. Cash adjustment. To be seen at "The Cottage," Charlton, Malmesbury, Wilts, except September 6th. [2995

RILEY NINE MERLIN, 1936. Mechanically perfect. Recent special series engine, clutch housing. Preselector gearbox, transmission, steering, brakes. First class order. Everything electrical works. Well shod. Bodywork very sound. Original clean interior. Any trial evenings or weekends. £125 o.n.o. Flat 2/19, Beverley Road, Barnes, S.W.13. [2996

BUCKLER 90 with tuned 1172 c.c. engine and Buckler alloy body. £300. 73, Lavernock Road, Penarth, Glam. [2997

1947 M.G. T.C., Red. Resprayed. Bodywork excellent. Mechanically sound. New battery, rev counter. Only needs seeing. £290. Hall, 62, Brunswick Street, Sheffield, 10. Sheffield 24512. [2998

M.G. T.A., 1938, Red. Superb condition. New hood, screens, cowl, shocks, Lucas spot, badge bar, copper exhaust, tappits, overhauled engine, carbs, respray, 9 months. Bucket seats, twin tones. Very sad parting. University forces. Must sell. £250. Bailey, 58, Hunter Road, Ashford, Kent. Tel. 1436. [2999

1931 ALVIS TL 12/60 Beetleback. In immaculate and concours condition throughout. *Only needs* seeing. £200. J. R. Latham, "Town House," Brindle, via Chorley, Lancs. [3000

M.G. J.2. FORD 10. Rebuilt 1956 with attractive 2/4-seat body. Slab tank, cycle wings. Reconditioned engine, gearbox, dynamo, starter. New radiator, carburettor, pump, chrome, wiring. Spare include M.G. gearbox. £130. Reading 73154. [3001

CITROEN 12.8, 1937. *Extensive rebuild. Good* throughout. £95, or exchange post-war car needing attention, unfinished special or W.H.Y. 74, St. Thomas Road, Derby. [3002

MORGAN-CLIMAX. 1936. This fine quadruped has been reconditioned almost throughout in the last two years. £200 o.n.o. Dunn, 34, Wellington Road, Altrincham, Cheshire. [3003

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

EXCHANGES—*continued*

BEAUTIFUL 19ft. RACING BOAT, Lycoming engine 175 h.p. Speed approx. 75 m.p.h. Suitable for towing 3 or more water skiers. £495 or exchange *XK120, TR2* or similar. Chris-Craft 21 ft. Superb 2-berth Express Cabin Cruiser, 20 m.p.h. Brand new Healey engine just fitted at works. New condition throughout, navigation lights, spotlight, horns, toilet, etc. Special trailer. £875 or exchange. New Pacemaker 19 ft. Cruiser, 1958 Westbound 35 h.p. engine and trailer. £950 or exchange. Box No. K.868. [2868

SITUATIONS WANTED

PROGRESSIVE SITUATION in motor sport sought by fully apprenticed fitter/turner (6 years night school). Ex R.A.F. Inst. Fitter (N.S.). Age 23, single, fond of travel. I'Anson, 10, Lyndon Grove, Runcorn, Cheshire. [2689

FOR SALE

VINTAGE AUSTIN SEVEN. Charming 1926 Tourer. Beautiful condition. Brass lamps, mascot. Turquoise/black. (Last comparable one auctioned for £150). Best offer over £100 to serious enthusiast only. 55 m.p.g. Box No. (London) K.117. [3117

FORD MARTIN Fibreglass. 4.7 axle, Eltos gear change. *£250 o.n.o. Harding, 19, New Road,* Chatteris, Cambs. [3118

LANCIA LAMBDA, 7/8th Series, S/C Two-seater. All weather equipment. Very lively and reliable car. £170 o.n.o. Cole, 21, Avenue ,Road London, N.15. [3119

1¼ in. S.U. carburettors, as new, £7 10s. pair. D. Postma, 34, Boundary Road, Norwich. [3120

SINGER LE MANS, 1935 (Dec.). New battery. Good car. Nearest £110. Calder, 2, Brownlow Road, Redhill, Surrey. Redhill 4898. [3121

HOTCHKISS, 1939, 10 h.p. Drophead Coupé, 4-seater Sports. Magnificent condition throughout. £300. CAN 9425 or STA 8957. [3122

1946 A.C. Drophead Foursome Coupé. Perfect. Mechanical condition, replaced engine six months ago. Excellent tyres. Owner gone abroad. Bargain. £295 o.n.o. Telephone Canonbury 2550, 10 a.m.-4 p.m. [3123

FIAT, 1925 TIPO 501. Outstanding light car in excellent original condition. Many spares. Available after V.S.C.C. Madresfield Rally. £150. Mathew, Monmouth School, Monmouth. [3124

M TYPE M.G., 1932, Remarkable, almost original condition. "Goes like a bomb." £70. Exchange Riley, W.H.Y. Morgan, "Chantry," Martley, Worcs. [3125

LAGONDA M.45, 4½ litre Pillarless Saloon. Excellent condition, clutch relined. 20 m.p.g., 50 pounds hot. £150, or offer. Craven, 32, Westbourne Park, Scarborough. [3126

1951 MINOR, Four-door De Luxe. Fitted Alta O.H.V. conversion. 75 m.p.h. 0-50, 14 secs. 40 m.p.g. Brakes relined. New torsion bars and dampers. Excellent condition throughout. £350. Linton, 120, High Street, Manchester, 13. [3127

MESSERSCHMITT, 57, de luxe Drophead. Very quick. Sports motor overhauled. £250 o.n.o. Hickson, Clyffe Hall, Market Lavington, Devizes, Wilts. [3128

1937 AUSTIN 7, 2-seater. 200 miles since crank grind. New mains, kingpins, bushes, brake shoes, block sleeved standard. Good tyres, apppearance. £70. 1928 Austin 12 Tourer. Good tyres, upholstery, original. £30. 1927 Austin 12 Tourer. Rear screen, mint condition. £125. Photos, particulars. Danaher, Swan Street, Sible Hedingham, Essex. Hedingham 2068. [3129

ALVIS 12.70, 4-seater Sports Tourer. Very good appearance and condition. Engine, brakes, steering comprehensively overhauled. Much woodwork renewed. Now running-in. Full particulars and photos to genuine enquirers. £130. 22, Sherwood Road, Gosport, Hants. [3130

£165 o.n.o. 1938 M.G., 1½ litre D.H.C. Mechanically excellent. New hood. Dark blue, grey interior. Taxed. Exchange smaller car considered. Davis, 67, Richmond Wood Road, Bournemouth. Phone Winton 4194. [3131

1939 MORGAN 4/4 Climax. B.R.G. Full weather equipment. £190 o.n.o. 2, Claremont Crescent, Meanwood, Leeds, 6. [3132

1933 MORGAN S/S. 1100 J.A.P. Good electrics, engine. Reliable. £100 o.n.o. Derwent 5461, Surrey. [3133

RILEY 9, Monaco, 1933. Completely overhauled mechanically and bodily. Very sound condition. Excellent tyres. Riley Register Member. £100 o.n.o. 22, Humber Drive, Upminster, Essex. [3134

M.G. K.N. Magnette Saloon. Sell complete or may dismantle. 53, Brinkburn Avenue, Darlington. [3135

M.G. P.A., 1936. P.B. engine. Fast, reliable and immaculate for its age. Completely rust free. £185 and worth it, o.n.o. Phone Welwyn (Herts) 81. [3136

RILEY 12/6 Kestrel Special Series. Good condition. Spare engine, gearbox. Many other spares. Offers over £120. Box No. K.137. [3137

FOR SALE—*continued*

M.G. T.C., 1946. Black with beige upholstery. 5,000 miles since genuine reconditioning throughout. Which included respray, reupholster, reconditioned engine, undersealed, new battery, tyres, carpets, mirrors, brake linings, hood, screens and spotlamp. Taxed year. Owner going into business. Accept £365 o.n.o. C/o Carpenter, Chadwell St. Mary, Essex. TIL 2915. [3138

1172 MAY SPECIAL. Similar to Dellow. Twin S.U.s, 4 branch, etc. Remote gear change. New battery. £135. RUS 2574, Manchester. [3139

RILEY KESTREL, 1½ litre. £80 o.n.o. Mechanically perfect. Matrimony forces sale. 34, Moseley Avenue, Coventry. [3140

M.G. P.A. Good mechanically. Body needs attention. £80. Four 4.25 x 19 tyres, wheels. £4. 104, Manor Road, E.10. LEY 3420. [3141

1949 LEA-FRANCIS Sports, 14 h.p. Excellent condition throughout. £350 o.n.o. Baker, FOO 5270. [3142

M.G. T.A., TICKFORD. B.R.G. Excellent. Lovely engine. Now hood, steering. Extras include radio and special instruments. £250. 76, Parkhill Road, Hampstead, N.W.3. GUL 1910 (after 6). [3143

M.G. J.2, 1933. Ford engine, gearbox, cycle wings, spot. £130 o.n.o. Ford 8 engine and starter, £8. "Aquaplane" twin inlet manifold for Ford 10, new, £5. 6 v. wireless, £5. D. Dawson, 31, Seymour Road, Wimbledon, S.W.19. [3144

1936 MORRIS 8, 2/4-seater Tourer. Resprayed, engine overhauled, new hood. £90. D. Dawson, 31, Seymour Road, Wimbledon, S.W.19. [3145

'54 M.G. T.F. B.R.G. X tyres on rear, unused spare. 27,000 miles. Perspex sidescreens. £530, or exchange deal for Turner, A.30 or A.35. GLA 3429. [3146

1947 SIMCA, (Fiat 1100). Recent Laystall overhaul. New wiring, good body, fair tyres. L/hand drive. Nearest £200. Ring Riverside 1974 after September 15th. [3147

S.S. JAGUAR, 1939, 1½ litre. Reasonable condition. Haggling starts at £140,I hope. 17, Third Avenue, London, W.3. SHE 3744. [3148

A COLLECTION of Model T spares. An almost complete Austin Heavy 12/4 chassis for spares. Acetylene head and tail lamps for early motor cycles, with generators. Early speedos and drives. Some spares for vintage Maxwell, Chrysler, Overland and Standard. S.A.E. to, Shell, Copthall, Hunsdon, Herts. [3149

VAUXHALL 23/60, Kington Tourer, 1923. Quite original. Hard to fault except for tatty hood. £145. Shell, Copthall, Hunsdon, Herts. [3150

3 LITRE LAGONDA Saloon, 1931. P.100s, twin carbs, cycle type wings, etc. Good mechanically, but needs tidying up, hence the price. £60. Ring Stanstead Abbotts 353. [3151

ALVIS "FIREFLY," 1934 Sports Saloon. B.R.G. Special C.R. box. Many extras. Specimen condition. Around £130, or exchange vintage/post vintage Alfa, Lancia, etc. N/West. Box No. K.152. [3152

BENTLEY, 4½ litre, 1928 Saloon. Recent extensive overhaul. Excellent condition throughout. £285 o.n.o. Box No. K.154. [3154

FANTASTIC BENTLEY 6½, rebuild. Professionally fitted rather tired Bedford engine. £130. No Haggling. 65, Glen Eldon Road, St. Annes, Lancs. [3155

RILEY, 2½ litre Saloon, Oct. 1947. £245. Details from 3rd owner. C. Arnold, 8, Homestead Way, Northampton. Would accept Rolls 20 or decent tourer in part exchange. [3156

BENTLEY, 3½, 1935 Park Ward Sportsman's Saloon. Regret must part great friend for family reasons. To promised good home, £290, haggle. James, "Chimneys," Quarndon, Derby. [3157

RILEY FALCON Saloon, 1½ litre, 1936. Exceptionally good condition. Radio. Taxed. £150 o.n.o. Evenings or weekends, 6, Malden Road, Watford. [3158

ASTON-MARTIN, 1934, Mark II. Very good specimen. Recent rebore. £385. Forlong, Hilfield Lane, Aldenham, Herts. Radlett 6994. [3159

M.G. "K" Tourer. Runner, but needs attention. Suit enthusiast. £40 o.n.o. Watford 2771, evenings. [3160

RILEY ADELPHI SPECIAL, 1937, 1½ litre Sprite. Chrome liners, preselector, heater, screen washers, new battery, telecontrol dampers, knock-off wheels Very good condition inside, outside and mechanically. £160. 9, Ebrington Road, Kenton, Middx. [3161

MORGAN, 37/38, Climax. Resleeved. New valves, guides, electrics, crown wheel, pinion. V.G. weather equipment. Good tyres. Seen Berks. £185 o.n.o. Box No. K.162. [3162

LAGONDA, 1931, 2 litre, 4-seater Tourer. New hood, tonneau and windows. New tyres, new battery, good mechanical order. £130. Holt, Cliffdene, Shooters Hill, Pangbourne. [3163

ALVIS FIREFLY Saloon, 1933. New headlining, fabric top, coach painted maroon-grey. Engine noisy but sound. Whole car in good condition. £50 o.n.o. R. Williams, 136, Standard Avenue, Coventry. [3164

S.S.1, 1935, 4-seater. Excellent. Ivory. New hood, new tyres. £175. Stansfield, Sinnington, York. [3166

FOR SALE—*continued*

PAIR OF 1926, 10/23 Talbots, 2-seater and dickey, for sale. One in regular use, the other a runner. These very satisfactory vintage light cars for £65, or will separate. Taylor, 12, Birch Grove, Acton, W.3. ACOrn 7305. [3165

INVICTA, 4½ litre, 1932. Good condition. Further details on request. Write Box No. K.167.. [3167

RILEY KESTREL, 1937 Continental Saloon. Nice condition throughout. £125. 17, Woodlands Road. Epsom 2250. [3168

WHY BUY A T.A. when you can have my Stage II tuned 1947 M.G. T.C. for the same price. £255 cash. No offers. Monarch 6510. [3169

T.R.2, 1955. Green. Overdrive all gears. Wire wheels, heater, new 'X's,' tonneau, washers, underseal. 30,000. £625. Pascoe-Watson, 15, Crewe Road South, Edinburgh. [3170

CONNAUGHT, 1767 Lea-Francis, Stage II. 19,000 miles. Enthusiast maintained. Magnificent road car. Oulton Park, September 20th. Offers near £600. Wylam, R.A.F. Feltwell, Thetford, Norfolk. [3171

M.G. P.A. Excellent condition throughout and is a fine example of this model. Thirsty young Jaguar necessitates sale. £155 o.n.o. LON 4100, 10 a.m. to 3 p.m. weekdays, or write, 120, Bassett Gardens, Osterley, Middlesex. [3172

BENTLEY TOURER, 1929. Complete overhaul. Body immaculate. Maintained by enthusiast. Genuine bargain, any trial. £400. Box No. K.173. [3173

TALBOT 14/65, 1934 Saloon. Clean, overhauled. Reason, bought another car. £48 o.n.o. Box No. K.174. [3174

£100 o.n.o. Two months guarantee against mechanical failure on my A.7 Special. All mods. Photo available. Write, Mr. Goss, 66, Dudley Drive, Morden, Surrey. [3175

TWO EXCELLENT Special Series Riley "Nines." 1934 Kestrel. Maintained throughout. Fast and reliable. £100. 1934 Sports Monaco, as above. £85. Breaking 1933 Monaco. Details, after September 7th. 66, Salford Road, Streatham Hill, S.W.2. [3176

ALVIS SPEED 20, Van den Plas Tourer. Immaculate original condition. Excellent tyres, many spares. Works maintained. £200. Darlaston Hall, Meriden, Warwickshire. [3177

SUPERCHARGED 2 litre Lagonda L/C Tourer, 1931 (Feb.). Original attractive car. Offers around £195. Richardson, 52, Lulworth Crescent, Whitkirk, Leeds, 15. 24895 or 646915 (evenings). [3178

RILEY, 1937, 1½ Adelphi. Scintilla. Manual box. £175. Evenings, 41, Malden Avenue, S.E.25. [3179

SALE: '34 J.2. Fitted Aquaplane Ford engine, *oversize rears. 'Goes.' £115. 55, Douglas Road,* Goodmayes, Ilford. Tel. Seven Kings 7958. [3180

RILEY KESTREL 12/4. Near-perfect example. Recent overhaul. Heater. £165 o.n.o. Robbins, 3, Roffes Lane, Caterham. [3181

SUNBEAM, 18.2 h.p., 1933. Mileage 100,000. Stripped for overhaul but unable to complete assembly owing to persistent illness. Six new tyres and tubes, wheels stove enamelled, springs overhauled by makers, new shackle pins and bushes, new brake linings, new bearings, rear axle and torque tube. Gearbox overhauled. Engine needs first rebore. Cylinder head overhauled. All wiring renewed. Body in first class condition. Plating as new. Complete. £60, or will sell parts. Box No. K.182. [3182

1936 RILEY 12/4 Falcon. Preselector, body sound. New tyres. Imminent matrimonial expenses need £80 o.n.o. Leonard, 71, Trindles Road, S. Nutfield, Surrey. [3183

FOR SALE. CHEAP. All parts to 1949 Humber Super Snipe. 4 new Humber Hawk brake shoes, linings, 30s. 1942 Ford, 24 h.p., 4-cyl., 30 cwt. van. Engine, gearbox, brakes, kingpins, all recently overhauled. Body rough. £30. 28, Welford Road, Blaby, Leicester. [3184

2 LITRE LAGONDA, 4-seater Tourer. Black-red leather. 1930. Good condition. All equipment. £165. Pine Cottage, Linkside W., Hindhead, Surrey. Tel. 185. [3185

M.G. M. TYPE. Engine, gearbox, other parts, will separate. Offers. Woodward, 64, Sycamore Road, Erdington, Birmingham. [3186

1949 (AUG) T.C., Black/red. Radio, twin spots, new hood, 8.6:1 compression. £355 o.n.o. 3, Stanley Avenue, Dagenham. [3187

1929 AUSTIN 12/4 Saloon. Body sound, suitable for restoring, tow away. £18. T. B. Ash, Rockfield, St. John's Road, Buxton. [3188

ROVER SPORTSMAN 14, 1936. Good order. £85. 13, Peterborough Avenue, Cranham, Essex. [3189

WELL KNOWN IN V.S.C.C. Racing Amilcar Sur-Baisse "Blue Lady" available at end of season to suitable applicant. Condition perfect. Engine polished, balanced throughout. Just bored, sleeved. Complete range of spares. No dealers. Box No. K.190. [3190

JAGUAR XK120, 1952. New twin exhausts, new hood, X tyres. Other extras. Marriage compels me to sell this lovely car. Bargain. £550 o.n.o. 179, May Lane, Kings Heath, Birmingham, 14. Higbury 4065. [3193

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

FOR SALE—*continued*

RILEY, 2½ litre Roadster, Dec. 1949. Radio, heater, new hood this year. 3-seater, floor gear-change. Fast and beautiful car. 24 m.p.g. £355. 6, Station Path, Staines. [3191

1947 FORD PREFECT, Converted Dellow-type Special, 1954. Reconditioned engine, new battery, wiring. Body fair. Scarlet. £110 o.n.o. Kent. Box No. K.192. [3192

ALVIS SPEED 20 Saloon, 1935. This car has lately had overhauls to brakes, engine, I.F.S., hubs, silencers, etc., etc. And is in very sound condition. Offers. WAN 7368. [3194

RENAULT 750, 1955. Sliding head, excellent condition, taxed, Essex. £445. Box No. K.195. [3195

UNUSUAL OFFER. 1955 A.C. Ace, 2-seater Sports. In concours condition. Exchange for saloon. Family reasons. £875. Cash adjustment either way. 82, Dalmeny Avenue, S.W.16. Pollards 1358 after 7 p.m. [3196

FOR 10 SPECIAL. Twin S.U.s, C/R gears, 4.7 axle, with hood and new tonneau. £175. Photo on request. 7, Maynard Avenue, Margate, Kent. [3197

1950/57 "MOTOR SPORT." First offer. Wanted, cheapish two-seater. Screen, Kingsbury, Tamworth. [3239

ALVIS 12/60. 4-seater Sports. Potent, pretty. Major spares. £110. Ackroyd, Bloomfield, Star Street, Ryde. [3240

1928 ROLLS-ROYCE Phantom I, 40/50 Saloon. Very good condition, entirely original. Good tyres and battery. Attractive low-built body. £65. J. E. Manasseh, 57, Campden Hill Road, W.8. WES 5930. [3241

M.G. P.B., 1936. Excellent condition. £165 o.n.o. Or part exchange small saloon (A.7, Ford 8). After September 9th. 51, High Street, Cheshunt, Herts. WAL 2933. [3038

RARE 1914 K.R.I.T., V.C.C., dated. Immaculate. 1924 Rolls 20 Landaulette by Barker. Bodywork and interior restored to perfection. 1928 Lanchester 20 Tourer with complete set of crated spares. Room needed. Your reasonable offers are invited by Gary Galpin, "Fourwinds," Newton Ferrers, Plymouth, Tel. 247. [3039

TWIN S.U. carburettors linked on Riley 9 manifold. £7 10s. Also included to clear, Riley 9 engine spares, block, head, rods, etc. Telephone Hurley (Berks) 341. [3042

LAGONDA 4½ litre Saloon, 1935. Good condition throughout. Just decoked. Any reasonable offer. Johnson, 3, Upper Brook Street, W.1. MAY 5168. [3041

M.G. 1948, Red, T.C. One owner, one driver. Maintained regardless. One garage since new. Prefer sell to enthusiast. £360. 16, The Paragon, Bristol, 8. [3042

1927 ALFA-ROMEO Sports. Engine, excellent condition. Ready for assembly. New camshaft. Offers. 68, Offington Drive, Worthing. [3043

SUNBEAM 20, 1935, Saloon. Centre gate change. Aluminium body, immaculate. Mechanically good. Regretfully selling, wife cannot cope. £110. Hildenborough 2001. [3044

1949 MODEL T.C., Stage I. 5,000 miles since engine overhaul, well shod, new battery, several extras, good condition. £365 o.n.o. 85, Grange Road, Peterborough. [3045

ALVIS 12/70 Saloon, 1939. Regret must get something cheaper to run, Ford Eight or (Heaven forbid!) Bond Minicar. Exchange with cash adjustment up to £50, or sell. Smith, 6, Rutherford Road, Aylesbury. [3046

ALVIS SPEED 20, V.D.P. Saloon in really immaculate order. Radio, heater. £150 work carried out by A.J. Brown in last 14 months. £220 o.n.o. After 7 p.m. 7, Clapham Manor Street, S.W.4. [3047

DAIMLER, 2½ litre Saloon, 1938. Good engine. £70, or offer. Tel. Macclesfield 4615. [3048

PASSION-WAGON. 1938 Packard "6" Convertible. £300 spent recently. P.100s, leopardskin covers, spots, trackgrips, etc. 90 m.p.h., 24 m.p.g. £150 o.n.o. Weston, 42, Higherfence Road, Macclesfield (3934) [3049

DELAGE D.8 120, 1938, D.H.C., in good condition mechanically. Needs new hood and some body restoration. Interior fixtures and upholstery good. Very fast cotel box. Reason for sale, death of owner. £75 o.n.o. to enthusiast. Box K.805. [2805

ABARTH-FIAT. Full 750 conversion by A. Crook, 1957. Total mileage 21,000. One owner. Best offer around £600. Mitchell, 19, Cranley Mews, S.W.7. KEN 9140. [3063

1951 XK.120. C. mods, balanced crank, etc. New hood, radiator, pump, tyres, hood, Servais silencer. Radio and heater, turbo discs. Superb car. 1953 Jupiter, Mk I. Phase III. Red. Immaculate. Replacement engine 55 (but uses oil). New hood. Sell. H.P. possible, or exchange both or either for fast saloon or for late model American R.H.D. 52, Mill Lane, Heatley, Lymm. Tel. 187, or Altrincham 4648. [3064

M.G. T.A., Dec. '36, black. New hood, screens. Body original and sound. Good mechanical condition. Three new tyres. First £200 cash. No offers or exchanges. Smitheman, Calcutts House, Jackfield, Salop. Ironbridge 2373. [3065

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35 M.P.G. P.A. M.G. Good condition. £150. "Woodbine," Main Street, Lowdham, Notts. [3066

BENTLEY RED LABEL 2/4-seater. New 20 in. tyres, battery, pumps, carburettors, radiator and body. Fold-flat screen, 12 in. lamps. Hardy-Spicer, 4½ starter. Jim Coates, Edenbridge. Phone 3259. [3068

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M.G. T.C., 1949, red 2-seater. Laystall-Lucas high compression head, branch exhaust. T.4 S.U. carburettors. Oversize rears, vyanide hood, full tonneau, twin windtones spot light, windscreen washers, luggage rack, spare cylinder head and valves. Magnificent condition throughout. £375. Seen Surrey area. Tel.: Mogador 2163. [3070

LE MANS SINGER 9, 1936, 4-seater. Attractive, sound all round, numerous renewed parts. Second identical 1937 car fitted Ford 10 engine, for spares or Special. £95 the lot o.n.o. Sage, Bromeswell, Woodbridge. Eyke 205. [3071

M.G. SPECIAL. Ford 10 engine J/chassis, TA body, hydraulic brakes, 16 in. wheels, oversize rears. New hood and tonneau. Winkers, quantity spares. £150. Woodford, 62, Sandiacre Drive, Thurmaston, Leicester. [3072

MORRIS COWLEY, 1929, D.H. Coupé with dickey. Sound condition. Resleeved engine, clutch relined, crown wheel and pinions replaced, front brakes relined. Spares including engine and differential. Taxed. £45, discussion invited. R. J. Tennant, 23, Northover, Bromley, Kent. [3108

1931 AUSTIN 7. Mechanically sound. Body rough. Can be driven anywhere. Insured. Suitable conversion. £11. Hutchins, Grange, Kentisbury, N. Devon. [3073

ATALANTA CAR owned by consulting engineer, 12 cyl. 150 b.h.p. Lincoln engine, over 100 m.p.h. Coil i.f.s. and i.b.s., De Dion axle, close ratio box, radio, newish tyres, Wellworthy alloy ribbed drums, perfect mechanically. Aluminium coupé body, black. Weight of car only 26 cwt. Made 1939, but stored 8 years. 8,000 on speedo since tuning and adjustments. £300. Write BM/WLTB, London, W.C.1. [3074

DOUBLE 12 M. TYPE M.G. H.C. engine, C.R. remote gearbox, 16 in. wheels, new tyres, new battery. £110 o.n.o. The Grange, Monksilver, Taunton, Somerset. [3075

RILEY 16 H.P. Close Coupled Saloon, 1938. Specimen condition throughout. £265. St. Helens 4996. [3076

SPOTLESS BLACK XK.120, '51 Series Roadster. Carefully used. £485. St. Helens 4996. [3077

D.K.W. F.7, 1938. Completely rebuilt and overhauled. Outstanding car. £170. 20, Highfield Crescent, Pontllanfraith, Mon. [3078

ROLLS ROYCE, 1927, 20 h.p., Barker Limousine, in excellent order but rear seat requires recovering. Handbook and mascot. £130. Barrett, 59, Loughborough Road, West Bridgford, Nottingham. [3079

FIAT 500 C, 1954, D.H.C. Good tyres, excellent condition. £375. Breaking 1929 O.H.C. Morris Minor, all parts, offers. Whitehead, 153, Girton Road, Cambridge. Phone 76126. [3080

SINGER LE MANS 9 h.p. Saloon, 1937. Twin S.U.s. Smart, sound little car. Over £50 spent recently. £45. Horley, 148, Latymer Court, London, W.6. Tel. Riverside 8131 (evenings). [3081

FOR MEN ONLY—M.G. S.A., 1937. Petticoats in slight disarray, but undies still attractive. Haggle from £45. Ring Derwent 8372. [3082

FRAZER NASH, 1929, Meadows 4ED. Excellent condition. £150 for quick sale. Beecroft, Long Preston, Skipton, Yorks. Phone: Long Preston 203. [3083

TO DOROTHY A DAUGHTER. Therefore regretfully must dispose part completed Ford Special in favour of more prosaic transport. Comprising new "Falcon" body, new boxed "Popular" chassis, overhauled axles, good engine, gearbox, electrics, steering, etc. Just needs assembly. You may have the time, I haven't. Has cost me £180 to date. Reasonable offers invited. Box No. K.084. [3084

LANCHESTER 18. 1935. Super Daimler body, almost immaculate, excellent tyres and engine. £187 10s. Write 18, High Street, New Romney, Kent. [3085

CITROEN, 1936, 12.8, F.W.D. Spares. Also L15 Solex downdraught carburettor, complete with manifold. Perfect. 70s. Box No. K.086 [3086

J2 ALLARD. Ardun engine, De Dion, Alfins. Completely rebuilt 1957. New body, engine, gearbox, suspension, instruments, electrics, etc. As new condition. £400. Box No. K.087. [3087

BENTLEY 3-LITRE, Red Label 2/4-seater. Twin aeros. New hood and tonneau. Twin S.U.s and electric pumps. Hardy Spicer universals. Good tyres. £300. 115, Millhouses Lane, Millhouses, Sheffield. [3088

FOR SALE—*continued*

1935 RILEY KESTREL 12/4. Very good mechanically and bodily except tatty front wings. New kingpins. About £60 or exchange for Vauxhall 14/6 DX engine/gearbox. Must be excellent. Baker, 16, Hopwood Avenue, Heywood, Lancs. Heywood 6728. [3089

DE DION BOUTON, 1911, 2-seater. Excellent condition throughout. V.C.C. dated Seen Yorkshire district. Box K.090. [3090

FRAZER NASH, 1935, Colmore, in excellent original condition. £275. Gardner, 36, Lichfield Avenue, Morecambe, Lancs. Tel. 2534. [3091

LAGONDA 4½-LITRE M.45 dark blue/grey Pillarless Saloon. Mechanically 100%, 18-19 m.p.g. 6-700 m.p.p. Clutch relined, gearbox overhauled December. Just repainted, with new roof and headlining. Taxed and insured. Sale forced by move abroad mid-September. £1440 or haggle over noggin. Stansfield, 33, Springfield Road, Thornton Heath, Surrey. LIV 6735 after 4th Sept. [3092

UNIQUE GREY/BLACK STANDARD TEN, painted Hooper. Specially balanced engine, hard chrome top rings, Barwell 8.6 c/r flowed head, o/s inlet valves, twin Solex with oilbath filters, special four-branch Endura exhaust. Jaeger tachometer, extra instruments. Laycock overdrive three gears. Telaflos and anti-roll bars. Undersealed. Fog and driving lamps. Exceptional and immaculate condition. Outstanding performance: cruises economically 70+ at 3500 r.p.m. Never rallied, raced or crashed. Owner regretfully purchasing larger car, business reasons. £550. Box No. K.093. [3093

M.G. T.A., red. Vynide Vybak hood. Excellent condition throughout. Radio, heater. Engineer maintained. £220 o.n.o. Manor House, Sudbrooke, Nr. Lincoln. [3094

HOT ROD, Armstrong Sports Saloon fitted new V.8 engine and 4 speedbox. A reliable and amusing motor car. £125. R. Macpherson-Grant, Christmas Mill, Edenbridge, Kent. Phone Edenbridge 3118. [3095

MORGAN AERO SPORTS, 1930, Three Wheeler. W/C J.A.P. engine. Good condition. Taxed. £60. Taylor, 25, Bolton Villas, Bradford, Yorks. Shipley 54602. [3096

FIAT 1900 Full Light Saloon. Superb dual tone finish. Special features of this 1900 c.c. model include a five speed gearbox and fluid coupling, giving high performance with maximum economy and ease of operation. Magnificently appointed with luxurious seating, radio and heater, also undersealed. A distinctive motor of quality offering sports performance with a high degree of comfort. The price new was £2,078. Now available at a genuine low mileage for £1,250. 95, Edwin Road, Rainham Mark, Gillingham, Kent. Rainham 81766. [3097

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1951 XK. 120 JAGUAR in beautiful condition. £200 extras include plastic hardtop, sidescreens, radio, heater, etc. £575. Jarvis, 16, Malvern Close, Newmarket. [3101

GOOD HOME REQUIRED. M.G. P.A., 4-seater. Excellent condition throughout. Extensive engine and chassis overhaul. Body excellent. Bills, etc. £175. Dingley, 55, Acfold Road, Birmingham, 20. [3102

M.G. MIDGET. Five new tyres, new battery, engine good, body reasonable. Taxed. £50, or exchange for Ford engine Morgan. 36, Brackley Square, Woodford Green, Essex. BUC 0756. [3103

BUCKLER NINETY. Aerodynamic 1172, trailer, spare engines, etc. Photo. S.A.E. Equipe Maritime, 19, Sprinfield Crescent, Harpenden, Herts. [3104

1930 MORRIS COWLEY 4-seater Tourer. Good condition. £45 o.n.o. Howard, 42, Wilding Road, Wallingford, Berks. Tel. 3392. [3105

AUSTIN NIPPY, 1937, (Red). Excellent condition. Spot/rev lamps, new tyres, rewired, many other extras. Real bargain. £95. J.P., 6, Manchester Road, Sheffield. [3106

1937 A.C. Saloon. Engine and brakes overhauled. Four recent retreads. £120 o.n.o. Snowden, 29, Courtiers Drive, Bishops Cleeve, Cheltenham, Glos. [3107

J.2, M.G. Good general condition. Over £50 spent on replacements. £120. Set Austin 7 parts for special. Dropped axle, new C. and P. etc. 5 h.p. Higgs motor, 3 phase with starter. Reasonable offer or exchange anything suitable. 1, Felbridge Place, East Grinstead, Essex. [3115

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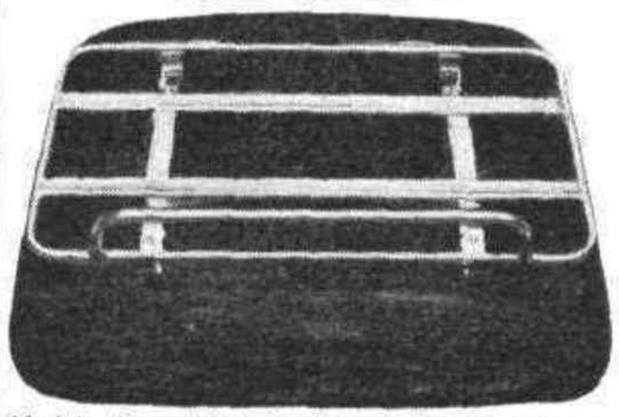
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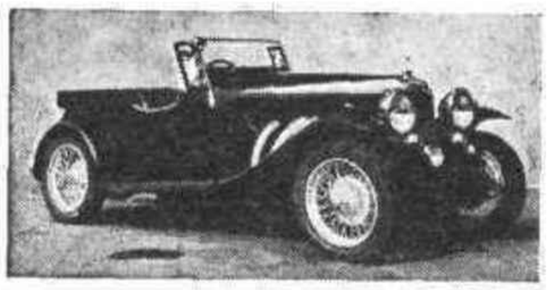
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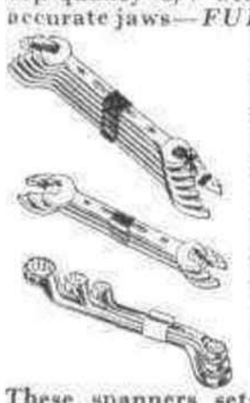
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1949 **(Sept.) Austin Sheerline,** blk/beige	£245
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1958 **BN6** 2-seater, primrose/black, NEW	£1,226
1957 **BN4,** black and red, spotless ...	£925
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1955 **BN1,** ivory/green, hardtop, radio ...	£715
1955 **BN1,** spotless ivory car	£645
1955 **BN1,** spotless red showpiece ...	£625
1954 **BN1,** one owner, superb, black ...	£615
1954 **BN1,** hard/soft tops, red/black ...	£595
1954 **BN1,** ice blue, average car	£535
1954 **BN1,** champagne/maroon	£555
1954 **BN1,** ice blue, average car	£525
1950 **Bentley S.S.,** beautiful claret ...	£1,325
1934 **Bentley 3½** Park Ward d/h., black ...	£345
1934 **Bentley 3½** Park Ward saloon ...	£225
1930 **Bentley Speed Six** saloon, 2 owners	£245
1957 **Berkeley,** one owner, blue	£395
1949 **Bristol 400,** exceptional, maroon ...	£545
1951 **Cooper/M.G., 1,476 c.c.**	£465
1951 **Cooper/M.G.,** ex-Peter Reece ...	£395
1950 **Connaught 1,480-c.c.** 2-seater ...	£395
1952 **Chevrolet** 2-door, L.H.D.	£445
1955 **Ford Zephyr** convertible, radio ...	£565
1954 **Ford Mainline,** radio, heater ...	£595
1953 **F.N. Targa Florio,** BSI engine ...	£995
1938 **F.N.-B.MW. 328,** 2-seater, B.R.G.	£355
1936 **F.N.-B.M W** cabriolet, blue ...	£125
1936 **F.N.-B.M.W. 16-h p ,** d/h., green ...	£95
1951 **Healey "C"-type** tourer, grey ...	£455
1950 **Healey Silverstone,** red specimen	£475
1952 **(Sept) Humber Super Snipe,** htr.	£295

JAGUAR

1955 **XK140** drophead, "C" engine ...	£1,095
1954 **"D"-type,** 100% works team car, fine record, Webers, discs, B.R.G. ...	£1,845
1954 **XK120** Special Equipment, hardtop...	£725
1954 **XK120** drophead, radio, heater ...	£795
1954 **XK120** drophead, ex-Hawthorn ...	£765
1954 **XK120** drophead, superb, B.R.G. ...	£725
1953 **(Oct) XK120,** excellent car ...	£555
1952 **(Aug.) "C"-type,** overdrive ...	£845
1952 **Mk. VII,** black/red hide, radio ...	£525
1951 **XK120,** excellent throughout ...	£565
1951 **XK120,** wire wheels, B.R.G.	£535
1951 **XK120,** blue, ex-Tyrer, ex-Mortimer	£555

JAGUAR—*continued*

1951 **XK120,** black/ivory, recent overhaul	£495
1951 **XK120,** blue/grey, fast example ...	£425
1951 **(Dec.) Jowett Jupiter,** beige/red ...	£445
1951 **Lagonda 2½-litre** sports saloon ...	£445
1939 **Lagonda V12** sedanca, exceptional ...	£245
1937 **Lagonda LG45** tourer, ivory ...	£265
1949 **Lea-Francis** roadster, ice blue ...	£335

LOTUS

1956 **Eleven,** Climax Two, discs, de Dion...	£795
1956 **(Nov.) Eleven,** Ford 1,172 c.c. ...	£695
1956 **Eleven,** Club Climax, racing gears ...	£665
1956 **Eight,** 1,172 c.c., spotless, red ...	£545
1955 **Eight,** M.G. 1,500, inboard brakes ...	£645
1955 **Six,** M.G. 1,098 c.c.	£445
1930 **Mercedes-Benz 20-h.p.** 2-str. d/h....	£345
1938 **Mercedes-Benz "230"** saloon, radio	£235
1936 **Mercedes-Benz 500K** Wendover d/h.	£445
1957 **Morgan 4/4,** Series II, red	£625
1955 **(Sept.) Morgan Plus Four** d/h., red	£555
1955 **Morgan Plus Four** tourer, spotless	£395
1957 **Morris Minor "1000"** convertible	£545
1951 **Morris Minor** convertible, mods. ...	£355

M.G.

1958 **ZB Magnette,** maroon/red hide, NEW	£1,072
1957 **"A"** h/top, one owner, red,radio ...	£895
1956 **M.G.-A,** ivory, one owner	£725
1956 **M.G.-A,** radio, heater, rack	£715
1956 **"A,"** blue, one owner	£675
1955 **TF 1,500,** one owner, red specimen ...	£615
1955 **TF 1,500,** jewelescent green	£625
1954 **ZA Magnette,** radio, black	£645
1954 **TF,** grey/red, fine example	£595
1954 **TF,** green/green hide	£595
1954 **TF,** unmarked ivory example ...	£595
1954 **TF,** ivory/green hide	£575
1954 **TF,** spotless green	£575
1954 **TF,** beautiful black specimen ...	£575
1954 **TF,** lovely red specimen	£555
1953 **TD,** radio, heater, 1958 engine ...	£495
1953 **TD,** lovely B.R.G. specimen	£495
1953 **TD,** original red, one owner	£485
1953 **TD,** black, above average	£475
1953 **TD,** red/beige, showpiece	£495
1952 **TD,** superb example, black	£475
1952 **TD,** 1956 engine, nice green example	£485
1952 **TD,** nice black car, heater	£445
1952 **TD,** black, new "X" tyres	£425
1951 **TD,** exceptionally fast example ...	£465
1951 **(Sept.) TD,** B.R.G., Stage III	£455
1951 **TD,** blue/beige hide	£435
1951 **TD,** nice red specimen	£435
1951 **TD,** blue, above average	£425
1951 **TD,** black, supplied by us	£415
1950 **TD,** B.R.G., sound example	£405
1949 **TC,** green, green hide	£395
1949 **TC,** beautiful red specimen	£355
1949 **TC,** B.R.G., supplied by us	£355

M.G.—*continued*

1947 **TC,** nice ivory car	£345
1947 **TC,** black/green hide	£315
1947 **TC,** ivory, average condition ...	£305
1946 **TC,** black, supplied by us	£345
1946 **TC,** black, fair all round	£325
1940 **TB,** spotless black/red	£285
1939 **(Dec.) TB,** white, above average ...	£295
1939 **(Dec.) TA** Tickford, 1957 engine ...	£285
1939 **TB** Tickford d/h., ivory	£265
1939 **TA,** green, average condition ...	£245
1938 **(Oct.) TA** Tickford, tidy black car ...	£285
1938 **TA,** B.R.G., replacement engine ...	£265
1938 **VA 12-h.p.** tourer, black, tidy ...	£145
1937 **(Sept.) TA,** spotless red	£235
1937 **TA,** average black example	£235
1937 **TA,** ivory, sound order	£225
1937 **TA,** red, only one at this price ...	£125
1934 **PA,** red, 2-seater	£165
1935 **PA** 2-seater, B.R.G., sound	£155
1935 **PA** tourer, red, fair	£95

RILEY

1958 **1.5,** blue, one show	£864
1958 **2.6,** shannon/leaf green, NEW ...	£1,411
1958 **(May) 1.5,** birch grey, 1,850 miles ...	£825
1956 **Pathfinder,** 1 owner, superb, grey ...	£765
1956 **Pathfinder,** radio, heater, superb ...	£755
1950 **2½-litre** roadster, B.R.G., heater ...	£495
1948 **2½-litre** saloon, black/red	£385
1947 **(1927) Rolls-Royce** Southern O.D. ...	£265
1947 **Rover Twelve** saloon, black ...	£275
1951 **Singer 4AB** roadster, grey/red ...	£325
1954 **Sunbeam Alpine,** blue/grey ...	£555
1951 **Sunbeam-Talbot "90"** saloon, radio	£445
1955 **Swallow Doretti,** overdrive, radio	£695

TRIUMPH

1958 **TR3 "A,"** o/drive, w/wheels, 1 owner	£895
1958/57 **Model TR3,** black/red, 3,000 miles	£795
1957 **TR3,** white/white h/top, 1 owner ...	£825
1957 **TR3,** white/red, 1 owner, discs ...	£795
1955 **TR2,** spotless red specimen	£665
1955 **TR2,** heater, rear seats, red	£655
1955 **TR2,** overdrive, superb, B.R.G. ...	£655
1955 **TR2,** h/top, o/drive, 1 owner ...	£625
1955 **TR2,** superb, B.R.G.	£615
1954 **(Sept.) TR2,** o/drive, radio, heater ...	£625
1954 **TR2,** o/drive, tonneau, rack	£595
1954 **TR2,** o/drive, unmarked red	£565
1954 **TR2,** blue/grey, radio	£555
1949 **2000** roadster, superb, blue	£415
1949 **2000** roadster, cream/black hood ...	£385
1949 **2000** roadster, ivory/red	£335
1949 **2000** roadster, B.R.G.	£325
1948 **1800** roadster, spotless red	£375
1948 **1800** roadster, grey	£345
1946 **(Sept.) 1800** roadster, spotless ...	£325
1954 **Vauxhall Velox,** one owner, grey ...	£445
1958 **Wolseley 1500,** grey/off white, NEW	£811

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HEALEY TICKFORD or Abbott, prefer "F" type. Low mileage, not caned. Or late Sunbeam-Talbot Drophead. Box No. J.456. [2456

DELAGE, 1927, D.I.S. 1st and 2nd cogs required, or complete box. Also Dyna-starter. Stillman, 32, Woodland Way, West Wickham, Kent. Springpark 4868. [2568

HARD-TOP and sidescreens for Austin-Healey B.N.1. Phone Nottingham 66297. [2601

HARD-TOP for T.R.2. Silver, "Clovers," Kettering Road, Moulton, Northampton. Moulton 3215. [2602

HARD-TOP for 1800 Triumph Roadster. Reasonable. Maidment, 34, Wakedean Gardens, Yatton, Somerset. [2603

RILEY 12/4 ENGINE. Required for a 1934 Riley Lynx Tourer. Dimensions and condition required if replying. Sub.-Lt. (F.) C. R. Ward, R.N.E.C., Manadon, Plymouth, Devon. [2604

ALVIS 12 h.p. 1933 Firefly. Crown wheel and pinion and differential unit wanted. Good condition, please. Goodwin, 125, Harborne Road, Birmingham 15. [2605

DOLOMITE, 1938/39. Offside front wing and bonnet urgently required. Kenyon, 28, Cope Road, Banbury, Oxon. [2606

CROWN WHEEL, bevel pinion, 8 x 54, for 1938 Riley Victor, with overdrive gearbox. Would consider complete rear axle. Bateman, 462, Station Road, Dorridge, Solihull, Warwickshire. Telephone: Knowle 2760. [2608

FOR X.K.120. Two seats of bench seat, preferably red or grey leather, hard-top, H.6 S.U. and starting carburettor, rev. counter and clock, other spares? For sale: Pair X.K. camshafts, 11,000 miles only. £2¼. Box No. J.609. [2609

M.G. T.D./T.F./1¼ litre rack and pinion; T.R.2 or similar 46 inch track rear axle; Laystall head and any special parts for X.P.A.G. engine. Wheels 15 inch, 5-stud, 4 7/16 inch P.C.D. New or used. Harding, Gorsebank, Heathside Park Road, Woking 641. [2610

ASTON MARTIN Bamford 1925. Replacement back axle required. Any suggestions? Forward, 8, Queen's Road, Kingston, Surrey. KINgston 5496. [2611

INTERESTING VINTAGE or Sports wanted. Anything considered. Liverpool, Manchester area. Price and particulars. Box No. J.612. [2612

URGENTLY REQUIRED; Good condition Alvis Speed 20 engine with/without acecssories, suitable 1932 car. Details to White, 47, Dulverton Ave., Westcliff, Essex. [2613

BENTLEY, Rolls, M.G., Aston, Healey "Silverstone," etc. H. Booth, 55, Headingley Lane, Leeds. Phone 54795. [2614

WANTED: Riley Nine Tourer, Mark IV chassis, in reasonable condition. Fabric body preferred. K. Gascoigne, Park Road, Coleshill, Birmingham. [2615

RILEY ENTHUSIAST seeks late 4-seater "Nine." Only really good examples considered. Full details to: 31, Park Avenue, Rogerstone, Monmouthshire. [2616

BUCKLER Space Frame, or similar chassis wanted. D. Stafferton, High Street, Earls Barton, Northants. [2617

FOUR-SEATER Touring body for 1931 Morris Minor wanted. Must be really sound. 8, High Stile, Dunmow. [2619

1172 FORD SPECIAL. Unfinished, or 8 h.p. considered. No junk. Full details (photos returned) to M. Lightfoot, 7, Canadian Ave., Chester. [2620

FOR SUNBEAM 14/40 (1925). All spares wanted. Would buy complete car if non-restorable, any condition. Full details please. Aynton, 23, Westfield Avenue, Redcar, Yorks. [2627

FIAT ENGINE, type 521 C. Marshall 85 supercharger. Will the Glasgow owner of the M.G. K.3 engine please contact me. Barrowclough, 4, Derker Street, Oldham. [2633

VERY LARGE Shooting Brake or wooden van. 55, Bridge Road, Chertsey, Surrey. [2646

WANTED: 1937 FIAT 500 c.c. engine, complete. Veryard, Bailey Hill, Castle Cary, Somerset. [2647

WANTED URGENTLY: Two 42 N.M. hub wire wheels to fit type 35 or 51 Bugatti. Any size. Centres will do. Dick Henderson, The Bull's Head, Shenstone, Nr. Lichfield, Staffordshire. [2648

WANTED. URGENT: Morgan Super Sports or 4/4 or Fiat. Bromley, 175, Woodford Road, Bramhall, Cheshire. [2649

WANTED: Mercedes-Benz 1908 or 1909 model. Reply Wheatcroft, "The Firs," Leicester Road, Wigston Fields, Leicester. Telephone Wigston 2726. [2655

A.30 ENGINE complete, also gearbox. Condition immaterial. Kinkead, 246, Horseshoe Lane, Watford, Herts. [2675

WANTED: Rear windscreen for vintage tourer. State dimensions. Masser, 7, Eaton Road, Coventry. [2688

DYNOSTARTER (Vactrix) for 1925 de Dion Bouton, type I.S. 1847 c.c. s.v. Box No. K.696. [2696

CITROEN, 2 c.v. Wanted by enthusiastic but impecunious medical student. Box No. K.698. [2698

WANTED—*continued*

ROLLS OR BENTLEY, pre-war with boot. Any model considered. Full particulars to Box No. K.713. [2713

BENTLEY spare wheel cover, 650 x 17. Box No. K.714. [2714

CROWN WHEEL and pinion or complete nose piece assembly for Speed Six Bentley. Ratio must be 3.538:1 (13/46). Good condition essential. B. Morgan, 22, Devonshire Road, Birmingham, 20. [2729

PRIVATE BUYER will pay cash for immaculate T.R.2. B.R.G. preferred. Full details and photographs please. Box No. K.731. [2731

ALVIS 12/50, duck's back body In good original condition. Around £115. Wykes, 145, Cauldwell Hall Road, Ipswich. Ipswich 77907. [2762

HANDBOOK, workshop manual or any helpful literature wanted for Vernon Derby Super Sports, 1929. May, 54, Francis Road, Edgbaston, Birmingham. [2763

MANUAL and instruction book on 1933 B.S.A. saloon, 4-wheeler, model 812. 10 h.p. with fluid flywheel. Gold, 904, Christchurch Road, Boscombe, Bournemouth. [2764

PRE-WAR TOURER of Aston-Martin, Lagonda, Railton class. Mint condition, good car, good price. 5, Enfield Road, Chesterfield, Derbyshire. [2765

ROCHDALE GT. WANTED, if good. Or consider other 204, or diesel. Cash. No fiction, rubbish, haggling. Details, condition, price, to Box No. K.766. [2766

WANTED: DELLOW, worth £350 for less than £300. 23, Enderley Road, Harrow Weald, Middx. HAR 5589. [2787

A.7, 1931. Good 3 or 4-speed box required, or good pair 2nd gears and layshaft for 3-speed box. Devine, Brook House, Dover. [2839

BOSCH LAMPS: Panel, rear, spot, etc. Dearden-Briggs, Coldsprings, Manchester Road, Buxton. [2775

750 FORMULA SPECIAL, complete or without body. 15 in. wheels and 6 ft. 9 in. chassis preferred. Any letter answered. Meldrum, 39, Hartsholme Drive, Lincoln. Lincoln 20108. [2788

ASTON MARTIN MK. II Crankshaft. Whole engine considered. Page, 10, Hayeswater Circle, Davyhulme, Manchester. [2809

AC TIMING CHAIN, new unused, inverted tooth, 10 m.m. pitch. Cole, Chalton, Hampshire. [2823

1935 14 H.P. WOLSELEY SPECIAL. Engine required. Haley, 9, First Avenue, Wickford, Essex. Romford 44804 (evenings). [2829

AUSTIN HEALEY BN2. Cash waiting for genuine car. Geoff Keys, Newcastle Street, Stone, Staffs. [2830

RILEY LYNX wanted. Original body. Good condition. Letters answered. Crowder, Elbrook House, Ashwell, Herts. [2860

FOR MODEL T FORD, 1914. Brass radiator, side lamps, exhaust and ordinary horn, A.A. and R.A.C. badge and other spares. M. Hillyer, Loscombe Cross, Sherborne, Dorset. [2861

MINOR/A.30 BLOCK, or complete engine. White, Tynewydd, Blaenporth, Cardigan. [2862

ROCHDALE G.T. wanted, if good. Or consider other 2/4 or diesel. Cash. Dislike fiction, rubbish, haggling. Details, condition, price, to Box K.865. [2865

MOTOR SPORT, Aug 1924 to Oct. 1930 inclusive. Exceptional prices paid if in good condition. Stapleton-Cotton, Officers' Mess, R.A.F. Marham, Kings Lynn, Norfolk. [2935

WANTED: 4-speed gearbox or overdrive unit for 100E Prefect. State lowest price. Box No. K.936. [2936

ENGINEER, employed London, desires interesting car for week's unhurried touring, autumn. Must have four seats, crash box, no funny tricks. Box No. K.937. [2937

ALVIS 12/50 or 12/60, preferably 4-seat Tourer. Must be in reasonable order. Box No. K.938. [2938

BROOKLANDS RILEY con-rods wanted. 1-31/32in. journal. Furniss, 63, Gordon Avenue, Southampton. [2939

FIAT 500. Cylinder block, one con rod, or complete engine wanted. Marriott, 26, Sandfield Road, Arnold, Notts. [2940

SUNBEAM TALBOT. Fair price and good home offered for 1939/1948 Sunbeam Talbot 10 Saloon. Must be in first class condition. 39, Western Road, Leigh-on-Sea. [2941

WANTED for dismantling. Morgan 3-wheelers. Spares for sale. Jackson, Hague Lane, Wentworth, Nr. Rotherham. [2942

AUSTIN CHUMMY, good condition, brass headlamps, etc. Legh, Highfield Farm, Belmont Road, Sharples, Bolton, Lancs. [2943

WATER PUMP for 16/80 Lagonda wanted. Mag. spindle pattern. Hope, 1, St. Clements Road, Wigan. [2944

XK120, T.R.2, BRISTOL, or similar, in poor or damaged condition, for £300 cash. 44, Watford Road, Croxley Green, Herts. Tel. Watford 4531. [2945

V.W., STANDARD SUPER 10, MINOR. Low mileage. Up to £450 cash. No dealers. Full details. 90, Mancroft Road, Aley Green, Luton. [3050

WANTED—*continued*

ROLLS ROYCE 25 h.p. engine and syncromesh gearbox, or complete crashed car or chassis if cheap. Higson, Hazeldene, Edenbridge, Kent. Tel. 2160. [3051

100E ENGINE with Aquaplane mods; also C/R gears. 90, Baddeley Green Lane, Milton, S-o-T, Staffs. [3052

WANTED, rev counter, drive and assembly, for Ford 100E. Rose, 10, Gladstone View, Siddal, Halifax. [3053

HUMBER SNIPE, 1930, 24 h.p. Inlet manifold for Stromberg U.X.3, urgent. Lindsay, Balcarres, Cullesdent Road, Kenley. UPL 4050. [3054

AUSTIN SEVEN, Saloon or Hardtop Sports. Essential good condition, viewable London. Details, price, to Box No. K.055. [3055

1172 AUSTIN-FORD SPECIAL. Prefer not finished. Cash sale. J. Stevens, 148, Carr Road, Greenford, Middlesex. [3056

1933/4/5 RILEY LYNX NINE wanted. Up to £100. SWI 3321 (office). [3057

WANTED, Austin Seven engine and chassis modifications; also sports body. Will collect. 87, Brecon Drive, Bury, Lancs. [3058

RILEY NINE OR TWELVE Sports-Saloon wanted in first-class condition throughout. £70 deposit and £10-£15 monthly. Full details to Box No. K.059. [3059

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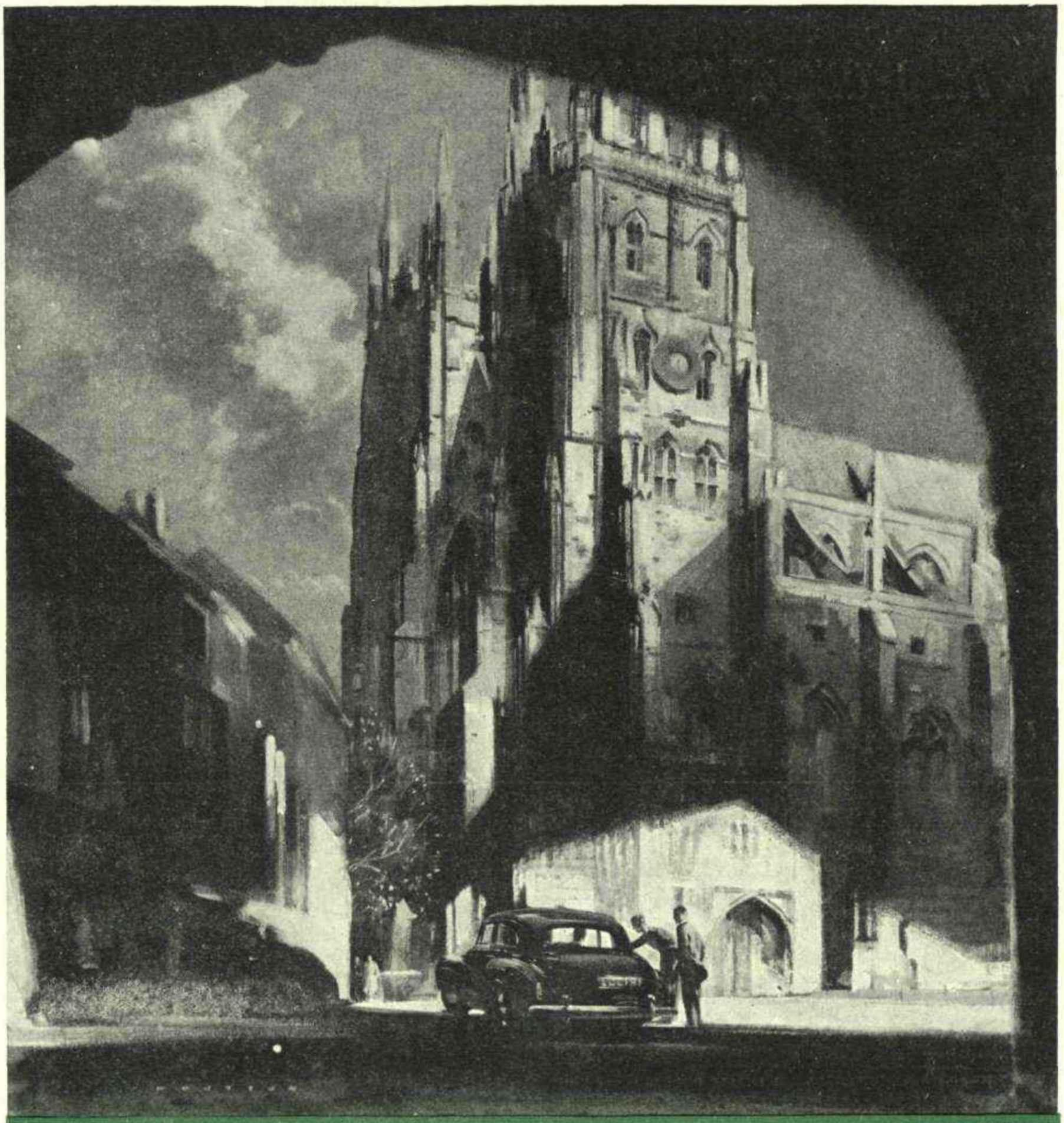
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