

# MOTOR SPORT

FOUNDED IN THE YEAR



NINETEEN TWENTY-FOUR





# GET IT RIGHT WITH BELCO BRILLIANCE

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



## TOUCH-IN BELCO

See that brush? It's in the lid, charged with paint, ready to use—can't be lost, needs no cleaning. Keep a tin of Touch-In Belco in the garage, ready for immediate use before rust starts its deadly work! In  $\frac{1}{2}$  pint tins—5/3.

## BRUSHING BELCO

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

### For the bigger jobs:—

#### BELCO PRIMER SURFACER

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

#### BELCO RUBBING COMPOUND

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

#### BELCO CELLULOSE PUTTY

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

#### 'STAG' Brand JOINTING PASTE

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

HANDY ECONOMICAL TUBES AND TINLETS.



# KEEP IT BRIGHT WITH BRILLIANT No. 7 POLISH

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

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

## SAFETY FOR YOUR PAINT


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

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



Obtainable from garages, motor accessory dealers and Halfords branches.





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

**ONE TOO MANY**

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

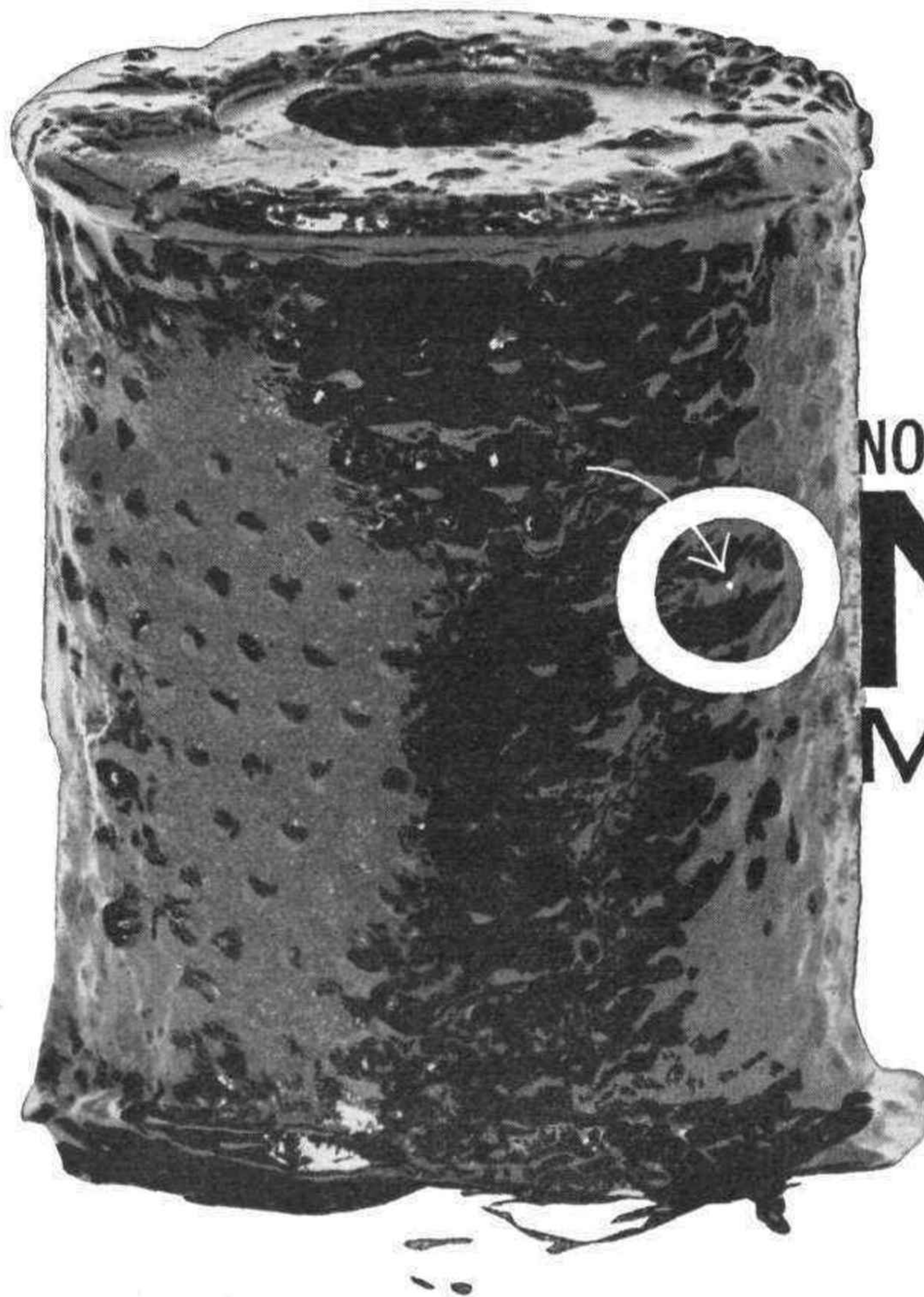
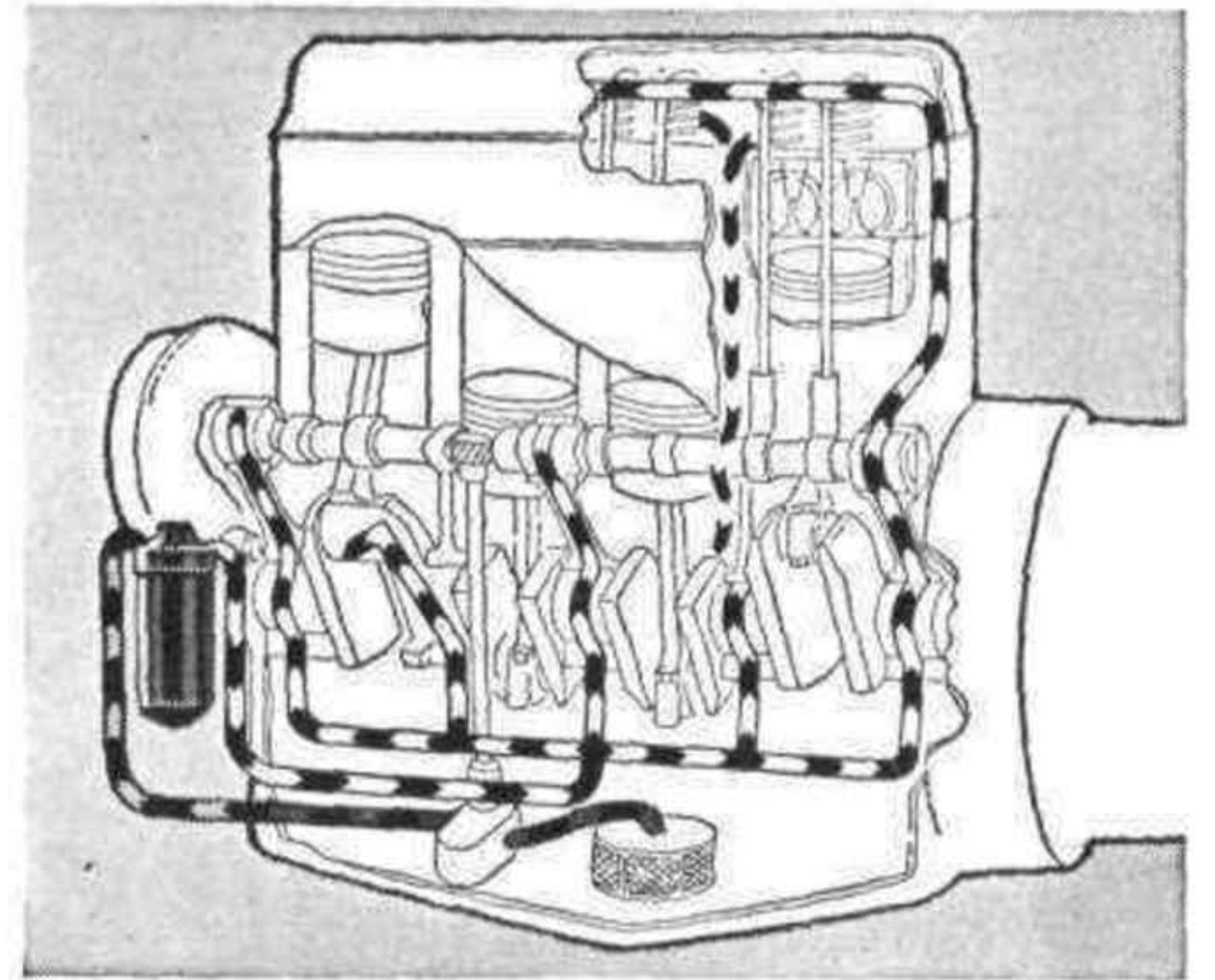
ulate on the filter until even one more is one too many. And that can mean serious danger.

What's the risk? And how to prevent it? The next two pages will tell you.



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

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



NO ROOM FOR  
**ONE**  
MORE



## When you change the oil, change the filter, too

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

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

# PUROLATOR

REGD. TRADE MARK



One of the  
Automotive  
Products Group

MICRONIC OIL FILTERS AND REFILLS

**AUTOMOTIVE PRODUCTS COMPANY LTD., LEAMINGTON SPA.** Export Division: Automotive House, Great Portland Street, London, W.1.

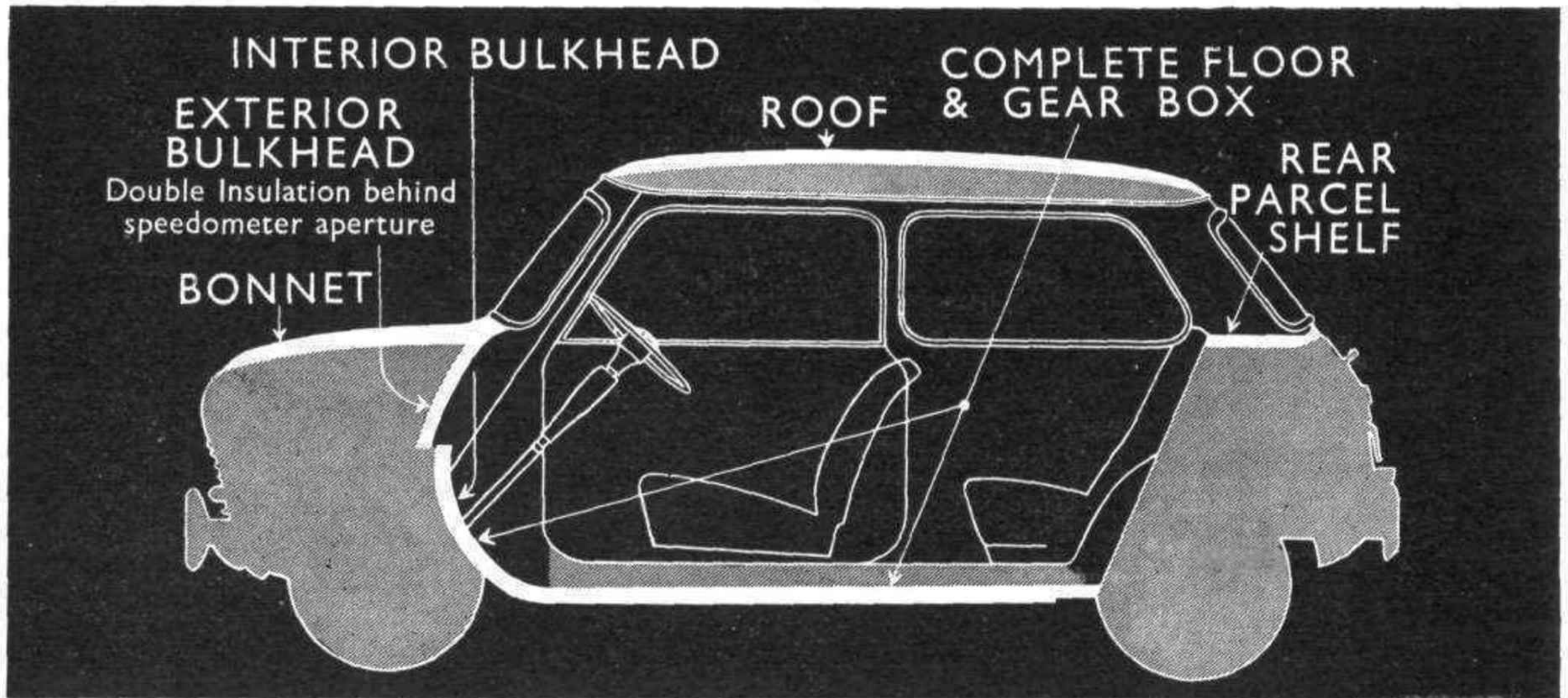


*Genuine Purolator Micronic filters are approved by major motor manufacturers. More Purolator Micronic filters are now fitted to new British cars than any other type.*



# ONLY 125/-

**makes your Mini  
quieter, more  
comfortable, safer**



**MINE'S A MINI** by H. B. Cottee  
From "THE MOTOR" February 1st, 1961

"Even so, the buzz, inseparable from small high-revving engines, when cruised fast, can be tiring; this was dealt with on the MINI by fitting the INTERIOR SILENT TRAVEL Kit of thick felt on bulkheads, bonnet, roof interior, and under carpets, and the transformation was remarkable... the MINI is now as quiet inside as any good production saloon costing up to about £1,800.0.0."



**COURTENAY  
EDWARDS**

in  
"THE SPHERE"

"I tried out a Morris Minor treated by INTERIOR SILENT TRAVEL method. I was amazed by its quietness compared with my own Austin 7. It gives this splendid little car a new air of luxury and must inevitably cut fatigue, and so promote road safety in this and any other car to which it is applied."

**"LAY-BY" in "MOTORING NEWS"**

"Whilst visiting 'INTERIOR SILENT TRAVEL', as this firm is so aptly named, we had a kit fitted to our A.40 and had a brisk run round in the country in a Mini Minor, A.55 and a VW which had been treated, but the most revealing ride of all came when we finally climbed back into our own A.40."



Send remittance plus 5/- carriage (this charge applies to mail order). Sets are dispatched by passenger train, or ask your garage to order. We can fit your set—please telephone for appointment. Open Saturdays and Sundays too. Demonstration cars available, please call and see us, as enthusiasts we are out to help in every way with your noise problems.

**"TRAVEL SILENTLY — TRAVEL SAFELY"**

**QUIETER** Small cars, especially, need extra sound-proofing. That's why Interior Silent Travel makes such a difference in the Austin 7 and Mini Minor. Engine and transmission noise is deadened at source. Specially designed, very heavy, thick, Sound Insulation material seals off sound at noise centres and gives amazingly quiet driving.

**MORE COMFORTABLE** Mile after mile you enjoy the quiet luxury of a really expensive car. With Interior Silent Travel your car is quieter, warmer in winter, cooler in summer, has a deep luxurious feel under carpets. Interior Silent Travel is essential for comfortable driving over long distances.

**SAFER** Noise is a major cause of driver-fatigue. But Interior Silent Travel deadens noise right down—gives tireless, fatigue-free driving at all times. Makes all the difference on long, tiring holiday drives!

Every day more and more motorists are discovering what a wonderful improvement this low-cost fitment can make to their own cars. Fit Interior Silent Travel in your car. It costs so little—does so much!

## INTERIOR SILENT TRAVEL

Each set comprises very heavy insulation material, marked and precision cut to seal off noise centres. Sets are simple to install and can easily be fitted in about an hour—no mechanical alterations necessary. Adhesives and full instructions enclosed.

**THE 'EXTRA' YOU USE ALL THE TIME**

**B.M.C. RANGE:** Austin A.35, 115/-; Austin 7, 100/-; with roof and rear parcel shelf, 125/-; Austin 7 Countryman, 160/-; Austin 7 Van with roof, 160/-; Austin A.40, 130/-; Austin A.55 Mk. II, 130/-; Austin A.99, 160/-; Morris Mini Minor, 100/-; with roof and rear parcel shelf, 125/-; Morris Mini Van with roof, 160/-; Morris Mini Traveller, 160/-; Morris 1000, 140/-; Morris 1000 Traveller, 140/-; Morris 1½ Farina, 130/-; M.G. ZA & ZB, 135/-; M.G. Mk. III, 130/-; Riley I.S., 130/-; Riley 4/68, 130/-; Wolseley 1500, 130/-; Wolseley 15/60, 130/-; Wolseley 6/99, 160/-; Austin 1½ Farina Countryman, 180/-; Morris 1½ Farina Traveller, 180/-.

**FORD RANGE:** Ford Anglia to '59, 130/-; New Popular, 130/-; New Anglia, 140/-; Consul Mk. II, 160/-; Zephyr Mk. II, 160/-; Zodiac Mk. II, 160/-.

**VARIOUS:** Peugeot 403, 150/-; Simca Montlhery, 140/-; Sunbeam Rapier III, 150/-; Triumph Herald, 150/-; Triumph Herald Convertible, 160/-; Hillman IIIa & IIIb, 150/-; Vauxhall Victor, 135/-; Victor Estate, 140/-; Volkswagen, 130/-; VW Karmann Ghia, 130/-; Volvo, 200/-; Standard Vignale Six, 180/-.

**NOTE:** Citroen ID & DS Models can only be treated at our premises, price £12.

# INTERIOR SILENT TRAVEL

**HIGH STREET, EATON BRAY  
DUNSTABLE. Tel. Eaton Bray 269**



*Another  
win  
on*  
**Firestone**

**1st at INDIANAPOLIS**

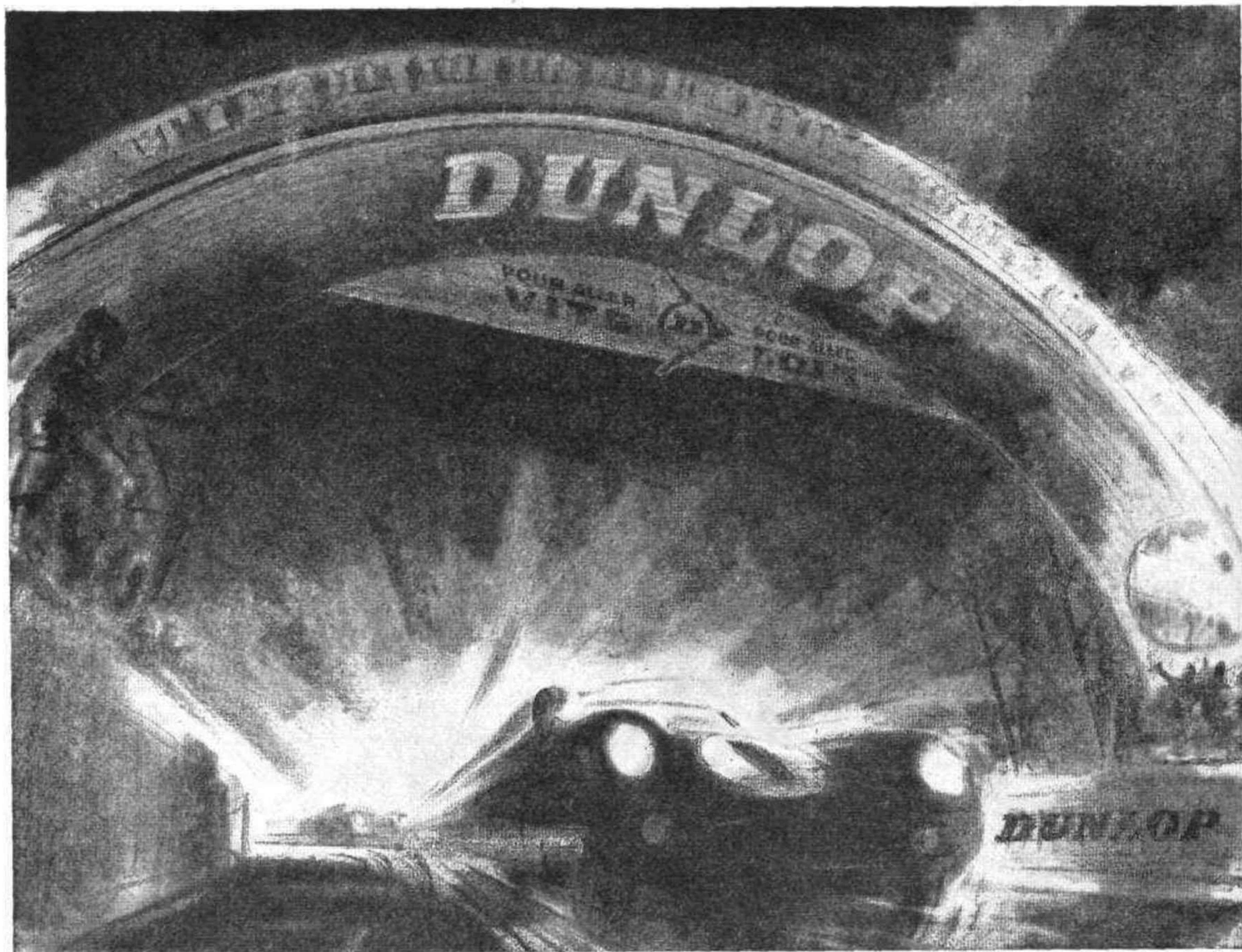
**A.J. FOYT**

at a record speed of 139.131 m.p.h.

**2nd EDDIE SACHS**

(Subject to official confirmation)





# SUCCESS AT LE MANS

*proves Dunlop best - for you*

Le Mans is the greatest, toughest and most spectacular event in the entire motor racing calendar. Its title, "Grand Prix d'Endurance", fairly describes the fantastic 24-hour day-and-night race between the world's finest sports cars which tests drivers, cars and tyres to the very limit of endurance. Quality tells at Le Mans. This year the race has again been won on Dunlop tyres . . . giving Dunlop their 20th Le Mans victory!

### HOW LE MANS BENEFITS YOU

Le Mans is just one of the events which provide the fiercest of all testing grounds for tyres. The experience and skill built into the Dunlop tyres, which stand up to the terrific speeds and the fantastic braking and cornering *more successfully than any other tyres*, are also applied to the manufacture of tyres for every type of motoring. That's why, no matter what your car, in fitting Dunlop you fit the toughest, safest and best tyres in the world.

GENERAL CLASSIFICATION	
* O. GENDEBIEN—P. HILL FERRARI	
<b>1st</b> ALSO <b>2nd*</b> AND <b>3rd*</b>	
INDEX OF THERMAL EFFICIENCY	INDEX OF PERFORMANCE
<b>1st</b> P. Harper P. Procter Sunbeam Alpine	<b>1st</b> R. Bouharde G. Laureau D.B. Panhard
* Also fitted with Dunlop Disc Brakes (Subject to official confirmation)	

 **DUNLOP** FOR TOP MILEAGE—TOP SAFETY





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Motoring Newspaper

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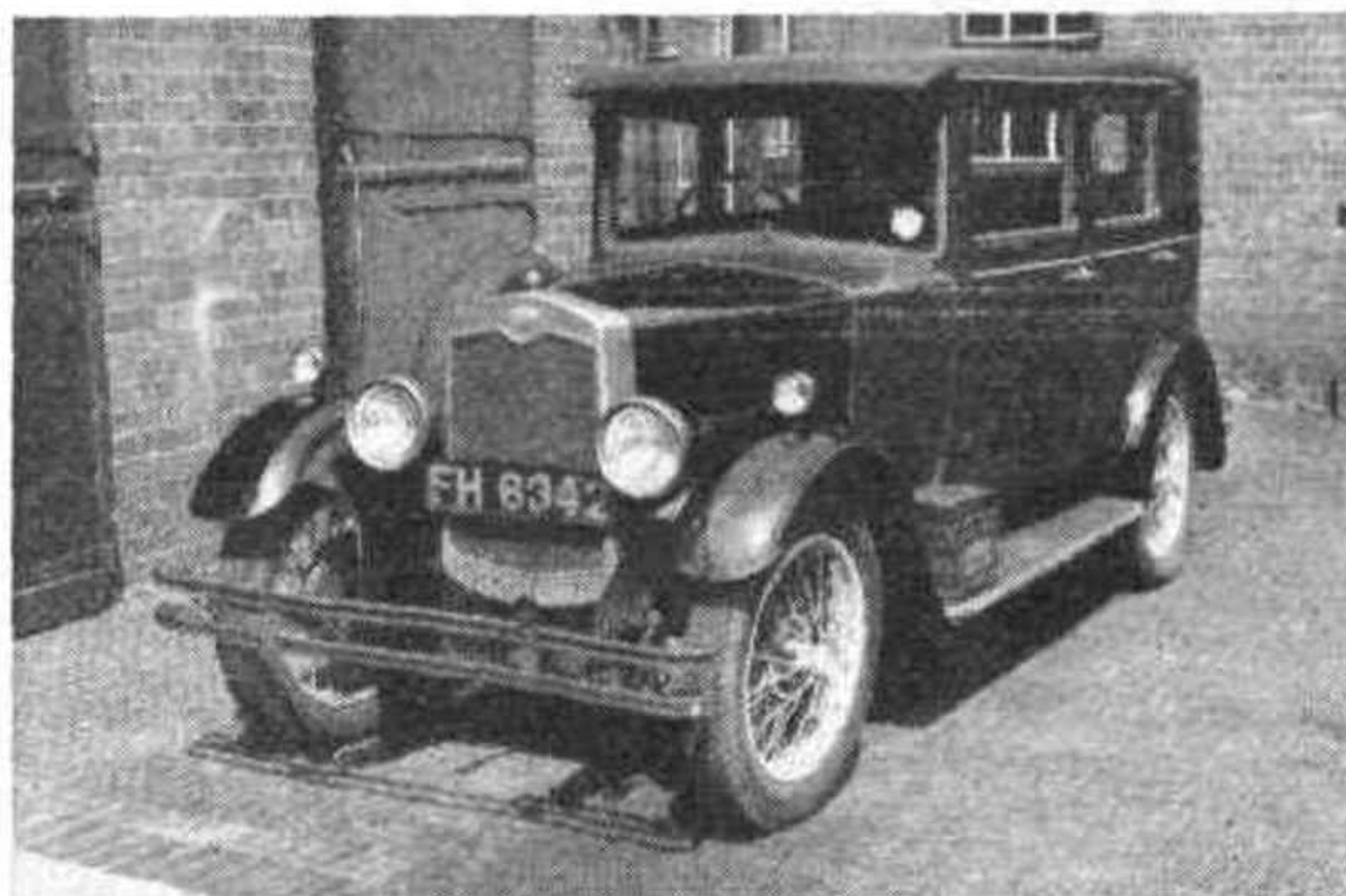
INSIST ON IT EVERY WEEK

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## Chiltern Cars

11a Water Lane, LEIGHTON BUZZARD

BEDS: TEL.: LEIGHTON BUZZARD 2060



1929 CLYNO 12-h.p. fabric saloon finished in cherry red with black wings. The whole car is in exceptional original condition, and must appeal to the vintage connoisseur, £95.

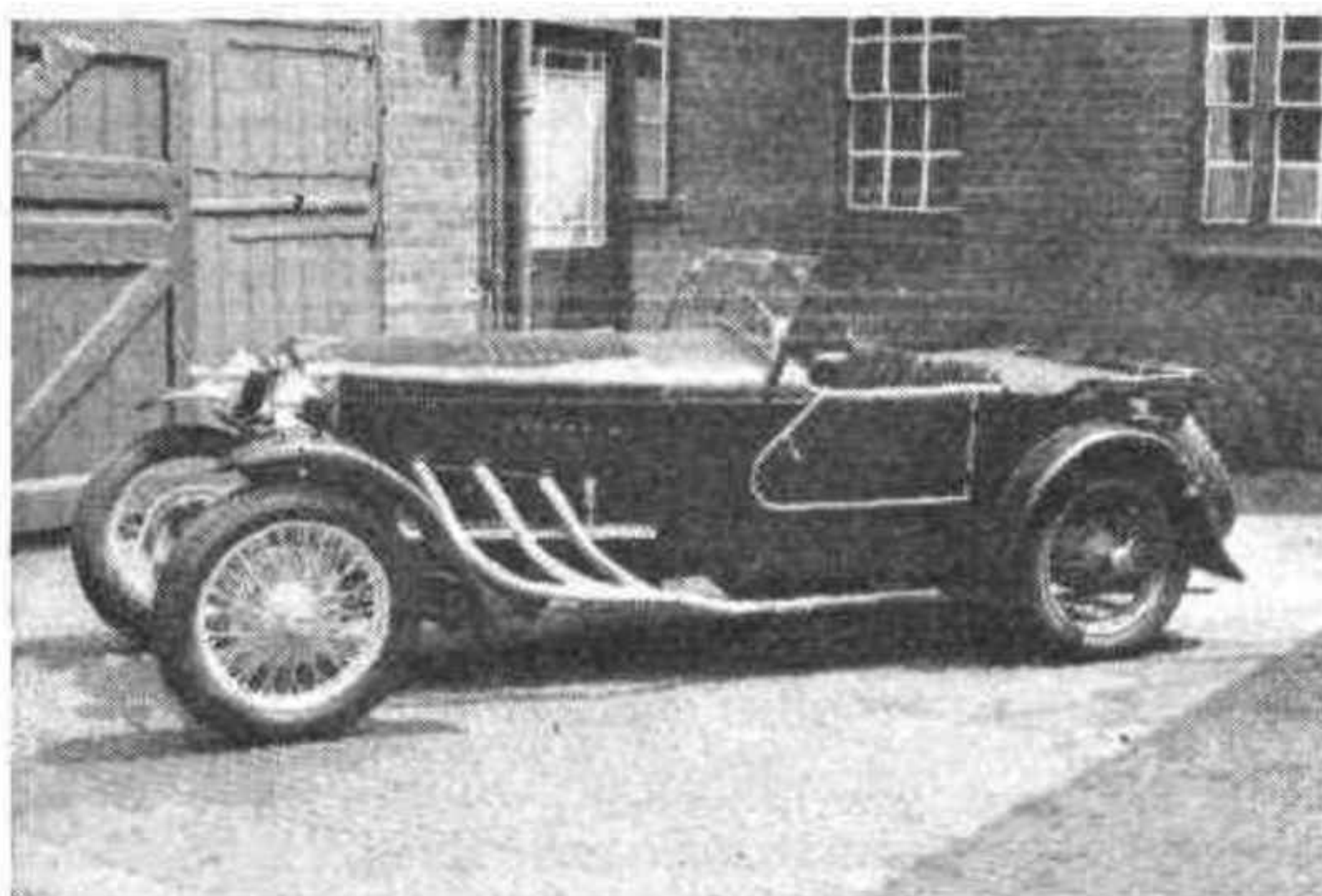
1934 BENTLEY 3½-litre Hooper sports saloon, finished in black with brown leather upholstery. An attractive car with a good history, £225.

1955 BORGWARD ISABELLA 60 sports saloon. This attractive, one owner, 1,500-c.c. high performance saloon is finished in steel grey with fawn interior. Built-in heater, seat covers, etc. Moderate mileage, exceptional order, £495.

1951/52 HOTCHKISS 3½-litre sports saloon, dark blue with blue leather upholstery. Radio, heater, etc. A magnificent high-performance thoroughbred with wonderful road-holding, £395.

1955 MERCEDES BENZ 220A saloon. These superb quality sports saloons originally costing around £2,400 are capable of around 100 m.p.h. with commendable economy. This excellent example is offered at the very low figure of £695.

1951 RILEY 1½-litre sports saloon, finished in cream with brown leather upholstery. Heater, twin spots, seat covers, etc., £265.  
HIRE PURCHASE AND INSURANCE EFFECTED WITHOUT DELAY.  
EXCHANGES WELCOMED.



1930 FRAZER NASH INTERCEPTOR 2/3-seater. Finished in black and red and in exceptional order throughout. Fitted with the famous 1½-litre 4ED Meadows engine. Comprehensive history available, £225.

1936 MORGAN 4/4 2-seater, Coventry Climax engine; red, above average condition throughout, £125.

1952 MORRIS MINOR convertible, green with fawn interior; radio, heater, wing mirrors, etc., excellent order, £255.

1955 SERIES SUNBEAM ALPINE Mk. III 2-seater finished in grey with grey leather upholstery and a new red vynide hood. Fitted with overdrive, radio, heater, floor gearchange, etc., and in excellent condition, £425.

1955 TRIUMPH TR2, finished in British Racing Green, fitted overdrive, heater, screen-washers, etc., excellent condition, £425.

1949 TRIUMPH 2000 ROADSTER, finished in bronze with new red vynide hood. Twin spots, twin-tone horns, etc., £195.

WE URGENTLY REQUIRE ALL TYPES OF SPORTS CARS ESPECIALLY VINTAGE AND POST VINTAGE THOROUGHBREDS.



TAKE A LONG LOOK AT THE LONG LOW LOOK



SET THE STYLE  
MAKE THE PACE  
WITH THE ALL-NEW  
**CLASSIC**

**LOOK** at it first: the Classic's long low look is the new look of international motoring, the outward expression of the most advanced design on today's roads. **START** the amazing 1340 cc 4-cylinder 56.5 bhp engine—high compression gives speeds into the 80's. **ACCELERATE**—and feel the power packed in that compact unit as you climb from standing to 60 in 23 seconds. **CRUISE** comfortably—four forward gears give smooth riding whether crawling in traffic or making the pace down the motorway. **OVERTAKE** with confidence—the engine responds with loyal certainty. **CORNER** with control—your Classic is an outstanding road-hugger. **TURN & PARK** with ease—34' turning circle gives greater manoeuvrability than any car in its class. **STOP** safely whatever the conditions—front-wheel disc brakes are standard for the first time in a car of this calibre. **SEE CLEARLY AT NIGHT** with twin headlamps—another class exclusive. **STRETCH** in both front and back seats—the 4/5 seater Classic gives more leg-room, the rake-back rear window gives greater visibility, more headroom. **FILL THE BOOT**—if you can! There's 21 cubic feet of usable space . . . more than any car in its class. **CHOOSE** between 2- and 4-door models: floor gear-change or column gear-change option on de luxe models. **ENJOY** your Classic to the full, knowing it's backed by the world's finest service organisation. **SEE** it at your Ford dealers.

# CONSUL CLASSIC 315

FROM **FORD** OF BRITAIN

Ex-works from \*  
**£744.17.6.**  
(£525 + £219.17.6 p.t.)

\*2-door Standard model £744.17.6 (£525 + £219.17.6 p.t.) 4-door Standard model £773.4.2 (£545 + £228.4.2 p.t.)  
2-door De luxe model £773.4.2 (£545 + £228.4.2 p.t.) 4-door De luxe model £801.10.10 (£565 + £236.10.10 p.t.)



# MOTOR SPORT

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

© Teesdale Publishing Company Limited

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

Telephone: MONarch 8944

Subscription Rate 30/- per annum, post paid  
Canada \$4.00 America \$4.50

PUBLICATION DATE FIRST OF THE MONTH

THIRTY-EIGHTH YEAR OF PUBLICATION

## MATTERS OF MOMENT

### THE QUALITY OF BRITISH CARS

We have never had it so good yet rail and 'bus fares, Health Service charges, rates, the cost of electricity, car tax and insurance, etc., continue to go up. With the European Common Market round the corner, we shall be in a sorry plight if our great Motor Industry misfires.

After the war MOTOR SPORT thought it necessary to expose the generally poor quality of British cars and the inadequate supply of spares. This made us unpopular in certain quarters but the publicity was beneficial, better cars resulting, backed by more efficient service.

Now the Industry appears to be slipping back to the unhappy state in which it found itself twelve years ago. Correspondence we receive, together with personal experience, prompts this opinion. We receive a great volume of letters from dissatisfied owners of British cars and last month Mr. Noel Baker, M.P., was given time on B.B.C. television to express serious concern over the lack of enthusiasm for British vehicles that he encountered on his travels round the World. Last March the Morris 850 was unveiled in Sydney and journalists from Melbourne were allowed to drive the new cars to the agents; how unfortunate that *Australian Motor Sports* reported two deflations of the tubeless front tyres, with damage to steering and drive mechanism. . . .

The Editor has been loyally using a British car for some 18 months, with a great deal of pleasure but several frustrations—he agrees with a correspondent that the vehicle is a triumph of design over construction, with the proviso that a periodic pain in his left arm could no doubt be diagnosed as "mini-elbow," thanks to a horrid gear change! A brand-new clock, replacing the faulty original, worked properly for just 120 days before stopping intermittently so that we were late for an appointment. . . . So keen were the makers of the battery in the Managing Director's 3-litre Vanden Plas to stamp their name on it that acid leaked out and was blown by the fan over the engine and under-bonnet components. Such incidents reflect sadly on British prestige.

Better workmanship, stricter inspection and improved materials are essential if the British Motor Industry is to maintain its place in the face of growing competition from Europe, America and Japan.

Small firms like Cooper and Vanwall ensured supremacy in G.P. racing and Jaguar and Aston Martin "wore the green"

proudly in sports-car contests. But the Industry didn't care and the initiative has again passed to Ferrari. Japan is winning our motorcycle races. . . .

Since the war only two truly new British small cars have appeared—B.M.C.'s ADO15 and the Triumph Herald—and we haven't overlooked the Ford Consul Classic. (What a pity the Classic's too-flexibly suspended back is so jealous of the pivotted front wheels that it tries to do its share of steering the car; perhaps

it tramps like this to draw Ford's attention to the desirability of i.r.s.).

When will another refreshingly original British car be released? Alec Issigonis is a brilliant engineer; customers should be allowed to buy more of his designs instead of being compelled to turn to Citroën when craving the most advanced car on the market.

Not being political journalists we don't know whether the *Sunday Express* is correct in saying that if Britain joins the European Common Market "she would have the same status in a European league as Kansas in the United States or Kazakhstan in the U.S.S.R." But we are certain that if British cars fail to sell we shall all be in queer street.

### THE FARCE OF THE FIFTIES

Mr. Marples' week-end 50 m.p.h. speed limits might be said to cause impatience due to nose-to-tail queues,

give but a dangerously narrow speed margin for overtaking, and are ludicrous on the new dual carriageways.

One Friday afternoon, while driving along the Great West Road (*sic*) at a heady 10 m.p.h. over the speed-limit imposed on many arterial town roads, we pondered a more pernicious aspect of these "fifties."

Side roads turning off main roads should be de-restricted, so that the 50 m.p.h. limit does not automatically apply to roads otherwise free from speed restrictions. In one small area alone we found four country roads not de-restricted. Turning off A 30 onto B 3013 the ridiculous state of affairs existed whereby the 50 limit applied as far as the nearest town in one direction but in the opposite direction, a de-restriction sign on the town's outskirts naturally being present, *this same road was free of a limit as far as the main road's "50" sign.* Could anything be more farcical? Or more unfair to the motorist? It would be so easy to be "trapped" on a side road familiar as a normally de-restricted area. What's it like in *your* area? If this anomaly isn't suppressed empty country roads as well as crowded main roads will

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Front cover picture: FERRARI DOMINATION.—von Trips leads the Dutch G.P. from the first corner to the end. Behind him are the two Hills, Graham in his B.R.M. and Phil in the second Ferrari. Behind them comes Jimmy Clark in the new Lotus, Dan Gurney's Porsche and Stirling Moss' Walker Lotus.



## Motoring Sport Events for July

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
July 1st	The Motor Cycling Club	Silverstone	Towcester	Race Meeting (R.)	10.30 a.m.
"	S.U.N.B.A.C.	Ragley Hall	Alcester, Works.	Hill Climb (R.)	2.00 p.m.
"	R.S.A.C.	REST AND BE THANKFUL	GLASGOW	HILL CLIMB (N.O.)	2.30 p.m.
"	Newport C.C.	Tredegar House, Newport	Newport, Mon.	Concours d'Elegance	3.30 p.m.
"	500 M.R.C.	Kirkistown, Co. Down	Kirkistown	Race Meeting (C.)	2.00 p.m.
"	Chester M.C.	Sealand Aerodrome	Queensferry	Sprint (R.)	2.00 p.m.
"	Pathfinder & Derby M.C.	Bowbridge Garage, Mackworth	Derby	Rally (C.)	10.30 p.m.
"	W. Hants. & Dorset C.C.	Auto Service Garage, Wallisdown	Bournemouth	Trial (C.)	10.00 p.m.
July 1st/2nd	H. & B. C. & 750 M.C.	Hallway Garage MR.158/606678	Reading	Rally (C.)	10.00 p.m.
July 2nd	E. Anglia M.C.	Snetterton	Thetford	Sprint (R.)	11.00 a.m.
"	Hagley & Dist. M.C.	Vono Products, Tipton	Dudley	Driving Tests (R.)	11.00 a.m.
"	Dowty M.C.	Dowty Works	Cheltenham	Tests (R.)	2.00 p.m.
"	B.A.R.C.S. (Yorks.)	Swires Garage, Rawdon	Leeds	Driving Tests (C.)	2.00 p.m.
"	Veteran C.C.	Blenheim Palace	Woodstock, Oxon.	Rally (C.)	10.30 a.m.
"	Nottingham S.C.C.	Mallory Park	Leicester	Race Meeting (R.)	2.00 p.m.
"	750/Club Lotus/250 M.C.	Brands Hatch	Farningham	Race Meeting (C.)	1.30 p.m.
"	Leicester C.C.	Huncote MR. 132/523972	Leicester	Autocross (C.)	2.00 p.m.
"	Metrovick M.C.	Mercury Hotel, W. Houghton	Bolton	Rally (C.)	8.00 a.m.
July 3rd	Pilkington M.C.	MR.101/636868	Warrington	Rally (C.)	7.20 p.m.
July 8th	H.C.A. & A.C.	WESTBROOK WAY	HEMEL HEMPS'D	HILL CLIMB (N.B.)	2.30 p.m.
"	Bristol M.C. & L.C.C.	Rumsey Ltd.	Bristol	Veteran Car Rally (C.)	2.00 p.m.
"	B.R.D.C.	SILVERSTONE	TOWCESTER	RACE MEETING (INT.)	10.30 a.m.
July 8/9th	Congleton & Dist. M.C.	Service Station, Tyherington	Macclesfield	Rally (R.)	10.50 p.m.
"	S. Derbyshire M.C.	Atkins Service Station, Findern	Burton-on-Trent	Rally (R.)	10.30 p.m.
"	Harlow & Dist. M.C.	Edinburgh Way	Harlow	Rally (C.)	9.00 p.m.
"	Chelmsford M.C.	MR.162/7531002	Chelmsford	Rally (C.)	9.00 p.m.
"	M.G. C.C.	MR.102/113156	Huddersfield	Rally (R.)	11.00 p.m.
July 9th	Alvis O.C.	Church Lawford	Rugby	Driving Tests (C.)	1.00 p.m.
"	Bugatti O.C.	Prescott	Cheltenham	Hill Climb (C.)	10.30 a.m.
"	Eastern Counties M.C.	Martlesham Aerodrome	Ipswich	Driving Tests (C.)	12 noon
"	B.R. & S.C.C.	Linton-on-Ouse	York	Race Meeting (R.)	2.00 p.m.
"	M.G. C.C. (S.E.)	Firle, nr. Selmeston	Lewes	Hill Climb (C.)	1.30 p.m.
"	The London M.C.	Snetterton	Thetford	Race Meeting (C.)	1.30 p.m.
"	750 M.C.	Wiscombe Park	Honiton	Hill Climb (R.)	2.00 p.m.
"	Rotherham & Dist. M.C.	Listerdale	Rotherham	Trial (C.)	2.00 p.m.
"	Jaguar Apprentices M.C.	Jaguar Ltd., Coventry	Coventry	Rally (C.)	10.30 a.m.
"	Mid-Thames C.C.	City Square	Denham	Driving Tests (C.)	1.00 p.m.
July 15th	Aston Martin O.C.	Silverstone	Towcester	Race Meeting (R.)	12 noon
"	B.A.R.C.	AINTREE	LIVERPOOL	BRITISH G.P. (INT.)	12 noon
July 15/16th	Veteran C.C.	Burchley Park	Stamford	Rally (C.)	10.30 a.m.
"	Cavendish C.C.	OS Sheets 119, 120, 101, 110	N'castle-under-Lyme	Rally (C.)	11.00 p.m.
"	Chess Valley M.C.	Garston Filling Station	Garston	Rally (R.)	9.00 p.m.
July 16th	Welsh Counties C.C.	Cefn Mably Park	St. Mellons	Autocross (R.)	2.00 p.m.
"	Kentish Border C.C.	Marden	Maidstone	Driving Tests (C.)	2.00 p.m.
"	Darlington & Dist. M.C.	Catterick Aerodrome	Darlington	Relay Race (R.)	2.00 p.m.
"	Shenstone & Dist. C.C.	Curborough	Lichfield	Driving Tests (R.)	11.00 a.m.
"	B.A.R.C. (S.E.)	Polegate	Eastbourne	Autocross (R.)	2.00 p.m.
"	W. Hants. & Dorset C.C.	Abbots Court Farm	Blandford	Autocross (R.)	2.30 p.m.
"	English Electric M.C.	Works Car Park	Stevenage	Driving Tests (R.)	11.00 a.m.
"	Coventry & Warwickshire M.C.	Banner Lane	Coventry	Driving Tests (C.)	2.00 p.m.
July 19th	H.P. & A.M.C.	Bramcote	Nuneaton	Driving Tests (C.)	6.45 p.m.
July 20th	Swansea M.C.	Pembrey Airfield	Llanelli	Sprint (R.)	2.00 p.m.
July 22nd	S.V. M.C.	Loton Park	Shrewsbury	Hill Climb (R.)	2.30 p.m.
"	B.A.R.C. (N.W.)	Aintree	Liverpool	Sprint (R.)	9.30 a.m.
"	Vintage S.C.C.	Silverstone	Towcester	Race Meeting (C.)	12.30 p.m.
July 22/23rd	Bristol M.C.	Lulsgate Airfield	Bristol	Rally (R.)	10.00 a.m.
"	Whitchurch M.C.	Crewe Arms Hotel	Crewe	Rally (R.)	11.00 a.m.
"	Doncaster & Dist. M.C.	Doncaster Airport	Doncaster	Driving Tests (C.)	2.00 p.m.
"	H.C.A. & A.E.	Brands Hatch	Fawkham	Sprint (R.)	1.30 p.m.
"	Newcastle & Dist. M.C.	R.A.F. Station	Longbenton	Driving Tests (R.)	2.00 p.m.
"	Plymouth M.C.	Cleave Meadow	Plymouth	Autocross (R.)	2.00 p.m.
"	B.A.R.C. (Surrey)	Biggin Hill	Westerham	Driving Tests (C.)	1.00 p.m.
"	Sunbeam M.C.C.	Petworth Park	—	Veteran Rally (C.)	11.00 a.m.
"	SNETTERTON M.R.C.	SNETTERTON	THETFORD	RACE MEETING (N.B.)	2.00 p.m.
"	Yeovil C.C.	Yeovil Circuit	Ilchester	Driving Tests (C.)	1.30 p.m.
"	Midland A.C.	Shelsley Walsh	Worcester	Hill Climb (R.)	11.00 a.m.
"	Rochester M.C.	Northumberland Bottom Bks.	Gravesend	Driving Tests (R.)	1.30 p.m.
"	A.W.R.E. M.C.	A.W.R.E.	Basingstoke	Driving Tests (C.)	2.00 p.m.
"	Newquay M.C.	Quintrell Downs	Newquay	Autocross (R.)	7.00 p.m.
"	B.R. & S.C.C.	Mallory Park	Hinckley	Race Meeting (C.)	2.00 p.m.
July 25th	Cambridge 50 C.C.	Cottenham	Cambridge	Autocross (R.)	10.00 a.m.
July 27th	Bristol M.C.	Whitchurch Airport	Bristol	Driving Tests (R.)	7.00 p.m.
July 29th	B.R. & S.C.C.	Silverstone	Towcester	Race Meeting (C.)	2.00 p.m.
"	R.S.A.C.	Glasgow	—	Veteran Car Rally (C.)	9.00 a.m.
July 30th	Sevenoaks & Dist. M.C.	Brands Hatch	Fawkham	Sprint (R.)	9.00 a.m.
"	Southern Jowett C.C.	Victoria House, Hurst	Reading	Driving Tests (C.)	2.00 p.m.

continue to be subject to the "farical fifties". And while on this subject, on Monday June 19th the "50" signs were still displayed along A 4 on the Monday morning, to name one road only, whereas *officially the restriction should have ended at midnight on the Sunday—Why?*

### NEW TYRE FOR OLD CARS

Goodyear have recently introduced an economy price tyre designed especially for use on old cars. Called 'New Marathon' the tyre consisting of a five-ribbed tread will retail at 88s. 6d. for size 4.50-17 and is available in sizes for 16, 17 and 18 inch wheels.



In the May issue we reported that Mercedes-Benz finished first and second in the Safari Rally, winning for the third successive year. Now this poster has appeared in Ford showrooms. Does someone owe somebody an apology?

T.V.R. G.T. Car Club, Owners wishing to join the newly formed Club should contact the Hon. Sec. Mrs. Katie Rowe at 'Vlenmar', Cricket Lane, Lichfield, Staffs.



# The Grand Prix of Belgium

## A Ferrari Festival

SPA, 18th June

IF there is a finer Grand Prix racing circuit than the one at Francorchamps, on which the Belgian Grand Prix is held, it would be hard to name it. Grand Prix racing has always been that class of event and type of driving that is beyond the ability of mere mortals, and calls for supermen. On the Francorchamps circuit, with its lap speed of around 130 m.p.h., and plenty of 150 m.p.h. corners, it presents the Grand Prix driver with the opportunity to show his true ability, and to demonstrate just how much ahead in ability he is over the ordinary driver. This year, when practice began conditions were ideal, being warm and dry with no breeze, and just after 5.30 p.m. on Friday the cars set off from the pits on their opening lap of practice of the 14.1 kilometre circuit.

The organisers had invited sixteen entries to take part, and another nine to qualify for three remaining places, these three to receive full starting money. The remainder could start in the race for a nominal sum of money that would just about pay the hotel bills. The elite sixteen were Phil Hill, von Trips (Scuderia Ferrari), Gendebien, Mairesse, Bianchi (Equipe National Belge), Moss (Equipe Walker), Bonnier, Gurney (Porsche works team), Surtees (Yeoman Credit), Trintignant (Scuderia Serenissima), Brabham, McLaren (Cooper works team), Clark, Ireland (Team Lotus), and Graham Hill, Brooks (B.R.M.). The nine to try and qualify were Ginther (Ferrari), U.D.T. Laystall with either Allison or Henry Taylor, but only one of them, de Beaufort (Porsche works supported), Jack Lewis (Cooper), Marsh (Lotus), Seidel (Lotus), Bandini (Centro-Sud Cooper) and Gregory, Burgess (Camoradi team).

S.E.F.A.C., or the Scuderia Ferrari as we know them, had the same three cars as they used at Zandvoort, all with 120 degree V6 engines, and they had painted an older 60 degree V6 car yellow and lent it to the E.N.B. for Gendebien to drive, though the Maranello mechanics were looking after it. The E.N.B. had two of their Emeryson-Maseratis for their other two drivers, while Moss was driving Walker's Lotus-Climax with new slimmer bodywork similar to that on the U.D.T.-Laystall Lotus-Climax. The Walker car was the chassis fitted with the 5-speed Colotti gearbox, and had had the rear suspension modified in line with the 1961 works cars. That is to say that a top link is used on each side from the top of the hub carrier to the chassis, removing all suspension strain from the drive shafts, and these were of the orthodox sliding spline type. For a time the Porsche factory thought of giving Spa a miss, especially after their poor showing at Zandvoort, but in the end they changed their mind and arrived with their three 1960 cars, of the old trailing link front end type and the 4-cylinder engines were all fitted with Weber carburettors instead of the fuel-injection they have been using recently. Yeoman Credit had two cars for Surtees, a normal 1961 Cooper with Mk. II Climax engine, and their modified one with the slim body and altered rear-end of the chassis to take a Colotti gearbox, but with only a Mk. I Climax engine fitted at present. Trintignant had two cars available, his own old F.2 Cooper-Climax, with Colotti gearbox and modified suspension, having short torsion bars under each suspension unit, operated by a link from the bottom wishbones, these torsion bars being in addition to the normal Cooper springs. The other car was a 1960 Cooper chassis with a 4-cylinder Maserati engine and Colotti gearbox, and having a new body shape with a rather square looking tail. Brabham and McLaren had the two regular Cooper works cars, with Mk. II engines of course, McLaren's having had its chassis straightened after his crash at Brands Hatch recently.

There were no works Lotus cars on this first evening of practice as the transporter was delayed, so Clark and Ireland had to be spectators. The two B.R.M. drivers had a spare car to use for training, all three cars using Coventry-Climax engines, and Lewis had a brand new Mk. II Climax engine in his 1961 Cooper. Marsh was driving his much modified Lotus-Climax, direct from his Shelsley Walsh Hill-Climb win, and Gregory had the Camoradi Cooper-Climax, and Burgess the Camoradi Lotus-Climax, the latter car having a slimmer nose cowling. Seidel had a similar 1960 Lotus-Climax and Bandini was driving a brand new 1961 Cooper fitted with a 4-cylinder Maserati engine.

Before the cars completed their opening lap Cliff Allison had crashed heavily on the fast approach to Blanchimont corner, sus-

taining leg injuries, writing the U.D.T. Lotus off completely, and covering the road with a mess of oil, water, mud and grass. In consequence practice was stopped for nearly 40 minutes while things were sorted out, and it was 6.15 p.m. before any more motoring began. Brooks was going well in the B.R.M. and was one of the first to set the pace, with a lap of just under 4 min. 10 sec. (approx. 126 m.p.h. average) which was a good start with a 1,500 c.c. unsupercharged car. McLaren was kept at the pits for a long while having a leaking oil pipe repaired and Moss was in and out of the pits, his engine not getting sufficient revs down the straights. Brabham seemed happy enough and was running his engine to 8,000 r.p.m. and over but was not approaching Brooks time. After a little while the Ferraris began to show their paces and times under 4 min. 10 sec. came easily for Hill, von Trips and Gendebien, but not so for Ginther who was still learning the circuit, having never raced on it before. Graham Hill was very quickly in the groove, and going fast, the B.R.M. handling well and being very stable on the long fast bends, even where in places the surface was beginning to show signs of age and ripples and bumps were appearing. At one time the Francorchamps circuit was a billiard table, but not so any more, although it is still pretty smooth, but a number of years racing and a few hard winters have taken their toll and part of the circuit could do with surfacing. Brooks came to rest out on the circuit with an engine that did not feel right and team-mate Hill brought him back to the pits balanced precariously above the engine of his B.R.M. Surtees was trying both Yeoman Credit cars and finding that the slight increase in power of the Mk. II engine offset any advantage of the slimmer and improved car.

In the Ferrari pits the Dunlop men were sucking their thermometers and worrying about the temperature of the rear treads, for the cars all had excessive lean-in on the rear wheels and the inside edge of the tyres were doing all the work. Reluctantly the Ferrari people reduced the lean-in and this improved the tyre temperature situation to Dunlop's satisfaction, but to Ferrari's amazement it also improved the handling of the cars, once more proving that what is right for an artificial circuit like Zandvoort is not necessarily right for the very high speed Spa circuit. As practice drew to a close at 7.30 p.m., no extra time being allowed for the delay incurred by Allison's crash, Gendebien, Hill and von Trips began turning on the heat, and showed that horsepower counts above all else when racing becomes high speed. It was von Trips who recorded best time, but it was obvious that they had only just begun to get into their stride.

On Saturday practice was from 3 p.m. until 5 p.m. and again conditions were ideal, and everyone was off at once, the chosen sixteen to vie for grid positions and the remainder to try and get on the grid and be paid for doing so. Lotus were all present, if not necessarily correct, and had the 1961 car used at Zandvoort and two brand new ones, on the same lines but with small modifications here and there, the major ones being the use of very large ball joints on the front suspension in place of the rather flimsy looking ones on the earlier 1961 car, and solid U/J sliding spline drive shafts in place of the rubber ones used at first. They all had 5-speed ZF gearboxes, and one of the new cars was using S.U. carburettors. The Walker Team had fitted an air intake trunk alongside the cockpit on the left, to try and force air into the carburettors and Cooper was fitting scoops to the works cars to try and gain revs down the fast straights. In the first day's practice the Ferraris had been undergeared and were reaching 10,000 r.p.m. in 5th gear on the straights, so they had all had a change of axle ratio, but they soon found they were still wrong and now could only reach 9,000 r.p.m. instead of the desired 9,500 r.p.m. Surtees was really going in the Yeoman Credit Cooper-Climax with the Mk. II engine, running completely standard as regards air intakes, etc., the car obviously benefiting from first class preparation. He was driving round the circuit on a motor-cycle line, which meant taking some of the fast corners in an apparently unorthodox fashion, but his lap times were proving to be the fastest of the Climax brigade, though not quick enough to challenge the Ferraris, apart from Ginther's, for the freckle-faced Californian was still learning his way round this very high-speed and exacting course.

Ireland was having his first drive since his Monaco accident and going round steadily, while Clark was not being outstanding, Chapman experimenting with carburettor air intakes, which meant a lot of single lap outings which naturally prevented any fast times appearing, while in addition the gear change was requiring adjustment. After some laps at 4 min. 05 sec. and thereabouts the Ferrari team disappeared for a time and checked fuel consumption and filled the tanks round behind the pits, leaving the British and German teams to try and approach their times. The Equipe National Belge were in dire trouble as one of the Emeryson's broke its chassis tubes rather severely, so they decided to withdraw both cars. They set about finding other cars for Mairesse and Bianchi to drive, approaching Yeoman Credit, Lotus and B.R.M., all of whom had spare cars with them. As a gesture Chapman let Mairesse do a few laps in one of his team cars, but left the decision as to whether he would lend it for the race until later, depending on the financial aspect. At 4.30 p.m. the Ferrari team re-appeared, driving out from the bottom of the paddock and going straight off round the circuit. In a very short time they were circulating regularly and began turning on the heat in a big way and both Hill and von Trips rapidly approached the 4 minute mark for the lap, while Gendebien was down to 4 min. 03 sec., and Ginther was progressing steadily with 4 min. 06.1 sec. With only 15 minutes left Hill and von Trips showed their true paces and clocked 3 min. 59.3 sec. and 4 min. 00.1 sec., respectively, and the nearest British car was Surtees with a remarkable 4 min. 06 sec., his high-speed two-wheeled knowledge of the circuit paying off. The two Porsches were as equal as makes no odds at just over 4 min. 08 sec. and before practice finished Moss had some worn down tyres put on the Walker Lotus and made a last desperate bid to make up on driving what he was lacking in power, and managed 4 min. 08.2 sec. fractionally faster than Brabham. Of the qualifiers, Gregory and Lewis were streets ahead of everyone else, and were very evenly matched, having done a number of laps in close company during practice, and these two with Ginther were the lucky ones to qualify for full starting money.

The full list of practice times is given below, together with a list of the weights of the cars, measured on a reasonable weighbridge at the Station, so that if not accurate to the kilo, at least the discrepancy was the same for all, and therefore the comparative weights significant.



## PRACTICE TIMES AND WEIGHTS

No.	Driver	Friday	Saturday	Weight kgs.	Car
2	von Trips	4. 04.0	4. 00.1	505	Ferrari 120°
4	Phil Hill	4. 06.3	3. 59.3	505	Ferrari 120°
6	Ginther	4. 10.5	4. 06.1	500	Ferrari 120°
8	Gendebien	4. 05.8	4. 03.0	525	Ferrari 60°
10	Mairesse	4. 27.3	4. 20.6	465	Lotus
12	Bianchi	4. 27.3	4. 49.3	455	Lotus
14	Moss	4. 14.3	4. 08.2	500	Lotus
16	Allison	—	—	—	—
18	Bonnier	4. 12.3	4. 08.3	500	Porsche
20	Gurney	4. 08.4	4. 10.9	515	Porsche
22	de Beaufort	4. 18.7	4. 16.7	490	Porsche
24	Surtees	4. 09.1	4. 06.0	505	Cooper
26	Trintignant	8. 54.2	4. 21.4	500	Cooper
28	Brabham	4. 12.2	4. 08.6	500	Cooper
30	McLaren	4. 22.9	4. 17.4	500	Cooper
32	Ireland	—	4. 17.7	470	Lotus
34	Clark	—	4. 20.0	455	Lotus
36	G. Hill	4. 07.6	4. 0	520	B.R.M.
38	Brooks	4. 09.8	4. 07.9	530	B.R.M.
40	Lewis	4. 18.0	4. 11.1	560	Cooper
42	Marsh	4. 26.8	4. 23.2	465	Lotus
44	Gregory	4. 13.5	4. 10.2	515	Cooper
46	Bandini	4. 20.8	4. 19.0	515	Cooper
48	Seidel	4. 33.0	4. 27.4	455	Lotus
50	Burgess	4. 57.2	4. 34.6	—	Lotus

The start was scheduled for 3 p.m. on Sunday, by which time a terrific crowd had gathered, even though practice had showed that the outcome was foregone, and after various parades the racing cars were lined up on the grid as follows. Of the non-qualifiers de Beaufort, and Bandini elected to start anyway, so there were 21 starters. The E.N.B. had finally made deals with two private owners for the loan of cars for their drivers, Mairesse driving Marsh's Lotus-Climax and Bianchi driving Seidel's Lotus-Climax, both cars being quickly distempered in the Belgian national colour of yellow. Surtees was driving the standard Yeoman Credit Cooper with Mk. II engine, as the modified car will only take a Mk. I engine.

4 Phil Hill (Ferrari) 3 min. 59.3 sec.	2 von Trips (Ferrari) 4 min. 00.1 sec.	8 Gendebien (Ferrari) 4 min. 03.0 sec.
24 Surtees (Cooper-Climax) 4 min. 06.0 sec.	6 Ginther (Ferrari) 4 min. 06.1 sec.	14 Moss (Lotus-Climax) 4 min. 08.2 sec.
36 Graham Hill (B.R.M.) 4 min. 07.6 sec.	38 Brooks (B.R.M.) 4 min. 07.9 sec.	20 Gurney (Porsche) 4 min. 08.4 sec.
18 Bonnier (Porsche) 4 min. 08.3 sec.	44 Gregory (Cooper-Climax) 4 min. 10.2 sec.	40 Lewis (Cooper-Climax) 4 min. 11.1 sec.
28 Brabham (Cooper-Climax) 4 min. 08.6 sec.	30 McLaren (Cooper-Climax) 4 min. 17.4 sec.	32 Clark (Lotus-Climax) 4 min. 17.7 sec.
22 de Beaufort (Porsche) 4 min. 16.7 sec.	46 Bandini (Cooper-Maserati) 4 min. 19.0 sec.	26 Trintignant (Cooper-Maserati) 4 min. 21.4 sec.
34 Ireland (Lotus-Climax) 4 min. 20.0 sec.		
10 Mairesse (Lotus-Climax)		
12 Bianchi (Lotus-Climax)		
Non-starters : A. E. Marsh (Lotus-Climax) 4 min. 23.2 sec.		
W. Seidel (Lotus-Climax) 4 min. 27.4 sec.		
I. Burgess (Lotus-Climax) 4 min. 57.2 sec.		

After being given a good "talking to" by the Director of the Race, M. Rene Baken, the boys all behaved themselves, no-one jumped the start and the whole field made a fine sight as they rushed down to l'Eau Rouge Bridge, and it was Graham Hill's B.R.M. which led up the climb to the Burnenville Forest. Naturally it did not stay in the lead for long, and well before the end of the opening lap the four Ferraris were up in the front. Gendebien had been given a free hand to drive as he wished, being controlled from the E.N.B. pit, which was next door to the Ferrari pit, and came round in second position, mixing it well with the works cars. Having the less powerful 60 degree V6 engine he had little hope of beating the works cars, but nevertheless he had a bit of a go in the opening stages of the race. At the end of the first lap most drivers had someone in sight in front of them, except for Clark who came slowly into the pits unable to select his gears properly, and McLaren who arrived long after everyone had gone by, his engine cutting out as soon as he put any load on. It only needed the second lap for the four Ferraris to get well clear on their own and they then started a triumphal procession, lapping at around 4 min. 04 sec., so that Gendebien was able to keep with them. Phil Hill, von Trips and Gendebien pushed this to 4 min. 03 sec. on the third lap and this caused Ginther to fall a little way behind, as he was not yet conversant enough with the circuit to turn in such times, but even so he was well ahead of the rest. Graham Hill and Surtees were having a terrific battle for fifth place, passing and repassing each other and then came Bonnier, Brabham and Gurney, also involved in a little personal scrap for seventh place. Behind them Brooks was running on his own and then came Moss and Gregory in close company, followed at a little distance by Lewis. After that there were gaps, with Ireland, de Beaufort, Trintignant and Bandini filling them, and a long way

back the two "hired" Lotus cars of the E.N.B. drivers. Clark rejoined the race while the Ferraris were on lap four, stopped yet again for more gearchange adjustments and finally joined in many laps in arrears, while McLaren never did join in the race again, merely doing exploratory laps now and then to see if any improvement had been made to the carburation, only to find that mostly there was no improvement.

Gendebien was forcing as hard as he could go and put in a lap at 4 min. 01.7 sec. (approx. 130 m.p.h. average) and actually led the race on laps six and seven, but he realised that he could not hope to keep ahead of Hill and von Trips, so after that little demonstration of the fighting spirit he eased off rather than risk blowing up the motor. Brooks went into the pits after six laps, with a misfiring Climax engine in his B.R.M. and the magneto was changed, losing him nearly six laps, and the two borrowed Lotuses retired, Bianchi with a broken oil pipe to the camboxes and Mairesse with obscure misfiring. At 10 laps, or one third distance, the two Ferraris of von Trips and Phil Hill were in complete command, taking turns at leading, just like Hawthorn and Collins used to do a few years ago, but this time there was no Fangio to upset things. They were 12 seconds ahead of Gendebien, who was in turn five seconds ahead of Ginther, but the "new boy" was beginning to get the hang of the circuit and was closing up on the yellow Ferrari. In fifth place, 34 seconds behind the leaders came Graham Hill (B.R.M.) but he was only just ahead of Surtees (Cooper), and in fact on the previous lap the positions had been reversed. Fifty-one seconds behind the leaders came a close trio consisting of Gurney, Brabham and Bonnier in that order, but there was nothing much to choose between them, they were so close, and 63 seconds behind the Ferraris came a lonely Moss in a car that just would not go, even with his driving ability. Next was Gregory, but he pulled into the pits to check his gearbox oil as the pressure gauge was indicating trouble, and then came Lewis, having a lonely, but smooth drive, rather like Moss. The Dutchman de Beaufort was leading the two red Cooper-Maseratis of Bandini and Trintignant, who were engaged in a personal duel, and well behind came Clark in the new Lotus. Gregory was soon back in the race, the trouble being a faulty pressure gauge, and de Beaufort saw the two red cars in his mirrors and thinking it was Hill and von Trips, moved over and waved them by, only to find that they were the Cooper-Maseratis that he was supposed to be racing against! Ireland had failed to finish lap 10, his Coventry-Climax breaking a con-rod and wrecking the engine in a big way, and as Brabham finished lap 12 his Climax engine broke a piston; there was a puff of smoke and then a shower of bits and pieces as the engine came apart at the seams and Brabham pulled onto the grass in a cloud of oil smoke as the two Porsches went past him. On lap 13 de Beaufort saw two more red cars in his mirrors and this time it was the Ferraris, as they lapped him, and next lap they lapped the Cooper-Maseratis.

Ginther was now gaining speed rapidly and had obviously found out how to take the really fast corners, for he gained on Gendebien, went by him and set off after his team-mates, not to disturb them, but to keep the scene tidy, with the Ferrari team in close company. At lap 16 he was 13 seconds behind them, and on lap 18 he was only 10 seconds behind them. On lap 20 he put in a scaring time of 3 min. 59.8 sec., the fastest for the race, and by lap 24 was right up with them, and able to match anything they wanted to do. By now, of course, they were so far ahead of anyone else that there was no point in hurrying unduly, and the three long thin red cars, sounding really magnificent, made a fine sight as they climbed up the steep hill towards Burnenville, followed after a little while by the yellow one of Gendebien, safely in fourth place.

The Surtees/Graham Hill duel ended after 19 laps when the B.R.M. appeared going slowly and stopped at the pits, leaving Surtees safely in fifth place. The B.R.M. had split an exhaust pipe and the hot gases had burnt the plug leads, so these were changed and fixed out of the way and Hill continued, sounding a bit flat, due to the split pipe. At 20 laps the order was von Trips, Hill, Ginther, Gendebien all on Ferraris, Surtees (Cooper), Gurney, Bonnier (Porsches), then a long gap and Moss (Lotus), another long gap and Graham Hill (B.R.M.), Lewis (Cooper), and Gregory (Cooper), and then the Ferraris appeared again to start lap 21. A lap behind came Trintignant (Cooper) and de Beaufort (Porsche), and Bandini drew into the pits with the nice new red Cooper with no oil pressure in his Maserati engine, and bearings suffering because of it. Then way back due to their pit stops came Clark (Lotus) and Brooks (B.R.M.). After 23 laps Trintignant came slowly into the pits to retire, with damaged transmission, and he brought Ireland in standing on the back, and on the next lap Graham Hill stopped at the pits and retired with oil leaking from his engine. On lap 25 a very slight drizzle of rain fell, but not enough to wet the circuit, and the three Ferraris lapped young Lewis, who promptly tucked in behind them and was still there after another lap, and in fact stayed with them to the end of the race, though by now they had reduced their lap times to 4 min. 10 sec.

In the closing laps there was a ray of hope that Gendebien was slowing unintentionally and that Surtees might move up a place, but it was a false impression, and equally Gurney was still pressing hard and was closing on Surtees, but not sufficiently to be a danger, and thus the race ran out, with Phil Hill leading von Trips across the line by a few feet to record the most convincing Ferrari victory for some time. Ginther came in third and Gendebien fourth, to complete a Ferrari Grand Slam, Running Flush, or what-have-you. It was a perfect demonstration, if demonstration is needed, that the Maranello engineers have built yet another first-class racing engine, the real heart of a true Grand Prix car.—D. S. J.

## Results :

## 20th BELGIAN G.P.—30 Laps—423 Kilometres—Dull and Overcast

1st :	P. Hill (Ferrari V120)	2 hr. 03 min. 03.8 sec.—206.235 k.p.h.
2nd :	W. von Trips (Ferrari V120)	2 hr. 03 min. 04.5 sec.
3rd :	R. P. Ginther (Ferrari V120)	2 hr. 03 min. 23.3 sec.
4th :	O. Gendebien (Ferrari V60)	2 hr. 03 min. 49.4 sec.
5th :	J. Surtees (Cooper-Climax)	2 hr. 04 min. 30.6 sec.
6th :	D. Gurney (Porsche 4-cyl.)	2 hr. 04 min. 34.8 sec.
7th :	J. Bonnier (Porsche 4-cyl.)	2 hr. 05 min. 50.9 sec.
8th :	S. Moss (Lotus-Climax)	2 hr. 06 min. 59.4 sec.
9th :	J. Lewis (Cooper-Climax)	1 lap behind
10th :	M. Gregory (Cooper-Climax)	1 lap behind
11th :	G. de Beaufort (Porsche 4-cyl.)	2 laps behind
12th :	J. Clark (Lotus-Climax)	6 laps behind
13th :	C. A. S. Brooks (B.R.M.-Climax)	6 laps behind

Fastest Lap : R. P. Ginther (Ferrari) in 3 min. 59.8 sec.—221.676 k.p.h.

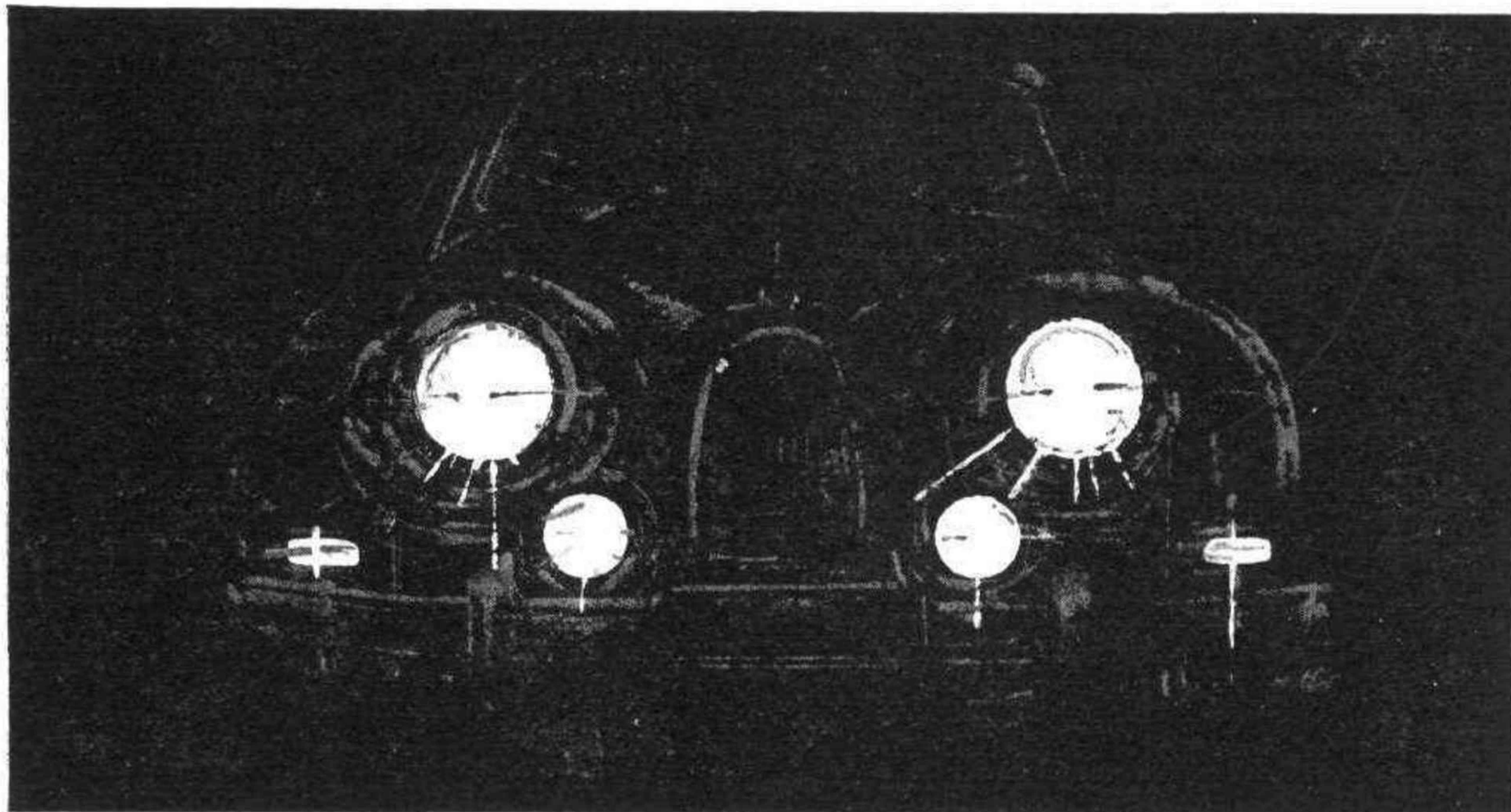
Retired : W. Mairesse (Lotus-Climax) lap 8, engine; B. McLaren (Cooper-Climax) lap 9, carburation; I. Ireland (Lotus-Climax) lap 10, engine; L. Bianchi (Lotus-Climax) lap 10, oil pipe; J. Brabham (Cooper-Climax) lap 12, engine; L. Bandini (Cooper-Maserati) lap 20, engine; M. Trintignant (Cooper-Maserati) lap 23, transmission; G. Hill (B.R.M.-Climax) lap 24, engine.

21 starters, 13 finishers.



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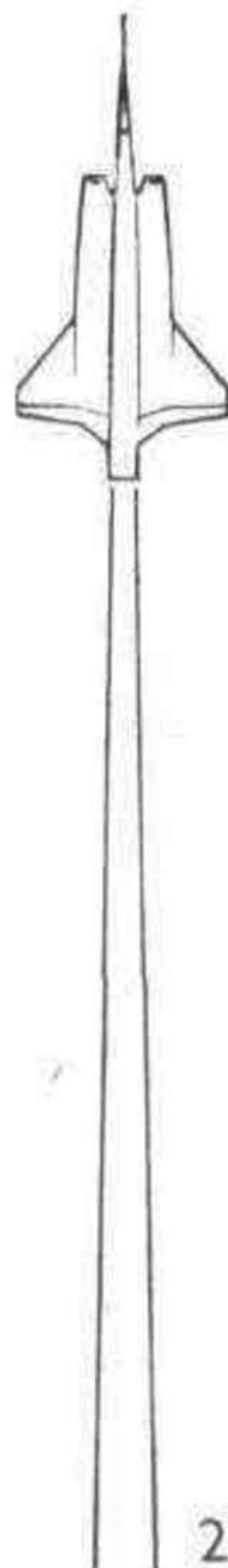
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 Acceleration : 0-50 in 16.3 sec.\*  
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 \* "The Motor"—28th Sept. 1960

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## LES VINGT-QUATRE HEURES DU MANS

THE Le Mans race cannot make a claim to fame as being the best motor race, nor can the Sarthe circuit be considered the best on which to race; the organisation is not beyond reproach, nor are the regulations. There are many faster, more difficult, more severe, more interesting, more exciting motor races in Europe, but on one count Le Mans stands unchallenged. It is the longest motor race. From 4 p.m. on Saturday, June 10th, until 4 p.m. on Sunday, June 11th, the competitors have to drive round and round the 13.461-kilometre circuit, racing or touring, depending on what they are trying to achieve. In fact, for the competitors the event starts on December 2nd of the previous year, for that is the opening day for the receipt of entries and from then until the start the competitor or team manager can spend all his time in preparation of the car and minute study of the vast list of regulations. Le Mans is indeed the longest motor race.

From midday Saturday until 3 p.m. the pit area is complete chaos, with all the cars lined up in echelon in front of their pits, the faster cars at the beginning of the pits, the slower cars way up the other end, this being to avoid the really fast cars having to cover the whole length of the pit area when stopping during the race. During this initial three hours, cars are finally checked by the scrutineers, tanks are drained, refilled and sealed, pits are organised and a vast crowd mill about the cars. In spite of the fact that the paying public cannot get access to the pits the crowd on the track is enormous and walking from one end of the pits to the other one can almost guarantee to see everyone and anyone who is connected with motor racing. Even though a drizzling rain was falling, this year was no exception and it was like an annual garden party, which in fact the Le Mans race really is for everyone except the poor suffering drivers, mechanics and pit personnel.

Just before 3.30 p.m. the chaos reached untold heights, for after some 400 Vespa riders from all over Europe had gone past on a parade, followed by a very fine 1939 Le Mans Delahaye which was not supposed to have been there, the 55 competing cars had to be completely reshuffled, with the slow cars at the beginning of the pits and the fast ones right away at the far end, ready for the start. By 3.45 p.m. they were lined up in echelon with the DB4 G.T. Aston Martins at the head and the 701-c.c. Fiat-Abarths at the end.

Now that the cars were in position one could take final stock of the entry, and the accompanying race chart gives the driver pairings. Altogether there were five Aston Martins, the Essex Racing Stable of John Ogier fielding two G.T. cars, one driven by Fairman and the French rally driver Consten, and the other by the well-known Australians. Ogier also entered a DBR1/300 with new engine having the exhaust ports on the left instead of the right and an altered valve angle, this being number 4. The other sports Aston Martin was the old one of the Border Rievers. Number 1 was a white G.T. with Zagato bodywork as were the other two, driven by two Frenchmen. The American team run by Briggs Cunningham had three cars running, numbers 6, 7 and 24, comprising two of the latest Tipo 63 Maseratis with 3-litre V12-cylinder engines in the rear, all-round independent suspension, 5-speed gearboxes and tails covered in slots and louvres with four vast exhaust pipes sticking out of the top. These 12-cylinder engines were developments of the 1957 Grand Prix engine, with the inlet ports between the camshafts of each bank, a 60-degree vee angle, two plugs per cylinder and three double-choke down-draught Weber carburettors on each bank. Coil ignition was used, the distributors being driven from the train of timing gears and mounted in the vee of the engine. Cunningham had two versions of this engine, number 6 having a bore and stroke of 70 x 64 mm. and number 7 having 75 x 56 mm., both giving 2.9-litres capacity. Both cars were white with blue stripes, and the third car of this team was a 2-litre 4-cylinder front-engined Tipo 60, the original type of "birdcage" chassis Maserati; Briggs himself was co-driving this car, number 24. A third 12-cylinder Tipo 63 Maserati, with yet another bore and stroke variation of 68 x 68 mm., still giving 2.9-litres, was number 9, a Scuderia Serenissima entry, and they also had a rear-engined Fiat-Abarth Spider with 4-cylinder twin-cam engine of 701 c.c. which was number 8, and a Ferrari 250 G.T. number 16. All told there were eleven Ferraris competing and the factory had four of these. Numbers 10 and 11 were their main force, being front-engined V12-cylinder cars with all-round independent suspension, 1961 aerodynamic bodies with tail-"spoilers," and six

double-choke down-draught carburettors. Number 23 was a V6 rear-engined car of 2.4-litres, the 12-cylinder being 2.9-litres, and number 12 was a new 250 G.T. car using a sports six-carburettor Testa Rossa engine and having an even prettier and sleeker coupé body than the standard 250 G.T. Ferraris. The North American Racing Team, run by Luigi Chinetti, had five cars running, number 17 being a V12 sports car identical to the factory cars and being looked after by the factory pit staff. Number 18 was a brand new 250 G.T. painted in Rob Walker's colours, with right-hand drive and being driven by Moss and G. Hill under the N.A.R.T. entry. Number 19 was another 250 G.T., American owned, and number 20 was a combined N.A.R.T. and E.N.B. entry; also run by N.A.R.T. was number 43, a small Osca, driven by Cunningham's son. Number 21 was an Austin Healey 3000 hard-top looking truly "Le Mans" with fillers, bulges, louvres, lamps and bits and bobs all over it, entered by the Ecurie Chiltern. The Ecurie Ecosse had two entries, number 22 their Cooper-Climax, repaired after Nurburgring and using alloy wheels all round as the scrutineers would not allow different wheels front and back, unless two spares were carried, and a hard-top Austin Healey Sprite (number 46) with large Perspex wrap-round rear window made by Austins. The works twin-cam Triumphs, numbers 25, 26 and 27, were having their annual outing, showing every sign of good preparation and out to do a typical 24-hour endurance run rather than a cut-throat race, rather like Bristol used to do with their 450 coupés. Numbers 28 and 29 were true private-owners, being standard A.C. Ace-Bristols with hard-tops, the first a French entry and the second a Swiss one. The Porsche factory had four entries, numbers 30 and 32 being very beautifully finished coupés on the new 1961 RS chassis, having the roof cut-off short to form a rearward entry for cooling air and carburettor air for the flat-4 Spyder engines. These two cars had every appearance of prototype cars for next year's G.T. racing and were as well finished inside the cockpit as a production Abarth Carrera. Number 33 was an open version of the 1961 RS model and Number 36 was a works Abarth Carrera. The French Porsche Agent entered number 37, another Abarth Carrera, painted blue and looking the nicer for it. Numbers 34 and 35 were the Rootes-entered Sunbeam Alpines, the first being a Harrington coupé conversion and the second a standard hard-top. Like the Triumph team they showed an air of detailed preparation for this event only with endurance rather than performance being the objective.

There were four standard single-cam Coventry-Climax Lotus Elites, numbers 38 and 39 belonging to Team Elite, numbers 40 and 41 being French entries. A fifth Elite was number 51, entered by U.D.T.-Laystall and having an experimental 750-c.c. twin-cam Climax engine, and running with its eye on the Index handicap prize. Number 42 was a works Austin Healey Sprite having a pretty G.T. coupé body and not the usual type of after-thought hard-top, and was being looked after by the Healey family, while number 58 was Ted Lund's works supported M.G.-A twin-cam with coupé body that ran last year. Finally there were two groups aiming for the £4,000 prize money for the Index of Performance handicap and nothing else. These were the D.B. Panhards entered by Rene Bonnet and the works Abarth team. Number 45 was a new D.B. venture, being an open 2-seater, or tank, with the engine and gearbox behind the driver and driving the rear wheels. All the others were F.W.D. cars and all used the flat-twin engines. Numbers 47, 48 and 52 were 850-c.c. coupés and 53 and 54 were 702-c.c. open 2-seaters. Opposing them were 55 and 56, which were Abarth twin-cam coupés with 701-c.c. engines behind the rear axle line and a 705-c.c. Spider with the engine in front of the rear axle line, similar to the Serenissima car number 8. This reversal of the engine position on the Abarth Spiders and the D.B. tank is what Porsche did years ago when they made their first Spyder model. Finally number 60 was in at the last moment, being another works Abarth coupé with 850-c.c. engine and driven by the two New Zealanders, Dennis Hulme and Angus Hyslop, who were making their first acquaintance with both Le Mans and Abarth.

With 55 cars setting off for 24 hours of racing and every likelihood of half of them being running at the end it would be an impossible task to chronicle all the excitement and drama of each and every one of them; in fact, details of the events of only one car from the moment it entered the race to the finish would more than fill a whole copy of MOTOR SPORT, including all the adver-



tising pages. Therefore the following is but a condensed summary and it is as well to read it in conjunction with the accompanying Performance Chart. The run-and-jump start was a superb victory for Jimmy Clark with the old Aston Martin, but his lead lasted only as far as Tertre Rouge. Michael Parkes was nearly last away in number 11, the engine refusing to start, yet by the end of the opening lap he was up with the fast group having overtaken something like forty-five cars in one lap, including some quite fast ones. Thompson in Maserati number 7 could not get the engine going and after a suitable time had elapsed officials allowed chief Maserati mechanic Bertocchi to assist. He opened the lid on the tail and by controlling the throttles by hand got the engine going at once, while Thompson operated the starter switch. This car's eventual fourth place overall was entirely due to Bertocchi for had he not intervened the battery would have been run flat. It was a question of knowing one's engine. With no serious opposition the Ferrari team were going to cruise round in command with number 10 setting the pace, but Pedro Rodriguez thought otherwise and took the lead, so that 10 and 23 had to go faster than their pit was demanding. Even so, Ginther was "cruising" in the rear-engined car, lapping at just over 4 min., whereas the car was capable of 3 min. 55 sec. The Scuderia Ferrari were backing the V12-cylinder cars as being known factors as regards reliability for 24 hours, the V6 was more in the nature of an experimental entry. The only car that looked like staying with the leading Ferraris was the Cunningham-entered Maserati number 6, driven by Hansgen. During the first hour we saw just how fast a standard Ferrari 250 G.T. could go for Moss in 18 was in amongst the sports cars and leading the DBR1/300 Aston Martins, and he had a few hundred r.p.m. in reserve down the long straight. The DB4 G.T.s were just not in the picture though the French owned white one was incredibly fast on the straight, being timed at 260 k.p.h., which was as fast as any of the G.T. Ferraris (about 161 m.p.h.). The works 12-cylinder sports Ferraris 10 and 17 clocked 265 k.p.h., as did the 2.4-litre rear-engined V6 Ferrari, while all three 12-cylinder Maseratis did 260 k.p.h.

During the second hour the M.G. burst its twin-cam engine and one of the Abarth Spiders went off the road, and most of the fast cars stopped for fuel, some of them changing drivers as well. The rear-engined Ferrari 23 went for over two hours non-stop, which is why it led at the end of the second hour and quickly dropped back to its third place in the next hour. Fairman in number 2 was having trouble with a blown head gasket but Salvadori was still driving the Ogier DBR Aston Martin and going magnificently. His pit was being run by Aston Martin factory people and ex-team mechanics, and it was benefiting by it. The Ecosse Cooper-Monaco was proving fast in the hands of Dickson and was well placed, while amongst the small cars two of the D.B.s were in trouble with slipping clutches, but Hyslop was going extremely well in the Abarth coupé. Just after 6 p.m. as the third hour began, it started to rain and by 6.20 p.m. it was raining hard, and Hansgen crashed the Maserati at Tertre Rouge and Halford had a monumental crash in the Cooper-Monaco just after the pits. Both drivers were taken to hospital but injuries were not serious. The Australian-driven G.T. Aston Martin succumbed during the third hour, leaving only one car still running representing Feltham in the G.T. category. Before the rain had begun Pedro Rodriguez had set fastest lap in 3 min. 59.9 sec. at 201.299 k.p.h. (125 m.p.h.), not quite as fast as Hawthorn's 1957 record with the 4.1-litre Ferrari. At the end of three hours things began to settle down, including the rain, but the Rodriguez brothers were still forcing the pace, though Gendebien and Phil Hill were dealing with them but going faster than was necessary. During the fourth hour the works G.T. Ferrari lost time at its pit stop when the starter refused to work, which dropped it down to 13th place, and the Scottish DBR1 was in trouble with the boot lid flying off, the time taken to fix it putting it back to 12th position. The Serenissima Tipo 63 Maserati number 9 was suffering from overheating and 26, one of the Triumphs, lost time through ignition trouble. The Moss/Hill Ferrari number 18 was going splendidly and at 8 p.m., after four hours' racing, was lying in fifth place and had only just been lapped by the leaders. Just over half a minute covered the leading three cars while Parkes and Mairesse were keeping their car on the same lap. Shortly before 8 p.m. the Ecurie Ecosse had another set-back when Mackay crashed their Sprite at Whitehouse bend and injured himself badly. As the evening closed in the rain stopped and the circuit dried out but darkness came early on account of the heavily clouded skies. By 10 p.m. there were still forty-eight cars running, but 15 was about to disappear when its clutch flew apart, and 19 was having electrical trouble, while 11

had been delayed by the boot lid not staying shut and having to spend time having it wired down. The Gendebien/Hill Ferrari was leading by less than 60 sec. from the Mexican boys and the V6 Ferrari was still on the same lap. The Moss/Hill G.T. car was still only one lap behind, in fifth place, well ahead of the Salvadori/Maggs DBR1 Aston Martin, and number 7 the Thompson/Pabst Tipo 63 Maserati had crept up the leader-board remarkably well after its bad start. The works Porsches were not at all impressive, obviously being detuned for 24-hour reliability after the troubles in the Targa Florio and at Nurburgring, though probably not as drastically as someone suggested, by fitting VW engines!

The works Sprite (number 42) went out with sounds of engine trouble, and at midnight things seemed remarkably settled with forty-four cars running and the weather fine and dry. In spite of repeated signals to slow down the Ferrari number 17 was going as fast as ever, Papa Rodriguez urging both his young boys to press-on and win, and the works Ferrari pit urging them to ease up and stop forcing the pace so much. With factory Ferraris first, second, third and fifth and a private Ferrari, the Moss/Hill G.T. car, in fourth place it was madness to keep going so fast. However, it was indeed madness, in fact Mexican madness, and at midnight, after eight hours of racing, the Gendebien/Hill Ferrari had a shaky lead of one lap, or just over four minutes. It was a freak lead, for the Mexicans had already refuelled and changed drivers, while the works car was about to come in, and sure enough by twenty minutes past midnight the Mexicans were back in the lead again. At 1 a.m. only eight seconds separated the two 12-cylinder Ferraris, and while watching this battle and the tenseness in the N.A.R.T. pit and the Scuderia Ferrari pit, which were adjacent, number 18 suddenly arrived unexpectedly. Officially it was lying fourth, but due to number 23 having a regular refuelling stop it was temporarily in third position, which was remarkable for a G.T. car with so many of the sports cars still running. Moss was driving and he had seen the oil pressure falling and felt signs of the engine seizing. At the pits in the dark, with only torches and floodlights for illumination, it was difficult to ascertain the trouble and as there was plenty of oil in the sump the mechanics screwed down the pressure relief valve and Moss went away again. He was soon back as the engine was still trying to seize and this time when the bonnet was opened the engine was scintillating and very obviously out of water, though the temperature gauge showed no signs of stress, having stuck at 160 deg. F. Water was poured in, amid clouds of steam, and it ran straight out from the bottom hose, which was split. A new one was fitted, the radiator filled, and Moss rejoined the race, not very hopefully for the pistons were nearly seized in the bores due to the heat and the starter would only turn the engine after oil had been poured down the carburetter. In a cloud of smoke, which said much for the plugs, the Ferrari coupé rejoined the race, but was once more back at the pits after only a couple of laps. A head gasket had split and the cylinder compression was blowing straight into the water system, and that was that; while checking this one of the mechanics noticed that the radiator fan had only two blades, whereas it should have had three. One had broken off and the reason for the split hose was now obvious, but too late, and just before 1.30 a.m. the car was wheeled away. The original loss of oil pressure was due to the overheating caused by the loss of water, the oil reaching such a high temperature and becoming so thin that the pump could not generate enough pressure. As the fan on a G.T. is mounted on a freewheel, turning purely by wind pressure through the radiator, no vibration in the engine could be felt when the blade broke off. In fact the fan need not have been there for it is only driven positively by an electric motor to prevent overheating in towns or in mountains, a thermostat switching it on when needed.

While this drama had been taking place the two sports Ferraris were still in close company and at one point went past the pits side-by-side, which in the darkness was most impressive, the blaze of light from their combined eight lamps being quite something. During this early hour of the morning the 750-c.c. Lotus Elite went out with loss of oil pressure while lying second on handicap, and the Scottish Aston Martin lost a lot of time having its clutch operating mechanism modified, only to retire shortly afterwards when the whole clutch flew apart with a bang. The other sports Aston Martin was running steadily in fifth position now that Moss was out, but five laps behind the leader. The two New Zealand drivers in their little 850-c.c. Abarth coupé were still cracking along, lying 23rd overall out of 38 cars still running, and keeping up with Elites, and being ahead of the Sunbeams. The two 12-cylinder Ferraris battling for the lead were having their regular refuelling stops and driver changes each side of the hour, so that at 3 a.m. number 10 was leading by an apparent full lap and at 4 a.m. number 17 was seemingly a lap ahead, whereas in actual fact, during each hour they were still very close together. At 4 a.m., or half-distance, they were one lap apart on the wonderful IBM calculating machine, but a few minutes later, after they had both refuelled, they were together again, and at 5 a.m. they fooled the calculating machine completely by both refuelling before the hourly classification was published so for once the calculator showed the truth; they were exactly 27 seconds apart, with the Mexicans in the lead, and anyone watching the race could see this quite easily. In the early hours of the morning tempers in the N.A.R.T. pit and the Ferrari pit were getting a bit frayed, for obviously the works drivers should win, but Papa Rodriguez wanted his sons to win, and they agreed fully with their father, so the battle continued.

Number 35 Sunbeam, the hard-top one, was having trouble with its overdrive and a lack of pit discipline allowed a mechanic to put oil in the gearbox before the car had covered the requisite 25 laps since the last refuelling, so the car was disqualified. During the thirteenth hour the Serenissima G.T. Ferrari number 16 went out with a broken rear axle, having lost a lot of time earlier due to a broken throttle connection, and the factory experimental G.T. car (number 12) with the TR engine went out with engine trouble. At the fourteenth hour, or 6 a.m., the Gendebien/Hill Ferrari was leading officially by nearly half a lap, but at the 7 a.m. recount it was only 2½ seconds in the lead, the pit stops having evened out once again. Four laps behind, the Parkes/Mairesse car was lying a comfortable third, young M. J. Parkes going extremely well on his first drive of serious import. The rear-engined Ferrari had been delayed in the early hours of Sunday by consuming a great deal of its cooling water, but this trouble suddenly cured itself, presumably a thermostat or blow-off valve playing up, so it was now in fourth place six laps behind the leaders. The Salvadori/Maggs Aston Martin was still plodding along in fifth place, but ten laps behind the leading Ferraris, and the remaining rear-engined V12 Maserati, number 7, had dropped from sixth place to ninth place on account of cooking its plugs and having to have all 24 changed. Shortly after 7 a.m. the Mexican Ferrari developed a misfire and had to spend nearly 30 minutes at the Ferrari pits while the trouble was traced to a faulty condenser, so both it and a coil was changed, but it was very obvious that had it been car number 10 the stop would not have taken so long. Now the Rodriguez boys were back in fourth place and the works

*Continued on page 554*



# Le Mans 24-Hour Performance Chart

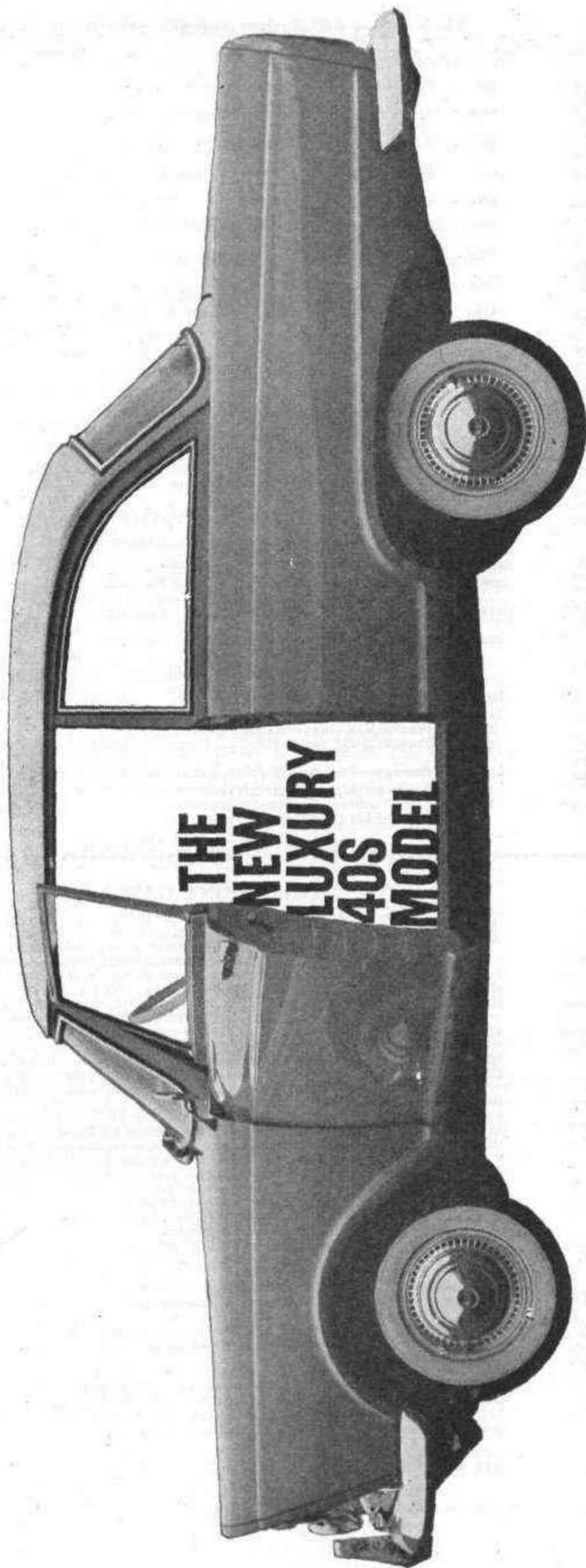
The first-named driver in each pair started the race. To find the performance of any car or pair of drivers take car number from first column and trace under hourly columns. If number appears in bold italic type that is the hour at which car retired. For an unaccountable reason the timekeepers did not issue the official placings at one hour; first ten places were from personal observation.

STARTERS IN NUMBER ORDER			HOURS																								RESULTS	Pos.			
No.	DRIVERS	MAKE	Pos.	P.M.												A.M.								P.M.				RESULTS	Pos.		
				5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4				
1	Kerguen/Franc	Aston Martin DB4 G.T.	1	17	23	17	10	17	10	17	10	17	17	10	17	17	10	10	10	10	10	10	10	10	10	10	10	10	10	Ferrari	1
2	Fairman/Consten	Aston Martin DB4 G.T.	2	10	17	10	17	10	17	10	17	10	17	10	10	17	17	23	11	11	11	17	17	17	17	17	17	17	17	Ferrari	2
3	Davison/Stilwell	Aston Martin DB4 G.T.	3	23	10	23	23	11	23	23	23	11	11	11	11	11	11	11	11	17	17	17	11	11	11	14	14	Ferrari	3		
4	Salvadori/Maggs	Aston Martin DBR1/300	4	11	6	11	11	23	11	18	18	23	23	23	23	23	23	17	4	4	14	14	14	14	7	7	Maserati	4			
5	Clark/Flockhart	Aston Martin DBR1/300	5	6	11	18	18	4	18	11	11	4	4	4	4	4	4	4	14	14	30	7	7	7	33	33	Porsche	5			
6	Hansgen/McLaren	Maserati Type 63/V12	6	18	4	4	4	7	4	4	4	18	7	7	7	14	14	14	14	30	30	7	30	33	33	20	20	Ferrari	6		
7	Thompson/Pabst	Maserati Type 63/V12	7	5	22	12	16	18	7	7	7	7	14	14	14	7	7	30	30	7	7	33	33	20	20	32	32	Porsche	7		
8	Frescobaldi/Cammorata	Abarth Spyder 701 c.c.	8	4	18	5	14	16	14	14	5	14	12	12	12	30	30	33	7	33	33	20	20	32	32	24	24	Maserati	8		
9	Scarfioetti/Vaccarella	Maserati Type 63/V12	9	22	5	7	7	14	30	5	14	5	30	30	30	33	33	7	33	20	20	32	32	1	1	1	27	Triumph	9		
10	Gendebien/Phil Hill	Ferrari TRi/61 V12	10	7	12	14	30	5	5	30	12	30	33	33	33	32	32	32	1	32	32	1	1	24	24	27	36	Porsche	10		
11	Parkes/Mairesse	Ferrari TRi/61 V12	11	7	16	1	30	12	12	30	12	32	16	32	1	1	20	20	1	1	24	24	30	30	36	26	Triumph	11			
12	Tavano/Baghetti	Ferrari 250 G.T. Spec.	12	14	30	5	12	33	33	33	33	1	32	16	20	20	1	32	24	24	37	37	37	37	37	26	38	Lotus	12		
14	Noblet/Guicher	Ferrari 250 G.T.	13	16	9	12	19	19	32	32	32	16	20	1	24	24	24	24	37	37	36	36	27	27	25	40	Lotus	13			
15	Bianchi/Berger	Ferrari 250 G.T.	14	15	1	15	20	32	20	1	16	20	1	20	37	37	37	37	36	36	27	27	36	36	40	60	Abarth	14			
16	Trintignant/Abate	Ferrari 250 G.T.	15	30	20	19	1	1	1	16	1	5	24	24	36	36	36	36	27	27	26	26	26	26	38	25	Triumph	15			
17	P. Rodriguez/R. Rodriguez	Ferrari TRi/61 V12	16	1	15	20	33	20	16	20	20	24	36	37	27	27	27	27	26	26	21	21	21	25	60	34	Sunbeam	16			
18	Moss/Graham Hill	Ferrari 250 G.T.	17	33	19	32	32	16	24	24	24	37	37	36	25	25	25	25	21	21	25	25	25	21	34	28	A.C. Bristol	17			
19	Reed/Arents	Ferrari 250 G.T.	18	3	32	33	24	24	36	37	37	36	27	27	21	21	21	26	25	25	34	40	40	40	28	53	D.B.	18			
20	Grossmann/Pilette	Ferrari 250 G.T.	19	20	33	9	15	36	37	36	36	27	25	25	26	26	26	21	40	40	40	38	38	38	53	45	D.B.	19			
21	Stoop/Bekeart	Austin Healey 3000	20	32	24	24	37	37	25	25	25	25	21	21	34	40	40	40	60	60	38	60	60	60	55	48	D.B.	20			
22	Dickson/Halford	Cooper-Climax	21	9	37	36	36	27	27	27	27	21	26	26	60	34	28	28	34	34	60	34	34	34	45	47	D.B.	21			
23	Cinther/von Trips	Ferrari 246 S.V6	22	19	36	27	27	25	21	21	21	26	38	60	28	28	60	34	38	38	28	28	28	28	48	52	D.B.	22			
24	Cunningham/Kimberley	Maserati Type 60	23	24	27	37	21	21	26	26	26	38	60	28	40	60	34	60	28	28	55	53	53	53	47						
25	Becquart/Rothschild	Triumph TR3S	24	36	25	25	25	26	60	60	60	28	35	34	54	54	39	39	39	54	54	55	55	55	52						
26	Leston/Slotemaker	Triumph TR3S	25	26	26	21	60	43	35	51	38	60	28	40	55	39	54	38	54	55	53	45	45	48							
27	Bolton/Ballisat	Triumph TR3S	26	27	38	38	40	60	28	38	51	35	43	54	53	38	55	55	53	45	48	48	45								
28	Alexandrovitch/Magne	A.C. Bristol	27	25	21	41	26	35	40	35	35	34	34	55	39	38	55	55	53	39	48	47	47								
29	Wicky/Berney	A.C. Bristol	28	38	41	43	43	51	34	40	28	43	40	53	38	53	53	53	45	45	52	52	52								
30	Bonnier/Gurney	Porsche RS Coupé	29	37	43	60	41	40	43	28	34	40	54	38	45	45	45	52	48	48											
32	Herrmann/Barth	Porsche RS Coupé	30	21	40	40	35	28	38	34	43	54	55	39	48	48	48	47	52	52	39										
33	Holbert/Gregory	Porsche RS Spider	31	41	60	35	34	34	51	43	54	55	53	43	52	52	52	45	47	47											
34	Harper/Proctor	Sunbeam Coupé	32	43	35	28	9	54	54	54	40	29	39	45	47	47	48														
35	Hopkirk/Jopp	Sunbeam Hard-top	33	40	28	26	28	53	55	53	53	53	8	48																	
36	Linge/Pon	Porsche Carrera	34	28	34	34	38	38	53	29	55	39	56	52																	
37	Buchet/Monneret	Porsche Carrera	35	60	55	51	51	55	29	55	29	51	48	47																	
38	T. Taylor/Allen	Lotus Elite	36	51	54	55	54	29	56	8	8	8	45	55																	
39	Wyllie/Hunt	Lotus Elite	37	35	53	53	53	56	8	45	39	45	52																		
40	Kosellek/Massenet	Lotus Elite	38	34	42	54	55	8	45	39	45	56	47																		
41	Carnegie/Malle	Lotus Elite	39	29	56	29	29	45	39	48	48	48																			
42	Colgate/Hawkins	Austin Healey Sprite	40	55	51	56	56	15	52	56	56	52																			
43	Cunningham, Jr./Hugus	Osca 988 c.c.	41	53	8	42	42	42	48	41	52	47																			
45	Moynet/Vidilles	D.B. rear eng. 850 c.c.	42	54	46	8	8	52	41	52	41																				
46	Sanderson/Mackay	Austin Healey Sprite	43	56	29	45	45	41	50	50	50																				
47	Bartholoni/Rollen	D.B. Coupé 850 c.c.	44	42	45	52	52	48	47	47	47																				
48	Guilhaudin/Jeager	D.B. Coupé 850 c.c.	45	46	52	46	50	39	42																						
49	Vinatier/Zecoll	Abarth Spyder 705 c.c.	46	8	48	48	39	50																							
50	Laroche/Davis	Osca Sp. rear eng. 750 c.c.	47	45	50	50	48	9																							
51	Allison/McKee	Lotus Elite 750 c.c.	48	39	39	39	47	47																							
52	Caillaud/Mougin	D.B. Coupé 850 c.c.	49	48	47	47																									
53	Laureau/Bouharde	D.B. Tank 702 c.c.	50	52																											
54	Armagnac/Masson	D.B. Tank 702 c.c.	51	2																											
55	Condriker/Foitek	Abarth Coupé 701 c.c.	52	50																											
56	Rigamonti/Sala	Abarth Coupé 701 c.c.	53	47																											
58	Lund/Olthoff	M.G. twin cam 1,762 c.c.	54																												
60	Hyslop/Hulme	Abarth Coupé 850 c.c.	55																												

No Official Classification given at First Hour. Numbers 58 and 49 retired.

**Retirements**  
 58 Engine  
 49 Crash  
 6 Crash—Hansgen  
 22 Crash—Halford  
 3 Engine  
 2 Engine  
 46 Crash—Mackay  
 19 Electrics  
 15 Clutch  
 42 Engine  
 18 Engine  
 50 Engine  
 5 Clutch  
 29 Overheating  
 51 Engine  
 35 Disqualified  
 12 Engine  
 16 Rear axle  
 43 Clutch  
 23 Out of fuel  
 4 Out of fuel  
 54 Engine  
 17 Engine





## AND AN IMPORTANT PRICE REDUCTION FOR THE DKW JUNIOR

Pressing demand for the tough, elegant DKW, both here and on the Continent, has pushed production to its peak. That is why Auto Union can now reduce their price by £22. And you can have the new de luxe 40S model in two tone colours, with leatherette upholstery, screen washers, heater and other extras at the former price of the standard model.

Excellence and durability of German workmanship and German finish make the DKW a car you can rely on from the moment you take delivery. It's checked and rechecked, tested and retested. And the attractively styled DKW is super-comfortable; luxurious room for the driver is enhanced by many accessories which on any other car are extras, for example the

heating, demisting and ventilation system is part of the standard equipment. It is a full four-seater, with enormous luggage-space and yet its performance is exceptional: 40 m.p.g. at 50 m.p.h. (Autocar road-test) and it cruises happily at over 70 m.p.h. Front-wheel drive and all-round independent suspension give the DKW unbeatable road-holding and cornering powers; with the large, non-fade sports car brakes you have a very safe car indeed. And one that's tremendous fun to drive. The powerful engine is brilliantly simplified, smooth and quiet. It is famous for its long, hard-working life: less wear and tear means cheaper running—and it only needs servicing every 4,500 miles. The DKW's high sec-

ond-hand value proves its staying power. Over 100 dealers throughout the country will readily supply you with spare parts and servicing. They will also fit the Saxomat automatic clutch for you as an extra for only £48. 10. 0. Why not try the DKW for yourself? Write or telephone for the name of your nearest dealer, and full literature to:

AUTO UNION (G.B.) LTD., GREAT WEST RD., BRENTFORD, MIDDLESEX. TEL: ISLEWORTH 5341.

Prices: DKW Junior £547. 18. 11. plus £229. 8. 8. P.T. De luxe 40S model £563. 16. 6. plus £236. 1. 0. P.T.

**AUTO UNION**  **DKW**  
A PRODUCT OF MERCEDES—AUTO UNION PARTNERSHIP



LE MANS—continued from page 551

drivers were safely in the lead, but as if in retribution the factory team lost car number 23, the rear-engined V6 which had been running well in second place, its water troubles over. By a mis-calculation it ran out of fuel at Mulsanne on the lap it was due in for refuelling; in actual fact it should have been in a lap before, but the strain of controlling four cars from the same pit and dealing with the troublesome Mexican lads had overtaxed the lap-scorers and von Trips could not make it. He drove the car as far as he could on the starter motor but the battery soon gave out and that was second place lost. This put the Rodriguez brothers back into third place and once more they pressed on the loud pedal, lapping at 4 min. 02 sec., which was unheard of at this late stage in the race, and although the Gendebien/Hill car was five laps ahead they could not afford to drop much below 4 min. 15 sec. a lap for there were still seven hours of racing ahead of them.

During the nineteenth hour the DBR1 Aston Martin split its fuel tank and ran out of petrol and had to retire, and by the default of others the Bonnier/Gurney Porsche RS coupé was now fifth, and the privately-owned G.T. Ferrari number 14 was fourth. After changing all the plugs on the rear-engined Maserati Thompson and Pabst were going well again and regaining lost ground. On handicap the D.B. number 54 had been leading, closely followed by the Abarth number 55, but this battle was only visible on the IBM calculating machine, and as this was giving trouble the results were not too convincing. At 11.30 a.m. the leading D.B. arrived at the pits being pushed and was wheeled away, broken, so there was one result that did not need calculating by electronic mechanism, equally the pace of the Rodriguez brothers was plainly visible and a few sums on an old envelope were sufficient to indicate when they would catch Ferrari number 11 and retake second place. Equally a simple calculation showed that they could not hope to catch the leading Ferrari, but in spite of this they kept driving hard and made the Gendebien/Hill team keep awake. At midday on Sunday the Mexicans were in second place, but four laps behind the leader, and to gain one lap every hour was out of the question, but they kept pressing on nevertheless.

Just after 2 p.m. on Sunday, after 22 hours of racing, Ferrari number 17 came into the pits in a cloud of smoke and when the bonnet was lifted, Pedro, who was driving at the time, saw the engine covered in oil. The mechanics put it in gear and rocked it backwards and forwards to the accompaniment of a clonking sound, for a piston had broken and the fine run by the two young Mexicans was over. About the same time the blue Porsche Carrera number 37 went by making horrible noises from its engine and did not return, and the Stoop/Lekeart Austin Healey was smoking badly. Before the end of the 23rd hour the Austin Healey had succumbed to piston trouble and Porsche number 30 went out when its flywheel came loose, and Triumph number 25 was in trouble with an oil leak from a cambax, where a broken camshaft bearing had cracked the housing. The leading Ferrari was now touring round, having set up a new distance record thanks to the Rodriguez brothers pushing it along all the time, and at 3.15 p.m. the little Abarth coupé number 55, which was still challenging for the handicap, spun off and damaged itself. The last remaining Aston Martin, the white Zagato DB4 G.T., was lying ninth overall and was stuck at its pits unable to restart the engine due to a strange short circuit in the wiring system, and had to withdraw in the last minutes of the race.

As 4 p.m. approached the two remaining G.T. Ferraris, numbers 14 and 20, closed up to run together, and the five remaining D.B. Panhards collected before the finish line, and as the chequered flag came out they crossed the line in formation. Phil Hill drove the last session for the winning Ferrari and though he and Gendebien were popular winners, the "moral victors" in the eyes of the 300,000 spectators were the 19- and 21-year-old Mexican boys, for without them the 1961 Le Mans would have been a dreary procession.—D. S. J.

LE MANS 24-HOUR—June 10th-11th—Mostly dry but dull

Grand Prix of Endurance—Classification by distance:		Distance in km.	k.p.h.
1st	P. Hill/O. Gendebien (Ferrari TRI/61 2,953-c.c. V12 Sport)	4,476.580	186.527
2nd	M. Parkes/W. Mairesse (Ferrari TRI/61 2,953-c.c. V12 Sport)	4,438.718	184.947
3rd	P. Noblet/J. Guisnet (Ferrari 250 G.T. 2,953-c.c. V12)	4,258.009	177.417
4th	R. Thompson/A. Pabst (Maserati Tipo 63 2,984 c.c. V12)	4,181.897	174.246
5th	R. Holbert/M. Gregory (Porsche RS61 4-cylinder 1,967 c.c.)	4,154.460	173.103
6th	R. Grossman/A. Pilette (Ferrari 250 G.T. 2,953-c.c. V12)	4,150.302	172.929
7th	H. Herrmann/E. Barth (Porsche RS coupé 4-cylinder 1,606 c.c.)	4,112.290	171.345
8th	B. S. Cunningham/E. Kimberley (Maserati Tipo 60 1,989-c.c.)	4,072.116	169.672
9th	K. Ballisat/P. Bolton (Triumph TR3S 1,985-c.c.)	3,819.348	159.165
10th	H. Linge/P. Pon (Porsche Carrera Abarth 1,588-c.c.)	3,818.677	159.112
11th	L. Leston/R. Slotemaker (Triumph TR3S 1,985-c.c.)	3,753.254	156.386
12th	W. Allen/T. Taylor (Lotus Elite 1,216-c.c.)	3,596.757	149.865
13th	R. Kosellek/R. Massenot (Lotus Elite 1,216-c.c.)	3,590.599	149.608
14th	D. Hulme/A. Hyslop (Fiat-Abarth 847-c.c.)	3,531.974	147.166
15th	M. Becquart/M. Rothschild (Triumph TR3S 1,985-c.c.)	3,524.251	146.844
16th	P. Harper/P. Proctor (Sunbeam Alpine 1,592-c.c.)	3,511.709	146.321
17th	J. Magne/G. Alexandrovitch (A.C.-Bristol 1,971-c.c.)	3,507.282	146.137
18th	G. Laureau/R. Bouharde (D.B. Panhard 702-c.c.)	3,457.372	144.049
19th	A. Moynet/J. Vidilles (D.B. Panhard 850-c.c.)	3,268.976	136.207
20th	R. Guilhaudin/J. Jeager (B.B. Panhard 850-c.c.)	3,268.860	136.203
21st	J. Rollen/R. Bartholoni (D.B. Panhard 850-c.c.)	3,215.100	133.963
22nd	M. Caillaud/R. Mougin (D.B. Panhard 850-c.c.)	3,188.348	132.848

55 starters — 22 finishers

Index of Performance

1st	D.B. Panhard 702-c.c. (Laureau/Bouharde)	1.265 index
2nd	Ferrari V12 2,953-c.c. (Hill/Gendebien)	1.228 "
3rd	Porsche 4-cylinder 1,606-c.c. (Herrmann/Barth)	1.219 "

Index of Energy—Fuel consumption, speed and weight

1st	Sunbeam Alpine (Harper/Proctor)	1.07 index
2nd	D.B. Panhard (Guilhaudin/Jeager)	1.03 "
	Lotus-Elite (Kosellek/Massenot)	

IX GRAND PRIX OF ROUEN

ROUEN, June 4th

The wonderful road circuit at Les Essarts, just south of Rouen, was once more used for a mixed Continental Club-type meeting comprising a combined sports and G.T. race and a Formula Junior event. The main event, divided into categories, saw Lloyd Casner with Tipo 61 Maserati, with which he and Gregory won the Nurburgring 1,000 kilometres race, have an easy win from a gaggle of G.T. Ferraris. The race was run in two heats of two hours each, the total distance covered in the four hours deciding the winner. Between the heats a 23-lap Formula Junior race was held which proved to be a triumph for the Ken Tyrell Racing Team Cooper-B.M.C. cars. In this event the first rear-engine, rear-drive D.B. Panhard works car made an appearance.

Results:

IX GRAND PRIX—4 Hours—2 Heats of 2 Hours—Warm and Dry			
1st	L. Casner (Maserati Tipo 61)	595.710 km.—148.892 k.p.h.	
2nd	W. Mairesse (Ferrari 250 G.T.)	591.691 "	
3rd	A. Simon (Ferrari 250 G.T.)	586.872 "	
4th	A. G. Whitehead (Ferrari 250 G.T.)	582.077 "	
5th	P. Monneret (Porsche RS60)	562.022 "	
6th	J. Stoop (Porsche Carrera)	529.235 "	
7th	D. Hitches (Lola-Climax 1100)	520.757 "	
8th	J. F. Malle (Lotus Elite Climax)	518.185 "	
9th	G. Laureau (D.B. Panhard)	510.532 "	
10th	A. Moynet (D.B. Panhard)	491.461 "	
11th	J. Fenton (Austin Healey Sprite)	487.082 "	
12th	J. Dieu (Lotus Elite Climax)	441.301 "	

Fastest Lap: L. Casner (Maserati 2.9-litre) in 2 min. 29.3 sec.—157.944 k.p.h.  
\*Class Winners

COUPE DE VITESSE—Juniors—23 Laps—150 Kilometres

1st	A. Maggs (Cooper-B.M.C.)	1 hr. 00 min. 28.7 sec. —149.276 k.p.h.
2nd	J. Love (Cooper-B.M.C.)	1 hr. 00 min. 43.6 sec.
3rd	P. Warr (Lotus-Ford)	1 hr. 01 min. 11.1 sec.
4th	J. Siffert (Lotus-Ford)	1 hr. 01 min. 22.0 sec.
5th	W. McCowen (Lola-Ford)	1 hr. 02 min. 00.9 sec.
6th	H. Grandsire (Lotus-Ford)	1 hr. 02 min. 26.1 sec.
7th	B. Boyer (Lotus-Ford)	1 lap behind
8th	R. Bouharde (D.B. Panhard)	1 lap behind

Fastest Lap: A. Maggs (Cooper-B.M.C.) in 2 min. 35.2 sec.—151.747 k.p.h.

LA FAVEILLE HILL-CLIMB (June 4th) = 10.396 km.

1st	M. Trintignant (Cooper-Climax 1½-litre)	6 min. 04.58 sec.
2nd	T. Spsychiger (Porsche R.S.60)	6 min. 12.64 sec.
3rd	H. Zweifel (Lotus-Climax Sport)	6 min. 24.73 sec.

THE SPRINT GAME

LAST month in MOTOR SPORT Dr. Joseph Bayley wrote on the joys of sprint racing with motorcycles and I am in full agreement with all he says, having a 500-c.c. motorcycle of my own in sprint trim that will do the standing start ¼-mile in 14 seconds, not fast enough to gain awards but fast enough to be fun and I find the friendly atmosphere at Sprint meetings a welcome change from the "big-business" of motor racing. As Dr. Bayley pointed out there are no restrictions in sprint racing, blowers, nitro, multi-cylinders all being welcome, the aim being to get the b.h.p. from the engine, transmit it to the ground and cover the ¼-mile as quickly as possible. A motorcycle that will stand up on its rear wheel if given too much throttle, or go sideways with wheel-spin, is an exciting thing to ride and equally an American dragster that takes less than 10 seconds for the s.s. ¼-mile must be an exciting thing to drive.

The National Sprint Association, as Dr. Bayley said, was formed by the riders themselves and has gone from strength to strength, now owning its own timing equipment, much of the cost of which was gathered by donations from riders and tuners. This enthusiasm cannot help succeeding for it is deep-rooted and, as the doctor said, "there are no cash prizes and no one wants any." It is essentially a sport, and not an expensive one. One sprint event recently held was strictly private, for entrants and friends, the public were not admitted, mostly because the land-owner was fed-up with the mess the paying public left on the previous occasion, and it was a huge success. Without the need to look after the paying customers overheads were low and entry-fees likewise, so the whole event cost very little to put on and was simple to organise.

Some idea of the effect that the N.S.A. has had in bringing sprint riders together in a unified body can be seen from the fact that sprints have been organised in Ireland and the I.O.M., the Auto-Cycle Union are prepared to acknowledge the ¼-mile as a recognised distance for records, and there is every promise of a National Sprint Records Day at the end of the season. Such is the revival in sprinting that the Avon Tyre Company have started making special "smooth tread" sprint tyres for 1,000-c.c. motor cycles, and should there be equal interest in car sprinting they would no doubt soon produce a "slick" for a dragster.

Sydney Allard has already given a start to the revival of sprinting for cars with the building of his "dragster" and there are others known to be interested. If the car sprint enthusiasts will gather together I am sure the two-wheeler boys will be glad to join forces in the common aim of covering a standing start ¼-mile, ¼-mile or kilometre as quickly as possible with no holds barred.—D. S. J.

1st CIRCUIT OF JEAN BEHRA—Magny-Cours, France (May 28th)

Formula Junior, another triumph for the Ken Tyrell Team, in 50 kms. race.			
1st	A. Maggs (Cooper-B.M.C.)	26 min. 27.0 sec.—113.420 k.p.h.	
2nd	J. Love (Cooper-B.M.C.)	26 min. 29.0 sec.	
3rd	R. Bouharde (D.B. Panhard)	26 min. 35.0 sec.	
4th	H. Grandsire (Lotus-Ford)	26 min. 52.0 sec.	



**MORE CONTROL ?**

We note that an Eye Care Information Bureau has been formed with headquarters in Leicester Square. No doubt it has much good work to do, but we deplore its intention of "drawing attention to the unsatisfactory state of affairs that exists at present regarding the lack of any eye test when application is made for a driving licence." Isn't the motorist controlled sufficiently as it is ?

**A FORD FLAT-FOUR**

The Ford Motor Company has taken out a patent (No. 863,246) for a 4-cylinder horizontally-opposed engine with single-piece block. This is a push-rod o.h.v. unit and, apart from water-cooling, does seem to smack of "if you can't beat 'em, join 'em !

**DOG-LOVER**

The following appeared in the *Eastern Daily Press* recently :  
 "Recently I was able to save a lone straying poodle dog from doubtless destruction by placing my car across the road, to prevent the oncoming of endless traffic driving at breakneck speed. I piloted the dog to safety, then moved my car. Some drivers were rude and one lorry driver most abusive.

"May I suggest that Audrey Earle, of Burnham Market, does the same with her car next time she finds animals or birds in distress.—DOROTHEA KNIGHT."

We also like dogs but . . . !

**THIS MONTH'S BEST STORY ?**

A red Minibric was following an elephant which was being exercised from a near-by circus. When the elephant stopped the driver of the Mini ran forward slightly and touched the animal's back legs with the bumper, whereupon the elephant sat down. The trainer explained that in its act the elephant sat on a red stool and did so at the slight touch of a stick. Names and addresses were exchanged and the Mini, considerably altered in shape, drove on, and into the yard of an hotel. Here an over-zealous policeman, noting that some sort of accident had happened, went into the bar in search of the car's owner, who was imbibing a gin and tonic. "What caused the damage to your car ?" asked the policeman. "An elephant sat on it," replied the indignant motorist. This the policeman found difficult to accept, especially as, when the circus manager was telephoned, there happened to be no reply. . . .

**BROOKS AND CONNAUGHT**

The June issue of "What's New" contains an article entitled "Dentist in a Hurry," by W. Boddy, Editor of MOTOR SPORT, about Tony Brooks, and a colour plate, suitable for framing, of the 1955 Syracuse-winning Connaught. The supply is limited but free copies are available to members of the medical and associated professions who produce their cards, on application to A. H. I. Lonie, Abbott Laboratories Ltd., 8, Baker Street, London, W.1.

**ANOTHER WISCOMBE**

The next speed hill-climb at Wiscombe Park, near Southleigh, Devon, will be a 750 M.C. restricted meeting on July 9th. Admission is free; car park 10s.

**JET PETROL**

Soon after MOTOR SPORT had commended Jet Petrol as a piece of British initiative they sold out to an American company. Ah well !

**PRESTIGE AT STAKE**

The *Daily Mail*, reporting the Royal Wedding, stated that some of the guests were late arriving at Hovingham Hall because the Rolls-Royce bringing Prince and Princess Paul of Yugoslavia had spluttered to a standstill with overheating. The Managing Director of MOTOR SPORT went to a funeral recently and suffered the embarrassment of the Rolls-Royce hearse breaking down.

Such happenings are bad for British prestige but an explanation would at least soften the blow. Is the R.-R. P.R.O. investigating ?

**AN IMPROVED M.G.-A**

We have always liked the M.G.-A and so we are delighted to learn that it is now available in improved Mk. II form with 1,622-c.c. engine giving 90 b.h.p. at 5,500 r.p.m., pulling an axle ratio of 4.1 to 1. The appearance has been improved, Lockheed disc brakes are retained on the front wheels, and there are built-in anchorages for safety-belts. The price, with purchase tax, remains at £940 7s. 6d. It may not be the safest sports car in the world—B.M.C. claim this for the new Austin Healey Sprite—but we expect we shall like it very much.—W. B.



**JUST RELEASED.**—This is the new 948-c.c. M.G. Midget, for which 46.4 b.h.p. at 5,500 r.p.m. is claimed. We wonder how it compares for quality, appearance and European price with the Innocenti 950 ? We hear that a new Mk. II Austin Healey Sprite has also been announced, which B.M.C. refer to as "the safest sports car in the world." They claim for it "90 m.p.h. with ease and 0-60 m.p.h. in 17.4 seconds" but the first independent road-test report we read quotes a top speed of 85½ m.p.h. and 0-60 in 19.8 seconds. We wouldn't know—MOTOR SPORT wasn't invited to the party !

**INDIANAPOLIS 500 (May 30th)**

In the most successful attempt by a European entered car in the Indianapolis 500, Jack Brabham finished ninth in his special 2.7-litre Cooper out of the twelve finishers. The race was won by A. J. Foyt in the Bowes Seal Fast Special at an average speed of 139.130 m.p.h. only 8.3 sec. in front of Eddie Sachs in the Dean Van Lines Special while Rodger Ward who also competes in sports-car and European-style single seater racing finished third in the Sun City Special.

- 1st : A. J. Foyt (Bowes Seal Fast Spl.) .. .. . 139.130 m.p.h.
- 2nd : E. Sachs (Dean Van Lines Spl.)
- 3rd : R. Ward (Sun City Spl.)

**V.S.C.C. LIGHT CAR RALLY (June 11th)**

**Lady Rachel Trophy (best performance):** H. Moffatt (1917 Lagonda).  
**1st Class Awards:** H. de Salis (1925 Austin Seven), R. Bradshaw (1928 Morris).  
**2nd Class Awards:** J. Burchell (1922 Hands), M. Angell (1925 Morris).  
**3rd Class Awards:** M. Applebee (1922 Morris), A. Jones (1929 Austin).

**FLEET CARNIVAL RALLY (June 18th)**

Organised by Mrs. W. Boddy and judged by Col. O'Gorman, Chief Engineer of the R.A.C., Captain G. E. T. Eyston, O.B.E., M.C., Capt. Weeks, L. J. Archer, Inspector P. J. Hallam of Fleet Constabulary, Dudley Noble of the I.A.M., B. Cobb, Mrs. Stoneham, A. Thornton, J. Bland, F. Joyce, and R. Carter, this event attracted a big crowd. Youngsters filed through the cab of J. Fisher's 1924 Foden steam wagon, which was afterwards driven by the 18-year-old Carnival Queen, while Dudley Gahagan obliged with a lap in his 2-litre E.R.A.

**Results:— Cars up to 1917:** 1st, D. Inchley and L. Williamson (1910 Renault); 2nd, J. Chalcraft (1912 Unic).  
**Cars, 1917-1930:** 1st, D. Inchley and L. Williamson (1923 Autocrat); 2nd, A. Albon (1927 Austin Seven); 3rd, Lt. Col. Gresham (1926 Sunbeam 20).  
**Cars, 1931-1945:** 1st, J. Blanks (1938 Hotchkiss); 2nd, J. Farmer (1935 Morris).  
**Post-War Cars:** 1st, F. Robinson (1956 Vauxhall Velox).  
**Vintage Motorcycles:** 1st, K. Hatfield (1912 Motosacoche); 2nd, S./Ldr. Knight (1914 Douglas).  
**Commercial Vehicles to 1935:** 1st, Dennis Apprentice (1914 Dennis fire-engine); 2nd, J. Fisher (1924 Foden steam wagon).  
**Elegant Lady and Car:** 1st, E. Wooley (1897 Daimler and girl in period costume); 2nd, R. Tapley (1926 Bean and lady in "twenties" clothes).  
**S.T.D. Members:** 1st, F. Joyce (1933 Sunbeam Speed 20); 2nd, A. Durnford (1925 Sunbeam 14/40).

**THE VICE CONSUL**

Sir,  
 In view of last month's correspondence and a recent court case, is there any truth in the rumour that Fords are bringing out a new model, fitted with Polaroid one-way glass, and are calling it the Vice Consul ?

I am, Yours, etc.,  
 Slough. PETER MASTERS.



## TO THE ROAD RESEARCH LABORATORY BY ASTON MARTIN

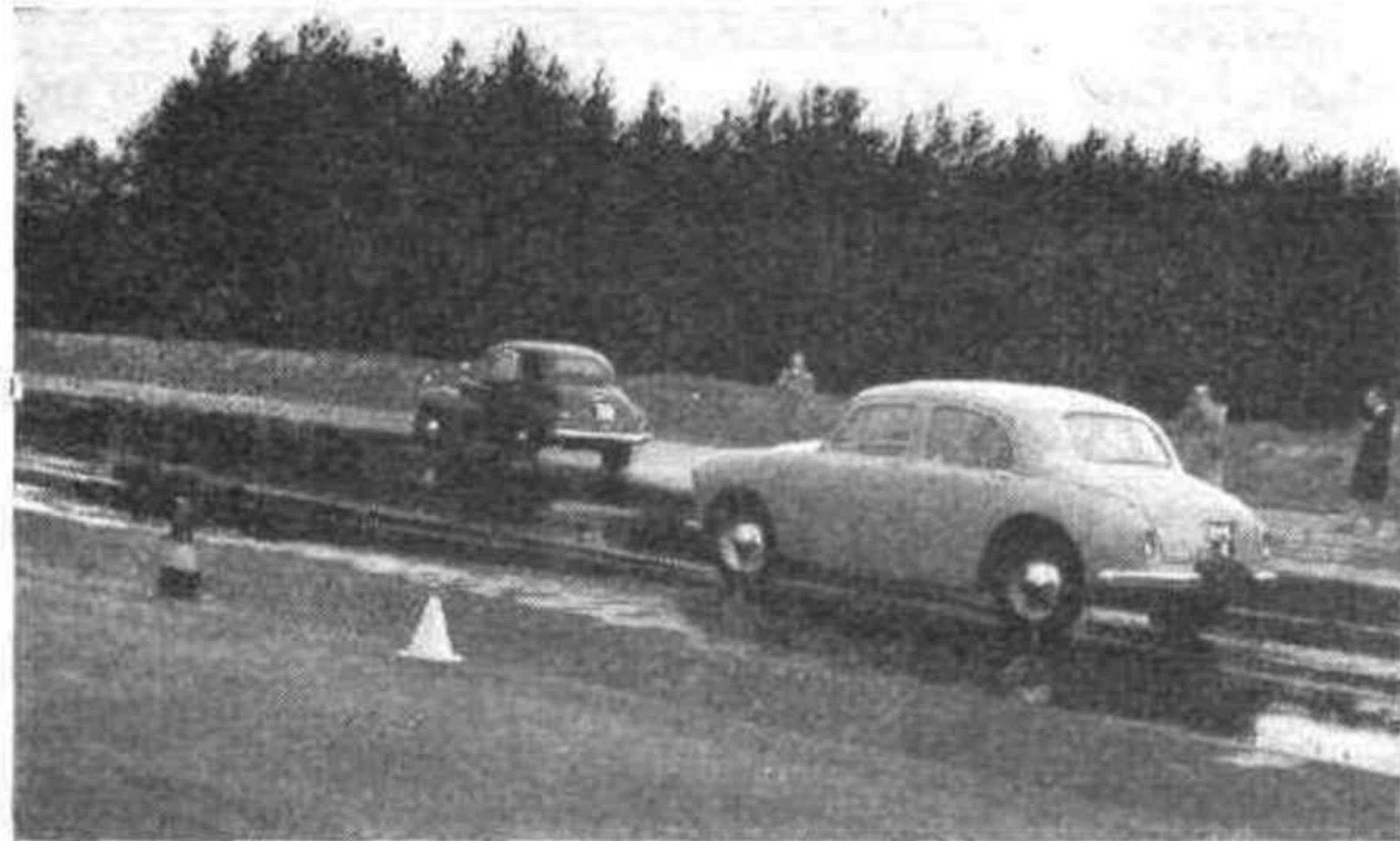
RECENTLY the Department of Scientific and Industrial Research completed the construction of a new research track at Crowthorne in Berkshire which is to be used by the Road Research Laboratory for its many and varied experiments in the solving of problems presented by an ever increasing traffic density. We were especially interested as the three-mile-long track in the form of a figure-eight features a long steeply banked bend, the only one in the country apart from the M.I.R.A. track at Lindley. We then learned that there was a possibility of taking a car round the track, so in order to do the track justice (at least that was our excuse) we arranged to borrow the works demonstration Aston Martin DB4 G.T. for the day. Arriving at the Aston Martin factory in Feltham, Roy Jackson-Moore briefed us on the controls but since the car was 845 XMV, the hard-worked car which had been used at the Guild of Motoring Writers test day in October 1960, it was not unfamiliar to us. Since that time it had put about 25,000 miles under its Dunlop RS5's and Mr. Jackson-Moore apologised in advance for any faults as the engine really could do with a check over and he asked us not to exceed 5,500 r.p.m. if at all possible. Since the 3.54 axle ratio gives 22.6 m.p.h. per 1,000 r.p.m. a smart piece of mental arithmetic gave us a top speed of 124.3 m.p.h. which is quite enough for anything short of the M1 in Britain.

Rather amusingly the Aston Martin factory, home of one of the world's fastest cars, does not boast a 100-octane petrol pump so we were advised to add some 100-octane brew before using heavy acceleration. After adding ten gallons to the ten already in the tank the fuel gauge needle just flickered over the half-full mark, but with consumption around the 12-16 m.p.g. bracket twenty gallons were not going to last long.

The large leather seats are of course extremely comfortable and are adjustable for rake as well as fore-and-aft movement, although one must vacate the seat to carry out the former operation. The pedals are placed in the proper positions and the 16 in. wood rimmed steering wheel is nicely angled. There are plenty of instruments to keep the driver informed of what's going on and the rev-counter and speedometer are placed under a hooded cowl in front of the driver. Stalks protrude on either side of the column for light dipping and turn signalling, the latter being non-self-cancelling, and buttons on both of them flash the headlamps to full beam at any time.

The 331 b.h.p. (gross) engine is fitted with triple Weber carburettors and on starting one must push the throttle pedal to the floor, remembering to lift-off before the revs go sky high. The engine is definitely noisy but most of this comes from the mechanical clatter of camshafts, etc., rather than from the twin exhausts which give off a deep and not unpleasant boom.

Having sorted out the cockpit drill we eased out the fairly heavy clutch pedal and put the lever into first gear, but a horrid graunch-



AT LAST: Without fuss or publicity the new four-wheel drive Ferguson appeared at Crowthorne and this Simca-like vehicle demonstrated the possibilities of its Dunlop Maxaret braking system.

ing noise informed us that we hadn't succeeded and a mechanic told us that it was necessary to push the clutch out fully and wait for a second or two before moving the lever. Once this was accomplished the G.T. was headed out of Feltham towards the A 30 and as we had several hours to spare before presenting ourselves at Crowthorne a quick run to Salisbury and back was indicated. Unfortunately traffic as far as Basingstoke was thick and the Aston hardly ever exceeded 60 m.p.h. Although the engine would run down to 25 m.p.h. in top gear it was not too happy and would begin to snatch, so to obtain maximum enjoyment from the car it was best to drop down through the gears as speed decreased, ready for quick acceleration back up to cruising speed. The steering was heavy at low speed but lightened out as speed increased, the same comments applying to the four-wheel Girling disc brakes which required extremely high pressure to stop from low speeds; but the same pressure would produce startling results from three-figure speeds.

Once Basingstoke was disposed of the traffic thinned out and the Aston soon hurtled itself up to a 100 m.p.h. cruising speed,



NOT THE BEST VIEW: The sharply sloping roof of the DB4 G.T. does not give an attractive rear view, but you will have to be at the wheel of an "E" Type or a Ferrari to avoid seeing it.

but in deference to some damp patches on the roads higher speeds were not attempted unless the road ahead was very clear and very dry. An occasional indicated 120 m.p.h. came up across Salisbury Plain, but the amount of concentration required on the narrow A 30 was phenomenal as the slightest movement a ¼-mile ahead required that the right foot be transferred to the brake pedal immediately. As befits a large, powerful, front-engined car which will be driven by everyone from a world class racing driver to an over-fed under-skilled playboy the Aston understeers just sufficiently to make one aware when a corner is being taken somewhere near the limit and, although not feeling as if it corners well, the driver is surprised when he looks at the speedometer and finds that the G.T. has taken a particular corner far quicker than he had imagined.

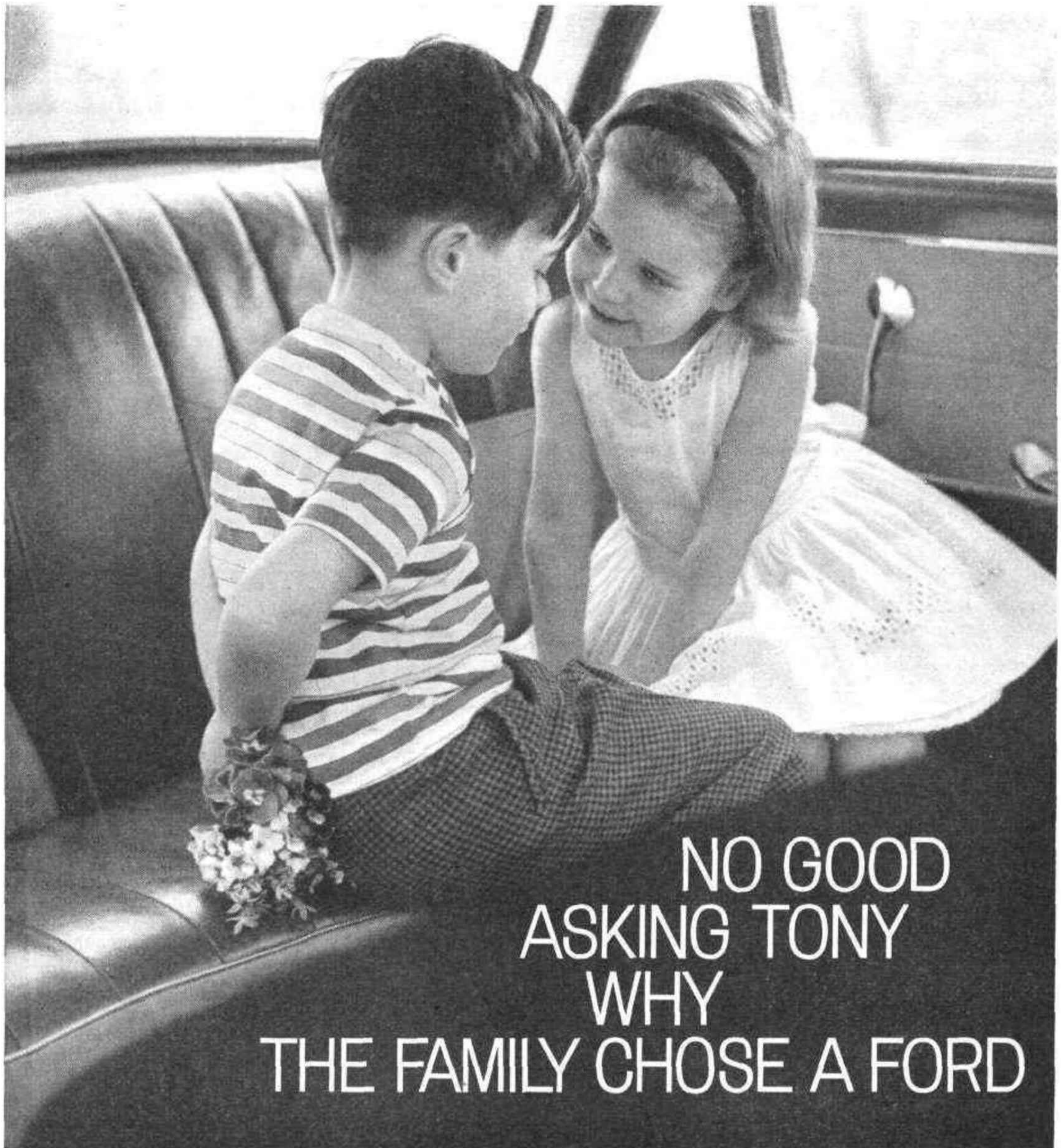
After several hours exhilarating motoring the Aston was regretfully turned back towards Crowthorne, a final burst of 120 m.p.h. on the new dual carriageway down into Camberley finishing our fast motoring for the day. The Aston is a delightfully deceptive car which we would like to sample more fully one day. At the test track the Press were informed that they could have a ride round in cars belonging to the Road Research Laboratory but that their own cars would have to stay in the car park. This disappointment accepted, the Press were able to study some of the fascinating projects being organised at Crowthorne.

One of the most interesting demonstrations was in the use of electronic guidance for vehicles, a Citroën with the screen blacked out being driven along the main straight over an energised guidance cable laid in the road, the driver being guided simply by his instruments which are actuated by two coils at the front of the car which have to run either side of the guidance cable. The system is still in its early stages and much development is needed before it can become a workable proposition.

Various types of road surfaces have been laid on the straight so that skid resistance can be tested and several demonstrations of this were given. Demonstrations were also given of the skid-resisting properties of high hysteresis rubber, two identical cars following each other on to the skid pan and braking at the same spot. The rear car was fitted with high hysteresis rubber tyres and came to rest in an appreciably shorter distance than the normally shod car.

Continued on page 560





NO GOOD  
ASKING TONY  
WHY  
THE FAMILY CHOSE A FORD

Tony is a rear seat motorist—with his mind on other things. He never wonders why their car runs so smoothly. Why it gets them where they're going on time every time. But the more practical members of his family know the answer. They not only chose a good car, they chose Ford Service too. Now they get *specialist* servicing everywhere they go. Speedy, reliable servicing by mechanics who have taken technical courses at Ford's own Service School—and are skilled in the use of special Ford equipment. And, of course, every job, every spare part is available at Ford's *uniform low fixed prices*.

This regular specialist attention means that Tony and his family will *go on* enjoying the best in motoring. Well worth remembering when you're buying a good car.

**FORD** OF BRITAIN

**FORD**  
**SERVICE**  
KEEPS A FINE CAR  
AT ITS FINEST!



# LADY *competition drivers*



**SUCCESSFUL.**—Four of Britain's best post-war rally competitors, from left to right Ann Wisdom, Pat Moss, Valerie Domleo, Anne Hall.



[The women did pretty well in motor racing before the war and by 1936 even the cautious Brooklands' authorities permitted them to compete on a level basis with the men. There was Gwenda Hawkes who was faster round Montlhéry in the 2-litre Derby-Miller than John Cobb was round Brooklands in 24 litres of Napier-Railton, Kay Petre who looked exceedingly feminine but tamed such fierce cars as the old V12 10½-litre Delage and E.R.A., etc., "Bill" Wisdom who nonchalantly controlled the difficult Leyland-Thomas and with Joan Richmond won the 1932 J.C.C. 1,000 Mile Race with a Riley, slim Doreen Evans who drove M.G.s really quickly, Margaret Allen who raced a 6½-litre track Bentley and many, many more.]

Since the war the girls have been almost as prominent, especially in rallies, and now that the toughest of rallies, the Liège-Rome-Liège, has been won by women drivers and Anne Hall has beaten all but two male crews in the arduous East African Safari, I thought it was about time the ladies got a show in these pages. So, with spring turning into a hot summer, I set "M. L. T." the delightful task of interviewing and procuring pictures of some of those who are resident in this country.—W. B.]

**Anne Hall.** Mrs. Hall has been a regular competitor in rallies since 1951 and has had many successes, although she claims as her greatest success the Ladies' Prize in this year's Monte Carlo Rally, driving a Ford Anglia with Valerie Domleo. She was brought up in a motoring atmosphere, her father being in the Garage Trade, and she was taught how to drive at an early age, being given a sports car for her 17th birthday. In 1951 she bought an XK120, which were then only available for competition work, and entered the R.A.C. Rally with her sister. They surprised themselves and everyone else by winning the Ladies' Prize and finishing seventh overall out of 300 entries. They followed this up the following year with another ladies' class win in the R.A.C. and Anne was then invited to co-drive with Sheila Van Damm, who did not like navigating, so Anne learned how to navigate. She then joined Nancy Mitchell in several rallies, doing the Sestriere in an M.G. Magnette, and the Liège-Rome-Liège a couple of times in an Austin Healey and an M.G.-A.

Then in 1957 Mrs. Hall joined the Ford works team and has stayed with them ever since, winning the Ladies' Prize in the Tulip Rally with her sister and being second in the Monte Carlo Rally the same year. In 1958 she had several accidents and gained no major successes, and in 1959 was once again second in the Monte to Pat Moss and Ann Wisdom. Last year she was again second in the Monte to Pat Moss and Ann Wisdom after having a big lead and then losing a front wheel on the Mountain circuit. She was also second on the Midnight Sun Rally and winner of the ladies' class in the R.A.C. Rally. Finally this year she won the Monte Carlo Ladies' Prize and came third overall in the East African Safari. In most of her recent events she has had as co-driver Valerie Domleo and in British National events they have had considerable success together in an Anglia and, in fact, last May were the first ladies' team to win a National rally outright when they won the Morecombe Rally.

Anne Hall is married, has three children, and uses a Ford Anglia and a Peugeot 403 on the road, both of which she likes very much.

\* \* \*

**Valerie Domleo** has become in recent years one of Britain's best navigators, helping Anne Hall to many ladies' prizes and even outright wins. She graduated into the rally world in 1954 via a treasure hunt, prior to which she had been a staunch motorcyclist. In 1955, her first serious season, she did the R.A.C. Rally in an Austin Healey and managed to lose about 10,000 marks more than any other finisher. However, things improved and she began to take part in a large number of events with a variety of cars from Austin Healey 100 to a Willys Jeep, the Healey being the most comfortable car for British rallies in Miss Domleo's opinion and the Jeep being the most hair-raising.

She navigated Pauline Mayman to win the Silver Garter award in 1958 and 1959, and Anne Hall for the same award in 1960, and has also been involved in several victories, mainly with Anne Hall, including the Ladies' Award in the 1960 R.A.C. Rally and the 1961 Monte Carlo Rally as well as British events such as the 1958 Welsh Festival Rally with Peter Roberts and the 1960 Morecombe Rally with Anne Hall.

Valerie Domleo is a physicist with a research organisation and is also an R.A.C. recognised timekeeper, an occupation which she will take more seriously if rallying is curtailed in the future. Meanwhile she will continue to navigate as long as someone wants her, which is why she forbears to comment on the driving of those people she has navigated. She uses a Sprite on the road.





**Pat Moss** is undoubtedly Britain's best known and most successful rally driver, her crowning achievement being her outright win in last year's Liège-Rome-Liège rally together with Ann Wisdom, the first time an all ladies' crew has won an International Rally. This great drive in the four-day and night virtually non stop *Marathon de la Route* gained for the two girls the "Driver of the Year" award from the Guild of Motoring Writers, another first time honour for a ladies' crew.

Born in 1934 her earlier interest was in horses and in fact she became well known in the show jumping world, becoming a member of the British team in 1952 and riding in several foreign events. Her introduction to competition motoring came in 1954 when she navigated for her brother Stirling's manager, Ken Gregory in a night rally, and having been bitten by the bug she started rallying in her own Morris Minor. B.M.C. offered her an M.G. for the 1955 R.A.C. Rally and the following year when Ann Wisdom obtained her driving licence, the two girls teamed up and have driven together in International events ever since, mostly as members of the B.M.C. works team.

The successes of the Moss/Wisdom combination are almost too numerous to mention as they have at one time or another won the Ladies' award on most of the rallies counting for the European Ladies' Touring Championship which they won in 1958 and 1960. As well as these ladies' class wins there have been some excellent placings in the overall results, including 4th on the R.A.C. rally in 1958, 4th on the Liège-Rome-Liège in the same year, 10th on the 1959 Monte Carlo Rally, 2nd on the 1959 German Rally, 2nd on the 1960 Alpine Rally, gaining a "Coupe" and finally the magnificent win in the 1960 Liège-Rome-Liège.

The Moss/Wisdom combination will carry on for some time yet, as they are driving for B.M.C. again this year. On the road Pat uses the Austin Healey 3000 with which she won the Liège-Rome-Liège and a Saab 96, registration No. PAT 7.

\* \* \*

**Ann Wisdom's** name is of course synonymous with that of Pat Moss, with whom she has co-operated in so many rally successes. She was Pat Moss's groom in her horse riding days and one Sunday did a treasure hunt, which she found to her taste and forthwith learned to drive in time to compete with Pat in the 1956 R.A.C. Rally. This was followed up with the Dieppe Rally, the Tulip, the Liège-Rome-Liège and so on into their well-known run of successes. To tabulate the success gained by this team would take up far too much space but the following list of 1960 results serves to indicate their virtual mastery of the ladies' rally world.

Ladies' awards in: Monte Carlo, Geneva, Tulip, Alpine, Viking, and Liège-Rome-Liège and in general classifications they were 8th overall in the Monte, 8th in the Tulip, 2nd in the Alpine, and of course they won the Liège-Rome-Liège.

Miss Wisdom will continue co-driving with Pat Moss in the B.M.C. team on most International Rallies but will not take part in British Rallies as she is prone to car sickness. For a road car she uses an ex-works Mini-Minor.

\* \* \*

**Christabel Carlisle** is a comparatively new name in motor racing but her spirited driving of an Austin Se7en in Club races

**SUCCESSFUL.**—In rallying, the all ladies' teams of Pat Moss/Ann Wisdom and Anne Hall/Val Domleo have been able to drive on equal terms with the men drivers; Pat Moss has frequently put up fastest times in hill-climbs in her Healey, winning the Liège-Rome-Liège outright on sheer driving ability, while Anne Hall and Valerie Domleo were the first women's team to win a British National rally, an achievement which some people consider greater than success in some International events. On the left, the Moss/Wisdom Healey in the Alpine Rally, and, below, Mrs. Hall bends the tyres of her Anglia in the Morecambe Rally, which she won.



has caught the eye of many a knowledgeable expert. Miss Carlisle, a piano teacher by profession, was given the Austin Se7en for her 21st birthday present last year and entered in a few rallies which she enjoyed but gained no success and in fact one rally ended in an inversion. Shortly afterwards some friends who already raced talked her into filling in an entry form and before she knew what was happening she was at Silverstone taking part in a Club meeting. This was followed by several other Club meetings last year, broken by a trip to Africa. This season she has continued to race in Club meetings showing a verve not usually seen in lady drivers. Her favourite circuit at present is Brands Hatch, where she manages to lift two wheels at notorious Paddock Bend.

Now eligible for International events she hopes to take part in one or two in her Group 2 Austin Se7en but is a little apprehensive of tangling with the established Mini-drivers. Tuned by B.M.C. and Willy Griffiths her Austin Se7en is also used as normal road transport.

\* \* \*



**Rosemary Seers** has taken part in both racing and rallying, taking the unusual step of moving from racing to rallying rather than the other way round. She learnt to drive at an early age because her job involved a good deal of travelling, and early experience was gained in a 1933 Riley 12/6, 1949 M.G. TC, 1952 M.G. TD, and in 1956 she started racing with a Cooper sports car. In the next three years she gained a number of places with this car, mainly at Goodwood, and several class wins and best ladies' times at sprint meetings such as Staple-

ford and Gosport.

In 1959 she turned to rallying with a Sprite, gaining a number of places in Restricted rallies, then co-driving with Nancy Mitchell in a works Rapier in the 1960 Tulip and Alpine Rallies; she gained a fifth in class on the latter. This year she has done the Monte, Tulip and Circuit of Ireland and will be completing a full season of rallies, including the Deutschland, Alpine and R.A.C. Her road car is a Sunbeam Alpine and the Alpine is her favourite rally, in which she hopes to gain a "Coupe" to achieve her personal ambition.





**Pauline Mayman** started navigating in 1954 for her husband Lionel, well-known competition driver, but after many rows, usually ending with the maps, lights, etc., being flung out of the window, she was given her own car, a Morgan Plus Four, with which she gained many successes, including the Silver Garter two years running with Valerie Domleo navigating. She has driven a Cooper-Climax 1100 in hill-climbs and races and broke the ladies' sports-car record at Prescott in 1957 with a run of 48.34 sec. More recently she has co-driven a works Sunbeam Rapier with Mary Handley-Page in International rallies, having a

clean sheet on this year's Monte until a burst tyre put them out of the running.

## THE OGLE 1.5

**W**ITH the gradual demise of specialist British coachbuilding firms many people have regretted that no company remains (or in fact has ever existed outside the luxury car trade) to challenge the supremacy of the Italian body builders such as Abarth, Farina, Allemano, Scaglietti, Ghia, Bertone, etc.

Now a new British firm is aiming to break into this market, initially by producing a well-finished 4-seater sports saloon using Riley 1.5 components, and following up with other even more exciting projects.

The instigator of this project is David Ogle, who has previously been concerned with the exterior design of radio and T.V. sets. With his co-directors he decided to form a company to produce car body designs for building in limited numbers on existing



production chassis. This is of course difficult in this country as only a few cars such as the Triumph Herald, M.G.-A, and Daimler SP250 have a completely separate chassis, while, of the unit construction type which predominate in this country few are constructed in such a way that the specialist body builder can use the basic platform in the same way that the Italians are able on the Fiat, etc.

However, this problem has been overcome on the Ogle 1.5 to some extent as only the lateral and longitudinal Riley members

are retained, together with wing valances, so that the 68-b.h.p. engine, gearbox, torsion bar front suspension and pedal mounting points remain unchanged, while the stiffening is provided by a semi-space frame and a steel floor. At the rear the Riley leaf-springs have been disposed of and the axle is suspended on coil-springs, rigidly located with twin radius arms and an "A" bracket. A tubular structure is mounted at the rear to carry the standard petrol tank and the rear of the body.

The body itself is a 2-door 4-seater constructed from laminated glass-fibre and Polyester resin, and cellulosed in three standard colours. Glass-fibre bumpers are fitted and all exterior trim is in anodised aluminium, whilst the interior trim is carried out in leather. Instruments designed for the Ogle grace the fascia and most of the switches and the radio are contained in a central console. A deep parcel shelf is fitted on the passenger's side and all edges are crash padded. The seats are specially designed for the Ogle, the front having ventilated backs which can be used to fit safety straps, and the rear seats being of the hammock type. Winding windows are fitted at the front and rear opening quarter-lights at the rear. The wood-rimmed steering wheel is adjustable for rake as well as fore and aft.

*To be continued*

Although we have not yet had an opportunity to drive the Ogle 1.5 any considerable distance, the car is certainly extremely well designed and detail finish is of a high order. It should appeal to those who require a 4-seater sports saloon of distinctive appearance coupled with the running costs of an ordinary saloon car. Basic cost of the Ogle 1.5 is £1,085, purchase tax inflating this to £1,574 7s. 6d. An impressions test will appear in a future issue. All enthusiasts will wish for the success of this car, for if it is, some very exciting small cars will result, doing for the British Industry what Abarth has done for Fiat.

**RRL BY ASTON MARTIN**—continued from page 556

The Dunlop "Maxaret" anti-skid braking system was also demonstrated, the new Ferguson four-wheel-drive car being the vehicle so fitted. This car which looks like an early Simca Aronde went down the skid pan having braked heavily and swerved several times without skidding or locking its wheels, while a Morris which attempted similar manoeuvres went out of control.

These are just a few of the many experiments going on at Crowthorne and the Laboratory at Harmondsworth. Others include the development of a motorist's crash helmet to fit inside an ordinary cap, crash injury research, windscreen materials, safety harness, vehicle lighting, road signs, and design of lamp standards in which the scientists have the pleasant task of crashing old cars into lamp standards of different materials, to try to discover which materials cause the most damage to car occupants. The results, so far, show that if you must hit a lamp standard try to avoid a concrete one!

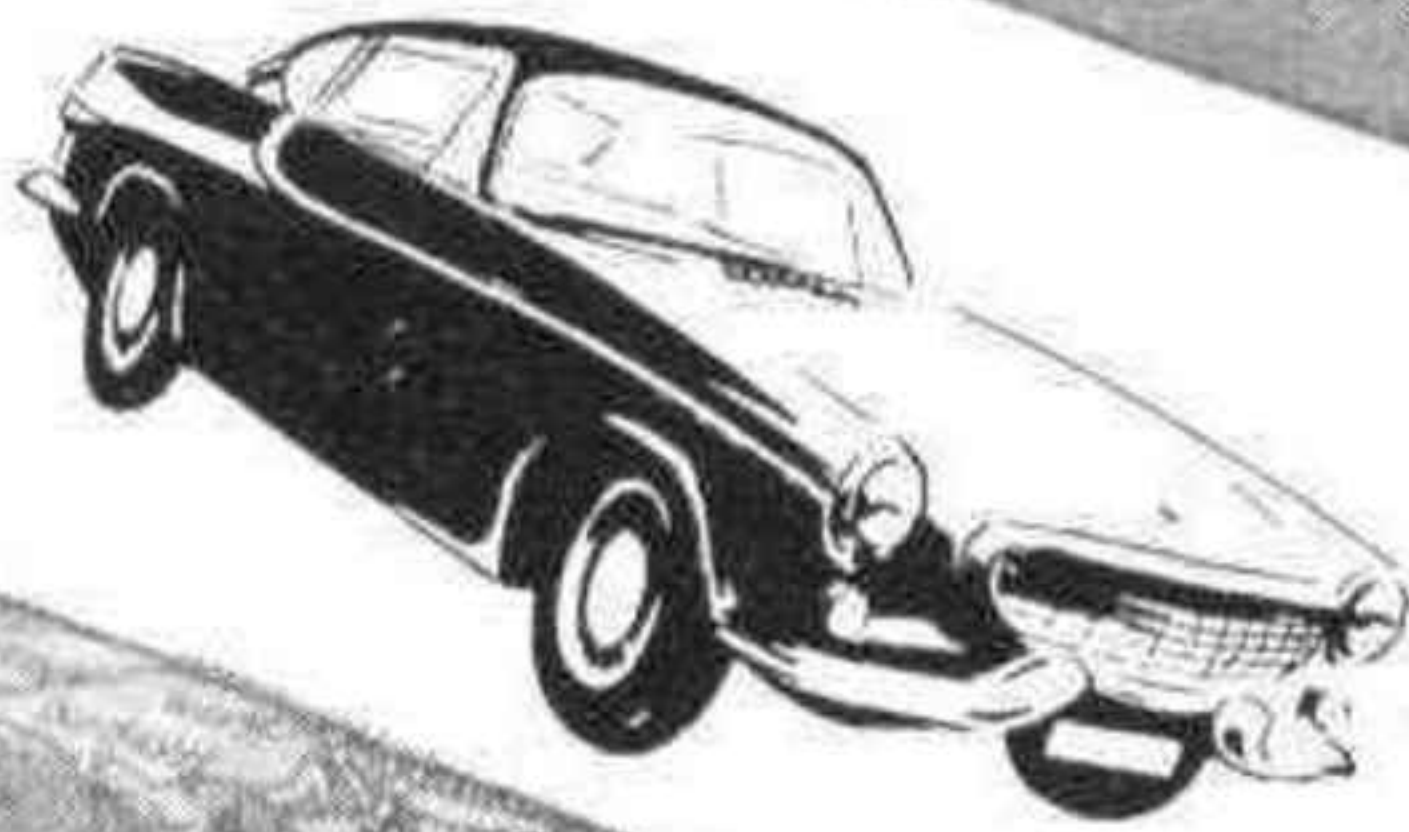
In his speech to the Press, Sir William Glanville, who is Director of Road Research, pointed out that the track had nothing to do with motor racing, and speed as such was not their concern. However, if he had been present in the car when one of the RRL staff drivers took us round the banking he may well have amended his remarks!—M. L. T.



# GIRLING BRAKING SYSTEMS

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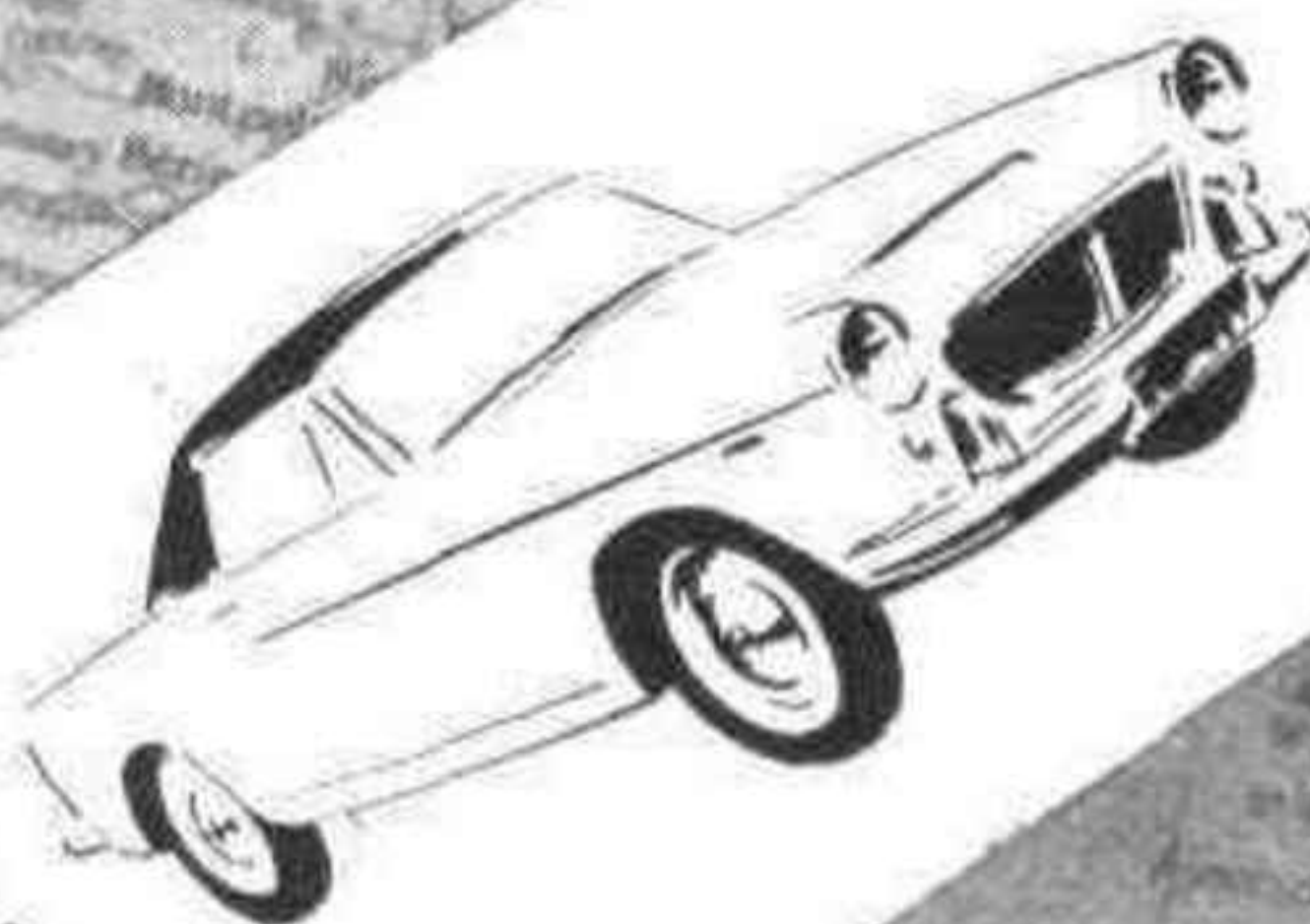


BRITAIN



Wherever you motor  
there's always  
GIRLING SERVICE  
to keep you  
TRAVELLING WITH SAFETY

ITALY





# FOUR FORDS

**"MOTOR SPORT" Tests the Disc-braked Zephyr Overdrive Convertible, the Latest Taunus 17M 4-speed Saloon, Anne Hall's Tulip Rally Anglia and an Allard Shorrock-supercharged Anglia**



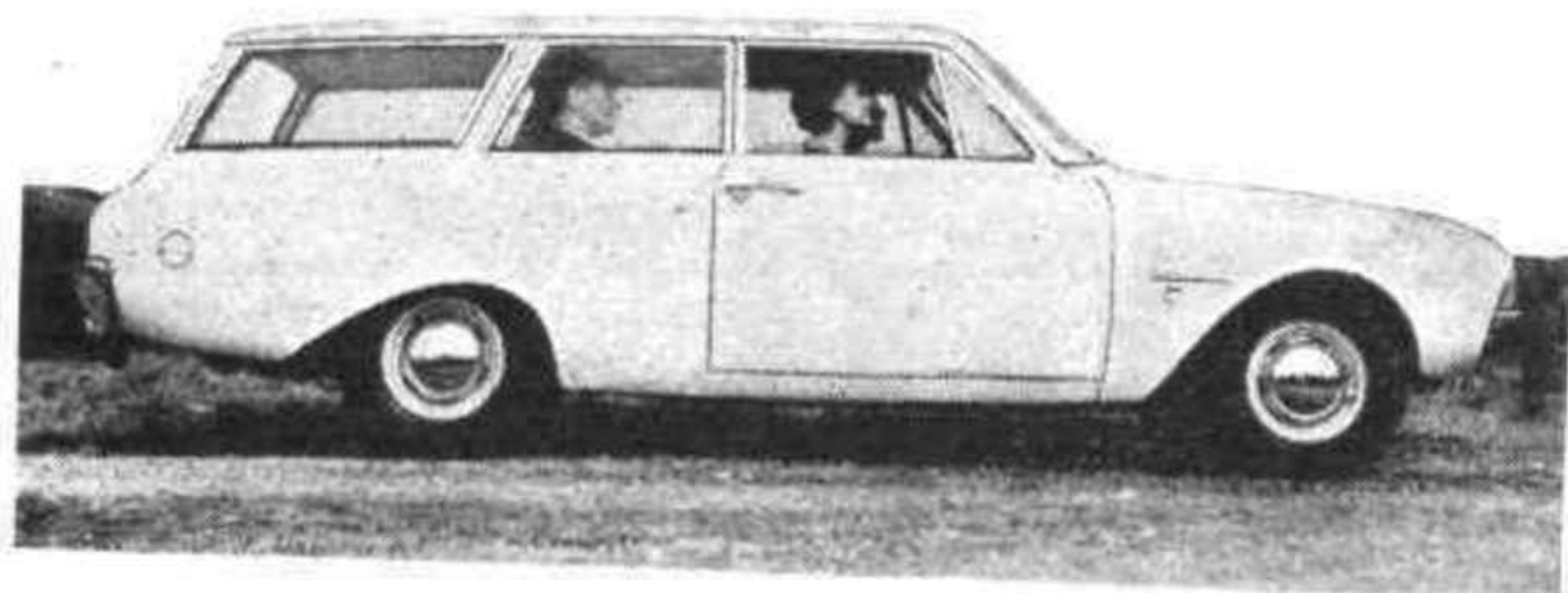
**L**AST year, although our road-test curriculum was a full one, I drove but one Dagenham Ford car, and that to sample its optional disc front brakes rather than the car itself. This is a state of affairs that might be expected to trouble Aldous Huxley, who saw Ford as a substitute for God and whose home in Hollywood was destroyed in a forest fire the other day; not that there is necessarily any connection between these two facts. As a motoring writer who likes to drive as many cars as possible, a Fordless twelve-month was unpalatable and I am glad that this year amends have been made—it never rains but it pours, especially during an English summer, and last May I was able to try four Fords in quick succession.

## Fresh-Air in a Zephyr

The first was a smart Zephyr convertible—the one in which the top is stowed by electric power from the fashionable coupé de ville position to the fully open car state. This is very useful in Britain, where showers descend with unexpected suddenness and wet weather blows up horribly quickly. In torrential rain no water penetrated the hood but gutters on the quarter-windows would be appreciated. But, apart from this excellent convertible top, which has no disadvantages other than some rattles from a body-shell rendered less rigid than a saloon, and a rather narrower back seat, the 2.5-litre Ford Zephyr from Dagenham, Essex, in little old England, possesses many other good characteristics.

Performance, for example, is more than adequate for most occasions, and the 3-speed gearbox, controlled by a r.h. "bent-wire" steering-column gear-lever which swaps ratios smoothly and decisively, was, on the test-car, supplemented by overdrive on all three gears. Most drivers would use this on motorways, retaining the lower set of gears for normal driving but, so flexible and powerful is the 6-cylinder Zephyr engine that I found no disadvantage in employing the overdrive permanently, using the kick-down action of the accelerator for overtaking. This no doubt contributed to the big Ford's very reasonable fuel economy of 25.7 m.p.g. The tank contents gave a useful range of 256 miles.

This overdrive is put into or out of action by a toggle control, which should be operated only with the car stationary or moving slowly, which isn't comparable with a flick-switch control. More-



*The Ford Taunus 17M is also supplied as an estate car and as this costs less than the saloon—£1,177—it is selling well in this country.*

over, it seems possible that someone had abused the overdrive on the test Zephyr, because it came in with a loud clonk as the car got into its stride, which suggested something amiss. I locked it out for a time but, to obtain a good m.p.g. figure, put it into action later, with the embarrassing result that when I next attempted to start from rest the elegant-looking Ford refused to go either forwards or backwards. Eventually, with the clutch protesting, there was a thud and the car moved forward, but refused to reverse. Shying at the idea of driving a forward-only Ford in Silverstone's crowded paddock on the morrow I sought a telephone box to put a call through to the great Ford organisation; it was a surprise to find that after about 5.30 p.m. there is no-one available at Dagenham to take emergency calls except the caretaker, who didn't cotton on about the diseased overdrive. There was no alternative but to drive back to Lincoln Cars, where the Press Fords come from, and resume B.M.C. transportation—in fact, I'd had a lucky escape, for had the trouble not been detected after a roadside stop I should have driven into my garage that night and at 6 a.m. the next morning, in a hurry to leave for the B.R.D.C. International Trophy Meeting, would have been confronted with a Ford immovably welded to the floor. . . . !

In fact, Ford's telephoned me, explaining that they would have effected repairs that night but that no spare overdrive units were in stock at Lincoln Cars, so I arranged to resume the test a few days later, when I was shown the tooth that had broken off and wedged in the mechanism—the onus on Borg-Warner rather than Ford.

After that the Zephyr gave no further trouble, except when one of the Firestone gum-dipped de luxe tyres found the heat and the mess of loose grit and tar with which we repair our roads in the month of May too much for it, which gave me an opportunity of sampling the Ford jacking system, which certainly renders punctures but a mild hardship.

I enjoyed very much making reacquaintance with this willing Ford Zephyr, which has an absolute maximum speed of better than 90 m.p.h., attains 80 m.p.h. in overdrive second gear, reaches 60 m.p.h. from rest in 17 sec., and devours the s.s. ¼-mile in 20.7 sec., cruising easily at 70. The low-geared steering is light but a bit vague (3½ turns, lock-to-lock), the suspension on the sloppy side, but there is no need to rush madly round the curves with such vivid acceleration and the extremely good Girling disc-brakes on the front wheels, which make all the difference to the Zephyr and which function to perfection. Another aspect of the Zephyr that discourages ambitious cornering is the height of the brake pedal above the accelerator, precluding quick movement of the right foot from one to the other. Synchronesh on bottom gear would be nice but is by no means essential.

I was less enamoured with the pull-out hand-brake, the clutch seemed to have seen better days, being fierce, and although there is a spacious under-facia shelf it was irritating to find that the lockable cubby-hole wouldn't accept anything so bulky as a Rolleiflex camera. The headlamps were no match for the Zephyr's speed. The bonnet opens automatically, the heavy boot lid is self-propping, revealing a vast luggage-stowage area, the flashers' stalk, controlled by the left hand, works with precision,





*GRACE.—On the extreme left the handsome Ford Zephyr convertible is seen by one of the entrances to Avington Park in the beautiful Itchen valley near Winchester, and the other picture is of the Ford Taunus 17M saloon at Lasham during the 1961 National Gliding Championships. The glider belongs to the R.A.F., whose Sgt. J. S. Williamson won this ten-day contest, flying an Olympia 419. Note the distinguished frontal aspect of the latest Ford Taunus.*

and as the rear window of the convertible top somewhat obscures the interior mirror, useful wing mirrors are fitted.

Altogether I enjoyed Zephyr motoring, which I found comfortable and relaxing. This convertible, with overdrive, power hood and disc front brakes, etc., is an excellent and eye-able version of this well-established Ford model. It is priced at £1,193 4s. 2d. inclusive of purchase tax.

#### Satisfaction with the New Taunus

Returning the Zephyr with reluctance I took away the latest 1.7-litre Ford Taunus 17M saloon. Almost exactly a year earlier I had put a Taunus station-wagon to some hard tasks and had formed a very good opinion of it. Since then the German-built Ford has been restyled and given better brakes and the saloon had the 4-speed gearbox whereas in 1960 the car I had sampled had the 3-speed box.

Early impressions were that a good deal of gear shifting was called for and that the brakes still lacked real stopping power. This, however, I soon found to be complimentary to the top-gear performance of the larger-engined Ford Zephyr and its unobtrusively excellent disc-brakes. In fact, after one hundred miles or so I had no complaints about the brakes on the 1961 Taunus, except that they squealed loudly; they are progressive, amply powerful and very light. I found that, as the car is high-g geared, I was, in fact, doing a good deal of gear-changing, which is no hardship, on account of one of the most precise, light and silky-smooth steering-column changes I have encountered, aided by excellent synchromesh on all forward ratios—the lever protrudes on the left of the steering wheel on r.h.d. cars, is spring-loaded to the upper ratio positions, has the gear locations marked on each face of its slender square knob and lifts easily and positively beyond bottom gear to engage reverse.

This latest Ford Taunus has very attractive aerodynamically-clean lines, with double-curvature screen and curved side windows, and "square" headlamps suggesting dual units; the doors shut expensively, the interior *decor* breathes good taste and quality, and to the pleasing features of the earlier Taunus has been added a splendid Goldie sliding roof which, instead of having to be moved with the fingers, is wound open and shut by means of a small crank in the roof with spring-retracted handle, the complete operation calling for 13 turns.

As handed over, the wide bench front seat, which renders this a 6-seater car, was fairly comfortable but the cushion is rather too shallow; its squab was set at a "lolling" angle. This, however, is adjustable by means of thumb-screws at the base of the squab. The seats are upholstered partly in cloth, partly in plastic material. Forward visibility is excellent and such items as lockable quarter-lights, extremely smooth-working window handles (5 turns up-to-down), coat hooks, padded vizors, interior door handles beneath the arm-rests where they cannot be operated inadvertently, a very light interior thanks to a big rear window and large side windows, sill door locks, and a steering wheel set low (the Germans seem to see the sense of this—look at the VW, for instance) with excellent finger grips and pleasantly substantial

rim enhance the feeling of well-being that driver and occupants enjoy in a Taunus.

This good first-impression is borne out by very light and smooth steering (which is a different thing from steering that is merely light!) possessing quick, well-contrived castor return action, the aforesaid splendid gear-change, a gearbox so quiet that third gear is apt to be retained under the mistaken impression that the final upward shift has been made, and the light brakes, which are perfectly adequate but apt to lag very slightly in initial action, and, although in normal driving there is no trace of fade, do not feel quite so efficient under frequent heavy applications. The steering, geared  $3\frac{1}{2}$  turns lock-to-lock, refuses to transmit shocks or kick-back, a full horn-ring sounds a VW-like horn, and the smooth controls of the Taunus are allied to a quiet engine, silent gearbox and back axle and a body so free from rattles that a metallic tinkle, possibly emanating from the steering-column thief-proof lock, tended to be irritating. The doors have rather too-strong, springy "keeps."

Further pleasure was derived from an excellent Motorola radio, a lockable, metal-lidded square deep cubby-hole easily able to swallow the camera, and a small but sensible map-stowage down by the driver's right leg. There is a very good multi-adjustment heater with horizontal quadrant controls. Courtesy interior lighting is operated by opening any of the doors.

Modernity faces the Taunus owner in the finger-tip press-down minor controls along the base of the facia, illustrated as to their individual function. They control side and headlamps (operation of the latter automatically depressing the sidelamps' control as well) and 2-speed wipers, and are matched by pull-out ash-tray and lighter. These controls are slightly fumbly in going from headlamps to sidelamps, but no doubt an owner would get accustomed to the close proximity of these controls. A foot-operated screen-washer button is located on the side of the shallow prop-shaft tunnel, and horn and wipers are inoperative if the ignition is turned off.

Opposite the gear-lever is the flashers' stalk, not quite so precise as that on a Zephyr but having the merit of flashing the headlamps independently of the facia lighting switches if moved in and out—essential for complaisant motorway driving. It also looks after instantaneous dipping of the headlamps beam.

Before the driver there is a 100-m.p.h. Vdo speedometer with total mileage recorder (lacking a tenths reading) but no trip. This speedometer is flanked by a Vdo clock and a combined fuel gauge and heat indicator. These dials have plated centres in which one can see one's face and, although soon accepted, this is not altogether a feature I like, nor are the instruments as easy to read as they might be. There is variable instrument lighting by turning a small knob. Red, green, orange and blue warning lights supplement the instrumentation.

The pull-out-and-twist hand-brake is reasonably placed and there is a treadle accelerator which fell off—it pivots on holes in its rubber structure and looked impossibly flimsy but, refitted, gave no further anxiety. Off- or near-side selection of the side and rear lights for parking purposes can be obtained from the flashers'



### THE FORD ZEPHYR POWER-TOP CONVERTIBLE



**Engine :** Six cylinders, 82.5 x 79.5 mm. (2,553 c.c.). Push-rod-operated overhead valves. 7.8-to-1 compression-ratio. 85 b.h.p. at 4,400 r.p.m.

**Gear ratios :** 1st, 11.08 to 1; overdrive 1st, 7.76 to 1; 2nd, 6.40 to 1; overdrive 2nd, 4.48 to 1; top, 3.90 to 1; overdrive top, 2.73 to 1.

**Tyres :** 6.40 x 13 Firestone gum-dipped de luxe on bolt-on steel disc wheels.

**Weight :** Not weighed; maker's figure : 1 ton 5 cwt. (kerb weight).

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

**Fuel capacity :** 10½ gallons. (Range : 256 miles.)

**Wheelbase :** 8 ft. 11½ in.

**Track :** Front, 4 ft. 5 in.; rear, 4 ft. 4 in.

**Dimensions :** 14 ft. 10½ in. x 5 ft. 8½ in. x 5 ft. 0½ in. (high—hood erect).

**Price :** £841 10s. (£1,193 5s. inclusive of purchase tax).

**Makers :** Ford Motor Company, Ltd., Dagenham, Essex, England.

### THE FORD TAUNUS 17M 4-DOOR P3FS SALOON



**Engine :** Four cylinders, 84 x 76.7 mm. (1,698 c.c.). Push-rod-operated overhead valves. 7.0-to-1 compression-ratio. 60 b.h.p. at 4,500 r.p.m.

**Gear ratios :** 1st, 12.2 to 1; 2nd, 7.01 to 1; 3rd, 4.88 to 1; top, 3.56 to 1.

**Tyres :** 5.90 x 13 German Goodyear Super Cushion de luxe tubeless, on bolt-on steel disc wheels.

**Weight :** 18 cwt. 2 qtr. 0 lb. (without passengers, but ready for the road, with approximately 1 gallon of petrol).

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

**Fuel capacity :** 10 gallons. (Range : 305 miles.)

**Wheelbase :** 8 ft. 7½ in.

**Track :** Front, 4 ft. 3 in.; rear, 4 ft. 2½ in.

**Dimensions :** 14 ft. 7½ in. x 5 ft. 5½ in. x 4 ft. 9 in. (high).

**Price :** £895 (£1,269 os. 10d. inclusive of purchase tax).

**Makers :** Ford Motor Company, Ltd., Cologne, Germany.

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

stalk. The lockable steering provides some proof against police pilferage but it is disconcerting, until the action has been discovered, to put this into operation while the car is coasting (in my case, it was only a kerb!).

From the foregoing it will be appreciated that the new Ford Taunus has good looks, is refined and well-equipped within and has sensibly arranged controls. In action, it lives up to its looks. It cruises quietly at 70 m.p.h., will run up to indicated speeds of 36, 64 and 84 m.p.h. in the high indirect gears, being, indeed, almost as fast in third as in top gear (maximum 88 m.p.h.), while its pick-up is of the order of 0-60 m.p.h. in 19.8 sec., s.s. ¼-mile in 21.4 sec.

The suspension is fairly soft and copes fairly well with unmade roads; it permits some roll on corners, but this roll is well controlled and does not detract from the pleasure of fast cornering. The cornering characteristic is virtually neutral between over- and understeer, nor do the German Goodyear "Super Cushion de luxe" tubeless tyres protest at such treatment.

The Taunus 17M, then, is an effortless car to drive; moreover, it is astonishingly economical, which is a tribute to the Solex 32 PICB carburetter, high gearing, light weight and a good body form. The engine started easily without the choke, so the mixture could hardly have been lean, yet on a rapid run to Snetterton for the Stanley Sears Trophy Meeting, when the long straight roads of Norfolk encouraged high speed, yet after-race traffic-jams might have been expected to destroy fuel economy, I obtained a genuine 35.6 m.p.g. of premium (not 100-octane) petrol. I was so surprised that a further test was made; the overall consumption, inclusive of more severe traffic hold-ups in London, averaged 33.8 m.p.g., the lowest figure being exactly 32 m.p.g., an extremely good figure for a spacious car capable of not far short of 90 m.p.h. A full tank took me 305 miles. Incidentally, a 1½-litre engine is available, which should be sensationally economical.

The bonnet springs up automatically and the hinged rear number-plate (which conceals the petrol filler) locks shut, and the lid of the big luggage boot is lockable. The lamps give good night-driving vision.

Ford of Cologne have provided in the latest Taunus 17M features that combine to make this a splendid touring car which it is virtually impossible to fault. If you crave the lines of an American "compact," the finish and practicability for which German cars are renowned, speed, refinement and economy here are these qualities blended into a handsome 5/6-seater 4-door saloon priced, in this country, at an inclusive £1,269 os. 10d.

### Two Special Anglias

I was able next to try two special de luxe Ford Anglias, an additional pleasure because I had not driven one of these 997-c.c. saloons since 1959. The first Anglia sampled was 6481 PU which Anne Hall and Val Domleo used for the Tulip Rally, and in this lamp-bestrewn yellow car I drove off down the Great West Road to find out how it had weathered this 2,390-mile event.

It had been modified by Jack Welch and his boys of Fords Competition Department to "improved series production touring car" standards of tune, which meant a bigger (24 mm. instead of 22 mm.) choke and 140 main jet in the single carburetter, compression-ratio raised to about 9.3 to 1, and an overlap camshaft. The gear ratios were standard but a 4.4-to-1 axle ratio was used. The road-holding and cornering had been greatly improved by the simple expedient of leaving the rear springs and dampers unchanged but fitting export-type front suspension and 25% stiffer dampers. Inside the car there were such obvious items of long-distance rally equipment as illuminated twin Swiss-made stop-clocks in the lidless cubby-hole, a Halda Speedpilot, with, above it, an illuminated route-card holder, a heater set below the facia, a point for a plug-in map-magnifier carried in a snug box on the prop-shaft tunnel, a flexible Rallymaster map lamp, a kilometre speedometer, door pockets, a radiator blind, stowage baskets in



Two innocent Anglias, photographed at Goodwood.



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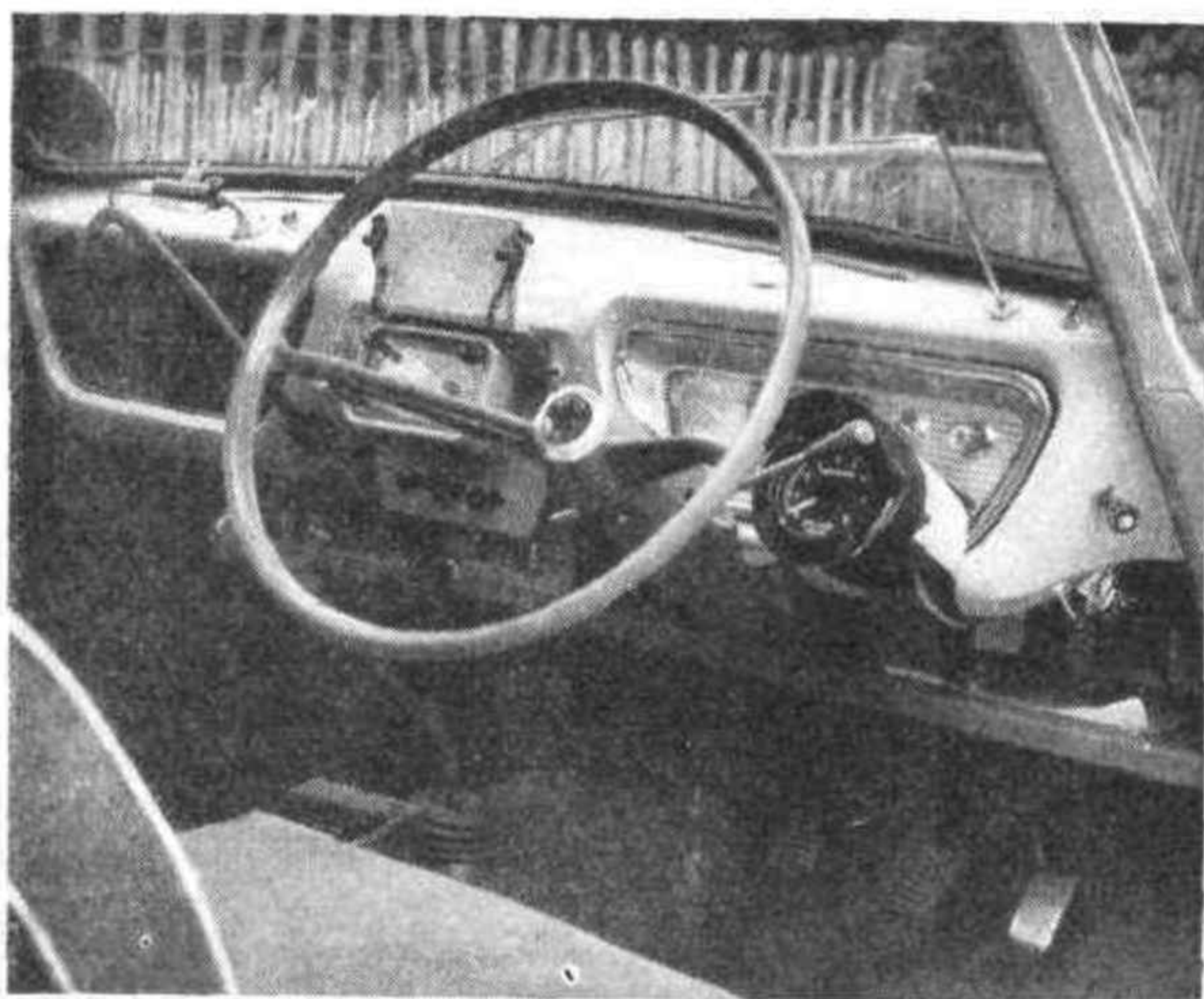
**NOW! 23% INCREASE IN WET ROAD HOLDING**

with the new 'cling and cushion' twofold treads  
on Avon's latest fast motoring tyre...

**TURBO SPEED** MARK II







**ANNE HALL'S SITTING ROOM.**—The well-equipped driving compartment of the Tulip Rally Ford Anglia, showing Speedwell electric rev.-counter, Halda, stop-clocks, etc., etc.

the back compartment for Thermos flasks, maps, etc., a metal grab-handle, a paper clip for oddments, a horn button on the fascia sill for Miss Domleo to operate, and towing eyes each end of the car. In addition there were items probably specified by Anne Hall herself, such as a foot lamps-dipper, a long vertical stalk protruding out of the fascia sill on the right for flashing the powerful headlamps independently of the fascia switch, a more accessible instrument lighting switch, a special, very comfortable driving seat (the navigator's seat looked normal but its squab could be made to lean back when sleep was deemed essential), Richmond seat harness with Siebe Gorman release mechanism, a metal division in the under-facia shelf, padding on the driver's door, an extended gear-lever, pedals well arranged all in the same plane, a hooded Speedwell electric rev.-counter, and a small ammeter on the fascia sill in front of the driver. This last-named was a reminder of the generous illumination possessed by this Rally Anglia.

Besides Marchal Equilux headlamps with more powerful bulbs there were two Marchal "Fantastic" fog lamps, a centrally-mounted Lucas spot-lamp painted over to obviate dazzle in the sun, as it was just visible over the bonnet, a Lucas reversing lamp and a roof-mounted swivelling Lucas RMS 576 spot-lamp for reading signposts, etc.

The screen was of Triplex plate glass, side and back windows of Perspex, although the windows in the doors wound down properly. Weight had also been saved by removing some of the interior trim, from the boot and so on. Anne Hall had her sticker on the back window, so I had to behave.

This keen little car was shod with Dunlop Duraband RB1 tyres, with two spares in the boot flanked by two Eversure Fillacans for spare fuel, and there was an Enfo inspection lamp, with lead, loose in the boot. It was great fun to drive, although I found it slightly embarrassing to have to play the part of a travelling tulip!

The engine responded instantly to the throttle and was notably smooth, although quite capable of going to 7,400 r.p.m., the short-stroke of the 80-bore 105E engine being reassuring at such crankshaft speeds. I was told 100-octane petrol was unnecessary but there was muffled pinking on premium fuels, although the power unit was unexpectedly tractable down to 20 m.p.h. in top gear.

The speedometer went "off the stop" as a matter of course, indicating a cruising speed of some 160 k.p.h. and in the gears indicated speeds of approximately 28, 47 and 87 m.p.h. were obtainable, the speedometer getting "faster" as speed increased. This willing performance, coupled with suspension that felt quite soft yet was damped to just the right degree, and brakes (lined with Ferodo VG95) that hadn't deteriorated too much and were entirely adequate providing considerable pressure was applied to the pedal (they had merely been adjusted since the rally), made this Anglia a very fast car from point to point. Nor was this tuned Anglia unduly noisy, the driving position was excellent—why cannot manufacturers incorporate rally lessons

anent seating and lighting into production models?—and the back-end, helped by proper damping and the Durabands, only became "lifty" on really tight turns or when the rigid back axle objected to rough road edges.

In this Ford Anglia my wife and I left late for the opening of the Brighton Motor Museum and lunch with Lord and Lady Montagu and Donald Campbell and his charming wife. I did not set the Halda because I didn't want to break my neck, but we arrived in time. . . .

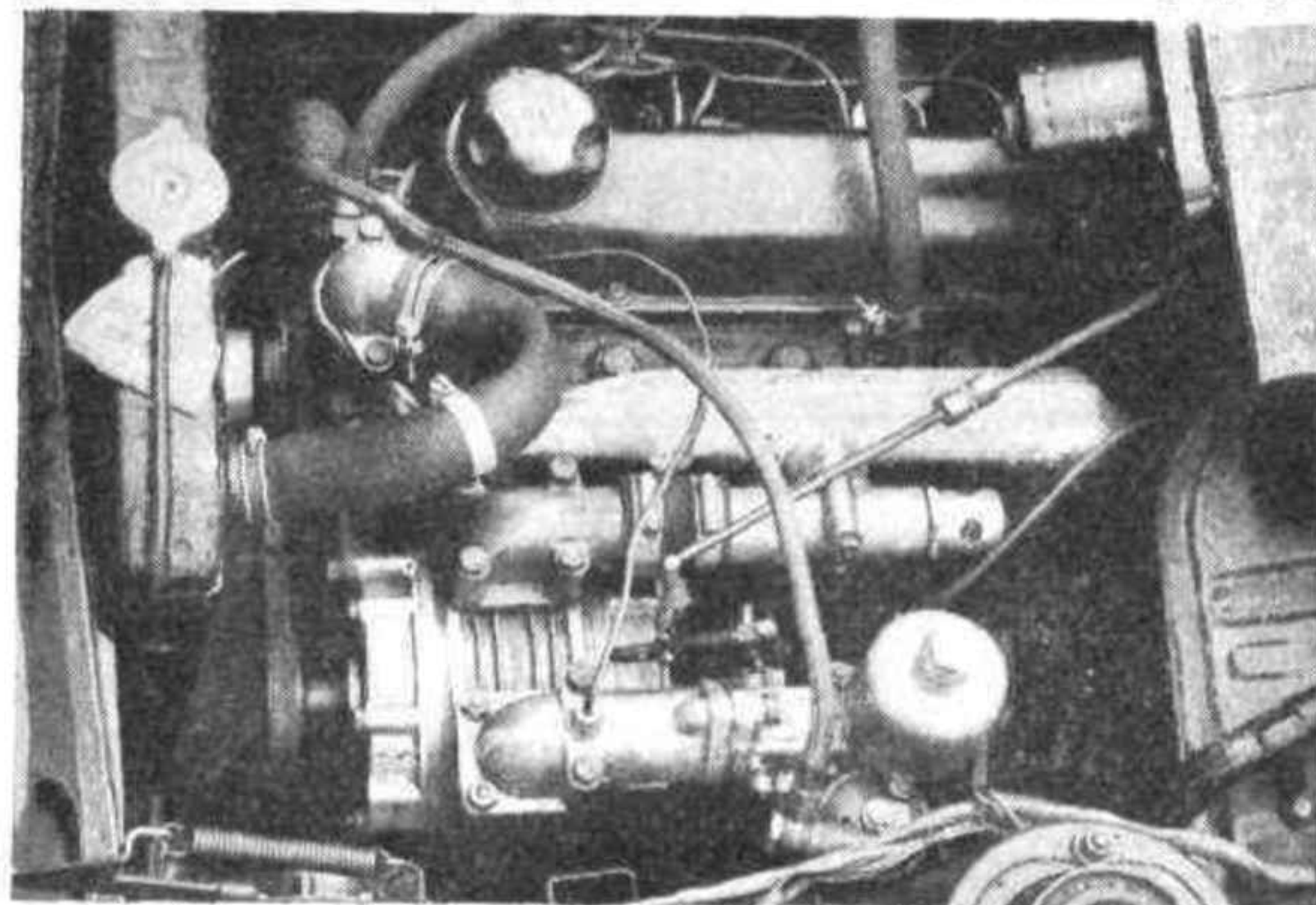
Apart from its improved road-holding and useful performance, this Tulip Rally Anglia returned very satisfactory fuel economy. Checked on a very rapid run down A 30 from Blackwater to Chilbolton the day before Ernest Marples made this fast road a 50-m.p.h. boulevard, the game little Ford returned home and set off for London, via Chobham, not running out of fuel until it was almost into Chertsey—an average of 35.2 m.p.g., which can be compared with the 36.4 m.p.g. I obtained from the normal Anglia road-tested three years ago. Presumably Anne Hall relied on those jerry-cans, as the range had not otherwise been increased, a full tank lasting 206 miles. I weighed the car with about half-a-gallon of petrol in the tank, the extra equipment and twin spare wheels putting the weight up to 15 cwt. 3 qtr. without occupants.

The next Ford I tried was another Anglia de luxe, Firestone-shod this time, standard save for wing mirrors and a Shorrock supercharger installation for which the World distributors are the Allard Motor Co. Ltd., of 24-28, High Street, Clapham, London, S.W.4, who can supply it in kit form for £69 15s., or fitted for £75, easy terms spread over nine or ten months, with a minimum deposit of £10, being available.

This blower installation is fitted to an absolutely unmodified engine, so that if the car is sold it can easily be converted back to atmospheric induction. The supercharger fits neatly on the near side, is driven by a single belt, lubricated automatically, and draws from an S.U. carburetter, the throttle linkage being capable of adjustment to ensure smooth pick-up. There is a well-proportioned inlet manifold incorporating a blow-off valve at the rear end.

This supercharger installation gives greatly increased performance with no more than mild turbine noises when accelerating. Indicated speeds of 30, 50 and 75 m.p.h. were seen in the indirect gears on the possibly optimistic speedometer, coinciding with 7,400 r.p.m. on the Trophy electric rev.-counter (a product of A.I.D., Ltd., of Feltham) which occupied an extra panel centrally below the fascia and was flanked by a small boost gauge, which read 11 lb./sq. in. at maximum r.p.m., and an inoperative extra petrol gauge. Actually peak power is developed at about 6,500 r.p.m. This Shorrock-blown Anglia could, like the Tulip Rally car, easily put the speedometer needle off the dial, suggesting a maximum speed of 85-90 m.p.h. and it accelerated very impressively and smoothly, but was not quite so tractable as the unblown car. It was exactly one hundredweight lighter (14 cwt. 3 qtr.) than the fully-equipped Anne Hall car and was faster over the s.s. ¼-mile; the best time recorded, three up, by the blown car was 20.6 sec. (mean of two two-way runs, 20.7 sec.), whereas the Rally Ford's best time was 22.0 sec. (mean = 22.5 sec.). 20.6 sec. for the s.s. ¼-mile is the figure quoted in the brochure, which is commendably honest of Sydney Allard, Chris Shorrock or someone. It compares with the 23.0 sec. I recorded with a standard Anglia.

*Continued on page 569*



**BLOWN 105E.**—The very neat Shorrock supercharger installation of the Allard Motor Company's Ford Anglia.



## BOOK REVIEWS

**"Automobiles Australia."** 212 pp. 12½ in. × 9½ in. (Wylie Publishing Company Ltd., 21-23, Anthony Street, Melbourne, Australia.)

This is a magnificent publication, somewhat on the lines of "Automobile Year," which reviews in lavish style with high-quality illustrations, the cars with specifications, together with oil, tyres, parts and components obtainable in Australia, and reviews in great detail, again with comprehensive and excellent pictures, the 1959-60 season of motoring sport "down under," complete with race results, records, etc. It comes in a handsome dust-jacket depicting a Ford Falcon.

Naturally, this splendid annual will appeal mainly to our Australian readers but those who like to keep abreast of all that goes on in the world of motoring will find much to interest them, and "Automobiles Australia" should certainly be in British reference libraries. Then old-car fanatics will not only find a long account of topical happenings in Australia's veteran car movement from the reliable pen of George Brooks but some informative chapters devoted to Early Australian Motor Manufacture and an illustrated history of the Tarrant, while historians will appreciate the considerable amount of pictorial and textual data on Australia's oldest car, the 1896 Thomson steamer.

Members of our Motor Industry will derive useful information from those chapters describing how Holden, Ford, Volkswagen, Goggomobil, Chrysler, Rootes, B.M.C. and A.M.I. operate in Australia and will need this book in order to discover what an Elvin is, etc.

"Automobiles Australia" does credit to the Australian Motor Industry, the Sport, and to its publishers, who also publish the monthly *Australian Motor Sports*.—W. B.

**"Complete Catalog of Japanese Motor Vehicles,"** by Floyd Clymer. 264 pp. 10½ in. × 8½ in. (Floyd Clymer Ltd., 1268, S. Alvarado Street, Los Angeles, 6, California, U.S.A. 5 dollars.)

Here is a comprehensive—that's the word!—directory of all the motor vehicles, from scooters and motorcycles upwards, made in Japan, from which the competition they offer to European vehicles can be measured. There is amusement in deciding from which well-known cars some of the earlier Japanese vehicles have been copied but the later cars such as the Prince, Nissan and Toyopet models appear to be good cars in their own right. And, amongst the motorcycles, what of the Honda Dream CS71 developing 20 b.h.p. at 8,400 r.p.m. from a 2-cylinder 247-c.c. engine or the 125-c.c. Yamaguihi Super Twin that gives 10½ h.p. at the same speed?

There is a great variety of 3-wheeled commercial vehicles made in Japan, stemming from around 1926, and this big volume enables you to distinguish between Daihatsu Midget, Mazda, Mitsubishi, Hope, Humbee, Cony, Giant, Kurogane and Musashi should you wish to do so—all tricycles with a single front wheel. Production of motor vehicles in Japan increased from 2,108 in 1930 to 1,029,436 for the first ten months of 1959, so the importance of studying what is made there need hardly be emphasised and members of the British Motor Industry should make a point of ordering this publication, which includes a list with addresses of all the motor vehicle manufacturers in Japan.

An interesting section of this "Catalog of Japanese Motor Vehicles" is that devoted to a pictorial analysis of Japanese cars from 1907 to 1947, including such makes as Takuri, Ohta, Wolseley, Ales, etc., the first imported car having been an 1899 Progress electric tricycle—new material for the V.C.C. and historians to study.

There is also the benefit of chapters on various aspects of the Japanese scenes and of Floyd Clymer's personal observations. —W. B.

**"Formula Junior Competition Cars."** 48 pp. 11½ in. × 8½ in. Soft covers. (Temple Press Limited, Bowling Green Lane, London, E.C.1. 7s. 6d.)

Here is a book about the active sport of Formula Junior Racing, with technical details of more than 82 such single-seater racing cars, together with full descriptions of Cooper, Elva, Gemini, Lola, Lotus, Stanguellini and Dolphin cars. Some fine cut-away drawings of the leading cars and engines are included, the F.J. regulations are published in full and a history of this rapidly growing branch of motor racing is included. There are also results of 1959/60 races and championships.—W. B.

**"Monza 1961,"** British Edition. 146 pp. 10 in. × 8 in. (Auto-books, 104, Islingwood Road, Brighton, Sussex. 35s. post free.)

What a splendid luxury production the 1961 edition of the Monza Official Year Book is! It contains a complete review of all that happened at Italy's Monza track last year, covering cars, vintage cars, karts and model cars, it contains a fixture list for this year, a full description of the road and track circuits with lavish diagrams and statistics, valuable to those intending to race or attack records there and interesting to those who visit Monza, and many other useful items. In addition, the 1961 Edition carries a very complete history of motor and motorcycle racing at Monza from 1922 to 1927, copiously illustrated with magnificent pictures, including colour plates. There are, indeed, photographs in great profusion, hitherto not seen in this country, of cars like the 1923 Voisin, rear-engined Rumber-Benz, a whole lot of the great P2 Alfa Romeos, Bugattis, V12 Delage, Fiats, Mercedes, Duesenbergs, and Millers, that competed at Monza in the "golden age" of motor racing. Rare cars such as the 1925 Heim and 1924 Schmid are included and there is full coverage of motorcycle racing of this period as well.

In this British Edition the Italian text is augmented by a full English translation. There are many superb colour plates, from the poster advertising the 1922 Italian Grand Prix and the start of the 1923 G.P. d'Europe to charming bathing girls and their bronzed companions enjoying the sun at Monza's swimming pool, for Monza, like Montlhéry, is a permanent fully-established motor course. There is a list and pictures of those non-racing drivers who have, nevertheless, qualified for driving on the High Speed Track, to do which could constitute a pleasing holiday for English enthusiasts.

With the "History of Brooklands" and "Montlhéry" the Monza Year Book completes a trilogy of the banked circuits and it is a very worthwhile purchase.—W. B.

**"Fifty Years with the Speed Kings,"** by the late David McDonald ("Dunlop Mac"). Foreword by Lord Essendon. 176 pp. 8½ in. × 5½ in. (Stanley Paul & Co. Ltd., 178-202, Great Portland Street, London, W.1. 18s.)

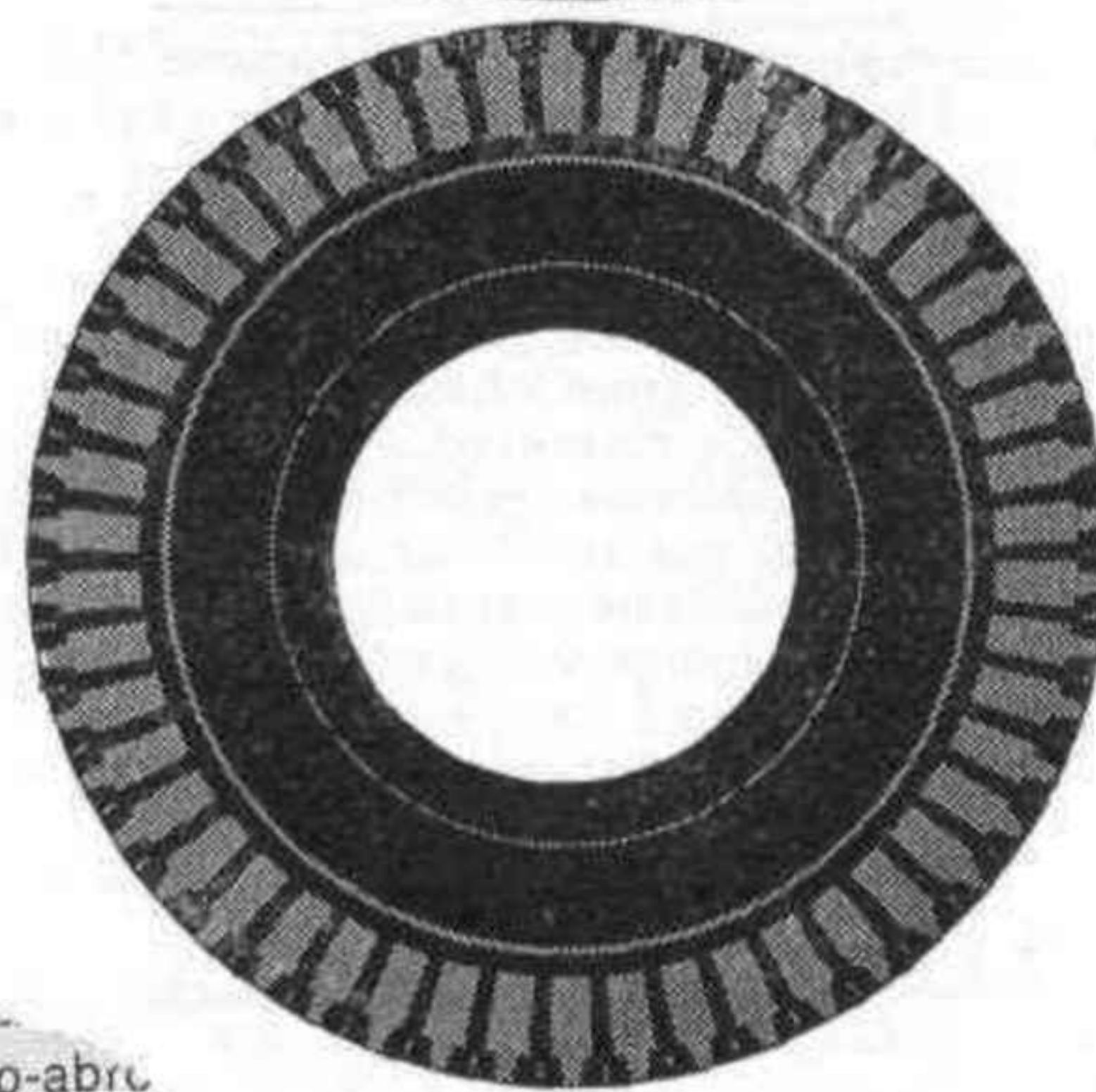
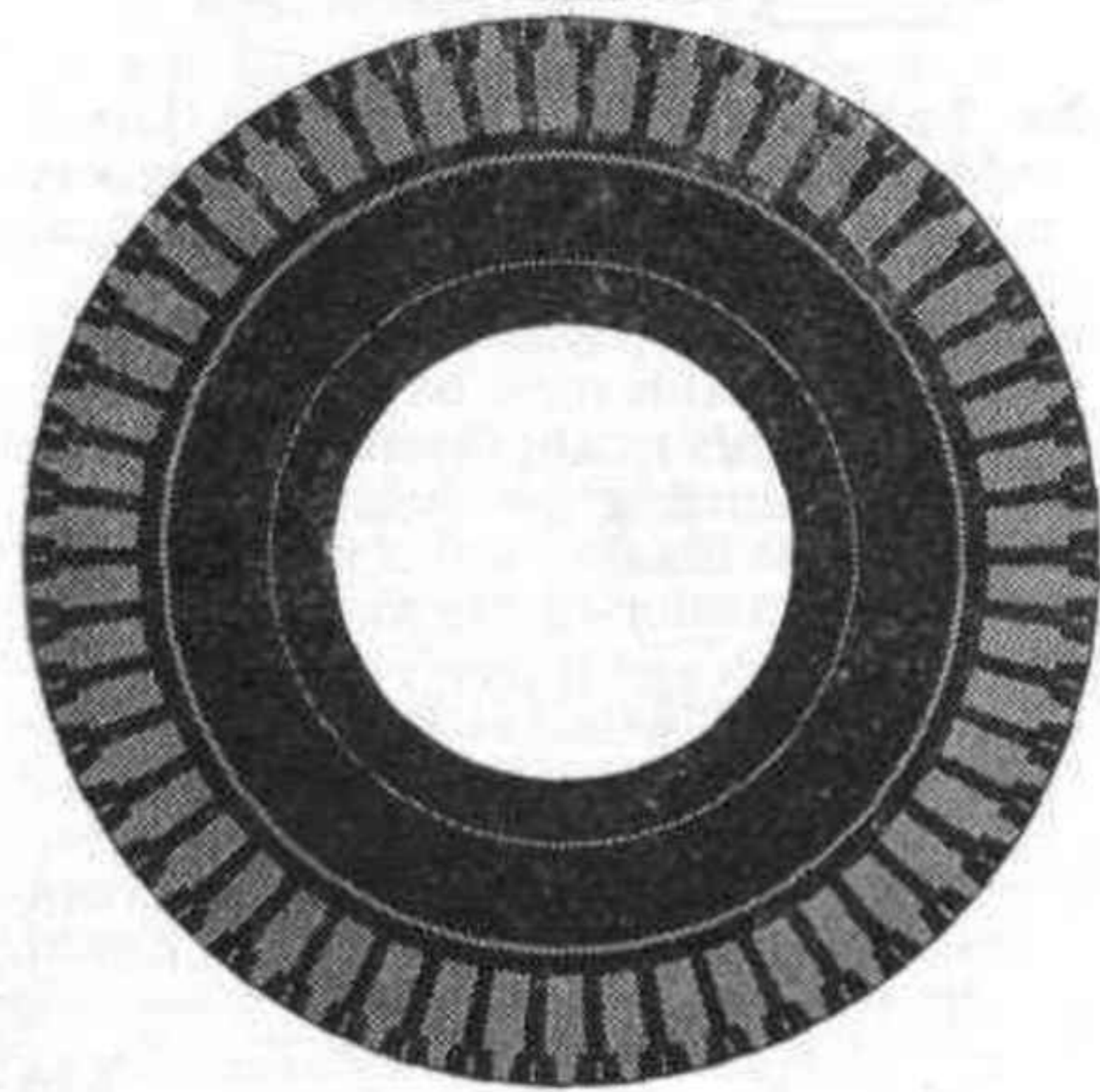
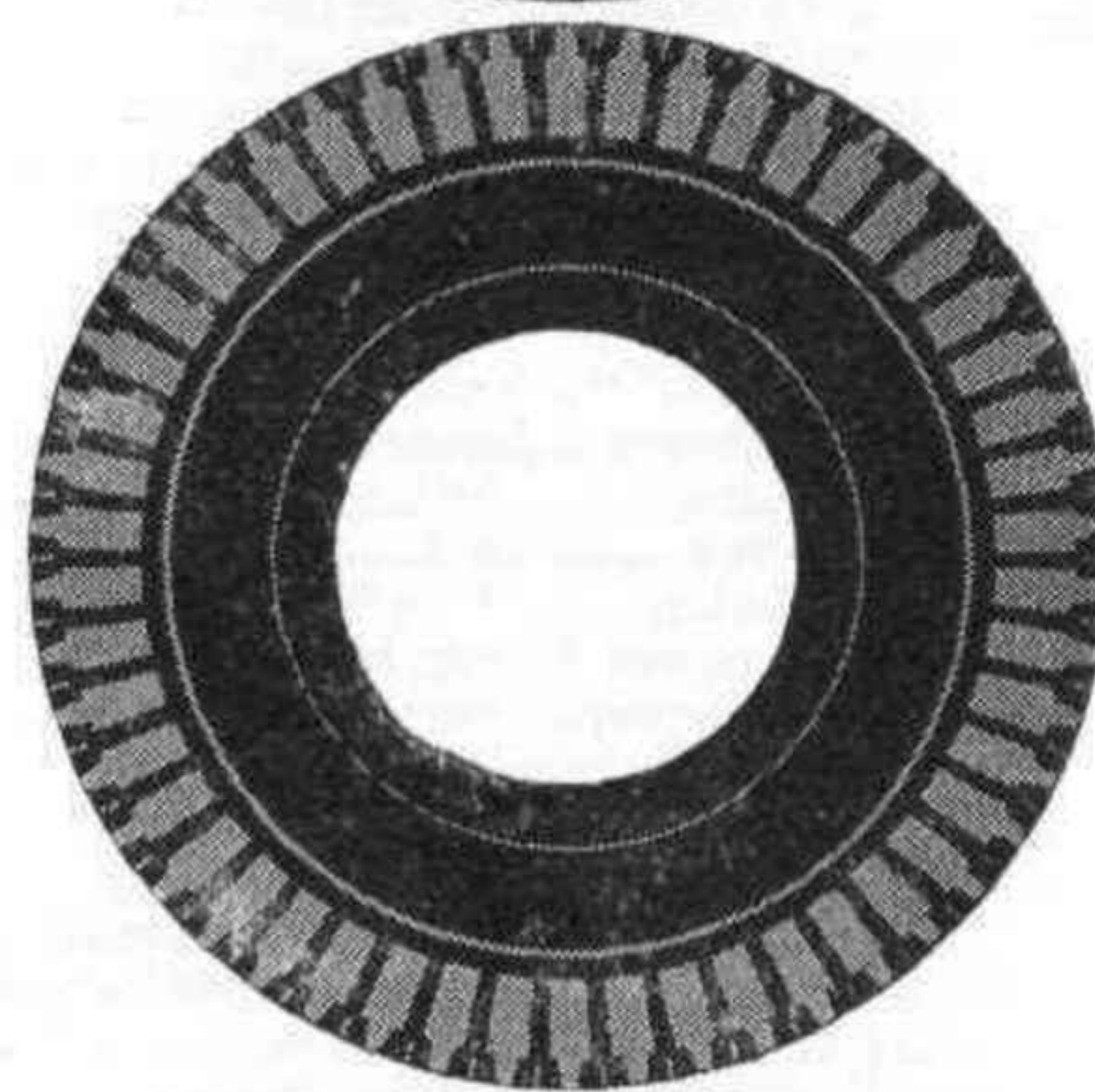
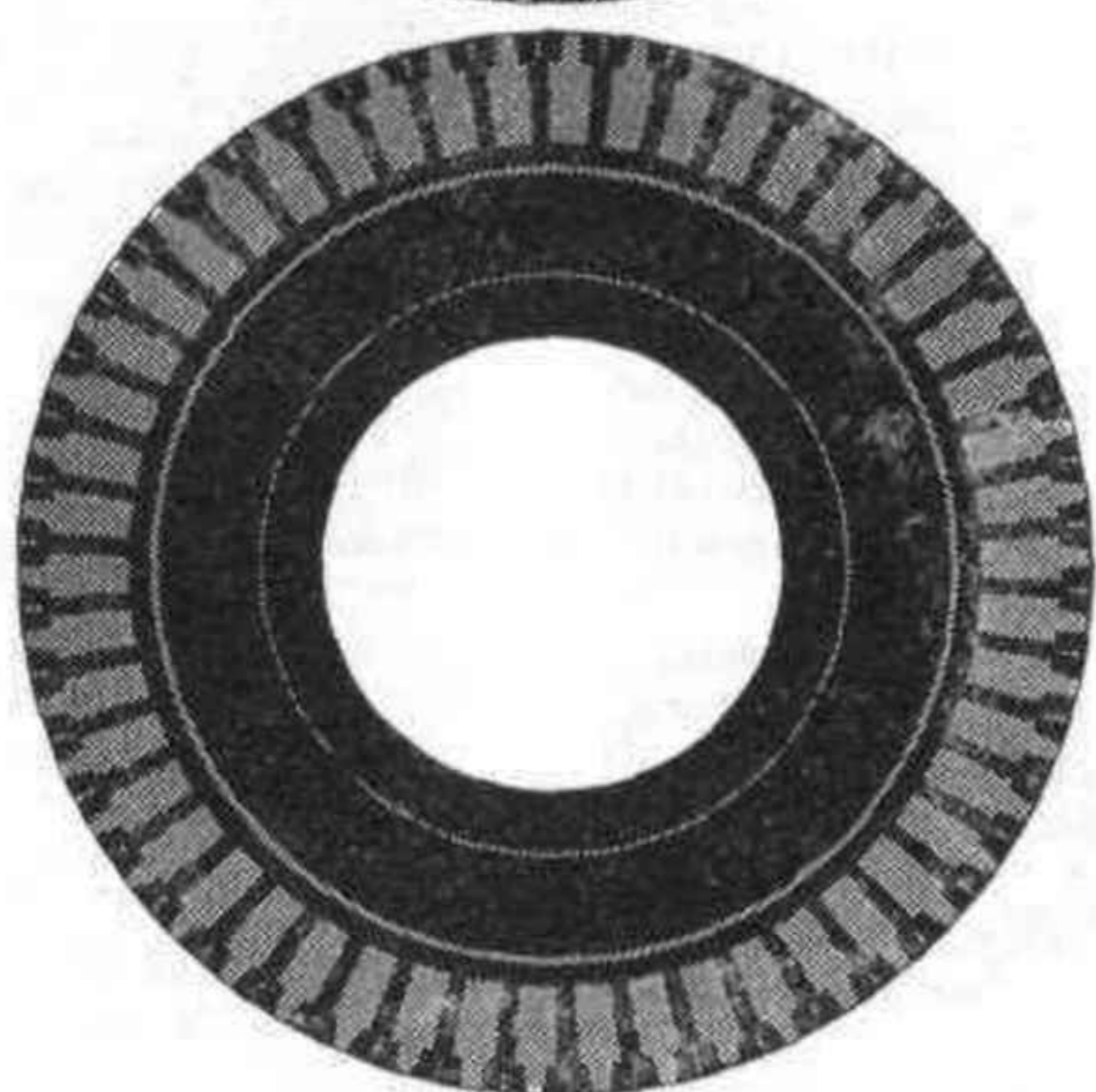
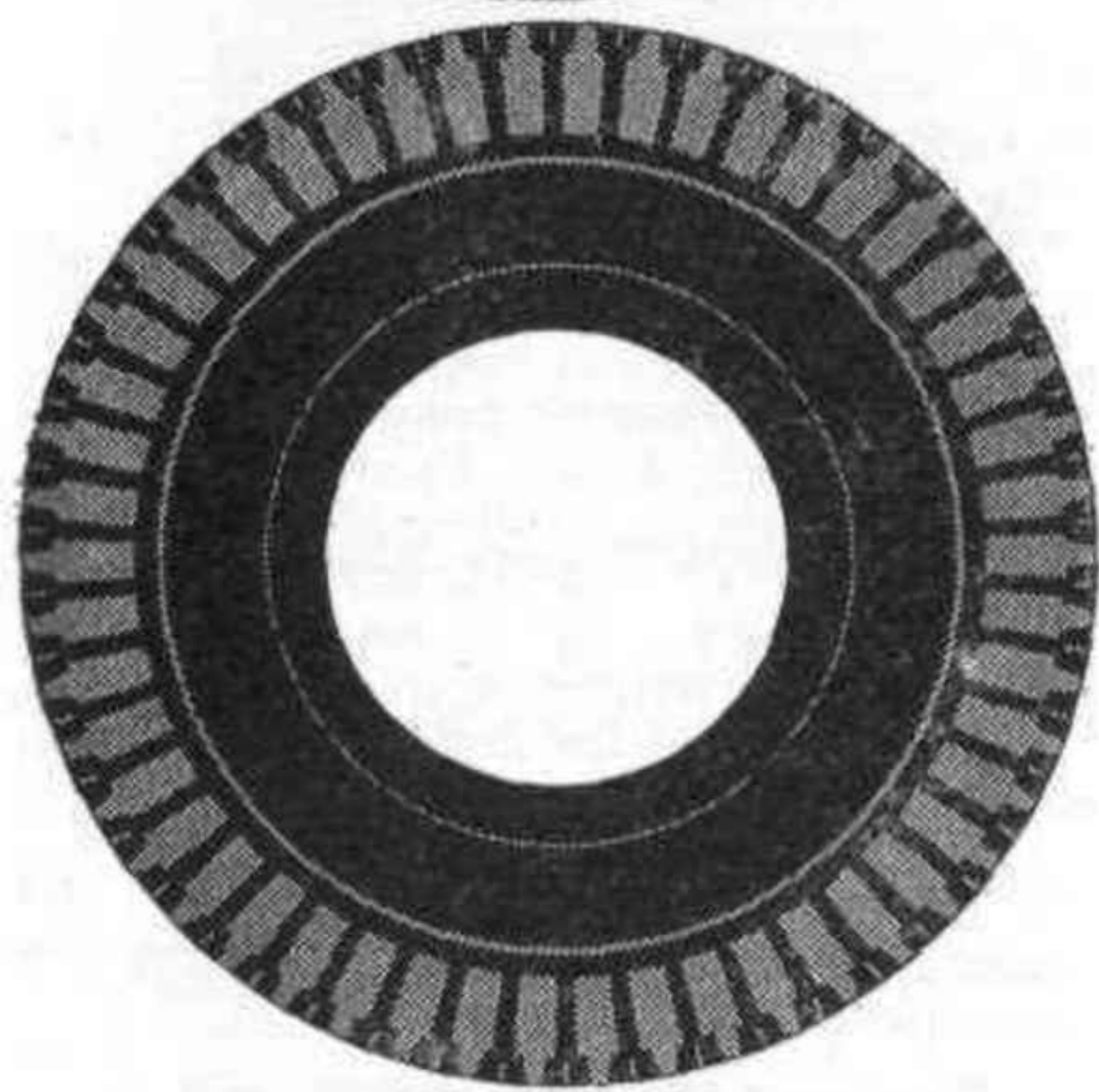
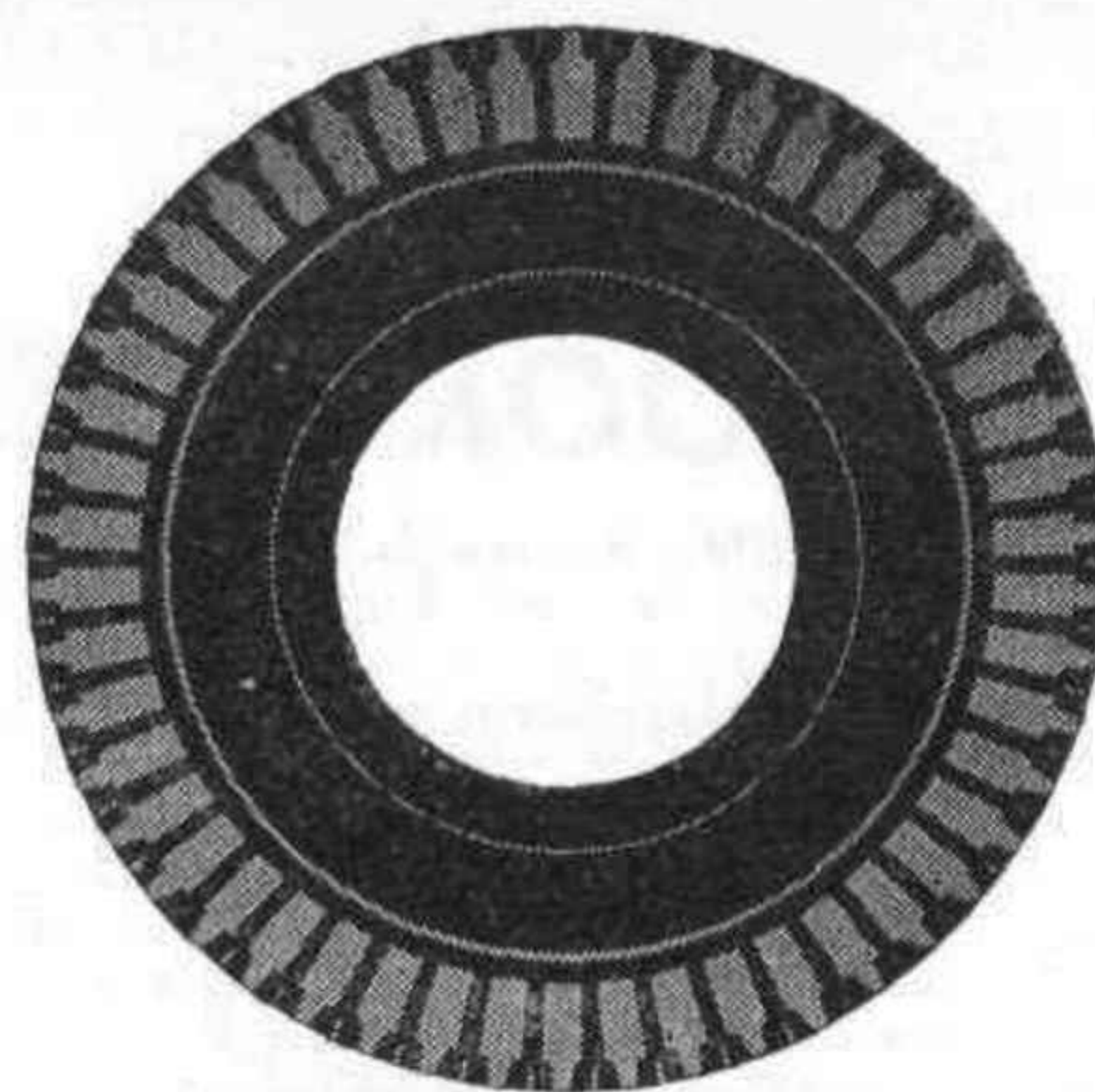
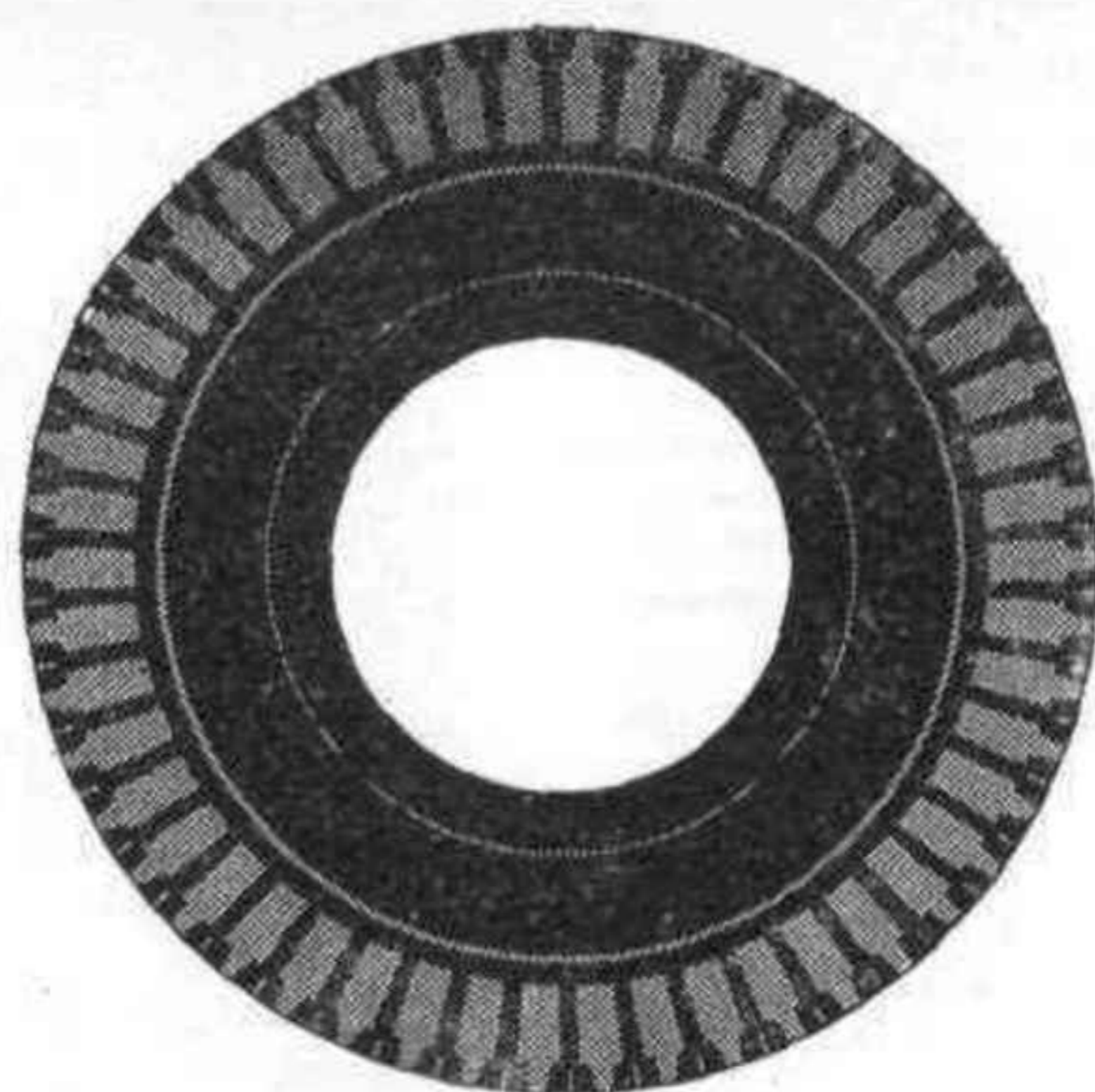
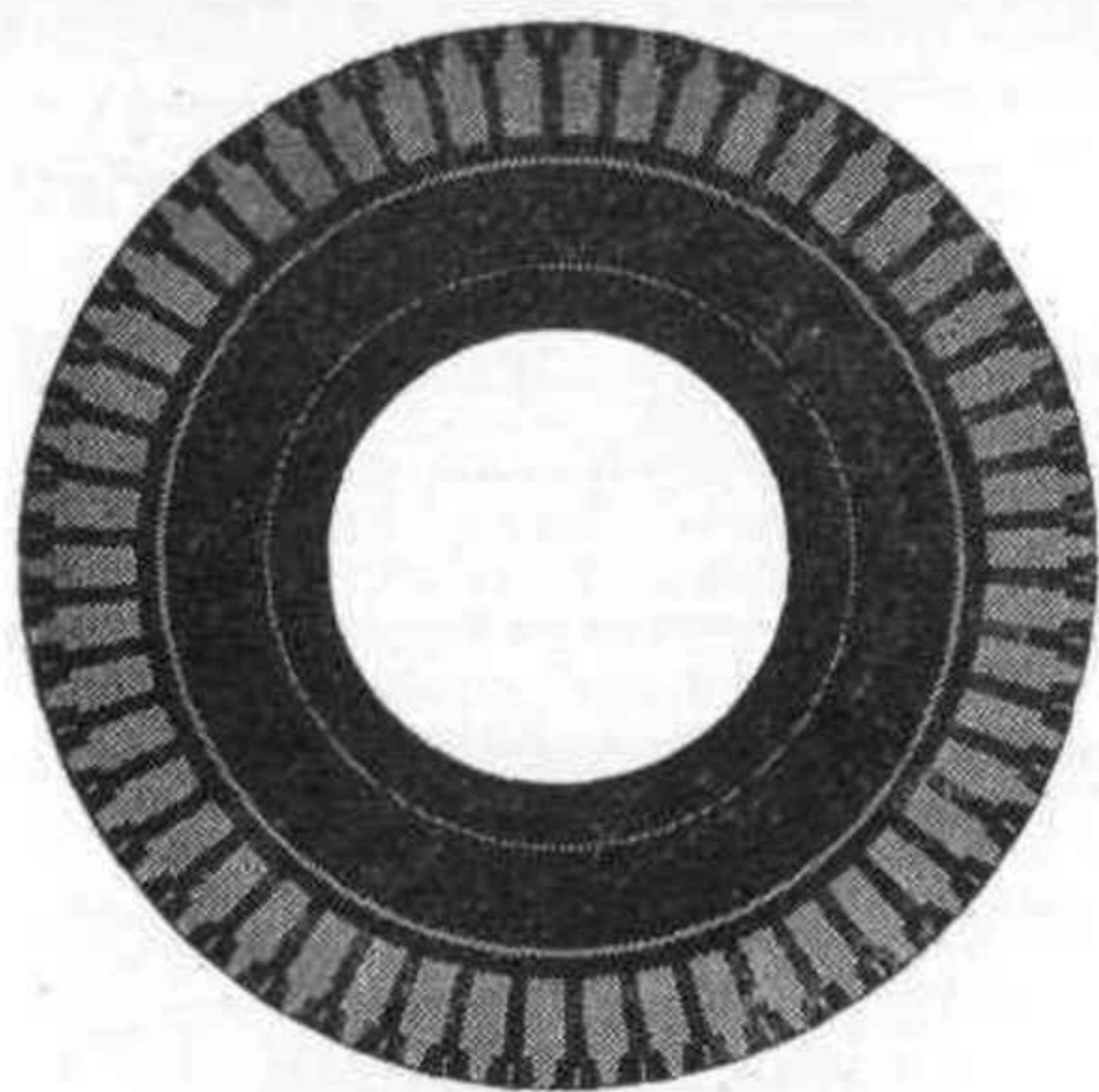
This, the promised book about "Dunlop Mac's" reminiscences, was published, sadly, a few days after this most famous of all tyre fitters died in hospital. But at least this morbid fact enables me to review the book honestly without hurting the feelings of David McDonald, who was one of the most likeable and certainly one of the most essential characters in the motor-racing firmament.

I never have liked "ghosted" books and it seems that "Dunlop Mac" was taken over by Adrian Ball, who has produced a very readable, very interesting book mainly about Land Speed Record attacks, but a book that tells the serious student of motor-racing history very little he didn't know before, not very much about "Dunlop Mac" and the drivers he served so faithfully and painstakingly, and surprisingly little about racing tyres.

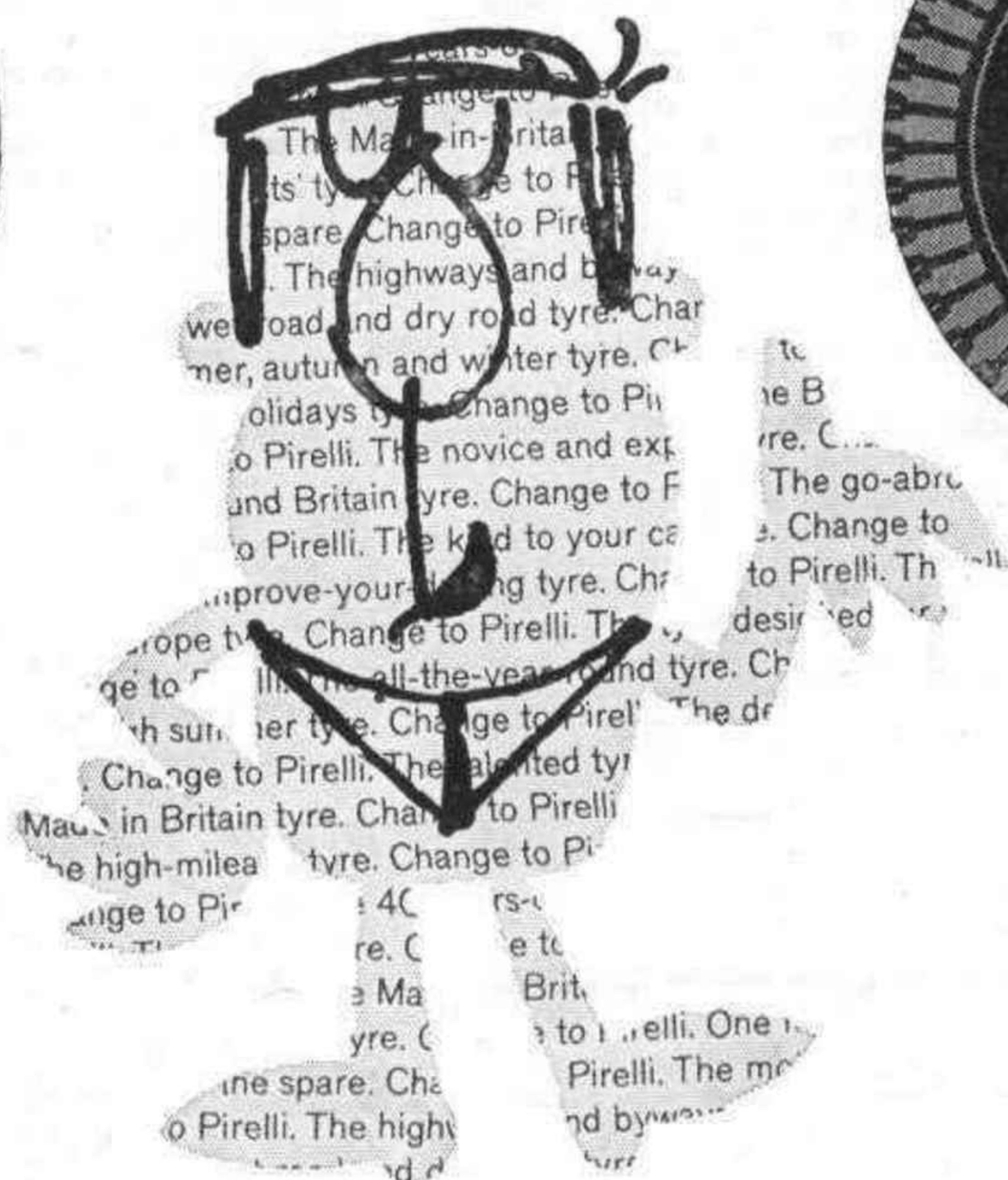
The book sets out to be "popular," referring to racing cars as "chariots" and roaring giants that change a page later into "green juggernauts." There are also some unhappy inaccuracies, the Brooklands lap record speed being quoted as the fastest speed ever achieved over a mile on that Track, nor can I see why failing brakes should have affected a Kieft on Montlhéry's banked circuit. There are odd spellings such as the rather delightful reference to the "Bol Dor" (for Bol d'Or) and I always thought Hornsted's usual nickname was "Cupid" not "Tubby." From Chapter Four onwards "Fifty Years with the Speed Kings" is mainly concerned with the Land Speed Record attempts with which "Dunlop Mac" was so closely associated, and this material is an excellent refresher to facts, figures and anecdotes which have been published elsewhere. Even here Parry Thomas is credited with a record at Arpajon which does not exist in official accounts of the fastest-ever record. And it is firmly stated that he was killed because a driving chain broke on "Babs." But *was* the broken chain the main cause? Thomas is also credited with designing the Trojan, which he himself was prompt to deny when this odd car came out in 1922.

I am interested to see in this book a fine picture of the 4.9-litre Sunbeam and 1½-litre Alvis racing cars ("Firefly I and II") used at Brooklands by Dutoit for testing Dunlop tyres—earlier this year I was taken to task in *The Motor* over the identity of this old Sunbeam but by travelling to Geneva I was able to prove myself correct. Visual confirmation is now provided by this excellent picture, one of several in a book that is easy reading but which disappoints by leaving out a whole lot that I am sure the author could have told us about drivers, cars and tyres.—W. B.





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## CARS IN BOOKS

Regular readers of this feature must by now have gathered that, in almost every instance when the Editor takes up a book in order to get a break from motoring, cars invariably intrude. Quite one of the most interesting examples of this phenomenon that I have come upon recently occurs in that excellent book "The Ante-Room," by Lovat Dickson (Macmillan, 1959). As early as page 22 there is reference to a horseless carriage that the author's father had shipped out to him in Western Australia. Its make isn't quoted but it had a single-cylinder engine and broke down frequently. Then, by page 46, Mr. Dickson, Senr., now living in Salisbury, Southern Rhodesia, has a Willys-Overland, looked after by a native servant. This was circa 1910, when there were only dirt roads; this car was powerful, had gas headlamps, and kicked like a mule; the proud native who tended it used to ride face downwards on the running-board, arm through the spare wheel, an "enormous toe gripping in a prehensile way the handle of the back door." I am not sure whether the Overland was called a Willys-Overland quite as early as 1910, although the Indianapolis Company that made it had that title; no doubt American historians will be able to clarify this point.

The book mentions young Dr. Huggins' Indian motorcycle (he later became Prime Minister of Rhodesia) and other cars of the 1918-20 era such as that in which Dickson contrived to sit in the back with his first girl friend, and others he drove for the C.P.R. to earn holiday-money when he was an undergraduate at Edmonton, Canada. These are not named by make, perhaps because they were the usual undistinguished American cars of that period. But there is reference to a silent, speedy Grey-Dort owned by the author's father at this period. An ancient Briscoe was given to Dickson for his daily journeys to and from the School of Mines in Haileybury (until the snow came and a St. Bernard dog and sleigh had to be substituted), and there is reference to a 1919 Star tourer, presumably an American and not a Wolverhampton Star, owned by Professor Broadus, head of the English Department of Edmonton University. A brief but fine description is included of a drive in the snow in this car and subsequently there is reference to a journey of nearly 5,000 miles from Edmonton to Los Angeles in this same Star. Incidentally, there were two Stars made in America, one at Indianapolis, another at New Jersey as a Durant product, but 1919 seems a bit early for the latter yet to be after the former had ceased production; however, Doyle may have misled me here and confirmation from the States will no doubt be forthcoming. The Grey-Dort was made in Ontario from 1917-1924.

Another intriguing motoring reference in this book concerns a rich American lady, a Mrs. Elliott, who claimed that her lawyer father (alas, not named) had the first automobile in London, by which she may have meant the first American automobile. What, I wonder, would be the comment of our V.C.C. and the V.C.C. of America about this?

While on this fascinating subject, a correspondent who writes to tell me that he is renovating the only vintage (1920) 15.9-h.p. Star known to the V.S.C.C., mentions that in "My Grandmother and I" there is a picture of the author, Diana Holman-Hunt, in an Edwardian light car.—W. B.

## MINIATURES NEWS

Farmers who like miniatures won't be able to resist the very fine Corgi Toys model of the Fordson "Power Major" (No. 55) tractor which has working steering (another step forward in the race for innovations in the miniatures' field), rear lifting mechanism, and vertical safety, or flexible, exhaust, etc. There is also a splendid plastic replica of a four-furrow plough (No. 56) for the tractor to pull.

Another Corgi Kit addition is a kit for assembling into a realistic Batley "Leofric" Garage with swinging door (No. 601), which my youngest daughter assembled very easily, using a 6d. tube of plastic cement. The prices of these Corgi models and kit are, respectively, 6s. 6d., 2s. 9d. and 3s. Young farmers will appreciate the fact that the plough will also fit the Corgi Massey Ferguson 65 tractor (No. 50).—W. B.

Should you want to learn all about karting you can do so in "Tackle Karting This Way," by Ivan Berg (Stanley Paul, 12s. 6d.). You won't read anything about it in this journal, I promise you, unless something gets slipped in when my back is turned, as sometimes happens with items about motoring news.—W. B.

## FOUR FORDS—continued from page 566

The blown car's brakes were lighter, but had an irritating squeak. Alas, a supercharger often has a considerable thirst for petrol, which is certainly so in this case. Under very similar high-speed driving conditions the consumption averaged 26.5 m.p.g. and some semi-traffic work increased this to 24.1 m.p.g., an average of 25.3 m.p.g. of premium petrol such as Esso Extra.

Both these Anglias started promptly and gave no trouble of any kind. Reacquaintance with this model emphasised the pleasant gear-change, high-g geared steering (2½ turns, lock-to-lock) and good visibility, but reminded me that the handling, passable on good roads, deteriorates on rougher surfaces, when the cart-sprung back axle wags the tail and tends to tramp. This was particularly noticeable on the unmodified Allard car, in which the rear dampers seemed to be capable of very little work after 8,700 miles and on which there was an unpleasant tendency to weave. The back seat is also cramped, children used to riding in VWs and Mini-Minors immediately commenting on this, which may be why Ford has introduced the larger Consul Classic which was reviewed in MOTOR SPORT last month.

I always go to a motor race on Whit Mondays (Brooklands before the war, Goodwood since) and the Tulip Rally Anglia seemed an excellent car to go in, after which I took it back to Jack Welch and, like the characters in Aldous Huxley's "Brave New World," said "Thank Ford" for an interesting quartet of road-test cars.—W. B.

GOODWOOD MEMBERS' MEETING  
(JUNE 10th)

WITH almost everyone away at Le Mans this B.A.R.C. fixture, like the lesser club meetings at Brooklands pre-war, was attended only by a small crowd of "regulars." Alas, it was marred by the fatal accident to P. W. Thomas, whose Lotus-Ford crashed at Lavant Corner on the first lap of the second race—Goodwood's second fatality in two consecutive meetings.

Dodd, driving Birch's Lotus-Climax, just kept ahead of Dickinson's Lotus to win the 1,100-c.c. Sports-Car Scratch Race at 81.33 m.p.h., Garbett's Lotus third, Keens' Lola fourth after spinning on lap one. The Scratch Race for 1,200-c.c. non-o.h.c. Sports Cars saw Derisley's Lotus-Ford win comfortably and pass into the lead for the MOTOR SPORT Brooklands Memorial Trophy, which contest he now leads by a single point from P. J. Dodd's Lotus-Climax (two more rounds to go, on July 1st and September 16th). He averaged 79.21 m.p.h., lapped at 81.51 m.p.h., finishing 1.2 sec. in front of Oliver's smart D.R.W.-Ford. Third place was close-fought, Sakal's Lotus-Ford just keeping off Sumner's Lotus-B.M.C.

The F.J. race was rather dull, after three cars had spun off at Madgwick immediately after the start. K. Lyons' Lotus-Ford went out on his own to win at 88.72 m.p.h. Len Gibbs' Lotus just stayed ahead of Murrell's D.R.W.-Ford—another close finish. Fastest lap was made by McCowen, last year's leading novice, at 90.19 m.p.h., but a push-start had disqualified his Lola. The unlimited sports-cars race over 10 laps produced a fine battle between the first four, Dickinson (Lola) beating Dodd (Lotus) by 0.2 sec., at 82.47 m.p.h., Beckwith (Lotus) third. Dangerfield's aero-screen TR3 had no difficulty in winning the Marque Scratch Race at 75½ m.p.h. and Bowman's I.h.d. roll-bar A.C.-Bristol came through the field well to catch all except Marten's Morgan Plus Four, which, lights on, drew away down the straights. Leuch's TR2 shed its exhaust system. Pateras (A.C.), fourth, made fastest lap at 78.98 m.p.h.

Only 30 sec. separated limit from scratch cars in the Closed Car Handicap, which Williams' well-driven Sprite won at 74.15 m.p.h. from Minoprio's A40 with Shorrock blower, twin-float S.U. and radiator supplemented by a remote header tank. It handled well, too! Chris Barber, to the jazz fans' delight, brought his Elite, the ninth production, lightweight model home third, a second faster than Fores' Elite. Mrs. Naylor's new Elva Courier was off-colour and spun at Woodcote. The handicapper gave the three limit cars the next race, but Sumner's Lotus pulled well away from Nicholson's Austin Healey 100/6 which started with it, to win at 76.54 m.p.h.; Mockford in Sakal's Lotus was third. Derisley jumped the start, confused by a re-handicap, and then ran out of petrol. Finally, as wind-swept rain lashed down, Oliver's D.R.W. won the last handicap at 75.52 m.p.h. from White's Sprite and Crosfield's twin-cam M.G., lapping at 77.84 m.p.h., was third.—W. B.



# THE DUTCH GRAND PRIX

## Ferrari Dominate

ZANDVOORT, May 22nd

ONCE again there was a mad scramble to get from Monte Carlo to Zandvoort and to repair the Grand Prix cars, for the Dutch Grand Prix was held on Whit-Monday, the weekend following the Monaco race. The organisers of the race decided to have no argument over qualifying times or such methods of selecting the entry of 15 cars and drew up the list by invitation, asking along those teams and drivers they liked and ignoring the complaints of the rest. They invited two entries from each Grand Prix manufacturer, and as there was a preponderance of green cars, they permitted the Scuderia Ferrari to have three entries. So we had Phil Hill, von Trips and Ginther in Ferraris, Brabham and McLaren in Cooper-Climax cars from the Surbiton factory, Clark and Trevor Taylor in Team Lotus-Climax cars, Graham Hill and Brooks in B.R.M.-Climax and Bonnier and Gurney in works Porsches. Team-Walker were invited to send along Stirling Moss in Lotus or Cooper-Climax, John Surtees was invited to bring along a Yeoman Credit Cooper-Climax, and the only Dutchman currently taking part in Grand Prix racing was invited out of National courtesy. This was Godin de Beaufort and as he races under the title of Ecurie Maarsbergen, his home town, this Ecurie was given two entries. He arranged to borrow a works Porsche for himself and entered another works Porsche for Herrmann to drive under the cover of his Maarsbergen entry. The result was that there were four works Porsches running to help Ferrari battle against the British.

Practice began on Saturday morning and there was an icy head-wind blowing along the straight, while in addition there were occasional showers of rain, so altogether practice was a miserable affair. After the challenge by Ferrari at Monte Carlo everyone was resigned to taking a back seat on this faster track, but there was unconcealed pleasure shown when the Ferrari team did not turn up for this first practice session. Zandvoort track during practice is never a very joyful place, for there is never any music to cheer up the dull pauses, and the loudspeakers give away nothing in the way of official lap times, in fact one often gets the impression that the cars are circulating unnoticed by officialdom. With biting cold winds blowing this unhappy atmosphere became sheer misery, and how mechanics used spanners, and team-managers operated stop-watches was something of a triumph of mind over matter. The only time the drivers were warm was when they got in the racing cars and did some practice. Just in case anyone was eliminated by the practice periods the organisers invited Camoradi International to send along Gregory with their Cooper-Climax, and Burgess with their Lotus-Climax, though only the former was out on the Saturday morning. Moss was trying the Walker Cooper with old-type Climax engine and Surtees had Yeoman Credit's standard Cooper-Climax, the Mark II engine having been repaired after it blew up at Monaco in practice. The B.R.M. team seemed happy enough with their cars, both now having Mark II Climax engines, and Graham Hill was going well. The lap record for the Zandvoort circuit stood to Moss with a Lotus, set up in last year's race at 1 min. 33.8 sec., though he had done 1 min. 33.2 sec. in practice last year, and it seemed very unlikely that these times would be approached with the new Formula 1 cars, but surprisingly enough times well under 1 min. 40 sec. were soon being recorded by the better drivers, and it was Brabham who was fastest of all with 1 min. 36.6 sec.

During the lunch break the Ferrari transporter arrived from Maranello and brought three rear-engined cars with 120 degree V6 engines, Ginther having the car he had used at Monte Carlo, von Trips having a new one and Hill having his Monte Carlo chassis with the new-type engine in it. That Ferrari had turned up anyway caused a gloom among the other entries, but the fact that they all had the new more powerful engines did nothing to alleviate the forebodings. Weather conditions were unchanged for the afternoon practice, though the icy winds had turned slightly and was blowing more across the straight than along it but there was no cause to be joyful. However, the drivers were really getting in their stride and times below 1 min. 40 sec. came thick and fast, while many were below 1 min. 37 sec. and this warm pace was the only comfort to stave off the North Sea wind. Surtees had two Yeoman Credit Coopers to choose from, the

standard one and the special bodied one, while Moss had brought along the Monte Carlo winning Lotus, still with Mark II Climax engine, as well as the dark blue Cooper. Burgess also arrived, both Camoradi cars having old type Climax engines, but even so Gregory was in amongst the fast boys, spirited driving making up for an inferior engine. Lotus were not in the picture, Clark in the new car with the engine from Ireland's Monte Carlo crashed car, and 5-speed gearbox, was going well but not outstandingly, while Trevor Taylor, deputising for the injured Ireland was going quietly round learning, with a Mark II engine in one of last year's Team Lotus cars. The Zandvoort circuit being very smooth and having elevated corners and no nasty twitches or wiggles like you get on a natural road circuit, it is possible to tune the road-holding to get handling characteristics that are not called for elsewhere, so that most people were adjusting camber-angles, toe-in, springs and shock-absorbers to suit the drivers' personal requirements. Having missed the morning session Ferrari were working feverishly to catch up, altering tyre pressures, changing springs and altering wishbones as fast as they could. Coopers seemed content with their cars, and Brabham and McLaren had spent the first part of practice making a film instead of getting on with the job in hand. Either they were completely confident or they had given up all hope.

Porsches were getting along alright and making little fuss about it, Gurney with a new long-chassis car with wishbone front end, being much faster than Bonnier with an identical car, the one he had used at Monte Carlo in fact. Herrmann was driving the short or old type chassis with wishbone front end, and all three were using fuel-injection engines, while de Beaufort had one of last year's cars, and was using carburettors. Interesting times were now well below 1 min. 37 sec., and Moss had done 1 min. 36.2 sec. with the Lotus, but whether this was due to the Lotus handling or the Mark II Climax engine he was unsure, but he could not approach this time with the Cooper. Brabham, Graham Hill, Brooks and Surtees were all down below 1 min. 37 sec., and so was von Trips, but he was not convinced about the way the Ferrari was handling. Ginther finally got down to 1 min. 36.7 sec. and von Trips to 1 min. 36.6 sec., the German still describing the car as horrible and Ginther saying that it was improving. Everyone else was hoping they would not get them right, for in this unsatisfactory state they were the equal of any of the British cars.

The final practice session took place on Sunday afternoon and the weather was warm and sunny, but the icy wind was still there though the sunshine did something to alleviate the suffering. The wind was still head-on down the straight, but even so everyone got really worked up and there was some very furious motoring going on, many of the drivers waiting for a Ferrari, or Moss, to tuck-in and match them for speed. The Ferrari team had been out in the morning for an unofficial practice, to make up for the time they had lost, and it had been very obvious that they had got the cars fairly well sorted out. Moss had had the Mark II Climax engine removed from the Lotus and put in the Cooper, and *vice-versa* with the Mark I engine, but the Cooper was not behaving itself and he could not approach his Lotus times of the previous day. The Ferraris were fitted with 6.50 x 15 inch rear tyres instead of 6.00 x 15 inch and found these to be a great help in sorting out their tail-happy attitude on some of the corners, while they had more than enough power to pull these bigger section tyres. The Porsches seemed to be going very well and Gurney was driving very hard indeed, lifting his inside front wheel on corners, though the spring rates fore-and-aft did not look right, the car developing a curious pitching motion under hard acceleration out of a corner. Graham Hill and Brooks were both enjoying themselves, the B.R.M. cars looking very steady and sounding crisp, but Brabham did not look outstanding and McLaren's car was definitely off colour. Although everyone seemed to be driving much harder than the day before the lap times did not show this, no doubt due to the strong head wind, but as the afternoon wore on improvement began to appear, notably amongst the Ferraris, for both von Trips and Ginther broke 1 min. 36 sec. Everyone had got below 1 min. 40 sec., even Trevor Taylor and de Beaufort, while Burgess had done 1 min. 38 sec. In the final 30 minutes of practice it became increasingly obvious that the Ferraris were now showing





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## PRACTICE TIMES

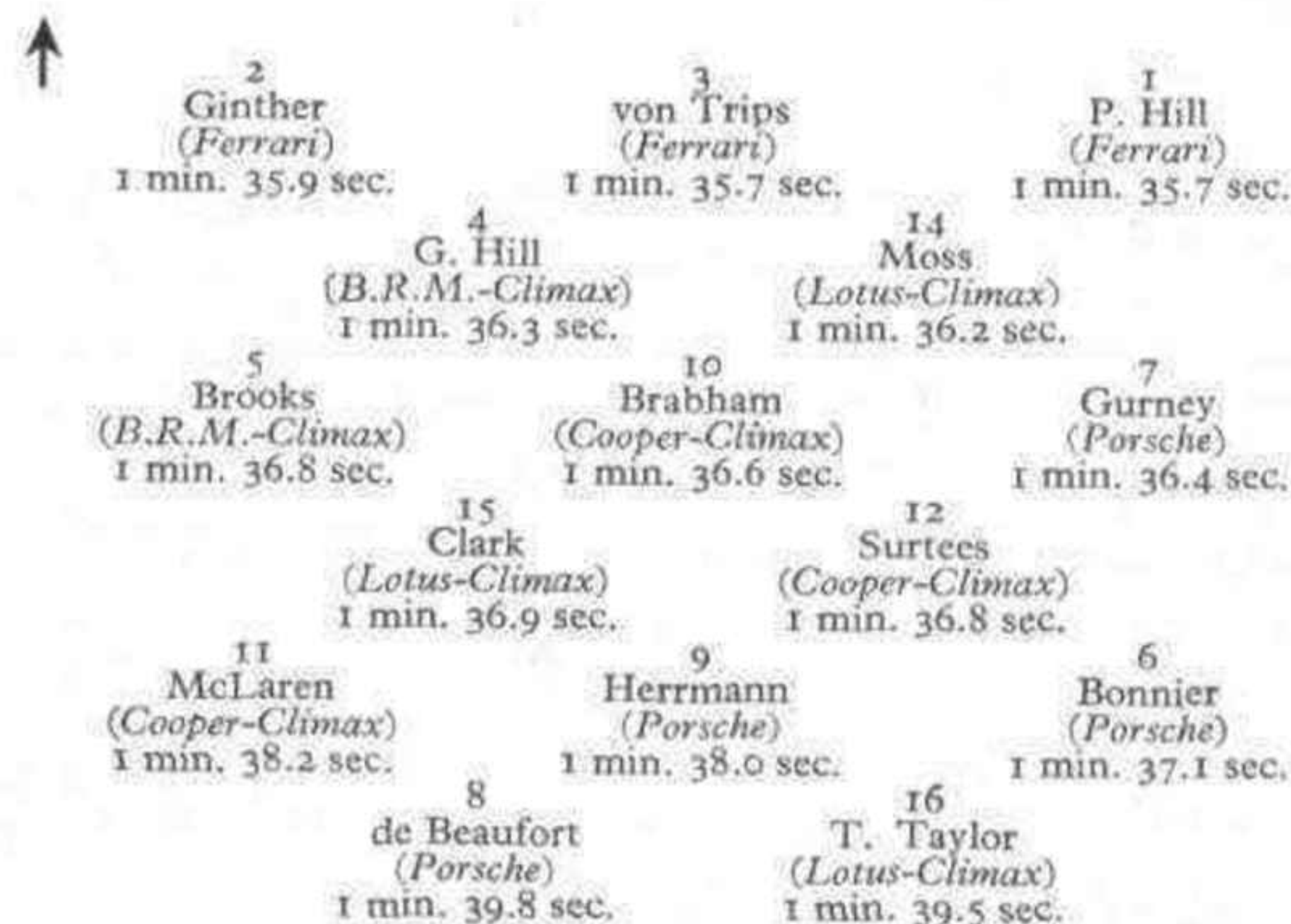
No.	Driver	First Day Morning	First Day Afternoon	Second Day Afternoon
1	P. Hill ..	—	I. 37.0	<b>I. 35.7</b>
2	R. P. Ginther ..	—	I. 36.7	I. 35.9
3	W. von Trips ..	—	I. 36.6	<b>I. 35.7</b>
4	G. Hill ..	I. 38.6	I. 36.7	I. 36.3
5	C. A. S. Brooks ..	I. 39.0	I. 36.9	I. 36.8
6	J. Bonnier ..	I. 39.6	I. 37.1	I. 38.5
7	D. Gurney ..	I. 38.9	I. 36.5	I. 36.4
8	G. de Beaufort ..	I. 42.3	I. 40.9	I. 39.8
9	H. Herrmann ..	I. 39.0	I. 38.0	I. 39.5
10	J. Brabham ..	<b>I. 36.6</b>	I. 36.7	I. 37.1
11	B. McLaren ..	I. 41.3	I. 38.5	I. 38.2
12	J. Surtees ..	I. 40.7	I. 36.8	I. 37.6
14	S. Moss ..	I. 38.1	<b>I. 36.2</b>	I. 37.6
15	J. Clark ..	I. 39.3	I. 37.0	I. 36.9
16	T. Taylor ..	I. 42.0	I. 40.8	I. 39.5
17	M. Gregory ..	I. 38.8	I. 38.5	I. 36.8
18	I. Burgess ..	—	I. 46.8	I. 38.0

Times in bold are Fastest Times for each practice period.

their true paces for all three were well below 1 min. 36 sec., Hill and von Trips being best with 1 min. 35.7 sec., and the nearest approach to the red cars was Graham Hill with the B.R.M.-Climax in 1 min. 36.3 sec., and the best of yesterday had been Moss with 1 min. 36.2 sec. Just as practice finished Burgess had the throttles jam open on the Camoradi Lotus and went straight-on past the pits and hit the bank heavily, luckily getting away completely unscathed but the Lotus was bent. A very contented Scuderia Ferrari retired to prepare for the race with their complete team on the front row of the grid, while the British could not really see what there was to do about it, and the Germans were not convinced that their cars had gone as well as they should have done. Moss decided to go back to his Monte Carlo set-up, which was the 1960 Lotus with Colotti gearbox and the Mark II Climax engine, so his mechanics had another long night session lifting engines in and out.

Race day weather conditions improved enormously, there being bright blue sky and warm sunshine and the air temperature had risen by quite a number of degrees, though there was still a head-wind along the straight. The start was not due until 3.15 p.m. though all the cars were in the paddock before lunchtime, and as the weather got warmer there was some hurried enlarging of main jets in the Weber carburettors on some of the Climax engines, while Porsche were worried about their fuel-injection pump metering screw adjustments, for obviously this sudden rise in air temperature demanded an alteration but they were still lacking in experience with the injection system and were not convinced about the amount of enrichment to give. The organisers, the K.N.A.C., first took the drivers round the circuit in open Austin Healeys, to please the truly gigantic crowd that had paid to come in, there being at least 80,000 people spread out around the 4.193 kilometre course, every sand-dune looking like an ant-hill. Then they sent the drivers off in the racing cars to do a warming-up lap before assembling on the starting grid. Just after leaving the paddock Phil Hill found his clutch pedal was not operating so he streaked round the circuit as fast as he could and the Ferrari mechanics whipped the nose cowling off and found a pivot pin had fallen out. While the other 14 cars were lining up a suitable bolt was found and fitted in place of the missing pin, so that the pedal worked the hydraulic cylinder, albeit in a rather wobbly fashion. At last everyone was assembled, the solid row of Ferraris at the front looking most unusual to modern eyes, but bringing back happy memories of a past era when Ferrari was dominant; all three cars were fitted with engine side panels, making them look very sleek. Although Masten Gregory had made eighth fastest time overall in practice he was a non-starter, as the Camoradi cars had come along purely as reserves to fill any vacant places, and as there were none the blue and white cars were non-starters.

As the flag fell to start the 75-lap race, Ginther nearly stalled his engine and in his excitement he slipped the clutch, got too many revs on and went away with far too much wheelspin when he did get the clutch home; as a result he arrived at the first corner surrounded by green and silver cars, but meanwhile von Trips and Phil Hill had gone along side by side and squeezed out Moss who was trying to get his Lotus between them. As the field sorted itself out along the short winding section behind the pits von Trips was leading from Phil Hill, but Graham Hill and Clark were close behind. Even as they started on the straight back to the pits to end lap one von Trips had quite a considerable lead,



but the B.R.M. and the new Lotus were right up with Phil Hill. They were followed by Gurney, Moss, Ginther, Bonnier, Brabham, Brooks, McLaren and Surtees all coming by in quick succession. There was no change among the leaders on lap two, and von Trips turned 1 min. 36.0 sec, but by the next lap the pattern of the race was fairly obvious. In only three laps von Trips had pulled out a 3 second lead over Phil Hill, who was patiently lingering to stave off any attacks from the opposition. Graham Hill's sprint at the start seemed to be fizzling out and Clark was getting set to take third place from him. Moss and Ginther were sorting out Gurney in the leading Porsche, and Bonnier had Brabham, Surtees, Brooks and McLaren pressing him hard, while Taylor was leading the remaining two Porsches. At five laps von Trips was confidently in the lead, followed by Phil Hill, but Clark and Graham Hill were closing up on the second place Ferrari, and Moss and Ginther were side-by-side going into the hairpin after the pits straight. The rest of the field were dropping back, the Porsches being very much down on power as their engines became warmed right through, so presumably the re-adjustment of their injection pumps was not correct. On lap seven Jimmy Clark was credited with the fastest lap, in 1 min. 35.5 sec., a time he could not approach in practice, but the incentive of racing against the B.R.M. of G. Hill and trying to catch the Ferrari of P. Hill had obviously urged the young Scot on to greater things. At 10 laps von Trips still had his comfortable 3 seconds lead, but Clark was now leaving the B.R.M. and getting nearer to Phil Hill's Ferrari. Ginther was having trouble with an engine that was not giving its best, but he managed to scrape past Moss in the Lotus, but could not get rid of him, and Brabham had moved up to seventh place, then came Gurney, Surtees, Bonnier, Brooks and McLaren, the second works Cooper having a rather tired engine. The remaining three runners, led by Trevor Taylor, driving smoothly and unflurried, were now well behind, and Herrmann and de Beaufort were running in close company vying for last place.

Between lap 10 and lap 20 there was no change at the front, von Trips looking very comfortable in first place and Phil Hill doing his best to hamper any attacks by Clark and the new Lotus. The gap between the leading Ferrari and the Lotus-Climax varied between four and five seconds, but there never seemed any likelihood of von Trips being challenged. Ginther's Ferrari was not going anything like as well as the other two, cutting out occasionally and being down on power as if there was something wrong in the ignition department. This allowed Moss to go past again, and as it got worse Brabham caught and passed the red car. Surtees moved ahead of Gurney, to take eighth position, and McLaren overtook Bonnier to put him at the back of the field as far as the main race was concerned, for on lap 19 von Trips lapped the tail-enders. On lap 21 Clark was 4½ seconds behind the leading Ferrari, with Phil Hill's car between them, but on lap 22 the young Scot stirred things up by getting past the American and taking second place, and only 3½ seconds covered the three of them. This completely upset the Ferrari team plan, for Hill was supposed to set a slightly slower pace for the opposition, thus letting von Trips get well ahead. Clark was forcing too hard for the Ferrari team, and though Hill did his best to keep Clark well occupied he could not control their pace and von Trips could not get away. Everytime Hill eased back a little Clark would slip by and the Ferrari driver would have to rush after him and get in front again, all of which meant they were both going faster than the Ferrari



tactics wanted. There was little danger of von Trips being caught but the situation was not as comfortable as he would have liked and he could not relax. For a number of laps Hill and Clark would be side-by-side as they came down the straight and as they braked for the large-radius hairpin at the end the Lotus would dive by on the inside and lead round the back swerves. Meanwhile Moss had got by Graham Hill, the B.R.M. getting slightly slower as the race went on, and Ginther's engine improved and he shot past Brabham, only to have one of his seat supports break so that he flopped about in the cockpit on the corners. After adjusting himself to this new trouble, he caught Graham Hill and now that the engine was working properly he rapidly caught Moss. At 35 laps von Trips was holding a steady 5 seconds lead over the battling Ferrari and Lotus, for Clark was not giving up the unequal struggle with the faster car and everytime Hill relaxed a little he would nip by, so that this passing and repassing went on continually. The pace of the first three cars was fast, being very nearly equal to last year's race, and already they had lapped McLaren and Bonnier once, and Taylor, de Beaufort and Herrmann for the second time. Graham Hill had a slight excursion onto the grass and was now in seventh place, behind Brabham, and a remarkable thing was becoming apparent, which was the fact that no-one as yet had stopped at the pits or retired, and the race was nearly half-way through. Slowly but very surely Phil Hill was achieving his aim and the gap between him and Clark and the leader extended, first to 6 seconds, then 6½ seconds and gradually it crept up to 8 seconds by lap 42. Clark was still worrying at the tail of Hill's Ferrari and for one lap got in front, but von Trips in the leading Ferrari was safely out of harm's way, his engine sounding perfect. Ginther had got by Moss, but he could not shake him off, and there was the sight of two Ferraris each with a Lotus worrying at its tail. The Coopers and Porsches were nowhere in the running, nor were the B.R.M.s and it was clear that the new Lotus was keeping up on road-holding and hard driving by Clark and the older car of Moss was keeping up by virtue of the skill of its driver, but all the efforts of these two Lotus drivers seemed in vain, for there was something solid and relentless about the way the Ferraris were going, with von Trips out in front leading the way.

McLaren was having a very dull race, his engine being down on power for no obvious reason and he was even lapped by Brabham who himself could do no better than a poor sixth place. The leading Ferrari continued to circulate unchallenged at lap times around 1 min. 38 sec., with the gap between it and the Lotus varying from 7½ to 8½ seconds. On lap 54 von Trips was 7 seconds ahead of Clark, who was right behind Phil Hill, but on the next lap Hill drew away slightly and then rapidly caught up his team mate, so that by lap 58 the gap between von Trips and Clark was still 7 seconds, but Hill was only 1½ seconds behind the leader. It was now very clear that Phil Hill had been holding back, and obviously considered that von Trips was now securely in the lead, so he had left Clark behind and joined the leader all in the space of four laps, while Clark kept his same position. Without the incentive to attack the Ferrari Clark now dropped back bit by bit, so that the gap increased from 7 seconds to 11 seconds and the race as such was now a foregone conclusion. The gallant Lotus driver had done his best to upset the Italian team but even he now realised that they had only been playing with him. Ginther was holding fourth place but he could not get rid of the tenacious Moss, and that was a bad situation to be in, for it only needed the suspicion of an error of judgment on Ginther's part and Moss would have been through in a flash. The gap between these five cars at the front of the field, and Brabham who was leading the rest was now enormous, and Graham Hill had slipped down yet another place, behind Surtees. For the final 15 laps Phil Hill was right up with von Trips, and the two Ferraris cruised round confidently nose to tail, while Clark dropped back as far as 12 seconds. Four laps before the finish Ginther's task was not made any easier when his main throttle return spring broke, so that the butterflies did not snap shut properly and he had to lift the pedal with his foot each time he braked for a slow corner. As he and Moss approached the hairpin behind the pits on the last lap he misjudged his throttle closing and arrived just a bit too fast, getting into a tail slide and running wide as he left the hairpin, and this was what Moss had been waiting for. In a flash he cut through on the inside and led Ginther up the hill and into the fast corners on back of the circuit. In barely 5 seconds longer than Brabham had taken to win the race in 1960 von Trips was flagged in the winner of the 1961 Dutch Grand Prix, closely followed by Phil Hill, it being a convincing Ferrari victory, but all eyes were on the final straight even as Jimmy Clark crossed the line to gain a brilliant third place for Lotus. In the distance appeared two cars,

the dark blue Lotus still leading the red Ferrari and as they approached the finishing line Ginther used the slipstream of the Lotus to gain more speed and then pulled out to flash past, but he misjudged it by a few inches and Moss won fourth place by an official tenth of a second, but it was actually closer than that, for 30 yards after the finish Ginther was ahead of the Lotus by the length of the long Ferrari nose, but it was too late.

As all the cars were flagged off, the remarkable realisation came over everyone that 15 cars had started and 15 cars had finished and this in a two hours Grand Prix, and even more remarkable not a single car had visited the pits during the race. The enormous crowd flooded onto the track and for some reason best known to the Dutch there was no National Anthem played to celebrate the Italian victory, nor to honour the German driver, and von Trips received no garland of flowers and the usual after-race acclamations. In fact, the 1961 Dutch Grand Prix just fizzled out, which was a great pity after such a first class motor race.—D. S. J.

#### Results :

#### DUTCH GRAND PRIX—Formula One—75 Laps—314 Kilometres Warm and Windy

1st :	W. von Trips (Ferrari V120)	..	2 hr. 01 min. 52.1 sec.—154.828 k.p.h.
2nd :	P. Hill (Ferrari V120)	..	2 hr. 01 min. 53.0 sec.
3rd :	J. Clark (Lotus-Climax)	..	2 hr. 02 min. 05.2 sec.
4th :	S. Moss (Lotus-Climax)	..	2 hr. 02 min. 14.3 sec.
5th :	P. R. Ginther (Ferrari V120)	..	2 hr. 02 min. 14.4 sec.
6th :	J. Brabham (Cooper-Climax)	..	2 hr. 03 min. 12.2 sec.
7th :	J. Surtees (Cooper-Climax)	..	2 hr. 03 min. 18.8 sec.
8th :	G. Hill (B.R.M.-Climax)	..	2 hr. 03 min. 21.9 sec.
9th :	C. A. S. Brooks (B.R.M.-Climax)	..	1 lap behind
10th :	D. Gurney (Porsche 4-cyl.)	..	1 lap behind
11th :	J. Bonnier (Porsche 4-cyl.)	..	2 laps behind
12th :	B. McLaren (Cooper-Climax)	..	2 laps behind
13th :	T. Taylor (Lotus-Climax)	..	2 laps behind
14th :	G. de Beaufort (Porsche 4-cyl.)	..	3 laps behind
15th :	H. Herrmann (Porsche 4-cyl.)	..	3 laps behind

Fastest lap : J. Clark (Lotus-Climax), on lap 7, in 1 min. 35.5 sec.—158.060 k.p.h.

15 starters — 15 finishers

#### ZANDVOORT ZIGHS

Porsche were rather non plussed by the sad performance of their cars, blaming their lack of experience with the fuel-injection system.

The Dutch method of selection of the starters obviously is not the answer, for Salvadori, Gendebien, Trintignant, Gregory or Henry Taylor, could well have replaced Trevor Taylor, de Beaufort and Herrmann. Not that these three did anything wrong, they were just in the wrong class.

Ferrari were still using 18 volts for their ignition systems but had removed the small "pancake" dynamos from the offside of their 120 degree engines.

John Surtees did not shine in his usual way, his Yeoman Credit Cooper-Climax not being fast enough. After years of "the best in racing motorcycles" it must come hard to have an inferior car.

If anyone thinks the exits from Brands Hatch or Oulton Park are inadequate they should have been at Zandvoort, and it was a Grande Epreuve, not a small event. R.A.C. please note, when refusing G.P. status to our two best road-racing type circuits.

Masten Gregory's practice time of 1 min. 36.8 sec., using a Mark I Climax engine in the Camoradi 1961 Cooper, made a lot of drivers realise they were not trying properly. The best Mark II Climax time was by Moss in 1 min. 36.2 sec.

In practice the public address system was a riot; after virtual complete silence it first gave an incorrect f.t.d. to Phil Hill, and then when Burgess went off the road gave out the wrong driver in the wrong car! Silence can be Golden.

#### WHEELS AND OVERALLS

Motor Books & Accessories are expanding the latter aspect of their business in St. Martin's Court, W.C.2. They do a very neat line in wood-rimmed steering wheels for various popular cars, from £9 10s. upwards, and can supply high-quality Italian Reggiani Ideale racing overall suits at prices ranging from £4 4s. to £6 6s.

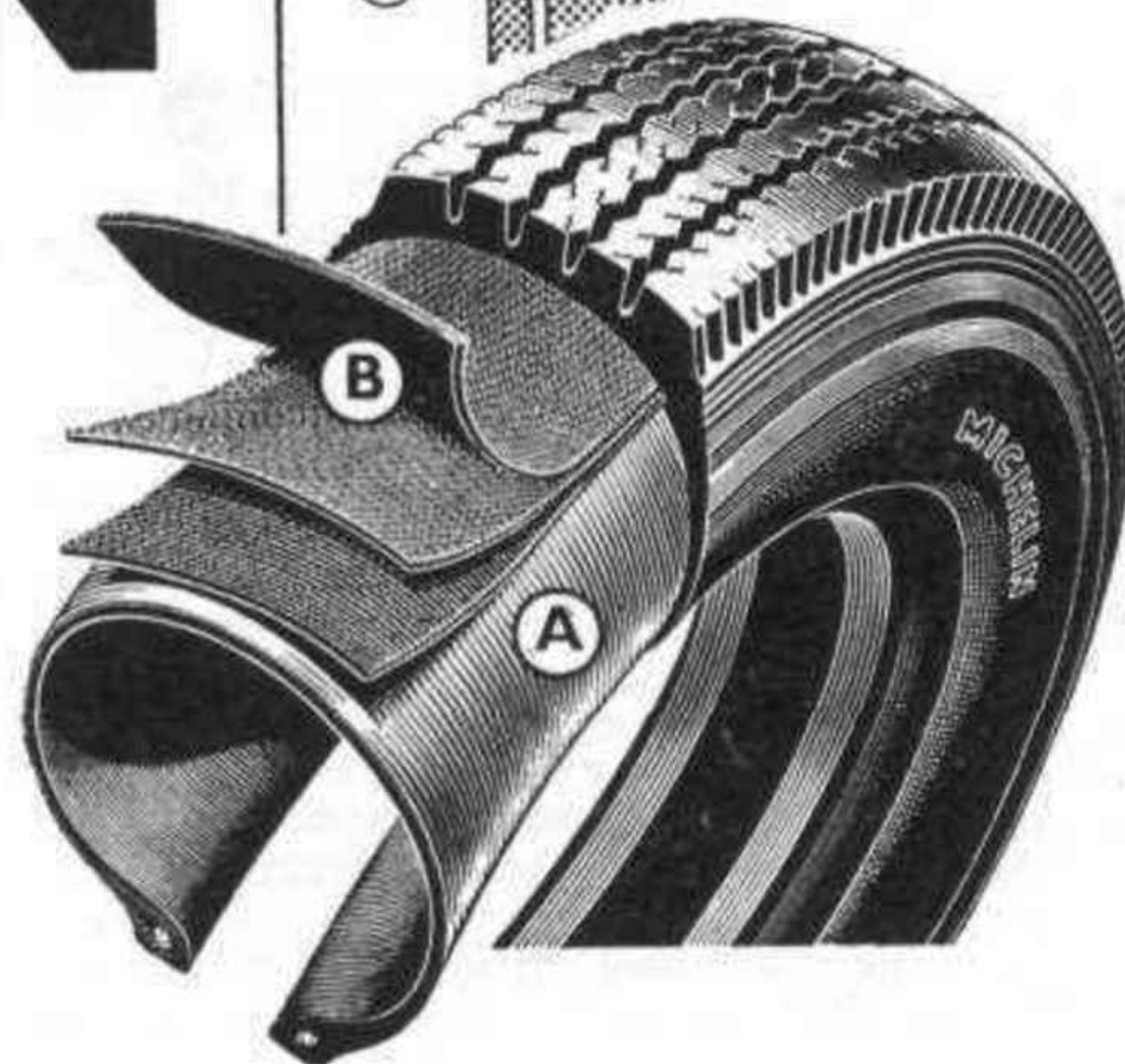


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In every case the tests have shown an improvement in miles per gallon with Michelin 'X' ranging from 5% to 15%.

Here are a few examples:—

Date of trial	Type of vehicle tested	Distance covered by test vehicles with equal amounts of fuel		Extra distance covered on 'X' tyres
		—on ordinary tyres	—on 'X' tyres	
Feb. 1961	5-ton lorry (flat) Diesel engine	271.0 miles	313.1 miles	42.1 miles
Mar. 1961	997cc. Saloon car	398.0 "	431.6 "	33.6 "
Mar. 1961	41-seater coach Diesel engine	291.1 "	322.9 "	31.8 "
Mar. 1961	1.489 litre Saloon car	336.8 "	363.0 "	26.2 "
April 1961	1-ton Delivery van (petrol)	326.6 "	344.6 "	18.0 "
April 1961	4-axle 12-wheeler 24-ton gross	221.4 "	248.6 "	27.2 "

The fuel saving with Michelin 'X' tyres is due to unique manufacturing quality and to their special construction which reduces rolling resistance. Radial casing cords (A) flex more easily, a braced tread (B) prevents tread distortion.

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# THE A.D.A.C. 1,000 KILOMETRES

## A Remarkable Race

ADENAU, GERMANY, May 28th

**T**HE 1,000 kilometres race over 44 laps of the famous Nurburgring probably affords more people the opportunity to motor race and to try their hand at cornering, than any other motor racing event. The entry is always enormous, ranging from works sports cars to small privately-owned G.T. cars, and the drivers from seasoned Nurburgring specialists to newcomers having their first try in an International competition. The A.D.A.C. are a very understanding club and will accept entries from complete newcomers to big-time racing, providing they are convinced the entry is genuine, so that in consequence the 1,000 kilometres race often proves to be the starting point in a driver's International racing career.

This year there were 78 entries and practice all day Thursday, all day Friday and on Saturday morning reduced this number to 63 actual starters. Some entries just did not arrive, while others started practice and suffered severe damage mechanically, or eliminated themselves by crashing, as did Arundell with one of the Team Elite Lotus cars. In the past, drivers were permitted to practice with a reserve car, providing it passed the scrutineers and carried a large letter T in front of its number. This was a good idea, for the 22.8 kilometre circuit takes a lot of learning before you can start to go fast and it is easy to wear out your racing car while merely learning which way all the corners go. It was intended that cars similarly to those being raced should be used as Training cars, but last year the whole matter got out of hand and the circuit became full of the most unlikely touring saloons being used for training, so that anyone who wanted to go fast in a racing/sports car was continually confronted by what seemed to be the public let loose on the circuit. This year no practice cars were allowed, all laps having to be done in the actual car to be used for the race, with the result that there was a certain reluctance for a lot of the teams to start practice on Thursday. The day was bright and sunny and for a long time the Porsche team, the Scuderia Ferrari and the Maseratis of Scuderia Serenissima seemed content to circulate round the South Curve and through the pits area, and ignoring the rest of the circuit. As Friday was wet and miserable all day there was very little activity, so that Saturday morning was the last chance to gain a good starting position, and being warm once again and the track dry, there was some rapid motoring taking place. The start for the 1,000 kilometres is of the "Le Mans" type, or run-and-jump, and the cars are sensibly lined up in order of practice times.

The 63 starters were divided up into seven classes, so that there were in effect seven races taking place at the same time, but any of the class winners could prove to be the overall winner. Naturally the outright winner is expected from Class 1, for sports cars 2,001-3,000 c.c., in which there were nine starters, comprising a Tipo 61 Maserati belonging to Camoradi, driven by Masten Gregory/Lloyd Casner, this being a front-engined 4-cylinder "birdcage" similar to that which won in 1960, but having increased camber on its rear wheels, still supported by a de Dion beam, and wider-base wheel rims; two rear-engined Tipo 246 Ferraris, the 2½-litre V6 engined cars that ran in the Targa Florio, these being driven by Phil Hill/von Trips and Ginther/Gendebien, entered by the Scuderia Ferrari; a V12 front-engined 3-litre car, with i.r.s. entered by the N.A.R.T. and driven by Ricardo and Pedro Rodriguez and another V12 Ferrari from 1960 with home-made i.r.s. entered by two Swiss amateurs Gachnang/Caillet. The Maserati factory mechanics were in full attendance with the Scuderia Serenissima and their two Tipo 63 Maseratis, the 4-cylinder rear-engined cars, these having undergone many modifications since the Targa Florio. The rear suspension wishbones had been altered to give better geometry to the rear wheels, Borrani wire wheels were fitted in place of the alloy disc ones, and more normal windcreens of glass with a proper frame round them replaced the long sloping perspex fronts. These two cars were being driven by Trintignant/Maglioli and Scarfiotti/Vaccarella. Finally there were two British cars, in the shape of the 1961 Cooper-Monaco, with rear mounted 2½-litre Climax engine and Cooper 5-speed gearbox, of the Ecurie Ecosse, driven by Halford/Dickson, and an almost vintage Aston Martin DBR1/300 from the Essex Racing Stable, driven by Clark/McLaren. There should have been two U.D.T.-Laystall Lotus Monte-Carlo cars running but these were scratched

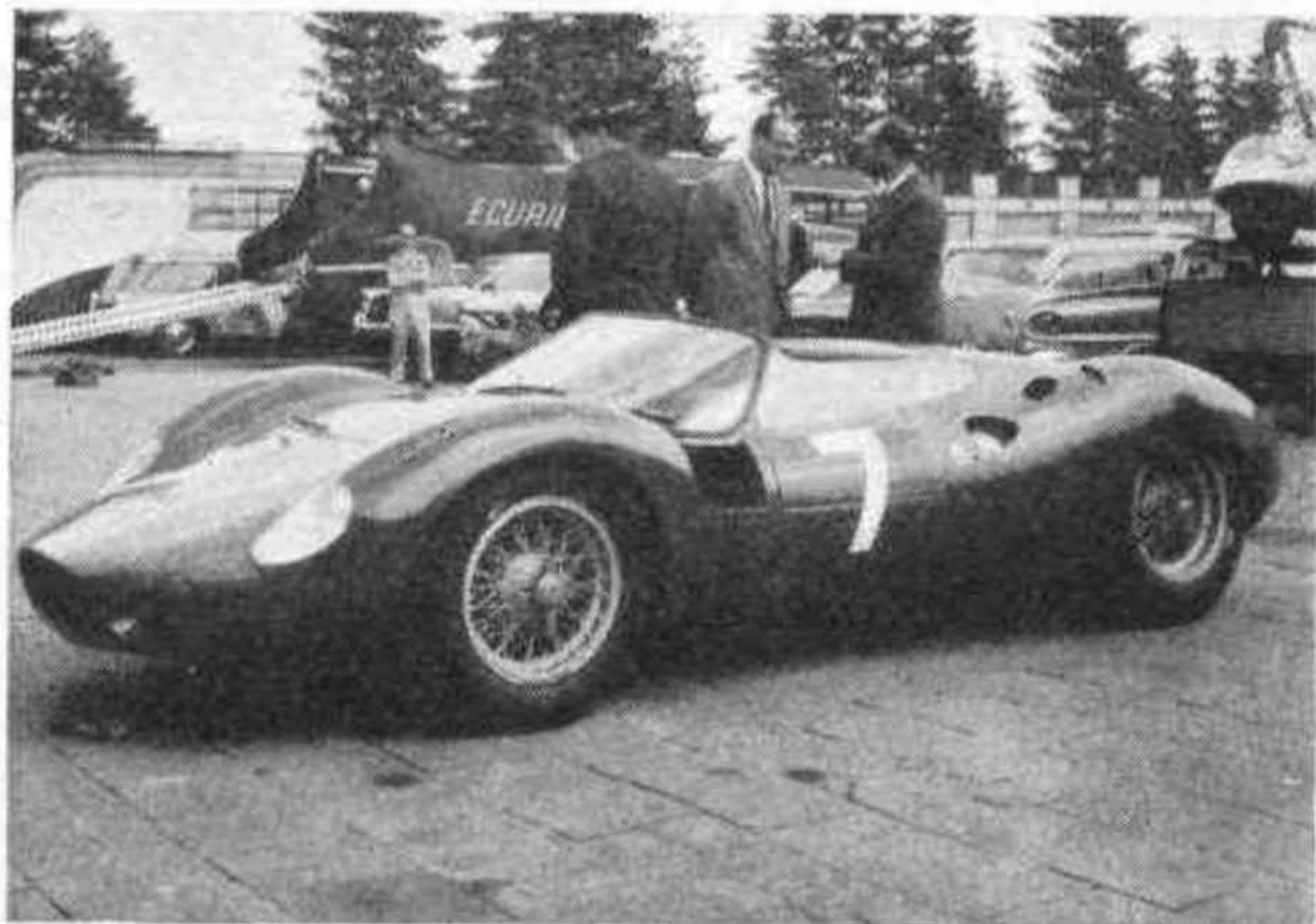
following wheel troubles at the Crystal Palace the previous weekend.

Class 2 was for sports cars from 1,601-2,000 c.c. and contained four entries from the Porsche factory, comprising three RS61 models and a special Carrera. The three RS models all had 1.7-litre engines, Bonnier/Gurney having the new long-chassis car they had driven in Sicily, while Moss/G. Hill and Herrmann/Barth had the more normal open 2-seaters. As in the Targa Florio the two British drivers had "Camoradi" painted on the side of the car, but that was as close as the connection between the American team and the Porsche factory came. Taking a gamble on the unstable weather conditions Porsche shod all three cars with German Dunlop SP tyres, a standard road tyre with excellent characteristics in the wet, but unsuitable for high-speed racing cornering in the dry. As these tyres have a smaller rolling radius it meant raising the final drive ratios, which in turn meant that they would be very over-gearred if they wanted to use normal road-racing tyres. The fourth factory entry was a Carrera coupé with its engine enlarged to 1,608 c.c. to bring it into this class, and fitted with Porsche disc brakes, and being run as a test-bed, driven by Linge/Greger. There were four more cars in this class, comprising two elderly 4-cylinder 2-litre TR Ferraris, one driven by a pair of Portuguese and the other by a pair of Swiss drivers, an old 4-cylinder 200SI Maserati, and the Lotus XV, Mark 2, of Graham/Martyn, using a twin-cam Climax engine and ZF gearbox, it having spent a great deal of the practice time having its engine attended to.

Class 3 contained five sports cars in the 1,151-1,600 c.c. category, though in actual fact only one was a sports car, this being the Swiss-owned Porsche RS61 model of Walter/Muller. The others were two Carrera Porsches with roller-bearing cranks no longer eligible for the G.T. classes, and a similar Porsche Speedster, all three driven by German drivers, and a Lotus Elite. This last was a British entry, being the special Elite fitted with Hobbs automatic gearbox, and driven by David Hobbs/Pinckney, being transferred to this sports class as they could not count as being standard G.T.

Class 4 had four Lola-Climax entries, driven by Vogele/Ashdown, Bekeart/de Selincourt, Kerrison/Sargent and Hitches/Hicks, all being private entries and normal front-engined cars with single-cam Climax engines. With them were two Austin-Healey Sprites, of Hawkins/Simson and McCowen/Hedges, and two works entered DB coupés, that of Gerard/Laureau being the bizarre coupé that has been going for so many years, and the other being a production coupé, driven by Moynet/Caillaud, all these cars being between 851-1,150 c.c.

The remaining classes were for G.T. cars, those in Class 6 being over 2,000 c.c. and comprising five 250G.T. Ferrari coupés and a



The Scuderia Serenissima Tipo 63 Maserati with rear-mounted 4-cylinder 2.89-litre engine inclined to the right, showing the new glass windscreen fitted since the Targa Florio. This is the second car, driven by Scarfiotti and Vaccarella in the 1,000 kilometres and later in the race, by Trintignant.



rough-looking Austin Healey 3000. A factory entered Ferrari coupé was driven by Mairesse/Baghetti, and had gone very fast in practice, driven by Mairesse, being seventh fastest overall. Another fast one was the Serenissima coupé driven by Abate/Colin Davis, while the remaining three were privately owned, being driven by two Belgians Berger/"Beurlys," two Germans Felder/Nöcker and two Americans, Miss McCluggage/Fager.

Class 7 for 1,301-2,000-c.c. G.T. was a Porsche benefit, there being six Porsche Abarth Carreras, two normal Carrera coupés and a Super 90, most of them driven by German Porsche specialists, while in addition there were two Morgans from the Lawrence team, the blue one that went so well at Spa recently being driven by Shephard-Barron/Lawrence and the older red one by Staples/Marten, both cars having home-made hard-tops fitted. There were two hard-top M.G.-A models, one with push-rod engine driven by Ide/Reid and the other a twin-cam, driven by Olthoff/Whitmore, and to complete the class there was a very standard and not very healthy sounding Fiat-Osca twin-cam, driven by two American servicemen.

The final group was Class 8 for G.T. cars 1001-1,300 c.c. and contained ten Lotus-Elites, driven by a vast assortment of drivers from Britain, Sweden, Germany, Belgium and America, and five Alfa Romeo Giuliettas, driven by an equally mixed collection of drivers, so that this group was International if nothing else.

During practice the F.I.A. had issued a notice from Paris amending the rules regarding windscreens for sports cars. Ever since the introduction of the full-width, full-depth windscreen for sports cars in World Championship events, drivers have been complaining about the poor visibility, though many of them drive closed G.T. cars without complaint, and manufacturers have dodged about trying to avoid the rules and making half-hearted attempts to design proper windscreens. Factories like Porsche and Maserati were using proper glass windscreens on their cars, but Ferrari, Aston Martin, Cooper, Lotus, Lola and others were still trying to make screens out of Perspex. The F.I.A. amendment permitted the cutting of a slot in the screen so that the driver could have an unobstructed view, but somehow the rule seemed to have gone wrong, for it said the slot could be 35 centimetres wide, anywhere between the scuttle and the top of the screen, which meant that the whole section in front of the driver could be removed. Consequently, those with Perspex screens cut great lumps out of them and those with glass windscreens had even more to complain about.

A crowd estimated at 275,000 people had gathered around the Eifel mountains on Sunday and 63 cars were lined up in echelon on starting area, while the weather was freezing cold though sunny, but showing promise of deteriorating, so Porsche were fairly happy over their choice of tyres. In the "Le Mans" start Jimmy Clark beat everyone away, even Moss, and the old Aston Martin roared away on the opening lap, well in the lead. Gurney's Porsche was most reluctant to start, which was not surprising for it had not sounded quite right while being warmed up, and Halford was also left on the line with the dark blue Cooper, both of them eventually getting going. Naturally enough Clark's lead was very short-lived and Moss soon caught him with the Porsche, though the works-Ferraris took a bit longer, and never did catch Moss on the opening lap, so that the order was Moss (Porsche), Phil Hill (Ferrari), Ginther (Ferrari), Clark (Aston Martin), Ricardo Rodriguez (Ferrari), Gregory (Maserati) and Mairesse (Ferrari G.T.), the last-named going extremely well. One lap of the Nurburgring is a very long way, with its dozens of corners, climbs and descents, and it provides a very busy 22.8 kilometres of motor racing, but this race was to run over 44 laps, so there was time for anything to happen, and during the ensuing hours anything and everything did happen. At the end of lap two Phil Hill was leading, but Moss was staying ahead of Ginther, and these three were way out on their own, behind them Rodriguez, Gregory and Clark being close together. From his very bad start Gurney had stormed through the field to ninth position, and Halford was coming up fast, the Cooper-Monaco going well. Barth stopped at the pits with a cylinder-head joint leaking and the car was retired, while out on the circuit three other cars had already dropped out. Although the circuit was dry, the air temperature was very low, and spectators all round the course were shivering in icy blasts, but the conditions obviously suited Phil Hill, for he went on and on at a prodigious pace, having 38 seconds lead over Moss at the end of lap three, being so far ahead that Moss could not see him on lap four and on lap five running a race all on his own. His lap times were incredible, getting faster and faster, each one being a new record for the circuit by a sports car. On lap five he recorded 9 min. 25.9 sec., on lap six it was 9 min. 22.2 sec., on lap seven even quicker at 9 min. 18.4 sec. and his

eighth lap was an all-time record, with 9 min. 15.8 sec, an average of 147.0 k.p.h. The old record had stood at 9 min. 32 sec., and with such an enormous lead over Moss it was obvious that he was not stressing the Ferrari or himself to lap at this speed. Moss was well down on lap times, the combination of dry roads and SP tyres not being conducive to ultra-high speed motoring and he was 10 seconds or more slower than his possibilities. Ginther had passed the Porsche on lap four and the two Ferraris were completely unchallenged, though Gregory in the Camoradi front-engined Maserati was still battling with Rodriguez in the front-engined Ferrari, while the Aston Martin was gradually being caught by more and more cars, his good position being entirely due to Clark's meteoric start. On lap five Gurney went by with the Porsche engine sounding rough, as the ignition timing slipped and he had to crawl round for another lap with only one set of plugs working. He stopped at the pits at the end of lap six and while mechanics changed the distributors and retimed the engine, a long and tedious job, the SP tyres were removed and a set of wheels with racing tyres were bolted on. It was a gloomy looking day for Porsche, with one car retired, another having a very long pit stop and the third car unable to challenge the leaders, though comfortably in third place. In the various classes there was lots of excitement, the 1301-2000 G.T. class being led by the Abarth Porsche of Koch/Leinenweber, but only just ahead of two similar cars that were running nose-to-tail for second place. Mairesse was well ahead of all the G.T. Ferraris, the Swiss Walter was leading the mixed Class 3 and Ashdown was leading the small sports cars, but not by very much from Dave Hitches and de Selincourt. In the small G.T. class the much-raced Elite of Lumsden/Riley was way out ahead of all the others, and surprisingly a Giulietta of two Italians, di Lizzano/Grana, was in second place ahead of all the other Elites.

After seven laps Clark stopped briefly with the Aston Martin to remove a stone lodged under the clutch pedal, and Halford stopped with the Ecurie Ecosse Cooper in a parlous state, its chassis being quite unable to cope with the Nurburgring, and it was retired. While Phil Hill was doing his tenth lap and the Ferrari pit were preparing for him to come in for fuel and tyres, Gurney rejoined the race with his car sounding as a Spider Porsche should sound, but he was three laps in arrears. Hill stopped at the end of lap 10 as arranged, all four wheels were changed, the car refuelled and von Trips took off long before anyone else appeared in sight, so great was their lead. On the next lap Ginther stopped for similar treatment and Gendebien set off, but not before Moss, Gregory, and Rodriguez had gone by, for the second Ferrari was not so well placed as the first. Mairesse was still going fast in the works G.T. coupé Ferrari, but the driver's door was not shut and the pit gave him a signal "Ferme Porte," the car lying in sixth place overall, and well ahead of its class. Pit stops came thick and fast now, cars being refuelled and driver changes taking place, and Graham Hill took over from Moss in the second placed Porsche, the very worn-looking SP tyres being left on. While this change took place Gregory and Rodriguez went by, and on the same lap Trintignant handed over to Maglioli, the Tipo 63 Maserati with the odd tail fin lying in seventh position. At the end of lap 13 von Trips was still leading comfortably, and Gregory was having a short spell in second place with the white and blue Maserati, but he then stopped for fuel and for Casner to take over, during which time Rodriguez and Gendebien went by, but the young Mexican still had to make a pit stop. Mairesse brought the G.T. Ferrari in and Baghetti took over, but after only one lap he was back in the pits again as the driver's door refused to stay shut and a lot of time was wasted while mechanics worked on the catch mechanism, this dropping them from a hard earned sixth place to 11th place. At end of lap 14 Ricardo Rodriguez stopped and handed over to elder brother Pedro, during which time the car was refuelled, and Gendebien, Casner and Graham Hill went by, so that after all the pit stops were completed and the second drivers were settled down the order of the race was von Trips, quite unchallenged the whole time, out in front, followed by Gendebien in the second works Ferrari, Casner in the Camoradi Maserati, and going very well indeed, Graham Hill in the works Porsche he had taken over from Moss, Pedro Rodriguez in the 12-cylinder Ferrari, Maglioli in the first of the rear-engined Maseratis, McLaren in the Aston Martin, Vaccarella in the second rear-engined Maserati and Chris Martyn in the Lotus XV which Doug Graham had been driving splendidly. In the various classes, the works G.T. Ferrari was still leading its group, as was the Riley/Lumsden Elite, and Koch/Lienenweber were still leading the Porsches, also being ahead of the experimental works Carrera in the general classification, which must have pleased them enormously. Ashdown/Vogele were well ahead of the



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**Ferrari** P. Hill/O. Gendebien

**2nd Ferrari** M. Parkes/W. Mairesse

Index of thermal efficiency

**1st Sunbeam Alpine**

P. Harper/P. Proctor

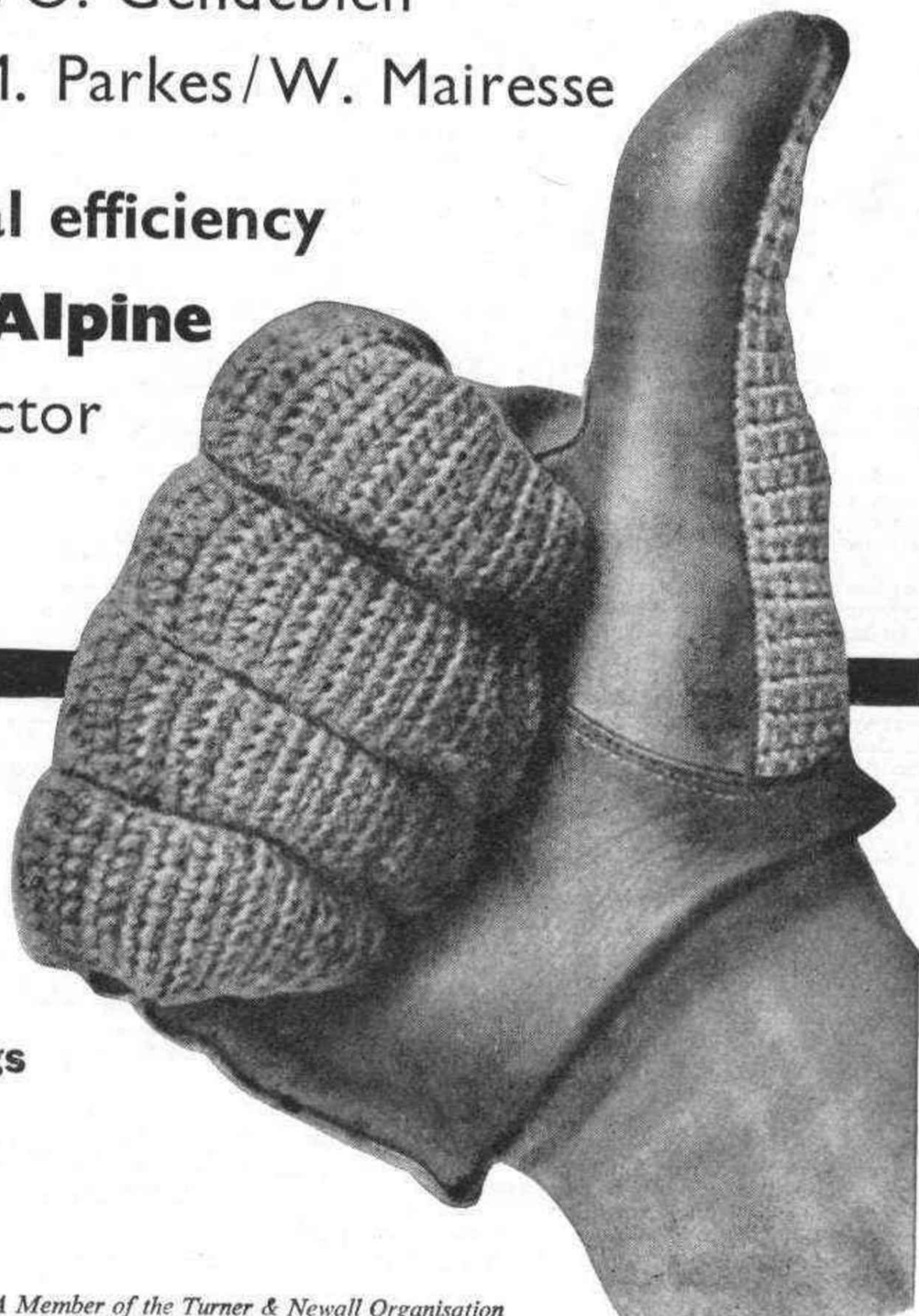
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**FERODO**

Anti-Fade Brake Linings

Disc Brake Pads





Lolas, and Heini Walter was way out on his own in the 1,600 c.c. sports class.

During all the pit stops the weather had been getting colder and colder and it was becoming a really uncomfortable race to watch, let alone take an interest in, and with von Trips so far out in the lead the results seemed foregone. However, on lap 16 rain began to fall, and as if this was not bad enough, the rain turned into sleet and then into snow, which luckily did not settle, but it was colder than one could imagine. On lap 17 Maglioli stopped at the pits with a roughness coming from the transmission of the Maserati, and while he sat unhappily in the cockpit with rain and sleet falling on him the Maserati mechanics poked about gloomily in the back of the car and found the differential casing had split and let all the oil out, so the car was retired. On the same lap Baghetti stopped at the pits again, this time to have the wheels of the G.T. Ferrari changed for ones fitted with rain tyres, and this allowed Davis in the Serenissima G.T. Ferrari to catch up, but he stopped for the same reason on the next lap so the overall position of the two cars remained unchanged. On this lap, which was the 18th, Graham Hill stopped and handed over to Moss, the Porsche being refuelled and now happy enough on its rather worn SP tyres. The leading Ferrari was quite uncatchable, but the second place car was not so safe and Moss set about reducing Gendebien's lead, which he did in no mean manner in the steady pouring rain that was still ice cold. Vaccarella stopped in the second rear-engined Maserati for a visor and a cushion so that he could look over the very sloping windscreen, and McLaren was motoring well even though the icy rain was getting under his visor and really hurting his face. By consistent running the Aston Martin was now in sixth place, having moved up a place when Maglioli withdrew. Gurney came in for fuel and to hand over to Bonnier, the works Porsche now going really well, but still a long way back, and before the Swede set off the SP tyres were put back on again. At the end of lap 20 von Trips went by still in the lead, and 4 min. 34 sec. later Moss went by, having passed Gendebien and taken second place. The Belgian arrived shortly afterwards having spun on a corner and then the car had been overcome by a strange malady that was to affect the whole outcome of the race. On the flat smooth tail of the rear-engined Ferrari are some louvres which feed air into a funnel extending down to the three double-choke downdraught carburetters. As was discovered before the Targa Florio the air flow over the Ferrari tail is exceptionally good so that air and icy rain water was flowing beautifully into these louvres, filling the carburetter intakes with water. In addition the very cold air temperature was causing icing conditions and Gendebien had the greatest difficulty in restarting due to this ice forming round the carburetters. It was a freak condition, aggravated by the engine being at the back and having no warm air from the radiator flowing over the carburetters, added to which the particular petrol that Ferraris were using was seemingly more prone to icing conditions than other brands. The car was refuelled, the tyres changed and the louvres to the air box were hammered flat to try and keep out the icy air and water. By the time Ginther rejoined the race the car had dropped to fifth place, for both Casner and Rodriguez went by, and even then the Ferrari engine was not running properly for the fuel was still causing icing around the carburetters. On lap 21 von Trips came in for fuel and driver change, as well as a tyre change and as a precaution the air louvres on the tail were closed, and Phil Hill rejoined the race still in the lead, but Moss appeared over the brow before the pits, only 1 min. 35 sec. after the Ferrari had gone. Gregory and Rodriguez followed, still not very far apart, and then McLaren in the Aston Martin which was still going well. These were the only ones on the same lap as the leader and Phil Hill reappeared before Ginther in the second works Ferrari finished his standing lap, his car running so badly. It was still raining and the air temperature was lower than ever, and as the leading Ferrari went by it could be heard popping and banging, indicative of the engine being troubled by the same icing problem as Ginther's. This was exactly half-distance and with Hill losing speed rapidly it looked like Porches chance to snatch the lead, but Moss never finished that lap for the engine blew-up out on the circuit and Ferraris were able to hold on to a rather shaky lead. Ginther stopped at the pits to have the air box closed off even more effectively but it made little difference, and back among the G.T. cars the Koch/Leinenweber Porsche Abarth was having the same icing trouble as the works Ferraris, being on the same brand of fuel and this had lost them their class lead to the similar car of Hahnl/Zick. The Lotus Elite of Lumsden/Riley refuelled and changed drivers and continued on its unchallenged way at the head of the small G.T. class, and with all the works Porsches out or in trouble the Graham/Martyn Lotus

XV was leading the 2-litre class. It had been going extremely well and was in fact eighth overall, which was much more creditable than being in the lead of a rather meagrely supported class. On lap 25 Hill managed to maintain his lead, but the Ferrari was sounding awful, for it just was not working properly on all six cylinders and was quite incapable of taking fuel throttle due to the freezing conditions. The overall order was now Phil Hill (Ferrari), Casner (Maserati), Pedro Rodriguez (Ferrari), McLaren (Aston Martin), Vaccarella (Maserati), Ginther (Ferrari) and Colin Davis (Ferrari G.T.). The leader finished lap 24 sounding a little better, for the rain had stopped and there were signs of the temperature rising a little, and he was followed by Casner still going strongly with the front-engined Maserati. The 12-cylinder Ferrari stopped for fuel and oil and Pedro handed over to Ricardo, and Vaccarella stopped for fuel and to hand back to Scarfiotti. With these two at the pits the Aston Martin team looked expectantly for the arrival of McLaren, for this would put him up to third place overall, but he never arrived. The engine had given up and a connecting rod had come out through the side, a stoppage accorded to a broken oil line in the official hand-outs. Phil Hill had not gone far round lap 25 when he got into a violent skid at very high speed and went round and round bouncing off the banks and coming to rest with a bent car but unhurt himself, so that in a very few laps the whole scene had changed and Casner was now leading the race in the Tipo 61 Maserati, followed by Ricardo Rodriguez and Scarfiotti, these two being the only ones on the same lap as the American driver. Ginther was struggling along down in seventh place, his engine still suffering from too much water and not enough heat, but the road was drying fast now and from freezing cold conditions turned to just plain cold. In the Porsche pit there was an air of despondency, with two cars out and the third one too far back to be of any consequence and when they realised that the Lotus XV was leading the class from the experimental Carrera they decided it was time to act. Moss had returned on foot to the pits so the Carrera was called in and he took over, to try and catch the Lotus and save Zuffenhausen's face by at least collecting a class win.

Once more the race settled down, this time with the blue and white Maserati comfortably in the lead, with Casner driving confidently, and on lap 28 he drew into the pits, fuel was taken on and Gregory took over all in just over a minute, so that they still had 1½ minutes lead over the Rodriguez brothers. This lead was increased further still on the next lap when Ferrari stopped for more fuel and oil and a driver change, as planned, but was then delayed some more by trouble with the throttle pedal linkage. However, their nearest rival was the Ferrari G.T. coupé of Mairesse/Baghetti, which was now third, followed by the remaining rear-engined Maserati and then the Ferrari G.T. coupé of Abate/Davis. The Ginther Ferrari was going no better having suffered a real soaking in its engine compartment while at the pits, as well as that collected through the louvres so that even though the track was drying so fast that steam was rising off the surface, the Ferrari engine was not going at all well. It had fallen back to eighth place and could not keep up with the leading Abarth Porsche coupé, nor the works Carrera now driven by Moss. On lap 30 Gregory was way out in the lead, completely uncatchable, and he, Rodriguez, Mairesse, and Trintignant were the only ones on the same lap, the little Frenchman having taken over the second of the Serenissima cars in an attempt to improve their position in the overall results. While Gregory was on his 31st lap and 7 min. 40 sec. ahead of the Rodriguez Ferrari, Ginther came in for a routine fuel and oil stop and von Trips took over the car, instead of Gendebien. The Camoradi Maserati just went on and on in the lead, while Moss was busy trying to gain the lead in the 2-litre class. On the lap when he might have caught the Lotus, as it was due in for refuelling, Moss caught up Lumsden in the fast Elite who was not prepared to find a normal-looking Porsche coupé coming up behind so fast and consequently did not give way on one of the corners, so that Moss had to take avoiding action and spun into the bank, denting the tail, but otherwise being alright and able to carry on. It took him two more laps before he was able to catch the Lotus XV and get the lead in the Class. On lap 33 the works G.T. Ferrari came in for fuel and oil, lying third overall, but the fan was beginning to foul the radiator, due to something getting out of line and before Baghetti could rejoin the race a lot of time was spent removing the fan completely, so that the car dropped from third to 10th place. On the next lap Trintignant came in with the Maserati looking slightly bent, having been off the road, but after a look round the front suspension and the addition of some oil he rejoined the race in third place. The Abate/Davis Ferrari coupé had been running like a train and was now in fourth place overall, and the Gurney/



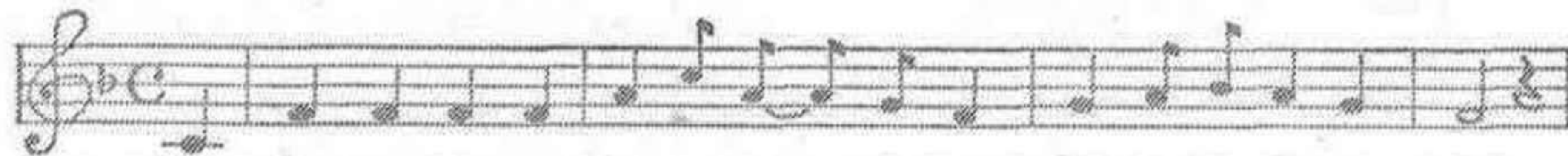


Doctors softly sing it  
as they go about their rounds,

Paper-sellers spread it  
through the length  
and breadth of towns,



Postmen shout it wildly  
as they're set upon by hounds—



The Es - so sign means hap - py mo - tor - ing Call at the Es - so sign



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Bonnier Porsche was likewise going well, and was up to 14th place. On lap 35 the Lotus stopped out on the circuit when a drive shaft broke, thus losing a certain second place in its class, and Moss handed the works Carrera coupé over to Graham Hill for a spell, on the following lap. At 38 laps Gregory was 6 min. 18 sec. ahead of the Rodriguez Ferrari and these two were the only ones on the same lap, Gregory having lapped everyone else, and all the small cars many times over. The Walter/Muller Porsche RS had gone off the road on lap 28 leaving the class lead to the Hobbs transmission Elite, which had been leading the Carreras.

The number 4 Ferrari, driven by von Trips, was now beginning to motor a bit better and after a while it returned to its old form and started galloping away from the Porsches in whose company it had been limping round. The wetness had at last dried out completely and by lap 39 he was in fifth place and gaining rapidly on the Serenissima G.T. Ferrari. On lap 40 Trintignant crept into view before the pits to retire with the crown wheel and pinion gone on the rear-engined Maserati, so that von Trips was now fourth and going as well as ever. The race now seemed to be all over, but once again it was not so, for at the end of lap 42 Gregory pulled in for a quick top-up fuel, to be sure of finishing, and when he got back in the car and pressed the starter nothing happened. There was a mild panic in the Camoradi pit until the mechanic urged Gregory to press harder on the button, whereupon the engine sprang into life and the car was off again, towards certain victory. Meanwhile Pedro Rodriguez was reported going slowly at the Karussel corner and again at other observation points along the circuit, there being something wrong with his right front wheel. The spokes had broken allowing the wheel to collapse, tearing the tyre to pieces and the whole mess jamming under the brake disc. Pedro was nursing the car along running on the remains of the rim and the spokes, the whole thing acting like a skid under the brake disc and he carefully drove it back to the pits. This took him a long time and put him a whole lap behind Gregory, but still in front of the rest of the runners on the same lap as he was now on. The broken wheel was removed and a new one fitted and the gallant young Mexican boy went back into the race to complete one more lap and be flagged home second overall, a lap behind the Gregory/Casner Maserati. The rear-engined Ferrari was singing round the course, with von Trips driving as hard as he could now that all was going well, and though he caught and passed Serenissima G.T. Ferrari he was unable to catch the 12-cylinder Ferrari sports car of the Mexican boys and had to be content with third place.—D. S. J.

#### Results :

1,000-KILOMETRE RACE—Nurburgring—44 Laps—Rain, Snow, Sun			
1st:	M. Gregory/L. Casner (Maserati Tipo 61)	44 laps—7 hr. 51 min. 39.2 sec.—127.6 k.p.h.	
2nd:	R. Rodriguez/P. Rodriguez (Ferrari V12 Tri/61)	43 laps—7 hr. 52 min. 32.4 sec.	
3rd:	P. R. Ginther/O. Gendebien/W. von Trips (Ferrari 246 V6)	43 laps—7 hr. 54 min. 59.3 sec.	
4th:	C. Abate/C. Davis (Ferrari 250 G.T.)	43 laps—7 hr. 56 min. 30.0 sec.	
5th:	W. Mairesse/G. Baghetti (Ferrari 250 G.T.)	43 laps—7 hr. 58 min. 57.3 sec.	
6th:	F. Hahni/H. Zick (Porsche Carrera Abarth)	43 laps—7 hr. 59 min. 23.4 sec.	
7th:	S. Günther/E. Mahle (Porsche Carrera Abarth)	43 laps—8 hr. 01 min. 08.3 sec.	
8th:	H. Linge/S. Greger/S. Moss/G. Hill (Porsche Carrera Exp.)	43 laps—8 hr. 02 min. 07.5 sec.	
9th:	G. Koch/F. Leinenweber (Porsche Carrera Abarth)	42 laps—7 hr. 52 min. 48.6 sec.	
10th:	D. Gurney/J. Bonnier (Porsche 1.7-litre RS61)	41 laps—7 hr. 52 min. 37.1 sec.	
11th:	Dr. Pflugbeil/W. Rüschenbaum (Porsche Carrera Abarth)	41 laps—7 hr. 52 min. 46.2 sec.	
12th:	H. Felder/P. Nöcker (Ferrari 250 G.T.)	41 laps—7 hr. 53 min. 53.4 sec.	
13th:	L. Bianchi/C. Clemens (Porsche Carrera Abarth)	41 laps—8 hr. 01 min. 03.8 sec.	
14th:	R. C. Kerrison/P. J. Sargent (Lola-Climax 1,098 c.c.)	41 laps—8 hr. 02 min. 15.8 sec.	
15th:	S. Liebl/J. Siffert (Ferrari 4-cyl. TR)	40 laps—7 hr. 52 min. 32.8 sec.	
16th:	G. Berger/"Beurlys" (Ferrari 250 G.T.)	40 laps—7 hr. 52 min. 34.1 sec.	
17th:	J. Bekaert/R. de Selincourt (Lola-Climax 1,098 c.c.)	40 laps—7 hr. 53 min. 24.0 sec.	
18th:	P. Lumsden/P. Riley (Lotus-Elite)	40 laps—7 hr. 58 min. 01.4 sec.	
19th:	P. Ashdown/C. Vogeles (Lola-Climax 1,098 c.c.)	40 laps—7 hr. 59 min. 22.2 sec.	
20th:	D. Hobbs/W. Pinckney (Lotus-Elite Hobbs)	40 laps—8 hr. 01 min. 06.4 sec.	
21st:	G. Bialas/H. von Saucken (Porsche Carrera Speedster)	40 laps—8 hr. 01 min. 42.7 sec.	
22nd:	M. di Lizzano/M. Grana (Alfa Romeo SVZ)	40 laps—8 hr. 01 min. 44.0 sec.	
23rd:	B. Runte/W. Lindermann (Porsche Carrera)	39 laps—8 hr. 00 min. 48.7 sec.	
24th:	H. Kreft/H. Nyffeler (Porsche Carrera)	39 laps—8 hr. 01 min. 09.8 sec.	
25th:	H. Gerhards/H. Kalkuhl (Porsche Super 90)	39 laps—8 hr. 01 min. 52.5 sec.	

26th:	B. Degner/C. Braun (Lotus-Elite)	39 laps—8 hr. 02 min. 36.3 sec.
27th:	J. Olthoff/J. Whitmore (M.G.-A Twin Cam)	38 laps—7 hr. 52 min. 51.4 sec.
28th:	W. Junge/G. Schramm (Alfa Romeo GSS)	38 laps—7 hr. 53 min. 42.9 sec.
29th:	W. Allen/J. Wagstaff (Lotus-Elite)	38 laps—7 hr. 53 min. 54.7 sec.
30th:	H. Hesper/H. Estler (Alfa Romeo SV)	38 laps—7 hr. 53 min. 55.8 sec.
31st:	W. McCowen/A. Hedges (Austin Healey Sprite)	38 laps—7 hr. 57 min. 26.7 sec.
32nd:	G. Kreisel/G. Berridge (Lotus-Elite)	38 laps—8 hr. 01 min. 08.9 sec.
33rd:	L. Leston/K. Ballisat (Lotus-Elite)	38 laps—8 hr. 01 min. 22.0 sec.
34th:	G. Laureau/P. Armagnac (D.B. Panther)	37 laps—7 hr. 51 min. 47.9 sec.
35th:	G. Gonzalo/G. van Opheim (Austin Healey 3000)	37 laps—8 hr. 01 min. 22.9 sec.
36th:	G. Hacquin/E. Laub (Alfa Romeo GZ)	37 laps—8 hr. 01 min. 34.2 sec.
37th:	A. Moynet/M. Caillaud (D.B. Panther)	37 laps—8 hr. 01 min. 37.0 sec.

63 starters — 37 finishers

Fastest lap: P. Hill (Ferrari 246), on lap 8 in 9 min. 15.8 sec.—147.7 k.p.h. (new record).

## JAGUAR'S SILVER JUBILEE

THE Silver Jubilee of Jaguar was celebrated by a Beaulieu Week-End organised by the Jaguar D.C. It opened with a 150-mile rally from Northolt to Beaulieu, there was a dance in the evening, and it continued on the Sunday with driving tests, a *Concours d'Elegance*, a Car-and-Lady competition, and a pit-work contest between teams of racing mechanics, concluding with a Cavalcade of S.S. and Jaguar products led by Sir William Lyons in an E-type, who afterwards "took the salute" as the cars drove round the field.

Ecurie Ecosse were absent, but John Coombs, Equipe Endeavour and Jaguar Cars teams contested the pit-work event, in which two wheels and two plugs had to be changed. Using an E-type, the Jaguar team changed front wheels with a quick-lift jack, taking 63.4 sec. Tommy Sopwith also drove an E-type, his mechanics changing both off-side wheels, also with a racing jack—time, 66.8 sec. John Coombs drove a 3.8 saloon, his boys using an ordinary garage jack to which they had tied an oil drum to act as a buffer. They won easily, in 55.8 sec.—but the hub-caps were but finger tight and the car went off on four cylinders, the plug leads not having been replaced! After all, what are regulations for if you can't discover loopholes?

The *Concours d'Elegance* was contested by some 32 immaculate Jaguars, of which a smaller number appeared in the elegant lady and car competition. This latter event serves to remind one how few ladies are really elegant but Tommy Sopwith had picked himself a really attractive girl, whose coat he removed neatly before she paraded round his spotless E-type. However, an elderly lady in a dark picture hat and elegant silk frock, alighting from a white Mk. IX Automatic Jaguar, stole the show, receiving from Sir William Lyons the Lady Montagu Trophy. Sopwith and his young lady won the Henly Cup.

George Eyston and Col. Barnes had painstakingly judged the *Concours d'Elegance* proper and the Rally was won by P. C. Wadham, who took home the London and Home Counties Trophy.

Sir William Lyons must have felt nostalgic as he watched the Cavalcade, which included S.S.I and S.S.II coupés, open S.S.I, S.S. 100s, including the ex-Wisdom car, Jaguar's own 2½-litre push-rod S.S. Jaguar saloon, an immaculate 1½-litre, a C-type, the works D-type, even an XKSS, and the 3.8 saloon Salvadori raced last year, Lord and Lady Montagu in their Jaguar, etc., etc. It was unfortunate that the oldest S.S. product present, a 1931 Austin Seven Swallow saloon out of the Montagu Motor Museum, proved to be mechanically recalcitrant and had to be pushed round, for some of these Swallow Austins are still motoring well on our roads.

This was a nostalgic occasion for Jaguar fans but although there seemed to be more officials than competitors, all wearing expensive leather arm-bands, the programme ran badly behind schedule and so the final of the pit-work competition was never held; no doubt to Coombs' delight, for scrutineers to inspect the tightness of hub-caps before and after the event and to check that plug-leads were replaced had been specified for the re-run!

A nice gesture was the presentation to the Conductor of the Jaguar works band of an award, subscribed for by the members of that band, as a token of the help they have received from him in winning some notable musical awards during the past three months.—W. B.





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# The EXCELLENCE of the RENAULT FLORIDE

*ELEGANCE.—The Renault Floride in hard-top trim outside the Castle Inn at the charming Berkshire village of Hurst. Here the hospital founded by William Barker in 1664, which admitted eight patients at 6d. per diem, can be seen. Its founder was buried in the churchyard in 1681.*



**I**N England if you crave a car that has elegance of line and individuality of appearance not found in normal models of a manufacturer's range you are obliged to think in terms of an Aston Martin or Bristol Zagato, or a Bentley Continental, and that is going to set you back between £4,500 and £8,900.

Such cars that might have been driven straight out of the pages of "Automobile Year" or one of the glossy Italian motor magazines can do your morale a great deal of good, in much the same way as does a good tailored suit or a hand-sewn pair of shoes.

On the Continent glamorous automobiles are considerably more easy to come by. Abarth, D.B., Bianchina, Innocenti and others build excellent and eye-stopping variants of Fiat, Panhard, Austin and other makes that are in big-scale production, and Renault and Volkswagen themselves list special-bodied editions of their bread-and-margarine lines, in the Floride and Karmann Ghia, respectively.

I have been enjoying a few days posing as a gentleman motoring connoisseur behind the wheel of the exceedingly good-looking Renault Floride.

The Floride is a luxury 2/4-seater small car, styled by Ghia, which is available in convertible and hard-top form, and also as a fixed-head coupé. It is based on the popular Renault Dauphine, which is turned out at the rate of some 1,700 per day. Thus the mechanical ingredients of the Floride are well-proved and in no way experimental; output of this specialised version, known in its native country as the Caravelle, is about 170 a day. The body is beautiful to look at and exceedingly practical. The two separate seats are comfortable, substantial, and leather upholstered. The squab angle is adjustable by setting the bolts on which they rest

and they tilt forward for access to the rear seat. There is a fold-down back seat able to accommodate one or two persons as occasional passengers and hood and hard-top do not unduly restrict headroom in this back compartment. The facia is crash-padded, the screen top rail likewise, the latter padding being reproduced in the hood rail.

Without being obtrusive there is just a touch of luxury about the paint job, the gold hue of the plating on the wipers', washers' and heater-fan controls, and the carpeted floor, and in the small unlockable lidded cubby-hole, and there are quality pockets in both doors (rather obstructed by the window winders and interior handles) and elastic-topped stowages on the inside walls of the scuttle.

The hooded instrumentation is typically Dauphine, comprising an oddly-calibrated 95-m.p.h. Jaeger Déposé-type speedometer with total mileometer lacking decimals (there is no trip), an unsteady and exceedingly pessimistic fuel gauge, temperature gauge and warning lights. There are under-facia courtesy interior lamps.

Dauphine ancestry is apparent in the under-facia heater controls, rotary lamps switch, and long slender central gear-lever with rather excessive movements. There is a positive, central hand-brake and the direction flashers, supplemented by pilot flashers on the bonnet sides, are worked by a l.h. stalk; they tend to cancel rather too quickly. Also typically Dauphine are the presence of intruding wheel wells in the front compartment and the ignition key aperture against the steering column; this key will lock the steering and is also used for the excellent barrel-door

*Continued on page 596*

*The pictures below show that England is not without old monuments that have survived to the present day. Both those shown were unveiled on June 22nd, 1897, to commemorate 60 years of Queen Victoria's reign. That on the left is outside White Waltham in Berkshire—a pure water fountain put up at the request of Frances Elizabeth Ellis. On the right is another fountain for drawing water from a 15,500-gallon (70 tons of it) reservoir erected by Major Goodrich Holmesdale Allerey, J.P., of Wokefield Hall in the parish of Beech Hill, Berkshire. The pictures also show how neat the Renault Floride looks as a convertible, with hood down.*





# PICTORIAL REVIEW

24-Hour Race Le Mans

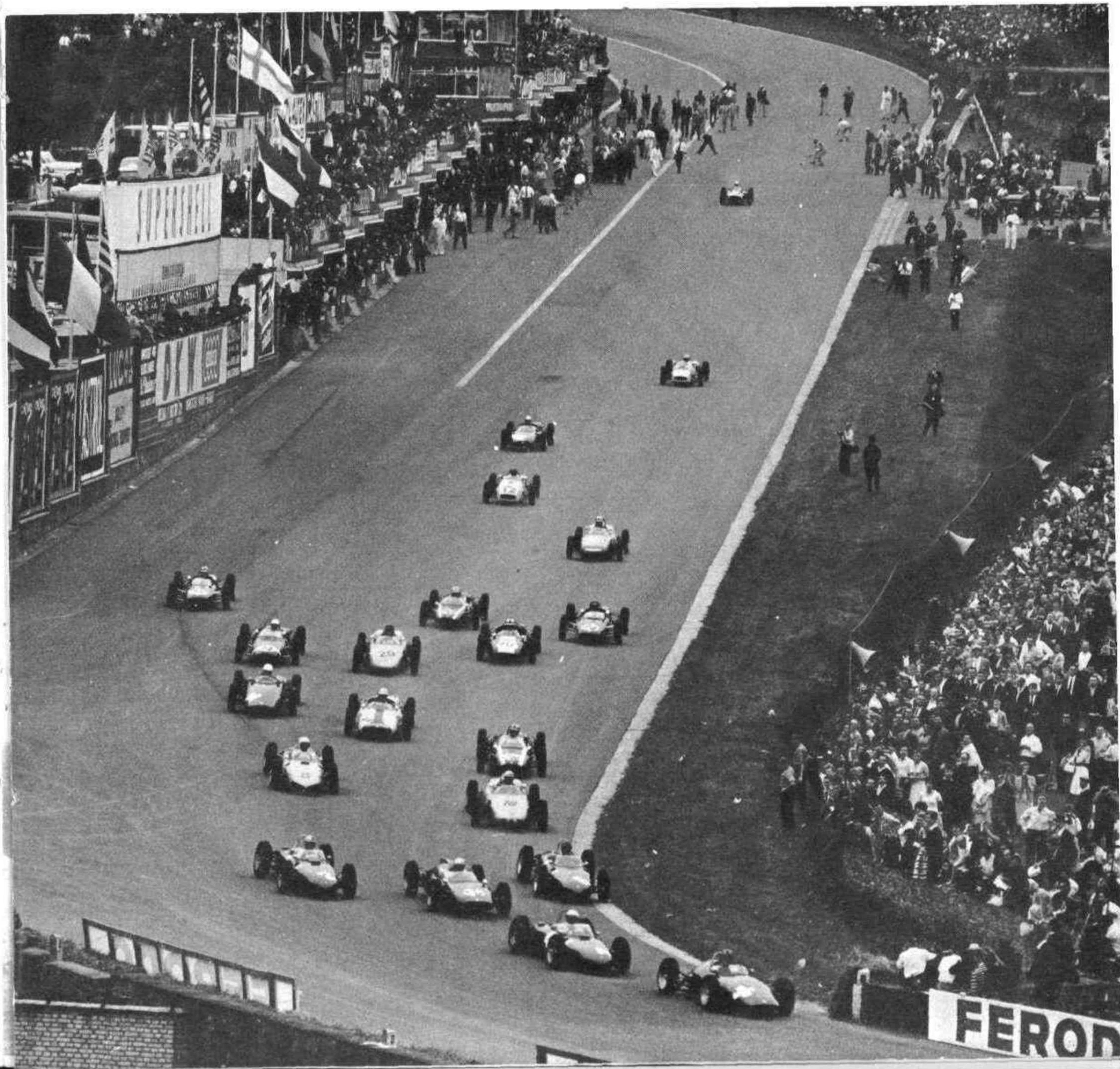
1,000 K's Nurburgring

Belgian Grand Prix

Brands Hatch

Dutch Grand Prix

*BRITAIN DOMINATED.*—Except for the first mile of the first lap when Graham Hill shot into the lead, the Ferraris dominated the Belgian Grand Prix which was held on the fast Spa-Francorchamps circuit. Behind Hill is the winner, Phil Hill, while in the Ferrari sandwich of von Trips (left), Ginther (right) is the Yeoman Credit Cooper driven by Surtees, which was the first Climax-engined car to finish.







**THE WINNER.**—Olivier Gendebien, who took the first stint in the winning Ferrari at Le Mans peers through the regulation windscreen as he rounds Arnage.

**MOSS AGAIN.**—After being outpaced by Surtees and Clark in the early stages of the 200-mile Silver City Trophy, Moss came back with his U.D.T. Laystall re-bodied Lotus and won after Surtees had crashed and Clark slowed down.

**LE MANS START.**—Perhaps the most exciting picture streaks into the lead with his Aston Martin, while picture Clark has already disappeared and the Aston eventual winner (No. 10) pulling up on the outside. In the foreground, the Dunlop Bridge, while to the right Moss's G.T. Ferrari is about to start the first lap—Ritchie Ginther.

**CROWDED.**—Soon after the start Roy Salvadori's DBR1 leads Kerguen's DB4 G.T. under the Dunlop Bridge, while on the left Ritchie Ginther (left) churns up the dust as he passes Moss in the G.T. Ferrari. On the right, No. 9 is one of the V12-engined Type 63 Maseratis.



**CLOSE.**—Cutting it fine at the Esses are the Vinatier/Zecoll Fiat-Abarth Spider which crashed early in the race and the Harper/Proctor Sunbeam Alpine with Harrington hard-top and faired in headlamps which won the Index of Thermal Efficiency.



**PARDON ME!**—The occupant of the Reed/Arents 250 G.T. Ferrari receives a nasty shock when he entered the Esses and found this new rear-engined D.B. of Moyonet Vidilles gyrating in his path; some heavy braking and a quick swerve avoided contact, but the D.B.'s continued to annoy the drivers of fast cars as in previous years.







**BEATEN.**—The new "E"-type Jaguar is not having things all its own way in G.T. racing and Michael Parkes has given Graham Hill and Roy Salvadori some anxious moments. At Brands Hatch Salvadori was in the lead, but Parkes passed him for another Ferrari win.

part of the Le Mans race is the start. In the top picture Jimmy Clark and the others are just beginning to move onto the track, in the centre of Kerguen (No. 1) and Salvadori (No. 4) set off in pursuit with the in the lower shot Gendebien's Ferrari leads the bunch towards the Dunlop out to be passed by the man who actually led the race at the end of the in his 2.4-litre rear-engined Ferrari (No. 23).



**NOT "LUCKY"** this time; Lloyd "Lucky" Casner co-drove one of his Camoradi Maseratis to victory in the Nurburgring 1,000 Kilometres with Masten Gregory and turned in a fast, steady performance. Here, Gregory is coming through the South Turn.

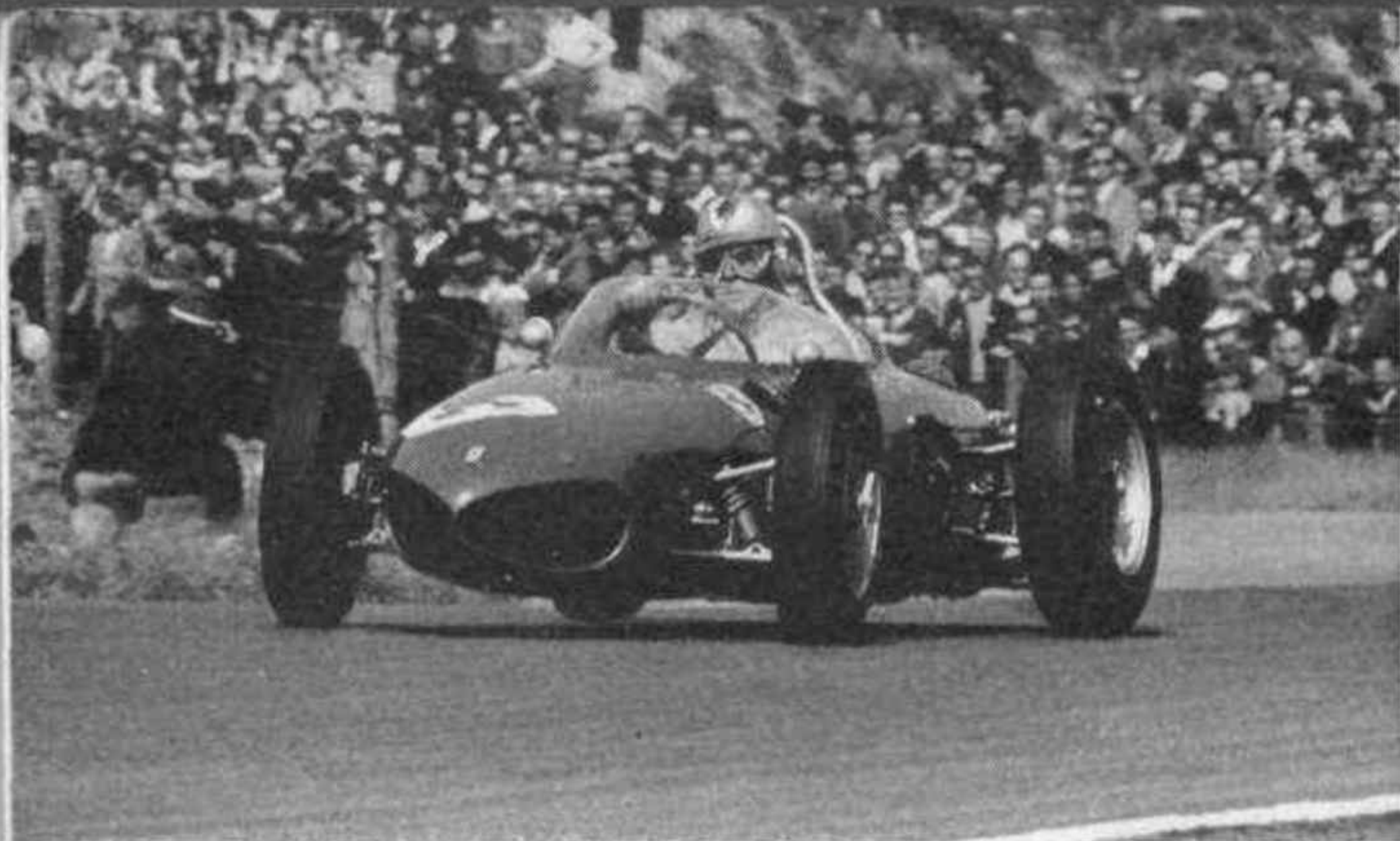
**LOLA SUCCESESSES** at Nurburgring were concentrated in the small capacity classes. Lolos won the 1,150 c.c. sports class and Elites won the 1,300 c.c. G.T. class and the 1,600 c.c. sports class. Here, the class winning Chris Kerrison/Peter Sargent Lola swishes through the rain.

**UNLUCKY.** — Phil Hill and "Taffy" von Trips led for much of the 1,000 Kilometres, but rain and snow got into the louvers over the engine causing it to misfire, dropping the car back, and eventually Hill spun, clouting the banks several times and putting the car out of the race.

**TOO FAST** for the Porsches were the rear-engined Ferraris. Not even Moss could get the 1.7-litre Porsche into the lead and Moss and Graham Hill held third or fourth place until just before half distance when the engine blew up.



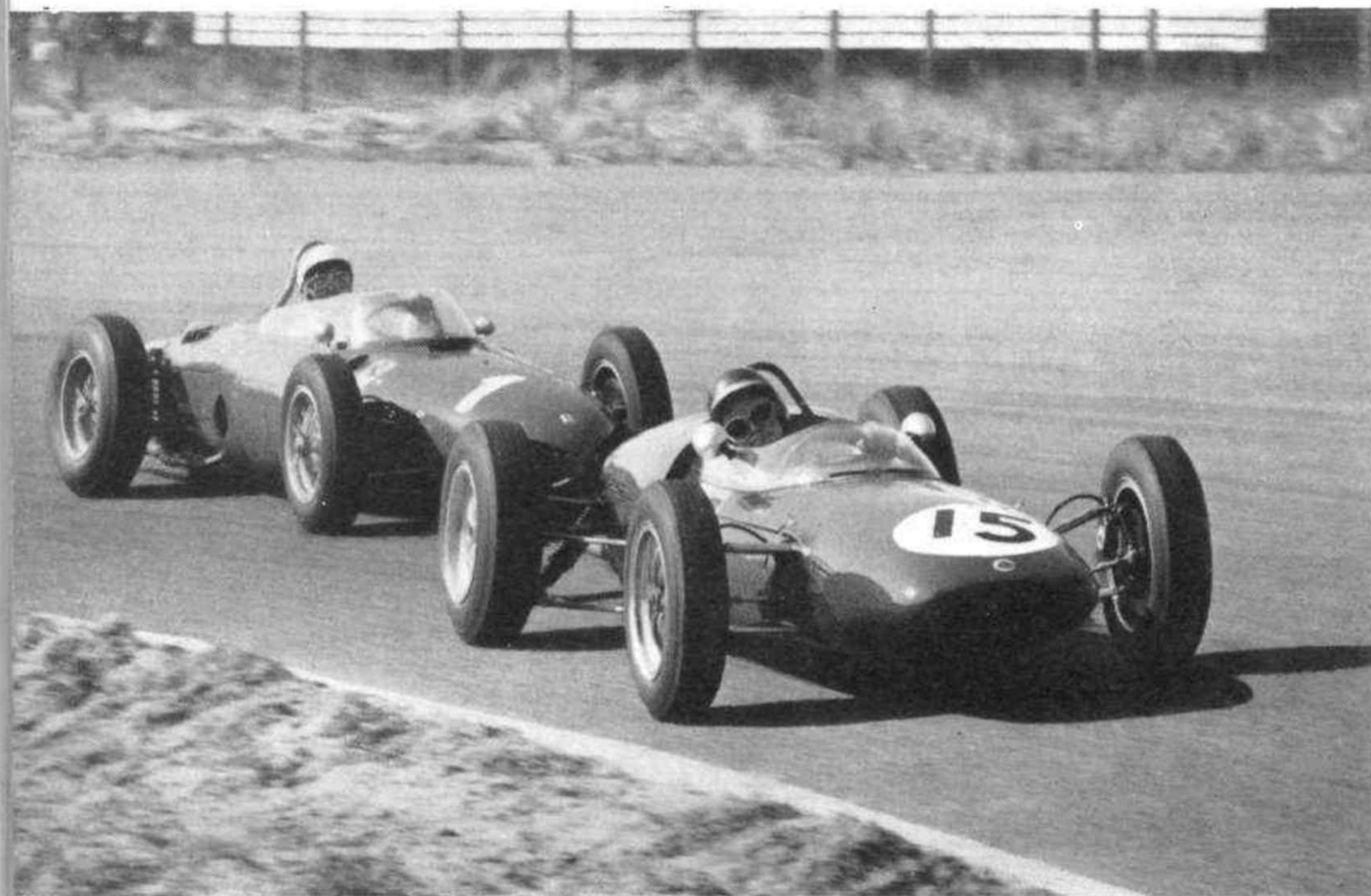




*VICTOR.*—Unchallenged from the drop of the flag to the drop of the chequered flag, von Trips drove his Ferrari to a very fine victory in the Dutch G.P. Here, with tail slightly hanging out, he takes the left-hander behind the paddock.



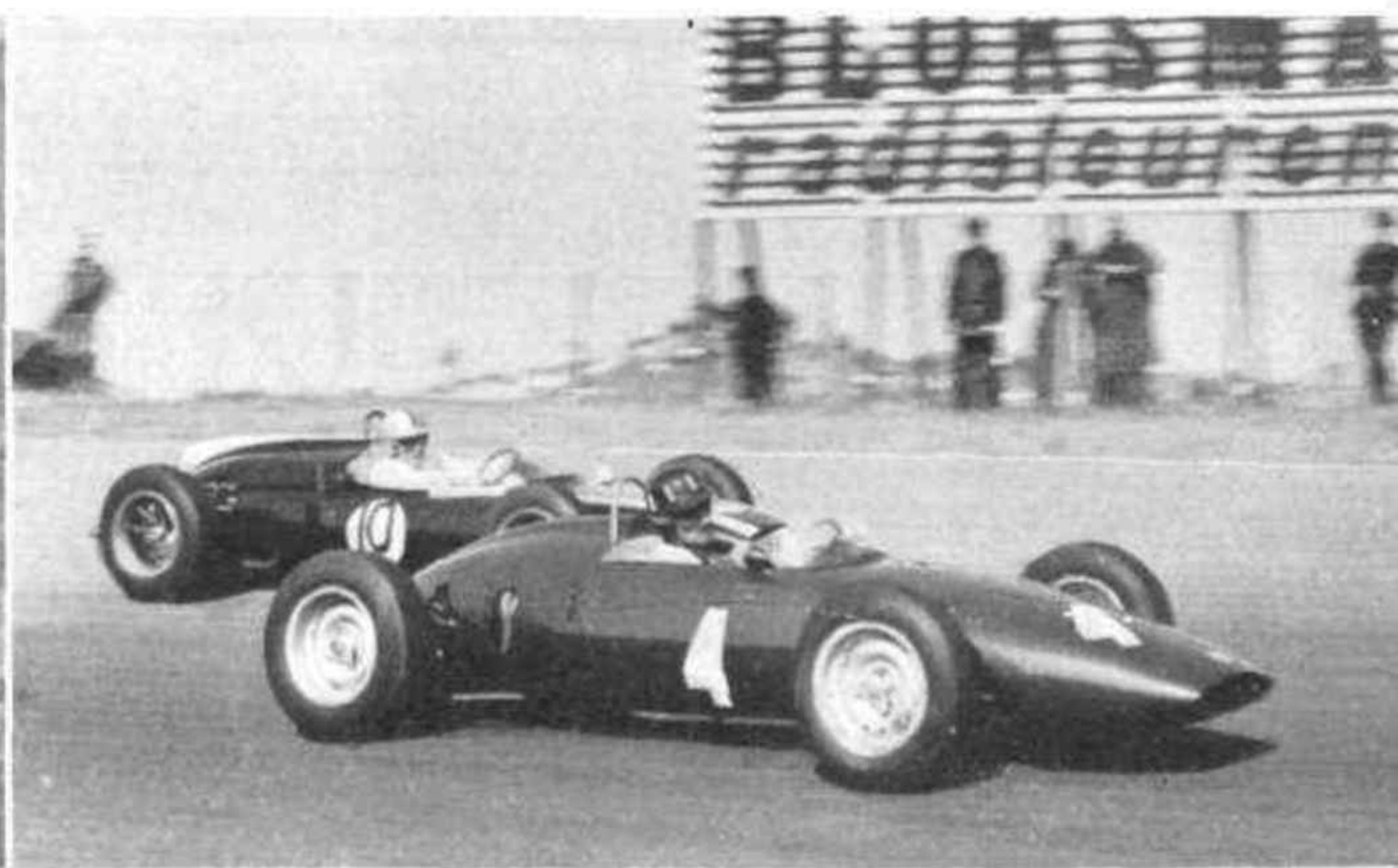
*TRYING.*—Jimmy Clark slides the new G.P. Lotus out of the left-hander behind the Zandvoort Pits as he makes a grand effort to catch the leading Ferrari. This power oversteering became more difficult to control as the car lightened towards the end of the race and Jimmy lost ground to the Ferraris in the last half-hour.



## DUTCH GRAND PRIX

*OPPOSITION.*—The only opposition to the Ferrari supremacy at the Dutch Grand Prix at Zandvoort came from the new Lotus driven by Jimmy Clark. Time after time he nipped ahead of Phil Hill's Ferrari, as seen above.

*DICES.*—Individual battles raged right through the field at various stages of the Dutch G.P. On the left and in the latter part of the race, Moss caught Ginther's Ferrari and used all his great skill to pass on the last lap to beat him by a nose. On the right Graham Hill (B.R.M.) and Brabham's Cooper kept very close company for several laps until the B.R.M. rotated suddenly and Brabham got well away.



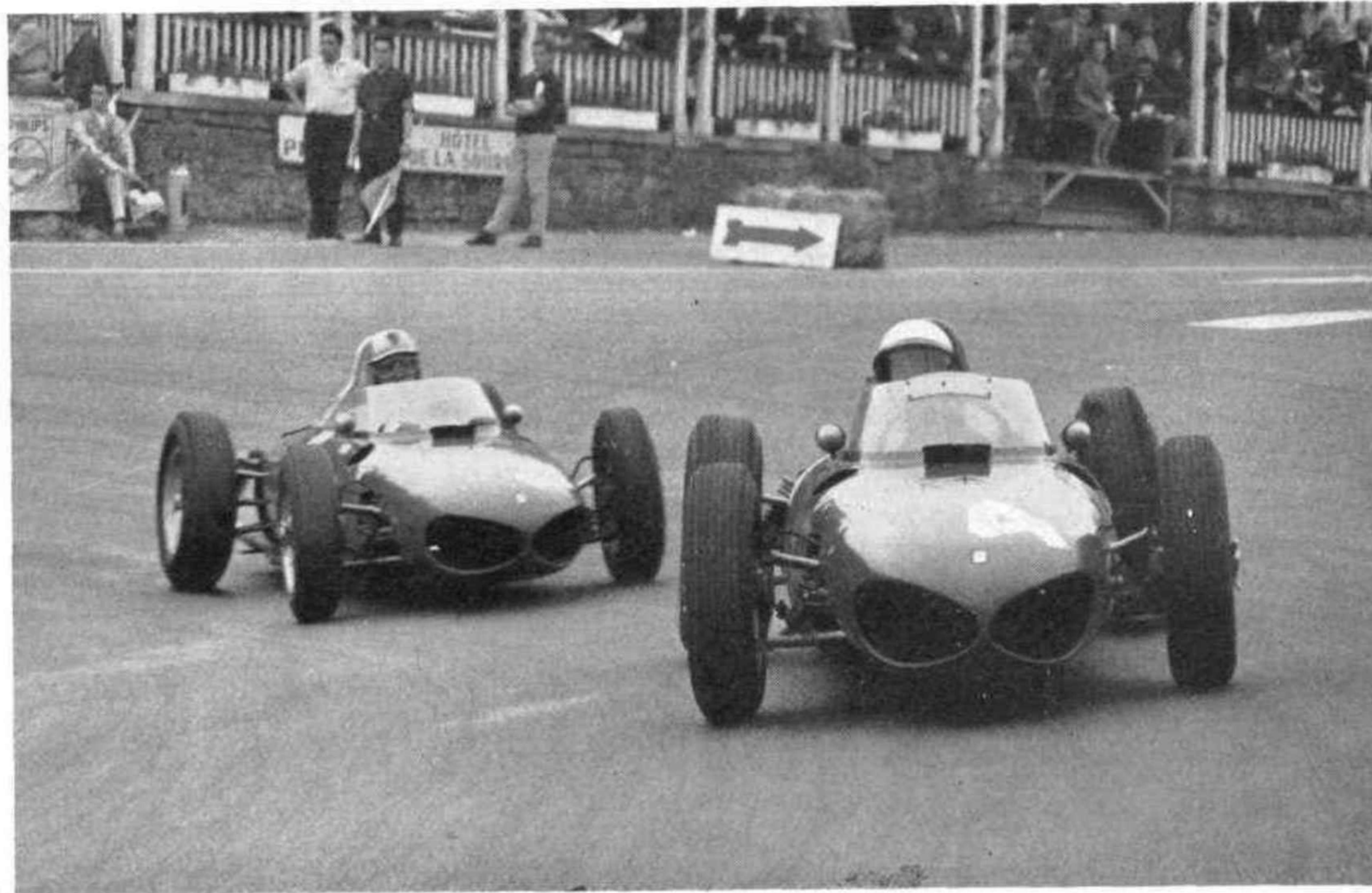




*DUEL.—One of the most interesting battles in the Belgian Grand Prix was that which went on between Jack Brabham in his works Cooper and Dan Gurney in a works Porsche. In the picture on the left Brabham lifts a front wheel in his effort to keep ahead but the Coventry-Climax engine creaked enough going past the pits and the Cooper expired in a cloud of smoke (right).*

## BELGIAN GRAND PRIX

*ITALIAN DETERMINATION.—Ferraris led from start to finish in the Belgian G.P. Here Phil Hill leads team-mate "Taffy" von Trips out of the La Source Hairpin.*

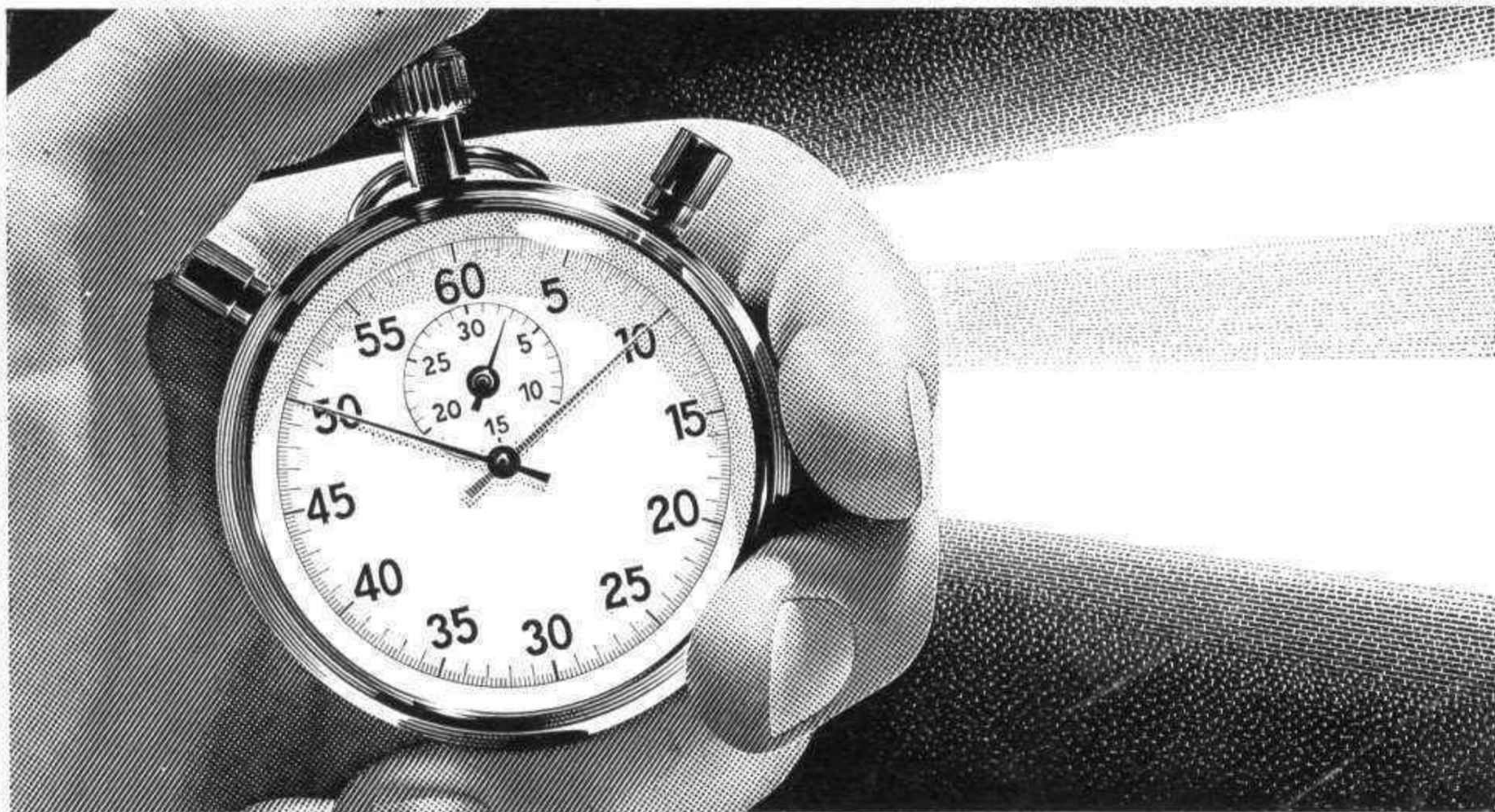


*OFF FORM.—Jimmy Clark with a brand new Lotus had gear selector trouble in the opening lap, and lost so much time in the pit that he never stood a chance of a position.*

*FIRST ENGLISHMAN.—John Surtees in the Yeoman Credit Cooper-Climax disappears over the horizon in pursuit of Graham Hill in the B.R.M.-Climax. Surtees finished fifth behind the four Ferraris and Graham Hill retired with various troubles after his exhaust pipe broke off.*







# ***CASTROL WINS***

## **RALLY OF THE MIDNIGHT SUN**

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### **OUTRIGHT WINNER**

C. M. Skogh/R. Skogh (SAAB)

**also 3 class wins**

(Subject to official confirmation)

*Follow the experts - ask for Castrol by name*





## GOODWOOD AT WHITSUN

THE Whitsun B.A.R.C. Meeting was a sad one, because Roy Bloxham received fatal injuries after his Lister-Jaguar crashed and was burnt out in the last race, while running far back in the field. The car spun and hit the bank at Fordwater, flinging out the driver and crashing into an official's VW. Belatedly we offer condolences to Mrs. Bloxham, herself a racing driver.

This sad fatality spoilt a meeting which, said the B.A.R.C., 21,500 people attended.

The first race was the Cibie Cup for 4-seater saloons, in which Jankel's Ford Anglia proved able to stay ahead of G. Lawrence's self-tuned Austin A40. These two were considerably faster than the over-1,000-c.c. class winner, Bryant's unstable-looking Brabham Sunbeam Rapier. The Ford won by 0.4 sec. at 75.66 m.p.h., making fastest lap at 77 m.p.h. The Rapier only averaged 74.9 m.p.h.

The F.J. race provided the expected excitement. Collins jumped the start, being penalised 60 sec., then spun at St. Mary's and sat in his Lotus, arms erect, as the others avoided him—apparently the starter was inoperative and when the driver made no attempt to vacate the car someone noticed that it was entered by the Armoured Car Co. Ltd., so presumably was invulnerable! Dibley's Lola had fuel pump trouble and a new 5-speed gearbox confusing to the driver, who retired. There were other minor incidents but Hyslop was never in doubt, winning in his Lotus-Ford by 23 sec., at 88.85 m.p.h., from Hart (Terrier-Ford) and Hicks (Caravelle-Ford), a result that provided variety in F.J. racing. Before some chicanery Meek's Elva made fastest lap, at 90.19 m.p.h. Ford engines dominated the race.

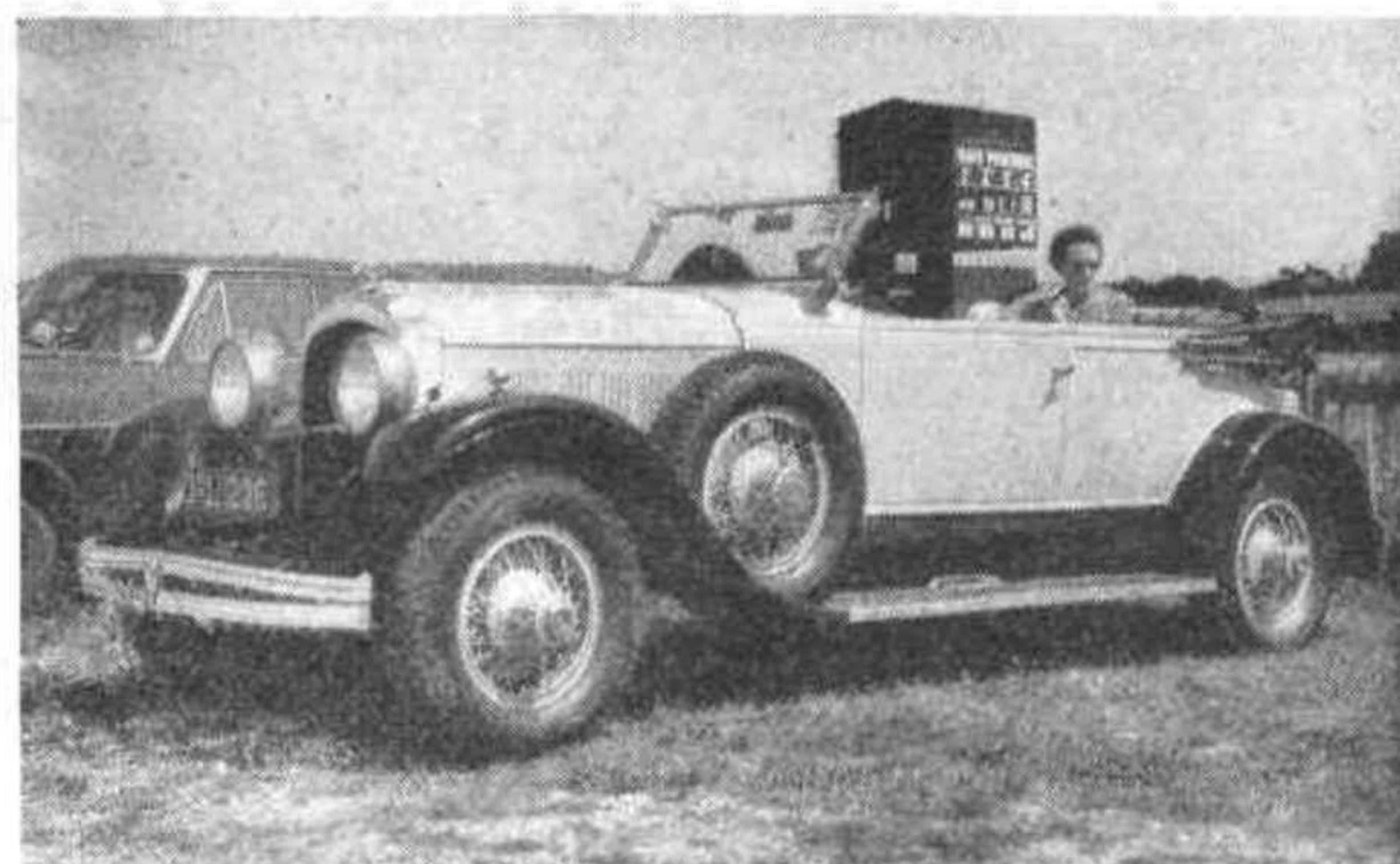
So to the 21-lap Whitsun Trophy Sports-Car Race, in which Bruce Halford in the Ecurie Ecosse Cooper Monaco showed how to do it, winning at 90.05 m.p.h., 6 sec. ahead of de Selincourt's Lister-Jaguar, these two being pursued with great *elan* by Salmon's D-type Jaguar. Addicott came along splendidly to finish fourth in his 1.2-litre Lotus, to win the 1½-litre class, ahead of Bekaert's Lola 1,100 and Coundley's borrowed Cooper Monaco. Halford's best lap was at 93.91 m.p.h. Charles motored 400 miles to Wales and back for spares for his D-type Jaguar but needn't have troubled, Sgonina gave a demonstration of how to run-in a DB3S Aston Martin, and Anthony's Lister-Corvette did but two slow laps. Indeed, apart from mild prangs, this short race saw Bailey's Tojeiro succumb to clutch trouble, Derisley's Lotus-Ford suffer back-axle failure, Nicholson's Lotus overheat and Beckwith's Lotus break its gearbox—oh dear! Ecurie Ecosse packed up their Cooper for immediate dispatch to Nurburg.

In the *Marque* Scratch Race Arnold (TR3A) drove to no avail, having jumped the start, and Shaw's A.C.-Bristol just could not catch Staples' A.C.-Bristol, which won at 79.82 m.p.h. by 12.6 sec. Dangerfield's TR3 was third. Leuch (TR2) seemed to think the race was a skidding exercise and Bowman's A.C. had an anti-crash bar behind the driver although surely American heads are no softer than British heads?

Re-handicaps, of a credit lap in five instances, led to confusion on the grid, the Historic Racing Car Handicap almost starting behind time in consequence. Margulies' Maserati gave Syd Day's E.R.A. 10 sec. and was never in the picture. Day, who had effected repairs that morning after two plugs had blown out, might have won, but he spun coming out of the *chicane* on lap eight and the Hon. P. Lindsay's E.R.A. (10 sec.) went on to take Bergel's 2.3 Bugatti (1 lap +20 sec.) on the inside of St. Mary's and win at 79.54 m.p.h. Waller's E.R.A. (50 sec.) was third. Lindsay made fastest lap at 81.36 m.p.h.

The G.T. Scratch Race was interesting because G. M. Jones kept his Marcos ahead of Benson's soft-top Porsche Carrera. No-one seemed to know whether Jones had a highly-tuned 1,216-c.c. Climax engine or whether, as seems more likely, the light weight of the Marcos enabled it to beat the 1,498-c.c. Porsche. It averaged 80.54 m.p.h. Howard's XK120 was third, winner of the over-2-litre class, but the Ecurie Ecosse Jaguar E-type was absent. I would like to think that a G.T. car is a coupé but many hoods-up soft-tops competed in this race. Interesting, but too slow, was Rodger's Warwick with one of the new 3½-litre Buick "compact" engines, of which they say six have been sold to Italy. Well, well!

Addicott (Lotus) deservedly won the final race, a handicap, at 86.67 m.p.h., from Wober's D-type Jaguar and Salmon's similar car but the inexplicable accident to Bloxham cast a gloom over the race. Hetreed's DB3S spun at St. Mary's, Addicott had moments at Lavant on the same lap, and one wonders about oil.—W. B.



Ted Lewis, the well-known photographer, arrived at the Whitsun Goodwood meeting in this fine Chrysler Imperial.

## THE 8-CLUBS AT SILVERSTONE

THE 8-Clubs Meeting is one of the busiest of Silverstone's Club days; this year 172 entries contested four High-Speed Trials and 13 5-lap races, run to a strict time schedule.

In the first race I thought Howard's XK120 would win and it did, making its driver cross his arms, at 76.45 m.p.h., chased hard by White's Sprite with Derisley's Lotus-D some way behind. Adlington positively fought his Lotus-Ford, a double dose of gearboxes did not prevent Tiller's J2 Allard from retiring, and Downie's Sunbeam Alpine was boiling.

The 750 Formula race followed, with Boorer's D.E.B. II a convincing leader from start to finish, pursued by Whitehead, with Forrest's quite unbelievable "pancake" Austin saloon third, its cornering a question of waiting until a spinning rear wheel found the deck and the car was able to proceed. This odd car would be in poor taste were it not so beautifully made and finished and such an effective goer. Cowburn and McElroy had a ding-dong but the others were pathetic, although the Pinfold Special pleased me because it reminded me of the 1923 "tank" Bugatti I examined at Molsheim recently; however, generally modern racing 750s resemble "boys' racers," whereas 35 years ago they looked like scaled-down G.P. cars.

Miss Jones, proving that the girls can do it, won the next race easily in her Austin Healey 3000, with Dempsey working hard in his A.C.-Bristol without closing the gap. In third place the Earl of Denbigh motored his XK150S into Woodcote's ditch, which moved Venn's Austin Healey 3000 up to that place.

Bulmer's handicapping had lost its magic in the next event, for Graziano Notarianni in a Mini Austin with exhausts terminating by the door and other "hot" numbers unseen, won so easily that it lapped Fairweather's Riley 1.5 that had started 25 sec. later. A Chain Gang 'Nash (Heard's) was a steady second, keeping Alderton's Singer Special at bay. Harmer appeared to be hanging on his straps in his Austin 850; Loveday's Sprite and the Tornado Typhoon indulged in a fierce duel.

Bulmer was back on form for Event 9, Edwards' Lagonda M45 winning by a really narrow margin from Sparrow's TR3, after Symes had spun his H.R.G. at Becketts. Brough was third, in Blunt's 16/80 A.C.

Everyone looked well behaved in the dull 1172 Formula race, which Youtlen's Terrier won with consummate ease from Corfield's Terrier II, although this place belonged to Inglis' neat Rejo II until it went sick, also letting the Goodwin-Ford pass it. The race was spoilt by too many non-starters.

To show his handicap win was no fluke, Notarianni's hot Mini, now driven by Pitchers, won a scratch race even more convincingly. Half-a-length separated the next two—Finch's 1½-litre H.R.G. and Blunt's A.C. Special, the latter an odd elongated car with exposed twin 3-branch exhausts and a Riley tail.

On the opening lap of the next race Overall cornered on the limit and the grass once too often in his smart Volvo 122S, swung back across the course, and impeded Johnson's Sunbeam Alpine and Wansborough's Tornado Typhoon which were having a go round Woodcote in close company. The impact was terrific and none of the three cars was much good after it. Past wildly waving yellow flags Pilkington in Cave's A40 motored to an easy victory.

The rest of the races were won by Cave's A40, Blunt's A.C., Howard's Jaguar, and Sparrow's TR3, and the Harrow C.C. beat Chiltern in the Inter-Club Team Relay.—W. B.



## VETERAN— EDWARDIAN— VINTAGE

A Section Devoted to  
Old-Car Matters

UNUSUAL SIGHT.—A vintage Lancia Lambda at Wurzburg in Germany.

[Photo by courtesy of Scooter World.]



### V.S.C.C. RALLY TO BEAULIEU (May 28th)

THE annual rally of the Vintage S.C.C. to Beaulieu was as usual divided into a *Concours d'Elegance* before the very pleasant lunch given in Palace House by Lord and Lady Montagu to officials and the Press, and driving tests afterwards at spacious Beaulieu aerodrome.

One of the nicest cars present was Wrapson's 1926 Rolls-Royce Twenty with tumble-home touring body and Phillips' fabulous 1929 S-type Duesenberg coupé de ville (fully described in MOTOR SPORT for April 1960) put in one of its welcome but rare appearances. Dunn explained that his 1923 10/23 Talbot tourer was a bit dusty as it had come down from Bromley in Kent, but to us, and the Judges, Messrs. Rixon-Bucknall, Walker, Roberts and Slack, it looked pristine and was awarded the Martini Trophy as winner of the *Concours*. The runners-up were the Duesenberg, Marsh's Austin Seven, Catt's massive Speed Six Bentley 2-seater from S. Rhodesia, and Wilcock's S.S.100, 3rd Class Awards going to Dr. Bayliss' 1912 Bébé Peugeot, the ex-Reeves' car with delightful bulb horn, Rushmore gas lamps but non-standard size tyres, and Quayle's 4½-litre Bentley.

For the tests Moffatt had broken his Brescia Bugatti *en route* and after casting envious eyes at the Museum's Type 30 borrowed a 14/40 Vauxhall, and Bill Mason, who had been presented with a handsome silver cup for his work on that excellent film "The Heroic Days," was a non-starter due to ignition maladies that beset his Bentley. The Duesenberg, in spite of its size, was most ably driven, Moffatt was ingenious, scattering the spectators with a sweeping reverse movement in the garaging test, Barry Clark drove neatly in his wife's 12/50 Alvis 2-door saloon—the ideal shopping car for a "vintage wife," were the girl's own words!—but in the circle test, for which a lady marshal held aloft a flag like a girl guide calling for reinforcements, Catt's enormous, flamboyant and somewhat irregular Bentley would have been happier on the Outer Circle. As usual, Wilcock let off fireworks with his 1938 S.S. but it didn't quite pay off in this circle business, Berridge's Lancia Lambda expired early in the wiggle-wobble, and a Lea-Francis broke a half-shaft. Getley enjoyed himself with a big 1927 Star tourer having a most Edwardian-looking twin-head engine, and Clark found his 12/50 Alvis saloon in the sports class, whereas a younger Lea-Francis counted as a tourer. The Museum's M-type M.G., to have been driven by Warne, failed to make the journey, in contrast to the President of the V.S.C.C., Kenneth Neve, who drove down from Lancashire to Beaulieu and back in the day in his modern Aston Martin.—W. B.

#### Results :

Montagu Trophy (best aggregate): Wilcock (1938 S.S.100).  
Test Awards: 1st Class: Marsh (Austin), Gahagan (Bugatti), Wilcock (S.S.100). 2nd Class: Jones (Vauxhall), Moffatt (Vauxhall), Borthwick (Lancia). 3rd Class: Lilley (Jowett), Quayle (Vauxhall).  
Concours: Results as text.

\* \* \*

An industrious vintage commercial-vehicle enthusiast might care to restore a very "far gone" 1908 Autocar mechanical-tipper lorry which has been found in Cambridgeshire with a tree growing through it.

### INTERVIEW WITH A PIONEER

W. J. Brunell was 83 last May, passed fit by his doctor and still driving his 1935 Standard Ten saloon, which seems to be pretty good going.

Somewhere about 1895 young Brunell spotted a book called "How to Make a Box Camera for 3d." He bought it, and set about making his camera. This involved cutting a hole in a cigar box and when he tried to do this with a red-hot poker his mother, disliking the smell of scorching wood, suggested that he should take his problem to Johnny Needham, who lived near their Paddington home and had a coachbuilding business. Needham had built a remarkable motorcycle with a duplex wooden frame, forks made of lance wood, and a J.A.P. engine, and later this was Brunell's introduction to motor vehicles.

His start as a photographer was made with the aforesaid home-made box camera, using glass plates that cost 3s. From this he graduated to a Thornton Piccard blind-shutter camera and, still a slip of a boy, took pictures of old inns in the London area. These came out so well that Brunell sold them to the *Licensing World* for what, in the last century and to a boy not long out of school, seemed a fortune.



W. J. Brunell, 83 and still going strong. Note the age of his camera, which is still in use.



More good fortune came his way on the occasion of Queen Victoria's funeral, when fog put paid to the efforts of the professionals. From Oxford and Cambridge Terrace, as the procession neared the station, young Brunell with his cheap camera obtained results that caused Fleet Street to flock to his door—his only problem was to turn out enough prints, done P.O.P. by sunlight, to meet the demand; he made more that day than his father brought home in three months!

Then, when Kitchener returned from the Boer War, Brunell shot his pictures from the window of Hostelli's, the hairdressers by the station, and an enlargement in their window resulted in a call from the Editor of the *G.W.R. Magazine*, whose own cameramen, on a special roadside platform, had got nothing like such good results. This led to a free railway pass and pictures of Cheddar from which emanated the first cheap rail excursions to Cheddar and Weston-super-Mare.

In 1911 Brunell went with his camera on Army manoeuvres in Cambridgeshire, riding a New Imperial motorcycle.

The 1914-18 War found Brunell with Vickers at Brooklands, but he soon joined the Ministry of Information on a consignment in Italy. After the Armistice he did a gruesome job in Gallipoli and then returned to "civvy street"—actually Roseberry Avenue—where he had started the photographic department for *Cycling* under A. C. Armstrong ("The Owl") of Temple Press Ltd. Brunell had frequently followed W. G. McMinnies of *Motor Cycling* to trials, etc., and to this he attributes his prowess as a rider, a prowess that enabled him to make the only ascent of Nailsworth Ladder and Warren Hill, out of over 170 who attempted it, on March 13th, 1913, the day when Crossman's 12/16 Sunbeam resolutely refused to look at the hill. Brunell was riding a 2½ Douglas and attributes his success to the special pulleys and belt he used giving the effect of clutch slip, so that he could keep the engine revving—and also to the fact that he had discovered the hill on a "recce" for T.P. Ltd.! He still has the silver cigarette box presented to him by unknown admirers to mark the occasion.

A difference of opinion as to his worth with Mr. Perman of T.P. Ltd. sent Brunell to the *Daily Mirror* under the great Alferi, when he used first a No. 12 Minimus Parmos and later an Atto-miar Anschutz camera. The latter, modified to take roll-film, with its original Ross lens, he uses to this day. . . .

Finding a spell of duty in Scotland too inactive, Brunell left the *Mirror* and started his own business of Pictorial Publicity, being a pioneer in the use of model girls in motor-car hand-out photographs. He had good connections in the Trade, having introduced Sir Miles Thomas to William Morris (now Lord Nuffield) when a bullnose Morris had come up for test at Temple Press, for instance.

In 1925 he went with Victor Bruce on an A.C. Six from John o'Groats in the Monte Carlo Rally, and the following year took his daughter Kitty, then aged 16, with Reg Bicknell, on the Rally in a Singer Junior saloon—whereas they won in 1926, in 1927 Bicknell crashed the car and they arrived too late to qualify, but had a riotous time nevertheless.

The charming Kitty Brunell, starting young like her father, got him to persuade Clement Talbot to let her design a body for the 14/45 chassis which could be used in the Rally and also put into production as the Sportsman's Coupé. This car—XV 9554—was specially built at the Darracq factory in Acton, being very fully equipped, even to a sunshade to protect young Kitty's blonde curls should the sun shine (other rain fall) in Monte Carlo. It figured in many trials, and in the photographs which Brunell took in 1928-30 for Edgar N. Duffield's road-test reports in that now scarce journal *The Auto*, then published every Thursday, price 2d.

Besides being a notable motoring photographer W. J. Brunell took splendid pictures of the interiors of stately houses, of famous gardens at different periods of the year, and at one time illustrated George Sims' 3-volume work "Living London," using a Frena camera that took plates arranged like a pack of cards. Now living in semi-retirement with his second wife in a charming Surrey village near Dorking, W. J. Brunell still takes his faithful old camera to the local hunts, etc., tends his garden, and maintains his car. Not bad, not bad at all!—W. B.

**The S.T.D. Register** held a social outing for its members to The Vyne, Basingstoke, last month. The Register now has a committee to look after technical data, spares, magazine, instruction books, badges and events appertaining to pre-1936 Sunbeam, Talbot and Darracq cars. The annual subscription is £1; Hon. Registrar, Mrs. W. Boddy, Carmel, Fleet, Hampshire.

A Daimler landaulette of 1920/21 vintage, reported to be in very good order, even to tassels on its window blinds, made what might well have been a last journey from a Cheshire stately home to a breaker's yard. Fortunately the breaker is offering it for sale, at a realistic price, so it may go to a good home.

**Historic cars** seem to baffle present-day reporters. We noticed that a Derby with Miller engine has been reported as being raced at Goodwood, whereas what the writer saw was the Derby-Maserati, reporters on a weekly motoring newspaper have given the E.R.A. "Remus" to Syd Day, whereas it has been raced for a considerable time by the Hon. Patrick Lindsay, and have failed to spot an XK120 engine in a bogus S.S.100, a 4½-litre engine in a "hybrid" Bentley, or the G.N. chassis of Footit's "special," and they gave the capacity of Clutton's 12-litre Itala as 1,200 c.c. And a weekly motor-paper writes of an 8-litre Alfa Romeo. We are now fitting Triplex windows to our glasshouse. . . .

**The Rolls-Royce Midland Club** has a rally and beauty show at Ragley Hall, Alcester, on July 9th. The Marchioness of Hutford will present the prizes at 4 p.m.

**In an obscure shed** a 1930 "Double Six 30" Daimler saloon, last used in 1938, keeps company with a splendidly-preserved 1922 Castle Three 3-wheeler and an Edwardian Simplex motorcycle with V-twin Fafnir engine, the owner of this private museum also possessing an Edwardian yacht powered by a "Prince Henry" Vauxhall engine. Another Castle Three 3-wheeler is reported in retirement in Kent.

#### SUNBEAM M.C.C. VETERAN AND VINTAGE RALLY

The Sunbeam Club's 15th annual Veteran and Vintage Rally will be the first motor event ever to take place in Petworth Park, Sussex. Open to all vehicles manufactured prior to 1931, the Rally will be held on Sunday, July 23rd, and closing date for entries is July 11th. Regulations are obtainable from H. L. Wilson, 8, Fairfield Way, Ewell Court, Epsom, Surrey, and third party insurance cover has been arranged for 7s. 6d. per car if required. After lunch, there will be a Demonstration Run and *Concours*, followed by a presentation of awards, but the main part of the competition is concerned with mileage and age.

**Worth investigating?** Some vintage lorries and steam vehicles are reported in the West Ewell area, an old Chevrolet lorry, of unknown vintage, in use until recently, is at a garage yard in South Muskham on A 1, the chassis of an old Pattison lorry is reported to lie at Chastleton House, near Chatsworth, and a 1925 11.9 Bean 2-seater is at a garage in Derby, priced at £40. Someone in Brighton has for free disposal MOTOR SPORT and other motor journals from 1946-61. The 1923 21-h.p. Daimler coupé presented new to the Crown Prince of Sweden has been found, in poor state, in a shed in central Sweden; our Swedish informant is rebuilding a 1921 Rolls-Royce Silver Ghost and knows of a 1912 Daimler tourer. In Cornwall a 1921 Morris-Cowley with box body is in use on a farm and a 1934 Austin taxi has just been laid up, and a Mercedes-Benz Nurburg saloon, like that illustrated recently, lies in a caravan park in Hampshire, still with a pass for von Ribbentrop to use the Buckingham Palace Car Park in one door pocket! From Ceylon comes news that some Robey solid-tyred steam wagons are still used by Colombo Municipal Council. Letters can be forwarded.

**Please note!** Brook Motors Ltd. have had such a call for their vintage-car cards after MOTOR SPORT referred to these that they can now only supply to *companies*, not to *individuals*. A reader seeks data and spares for pre-war Talbot-Darracqs, in particular for his 1938 20.6-h.p. Type 15, and another reader reports as stolen a 1931 12/50 Alvis white saloon with yellow wings and two of its wheels red, Reg. No. VC 8670, engine No. 9473, chassis No. 8930. This is apparently the third vintage Alvis stolen recently and any news of the former should be given to us or to the police. We were incorrect in saying that B.E.A. engineers are restoring the ancient aeroplanes at London Airport. This good work is being undertaken by the Society of Licensed Aircraft Engineers and the R.Aero.Soc. Apart from the aeroplanes there are several old aero-engines awaiting restoration, including a zeppelin engine [Could this be a Maybach I saw outside a Watford yard some years ago?—ED.]. The R.A.E. flew its 1917 S.E.5a at its recent Open Days. Finally, information is sought about a 1938 Peugeot 402 Legere that was raced at Brooklands in 1939, and a McEvoy-Steyr, both of which are being rebuilt.



### H.C.V.C. BEAULIEU RALLY (June 11th)

As the cars roared round the Le Mans circuit members of the Historic Commercial Vehicle Club assembled in the splendid new meadow enclosure at Beaulieu for a *Concours d'Elegance* and a series of amusing competitions, for prizes presented by Lord Montagu of Beaulieu, who had previously led the parade with Lady Montagu in the cab of his 1914 Albion A14 lorry.

Most of the competitors are regular entrants at these rallies but new to us was a J-type solid-tyred Thornycroft with Dodson 34-seater open-top 'bus body. It is used for publicity purposes by the City of Portsmouth Corporation, to their credit. Thus it was adorned by modern instead of vintage posters but as these depicted alluring bathing girls, who were we to grumble? Indeed, some there were who wished that the bikini-clad conductress who had manned this 'bus at the Brighton Rally could have been at Beaulieu! Weighing 4 tons 10 cwt. unladen, this splendid omnibus had a long list of maintenance hints, directed at the driver, on the side of the cab. Also new to us was a pneumatic-shod 1919 A.E.C. 4-ton lorry with JB4-type Tyler engine which Bruce Elles acquired recently from the Northampton Brewery Company, whose body it bears. It has a spare Simms magneto that can also serve as a dynamo and big inspection plates on the crankcase.

Steam wagons were well represented, from Sparrow's 1916 solid-tyred Foden 5-tonner with centre-pivot front axle downwards, an immaculate "new" steamer being Hutchins' technically-intriguing 1933 Super Sentinel DG winner. The only traction engine (as distinct from steam tractor) present was a very fine 1913 Burrell Showman's Road Loco "King George V"—12 ton 10 cwt. unladen, speed 12 m.p.h.

Redburn's extremely interesting F.W.D. (four-wheel-drive) lorry came in useful for assisting recalcitrant entries to get going. In all, nine vehicles were on "solids," including Sparshatt's very attractive Vulcan 30-cwt. van. During the afternoon such typically English amusements as musical chairs and blind man's buff with girls and fire-engines were undertaken and the 'buses drove round the field trying to attract passengers of given Christian names. In this latter sport the Thornycroft and yellow 1922 model-T Ford took on some 49 passengers apiece, the 1913 type-WP3 Commer Car shooting-brake such a load that it needed a little manual assistance, and the Editor of MOTOR SPORT, on the call of "Bill's wanted," found himself in the back seat of a 1929 Dennis type-GL "toastrack." A smart 1920 30-cwt. Vulcan truck and the F.W.D. won the two musical chairs classes, the commendably keen Dennis Apprentices' 1914 Dennis the fire-engine game.

Amongst the winners of the more serious prizes (see below), the Walker Electric was driven down from London by grace of a big load of batteries, the A.E.C. coach was a 30-seater ex-Green Line (No. T219) from the Watford-London-Reigate service, and the Commer was driven from Luton and back. If all this interests you there will be a chance to see such vehicles at the next H.C.V.C. rally, at Basildon New Town, Essex, on September 10th.—W. B.

#### Results:

- Best Vehicle in Concours d'Elegance—National Benzole Trophy:** Dennis Apprentices (1929 Dennis G-type fire-engine).  
**Runner-up:** Harrods Ltd. (1919 Walker Electric 1-ton van).  
**Small Commercials:** 1st: Harrods Ltd. (1919 Walker Electric 1-ton van).  
 2nd: D. Ephgrave (1915 Ford model-T van).  
**Large Commercials:** 1st: A. Adams (1914/18 Traffic 2-ton truck).  
**'Buses and Coaches:** Museum of British Transport (1930 A.E.C. "Regal" coach).  
**Steam Vehicles:** 1st: T. T. Broughton & Sons (1928 Foden steam wagon).  
 2nd: W. D. J. Sparrow (1916 Foden 5-ton steam wagon).  
**Fire-Engines:** 1st: Dennis Apprentices (1929 Dennis G-type fire-engine).  
**Passenger Vehicles under 3 tons:** 1st: L. G. W. Tate (1913 Commer Car WP3 shooting-brake).

### THE NEXT V.S.C.C. SILVERSTONE MEETING

The next V.S.C.C. Silverstone Meeting will take place on July 22nd and includes the 50-kilometre Boulogne Trophy and All-Comers' Race, the 12-lap Inter-Team Relay Race, the 5-lap Vintage Light Car Handicap and supporting 5-lap handicaps. First race, 12.30 p.m. Admission by ticket, obtainable from the V.S.C.C. Car park 5s.; no dogs. Entries close on July 7th. Details from T. W. Carson, V.S.C.C., 3, Kingsclere House Stables, Kingsclere, Newbury, Berkshire.

A member of the V.S.C.C., Francis Fytton, described as owning a 1939 2.3 Mille Miglia Alfa Romeo, contributed an amusing story to the May issue of *Argosy* about vintage and modern cars, which, as we have seen no reference to it in the

12/50 Alvis Register's excellent circulars, must have escaped notice. The hero's car is a 12/50 duck's-back, therefore known affectionately as "Mr. District Attorney." The author goes to considerable pains to get his Alvis facts right, such as starting handle clipped to the bulkhead, outside exhaust pipe, etc., but why, then, did he turn off the ignition to preserve the battery. Surely 12/50 duck's-backs had magneto ignition?

## VINTAGE POSTBAG

### Brocklebanks in Australia

Sir,

The article concerning the Brocklebank which appeared in "Fragments on Forgotten Makes" in April of last year prompts this belated letter. Mr. Charles Brocklebank states that one car was recently heard of in this country. He is only partially correct, as at least three exist in Australia—one in Melbourne and two in Adelaide, of which I own one. I'm sure Mr. Brocklebank won't mind some comments and objective criticism, and perhaps some readers may be interested in my experiences with the car.

My car, and the other one in Adelaide, is fitted with disc wheels, which apparently were standard. These are the most handsome of their type that I know and eminently suit the body style, being elegantly massive, if I may coin a phrase. The oiling system as mentioned by Mr. Brocklebank seems to have failed in its main purpose. Firstly, the delivery pipe from the oil pump was considerably larger than the inlet and, secondly, the pressure relief valve on the pump itself, merely a piece of spring steel covering a hole, had become bent in a permanently open position, resulting in most of the oil which managed to find its way into the pump being promptly blown out again, not enough pressure being built up to open the low-pressure valve to timing chain and rocker gear. The car is now off the road while mechanical modifications to cure this are installed. These include enlarging the oil-pump inlet, blocking the relief valve hole in the pump and placing a valve in the rocker shaft. With a bit of juggling of spring pressures I should get all the oil I need everywhere it is needed. The lack of oil to these departments resulted in extreme rocker and tappet wear and also timing-chain and sprocket wear. These components are also being replaced.

I was fortunate in securing the car after it had done only five miles after reboring, replacement of pistons, valves, crankshaft grind and new bearings; in fact, everything but the departments which I am now putting right. On its test run the gearbox 2nd gear stripped and the car was taken off the road until I purchased it. On investigation I found that the clutch and gearbox were American in origin and I was able to fit a gearbox from an Oakland Six after making up an involved adaptor piece to go between gearbox and bell housing, and used the car in that form for some time, until undertaking the current modifications.

The brakes, as stated, are also American in origin, being Lockheed hydraulic. Mr. Brocklebank states that the earlier models had three shoes in each drum—one leading and two trailing. My car has this system, and I feel that it would be more accurate to call it two leading and one trailing. I have had no difficulty in adjusting them satisfactorily and find that the braking power is far superior to anything else I have driven—240 sq. in. of brake linings in 14-in. drums with the grip on the road that 20-in. tyres give can't be denied!

When I obtained the car it had the rear of the body removed and a truck-tray fitted, which I removed and fitted, as a temporary measure, a tourer body from an Amilcar. This has now been removed and a station-wagon body is being built, in strictly vintage style, and should suit the angular front-half of the body which is original and quite sound and pleasant in appearance.

The performance, in "tourer" form, was much better than indicated by Mr. Brocklebank, probably due to reduced weight and particularly to a lower centre of gravity. Top speed would have been close to 70 m.p.h. and acceleration quite fair. The cornering capabilities, however, I found to be very good for that type of car, having little roll, and being able to be taken through corners in a perfectly controlled four-wheel drift. I don't do this sort of thing as a rule, but it can be done with the Brocklebank. Taken all round it is a very pleasant car to drive and possesses distinct individuality, although not altogether in the true "Vintage Tradition." I would say that the purpose for which the car was originally designed was achieved very successfully and Major Brocklebank still has at least one satisfied customer.

I am, Yours, etc.,

Adelaide.

G. FOALE.



## LETTERS FROM READERS

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

### PAPERWORK

Sir,

R. N. T. Burke's letter prompts me to relate my experiences with Smiths Motor Accessories Ltd.

In Bahrein I have a Borgward Isabella TS to which, last December, I fitted a Smiths subsidiary panel. Deciding that I wanted the oil warning light as well as an oil pressure gauge, I sent Smiths a cheque for 10s. and asked them to send me the necessary T-piece by air mail.

To cut a long story short, ten weeks later I had collected no fewer than *eighteen* documents, including four export invoices, four sales invoices and a certificate of origin which I didn't need and for which I was charged 10s. I also had to pay 8s. for postage, 4s. 6d. for the actual T-piece and 3s. 3d. for packing. All these charges were reasonable except the last, which was ridiculous. All this for a small brass T-piece which I still hadn't received!

Eventually, after a final somewhat vitriolic letter from me, Smiths *did* send the part and, to give them their due, they returned my second cheque for 15s. 9d. and gave me a credit note for £1 5s. 9d. However, I'm not at all sure that their final generosity compensated for weeks of frustration and my increased blood pressure!

Like Mr. Burke, I would not willingly do business with Smiths again.

The last straw came a few days after the T-piece arrived, when I lost the damned thing! I just didn't have the heart to start all over again.

I am, Yours, etc.,

PETER J. H. MORT.

Chelmsford.

### FORD-WORTHY

Sir,

I was very interested to read the letter from A. J. MacLagan in your June issue of *MOTOR SPORT* recounting his experiences with "the most exciting light car in the world," and have very much a fellow feeling with him.

I purchased one of these vehicles in October of 1959 having been kept waiting for months for the announcement and delivery of "Henry's new Baby," and from the moment I saw the thing I knew what I was in for—the colours are "sunburst yellow" with a "cirrus white" roof and with its down-turned mouth and cheeky eye it had a look of mischief which has since been well proved. The dealers who sold me this car insisted on my having all the oil taken out and new stuff put in when I had done but 300 miles; in fairness, they made no charge for labour, only the oil, but what a racket! At 1,000 miles they did the same thing! They still send me a postcard reminding me to take the car to them once a month, when they have the absolute nerve to charge me 10s. 6d. to grease all the points, blow up the tyres, top up the battery and look over the vehicle for faults.

You will be interested to hear that the car has now done 24,688 miles and last week went on the "Scottish" Rally. We did 1,703 miles from Sunday morning to Saturday evening and used no oil at all so far as I can see—we also did more than 40 miles per gallon throughout the whole trip!

However, the list of faults and repairs was formidable at 7,000 miles and we changed the wheels round and developed the famous wheel wobble—balancing cured this; at 9,000 miles the door latch came loose so I had them both tightened up; at 10,000 miles the light for the number-plate failed—it still does not work and cost me 300 marks in the "Scottish" when we were third in the class (among all those wonderful Mini's and Heralds and things); at 12,000 miles we changed the wheels round once more, rebalanced them and put in four new plugs; at 19,000 miles we had four new retreads and balanced 'em up once again, and, of course, every 1,500 miles or so we service it.

It still turns the speedo. up to 80 in top and 65 in third easily; no doubt the instrument is fast, but the car feels very safe. If anyone asked me if I would change it for that wonderful, wonderful foreign car where the engine is in the same room as you are, my reply would be, "Not on your nelly."

I have taken *MOTOR SPORT* for over ten years, and it still irritates me beyond measure each month. I must be a glutton for punishment.

I am, Yours, etc.,

DENIS RAWLINSON.

Peterborough.

### THOSE BRAKE SHOES

Sir,

Will you allow me to warn Mr. Gill, Sales Manager of Mintex, who wrote to justify his firm's charging seventeen shillings for riveting one pair of shoes with customer's own material, that his London Depot is misleading him.

Contrary to your report, Mr Gill, the material was not  $\frac{1}{4}$  in. but  $\frac{3}{16}$  in., not that I can see what difference this can make to the charge. The "shims" were neither metallic nor made by the depot; they were fibre supplied cut and drilled ready to fit. If you do not believe this, come and see them, in which case I shall, of course, be forced to make a charge for stripping down! And, if you please, the work was not done "to oblige" nor "to put my Trojan on the road." The job was examined beforehand and a quotation of "about six shillings" given. As for the latter remark, my Trojan is most hurt at the suggestion that after performing daily since 1927 it would go out of service for a simple reline. The two shoes were replacements which were fitted during a twenty-minute pause—can this be called being "off the road"?

Do other motorists with motor engineering qualifications find they are taken for novices if, for convenience, they ask service depots to do work they normally undertake themselves?

I am, Yours, etc.,

D. J. WILLIAMS.

Chislehurst.

### SORRY SPRITE

Sir,

In common with other Sprite owners I was awaiting with trepidation the new edition of the car which brought fame to Venner-Pack, Sprinzel and "Pierre." Over the past three years B.M.C. had succeeded in de-naturing most of their products, but surely they wouldn't spoil the Sprite?

Alas, on my breakfast-table one Monday morning appeared a photograph of a sterilised horror that could best be described as an Austin-Farina Bandit. Where was the cheerful smile, the neat tail of my small friend? Gone, to be replaced by a humourless mask and antiseptic fins that seemed to ape the anonymity of the larger products of the land of vermicelli and innocenti.

Where is the attraction of eyes which would never deign to blink, and a boot in which it is impossible to investigate the finer points of human relationship?

I shall not desert my friend, until the day when connoisseurs, sickened by the flow of Morris-Healeys, A.G.s and B.M.C. Berlinettas that will surely follow, will pay good money for a noble sporting companion with a true sense of humour.

I am, Yours, etc.,

"POPEYE."

London, W.1.

### THE AUSTIN HEALEY 3000 AS A RALLY CAR

Sir,

I have just come across a letter from the well-known rally specialist Mr. John Gott.

Having owned four Austin Healeys (one BN1, two BN4, one BN6 type) during the last six years and covered some 250,000 km. during this time, I have rather strong feelings about the ground clearance of this model. At various times my cars have suffered from broken sumps, ripped-off silencers, squashed exhaust pipes, damaged wiring, etc. All this happened on more or less reasonable roads, such as N 64 outside Verdun, the main road into Chur from Zurich, the Julier Pass.

This is especially disappointing, as all cars have given utmost satisfaction mechanically, otherwise. In a quarter of a million km. there has not been one case of trouble worth mentioning with my Austin Healeys. The fact remains, that a *standard* Austin Healey, as delivered to the customers, has a ground clearance of rather less than 4 in. laden. After some lengthy but fruitless correspondence with (a) the Swiss Austin Importers ("never heard about trouble with insufficient ground clearance"), (b) the Austin Motor Co. (no answer), (c) a British Motoring weekly ("we are quite amazed that you had all this trouble, (d) a British firm of specialists advertising conversions for Austin Healeys (no answer), Messrs. Donald Healey Motor Co. of Warwick answered my questions quickly and supplied special springs and modified damper valves. I can recommend them, but they gave a bare



$\frac{1}{2}$  in. of extra clearance. I know quite a few Austin Healey owners on the Continent and in the U.S.A. Their only grumble is inadequate road clearance.

I remain therefore quite unmoved by Mr. Gott's impressive list of rally successes. Unfortunately, four years of successful rallying with *modified* Austin Healeys have apparently not enabled the B.M.C. to bring the benefits, which we are being told come from competition, to the buyers of standard Austin Healeys.

It is interesting to note that according to a well-known motoring publication, Mr. John Gott's *private* Austin Healey has the following modifications: Special front springs, special rear springs, both ends of the car raised about(!) an inch, 650 x 16 tyres (standard 590 x 15), exhaust system terminating in front of rear wheel (illegal in many countries for road use).

Any reader who has tried to take his standard Austin Healey over the well-known "Alpine" or "Liège" rally grounds will no doubt agree with me. Let's hope B.M.C. will eventually do something about it!

I am, Yours, etc.,  
K. F. STEINMANN.

Fahrwangen, Switzerland.

#### BRITISH CARS IN CANADA

Sir,

I see a lot of unkind letters complaining about the finish and inspection on English cars. I hear a lot of the same remarks here in Canada, and as I, too, was "exported" five years ago, I am naturally conscious of this unhappy state of affairs, but I have to report with regret that there is no doubt in my mind that U.K. cars are losing a lot of respect because of one basic fault—lack of inspection.

My first car bought here in 1956 was a 1952 Chrysler Windsor with 58,000 miles on it—a beautiful beast, and completely trouble-free for the 15,000 miles that I drove it.

Unfortunately, this and a lot of dollars were swapped for a 1957 Ford Zodiac convertible.

It leaked, and how. The floor wells filled up in 15 minutes' driving in the rain whilst the driver was showerbathed. It took 20 hours' labour by the local dealer to finally trace and fix. The water appearing from the windshield hood joint was entering around the windshield rubber seal, which was riddled with holes like a sponge.

The floor and trunk (boot) received their supplies due to all rubber plugs missing, and three holes which had been "fitted" as extras in the floor for no apparent reason!!

The brakes had to be relined after 7,200 miles' gentle town driving. At an early examination I felt sure that the drums had not been machined, but the local dealer just could not believe this, quite understandably. Unfortunately I was right.

All hoses and much weather stripping rotted within nine months and had to be replaced.

After 18 months and 23,000 miles of grief I unloaded this beautiful-looking black and white monstrosity and bought a Rambler Cross Country station wagon which after 58,000 miles of hard treatment to date over mountain roads, dirt tracks, as well as city driving has cost one tail-light bulb, two sets of brake linings (even with automatic transmission) and is still on original, if rather thin, tyres. Gas consumption is a little better than the Zodiac which is only half the size.

Last year my wife bought a 105E for a Christmas present for herself, but again, grief.

At 150 miles a rear brake and drum disintegrated due to assorted hardware left inside the drum at the factory.

The body rattles like a tin can, the doors fit where they touch, and the general noise level confirmed our decision not to fit a radio—you couldn't hear it.

The door and trunk locks failed at 1,000 miles and still require a locksmith to open the darn things.

A rear wheel bearing went at 1,200, and the windows started jamming at 1,500 and still require two hands to wind them.

Exuded and smeared cement on head linings, etc., turned really ugly! after three months.

At 8,000 the rear-end (differential) became scrap metal due to "no-load" disarrangements.

At 9,217 I have just removed the third load of metal filings and sundry bits of rag from the fuel system.

The windshield wiper is the noisiest contraption and is definitely minimal, and the imitation heater is just a delusion. It takes an incredible time to demist even a small patch on a rainy day, and is the first heater that I have come across that requires the blower on highway driving to maintain any comfort in comparatively mild weather—and the noise!!

The whole darn thing leaks—of course—and the radiator and heater hoses show signs of decay already.

In 12 months a \$1,700 car has cost \$170 for repairs which in every instance were due to poor materials or workmanship.

Potentially a very pleasant and virile little car, but pleasureless through so many faults—Dear Editor, Manufacturers, and Readers, this story is repeated day after day by owners of U.K.-made cars.

I hate VWs but they outsell all imports for one very simple and obvious reason—quality and first-class workmanship.

In case it should be thought that my troubles are due to rugged weather, Vancouver compares very favourably with the Cornish Riviera—heaven help U.K. cars in those areas where weather and roads are really a problem.

Please Mr. Manufacturer, spare the pride of us British/Canadians and send us products which we can talk about without blushing with shame.

I am, Yours, etc.,  
J. T. SULLIVAN.

North Surrey, B.C.

#### MINI-MATTERS

Sir,

After reading the latest batch of criticisms from owners of British products I put my own case.

*Car:* Austin Se7en.

*Date of purchase:* September 18th, 1960.

*Mileage to date:* 33,337.

*Fuel consumption:* 47.3 m.p.g.

*Tyre wear:* Approx. 2-3,000 more! (a friend has done 22,500 on his tyres!).

*Faults rectified free:* (i) driver's seat recovered; (ii) New petrol pump.

*Observations:* A good, noisy car. The "Interior Silent Travel" people didn't reply to two orders from my dealer on my behalf. I did the job myself and I have a good car.

I am Yours, etc.,  
C. G. NICHOLSON.

Peterlee.

Sir,

I am sick and tired of hearing how readers have broken their Minibrics. There must be someone, beside you and me, who is delighted with his Mini and is not ashamed to say so.

I purchased my Austin Se7en last July, and have since then covered 14,000 miles. My fuel economy stubbornly refuses to fall below 40 m.p.g., despite much hard main road work, and rallies. I can cruise at 70 m.p.h. on main roads, and the car does not tire at all, nor is it at all unstable. Cornering is a delight.

Troubles? Apart from punctures (I have had five) and the speedometer failing at 10,000 miles, I have no cause for complaint. The gear change is not perfect, but is better than any column change I have met. The driving position could also be improved upon (I am 6 ft. 3 in. tall), but is quite satisfactory.

I confidently claim that the Mini is the best small car buy on the market today. You say the VW has quality-car finish and climbs hills like a mountain goat? I don't wish to know that. What I want is a cheap, economical, reliable, sporting four-seater car, and I think I've got one.

I am, Yours, etc.,  
T. MCL. PAGET.

Tadley.

Sir,

Tomorrow is the first anniversary of the day I took over my first car, a brand new example of first-class British design, a Mini-Minor.

Since then:

1. The exhaust system has twice fallen right off at the manifold, on the second occasion necessitating a new pipe and silencer complete.

2. The fan belt has torn in shreds twice. No misalignment anywhere. On the Mini this is serious, there being no forced draught from the forward movement of the car. I now carry two spares.

3. The body collected water inside. It took a week for the local main agents to cure this.

4. The driver's door-lock jammed in the locked position. This is a trifling matter on my de luxe version as one of my party tricks is to have someone lock the car and gain access in thirty seconds via the opening rear windows. You need to have three arms and remove your jacket. On the standard model you'd be locked out for good.

5. The synchromesh failed altogether.



6. The clutch filled up with oil.  
 7. The fuel pump has been twice replaced.  
 8. A front shock-absorber fell off its top mounting. Endways location of the rubber bush on the mounting is by rubber stiction and Grace of God (who helps only those designers who help themselves).

9. The upper mountings of the rear shockers rattle like blazes. To get at the left-hand one you begin by removing the fuel tank. It puts you in mind of grinding-in a Bugatti's valves.

In all, in the first nine months of ownership I had to do without the car for over a month to have work done under guarantee. With the exception of Nos. 4 and 9 above all work has been done quickly, efficiently and at no expense to me. Nevertheless, the inconvenience of not having the car when it chooses to play up tends to outweigh the fun when it's going properly. One really needs about four Minis and a chauffeur always following one with a spare car.

The only car I would swop it for is a Porsche. A man I know says the only car he would swop his Porsche for is a Mini. Well, now . . .

The thing that really sticks in one's throat is the cost of spares. A bumper ("body finisher" they call it and who am I to quibble at their choice of words?) costs £3. A VW drove into my driver's door—cost of door without trimming, lock, handle, windows, catches or hinges, £9 10s. Profit margin on these items can scarcely be less than 400%. Anyway, that's what an employee of a very large body firm tells me.

Finally, I would be glad to hear from anyone who has found any way of attaching a tow rope to the front of the Mini so that the first mild jerk does not disembowel the car.

That the car ever works at all must (to invert a saying of Laurence Pomeroy, Senior) represent a triumph of design over workmanship.

The guarantee runs out tomorrow. I hear crafty laughter from the garage as I write.

I am, Yours, etc.,

KENNETH H. ROSS,

President, Edinburgh University M.C.

Edinburgh.

#### MISCELLANEOUS MOTORS

Sir,

Will the person who removed the J.C.C. badge from my 1958 (black) Austin Westminster, kindly return same to me? However beautiful the new B.A.R.C. Badge may be, it does not replace the ancient and decrepit badge I had the honour to own.

You present matters motoring with interest and candour, up-to-date, but with happy reference to the past.

Had a few cars in my time, and so often the best all-round car, although admired and often retained longest, it is the car with some outstanding good characteristic which is the most loved, despite other failings. It is alive—it communicates its good points and doesn't cover up its faults. Too many British cars are soulless—not really bad—but nothing good or outstanding.

I owned a 20/25 Rolls-Royce, 1935 vintage, many years ago. I still feel it was one of the best cars I've ever owned and I still consider the Best Car in the World. No trouble, so little servicing, everything you touch works, excellent brakes, a performance of time from "a" to "b," always a surprise and they keep so clean, another source of wonder.

When one considers that we are, perhaps, the only country in the World, making such a type of beautiful car, it appears to me very short-sighted for the Government to counter sales of cars of this class with the latest restriction of £2,000 limit for business purchases. The Government should be reminded that Rolls-Royce did materially assist us in winning the last war. How poor is memory and how ungrateful.

But it is not an enthusiast's car—you can't enthuse, perhaps because it is just too good. I loved that car, but I was never so unreasonably enthusiastic about it as I was with the Ulster Cozette blown Austin Seven, Riley Kestrel Sprite and straight-8 Railton I owned before. These cars were exhilarating to drive, in their time, despite failings—mostly brakes.

You made a reference, some time back to the Gibbons Mark IV of the 'twenties. My cousin bought one of these (new), but as it failed to move up the steep drive from the house, sundry bits at the back falling off, it was thereafter called the "Gibbons Mark-time." The air-cooled flat-twin engine was mounted on the offside running board, presumably so one could spit on it to keep it cool, as otherwise it overheated to almost the extent of "glowing" on a dark night. The gear change often resulted in one's

eyebrows being left on the windscreen—hence, being painted primrose it was also named the "Yellow Peril." It was swopped for a second-hand Morgan, which transported, on many occasions, as many as six of us—three inside, two over back wheel and one on bonnet. It had only one failing—the disc covering the wire wheels would come unscrewed with remarkable sight of a disc showing the way in front of us.

I have owned two Morgans—great fun and very reliable. The first was a family model and despite the angle of the rear wheel, often four up. This was followed with a 10/40 J.A.P. Aero, which was quite fast and remarkably stable. When shifting it hadn't the usual twin cylinder "burble," but had the hard "bark" of a single cylinder. This car was followed with a new B.S.A. three-wheeler, an absolute shocker.

Other cars, a Plus Ultra Riley Nine—the last of the fabrics—a lovely little car, an Austin 12/6, reliable but horrible, a Rover 75—good but I never really liked it, two Fiat 1100 T.V.s—great fun and I still think the best small, all-round, family car. I almost wrote the last T.V. off—skidded on oil and had to go off the road to avoid the following car. Was going on holiday in three weeks, so with a broken collar bone, had to get something large with good top gear performance and at modest price.

So, I bought the 1958 Austin Westminster. It's a good looker, plenty of family or snogging room (Healey owner, please note) in back compartment. So very reliable, quite a brisk performance *but*, as so often with modern British cars, the road comfort and holding leave a lot to be desired, and the lights, another British failing, so very poor. Also controls—foot dips I cannot stand, as the Continental light control is far superior. Regarding column gear changes, the Fiats were excellent, but the "Westminster" horrible and I changed it to a floor conversion by Redhill Engineering, which is undoubtedly very good. The brakes are fair, but not convincing, and to be a person "with squeaky boots and no reference" it adds insult to injury to have "squeaky brakes with no ambition."

How much time Austins spent designing and producing the over-elaborate boot lid mechanism I shudder to conceive. It's good, except for the tendency to trap the rear light cables in the mechanism. Far better they had accepted a simpler procedure to produce equally good results and spent more time on other details, such as illumination of boot and engine compartment and countered the flooding of the boot after a storm, which has been cured after much patience.

As one grows older, especially with a large household, you become convinced that a good "little 'un" will never equal a good "big 'un" and our friends "Hermes" cannot expect me to buy a fleet of bubble cars to answer my family problems.

So where do I go now? I still have lasting leaning to another old Rolls, and wish I could afford the price of the *first* of the Continental Bentleys—a truly delightful car, which they have, in my opinion, never equalled in more recent models.

I've tried all the British Farinas Mk. 1, 2, 3, 4 and 5, with their terrible cocked-up rear fins, but the Wife and I hate the hard suspension, particularly in the back seat, yet when they corner they roll and travel indeterminately, like ruptured crabs. Too many people bury their heads in the worm-ridden sands of quasi-walnut trimmings and fail to appreciate a car that is in "one piece."

Of course, one member of my family, my brother, has one of those horrible unmentionable cars. He's convinced there is no equal. Reliability, good finish and a sound sense of driving fun, makes a car that "can't go wrong," but it is just too small for me and they lack the "briskness" of the small Italian cars which also are a little roomier. [The 1500?—ED.]

Just as well we all do not like the same car, although B.M.C. are doing their best to delude us. Hat's off to Jaguar who have again produced a world beater. Admittedly they provide the best value in the World, but for my purpose the big 'un is too big and the others not convincing, with an engine difficult to service and clean oneself. The Herald, good design and now much better finished, thanks no doubt, to Leyland; but just too small. The Citroën, yes, but not a happy car for short journeys, and lacks initial "punch." So I motor with elegance and the safety of the heavily constructed body of the Westminster, which provides the necessary armour in event of collision, but, alas, without enthusiasm. Is it that I have grown out of this age, or will I eventually find the car, over which I can feel is part of me?

I trust that you will forgive the time taken, and hope some of it may be of interest to you, but please now get on with your job, as my only joy these days in motoring, is to read MOTOR SPORT.

I am, Yours, etc.,

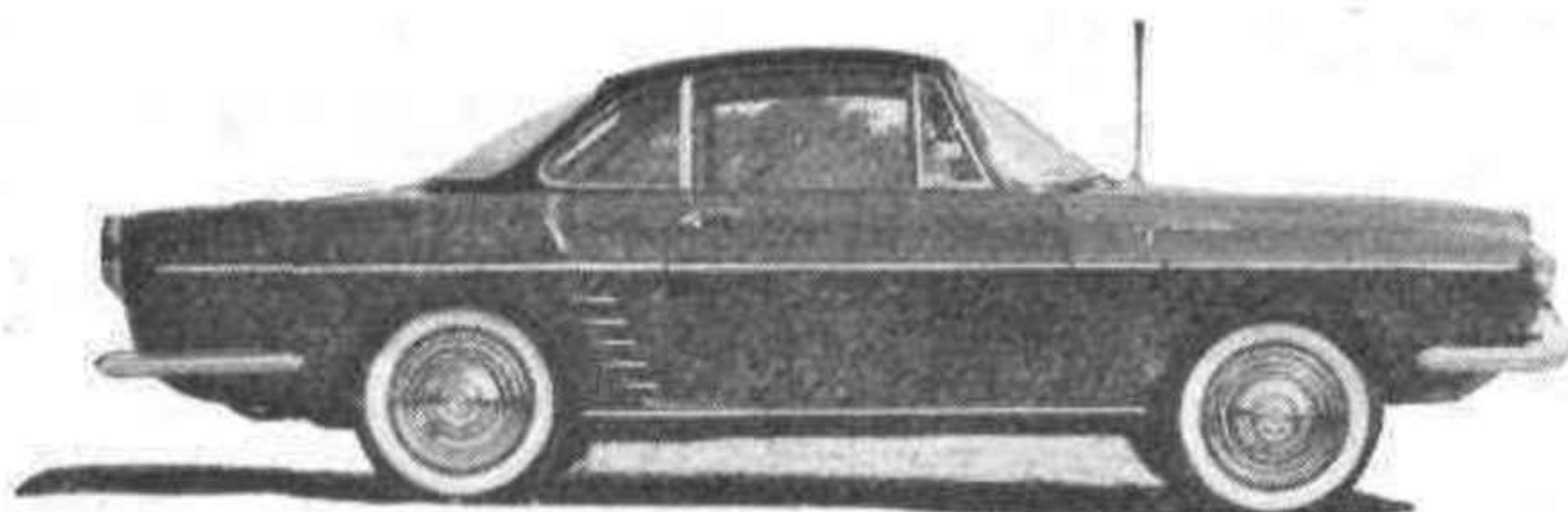
Southampton.

GERALD L. ADAMS.



THE RENAULT FLORIDE—continued from page 582

### THE RENAULT FLORIDE HARD-TOP COUPE



**Engine:** Four cylinders, 58×80 mm. (845 c.c.). Push-rod-operated overhead valves. 8.0-to-1 compression-ratio. 40 b.h.p. (S.A.E.) at 5,000 r.p.m.  
**Gear ratios:** 1st, 16.22 to 1; 2nd, 9.22 to 1; 3rd, 6.40 to 1; top, 4.68 to 1.  
**Tyres:** 5.50×15 Michelin whitewall on bolt-on steel disc wheels.  
**Weight:** 14 cwt. 2 qtr. (without occupants and hard-top, but ready for the road with just under one gallon of petrol).  
**Steering ratio:** 4 turns, lock-to-lock.  
**Fuel capacity:** 7 gallons. (Range: 261 miles.)  
**Wheelbase:** 7 ft. 5½ in.  
**Track:** Front, 4 ft. 4 in.; rear, 4 ft. 0 in.  
**Dimensions:** 14 ft. 0 in.×5 ft. 2 in.×4 ft. 3½ in. (high—hard-top in place).  
**Price:** £898 (£1,273 inclusive of purchase tax).  
**Makers:** Régie Nationale des Usines Renault, Billancourt, France.  
**Concessionaires:** Renault Ltd., Western Avenue, Acton, London, W.3.

locks incorporated in the exterior door press-buttons. The driver's door stuck slightly. There are good pivoted finger grips on the window winding handles (4 turns, open to shut) and openable quarter-lights and backside-windows. The clutch pedal goes down a long way and I had to sit closer to the wheel than I like in order not to crunch the gears, but someone slightly taller, or longer in arms and/or legs, shouldn't experience any difficulty. Equipment includes dual tinted sun vizors, town-and-country horn settings, cigarette-lighter, clever swivel-over ash-tray on the fascia sill, and a Motorola radio on which, however, it soon proved impossible even to receive 2LO!

As soon as we removed the Floride's low, well-shaped hard-top with its commendably slim pillars yet rigid construction the drought ended in a heavy shower, but the hood is extremely easy to erect, as is the hard-top to attach or remove, and both fit snugly. I give Renault full marks for the excellence of both items of weather equipment.

The hood is of really good quality, has a big, very clear plastic rear window, and it is only necessary to unclip its neat leather cover, pull it out of the well and over the car, after which it can be fixed from within—by engaging two pegs in holes on the screen rail, whereupon levers pull down and lock the hood, which is tensioned by pulling up two similar side levers. It could hardly be easier and, when erect, this is a firm, durable-looking, rigid hood. The hard-top engages the same holes, is locked by operating the same levers, together with a toggle at each side and two pegs at the rear which are secured by turning with a special tommy-bar their locking brackets. Good quality complements clever design in both departments, so that cover is quickly, easily and satisfactorily obtainable.

In fact, I could enjoy a Floride without buying a hard-top, which saves £79. A few of the hood cover "poppers" broke, however, and Renault should consider using a better quality.

There is good luggage accommodation in the lined front-boot and bags of accessibility round the engine in its wide rear compartment, which is lockable. The 2-spoke steering wheel has side finger-holds, but the column is exposed at its lower end, faintly disconcerting to those hand-sewn shoes, especially as the brake pedal is badly placed very close to it.

The steering is smooth rather than light, geared 4 turns lock-to-lock (plus some sponge), and has quick, very usable castor

return action. The Floride floats comfortably over bad roads on its Aerostable suspension, can be cornered fast without anxiety, and displays only very faintly, if at all, over-steer disadvantages sometimes associated with a rear engine location and swing-axle i.r.s., except for a tendency to wander a little in high winds.

The 845-c.c. engine is in Gordini tune, developing 40 b.h.p. (S.A.E.) but as this is at 5,000 r.p.m. it is necessary to use the gears freely, one might almost write excessively, if any sort of performance is to be enjoyed. Bottom and 2nd gear do provide quite good step-off but 3rd has to be held if acceleration is to be maintained beyond 50 m.p.h., and the engine note can then be somewhat irritating. However, the Renault Floride makes the fiercest driver into a gentleman, who will but seldom push the car to its indicated maxima of 28, 47 and 70 m.p.h. in the indirect ratios. He or she is far more likely to relax, delighting in the quiet 70-m.p.h. cruising speed, when the subdued tyre hum enhances the sense of well-being which the Floride imparts to those who motor in it. Top speed exceeds 80 m.p.h. but acceleration is no greater than 40 b.h.p. and a car weighing over 14 cwt. suggest.

The brakes are amply-powerful but call for a fairly heavy prod on the pedal. The Cibié headlamps give excellent night vision.

I returned the Floride to Acton with real reluctance. During my week's acquaintance with it this beautifully styled and finished little car had increased my social status and caused me to dream of attractive bronze-bodied young women, sun-lit beaches, Parisian boulevards and the flesh-pots of Florida. It's that sort of automobile, and why not?

I am not surprised that Florides are appearing in cautious numbers on British roads. It is a somewhat expensive luxury here at £1,273 17s. 6d. inclusive of the pernicious purchase tax in hard-top form (a fixed-head coupé, however, costs £1,238) but it is not expensive to run, for the consumption of premium (as distinct from 100-octane) petrol worked out at 39 m.p.g. under a variety of conditions not conducive to economy, and in nearly 600 miles it consumed only a whiff of oil.

The accompanying pictures will remind you of the car's graceful lines and both the young-in-years and the young-in-spirit will, I suggest, feel younger still if they have a Floride in their garage.—W. B.

### TAILPIECE



Or should it be tail "piece"? The picture came from Dagenham, the car being the new Ford Consul Classic 315, of which road-test impressions will appear in the next issue.



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## FOR SALE

- PACKARD SUPER-SIX**, 1939, overdrive. Fitted radio, heater, twin spots, etc. Undoubtedly one of the most attractive pre-war Packards available. In exceptional condition throughout. Finished in cloud-mist grey, fawn interior. M.O.T. certificate, of course! £225 o.n.o. Box No. G.840. [7840]
- ARMSTRONG SIDDELEY**, 1930, 15 h.p., Mulliner special coupé. 15,000 since £140 overhaul. M.O.T. certificate. Offers. Hemming, 199, Abbey Road, Smethwick. Tel.: BEARWOOD 3300. [7841]
- RADIATOR**, 1½-litre Mark II saloon, 1935, 13 ft. 6 in. chassis. Kendal, 415, Crompton Way, Bolton, Lancs. [7842A]
- CAN'T GET BID** for wife so must offer my Sunbeam-Talbot 90 Mk. II 1951 sports saloon, bronze. Exceptional condition. Washers, spot, badge-bar, new fog. Sunshine roof, roof rack, radio, seat covers. New gearbox, track-rod ends, silencer. M.O.T. certificate. £260. Turpin, Tel.: WOO 0214 (after 8 p.m.). [7843]
- AUSTIN HEALEY BN1**, 1955. Well cared for and in very good condition. 32,000 miles. Overdrive and heater. Never been raced. £500 or best offer. Green, 59, Cookridge Avenue, Leeds, 16. [7844]
- H.R.G.**, 1949. Standard "1500." Blue. Absolutely immaculate. £450, no offers. W. F. Clark, 67, Hyde Road, Sanderstead. Tel.: SAN 6805. [7845]
- LAGONDA 3-LITRE d.h.c.**, 1931. Powerful, refined appearance and performance. £100. Tel.: Stourbridge 6417. [7846]
- 1948 APRILIA** Farina; registered here 1960. 30 m.p.g., oil nil. Exceptional condition, appearance and performance. £275 o.n.o. Wells, Anstey Cove, Dover Road, Bournemouth. Tel.: Westbourne 61953. [7847]
- ALLARD J2**, Mercury h.c. heads, twin carbs. New: weather equipment, tyres, silencers, batteries. De Dion, inboard rear brakes. Alloy body resprayed. £300. Box No. G.848. [7848]
- 1947 ALLARD** 4-seater sports. New: headlights, silencers, Lockheed, back spring, brake linings, drums, bearings, anti-roll bar, hood. Fast, reliable. £70. 28, Muswell Avenue, London, N.10. [7849]
- MORGAN PLUS FOUR**, 1953, 4-seater, Vanguard engine, h.c. head, 3.7 rear axle. Superb condition. Going abroad. £315 o.n.o. Box No. G.850. [7850]
- JAVELIN**, 1952 model, de luxe. Recent Series III engine, new carburettors, distributor, etc. Excellent body, heater, radio. Reason for sale, owner buying Bentley. £260. Seen London or "Laburnum," Zetland Road, Malvern. Tel.: Malvern 923. [7851]
- AUSTIN SPORTS**. Completely rebuilt, cost £180. Licensed, insured. Passed test. £120. Kirkby, Tel.: CHE 3480. [7852]
- M.G.-A HARD-TOP**, de luxe model. Excellent. £35. Tel.: HOW 2071 (London). [7853]
- 3-SPEED PRE-SELECTOR** gearbox from 1931 Armstrong Siddeley. Perfect condition. Offers: Larkin, 74, Portland Crescent, Stanmore, Middlesex. [7854]
- ALMOST NEW 4.50-18** and 400-18 tyres. 35s. each, o.n.o. 85, The Avenue, Gravesend. [7855]
- SIMCA MONTLHERY**, June 1960, 10,000 miles. £625. Dr. Rea, 15, Tanza Road, London, N.W.3. Tel.: HAM 2420. [7856]
- M.G. TB**. Engine, transmission perfect. Steering requires attention. £75 o.n.o. Hunter, Fairlead, Chart Lane, Reigate. [7857]
- B.M.W.**, twin-cam "328" sports, stored years, needs little attention. £200. Front axle, gearbox, radiator, etc., for Alfa 1750. Granville Jones, 47, Edmundstown, Tonypandy, Glam. [7858]
- 750 SPECIAL**. Usual engine modifications. Lowered suspension, hydraulic brakes, aluminium/tubular body. Weather equipment. Details and photos available. Horrocks, Rushton Road, Rothwell. Tel.: 501. [7859]
- 1938 RILEY 2½ Blue Streak**. £70. Good condition. M.O.T. cert. Bought new car. Carpenter, Abertridwr, Lake Vyrnwy. [7860]

## FOR SALE—continued

- 1933 ROLLS-ROYCE 20/25** limousine. Well shod, good condition. £250 or offer. 32, Gunnergate Lane, Marton in Cleveland, Middlesbrough, Yorks. [7861]
- BENTLEY**, 1925, 3-LITRE Blue Label Gurney Nutting tourer. £275. Shrimpton, Little Garth, Hilton, Lichfield. [7863]
- FORD ZEPHYR** convertible, 1961 (May). Imperial maroon. Manual grey hood, heater; undersealed. £150 below list price at only £900. P. Blake, Chesterfield Road, Staveley, Derbyshire. Tel.: Staveley 381. [7864]
- 1172 SPECIAL**. Cooper i.f.s., twin carbs., bananas, racing pistons, liners, bearings, clutch, etc. Micro-plas Stiletto fibreglass body. Hydraulic brakes, rev.-counter. Superb finish. £200. Horton, Tel.: GUL 3349 (N.W.3). [7865]
- CHANCE TO AFFORD** to run vintage limousine. 15-h.p. Armstrong Siddeley. Cost £1,000 in 1928. Reconditioned. M.O.T. £85. Write: 55, Marlborough Avenue, Bromsgrove, Worcs. [7866]
- JOWETT JAVELIN** de luxe, 1952. Excellent condition. £215. Bruntnell, Aldermans Meadow, Leominster, Herefordshire. [7868]
- PORSCHE 1500 SUPER**, regd. 1958, excellent condition, L.H.D. £600 o.n.o. Tel.: Sawbridge-worth 3125 (Herts). [7869]
- ROLLS-ROYCE TWENTY**, 1928. Passed test. Shabby not original saloon body but no rattles. Farm car for 13 years. What offers? Penney, Hoe Farm, Hunston, Chichester. Tel.: Chichester 3379 (evenings). [7870]
- TRIUMPH**, rare Alfa-like 2-seat Corsica-bodied sports. Superb classic car capable 100 m.p.h. £175. Wanted: Original handbook 1922 "G" series Rolls Twenty. Woodland Cottage, Greenwich Lane, Leafeld, Oxon. [7871]
- RILEY 1½-LITRE**, Oct. '54. Black/blue/grey leather. Twin carbs., heater. Lovely condition, mechanically perfect. £385. 18, St. John's Crescent, Whitchurch, Cardiff. [7872]
- ROLLS-ROYCE**, 1933, 20/25 H.J.M. sports saloon. One previous owner, history. Taxed end year. M.O.T. cert. £100. Tel.: Oxford 61432. [7873]
- BENTLEY**, 1938, 4½-LITRE L.E. series, attractive V.D.P. pillarless saloon. £145. Tenison, Great Hormead (Tel.: 309), Near Buntingford, Herts. [7874]
- RILEY NINE KESTREL**, 1937. Merlin engine, twin Solex. Beautiful condition. Engine/gearbox/brakes rebuilt completely. New tyres. Coachwork/interior excellent. Spot. Spares. £135. 129, Norman Crescent, Pinner. [7875]
- AUSTIN HEALEY 100M**-engine "special," 90% finished. Tubular chassis, r. & p., de Dion, Alfins, overdrive, Dunlop racing tyres. E.B. "50" body. £250. Edmonds, 93, Prospect Lane, Solihull, Warwickshire. Tel.: SHI 3327. [7876]
- RILEY LYNCOCK**, 1933, plus ultra. M.O.T. certificate. Good tyres. Numerous spares, including engine. £120 or offer. 5, Villiers Road, West Bridgford, Nottingham. Tel.: 23-2078. [7878]
- 1927 ROLLS-ROYCE 20-h.p.** saloon. Impeccable condition throughout. Concours winner. M.O.T. cert. £175 o.n.o. This car was advertised last month and sold, but due to purchaser's own car having been smashed he cannot proceed with the purchase. Tinker, 24, Boardman Fold Road, Alkington, Middleton, Manchester. Tel.: MID 5211. [7879]

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- APRILIA**, 1937. Breaking for spares; runner; all perfect condition. Would sell or exchange car. Lists: 7, Moor Street, Burton-upon-Trent. [7877]
- FIAT 1100 TV**, 1957. Immaculate two-tone grey. £490, or exchange estate car. Box No. G.880. [7880]
- TR3A**, August 1958, hard-top; tonneau, heater, radio, electric screenwasher. Wing mirrors, New oversize Michelin "X." Excellent. Box No. G.881. [7881]
- MORRIS 10 FIXED-HEAD** coupé, 1934 model. Passed M.O.T. Overhauled engine. Sound condition and very reliable. £50, o.n.o. 24, Eskrett Street, Hednesford, Staffs. Tel.: 68. [7882]
- DAIMLER 15, 1933**. Engine, gearbox and chassis perfect. 63,000 miles (handbrake ratchet defunct), but body needs some attention. Good paint, chrome. £25. "Lyme," Foley Road, Claygate, Esher. Tel.: 2917. [7883]
- TR2, 1955, RED**. Excellent condition. Cellulose unmarked. Heater. M "X"s. Leather upholstery. Very attractive vehicle. £440. 6, Long Cott, Redbourn, St. Albans, Herts. [7884]
- 1932 M.G. MAGNA** 4-seater tourer. Mechanically perfect, body rough. £30, o.n.o. Tunley, 97, Birmingham Road, Alvechurch, Birmingham. [7886]
- CITROEN L15**, M unit. L15 1948. M.O.T. certificate, practically new engine; 4 "X"s. M.M.G. block resleeved standard, reground, unused since. Bishop, 87, Wentworth Road, Harborne, Birmingham. Tel.: HAR 1501. [7887]
- M.G., 1946, TC**. Good condition, tested; engine overhauled 5,000 miles, exchange crankshaft, clutch, etc. New steering, k-pins, f-springs, s-screens, carpets. Excellent tyres, hood and battery. Carrier. Only £210. Box No. G.888. [7888]
- SUPERB P-TYPE M.G.** Fully reconditioned PB engine. Excellent body, resprayed maroon. 16-in. rears. New tonneau and white vynide hood. Sort out those Sprites with this fast, economical, reliable transport. First offer over £150. Dunn, 34 Wellington Road, Altrincham, Cheshire. [7889]
- HEALEY ALVIS** 3-litre convertible. Dismantling. All parts available. Also identical car in most excellent condition. Old Rectory, Newton Blossomville, Bedford. [7890]
- M.G. TC, 1949**. One owner. Good tyres. M.O.T. cert. Excellent condition. Works engine 18,000. £250. H.P. arranged. Tel.: Broughton (Nr. Kettering) 383. [7891]
- UNCOMPLETED 750**, i.f.s., i.r.s., all the bits. Will sell Stiletto body separately. Hunt-Williams, Yew Tree Cottage, Padworth, Berks. [7892]
- ALVIS TA14** saloon, 1947. V.G.C. New tyres. £50, or break. Johnson, Everdon, Daventry. [7893]
- RILEY 1½-LITRE** saloon, July, 1960. 46,000 miles. £240. Butler, 82, Guernsey Road, Liverpool, 13. Tel.: Stoneycroft 1542. [7894]
- RAYMOND MAYS ZODIAC**, 1955. Every extra. Immaculate. £340, or sell conversion. Tel.: Byron 7579. [7895]
- M.G. TA, 1936-7**, 1,500 c.c. engine, 2,000 miles since recondition. Clutch and gearbox 500 miles since reconditioned. Bills; i.f.s., L.A. bonnet, twin pumps, bucket seats, safety straps, spot, fog, S.B. tels., oversize rears, twin spares; M.O.T. cert. Hood tatty. £150, o.v.n.o. Skelton, 139, County Road, Swindon, Wilts. Tel.: Stratton St. Margaret 3163. [7896]
- BRISTOL 400**, 1949. Excellent example, carefully driven. £300 spent engine and respray only 13,000 miles ago. M.O.T. cert. naturally. Accept £450. "Chineways," Western Road, Branksome Park, Bournemouth. Tel.: Canford Cliffs 77543. [7897]
- LIGHTWEIGHT SEMI-SPACE FRAME**. I.F.S., hydraulic brakes, cross-flow radiator, etc. Complete, less engine. £40. Twin S.U.s and manifold for Eg3A. £8 10s. Box No. G.898. [7898]
- DELAGE D6/75**. Mechanically very good. Perfect Cotat box, 4 good tyres. Body and interior require restoring. Could be made perfect. Tel.: Ormskirk 4067, evenings. [7899]
- DAUPHINE GORDINI**. Lowered suspension. Radio, "X"s, etc. Spotless. Best offers to: Tel.: Southport 4436. [7900]
- MERCEDES-BENZ TYPE 230**. Needs head gasket and battery. Offers over £25. 8, Marlands Road, Ilford, Essex. Tel.: CRE 7383. [7901]
- RILEY FALCON, 1935**. Recond. eng. 5,000 miles. £90. Herald chassis. £15. Walker, The Hags, Grosmont, Whitby, Yorks. [7902]
- AUSTIN HEALEY 100/6**, 1957. Red/black two-tone, overdrive, heater, wire wheels, washers. Excellent condition, only 30,000 miles, 2/4-seater. Best offer over £610 secures. Tel.: Biggin Hill 2277, daytime. [7903]
- DAIMLER 2½-LITRE** special sports convertible, 1952. Barker coachwork. Extensively overhauled. Excellent condition. Silver grey/black hide, spots, overdrive, radio, heater. £375. Owner abroad. Box No. G.904. [7904]
- LAGONDA RAPIER**, 1934. Abbott tourer. Very reasonable condition. £95. Oliver, Elm Grove, Burley, Ilkley. [7912]

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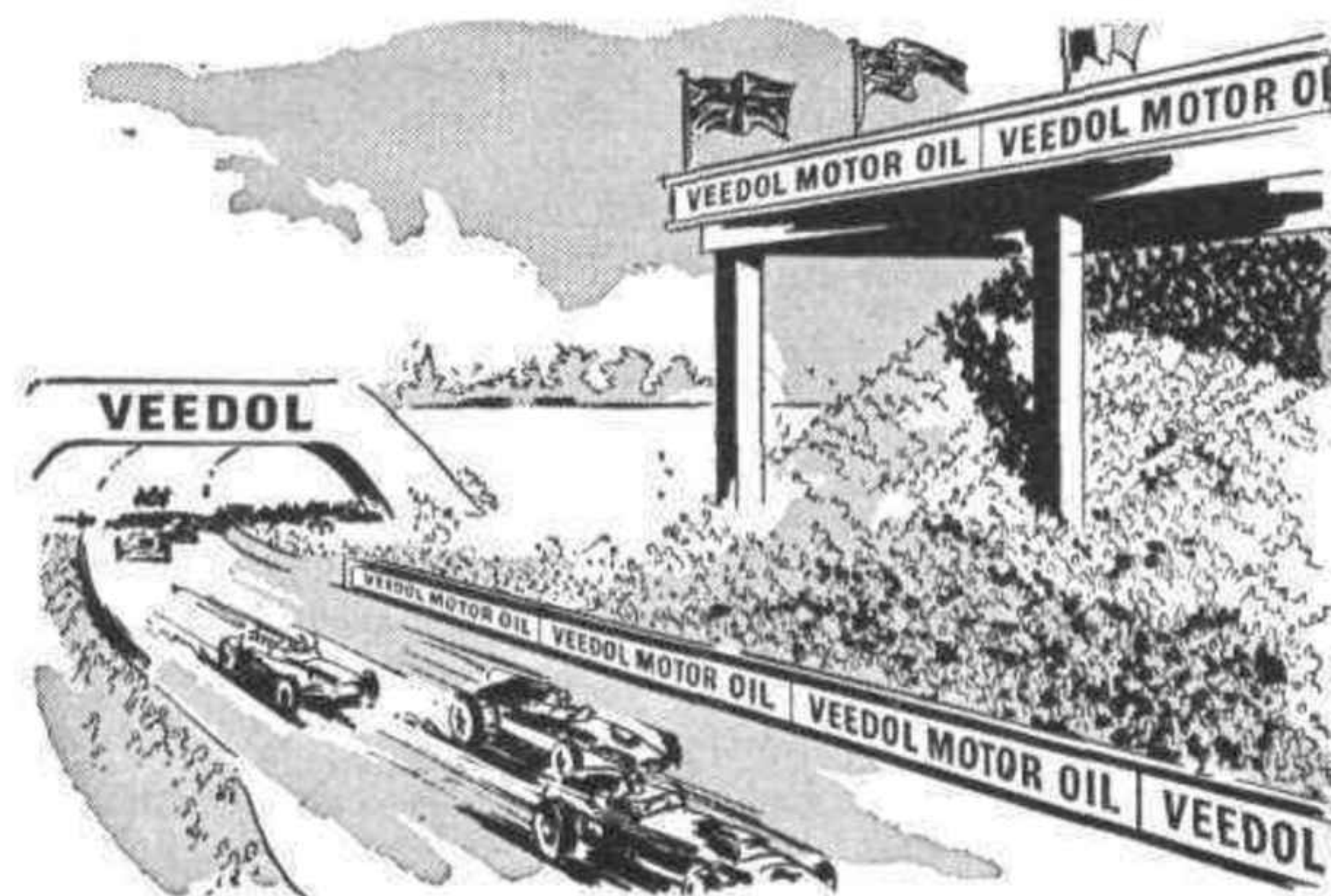
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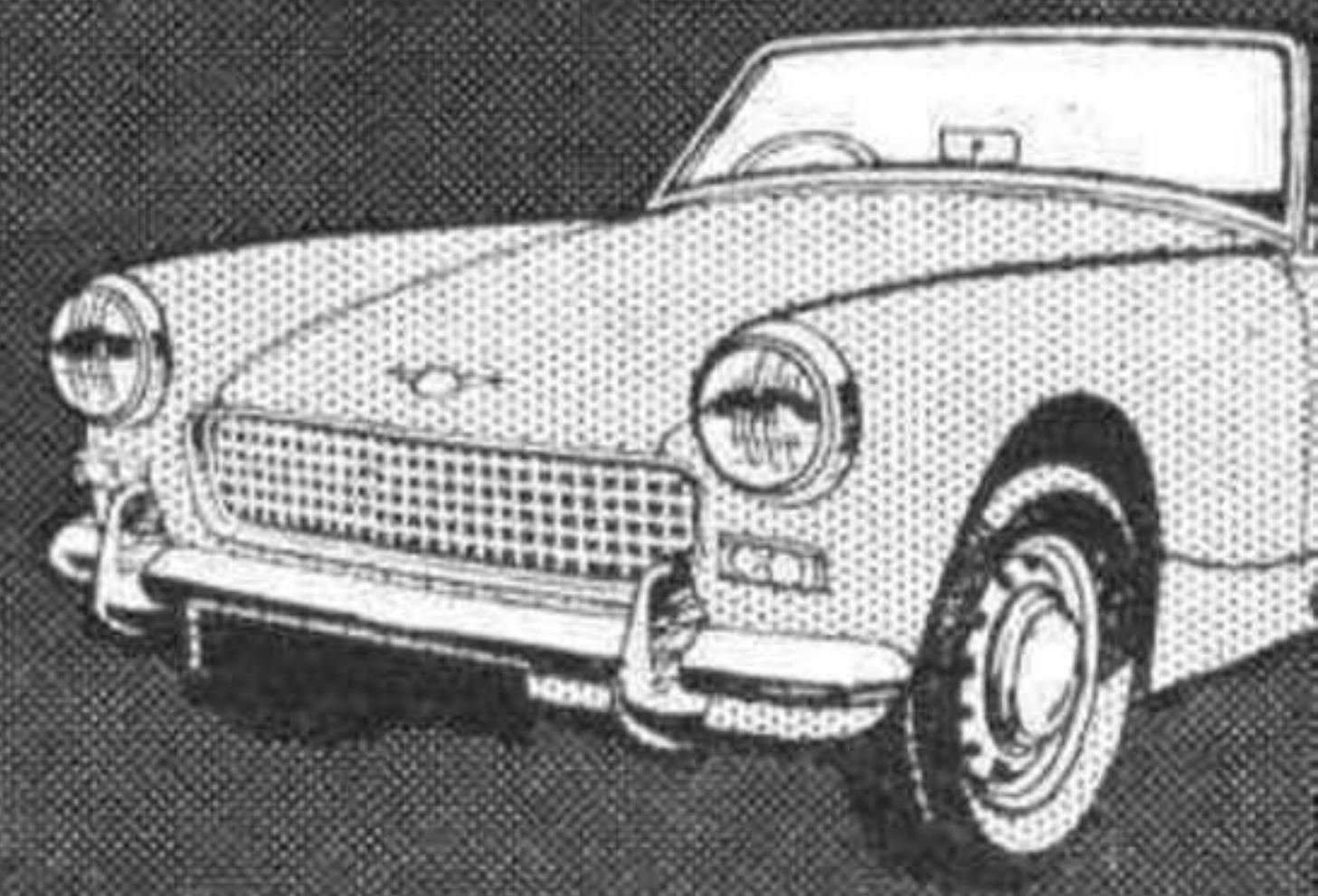
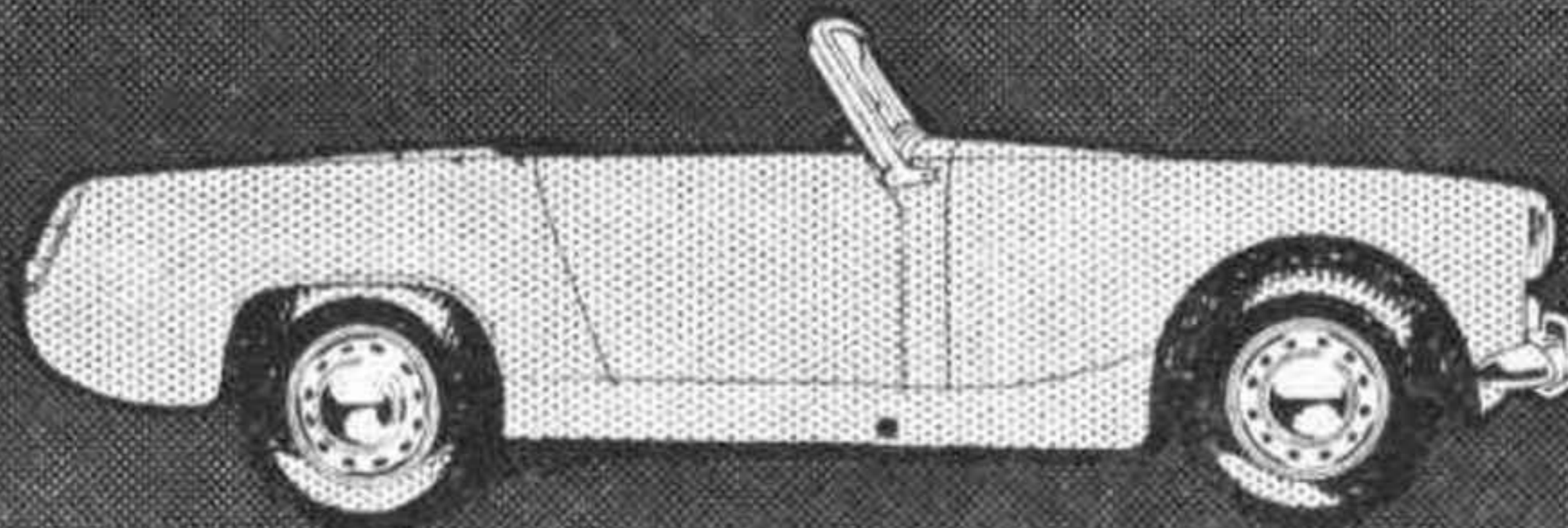
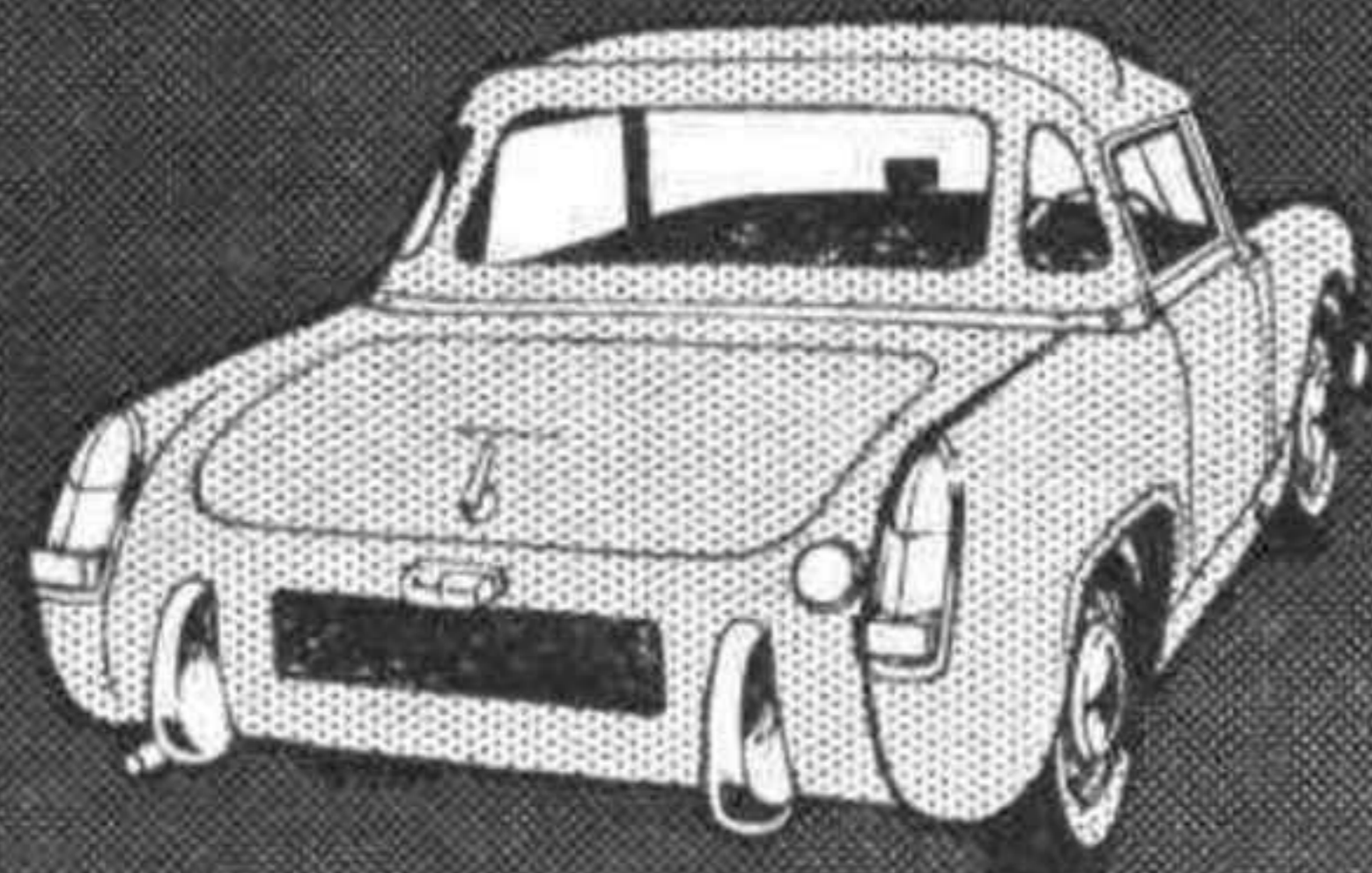
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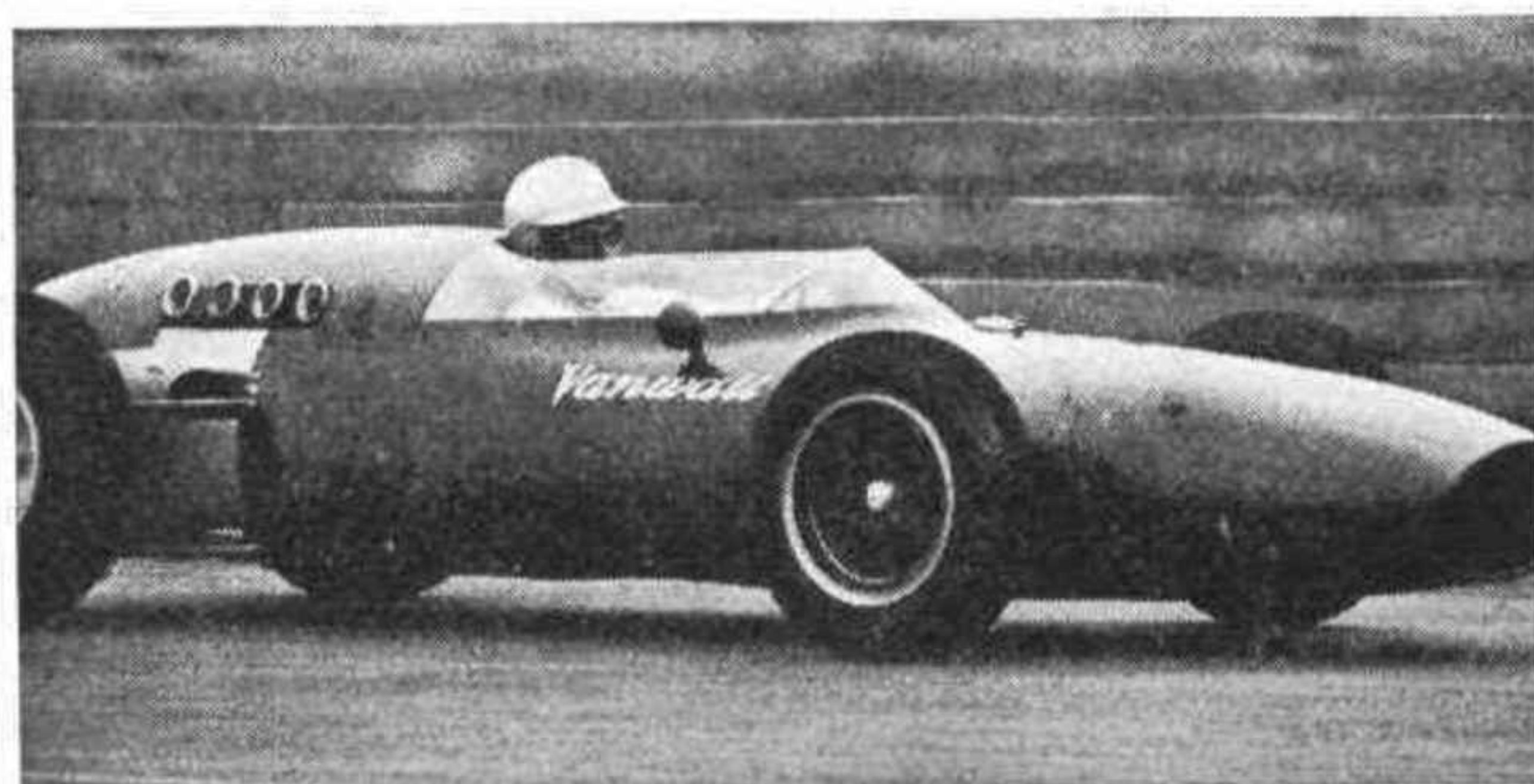
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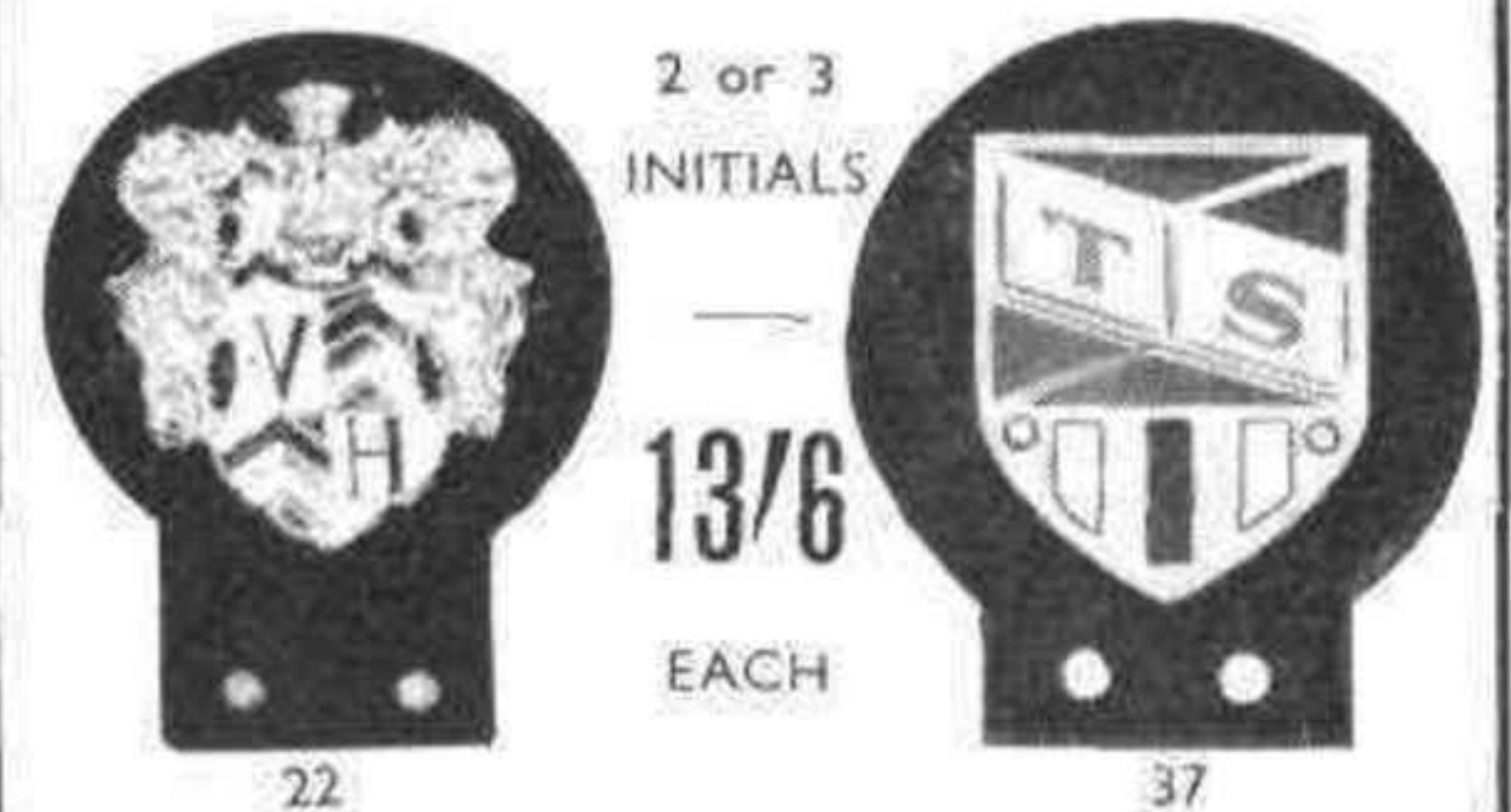
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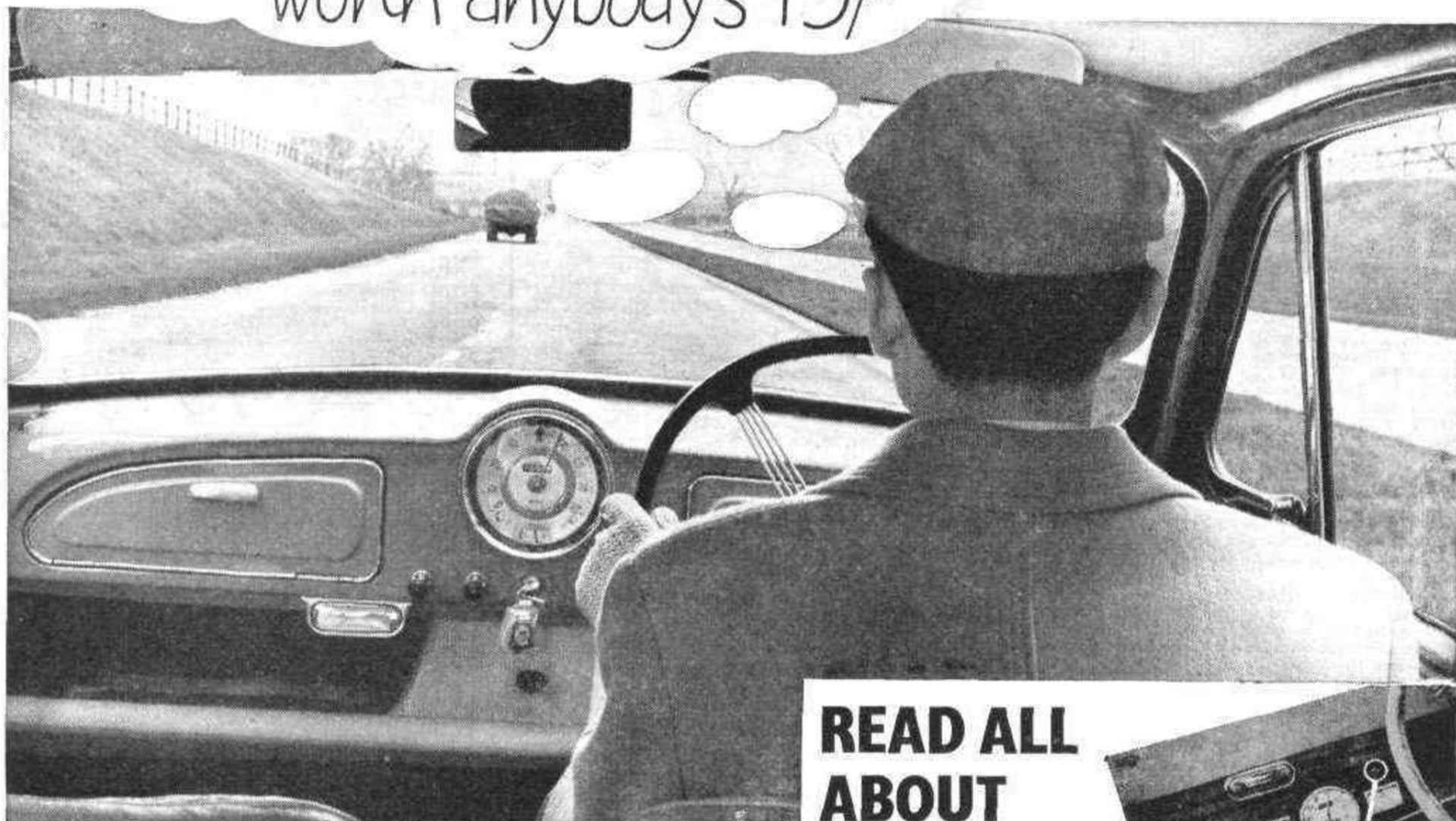
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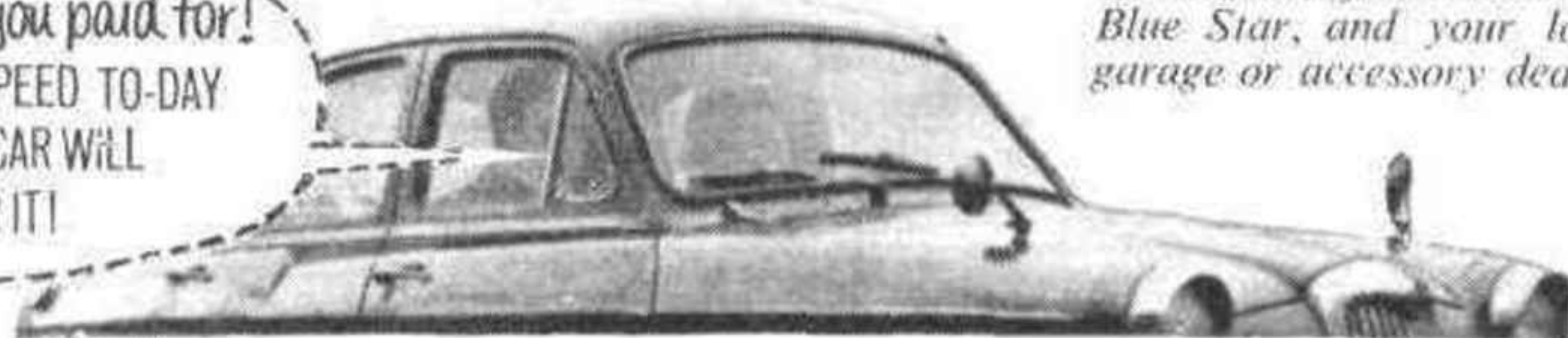
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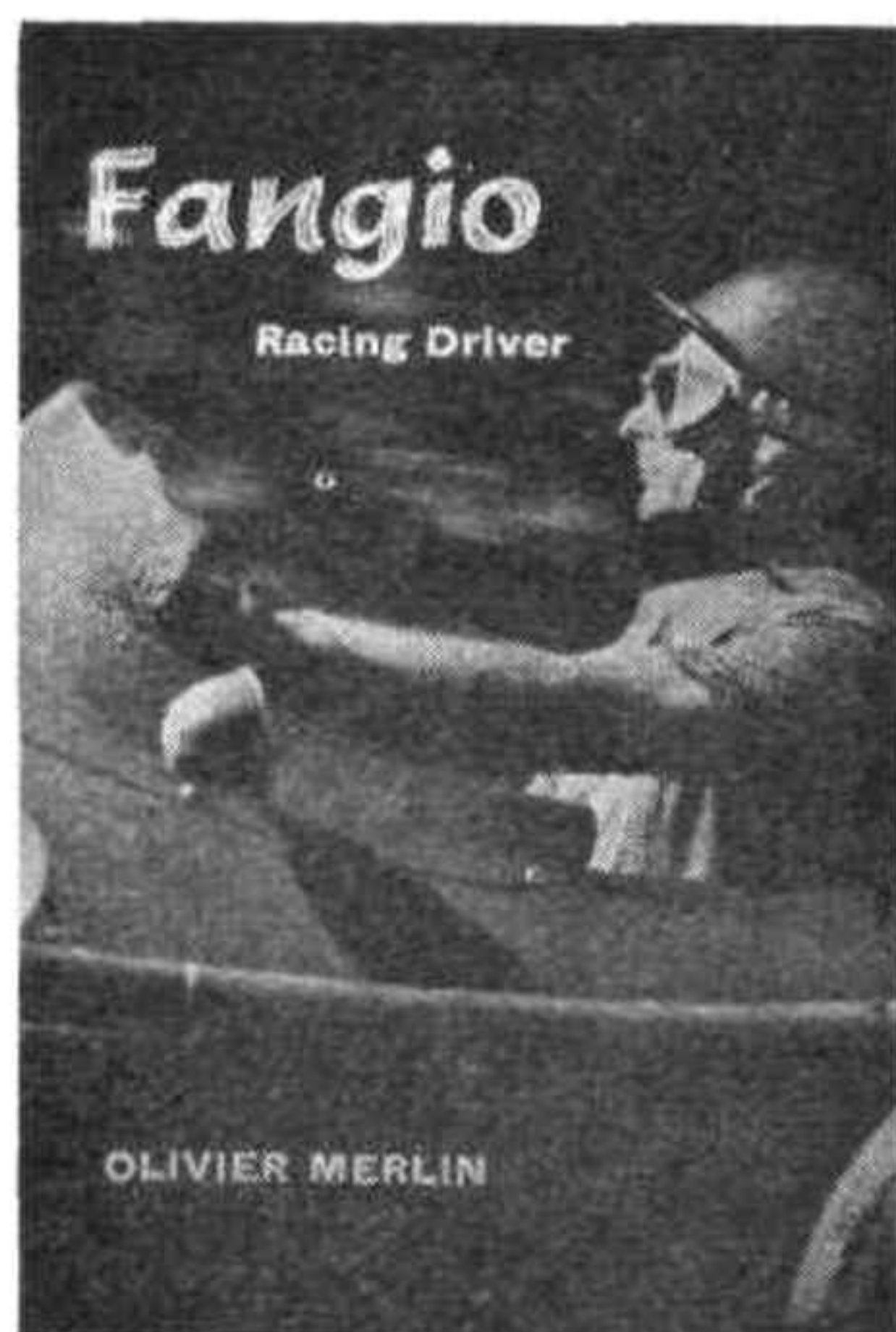
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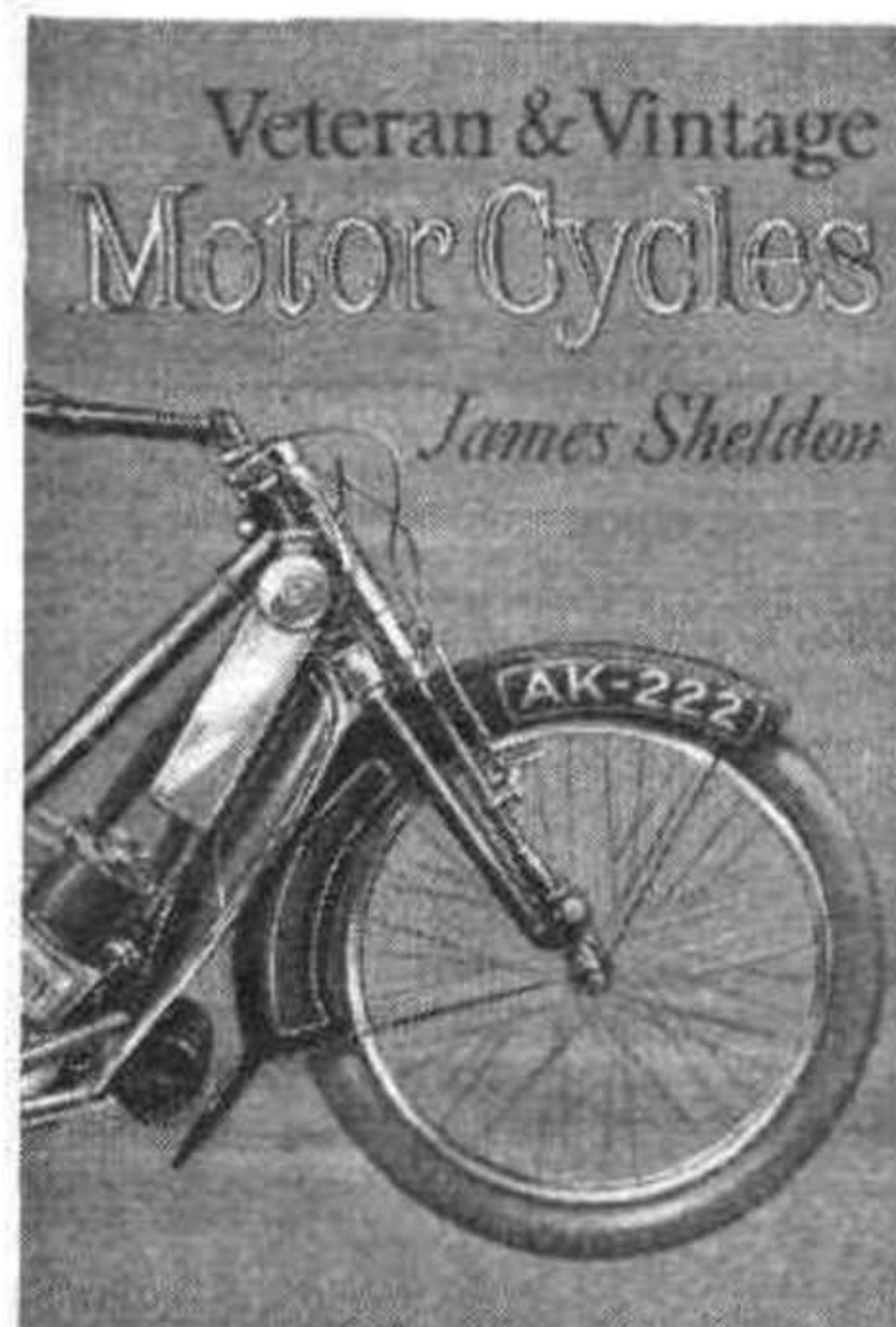
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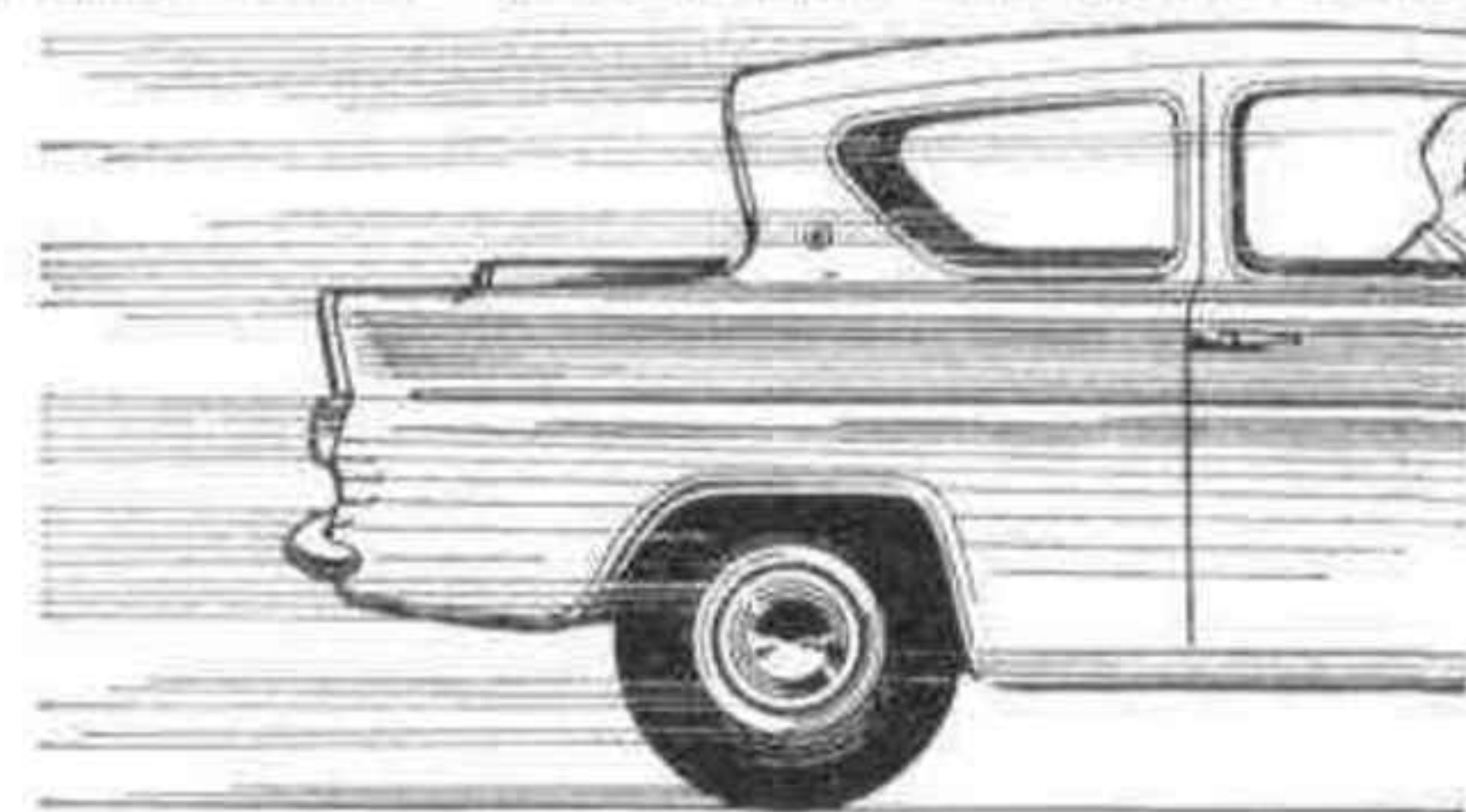
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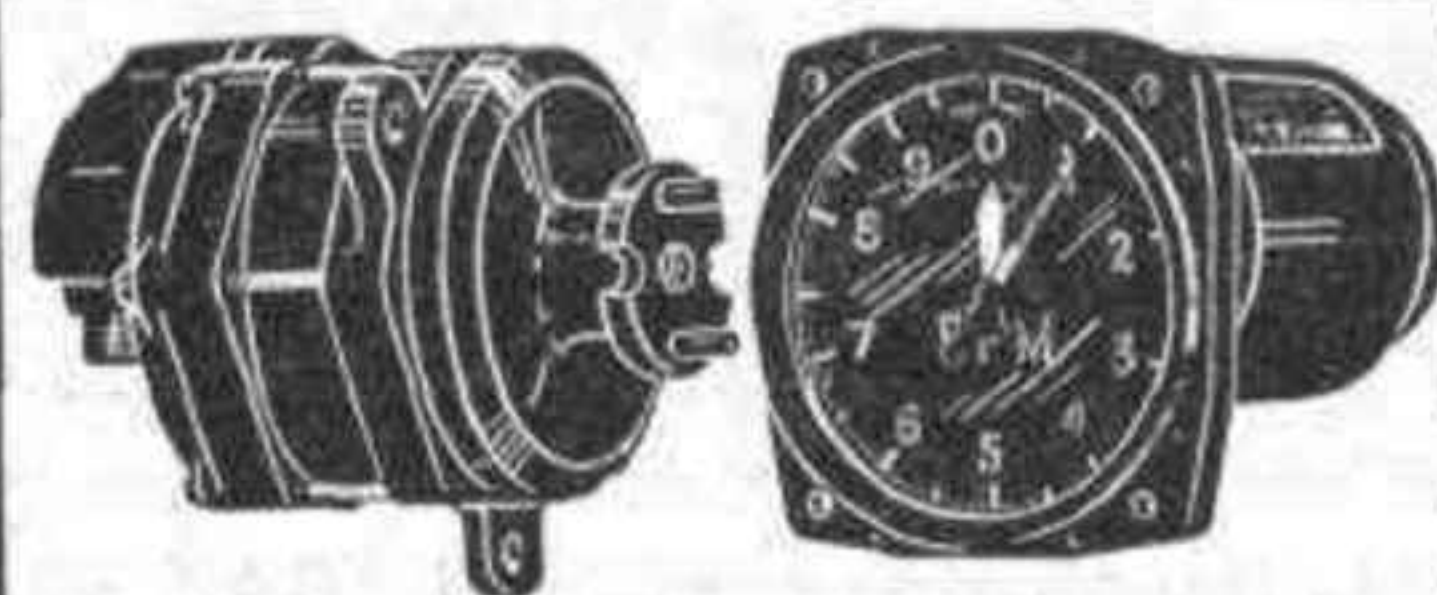
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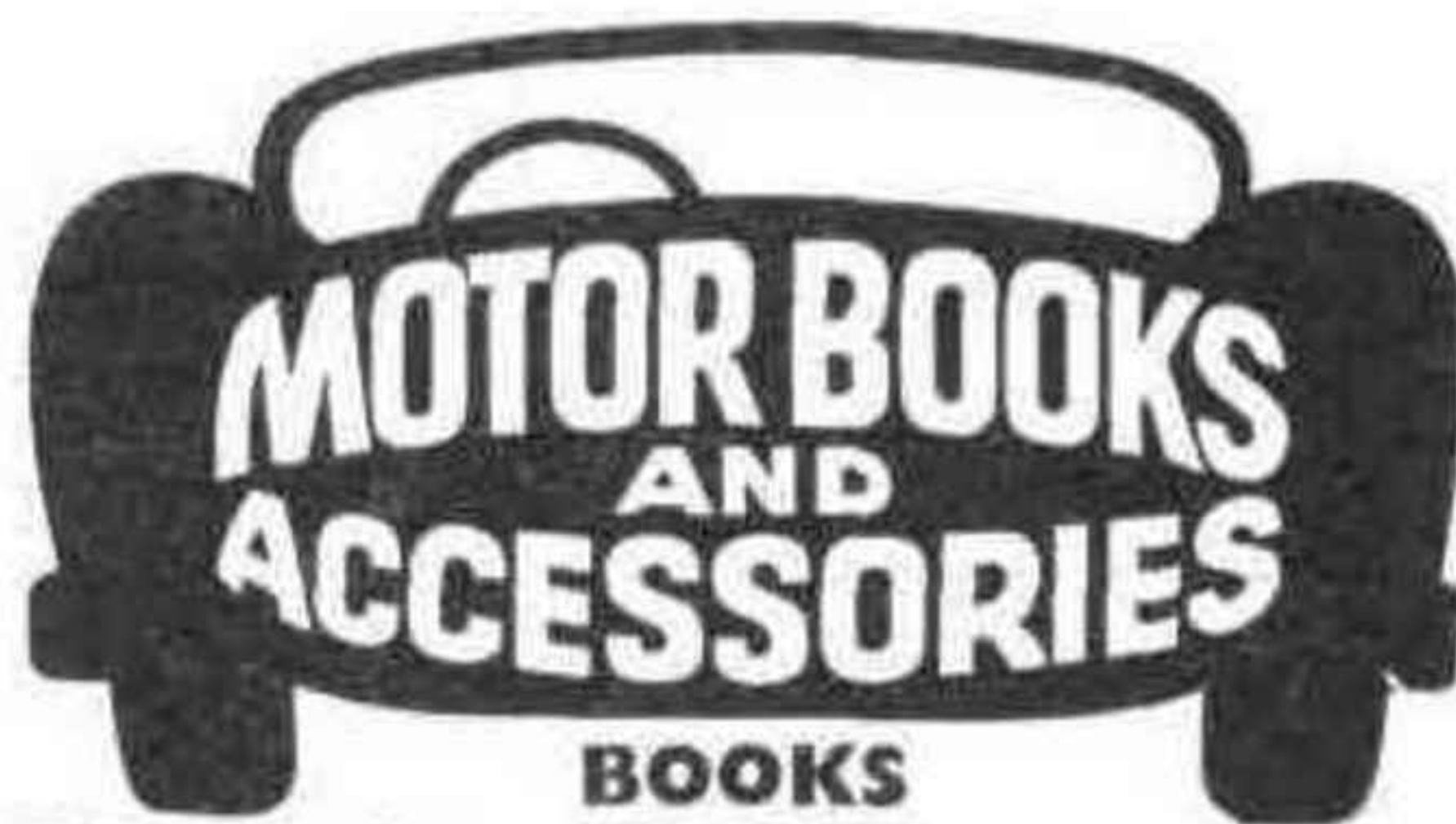
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- LAGONDA 3-LITRE saloon, 1957. Silver grey with red hide interior. Total mileage 49,000. Engine just overhauled by makers at cost of £265. Bills and complete history from new available. Price £1,295. Tel.: 68966 (evenings). [8013]
- 1961 M.G. SPECIAL. I.F.S. All enveloping. Professionally built aluminium body, full weather equipment, spare T.F. engine. Available August. £450. Tilling 114, Trentham Street, Southfields, London, S.W.18. Tel.: MOO 5600 (office hours). [8014]
- 1950 LEA-FRANCIS Sports 2/4-seater. Very well cared for and with every extra. Mechanically outstanding. £215. M.O.T. Tel.: Pagnam 2576. [8015]
- ALVIS, 1938, Speed 25, 3½-litre Sports Tourer, excellent all round condition. Details on request. Hancock, Moot House, Aldridge, Staffs. [8016]
- "MOTOR SPORT" 1956/60, Bound, mint condition. Offers. Hall, 28, Vernon Road, Totley, Sheffield. [8017]
- 1933 ROESCH TALBOT 65. Pranged at rear. 57,000 only. Spares goldmine, driveable. £25 o.n.o. Tel.: Enfield 8099. [8018]
- M.G. 2-LITRE, dismantled. 1937. All spares available. Birch, Cheddleton Heath, Leek, Staffs. [8019]
- FIAT 1900 F/L saloon, December 1955. One owner, overhauled by manufacturers at a cost of £216, colour black-ivory, fitted 5-speed gearbox, fluid drive, radio/heater. £575. Tel.: Gillingham, Kent. 51726 (after 6 p.m.). [8021]

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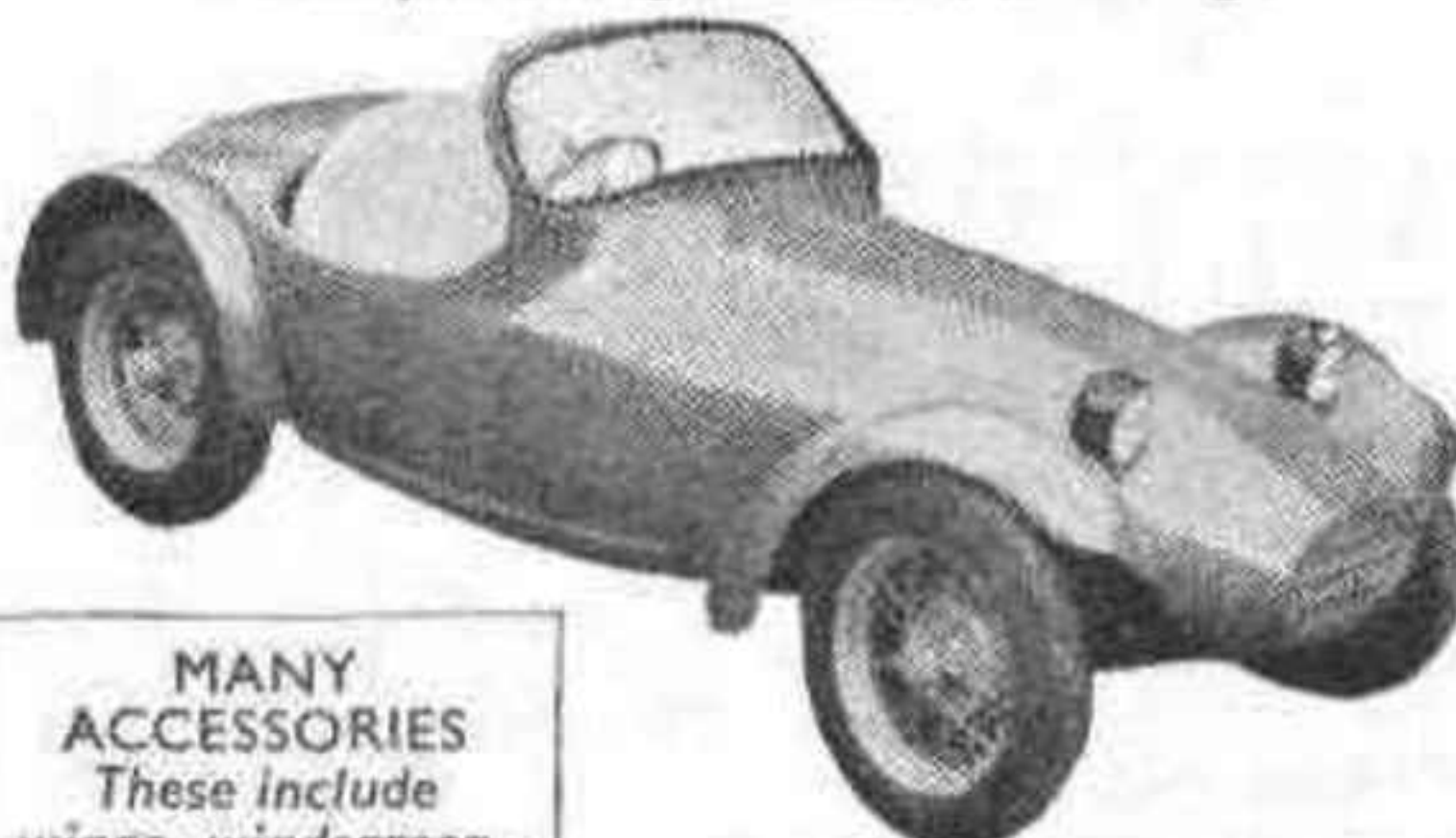
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- 1955 VOLKSWAGEN de luxe. Michelin "X"s, Konis rear, special heads, dual carbs. £425. Write to: 6, Hardley Crescent, Hornchurch, Essex. Tel.: Rippleway 3916 (9-5 p.m.). [8023]
- ALVIS 12/50, complete engine, heaps of spares, all very cheap. Mørt. Tel.: Lichfield 2022. [8025]
- RARE ROVER sports saloon. £65. Immaculate 14-h.p., 1936, certificate. 150, Marsham Road, Maypole, Birmingham. [8026]
- FABULOUS Ford Special. Professionally built. Registered brand new 1956, rebuilt 1961, sprayed red. Cream W/E, 4.7/1 c.w.p., boxed and welded chassis, Woodhead Monroe stabilisers, superbly finished. £295. Any reasonable offer considered. H.P. available. Crankshall Lane Garage, Stone Cross, West Bromwich, Staffs. [8028]
- IMMACULATE TR2, TR3 fittings, hard/soft-top, tonneau, spots, leather, wire. Doors, sliders, bonnet, all lock, completely thief-proof. Engineer's baby. £395. Hyde, 39, Harewood Avenue, N.W.1., or Avenue Garage. [8029]
- CITROEN 12.8, 1937. Very good condition. £65. o.n.o. Sheail, 20, Knottesford Close, Studley, Warks. [8030]
- £65 SPECIAL, 1958 Convair Ford Ten, S.U.s, 4B Burgess instruments, engine clapped, towable. T. & I. Used until 7/6/61. Canning, 29, Grove Rd. Leighton Buzzard, Beds. [8031]
- RAILTON FAIRMILE, 1937, d.h.c. Good condition, p.v.c. hood., M.O.T. certificate. Many spares. £90 o.n.o. Tel.: Garston (Herts.) 3323. [8035]

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- 1959 FORD/ASHLEY 1172, Ballamy i.f.s. Reconditioned engine, 4.7 c.w.p. Fully upholstered and lined throughout. Very good tyres, many extras, including radio. £285. H.P. can be arranged. B. Moore, Priory Lodge (opposite sugar beet factory), Felsted, Dunmow, Essex. [8039]
- 1926 CLYNO Saloon for sale. £60. Wonderful old lady. Mrs. R. Bennett, Cartref Farm, Allaleigh, Blackanton, Totnes, Devon. [8040]
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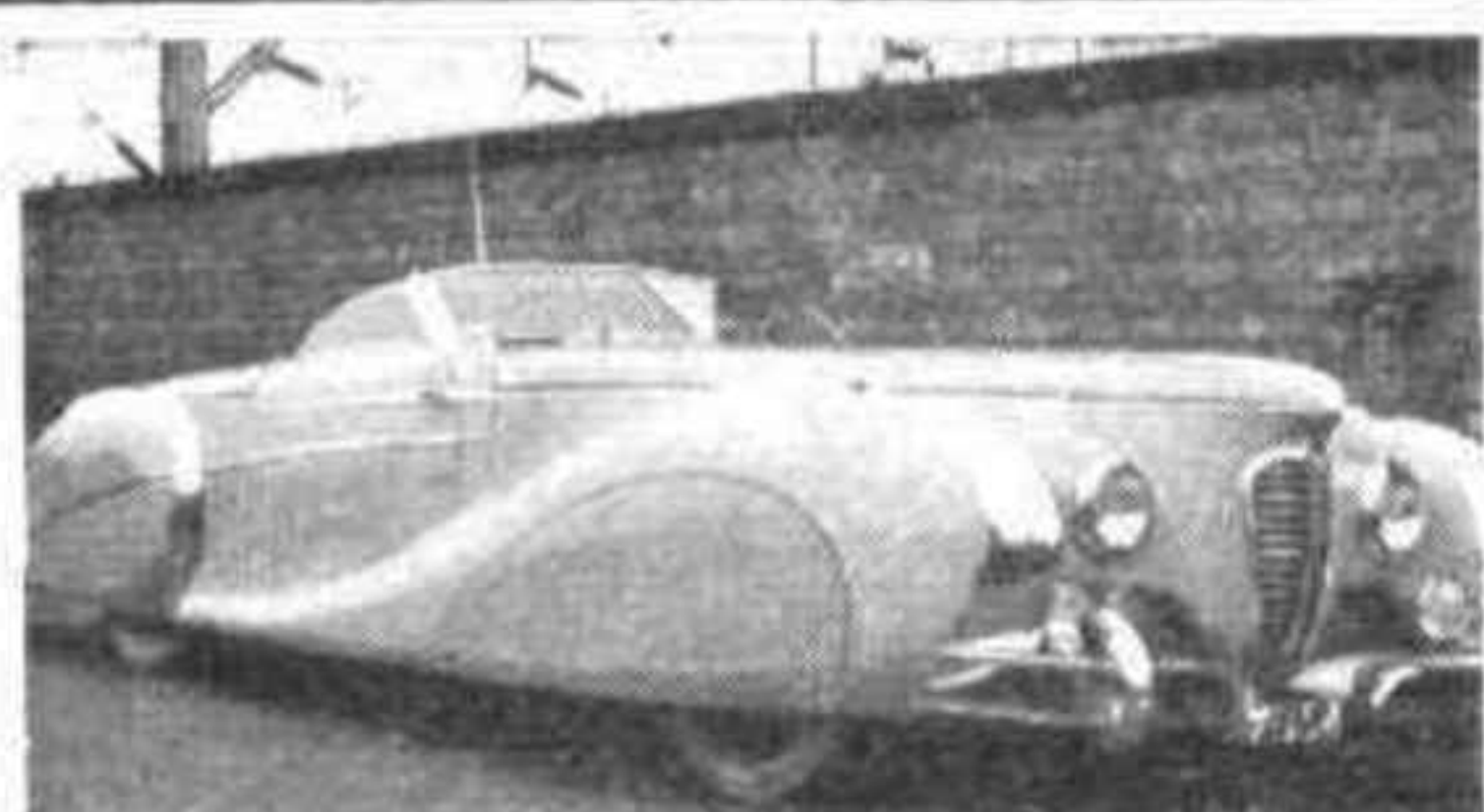
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- ROLLS-ROYCE 25/30, 1938, Thrupp & Maberly limousine. M.O.T. certificate. Excellent condition. £320 o.n.o. Minnich, 38, New Zealand Lane, Duffield, Derbyshire. Tel.: Duffield 2480. [8048]
- RILEY FALCON, 1936, special series engine, £120. Midlands. Morris Ten gearbox, suit Ford conversion. Two 6.50 x 16 tyres and tubes. Box No. G.049. [8049]
- OCTOBER 1953 VELOX for sale or exchange for 4-wheel Morgan, about £260. Body and engine reconditioned 6,000 miles. 25 m.p.g. Devon/Somerset. Box No. G.050. [8050]
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- "MOTOR SPORT." 69 copies 1931-45, complete 1946-60. Mostly excellent condition. To be sold in one batch only. Offers. Box No. G.052. [8052]
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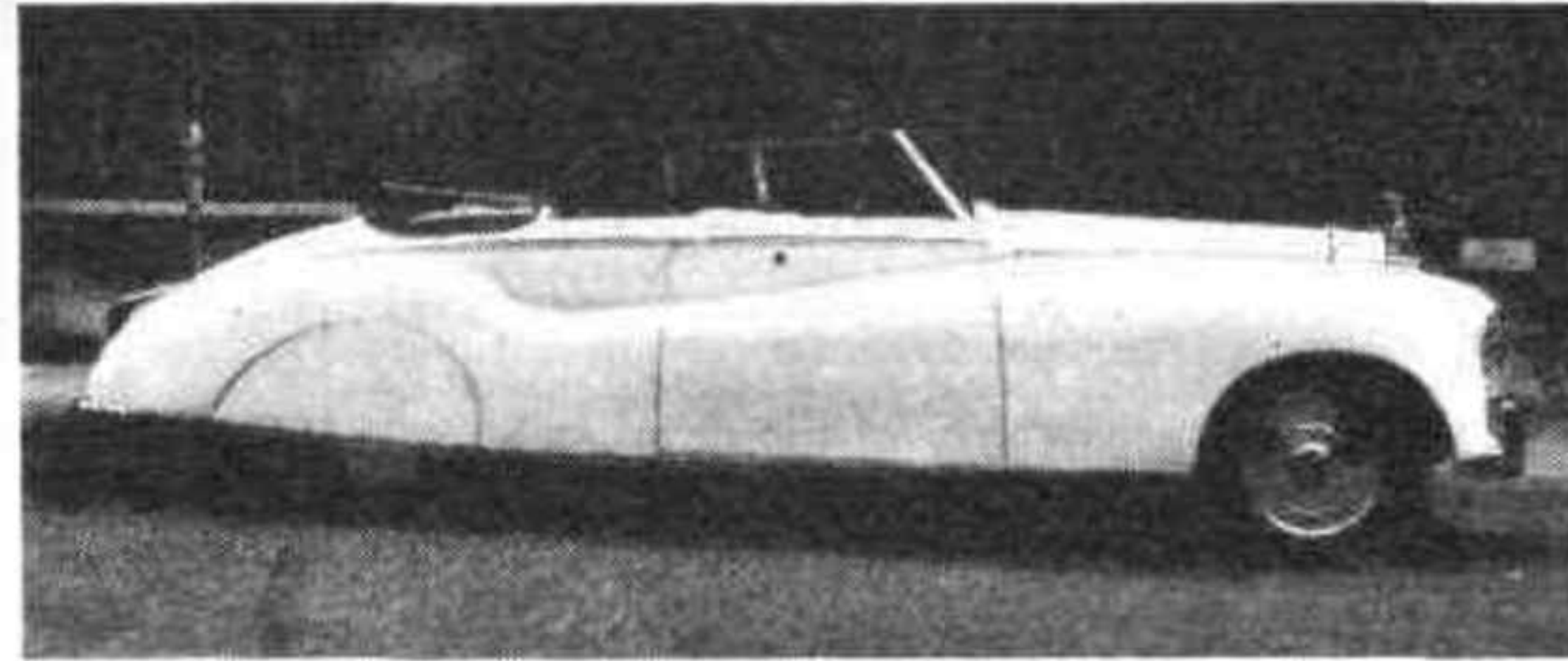


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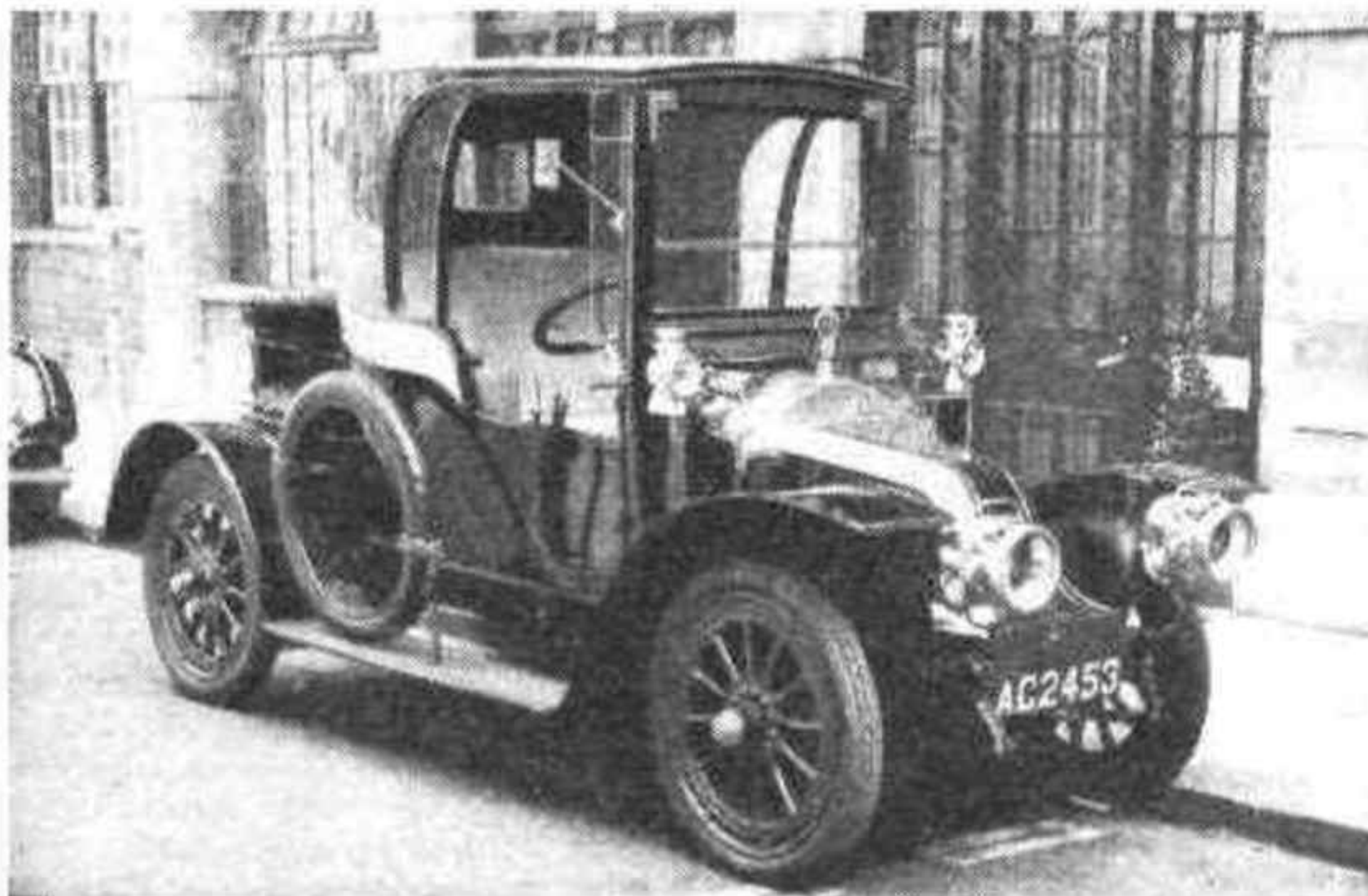
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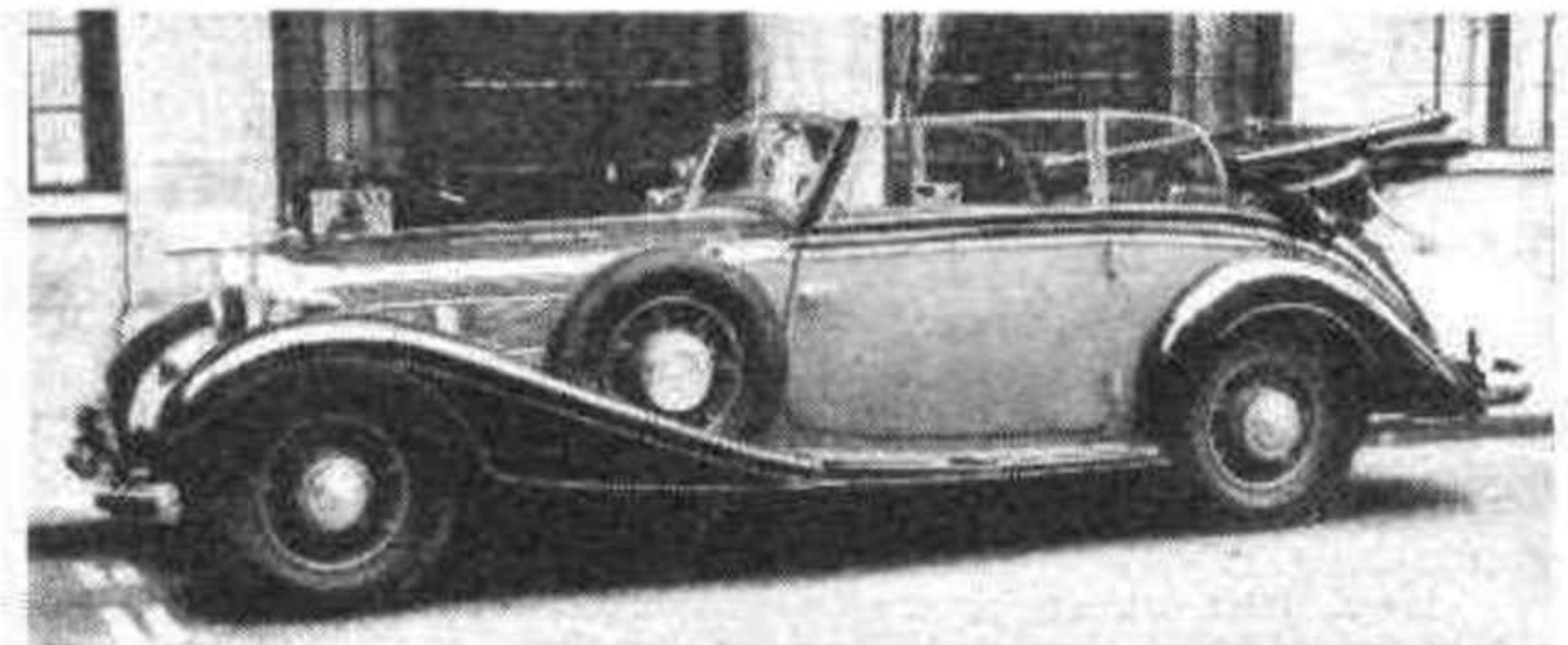
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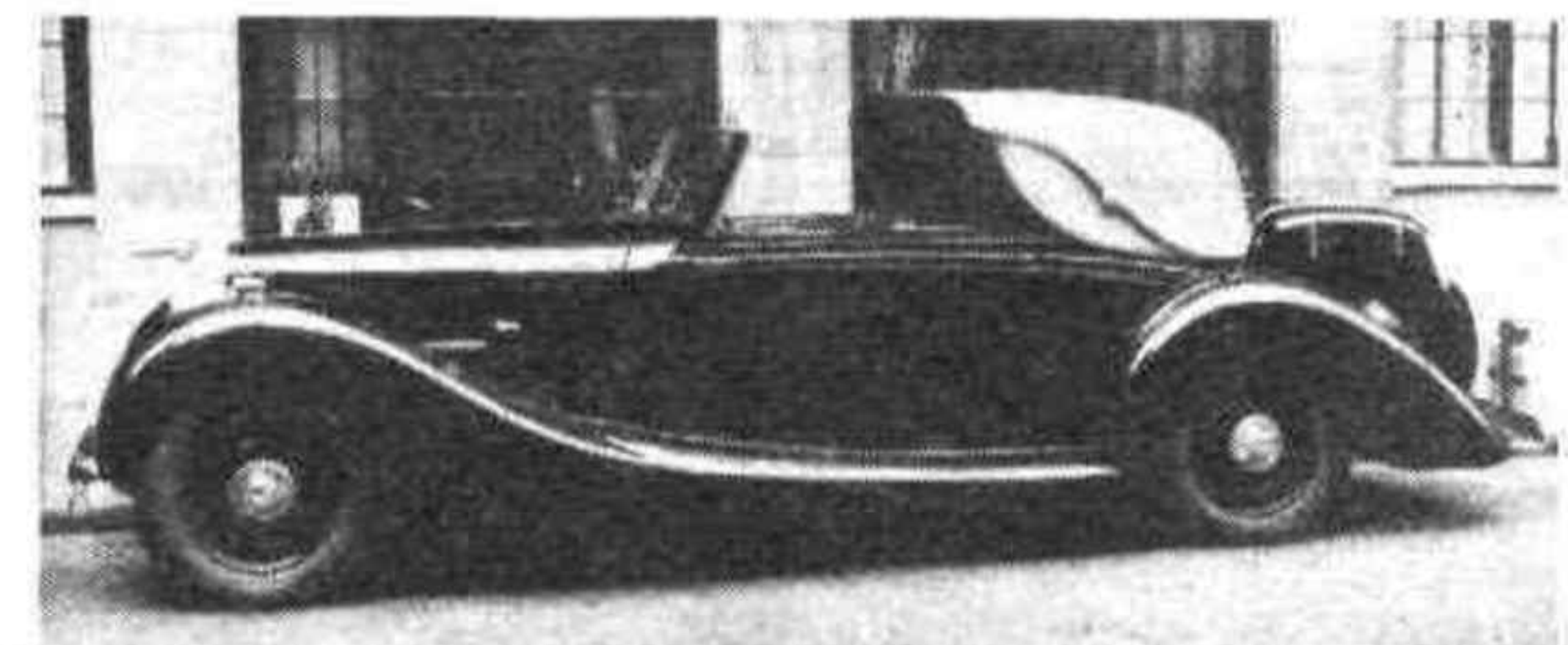
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- BN2**, 1956 2-seater. Finished in flame red with dark blue hood, 4-speed gearbox, wire wheels, overdrive, heater, etc. ... £495
- 100/4**, 1954-55 2-seaters. Choice of two hand-picked cars in black with red trim; or in ice blue with dark blue interior trim. Both are fitted with wire wheels, heater, twin spotlamps, etc. ... From £445

### JAGUAR

- XK150**, 1958 Special Equipment Fixed Head Coupe. A most desirable example in dove white with red leather interior. The very comprehensive equipment includes wire wheels, disc brakes, overdrive, radio, heater, twin spotlamps, screen-washers, etc. ... £895
- XK120**, 1953 Fixed Head Coupe. Considered by many to be the best-looking XK model built, this example is immaculately finished in sky-blue, and fitted with C-type engine, wire wheels, radio, heater, spotlamp, luggage rack, etc. ... £495
- XK120**, 1951 2-seater Roadster. Fitted with very highly tuned engine, twin exhausts, wire wheels, heater, full length tonneau cover, etc. Finished in bright red with black cockpit; a striking and very quick example ... £395

### M.G.

- M.G.-A**, 1956 2-seater. Two owners only from new, and in excellent order both bodily and mechanically. Fitted with radio, heater, screen-washers, wing-mirrors, etc. In blue with grey cockpit ... £495
- M.G. TF 1250**, 1954 2-seaters. Choice of two hand chosen cars, in dark red or pale blue. Both are equipped with many sensible and useful extras, and are competitively priced ... From £435
- M.G. TD**, 1951 2-seater. Finished in jet-black with red leather interior trim, recently fitted with reconditioned engine; and full length tonneau cover, "X" tyres, twin exhausts, etc. ... £365
- M.G. TC**, 1947/48 2-seaters. Choice of two cars in far above average order, in red or green, with many extras, and very attractively priced ... From £235

This was our stock at mid-month but when "Motor Sport" appears many will have been sold, but these are constantly being replaced by fresh stock, similar in both price and condition, in order to maintain our selection at a consistently high level.

### TRIUMPH

- TR3A**, 1958 2-seater, specially finished in an unusual and attractive lilac cellulose, with pale grey upholstery. With disc brakes, heater, "X" tyres, twin spot and reversing lamps, etc. ... £695
- TR3**, 1956 2-seaters. Choice of two cars, both in Italian red with beige interior trim, and equipped with heater, twin spotlamps, "X" tyres, etc. ... From £495
- TR2**, 1955 2-seater in red, and fitted with every conceivable extra, including four-speed overdrive, wire wheels, radio, heater, "X" tyres, twin spotlamps, screen-washers, reversing lamp, wing-mirrors, etc. A carefully used and well-maintained car ... £495
- TR2**, 1954 2-seaters. A selection of three cars, which according to our usual custom, were chosen only after the most rigorous and careful examination. Finished in red, B.R.G., or black, and fitted with various extras ... From £445

### VARIOUS

- BERKELEY B95**, 1959 2-seater. Very low mileage only, and in superb order in pale blue with red upholstery. All independent suspension, "X" tyres, etc. ... £425
- LOTUS Mk. 7**, 1960 2-seater, in highly polished alloy, with red trim. Very highly modified 1172 Ford engine, close-ratio gears, tonneau, and full weather equipment ... £465
- MORGAN Plus Four**, 1956 2-seater. TR engine, twin exhausts, heater, tonneau cover, etc. Finished in very dark green with black upholstery. Attractively priced at ... £445
- LOTUS Mk. 6**, 1954 2-seater. Aquaplane modified 1172 engine, with twin carbs., special exhaust system, close-ratio gears, etc. Full weather equipment. In bright red with black tonneau cover ... £395
- FORD and AUSTIN Specials**. As the Only sports car specialists in the Midlands we like to present a full and varied range of sporting machinery, and invariably have in stock one or two 1959-60 2-seater Ford or Austin-engined Specials. Only the most carefully built and well designed examples are presented. Prices from approximately ... £195

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As the officially appointed Lotus Distributors for The Midlands we are proud to be able to offer immediate delivery on the fabulous Series II Elite Coupé in a variety of attractive colours at the current list price of £1,949 including tax. Also the amazing Lotus Seven in component form at the most reasonable price of £399, to take either B.M.C. A-series or FORD 105E and 100E units. Demonstrations with pleasure — please write for full details.

DEFERRED TERMS (from 20% deposit, repayments up to 36 months) : Immediate COMPETITIVE INSURANCE : three months' specific GUARANTEE (where applicable) : fair PART-EXCHANGE allowance on sports cars, saloons or motorcycles (existing H.P. accounts settled) : genuine after-sale SERVICE and a GUARANTEED REPURCHASE scheme for overseas visitors, are all offered with pleasure by the ONLY TRUE 100 PER CENT. SPORTS-CAR SPECIALISTS and ENTHUSIASTS.

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## FOR SALE—continued

- FIAT 600**, red, convertible, 1959. Abarth Stage One conversion, Weber 321MP carb., h/c. head, competition exhaust. Radio, tiger-skin covers, and many other extras. Immaculate. £475. 61, Heathcote Grove, Chingford, E.4. Tel.: Silverthorn 0353. [7959]
- VINTAGE LEA-FRANCIS 12/40** P-type 2-seater/dickey. Meadows 4ED. All sound, but not perfect. £75 o.n.o. Widgery, 22, Glenville Road, Yeovil, Somerset. [8071]
- 1961 M.G.-A 1600** 2-seater. Brand new, fitted wing-mirrors. Licensed. Delivery mileage only. Genuine and unusual circumstances for sale. Will accept reasonable reduction from list price. Box No. G.074. [8074]
- HEALEY sports tourer**, 1948. Very good mechanically. New hood, good tyres. M.O.T. tested. Two new batteries. Body sound but needs respray in parts. £125 o.n.o. Mr. Morris, Plough Garage, 30, Southside, Clapham Common, S.W.4. Tel.: MAC 4445. [8075]
- M.G. TA**, 1939, Tickford coupé. New springs, rear axle, dampers, etc. All bills shown. M.O.T. certificate. £140 o.n.o. Hayton, 9, St. Augustines Avenue, South Croydon, Surrey. [8076]
- M.G. PA**, 1934. Excellent condition. M.O.T. certificate. £125 o.n.o. Stennett, Woodside, Ashover, Nr. Chesterfield, Derbyshire. Tel.: Ashover 262. [8077]
- SUNBEAM-TALBOT TEN** tourer, 1947. M.O.T. tested. £115. Tel.: Bourne End 103. [8078]
- RILEY MONACO**, 1933. Tested. Very good. £45. 28, School Street, Church Lawford, Rugby. [8079]
- 1929 AUSTIN 12/4** Gordon saloon. M.O.T. cert. £40 o.n.o. 1930 Austin Seven saloon, aluminium body, £25. Randall, Robin Bank, Dittons Road, Polegate, Sussex. Tel.: Polegate 92 (evenings). [8080]
- FORD TEN SPECIAL**. Falcon saloon body. Buckler gears, hydraulic brakes. All usual mods. Built 1959. Reluctant sale. £250 o.n.o. Tel.: Rattlesden (Suffolk) 301. [8081]
- AUSTIN SEVEN VAN**, 1938, reconditioned engine, running order. £12 o.n.o. 184, Sarehole Road, Birmingham. [8082]
- SUNBEAM-TALBOT 90**, 1952, black. Heater, engine overhaul, new clutch. Above average. £255. Shippides, Sycamore Road, Matlock, Derbys. Tel.: 789. [8083]
- J2 M.G.** Exceptional condition, rebuilt engine, re-sprayed, retrimmed. M.O.T. certificate. £120. Reid, 40, Bournehall Avenue, Bushey, Herts. Tel.: 2765. [8084]
- 1931 ALVIS 12/50** 4-seater tourer. Test. Perfect condition throughout. £200 o.n.o. Stewart, 18, Harrington Gardens, S.W.7. Tel.: FRO 1676. [8085]
- AUSTIN SEVEN** tourer 4-seater, 1935. Excellent bodywork, good runner. Taxed, insured. M.O.T. certificate. £25 o.n.o. 14, Meole Walk, Shrewsbury. [8086]
- D.K.W.**, 1955, Universal, L.H.D. Michelins. Excellent condition. £295. Waight, Hermitage, Berks. [8087]
- BENTLEY**, 1924, 3-litre V.D.P. tourer. "A" box. Servo brakes. Tested. Mechanically, bodily sound. £325. Trengove, Grove Cottage, Maldon Road, Great Totham, Essex. [8088]
- 1928 LA SALLE** (Ford V8 engine), running order. Westwood. Tel.: Bentley (Hants.) 3216. [8089]
- DAIMLER'S** most dignified model: the great 7.1-litre 50-h.p. Double Six of 1928. Seven foot six from steering wheel centre to radiator cap. Two 7.50 x 23 spare wheels mounted on massive brackets either side of bonnet, a flat windscreen, a spare set of good Dunlop 700 x 23 tyres and tubes, speedometer reads 28,000 miles. Offers to: C. F. Johns, St. Mewan, Belton Road, Camberley, Surrey. Tel.: Cam. 140. [8090]
- COLLECTOR'S PIECE**: 1925 Bean 11.9, 4-seater tourer in excellent condition throughout. Stored 29 years, low mileage, history and handbook. Passed test. Offers around £150. Pugh, 20, Belvedere Close, Kittle, Bishopston, Swansea. [8091]
- WADE SUPERCHARGER** for M.M. side-valve Minor, fittings, etc. £12 10s. Harrison. Tel.: Farningham 2277. [8092]
- BENTLEY**, 1934, 3½-litre Park Ward sports saloon. Grey and black, excellent condition. Recent new brakes and clutch. History. 20 m.p.g. M.O.T. cert. Photo on request. Seen anytime. £285. Mingay, 36, Charteris Road, Woodford Green, Essex. Tel.: BUCKHURST 3785. [8093]
- MORGAN 4/4**, Standard Ten recon. engine, transmission overhauled, new hood, excellent condition. £150. o.n.o. Tel.: BUC 5219. 8094
- G.T. AURELIA** sacrifice. Special and perfect example. Higher-g geared steering. 21½ cwt. weigh-bridge ticket. Converted to 4-seater Ramponi, overhauled engine. Stiffened front end. £675 (possibly H.P.). Box No. G.095. [8095]
- EXCEPTIONAL RILEY** Kestrel 9-h.p. Four-branch, twin S.U.s, E.N.V. pres-selector box overhauled, flashers, hydraulic shockers, taxed, insured, M.O.T. certificate, Register member. S.A.E. for full details and photos. £95. Letter, 110, Eaton Valley Road, Luton, Beds. [8096]



## FOR SALE—continued

- 1172 FORD Special.** Red Fairlite fibreglass body. Curved screen, 95% completed. £50 o.n.o. Wife pressing for furniture. 13, Church Lane, Chalgrove, Oxford. [8097]
- FRAZER NASH-B.M.W. 315,** 1935, d.h. Cheap. Sale for spares or restoration. Box No. G.098. [8098]
- 1952 JUPITER,** Series III crankshaft. Taxed year. Excellent condition. £250 o.n.o. Moore, 8A, Wyndham Place, W.I. Tel.: AMBassador 7358. [8099]
- PB M.G.,** red. Works recon. 1172 Ford engine professionally fitted. 4-speed box (40 m.p.g.), renewed brakes, steering, etc., retrimmed, v.g.c. £145 o.n.o. Draper, 238, Branstone Road, Burton-on-Trent, Staffs. [8100]
- TWIN 1½ in.** S.U. semi-downdraught carburetters. Brand new £10 pair. Crossflow radiator, £5. Many Austin Seven and Riley spares. Stuart Wallace. Tel.: PARK 6745. [8101]
- ROLLS-ROYCE 20/25** seven-seater. Exceptional offer. £210 o.n.o. Mechanically perfect, overhauled last year, bills over £120. Reason for selling: no garage. M.O.T. certificate. Tel.: Cophthorn 2685 (evenings). [8102]
- £75. B.S.A.** Scout four-seater tourer, 1937. Body ex. cond. Black and green. Engine just rebored, crank reground. Manchester. Tel.: Chorlton 1840. [8110]

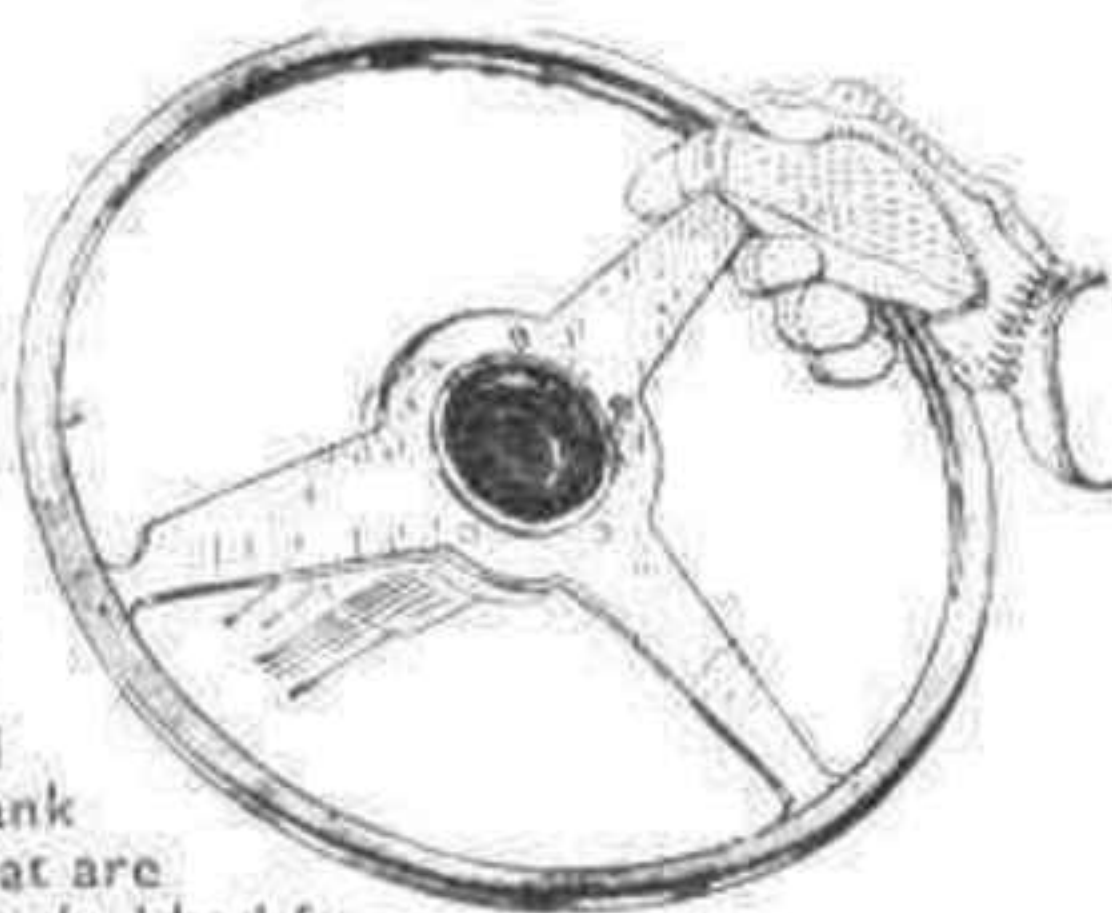
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## FOR SALE—continued

- DORETTI SABRE,** 1961 (unregistered) Sports 2-seater. Colorado red with black hide piped with red. Built regardless of cost on the last of the prototype Doretti chassis. Fitted with a brand new TR3 engine with overdrive and the de Dion back axle as fitted to all Peerless competition saloons. Wire wheels, disc brakes, etc. Superb appearance with great sport potentialities. Offers wanted. Terms arranged. Tony Johnson, 41, St. Agnes Road, Birmingham 13. Tel.: Highbury 2715, or after 7 p.m.: South 3018. [8107]
- PEMA FIBREGLASS** Bonnet and Ashley Hard-top. Leaf green for A.-H. Sprite. £25 each, o.n.o. Tel.: Enfield 2450. (after 8 p.m.). [8108]
- £35. 17. 10½ BUYS** beautiful S.S.I., M.O.T. tested. T. & L. spares. Hyatt, 42, Milner Road, Dagenham, Essex. [8109]

## JACK O'LANTERN

Telephone :  
OWER 255Ringwood Road,  
ROMSEY.

1934 20/25 ROLLS-ROYCE limousine by Hooper. Two owners, 123,000 miles. History ... £275

1934 Drophead BENTLEY, very clean Park Ward with good tyres and engine ... £325

Or as it is, needing top decoke, rings ... £263

Another saloon by P.W., rough body but above average chassis, new tyres ... £165

ROLLS/PERKINS combination with new P6 (9,000 miles) in P.I chassis. Exceptional conversion with brake body. Our daily transport. Should be seen ... £375

£12 10s. or offer for 'The Red Rattler' AUSTIN 10 of 1932. Average condition.

1931 20/25 sedanca by Thrupp. Pretty but tatty, fair mechanics ... £100 o.n.o.

RAPIER engine modified by D. Richmond, in an R.G.S. chassis. Little used.

WANTED — Rolls-Royce SILVER GHOST (side valve) cars or chassis.

## FOR SALE—continued

- VOLKSWAGEN,** 1957, de luxe. Black, 35,000. Recent Michelin "X"s and battery. Brakes just relined. £425. Heptonstall, 39, Maresfield Gardens, N.W.3. Tel.: Swiss Cottage 5552. [8111]
- RILEY 1½,** 1948. Black. Immaculate throughout; twin spots, new tyres, history. Probably best in South of England. £260 o.n.o. Tel.: Dorking 73247. [8112]
- 1954 WOLSELEY 4/44.** Grey, red interior. Radio, heater. Absolutely perfect throughout, 3,000 miles since engine reconditioned. New tyres. £360. Tel.: Dorking 73247. [8113]
- M.G. PA,** 1936. Reconditioned engine, M.O.T. cert. Needs battery. Quick sale £100 o.n.o. Field, Downton House, Stonehouse, Glos. [8114]
- ALVIS,** Grey Lady, 1954. In excellent condition, superb performance. Genuine 25,000 miles. An enthusiast's dream for £550. 9, Moor Park Drive, Bradford, 3. Tel.: 62650. [8115]
- M.G. J2.** Good condition, new camshaft, rockers, kingpins, spare engine. £75 o.n.o. Wakeman, 40, Meadowbrook Road, Birmingham, 31. [8116]
- TR2,** 1954. Known history, original engine at 56,000 (oil 50 lb. + hot, 400 miles/pint, 27/30 m.p.g., good compression). Never raced, crashed or tuned. New "X"s, hood, Marchals. Beautiful condition, far above average (often taken for new). Reliable and genuine ton. £450 o.n.o. Tel.: Wor 4253 Middlesex. [8117]



BENTLEY 3½ litre

1935 Park Ward 4-Light saloon.

Grey with blue leather. In excellent condition throughout. M.O.T. Certificate.

£395. H.P. available.

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- Aston Martin DB 2/4, 1955. Disc brakes, new eng. ... £1,245
- Jaguar 2.4 Mk. II o'drive saloon, 1960. Grey. Discs £1,400
- Jaguar 2.4 o'drive saloon, 1959. Green. Disc brakes ... £1,045
- Jaguar 2.4 o'drive saloon, 1958. Grey. Disc brakes ... £875
- Jaguar 2.4 o'drive saloon, 1957. Grey/red. Superb ... £725
- Jaguar 3.4 automatic saloon, 1957. Off white. Disc brakes ... £795
- Jaguar XK140 f.h.c., 1956. Chrome w/wheels, "C" type eng. £645
- Jaguar XK120 f.h.c., 1954. Suede green. Heater. Specimen ... £445
- Jaguar Mk. VII automatic sal., 1956. B.R.G. Radio, etc. ... £525
- M.G.-A 1600 roadster, 1960. One owner, 7,000 miles. Discs ... £795
- M.G.-A roadster, 1958. Brand new eng. Many extras. Specn ... £645
- M.G.-A roadster, 1956. White. Radio, tonneau. Specn. order £525
- M.G. TC, 1949. New hood, twin windtones, new tyres, etc. £295
- Austin Healey Sprite, 1958. Red. Radio, htr., rev-counter £455
- Austin Healey Sprite, 1960. Jan. Red. Rev-counter, htr. ... £545
- Austin Healey BNI 100/4, 1955. Green. H/top, radio, etc. ... £495
- Triumph TR3, 1957. White. Discs, Michelin "X" tyres, o'drive £575
- Triumph TR3, Oct., 1956. Red. O'drive, radio, new engine ... £565
- Sunbeam Alpine, 1954. Blue. Radio, time equip. Specimen ... £395
- Bristol 403 sal., 1953. Crimson. Discs. One ownr., radio, sup. £795

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## FOR GRAN TURISMO AND COMPETITION CARS

- FERRARI 250 G.T.** Unquestionably one of the most desirable G.T. Ferraris available anywhere today. The two-seater fixed-head coupe coachwork by Farina is without blemish in Thundercloud grey, with matching grey and red upholstery, set off by highly polished lightweight Boranni wire wheels. 3-litre V12 unit, twin spotlamps, heater, all synchromesh gearbox, screen-washers, etc., this car has been scrupulously maintained since new by the sole owner. ... £3,250
- LOTUS Elite G.T. Coupe.** Available for immediate delivery are two brand new and unregistered examples of this classic *marque*. A Special equipment coupe in lemon yellow with silver top; or a Series 2 coupe in Ferrari red with black interior. Demonstrations can be arranged with great pleasure. List prices ... From £1,949
- ASTON-MARTIN DB2/4.** A particularly fine example, attractively finished in dark bottle-green, with tan upholstery. Vantage engine, heater, "X" tyres, spotlamp, etc. A most carefully looked after car ... £1,045
- PEERLESS 1959 Phase I G.T. Saloon.** Fitted with all Phase 2 modifications, and finished in white with black interior. Disc brakes, overdrive, heater, etc. ... £865
- A.C. Aceca, 1955.** A striking car in palest jade green with jet-black upholstery. Wire wheels, radio, heater, twin spotlamps, etc. ... £715
- RENAULT Floride, 1961 Series.** One owner, six thousand miles only from new, a most attractive fixed-head coupe in midnight blue with fawn trim. Fitted with heater, screen-washers, etc. ... £965
- PORSCHE 1600 Super.** An immaculate example of this fast, smooth and relaxing car, spotless in dark red with black leather upholstery. Engine completely reconditioned only 3,000 miles ago; with adjustable Reutter seats, "X" tyres, radio, heater, twin spotlamps, screen-washers, etc. ... £965
- TVR 1960 Mk. I G.T. Coupe.** One owner, 6,000 miles from new, this is very considerably faster than most, fitted with supercharged M.G.-A 1600 engine, wire wheels, Alfin drums, etc. Absolutely unmarked in dark red with black cockpit ... £785
- JAGUAR XK150, 1960 Special Equipment fixed-head Coupe.** Superlatively maintained by the sole owner, this 3.4 litre engined example, finished in claret red with matching interior trim. Fitted wire wheels, disc brakes, overdrive, heater, twin spotlamps, etc. ... £1,295
- LOTUS Elite G.T., 1960.** A low mileage car in Arctic green with tan interior, with Stage 2 engine, screen-washers, seat belts, etc. One owner only... £1,465

This was our stock at mid-month, but when "Motor Sport" appears many will have been sold, but these are constantly being replaced by fresh stock, similar in both price and condition, in order to maintain our selection at a consistently high level.

- TOJEIRO-JAGUAR, 1957, Sports/racing 2-seater.** Ex-Ecurie Ecosse. With full 3.4-litre D-type engine, all synchromesh gearbox, Webers, disc brakes, ZF differential, De Dion rear end, etc. A formidably potent car ... £795
- A.C. Aceca Bristol.** 1958 Series G.T. coupe, Bristol 100D engine just completely overhauled; with Alfin drums, wire wheels, "X" tyres, radio, wood-rimmed steering wheel, etc. Spotlessly finished in metallescent blue ... £1,185
- ALFA-ROMEO 1900 Super Sprint.** A full four-seater G.T. coupe capable of sustained 3-figure cruising speeds, most attractive in dual dark and pale blue with matching interior trim. 5-speed gearbox, Boranni wire wheels, radio, heater, etc. ... £995
- PEERLESS 1958 Phase I G.T. Saloon.** A low mileage example in powder blue with pale grey upholstery, and equipped with disc brakes, wire wheels, overdrive, screen-washers, heater, etc. ... £725
- LOTUS Elite G.T.** Choice of two hand-picked cars, both one owner, 1960 examples, finished in white with tan interior; or in Italian red with black interior. Both have completed very low mileages only, and are attractively priced ... From £1,465
- LANCIA 2500 G.T. Aurelia.** Spotless black with red upholstery, and with very recently overhauled 2½-litre engine, this must be one of the best examples extant. Nardi wood-rimmed steering wheel, "X" tyres, twin exhausts, etc. ... £765
- LOTUS XI, Series 2 Le Mans.** Choice of two meticulously maintained and very rapid cars, finished Cambridge blue, or green. 1100 Climax engine, wire wheels, close-ratio gears, disc brakes, De Dion, full width screen, etc. Competitively priced ... From £675
- JAGUAR XK150 fixed-head Coupe,** in British Racing Green with natural-brown leather interior. Disc brakes, overdrive, twin spotlamps, heater. A particularly smooth and luxurious car ... £865
- ALFA-ROMEO Giulietta Sprint, 1956.** Very attractive in Italian red with matching upholstery. Equipped with all Veloce modifications, floor gearchange, Pirelli's, radio, heater, screen-washers, etc. ... £995
- JENSEN 541, 1955.** 4-seater G.T. saloon. Unmarked in silver grey with red leather upholstery. Recently brought up to full 541R specification, with disc brakes all round, wire wheels, overdrive, heater, twin spotlamps, etc. ... £965
- MERCEDES-BENZ 300 SL Roadster, 1958 Series,** an unblemished and fastidiously maintained example finished in dove grey with red leather upholstery. A recent and very comprehensive overhaul has just been completed at the works in Stuttgart to make this one of the finest 300SL's available... £2,950

As officially appointed London Lotus Distributors, we are proud to offer the fabulous Series Two Elite Coupe at £1,949, or the recently announced Special Equipment Elite Coupe at £2,120, in a variety of very attractive pastel shades. Specification includes all-independent suspension, disc brakes all round, wire wheels, fibreglass unitary construction, etc. Demonstrations can be arranged with pleasure, and all facilities are immediately available. Please write, call or 'phone for further details.

DEFERRED TERMS (from 20% deposit, repayments up to 36 months) : Immediate COMPETITIVE INSURANCE : three months' specific GUARANTEE (where applicable) : fair PART-EXCHANGE allowance on sports cars, saloons or motorcycles (existing H.P. accounts settled) : genuine after-sale SERVICE and a GUARANTEED REPURCHASE scheme for overseas visitors, are all offered with pleasure by the ONLY TRUE 100 PER CENT. GRAND TOURING AND COMPETITION SPECIALISTS AND ENTHUSIASTS.

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## FOR SALE—continued

- APRILIA, 1939,** Ghia drophead. New hood, Scintilla, heater. £90. Carpenter, Swiss Restaurant, Gosport. [8215]
- TRIUMPH DOLOMITE.** 1938 model o.h.v. 4-cylinder, twin Solex (new), automatic chassis lubrication (renewed), makers oil pressure, all instruments recently reconditioned and working, hydraulic brakes (flexible piping renewed). This car has had a good deal of money spent on it in the last three years and is in good all-round condition. M.O.T. certificate. Nearest £120. Meikle, 27, Shortheath Road, Farnham, Surrey; or Tel.: Rodney 6333 (Ext. 103). [8216]
- '39 APRILIA.** Good example, black, grey leather. Also many spares, £150 the lot, or will separate. Hubbard, 4, Bushey Green, Welwyn Garden City. [8217]
- TR2,** white, engine perfect. Overdrive, heater. Offers please: 173, Gordon Road, Ilford. [8218]
- 1934 RILEY Kestrel Sports.** M.O.T. £65. Sundays. 8, Aviemore Way, Beckenham, Kent. [8219]
- 1947 CREAM M.G. TC.** M.O.T. cert. New weather equipment. Battery. £200. P-type taken in P.X. if cheap. H.P. poss. 30, Sparrow Farm Road, Ewell, Surrey. Tel.: 8978. [8220]
- ALL RUNNING PARTS:** E93A Ford, including log book. £25. 158, Fox Lane, Leyland, Lancs. [8221]
- AUSTIN ASHLEY 750** hard-top, sidescreens, B.R.G. Modified engine. £110 o.n.o. Tel.: LAB 2609. [8222]
- FOR SALE.** A/H Sprite Special. Standard Sprite body chassis unit, modified suspension, doors, windscreen, seats, dash panel, fuel tank, radiator, rack and pinion, oil cooler, whitewall tyres. Ford engine and gearbox, rebored, new mains, rods, special valves, etc., modified pistons, h.p. oil pump, water pump, h.c. head, starter. Requires bonnet and electrics and some assembly to complete. Offers: Tel.: Potters Bar 53182. [8223]
- FORD SPECIAL** 1960 Convoir Body with tubular chassis. Recon. engine and gearbox, i.f.s. Lockhead hydraulics, 4 new "X". £210. Bills for £500. 16, Kersey Gardens, Harold Wood, Essex. [8224]
- M.G. TC.** Excellent condition. History last 18 months. Replacement engine. Recent new brakes, steering, K.P.s, carburettors, battery, half-shaft, hub, speedometer, hood, rev.-counter. £255 o.n.o. MacMurdie. Tel.: BOW 6752. [8225]
- TRIUMPH ROADSTER 2000,** heater, washers, wing-mirrors, new tyres, battery, springs, carb. brakes relined, complete overhaul—nice condition. M.O.T. cert. £225 o.n.o. H.P. arranged. 148, Clarence Road, Handsworth, Birmingham. [8226]
- 1934 CITROEN,** one owner, excellent condition. Approved M.O.T. Offers to: Tel.: Popesgrove 6852. [8227]
- RILEY 2½-LITRE saloon.** Healey Silverstone engine. Full mods., high axle ratio. 0-60 12.5 sec. 100 m.p.h.+, 20 m.p.g. Good condition throughout. £200 o.n.o. Tel.: Sheffield 29845. [8228]
- SINGER LE MANS 1½ Speed Model,** excellent condition, fully overhauled. M.O.T.T. All spares. £250. Haley, 10, Acacia Grove, London, S.E.21. Tel.: GIP 7654. [8229]
- TWIN S.U.s** on Aquaplane inlet manifold, and Derrington 3-branch exhaust manifold, for 1000, A35, A40, etc. £12. Clark, 12, Oak Ave., Egham, Surrey. [8230]
- 1926 3-LITRE BENTLEY,** two-seat boat tail, much work done, some needed. £200. Tel.: Bovey Tracey 2243 (Devon) after 7 p.m. [8231]
- UNCOMPLETED 750.** Cost over £350. New parts include: Super Sabre bodyshell, Bowden i.f.s., Lockhead hydraulics, teles, lowered suspension, c.r. gears, full valve mods., 7.5 head, twin S.U.s, remote gear control, sports coil, full block mods., crossflow rad., header tank and pump, windscreen, full lighting equipment and all other parts. Offers to: J/T Plummer, Advanced Wing, R.A.F., Leeming, Northallerton, Yorks. [8232]
- AUSTIN BIG 7,** 1939, M.O.T. tested. Taxed, good condition. Bargain £50. 96, Springfield Avenue, Merton Park S.W.20. Tel.: LIB 2942. [8286]
- 1939 2½ JAGUAR d.h.c.** Good condition. M.O.T. Kennedy, 4, The Terrace, Broadmoor, Crowthorne, Berks. [8234]
- 1952 CITROEN, Light 15,** r.h.d., leather interior, resprayed, resleeved, tow-bar. £190 o.n.o. Swap smaller car—sporting nature. R. Sowersby, Field View, Frodingham, Driffield, Yorks. [8235]
- ROLLS-ROYCE 20-25** Barker saloon 1928. Recent head overhaul. M.O.T. cert. Reliable. Box No. G.236. [8236]
- MORRIS EIGHT,** 1936, good condition, 7 wheels and tyres, sunroof, 4-door, spares. About £40. Tel.: Glemsford 366. [8237]
- BUGATTI T55.** Superb condition. Fully road equipped. Sports/racing trim. M.O.T. tested. Together with numerous spares mostly brand new, including block, radiator, tyres, brake linings, king-pins, gaskets, etc. Sensible offers only. To be viewed by appointment. Tel.: Rugby 3267. [8238]
- TRIUMPH 500-c.c.** shaft-drive engine. MacLean, 220, Southlands, Road Bromley, Kent. [8239]



## FOR SALE—continued

- H.R.G. 1500, 1937.** Brooklands Meadows 4ED. 60 lb. oil. Hydraulic brakes. Complete weather equipment and tonneau. Twin spares, new batteries and paintwork. A genuine thoroughbred. £260 o.n.o. Tel.: Malvern 1040. [8240]
- 1956 BERKELEY, red, 4-wheel independent** giving fantastic road-holding. Factory reconditioned. Excelsior engine 1,000 miles ago. 70 m.p.h., 60 m.p.g. extras, carpeted, only needs viewing. £240 o.n.o. 6, Ray Lea Close, Maidenhead, Berks. [8241]
- LAGONDA 2-LITRE, h.c., 1927.** Excellent order throughout. £150 o.n.o. Hornsby, Old Slaughter, Long Buckby, Northants. Tel.: 365. [8242]
- SUNBEAM TALBOT 1939 2L.** Black, sports saloon body, interior, good. Recent complete mechanical overhaul, 95% battery, tyres. M.O.T.C. 25 m.p.g. Everything works. £80. Bedford. Tel.: Lower Shelton 314. [8243]
- GEARBOX, close ratio, latest type M.G.-B.M.C.** New, 100 miles only. Cost £62 10s. Offers invited. Also manifolds (Climax engine), single carb. alloy inlet, with standard exhaust. £8 to clear. Write: Kingshouse, Tillington, Petworth. [8244]
- MANCHESTER.** Probably the cleanest A90 Atlantic saloon available anywhere. First reg. Aug. '53. R. & H. Taxed year. 1 owner. £215 o.n.o. H.P. 77, Hollin Lane, Middleton, Lancs. Tel.: Mid 4328. [8245]
- LAGONDA 16/80, Special Six, 1933, four-seater** touring. Just restored and now in magnificent condition. Resprayed white with stove enamelled wheels and drums, rechromed, resilvered, brakes relined, engine stripped, decoked, new gaskets, etc., carburettors rebuilt by S.U.s, rebuilt dynamo, starter, magneto, fuel pump. Almost *Concours* under bonnet. New hood and sidescreens, part rewired. Spares easy. Change of circumstances forces sale at £245 o.n.o. Kelsall. Tel.: BAY 3032 evenings and weekends until July 9th: Barton under Needwood, Staffs 292 thereafter. [8246]
- RILEY NINE, handbooks and spares, including** nearly new crankshaft—cheap. Carter, 14, Asquith Street, Griffithstown, Pontypool, Mon. [8247]
- £80. Nov. '49 TA14.** Magnificent engine, brakes, steering, chassis, tyres. Body absolutely rotten or would ask above current price. Really excellent value. Box No. G.248. [8248]
- MORGAN, 1957, Plus 4, d.h. coupé, 3-position** hood, heater, wing-mirrors, reversing lamp, etc. Red and black, good condition. £500 o.n.o. 28, Melbury Gardens, S.W.20. Tel.: WIM 3865. [8249]
- BENTLEY, 1937, 4½, Thrupp & Maberly saloon.** All aluminium. Semi-razor edge. Excellent condition throughout. History. Taxed. M.O.T. certificate. Have bought an MX. £285 o.n.o. F. Gallant, 66, Church Road, Northolt, Middx. Tel.: VIKing 4126. [8250]
- BERKELEY DE LUXE 492-c.c., June 1958.** Tudor yellow and black. £250 for quick sale. Box No. G.251. [8251]
- MORGAN, 1947, F4 three-wheeler, M.O.T. cert.,** good condition. £140 o.n.o. Baldwin, 3, Gainsborough Road, North Finchley, N.12. [8252]
- M.G. TC, 1947; Red, immaculate; reconditioned,** stage-tuned engine; M.O.T. certificate; many extras; £235. Tel.: Potters Bar 53375. [8253]
- TRIUMPH 1800 Roadster, 1948.** Very good condition. Chenhall, 17, Woodstock Road, Redland, Bristol. [8254]
- RILEY NINE Kestrel saloon, 1936.** Extensive overhaul. Excellent body. First class condition. Genuine. Taxed, tested. Quantrell, Salhouse (Tel.: 244), Norwich. [8255]
- M.G. TA, red, excellent condition, new tyres,** telescopes, washers, M.O.T. certificate. £150. Tel.: PRO 2541 (evenings). [8256]
- BENTLEY, 4½-LITRE, overdrive saloon in black** with blue interior, by Park Ward. Chassis B156 MR. £425. Seen Portsmouth or Bristol. Tel.: Mundell: Portsmouth 23693. [8257]
- HUMBER IMPERIAL, 1938.** New clutch, batteries, good runner, body/upholstery fair. Offers. Dorking, 43, Parklands Road, Hassocks. [8258]
- FORD TEN Special.** Fibreglass body, sprayed Ferrari red, black/white interior trim. Replacement engine 200 miles only. Most other parts new. Quick sale £100. May, 16, New Lane, Havant, Hants. [8259]
- LAGONDA LG45, d.h.c. Gain respect on road** and own this beauty. £220. Carney, Park Cottage, Falmer, Brighton. Tel.: 61113. [8260]
- FORD: FIBREGLASS.** Immaculate condition. Hood, sidescreens, H.P. arranged. £185. Tel.: GULLiver 6050 (evenings). [8261]
- HELP HOT Lancia Augusta 1935 needs good home.** Owner needs room for new car; engine just overhauled; h.c. pistons, mod. head, wire wheels. Nice car. Offers for quick sale. Can be seen at 93, Broad Lane, Tottenham, N.15, after July 8th. Tel.: TOT 0353 (Mr. Van). [8262]
- 1940 RILEY 16-h.p. drophead 4-seater.** Manual box. M.O.T. One of the few! 78, Wrenthorpe Road, Wrenthorpe, Wakefield. [8263]
- £20 O.N.O. 1929/30 Standard Nine Saloon.** M. Hawksby, 112, Milton Grove, Bletchley, Bucks. [8264]
- FRAZER NASH, 1930.** Meadows. Hydraulics. 8,500 since engine rebuild. £200 spent since 1958. £250 o.n.o. 84, Farley Road, Selsdon, Surrey. [8265]

## FOR SALE—continued

- MORGAN PLUS FOUR, 1956.** TR2 engine, absolutely perfect condition, completely overhauled, all extras and new tyres. £435 o.n.o. Take £120 sports car p.e. 76a, Eltham Road, Lee, London, S.E.12. [8266]
- MORRIS SUPER SPORTS three-wheeler, 1939.** Matchless vee-twin. Last model of a unique breed. M.O.T. cert. Excellent condition. Humiliated "S"-type Jaguar owners force sale. Enquiries: 45, Harwood Street, Blackburn, Lancs. [8267]
- JAGUAR XK120, fixed-head, 1953, fitted heater,** radio, screen-washers. £310. Tel.: Birmingham Northern 4622 (evenings). [8268]
- VINTAGE 1930 Austin Heavy 12¼ Tourer.** Good stable required for this beloved car. Last summer 3,000-mile trouble-free tour to Vienna including Grossglockner. Bodily and mechanically very good. M.O.T. certificate. Offers considered round £70 including tax till Jan. Riley, 2, Mayfield Road, Manchester. [8269]
- P.III, 1937.** Windover Sedanca. 58,000. Hydraulic tappets, wind-up division, new battery, good tyres. Excellent inside and out. £600 o.n.o.: Bentley 4½ drophead by Mulliner, 1937. Excellent mechanics. good exterior, 6 new tyres. M.O.T. test. New king-pins. £300 o.n.o. Campleman, 4, The Drive, Oulton Broad, Tel.: 185. [8270]
- IDEAL PASSION WAGON.** 1954 Citroën Six. Recent complete engine overhaul. Body and interior excellent. £320. Tel.: Enfield 2398 (evenings). [8271]
- H.R.G. 1500, Dec. 1950.** B.R.G. Bodywork excellent. Engine 8,000 miles since rebuild. Brakes relined, New hood, sidescreens. Offers over £300. Harwood, Shatwell, Yarlinton, Wincanton, Somerset. 1 tel.: Castle Cary 455. [8272]
- FIRST REASONABLE OFFER secures 1933** Rolls-Royce 20/25 Hooper 4-seat sports saloon. Bills £140: rewiring, tyres, dynamo, etc. M.O.T. certificate. Body tired. Genuine reason for sale. Exmoor Stores, Exford, Somerset. Tel.: 244. [8273]
- EYE-CATCHING 1933 Riley Nine sports.** Excellent condition, cream and maroon 2-seater. All weather equipment, test certificate issued. £150 o.n.o. Further details: Tel.: Rickmansworth 3988. [8274]
- LANCIA APRILIA Saloon 1939; and Series** suspension, Weber carburettor, very sound and smart. Present owner since 1952. £225. Robson, 58, Russell Square, W.C.1. Tel.: CHAncery 4201 (daytime). [8275]
- 1½-LITRE SINGER Le Mans. 3 S.U.s.** Sound general condition, much work carried out. M.O.T. certificate. £85. Haynes, 3, Habledon Vale, Epsom, Surrey. Tel.: Epsom 2109. [8276]
- HASTY HEALEY "G", aerodynamic 3-str.** 1952. (Hard-top). £245. Bradnum, 25c, Eastern Place, Brighton. Tel.: 67889. [8277]
- RELUCTANTLY—Bristol 400 must go.** First reasonable offer. M.O.T. certificate. Excellent condition, superbly shod, "X"s. Box No. G.278. [8278]
- 100E AQUAPLANE Superhead, valve springs,** inlet, exhaust manifolds, matching solex. £18. Cost £32. Lay, 18, Ashgrove, Haywards Heath, Sussex. [8279]
- LOTUS SEVEN Series 2, 105E. S.U.s.** Hood, tonneau. Reg. Jan. '61. 6,000 miles. Require 4-seater. Shearing, Broadwater Farm, Stevenage. Monday to Thursday only. [8280]
- MINI SPEED EQUIPMENT. A40 Morris 1000.** Aquaplane alloy head complete, twin S.U.s, manifolds. As new. £35. Box No. G.281. [8281]
- VINTAGE SUNBEAM 20.9-h.p., 1927, fabric body** saloon. Excellent condition. Two owners. Taxed Dec. Tested. Seen Manchester. Box No. G.282. [8282]
- A.C. SALOON, 1949.** M.O.T. certificate. £140, or offer for quick sale. Garner, 159, Copers Cope Road, Beckenham. Tel.: 1027. [8283]
- ALVIS SILVER EAGLE, 1931.** Breaking up at Uppingham. Chassis given away. Dr. G. P. L. Miles, 144, Kingsway, Petts Wood, Kent. Tel.: Orpington 21451. [8284]
- SPRITE, 1959.** Safety belts, heater, tonneau, etc. Red. Very reluctant sale owing to matrimonial commitments. £490. 96, Springfield Avenue, Merton Park, S.W.20. Tel.: LIB 2942. [8285]
- ROLLS-ROYCE 20/25 elegant 1932 Park Ward** owner driver saloon. Excellent condition. M.O.T. certificate. £175, o.n.o. 32, Alington Grove, Wallington, Surrey. [8287]
- VW AGAVE GREEN.** One owner, 30,000 miles; sun roof, 1957. Radio, roll bar, covers, floor mats, shelf, silent travel, superb condition; looks like new. £465. Baker, 23, Harley Crescent, Catterick Camp. Tel.: Catterick Camp 2355. [8288]
- 1958 M.G. MAGNETTE.** Maroon, v.g.c. New tyres, battery. £685, or part exchange A40. 88, Westfields Avenue, London, S.W.13. [8289]
- BEAUTIFULLY FINISHED Mistral J.A.G. Special** 100E. O.I.V. twin S.U.s, hood, hard-top, tonneau. Designed as high speed touring, built all new parts, small mileage. Many unique refinements. Cost £700. Business requires standard tin-ware. Box No. G.290. [8290]
- RILEY 9-h.p. SPECIAL 2-seater, short chassis,** 1932; engine 1934; 6-in. rears, manual box. M.O.T. certificate. £100. Wanted 9-h.p. Lynx. Boreham, 279, Cressex Road, High Wycombe, Bucks. [8297]

## FOR SALE—continued

- E93A FIBREGLASS SPECIAL COUPE.** Little used, very rugged; first-class road-holding, many mods, fully equipped. £225, o.n.o. Tel.: Flack: AMB 3464 or PER 6313 evenings. [8291]
- ROLLS-ROYCE, 1929, Phantom sports saloon.** Fitted 1937 body, also S.S. Jaguar, 1938. Both require attention to minor details, reasonable offers only. Tel.: Maidenhead 5780. [8292]
- ASTON MARTIN, 1935, 1½ Mk. II saloon.** In excellent condition throughout. Not to be confused with the average run of Astons! Must be seen! Offers around £270. Grabham, 20, Hereford House, Fulham Road, London, S.W.10. Tel.: FLA 7496. [8293]
- 1929 ROLLS 20 small saloon by Barker.** Black with blue leather, tools, handbooks, mascot. Receipts for over £1,600 at Rolls and Hoopers since 1940. 4 new remoulds, 3 good spares. Superb condition. £375, o.n.o. John Wingfield, "Abbotsbury," The Parkway Sea Estate, Rustington, Sussex. Tel.: 1530 (evenings). [8294]
- ROCHDALE G.T. 1,172.** Reg. '61, taxed year. Bxd. chassis, coil and damper i.f.s., 5 L.M.B. wheels, "X" tyres. Stage II tuned, 4.4 c.w.p. Fuller gears. Pro. sprayed (deep blue) and fully trimmed, oak facia, white wheel and controls; Jag. remote control. Chrome bumpers, grill, badge bar. Many extras. Photos available to bona fide purchasers. Only reason for sale, unsuitable for business. £385. No offers, no dealers. H.P. arranged. Tel.: Dartford 20108. [8295]
- MARSHALL SUPERCHARGER.** New oil seals. 1½ in. S.U. Suitable for engines up to 1,600 c.c. Tel.: Pinner 1211. [8296]
- MORRIS COWLEY COUPE, 1930.** Running. Certificate. £75, o.n.o. 6, Kirklee Circus, Glasgow. [8298]
- VINTAGE "M"-TYPE M.G., 1930.** Complete rebuild. New hood. Good tyres. M.O.T. cert. V.G.C. £75. Broad, 84, Arterial Road, Leigh-on-Sea, Essex. [8299]
- ROLLS 20, 1926.** Original, extremely rare and pretty 2¼-seater drophead; coachwork by Salmons, in primrose yellow and black. Excellent coachwork and chassis. Recent top engine overhaul. Handbook. Mascot. £275, o.n.o. Moore, 30, Windmill Crescent, Lightwick, Compton, Nr. Wolverhampton. [8300]
- 1900 750 SPECIAL.** Red aerodynamic fibreglass body, West London wheels, advert cannot convey value. Size of family compels sale. £195. Tel.: Dawes Green 286. [8301]
- JAGUAR D.H. coupé, 2½-litre, 1939.** New king-pins, radiator, tyres. Excellent condition. £60. Tel.: Wembley 8450. [8302]
- M.G. PA Airline, rare and interesting 2-str. saloon** for the individualist rebuilt regardless of cost 4,000 miles ago. £275 o.n.o. Turner, 221, Church Road, Flixton, Manchester. [8303]
- 2 BEADED EDGE 740x140 slightly used** tyres and tubes, and 5 vintage Fiat 5-stud wheels. Cheap. 112, Cropham Valley Road, South Croydon. Tel.: SAN 1921. [8304]
- 1953 CITROEN Light Fifteen.** Sound, clean, quiet, good tyres, taxed September. £260. "Magnolia," Church Road, Hayling Island. Tel.: 72365. [8305]
- 1936 SINGER Le Mans 9.** Body, upholstery, weather equipment, immaculate. Mechanics excellent. Good tyres, battery, electrics. Fog and driving lamps. Maker's manual, taxed, M.O.T. Offers around £85. Thompson, 240, Firtree Road, Epsom Downs, Surrey. [8306]
- 1927 ROLLS-ROYCE, Park Ward touring saloon.** All aluminium body, no division and individually adjustable front seats. Good engine, complete electrical overhaul, spotless chrom. Original, M.O.T. certificate. £250, s.a.e. for details. Brigham, 2, Redcliffe Place, S.W.10. Tel.: FLA 5822 (after 7 p.m.). [8307]
- 1934 ALVIS Speed 20 V.D.P. touring, 6,500 miles** since complete engine overhaul, clutch renewed, new batteries, comprehensive weather equipment, good tyres, sound bodywork. £160. Gurteen, Oak Hill Cottage, Solefields Road, Sevenoaks, Kent. Tel.: 52649. [8308]
- MERCEDES 180 l.h.d. Saloon 1952.** Similar '49 model complete/towable for spares. Thrown in at £185—possible H.P. Also: '23? Rolls 20 minus most of body, £35. Pook, Thurmarston, Leicester. [8309]
- RILEY KESTREL, 1935, 12¼ four light saloon** in very good and efficient condition. Sound engine. Clean interior and bodywork. All instruments work. Demister-froster. Special large roof-rack. Spot. Passed test. Photo available. £130 or offers, preferably from another Register member. 27, Queens Road, Kenilworth. Tel.: 1626. [8310]
- 1938 ADELPHI 1½ Riley.** Manual. Overdrive. Excellent condition. £100 spent recently. Spares: engine, gearbox, etc. One of the best left. Test certificate. £195 the lot. 75, Cherrydown Ave., Chingford, E.4. [8311]
- OUTSTANDING 12/60 Alvis.** Taxed. M.O.T. Spares. £50, offers or exchange smaller "breathed-on" saloon. Lamberton, Station House, Lower Village, Heswall, Cheshire. [8312]
- 1956 BORGWARD l.h.d. Hansa saloon, engine** has had complete overhaul, car in good all round condition, complete with two spare wheels. £115 for quick sale. Phillips, 24, Park Crescent, Newport, Mon. [8313]



# THE CHEQUERED FLAG

## LONDON'S LEADING SPORTS CAR SPECIALISTS

### AUSTIN HEALEY

- 3000, 1960 2/4-seater, incomparable in dual ice-blue and white, one owner, nine thousand miles only, with disc brakes, wire wheels, overdrive, heater, tonneau, etc. ... £995
- 3000, 1960 2/4-seater. A one-owner, low mileage car immaculately finished to special order in ivory with dark green side panels and matching hard-top. The mechanical and bodily condition cannot be faulted, and the many extras include wire wheels, overdrive, radio, heater, disc brakes, washers, tonneau cover and wing-mirrors, etc. ... £995
- 100/6, 1958 2/4-seater, unmarked throughout in primrose yellow with black side panels, and transparent Plexidome hard-top. Wire wheels, disc brakes all round, overdrive, radio, heater, twin spotlamps, etc. ... £715
- 100/6, 1957 2/4-seaters. Absolutely spotless in gleaming black with red leather upholstery. Fitted with radio, heater, wire wheels, overdrive, etc. Also one other in dual red and white, similarly equipped ... From £665
- SPRITE, 1959-60. A selection of three superb cars in Old English White, Cherry red or green. All are one owner cars and have completed very low mileages. All with various extras ... From £525
- SPRITE, 1960 2-seater. An unmarked one owner car in dark red with matching interior trim, specially rally prepared by B.M.C., with modified engine, suspensions and brakes. Also fitted with tonneau cover, heater, seat belts, etc. A very fast and excellently maintained car ... £575
- 100M, 1954 2-seater, finished in red with black hard-top, and fitted with wire wheels, heater, overdrive, "X" tyres, etc. ... £445
- 100/4, 1954-55 2-seaters. A selection of three hand-picked examples, in pale blue, with white hard-top; in pale green with black hard-top; or in black. All are equipped with various extras and attractively priced ... From £395

### JAGUAR

- XK140, 1955 Fixed head coupe, spotlessly finished in dark grey with matching pale grey upholstery in leather. One owner only since new, and fitted overdrive, heater, twin spotlamps, etc. ... £635
- XK140, 1955 Drophead coupe, in black with red leather interior trim. Fitted with radio, heater, wheel trims, twin spotlamps, screen-washers, wing-mirrors, etc. ... £595
- XK140 1955 Drophead coupe. Fitted with C-type engine, high ratio back axle, etc., this is a very rapid car, finished in palest grey with new hood, wire wheels, twin spotlamps, heater, etc. ... £585

### M.G.

- M.G.-A 1600, 1960 2-seater. Quite unmarked throughout in white with red upholstery, one owner, eleven thousand miles only since new; and fitted with disc brakes, radio, heater, tonneau cover, screen-washers, luggage rack, etc. ... £765
- M.G.-A 1600, 1960 2-seater. Another spotless one-owner, low mileage car finished in bright red with black cockpit. Disc brakes, etc. A most beautifully maintained example ... £795
- M.G.-A, 1959 2-seater, finished in red with black interior, this is a carefully used one-owner car. Equipment includes radio, heater, "X" tyres, screen-washers, twin spotlamps, etc. ... £695
- M.G. TF 1500, 1955 2-seater. A considerably above-average example of this popular marque, finished in dark red with matching trim ... £465
- M.G. TD, 1951 2-seater. One of the finest specimens we have seen, very attractive in bright red with black tonneau cover. Luggage rack, twin spotlamps, flashers, etc. Two owners only from new ... £385
- M.G. TC, 1947-49 2-seaters. Always a selection of two or three hand-picked cars, with a variety of extras, very competitively priced ... From £225

This was our stock at mid-month, but when "Motor Sport" appears, many will have been sold, but these are constantly being replaced by fresh stock, similar in both price and condition, in order to maintain our selection at a consistently high level.

### TRIUMPH

- TR3A, 1958 2-seater, one owner only from new, and unmarked in Sebring white, with red interior trim. Disc brakes, wire wheels, overdrive, heater, etc. ... £695
- TR3, 1958 2-seater, in superb order throughout, in racing green, with contrasting beige hard-top and upholstery. Disc brakes, "X" tyres, three speed overdrive, radio and heater ... £635
- TR3, 1957 Series 2-seater, very attractive in Royal blue with pale blue interior. 25,000 miles only from new, and equipped with disc brakes, "X" tyres, heater, overdrive, screen-washers ... £585
- TR3, 1956 2-seater. Brilliant in Ferrari red with matching trim, and fitted with beige tonneau cover, "X" tyres, heater, screen-washers, seat-belts, etc. ... £565
- TR2, 1955 2-seaters. Choice of two first-class examples in B.R.G. with tan interior; or in black with red interior. Both are equipped with the usual extras and are competitively priced ... From £445

### VARIOUS

- A.C. Ace, 1954 2-seater. Unblemished in midnight blue, and equipped with disc brakes, wire wheels, "X" tyres, full length tonneau cover, etc. Also one other in bright red with tan interior. Both cars are in excellent order ... From £595
- SUNBEAM ALPINE, 1960 2/4-seater, spotless in coral white with black hard-top, wire wheels, overdrive, radio, heater, "X" tyres, etc. ... £895
- TYR, 1960, Mk. 1 G.T. Coupes. Choice of two one-owner, very low mileage cars, both finished in dark red. One with M.G.-A 1600 engine, and the other with Stage 2 Climax; both with wire wheels, etc. Attractively priced ... From £725
- SWALLOW DORETTI Mk 2 G.T. Coupe. Finished in steel grey with Royal blue upholstery, and with TR3 engine, wire wheels, disc brakes, overdrive, twin spotlamps, etc. ... £695
- TURNER, 1960 2-seater, without blemish in dark red with white hard-top, one owner, thirteen thousand miles only; with 1100 Climax engine, close-ratio gears, wire wheels, disc brakes, etc. ... £785
- MORGAN Plus Four, 1959. Immaculate in blue with black trim, fitted highly tuned TR3 engine, wire wheels, twin exhausts, radio, etc. Also a first-class 4-seater drophead coupe in B.R.G., with extras, prices ... From £395

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### FOR SALE—continued

- DARRACQ. Figoni et Falaschi Super sports saloon. 1939-Actual Autocar Road Test Car. (Glowing report). Bugatti blue with beige hide trim. Ex-Peter Murray Hill. Magnificent condition throughout. £162 spent on engine 6,000 miles back. Gearbox overhauled. Racebred classic in the finest conceivable Paris Salon tradition. Cannot be appreciated without being seen. Heater, roofrack, washers, telecontrols, discs, spotlights. Full four-seater. Exotic yet practical. Terms possible. £475. Peter B. Moore, 1, Northwood Way, Northwood, Middlesex. Tel.: Northwood 23980, view anytime (appointment). [8118]
- 1937 RILEY Kestrel 12/4. Excellent bodily and mechanically. This is a first-class Riley. £130. Tel.: ENT 5161. [8119]
- RILEY 1936 Kestrel 9-h.p. Passed M.O.T. test. £50. Also breaking 1938 Adelphi, 3-speed overdrive and back axle in good condition. Many spares for all models going cheap. F. Clarke, 31, Southbrook Road, Lee Green, S.E.12. Tel.: Lee Green 8904. [8120]
- 1935 ALVIS Sal. Anxiously awaits another admirer. Enquiries from Speed 20 fanatics welcomed. M.O.T. certificate. £60 o.n.o. Gaskin, 18, Highbury Crescent, N.5. Tel.: North 4806. [8121]
- BENTLEY 3½ saloon, M.O.T., used daily. £110 or nearest. Also numerous 3 and 4½ parts offered, as buying 6½. Mackie, 12, Callis Court Road, Broadstairs, Kent. Tel.: Thanet 62326. [8122]
- LOTUS, 1959, Super Seven, Stage III F.W.A. Recent engine overhaul and b.h.p. test by Tony Marsh, maintained regardless of cost. Strongly built low loader trailer included £600. Box No. G.123. [8123]
- TRIUMPH ROADSTER, 1948. Cream, Jaguar engine, M.O.T. certificate, heater, radio, twin spots, good tyres. 28 m.p.g. Excellent condition. £175. Tel.: Burgh Heath 3937. [8124]
- 1931 ROLLS-ROYCE 20/25, 53 Razor-edge saloon body, mechanical condition and appearance good, recent R.-R. brake relines, M.O.T. cert. Offers. Evenings or week-ends. M.G., 17, Dereham Road, Barking, Essex. [8125]
- XK140. White d/h. coupé. mileage 37,000 (present owner 2 years), £200 bills shown; v.g. mechanical and body condition; Koni's; "X"s; radio, heater; sole reason for sale—wife insists it is not a family motor. £550. Tel.: CLI 5912. [8126]
- ALTA O.H.V. conversion to side-valve Minor Complete engine, water pump, Derrington 4-branch extractor exhaust, twin S.U.s, rampipes. £55 or will separate. Gearbox also available. H. Crump, 23, Priority Close, Dudley, Worcs. [8127]
- M.G. TC, 1947, black, good condition. Replacement, engine, back axle, luggage rack, fog lamp, screen-washers, Windtone. Bills for 2 years. M.O.T. cert. £240 o.n.o. Hartly, Bath House, North Street, Burnley. [8128]
- ROVER, 1928, 2-litre reconditioned engine. Original condition. £120. Williams, Maesore, Penrhyn-deudraeth. [8129]
- RILEY 12/6 Kestrel. Rebuilt. Immaculate. £150. Wild, 4, Molineaux Road, Rhyd, Flintshire. [8130]
- 1938 DELAGE D6.70 coupé, new hood. No reasonable offer refused. Box No. G.131. [8131]
- 1956 SUNBEAM ALPINE Convertible. British Racing Green. Completely reconditioned gearbox. An enthusiast's speciality. A rare bird. G. Payne, 24, Cross Road, Hanworth, Middx. Tel.: Fel 5888. [8132]
- B.M.W. 327, 1941, d.h.c., 2/4-str. New battery, hood, propshaft, and resprayed. Fantastic acceleration and road-holding. Very fast and original throughout. £285 o.n.o. Cleveland Cottage, Hoarwithy, Hereford. Tel.: Carey 279. [8133]
- B.M.W. 321, 1939, black, new red hood, 326 gearbox, brakes overhauled, all mod. con., £100. I, Wood Ride, Petts Wood, Kent. Tel.: Orpington 21008. [8134]
- PECO TWIN S.U. conversion for Renault Dauphine. Cost £38. Will accept half. Tel.: Hounslow 9699. [8135]
- M.G. TA. Immaculate. Recond. engine, Redex tuned, including twin exhaust unit, wood rim wheel, resprayed B.R.G., numerous extras, M.O.T. cert., taxed year. £220. Thomas, 24, Avenue Rise, Bushey, Herts. [8136]
- M.G. TA, 1938. 1,000 miles since complete rebuild (chassis, engine, gearbox, axles), excellent tyres, paintwork, interior and hood. Genuine reason for sale. Numerous spares. £170. Wells, 3, Plympton Ave., Kilburn, London. [8137]
- 1951 HEALEY 2.4 open Mille Miglia 4-seater light grey and black. A most endearing fast car. Photo. Offers. I, Chesham Road, Guildford. Tel.: Guildford 3671. [8138]
- TRIUMPH 2000 Roadster, 1949. Bills for £60. New parts. M.O.T. certificate. Good average condition. £180. Whipp, Flat 2, 128, Oxford Road, Moseley, Birmingham. [8139]
- PII CARAVAN, Perkins engine, £95; PII Limousine, £70; 550 x 16 Dunlop racing tyres, tubes, wheels, Alfin drums, 700 x 21 and 19 in. Dunlops; Bentley, P1, PII cylinder heads; many Rolls spares. 78, Banbury Road, Oxford. [8140]
- 1935 ROLLS-ROYCE 20/25, attractive Windover Continental Touring saloon, projecting boot, ride control, 19 m.p.g., must sell at around £250. Harper, 350, Beccles Road, Carlton Colville, Lowestoft. [8141]



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- £595 JAGUAR XK140, 1956, white. O'drive, £100 o'haul, May; used daily.  
 £250 BENTLEY 4½, 1937, Park Ward, black. Beautiful cond. Recent o'haul.  
 £250 DELAHAYE, 1950, Show model, except cond. Radio, htr., l'ther int.  
 £285 S/Talbot 90 Mk. IIA, 1953. Recond. eng., steering, brakes, heater.  
 £165 ASHLEY, 1958, white. I.F.S., boxed, tonneau. Bills over £300 since 1958.  
 £125 R.G.S./JAGUAR, 1956. Fibreglass body, i.f.s., hydraulics, heater.  
 £185 RENAULT Fregate, 1953, L.H.D. O'drive G.B. Roomy, economical 5-seater.

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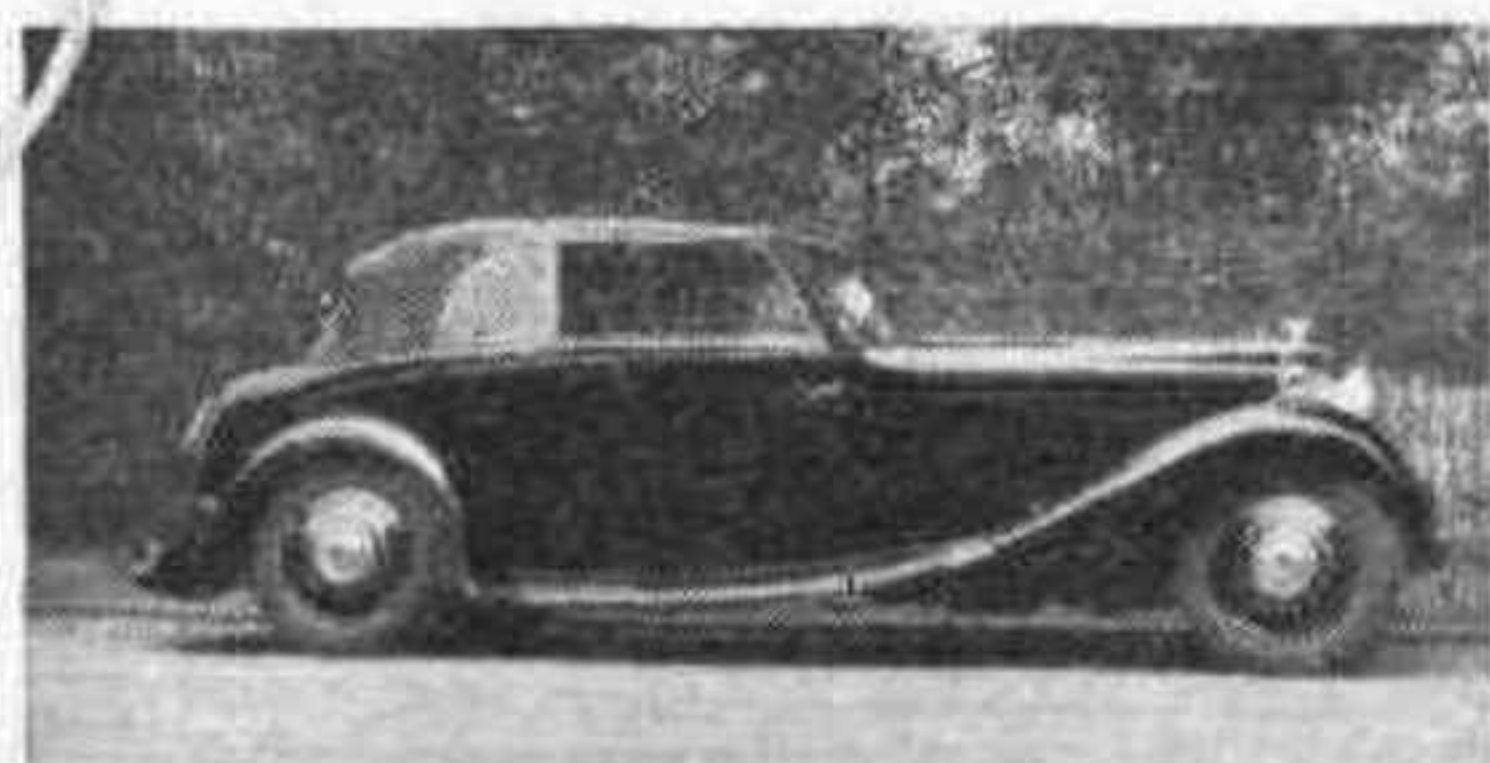
- £325 TURNER 2-seater, 1956, 803 c.c. Red. Recond. engine, gearbox, brakes and steering (bills).  
 £265 SINGER Hunter, 1955, 1 owner, black. O.H.C. eng., twin Solexs.  
 £265 JUPITER 1½ sports, 2/3-seater, 1953. Bronze and chrome, immaculate. Recond. engine.  
 £235 S/TALBOT 90 Mk. II, 1951, v. well-kept app., good order thro'out, htr.  
 £165 JAGUAR Mk. V, 1951, B.R.G. Excellent mechs. and appearance; htr.  
 £165 ALLARD, 1948/9, open 2-str., exc. thr'out, recon. eng., radio, spots, etc.  
 £125 DAIMLER, 1939, DB18, very well kept, perfect gearbox and mechanics.

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3½ BENTLEY

1935 3½-litre BENTLEY Vanden Plas convertible with ride control. I am showing a picture this month of one of my Bentleys to remind people that, as well as a large stock of 20/25, 25/30, P. I, P. II and P. III Rolls-Royce cars, I have seven excellent Bentleys for sale.

### 1,750-c.c. supercharged Alfa Romeo Zagato 2-seater. "Ten Million Series."

I have been lucky enough to buy the most perfect 1,750-c.c. blown ALFA ROMEO 2-seater Zagato in existence. For many years it was the property of the head designer of "The best car in the world," who kept it as a pampered pet. Condition and originality 100%. price—astronomical.

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## FOR SALE—continued

FORD SPECIAL, near completion, Falcon body, new boxed chassis good tyres, rec. engine. £75. o.n.o. I, Worcester Crs., Chaddesden, Derby. [8142]

1922 BULL-NOSE Morris Cowley. Excellent condition throughout. Passed M.O.T. certificate. £235. J. George, 9, Oakhurst Road, Enfield, Middlesex. Tel.: HOW 1561. [8143]

M.G. L-TYPE Magna '31. Opportunity to obtain this rare sports. Incomplete bodywork in primer. Invoices available on expert's complete engine overhaul. Requires attention of enthusiast to complete. £95 o.n.o. Dickinson, Lypiatt Villas, Bisley Road, Stroud, Glos. [8144]

M.G. TC. Reconditioned engine Stage I+, 6,000 miles. New kingpins, bushes, track rod ends, steering box, front springs, hubs, half-shafts, brake linings, battery, petrol tank, straight-through silencer, flashing indicators, 16 in. rears. Extras: radio, heater, flame-thrower, swivel spot, chrome Windtones, vacuum, temperature gauge, tonneau, Bluemeis wheel, M.O.T. certificate. £230 o.n.o. 14, Shirehall Close, N.W.4., London. Tel.: Hen 8079. [8145]

1957 ALFA ROMEO Guilletta Sprint Coupé. Excellent. £1,000 o.n.o. Box No. G.146. [8146]

BENTLEY, 1934, 3½ litre. Mulliner sports saloon. Recent £70 overhaul. M.O.T. certificate. £130 or near offer. Tel.: Elstree 5351. [8148]

RILEY KESTREL Sprite. Mechanically good, body reasonable. Fast, reliable. £125 o.n.o. Retter, 3, St. Swithin's Road, Leicester. Tel.: Thurnby 5718. [8153]

M.G. TA, 1937. Complete overhaul. M.O.T. cert. V.G.C. £130. Tel.: HATfield 4221. [8154]

1914 2-CYL, 2-str. Renault. Mint condition. £325. Box No. G.155. [8155]

M.G. TA, TC, TF. Red, v.g.c. Extras. M.O.T. certificate. £220. Bennett, 69, Tranmere Grove, Ipswich, Suffolk. [8156]

1933 M.G. L. Reconditioned engine and steering box. Over £100 spent in last year. Licensed, insured, passed test. Owner purchased 4-seater. Must sell. £75 o.n.o. Anytime. East Midlands. Box No. G.157. [8157]

MORRIS MINOR Tourer 1952. Ford 1172 engine, recently reconditioned. Twin S.U.s. 4-speed gearbox. "X" tyres. Good hood and bodywork. Washers. Taxed. "Minor" with a difference. £215. Tel.: Wes 5647 or Bex 6363. [8158]

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This 948-c.c. sports 2-seater with our alloy cross-flow head developing 60 b.h.p. in basic form has now been endowed with even more refinement.

- ★ 5 inches wider cockpit
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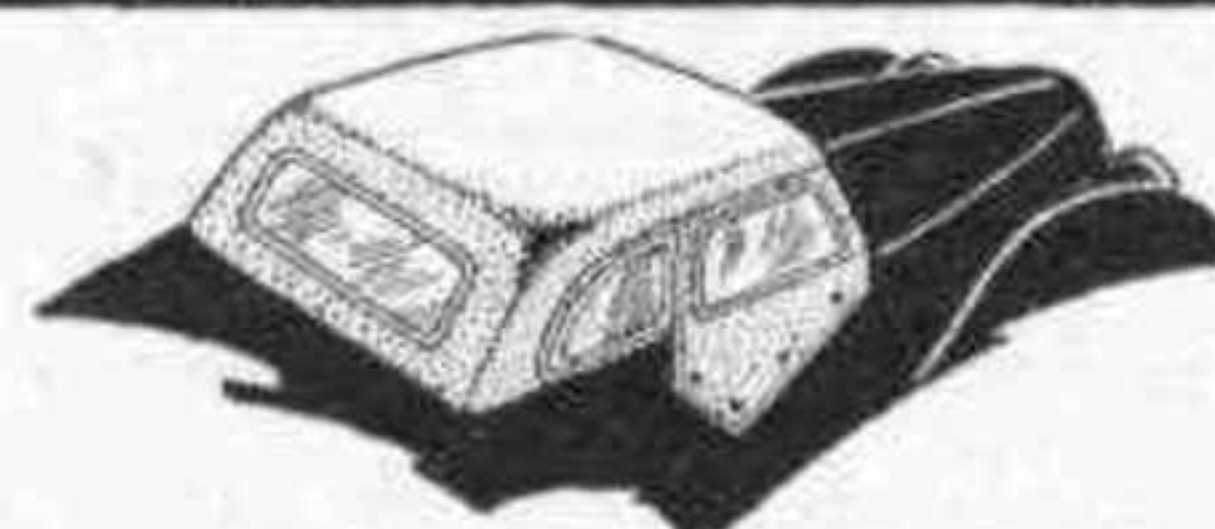
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## FOR SALE—continued

- TALBOT 75** saloon, 1935, good condition. M.O.T. cert. £45. "Mirowin," Gloucester Close, Llan-yr-Avon, Cwmbran, Mon. [8314]
- IMMACULATE** 1951 Riley 1½, green. £350. 26, Kingswood Road, Bridgford, Nottingham. Tel.: 88025. [8315]
- TR3A, NOV. '58.** o'drive, w/wheels, s. and h. tops. "X"s. £645. 411, Collingwood, Dolphin Sq, S.W.1. Tel.: VICTORIA 3800. [8316]
- ENTHUSIAST CLEARING** workshop: TA M.G. completely rebuilt and unused since 1955. Many reconditioned parts, including chassis. M.O.T. cert. £120. TA in need of attention. £60. Also many PA, TA spares. Sprite body and bonnet. £50. Miscellaneous motorcycles all about 1930—offers. Tel.: Luton 53778. [8317]
- TR2, 1955 MODEL.** Respray, new engine 1958, new hood, many extras, excellent condition. £360. Shepherd, 127, Longwood Road, Barr Common, Walsall. Tel.: Aldridge 52704. [8318]
- FIAT 500c** convertible 2/4-str., 1952, mech. good, 55 m.p.g., heater, green, tyres good, spare new. £150 taxed Dec. K. C. Sharpe, Heytesbury, Warminster, Wilts. [8319]
- 1926 HUMBER 9/20** open tourer, absolutely perfect, bodywise and mechanically, immaculately maintained. Nearest 110 Gns. Tel.: Manchester LON 3912 (day), or write: 62, Grosvenor Road, Sale Cheshire. [8320]
- VOLKSWAGEN, 1949,** reg. 1954, l.h.d., excellent condition. £160. 189, Greatwood Avenue, Skipton. [8321]
- HORNET SPECIAL.** Brakes useless, otherwise good. Offers 5, Southampton Road, Paulsgrove, Portsmouth. [8322]
- AUSTIN SEVEN** Special, Speedex alloy body, full windscreen, hood, standard or fully tuned engine. All extras. Also spares: Chassis, engine, gearboxes, etc. 25, Beech Hill Ave., Mansfield, Notts. [8323]
- ROLLS REPLICA,** 1936, OD saloon on 1928 chassis. Good order, everything working. Taxed. M.O.T. cert. Pope, Bank House, Grosmont, Abergavenny, Mon. [8324]
- BENTLEY, 1938,** 4½ Saloon. Beautiful condition. Body unmarked. M.O.T. certificate. Sacrifice. £225. Box No. G.325. [8325]
- ALVIS SPEED TWENTY** Sports Tourer, immaculate condition in all respects after most careful restoration. M.O.T. certificate. Will sell on sight to anyone with around £295. Photographs. 239, Portswood Road, Southampton. [8326]
- ROVER TOURER,** 1947, registered 1948, body sound, mechanically excellent, reconditioned engine, new tyres, hood, brakes, clutch. M.O.T. tested. A reliable and entertaining vehicle at £160. Stewart, Wadham College, Oxford. Tel.: Oxford 42564. [8328]
- LATE 1947** Alvis TAI4 saloon, excellent condition. Extras. £230. La Trobe, 1, Perridge House, Longdown, Exeter. [8329]
- HERON** de luxe body, new, white, plus wheel arches, boot lid, lock. Cost £108. £78. Jenkins, 248, Oxford Street, Swansea. [8330]
- 1926 ROLLS-ROYCE** saloon 21.6 h.p. Spare tyres and manual. £80. Seaman, 61, Egremont Promenade, Wallasey. Tel.: New Brighton 3978. [8331]
- E.B. BODYSHELL:** Halifax Chassis and E93A Engine, gearbox, back axle and many other accessories. Send s.a.e. for details. Allcock, 74, Mostyn Road, Hazel Grove, Cheshire. [8332]
- 1935 TRIUMPH,** 10.8 Climax. 4-seater body, B.R.G. similar Speed 20. Engine reconditioned, just run in. Good chrome, hood, tonneau and tyres. M.O.T. cert. Nearest £145. Any trial to genuine buyer. Heath, Glaston, Uppingham, Rutland. Tel.: Uppingham 3221. [8333]
- 1926 O.M.** 2-seater sports, 6-cylinder, 2-litre. Absolutely original, in excellent order. Colour photo available £175. Gordon Maclean, Kingston Bagpuize, Abingdon, Berks. Tel.: Longworth 385. [8334]
- BENTLEY, 1926,** 3-litre Red Label, long wing tourer. Green. M.O.T. certificate, taxed December, excellent condition, 15,000 miles since complete mechanical rebuild, bills for £600 available. Going abroad. £300. McLeod, 7, The Crescent, Alverstoke, Hants. Tel.: Gosport 82008. [8335]
- M.G. TA.** Recent complete engine and chassis overhaul, good tyres, full weather equipment, tonneau, new batteries, body good. M.O.T. £125 o.n.o. Roots, Henley, Buckland Newton, Dorchester, Dorset. [8336]
- 1952 RILEY 1½,** rebored, paint, chrome and interior excellent, wing-mirrors, heater, reverse light, jack, handbook. £290. Hume, Flat 3, 72, St. John's Road, Sevenoaks. [8337]

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- 20/25 Park Ward** sports saloon with projecting rear boot. 1954. Nice lines and in good order throughout. £295
- 20/25** with extremely attractive 4-seater drophead coachwork, 1933 special "Goshawk" series. £275
- 20-h.p. Cockshoot** "all weather" saloon with Tickford head, 1928. Very sound and original both mechanically and bodily. Needs new top and some repainting, hence very low price of £125

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- Mk. VI, 1949,** James Young special sports saloon. A very sound specimen similar in appearance to an "R" Type but at the very realistic price of £595
- 4½ Sedan** coupé, fully convertible, by H. J. Mulliner, 1937, with radio and heater. In extremely good condition in every way but maroon paint rather dull. £335
- 3½ Park Ward** sports saloon, 1935; far above average condition; recent bills for over £400 on body and chassis. A very good 3½ at £265
- 3½ Gurney Nutting** Continental touring sedan coupé, extremely stylish. Very good chassis and interior but paintwork only fair, hence realistic price of £245
- 3-litre Red Label** short chassis Vanden Plas tourer. Substantially original, tidy coachwork and general mechanical condition very fair. £325

- ALVIS Speed 25,** Vanden Plas tourer, 1936. Very good mechanically, and fair coachwork with good weather equipment. £165
- ARAB 2-litre** low-chassis 2-seater, 1929, designed by Reid-Railton. A rare, fascinating and highly original vintage sports car in extremely good order. £225
- BORGWARD TS** saloon, 1959 series, one owner, 26,000 miles. Grey with red interior, radio, spot lights and numerous extras. In immaculate order for £825
- BUGATTI Type 40,** Jarvis boat-tail 2/3 seater with alloy wheels. Entire car is extremely nice condition and 99% original. £350
- JAGUAR XK140** d.h.c., 1957 series with "C" type engine, overdrive, wire wheels, radio, etc. Believed one owner and in extremely good order. £595
- LAGONDA 2-litre** high chassis tourer, 1928. Highly original and in extremely good order throughout. £215
- LAGONDA LG45 Rapide** tourer, 1936, Sanction 3 engine, first class chassis and body but stripped to metal for repainting. As it stands £195
- LAGONDA, 1937,** LG45 4-door sports saloon, late type cyl. head and G10 gearbox. Believed one owner and in quite outstanding order bodily and mechanically. £275
- MARMON 24-h.p.** 2-seater roadster, 1929, 8-cyl. o.h.v. engine. Highly original and in good order with new tyres and hood. £145
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- HISPANO-SUIZA,** 37.2 h.p. 5-str. Weymann fabric tourer, 1926. Stored many years, recorded mileage of 66,000 almost certainly genuine. Complete weather equipment, rear windscreen, touring trunk, mascot, manual, etc. Needs cleaning and new hood but thoroughly sound throughout and a very rare car. £600
- We will accept any reasonable offer for the following cars:
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- 1953 M.G. TD.** B.R. green, never flogged. Excellent mechanically and otherwise; H.P. available. £335. Townsend. Tel.: Croydon 8908 (7-9 p.m.). [8339]
- 1951 ASTON MARTIN DB2.** Ex-team car with every works modification. Excellent condition. £700 or offer. Wilks, 15, Cedar Walk, Kenley, Surrey. Tel.: Uplands 0094. [8340]
- AUSTIN SEVEN** Speedex independent front suspension, shock absorbers, sub-frame. Complete, unused. £12; Four-branch exhaust, new, £4. Jones, 14, Curlender Close, Birkenhead. [8341]
- 1930 HUMBER NINE** saloon in first-rate mechanical condition, new carburetter, 38 m.p.g., coachwork almost immaculate, folding front seat makes bed. Will accept first offer over £100. Tel.: Maidenhead 2518. [8342]
- AUSTIN SEVEN** de luxe, 22,000 miles, under sealed, laminated windscreen, £435. Legge, Woodland View, Grange Road, Cookham, Berks. Tel.: Bourne End 1206. [8343]
- BENTLEY, 1923,** 3-litre, 2-seater. Rebuilt registered 1958. Very good order. £300. Tel.: Franklin 2353. [8344]
- £50 POST-WAR** drophead, reg. Dec. '53, Armstrong '46 Hurricane fitted Vauxhall 1,781-c.c. engine, gearbox, using oil. Recellulosed, rehooded, chassis repainted, new lamps, daily use. "Oakbrook," Senna, Comberbach, Northwich, Cheshire. [8345]
- 9,000 MLS.** Morris 1000, value £500: for H.K.G./similar. Cash adjustment. Box No. G.347. [8347]
- SPECIAL CHASSIS** for Ford, i.f.s., rdcon. g.-box; b.-axle; 8 engine. Bargain £40. Beard, 337, Halesowen Road, Old Hill, Staffs. [8348]
- SPECIMEN ALVIS** Silver Crest, 56,000 miles only. Wire wheels, alloy components, genuine 85 m.p.h., 20 m.p.g., beautiful touring car, garage maintained, top condition. £169 cash, o.n.o. S.A.E. photos. A really sporting, reliable car, guarantee given. J. W. Lee, 142, Bellingdon Road, Chesham, Bucks. [8349]
- M.G. TF,** 1954, black/red leather, red p.v.c. hood. Full tonneau, heater, luggage grid. £445 o.n.o. 42, Buller Street, Derby. [8350]
- TRIUMPH ROADSTER,** 1800, 1948. Very good condition, reground crankshaft and bearings, new front spring, brakes, radiator, battery, tyres. £195. Collis, 35, Mount Street, Derby. [8351]
- JANUARY 1931.** Triumph Super Seven. Original pillarless 4-door saloon. New tyres, damaged radiator. £9; Rough 1936/7 2½-litre Jaguar saloon, good mechanics, £10; Various Talbot 10-h.p. parts. 11, Cambria Road, Evesham, Worcs. [8352]
- MAY 1959,** Ford Anglia 100E. Cost £800. 10,000 miles, Elva i.o.e. conversion, Leystall balanced S.U.s, Aquaplane exhaust, overdrive, L.M.B. anti-roll bar and radius rods, Michelin "X" Restall seat, full instrumentation, every possible extra. £495 o.n.o. Tel.: Wallington (Surrey) 3092. [8353]
- RADIATOR** from Rolls P.I Red. R.-R. excellent condition, 3-brush dynamo, mag., Klaxon horn crank for P.II. Box No. G.355. [8355]
- AUTOKRAFT CONTINENTAL,** 2-seater Ford Special, 500 miles. All new or recon. parts. Professionally trimmed, Michelin "X"s, 15 in wheels. Extremely pretty. £185. Tel.: Grimseydyke 3111. [8356]
- ASHLEY FORD** Special, hard-top, 15 in. Michelin reconditioned engine, high-ratio axle, sports ride suspension. Tel.: Eastbourne 1600; Extension 19. [8357]
- B.S.A. THREE-WHEELER.** Breaking up for spares. Space needed, or can be completed requires differential. Box No. G.358; or phone B'ham, CEN 6310 (9 till 10). [8358]

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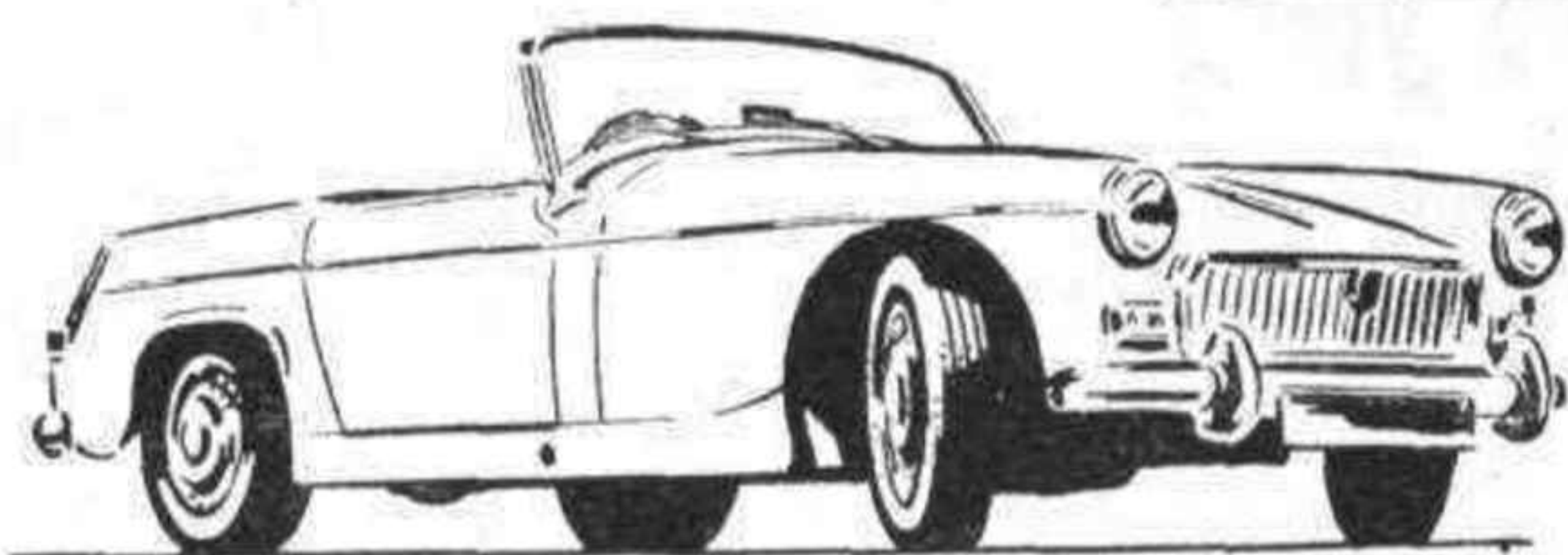


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## FOR SALE—continued

- TWO M.G. MIDGETS**, both good goers: 1936 PB cream, sealed beams, fog, luggage rack. Good hood, sidescreens, tyres. Much spent in last year. M.O.T. certificate. Taxed till December. Increase in family forces sale of this faithful old friend. £110. Also: 1936 TA, black. Selling for friend gone abroad. Recent engine overhaul. Extras include wireless, luggage rack. Hood, tyres, fair only. M.O.T. certificate. £130 o.n.o. Dr. Thomas, Harold Wood Hospital, Essex. Tel.: Ingrebourne 45533. [8519]
- S.S.100 JAGUAR** 2½-litre for sale after 16th July. Has been completely restored at great cost by company director. Work done includes respray, rechromed throughout, recon. engine (yet to be run-in), new gearbox, new upholstery, etc. In *Concours* condition, probably the finest in the country. Price around £475. Further details sent to serious inquiries. Box No. G.160. [8160]
- FORD SPECIAL—G.T.**—Very high class body. Excellent mechanical condition. 12-volt system. Complete throughout. Taxed and insured. £200 o.n.o. Hope, 11, Chestnut Drive, Rednal, nr. Birmingham. Tel.: Hillside 2025. [8162]
- AUSTIN NIPPY**. Body, wings, bonnet, good order, £10; 1936 Triumph Gloria, fitted recon. Alvis Firefly engine, body, clean but snakey. £25; Alvis 1936, Silver Eagle, chassis, bonnet, radiator, good tyres, engine, etc. excellent order. £25. J. W. Maries, Hillfoot Road, Totley, Nr. Sheffield. [8163]
- 1927 LANCIA LAMBDA** Tourer. Performance, body, mechanics—excellent. M.O.T., many spares. £195 o.n.o. Anstiss, Nepicar Oast, Wrotham, Kent. [8164]
- KARMANN-GHIA DROPHEAD** Coupé, first registered late 1959, l.h.d., mileage only 11,000, regularly serviced by VW official agents, green body, ivory upholstery, impeccable condition, two owners. £785 o.n.o. Clifford, 8, Junction Road, Romford, Essex. Tel.: Romford 44557. [8165]

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## FOR SALE—continued

- ALVIS TA14 Coupé**. Tonneau, spot., flashers, recon. engine, Scintilla, new battery, mechanics good, good performance. Buying house. £260. Tel.: Ilford 5916. [8166]
- AUSTIN SEVEN (1936)**. Lockheed hydraulics. Ideal for rebuild. Inquiries. Stratton, 123, Cumnor Hill, Oxford. [8167]
- B.M.W. 327/80**. Fixed-head. *Concours* winner 1960. Rebuilt end to end, recellulosed, new "X"s, every item reconditioned. Unexpected sale. Genuine. Seen Tanfield Garage, Horsham. Details: Tel.: BYW 1088. £350 o.n.o. [8168]
- JAVELIN, 1950**, d/l. M.O.T. tested, series III crank, v.g.c. £195. Hobden, 96, Ravenscourt Drive, Hornchurch. Tel.: 40066. [8169]
- A.C., 1951**, 2-litre saloon. Good condition. M.O.T. certificate. £200 o.n.o. Tel.: Hinckley 2447. [8170]
- FORD SPECIAL**: built 1957. New Vynide hood, full width rear window. £65. "Treloyhan," London Road, Twyford, Reading. Tel.: Twyford 321. [8171]
- JAGUAR 2.4**. Special equipment under, radio, excellent condition, good tyres, grey-grey, 45,000 miles, taxed March 1962. £610. Sincock, Blackmore Lane, Sonning Common, Reading. [8172]
- V8 DAIMLER SP250**. Wire wheels. £980. Wemyss. Tel.: Mitcham 5181. [8173]
- MERCEDEZ-BENZ 170V** with rear axle trouble but spare one available: the engine sound, clutch new, coachwork good—must clear. £50 o.n.o. secures. 64, Crescent Gardens, Eastcote, Middlesex. Tel.: Field End 9961 (Eastcote). [8175]
- H.R.G. 1500**. Since second son's arrival even I admit this fine 1951 car is impractical transport. Must sell quickly before first son claims it. Hence price of £320. Just checked by works. Recent engine, gearbox and steering overhauls. M.O.T. tested. Details from: 8, St. Vincent's Hamlet, South Weald, Brentwood, Essex. Tel.: Coxtie Green 468. [8176]
- LAGONDA RAPIER** saloon, 1935. Reconditioned engine, suspension. Heater. V.G.C. Taxed, tested. £125. M. C. Lewin-Harris, Roberts Hall, R.M.C.S., Shrivenham, Swindon. Tel.: Shrivenham 272. [8177]

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## FOR SALE—continued

- M.G., L-TYPE**, as advertised May issue, page 422. Owner will now consider reluctantly, offers over £100. D. Hole, 20, Leigh Road, Westbury, Wiltshire. [8178]
- DELLOW, 1951**. Recent engine overhaul, new rear tyres, good hood, never trialled. £215. Haddon, 16, Yantlet Drive, Knight's Place, Strood, Kent. [8179]
- ATISHOO!** Not-to-be-sneezed-at. 1934 Aston Martin Mark II, 1/c open 4-seater. All late-type mods. Five new tyres, s-proof hood, tonneau, screens. Waterpump newish, mag. and brakes freshly overhauled. Ten-o'clock tested and certified fit to mix with tin cans (if they can catch us). In fine tune—accelerates like an aston-naut, but insurers want novice (at driving) wife to stay earth-bound. Best offer above £275, to 2 Wheatfield Way, Cranbrook, Kent. Tel.: 2342. [8180]
- BRISTOL 401, 1950**. In first class condition, 8,000 miles since major engine overhaul by Bristol main agents. £485. Seen after July 10th. Hobson, 14, Hannon Road, Kings Heath, Birmingham, 14. [8181]
- M.G. SA**, special 4-seat open body, all-weather equipment, reground crank., 3 nearly new tyres, M.O.T., many extras, taxed December. £60 o.n.o. 87, Hanbury Road, Dorrige, Solihull, Warks. [8183]
- SS JAGUAR, 1937**, 2½ litre saloon. Unique Car. Two careful owners since new. Excellent condition. Very low mileage. Offers near £200. S.A.E. photos. Box No. G.184. [8184]
- BENTLEY SEDANCA Coupé**. Nearest £175. Wood, Crofts, Bransgore (Tel.: 324), Christchurch, Hants. [8185]
- DELLOW MK. II**. Two seater—Ferrari red, with much chrome. Recent 100E engine and all modifications. Complete touring equipment, 30 m.p.g. £250. 22, South East Crescent, Sholing, Southampton. [8186]
- TRIUMPH ROADSTER 2000, 1949**. Gunmetal grey. Good condition. Heater, spot, wipers, w/washers, seat-covers. New engine 35,000 miles. 25 m.p.g. Negligible oil consumption. New: all springs and shock absorbers, dynamo, cut-out, clutch parts, front brake linings, silencer. Good tyres, two Michelin "X"s, balanced wheels. Very comfortable—cruises 70 m.p.h. M.O.T. test. £200. Dr. Maddox, 22, Lloyd Square, W.C.1. Tel.: TER 5896. [8187]

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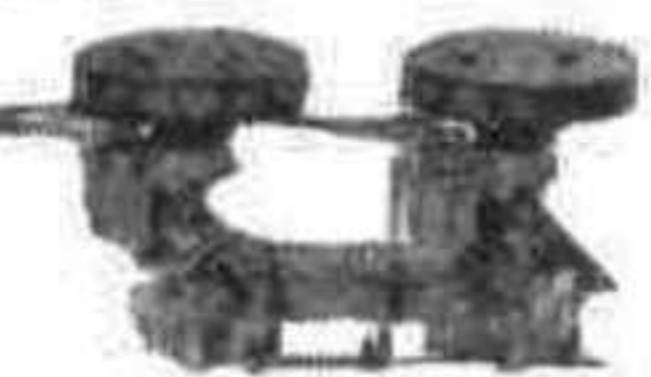
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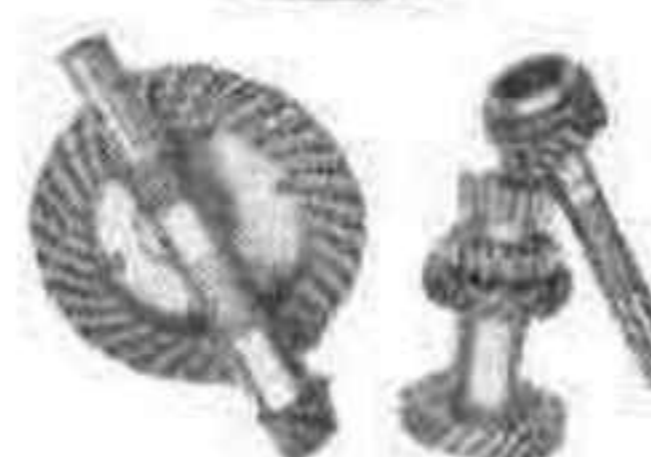
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- 4.3 ALVIS SALOON**. One owner, 43,000 miles immaculate. £275. 6, Clifton Terrace, Winchester. [8189]
- RILEY MONACO, 1932**. Very good condition. Taxed Feb. £45, also spares—offers. Holt, 14, Chepstow Road, Wolverhampton. [8190]
- TR3, 1956**. White, red hard-top, tonneau cover (new), 29,000 miles, overdrive all gears, wire wheels, "X"s, radio, heater, demister, washers, Alfin drum brakes, twin spots., reversing light. H.P. arranged. Reason for sale—The Stork! Immaculate condition, with £300 worth of extras. A bargain. £550 o.n.o. 18, Newlands Road Horsham, Sx. Tel.: Horsham 3696. [8191]
- 1955 AUSTIN HEALEY BNL**. Ice blue and ivory. Overdrive and all usual extras. Soft-top. 36,000 miles. In excellent condition. £475. Tel.: Launceston 487. Weekdays 6-7 p.m. [8192]
- 1930 LAGONDA 2-litre 1/c**. Monte Carlo Rally 1931/32. Mechanically fair but gearbox dismantled. Aluminium box body. £50 o.n.o. Ambrose, 32, Comely Bank, Edinburgh. [8193]
- BENTLEY, 1940**, M.X. overdrive, 2/4-str. coupé. Most unusual and pretty. Equipped with everything. Passed M.O.T. test. A collector's piece which can be used, taxed. Sensible offers. Evans, Place Farm, Ockley, Dorking, Surrey. Tel.: OAKwood Hill 322. [8199]
- LAGONDA RAPIER, 1934**, open-tourer, 4-seater. New tyres, brake linings, starter, petrol pump. Twin heads, spots., horns. Bodywork, etc., good condition. £150. Parry, Tel.: CENTRAL 1010, Ext. 356 and 4, South Bank Terrace, Surbiton. [8200]
- ROCHDALE G.T.**. Ford Eight, white with ocelot upholstery. New boxed chassis, divided radiator. Woodhead Monro shocks, heater, electric wipers. Registered October, 1960. £275 o.n.o. Hamilton, 240, Keppochill Road, Glasgow, N. 1. [8201]
- LAGONDA, 1932**, 2-litre Continental tourer. Splendid condition. £150 o.n.o. On view: 20, Loughborough Road, Nottingham. Tel.: Trentside 482. [8202]
- TOUCAN SPORTS** racing car. M.G.-A engine, space frame, discs, De Dion. Sundry spares, including crankshafts, heads and four differentials. Any sensible offer considered for this very fast car. Roythorne, 232, Creynolds Lane, Shirley, Warwickshire. Tel.: Shirley 6214. [8203]
- COLLECTION of Spares**, Austin 12.4—1930/5. Also Talbot 65 and Alvis Firefly. 26, Kingswood Road, Longbridge, Birmingham. [8204]
- 3-LITRE BENTLEY, V.D.P.**, 1930, enthusiast maintained, rebuilt and polished. Heavy crank engine. £300. Tel.: HENDON 7515. [8205]
- AUSTIN HEALEY 100/4, 1954**. New engine, 6,000 miles, manufacturer guaranteed. New tyres, batteries, clutch, etc. Usual extras. £620. Offers. Aitken, 7, Merton Road, Bedford. [8206]
- RILEY, 1½-LITRE**, October 1946. Road tested. £140. Mundy, 6, The Terrace, Shepherdswell, Dover. [8207]
- DAMSEL IN DISTRESS** with nearly completed Falcon Ford Special. Boy friend with XK130 forces sale. Offers. Tel.: Ewell 3213. [8208]
- A/HEALEY RN.1/2**. Black, tonneau (new), workshop manual. £5. 87, Batsford Road, Coventry. [8209]
- IMMACULATE LOTUS Six** (Nov. '56). Highly tuned 1,098-c.c. Ford unit, 4.7 c.w.p., etc. Every extra. £330 o.n.o. Box No. G.210. [8210]
- M.G. TC, 1950**. 16 in. rears, good body, engine, etc. S/beams, fair hood, genuine 25,000. £270. Tel.: Sanderstead 1142. [8211]
- RILEY KESTREL** Sprite, SS27K, rebuilt, beautiful condition, pre-selector, twin S.U., heater, radio, spot-lamp, well-shod. Very fine specimen. Box No. G.212. [8212]
- TYRES:** unused pair Dunlop 30 x 3½ in. B.E., with 3-stud artillery wheels. Offers. Evenings. 251, Cris Thorpe Road, Birmingham 29. [8213]
- 1½-LITRE ROVER** Tourer, 1936. Vynide hood, tonneau, sealed beams, etc. M.O.T. certificate. £135 o.n.o. 34, Beverley Gardens, Stanmore, Middx. Tel.: Harrow 6984. [8214]

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Tel.: WOKING 1725



## FOR SALE—continued

- WHITE ROCHDALE G.T.** Red interior. Cost over £600. Stage IV tuned engine. Completely finished and trimmed. Every possible extra and modification. Must go. Owner left country. Garage lease run out. First reasonable offer. Pritchard, 8, Mulberry Close, E.4. Tel.: SIL 6477. [8354]
- 1933 ARMSTRONG SIDDELEY 12.** Many parts including s/c gearbox, axle assemblies, steering box, wheels. Send s.a.e. Oxiord R.T.110 arc welder, unused, with rods, accessories, trolley, £30. Bell, 6, Teesdale Road, Starforth, Barnard Castle, Co. Durham. [8359]
- MERCEDES 300B, 1955.** Superb specimen in ivory and black. All possible extras, Reutter seats, four speaker radio, sunshine roof, driver controlled rear suspension, two-speed wiper, loose covers, twin spots, reversing and parking lights, i.r.s. Maintained regardless of cost, £250 overhaul and respray in past three months. Sacrifice at £775 o.n.o. Lt. Col. Mellors, Ty-croes Camp, Anglesey. [8360]
- BREAKING KESTREL NINE,** everything cheap; Jaguar 1½ half-shafts. 28, Salisbury Ave., Coventry. Tel.: 69596. [8361]
- RILEY LYNX, 1936, 12/4,** superior condition, at 13, Beechwood Avenue, Deal, Kent. [8362]
- ARMSTRONG SIDDELEY, 20-h.p., 1935 saloon.** £70. Harper, 16, Winifred Lane, Aughton, Ormskirk, Lancs. [8363]
- MORGAN S.S., Match. w/c., 1,000-c.c., o.h.v.,** hyd. brakes, soft springing, passed M.O.T. test. Excellent all round condition. £95. 30, Broadfield Ave., Poulton-le-Pylde, nr. Blackpool, Lancs. [8364]
- M.G. TC PISTONS, 8½ to 1.** Standard bores. Complete and unused. £4 10s. Tim Ely, Walton-on-Hames. Tel.: 20942. [8367]
- AUSTIN SEVEN D/L 1961, 7,000 miles.** Owner posted Nigeria. Nearest £490. Tel.: FIT 2628. [8369]
- WADE SUPERCHARGER with PA manifold;** 1½ in. S.U. carburetter; Offers. 47, Princess Road, Shaw, Oldham. [8373]
- OPEN ALVIS SP.20.** Excellent condition. Very fast. £165 o.n.o. Tel.: Frodsham 2110, Cheshire. [8388]
- 1931 4½-LITRE BENTLEY with modifications,** B.R.G., excellent condition throughout, new hood, tuning gears, passed test. £500. Box No. G.389. [8389]
- ASTON MARTIN Mk. II, 1934.** Concours condition. Engine just rebuilt, new tyres, batteries, upholstery, etc., no expense spared. £345 o.n.o. Box No. G.390. [8390]
- RILEY PATHFINDER, 1955, radio, heater, B.R.G.,** exceptional condition. 25 m.p.g., 100 m.p.h. £395. Cranley Cottage, Shamley Green, Guildford. Tel.: Bramley 2149. [8391]
- MORGAN/CLIMAX, specimen condition through-** out. M.O.T. cert. Taxed. £175. Tel.: Seven Kings 8102. [8392]
- M.G. TA, 1937, red, new hood, sidescreens.** Passed M.O.T. test. Double-dip conversion. New exhaust system. £100. R. A. Hayward, Little Ashfold, Staplefield, Haywards Heath, Sussex. Tel.: Handcross 223. [8393]
- 1951 JAGUAR XK120.** New batteries, tyres, engine rebored, M.O.T. certificate. Mr. Ward, 105, Oxford Road, Wokingham, Berkshire. [8394]
- M.G. TF, 1960 engine, new hood, etc.** Beautiful condition. £420 or offers. Viewable London July by arrangement. Clarke, 14, Albany Street, Edinburgh. [8395]
- LANCIA AUGUSTA saloon, 1936.** Good condition, leather upholstery, Rudge wheels. Passed Test. £80. Neal, St. Christoph, Bentfield End, Stansted, Essex. [8396]
- LANCIA APRILIA, 1938, saloon.** Good condition. M.O.T. cert. £150. 75, Leamington Crescent, South Harrow. Tel.: BYRON 4869. [8397]
- M.G. TC, 1946, red, immaculate condition through-** out. M.O.T. certificate. Recent complete overhaul. £265. 37, Sweetroot Lane, Hagley, Worcs. Tel.: Stourbridge 3434. [8398]
- 8TH SERIES LAMBDA Tourer.** Good order throughout. £175 o.n.o. Cole, 21, Avenue Road, London, N.15. Tel.: Latimer 2715. [8399]
- 1935 ROLLS 20/25 Hooper Limousine.** Brakes re-lined, new battery. £110. 13, Livingstone Road, Ilgate, Crawley. [8400]
- SUPERB BUCKLER 1172.** £165, or exchange potent or convertible car. Tel.: BECKENHAM 4052. [8401]
- HEALEY SPORTS, 1948.** Radio, heater, new hood, tyres, clutch, M.O.T. tested. £165. 81, Marina Road, Formby, Lancs. [8402]
- ALVIS 12-70.** New hood, screens, tyres, £85; also Alvis 16-95 saloon, perfect chrome, £65. Both passed test. Tel.: BECKENHAM 0214 (evenings). [8403]
- BENTLEY 4½-LITRE, 1937.** Superb James Young Continental tourer with very rare cantilever doors. Not quite concours but very nearly. £800 or sensible offer. Tel.: ELMBRIDGE 3347. [8404]
- VW OWNERS! M.A.G. Supercharger, terrific per-** formance. Only 800 miles. £65. Tel.: Elmsbridge 3347. [8405]
- TA M.G. Recon. engine, M.O.T., excellent con-** dition, twin spares, teles., tonneau. £150. Keleher, 148, Bermondsey Street, S.E.1. [8406]

## FOR SALE—continued

- 1927 ALVIS 12/50 TG 2-seater, excellent condition.** Over last 4 years bottom end reconditioned by Alvis, new pistons, exhaust valves, brake cables, linings, silencer, coach enamel. Rear of B.B.-style body non-standard so cheap at £100. Hill, 1, Meadowhill Crescent, Redditch, Worcs. [8407]
- NO OFFER refused for Riley Merlin in outstanding** condition. M.O.T. tested. Spares. Holden, Rylands, Elven Lane, Eastdean, Eastbourne. Tel.: Eastdean 3184. [8408]
- 1929 INVICTA, 4½-litre, h/c, four-seater sports** tourer, see photo June "M.S.", immaculate condition, all original aluminium coachwork by Cadogan, 100+ m.p.h. £450 o.n.o. Tel.: WIMBLEDON 7428. [8409]
- 1928 HUMBER 9/20 saloon.** Changed hands 1956. Original coachpaint, beautifully maintained, spares. M.O.T. certificate. £110. Hare, 9, Grove Avenue, Norwich. Tel.: 22393. [8410]
- 2-LITRE LAGONDA, 1928 High-Chassis Speed** Model. £185. 1930 Low-Chassis Speed Model. £195. Both cars in good condition. Particulars from Bloor, 125, The Commons, Welwyn Garden City, Herts. Tel.: Romford 64001 (office hours). [8411]
- BENTLEY 3-LITRE 1925.** Excellent condition bodily, mechanically. £400 o.n.o. Tel.: ELT 8185 (evenings). [8412]
- BENTLEY 4½-LITRE overdrive d/h coupé, 1939.** Kept in England by overseas visitor who has now decided to sell. Much time and money has been spent on this excellent and comparatively rare model to bring it to first-class condition. Write: Box No. G.413. [8413]
- ALLARD, 1950 (Nov.) P.I. Saloon, Black/cream** wheels. New Dunlops. Twin spots, heater. Has V8—will travel. £110 o.n.o. Tel.: Seven Kings 4012. [8414]
- LADY GOING ABROAD must sell Herald Con-** vertible, low mileage, unmarked red, black interior, white hood. £650. Buckeridge, Beechwood Ho., Bartley, Southampton. [8415]
- 1933 MORGAN S.S., 1,100-c.c. w/c. o.h.v. J.A.P.** (recond. by J.A.P.—January). New radiator, 3 new tyres, new worm drive and wheel, taxed, insured. J. Bardolph, 134, Dyke Road, Brighton. Tel.: 23011. [8416]
- A40 SPORTS GD3, cream, attractive, lively.** Sell £220 or exchange quality sports saloon/tourer. London or Midlands. Tel.: Kingston 7649. [8417]
- TRIUMPH DOLOMITE, '39.** Sound condition, excellent bodywork, noisy engine. M.O.T. tested. £65. Whaley, Bourton, Gillingham, Dorset. [8418]
- DAIMLER 18, 1946.** Passed test, recent overhaul: engine, brakes. Good tyres. £120 o.n.o. or exchange Triumph Roadster, similar. Tel.: BIS 9266. [8419]
- RILEY MONACO, 1933.** Very good condition throughout. M.O.T. certificate. Taxed January 1961. £50. Underwood, Sawbridgeworth (Herts). Tel.: 3186. [8420]
- SCINTILLA NV4, less cap. £3 10s.** Tel.: ENF 7260. [8421]
- FOR DAUPHINE or 750; complete Sports-Tune** conversion, Servais 4-branch and silencer plus matched pair of S.U.s, air cleaners and linkage ready for fitting. Almost new. Cost £38, accept £18. Also standard Dauphine manifold, exhaust pipe and silencer, £6. All carriage paid. Turford, 27, Regent Drive, Skipton, Yorks. Tel.: (after 6.30) 3082. [8422]
- SPECIAL FORD EIGHT almost completed, many** modifications. Also bodiless Austin Seven. Parts sold separately. Offers. Hall, 11 Pennington Walk, Retford, Notts. [8423]
- RILEY IMP.** Immaculate condition throughout, red. £195. 22, Peters Place, Northchurch, Herts. [8424]
- ASTON MARTIN International J1/III 2/4-seater,** 1931, good condition, many spares. £275. 31, Caldecote Gdns., Bushey Heath, Herts. Tel.: Rickmansworth 3145 (daytime). [8425]
- FRAZER NASH-B.M.W. 326 saloon.** Registered 1946. Used daily. First £80 secures. 30, Douglas Road, Esher. Tel.: Walton-on-Thames 23630. [8426]
- AUSTIN HEALEY 100.** Reg. U.K. 1959. Unmarked, genuinely faultless, £100 extras, 32,000 miles. £495. Tel.: Leigh-on-Sea 73020. [8427]
- MORRIS OXFORD, 1930 saloon.** M.O.T. cert., good nick. £50 o.n.o. Tel.: MITCHAM 5353. [8428]
- ALTA MINOR, 1952, convertible, new hood,** excellent body, reconditioned gearbox. £245. Sawers, 14, Coleridge Court, Parkleys, Ham, Surrey. Tel.: KINGSTON 5573. [8429]
- CURVACEOUS BODY plus Ford mechanicals** (full range modifications and accessories) equals Super Special. £200. Exchange Minor or Popular. Box No. G.430. [8430]
- MORRIS COWLEY, 1929 saloon, sound, reliable,** tested. £65. Laycock, 43, Langholm Crescent, Tel.: Darlington 3196. [8431]
- 3½-LITRE BENTLEY, 1935 model.** Very handsome Park Ward Sportsman's aluminium saloon in two-tone grey. Rebored uses no oil, maker's pressure, new rocker shaft assembly, radiator, kingpins, tyres, petrol pump, steering overhauled, etc. Heater, handbook, tools, history, taxed, M.O.T. cert., the lot—£265. Want perfect Light 15 Citroën with boot. 56, Gores Lane, Formby, Lancs. Tel.: 3381. [8432]

## FOR SALE—continued

- M.G. TD, fitted TF 1500 engine, 12,000 since rebo-** red and new pistons. Heater, fog, spot, reversing, Michelin "X"s, full tonneau. Immaculate. B.R.G. Marriage forces sale. Kingdon, 11, Crossborough Hill, Basingstoke. [8433]
- 1947 LINCOLN (Pilot engine).** M.O.T., r.h.d. Exceptional. £65. Exchange? 29, Centaur Road, Coventry. [8434]
- ROLLS-ROYCE P.II hearse-shaped limousine;** Ditto Silver Ghost f.w.b. open sports hearse; Projecting-booted Siddeley Special; Ditto Armstrong-S. Atalanta; 1930 Morris Minor. What offers? Write: Dale, 2, Station Road, Histon, Cambridge. [8435]
- AUSTIN NIPPY.** Engine, front axle, brakes, all reconditioned, new tyres, M.O.T. tested. Excellent body, interior carpeted. Extras: Wing-mirrors, indicators, parking light, screen-washers, fog light. £120. B. Payne, Copthorne House Cottage, Copthorne, Crawley, Sussex. [8436]
- ASTON MARTIN 1937 2-litre saloon.** £35. Also breaking 2-litre s/c. Aston. Webb, "Europa," St. Mary's Road, Wrotham, Kent. [8437]
- M.G. VA, 1938 coupé, fully overhauled engine,** resprayed, M.O.T. cert. £90 o.n.o. Tel.: Hull 63270. [8438]
- BENTLEY 3½-LITRE Park Ward Sports Saloon,** 1934. Just overhauled and resprayed. Over £500 recent bills. M.O.T. certificate of course. Increased family, hence sell £390 or exchange Minor Traveller. Randell. Tel.: Chertsey 2488, after July 10th. [8439]
- AUSTIN HEALEY 100.** First class condition throughout. £365. The Rowans, Church Stretton, Shropshire. Tel.: 294. [8440]
- 1949 TRIUMPH ROADSTER 2000, excellent con-** dition, many extras, sale or exchange. Throver, Wardroom, H.M.S. "Collingwood," Fareham, Hants. [8441]
- M.G. TA, 1938.** Crankshaft reground 6,000 miles back. 5 good tyres. Sealed beam headlamps, good hood and screens. M.O.T. tested. Very good appearance and excellent mechanically. £165. Tel.: PAL 8362. [8442]
- M.G. PA, recent reconditioned engine, reupholstered,** resprayed, new battery, bills for other recent work. Offers. Tel.: EMBERBROOK 3457. [8443]
- 1954 RILEY 1½, excellent cond. mechanically and** body, new tyres, near perfect specimen. £350 o.n.o. R. F. Jordan, 69, Rayleigh Avenue, Eastwood, Essex. [8444]
- ASHLEY 1172 G.T.** Pale blue with black trim, excellent condition, 7,000 m. £275. H.P. available, 16, Fielding Road, Sheffield, 6. [8445]
- M.G. TA Tickford Coupé, registered '45.** Certificate, £120. Offers. Anderson. Tel.: Ham 2497. [8446]
- 1928 HYPER LEAF, 4ED, 2 S.U.s.** New c.w.p. Similar Aston Martin International—sex appeal galore! £90 o.n.o. Photos available. Davies, 12, St. Cadoc Road, Heath, Cardiff. Tel.: 63042. [8447]
- 1952 MORGAN three-wheeler, Model F.** Mint condition. £220. Tel.: West End, Southampton 2606. [8448]
- AUSTIN SEVEN, 1932, in mint condition.** Probably finest in Scotland. 68,000 miles. Martin, 15, West Montgomery Place, Edinburgh. Tel.: WAV 7120. [8449]
- LAGONDA 3-LITRE Sports Tourer, near Con-** cours. Mechanically perfect. New rear axle and gearbox. Outstanding vehicle in first class order. £325 o.n.o. Will exchange with cash for modern car. Norris, Phoenix Hotel, Pewsey. [8450]
- ENTHUSIAST'S CLEARANCE.** Bristol Six-port head; New Austin A99 gearbox, Borg Warner o/d.; large supercharger; racing leaf heads; Cooper wheels; new twin A.B.C. boat units with pumps unused Lester. M.G. chassis—i.f.s., i.r.s., components; r/pinion, new. Salisbury Independent. New 4-speed Morris E gearbox, Standard i.f.s. unit. Reasonable offers. 7, Palmerston Boulevard, Leicester. Tel.: 76002. [8451]
- 1937 ROLLS-BENTLEY 4½ Sports Saloon by Park** Ward. This car is in first class condition and has been maintained throughout its life by Rolls-Royce specialists. Test report available. £500 o.n.o. R. Hall, 90, Topcliffe Road, Thirsk, Yorks. Tel.: 2158. [8452]
- BREAKING Singer Le Mans.** Also Alvis Firefly for sale. Rycroft, Churchill College, Cambridge. [8453]
- AUSTIN HEALEY, September 1954.** Red. 100M mechanically. Modifications by Healeys include: 110 b.h.p., 4 speeds, Alfins, 3.6 ratio. 26 m.p.g. Theoretical 128 m.p.h. overdrive, heater, radio, spots, tonneau, R.S. tyres, wood wheel, lots extras, 2 owners, never raced, excellent condition. £465. Harris, 8, Salegate Lane, Oxford. Tel.: 77988 weekends. (Birmingham weekdays). [8454]
- PORSCHE 1500, r.h.d., '55.** Red. F.H.C. S.S. spoked wheel discs. Reutter seats, excellent condition. Part exchange for TR3A. H.T. W/Wheels. Sell. £700. Box No. G.455. [8455]
- ELVA COURIER, 1959.** Racing trim, never raced. Derrington head, "Isky" cam., modified exhaust, "R58" all unused. Also part-used Firestone Nylon Sports, old head and cam. What offers? Tel.: WES. 8378. [8456]



## FOR SALE—continued

- RACING TRAILER.** £30 o.n.o. Tel.: WES 8378. [8457]
- 1961 TORNADO TYPHOON,** occasional four. First registered June. 1172. 4.7 wide-track. Everything new/reconditioned. Beautifully upholstered/finished. Normal insurance. Seen anywhere south. £300. Box No. G.458. [8458]
- PERLESS,** Dec. '59. W/Wheels, discs, heater, extras. 12,000 miles, l.h.d. Immaculate. £675. Taub, 47, Lord Ave., Ilford. Tel.: CRE 7802. [8459]
- RILEY 12/4, 1935.** Preselecta, etc. Offers. Breaking considered. Tel.: VAL 6895 (after 8.30). [8460]
- A40 SPORTS, 1952,** green. W/mirrors, spots, heater, good condition. £270. Tel.: Romford 48009. [8461]
- M.G. TC, 1949.** Reconditioned engine. Good mechanical condition. Body original. M.O.T. cert. £250. Harding, 17, Lynton Road, Southend, Essex. Tel.: 88212. [8462]
- TRIUMPH DOLOMITE 14/60, 1939.** M.O.T. certificate, excellent condition throughout, £100 spent, repainted Valspar black/beige. £95. Jaguar 2 1/2 1939, good mechanical condition except 2 big-ends, ideal spares. £25. Huffey, 35, Canterbury Road, Ashford (Tel.: 1137) Kent. [8463]
- MATRIMONIAL VICTIM.** 1925 14-h.p. Touring Standard. M.O.T. Tip-top condition. £120 o.n.o. 93, Abergele Road, Colwyn Bay. Tel.: 2471. [8464]
- FORD 1172 E93A engine,** completely rebuilt and unused, plus assorted accessories. £25. Box No. G.490. [8490]
- 1935 RILEY KESTREL, 1 1/2-litre sports saloon,** rare model with very pleasing lines. M.O.T. certificate. Excellent bodywork, original black cellulose with chequered radiator and white wire wheels. Engine and electrics completely overhauled, good preselector, tyres and pulley-driven dynamo. New sunshine roof, windscreen and windows. Instruments, including 105 m.p.h. speedometer, overhauled. Flashing indicators, spotlight and exhaust booster. Taxed and insured. £130. Going to New Zealand. Write: 106, Rectory Road, Worthing, Sussex. [8465]
- ALVIS SILVER EAGLE 1936.** M.O.T. Good condition. Carbs. need attention. £85. Dick. Tel.: VIC 7861. [8466]
- 1954 FORD 5-cwt. Van.** Tatty body but new engine, dynamo. Good tyres, etc. Ideal for rebuilding. £40 t. and i. Also immaculate Mar. 1959 Popular 11,000 only, one owner. £275—H.P. arranged. Wilson, 48, Tudor Road, New Barnet, Herts. Tel.: BAR 2941. [8468]
- 1957 VOLKSWAGEN de luxe.** 32,000 carefully maintained and driven miles. Excellent condition. £465. Tel.: IMPerial 3059. [8469]
- FIBREGLASS SPECIAL Ford Ten.** Aquaplane head, twin S.U.s, 4.7 axle, sprayed red. Good condition. G. A. Slingsby, Hartley Road, Cranbrook, Kent. [8470]
- B.M.W.-F.N. 326.** Mechanically, bodily, very good. M.O.T.T. £60. Norris, Harwyn, Elm Lane, Earley, Reading. [8471]
- CRASHED 1958 Austin Healey 100/6,** damage to offside front, spare chassis leg supplied. Offers around £330; Also undamaged 1936 Triumph Gloria complete or will break; 6-cylinder Packard spares, including engine. Offers. 99, Hatton Ave., Darlington. [8472]
- 1931 ARMSTRONG Tourer,** with dickey. Pre-selector box, Ford V8 engine. Chauffeur-kept 1931-1959. M.O.T. cert. £60. Dyke, "Rowans," Ashley Heath, Mkt. Drayton, Salop. [8474]
- £125—GOOD VALUE:** Mercedes, black, saloon, 1951, reliable, suitable ex-vintage family man, all independent. Webasto sunroof, many extras. Box No. G.475. [8475]
- BENTLEY 3-LITRE Red Label.** Rebuilt hairy 2/4 seater with 4-wheel hydraulic brakes, modern prop-shaft, new tyres, hood, lamps, etc. M.O.T. tested, everyday use, value at £300. Tel.: SNAresbrook (London) 3175. [8476]
- H.R.G. 1100.** Twin Spare Wheels. Extras. O.N.O. M.O.T. certificate. £115. Gay Waters, Kingswood Creek, Wraysbury, Staines. [8477]
- B.S.A. THREE-WHEELER.** Mechanically excellent, rebuilt body, new weather equipment, spares. Details and photographs. Offers around £50. 165, Radipole Lane, Weymouth, Dorset. [8473]
- MORGAN 4-4, 1946,** 2-str., d.h. coupé. Passed M.O.T. Taxed year. £150 o.n.o. Box No. G.479. [8479]
- SWALLOW DORETTI, 1955.** Twin carb. Vanguard unit, 34,000 miles. Complete mechanical rebuild past six months, resprayed B.R.G. and re-chromed. Five wire wheels, heater and screen-wash. Undoubtedly one of the finest remaining examples. Second child makes four-seater imperative so first reasonable offer by July 15th secures. Cole, 54, High Street, Lewisham. Tel.: Lee 1022 (after 6). [8480]
- 1933 ALVIS SPEED 20.** Mayfair Coachwork. Extremely good condition throughout, New radiator, clutch. £140. Consider exchange smaller car. Walker, 69, Fruen Road, Feltham, Middx. [8481]
- ULSTER-TYPE AUSTIN SEVEN.** Extensively overhauled, immaculate, ordinary engine, poorish brakes—so £80 no offers. 12A, Longstone Road, Eastbourne. [8482]

## FOR SALE—continued

- HILLMAN AERO SPECIAL, '34.** Breaking, or lot. £15. 3, Cissbury Cres., Saltdean, Sussex. [8467]
- RILEY KESTREL NINE, 1934,** featuring 2LS hydraulic brakes, 16 in. wheels, twin exhaust cams. Whole car in pretty fair condition. £120 o.n.o. Farrer, 344, Gipsy Road, Bexleyheath, Kent. [8483]
- ALVIS 3 1/2-LITRE V.D.P. Sports Saloon,** o.h.v., triple carbs. Speed 25 head, raised compression. Engine, steering, overhauled. Brakes relined. Bills over £130. Eagle mascot, very beautiful car. M.O.T. t. & i. £149; Lancia Aprilia, late type wheels, big Zenith, heater. Recellulosed, reupholstered, 1959. Marchal spot, five good tyres. Italian manual, M.O.T. t. & i., £119. English, St. Peters Hospital, Chertsey, Surrey. Tel.: Ottershaw 441. [8484]
- ROLLS-ROYCE, 1931,** 20/25 limousine. Hand-book. £75 or exchange mint Chun. ny or vintage tourer. Mr. Head. Tel.: Bexleyheath 7016. [8485]
- ASHLEY G.T. Ford Eight chassis complete,** runner, requires detail attention. £125 o.n.o. Exchanges? 34, Byron Way, Romford, Essex. [8486]
- SUNBEAM ALPINE, 1,500 c.c.** October 1959, used second car only, never raced, with radio, tonneau cover, safety belts, etc. 12,000 miles only and unmarked. £825. Bayliss, Claregate, Oakhill Drive, Welwyn. Tel.: 4774 (after July 3rd). [8488]
- BUGATTI, Type 44, 3-litre, 8-cyl., 1929.** Absolutely original, immaculate coachwork, sound mechanically. Cabriolet hood recovered, relined, seats retrimmed. A collector's piece to genuine enthusiast only. £475. Bayliss, Claregate, Oakhill Drive, Welwyn. Tel.: 4774 (after July 3rd). Consider exchange G.P. Bugatti. [8487]
- M.G. MODEL PA stripped for complete rebuild** for sale "as is." Excellent body in primer and most components in sound condition, £35; Also completely rebuilt and unused Ford E93A engine and assorted accessories suitable for above. £25; or car and Ford engine £50. Write for appointment to view (London area) to Box No. G.489. [8489]
- BENTLEY 3 1/2 Park Ward 1934 Saloon,** sunshine roof, excellent mechanically, very pretty and well shod. Tested. Heater and radio. £175. Wood, Charbury Vicarage, Oxford. [8491]
- PAIR Lucas Brass Sidelamps in good order,** off Napier. Copper plate on each says "Napier 1907, S. F. Edge, Ltd., London." What offers for this pair of vintage lamps? Box No G 492. [8492]
- 1938 MODEL Vauxhall 25,** fitted Grosvenor close-coupled sports saloon body, passed M.O.T. test, taxed, photo on request. £45. 92, Lent Rise Road, Burnham, Bucks. [8493]
- 1936 BENTLEY 4 1/2 Sports Saloon by Park Ward.** Alloy body. Chassis, body, transmission, tyres, all excellent. Engine o.k. but a bit sloppy. £180. 29, Branksome Crescent, Bradford 9. Tel.: 41398. [8494]
- ULSTER SPECIAL, 1960.** Completely unique Austin 750-c.c. power unit. Every component new or reconditioned to new. Two-seater Gran Turismo body. Not to be confused with "General run of Specials". Genuine reason for sale at £275. Details: Ganderton, 8, Vanda Crescent, St. Albans. [8495]
- M.G. TD, 1950 M.O.T. certificate.** Good condition. Excellent mechanically, outstanding performance. Tuned Stage I. £295. Naylor, Marsh Crescent, Morecambe. [8496]
- M.G. TC, 1949, DEC. M.O.T. cert.** Taxed. 16-in. rear, spots, tonneau, new tyres. Batt. Specimen. £265. 194, London Road, Guildford. [8497]
- 1933 RILEY NINE Monaco with broken half-shaft.** Offers? Mincar, Shipley, Holmclacy, Hereford. [8498]
- LOADS OF ODDMENTS and useful bits** must be sold. Offers invited: Lucas bulb horn; Britool torque wrench; 700 x 21 R.-R. wheel; Set of gas welding equipment; Several ancient and modern odd sized tyres, including b/e.; Carrier for 2-gallon petrol tin; 4 vols. "Modern Car Repair"; R.-R. Phantom hub nut spanner; P.100 headlamps; 12v. 50 amp. petrol-driven portable generator; 12/40 Leaf engine (4ED); gearbox and reconditioned rear axle; Lancia Aprilia engine, gearbox and diff. 135, St. Walburgas Road, Blackpool. [8499]
- RILEY KESTREL SPRITE Saloon, 1937.** Used daily. New tyres, Taxed. M.O.T. cert. £50. Riley, 9, Preselector gearbox. £5. Walker, 12, Poplar Avenue, Dewsbury Road, Wakefield. [8500]
- LANCIAS:** Dismantling Lambda, Dilambda, Augusta and Aprilia. Most parts available. S.A.E. please. Kay, Marsh Lane, Hambleton, Blackpool. [8501]
- FIAT 500.** Breaking for spares. All parts cheap, some new parts. 11, Velsheda Road, Shirley, Solihull, Warwickshire. [8504]
- JAGUAR XK140, 1955,** fixed-head coupé, B.R.G. Two owners from new, well maintained. Radio, heater, overdrive, etc. £595. Tel.: SOL 2653. 72, Heaton Road, Solihull, Warwickshire. [8505]
- 1956 Mk. VIII Hillman Minx.** D.H.C. White, excellent condition. £400 o.n.o. Smith, East Cross, Tenterden, Kent. Tel.: 4. [8507]
- RILEY, 1937, 12/4,** touring saloon. Needs no attention. £60. 29, Remembrance Road, Coventry. [8508]
- ALVIS 3-LITRE saloon,** grey, Nov. 1952. Very sound condition. Room needed. £225 t quick sale, o.n.o. Watts, 167, Church Lane, Aston, Birmingham. [8509]

## FOR SALE—continued

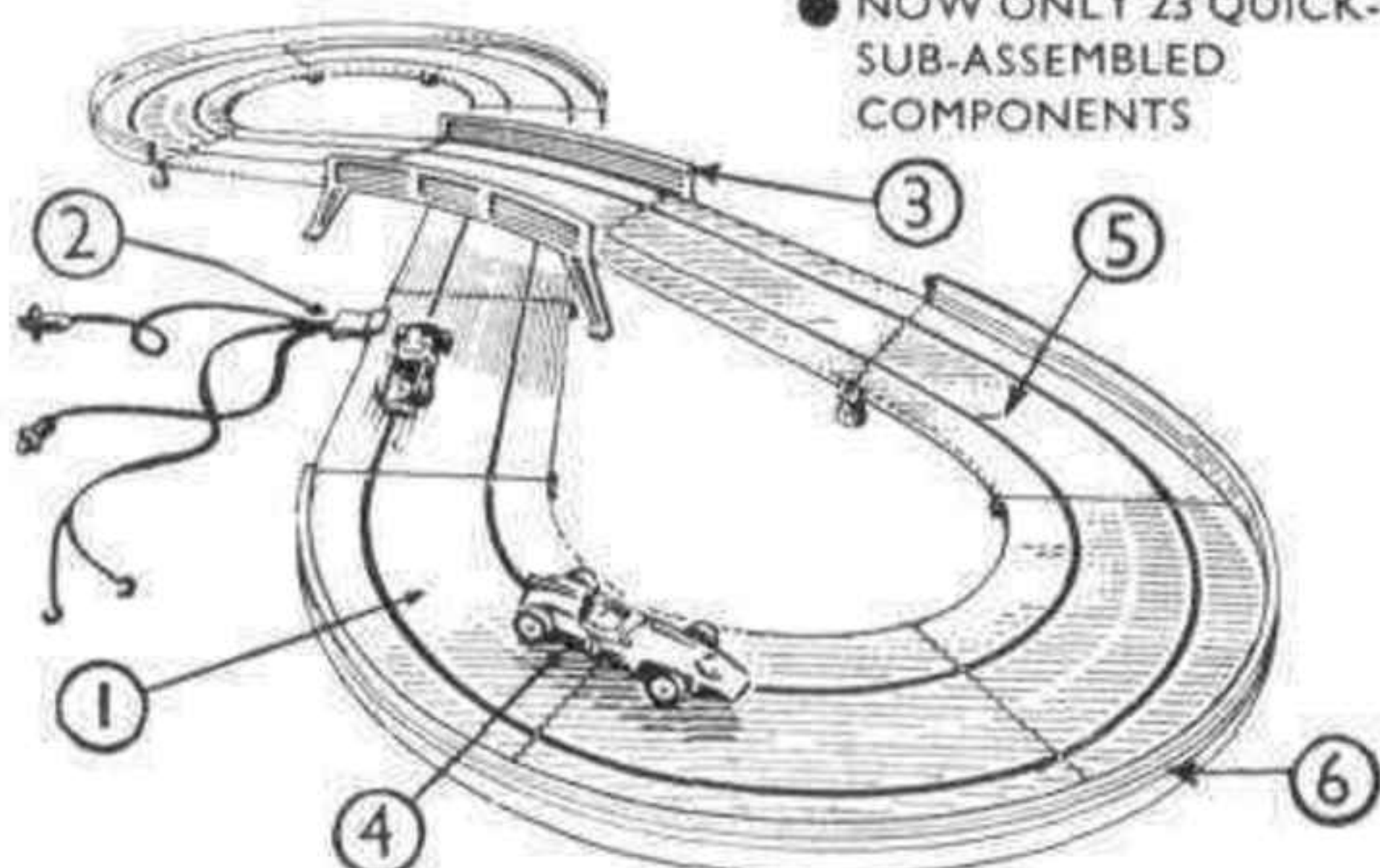
- ALLARD DROPHEAD Foursome Coupé,** reconditioned engine, passed test. Good condition, 1949. Taxed. £85. Tel.: Camberley 1870. [8510]
- ANOTHER 1928 STANDARD NINE!** Mechanically good. Body needs attention. £20. Tel.: Shurdington 383. [8511]
- JAGUAR, 1956, 2.4, S.E. overdrive,** Stage II mods., engine, suspension; competition linings; nearly new "X"s. £625 o.v.n.o., also pet KN M.G. 1935 Tourer, excellent throughout £125 to good and kindly home only. H.P. could be arranged on both above. Ernst, High Birch, Weeley, Clacton. Tel.: Weeley 248. [8512]
- TO IMPECUNIOUS STOCKBROKERS.** An ideal gift for your mistress. Fiat 1100 1957 saloon (registered October 1956), pale blue, cream wheels, 75 m.p.h., 35 m.p.g., huge brakes. Maintained by Chartered Mechanical Engineer. £430 or offer (might consider discarded mistress in p.c.). Bugden, 137, Chislehurst Road, Orpington, Kent. Tel.: 22690. [8513]
- ALEXANDER TURNER.** Stage I, ivory/black, 3,000 miles, August 1960. £495. Christie, Lochdochart, Crianlarich, Perthshire. [8514]
- 1955 AUSTIN HEALEY 100,** red, black interior, 36,000 miles, fitted heater, chrome rack, overdrive, wire wheels, Le Mans modifications, in excellent condition. H.P. arranged, can be seen London area week-ends. Bunyan, 31, Norwich Street, Dereham, Norfolk. Tel.: 533. [8515]
- 1957 SWALLOW DORETTI.** Red. V.G. hood, heater, w/washers, "X"s, 1/rack. £450. 28, Clevedon Road, Luton. Tel. 8420. [8516]
- BREAKING M.G. TA engine and gearbox.** All parts. 37, Beaufort Mansions, S.W.3. Tel.: FLA 9495. [8518]
- M.G. PB, 1936.** Fitted re-con. Ford Ten, Aquaplane mods., M.G. box, hyd. brakes, recent re-spray and hood, four good tyres, new c.w.p., M.O.T. cert. Sound of wedding bells forces reluctant sale. Hagglings starts round £100. Tel.: Leeds 65.7916. [8519]
- PORSCHE 1600 f.h.c., 1957.** Dark red, radio, immaculate. £550 plus Gordini/VW/Simeca or sell outright. Tel.: Derwent 5656. [8520]
- SPRITE G.T. hard-top (Ashley), white;** £30 complete. 2, Thorparch Road, S.W.8. Tel.: MAC-aulay 6964. [8521]
- BENTLEY, 1937, 3 1/2-litre,** Thrupp & Maberly saloon, good tyres, passed M.O.T. test. £190 o.n.o. Ellis, The Garage, Walnuttree Lane, Sudbury, Suffolk. Tel.: Sudbury 2732. [8522]
- BENTLEY SPARES:** 3-litre Barnato record engine 1109. 4 1/2 complete car ex-"Bulldog Drummond." "C.B.S." gearboxes, wheels, axles, columns, magnetos, bonnets. Lots more. Export considered. Morton, Oaken Clough, Ashton-under-Lyne, Lancashire. [8523]
- FRAZER NASH-B.M.W. 328 Sports/racing car.** Excellent mechanical condition, fitted attractive full-width A.C.-Bristol type aerodynamic body. Modified suspension. Excellent tyres. Prepared ideal for sprints, club racing etc. Oulton Park 2 min. 8 sec. £265 o.n.o. Write: R. W. Brown, "Hermes Hill," Macclesfield Road, Wilmslow, Cheshire. [8525]
- M.G. TC, 1949,** Stage I tune, spots, tonneau, heater, extra instruments, green, excellent order. £225 or 1951 Minor or similar and £75. Hinchliffe, Woodland, Troway, Marsh Lane, Sheffield. [8526]
- 1953 SUNBEAM ALPINE,** silver grey, red leather interior, enthusiast's car in specimen condition, numerous extras including rev-counter, tonneau cover, H.M.V. push-button radio, twin spot and fog lights, heater, etc. No expense has been spared in maintaining this car in its superb condition. £375. Mellors, 92, Kedleston Road, Leicester. Tel.: 36655. [8527]
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- 500-c.c. NORTON Ray Martin Special F3 car,** 100% condition. New tyres. Only wants seeing. £175. o.n.o. Jap 500-c.c. 4-stud dirt track engine, fully modified and complete. £45. Tel.: Elgar 6737. [8549]
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- 1956 LOTUS Mk. VI 1172-c.c. Stage 4A.** Very fast, beautiful condition. B.R.G. Full weather equipment. 360 guineas. Tel.: ARN 8073. [8553]
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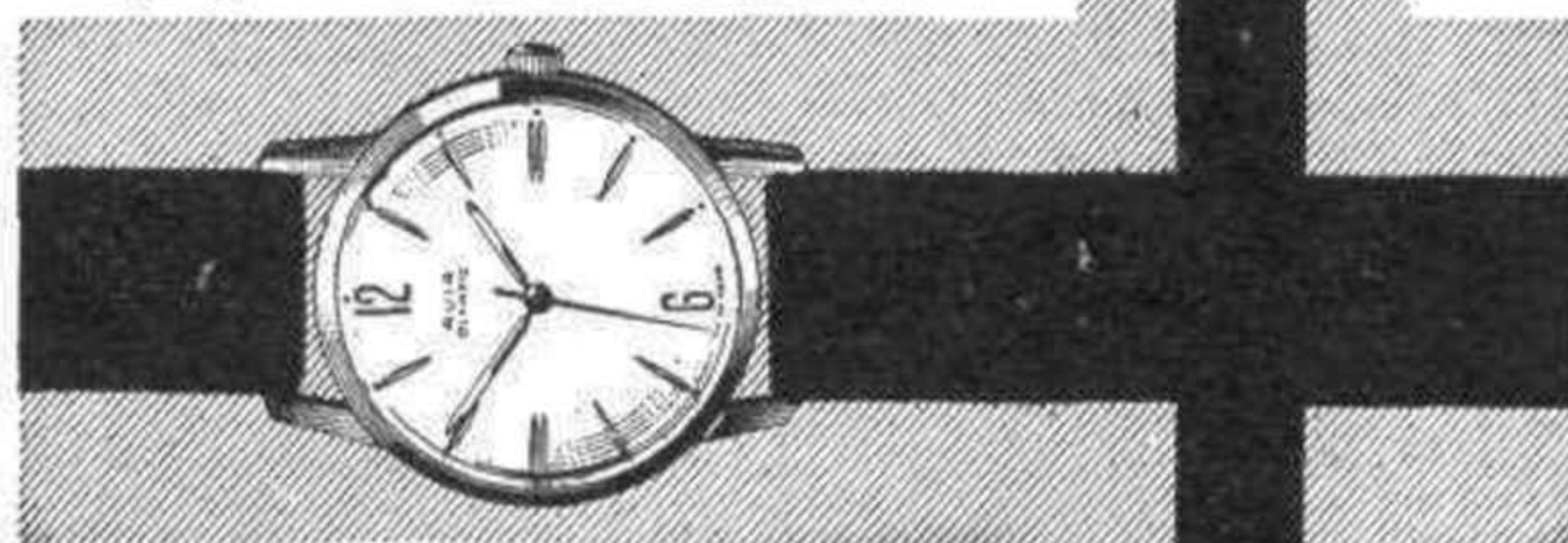
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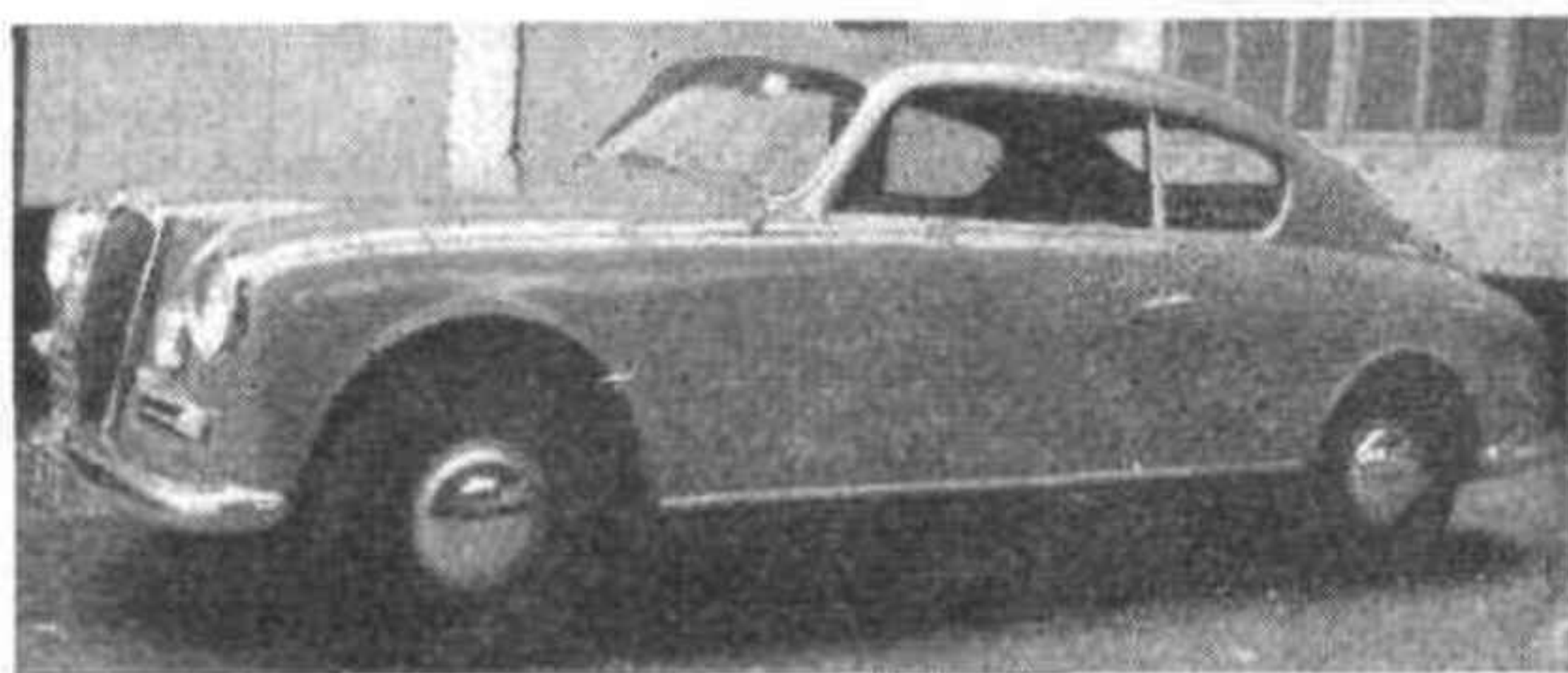
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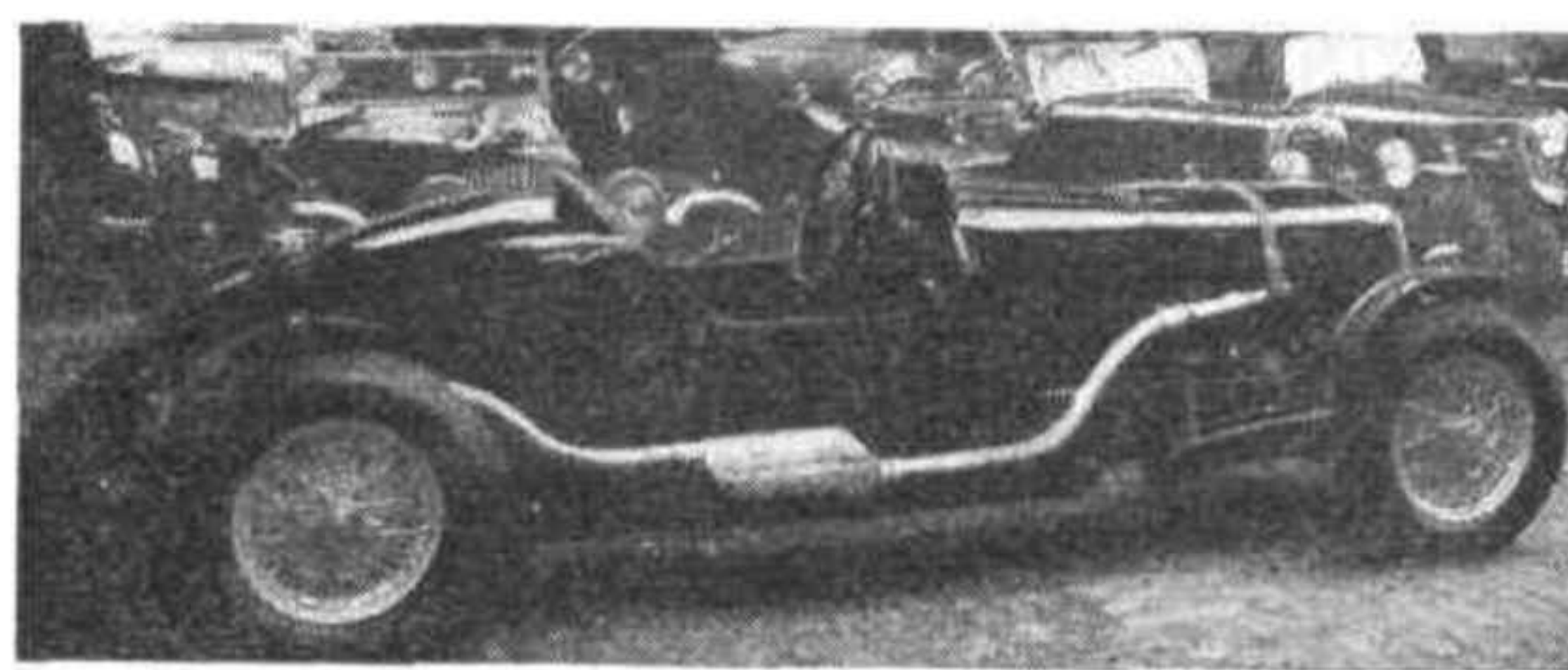
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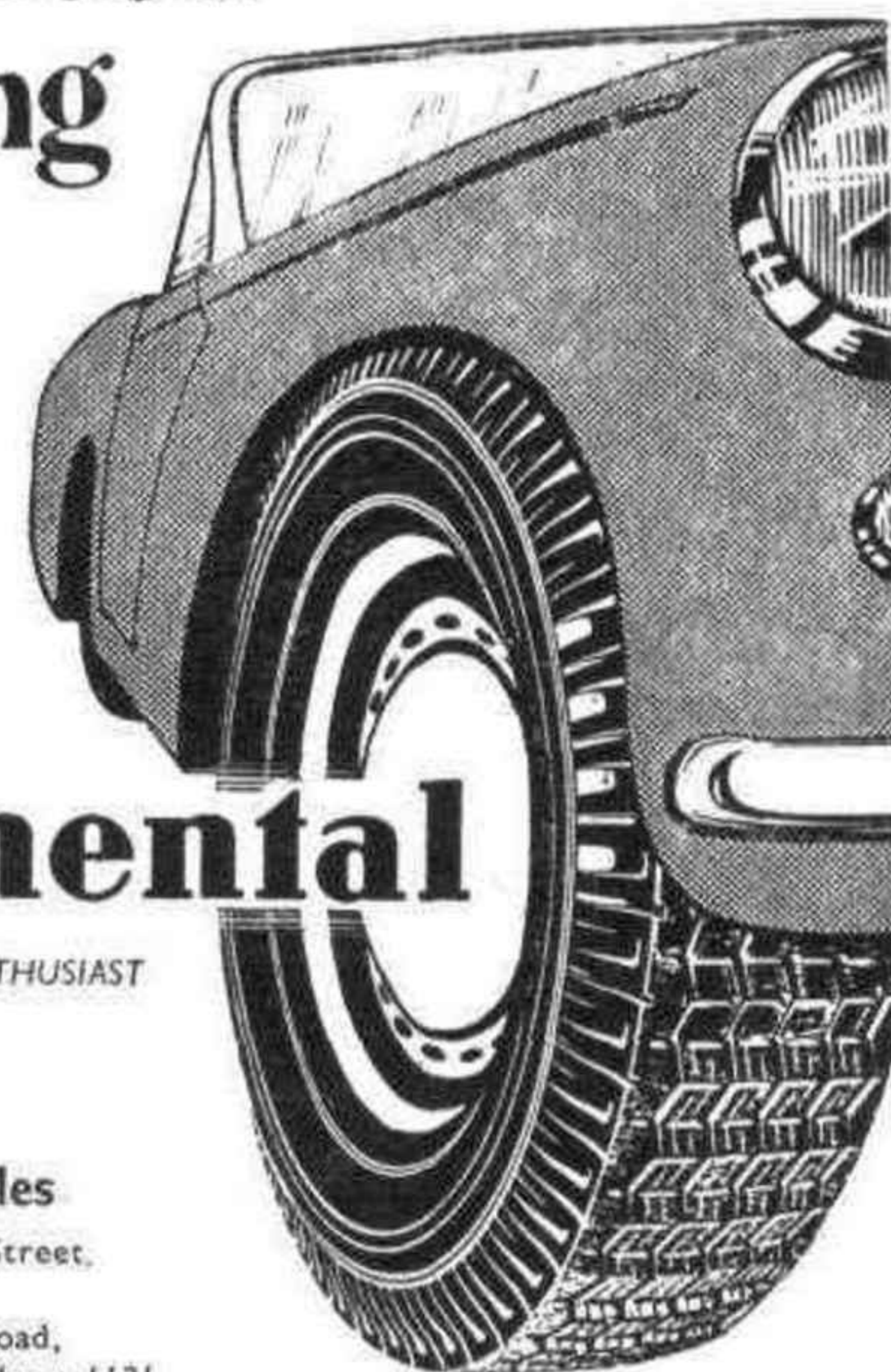
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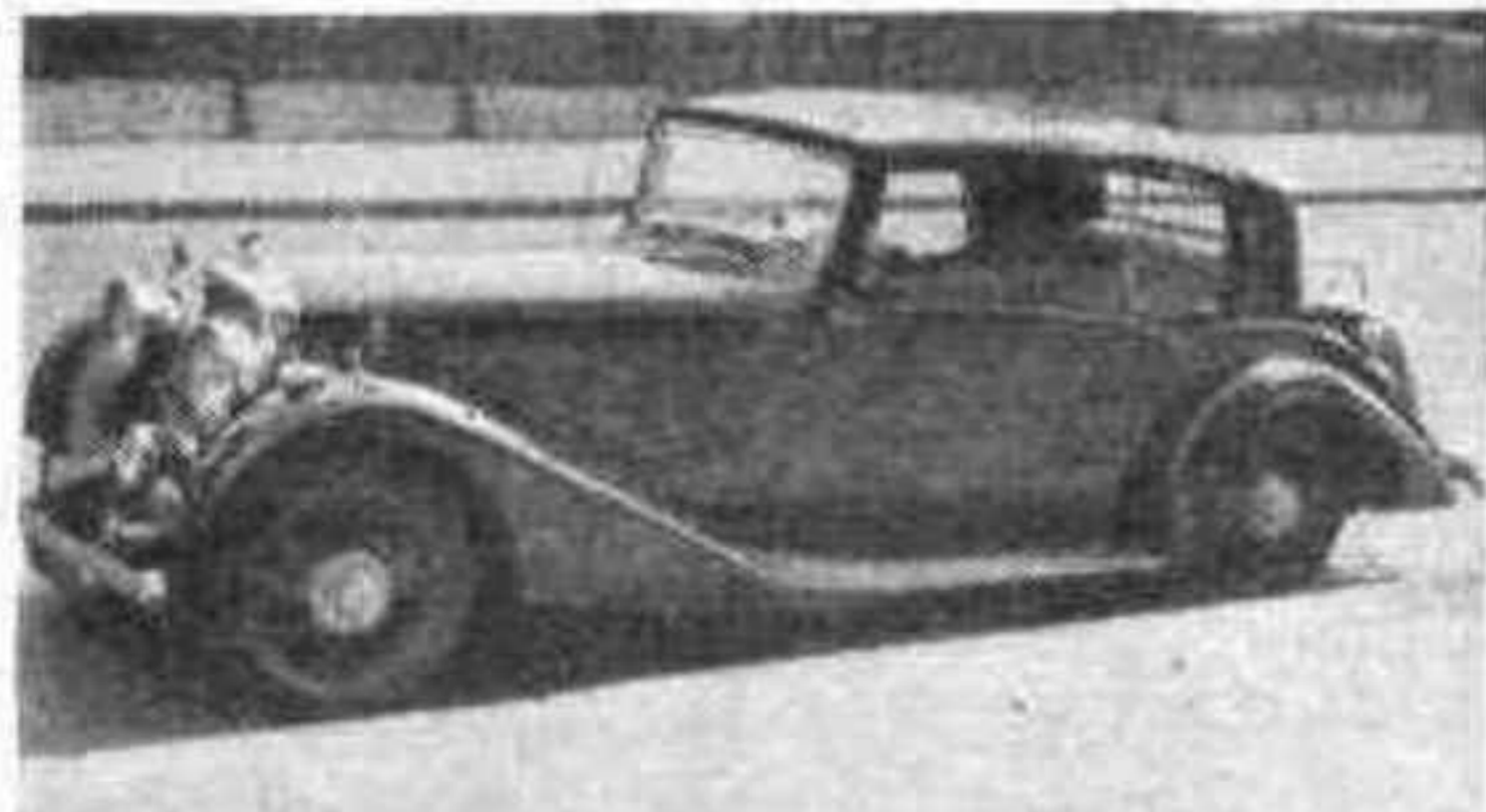
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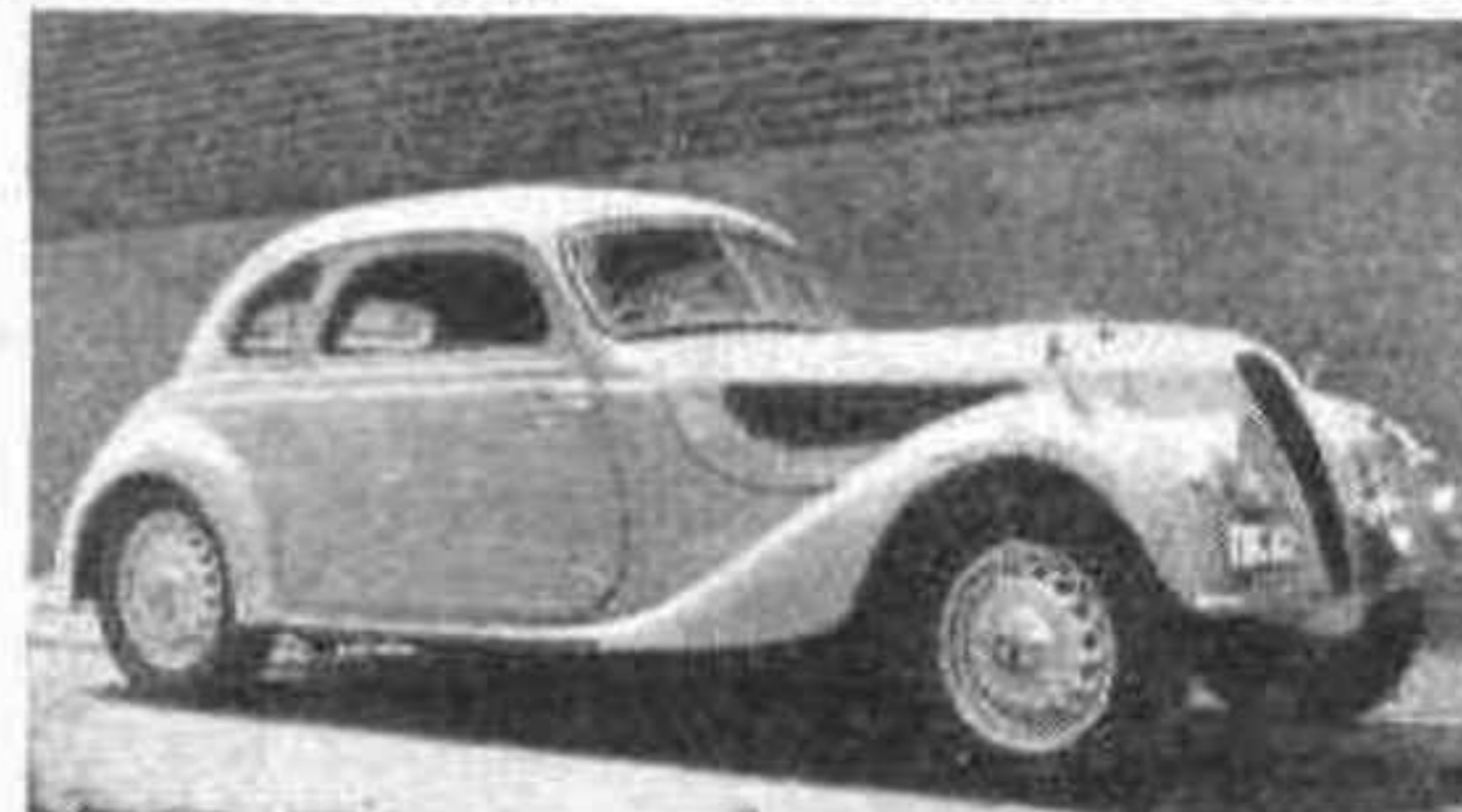
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- £1,025 ALFA ROMEO Guilietta Sprint, 1957. A superb specimen in black with two-tone red and white upholstery. Push-button radio, heater, etc. Michelin "X" tyres fitted.
- £825 TR3A, 1960, in red. 3,600 miles only. Black trim. Occasional rear seat. In perfect order.
- £765 TRIUMPH TR3A, 1959, in red, with black hard-top. In mint condition throughout.
- £735 AUSTIN HEALEY BN4, 1958. Occasional four-seater. Six-port head. Finished in red and black. This is a one-owner car, fitted with overdrive, "X" tyres, twin spotlights, etc. A specimen example.
- £645 AUSTIN HEALEY BN4, late 1957. Occasional 4-seater, fitted with overdrive, radio, heater. Superb in beige and black. New "X" tyres.
- £625 M.G.-A Roadster, 1958. A specimen example in red, fitted with luggage rack, wood-rimmed steering-wheel, heater, etc. Replacement B.M.C. engine recently fitted. Full service history available.
- £625 PORSCHE 1,500 l.h.d. Fixed head coupé. Gearbox and engine just overhauled. A beautiful example in silver grey with tan interior.
- £595 FAIRTHORPE ELECTRON, 1960 Series. Fitted with Climax 1200 unit, wire wheels, disc brakes, radio, etc. In silver grey with red trim. An excellent example.
- £545 AUSTIN HEALEY 100M, 1954. Fitted with 4-speed gearbox, overdrive, wire wheels, heater. Disc brakes all round. Wood-rimmed steering-wheel. Engine just completely rebuilt and bodywork in immaculate ivory with red trim.
- £625 TRIUMPH TR3. Registered 1960. Disc brakes. 3A body, overdrive, radio, heater. Pale blue with black trim. Occasional rear seat.
- £485 M.G. TF, 1954. This is an outstanding example in pale grey with red interior. This car has done a genuine 22,000 miles from new and is virtually a one-owner car. New tyres have just been fitted together with full weather equipment and chrome luggage rack.

- £485 AUSTIN HEALEY Sprite. Late 1959. Tonneau cover, sliding screens, etc. Bodywork in dark green, with matching trim. "X" tyres, racing mirrors, etc.
- £399 M.G. TD, Mark 2, 1953. An extremely genuine two-owner motor-car, fitted with new engine in 1958. Bronze, with red trim. A specimen example.
- £395 CONNAUGHT. 2-seater sports, 1953. L3 engine. A magnificent motor car being unmarked on the body and in first class mechanical order. ENV gearbox.
- £345 BERKELEY B95, 1959. Primrose with black trim. Perfect condition. Exceptionally fast.
- £365 LOTUS Mk. 7, modified 100E 1,172 unit. Full weather equipment. Spare wheel, etc. Excellent value.
- £325 TRIUMPH TR2, 1955. Red and black. Extremely fast and mechanically excellent.
- £295 JOWETT Jupiter, 1953. An excellent example in mid-blue fitted with radio, heater, etc. New engine fitted less than 2,000 miles ago.
- £285 M.G. TC, 1949. Three owners from new. A specimen example in red with beige interior.
- £275 M.G. TC, 1949. An excellent example in cornflower blue, fitted with various extras.
- £245 TORNADO 1172 Special, with Typhoon fibreglass body. Detachable hard-top i.f.s. Tuned 1172 unit.
- £205 M.G. TC, 1947. Maroon with matching trim.
- £145 FORD 1172 Special. Modified unit with c.r. gears. Extremely rapid and equally suitable for track or road.
- £145 MERCEDES, 2-seater Special. L.H.D. Extremely good runner.
- £125 FORD 1172 Special. Stilleto body. Hydraulic brakes, modified engine, etc.

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## WANTED

**ALTA O.H.V. HEAD** required for 1949 Morris Minor, Denny, 21, Greenway Road, Timperley, Cheshire. Tel.: PYR 1574. [7970]

**4AD SINGER Roadster**, this month, next month, sometime. 15, Hewens Road, Hillingdon, Middlesex. [8033]

**LANCIA LAMBDA 8th Series**: Wanted—Cylinder head/block, suitable for boring or recently bored block with pistons. Also instruction book. Box No. G.188. [8188]

**AUSTIN NIPPY** delapidated specimen wanted for restoration. Towable. Cheap. Baker, Pevensey, Old Lane, Crowborough, Sussex. [8233]

**DELLOW, 11/6**, Special or similar suitable for young man, around £200 cash. Tilzey, 175, Ilchester Road, Yeovil. [8346]

**IMMACULATE M.G.-A.** black preferred. Full details, condition, etc. Box No. G.836. [7836]

**WANTED.** Clutch spinner 1930 1½-litre International Aston (var.in. J. W. Kendal, 415, Crompton Way, Bolton, Lancs. [7842]

**FOR BUGATTI T35B.** Dynamo, starter, clock. Also 138 steering wheel, lights, W.H.Y.? Payne, 40, Garscube Terrace, Edinburgh. [7905]

**WANTED.** Folding Aero screens for 1923 Bentley V.D.P. body. Write or tel.: Smith, Ashcott Hall, Ashcott, Bridgwater, Somerset. Ashcott 200. [7906]

**16-IN. WIRE WHEELS** for TC. Also hood and s/screens. Details to Shearman, 12, Clifton Road, Paignton. [7907]

**FORD ENGINE 100 OR 100E** modified for acceleration, not top speed required for spare. Also 5.1 crown wheel and pinion. Nock's Brickworks Ltd., Holly Lane, Birmingham, 24. [7915]

**TRACK ROD AND ENDS** for Delage D6/70. 10, Park Avenue, Rogerstone, Mon. [7957]

**WANTED.** Six-branch exhaust for Mk. I Zephyr. 18, Willow Road, Solihull, Warwicks. [7967]

**RENAULT 4-SPEED GEARBOX.** Must be in good order. Immediately. Lindsay Kerr, 55, Dumbreck Road, Glasgow, S.1. [7971]

**WANTED.** For Mercandaz 15/90: Serviceable crown wheel and pinion (E.N.V. 9 x 36) or complete axle—desperate. E. J. Bowles, Garfield House, Blagreaves Lane, Littleover Lane, Derby. [7972]

**JAGUAR S.S.100** wanted by Canadian Classic enthusiast visiting England in August. Prefer 1939 model in concours condition, but will consider others. Box No. G.976. [7976]

**PEERLESS WANTED.** Reasonable price and condition. Carr, 15, Recreation Road, Parkstone, Dorset. [7995]

**WANTED.** Four-speed gearbox or overdrive, suitable for 1956 Ford Escort. Reply: Lt. Ferguson, H.M.S. "Thunderer," Plymouth. [7998]

**WANTED.** Rolls-Royce, any type, the bigger the better. Also 6 700 x 19 tyres. No rubbish to exchange. Cash transaction. Write: 15, Maryfield Close, Bexley, Kent. [8027]

**ULSTER AUSTIN** required, condition immaterial. Also spare engines and parts. Box No. G.032. [8032]

**BUGATTI T37** required. Cash waiting. Price according to condition. Good home assured. Also Smith's thermometer, bezel mounted, black or white/alum. 2½ in. Gilbert, Wilkinson's Yard, Stafford Street, Derby. Tel.: 44124. [8072]

**ALVIS J.T. 12/50.** Birmingham advertiser, ex owner of wide-seat d.h.c. with dickey, seeks above average example of this model or similar. Price and location or secondary importance if condition right. Full details, please. Box No. G.103. [8103]

**RAYMOND MAYS** head carbs, manifold, exhaust or similar wanted for Mark 2 Ford Zodiac. Sanderson, 83, Mayfield Avenue, Dalton, Huddersfield. [8149]

**ASTON MARTIN DB 2/4** trailing link rear axle casing and diff./ass'y. Any ratio. Will consider complete axle. Firman, 20, Hooley Range, Heaton Moor, Stockport. [8150]

**PRE-WAR 12-volt Bosch horn.** Trumpet type. Roberts, Princes Street, Ulverston, Lancs. [8151]

**S.S.100 FRAZER NASH.** Aston, Riley, Lagonda or equivalent pre-war thoroughbred sports car. Required for cash. Must be original, any condition considered. Must be cheap. Box No. G.161. [8161]

**MARLBOROUGH CAR** (manufactured c.1909-1925 by T. B. Andre & Co.). Photos, information, actual car or parts urgently wanted. Box No. G.174. [8174]

**AUSTIN HEALEY 100.6** front body panels, seats, interior trim, windscreen, rear springs and hard-top. Hobson, 14, Hannon Road, Kings Heath, Birmingham, 14. [8182]

**HUMBER 8-18.** Preferably unrestored. Consider restored vehicle. Reasonable price. Must be original. Dunham, 118, Eton Road, Orpington, Kent. [8194]

**WANTED.** Sidescreens for 1935 Austin 10 2-seater coupé. Burns, Church Street, Charlbury, Oxford. [8195]

**WANTED.** Benevolent gentleman willing to donate Austin Chummy to enthusiastic boys of well known public school. Details to: Newson, 6, Marsh Close, London, N.W.7. [8196]

**WINDSCREEN FOR ASHLEY** 750 or Falcon Mk. I (Austin). 6, Wigley Road, Leicester. [8197]

**LAGONDA, ALVIS, FRAZER NASH** 3/4-seater tourer in good mechanical condition, good hood; shabby body no objection. Details and sensible price to: Leighurst Cottage, Bartons Road, Havant, Hants. [8327]

## WANTED—continued

**RACING RILEY SPARES.** Sprite sump, anything, even incomplete sets, by London non-dealer enthusiast. Box No. G.368. [8368]

**MORGAN.** Rough or damaged for rebuilding. Price and particulars to: Mason, 21, Westminster Road, Macclesfield, Cheshire. [8370]

**FORD 10 SPECIAL.** Must be basically sound. Open fibreglass body. £110 cash. 24, Parkgate Road, Chester. Tel.: 25912. [8371]

**WANTED.** Austin Seven i.l.s., wide track, Speedex, preferred. State price. 81, Canford Lane, W.-o-T., Bristol, 9. [8372]

**WANTED.** M.G. J2 cylinder block. Must be sound, or reconditioned engine. King, "Range-side," Waltham Road, Boreham, Essex. Tel.: Boreham 335. [8374]

**ROLLS 20** drophead coupé or tourer 1924-30, up to £250. Bassett, Bodiwun, Bala, Merioneth. [8375]

**WANTED. MORGAN PLUS FOUR** 2-seater, 1955/6 in mint condition. TR engine preferred. £400, cash available. Allen, 288, St. Albans Avenue, Weybridge. [8376]

**RESTORED VINTAGE CHUMMY** with M.O.T. certificate. Originality unimportant. Must be sound throughout. Box No. G.377. [8377]

**WANTED 30/98 VAUXHALL** in really good condition. Send details, including price, to: L. S. Michael, 26, Bryanston Square, London, W.1. [8378]

**CLOCK JAEGER**—White face, suitable O.M. Sidewinders. Barrel dia. 3.25. Knight, Stoke Abbott, Beaminstor, Dorset. [8379]

**BULLNOSE MORRIS.** Preferably reasonable condition, price. Box No. G.380. [8380]

**LAGONDA 2.6 SALOON.** Immaculate condition, or consider Rover 75. Wearden, 35, Homer Street, W.1. [8381]

**ALVIS TE 12/50** narrow bodied 4-seater tourer. Pre-1927. Preferably in original condition. Box No. G.382. [8382]

**HANDBOOK FOR 1935** Armstrong S. 12-h.p. coupé, or correspondent with experience of this model. Laver, Goss House, Street, Somerset. [8387]

**RILEY NINE MARCH SPECIAL.** 1933. Original, manual box. Sands, 58, Western Avenue, Riddlesden, Keighley, Yorkshire. [8034]

**FOR AUSTIN HEALEY 100/6.** Front off-side wing, bonnet shroud, grill, and steering column. Box No. G.473. [8473]

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**FOR 1927 FIAT 509** tourer. Crown wheel and pinion and any other spares. Ditchburn, 32, Queensway, Waterloo, Liverpool, 22. [8542]

**LAGONDA RAPIER.** Good order; about £120. Wood, 119, Canfield Gardens, N.W.6. Tel.: MAI 1715. [8543]

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**"AEROPLANE SPOTTER,"** 69-217, four missing. Best offer secures. White, 102, Whitton Dene, Hounslow, Middlesex. [7987]

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**DRILLS SHARPENED.** Four-facet grind to .0004 in. concentricity .006 in. to ½ in. dia., 18. each. Relief grind ¼ in. to 1½ in., 2s. each. Post free. Cash with order to: Drill Service, 89, Albert Road, Horley, Surrey. Also comprehensive cutter-grinding and tool-making service. Tel.: Horley 4406. [7919]

**WILL EXCHANGE** British Salmson twin cam 1½-litre open tourer, value up to £100, for double-barrelled flint-lock gun. Interested in other muzzle loading sporting guns. Howell, 49, Roland Gardens, S.W.7. [7920]

**SPRAY IT YOURSELF.** Professional equipment for hire. £2 week. 31, Brunswick Gardens, W.8. Tel.: BAYswater 6910. [7975]

**WANBOROUGH SHOW** and Gymkhana and Veteran Car Rally, August 26th, 1961. [7977]

**SPORTS 4-SEATER** coupé body. Aluminium panels, complete with wings, screen, hood, etc. 8ft. 4 in. wheelbase. Cost £250, accept £30. The Stables, Claremont Avenue, Esher, Surrey. [7992]

**VOLKSWAGEN OWNERS' CLUB (GREAT BRITAIN).** All VW owners are cordially invited to join the Club. Ten centres throughout the country are now operating. Write to the Secretary: J. F. Wallen, 22, Howitt Close, Hampstead, N.W.3. [8042]

**MICROCELL SEATS** unused. Pair, red and grey. £9.10s. each. Tel.: Swansea 66695, evenings. [8106]

## MISCELLANEOUS—continued

**PERSONAL ACCIDENT INSURANCE** for sports-car passengers. 15s. per seat. P.G. Insurance, 34, Cator Road, S.E.26. Tel.: SYD 2695. [8152]

**12/4 RILEY FALCON SPARES.** Also 9-h.p. cheap. 1½-litre Invicta head, manual box, crankshaft, radiator, etc. £10. Tim Ely. Tel.: Walton-on-Thames 20942. [8365]

**THE MOTOR RACING HOLIDAY** of a lifetime by Mimicoach, August 5/18, European Grand Prix, Nurburgring, then through the Austrian Tyrol to Pescara for the Six-Hour Race, with four days on the Italian Adriatic coast, returning through Switzerland and France. 23 guineas. Camping equipment available. Italian Grand Prix, September 7/13, 15 guineas. Moroccan Grand Prix, Casablanca, October 20/November 4, 29 guineas. Arthur Rusling, Wayside, Worthington, Ashby, Leicestershire. Tel.: Osgathorpe 361. [8383]

**WHEEL 5.25 x 16,** tyre, tube, new, ex A40. £6. Tel.: Weybridge 4091. [8384]

**M.G.-A CHROME** luggage rack, as new. £5. Tel.: GIP 6253. [8385]

**ARE YOU A BACHELOR?** Have you a car? Then send 3d. stamp to International Bachelors Car Club, 44, Old Bond Street, London, W.1., when you may learn something to your advantage. [8544]

**M.G. TC** petrol tank. New, unused, clipper blue; complete with all fittings. Cost £12, accept £8 or offer. Cross, The Hoo, Brockhill Road, West Malvern. Tel.: Malvern 495. [8545]

**H.M.V. PUSHBUTTON RADIO** for Tk2/3; half price, £15. Sundeala, Broadwoodkelly, Winkleigh, Devon. [8546]

**YOUNG BACHELOR** and M.G. wishes contact young lady able to rally navigate. Surrey. Box No. G.547. [8547]

**WHAT'S THE TROUBLE?** Over 90 different reasons. Don't get caught—use the Shanto Fault-Finding Chart. Send 2s. P.O. to Shanto Agency, 4, Fenchurch Buildings, E.C.3. [8553]

**HIRE PURCHASE AVAILABLE** for private transactions. Northern Counties Finance, 143, Boughton, Chester. [8554]

**WARNING PLAQUES** for dashboards telling passengers that they travel at their own risk. Clarke and Co., Coombe Road, Salisbury, 38. and s.a.e. [8555]

## EXCHANGES

**1957 ALFA ROMEO** Giulietta Sprint coupé, excellent condition, offered in exchange for a good 1,500 M.G. TF, with cash adjustment. Box No. G.147. [8147]

**CITROEN L.15, 1953.** Black. Recently overhauled. £225. Want a fast sport car in straight swap. Well designed 1172 Special or W.H.Y. Write only: R. Ray, 34, St. Matthew's Road, Worthing, Sussex. [7909]

**A/H/SPRITE B.R.G.,** Nov., 1958. Host "Extras". In exchange for Mini Minor or Austin Seven. 37, Zambra Way, Seal, Kent. [8020]

**A.C., 1940, D/H TOURER.** Rebuilt, resprayed, sell around £150, or exchange smaller interesting car. Tel.: Walton-on-Thames 21714. [8024]

**1959 FIAT 500** and 1957 Heinkel bubble. Both 13,000 miles. Immaculate and fitted with many extras and special fittings. Exchange/sell. Both or either for similar condition sunroof VW. Spurr, Thurlstone, Hopton Lane, Mirfield, Yorks. [8073]

**JAVELIN FOR 2 C.V.,** or sell. Bigg, Donsyde, West Lothian. Tel.: Linlithgow 406. [8105]

**EXCHANGE WOLSELEY 1500, 1958.** Excellent condition, roll bar, etc., for TR2 and cash, or £500, o.n.o. 52, Windmill Lane, Wolverhampton. [8198]

**GOOD 1934 MORRIS 10/4,** excellent tyres, etc., for good open 4-cyl. Riley, engine unimportant, or cash. Tim Ely. Tel.: Walton-on-Thames 20942. [8366]

**500-c.c. COOPER J.A.P.,** 4-stud, spare engine, whole racing outfit. Also D.H. 1923 Bullnose Morris, rare unusual collector's piece. Sell, prefer exchange rebuildable Bugatti, similar. Box No. G.386. [8386]

## SITUATIONS VACANT

**ENTHUSIAST WANTED** with some capital. Form partnership to organise car sales side of garage business with newly built modern premises near centre Manchester. Distributorship eminent Continental make available. Box No. G.908. [7908]

**ENGINE FITTERS/TESTERS** required for research and development engine laboratory. Should have good knowledge and experience of diesel engines and injection equipment. Write with details of age, previous jobs, etc., to Personnel Manager, Simms Motor Units Ltd., Oak Lane, East Finchley, London, N.2. [7939]

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**INTELLIGENT YOUNG MAN** seeks position with racing organisation, willing to travel, anything considered. Box No. G.104. [8104]

**SHOT IN DARK.** Reliable young man, 23, professionally trained design engineering will forgo wine, women and song for opportunity full-time devotion to gaining experience in competition machinery; 6 years' road experience light and heavy vehicles. Possesses no fancy ideas, only sound basic ambition and confidence (and Mimibric). Box No. G.991. [7991]



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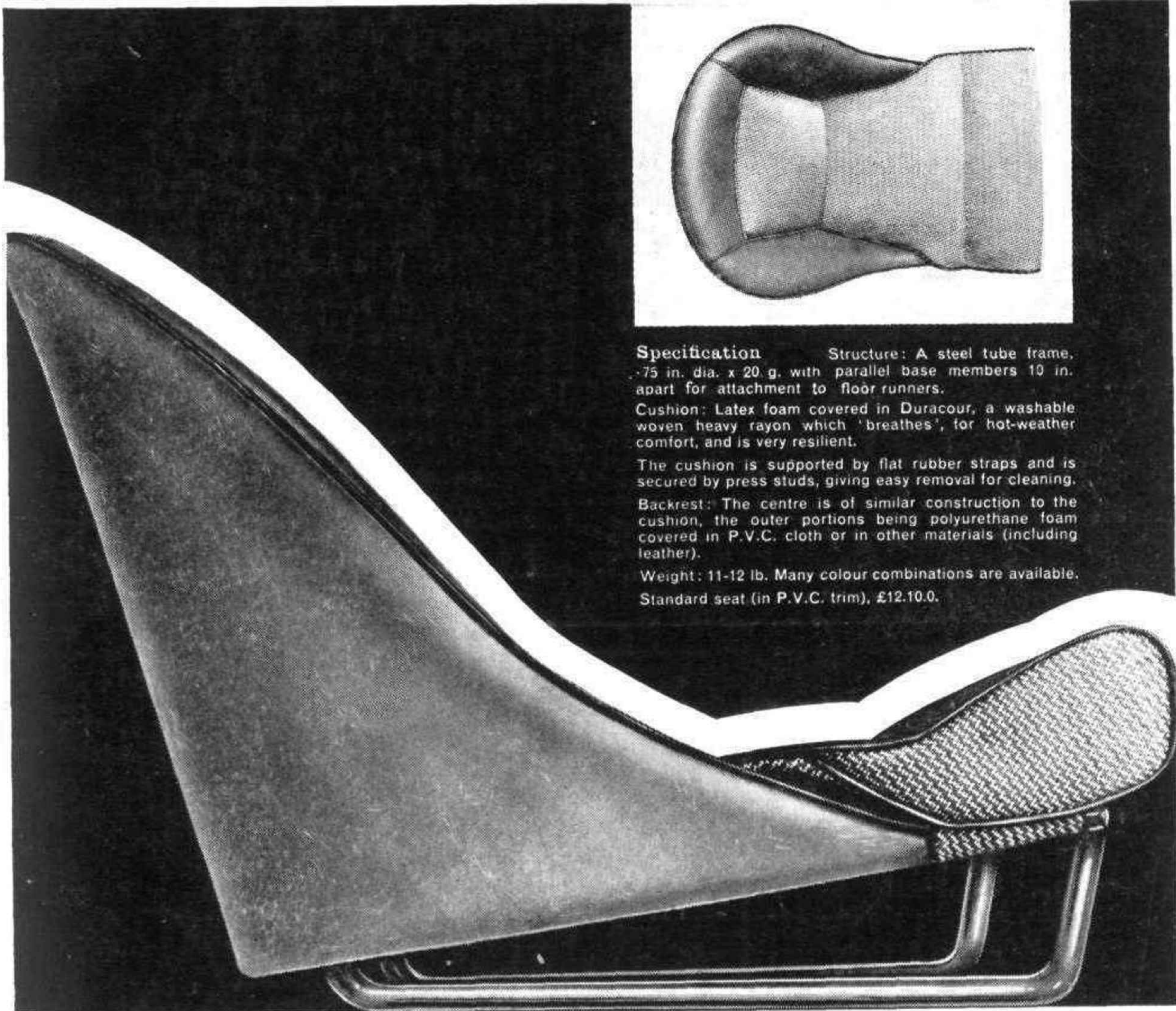
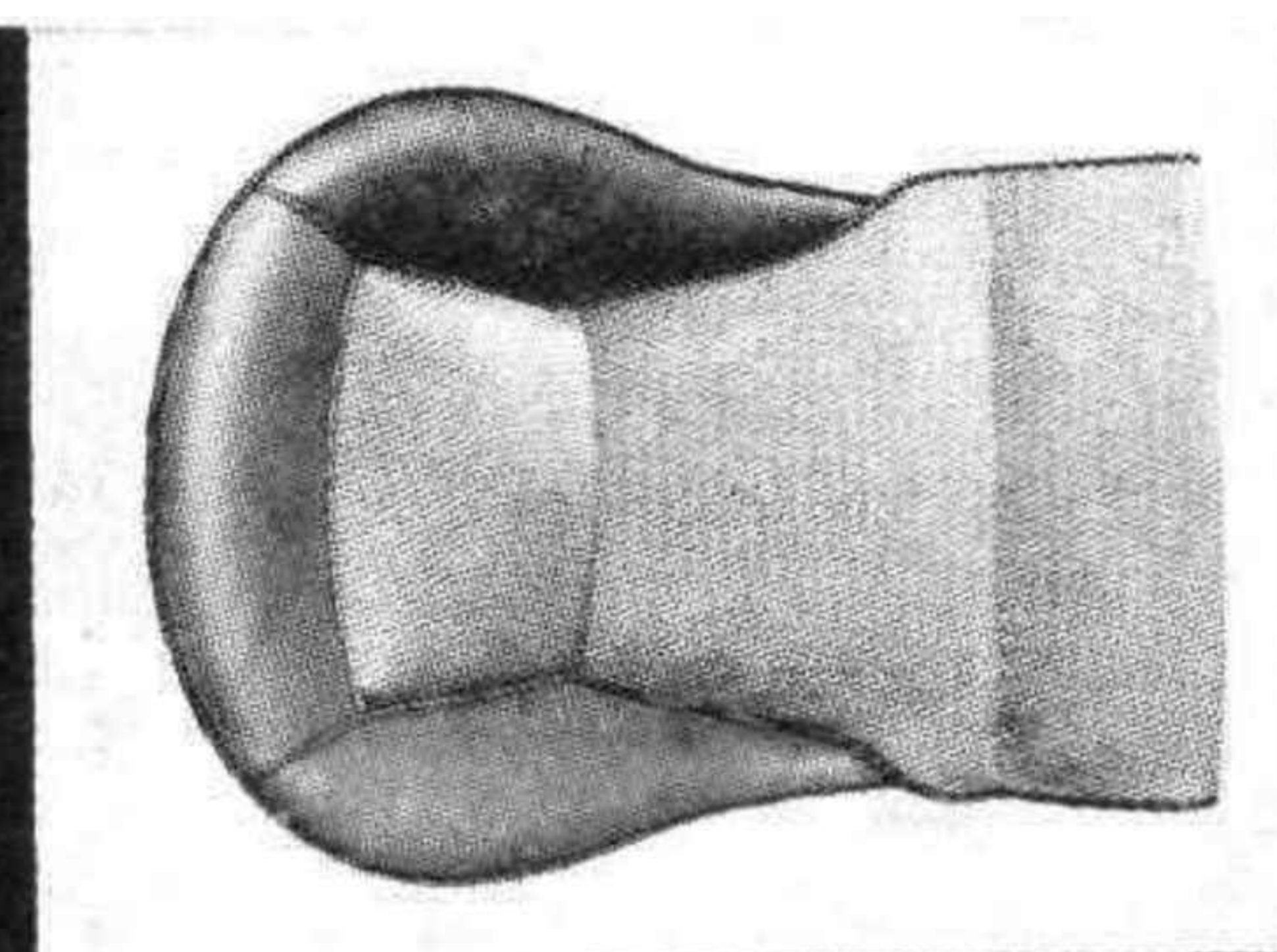
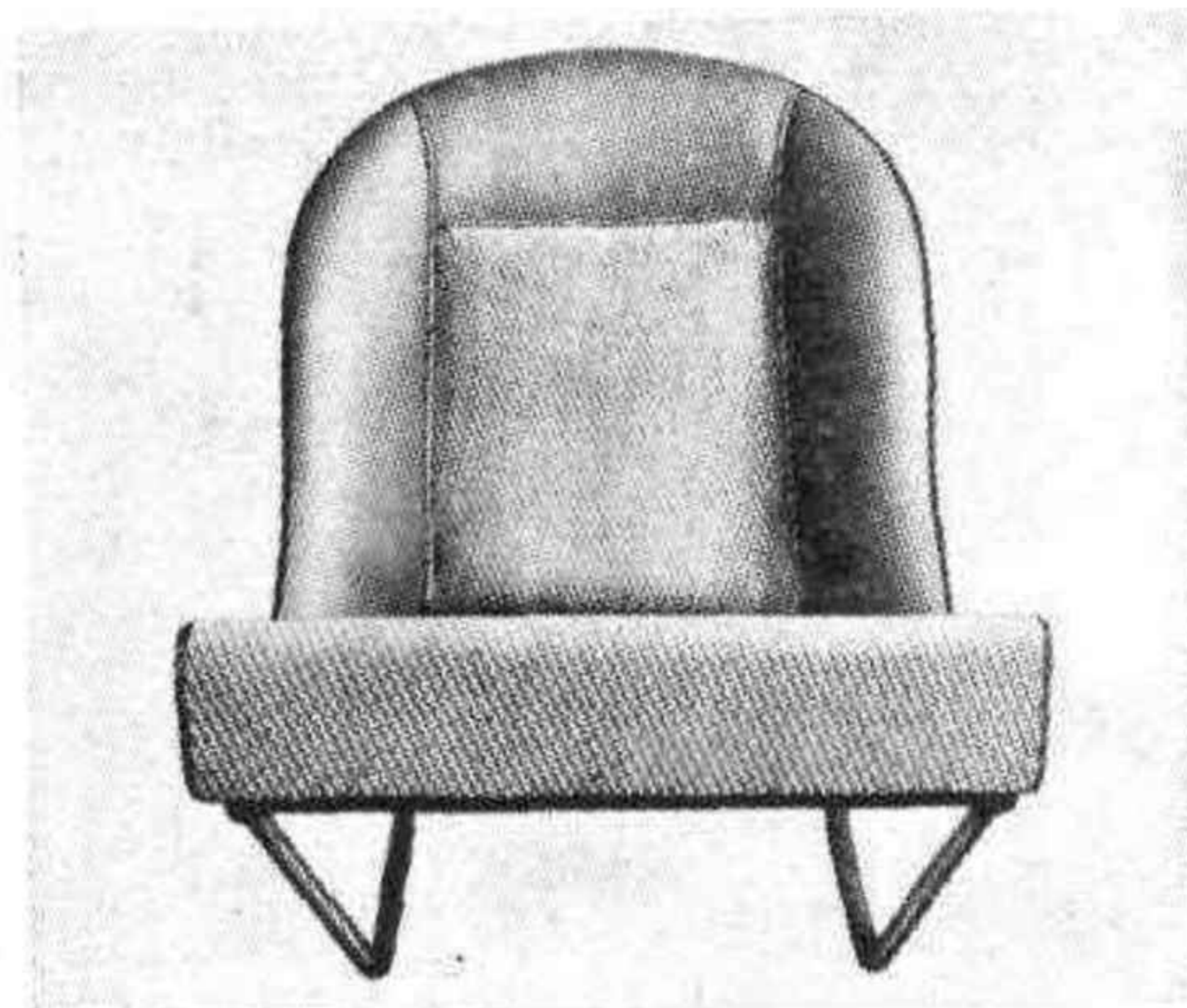
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