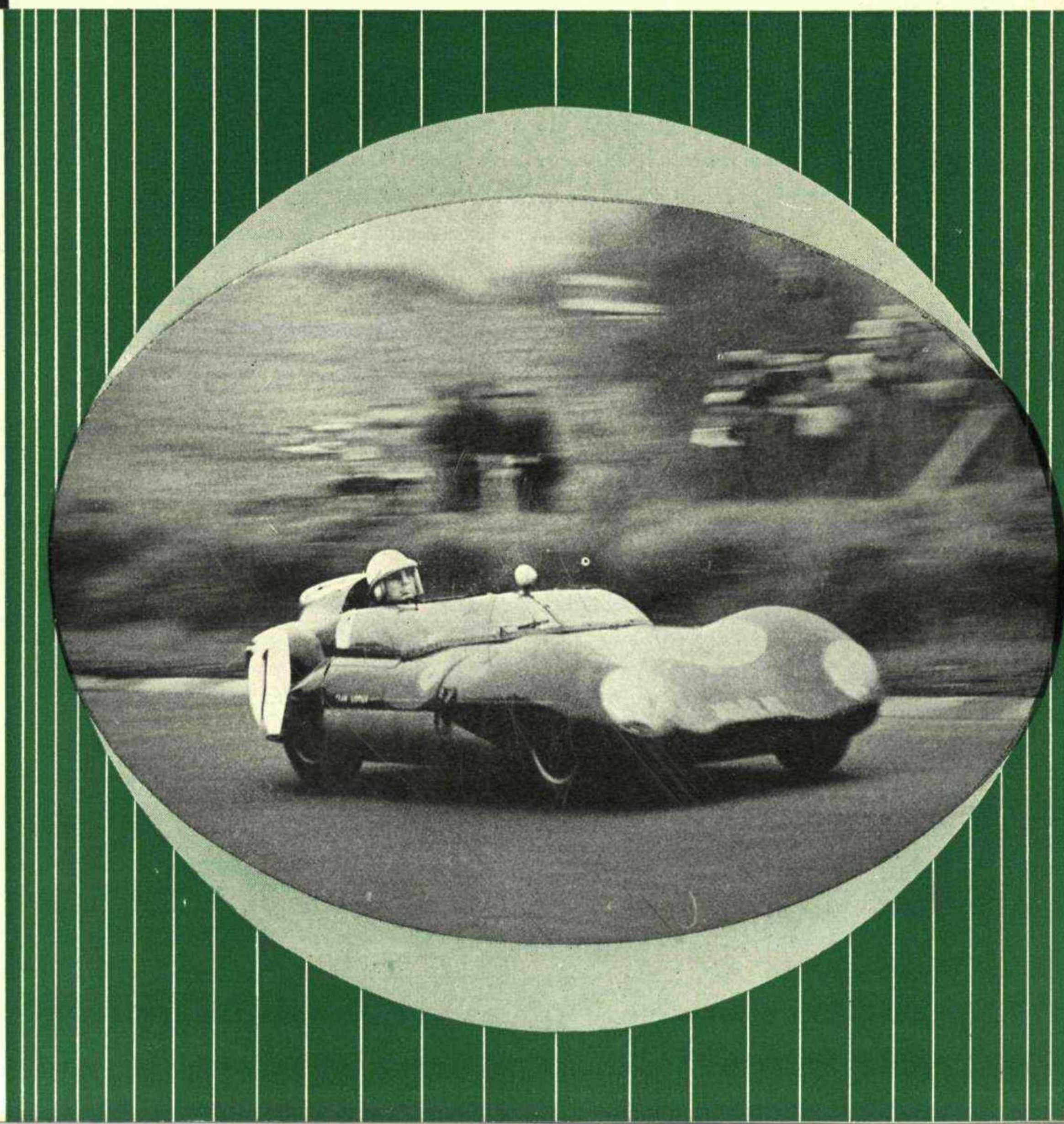
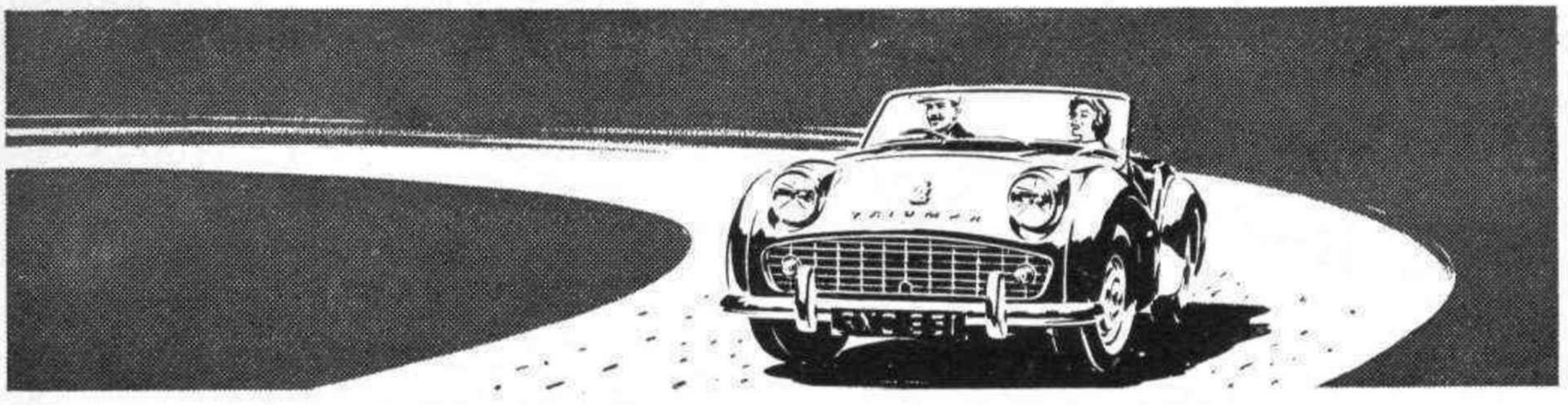
Vol. XXXIV No. 2 ONE SHILLING AND SIXPENCE February, 1958

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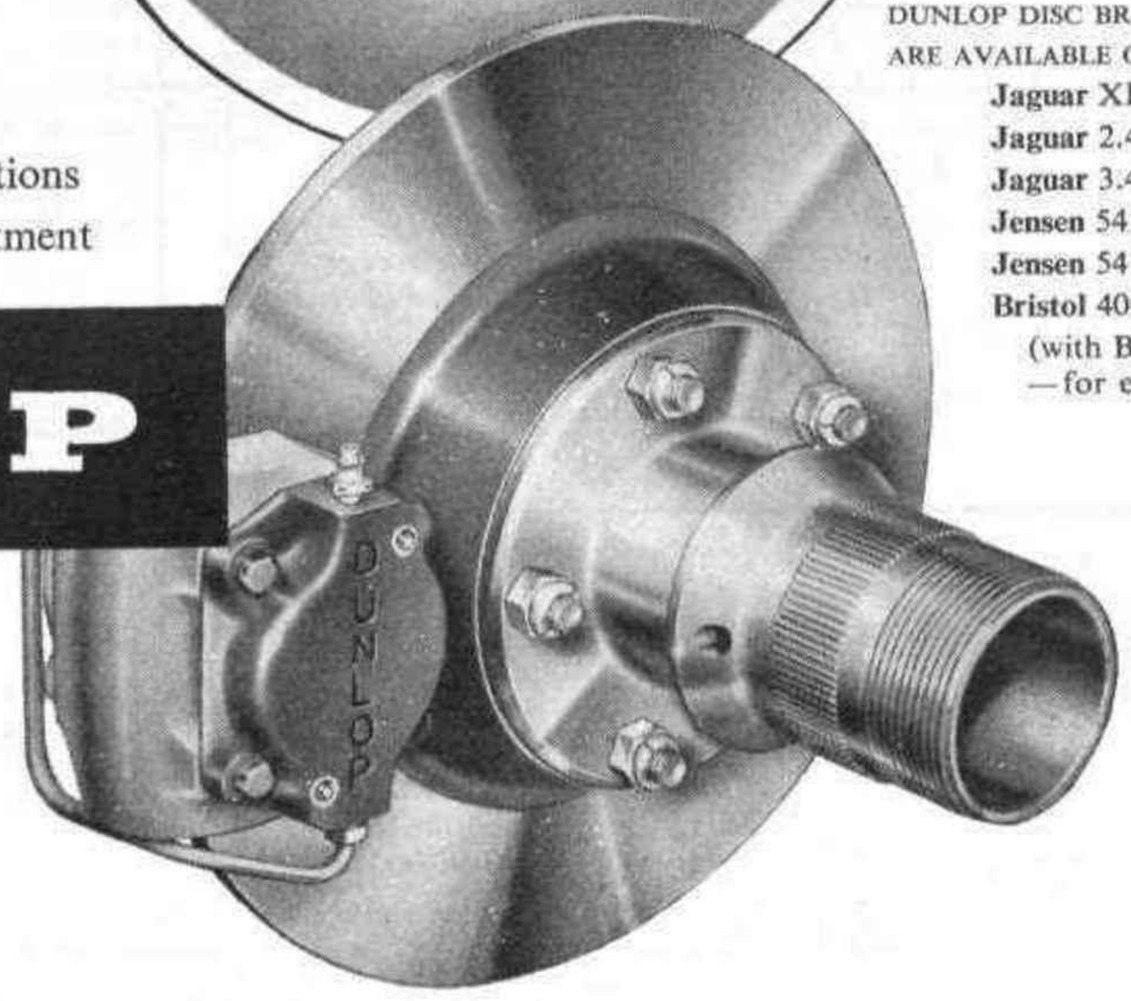
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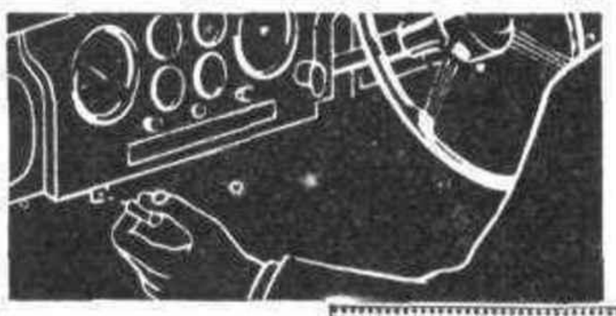
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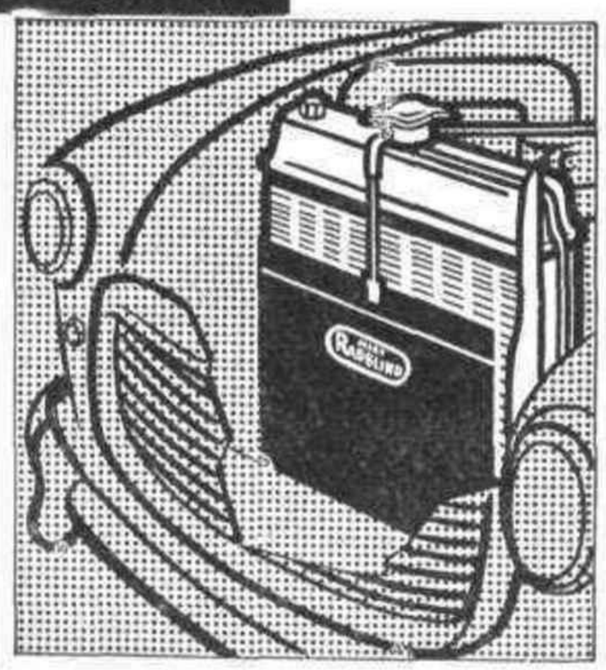
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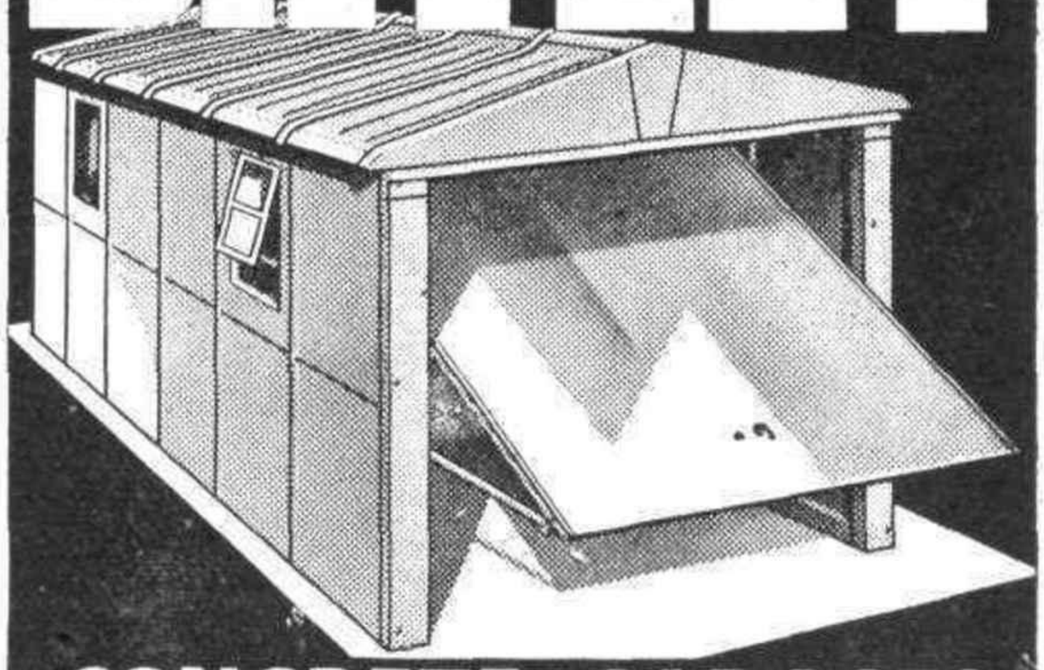
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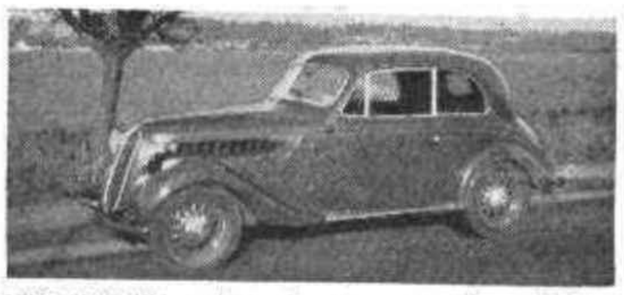
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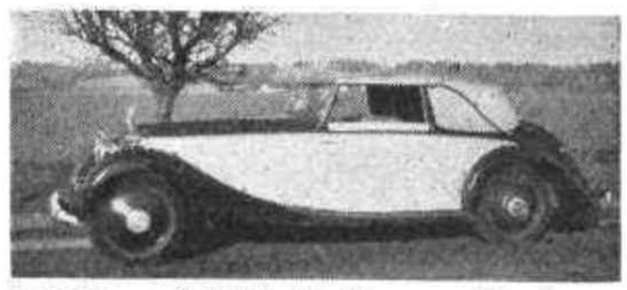
1930 Cadillac saloon. One owner from new. 37,000 miles only. Has to be seen to be believed. Fitted with all extras, including heater, cigar lighter, umbrella stand, occasional seats. **Offers**

1937 Rolls-Royce P. III owner-driver saloon. Body by Park Ward. In very nice condition **£625**

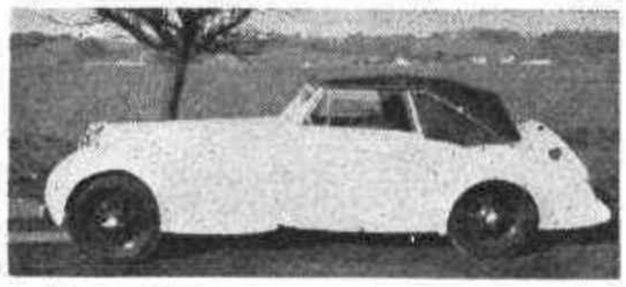
1937 Rolls-Royce P. III owner-driver sedanca coupe.

1957 Ford Zephyr saloon. Fitted with the full Raymond Mays high-speed conversion. Overdrive on second and top gears. Fitted with every extra, including H.M.V. radio. Whole car is in immaculate condition and capable of over 100 m.p.h. One owner from new. The extras on this car cost over £400. Our price **£995**

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1924 Bentley 3-litre saloon by Weymann. Exceptional condition **£295**

1928 Bentley 4½-litre 2-seater d/h. coupe by Salmon. In concours condition **£395**

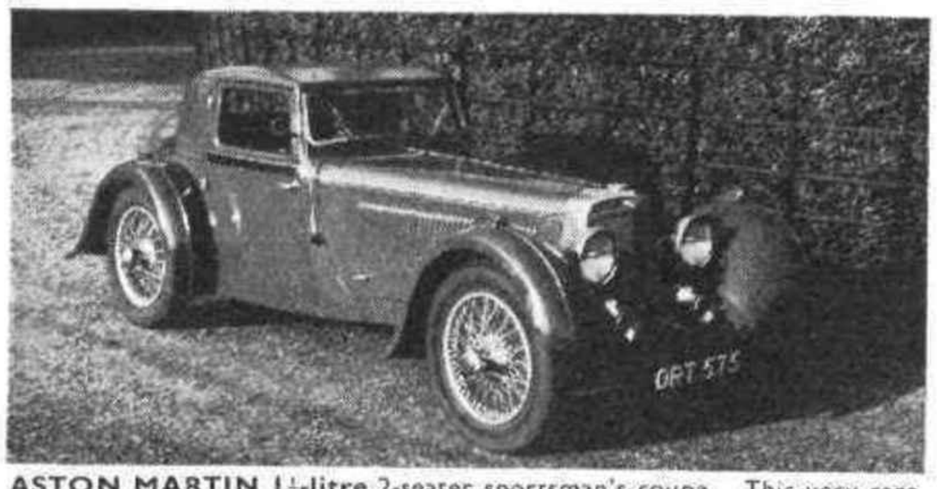
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ASTON MARTIN 1½-litre 2-seater sportsman's coupe. This very rare and attractive post-vintage thoroughbred was completely rebuilt in 1953 and is now in superb condition throughout. The occasional rear seat offers room for two children or adequate luggage space. **£295.**

1956 BUCKLER 90 1,172-c.c. 2-seater. Close-ratio gears, high axle ratio and well-tuned engine. Very pretty and virtually unmarked alloy body. Nominal mileage. **£425.**

1953 BUCKLER 1,172-c.c. 2-seater. Full Aquaplane equipment, 4-speed M.G. gearbox, full-width alloy body. **£365.**

1949 M.G. 1½-litre Y-type 4-seater tourer. Works reconditioned engine fitted 12,000 miles ago. A very rare model in excellent order. **£375.**

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RILEY 1,100-c.c. sports 2-seater. Originally known as the " Croysdil Special," this is a well-conceived machine, having Lancia i.f.s., tubular frame, M.G. rear axle and a late-type well-tuned Riley engine fitted with a close-ratio Brooklands gearbox. **£175.**



GRAN TURISMO FORD 10 special coupe, with pretty fibreglass body by Rochdale Motor Panels. Low weight, aerodynamically efficient body, and a mildly tuned engine combine to produce a very economical little car with Gran Turismo appearance and performance. **£425.**

ASTON MARTIN short chassis Mk. II 2-seater. Recent complete engine overhaul. Excellent condition. **£360.**

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ALVIS Speed Twenty Special 2/4-seater. Attractive alloy body finished in pale blue. **£125.**

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1938 FIAT 500 cabriolet. Well above average for its year. Bargain price. **£115.**

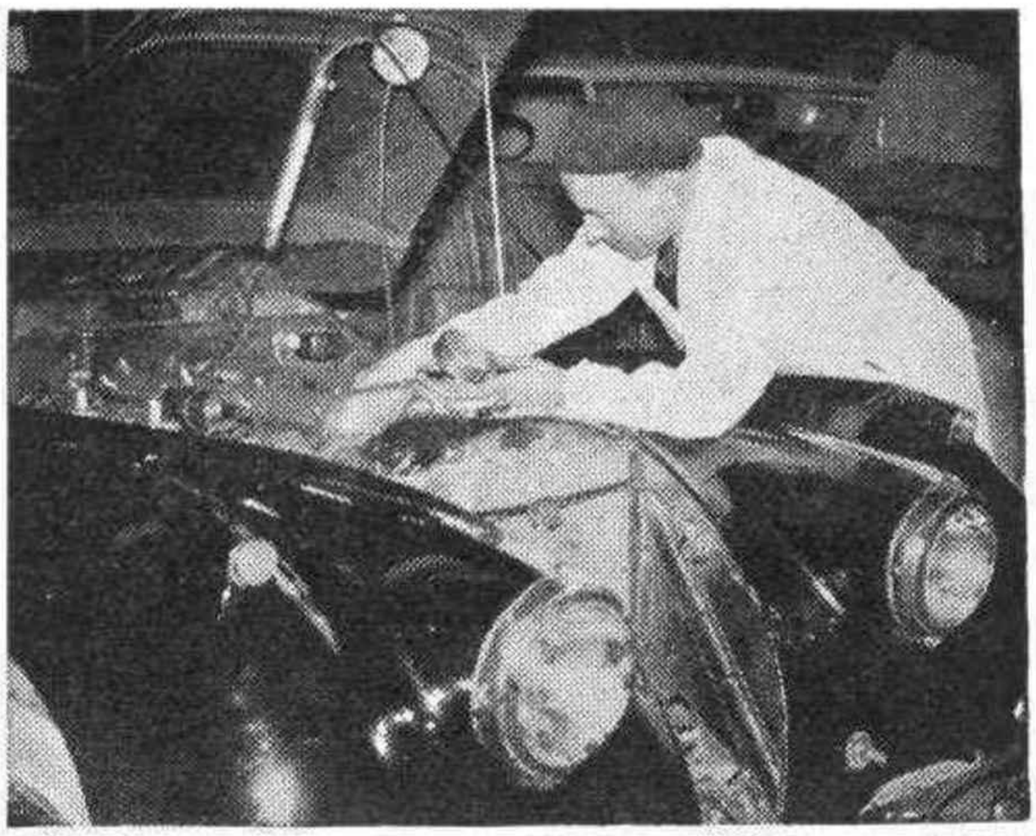
AUSFORD Special 2-seater. Morris Eight engine and gearbox. Good running order, but rather stark. **£60.**

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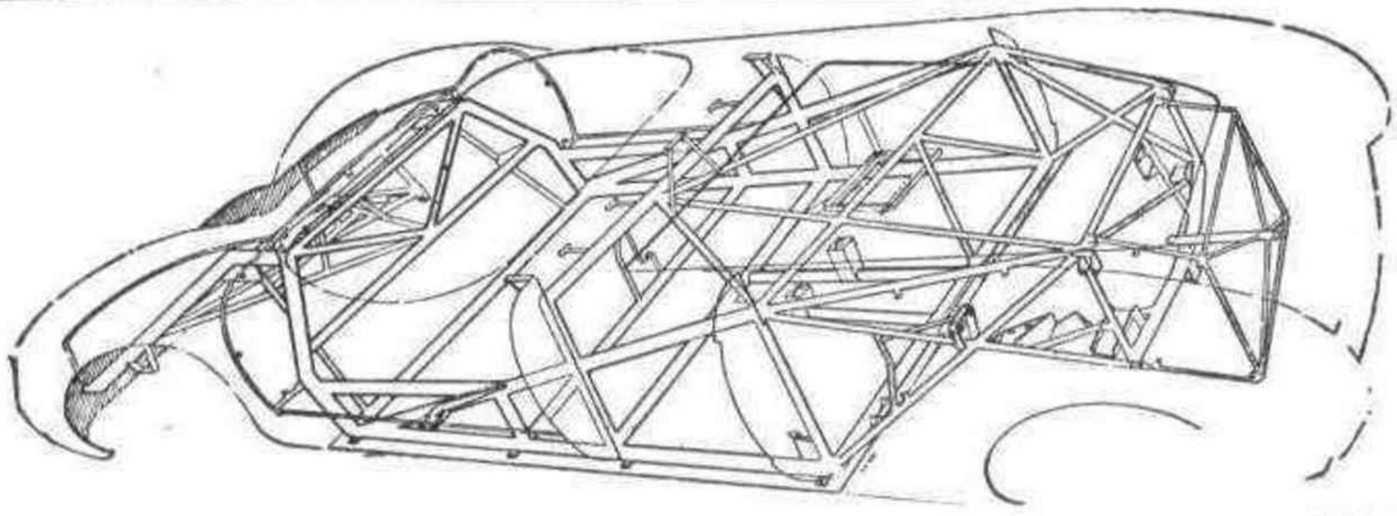
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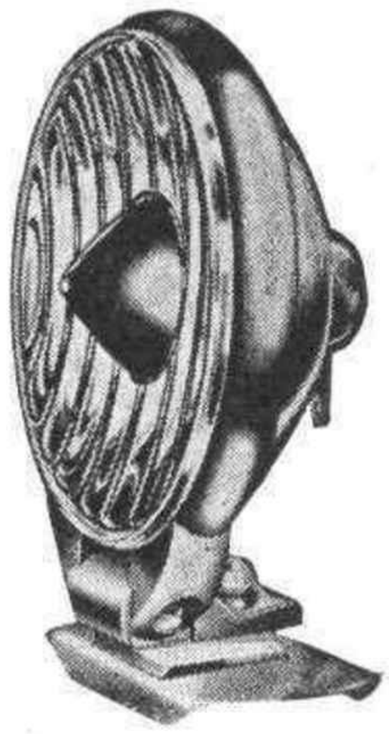
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Pat App

Peter Collins, world-famous motoring "ace," prefers Notek Blue Spots because he knows that in fog and at night their incomparable efficiency means a greater margin of safety and comfort in driving. Notek Blue Spots, too, are the *only* driving lamps with micromatic adjustment—just turn a knurled knob and the lamp is correctly set to the desired angle. Also provides the "give" to safely absorb knocks that could damage rigidly-fixed lamps. Price **£3.14** complete.



This feature ensures instant and exact positioning for night driving and in fog.

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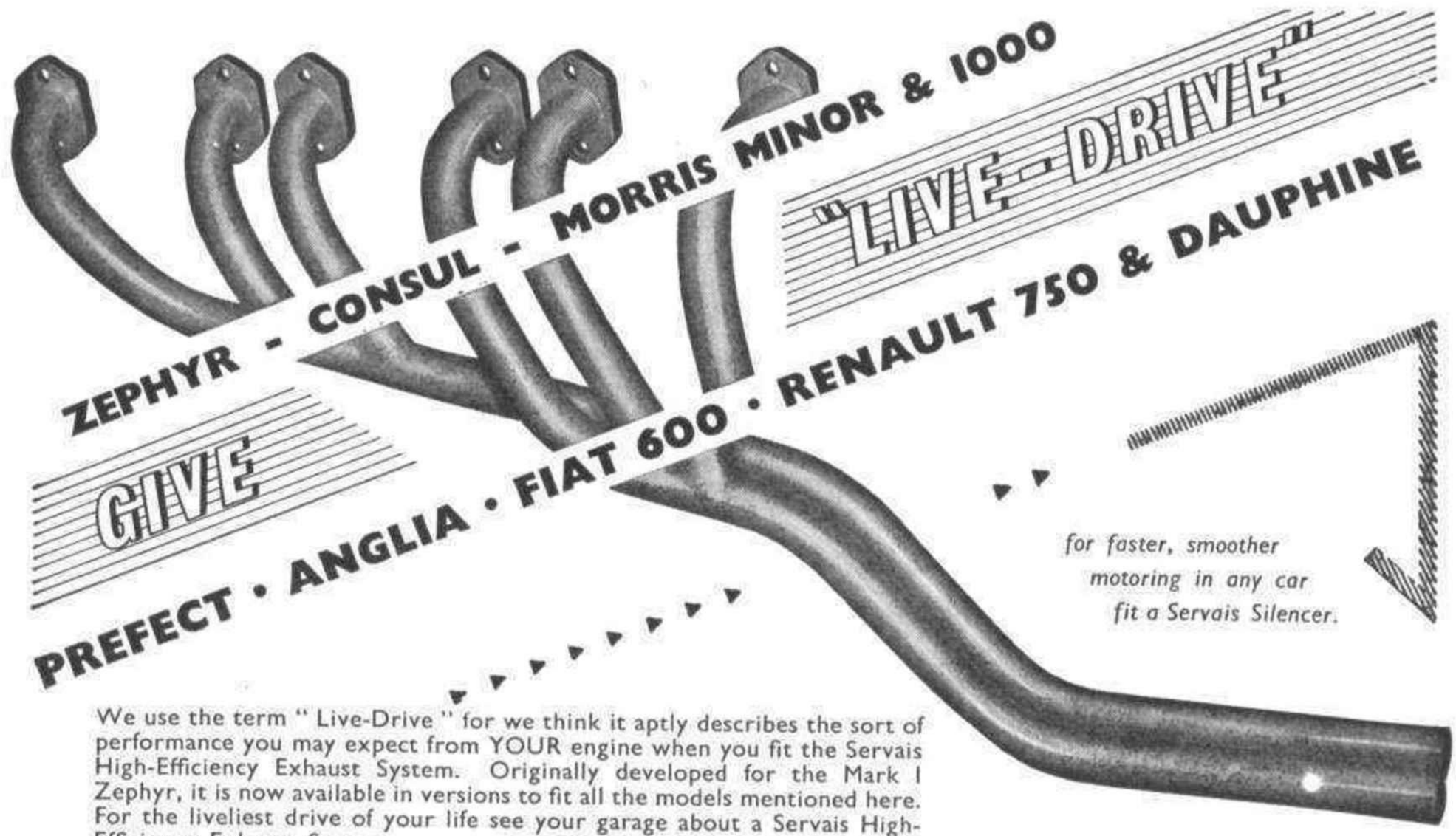
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Photo Autosport

LINE ROY SALVADORI DISCUSSES THE AUSTIN HEALEY 100 SIX WITH JOHN BOLSTER

Scene: Goodwood, where British racing driver, Roy Salvadori was doing a few warming-up laps in an Austin Healey.

BOLSTER *You were having a bit of a go then, weren't you, Roy?*

SALVADORI Well, I was trying a bit, but this is just the sort of course for the 'six'. There's plenty of power throughout the range and, with dig like that, it would be disastrous if you couldn't stop. But, I must say, these brakes are spot on.

BOLSTER *You were obviously doing at least a hundred miles an hour on that last lap.*

SALVADORI Yes. I had well over the ton most of the way down the straight.

BOLSTER *How did she handle?*

SALVADORI I was quite happy however hard I pushed it. The car seems to be perfectly balanced.

BOLSTER *And I reckon there's not a lot of surplus weight, either.*

SALVADORI Oh, no, although the box-section frame is really massive for a sports car. The technical chaps say it's one of the best built cars on the road.

BOLSTER *And one of the best finished.*

SALVADORI Oh, yes. It's racing in style all right. You know, in the sports car business I run, on the Kingston By-pass, I find I sell Austin Healeys to people who'll probably never do much over eighty in their lives. What they go for is the smooth line, the attractive colours and the trimmings—leather upholstery, heater and so forth.

BOLSTER *In fact, a highly desirable motor car—all round.*

SALVADORI Yes. If you buy an Austin Healey, you're on the right line.



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WON WITH
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Ask for Shell X-100 Motor Oil at your local Shell Station and at the same time fill up with Shell Petrol



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VOL. XXXIV No. 2 AUSTIN A105 AND 1.5-LITRE RILEY ROAD-TEST REPORTS FEBRUARY, 1958

MOTOR SPORT

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MATTERS OF MOMENT

THE RACING SEASON COMMENCES

The 1958 motor-racing season has commenced. The fifth New Zealand Grand Prix has been contested over the Ardmore circuit and, in the midst of much unfortunate uncertainty as to its status, resulting in unavoidable ill-feeling, the Argentine Grand Prix followed, with, as important supporting events, the City of Buenos Aires Grand Prix and the Buenos Aires 1,000-kilometre sports-car race.

At Ardmore a British victory was achieved, for that versatile and accomplished driver Jack Brabham, from Australia, won at record speed in an "oversize" F. II (2-litre) Cooper-Climax. Brabham averaged the record average speed of 79.3 m.p.h. and equalled the lap record set up two years earlier by Stirling Moss in a 250F Maserati, which is a splendid start to the 1958 season for Brabham and the little racing-car factory at Surbiton. Ross Jensen's 250F Maserati finished second, 30 sec. behind the winning Cooper, after being delayed amongst the straw bales, and third place was taken by R. Roycroft's 4½-litre Ferrari, both New Zealand drivers. Archie Scott-Brown led in the Lister-Jaguar for four of the 75 laps but was overtaken by Brabham and later retired. Lewis-Evans' Connaught retired with engine trouble and Salvadori came home in fifth place, his Connaught running far from properly. Apparently over 40,000 spectators watched this 150-mile curtain-raiser to the 1958 racing season, in which nine retired out of 24 starters. As we close for Press we learn that the Argentine Grand Prix was won by Stirling Moss (2-litre Cooper), Musso (Ferrari) was second and Hawthorn (Ferrari) third, with Fangio (Maserati) fourth. Does the R.A.C. still wish to see this race excluded from the World Championship series?

This early start to the racing season reminds us that motor racing is virtually an all-the-year-round sport and that things will begin to hum *in Europe and England at Easter, with the Pau Grand Prix* and the usual big Bank Holiday race meeting of the B.A.R.C. at the improved Goodwood circuit in Sussex.

Meanwhile, analysis of the 1958 Monte Carlo Rally occupies enthusiasts and critics. While this great winter rally is not necessarily so tough as some other Continental rallies run later in the season—it depends largely on the weather—the British have taken to the Monte as they have to the 24-hour race at Le Mans, so that both these contests have an enormous publicity-value in English-speaking countries, and this year Britain had by far the most powerful entry numerically. Because MOTOR SPORT closed for Press as the rally competitors were embarking on their adventurous journey and arduous final test we cannot give results in this issue but will sum-up the rally next month. As, by now, you must be extremely rally-conscious—if you are not this is certainly not the fault of the technical and daily papers, Motoring News or the B.B.C.!—it is appropriate to announce that the Sestriere Rally takes place in Italy from February 27th to March 2nd and the R.A.C. British Rally follows, from March 11th to 15th.

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Front cover picture: RACING ON BOXING DAY.—Mike Costin, who has since left the Lotus Company, winning a convincing race in a works Lotus at Brands Hatch on December 26th last.

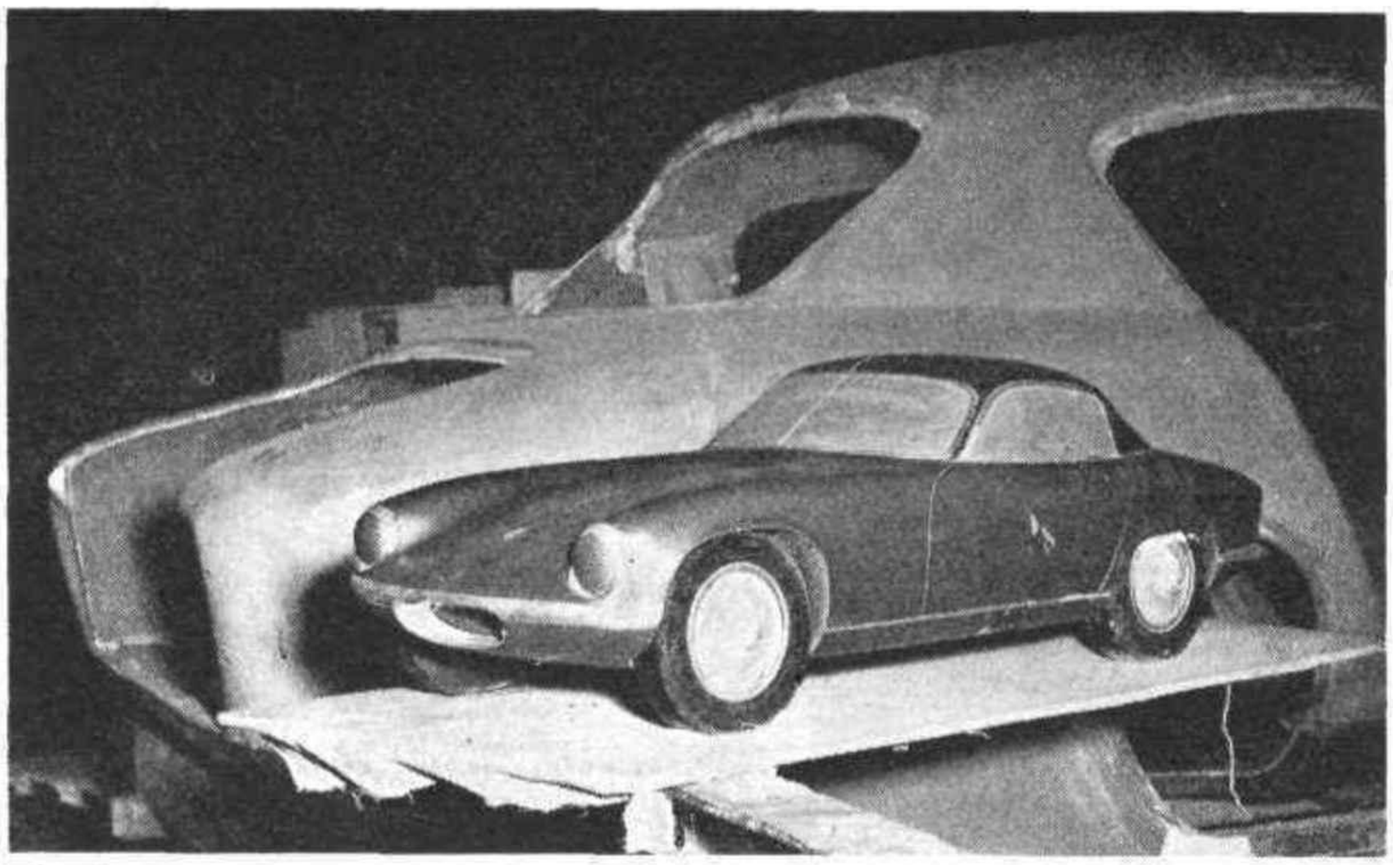
NATIONAL SALOON-CAR CHAMPIONSHIP

Championships are a popular aspect of motor sport in the present day and age. Driver championships, *marque* championships, a production sports-car championship, rally, trial and hill-climb championships we have, MOTOR SPORT promotes the Club Championship at Silverstone and the Brooklands Memorial Trophy Championship at Goodwood each season, and now comes news of a National Saloon-Car Championship.

Those who enjoy watching closed cars which outwardly resemble those they use on their lawful occasions, locked in combat round the British race circuits, will welcome this invitation to greater intensity in this entertaining and interesting field of motor sport. The organisers are the British Racing and Sports Car Club, who, by sensibly limiting the modifications which may be made to engines while encouraging experiments conducive to better roadholding, appear to have framed a very worthwhile Championship. Points will be scored during 1958 at B.R.S.C.C. meetings, competitors being divided *into four capacity classes, the Final to take place at Brands Hatch* on October 5th. This is, however, a driver's, not purely a car, championship. The entry fee is £1 1s., regulations and entry forms are available from the B.R.S.C.C., 6, Buckingham Street, London, W.C.2, and the Championship Trophy is the Bonneville Cup, presented by the British Motor Corporation, together with £100 from the B.R.S.C.C.

Order your copy of *Motoring News* now. Published every Thursday it brings you the up-to-the-minute news on every aspect of Motoring. There is nothing better than the best, and for sixpence it is yours.

Interim Report on the Lotus Elite



FULL OF PROMISE.—The ⅓-scale model which embarked Colin Chapman on the Lotus Elite project displayed before the tail of the plastics body/chassis structure of a full-size Elite.

THE Lotus Elite coupé was the sensation of the last Earls Court Motor Show and gave a *merciful boost* to British prestige at an Exhibition in which the majority of our cars rose very little above the mediocre.

With independent suspension all round, a glass-reinforced plastic chassis/body shell with a minimum of metal bonded in, disc brakes, inboard at the rear, and an o.h.c. engine giving 75 b.h.p. in a two-seater coupé weighing under 11 cwt., the Lotus Elite has caught the imagination of enthusiasts and should be Britain's answer to Continental Gran Turismo cars. The sort of car this Lotus is intended to be is indicated by a cryptic note in the catalogue which states : " There is room for two spare wheels; it is not possible for a third person or children to be carried in the car "—a courageous announcement on the part of Colin Chapman, Lotus chief, who is a family man with two daughters (the second born on January 10th) !

Although the Lotus Engineering Co. Ltd., of Hornsey, got the prototype Elite to Earls Court last October by a prodigious effort, Chapman wisely stated that production would not commence until he was completely satisfied with the car.

However, this is such an interesting little motor car that I went *along last month to secure an interim report on it. The idea of* building the Elite dates back to Christmas 1956, when Chapman decided he wanted to build a Lotus for which there would be a greater demand than exists for open sports/racing cars, and one able to compete in events for G.T.-type cars. He was keen to have a glass-fibre body, for ease of production and because an engine giving a decent power output would be excessively noisy in a steel-shrouded space-frame. The new epoxide resins, having twice the strength of polyester resin, suggested that it should be possible to dispense with a separate metal frame, this development in glass-fibre technique being used by the Aircraft Industry: for example, for the wing of the D.H. Comet.

A full-scale plaster-of-Paris model was made and shown to the glass-fibre experts, but results were far from satisfactory with the resins and fibres originally suggested. It is typical of Colin Chapman that he refused to give up. Instead he consulted people at De Havillands, who were extremely helpful. It became apparent that a glass-reinforced plastic monocoque structure could be stressed and employed as the chassis.

A year after the Elite project had commenced three Ford apprentices asked if they could visit the Lotus factory. What they saw impressed them and in this way John Frayling joined Chapman. Together they took a course in plastics in Wolverhampton, and Frayling, who is Production Manager on the Elite project, set about making clay models, helped by Peter Kirwan-Taylor, who had already built special bodies on Lotus and Doretti chassis. In this way the styling of the proposed low, compact, clean G.T. coupé evolved and Frayling made a ⅛-scale model of the finalised design, to which Frank Costin gave a clean bill of health aerodynamically.

All this occupied these idealists for some three months of evening toil. Just before Chapman left for Sebring last April, the design was approved and Ian Jones, from Vandervell, started to prepare *production drawings.*

After the Motor Show Chapman set about revising the prototype. Very few modifications were deemed necessary, but the production Lotus Elite will have proper double draught-seals for the doors in place of the rather casual sealing on the prototype, this being quite a major re-design task, provision was made for left- or right-hand steering, and Colin resolved to use i.r.s. and not use a beam rear axle as an alternative. This last-named decision was based on the wide payload variation unavoidable in a light economical G.T. car, in which 50 per cent. of the weight has to be carried by the back wheels to provide sufficient adhesion. Too-stiff springs give a very uncomfortable ride and soft springs result *in loss of stability conse*quent on uncontrollable changes from over- to understeer. What Chapman wanted were suspension units which would provide the required camber changes under local variations. Consequently he devised the strut-type coil-spring units for the Elite. These were used on the new Lotus F. II racing cars, and proved thoroughly successful, although the problem here was formidable, because a front-engined F. II car needs 60 per cent. of its weight on the rear wheels and with a de Dion back axle the car oversteers seriously with a full fuel load but understeers when light. Chapman's simple i.r.s., using the strut-units, overcame this, camber changes counteracting changes in weight. Incidentally, the suspension pick-up points are common to the whole range of Lotus models.

The decision to use F. II i.r.s. necessitated stiffening the rear end of the Elite body/chassis structure, and it then proved practicable to move the toolbox and battery from the boot, thus providing greater luggage stowage behind the bulkhead, in front of which the spare wheel is mounted horizontally.

To date the Elite has not been fully road-tested but rig tests to check torsional strength, and tests on the bonding of brackets and other metal attachments, have been carried out.

It is again typical of Chapman's approach to a new project that he acquired a small factory in Edmonton, where experimental work on the Elite has been quietly conducted. This will eventually become the assembly shop, complete body shells being made by outside contracts and delivered there for the attachment of suspension units, installation of engine, etc. Glass matt will be supplied by the Turner Asbestos Co., a branch of the Ferodo organisation. Special seats have been evolved in conjunction with Dunlop, of foam-rubber rolls over laths, with quickly-adjustable squabs, somewhat on Porsche lines but much shallower, for the Elite is a low car, only 3 ft. 10 in. high. So that 9½-in. Girling disc brakes can be used all round, Lotus will make the calipers for the rear brakes, which are not otherwise obtainable. Brake cooling will be assured by the use of centre-lock wire wheels.

Lucas will supply special Le Mans headlamps with integral side-lamps. The fuel tanks are ingenious. They consist of boxes which are present in the front wing structure. These are bonded and automatically leak-proof but are sprayed internally with rubber, then constituting integral, very satisfactory, petrol tanks. Normally one will be provided, of eight gallons capacity, but, if required, two can be used, when the range is likely to be 640 miles !

Chapman is determined that the Elite will be a docile, tractable as well as a very fast car. With this in mind he uses a detuned 1,290-c.c. Coventry-Climax engine rather than a high-output 1,100-c.c. unit. *For the same reason a single 1¼-in. S.U. carburetter* is specified, but, even so, 75 b.h.p. is developed by this FWE engine at 6,100 r.p.m. The gearbox is M.G.-A.

Continued at foot of next page

Motor Sport Events for February

★ **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
Feb. 1st/2nd	Rhyl & Dist. M.C.	Braid's Garage	Colwyn Bay	Rally (*C.*)	10.00 p.m.
Feb. 2nd	M.G. C.C. (N.W.)	Tudor Club	Colne	Spring Rally (*C.*)	12 noon
"	Cumberland S.C.C.	High Hesket	Carlisle	Navigation Rally (*C.*)	1.30 p.m.
"	Hagley & Dist. M.C.	Stewponey Hotel	Stourbridge	(*R.*)	10.00 a.m.
"	Leeds Univ. M.C.	University Union	Leeds	(*C.*)	2.00 p.m.
"	Nottingham S.C.C.	Marshall's Warehouse	Bulwell	Rally (*C.*)	10.30 a.m.
"	Bedford A.E.C.	" Three Tuns "	Biddenham	Rally	2.00 p.m.
"	Mid-Thames C.C.	Anglers' Hotel	Teddington	Rally (*C.*)	10.30 a.m.
"	Worcestershire M.C.	—	Worcester	Rally (*C.*)	9.30 a.m.
Feb. 7th	Club Lotus	Casino Hotel	Taggs Island	Dinner-Dance	—
Feb. 8th	Newry & Dist. M.C.	—	Newry	Spring Trial (*C.*)	2.30 p.m.
Feb. 9th	Sheffield & Hallamshire M.C.	Yorkshire Bridge Inn	Bamford	Harrison Trial (*C.*)	10.15 a.m.
"	Knowldale C.C.	Haslingden	Blackburn	(*C.*)	10.30 a.m.
"	Warrington & Dist. M.C.	Tall Trees Garage	Warrington	Rally (*R.*)	9.30 a.m.
"	*Coventry & Warwicks M.C.*	" *Sportsman's Arms* "	*Coventry*	*Trial (C.)*	*10.00 a.m.*
"	Swansea M.C.	Swansea Garages	Fforestfach	Rally (*C.*)	Midnight
"	M.G. C.C. (N.E.)	Turf Motors	Bradford	Bronte Rally (*C.*)	10.00 a.m.
Feb. 14th/15th	Yorkshire S.C.C.	—	Ilkley	Rally (*R.*)	Midnight
Feb. 15th	Allard O.C.	Cora Hotel, Woburn Place	London	Dinner and Dance	6.45 p.m.
"	Blackfriars M.C.	Woodford Green	Woodford	Rally (*C.*)	2.30 p.m.
"	Anglia & Prefect O.C.	Croxley Green	Watford	Rally (*C.*)	5.00 p.m.
"	Sussex C.C.	Southwick	Brighton	(*C.*)	11.00 a.m.
Feb. 15th/16th	Hants & Berks M.C.	Royal Ascot Hote	Ascot	Rally (*R.*)	7.00 p.m.
"	North London E.C.C.	Shannon Corner	Malden	(*R.*)	10.00 p.m.
"	Bristol M.C. & L.C.C.	College Motors	Bristol	Rally (*R.*)	8.00 p.m.
Feb. 16th	Vintage S.C.C.	Heston Airport	Hounslow	Driving Tests (*C.*)	12 noon
"	Maidstone & Mid-Kent M.C.	Vitners Park	Maidstone	Trial	10.30 a.m.
"	Matlock & Dist. M.C.	Whitworth Institute	Matlock	(*C.*)	2.00 p.m.
"	East Anglian M.C.	Eastern Automobiles	Colchester	Photo Rally (*C.*)	2.00 p.m.
"	Yeovil C.C.	Johnson Park	Yeovil	Trial (*C.*)	2.00 p.m.
"	Birmingham Y.C.M.C.	" The Bell "	Welford-on-Avon	Rally (*C.*)	10.00 a.m.
"	*Stafford & Dist. M.C.*	*Cheadles Garage*	*Stafford*	(*C.*)	2.00 p.m.
"	Singer O.C.	Grandstand, Epsom Downs	Epsom	Rally (*C.*)	2.30 p.m.
"	Morgan 4/4 Club	Black & White Garage	Harvington	Rally (*C.*)	11.00 a.m.
Feb. 20th	Aldermaston M.C.	Wellington Monument	Reading	(*C.*)	6.45 p.m.
Feb. 21st	Mid-Thames C.C.	Wimbledon Hill Hotel	Teddington	Dinner and Dance	7.00 p.m.
Feb. 22nd	Berwick & Dist. M.C.	Redfearn's Garage	Berwick	(*C.*)	11.00 p.m.
Feb. 22nd/23rd	Morley M.C.	Cross Roads Garage	Tingley	Rally (*C.*)	10.30 p.m.
"	West Hants & Dorset C.C.	Dear Bros. Garage	Wimborne	Rally (*C.*)	1.00 p.m.
"	Bolton-le-Moors C.C.	Two-point start	Bolton	Rally (*R.*)	—
"	Peterborough M.C.	—	Peterborough	Night Rally	—
"	Oxford Univ. M.D.C.	—	Burford	Rally (*R.*)	—
Feb. 23rd	Sevenoaks & Dist. M.C.	" 474615 "	Sevenoaks	Rally (*C.*)	2.30 p.m.
"	Herts County A. & A.C.	Brickett Wood	Watford	Rally (*R.*)	9.30 a.m.
"	Nottingham S.C.C.	Ollerton Island	Mansfield	Rally (*C.*)	10.30 a.m.
"	M.G. C.C. (S.E.)	" Sugar Bowl "	Epsom	(*C.*)	2.00 p.m.
"	East Surrey M.C.	Coulsdon	Croydon	Treasure Hunt	2.00 p.m.
Feb. 28th	C.S.M.S. (Glos.)	Majestic Hotel	Cheltenham	Dinner & Dance	7.30 p.m.

INTERIM REPORT ON THE LOTUS ELITE.—continued from previous page

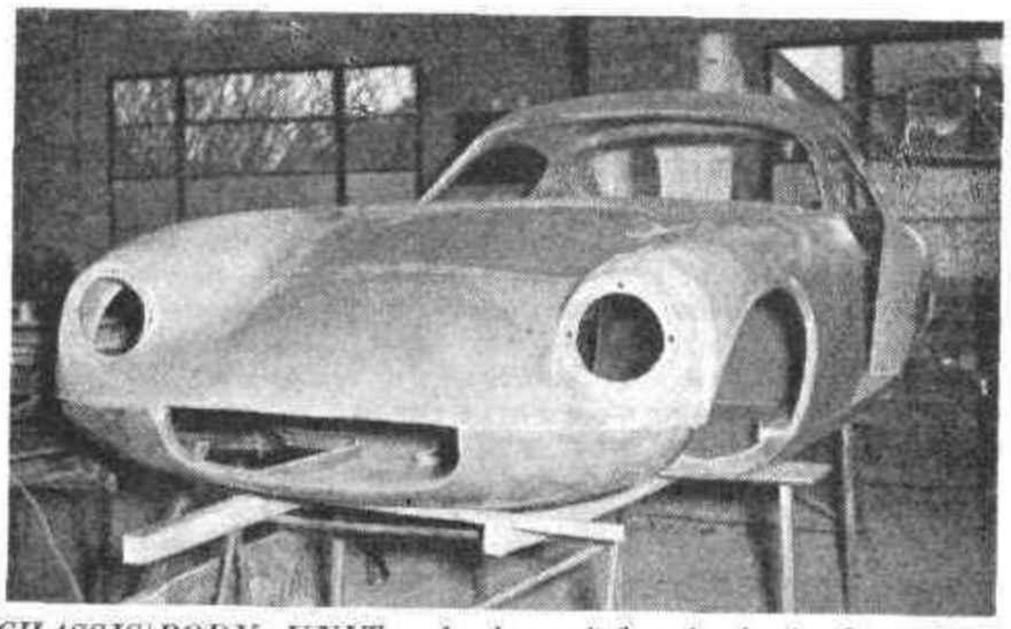
Another problem was that of tyres and it is pleasing to be able to report that Firestone, who made the special racing tyres for Monza track circuit last year, are going to supply special nylon-carcase covers with their new P300 tread for the Elite. These 15-in. tyres (Colin does not like tiny wheels) are correct weight for the 3½ cwt. each carries. Other makers could only offer 4.90 by 15 tyres capable of carrying up to 6½ cwt., which were too heavy for Chapman's purpose.

The Lotus Elite uses ducted cooling but if boiling occurs in traffic an electric fan will probably be added.

Moulds of double and half the thickness of the production Elite bodyshell have been made experimentally, but a thickness of approximately ⅛ in. has been decided upon, the only major steel reinforcement being a tubular hoop bonded in at the front of the roof, the base extremities of which constitute the car's jacking points.

Although no attempt has been made to venture into realms of extreme lightweight construction, the Elite hull weighs only 200 lb., or a mere 10 lb. more than the 1,100-c.c. Lotus space-frame chassis/body unit complete with brackets, although naturally this increases when Triplex laminated safety-glass has been fitted. Even so, a spartan version of the Elite should not weigh more than the 1,100-c.c. sports Lotus. Chapman quotes 10/10½ cwt. fully equipped and suggests that with a 4.5-to-1 axle ratio speed will be 110/115 m.p.h. in untuned 40-m.p.g. form. Eight axle ratios will be available. A paint finish will be sprayed on to improve the already self-coloured finish.

The Lotus Elite is the most promising British G.T. car of the present decade and we await a road test with impatience. We are able to announce that production will commence on April 1st. Output will be three a week for three months, increasing thereafter to ten a week. Sensibly, no Lotus Elites will be exported until 100 have been sold on the home market. Chapman hopes to hold the price to £1,950, and distribution will be in the hands of the Alexander Engineering Co., Michael Christie thus having the headaches of supplying special equipment to individual requirements. It is hoped that the first production model will be at the Geneva Show, which opens on March 13th. It is about time you sent your orders in, thereby supporting a very honest and ambitious attempt to put Britain in the forefront of G.T.-car construction—and perhaps, indirectly, assisting Lotus to field a team of F.I Grand Prix racers.—W. B.



CHASSIS/BODY UNIT.—A glass-reinforced plastic Lotus Elite chassis/body structure nearing completion in the new factory where these exciting cars will be assembled.

The MODERN AUSTIN

"Motor Sport" Road-Tests the A105

A Spacious, Comfortable, High-Performance Family Saloon at a Competitive Price. Plentiful Flow of Smooth Power Characterises Two-Carburetter Six-Cylinder Engine.



HANDSOME.—The Austin A105 is seen here with the Mint House, Pevensey, forming a picturesque background.

DURING the Christmas recess we were able to sample the biggest model of the Austin range, the A105 Series BS7 De Luxe over a distance not far short of 1,200 miles.

The A105 follows the tradition long held by the make of Austin, that of offering at a distinctly competitive price a car which, in appearance, equipment and performance, rivals others selling at twice the price. In 1919 the first new post-Armistice British car was the Austin Twenty which, at just under £1,000, soon established itself as a dependable car capable of doing as good a job as luxury cars in the £2,000 category.

The modern Austin A105 saloon offers comfortable transport for five well-nourished or six slim persons and their luggage, possesses an effortless top-gear performance with 95 m.p.h. available at the top end of the speed-range, all the equipment necessary for enjoyable travel and is, withal, a very good-looking automobile. Yet, inclusive of purchase tax, the price is only £1,235 17s. Radio costs £39 7s. 6d. extra but all other amenities are included in this de luxe model.

On entering the A105 the facia layout seems over-elaborate, until the driver realises that permanently-lit lettered code-windows—slightly disconcerting to those who prefer all lights out for fast driving—serve to identify after dark a row of knobs controlling mixture control, panel lighting, wipers and starter. Between these knobs is the old-style twist-switch for the lamps, with the ignition key in its centre. To the left of the facia are the two switches for the Lucas fog lamps, with under-facia button for the screen-washers adjacent. Below the heater-box are knobs for the air-vent, bonnet-release and heater-fan. Above the row of four knobs is the radio panel, below it a pull-out ash-tray. The radio is flanked on each side by simple-to-use ventilator/heater quadrant controls and there is an electric clock over it.

There is a large, lined under-facia cubby hole before the passenger, its lid rather " tinny " and unlockable. Below the facia is a very spacious shelf with sensible lipped edge, unbroken save for the heater box, but, in common with prevailing B.M.C. practice, no door-pockets are fitted. There is a shallow shelf behind the back seat. The controls are completed by a foot lamps-dipper, overdrive toggle away under the facia by the front passenger, an umbrella-style hand brake set conveniently adjacent to the steering column, a full horn-ring on the big two-spoke 18-in. steering wheel, and a stalk on the left of the column which operates the direction-flashers and has an indicator-light at its extremity.

The front seating is excellently arranged, two separate seats having their own folding arm-rests, so that three persons can be carried, or two persons very snugly. When three passengers are carried the gearbox cover somewhat impedes leg room. These seats, and the bench back seat with its generous centre folding arm-rest, are very deep and comfortable and provide adequate support for legs and back, together with generous leg room.

The doors, all four of which trail, have neat push-button exterior handles, lever-type interior handles which have an excellent action, arm-rests, fixed " pulls " and window-winding handles that call for 1¼ turns to fully-open the front windows and a shade over a turn to open the back windows. The window handles on the front doors are rather too far forward. There are locks in both front doors. A pull-out ash-tray is fitted on the back of each front seat.

Besides ventilator windows in the front doors there are similar openable windows for the rear compartment, enabling ventilation to be adjusted to suit all conditions. There is a central bright roof lamp which comes on automatically when the front doors are opened; the back doors have no effect on it, which is unfortunate, as its switch is not easily reached from the back seat. The top of the facia has a crash-pad but the lower edge is unprotected.

Before the driver are two hooded, matching dials, that on the left containing oil gauge, temperature gauge and fuel gauge, while the other dial is the Smith's 100 m.p.h. speedometer incorporating trip (with decimal) and total mileage recorders and full-beam and ignition warning lamps; the latter do not dazzle the driver.

From the driving seat both front wings are visible and the raised heater air-intake on the bonnet gives the pleasing impression of a vintage radiator, topped by the winged-A motif. Visibility is restricted sideways by the rather wide sloping screen pillars. Incidentally, entry and egress from all seats is easy and dignified. A reasonable rear-view mirror is fitted and the back window is of ample size. Twin swivelling visors are provided, but the lady passenger has to look elsewhere when her make-up needs replenishment.

The pendant pedals are well placed and feel firm. There is just room to park the clutch foot between pedal and transmission tunnel. The willing and very smooth 2.6-litre six-cylinder engine starts fairly promptly even in cold weather but needs use of the mixture control for about a mile before it runs properly—a notched mixture control would be an improvement. So silently does the 102 b.h.p. engine idle that only the absence of the ignition warning light indicates that it is running. This commendable silence of running is a feature of the A105 and when motoring in top gear at moderate speeds the ticking of the clock can be heard clearly.

As the accelerator is depressed a splendid surge of smooth power wafts this spacious saloon forward. If the lower gears are used 50 m.p.h. is reached from a standstill in 11 sec. and 60 m.p.h. in 15½ sec., a s.s. ¼-mile occupying under 20 sec. In the 4.1-to-1 top gear the engine pulls away effortlessly from a mere 8 m.p.h. and accelerates until, under favourable circumstances, the maximum of 95 m.p.h. is reached. Here it should be explained that a Borg-Warner overdrive is fitted. This raises the top gear ratio to 2.87-to-1 and operates also in second and third gears. It is intended to be engaged when clear, level roads are reached, and its control is remote from the driver, who will probably use it comparatively infrequently, perhaps pausing to re-engage the normal ratios. There is, however, a kick-down control whereby direct drive can be acquired above 30 m.p.h. by depressing fully the accelerator. When overdrive is in use a free-wheel operates automatically below 27 m.p.h. This, and the wide gap between direct gear and over-drive, reduces the braking effect and for fast motoring we preferred to leave this overdrive alone—flick-switch selection and no free-wheel would have better suited our requirements.

The gear-lever consists of a substantial steering-column stalk for the driver's left hand, the higher gears being uppermost. This was

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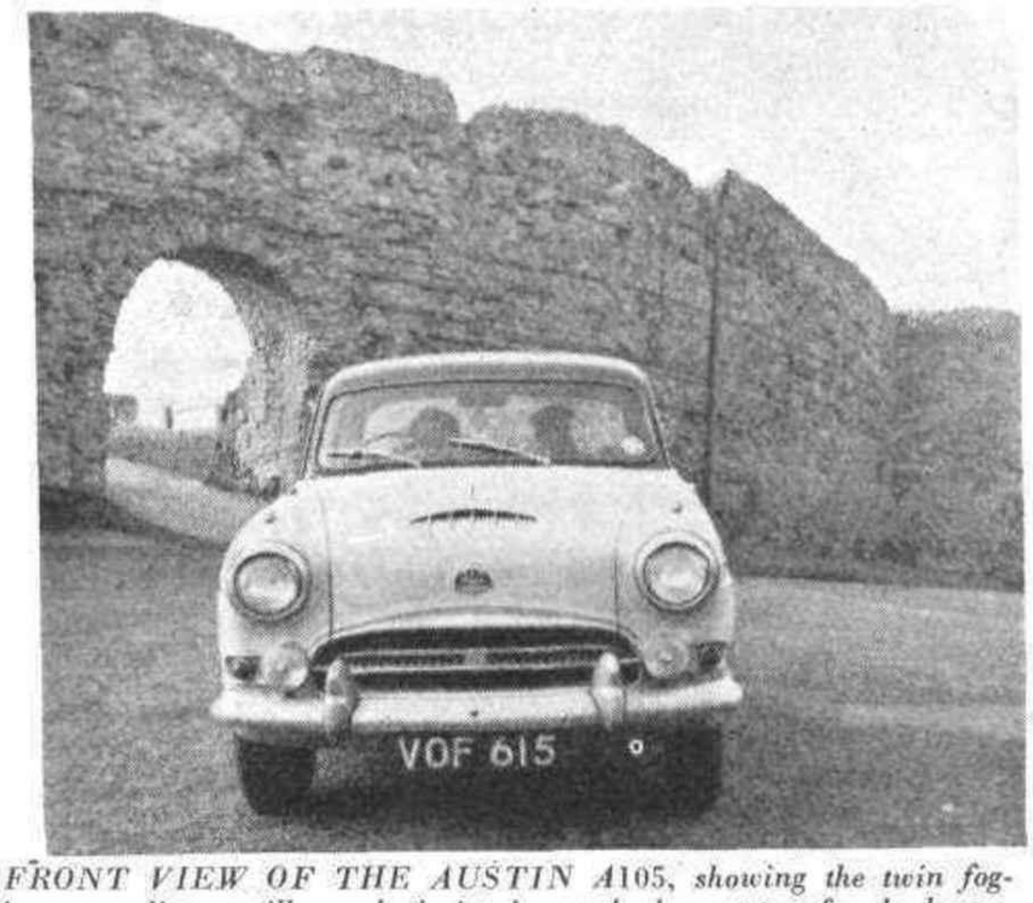
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COLCHESTER: Adams Garages, 62 High Street. *Colchester* 6291

WHOLESALE (Car and Commercial):
HENDON: Welsh Harp, Edgware Road, N.W.9. *HENdon* 6500



FRONT VIEW OF THE AUSTIN A105, showing the twin fog-lamps, radiator grille, and air intake on the bonnet top for the heater. The protruding side-lamps in shallow plated recesses on the front wings enable a check on these lamps to be kept from the driving seat. In this photograph the car is seen at Pevensey Castle.

THE SERIES BS7 AUSTIN A105 DE LUXE SALOON

Engine : Six cylinders, 79 by 89 mm. (2,639 c.c.). Push-rod-operated o.h. valves. 8.25 to 1 compression-ratio. 102 b.h.p. at 4,600 r.p.m.
Gear ratios : First, 13.37 to 1; second, 8.43 to 1; o/d second, 5.91 to 1; third, 5.89 to 1; o/d third, 4.12 to 1; top, 4.1 to 1; o/d top, 2.87 to 1.
Tyres : 6.40 by 15 Dunlop " Gold Seal " tubeless whitewall, on bolt-on steel disc wheels.
Weight : 1 ton 6 cwt. 2 qr. 21 lb. (without occupants, but ready for the road, with approximately 1½ gal. of petrol).
Steering ratio : 3⅛ turns, lock-to-lock.
Fuel capacity : 16 gal. (Range approximately 318 miles.)
Wheelbase : 8 ft. 7¾ in.
Track : Front, 4 ft. 3½ in.; rear, 4 ft. 3¼ in.
Dimensions : 15 ft. 0¾ in. by 5 ft. 4 in. by 5 ft. 2 in. (high).
Price : £823 (£1,235 17s., inclusive of purchase tax). Price, with radio as tested, £1,275 4s. 6d. inclusive of purchase tax.
Makers : The Austin Motor Company Ltd., Longbridge, Birmingham, England.

the weakest feature of an otherwise good car. The action isn't bad taken slowly but when attempting rapid changes the driver can " miss the way " and unless the clutch pedal is fully depressed the gears do not go in easily. Even then, bottom and second gear were often practically impossible to engage when at rest without excessive juggling of clutch and lever. Reverse position is obtained by first pulling out the lever knob which, in a hurry, can further confuse the driver. Whoever designed the Austin gearbox, together with this gear linkage, should quickly be found other employment.

The clutch works smoothly and lightly, with no trace of slip. The Austin A105 also has very effective Girling 2LS brakes, amply powerful and fade-free for the sort of motoring the average owner will undertake, yet not fierce. The brakes are light to apply and progressive and have no vices apart from a faint squeal at times which by no stretch of imagination could be termed unpleasant. When a crash-stop was made on a damp road one wheel appeared to lock, calling for prompt work with the steering wheel to keep the car straight. The aforesaid hand brake holds and releases satisfactorily.

This big Austin is capable of an excellent performance. Apart from the good acceleration and 95 m.p.h. maximum speed, if the engine is fully extended maxima of 35 m.p.h. in first, 52 m.p.h. in second and 75 m.p.h. in third gear are reached before considerable vibration sets in. This vibration occurs at a few m.p.h. before these maxima, so that 50 in second and over 70 in third gear are practical speeds. Gears as well as engine function silently but at times back-axle hum is evident. The car cruises silently in direct top at 80 m.p.h. with the engine running at 4,250 r.p.m., engagement of overdrive dropping this to under 3,000 r.p.m.

Apart from being either a flexible top-gear car or a brisk performer, depending on its driver's whim, the Austin A105 has the merit of handling well. The cam and peg 16-to-1 steering, which calls for just over three turns from one to other of a generous steering lock, is heavy for parking but becomes fairly light at speed. It is rather " dead " steering but controls the car quite well, without return shock at the wheel or much vibration. There is useful castor return action. There was about an inch of lost motion at the steering wheel; the odometer indicated a mileage of under 2,250.

The suspension, which incorporates coil-spring and wishbone i.f.s. and an anti-roll bar for the back ½-elliptic leaf-springs, is fairly supple, and permits too much floating up and down movement. On corners, however, roll is less than would be expected and the A105 corners fast with no anxiety to a keen driver and no protest from the tyres. There is slight understeer and on wet roads the car feels safe and secure when changing direction suddenly.

The throttle control is at times somewhat " snatchy " but, in general, the Austin is pleasant to drive in traffic and equally so when high average speed is desirable between towns. The minor controls are reasonably arranged, as has been described, but at night the lamps-switch is inaccessible for instant use when flashing of the beams is desirable.

The fuel tank is filled through a locked filler flap on the near side, the lid of which serves as the cap. Inside the boot there is a fuel tap. We carried out a test after filling the tank to the brim and discovered the range to be 318 miles. This included very varied running, including several cold starts and very little use of overdrive. Using overdrive more liberally, or even on a single non-interrupted run, an even greater mileage might well be covered on a tankful. The fuel gauge is somewhat pessimistic so, unless a spare can of petrol is carried, refuelling would seem necessary after about 280 miles or so. A separate check, driving moderately quickly but without recourse to overdrive, gave a consumption of 20.3 m.p.g. With overdrive in use considerably more economical running should be possible. Half-a-gallon of oil was consumed, equal to a consumption in excess of 2,000 m.p.g., and no water was required. The heater functioned effectively and a good H.M.V. radio set was fitted.

The body had some rattles but these were neither excessively in evidence nor annoying. The bonnet is easy to open and props up automatically; it should also release automatically but the pawl was faulty on the test car and required hand assistance. Accessibility is good in the engine compartment, where the twin S.U. H4 carburetters are seen to be covered in aluminium paint and to have a drum-type A.C. air-cleaner. The big Lucas 12-v. 61-amp./hr. battery is well clear of the engine on the off side and the dip-stick fairly accessible. Incidentally, the sump holds about 11 pints, plus 1¼ pints for the oil-filter, and the pressurised radiator some 25 pints of coolant.

The Austin has a handsome appearance, set off by the duo-colour scheme, stainless steel wheel discs and slightly hooded headlamps. The radiator grille has a B.M.C. rosette set beneath glass! The test car was particularly smart in a white and maroon finish.

There is a luggage boot fully in keeping with the requirements of the occupants of a car like the A105. It is unobstructed by the spare wheel, which lives in a wind-down compartment below it, is exceedingly spacious, and its lockable lid props and releases automatically.

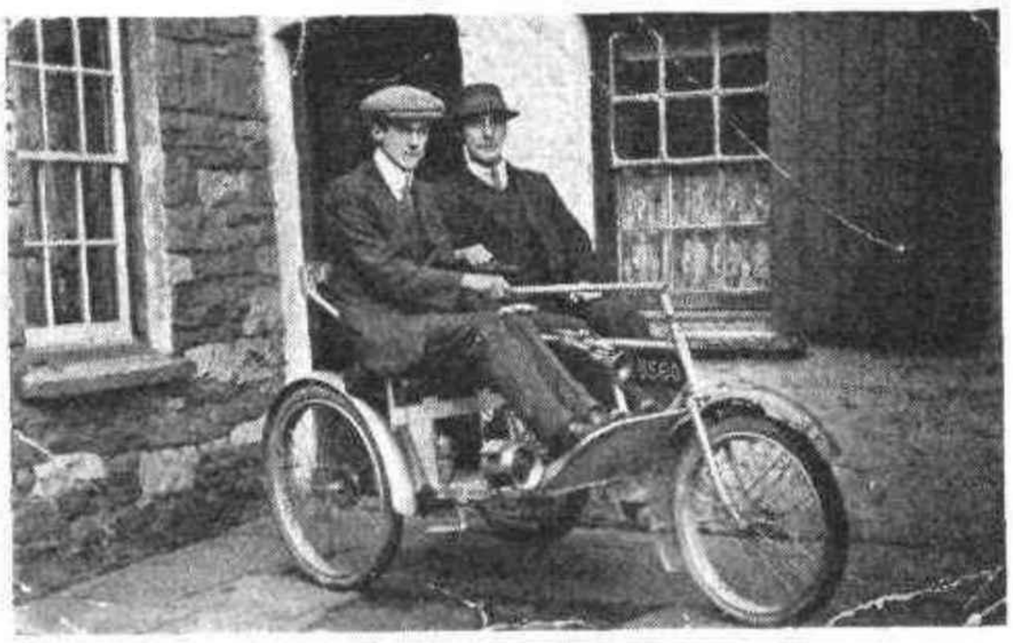
Throughout our long winter test this handsome A105 proved a willing companion. Its engine quickly warmed to normal temperature, oil-pressure indicated approximately 60 lb./sq. in. and no troubles of any kind intruded. The 8 ft. 7¾ in. wheelbase ensures that in spite of the generous luggage space leg-room in front or back seats is not restricted.

Altogether the Austin A105 is an excellent car and given a flick-switch overdrive control, floor gear-lever, and stiffer suspension it would constitute a vehicle very close to our ideal for fast motoring of the family as distinct from the sporting variety. It is available with Borg-Warner automatic transmission for £1,329 12s. inclusive of p.t.—W. B.

CARS I HAVE OWNED

by

C. L. WILLS—



—Seen here at the tiller of his de Dion Bouton tricycle which had been converted to side-by-side seating.

BEING half Irish, I suppose I can be excused if I say my first car was a motor-cycle. I was still at school when I bought my first mechanically-propelled vehicle—a 500-c.c. Quadrant. This had a surface carburetter, an inclined engine, and coil ignition. The difficulty was starting on a cold morning. I got over this by putting the flame of a blow-lamp on the induction pipe. I had a lot of fun on this bike, which had belt-drive and no clutch.

Eventually, I sold it to buy a Fairey. This was the predecessor of the Douglas and was made, I believe, by Douglas Bros., who were boot-manufacturing machinery makers. It had a horizontally-opposed, twin-cylinder engine, the snag being that the engine was mounted in the diamond frame by bolts through lugs on the cylinder heads. As the crankcase was unsupported and the cylinders were screwed into it, heavy torque, as in hill-climbing, caused the crankcase to turn slightly, the cylinders to go out of line, and the whole thing to seize up. It was great fun, on a wet night, taking the engine to bits on the road and re-aligning the cylinders. (When Douglas took over they cured the trouble by mounting the engine in the frame by the crankcase.) There was chain-drive from the engine to a countershaft and a round leather belt to the back wheel.

My next vehicle was a de Dion tricycle which was converted to a side-by-side two-seater. It had the engine slung behind the back axle, with direct drive by pinion, and no clutch. A brake was fitted on the differential casing, like two turns of a coil-spring, which was wound tight to apply the brake; as it ran in oil it didn't have much effect. The real joke of this outfit was that, as you ran alongside to start, as soon as the engine fired the front wheel commenced to jump up and down.

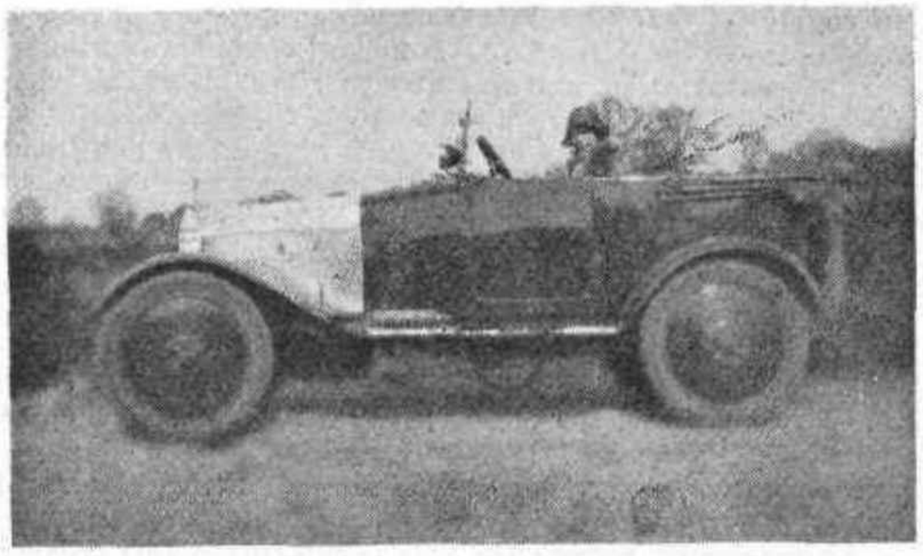
About this time, although I did not own it, I worked on and drove a single-cylinder Cadillac. This had a horizontal engine lying between the front and rear wheels, and driving by chain to the back axle; it had a huge outside flywheel, epicyclic gears, tiller steering, and band brakes. There was no windscreen in the ordinary sense of the word, but a metal shield on the dash. The starting-handle, about eighteen inches long, fitted on the end of the flywheel. As it was almost impossible to swing over compression, the starting drill was to swing the handle up and down, then over; if you were lucky she started. To move off you pushed a pedal down for low gear and released it to engage top; reverse was engaged by pulling a long lever with the pedal in neutral. This reverse lever could, in an emergency, act as a brake. I remember, on one occasion when the brakes were not acting on a hill, I pulled on reverse and promptly sent my passenger over the windshield into the road. This car pulled wonderfully steadily, the big flywheel helping a lot, but there was little acceleration.

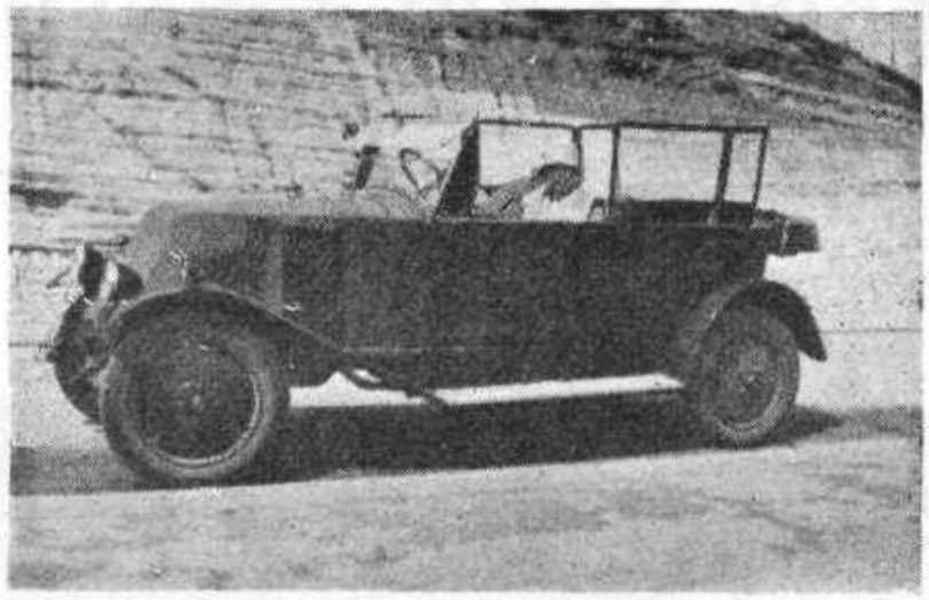
About this time I bought an Olympic motor-cycle. This had a Stevens engine (at that time Stevens made proprietary engines but had not yet formed the A.J.S. Co.). It had a Longumaire carburetter and trembler-coil ignition, and was noted for a habit of chewing up timing wheels, so I didn't keep it long. Next I became the owner of a Crescent cyclecar. I had a lot of fun with this. It had tandem seating, with the driver sitting behind the passenger and slightly higher, in hammock seats like deck-chairs. The Crescent was driven by a 1,000-c.c. J.A.P. engine, which drove a countershaft by a huge " silent " chain. This countershaft, which was set across the chassis, had adjustable pulleys on each end, and the gear ratio was altered by opening or closing these pulleys. The foot pedal had a heel-and-toe movement which operated a ratchet. Pushing the pedal gave low gear; releasing the ratchet by rocking the pedal and letting it move towards the driver raised the ratio; the number of ratios depended on the number of teeth on the ratchet. The 15-ft. belts on each side which took the drive to the back axle were kept at the correct tension by moving the axle backwards or forwards with a long hand lever working in a quadrant. The rear springing was by cantilevers and the front axle was pivoted in the centre and had a central coiled spring. Stranded steel cable ran from each side of the axle round a wooden bobbin on the end of the steering column. I had a rather startling experience with this car. On one occasion, after new cables had been fitted by the local garage, I got into the car and started off. Unfortunately, the cables had been reversed, but I pulled up without hitting anything, chiefly because there was no traffic on the road to hit; however, it was a most weird experience. I had another funny experience with this car. I was running down a straight road, with a pal in the front seat, when there was a terrific bang from the front. Freeing the engine and looking back, I could see the magneto rolling along the road. I shouted to my passenger: " The mag. has fallen off." He looked up the road, then at the engine, still running, and said: " This is the first time I have seen a wireless magneto." As the J.A.P. engine had cast-iron pistons and poor sparking plugs the cause of the engine continuing to run was, of course, pre-ignition.

I eventually broke up the Crescent and bought a Victor cyclecar. It had a vee-radiator with copper tubes, a twin-cylinder J.A.P. water-cooled engine driving through a cone-clutch by chain to a gearbox, direct Ackermann steering by a crank from the bottom of the steering column, and final belt-drive with fixed pulleys. One of the troubles was that you could lose a belt without knowing it, and this became rather expensive. We evolved all manner of gadgets to give warning of a lost belt but we still lost them. I had another funny experience with this car. Late one night half the gearbox fell out. I sorted out the bits and, the following morning, found I could get along by taking the cover off the box and changing gear with a long screwdriver, the only snag being that I had to get a push-start as the clutch was permanently " in." This was all right until we were stopped by the driver of a Rolls-Royce, as there were cattle on the road. The Rolls owner, being a good sport, said: " We'll push you off," and called his chauffeur. Away we went and, as I turned to wave my thanks, there was the chauffeur, with a most distasteful look on his face, standing in the middle of the road brushing the dust off his hands. Whilst I was running the Victor I was building a cyclecar with bits and pieces of the Crescent, a baby Peugeot, etc. I also had a big Rex motor-cycle which I rebuilt with dropped handlebars and a lowered frame. It had a twin-cylinder engine of 750 c.c. and automatic inlet valves. Getting the springs on these valves to the same tension and the same lift was a work of art. There was no clutch and direct belt-drive, with a gear ratio of about 4 to 1. I finally wrecked the Rex taking a corner too fast, but got hold of a Premier motor-cycle. This had a three-speed gear and multi-plate clutch in the back wheel, I think it was made by Armstrong-Whitworth. This gear was a constant source of trouble. The engine had an auxiliary exhaust valve sealed by a spring at the bottom of the cylinder. As the piston reached the bottom of the stroke gas pressure opened the valve and released the gas—at least, that was the theory. It wasn't an outstanding machine. I had by now practically completed my cyclecar, but the 1914-1918 War broke out and I had to leave it. My father had a bad time getting it moved from the first-floor room where I had built it!

The next few years were spent in the R.F.C. and, apart from an occasional ride on a P. and M. and a Scott, we dealt only with Farman Long and Shorthorn B.E.s, F.E.s R.E.s, Pups and Camels, not forgetting the Avro 504.

Returning to civilian life in 1919 I came across a G.N., and it could certainly go. I lost quite a few push-rods, however. The other snag was the detachable wheels, which were all too ready to detach themselves. All in all, though, it was a really nippy car and I drove it quite a lot between South Wales and London. I part-exchanged this G.N. for an Eric-Campbell. This was a really nice





VINTAGE LIGHT CARS.—Above, the author's Eric-Campbell and, on the right, his 8-h.p. Renault.

motor car, and after I had fitted shock-absorbers it held the road quite well. It had a radiator like a Rolls, an aluminium bonnet, Marles steering, and an o.h.v. Coventry-Climax engine, with Solex carburetter. The engine was miles ahead of anything made at that time but one trouble I had was broken valve springs. I got quite expert at fitting new ones, and could do what seems a lengthy job in a few minutes. Climbing a long hill in top, it would suddenly start to spit back through the carburetter and lose speed, which was cured by changing down. I looked for sticking valves and all sorts of things, and finally cured the trouble by fitting K.L.G. plugs in place of those fitted by the makers. The speedometer was driven by a flat belt from the prop.-shaft and, although it was spring-tensioned, we lost a lot of belts. Apart from these troubles the Eric-Campbell was a very nice little car and I was sorry when the makers packed up.

I part-exchanged it for an 8-h.p. Renault. The engine lubrication of this car was interesting, being based on the 80-h.p. Renault aero-engine. Oil was pumped under pressure to the main bearings. Screwed to the side of the crank-web was a banjo and oil from the main bearings was caught in this and ducted to hollow crank-pins, and so to the big-end bearings. One advantage of this oiling system was that the faster the engine ran the higher the oil pressure. Another good point about this Renault was that the bonnet was sealed and the flywheel had vanes on its rim which were a close fit in a tunnel surrounding it, so that, as the only inlet for air was through the radiator which was behind the engine, very efficient cooling was obtained. This fan was so powerful that it was possible to move the car by revving up the engine. The only trouble I had with this car was from the magneto.

As my family was now growing up I had to have more room, so I part-exchanged the Renault for a Riley Twelve saloon. This was a first-class car, being both fast and a good hill-climber, and it was about the most comfortable car I ever owned. The upholstery was like a spring-mattress. The four-speed gearbox, although it was a crash one, had almost as easy a change as a modern synchromesh box. Neither the gearbox nor the cone-clutch gave a moment's trouble, and the gear ratios were so well chosen that it could pass many powerful cars with ease on hills. It had an aluminium coachbuilt body, properly painted with paint and varnish, real leather trim, walnut dashboard, quality instruments, etc., including proper ball-and-socket joints to the carburetter, etc., and Marles steering. It had one serious fault, however, which was why I eventually sold it. The oiling system was by pump to troughs underneath each crank-pin, into which the big-ends dipped and scooped the oil up. On long climbs the front big-end was starved. As the white metal was run directly into the con.-rods and Rileys would only supply new rods, this became expensive. It wasn't a cheap car to buy, costing about £450, which in those days was real money. But you did get value, for it was a real engineering job from radiator to back axle. I was forced off the road one night by a drunken clot in a brewer's dray, and although I skimmed a telegraph pole, taking off front wing and running-board, there was no sign of chassis distortion. They definitely don't make 'em like that now!

I followed this with one of the first Hillman Minx, a nice little car and about the easiest car to service I ever owned. Decoking was kid's stuff. The only snag was a terrific wheel wobble on tram lines or cobbles. This built up to such a pitch that the only cure was to stop the car. Hillmans, I believe, stopped it by fitting a phosphor-bronze washer at the bottom of the king-pins. I found the easiest way was not to oil the king-pins! I kept this car for about two years. It was the cheapest car I ever had, I spent exactly 7s. 6d. on it the whole time I had it, and that went to Lucas for fitting a new condenser.

After the Minx I had a six-cylinder 14-h.p. Vauxhall. It was a nice fast car but kept oiling-up the back plug. Even a rebore didn't cure it; I always thought the trouble was due to oil being sucked down the valve guides. Rather a funny trouble occurred with this car. After the rebore I was driving down the Great West Road one Sunday when an awful noise came from under the bonnet, exactly like a big-end gone. I could not see any other cause so I took the car back to the people who had done the rebore and left it till the Monday, when the garage rang me up. I explained the trouble and when they started the engine I could hear the noise on the 'phone. We both diagnosed big-end trouble. Off came the sump. All bearings were o.k. They started up and the noise was as bad as ever. Off came the sump again and the bearings were re-checked, but still the noise continued. Then we spotted that it came on as the generator started to charge. On removing the generator belt we found a long piece of loose rubber on the back of the belt. As the load came on the generator the belt tightened and the loose piece flew out, hitting the chassis each time it came round.

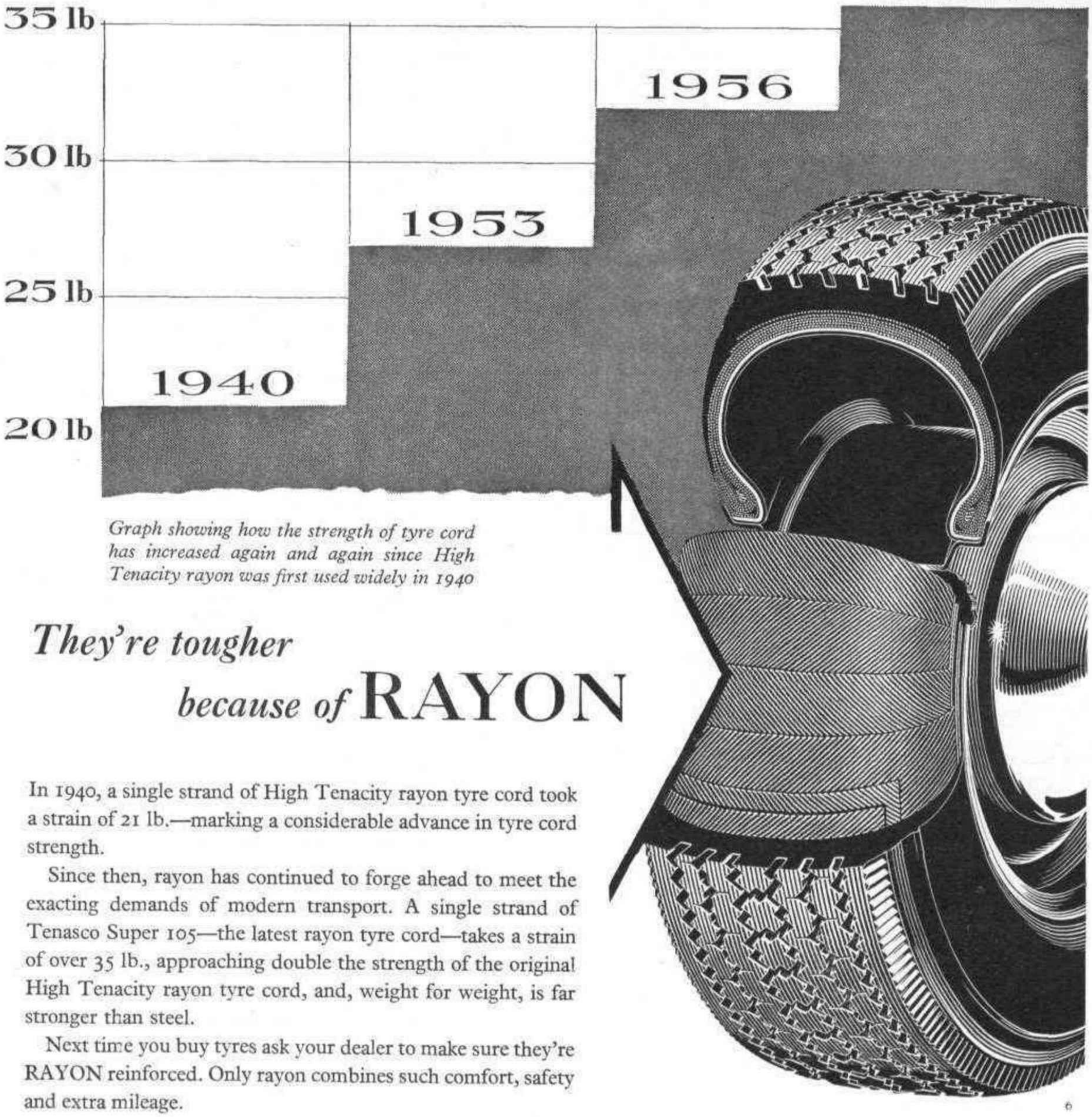
I sold the Vauxhall because it had no special appeal and bought a Citroën Super Modern Twelve. This car was a revelation, my only dislike being the noise of tyres on corners, they were real low-pressure tyres and you could corner miles faster than with *traction la cour*. The gear-lever, poking from the dash, was difficult at first, but you soon got used to it. A bad bit of design was that the cylinder block was very thin and the bolts pulled through the lugs, damaging the block. For roadholding it was in a class by itself. I sold this car only because I was afraid I would not be able to get spares during the war. I bought a Standard Nine and ran this all through the war. In spite of its being knocked about by blast during the blitz and having bits of shrapnel through the roof and wings, it did its job. It was lively but very prone to skid—I have turned round completely in this car for no apparent reason. The only real trouble I had was run big-ends.

During the war I bought a 3-litre Bentley, a long-wheelbase six-seater made by William Arnold of Manchester. After the war I had a two-seater body made for it by a specialist firm of body builders, this was a one-piece aluminium body and I did a few Continental tours with it. I decided later to completely rebuild it and I was lucky enough to get hold of a short-chassis frame. I started off by taking the engine out and getting the crankshaft reground and new main and big-end bearings fitted, the cylinders reground, and fitting high-compression pistons; I also got the clutch relined by Ferodo. I replaced the "B" gearbox with a "C" box, a Hardy-Spicer prop.-shaft replaced the Bentley block-type, a new 3.53-to-1 crown-wheel and pinion was fitted to the back axle, and at the same time the differential was overhauled. The wheels were rebuilt on 19 by 6.00 rims, and S.U. electric fuel pumps were fitted. With a respray it is now as good as the day it was made and can touch 90. I still have it and get great fun from it. It should be good for another 30 years.

I sold the Standard in 1947 and bought a Humber Hawk. This gave wonderful service and we did several trips through France, Spain, Gibraltar and across to Morocco, down to the edge of the Sahara, besides others to Switzerland, Italy and Jugoslavia, etc. On one trip I hit a 'bus in Spain, the 'bus got as much as I did. I got a bill for £60 yet I was able to drive the Humber home. It was a very comfortable car and, though not particularly fast, would cruise all day at 55.

My present car, besides the Bentley, is a Sunbeam-Talbot 90 drop-head. It is a nice car, not as comfortable as the Humber perhaps, but very nippy. It is becoming less and less possible to enjoy motoring, due to overcrowded roads. I suppose we will soon reach the stage when a 2 c.v. Citroën or a minicar will be as fast as any other car!

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6

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THE WORLD'S LEADING TYRE CORD

"Motor Sport's" Christmas Motoring—

FANTASY AND FACT



THROUGHOUT the summer months as soon as the Editor goes for a ride in an Edwardian, the Continental Correspondent rides in a 170 m.p.h. near-Grand Prix car. For every Veering Vintagewards there is a Grand Prix story, and for every description of a defunct marque there is a write-up on the latest from Modena. For once the Editor and the Continental Correspondent agreed on one thing, and that was that Christmas was a time for motoring. Accordingly Mr. Manufacturer, who is "one of the boys" if ever there was one, was telephoned and he agreed to bring his single-seater 1½-litre Formula II car down to Hampshire on Christmas Day.

While lunches of turkey and pudding were warming on the stove I was warming-up the racer in the back garden, which meant keeping it at 2,000 r.p.m. and pulling on a length of wire on the right-hand side of the cockpit, this wire actuating the mechanical fuel pump which is normally driven from the rear axle and only functions when the car is moving. It did not take long to get up to a working temperature of 85 deg. C., though naturally the gearbox temperature was nil, this being in unit with the rear axle. After donning crash-helmet and goggles, and a leather jacket and two pairs of gloves, it being December 25th, a check was made of the regulation rear-view mirrors and bulb horn and then Mr. Manufacturer and the Editor gave me a push and I was off. The planned route was 120 miles in a figure-of-eight, and just as the turkey was being carved all over Great Britain I roared off up the road, the twin-cam engine really beginning to sing around 5,000 r.p.m. The five-speed gearbox is operated by a lever in a quadrant on the left of the driving seat and though I had not handled it before I found it to be child's play, and as quick as anyone could want. As I snicked the lever into fourth and then into third and took the first village at about 80 m.p.h. I could not help wondering why we have been messing about with H gear-lever layouts for so long.

Things not really being fully warm I kept to 6,000 r.p.m. but even then only in fourth, for the slim little single-seater was really cracking along. Second gear was used on the roundabouts and then full bore up through the gears, the wonderful visibility and direct steering making it so easy to overtake the odd vehicles still loitering about, and, of course, the sight of the naked front wheels made placing the car just too easy. With its all-round independent suspension the roadholding was much more than I was capable of doing justice to; the car just went round the corners and the first 10 miles had me wondering if I was ever going to be brave enough to attempt to reach the limit of tyre adhesion on fast corners. I was just nicely settled in, comfortable in the slim cockpit, confident of the handling, and enjoying the 140 b.h.p. and the delightful gearbox, when I left the end of the by-pass and 1½ miles of slightly uphill straight came into view. Now, I thought, I'll be a devil and use 7,000 r.p.m. in fourth (about 120 m.p.h.) and see how far I can wind it up in top, but then . . . then came Boxing Day, and while the world and its wife were getting over the festivities in an alcoholic haze I stood in the clear moonlight awaiting the arrival of the Editor and his cavalcade of Vintage Light Cars doing their re-enaction of the 1922 Exeter Trial. From a 140 m.p.h. single-seater on Christmas Day I got into the rear seat of a 40 m.p.h. four-seater on Boxing Day and as agreed beforehand, accompanied the Editor on his Boxing Night Trial.—D.S.J.

IT has become the Editor's habit to motor off on Boxing Night over the route of the 1922 M.C.C. Exeter Trial in a vintage light car. In 1956 he couldn't do this on account of petrol rationing, but last year he went as passenger in Derrek Graham's Trojan. MOTOR SPORT's Continental Correspondent even lent weight to the venture by going in this car.

Graham is Treasurer of the Trojan Owners' Club and might be expected to have a rather special Trojan. He has! It is a three-door tourer, virtually of 1929 vintage, but actually made by Trojan Ltd. in 1937 for a lady living in Gloucestershire, who ordered one in that year, happily oblivious of the fact that production had ceased eight years earlier!

Arriving at Bill Peacock's house in Chiswick on Boxing Night, we discovered that other stalwarts were to accompany us. Mike Daker, 2-litre Lagonda enthusiast, was borrowing Peacock's very pleasing 1925 Gwynne Eight with replica "hip-bath" body. Peacock himself, navigated by his young daughter, proposed to make the journey in his recently-restored 1926 Trojan Traveller's brougham, which until recently was Trojan's service car and which was, additionally, that firm's mobile test-bed for all designs made up to about 1939. Jeremy Bacon was reported to be curing a water leak on his highly-desirable, Dorman-engined, 1923 Palladium tourer with Neverleak, and at midnight he duly turned up. Thus there departed into the night, Westward-bound, four vintage small cars, accompanied for the first mile or two by the Rev. Atkinson's 1912 Unic taxi, its flickering oil lamps lighting the way.

Through Isleworth and Hounslow we went, Peacock and Daker, who had no dynamo-charge, troubled by the thick mist. Just after 2 a.m. this little contingent of nocturnal adventurers pulled up in Hartley Wintney to pick up Jenkinson, being joined here by John and Mrs. Nelms in their 1929 Austin Seven "Chummy."

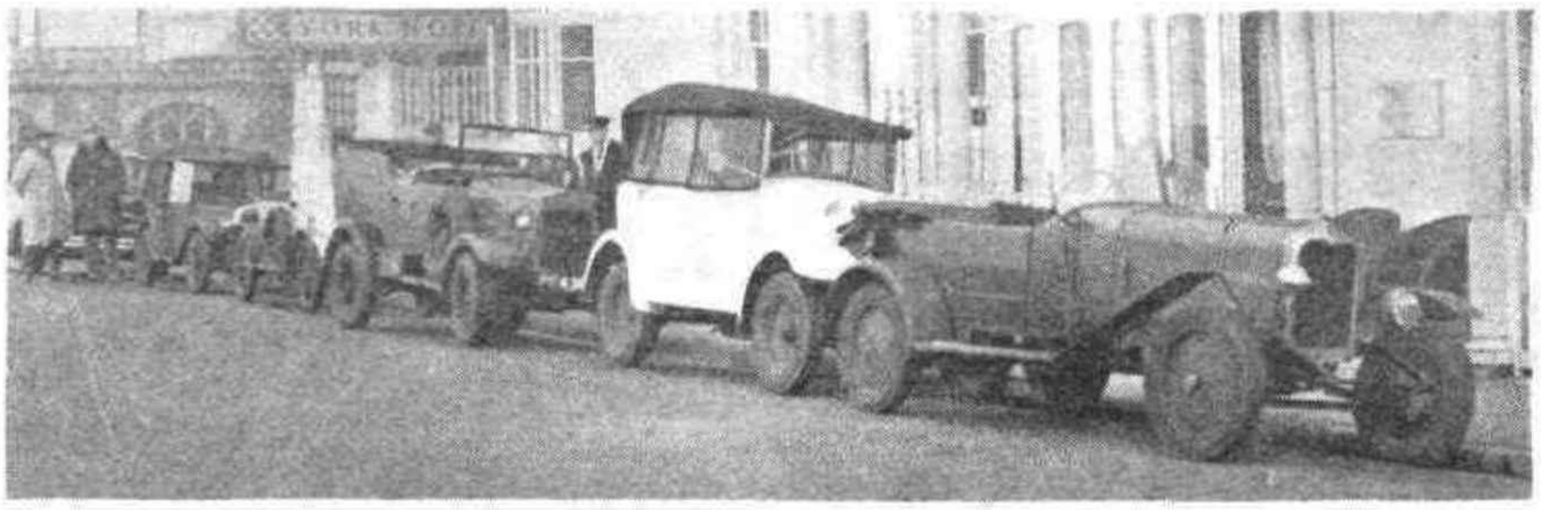
Five appropriate cars, therefore, set off into the fog, following Graham's Trojan, in which Boddy read directions from the solitary route-card, copy of that issued by the M.C.C. in 1922 to 308 competitors! "Jenks," keeping a wary eye on the pale yellow lights of the following cars through the Trojan's back window, soon reported absentees and a halt was called before turning right for Basingstoke. Peacock's imposing brougham was in trouble with its lamps and was missing again before Whitchurch. Here we pulled across the road under the lights from an hotel so that Graham could repair the second of his Trojan's powerful headlamps, a police-car threading its way past the scattered light cars without a murmur!

By Andover the Peacock Trojan was again missing and the Palladium, which had roared past us up the hills, set off to search for it. Time passed, the cold increased, a curious policeman bid us good morning, and neither Peacock nor Palladium appeared. The others went on, to pause again in the eerie half-light on Salisbury Plain while Graham fixed a detached throttle linkage. Later the Gwynne fell astern.

On through the dawn we drove, the Trojan proving to have an unexpected ability to cruise at over 40 m.p.h., although its petrol thirst was down to around 20 m.p.g.

Before Honiton and the turning for Sidmouth came up we were delighted to find the little procession once again complete. The Gwynne had got lost in Salisbury's extensive one-way diversion, Peacock had cured an oil flood in his Trojan's distributor, the Palladium had merely remained to help Peacock.

In better spirits, Boddy now in a Sidcot suit to combat icy draughts which penetrated the Trojan's sidescreens, all ascended Peak Hill (which is both steep and long!) just as hundreds of awed competitors



PAUSE FOR BREATH in Sidmouth during the "Boxing Night Exeter," after climbing Peak Hill. The Palladium is followed by Graham's Trojan, Peacock's Trojan brougham, the Gwynne Eight, and the Nelms' Austin Seven.

did 35 long years ago; but we took it in the light, whereas they used to tackle its then-rough surface in the dark . . .

Sun glinted off the sea in Sidmouth bay, as it did later at Lyme Regis, as the cars went on along the historic route to Salcombe Hill, dreaded non-stop "section" in the 1922 Exeter Trial; all got up successfully except the four-speed Austin, which retreated backwards, stifled by petrol starvation. The gallant Palladium descended to succour it and wasn't seen again until, quite by chance, Bacon happened to come upon us as we were turning back in Blandford in search of sleep-dispelling coffee. Resourceful chap, he had even found his way to Beaminster and up White Sheet, which both Trojans and the Gwynne had already climbed in company, Daker cheerfully passing the heavy two-strokes. On the fearsome descent into Bridport our brakes failed because a lever went overcentre, but, this being a Trojan, clutching into reverse brought us up as effectively as if front brakes had been used and, being a Trojan, a repair and adjustment was effected in a matter of minutes.

Refreshed, Boddy tried driving the Trojan, making an awful hash of braking with his left foot while making clutchless upward changes of the two widely dissimilar gear ratios, while he confirms that the steering and roadholding cannot be believed until they have been tried! Soon, however, he got the hang of it and admits there is fascination of a very special variety in motoring in these distinctly unorthodox cars. There remained the long run home, during which "our" Trojan ran out of petrol, a calamity retrieved when Graham was taken by a passing Regent petrol rep. to obtain a gallon of Shell in a B.P. tin!

Darkness descended again as we drove into London. Our Christmas motoring, high and low, fast and slow, was over—until next year?

BRANDS HATCH ON BOXING DAY

WHEN we were young it was "the thing" to go to a circus on Boxing Day, but fashions change and now it is motor racing!

The Boxing Day Meeting of the B.R.S.C.C. at Brands Hatch was graced with lenient weather last Christmas, although the course was damp. First of the seven races was the FIII race, which Skelton's Martin-Norton led throughout, to win at 64.66 m.p.h., after making fastest lap at 67.23 m.p.h. Koring's Smith-J.A.P. came up into second place on lap three and stayed there for the next seven laps. Zains' Flash Special ousting Pollard's Arnott-J.A.P. from third place on lap three. An ambitious special which didn't work was the Cooper, which had a front-mounted J.A.P. engine, Norton gearbox and front drive by chain. Front suspension was leaf-spring and wishbone, the cylindrical fuel tank was out in front, with an oil cooler above it, the oil tank was at the front off-side and rear suspension was swing-axle.

Costin had an excellent outing in the 1,100 c.c. Sports Car Race, which he won in fine style at 67.41 m.p.h. in a Lotus-Climax, from Prior's Lotus-Climax and McKee's Elva-Climax. Engineer Costin set best lap at 69.53 m.p.h. After occupying the lead and the centre of the road on lap one Jones' Lotus-Climax spun off at Druids Hill Bend, involving Lewis' Lotus-Climax, which raised Xmas mirth by promptly spinning again as it attempted to rejoin the race.

The Series Production Sports Car Race was a magnificent battle between Wilks' Le Mans Replica Frazer-Nash (63.64 m.p.h.) and Williamson's Lotus-Ford, the 2-litre car having slightly superior acceleration and speed. Williamson and Wilks passed one each side of Crisp's TF M.G. climbing up to Druids, the Lotus just gained the lead, then, as Commentator Bolster told us it's roadholding that counts, off went the Lotus in a spin! Spinning off earned disqualification, so that was that. Lawry's Lotus-Ford was a discreet second, ahead of North's TR2. Prior's Lotus retired and Warnell's A.C. Ace spun, but not off the course, continuing with a flasher flashing.

The John Davy Trophy Race for saloon cars saw Tommy Sopwith motor his 3.4 Jaguar to such good effect that no doubt was left as to his driving ability but some as to how standard was his engine! He averaged 61.61 m.p.h. for the ten laps and broke the saloon-car lap record, held by a Healey, by two seconds on a damp course—it now stands at 63.77 m.p.h.

Smoke suggesting oil surge kept Jaguar fans' fingers entwined. Sir G. Baillie's slower 3.4 Jaguar was second, hotly pursued by Mackay's stupendous blown Ford Anglia, so bravely driven that it kept ahead of Scott-Brown in Uren's 1900 Alfa-Romeo, which even fell back towards the end. This was about the best race of Boxing Day, further enlivened by a duel between a Riley Pathfinder which just held off Young's i.o.e. Ford Anglia. A 1.5 Riley, in its first competition, wasn't impressive, although able to outrun a blown Fiat 600. Sprinzel's blown Austin-Speedwell A35 bent a Borgward Isabella into fifth place.

The ten-lap *Formule Libre* Race was a Brabham benefit, the versatile Australian leading all the way after the start had sorted itself out, in Rob Walker's 2-litre Cooper-Climax.

He won at 72.54 m.p.h. and set a new Brands Hatch lap-record of 58.8 sec. (75.92 m.p.h.). He was closely pursued by Ireland's 1½-litre Cooper-Climax, with Lewis-Evans, who led momentarily after the start, third in the Willment-Climax. Crabb's Tojeiro-Bristol spun at Druids, being narrowly missed by Clarke in Ireland's Lotus.

The ten-lap Christmas Trophy for 1,100 c.c. cars proved an exciting race. Scott-Brown positioned his Elva-Climax a few inches from the line to allow for creep and as the flag fell Allison stalled the engine of his Lotus, causing Gibbs to take to the grass, narrowly missing a picture-maker. Then, out of Druids, where all the drama was concentrated, Allison's Lotus was hit by Ireland's, bad body damage resulting. Meanwhile Raby's Cooper-Climax led Hill's team Lotus by a very slender margin, Raby having more speed along the straights but losing ground on the corners. On lap seven Raby spun and let Hill into the lead, but he continued, the finish being in that order, Hill winning at 70.61 m.p.h. and setting fastest lap at 72 m.p.h. Campbell-Jones (Lotus-Climax) drove well, beating Scott-Brown to third place when the Elva's engine passed out, Archie coasting in.

Cowley (Cooper-Norton) led throughout to win the FIII Yuletide Trophy Race at 68.66 m.p.h. from Don Parker's Cooper-Norton and Zain's Flash Special, Cowley lapping fastest, at 70.41 m.p.h.—W. B.

MINIATURES NEWS

Playcraft Ltd. have introduced the first American car into the popular Corgi series of motor-car miniatures. It is a 4.19 in.-long replica of the Studebaker Golden Hawk saloon. In free-running form, painted gold with white flash, it costs 3s. 9d., or in power-driven form, finished in white with gold flash, 4s. 9d.

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters

V.S.C.C. MEASHAM RALLY (Jan. 4/5th)

Measham Trophy (premier award, vintage cars) : P. McNaughtan (1926 Sunbeam), 30 marks lost.

Silver Bowl (vintage touring cars) : F. Whowell (1927 Rolls-Royce), 750 mks. lost.

Silver Cup (best performance throughout by car of any class) : A. Winzor (M.G. Magnette), 40 marks. lost.

Class Awards :
Vintage Sports Cars : 1st : L. Wickham (1929 Alvis).
Vintage Standard Sports Cars : 1st : P. Binns (1927 O.M.). 2nd : S. Smyth (1930 Riley).
Post-Vintage Thoroughbreds : 1st : J. Hinchliffe (1936 Lancia).
Invited Clubs : 1st : L. Stretton (Volkswagen). 2nd : M. Webb (Triumph TR2). 3rd : P. Keartland (Ford).

VINTAGE POSTBAG

Sir,

On page 724 of your December issue, you begin paragraph three. " Another recent discovery . . .", to which I would like to add a similar discovery near a remote English village a couple of years ago. In this instance it involved a just-post-vintage Austin Seven saloon, which was also found in a barn but, funnily enough, a two-storey barn and, funnier still, on the first floor. There were no stairs and therein lay the mystery, for the car was obviously not driven there and, like pigs, Austin Sevens have not yet been known to fly.

Investigation led to the solution and it appears the poor little thing was hauled up by block and tackle, making use of an iron girder protruding from the top of the barn—not, I fear, for the purpose of assisting Austin Sevens to the first floor. Having lifted the car it was easily manoeuvred into the barn by no fewer than sixteen vengeance-seeking National Servicemen, to remain there for a week, during which time the owner (who happened to be a sergeant !) reported his loss to the local constabulary.

Discovery of the car was made from a nearby road early one morning by an astonished passer-by, who duly fell from his bicycle, sustaining minor injuries.

As a matter of interest, ten of this band of merry men were later convicted by a civil court for theft, dangerous driving, driving without lights and some vague offence covering attempt to carry ten in a strictly four-seat car, and I understand they will shortly be available to continue their National Service. In this case the same car was involved and one wonders how dwarfs come to qualify for National Service . . .

I am, Yours, etc.,
South Benfleet. M. A. NIHELL.

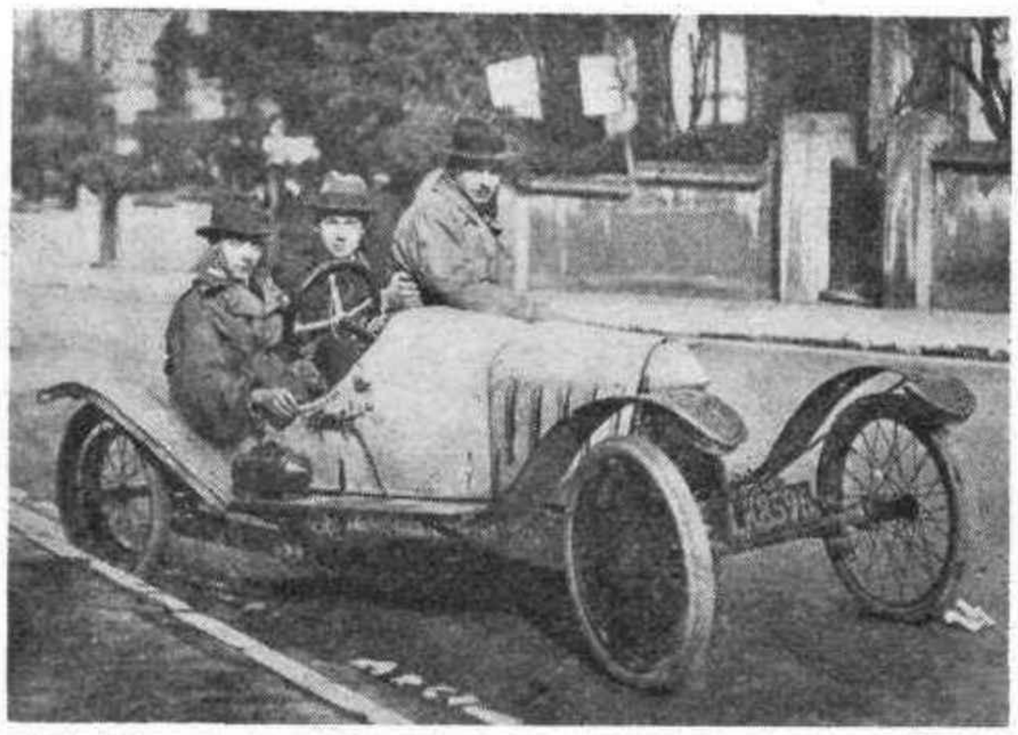
* * *

Sir,

I was very interested in your article " Interview with Basil Davenport." At the end of this article you mention a 1915 belt-driven model G.N. now resident near Brighton, and I am wondering whether it is possibly the one my brother and I owned many years ago.

I enclose a photograph of it taken during World War I. As you will see, it had the engine (an 8-h.p. J.A.P.) across the frame. Originally the drive from the engine to the first countershaft was by belt, but this had been replaced by chain. There were only two gears (two chains to another countershaft) and final belt drive to each rear wheel.

Its history for us was as follows. It was garaged at the same place in Ealing where we kept our motor-bike, and was offered for sale in order to defray its garage expenses.



We did not know its previous owner, but paid the garage proprietor £5 for it, and after working on it for some time made it into a goer. We sold it just after the war to a Mr. Blair, who kept it for a little while and sold it again after painting it red. Prior to our selling it I remember we made an imitation R.-R.-shaped dummy radiator and bonnet for it (most unsuitable !).

I am Yours, etc.,
Harpenden. W A. DOVASTON.

* * *

Sir,

I have been intending to write to you since the December issue came out proposing a G.N. rally. Every second enthusiast I now meet produces a copy of MOTOR SPORT, thumps it, and demands : " Well . . . are you going ? "

The answer, of course, is " Yes." and I'll bring along the G.N. shown in your August issue.

For your information, its registration is February 1921, but, as you'll have noticed, the bodywork from the screen backwards is all wrong. Luckily the remainder, and everything " mechanical," is all original and schemes are afoot for rebuilding once sufficient information has been collected.

We've had " Cyclops " almost a year, and I feel that it came into the stable in time to save it from a fate worse than death—conversion to a " special " (no offence to Basil Davenport), with body chopping, axle dropping and gearbox replacing scheduled—Ugh !

However, should your rally become reality, count us in !

I am, Yours, etc.,
Northchurch. NORMAN H. CULLEN.

* * *

Sir,

I was very interested to read the article " Interview with Basil Davenport," containing early historical facts on the G.N. cyclecar, but I find these at variance with my recollections and experiences on some matters.

I cannot express opinions on the racing jobs, as, although I saw these (" Kim " and " Spider ") perform many times, I only owned a very satisfactory 1922 model. This was like the one now owned by " B. H. D." and shown in the bottom right-hand corner on page 741 (December) as regards body shape; that is, it had a fairly roomy front bench seat and a single-seater upholstered dickey; the standard finish, which I had on ME 8789 (Is this still running—any news ?) was light blue, with black wings and wheels. I am surprised to see that you state H. R. Godfrey " does not consider any G.N. built after 1921 worth rebuilding," as the 1922 model, with its better body and more reliable engine, was far more popular than the 1921, which had the " bath tub " rear, as shown in the top right-hand picture on page 741, with a vee-pointed radiator (the special 1½-litre illustrated has this body but a 1922 radiator).

The last six G.N.s made at the end of 1922 with the 1,087-c.c vee-twin engine had an important experimental improvement : these engines were fitted with roller-bearing big-ends instead of plain bearings, and this increased the performance considerably. Mine had a top speed on the flat of 65 (70 could be reached on slight down gradients) and a happy cruising speed of 45-50 m.p.h. Petrol consumption was 45-50 m.p.h., and never less than 40 m.p.h. in traffic. I did 55,000 miles on this in three years, including two Scottish tours, and several Lakeland and Scottish test hills were successfully climbed two-up. The original chains and all bearings, pistons, etc., were on it in good condition when I sold it. Mine had pump lubrication through a dash drip feed which could be supple-

mented by a hand pump for prolonged high-speed work. The pump was mounted in the separate scuttle oil tank, submerged and running in the oil, and was driven from the engine by two small pulleys and a round spring belt, similar to the extending curtain wires in popular use now—it worked well and never gave any trouble.

The standard hub caps had a spring-loaded locking plunger which gripped into channels cut across the hub cap threads. These were not satisfactory, and I soon invested in an improved type from G.N.s which had pinch-bolts, and these gave no trouble.

I drove ME 8789 hard but with consideration, and serviced it regularly myself, and had thousands of miles of enjoyable motoring on this.

Apart from excessive expenditure by G.N.s on preparing its competition cars during 1921-1922 (do you remember the all-night lights burning at East Hill, Wandsworth, when A.F.N. was preparing " Kim " for a weekend hill-climb ?), the demise of the company was undoubtedly the introduction of the Anzani four-cylinder water-cooled-engine model early in 1923. This had a larger body, disc wheels and a conventional gearbox and shaft drive; I don't know how many were sold, but it never caught on; few were seen on the road and the model was known to have an unreliable transmission.

However, I hope to be present at the proposed G.N. rally in the early spring, to swap experiences. I suggest the Cromwell Hotel, Stevenage, Herts, would be a good venue.

I am, Yours, etc.,

Brookmans Park. L. G. JENNINGS.

[We may have done Mr. Godfrey an injustice, but understood him to mean that the lighter pre-1922 G.N. has more performance than the later versions.—ED.]

* * *

Sir,

I was interested to read, in your article on Basil Davenport, of a G.N. believed to reside near Bournemouth. As it seems unlikely that such a desirable motor would have escaped the attention of either myself or my spies, I am wondering if someone having seen Rabelro has assumed it to be pure G.N. On the other hand, rumours of my impending rebuild of a G.N. may have been exaggerated. Last summer I purchased the dismantled remains of a G.N., less engine, clutch and body. While awaiting collection from the Midlands some vandal purloined various vital parts. Dick Caesar has assisted me with bits and pieces, but I am still short of engine, clutch and road springs, and should be glad to hear from anyone with any of these parts.

At the moment I am engaged in restoring an " Auto-Red-Bug " (*not* " Bed "), and should be glad of any information. The late owner had constructed an all-enveloping alloy body and all trace of the original body has disappeared. This little runabout was manufactured by Automotive Standards Inc., of North Bergen, New Jersey, in (at a guess) the 'twenties. It does not appear to have been taxed and it is impossible to tell whether it was intended for use on the roads or as a toy. I have heard that the previous owner used it to run round her estate to chivvy the gardeners. The wheelbase is about 6 ft. by 3 ft. and the chassis consists of six strips of ash bolted at each end to front and rear axles. These strips also serve for floor and springs. The tyre sizes are 20 by 2 all round. The motor is electric and is driven (I believe) by two 12-volt batteries. It is about the size of a 4½ Bentley starter motor. It is clamped to an alloy housing and drives the off-side rear wheel. The controls consist of three pedals : a central " accelerator " and two brakes. One brake operates an expanding shoe in a drum on the near-side rear wheel and the other operates a transverse wooden rod with shoes at each end bearing on the rear tyres. The steering wheel is not original and the steering could conceivably have been by tiller. The workmanship and finish would seem to have been of a high standard.

I am, Yours, etc.,

Ferndown. W. NICHOLSON.

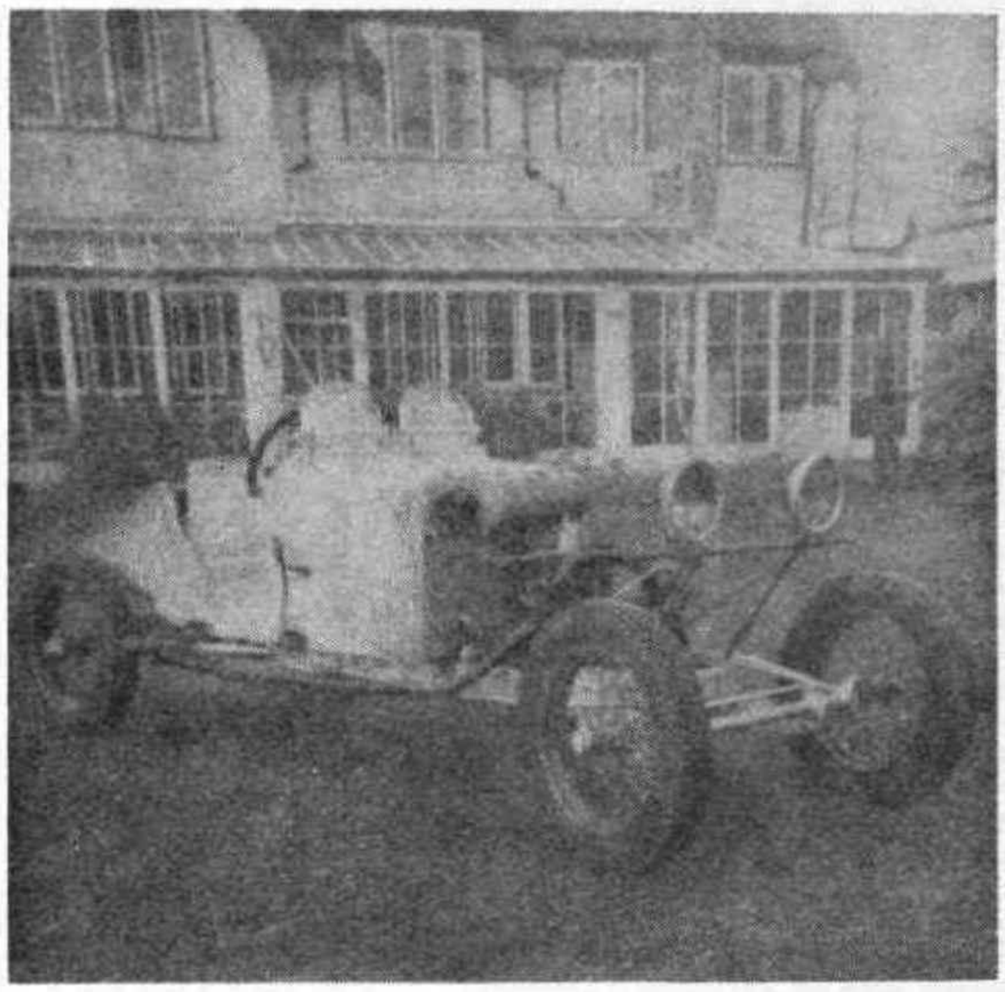
[The ' Bristol G.N." was actually one put out to grass by Mr. Harbutt, who in contemporary times used it in trials. It was eventually given away and may have gone to Surrey.—ED.]

* * *

Sir.

I very much enjoyed your interview with Basil Davenport, in the December issue. Your list of roadworthy G.N.s still extant had however, at least one omission—mine. Bearing in mind that in 1948 you were kind enough to give me a forked con.-rod to replace one broken whilst tuning the car for Auclum, and that the car is still my excuse for being a member of the V.S.C.C., I feel somewhat slighted !

Actually, my G.N. is not at the moment roadworthy, since it is



undergoing a complete overhaul and rebuild, after several years of enforced idleness in various garden sheds. I would add, at this point, that a good deal of the reason for the renewed interest in restoring the car is due to my son, who—since leaving school—is now co-owner and a full member of the Club. The photograph shows the present stage of development, and we hope that it will be on the road early in 1958, certainly in plenty of time for your suggested G.N. get-together.

As the picture shows, the only chassis modification, apart from fitting Hartfords all round, has been to the wheels. As it was impossible, in 1947-8, to get the right size of B.E. tyres, and as the wheels themselves were pretty far through, I had 4.50 by 17 rims and spokes built on to the existing hubs, which, incidentally, have eight dogs instead of the usual three. This should make a difference to the age test suggested in your article, since more than twice as many drive-faces should reduce the wear considerably.

The body makes no serious attempt to be contemporary; it is to minimum R.A.C. requirements, and of the simplest and most straightforward shape for swift and easy building, and accessibility to chains and rear axle.

The engine also is unusual, being the French-built twin-o.h.v. model with bronze heads and the so-called blacksmith valve gear with hairpin valve springs. The crankcase, timing case and magneto drive-gear are the same as for the i.o.e. engines, the pushrods being one behind the other at the bottom and side by side at the top. A motor-cycle-type oil-feed pump is driven off the front of the camshaft extension spindle, which also carries the first of the magneto drive pinions. The magneto is, presumably, the original Fellowes, and still gives the one strong and one weak spark associated with 90-deg. twin-cylinder engines. The carburetter is an S.U., admittedly cheating, but the original instrument was missing when I bought the car from Ian Clark, whose engineless Parry Thomas 1½-litre " flat-iron " was one of the features of the recent Brooklands fifty-year memorial ceremony. Incidentally, this is the only time when I have literally bought a car in a sack, though it certainly wasn't in any sense a " pig in a poke." Clark had dismantled it before the war, and it had lain in a heap in the parental garage in St. John's Wood, *which, as a matter of interest, backs onto the building in which the* Segrave Sunbeam used to be housed and tuned before it captured the World's Record in 1927.

The photograph of Davenport's G.N. with the motor-cycle lashed alongside for transport is of interest, since I took the G.N. chassis-frame home to Maidenhead in exactly the same way, lashed on to the running-board and spare-wheel mounting of a 1934 Alvis Speed Twenty coupé. All the other bits were either in the enormous dickey or inside the car with my wife and me.

When buying a car in this way, the strictly legal requirements are somewhat difficult to observe. No log book, for example, was available, so the receipt was dutifully made out for " one G.N. car as scrap." Included in the collection, however, was one number-plate, KK 682, and recent correspondence with the taxation authorities at Maidstone and Reading leads me to hope that it will be

possible for the car to take the road under its old identity. Clark also had an instruction book, which was forgotten at the time of purchase. He has since told me that he lent it to a G.N. owner near Tring about a year ago, to be photo-copied; the gentleman in question has not so far had the good manners to return it.

Is there any possibility of identifying the quite delectable Gordon England Austin Seven to be seen in the photograph on page 734? My daughter has just acquired a similar car, first registered in January 1927, TP 4312. Perhaps the coincidence is too far fetched.

Have you, or any of your readers, any recollection of a particularly interesting member of the G.N. Frazer-Nash family, which must have been built about the time that " G." and " N." parted company? This was a G.N. chassis, having G.N. on the hub caps and pedals, but with a very potent water-cooled o.h.v. Ruby engine and the Frazer-Nash diamond badge on the radiator.

It was registered as a 9-h.p. Frazer-Nash, and dated 1925, but was obviously earlier. The engine was, I think, the same as fitted in the contemporary Senechal, with open overhead valve gear, and unusual in that both inlet and exhaust manifolds were cast in the fixed-head cylinder block. The crankcase also was unlike most in that it was a square aluminium box with cast-in oil troughs for the big-end scoops, and only the timing cover was detachable. This meant that access to the big-ends involved removing the block, flywheel and timing cover, taking out the camshaft and oil-pump, and then pushing the crankshaft, carried in two large ball-races, out through the front of the case, the con.-rods being carefully led through a slot in the top flange, normally closed by the block and timing cover. Ignition was by magneto, of course, and the carburetter was a large bronze Solex. Accessibility was not improved by a full-length under-shield, with no apertures whatsoever. In fact, until I cut a hole in the tray, draining the oil involved lifting out the engine. All the same, performance was fantastic, 5,000 r.p.m. and upwards being quite commonplace.

I owned the car (TC 8441) in 1928 and 1929, and unfortunately took no serious interest in its history. I have an idea that I was told that it had been raced at Southport—TC is a Lancashire registration—but that is as much as I ever bothered to find out. The body was a doorless two-seater, in aluminium, very narrow and with staggered seats, one sat on a thin hair-stuffed cushion on the floor boards, and the general appearance, apart from the radiator, was very similar to the G.N. Legere. Brakes, of course, were the usual G.N. type, the pedal operating in the off-side and the lever the near-side brake drum.

I am, Yours, etc.,

Maidenhead. JOHN G. HAY.

* * *

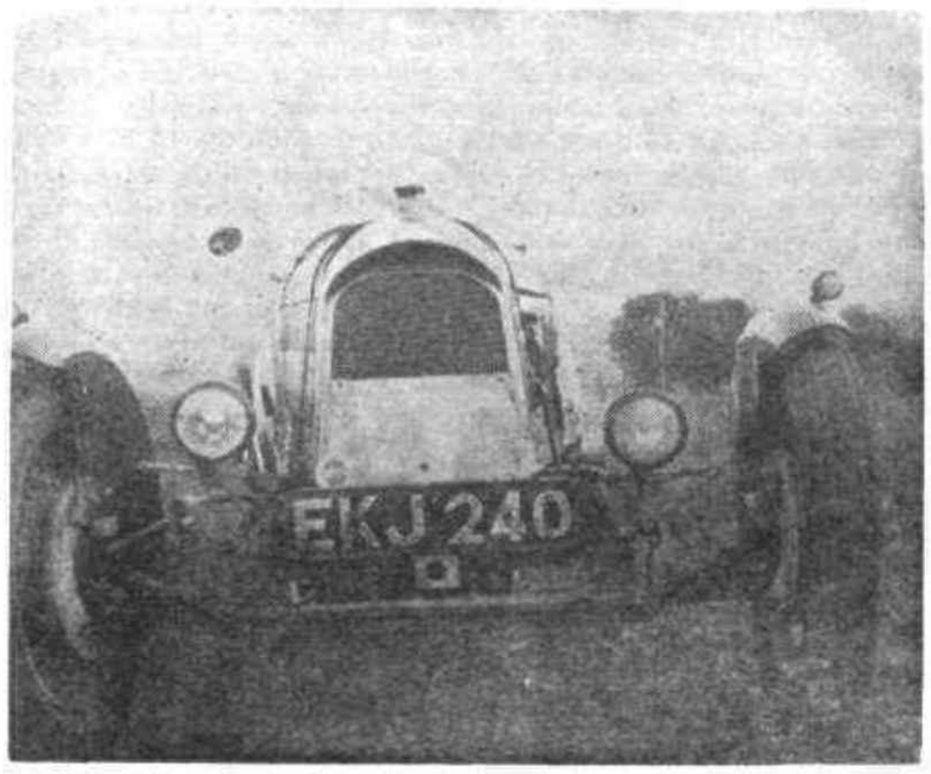
Sir,

I found your article, " Interview with Basil Davenport," most interesting because I, too, have a soft spot for the G.N.

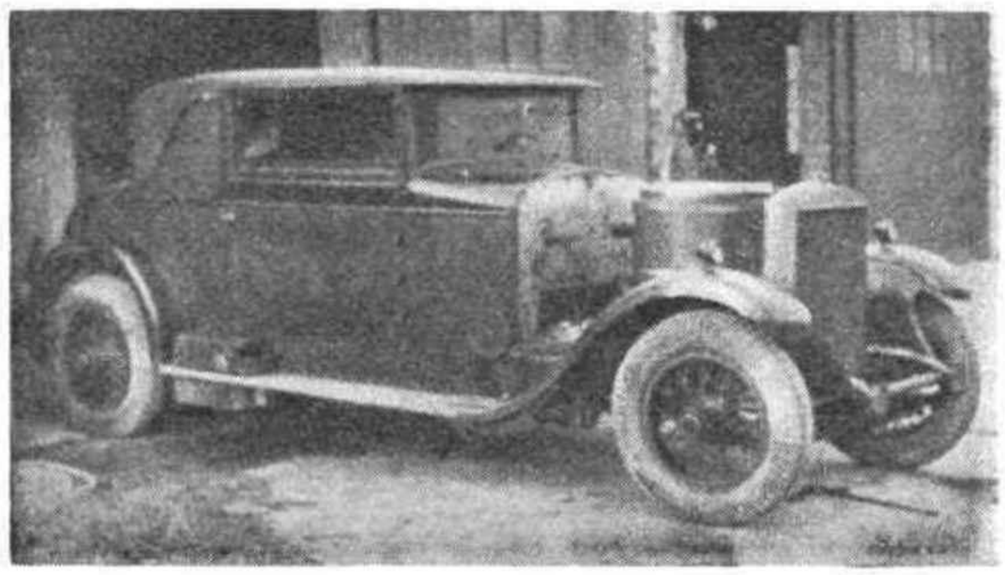
During National Service, I met an instructor at Bovington Camp, Dorset, who owned a 1922 model fitted with a 2-litre A.C. engine, and a beautiful brass radiator, ex-Hampden, I think. Memory is rather vague now, but I do remember the interest it caused in the car park when we attended a V.S.C.C. meeting at Goodwood.

I am, Yours, etc.,

Ilford. M. G. LAYBOURN.



The A.C.-engined G.N. referred to by Mr. M. G. Laybourn.



Sir,

I have noticed from time to time in your excellent journal the appearance of photographs relating to unusual vehicles of the past. As a consequence, I now enclose a photograph (above) of a car (American) which might puzzle a few " experts " as to its name, year and power.

The car is at the moment being restored to a working condition and should be capable of some surprising results, even by modern standards, for its age.

The car is a 1924 Model E Doble steam car, built by Doble Motor Inc., Oakland, California. It has been fitted with a Minerva body in place of the original custom-built open body. When the car was built the price exceeded that of a Rolls-Royce. The acceleration, as with all steam cars, is better than that of most i.c. cars. Full steam pressure can be raised within 1½ minutes from all cold, and speeds of up to 85 m.p.h. can be reached. In fact, the maker claimed a cruising speed of 75 m.p.h. The weight is about 38 cwt.

Incidentally, there is only one other (a Model F) car in the country. There were altogether about 40, perhaps a few more, built to customers' requirements.

I am, Yours, etc.,

Tilehurst. B. E. VIVIAN.

* * *

Sir,

I think perhaps you may be interested in an extract from *The Autocar*, issue dated April 30th, 1898, which I noticed while thumbing through some early numbers:—

" Though autocar racing is but a branch of the automobile pursuit, there is no doubt that the efforts which are being made on all hands to produce the fastest possible car tend towards efficiency, and the steady tourist benefits in the long run, as only the most approved and perfect machinery can stand the fearfully severe test of a road race, so that not only is development hastened, but so is the process of the survival of the fittest, and, consequently the goal of all-round efficiency much more quickly attained than it would otherwise be."

With appropriate punctuation and grammatical changes the same thing must have been written practically every month in some motoring paper. How strange that the moguls of the modern motor industry have not caught the point in nearly sixty years!

I am, Yours, etc.,

Woking. MICHAEL HENDERSON.

* * *

Sir,

I was very interested in the paragraph about Mr. Harmsworth's 60-h.p. Mercedes. I remember the car at Phoenix Park, and I have a photograph of Campbell-Muir at the wheel, and also of him in the 40-h.p. 1902 Mercedes. I knew these " 60 " Mercedes cars very well as I had three of them with various types of coachwork, open touring and two-seater racing.

I am, Yours, etc.,

Hitchin. EDWARD L. MAYER.

* * *

Sir,

Could you please give me any details of the engine which bears my name?

The design was unusual for 1919 in that it had no tappets, rockers or push-rods, valve gear being operated by camshaft totally enclosed in the head. (Where did the drive come from?) Alloy pistons were used, and taper H-section con.-rods of a similar material, with replaceable shells of white metal as big-ends.

I am, Yours, etc.,

Lebberston. M. F. DAWSON.

[The Dawson car was announced in 1919 but it is doubtful if many were made. Can anyone supply data or recall this engine? —ED.]

AT SIMMS HILL FOR THE M.C.C. EXETER TRIAL—

—And an Appreciation of the Hillman Minx Special Saloon which took us there

THE Exeter Trial of the M.C.C., which originated in 1910, is still a popular event and one especially suited to novices at the trials game or those who derive enjoyment from competing in normal-type cars. So, having done our "Exeter" in a Trojan on Boxing Night, as reported on page 74, we set off westwards again the following weekend to observe the *real* Exeter Trial. Simms Hill was our objective, the toughest "observed section" of the event. This year sports cars had to restart just before the right-hand corner and there were new tyre stipulations, so that they did not show up so well—normal cars had a run at the notorious gradient.

Conditions were bad, mist and rain rendering the rocky hill very slippery. Perhaps the two outstanding ascents by non-sports cars were those of Denison's Peugeot 403 and Scroggs' old Trojan. The Peugeot just went up with complete unconcern, its suspension ironing out the rocky outcrops, while the Trojan, always fantastic, made its most astonishing ascent ever, its wheels and engine all but stopping, yet always it recovered, to pull away to a non-stop ascent, Scroggs assisting by skilful steering. The Trojan didn't even have generous-section tyres to help it, and everyone who watched it will long remember its conquest of Simms.

One felt that sports cars *should* get up but some of the Morgans were pathetic, especially Jarrett's Plus Four, while both the new Morgan 4/4s, driven by Peter Morgan and Huxham, also failed to restart. But Goodall made a splendid ascent in his Plus Four. The Volkswagens varied, Jordan's and Brown's stopping with spin, whereas those of Frolich and Jackson stormed up easily, the latter so fast as to earn applause. Daniels' VW faltered but recovered, skill taking it over the top, Davis' failed high up, seeming to have a flat rear tyre, and Grapes picked a bad path and stopped. No Morris or Austin got up, although Lovett was extremely unlucky, his A30 stopping within a few feet of the summit. The three Goggomobils, one a coupé, all stopped due to lack of power, as did Threlfall's VW van, and the many Dauphines had too few horses. Not all the Dellows succeeded, a Hillman Minx went well until it fell into a gully near the top, Denis *just* bounced his Morgan Plus Four up after it had slowed almost to rest with wheelspin, and a Reliant three-wheeler self-bounced itself nearly to the top.

Hockley's TF M.G. lost grip halfway, its engine "running-on," and Featherstone's TR2 started well but wheelspin killed it at the top, but claps from the spectators signified a clean, if "wallowy," excellent climb by Davey's Ford Zephyr. Intense bouncing by girls on the back seat failed to save the day for Thompson's Hillman, but Parsons' vintage Frazer-Nash got up, slowly. Brute force took Grant's Morgan Plus Four over the top, Taylor's H.R.G. was clapped for a neat, sober ascent, and Wonnacott's L.R.G. made an outstanding ascent. Shaw hadn't the right technique to get his Morris Eight Special up, whereas Miss Hocking's Dellow climbed fast, Miss Freeman's Wilson-Ford went up magnificently, to the delight of a girl spectator, but Mrs. Parsons (Ford Special) did it all wrong and failed low down. Denyer's old Lea-Francis stopped high up, its driver wishing he had a lower axle ratio.

Extremely good climbs of Simms' notorious 200 yards of 1-in-2¾ gradient were accomplished by Stevens (Ford Special), Edwards (Dellow), Skinner, whose blown Dellow was very fast, Elliott (Ford Special), Banbury (Xigini), Pollard (Dellow), Cox (Dellow), Wagger (R.W. Dellow), Robbins (Vanguard estate car) and Marsh's Ausford, which greeted the unwanted tractor at the top with toots from its bulb horn. Cleghorn's Dellow did it, whereas Caldwell's TR2 stopped near the top. Some Dellows failed, however, and Lowe's Jaguar XK140 found sheer power not quite able to take it to the top. Barrow's vivid-hued Vauxhall Victor spun its small rear wheels and stopped halfway up. A diesel Land Rover failed at the same place.

* * *

We were favourably impressed with the Hillman Minx Special saloon which we used for this journey to the West Country. This is the "austerity" version of a famous Rootes Group model which came into being over 25 years ago. The Minx Special has separate bucket front seats, a floor gear-lever and somewhat spartan equipment. The suspension is sufficiently firm and well damped to obviate excessive roll when cornering fast yet it gives a comfortable ride. The steering (three turns, lock-to-lock) is accurate, devoid of kick-back and fairly light at speed, although heavy for parking. This Hillman imparts a very real sense of security when cornered fast, even on wet roads, oversteer not pronounced, so that controllability is very satisfactory—preferable to that of two 1½-litre saloons from another member of the Big Five which MOTOR SPORT tested just previous to trying the Minx. The brakes are pleasantly light and responsive for normal driving, if somewhat lacking for high-pressure "dicing." The rather hard seats hold the front occupants securely and the central cranked gear-lever, rather reminiscent of that on pre-war American cars, is pleasant to use. The pedals are well placed, too.

Although a four-speed gearbox is used, the indirect ratios are on the low side and 50 m.p.h. is as much as it seems wise to use in third (7.13 to 1); even in top gear (4.78 to 1) the engine begins to buzz at this speed and becomes very noisy above 60 m.p.h. But the 1,390-c.c. o.h.v. unit sounds perfectly healthy even at an indicated 84 m.p.h. and its power-roar (which causes a driver accustomed to quieter cars to attempt a change-up when top is already engaged) reminds one of the Ford Anglia power unit, both these engines giving the impression that, although hard-worked, they are dependably "unburstable." Indicated maxima in first (17.04 to 1) and second (11.8 to 1) gears were 26 and 38 m.p.h., respectively. The new engine (51 b.h.p. at 4,400 r.p.m.) with high-torque camshaft provides good acceleration.

The Continental Correspondent borrowed the car and found it possible to average 53.4 m.p.h. at night round a give-and-take 115-mile circuit in Hampshire. He returned the Minx with the remark that it is "a jolly safe little motor car, which should teach the public *not* to have accidents." Driven like this, fuel consumption was approximately 23 m.p.g. Before driving really hard 1½ pints of oil had to be added to the sump after 500 miles to bring the level up to normal, which is a rather heavy consumption.

Visibility is good from the Hillman Special's driving seat and the car tested had a very effective heater and an Ekco radio of excellent power and tone, Continental stations coming in strongly at 4 a.m. When the car is stationary the heater fan is noisy, while the radio hums loudly; these intrusions are drowned by the aforesaid engine roar when on the move. The stalk-actuated direction-flashers possess a flashing reminder light that really *should* remind the driver of its presence! It is not possible to switch off the facia lighting when the side-lamps are on. The Lucas headlamps give truly splendid illumination and although the car's equipment has been minimised, the leather upholstery and very spacious luggage boot are commendable features. Dunlop tubeless tyres are fitted; they are practically protest-free on fast corners. The hand-brake is well placed on the right of the driver's seat, there is a deep full-width under-facia shelf (but no door pockets), and all four trailing doors have sill-button locks. The handsome appearance of the modern Hillman Minx is well known and, altogether, this £498 (£748 7s. with p.t.) version of a popular British five-seater saloon has much to commend it to enthusiastic drivers.—W. B.



TRAVEL-STAINED.—The Hillman Minx Special saloon, which took MOTOR SPORT *to the West Country for the Exeter Trial. One of Britain's smartest small saloons, its roadholding and cornering also impressed us very favourably.*

RUMBLINGS

ANOTHER MOTORISTS' BURDEN

Those who have had occasion recently to renew their driving licence will have noticed a new burden which the motorist is expected to bear. We refer to the fact that instead of a one-year licence costing 5s. a three-year licence costing 15s. is now issued to those whose names put them early in the alphabet. and soon every motorist will be called upon to fork out 15s. for his or her licence.

On the face of it there is no reason for complaint, you may say working on the arithmetical argument that 5 by 3 = 15.

Let us enlighten you. Money paid for your driving licence is to cover the administrative cost of issuing the little booklet. It is not a tax. The Government states that *to cut such administrative costs* it is issuing three-year licences. Yet the cost increases by 10s. Once again the long-suffering motorist is being fleeced. Incidentally, the new driving licence is no longer a proper book. It is a poor, flimsy cardboard-cover affair that the British should be thoroughly ashamed of when called upon to produce it in foreign countries. But it still contains four blank pages waiting for endorsements—surely the motorist is the only member of the community who suffers the indignity of having to possess a document that provides for punishment of offences before they have been committed?

This latest imposition on a section of the public which pays highly in taxation, uses products from one of Britain's largest industries, the health of which is vital to the survival of the nation as a whole, and which becomes a ready ally of the authorities in times of strike or war, is a matter to which the rich motorists' organisations may care to attend. You may even decide that it calls for a letter to your M.P.

* * *

THE LATEST AMERICAN FORDS

There arrived on the Editorial desk not long ago an imposing pile of catalogues from Lincoln Cars Ltd. relating to the latest Ford Fairlane, Mercury, Continental Mk. II and Lincoln cars.

These catalogues are attractively illustrated with the object of selling the idea that ownership of a modern Ford enhances enjoyment of the American way of life. In splendid colour pictures we see happy Americans sun-bathing, ski-ing, going to dances, gardening, playing with pets, buying flowers, taking their sons to scout-rallies, riding, hunting, ice-yachting, collecting antiques, taking photographs, or just relaxing in the wide open spaces. These colour illustrations show off the new American Fords in such settings, while subsidiary line-drawings, also well-contrived, remind us that in monsoon mud, Iranian desert. Thailand jungle roads, or up the Khyber Pass these new Ford products can be expected to perform as well as on turnpikes and in New York traffic.

It is interesting to see if any fresh ideas of what is acceptable in a car emerge from study of these catalogues. We are reminded of the great variety of body styles offered by American manufacturers—the Ford is available as Fairlane Club Sedan, Town Sedan, Club Victoria, Town Victoria, 500 Town Victoria, 500 Sunliner, 500 Club Victoria, 500 Town Sedan, 500 Club Sedan, 500 Skyliner, Custom Business Sedan, Tudor Sedan, Fordor Sedan, 300 Tudor Sedan, 300 Fordor Sedan, Tudor and Fordor Ranch Wagon, Del Rio Ranch Wagon, six-passenger Country Sedan, nine-passenger Country Sedan and nine-passenger Country Squire—the mind, although pleased to find "Tudor" and "Fordor" retained from model-T days, boggles at attempting a choice.

It is interesting, too, to note how quite major items of specification are offered as optional extras, such as choice of four engines in the Ford Fairlane (from 145-h.p. Mileage Maker Six to 300-h.p. Interceptor Special V8), Ford-Aire pneumatic suspension, choice of Fordomatic, Cruise-o-Matic, or Mex-o-Matic transmission, Swift-Sure power brakes, Master-Guide power steering, four-way front seat, either power- or manually-operated, and pump unit for vacuum screen-wipers, apart from obvious extras such as seat belts, power-lift windows, I-Rest tinted safety glass, Select-Aire or Polar Aire air conditioner. whitewall tyres, etc.

The horse-power developed by American o.h.v. V8 engines has become fantastic, equalling that of present-day F1 Grand Prix racing cars and comfortably beating their output in special cases. Most powerful in the Ford range is the 400-h.p. Super Marauder V8, which is of 430 cu. in. capacity, uses a 10.5 to 1 compression-ratio, and is optional on all Mercury models. This tops by 190 h.p. the highest power available from anv British car, Jaguar being tops here with but 210 b.h.p



NEW LOOK.—The value-for-money Triumph TR3 sports car greets 1958 with a "new look" and modifications to the seating, door handles, lighting, etc. Alas, the price has gone up by £28 10s., to £1,049 17s.—still, however, excellent value for a 110-m.p.h. disc-braked car.

American engineers still favour the separate chassis frame, and the Mercury enjoys a wheelbase of 10 ft. 2 in., or 10 ft. 5 in. for the Park Lane. On Continental and Lincoln cars this dimension is no less than 10 ft. 11 in.

Under-bonnet features include three-stage triple-thermostat cooling, machined combustion chambers, staggering of valves to assist exhaust-valve cooling, multi-barrel carburetters, and Precision Fuel Induction (could this last be a sales-sop suggestive of fuel-injection?). Ford claim that their engines are the only V8 units to be electrically-balanced while under power.

Ideas European stylists will no doubt copy include twin head-lamps, arranged with the inner lamps providing highest intensity (these being extinguished and the outer lamps dipped for passing), two-stage door "keeps" to hold doors two-thirds or fully open as required, spring-assisted door hinges to ease the chore of opening or closing big doors, deep fibrous roof and dash sound-insulation, push-button control of automatic transmission, keyboard control of power-operated windows (what happens if "rear-window up" is selected while sonny is using this convenient aperture to admire the American scene isn't explained), and "touch"-controls for automatic chassis lubrication, heater, air-conditioner, and six-way seat etc. We find, too, the Directed-Power differential to kill wheelspin at the touch of a switch, means of "dialling" your required seating position, provision for a bell to ring when your pre-set speed is exceeded, automatic declutching of the ventilator fan as highway speed increases, silhouetted ash-trays, and the skylight screen which is wrapped up as well as round the sides with roof-level fresh-air intakes.

All these ideas are found in one or other of the 1958 American Ford range, or can be had as extras. America leads us in matters like push-button controls and full air-conditioning and may beat us to pneumatic suspension. But perhaps more praise is due to the American salesman than to U.S. engineers—apart from all the foregoing he has to remember Style Tone colour combinations, Angle Poise Ball-Joint suspension, Even-Keel rear springs, Silent-Grip body mounting, Magic-Circle steering, Giant-Grip, Double-Sealed brakes and other similar attractions when selling Ford Fairlanes!

Whatever our manufacturers think of such publicity gambits they might very well copy the quality of the latest Ford catalogues instead of issuing the mediocre literature we how have to accept from them. Even Rolls-Royce catalogues have deteriorated sadly in quality.

* * *

The two-millionth Volkswagen left the Wolfsburg assembly lines on December 28th last year. It took ten years to make the first million, two years and five months to make the second million. VW production figures were 395,690 in 1956. 470,589 (269,198 exported) in 1957.

In America the bi-monthly *Foreign Car Guide* (H.K. Publications, Inc., 215, Fourth Avenue, New York, 3. 35 cents) is devoted virtually to VW matters. It contains, amongst other items a detailed description of the Volkswagen by Roger Huntington, in which appear some interesting facts about how the VW engine was developed for passenger-car use, taken from a paper which Ludwig Boehner, Chief Engineer at Wolfsburg, read before the S.A.E. in 1953. Tests of the thermostatic control of cooling-air delivery were

Continued on page 90

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MEMORIES OF THE BASINGSTOKE ROAD

[This article by S. A. Gibbons, now resident in Wanganui, New Zealand, recalls the road that is A 30, from London as far as Basingstoke, as it was when he was a boy and young motorist. Those who know this famous road to the West Country may be interested to discover for themselves how many changes have taken place in half a century and how many landmarks mentioned by the author still remain. Perhaps others have similar memories of other well-known roads?—ED.]

OF all the roads I have travelled in a long and fairly varied motoring life, none holds more nostalgic memories for me than that which today is known by the prosaic index number "A30" or, as we knew it, "The Basingstoke Road," or more often just "The Main Road."

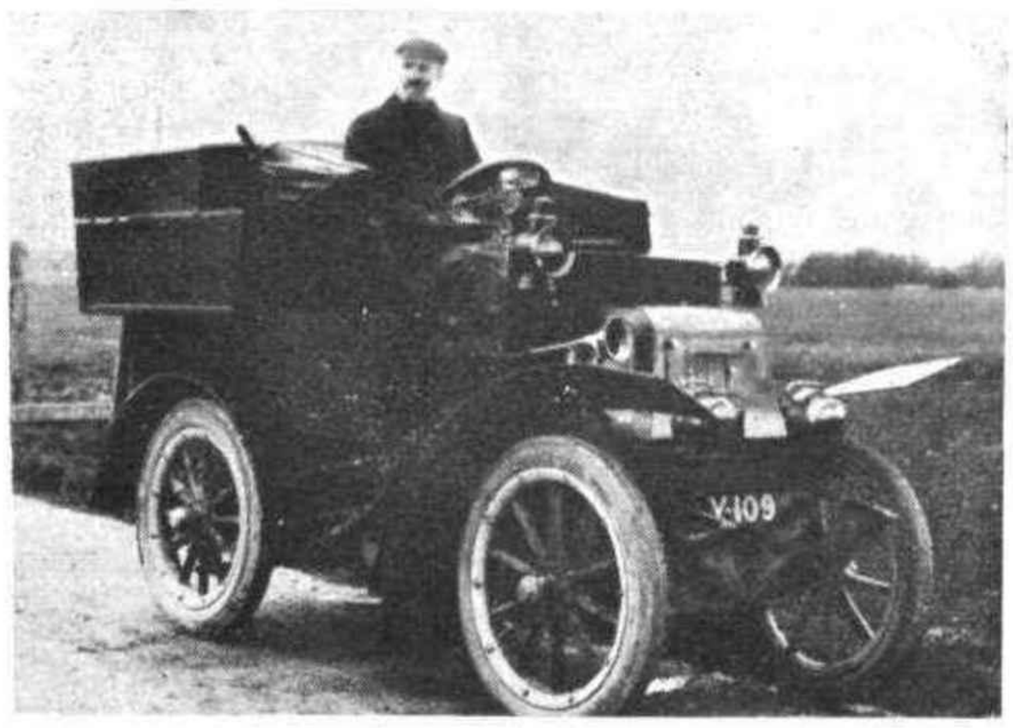
I cannot claim the distinction of the Hon. Evelin Ellis of having driven a motor car over parts of it in 1895, but for 18 years, from 1896 to 1914, I lived within a mile of it between Sunningdale and Bagshot, actually up the Westwood Road in the parish of Windlesham.

Not surprisingly we had no car in 1896, but various horse-drawn vehicles between 1896 and 1905, in which we covered frequently various stretches between Staines and Camberley and even on occasion went as far as Basingstoke; I can easily recall the soft "clop, clop" of the horses' hooves and the scrunch of the iron tyres of the carriages on the soft gravel roads.

About 1900 motor cars began to intrude, with devastating results, for in a short time I could think of nothing else, and soon all my available spare time was spent cycling on A30 watching out for cars. The first car I can remember was Dr. Creasey's steamer, a Locomobile I think, which must surely have been one of the earliest cars in general use on A30 before 1900.

About 1900 or 1901, my uncle and guardian, Robert Gibbons of Burnham, Somerset, bought his first car, a two-cylinder Daimler of 1897 or '98 vintage, and my motoring life really began. This car was reputed to have belonged to the Hon. C. S. Rolls; I know Rolls owned and drove many cars but I doubt if he had even seen half the cars he was reputed to have owned during the late '90s and early 1900s!

I think my uncle must surely have been one of the first commercial travellers to use a motor car regularly for his business (he travelled for Thomas Tapling & Co., Carpet Manufacturers of London) and



ONE OF THE FIRST cars to use the Basingstoke Road regularly must have been this 1897/8 6-h.p. two-cylinder Daimler, which was employed by the author's uncle, who travelled for a carpet manufacturer. It is seen here after having been somewhat modernised, the picture was taken in about 1904.



DENIZEN OF THE BASINGSTOKE ROAD.—This single-cylinder Darracq with the author at the wheel and his sister pretending to crank it, was photographed at Pears Hill, Windlesham, in about 1908. We believe the house was later renamed Allerton Hall and is now known as Allerton Hill.

covered a large territory, which extended from Taunton in the west to Andover, Basingstoke, and Reading, so he covered quite a bit of A30 in his regular business journeys, usually carrying two or three cwt. of samples.

Practically the only change I can remember between 1900 and 1914 was not in the Basingstoke road itself, but concerned the ratio of horse-drawn vehicles to motor transport. In 1900 the vehicles were almost entirely horse-drawn, with just an occasional one propelled by its own power, including, when clear of London, a fair number of traction engines and steam rollers. By 1914 it was a very different story, motor transport of all sorts completely dominating the scene, but there was still a fair sprinkling of horse traffic.

Leaving Hammersmith Broadway, where the trams started for Kew and Hounslow, one headed west down Chiswick High Road, narrow and congested with trams. I think this stretch of the road was paved with wood blocks. After Chiswick the road widened a bit where the Kew and Richmond routes branched off to the left, but closed in again through that nightmare bottle-neck that was Brentford, always congested and paved with stone setts, which were nearly always slippery in winter for lack of sun, and in summer from excessive zeal on the part of the water-carts. (It was here that I had my second brush with the police; coming into London early one damp morning about 1906 on my 1903 18-22-h.p. Mercedes, with the road fairly deserted but greasy as usual, a man thought fit to suddenly cross the road in front of me. In my anxiety to avoid him I suppose I braked too hard and the back of the car slewed round and knocked him down; he wasn't hurt, I helped him up, cleaned some of the mud off him, and then couldn't find his hat! Eventually we found it in the tonneau of the car! In the meantime, of course, the ubiquitous "bobby" had appeared and that was that—"dangerous driving" and, in due course, a fine.)

Once clear of Brentford things improved. The road became much wider, with a double line of tram-tracks in stone setts, with a strip of macadam on both sides wide enough for overtaking, and usually kept well watered in dry weather. (This watering was to keep the dust down, but perhaps what is not generally realised by present-day motorists is that this dust in the days of the predominance of horse traffic was largely composed of fine particles of straw from the horse droppings, and was extremely irritating to



WELL LOADED.—The author's family's second car, a 1903 18-22 *Mercedes rear-entrance tonneau outside Pears Hill. Note the absence of mudguards and the spare cover. This car had low-tension ignition.*

the eyes. I wonder how many people can remember the days when small boys employed by the City and Metropolitan Councils and armed with scoops and hand brushes dodged in and out amongst the traffic gathering up horse dung, almost as soon as it was dropped, depositing it in special bins provided on the edge of the pavements ?)

At Hounslow the tram-tracks finished, the Bath Road forked to the right, and we were in the country. From Hounslow on it was all open country right through to Staines, much of it under cultivation, mostly vegetables for Covent Garden. A few houses were scattered about, with a little settlement at Bedfont, where I seem to remember a small factory, something to do with motor cars, or perhaps in the latter years there was a garage there, then Staines Reservoir on the right.

The road surface, macadam of course, was unsealed and this stretch, from Hounslow to Staines, was, I seem to remember, usually in poor condition. In the middle of Staines the L. & S.W. branch line to Windsor crossed the road by a bridge, and I suppose still does, only it isn't the L. & S.W. any longer ! I suppose the Lagonda factory was in Staines then but the Lagonda wasn't a very exciting car to me in those days and I don't remember the factory, but I do remember going to Staines on several occasions to see the start of the Exeter and Land's End Trials, the starting point being on the London side of the Thames Bridge in those days. Staines and Egham were quite separate towns then.

From Egham on the character of the road changed and really became interesting. In the old carriage days Egham Hill was a definite obstacle and the more robust passengers usually walked the steep part. Even with the old Daimler we had some anxious moments, especially in the " tube ignition " days before she was modernised ! The road surface from here to Basingstoke and beyond was composed of a rather sandy yellowish gravel, most pleasant to drive on, not particularly dusty, and which dried quickly after rain and usually kept in pretty good condition. From the top of Egham Hill the road ran mostly through pine woods almost to Sunningdale Station, with no houses after the turn off to Englefield Green, except for the Wheatsheaf Hotel near the bottom of Virginia Water Hill, and the " Red Lion " just before the turning to Sunninghill. (What a joy the swoop down and up that beautiful hill was—not much swoop with the old Daimler, mostly rattle and grind !—especially when our machinery got more powerful. With plenty of " audible and sufficient warning " of our approach at the turnings to Virginia Water village and Ascot, with bulb horn and open exhaust, and later on the Iris, a siren.)

Just before reaching the station there were a few shops on the left, and Halfpenny's Garage, which started life I think as a blacksmith's shop. (I knew Mr. Halfpenny well; he had a sporting Argyll four-seater with Govan gearbox, which he had reconstructed from a standard chassis).

At Sunningdale Station there was the Station Hotel and a few shops and offices—Giddy & Giddy, land agents; Drake & Mount, coal merchants; the London & Provincial Bank, which later became Barclays. There were no buildings at all on the left of the road west of the railway when we first went there, and no road up the hill on the left to the golf links and houses, for the very good reason that then there were no golf links or houses. One thing has apparently remained unchanged through the ages—*the level crossing* ! It seems amazing that this relic of the past should still exist. The number of vehicle hours wasted there during the last fifty years must be fantastic.

Between Sunningdale and Bagshot there were very few houses adjacent to the road; perhaps half-a-dozen on the right just before Devenish Road, one cottage at the foot of Westwood Road, and a few more houses on the left just west of Snow's Ride, where was situated Dr. Creasey's house and Spencer's blacksmith forge and cycle shop, which later became a garage. On both sides of the road were woods and fields with large private houses standing in their own grounds, well screened from the road. Just past the railway bridge and the turning to Bracknell was the Cricketers Inn. Bagshot was a nice little village with several quite good shops and paved footpaths, the ubiquitous water-cart busy in summer and the shop windows well splashed with mud in winter.

Up Bagshot Hill at the " Jolly Farmer " the road forked right at the junction of the Farnham and Basingstoke roads, with scattered houses on both sides, on to Camberley, which even then was quite a town, with the Staff College in its wooded grounds on the right.

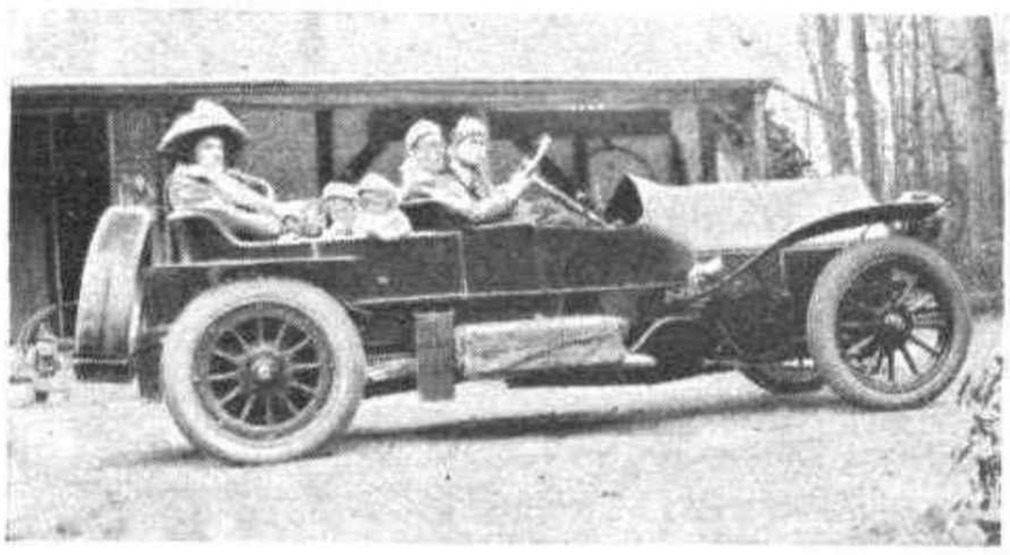
Another level crossing at Blackwater [now bridged—ED.], then a short rise and you were on to that grand speedway, the Hartford Bridge Flats, scene of many dark deeds and unofficial early morning speed tests. All was open country, with hardly a house to be seen and very few side roads all across the common. [Blackbushe Airfield now occupies most of it.—ED.]

Down the hill at the end of the Flats through Hartford Bridge village and on through open country, with woods and fields to Basingstoke and houses dotted here and there. All the way from Hounslow to Camberley, and maybe beyond, I don't remember, the road was bordered on the north side by a gravel footpath and on the other side mostly by a wide grass verge. Beyond Basingstoke my recollections of the road are more vague, as our journeyings farther west usually took us to the left here to Winchester and Dorset, or else we bore right at Andover (then infamous for its police activities). With a final fast run across the Plain to Amesbury, and the more winding, slower roads of North Somerset, with their clouds of white limestone dust in summer and slippery mud in winter.

What of the cars that frequented this part of A30 in those days ? The only one I can remember prior to 1900 was Dr. Creasey's steamer mentioned earlier. This was followed by several single-cylinder de Dions. His partner, Dr. Trail, who lived near Sunningdale Station, also favoured the same make, but a year or two later my uncle made his periodic visits to us on his Daimler and nearly always took us for trips which entailed traversing part of A30. Later the Daimler gave way to a Bristol (no relation to the present Bristol) which was made either by the Bristol Waggon and Carriage Co. or the Bristol Motor Co. A rather unpleasant motor car. It was however a great improvement on the old Daimler, with a four-cylinder 18/24-h.p. engine, canopy top and windscreen.

In 1904 I had my first motor-cycle, a single-cylinder $2\frac{3}{4}$-h.p. made in the Repton School engineering works, on which I used to dash about the local stretches of A30 complete with leather cap, gauntlets and gaiters.

Continued on page 90

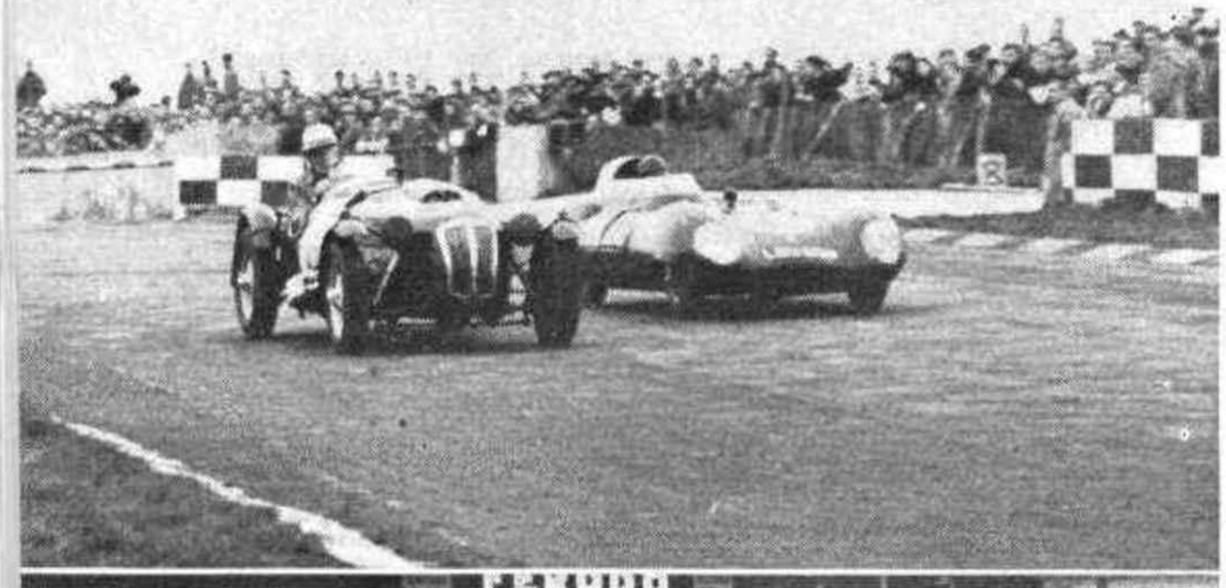


SPORTING.—The author at the wheel of the 35-h.p. Iris in which he had many exhilarating runs along the road that is now A 30. *This picture was taken at " The Whare," Windlesham, about* 1911, *after the body had been rebuilt and new mudguards fitted: this Iris was often run as a two-seater.*

PICTORIA

B.R.S.C.C. Boxing-

M.C.C. E



CLOSELY MATCHED — At the B.R.S.C.C. Race Meeting at Brands Hatch on Boxing Day the Frazer-Nash of W. E. Wilks and G. H. Williamson's Lotus-Ford proved extremely well matched, until the Lotus spun off.



OPENING ROUND of the 1,100-c.c. Sports-Car Race at Brands Hatch, with Jones' Lotus-Climax leading Prior's Lotus-Climax. Jones spun off and the race went to Mike Costin in Lotus No. 1, here seen in third place, who overtook Prior in Lotus No. 17. He lapped at 69.53 m.p.h.



UNUSUAL CAR FOR ARCHIE.—In the popular saloon-car dice at Brands Hatch Scott-Brown took the wheel of Manduca's 1900 Alfa-Romeo. For some laps he tried hard, but eventually he fell back, finishing fourth.

NEW CAR.—At the Boxing Day Brands Hatch Meeting patrons were able to see Grand Prix driver Lewis-Evans at the wheel of the latest Willment-Climax, which came in third in the Formule Libre race, behind Brabham's Cooper-Climax and Ireland's Cooper-Climax.



EXCITING.—The Formule Libre Race at Brands Hatch by Brabham, in Rob Walker's 2-litre Cooper-Climax before t Australian, who set a new lap record of 75.92 m.p.h., lead Willment-Climax, which was

EVEN THIS TR2 COULDN'T DO IT.—The tractor provides assistance up Simms Hill for J. Featherstone's Triumph, while his passenger appears to be wondering just how strong is a steel hawser.



AL REVIEW

-Day Brands Hatch

xeter Trial

THE FIRST IMPORTANT ENGLISH FIXTURE OF 1958 was the traditional M.C.C. Exeter Trial, the 33rd of the series. It is especially suitable for competitors in normal cars but F. E. Gooding only got about halfway up the notorious Simms Hill in his 1.5-litre Riley.



A SPLENDID ASCENT OF SIMMS was made by F. Denison's Peugeot 403, a family saloon, which never faltered and seemed to have suspension well suited to the ruts and gullys.



ALMOST UP!—Sheer power carried W. H. Lowe's Jaguar XK140 almost past the "Observed Section Ends" notice on Simms Hill, but eventually wheel-spin defeated it.

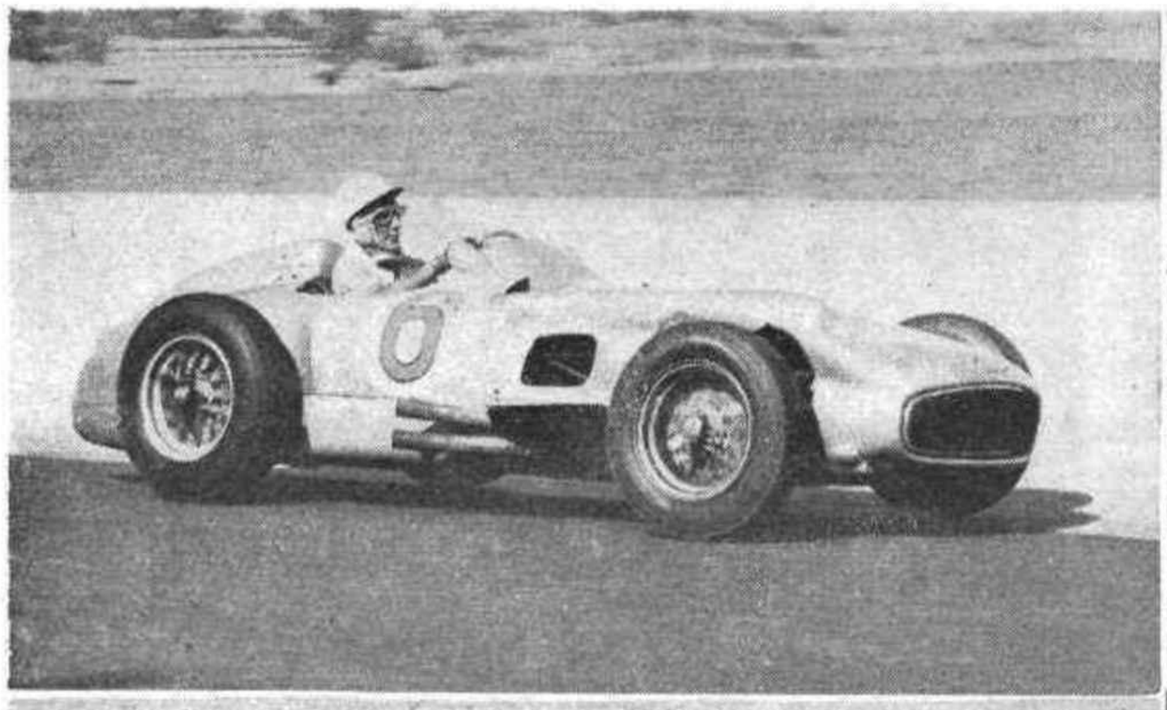
on Boxing Day was "quite something." It was won impeccably his car was flown out to the Argentine for Moss to drive. Here the ds Ireland's Cooper-Climax, which was second, and Lewis-Evans' third, away from the starting grid.

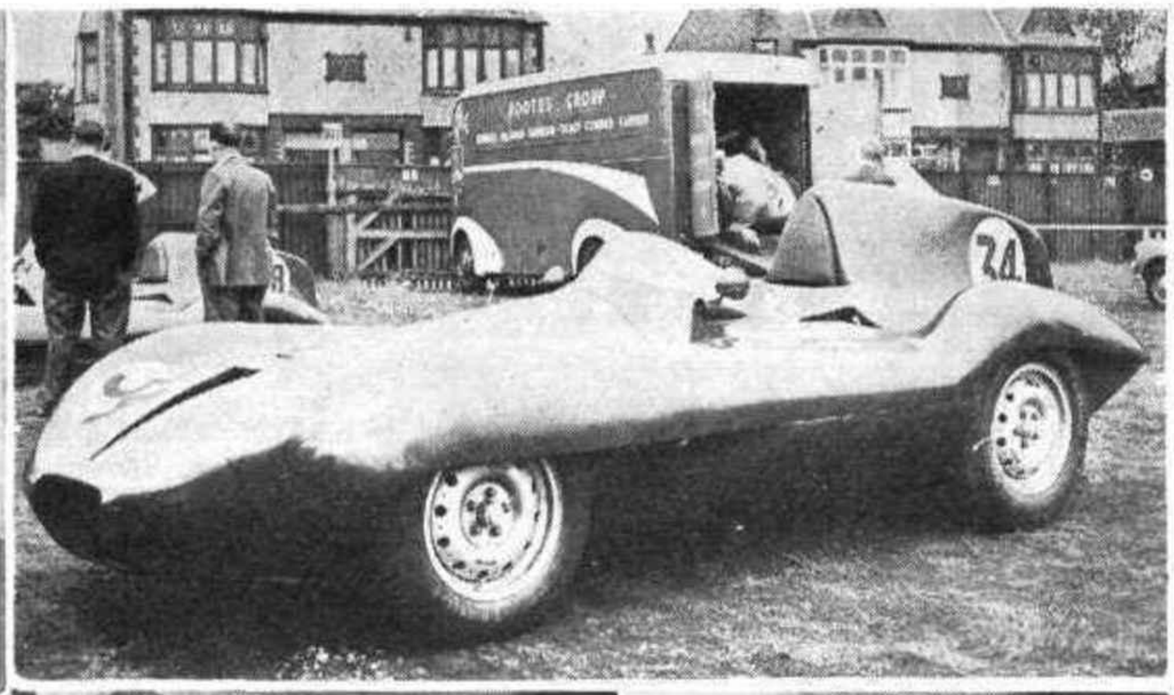
STOUT EFFORT.—At Simms Hill in the M.C.C. Exeter Trial sports cars were required to stop and restart before rounding the right-hand bend. This defeated many of them but by a prodigious feat of bouncing and blipping E. H. Dent just got his Morgan Plus Four over the summit.

ANOTHER THAT FAILED.—Simms Hill is a tough proposition, as D. A. Hockey discovered. Here the hard-worked tractor tows his 1500TF M.G. over the summit.

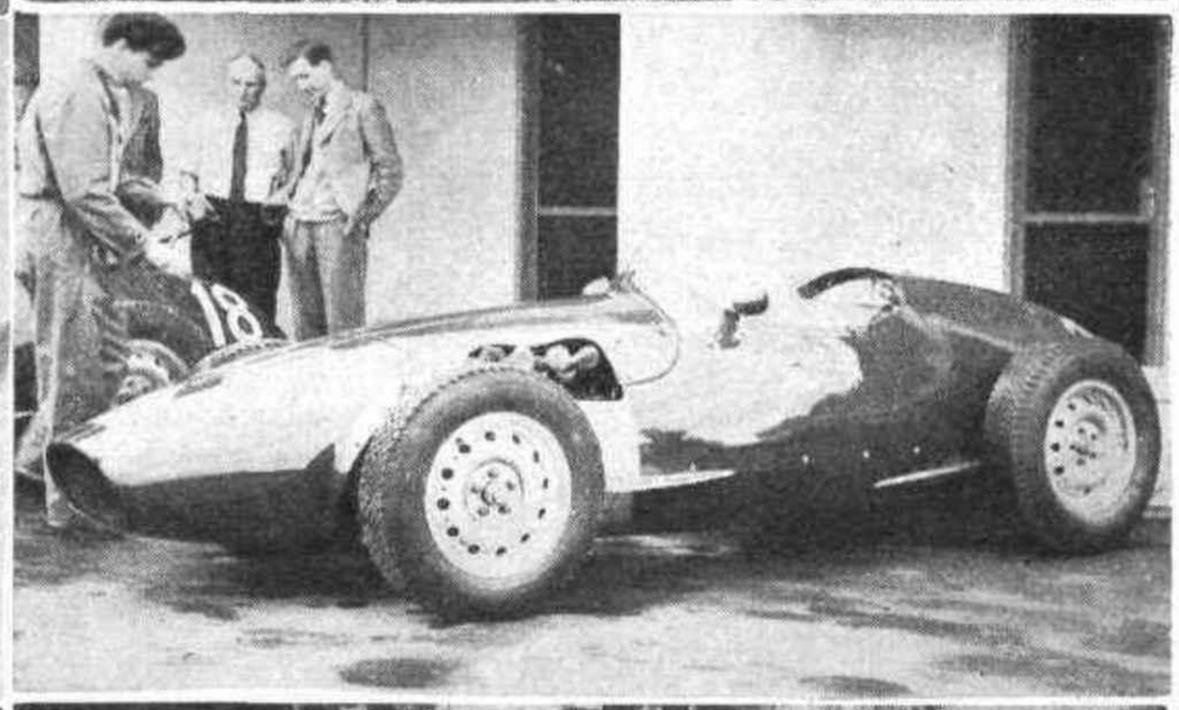


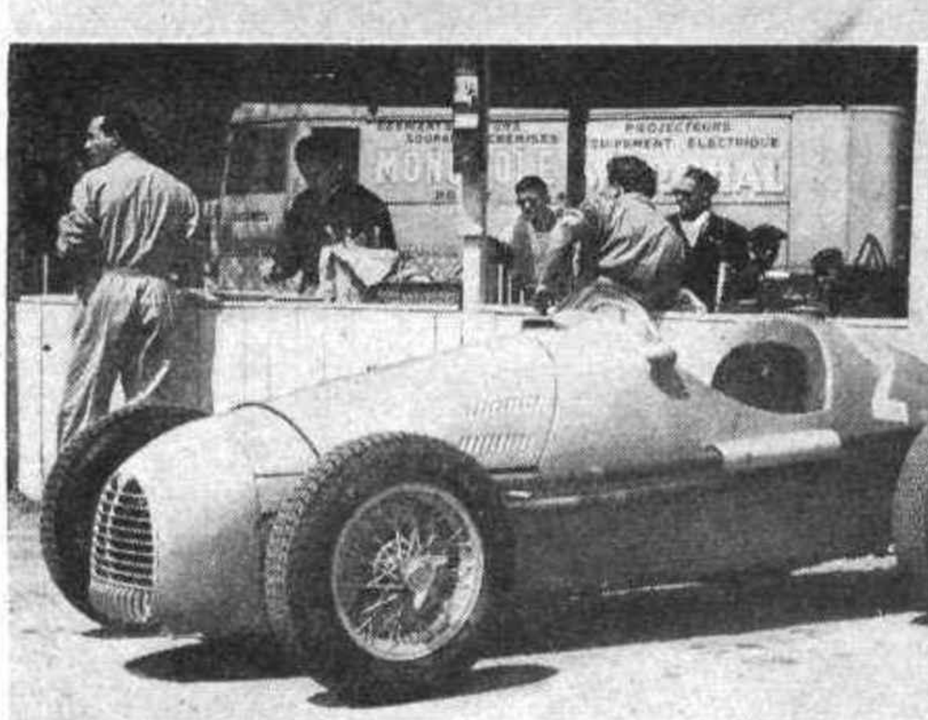


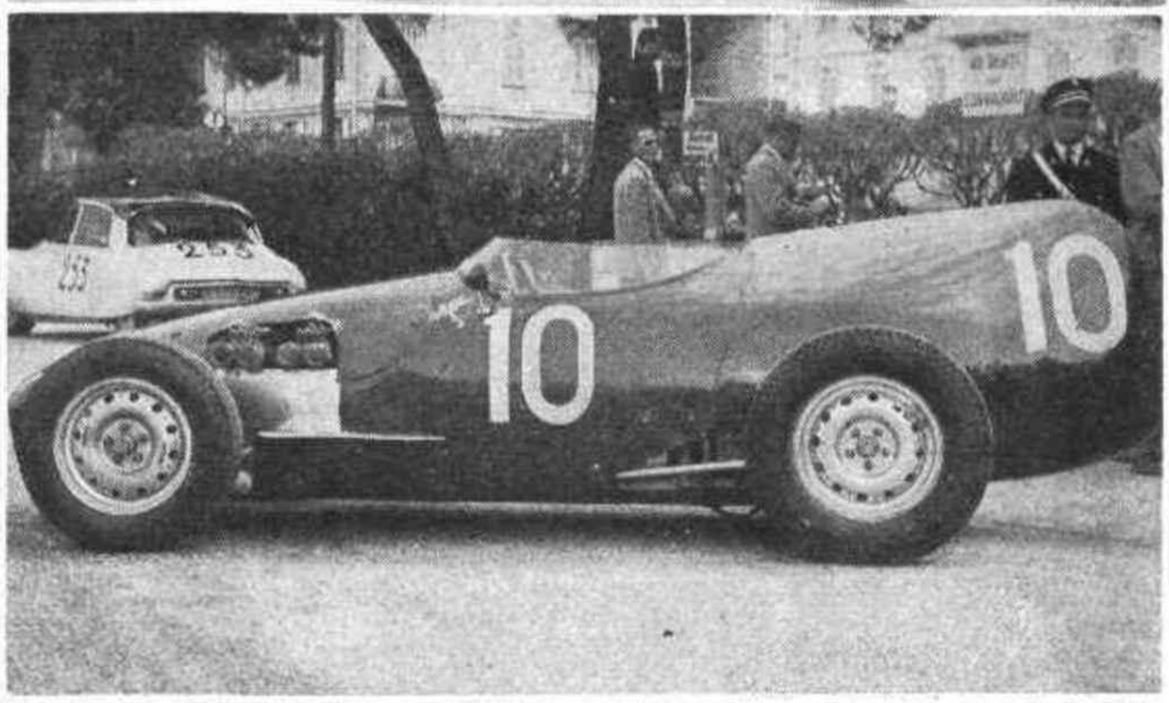


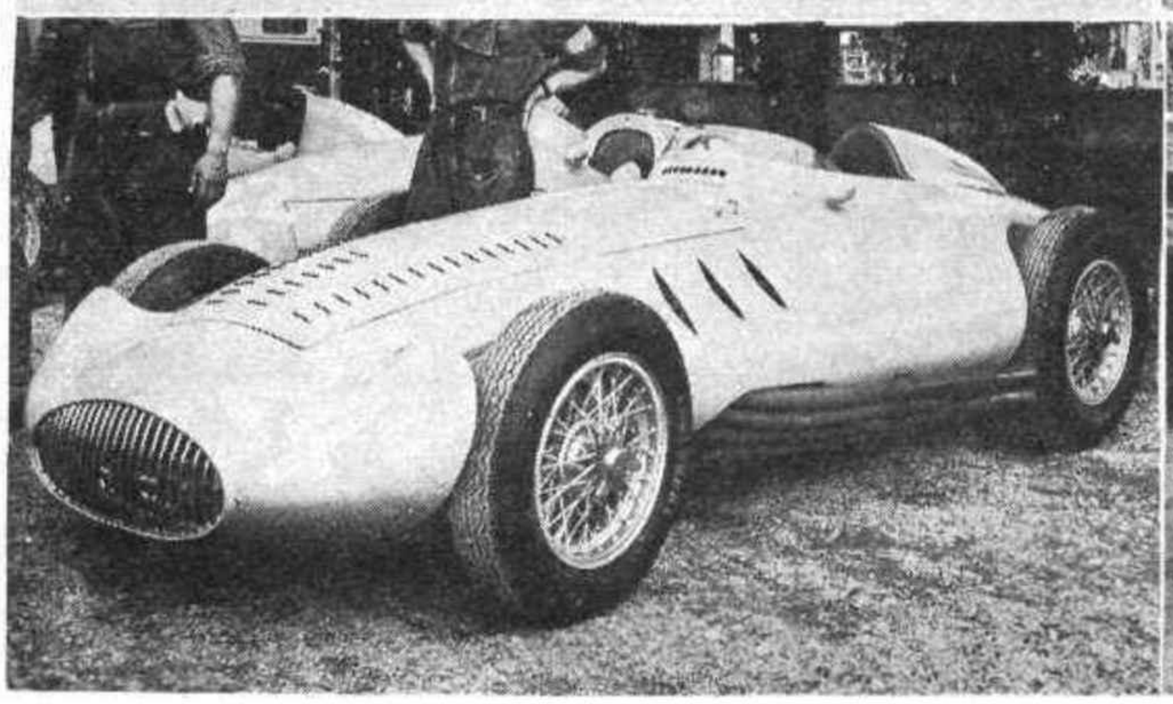


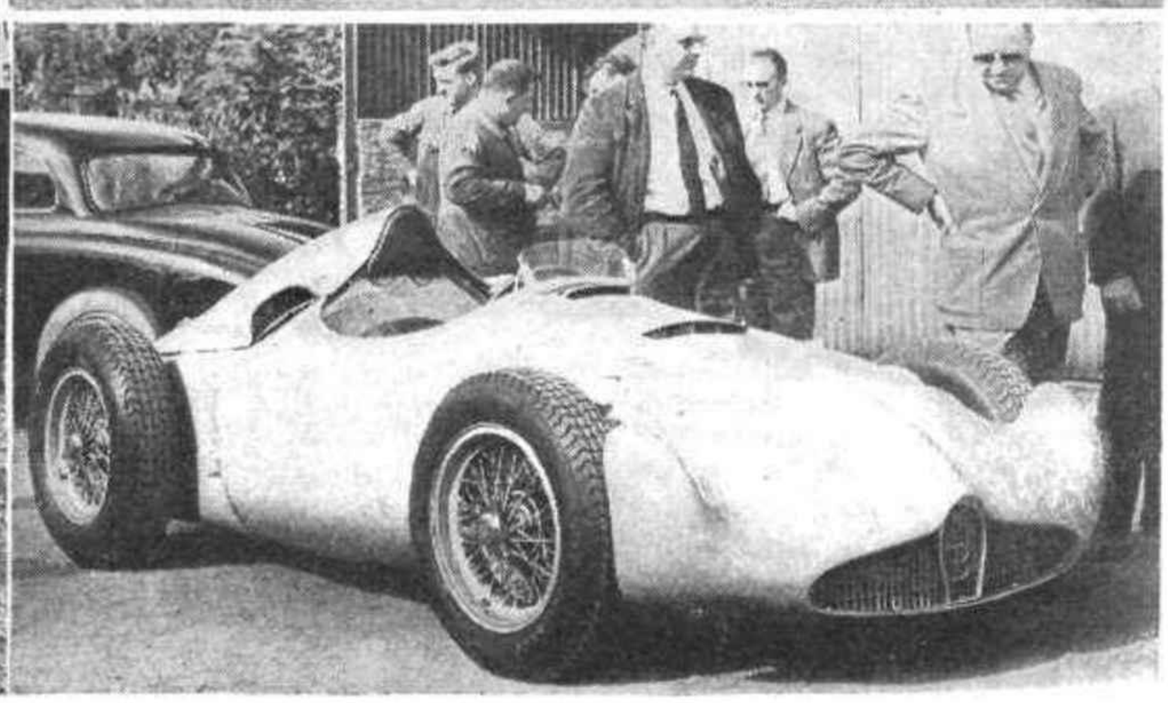












DURING the four years of Formula 1—Part 1, from 1954-57, there were some makes that did not last the full span of Grand Prix racing; such as Mercedes-Benz, who had achieved their objectives and retired honourably, or like Connaught, who fought a losing battle with finances and conditions and withdrew before complete disaster overtook them. Above we depict some of the cars that failed to last throughout the full four years of development, for one reason or another.

On the left at the top is seen the open-wheeled ultra-short wheelbase Mercedes-Benz W196 used at Monaco, while below it is the last fully streamlined version to come from the Stuttgart firm, as used at Monza in 1955. Apart from these two types, there was a version of the W196 to suit almost every type of circuit, and Mercedes-Benz came as close to the ideal racing team of "cars for courses" as anyone. Below, left, we see the six-cylinder Gordini which struggled along to collect starting-money for Amedee Gordini to keep his team going, and at the bottom the eight-cylinder Gordini that never received the full development programme it justified.

On the right are three photographs depicting Connaught progress, starting at the top with the fully streamlined car of 1954/55, then to the most successful of all Connaughts, the slim "Syracuse" model, named after its famous victory, and the third photograph shows the 1957 high-tailed car at Monaco, the last official race of the works team.

Finally, we see the ill-fated Bugatti Type 251 which made but one Grand Prix appearance. Its only claim to fame lay in its very unorthodox design and construction, which some people thought had a future, others not. As so often happens in motor racing, the idea was practically still-born, so we shall never know what the outcome would have been had it undergone complete development.

From the technical standpoint the last four years of Grand Prix racing have been full of interest and a great variety of cars were produced, and as the basic form of the Formula 1 has not been changed for Part 2, namely 2,500 c.c. limit unsupercharged, 750 c.c. supercharged, we can look forward to four more years of interesting development.

NO MEAN PERFORMER!
The Riley One-Point-Five

Two-Carburetter High-Compression Version of the Wolseley 1500 Provides Outstanding Speed and Acceleration Combined with Good Handling Qualities and High Gear Ratios

THE new Riley One-Point-Five saloon has the same engine, suspension and body-pressings as the Wolseley 1500 and virtually identical dimensions. It uses the same B.M.C. series-B power-unit but with twin instead of a single S.U. carburetter and a higher compression-ratio. We expressed our opinion about cars which are closely related yet which bear totally different make-names in the Editorial of last December and need not reiterate them here. Moreover, although it is correct to regard the 1.5-litre Riley as a warmed-up Wolseley 1500, the fact is that there are differences between these two B.M.C. permutations—apart from the greater power-output the Riley has a differently laid-out facia panel incorporating a tachometer, and it has Girling brakes (of 30½ sq. in. greater lining area) whereas the little Wolseley has Lockheed brakes. There are also differences in interior trim, and the Riley has hooded headlamps—which, the pundits claim, reduces maximum speed by a few m.p.h. Certainly the wind flow makes strange mud patterns on the bonnet top just inboard of the lamps.

However, to all intents and purposes the Riley resembles the Wolseley, about which MOTOR SPORT published a full road-test report as recently as last month. Consequently there is no need to deal with the 1.5 Riley in detail and in matters of description and comment our account of the Wolseley 1500 can be taken as applying to the Riley unless rescinded by what follows.

The Riley has a polished walnut facia but there is no cubby hole before the driver, although a generous, lidded but not lockable cubby is provided before the front-seat passenger. The driver is confronted by three instrument dials, comprising a Jaeger 100 m.p.h. speedometer (incorporating trip, with decimal, and total mileometers). and a Jaeger 6,000-r.p.m. tachometer, these flanking a dial enclosing the oil gauge, water temperature and fuel contents recorders. The presence of a tachometer is pleasing, although there are readings every 1,000 r.p.m. only and something more elaborate would be expected on a sports car. The fuel gauge is unusually accurate, little margin being left after the reading reaches " E "; oil pressure is normally rather above 50 lb./sq. in. and water temperature does not rise above " N."

To the right of the tachometer are two buttons, for lamps and screen-wipers, respectively, with the screen-washers' push-button in line below them. Further buttons for fog lamp (not fitted on the test car) and panel lighting flank the detachable ignition-key, while starter and mixture controls are located further to the near-side, below the speedometer. There is a small radio speaker, with the sensible ventilator/heater quadrants between this and the cubby hole or glove box. The indicator lamps for full beam and ignition on do not dazzle and the stalk control for the flashers is useful.

On the road this little four-door four-seater saloon is no mean performer! We drove it nearly 850 miles in four days and found it more than a match for most other cars encountered. The twin S.U., 8.3 to 1 compression-ratio engine goes up to 6,000 r.p.m. without complaint, although its peak speed is 5,400 r.p.m. High gear ratios are a feature of the 1.5 Riley and maxima on the indirect gears are as high as 29, 47 and 78 m.p.h., respectively. In practice acceleration in the 5.12 to 1 third gear tails off above 4,000 r.p.m. or approximately 55 m.p.h. and 5,000 r.p.m., or an indicated speed of nearly 70 m.p.h., represents the usable maximum. So far as absolute maximum speed is concerned, the high axle ratio of 3.73 to 1 means that a long unobstructed run is required to attain 85 m.p.h. but 80 m.p.h. is fairly frequently within the compass of this willing little car. Similarly, cruising speed is dictated by road conditions, an indicated 80 m.p.h. being quite feasible, when engine speed is below 4,300 r.p.m. The engine is comparatively silent at 3,000 r.p.m., equal to a speed of 55 m.p.h. Above 79½ m.p.h. a piston speed of 2,500 ft. per min. is exceeded.

The now well-known B.M.C. central floor gear-lever is naturally employed for the Riley and this exceedingly pleasant gear change encourages the sort of driving which results in high average speeds over give-and-take roads. The gear change is a trifle stiff and it is sometimes very difficult to engage bottom gear, with or without a crunch, but otherwise this is a delightful gearbox. The gears are quiet but considerable hum emanates from the back axle.



A RILEY BY ITS RADIATOR.—Three-quarter front view of the much-discussed Riley One-Point-Five. The registration letters should act as a reminder to clean this car frequently!

The Riley has the rack-and-pinion steering made famous by the Issigonis Morris Minor. This is accurate, free from lost-motion and reasonably light, with useful castor action. Very slight kick-back (less than on the Morris Minor and Wolseley) is sometimes experienced and on tight corners rather higher gearing would be an improvement, the big dished steering wheel requiring 2⅝ turns, lock-to-lock. The angle of the wheel, experienced in conjunction with the rather upright driving stance, isn't ideal and the dish of the (sprung) wheel spokes makes operation of the horn button tiresome.

The Riley One-Point-Five inherits the notable handling characteristics of the Morris Minor but we were disappointed to find rather *too supple suspension for a lively car of this nature. The Riley can* be cornered fast with considerable enjoyment but there is roll which to some extent destroys the accuracy of line round fast bends and the car has a disconcerting habit of darting about, although the tyres do not protest when the driver becomes ambitious. We would sum-up the Riley's handling characteristics as good but not so outstanding as we had hoped and which could be even more in keeping with the car's sparkling performance with advantage.

The performance is definitely excellent for a four-seater saloon of this engine-capacity and price-bracket. The little Riley sees off its sporting companion the M.G. Magnette, being able to attain 50 m.p.h. from rest in less than 12 seconds, increase its speed from 30 to 50 m.p.h. in third gear in under 9 seconds, from 50 to 70 m.p.h. in top gear in 18½ seconds and clock 20.6 seconds over a s.s. ¼-mile.

Such acceleration, allied to good handling qualities, should make this B.M.C. Riley a notable rally car. The outstanding performance stems from installation of an engine for which 68 gross h.p. is claimed in a car weighing well under a ton. A mass-produced unit which will run up to 6,000 r.p.m. without anxiety is quite an accomplishment and considerable engine noise, of the " buzz-box " variety, when the throttles are opened wide in the lower gears, is excusable. It is an engine which starts instantly in winter without resort to the mixture control, but it does run-on somewhat after the ignition has been cut.

In order to test the new Riley thoroughly we went without a night's sleep in order to enjoy empty roads to the West Country. On this long night run the heater was found to be fully effective. The Lucas lamps give a very powerful but rather concentrated beam. Before starting we filled the petrol tank to the brim with National Benzole Super. The tank ran dry after 177 miles, which included fast but not furious main road motoring and two ascents of Porlock, with re-start tests in the course of the second climb. (The maker's stated tank capacity of seven gallons is optimistic.) This restricted range is deplorable. It means that for rally work a larger tank will be essential (as, we presume, will stiffer shock-absorbers) and in ordinary motoring such frequent refuelling stops will be necessary that a can of petrol is likely to be carried as a matter of course, depleting the otherwise reasonable luggage capacity. A careful check on fuel consumption proved this to be 27.0 m.p.g. with some further hill-storming, including Lynton, Salcombe and White Sheet, and 29.5 m.p.g. on a long, fast main-road journey. At the close of our 850-mile test the sump oil-level was ominously near the " minimum " mark on the dip-stick but a quart of Castrol

Continued on page 89

At 30° of frost
cars start easily on

CASTROLITE

A car undergoing severe test in a refrigeration chamber. Photograph by courtesy of The Nuffield Organization.



Don't take chances-ask for

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by name

THE BALANCED MULTI-GRADE MOTOR OIL

Castrol

THE RILEY ONE-POINT-FIVE SALOON

Engine : Four cylinders, 73 by 89 mm. (1,489 c.c.). Push-rod-operated o.h. valves. 8.3 to 1 compression-ratio. 68 b.h.p. at 5,400 r.p.m.
Gear ratios : First, 13.56 to 1; second, 8.25 to 1; third, 5.12 to 1; top, 3.73 to 1.
Tyres : 5.00 by 14 Dunlop tubeless, on bolt-on steel disc wheels.
Weight : 18 cwt. 2 qr. 21 lb. (without occupants, but ready for the road, with approximately one gallon of petrol).
Steering ratio : 2¾ turns, lock-to-lock..
Fuel capacity : Seven gallons (but *see* text). (Range approximately 177 miles.)
Wheelbase : 7 ft. 2 in.
Track : Front, 4 ft. 2⅞ in.; rear, 4 ft. 2 $\frac{11}{16}$ in.
Dimensions : 12 ft. 7 in. by 5 ft. 1 in. by 5 ft. 0 in. (high).
Price : £575 (£863 17s., inclusive of purchase tax).
Makers : Riley Motors Ltd., Cowley, Oxford, England.

THE RILEY TWO-POINT-SIX SALOON

Engine : Six cylinders, 79 by 89 mm. (2,639 c.c.). Push-rod-operated o.h. valves. 8.3 to 1 compression-ratio. 101 b.h.p. at 4,750 r.p.m.
Gear ratios : First, 12.93 to 1; second, 8.03 to 1; third, 5.6 to 1; top, 3.9 to 1.
Tyres : 6.70 by 15 Dunlop G.T. tubeless on bolt-on steel disc wheels with chromium-plated discs.
Weight : 1 ton 10 cwt. 3 qtr. 14 lb. (without occupants but ready for the road, with approximately one gallon of petrol).
Steering ratio : Four turns, lock-to-lock.
Fuel capacity : 13 gallons (range approximately 221 miles).
Wheelbase : 9 ft. 5½in.
Track : 4 ft. 6½ in.
Dimensions : 15 ft. 5⅛ in. by 5 ft. 7 in. by 5 ft. 1 in. (high).
Price : £940 (£1,411 7s. inclusive of purchase tax).
Makers : Riley Motors Ltd., Cowley, Oxford, England.

Above are data tables relating to both B.M.C.-Riley cars, the 1.5-litre and the Riley 2.6 which was reported on last month.

Continued from page 87

served to restore this, representing an oil consumption of approximately 3,400 m.p.g.

Reverting to the control characteristics of the Riley, the clutch is heavy and it is difficult to avoid judder; in restarting and accelerating up rough-surface hills the back-axle tramps noticeably—the moral of i.r.s. emphasised again. The Girling brakes, apart from the faintest squeal, are beyond reproach. They are progressive, yet deceptively powerful under light pedal pressures. The central between-seats hand-brake is well placed but only just held the car on Porlock. The pendant pedals are rather mean and set slightly to the left.

The polished-wood facia and window surrounds and the two-tone leather upholstery are intended to impart an air of sumptuousness to the Riley. To a large extent this object is attained, but nine different shades in the interior are rather overpowering to those who are not colour-blind and in minor matters the car falls sadly short of the standard its makers have attempted to suggest. For example, in pulling shut the near-side front door the plastic bar of the door pull broke and removed skin from the driver's finger, necessitating an emergency halt to search for Elastoplast. Substitution of plastic for metal was imprudent in this instance! The cover of the rear-compartment ash-tray clattered off at a touch, the ash-tray in the driver's door fell out, the Wilmot-Breeden ignition-key twisted after being used to lock the doors so that it wouldn't enter the ignition lock, the throttle-linkage tends to jerky running and although the bonnet props open automatically this prop needed persuasion before it would release. The catches of the ¼ windows were stiff to release and the oil filler stiff to unscrew.

The luggage-boot lid remains open and closes automatically, the floor of the boot is sensibly slightly inclined upwards, and the spare wheel is in a separate compartment beneath. The front-door windows open fully with two turns of their handles, the rear windows with 2½ turns. The petrol filler lid is hinged to the filler neck and it is possible to refuel from a can. The seats are generally comfortable and the front bucket seats provide excellent support at the expense of an upright seating position and rather hard cushions.

There is not a shadow of doubt but that this Riley One-Point-Five has a promising future. It will appeal to those who delight in excellent performance from small-engined, comparatively-inexpensive little cars. The Riley has this performance to a commendable degree and if its restricted fuel range exasperates keen tourists, especially on the Continent, and if its rather supple springing would be improved by stiffer dampers, the fact remains that this is one of the more interesting and exciting of Britain's new cars. It is a car which possesses little "character," which feels far more like a de luxe Morris Minor than a Riley, and although its "traditional" radiator grille looks genuine from the outside it becomes a crude thing seen with the bonnet open—just as the scraping of some of the red paint off the valve cover in order to write "Riley" thereon is to be deplored. Various Riley "diamonds" provide additional identification.

Yet, when all is said and done, this little Riley goes, corners, and stops far better than a car of its size has any right to do. Enthusiasts who have not yet driven one are advised to queue-up at the doors of B.M.C. dealers, for the Riley One-Point-Five is a car that seems likely to make rally—and sales—history.—W. B.

CORONATION SAFARI—1958

Britain would be well advised to enter for, and to attempt to win, this year's R.E. African A.A. Sixth Coronation Safari, which takes place from April 4th-7th, commencing from Nairobi. Entries at normal fees have closed but they will be accepted at £40 per car up to March 1st. Entries cancelled before March 1st have 50 per cent. fees refunded. Team entries cost £12 10s. per team. This International event is confined to Normal Series Production Touring Cars, divided into three classes, up to £650, £650-£850, and over £850. These classes are termed, respectively, Impala, Leopard and Lion. Class winners get £250 and a chance of many other awards, including a 10-day big game safari with white hunters (worth £1,500) for the top six competitors from overseas. This event, a sort of race over shocking roads and mud, covers approximately 2,900 miles, but drivers must do more than 200 miles continuously. Marks are lost for late arrival at checks and for defects to the car. The regulations make a point that last year the class winners were Volkswagen, Fiat 1100 TV and Peugeot 403, VW winning outright. Volkswagen have won the Team Prize four times out of five. We know South Africans are very anxious to see British cars win this year. Details of the Coronation Safari are available from P.O. Box 87, Nairobi; regulations from the R.A.C.

FIGHT FOR FREEDOM

The Motor Accessories Manufacturers' Association states that it has had correspondence from 82,900 motorists, of whom 98 per cent. are against monopolistic attempts to ban competitive products from the forecourts and service bays of garages in this country; they wish to be able to choose their own favoured brand of motor oil. A public opinion poll has confirmed that 8 out of 10 motorists hold this view. You can assist the M.A.M.A.'s fight for freedom by buying oil by its brand name and buying petrol only at untied garages.

LOTUS RECORDS

Colin Chapman is truly versatile! Apart from building sports cars, racing these and F.II cars, preparing the Lotus Elite coupé for production, getting cars ready for racing, acting in an advisory capacity to Vanwall and B.R.M., contemplating a 750-c.c. production Lotus, and now planning a team of F. I Lotus cars, he finds time to send a special Lotus to Monza to improve on his own records. A Lotus Eleven was fitted with streamlined canopy and blown 750-c.c. and 1,100-c.c. single o.h.c. Climax engines were prepared. In Class G form the Lotus set up five new records, from 50 km. to 200 km., driven on December 3rd last year in difficult conditions by Allison. The 50-km. record was fastest, at 142.016 m.p.h. The attack on Class H records will be especially interesting, remembering the Austin-M.G. rivalry in this class years ago.—W. B.

MEMORIES OF THE BASINGSTOKE ROAD—continued from page 83

In 1905 I was allowed my first car, a 7/9-h.p. two-cylinder Peugeot of 1904 vintage, with a very nice looking side-entrance body and no guts.

About the most thrilling car I can remember at this time was a white 18/22-h.p. Mercedes with standard rear-entrance tonneau body, usually not wearing any front mudguards and driven by some sportsman who used to come to play cricket on the Windlesham ground. Other local cars were a two-cylinder Richard-Brasier with small rear-entrance tonneau (a better car than my Peugeot) and a two-seater 14/16-h.p. Straker-Squire, a very sporting car which the owner, Mr. Garnet, used to race at Brooklands.

In 1906 I achieved a great ambition and became the owner, not without considerable opposition from my guardians, of a second-hand 18/22-h.p. Mercedes with a standard Cannstadt rear-entrance tonneau body. What a grand car; it was well worn, the scroll clutch took up with a judder, and it broke several sprocket shafts, but I still say it was a grand car, and it covered many hundreds of miles on A30.

A favourite recreation on Sunday afternoons in the school holidays, was to take a walk from our home at Windlesham along the main road to Virginia Water lake and back, just to see what cars were about. In the very early days of the century, if one saw half-a-dozen cars during the double trip one was lucky, but each year the numbers naturally increased, but even in 1914 the road was never really crowded and the proportion of interesting cars was high. As the years passed and motor traffic increased, commercial vehicles were much in evidence, such as Foden and Sentinal steam wagons, the former mostly rubber tyred, the latter on steel, Little Giant (miniature traction engines), also sometimes on rubber (and pretty useless too if not on a hard surface; I have seen one in difficulties in thick loose metal close to the level crossing at Sunningdale). Thornycroft lorries and Milnes-Daimlers with their unusual spur wheel and inner toothed-ring drive to the rear wheels and long radius-rods. Harrods were, I think, the first big London store to put a fleet of delivery vans on the road in our district, about 1906 I should think. They were two-cylinder chain-driven Albions and their uneven exhaust beat was very familiar. Another unusual sight was the Renard Road Train, which I encountered one day stopped by the roadside not far from Sunningdale Station. Steam rollers were a common sight doing their job rolling newly laid stretches of water-bonded macadam road, but traction engines became scarcer every year, until by 1914 they were practically extinct east of Camberley, although one still came across them fairly often farther west.

Two small incidents stand out clearly in my memory on those Sunday walks. One rather unpleasant afternoon, probably in 1905, I was nearing the foot of Virginia Water hill when a car appeared over the brow of the hill on the London side travelling very fast; it was obviously something exciting. As it swooped down the hill I could see it was either a Mercedes or F.I.A.T. and very soon there was no doubt it was a big Mercedes in touring trim, painted dark green, with two bucket seats, headlamps and front mudguards and two muffled figures on board. On another occasion when pushing my bicycle up the same hill I heard something that sounded interesting coming up behind me. It was a very sporting chain-drive C.G.V. going well. Just before it reached me I saw a sudden spurt of water come from the bottom of the radiator and I could see that the drain plug had come out, I shouted and pointed but the driver took no notice. I soon found the plug and hastened after the car, knowing I was pretty sure to overtake them before they had got far. I did, at the "Red Lion," where they were letting the engine cool off and trying to get a cork to replace the missing plug. The plug being restored, the radiator was refilled and the engine started up, apparently none the worse for its overheating.

They turned round and headed back to London. Before leaving the driver gave me his card. I forget the name but he was "the big noise" of the Pioneer Bus Co. in London. (I wonder if any reader remembers this line of 'buses? They were unusual in appearance, painted green and with the engine mounted under the driver. They were N.E.C.s, I think.) That is the road now known as A30 as I recall it. They were great days, in spite of an overall speed limit of 20 m.p.h. and the ever-present chance of being caught in a police trap.

RUMBLINGS—continued from page 80

made over a 35-mile mountain road when the temperature was 23 deg. F. Cylinder temperature was controlled between 350 deg. F. when climbing to 160 deg. F. going downhill, whereas with the thermostat disconnected the temperature range changed to 330 deg. F./95 deg. F. (Note that it is temperatures below 140 deg. F. that permit unvapourised fuel to corrode cylinder bores, pistons and rings.) To obtain equalised cooling without recourse to expensive machined cylinder finning, the Volkswagen cylinder barrels are made by shell moulding, a thin resin-bonded shell of baked sand giving a fin thickness of only just over $\frac{1}{16}$ in., and fin pitch distances of less than $\frac{1}{4}$ in. To obviate the use of expensive curved baffle plates above the cylinders (incidentally saving 30 tons of sheet metal a year) Volkswagen employ a single flat baffle on the downstream side, which reduces temperature by 70 deg. F. as compared with the more usual baffles. A special water rig was used, air flow being similated by coloured water, to work out the shape of the baffle. Huntington quotes the rated pumping capacity of the VW cooling fan as 18 cu. ft. per sec. at 3,300 r.p.m., which he considers about proportional to the 60 cu. ft. per sec. delivery from the Sirroco fan used to cool the 100-b.h.p. Franklin engine of the 'thirties.

With reference to our remarks in the issue for December last about VW's supplies of magnesium coming from Germany, America and Norway, Magnesium Elektron Ltd., of Manchester, inform us that they now supply large tonnages to Wolfsburg.—W. B.

A NEW HILLMAN HUSKY

The first of the new Rootes Group cars for 1958 is a revised Hillman Husky. In place of the former side-valve engine the excellent o.h.v. Minx 1,390 c.c. power unit is used, together with the bucket front seats and floor gear-lever as found in the Hillman Minx Special with which, as recounted on page 79, we were so favourably impressed. The Husky body remains a dual-purpose utility, but the 1958 version's maximum load capacity (6 cwt.) is 1 cwt. greater and cargo space has been increased by more than 41 cu. ft. The back seat folds flush with the floor to provide a luggage platform over 50 in. in length (an increase of 7½ in.), but at the same time there is more space and although the new Husky is slightly lower than its predecessor, back seat headroom has been increased by 4 in. This useful 70 m.p.h. utility costs only £698 17s. inclusive of p.t. and should be a best seller.

It is interesting that the adoption of o.h. valves has resulted in a performance increase of 20 per cent. Now that Rootes have abandoned the side-valve Husky engine only Ford, amongst British manufacturers, builds side-valve cars. Indeed, throughout the World the side-valve engine is virtually extinct.

At a Press party to introduce the o.h.v. Husky we were sorry to hear Mr. Geoffrey Rootes state, so soon after the Jubilee year of the Hillman, that the first Hillman Husky was introduced in the autumn of 1954. In fact, the first Hillman Husky was a handsome fabric-bodied sports tourer which was introduced in September 1928—a picture of one appeared in MOTOR SPORT for November 1954.—W.B.

S.T.D. REGISTER SOCIAL (Jan. 11th)

The Sunbeam S.T.D. Register held its dinner and social in conjunction with the 12/50 Alvis, Fiat and Humber Registers at the Bonnington Hotel, London, on January 11th; 64 members and guests attended. The chair was taken by Mrs. Winifred Boddy and in the course of the evening the Inter-Register Team Trophy was presented by Mrs. R. C. Carter to George Liston Young, who received it on behalf of the Fiat Register, which won this friendly four-round contest last year. After Liston Young had expressed his appreciation he introduced Dr. Boella, of Fiat (England) Ltd., and speech-making concluded with a short address by Georges Roesch, the Talbot designer. Mrs. Boddy was presented with a bouquet of carnations from the S.T.D. Register.

The highlight of the evening was model-car racing on a Minimodels Scalextric circuit, at which an exciting knock-out contest was won by de Burgh Wilmot, the best lady being Miss Reynold. A box of chocolates was drawn for and each guest received a book of Sallon's cartoons of racing drivers by courtesy of Shell, the ladies also receiving Esso rain-hoods.

MILLIONAIRE'S CHOICE

When Sylvia Lamond of *The Sunday Express* went to St. Moritz expressly to see how Austro-Hungarian Baron Heini Thyssen, with £18 million in the bank, and his ex-model wife Fiona Campbell-Walter live, she asked: "Is that your Cadillac with skid-chains outside?", and received the answer: "No, Heini has a Volkswagen."—From "How Fiona Tamed Her Millionaire," in *The Sunday Express* dated January 12th.

* * *

Quote: "You can't get out of anything apart from a vintage Rolls in one of Balonciaga's balloon skirts."—Veronica Papworth, writing in the *Sunday Express*.

LETTERS from READERS

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

VICTOR VEXATIONS

Sir,

After reading your excellent road-test report on the Vauxhall Victor I felt that I should add my own views of this car.

On the attached sheet I have listed the main faults in this car. The minor ones, *e.g.*, lack of leg room in the rear seats, no handle on the boot lid, lack of passenger's sun visor, rubber round door edges which will perish in a few years' time, etc., are all too well known to need listing.

I am, Yours, etc.,

Glasgow. D. M. S. CLARK.

Mr. Clark's list reads as follows :—

Vauxhall Victor (F Type)

Car received 16.7.57. *Total mileage*—5,800.

1. Poor finish which one does not normally see, *e.g.*, under facia, door edges, etc.
2. Windscreen wiper has fallen off twice, has ceased functioning, and is now unserviceable.
3. Poor acceleration, since corrected.
4. Press-down door sill-lock came away in hand when door was in locked position, and therefore unusable until sorted.
5. Chromium rim of steering wheel boss worked loose.
6. Carpets found to be wet, both back and front, on many occasions: cause unknown.
7. Chromium flash along near side worked loose.
8. Exhaust pipe parted from silencer, since welded.
9. Radio fitted, but resulted in re-positioning of heater.
10. Chromiumed hub-plates blistering on all four wheels.
11. Spring in steering-column gear-change broken, making gear-changing very difficult.

* * *

THE V.S.C.C. AND THE P.V.T.

Sir,

I would like to assure owners of post-vintage thoroughbred cars that this Club does welcome them and includes classes for them in all events except our Welsh Rally, in which we cannot cope with a larger entry than we get of vintage cars. At all race meetings, driving tests and other road rallies, etc., we are only too pleased to have a large P.V.T. class, and we feel that the owners of the best cars made in the 1930s are well catered for by this Club.

As regards Mr. Monro's argument that only good cars of the 1930s are still running and that therefore we might accept all cars of this period, I am afraid he is a bit out; there are still a number of pretty frightful cars of the period which, if not still running, are at least still semi-mobile, as can be seen on the roads at weekends, and these we do *not* cater for!

I am, Yours, etc.,

T. W. CARSON,

Bishop's Green. Secretary, Vintage Sports Car Club.

* * *

WHAT OF THE WOLSELEY 1500?

Sir,

Being the owner of an early Wolseley 1500—car No. 710—I read with interest the letter from Mr. P. J. Eva regarding his own experiences of the model.

Fortunately, as far as petrol consumption is concerned, I am pleased to report that after 7,000 miles of fairly strenuous driving my consumption has never dropped below 35 m.p.g., which I think for a car of this nature is fairly commendable.

With regard to the question of acceleration, whilst admitting that it has not the "urge of an Aston," I find it quite satisfactory providing one takes into account the torque curve characteristics of the engine. I expect Mr. Eva is already aware that this de-tuned version of the B.M.C. B-type engine develops its maximum torque at 3,000 r.p.m., *i.e.*, about 41 m.p.h. in third gear or 55/56 in top. Consequently there is very poor acceleration in top gear in the 30/40-m.p.h. region, but a considerably improved performance in the 50/60-m.p.h. region.

With regard to performance, whilst it is quite capable of an easy 65 in third gear, I find that for maximum acceleration it is far better to change into top at about 55, which is what one would expect after studying the engine characteristics.

My own model has not been "doctored" in any way other than to advance the ignition some 16 clicks on the ratchet control from the position at which it was originally set.

If any of your other readers have yet increased the performance of a "1500's" engine I should be pleased to learn of his experience as I am at present considering raising compression by 0.5 and also fitting twin S.U. carburetters.

My only other criticism is in respect of roll, but to try and eliminate this I am about to fit a front anti-roll bar marketed by an accessory manufacturing firm.

I am, Yours, etc.,

Sutton Coldfield. I. M. THOMPSON.

Sir,

I read Mr. Eva's letter in the December issue with interest. At the time the car was announced I was a satisfied and enthusiastic driver of a 1955 D.K.W. which had covered about 30,000 miles, of which about half had been during the time it was in my hands.

The new Wolseley seemed to me to be a genuine attempt on the part of the British Motor Industry to market a model which incorporated the features for which those who, like yourself, have the interests of the discerning motorist at heart, had been clamouring; that is to say, a reasonably small and compact vehicle with a well-finished body and a potentially adequate power unit. In spite of the flood of advertisements it was only after direct contact with the manufacturers and threats of the purchase of another car of the same make that I was using, that I was able to produce a promise of delivery and that only by the end of August. Unless I made a great fuss the question of colour was purely a matter of pot luck and all those numberless varieties of tone and shade, with which we were extolled in the advertisements, were in any event an extra fifteen guineas, which, in view of some of the colours, I felt was hardly worth the extra expenditure, quite apart from the complete failure in any of the advertisements to mention there was an extra price to be paid for this!

I have now covered almost 5,000 miles in the car and apart from one or two minor faults, which were soon put right, the car has given considerable satisfaction.

I agree with Mr. Eva that the acceleration leaves a lot to be desired and I can endorse what he says about petrol consumption. This has really been the only serious bugbear. Coupled with the small fuel tank it does seem to be a drawback. A rival periodical seems to have managed 32 miles per gallon and the motoring scribes seem to be united in saying that even with hard driving it, *i.e.*, the petrol consumption, should not drop below 30 miles per gallon. Only once, and with the use of great care, have I managed ever to register 30 miles per gallon, more normally it is in the region of 27 or 28 miles per gallon, and in this respect the road testers seem to have been blessed with singularly frugal and economic models; an experience which has not been shared by Mr. Eva, by me, or by other owners to whom I have spoken about it.

There were, as I have said, several minor defects which marred an otherwise well-thought-out design—most of these related to slipshod inspection rather than faults of design. By and large, I am well satisfied with the car and if only one could have got one when it was announced, and after one had purchased it one could have got the proper heater for it without delay, one might begin to think that some right-minded people were beginning to make themselves felt at the B.M.C.!

I am, Yours, etc.,

Peterborough. M. W. JEFFREYS.

* * *

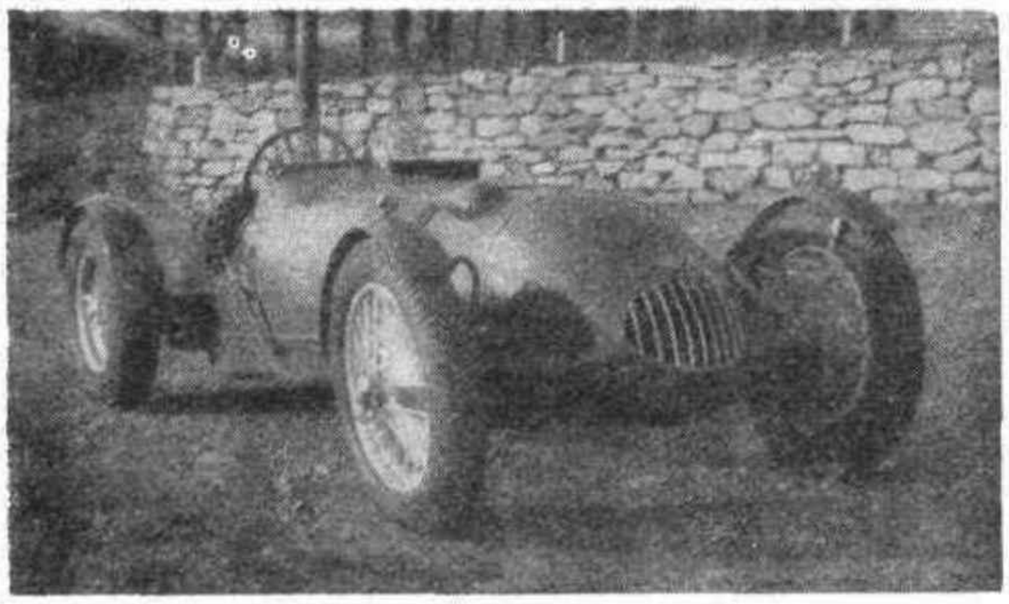
ANOTHER RARE RILEY

Sir,

The closing lines of Mr. L. J. Beach's letter in the January issue prompt me to write.

Eighteen months ago, I bought the last 2-litre road-racing Riley developed by F. W. Dixon and thus fulfilled another boyhood ambition, albeit rather late in the day! The car had one or two well-known owners in the interim, but it came to me as a pure racing car, without any frills; a new front end, suspension and nose were the only major alterations since Dixon used it.

My plan was to convert it into a usable road car, and this I have managed to do. Of course, the problems grew as the job progressed and, unfortunately, Dixon's death, together with that of the last owner some time earlier, aggravated the situation. However, the astonishing patience of the Service Department of Rileys, channelled through the medium of Arnold Farrar, their manager, and the helpfulness of people like Horace Richards, Bob Gerard, W. H. M. Burgess Ltd., K. Flint and Pike and Co. Ltd. of Plymouth, who had to do a lot of improvisation, simplified my task, and the job was completed last year. I have managed to retain the external features,



added a hand-starting-cum-dynamo unit, simplified the carburetter system (keeping the six-Amal unit for holidays!) and lowered the compression to about eight to one. The car runs smoothly, has tremendous urge through the gears, is most flexible in top, and has a maximum of about one hundred. I have no idea how it will compare with modern sports cars, but I am satisfied that for about half the cost of, say, a TR3, I own a fast, safe and unique car that will now enjoy a well-cared-for retirement.

I am, Yours, etc.,

Plymstock T. QUAYLE.

* * *

"THIS IS YOUR LIFE"

Sir,

The following concerns my Ford Consul and is not fiction:—

You were born in August 1955 on the outskirts of London, a happy, bouncing 1,500-c.c. baby of 2,000 lb. Then tragedy; within ten days of being delivered you collapsed with badly scored bores, and a few days later your clutch began to give out. But you soon recovered when a new engine and clutch were fitted to you. Unfortunately for your proud parents, you had a relapse and 2,000 miles later you went down again with scored bores. As the shock of another engine might have been too much for your constitution it was decided to rebore your own engine and have new pistons fitted. From then onwards you made great progress, but, alas!, you only lasted a further 3,000 miles, when it became apparent that something was still not right. In desperation, you were gently taken to your place of birth, where, with great care, you had another engine fitted, and as it was noticed that your legs seemed weak they grafted on a new front suspension. In the hope that a change of climate might be beneficial to your health you were taken abroad to a warmer climate, where you gave gallant service for 9,000 miles. On return to this country in 1957 it soon became apparent that the cold climate didn't agree with you, for, with only 17,000 miles on your young face, you developed badly worn valve stems and rocker gear, a lashing timing chain and a scored bore. We are really quite pleased that your distributor and fuel pump noises smother your small-end knocks. Your parents' once-proud boast, "Listen to my beautiful baby," is not repeated now.

The best of luck with your magazine. It's a good one.

I am, Yours, etc.,

Chislehurst. J. S. PRITCHARD.

* * *

BRITISH WORLD-BEATER WANTED

Sir,

I had last year an experience which has prompted me to write to you.

I was passing the large showroom of a local B.M.C. dealer when I noticed that he had on show the latest Nash Metropolitan hard-top, a car which had previously struck me as being rather a good-looker. I went into the showroom for a closer look. My own car, a 1957 VW de luxe, was left just outside the showroom.

A salesman then proceeded to tell me that a VW was a thoroughly bad buy as it was almost impossible to sell secondhand for various reasons. He said no one would think of paying £600 for a secondhand VW when a new Austin A35 was available for the same price. He then went on extolling the virtues of the A35 and pointing out how much better it was in every respect than my VW. Shocking salesmanship, to say the least, particularly as I had previously owned a new A30 which literally fell to pieces on me before 5,000 miles and for which I had the devil's own job getting spares.

The aforementioned gentleman(?) then offered to take me on over any distance in an A35 and arrive at any pre-arranged destination before me, having used only half the amount of petrol. I immediately offered to take him on with one gallon in each tank and a £10 bet on it to boot; offer not accepted, needless to say.

The point which I wish to make is that this gentleman(?) is not alone in his views in the trade, and I now wonder if they really believe what they say about the VW.

My obvious comment to people with such unenlightened views is that I bought mine in desperation after some five post-1954 British cars had let me down rather badly in one way or another with such items as differential failure, steering-box failure, front suspension failure and other items like water-pump failure, windscreen wiper, gear selector, speedo., wheel bearings, stub axle, etc., etc.; I could go on. *I admit that all these cars were driven rather hard and all* cost under £700, but all these failures occurred at well under the 10,000-mile mark and spares were by no means easy to come by.

My VW has now covered almost 20,000 miles with absolutely no trouble at all; plugs and points have naturally been renewed. I still have no trouble getting 38 m.p.g. and the average petrol consumption to date is 37.9 m.p.g. The whole vehicle still looks and performs like new, although it has been rather harshly treated.

I maintain the VW myself because nothing could be simpler.

I dismantled my front hub bearings to repack at 15,000 miles and was amazed to find the original grease absolutely uncontaminated (look at your British car front hubs at 5,000 miles—a filthy black mess). I was also pleased to see micro-fine bearing adjustment—none of this "Back off the nut when you feel drag and then find the nearest split-pin hole."

My tyres, Michelin tubeless, are about one-third worn, with no sign of uneven wear. The wheel balance cannot be improved upon, I am told by my service station.

There is no backlash in the transmission, and toe-in, camber, etc., are still in perfect adjustment, being untouched from new. I could go on *ad infinitum*, but suffice to say that every VW I have seen bears the mark of an enthusiastic workman and a rigorous inspection department.

I am in no way unpatriotic and would very much like to see our "head-in-the-sand" manufacturers come up with something approaching this wonderful VW as regards performance for size, comfort, finish, suspension, gearbox, etc.

Needless to say, my next car will be a VW (if this one wears out)!!

I would say: "Come on, Messrs. B.M.C., Rootes, Ford, etc., let's have a *modern* car and, if it's a small car, without coolant and its associated plumbing." If you must put the engine at the front, drive the front wheels, and for heaven's sake let's have all-round independent suspension and please don't aim at 20,000 miles' trouble-free running as a yardstick of quality; make it 60,000 as per that other car."

I would end by saying that several of my friends have recently purchased VWs and cover very considerable annual mileages; most of them would not now consider any other make.

The British Motor Industry is at present on the crest of a wave but can and will be displaced by far-sighted foreign manufacturers if they continue this no-change policy.

I would like to see the result of European Free Trade on the sale of our small cars on the home market when VW and Renault *Dauphine, etc., would sell for under £600.*

The very best of luck to yourself and your staff, and may your forthright criticism and policy pay dividends in the form of a British world-beater in the small-car field.

I am, Yours, etc.,

Bury R. SMITH.

* * *

"GREAT EXPECTATIONS"

Sir,

I have now been able to make satisfactory arrangements to get MOTOR SPORT from my local newsagent so I shall not be renewing my subscription.

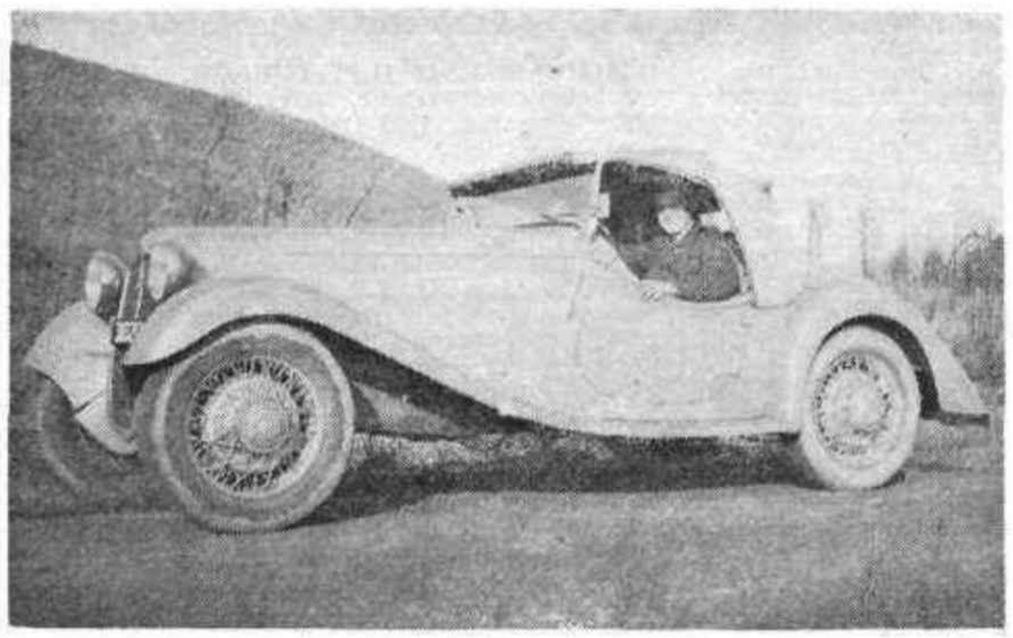
I would like to say a big "Thank You" for introducing me to *Motoring News*. When I got my first copy I thought it might be a weekly produced by the Editor of MOTOR SPORT but oh! dear, no, it is obviously produced by a completely different editorial staff and now I look forward to every Thursday with "great expectations."

It can never take the place of MOTOR SPORT but, my goodness, it does fill up the gaps between the first of each month and carries all the "tit-bits" that MOTOR SPORT are unable to include.

At 6d. per week it is value second to none.

I am, Yours, etc.,

Hull. C. WALFORD.



A RARE SPORTS MODEL

Sir,

I thought you might be interested in the vehicle illustrated above. Does anybody recognise it ?

It is a 1939 2½-litre Hanomag sports with, as far as we could see into its rather huge engine, six " pots," giving just on the " ton " down the Cologne-Frankfurt autobahn at night with three up. As far as we could discover there were only six of this model produced: does anybody know of, or anything about, any others ?

Through force of circumstances, it had to go to the breaker's yard when it became impossible to move it or take it with us when we made a big move. With much heart-break we said goodbye to a car that would have been the dream of any young man who drives in his father's yellow gloves !

Please don't condemn us you protectors and champions of the old and the beautiful; we've regretted that rash act ever since.

I am. Yours, etc.,

B.F.P.O. 43 DAVE MCCULLOCH

* * *

THE COST OF INSURANCE

Sir,

Mr. Stead complains of the cost of insuring his car, directing his remarks against the " Norwich Union " in particular, and insurance companies in general. I think that he does not appreciate, nor do motorists as a whole, the services rendered by the Motor Departments of insurance companies.

I often hear this sort of statement made by motorists . . . " I think the premium for my car is excessive for the risk: insurance companies must be making fantastic profits."

The figures below are the underwriting losses sustained by Motor Departments in 1956. They are extracted from *The Post Magazine and Insurance Monitor* of January 2nd, 1958, and I hope they will make the motoring public appreciate the true position :—

Company	*Underwriting Loss*
Commercial Union	£1,382,308
Guardian	£587,478
London Assurance	£734,561
London & Lancashire	£872,464
Norwich Union Fire	£621,442
Phoenix	£1,531,674
Royal	£1,338,633

The increase of premiums in July was made in the hope of putting the business back on a sound footing, but insurance companies are awaiting the 1957 results with apprehension.

Next time readers pay their premiums, I hope that they will bear the above figures in mind

I am. Yours, etc.,

London. S.E.15 GRAHAM WALKER

[It is common knowledge that due to the increase in incidents, accidents, shunting-matches and parking scrapes motor car insurance premiums have gone up but the injustice we wish to see stamped out is the charging of excessively high premiums based solely on vehicle-type, and without regard to a client's driving record. Why should private-enterprise companies virtually exclude from the road vehicles which they regard as too fast or too old, regardless of who is proposing to drive them ? Also, why are Third-Party-Only policies so costly—is it not that interchange of liability (" knock-for-knock ") between the insurance companies has inflated the cost of even these innocent policies ?—ED.]

THE EXPORT MARKET IN HISTORIC CARS

Sir,

I feel I must put in my word of protest, too, being stung to action by the sight of a full-page advertisement in the current issue of the U.S. magazine *Road and Track*, taken by a firm called " Vintage Cars of England." This has been opened in Hollywood by none other than that great protagonist of the vintage car, Jack Bond.

A really superb collection of cars is offered, every one a rarity and in concours condition.

Why these cars should be allowed to leave Britain is beyond me. It is so unfair that the Americans who through their own neglect, have allowed most of their classic cars to go to the scrap heap, should now strip the British enthusiast of the automobile craftsmanship he has so zealously guarded with loving care throughout the long years.

The age of tinware is rapidly overcoming the British Isles, too, and really prime classics are becoming increasingly difficult to come by. Yet this depressing transatlantic traffic increases every day. Every pressure must be brought to bear to see that this flood is checked.

We all know the power of the almighty dollar that we woo with such ardour. But we do not denude the Victoria and Albert Museum for the pleasure of the American collector. Why should vintage cars be any different ?

Let us sell our souls to the U.S., certainly—but not our irreplaceable old cars. The Englishman has got to have something left to live for !

I am, Yours, etc.,

Winnipeg, Canada HARRY D. JACKSON

* * *

A 1936 ROVER

Sir,

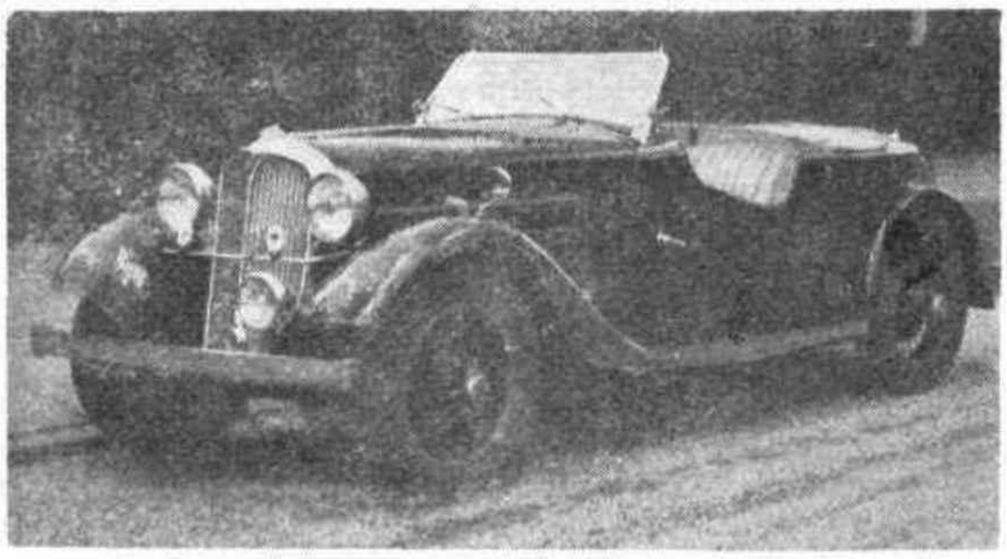
With reference to Mr. Arnold Bell's letter, I would like to endorse his remarks about the neat stowage of the hood and sidescreens of the post-war Rover tourer, but would like to add that exactly the same method has been employed since the model was first introduced in 1934 !

I enclose a photograph [reproduced below—ED.] of my own 1936 Rover with the hood and screens stowed away, the bodywork being identical to the 1934 model.

It is interesting to note the similarities in the body styles of the 1936 and 1947 tourers—an indication that the pre-war Rover tourers were cars years ahead of their time: in fact some twenty-three years ahead of the Rootes Group !

I am. Yours, etc.,

Birmingham. D. A. J. BENTLEY.



DINNER AND PARTY

The North London E.C.C. annual dinner and dance at the Hendon Hall Hotel, Hendon, was well attended. Held on January 3rd, the occasion fell within the period of Christmas parties and this year lived up well to its tradition. Prominent members of the club were present, together with a number of press representatives. Norman Wisdom, the comedian, a Vice-President of the club, was unable to attend this year owing to other commitments.—I. G.

Regulations are now available for the Thames Estuary C.C. " Cats'-Eyes " Rally, which takes place on February 8/9th. This is a most interesting event which takes place in Kent and surrounding counties, and will appeal to the more experienced rallyists. Details are available from the Press Secretary, R. P. Vanderpump, 48, Mount Avenue, Westcliff-on-Sea, Essex.—I. G

CLASSIFIED ADVERTISEMENT SECTION

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FOR SALE

HEAVY TWELVE, 1934. Imperfect; reliable; in constant use. Brookwood (Surrey) 2057. £50 offers. [6601

MAGNIFICENT 1¼ JAGUAR, 1940 Saloon de luxe. Incredible service history, exceptional black coachwork, chrome and unworn green hide, fitted heater. £225. Credit facilities possible. 153, The Hyde, N.W.9. COLindale 7898. [6602

BENTLEY SPARES, 4¼. 1 set of special lightweight pistons, H.C. + 20 boxed, £12. 1 set of used (7,000 miles) pistons + 20 H.C. £6. 1 set of rods, renewed ends, direct metal crack tested. £4. Set of reset springs. £7. Smiths starter. £2. 'A' type box. £9. 2 good hubs. £2. Rev. counter gearbox. 30s. 3-litre ex. manifold heat and rust treated. 50s. 700 x 18 India super 1,000 miles. £9. Box No. B.603. [6603

P.100 HEADLAMPS. As new. £5 pair. Four 600 x 19 wire wheels with good tyres. £12 10s. the lot. Hunt, 87, King Street, Bedworth, Warwickshire. Phone 2184. [6604

T.D. M.G. Stage II very fast. Red. Re-conditioned engine, new hood, seat covers, luggage rack. Price £495. Box No. B.605. [6605

"I'VE GOT A HEARSE." What offers—including the body! Available as a few parts taken for restoration of 1910 Silver Ghost. Hearse is genuine 1920 Ghost, confirmed by R.R. Will sell as part, whole or in bits. Koenen, Highstanding, Loughton, Essex. [6606

ROLLS-ROYCE, 1931. 20 h.p. six seater Saloon. Thrupp and Mabberley. Good condition, offers. Blackfields Farm, Mangrove Road, Hertford. [6608

RILEY 9 "KESTREL." 1933. 2 carbs. Body excellent, mechanically sound, interior rough, attractive appearance, perfect car for enthusiast requiring sane everyday transport. £115 o.n.o. Sion, 50, Hurstwood Road, London, N.W.11. [6609

1955 AUSTIN HEALEY 100 SPORTS. Red overdrive. Excellent. Only £600. 271, Oxford Road, Reading. 3001. [6610

1917 CHEVROLET TOURER. Mechanically and bodily perfect. 33 m.p.g. No oil. Stored most of life. Offers to: Mayes, Kings Ride Farm, Ascot, Berks. [6611

M.G. MODEL T.C., 1948. Recently sprayed black, new hood, screens, tonneau, cover, batteries. Mechanically perfect, immaculate appearance, many extras. £375. Cracknell, 53, Bromham Road, Bedford. [6612

1954 MORRIS MINOR CONVERTIBLE, £425. Many extras, including Alexander conversion. One owner, 24,000 miles, excellent condition. Phone Monday to Saturday. Penn, Bucks. 2123. [6613

HANDBOOKS. Rolls PIII, sell or exchange earlier Rolls, Bentley, etc., 1936/38 Riley 1½, 20s. 1938/39 Singer, 20s. Box No. B.615. [6615

1935 KESTREL RILEY, 9 h.p. special series engine. Reasonable condition. Twin carburettor, pre-selector. £85 o.n.o. 13, Ethelred Close, Welwyn Garden City, Herts. [6616

LAGONDA 16/80 SPECIAL SIX, 1933 pillarless Saloon. Lagonda club enthusiast maintained. New rad., mag., starter, dynamo, clutch. Around £135. H.P. arranged. Phone Bevan, COV 1795. 9.30-5 p.m., or write Box No. B.618 [6618

RILEY FALCON. 1935. 6-cylinder, mechanically good, body rough. Going cheap. 17, Devonshire Mews West, W.1. WEL 3195. [6619

JAGUAR S.S. 100 2½-LITRE. Black, 2 seater, 1937 model. Perfect, accept £300. Collett, South Lodge, Eastgate, Lewes. [6620

1931 AUSTIN ULSTER. Original blown model, running unblown, blower etc. available. £130. Enthusiasts only to apply to 72, Heaton Road, Solihull, Warwickshire [6621

FOR SALE—*continued*

MORGAN 4/4 SPORTS, 1949. Blue Ford ten engine, 40 m.p.g. Staffs. Box No. B.622 [6622

IDEAL GET-AWAY VEHICLE. Unobtrusive black 1956 Ford Thames. New Elva'd 100E, alloy flywheel, twin S.U's, Buckler close cogs, Ballamy modified suspension etc., etc. See off any police car. Sole reason for sale, going straight. Also 1952 Wolseley Six-Eighty, similar police but not ex, exceptional. Offers, exchanges, or both. Wanted, Volkswagen and Messerschmidt. D. G. Addicott, 19, Hanger Court, Hanger Green, Ealing, London, W.5. [6623

RILEY GAMECOCK. £125 o.n.o. Well shod, enthusiast car, good tyres, hood, sidescreens and spares. Cook, 140, Heath Road, London, S.W.8. [6624

LE MANS ASTON MARTIN. Long chassis, mechanically excellent, recent engine rebuild, body partly non-standard, complete all weather equipment. £175. 6, Herlwyn Ave., Ruislip. Tel. 2910. [6625

1956 MORRIS SPECIAL, Two Seater. T.C. Stage II head, 8½:1 compression, twin S.U's and pumps. Aluminium body BRG. Full length tonneau. Hydraulic brakes, good tyres, grand performance. Little used owing to studies and better half. Seen Manchester. Box No. B.626. [6626

TALBOT '95' SPORTS COUPE. Good mechanical condition and bodywork. 80 plus m.p.h. £95. Ring PER 8051. [6628

ALVIS 12/60 T.K., 1930. 2 door sports saloon. Immaculate. £115. Briar Hayes, Berkswell, Nr. Coventry. Phone Berkswell 3254. [6629

SINGER SPORTS, 1936. Foursome, immaculate, black, reground crank, recondit. head, 37 m.p.g. New vianide hood, tonneau, good battery, tyres. £145. View, Sutton or Shere. Andrews, Burrows Lea Farm, Shere, Surrey. Phone 372. [6630

BELSIZE, 1921. 8.9 h.p. Good running condition. £75 o.n.o. Macadie, Ivy Cottage, Bishops Castle, Salop. [6631

1933 LAGONDA 3-LITRE SALOON for sale. Engine and chassis good, body sound, new batteries, trafficators, £80 o.n.o. Leigh, Orford, Woodbridge, Suffolk. Phone Orford 325 after 5.30 p.m. [6632

ROLLS ROYCE TWENTY, 1930. Engine clean but body dirty. Baby coming so I must sell this fine old car that goes like "L". About £155. Exchange considered. D. L. Barber, 490, Wallisdown Road, Bournemouth. [6633

SUNBEAM "DAWN" GEARBOX. Dismantled, but believed complete. Sell or exchange Wolseley "Hornet" rear axle. Write: Hewitt, "Heatherley", London Road, Camberley, Surrey. [6634

SWIFT SPECIAL UTILITY. Recon. Riley 9 engine, registered 1939. 5 good tyres, taxed, insured, 32 m.p.g. £60. Parsons, 72, Woodland Road, Upper Norwood. [6637

ALVIS 12/70 D.H.C., 1938. Recent engine overhaul, fast, reliable. £160 or would exchange for good 12/50, 12/60 and cash. Box No. B.638. [6638

1948 TRIUMPH ROADSTER. Colour black, fitted loose covers, excellent condition mechanically, complete with Full Comprehensive Insurance. £350. 59, Edward Ave., Leicester. [6639

STUDEBAKER 1929, Commander 8 Tourer. Condition excellent, mechanically perfect. Original body work. Grylls, Springwood, Cleckheaton, Yorks. [6640

1927 BUICK, 6 Cyl. Saloon. 1 owner, original log book and paint work, unused since 1937. Drive away. £75. John Richards, Church Street, Shifnal. [6641

B.S.A. SCOUT, 1934. £70 engine overhaul 3,000 miles ago, bills shown. Gearbox, axle brakes, battery, faultless tyres, body good. £55. Or will break. 5, Burton Cross, Wool, Dorset. Tel. Binden Abbey 296. [6642

HEALEY DUNCAN for sale while balance of mind is disturbed. Finished in beautiful red, red leather interior, new red carpets, usual 'many extras', new tyres. Photo on request. Rathshan, West Malling, Kent, or Ipswich 54029 during week. [6643

BENTLEY, 1937. 3½ litre Park Ward Drophead Coupé. First class appearance, body condition good, colour silver grey, mechanically sound, limited work required. Comprehensively insured until September, but owner going overseas in March. Offers over £225 considered. Dunne, Murton Hall, Murton, York. Dunnington 203. [6644

J2 M.G. ENGINE. Complete with carbs. and clutch. £12 10s. 5, Stony Street, Smethwick, Staffs. [6645

1948 FORD 5 CWT. CHASSIS. Towable, good engine, mechanics. Complete, including instruments, etc. £32 10s. o.n.o. Field End 7047. (Harrow). [6646

M.G. '38 V.A. Black D.H.C. £170 o.n.o. Brett, 306, Carshalton Road, Carshalton, Surrey. [6647

FOR SALE—*continued*

1928 HUMBER 14 H.P. TOURER. Hood poor, engine needs rebore, tyres good. Also 9/20 engine spares. 1928 Oxford radiator, etc. Please write, Singleton, 40, Denford Avenue, Leyland, Lancashire. [6649

M.G. J.2. One of the few swept wing models. In excellent condition, hydraulic brakes, new gearbox, engine rebuilt, £160. Smethwick 0059. [6650

S.S.90. (Same as S.S.100 but S.V.). Not cut about, extras, very good throughout. £200. MAL. 3057. 5a, Aboyne Drive, S.W.20. [6653

UNUSED 5 IN. REV. COUNTER. 2:1 clockwise gearing with cable. £3 10s. Grey, PAR 0036. [6654

GENUINE OPPORTUNITY for Special Builders. 1172 Ford super tuned engine unit, 1957. Complete. Includes dynamo, starter, coil, water pump, oil filter, twin S.U's special exhaust and inlet manifolds. Winner, Brands Trophy. Mileage 2,000. At pre ent installed in Lotus Mark VI. Can be inspec ed and tested in chassis before purchase. Owner fitting Climax. Price £75. H.P. terms might be arranged. Goodey, 35, Leigham Ave., Streatham, S.W.16. Phone MAC 5602 or GIP 3749. [6655

M TYPE M. G. Red, 2 seater. Good condition. £60. Knights, 65, Harold Road, Leytonstone, E.11. [6656

FRAZER NASH MILLE MIGLIA, 1946. 328 B.M.W. motor, white, believed works rebuilt 1953. Only four in existence, specimen condition, consider exchange. £650. Bowler, Post Office, Duckmanton, Nr. Chesterfield. Tel. Bolsover 3302. [6657

T.R. 2/3 SPARES. Pair rear springs £3. Silencer £2. Aero screens (new) £7. Front rubber mats 15s. Pair Lucas chrome matched spots £6. Pair "Regency" B.R.G. seat covers £5. 12v. windtones 50s. "54" Ford 10 engine/clutch decoked £12. Singer roadster tonneau £4 Davenport, 67, Pilsley Road, Clay-Cross, Chesterfield. Ring Clay Cross 3167. [6658

FIAT 502 TOURER, 1926. Excellent condition mechanically, upholstery shabby. £45. Gordon Maclean, Kingston Bagpuize, Abingdon. Longworth 385. [6659

SUNBEAM 20.9, (20-60 Model), 1926. 2-seater. Excellent mechanical condition, ideal vintage car for restoration. £65. Gordon Maclean, Kingston Bagpuize, Abingdon, Berks. Longworth 385. [6660

BREAKING MORGAN, 3-wheeler, 1934. J.A.P. H.O.V. W/C engine. Clark, 109, Duncombe Road, Hertford, Herts. Tel. 3335 (evenings). [6661

1936 F.W.D. CITROEN. Fixedhead Coupé. Dicky seat, very clean, needs very slight attention. £35. 168, Utting Avenue, Liverpool, 9. [6662

1932 ALVIS FIREFLY Saloon. £80. Game, 4a, Jennings Road, St. Albans, Herts. Phone 53962. [6664

AVON S.S., 1932. 2-litre, 6-cyl., 4-seater sports. £60 bills. £90 o.n.o., or exchange something smaller (7-10 h.p.). 37, Heather Road, S.E.12. LEE 4887. [6666

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HARROGATE T.J. 12/50 ALVIS TOURER. 1930. B.R.G., New hood, brakes, etc. £75 or reasonable offer. Seen St. Peters Motors, Ripon Road. [6669

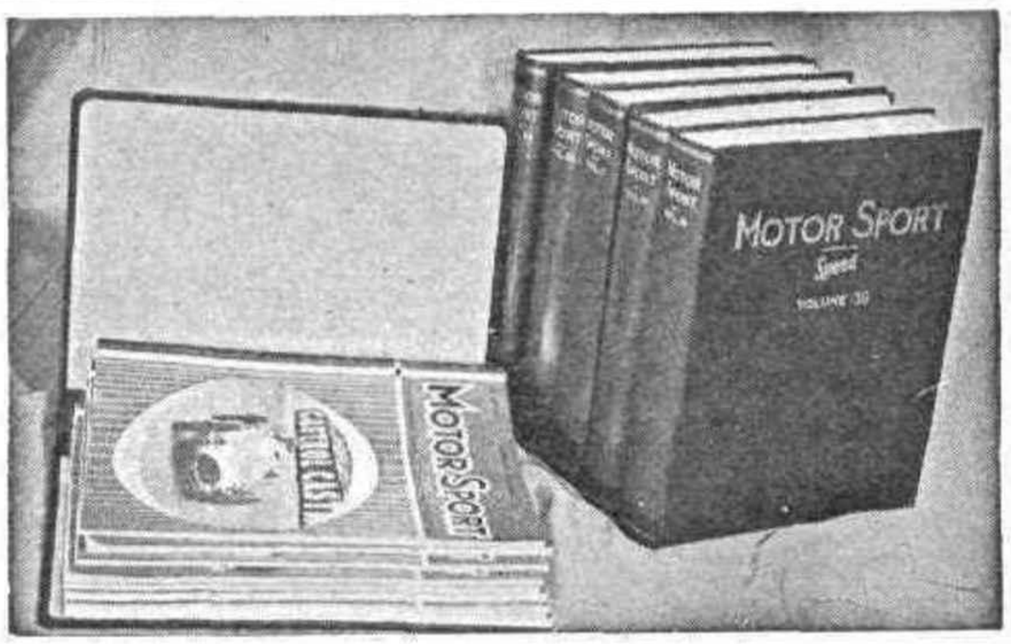
RILEY NINE, 1931. Stark, low Special. Tyres, battery, and mechanics v. gd., but rumbling flywheel. 'Phone Lewes 1552 (Sussex). [6670

SUNBEAM DAWN, 1934. 12-8 h.p. Aluminium body. Cood condition, mechanically sound. £40. Ashforth, 234, Longford Road, Cannock, Staffs. [6671

ROLLS-BENTLEY. 3½-litre Hooper Saloon. Complete engine rebuild 1957. Excellent bodywork and upholstery. Owner gone "Vintage," needs small post-war car or £335 to pacify wife. Townsend, "Milford," Shrewsbury Road, Prees, Shropshire. [6672

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1936 ALVIS SILVER EAGLE. Engine, tyres, good, body fair. *£65 or would break.* Box No. B.675 [6675

1939 FIAT 1100. Mileage only 2,000 since complete engine and transmission overhaul. Receipts for over £75 available. Excellent tyres and battery, chassis undersealed, no rust. 60 m.p.h. cruising 35 m.p.g. £175. Newton, Farnborough, Hants. 1017. [6676

1933 RILEY 9. Body rough, mechanics o.k. Offers, sale or break. Lower-Pit, Colne Road, Coggeshall, Essex. [6677

1938 1½ JAGUAR. Rough body. Offers, sale or break. Lower-Pit, Colne Road, Coggeshall, Essex. [6678

ENGINES. M.G. T.A. Std. bore, electrics, D.D. carbs., special exhaust £35. M.G. J.2 complete £15. Also block £5. Morris 10 Series M £10. T.A. Bellhousing £2. T.A. 4 polished rods, std pistons £4. 3 in. Regon Jaeger rev. counter £4. Or offers. Turtle, 53, Brooklands Road, Romford. Phone 2365. [6679

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RILEY 1938 BIG FOUR KESTREL. Very good condition, mechanically excellent. 7,000 miles since engine Laystalled. Bills for £220. Telecontrols, heater, radio. £340 or consider exchange for equal Kestrel Sprite and cash. Will travel 100 miles meet genuine purchaser. Evenett, 'Carningli,' Aberporth, Cardigan, Wales. Aberporth 223. [6685

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S.S.1 AIRLINER SALOON. 20 h.p. V.G.C. £65 o.n.o. Seven Kings 3547. [6688

ALVIS SPEED 20 engine and gearbox. Complete with accessories. Excellent condition. £25. B. E. Green, R.S.F.(W), Boscombe Down (R.A.F.), Amesbury, Wilts. [6689

VAUXHALL, 27 h.p. Saloon, 1934. Well tried family transport. Body, chrome, tyres very *good. Engine needs attention, oil pressure low,* only 70 m.p.h. 2 owners from new. £30 o.n.o. or will break. Riley 9 Monaco, 1933. Engine rebuilt, mag. 1½ spare engines, spare wings, body so so, manual box. £35 o.n.o. Insured. Holme-Barnett, 54, Anchorage Road, Sutton Coldfield, Warwickshire. SUT 2494. [6690

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1927 TROJAN 3-door Tourer, completely restored. In perfect condition. New tyres, battery, hood, screens, brakes, transmission. Repainted, retrimmed, new radiator, works manual. Must be seen to be appreciated. £100. 1956 M.G. A. White, red. £100 worth of extras. Low *mileage.* Excellent condition. Barker, 44, Haling Park Road, Croydon 4517. [6707

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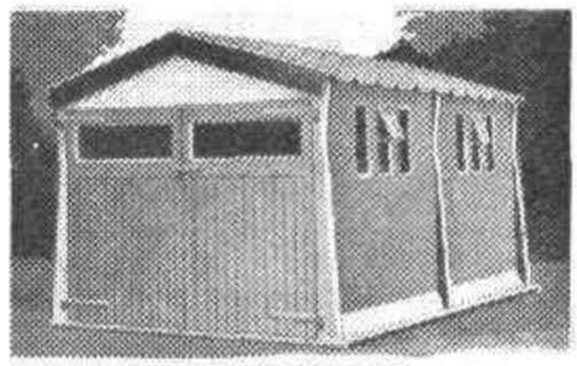
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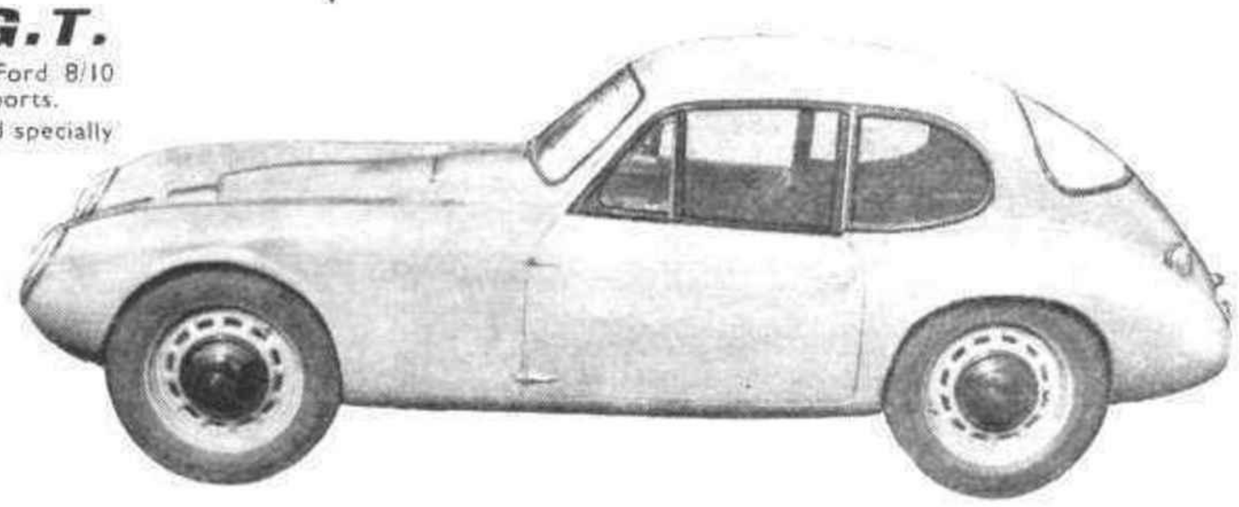
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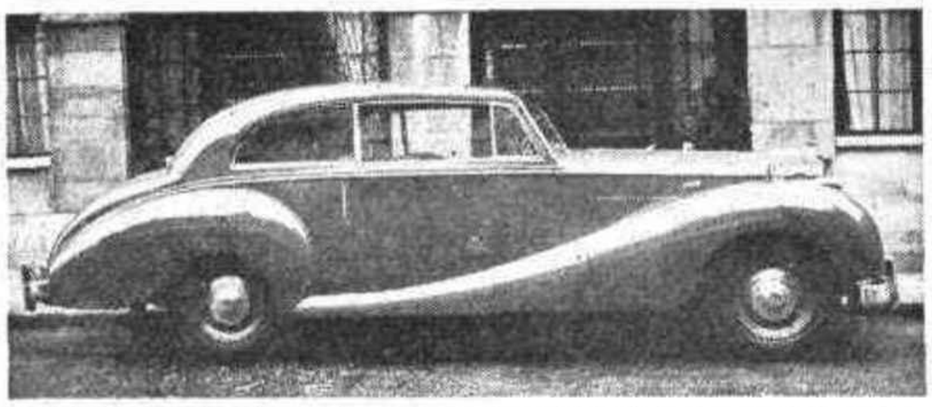
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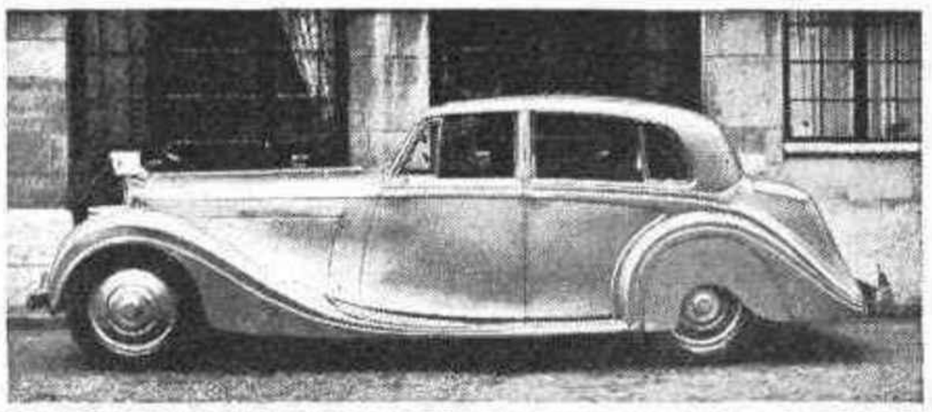
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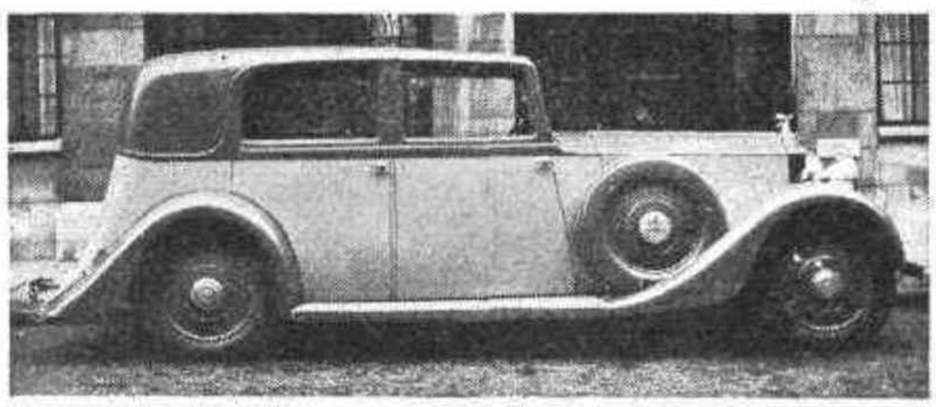
BENTLEY Mk. VI (1950) 4¼-litre Sportsman's two-door special equipment touring saloon by James Young. Two-tone blue with grey trim. One owner, chauffeur-driven. R/R history from delivery. Extensive overhaul including hone, p stons, small-end mods., etc. January this year. Owner taken delivery of new model. Finely appointed, impeccably maintained and very considerably above average.

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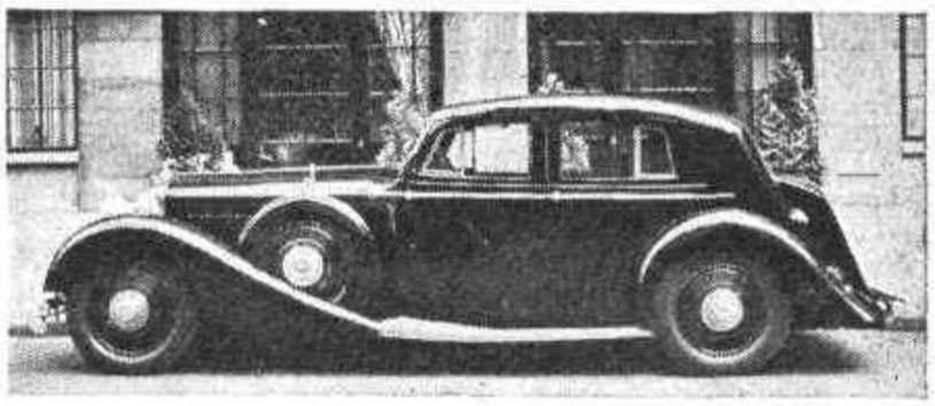
ROLLS-BENTLEY (1937) 4¼-litre with Mk. VI post-war coachwork. Unique in that the coachwork, by H. J. Mulliner, was built upon the chassis after a £750 "carte-blanche" rebuild at Rolls-Royce Ltd. in 1954. Recently recellulosed in two-tone grey, and with grey trim. Radio, heater, etc. The complete R.-R. accounts are to hand and only a nominal mileage has been covered since the work was completed. In most exceptional order.

£675



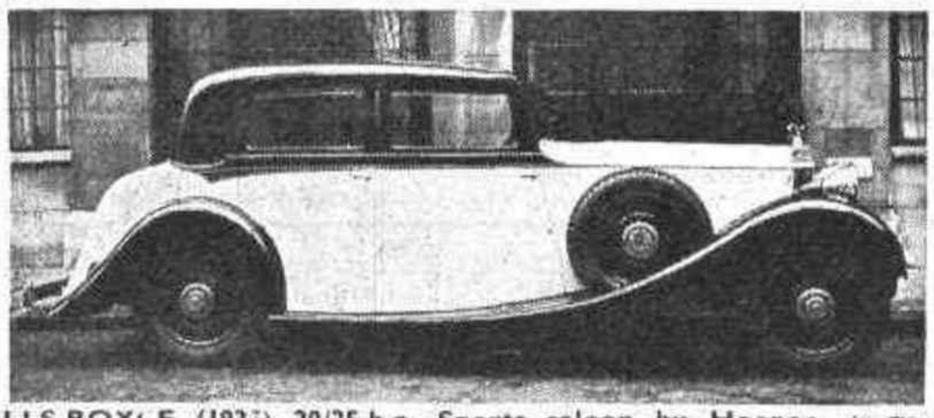
ROLLS-ROYCE (1936) 20/25-h.p. Town saloon by Hooper. Two-tone grey with grey trim. Spacious and dignified. A distinctive and finely conditioned carriage. R.-R. concessionaire history.

£485



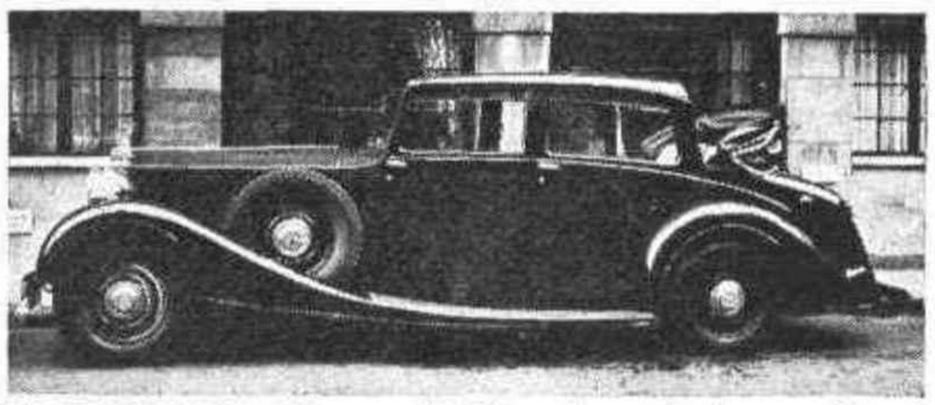
ROLLS-BENTLEY (1938) 4¼-litre with semi-razor-edged sports coachwork by Thrupp and Maberley. Recellulosed in mid-blue to our order. Grey trim. A very good chassis with an overhaul history in 1957 believed to include bore, details of which are awaited and should be available at time of publication. Radio, etc.

£575



ROLLS-ROYCE (1935) 20/25-h.p. Sports saloon by Hooper. Ivory and black with calf trim. One owner until 1957. Authenticated 2,150 miles since completing £180 overhaul last year of which all receipts are to hand. We claim this particular 20/25 to be one of the finest of its year currently available.

£525



ROLLS-ROYCE (1939) Phantom III DL series with the rare Drop Back Landaulette coachwork by Hooper. Very dark green with fawn trim. Recent detailed specialist overhaul. R.-R. schedule serviced January. Workshop test and report. It is understood that this particular P III has a good R.-R. history and this should be available at the time of publication.

£575

ROLLS-ROYCE Wraith (1939) with owner-driver sports saloon coachwork by Park Ward. Dark blue with contrasting trim. 70,000 miles, authenticated R.-R. concessionaire, rebored at 56,000. Available first week in February. Further details too late for inclusion.

£875

ROLLS-ROYCE (1929) 21.6-h.p. 2-door fixed-head coupe. Affectionately known amongst the cognoscenti as the "Doctor's coupe." This particular little specimen is in very fine order and has a wealth of history, including extensive engine rebuild, 1956.

£325

ROLLS-ROYCE (1934) 20/25-h.p. swept-back town saloon by Hooper. Black, fawn trim. Taken p/e. No apparent history, but workshop test and report will be available. Only average.

£325

ROLLS-ROYCE 20/25-h.p. (1935) sports saloon by Gurney Nutting. Taken in p/e January and afterwards found to have chassis plated on near side front member. Otherwise apparently sound. Trade offers only. No warranty given or implied.

ROVER 90 (1954), 21,000 miles. One owner. Black with red trim. Radio, heater, etc.

£825

ALVIS 3-litre (1953) TA21 model saloon. One owner, 32,000 miles. Birch grey with red trim. Radio, heater, etc.

£650

At the time of going to press we are negotiating the purchase of a 1949 Mk. VI Bentley S.S. saloon, a 1938 Rolls-Bentley 4¼ drophead by Windover, another R.-B. 4¼ by Thrupp similar to that illustrated, and a R.-B. 4¼ with Gurney Nutting Owen Sedanca coachwork. Further particulars will be forwarded upon request.

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

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ALVIS SPEED TWENTY, 1932. 4-seater sports, mechanically perfect, racing bearings, Wilson preselector heavy duty box, 3.5 axle, over 100 m.p.h. 25 m.p.g. Body immaculate and very attractive exclusive design. No offer under £200. Howell, Warninglid Grange, Warninglid, Nr. Haywards Heath, Sussex. [6738

LANCHESTER 14, 28/9/36. Excellent Mulliner body, fluid flywheel and preselector gearbox. *Engine needs new rings therefore only £55.* Blissette Caravan, Broughton House, Dunton Green, Sevenoaks. [6739

AUSTIN 7. Red M.G.-Type 2/3 Tourer body remote gearchange, Bowdenex fronts. £55 o.n.o. Bareham, 188, Burnt Ash Hill, S.E.12. [6740

TIRED MORRIS COWLEY, (1929). In working order, but needing rebore. £20. Vast quantity of spares for same, cheap. Peach, 6, Fox Street, Greenock. [6741

SINGER LEMANS SPARES. Crown wheel and pinion (new) £7. Rear springs £2. Radiator £2. Chassis, carburettors, bonnet, shock absorbers, etc. Toms, 21, Glover Street, Redditch, Worcs. [6742

M.G. T.A., 1938. Recent engine/clutch o/haul. New hood, tyres. Taxed. Interested in cash offer of £150 or more. Hereford. Box No. B.749 [6749

AUSTIN RUBY Saloon parts, suitable for Special. Chassis, axles, wheels, etc. Cheap to clear. Toms, 21, Glover Street, Redditch, Worcs. [6743

A TO B AT 50 PLUS. 1952 Mk. V Buckler. 1172 I.F.S. twin carbs., high lift cam, aquaplane head, etc. Aluminium body. Not raced. £230. Owner going abroad. Apply weekdays. Hunt, 26, Bewlys Avenue, Handsworth Wood, B'ham, 20. Weekends: Shepstone, Colenhoe, Northampton. *Tel. Colenhoe 240.* [6744

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LOTUS SEVEN, November, 1957. 800 miles only. Unraced and unmarked. Ready for road or track. Offers around £800. Box No. B.748 [6748

LOOK! CLEAR OUT. 1957 Morris Minor 1000 engine and gearbox. M.G.A. cyl. head complete 1¼ carbs. Arnott supercharger, 1950. Crossley Tourer, 8 h.p., O.H.C. engine and 12 in. wheels, ideal for Special. 1934 Singer 9 Sports. 5. *19 in. wheels, tyres and tubes, perfect. Loads* of other equipment, too numerous to list. View Berkshire. Phone Rowstock 216. [6750

M.G. J.2, Reconditioned engine, transmission, steering, wheels. Electrically faultless. Five good tyres. £145. Eley, Quince Cottage, Hildenborough, Kent. Hildenborough 3233. [6754

RILEY 9, Mark IV Tourer, 1929. Absolutely original. Mechanically perfect. 40 m.p.g. Excellent tyres. Virtually one owner since new. £135 o.n.o. Eastwood, 7b, Rothamstead Ave., Harpenden, Herts. [6751

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RADIATOR FOR UNIC. Offers. Two 880 x 120 tyres nearly new, offers. Battery charger £1. G. Bone, 36, Tenterden Drive, Hendon, N.W.4. [6755

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1929 O.H.C. MORRIS MINOR Tourer. Immaculate condition. New hood, battery, good tyres, brakes relined. £65. Roper, Beckenham 3625. [6757

BENTLEY SPEED SIX, November 1930 Gurney Nutting open two door close coupled four seater green. Engine overhaul September 1957. Mechanically excellent. Coachwork good. Freeman, 34, Cartwright Gardens, W.C.1. [6763

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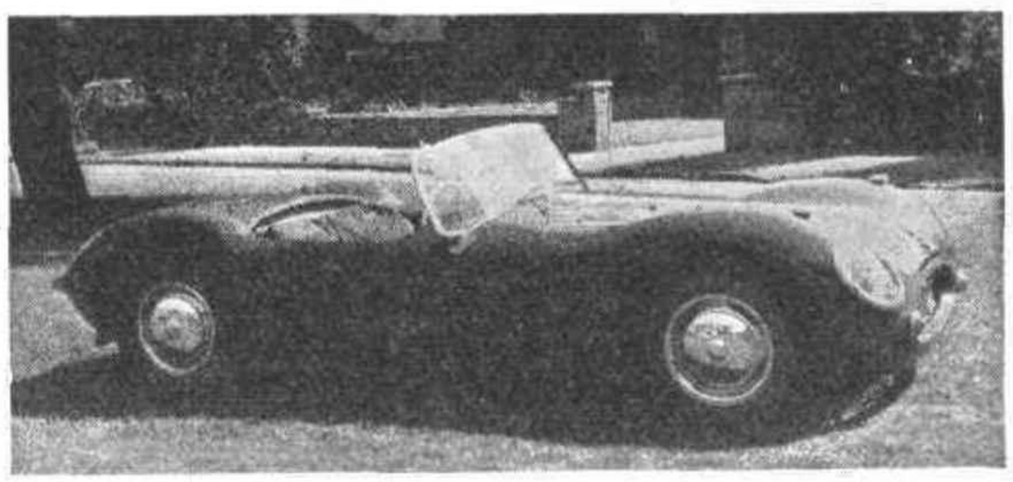
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12V. S.U. Petrol Pumps, guaranteed working order 30s. each inc. postage. Paris, 6, Fort Road, Halstead, Kent. [6765

1934 RILEY. 12/6 engine, dynamo gearbox, starter motor, K.O. wheel, propellor shaft, crownwheel and pinion and differential for sale. £5 the lot. Buyer collects. Murch, 24, Park Lane, Basing, Basingstoke, Hants. [6766

ASHLEY' BODIED 750 SPECIAL. With fitted hardtop, Bowden independent front suspension, West London lightweight wheels, 550 x 15 oversize rear's, Bowdenex brakes, good tyres. £235. E. Heath, 30 Colworth Road, Leytonstone, E.11. [6767

RAILTON SANDOWN, 28.8 h.p., 1937. In immaculate condition, giving superb performance and 22 m.p.g. £180. Phone Merstham 2408. [6768

B.M.W. TYPE 45. Halfshafts, crownwheel and pinion, rear axle casing and brake drums. First reasonable offer to N. Oliphant, 40, Alma Road, St. Albans, Herts. [6769

T.R.2, 1955. Racing Green. Overdrive, heater, undersealed, Michelin X, 33,000. Never competed. Private mechanic maintained. Superb condition. £610. Kelsey, Wickhambreaux, Canterbury. Tel. Littlebourne 217. [6770

A.C. 1937 MODEL, Drophead Coupé with dickey. Recently resprayed grey, blue hood, excellent condition. £175. Phone evenings PAL.8974, 2, Winchmore Hill Road, Southgate, N.14. [6771

MORGAN, Cream/Red. Completely overhauled and in immaculate condition, maintained by a perfectionist only. £79. Ring Oxshott 41. [6772

MORRIS MINOR. 4-door, 1933 Saloon. Taxed. Good runner. £25. Also 1929 Singer Saloon. 8 h.p. non runner, towable. £7. 56, Irwin Road, Bedford. Tel. 5606. [6773

LAGONDA M.45 Pillarless Saloon, 1934. B.R.G. Bills for £400. Offers. Stout, Drakelow Hall, Byley, Middlewich. [6775

FORMULA III. 500 d.n. Norton engine, ex. Bob Gerard, unraced since factory. Recondition and Lansfield tune £95. Also Formula III Bardon-Turner (Vincent), alloy wheels, coachbuilt chassis, suspension, etc. Rebuilt less body. £195. D. H. C. Wooldridge, 252, Hagley Road, Pedmore, Stourbridge, Worcs. [6776

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1937 FRAZER-NASH, B.M.W. Type 326, L.H.D. Saloon. Good all round condition. Taxed. Nearest £100. Or exchange fast 2-4-seater sports. 128, Lindsay Ave., Abington, Northampton. [6774

MORGAN THREE-WHEELER, 1934. Matchless 990 c.c., W/C. 2/4-seater. Well shod. Needs new battery. Offers around £65. Traunter, 2, Dunning Terr, Sheffield, 5. [6777

BENTLEY 6½-LITRE. 4 carburetters, lowered chassis, hydraulic front brakes and shockers. Mechanically excellent. Superb performance. £230 offers. Lancia Astura. D.H.C. 1936. Attractive and comfortable. Servo brakes. Mechanically sound. £120 offers. Jackson, Corner Cottage, Cobham, Surrey. 3391. [6778

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JULY 33 MORGAN, S.S. 1100. O.H.V., W.C., J.A.P. Very good condition. Many spares. £125. Details, photo, Knights, Armes Cottage, Little Melton, Norwich, Norfolk. [6780

DELLOW, Mk. 1. Blue, excellent condition, twin S.U.s, 8 head, good hood and tonneau, new battery. Box No. B.781. [6781

JAGUAR 2½-LITRE SALOON. 1937 model. Excellent condition, economiser, fog light. £110 o.n.o. 20, Savile Parade, Halifax. Tel. 4527. [6782

1939 D.K.W. 2-SEATER. New hood, good mechanical order. £85. 1934 Delage D.815, 2.6-litre Drophead body by Fernandez and Darin, Paris. £125. Numerous vintage magnetos and early speedometers. Talbot Dynamotor, reconditioned as new. John Lott, Lyminge, Folkestone, Kent. Phone 87289. [6784

FABULOUS 1948, Cream, M.G. T.C., perfect condition. £385. Baldock, 31, Abbey Street, Rhyl, Wales. [6785

B.M.W. 1936 SPORTS. Body rough, daily use. £35. Fox, Cottage, South Street, Stockbury, Kent. [6788

VOLKSWAGEN, De Luxe Sunroof, 1955. Blush Beige. Excellent condition throughout. £580. 6, The Sycamores, Bramhope, Leeds. Tel. Leeds 678706. [6789

1937 A.7 VAN. 3-bearing engine, 4-speed box. T. & I. £35. Clymo, Students' Quarters, Royal Free Hospital, Grays Inn Road, W.C.1. TER 3743. [6796

16/80 LAGONDA, 1933. Defective gearbox, otherwise excellent condition throughout. Lieut. Taylor, Cowley Barracks, Oxford. [6797

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MERCEDES BENZ. 540K specimen. £850. Box No. B.787. [6787

M.G. T.A., September 1938. Very nice example in unmarked B.R.G. and excellent chrome. Mechanically very good, new weather equipment. Bluemels wheel, attractive seat covers, wing mirrors. Definitely worth inspection; ownership worth £285. Gadebrook 6566 (Watford) *evenings, week-ends.* Wanted: S.V. Morris Minor. [6798

LARGE DOG forces sale of superlative special. Cream 2/4-seater aerodynamic fibreglass body, similar D-type. Red hood, carpets, upholstery. Sliding windows. Tubular chassis, I.F.S. (wishbones, transverse leaf), I.R.S. (leading link, coil springs). Teledraulic shockers, inboard rear brakes. Automatic rear suspension lubrication. A.40 engine, twin carburettors, multiple exhausts. Full instruments. Radiator blind, screen washer, heater, clock, driving lamp, twin wipers, trafficators. Hands-off steering. Fast, snug, economical. Photos. £50 o.n.o. Cedar Cottage, Mount Road, Clent, Nr. Stourbridge, Worcs. Hagley 2734. [6799

1937 JAGUAR. £50 o.n.o. Engine needs thorough overhaul. Body good. Campbell, Wilderwick House, East Grinstead, Sussex. [6800

1172 SPECIAL, B.R.G. Short chassis. Professional body, tubular frame. 4.7 c.w.p. Buckler c/r. gearbox. Twin aquaplane S.U. carbs, four-branch exhaust. 8 : 1 comp. 500 x 14. Hood. Spare 16in. wheels. S.S. Axel steering box. £175. Pollard, 8, Halsford Croft, East Grinstead, Sussex. [6801

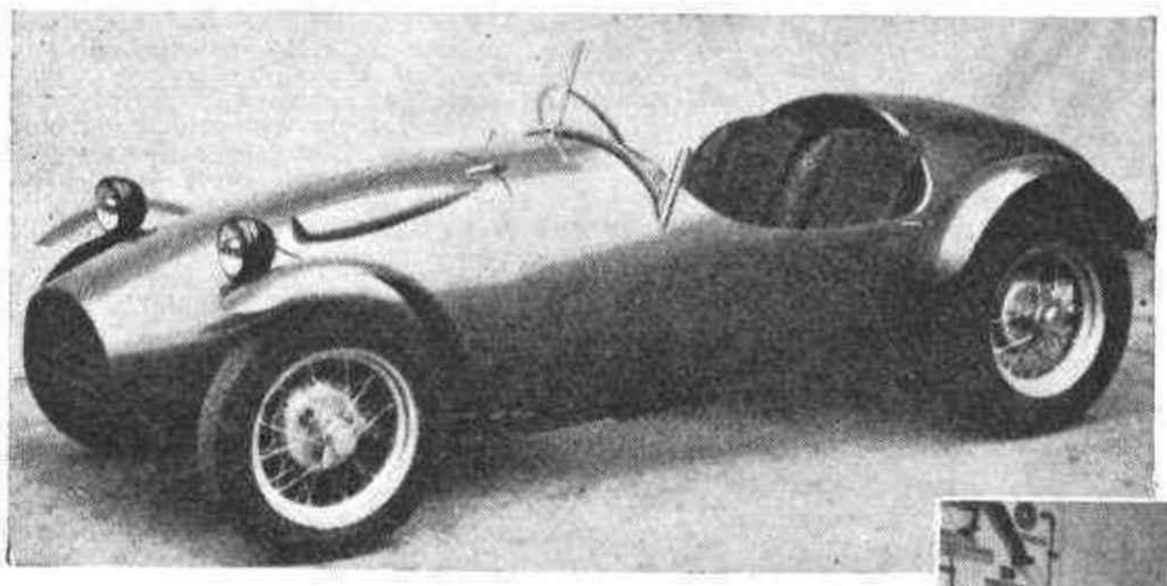
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H.R.G. 1500 c.c., 1951 model. B.R.G. in superb condition. Never raced. Offers. Arkell, The Hollow, Northchurch, Berkhamsted 23. [6805

LAGONDA 2 litre, 1932. Mechanically excellent, body fabric, hood, tonneau, sidescreens, all recently renewed. Insurance trouble forces sale, and I wish to get a newer vehicle. £200 o.n.o. East Anglia area. Box No. B.806. [6806



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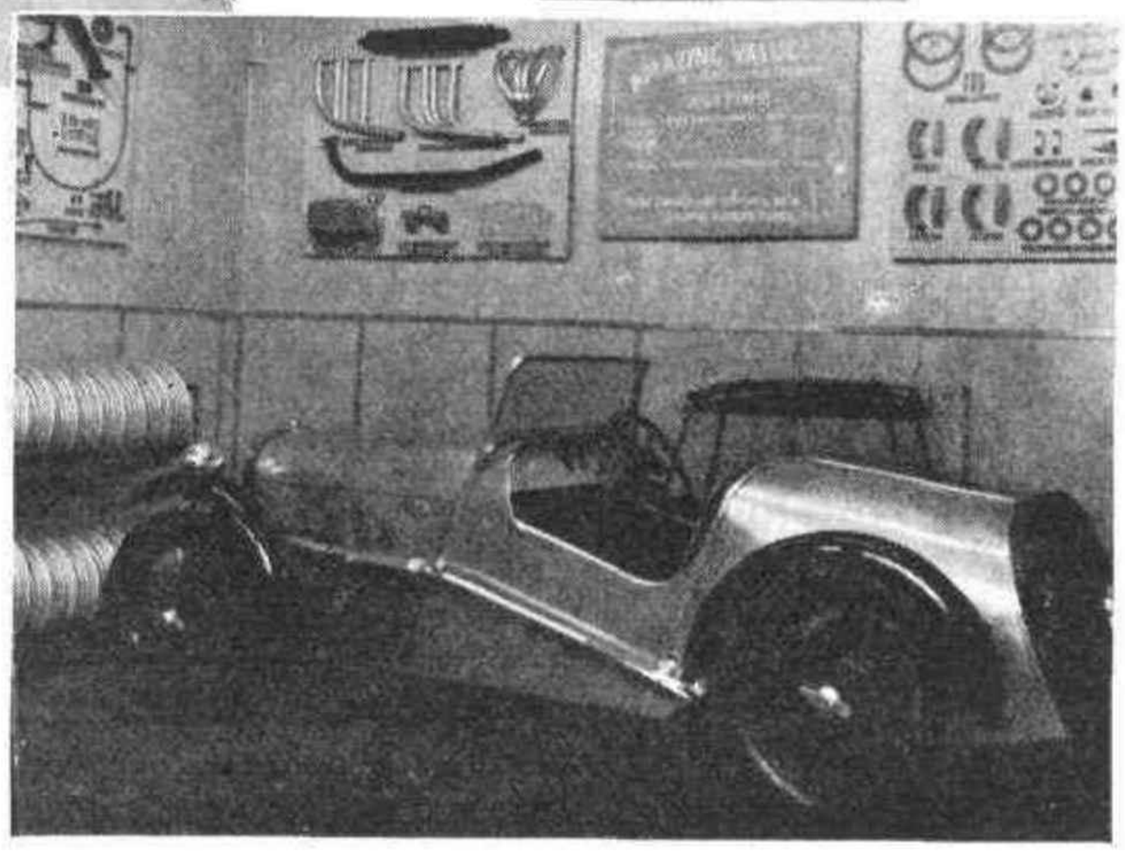
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1931 BLOWN 2 LITRE LAGONDA Tourer. 9th in Lagonda Club Concours, September 1957. Engine, king pins, brakes, etc., rebuilt within last 9,000 miles. Positive boost at 950 r.p.m. Original except for spring cycle wings. Sale because saloon is necessary—not owner's cold feet. £225. De-Salis, Cannon, Newport Pagnell. (Tel. 42 after 5 p.m. week-days.) [6897

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AUSTIN 750 c.c., 1929/30, Special. I.F.S. New body, o.s. tyres, modified engine. Rebuilt. £90, including spares. Morgan, Glenacre, Broseley, Salop. [6901

ROLLS 20/25, 1930, Mann Egerton Landaulette. Good mechanically, body fair. Mascot. £97, or slightly less to keen buyer. Willson, Porthpean, Naish Lane, Yeovil. Tel.: West Coker 371. [6902

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M.G. T.A. Engine, coachwork immaculate. Excellent hood, almost new tyres. T. & I. £260 o.n.o. 6, Khyber Road, S.W.11. [6918

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ALVIS 12/50 T.J., 1931. Mechanically perfect. Good bodywork. £90 o.n.o. Humphrey, Hove. 48339 *evening*. [6919

FORD 1172 c.c. Special. Completely assembled except for fibreglass body, tubular chassis, independent front, aquaplane engine, high-ratio axle, instruments, wheels, tyres, Lotus radiator, etc., all brand new. Sell £120, or prefer to swop for M.G. or drop-head, cash adjustment either way. Carley, 32 Glebe Way, West Wickham, Kent. [6920

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1954 500 SPECIAL. I.A.S. Lockheeds. Nice looking body, rear engine, speed twin, new trim. Centre steering, seat three. First £50. W. Turner, 72, Leopold Road, Reading. [6922

1936 RILEY. 12 h.p. Falcon Saloon, Special Series. One previous owner 21 years. Used midweek only. Riley garage maintained. Quiet, quality car. Taxed, insured. £145. Weybridge 3512. [6923

1927 BENTLEY. 3-litre Tourer by Barker. Engine overhauled, new tyres. Battery and universal very good condition. Green and black. Photo available. £190 o.n.o. P. Bentley, Fair View, Holme-on-Spalding Moor, E. Yorks. [6924

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LAGONDA 3-litre Weymann Saloon. Cycle type wings, mechanically excellent. Handbook. Member Lagonda and vintage clubs. Box No. B.926. [6926

1938 3½-LITRE JAGUAR Sun Saloon. Extensively reconditioned and excellent order throughout. Part exchange considered. £160. Ravensbourne 4774. [6928

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TRIUMPH GLORIA. 10.8 h.p. Four-seater Tourer. Also Austin 7 Saloon. £90, or separate or exchange shooting brake. Reason twenty tiny fingers. Clewer, The Old Rectory, Dalbury, Derbyshire. [6933

1928 AUSTIN 12.4 SALOON. Entirely splendid condition. New magneto, carburettor. £50. 53, Carr Road, Fleetwood. [6934

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£60. DELAGE D.8 1931 Sports Saloon. 16 ft. 6 in. monster. Bargain if you have garage big enough. Barrett Laundry, Barnoldswick, Colne, Lancs. [6936

BENTLEY 4½-LITRE. Fine example of pre-war (1938) saloon. £495 o.n.o. or consider exchange with good Rolls P.II or P.III or similar, preferably D/head or open. Caterham 3522 or Box No. B.937. [6937

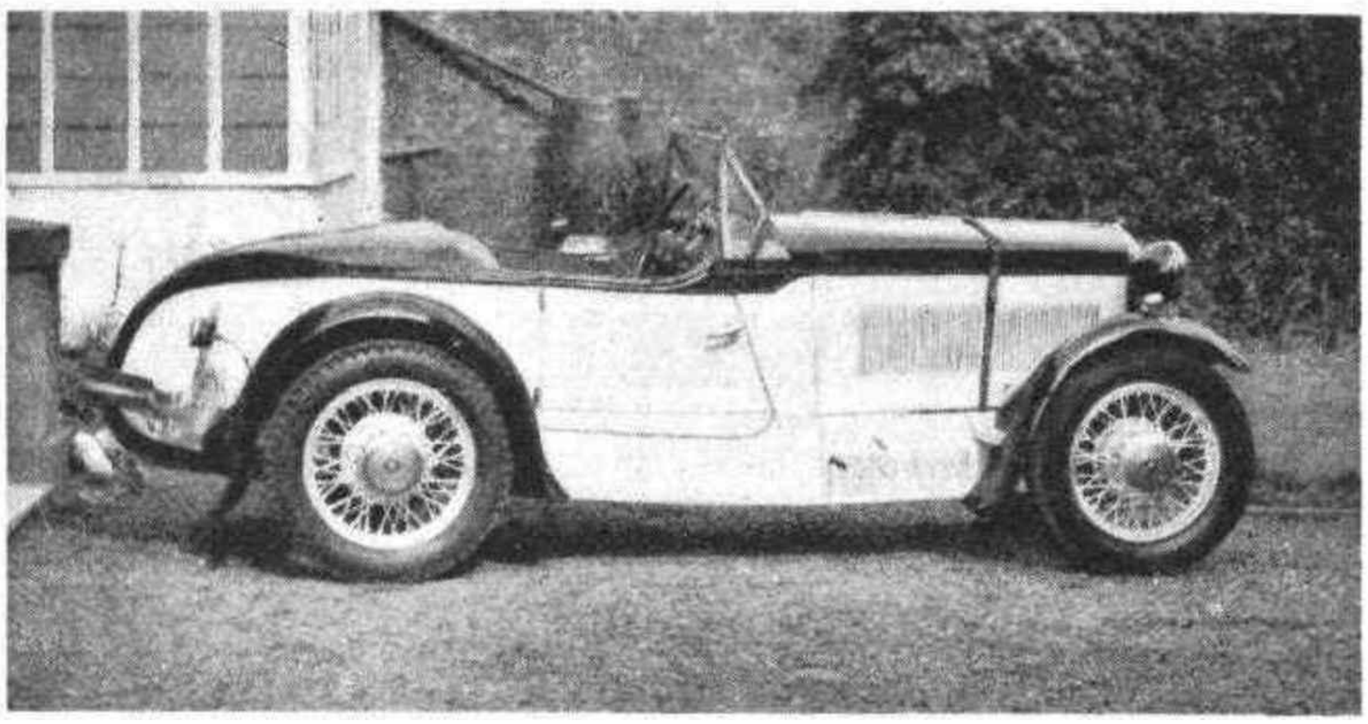
1935, 1936, TRIUMPH GLORIAS. Dismantling for spares. Also some Riley Kestrel parts including gearbox, dynamo. Also four good 18 in. tyres. Chambers, 29, Grosvenor Road, N.10. [6938

1938 TRIUMPH DOLOMITE. Dismantling for spares. Might consider selling whole. Chambers, 29, Grosvenor Road, N.10. [6939

D.K.W. CABRIOLET, 1938. Vauxhall 14, 1938. Austin 10, 1937. Riley 9, 1935. These cars are being broken up and all parts are available. Lewis, 40a, Wimmerfield Avenue, Killay, Swansea. Tel. 22650. [6940

FORD, 10 h.p. engine and gearbox. Head and sump removed for inspection. £15. Biggin Hill 0579. [6941

RARE LAGONDA 2-litre "Continental" Tourer, 1932. Low chassis, 2 o.h.c., metal body. Perfect condition, new paint, hood. A really good-looker. (Reason—Credit Squeeze!). £200 o.v.n.o. Photo, details — Lieut. Shelton, R.M.C.S., Shrivenham, Swindon. [6942



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ASTON MARTIN Le Mans, short chassis Bertelli 2/4-seater. 27+ m.p.g. 30 lb. oil pressure. Tyres good. New hood, upholstery, carpets, battery. Clutch, magneto rebuilt. Brakes relined. Taxed. £280. Jaguar 1948 3½ litre de luxe saloon, black. Discs, radio, heater. Just rebored, decarbonised, etc. Clean car. Taxed. £220. Fisher, 148, Windmill Lane, Wibsey, Bradford. [6809

M.G. New complete brake cables, all models. M, D, F 1 types 28s. each; F 2, N, J, P, T and others 33s. each, post paid. Few door and window handles; other spares. Ferguson, 53, Brinkburn Avenue, Darlington. [6811

S.S.100 JAGUAR, 1939. Actual show car. Immaculate Italian red, good chrome, tyres.—unused spare. Heater, twin horns, telescopic steering. Timed 117 m.p.h., 20 m.p.g. £385. Shoreham 3732. [6812

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V.W., '54, 1192 c.c. sunroof de luxe. Extras. 29,000 miles. Excellent. £495. Nazeing (Essex) 2273. [6815

A.C., 1936, D.H. Coupé. Good condition and reliable. Tyres good. £80 o.n.o. for quick sale. Box No. B.816. [6816

AUSTIN SEVEN. Chassis axles, wheels, gearbox, steering, radiator. Good condition. Cook, 108, Stanmer Villas, Brighton. [6817

T.R.2 TONNEAU COVER, black. Excellent. £4 10s. Wakefield, Old Hall Grounds, Rolleston, Burton, Staffs. [6818

1950 B.M.W. 2/4-seater Coupé. Ivory. Padded hood. Striking body. Radio, heater, central lubrication and all mod. con. Carefully used. £450. Redley, 8, Mountford Close, Wellesbourne, Warwickshire. [6819

ROLLS 20 PARTS: Rebuilt starter motor, mascot, handbook. Offers. Frensham 439. [6820

SELLING Vintage 2 litre Lagonda Sports to make room for brand new 1958 wife. £120. Box No. B.821. [6821

GARAGE CLEAROUT. 1925 Alfa-Romeo 22/90. Excellent mechanical condition; hood poor. £185. 1927 A.J.S. 500 s.v. Needs attention. £10. 1920 Sunbeam 500 s.v. light solo. Excellent. £20. Bits for various vintage cars, motorcycles. Tyres. Jeep spares. Details from 24, Davies Avenue, Leeds 8, 662758. [6822

MINX CONVERTIBLE, 1953. New tyres, heater. Exceptional condition. Mechanically perfect. £430 o.n.o. 120, Unthank Road, Norwich. [6823

ROLLS ROYCE 1932 Phantom II, No. 22MS Limousine by H. J. Mulliner. Immaculate and original condition throughout. Face forward occasionals. Four excellent tyres, twin spares, discs, tools, mascot, etc. Buying smaller Rolls. Taxed. £185 o.n.o. 6, Brook Crescent, West Hagley, Stourbridge, Worcestershire. [6825

"MOTOR SPORT," 1948 to 1957, also number popular motoring publications. Temple, 31, Queen's Walk, London, W.5. PER 6805. [6826

1172 FORD SPECIAL, 1955. 12in. hydraulics. Tuned aquaplane mods. New tyres. New tonneau. Recon. g-box, engine, August. £200. 293, Hedgeman's Road, Dagenham, Essex. Rippleway 0985. [6827

SUNBEAM 20 Limousine. Excellent condition. Also complete set of spares, sensible offers or exchange smaller car or brake. G. D. Poyser, Warslow, Nr. Buxton. [6828

1937 AUSTIN RUBY Saloon. Body rough; ideal for 750 enthusiast. Drive away. £30. Wilson, 99, Langley Way, West Wickham, Kent. Spring Park 1490 evenings, week-ends. Day: Lee Green 4474. [6835

ASTON-MARTIN 1938 long chassis 2 litre saloon. British racing green. Very reasonable condition. £200. McMahon, 25, Fir Street, Sheffield 6. [6837

AUSTIN NIPPY, 1933. Red aluminium body, excellent condition throughout. £120 or £60 deposit. Full details: Martin, St. Stephen's Vicarage, Kearsley, Farnworth, Lancs. Telephone: Farnworth 535. [6838

BREAKING FOR SPARES: 1939 2½ litre Jaguar. 26, Old Brumby Street, Scunthorpe. Phone 2730. [6839

BENTLEY 3 litre Red Label speed model shooting brake. Acknowledged one of prettiest in country. Wonderful condition. £195 o.n.o. Balmer, Stowe Corner, Loughborough Road, Wilford Hill, West Bridgford, Nottingham. Tel. 231777. [6840

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FOR SALE—*continued*

1934 BENTLEY. Elegant Coupé in good condition. £350, or offers including run-about considered. Barlow, 14, Hollywood Way, Woodford Green, Essex. [6841

MERCEDES BENZ 540K Cabriolet B, 1939, Drophead Coupé, late property of millionaire and therefore impeccable and in concours condition. 120 m.p.h. with fantastic supercharged acceleration. *Best offer over £400. Terms easily* arranged. Or exchange smaller car. 28, Upbrook Mews, Craven Road, W.2. PAD 9758. [6842

FOUR IMPECUNIOUS UNDERGRADUATES wish to sell their very interesting and mechanically exciting cars for around £25. AMB 7916. [6843

FIBREGLASS RILEY 9. *Excellent order throughout.* £120 o.n.o. Monaco, mechanically sound, £25. Type 55 F.N.-B.M.W., £65. Required: sound quality pre-war saloon, under 3 litres. No dealers. Box No. B.844. [6844

M.G. P.B. 2-seater. Superb order. Engine overhauled. New hood, beautiful body, two-tone grey. £185. 76, Welbeck Road, East Barnet, Herts. BAR 2988. [6845

AUSTIN 7 CHASSIS complete. Non-runner, but all parts healthy. About £11. Box No. B.846. [6846

ROVER 14 Sportsman's Saloon, 1937/8. Excellent. £160 o.n.o. Exchange Allard, although anything considered. Box No. B.847. [6847

ALVIS 1936 Crested Eagle Mayfair six-light saloon, aluminium body. An arishtocratic car with sports car cornering in very good condition. An ideal car for the family man who prefers a thoroughbred. £185 o.n.o. H.P. could be arranged. Romford 5381. [6848

1936 MERCEDES 290 Cabriolet. Con. rod gone. £20 o.n.o. Quick replies as garage aggravating. Brooklands Farm, Theobald Street, Boreham-wood, Herts. [6849

RILEY NINE. Rebuild incomplete. Suit enthusiast. 1937 Monaco with 1935 Lynx tourer body. Many new parts. No hood, windscreen, dynamo, battery. Dilapidated appearance due to long stand in open. Seen Berks. £50. 30, Heath Road, Hotspur, Beaconsfield, Bucks. [6850

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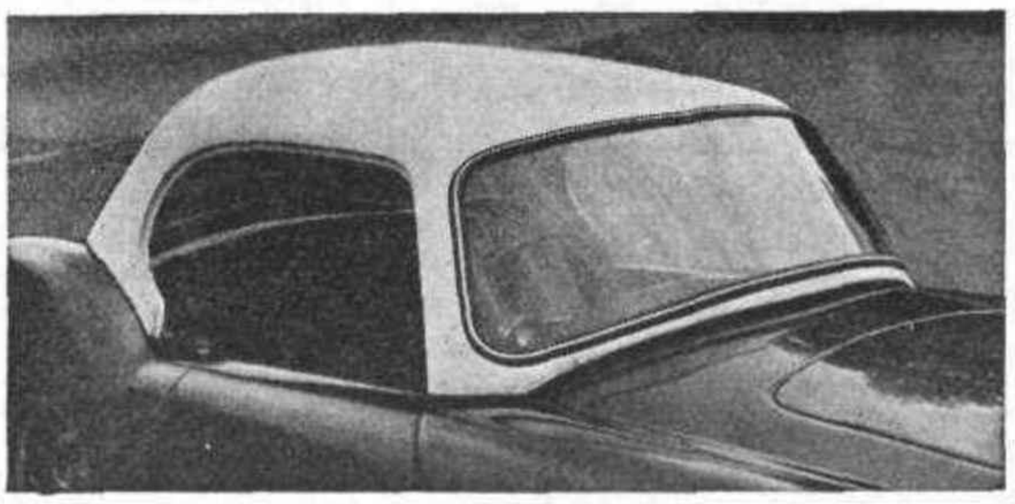
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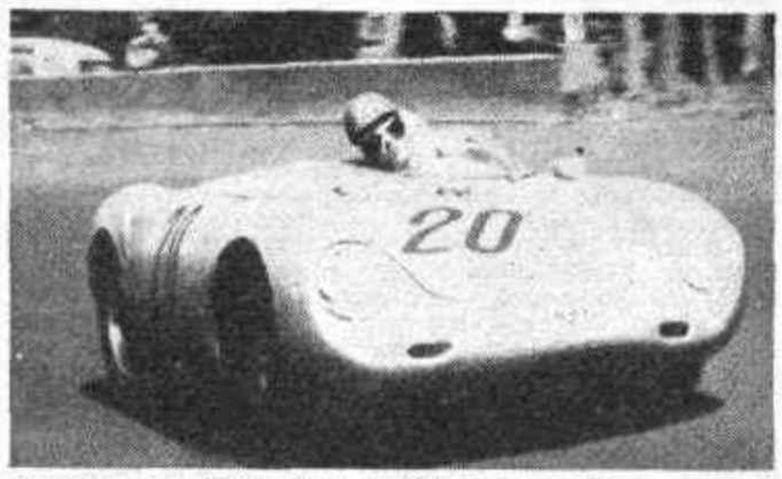
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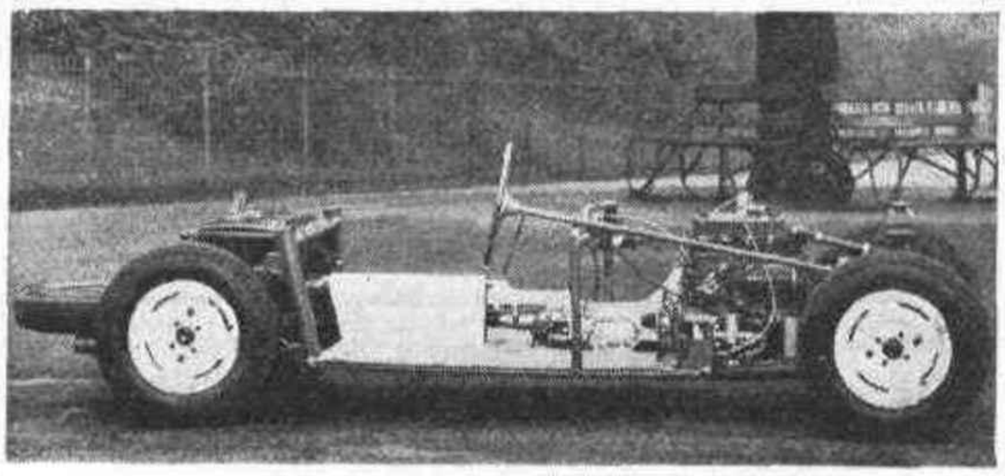
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M.G. T.A., Dec. 1936. Recently overhauled. Fitted oversize rears. Tyres 100%. Very good mechanically, bodywork reasonable. £155 o.n.o. 85, Lake Bank, Littleborough, Lancs. [6881

M.G. T.A., 1938. B.R.G. New batteries, starter, king-pins, front springs. Sealed beam headlamps, spot and fog lights. Two new tyres, rest good. £200 o.n.o. Tunaley, 4, St. George's Place, York. [6882

AUSTIN 7 SPARES. Most parts for 1930/1 Saloon. All excellent condition. Cheap. Also pair 12V Windtones. Good chrome. Uplands 5740. [6883

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BENTLEY, 1927 3 litre Blue Label long chassis. Very reliable. Engine and bodywork (Barker) good. Good weather equipment. £175. Thomas, Downton, Wilts. Downton 346. [6885

LANCIA APRILLA '39 De Luxe. Attractive D.H.C. by Ghia. Beautiful condition, bodily and mechanically. £345 or offers. Stenning, 27, Highmoor Road, Caversham, Reading. [6886

12/50 ALVIS, 1927, S.D. Big Port Beetle-back. Twin Solex, hood, sidescreens. Good battery, starter. Quiet engine. Original bodywork. £70 o.n.o. Nugent, The Grove, Over, Cambs. Swavesey 305. [6887

TALBOT 75, 1933, Sportsmans Saloon. Over £60 recently spent on engine, but door pillars suffering ravages of death watch beetle. Owner must sell. £50. Campbell, Mewstone, Downsland Road, Basingstoke. [6888

S.S. TOURER (4-seat). 1,000 miles since fitting of reconditioned '39 3½ Jaguar engine. Chassis and tyres excellent, wonderful performance. Pitman, 8, Chadwick Street, Leytonstone, E.11. [6889

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VINTAGE GEM, 1927 Vauxhall 14/40. Must be seen. £150. 7, Woodcote Court, Wallington, Surrey. [6893

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FOR SALE—*continued*

1934 AUSTIN. 15.9 Tourer. Nearly new hood, original paintwork, good mechanically. 3rd owner selling. £60 o.n.o. J. Robinson, Coddinham Rectory, Ipswich. [6943

500 C.R.M. Racing Car. Tubular frame, alloy body, independent suspension all round, good condition, ready for use. £190 with Norton engine or £165 with J.A.P., or sell less engine or exchange. 35, Tynings Lane, Aldridge, Staffs. [6944

M.G. T.A., 1936. Good condition, new hood, steering box, good tyres. £200. Stanley, "Westing," Hillcrest Road, Horndon-on-the-Hill, Essex. [6945

SINGER. Le Mans gearbox and parts, engine. Hornet parts, 19in. stud wire wheels. M.G. P.A. tachometer. Wanted urgently: M.G. P.A., J.2, J.3, etc. Supercharger. Sugden, 108, Cambridge Street, S.W.1. TATe 0466. [6946

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SINGER 9 H.P. Le Mans Saloon. Counterbalanced engine, later gearbox. Fitted, new body, framework, good condition, many spares, photo. £75. 45, Bradenham Avenue, Welling, Kent. Or Bexley Heath 1096. 3 p.m.-7 p.m., Monday-Saturday. [6949

RILEY 2½-LITRE. 1949. 35,000, satin bronze, magnificent specimen of this famous model. £399. Esher 3118. [6950

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ROLLS-ROYCE 20/25 Mulliner owner-driver fabric saloon, 1931; not perfect but extremely tidy and in very fair order. We have just overhauled clutch and starter. **£215.**

ROLLS-ROYCE TWENTY 4-seater tourer by Watson's, original save for "sporty" (and ugly) front wings; needs a decoke but otherwise mechanically very fair; excellent tyres, new hood and tonneau cover; and a bargain at **£175.**

ROLLS-ROYCE 20/25 Thrupp & Maberley small limousine, 1932, in very fair all-round condition. **£200.**

BENTLEY 3-LITRE SPEED MODEL, 1926 model, rebuilt by H. M. Bentley and re-registered 1938; 2-seater boat-tail body by Melhuish. Could do with new rings and a decoke, but otherwise a very nice-looking car in excellent order. **£210.**

Another **3-LITRE SPEED MODEL,** also probably an "H. M." rebuild, re-registered '36. 1927 chassis with big-sump engine, 2/4-seater close-coupled tourer, probably Corsica. Mechanically very fair; body not so nice as far as paint, wings and upholstery are concerned. **£190.**

BENTLEY 4½-LITRE, 1928, very stark 2-seater body, capable of being tidied-up, but an excellent chassis and nearly new tyres all round. A very cheap car at **£145.**

ALVIS SILVER EAGLE 2/3-seater coupé, 1932, in very fair condition in every way, with excellent tyres and a new battery. **£95.**

ARMSTRONG-SIDDELEY "Short 15" 2-seater and dickey, 1934; fitted with completely rebuilt 1938 M.G. 2-litre engine. Entire car in really first-class order; its looks are extremely deceptive as far as the performance is concerned and its price is less than half the recent bills, which are with it. **£135.**

CHRYSLER 22-H.P. sedan, 1927, in very fair and original order. **£40.**

DELAGE D.I. 14-H.P. 4-seater tourer, 1926, mechanically quite fair, original but untidy body. **£35.**

LAGONDA 3-LITRE V.D.P. drophead, '34; rear axle just overhauled and considerable work done on body, interior and exterior; virtually one owner since '46, and a very fair car. **£125.**

HUMBER 9/20 coachbuilt saloon, 1928, the "square" model. An original little car in very fair order generally. **£60.**

PANHARD-LEVASSOR 21-H.P. limousine, 1930, two owners from new and in quite remarkably fine condition. This is a very nice car at a sensible price. **£100.**

PACKARD SUPER-8 limousine, 1929, 79,000 miles and in one family since new; a "specimen" piece. **£95.**

WOLSELEY 16/20 tourer, 1919 but looks identical to 1914 model. As Edwardian in all but actual age, with a self-starter. Very remarkable specimen, completely original save for a recent repaint and new tyres, and has astonishingly good performance. **£185.**

Miscellaneous items for people with some workshop facilities, cheap, but must be taken as they stand:—

B.S.A. three-wheeler, 4-cyl., 2-seater, '33. **£20.**

Collection of Model-T bits: 1915 engine, frame, axles, steering and wheels, **£40.**

Rover 16/50 saloon, 4-cyl. twin o.h.c. engine, original and very rare car, damaged crown-wheel (spare axle has been located). **£40.**

"Bull-nose" Cowley 2-seater, 1924, in pieces, no wings, tyres or lamps, but fair condition. **£30.**

Rolls-Royce P. II Park Ward limousine, excellent body, poor engine, no headlamps and non-runner, **£60.**

Rolls-Royce Silver Ghost 1914 chassis, more or less complete but no tyres and non-runner. **£100.**

Rolls-Royce spares: 1911 Silver Ghost chassis, with engine, minus rear axle and wheels, no radiator; 1914 chassis, minus gearbox and engine; most parts for 1919 and 1924 models; and many parts for 1927 Twenty and 1931 20/25.

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Lea-Francis 4ED Meadows engine, less head, gearbox and half-shafts, **£20** the lot.

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VINTAGE SUNBEAM. 16.9 h.p. Saloon. Chassis number 5396K registered May 1929, absolutely original condition, completely reliable, in excellent going order, recently completed continental tour, bargain for enthusiast at £45 o.n.o. Any examination. 131, The Broadway, Ealing, London, W.13. Ealing 5590. [6951

FORD M.G. reconditioned 1172 engine, M type chassis, K type body. New hood and tonneau cover. £100 o.n.o. Harrison, Sidney House, Ibstock, Nr. Leics. [6952

1932 LAGONDA. Excellent mechanically, 4 good tyres, bodywork very good, hood poor. £120. Leveson, 6 A.M.O., R.A.F., Driffield. [6953

M.G. J. SPECIAL. Re-registered 1952. Hydraulic brakes recently relined, Morris series M engine, fitted T.C. crank and camshaft. King pins, bushes recently replaced, new instruments and steering wheel. T.C. slab tank. Owner requiring family car. £150 o.n.o. Cuzner, 97, Oxford Road, Cambridge. [6954

RILEY KESTREL 9, 1934. Special series engine, good condition. Wilson, 99, Langley Way, West Wickham, Kent. Spring Park 1490 evenings, weekends. Day, Lee Green 4474. [6836

"MOTOR SPORT." 55 copies. "Autosport," 200 copies £7 o.n.o. Box No. B.955. [6955

TALBOT 1936, 23.8 h.p. Sports Saloon. Preselector, 20 m.p.g., reliable. £125 o.n.o. Exchange w.h.y. Metcalf, 80, Cross Green Lane, Leeds, 15. [6956

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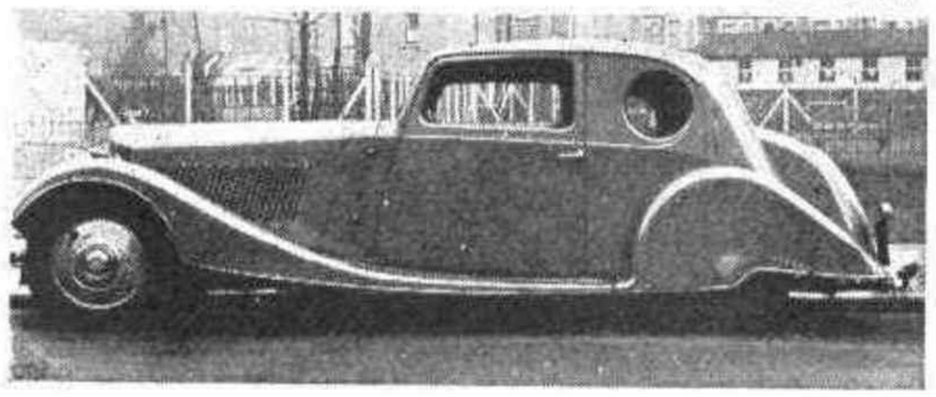
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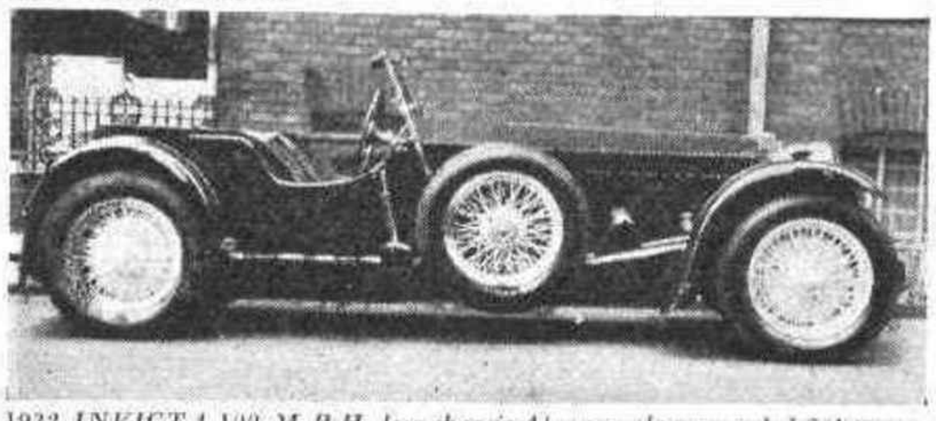
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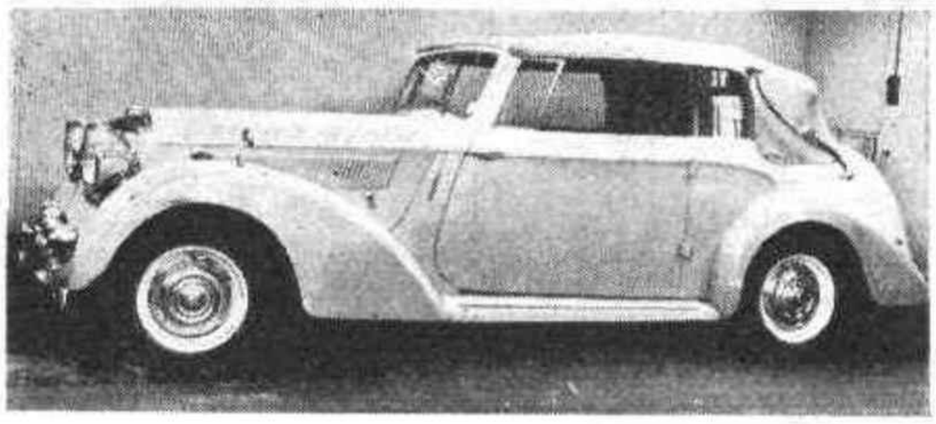
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1935 *ROLLS-BENTLEY 3½-LITRE, with four doors, sportsman's pillarless saloon by Letourneur of Paris, in two tones of grey, with red hide interior in French styling, Marchal lamps, twin horns, almost new tyres, and very much above-average mechanical condition. A delight to drive.* **£335**

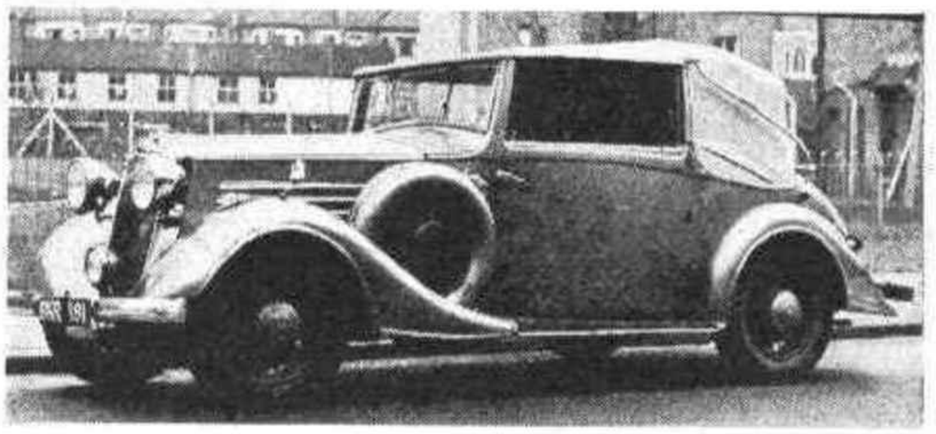


1932 *INVICTA 100-M.P.H. low-chassis 4½ open close-coupled 2/4-seater, in crimson with newly retrimmed interior in red, also a new hood in grey, fold-flat screen, twin exhausts, remote-control dampers, twin flame-throwers, rewired, tyres excellent. A rare car.* **£295**



1940 *RILEY 2½-LITRE drophead coupe, in tones of grey with new grey hood, P.100s, twin windtones, spot., wheel embellishers. An attractive car.* **£245**

1938 B.S.A. SCOUT open four-seater roadster, in nice condition, blue with blue interior, almost new hood and sidescreens. **£135**



1935 *VAUXHALL TWENTY drophead coupe in bronze, with new grey hood. This car is unique in so far that it is original, the chrome flutes on the bonnet, lamps, lampholders, hood arms, and the whole radiator are without blemish. Surely a car for the enthusiast at this price.* **£115**

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FOR SALE—*continued*

DISMANTLING J.2. M.G. Most parts available, including chassis. S.A.E. for details. Martin, "Hillside," Buckfastleigh, Devon. [6957
1935 SINGER Le Mans Sports. New hood, spares. £70. 203, Silver Street, N.18. [6958
AUSTIN 750 SPECIAL. Toledo fibreglass body, extensive modifications throughout, full weather equipment. £265. Wright, 40, Athelstan Road, Harold Wood, Romford, Essex. ING 2551 [6959
AUSTIN SPECIAL. Professional aluminium body. Usual modifications, spares. 50 m.p.g. £85. BAY 2753. [6960
CITROEN Light Fifteen, 1938. Grey. Maroon leather, nice condition. £150. Caddick, West Street, Wivenhoe, Essex. [6967
RILEY NINE, 1933 Monaco. In everyday use. £40. Gartside, Callands Fold, Haigh, Wigan. Tel. Haigh 079. [6969
RILEY 9, 1937 Monaco. Mechanics, bodywork, excellent. Recellulosed, special series engine. £170. Box No. B.970. [6970
ROLLS-ROYCE, 1933, 20/25 Hooper Saloon. Excellent condition. £225. McKnight, Fairholm, Kirkmichael, Maybole, Ayrshire, Scotland. [6972
RILEY 9, 1930 Monaco. Excellent body mechanics. £35 o.n.o. 62, Temple Avenue, Shirley, Croydon. [6994
ALVIS SILVER EAGLE. Just right for race-viewing. 1932. 1935 synchro gearbox, vast brake body 1950. Engine reconditioned 1952. Single Zenith gives 20 m.p.g., 70 m.p.h. Absolutely reliable. Gayfer, WELbeck 4420 Ext. 299. AMHerst 5936. £100, taxed, insured. Buying Speed 20. [7015
UNUSED, RECONDITIONED Ford V8 engine with dynamo, starter, distributor, clutch, pressure plate, petrol and water pump. £25. Unused, reconditioned Wolseley 18 engine, as above, suitable 2.6 M.G. £30. Unused Morris 10 as above, suitable T.B. and T.C. £25. Series M gearbox, reconditioned £10. John Richards, Church Street, Shifnal, Salop. [7016

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1937 (June) Lancia Aprilia saloon. Recellulosed blue, blue Vynide interior; oil consumption negligible. New headlamps, telecontrols, good Michelins. **£245**

1937 Lancia Aprilia saloon. Excellent bodywork. Scintilla, large Zenith carburetter, telecontrols, heater, unworn Michelin 'X.' Mechanically excellent. Taxed. **£255**

1935 Augusta saloon, recent engine overhaul, good throughout. **£135**

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FOR SALE—*continued*

HUMBER, 4 x 4 heavy utility complete. Very good tyrse. Two others, no engines, rough, all right for spares. All three never been registered. The lot £100. Penpoll Mill, Mawnan, Falmouth, Cornwall. [7017
1172 FORD SPECIAL 1954. Chassis similar Mk. VI. Professionally built. B.R.G. All weather equipment, used every day. H/c twin S.U.'s 4 branch exhaust. New pistons, valves. 600 miles, 4.7:1. 38-40 m.p.g. at 55 m.p.h. Getting married. £310. Driven London w/ends. Boyd, Lowlands, Bungay, Suffolk. [7019
1934 AUSTIN SEVEN, 2-seater, very good mechanically, recent engine overhaul, bodywork sound, 4 speed box. £35. 57, Campden Hill Road, W.8. [7023

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EARLY LONG CHASSIS. Frazer-Nash with original touring bodywork, or low chassis 2-litre. O.M. Hamish Moffatt, Hafod, Ffestiniog, Merioneth. [6995

ENGINE, M.G. T.A. or Morris 10, 1938. Wet clutch. Phone WOO 3821, 32, Stennel Ave., Quinton, Birmingham, 32. [6996

WANTED: ROLLS-ROYCE. 25 h.p. 1936. Instruction book. "Comprehensive, not abridged version." Grieve, 4, Braid Avenue, Edinburgh. [6997

M.G. T.C., D. OR F. Morgan Plus-Four. Jowett Jupiter. Cash. 3, Glendower Place, Gonvena Hill, Wadebridge, Cornwall. [6998

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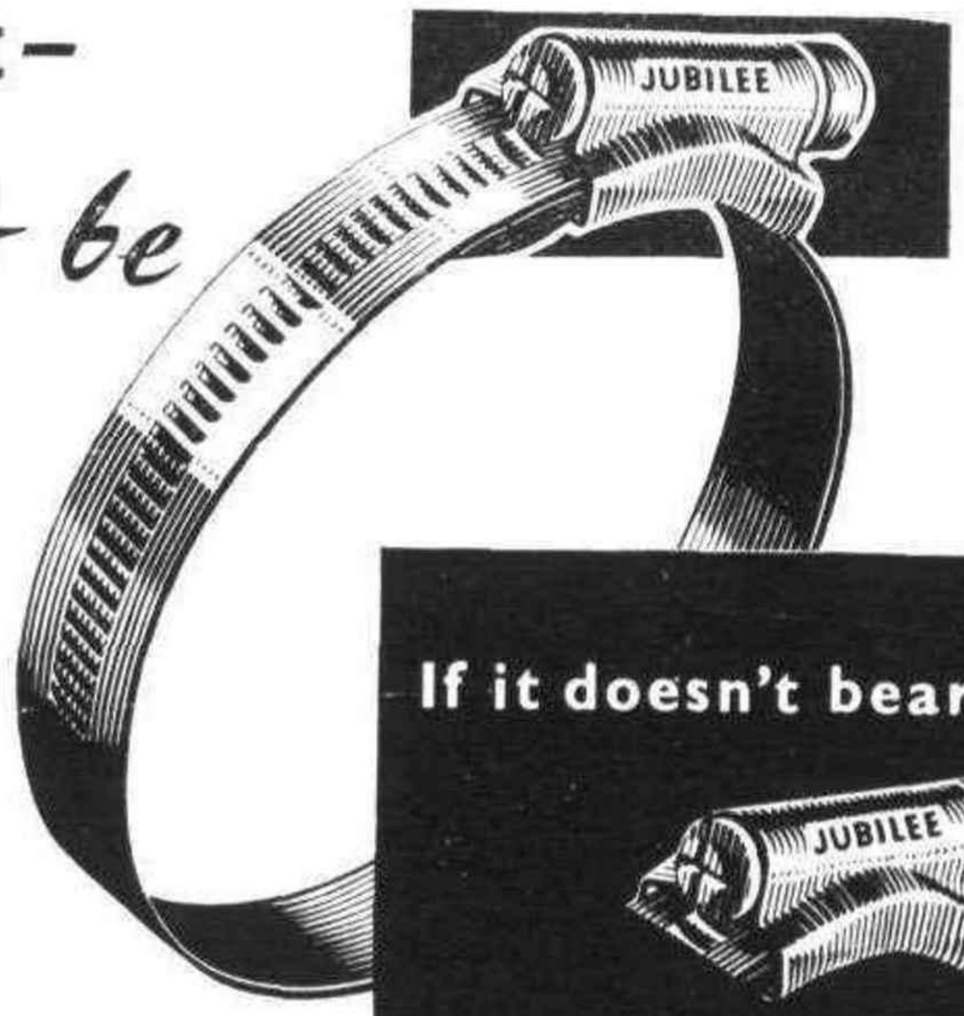
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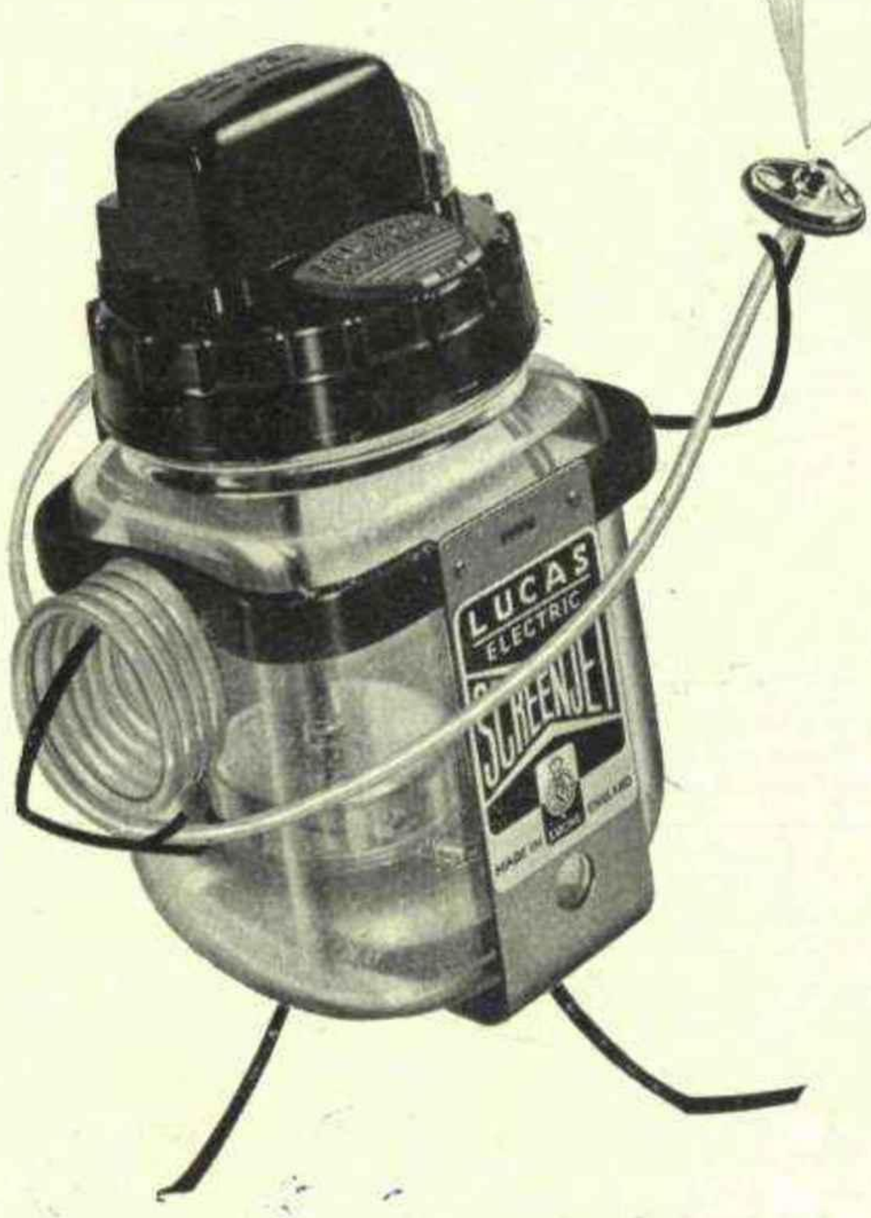
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