

Vol. XXXVI

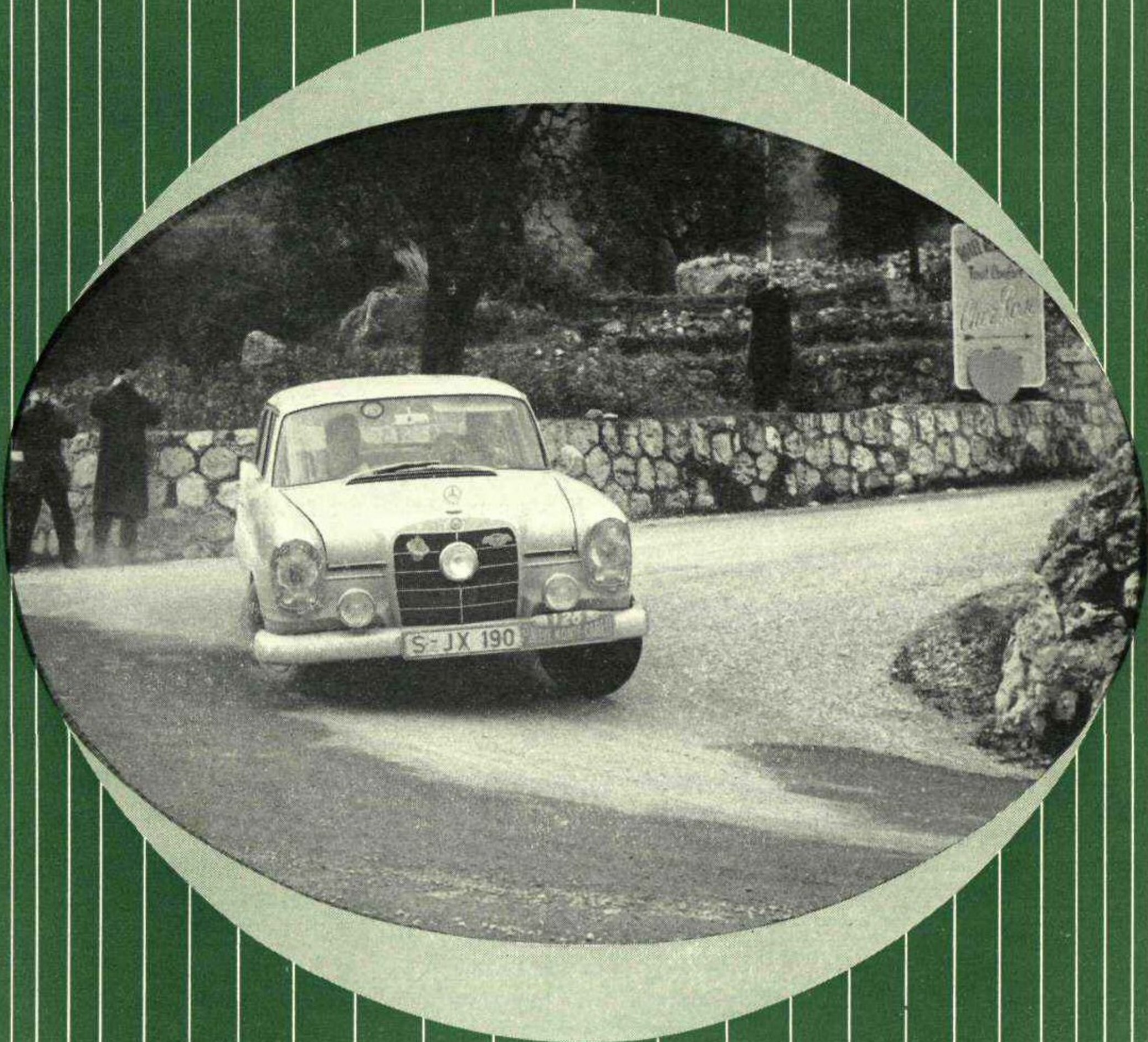
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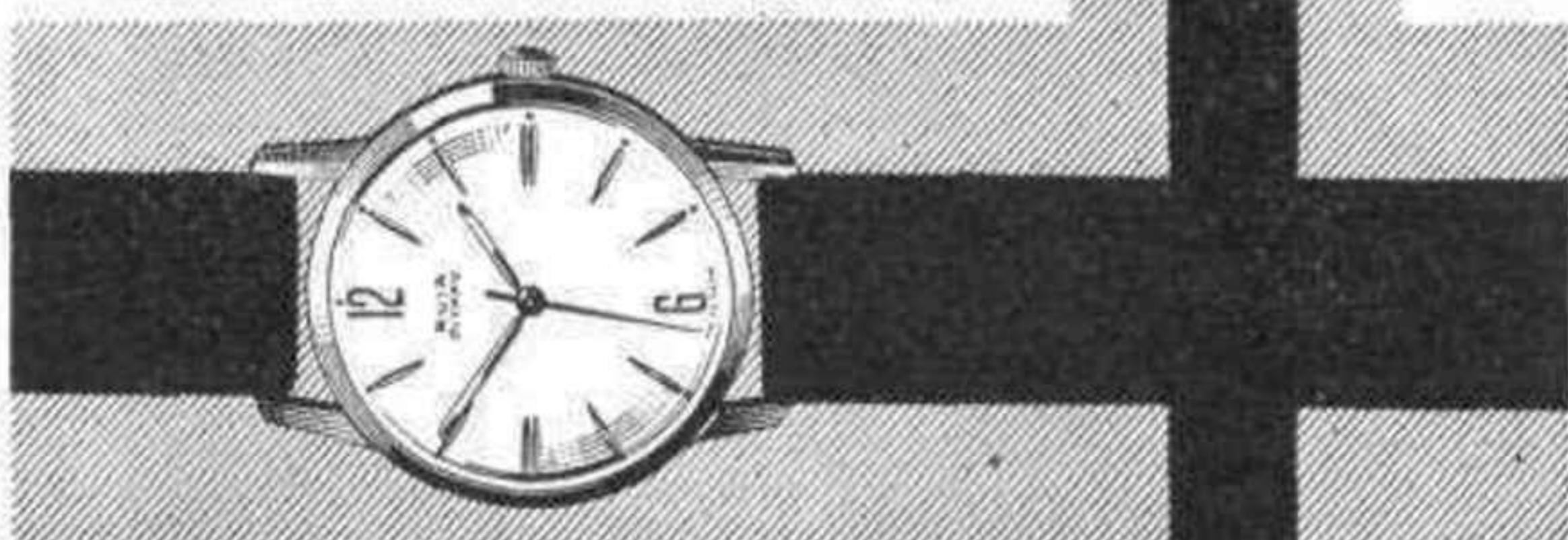
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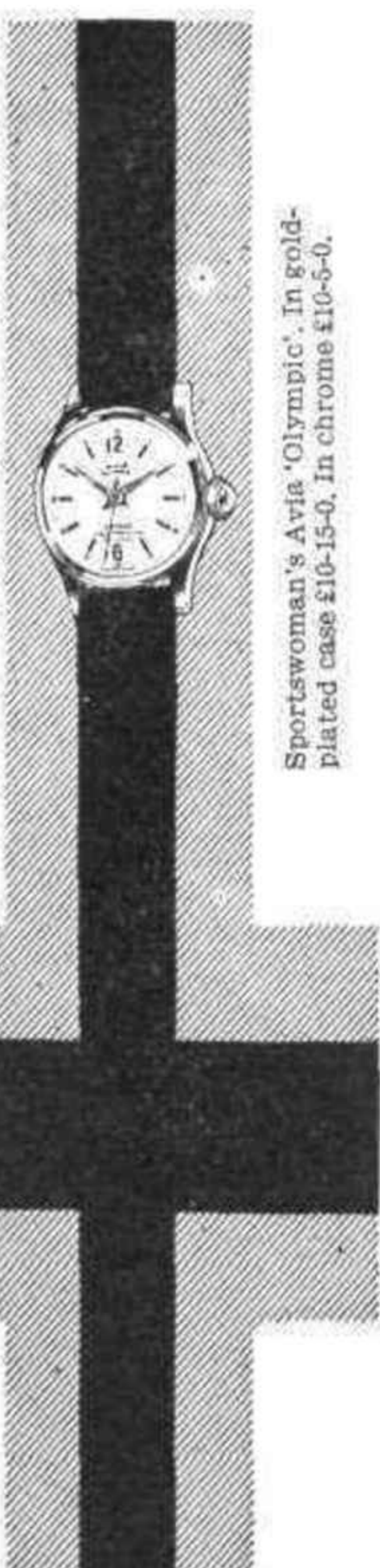
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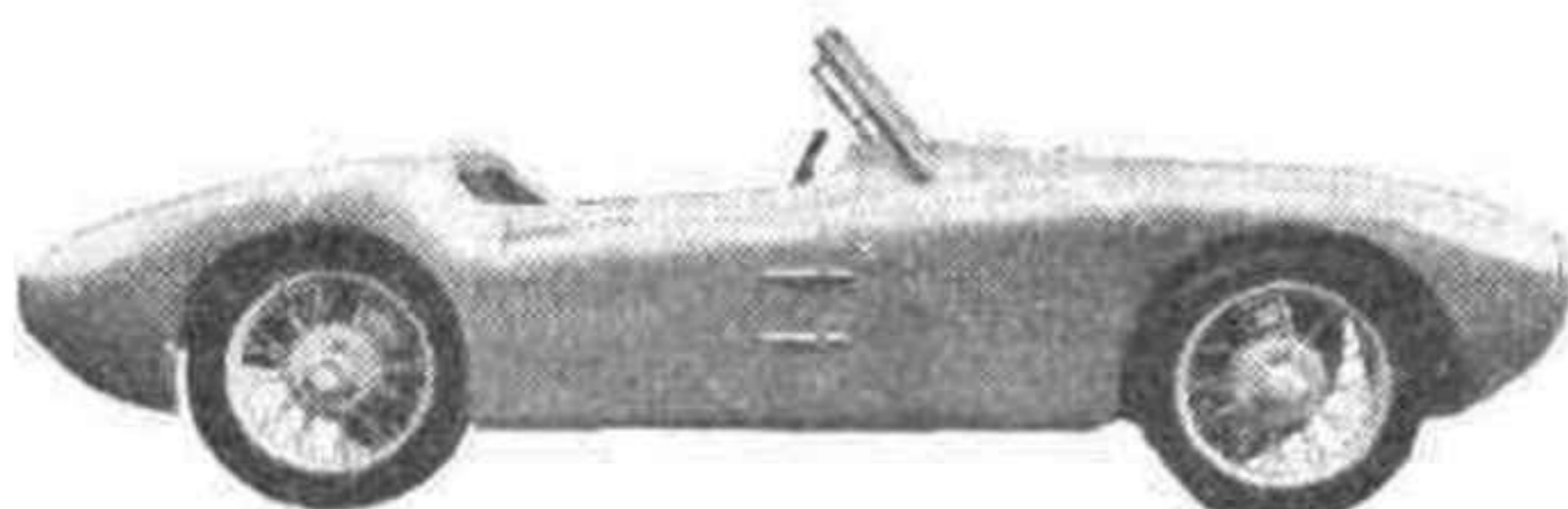


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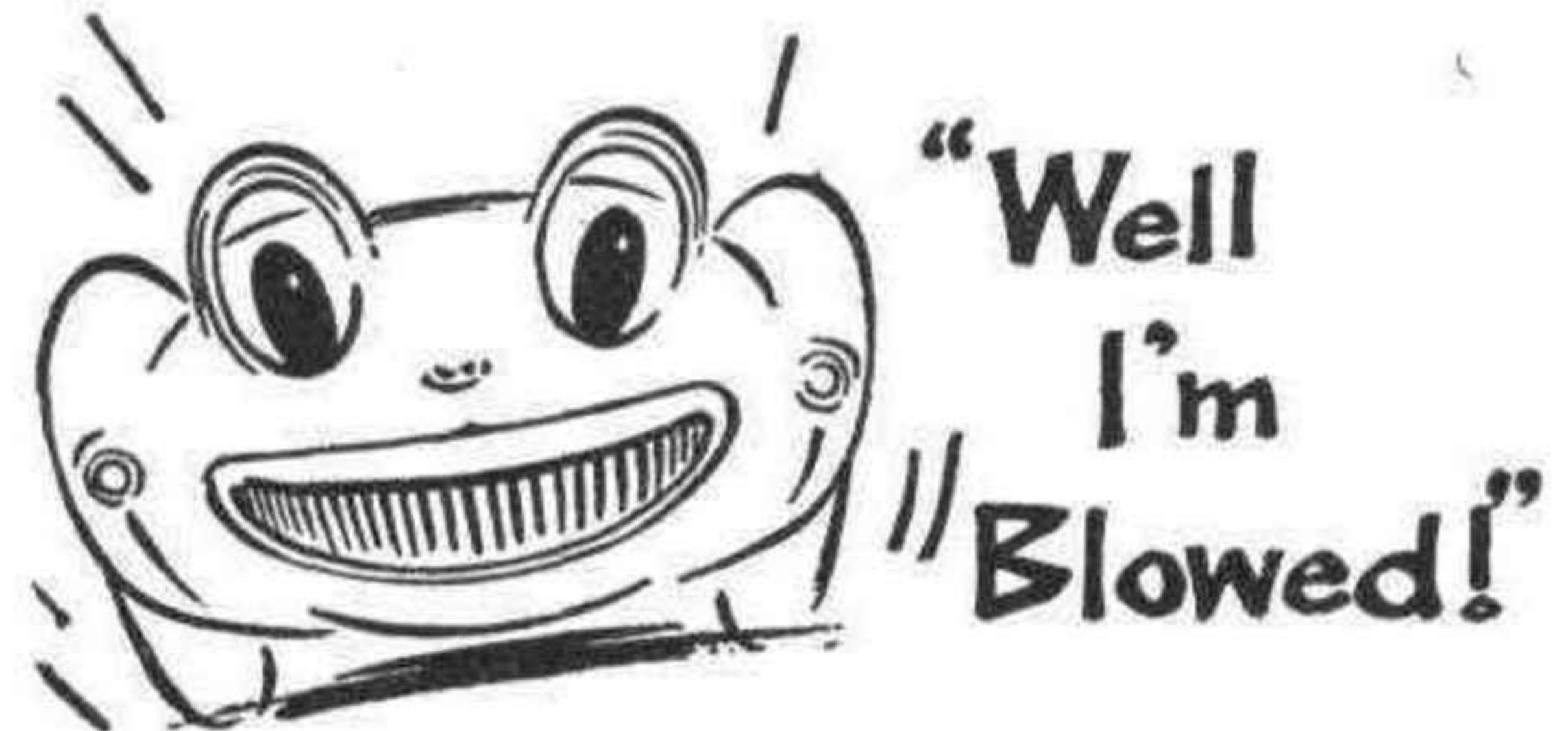
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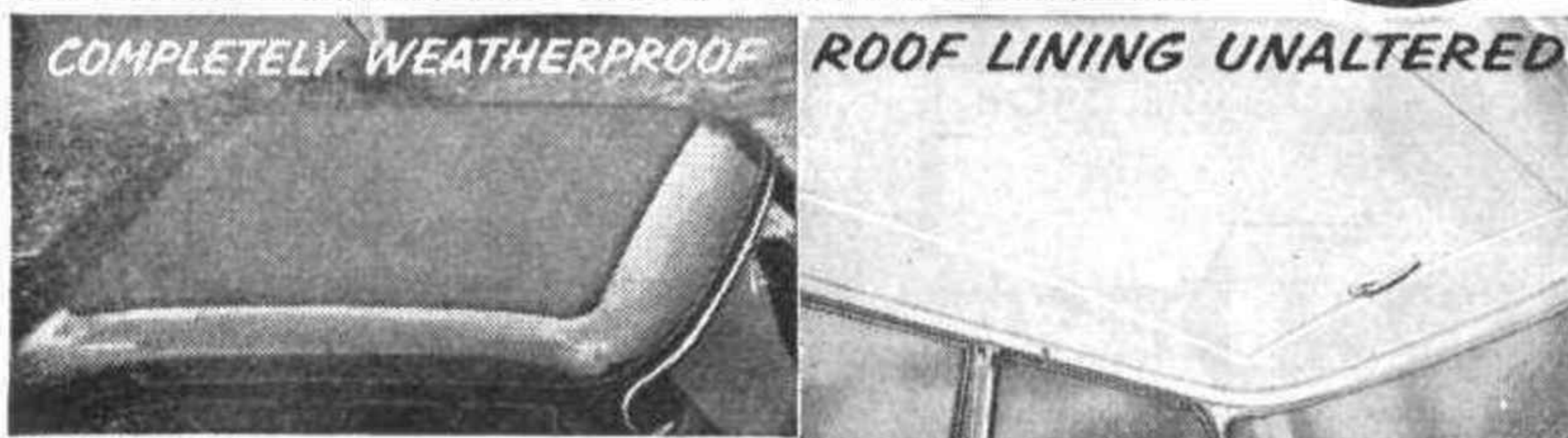
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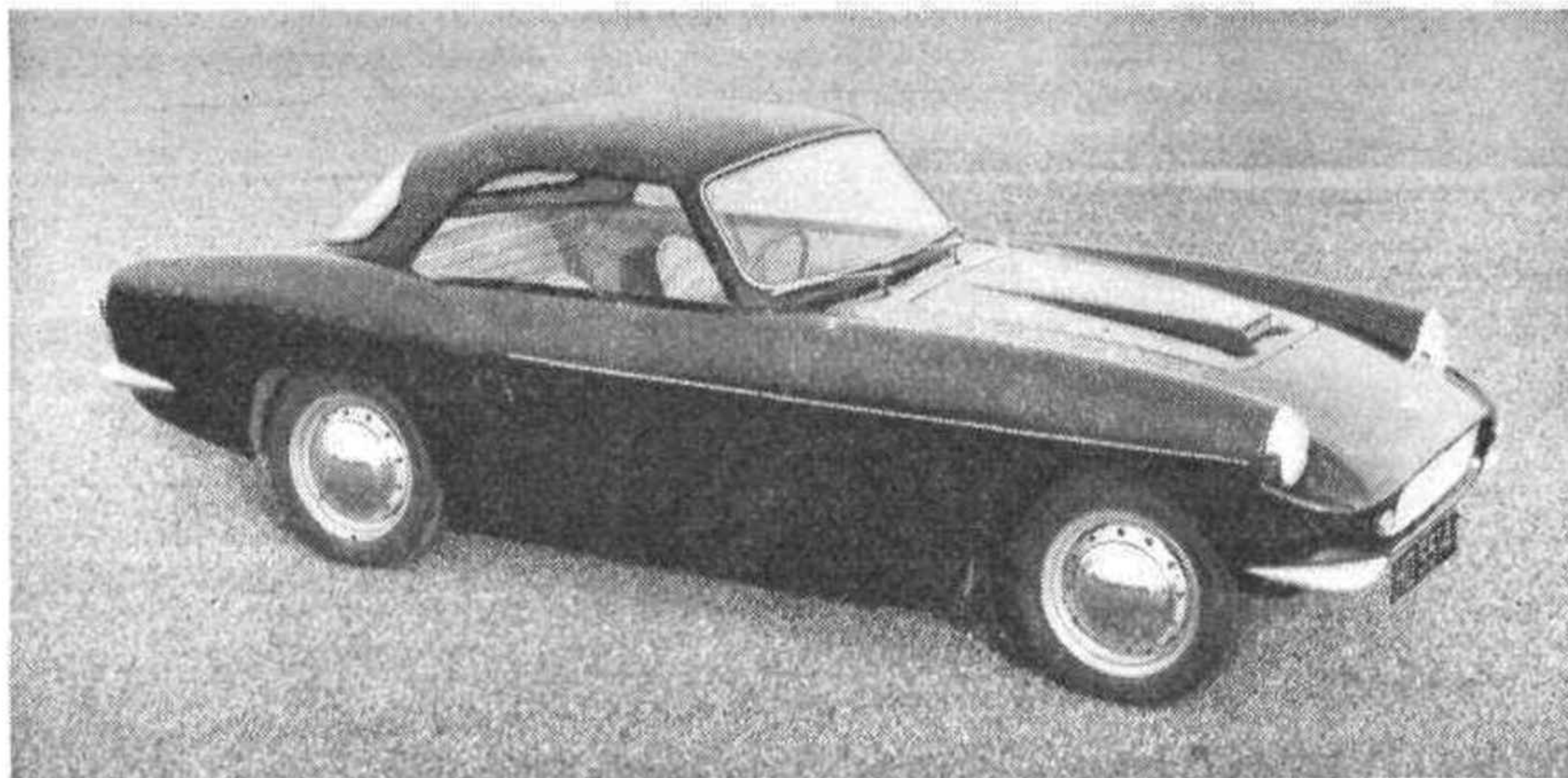
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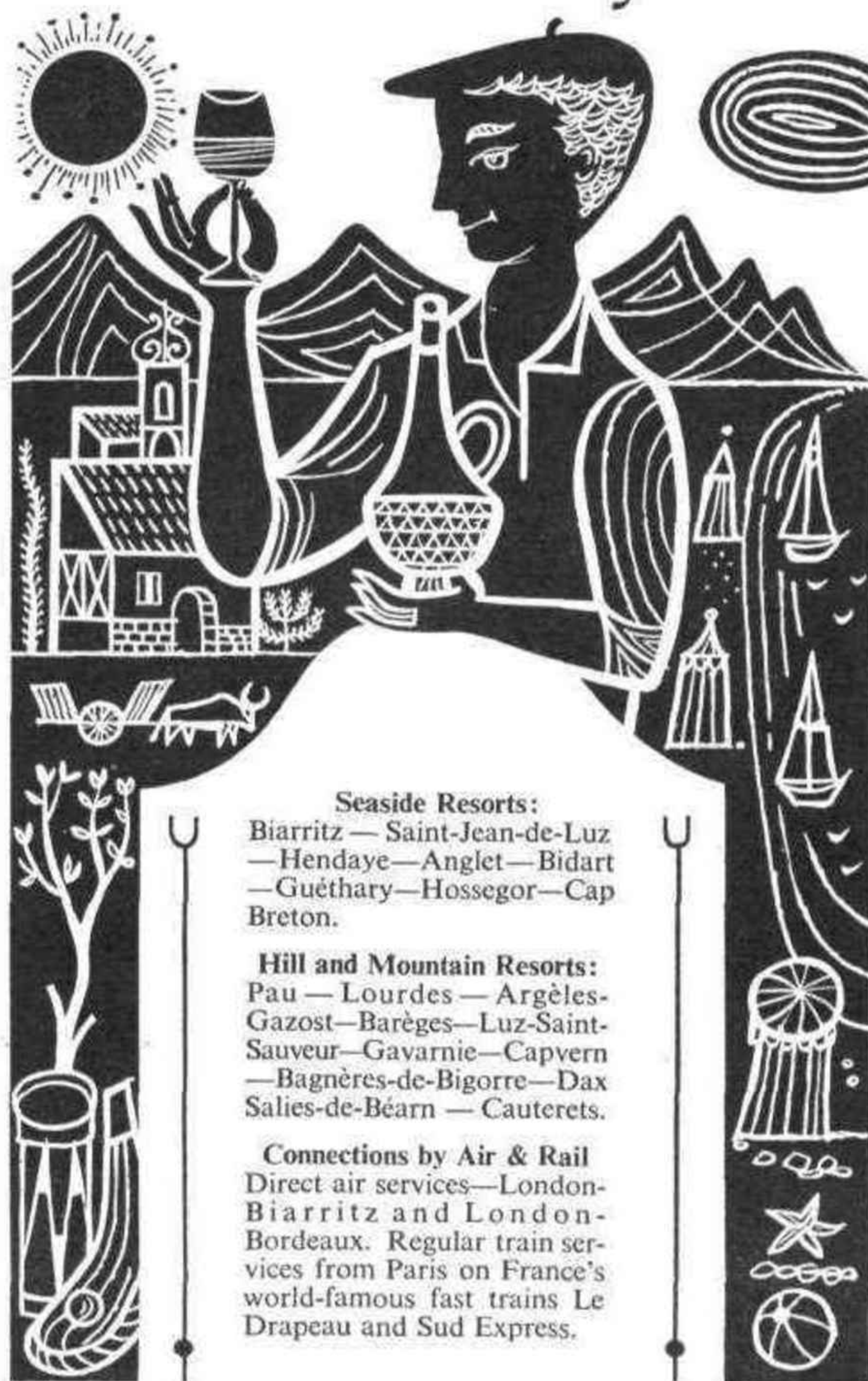
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MATTERS OF MOMENT

STIRLING MOSS ATTACKS THE F.I.A.

In a circular sent to most of the motoring Press, Stirling Moss has attacked the attitude of the Commission Sportive Internationale in its control of motor sport.

He criticises the C.S.I.'s call for batteries on G.P. cars from 1961 onwards as extremely dangerous if a car overturns. He takes to task the Federation Internationale de l'Automobile for being master of our sport instead of acting as its servant; months elapse before urgent matters are settled, and "the C.S.I. meets all too rarely, perhaps four or five times a year," says Moss. He cites several examples of F.I.A. inefficiency, such as the announcement of the change in fuel regulations made a mere three months before the 1958 Argentine G.P., after the F.I.A. had undertaken to give at least six months' warning of changes in race regulations, the lag of five months before competitors in this race knew whether or not this race would count towards the Drivers' Championship, and the fact that, although thereafter it was clearly laid down that regulations must be in the hands of National Clubs at least three months before the Championship race to which they apply, the Targa Florio, which counted towards the Sports-Car Championship, was run a few weeks later, a mere month after regulations covering it had been received.

Moss also refers to the anomaly that Championship races have been held which do not comply with the F.I.A. requirement of a minimum length of 300 km. and a minimum duration of two hours, and of the Championship status of the Sebring G.P. last December although it had never been held before, as the F.I.A. ruling on Championship events requires. He then expresses disgust at the time lag in sorting out protests arising from the R.A.C. Rally.

In making these points, the earlier ones of which have oft-times been discussed before, Moss will have almost every follower of motor sport firmly behind him. He goes on to attack the new sports-car race rules, which look like killing the 170-m.p.h. sports/racing machines stone dead and have caused Aston Martin and Lister to withdraw—rules issued some 18 months after the F.I.A. had guaranteed that the former regulations would stand unchanged for three years.

Moss is concerned that the new sports-car requirements will make such racing more dangerous than it has been in the past. He glosses over the requirement that the cars must have a reasonable steering lock, which, however, is sensible in that it prevents freak cars running at Le Mans, for example, in which there is so little lock that a serious skid would be difficult or impossible to correct and/or in which the

tyres might foul the bodywork on the sharper corners, neither of which makes for safety. Stirling feels that instead of calling for a minimum ground clearance and luggage-boot capacity in its desire to have sports cars that are nearer to the original conception of a Le Mans model and less like thinly-disguised G.P. racers, they should insist on 1,000 examples or so having been sold to the public before the race! But, Stirling, how do you check this?

What really worries Moss is the windscreen regulation, which he says makes racing dangerous because oil and dust will obscure the driver's vision and the required height of screen prevents the driver from looking over it. Stirling says he does not know "of a single wiper that can cope with an oil-dust-rain mixture even at 40 m.p.h., let alone 170." Who are we to argue, especially as this problem reared its ugly head in the recent Argentine 1,000-km. race. But why, in this case, did Moss elect to drive a Maserati coupé at Le Mans in 1957, and isn't it remarkable that wipers exist which function perfectly well on 600-m.p.h. aircraft? Surely racing is intended to improve the breed of everyday motor cars and if screen-wiper manufacturers are obliged, by the new rules, to hasten the introduction of foolproof wipers on the fastest cars, so much the better. However, we merely set down such comments as occur to us.

In expressing his dislike of the rule that permits a driver only one race per 24 hours yet allows him to drive for six hours round the Nurburgring and for 24 hours on and off at Le Mans, Moss obviously has his own interests at heart. But, in general, he is absolutely right—the old men of the F.I.A. and C.S.I. are hopelessly out of touch with the set-up of present-day motor racing—and Stirling has done well to publicly air his grievances.

DEWAR TROPHY FOR B.M.C.

The R.A.C. has awarded the Dewar Trophy for the most outstanding engineering performance of 1959 to the British Motor Corporation, coupled with the name of their Chief Engineer, Alec Issigonis, for "advanced development in automobile design as exemplified by the Morris Mini-Minor 850 and Austin Se7en 850."

The award is well deserved, because there is no more advanced British car than B.M.C.'s ADO15. We are thus again pleasantly reminded that last year marked a turning point when British manufacturers got out of the groove and introduced brilliant new small cars—Triumph the Herald, Ford the New Anglia and B.M.C. the

Continued on page 155

CONTENTS

	Page
MATTERS OF MOMENT	149
FIXTURES FOR MARCH	150
ARGENTINE "TEMPORADO"	151
CARS I HAVE OWNED	152
RILEY 1.5 ROAD-TEST	154
BOOK REVIEWS	158
VETERAN—EDWARDIAN—VINTAGE	162
FRAGMENTS OF FORGOTTEN MAKES—No. 12:	
H.E.	166
SUNBEAM RAPIER ROAD-TEST	163
RUMBLINGS	176
PICTORIAL REVIEW	180
MODERN TYRES	182
SHOCK-ABSORBERS	185
LETTERS FROM READERS	194

Front cover picture: GERMAN SUPREMACY.—By finishing first, second, third and fifth and winning the Team Award in this year's Monte Carlo Rally Mercedes Benz endorsed the outstanding qualities of their petrol injection 220SE saloon, which combines spacious luxury with sports car performance and road-holding. Here are the outright winners, Schock and Moll, cornering on ice.

Motor Sport Events for March

★ 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
Mar. 5th	Berwick & District M.C.	Glendale Garage	Wooler	Rally (C.)	9.00 p.m.
"	F.A.N.Y. M.C.	Hans Crescent	London, S.W.1.	Rally (C.)	10.00 a.m.
"	Kilmarnock M.C.	Wardneuk Filling Station	Kilmarnock	Rally (R.)	10.00 p.m.
"	Morgan 4/4 Club	Broadway	Worcester	Rally	10.00 a.m.
"	S.U.N.B.A.C.	Broadway	Worcester	Colmore Trophy Car Trial (R.)	10.00 a.m.
"	West Essex C.C.	" Three Jolly Wheelers "	Woodford Green	Rally (R.)	9.00 p.m.
Mar. 5th/6th	Eastwood & Dist. M.C.	A.R. Marshall's Yard, Bolwell	Nottingham	Rally (R.)	9.30 p.m.
"	Ferranti M.C.	Ferranti Ltd. Factory Car Park	Edinburgh	Rally (C.)	9.30 p.m.
"	55 C.C.		Perth	" March Hare " Rally (C.)	11.00 p.m.
"	Harrow C.C.	Waters Garage	Hatfield	Rally (C.)	9.00 p.m.
"	Malden & Dist. M.C.	Old Manor Cars	Blackwater, Camberley	Rally (R.)	9.30 p.m.
"	North Wales C.C.	Abergele Service Station	N. Wales	Rallyette (C.)	11.00 p.m.
"	West of England M.C.	Exeter Service Station	A 38	Spring Rally (R.)	10.30 p.m.
"	WOLVERHAMPTON M.C.		WOLVERHAMPTON	RALLY (N.B.)	7.00 p.m.
Mar. 6th	Cambridge 50 C.C.	Hadstock Aerodrome	Cambridge	Driving Tests (C.)	1.00 p.m.
"	Civil Service Motoring Assoc.	R.A. Establishment	Bedford	Rally (C.)	10.00 a.m.
"	Clacton & Dist. M.C.	Weeley Station	Clacton	Rally 150 miles (C.)	10.30 a.m.
"	Folkestone & E. Kent C.C.	Hythe Old Rwy. Station	Map.173 ref.168353	Rally (C.)	5.30 p.m.
"	Hastings & St. Leonards C.C.	Park Cross Road	Hastings	Rally (Nav.) (C.)	4.01 p.m.
"	Severn Valley M.C.	Forrest Glen	Wellington	Trial (C.)	2.00 p.m.
"	Shenstone & Dist. M.C.	Barkers Cafe & Filling Stn., Streethey	Lichfield	Trial (R.)	10.00 a.m.
"	Sporting Owners D.C.	U.S. Air Base	Denham, Uxbridge	Driving Tests (R.)	
"	Wilton Works M.C.	Swinby Village	Stokesley	Rally (C.)	10.30 a.m.
Mar. 10th	B.A.R.C. N.W. Centre	Broxton	Chester	Standard Car Trial	
Mar. 12th	Camel Vale M.C.	Victoria Garage, Roche	Bodwin	Trial (C.)	7.00 p.m.
Mar. 12th/13th	East Yorkshire C.C.	G. Thompson Ltd, Swinemoor La.	Beverley, E. Yorks	Rally (C.)	8.00 p.m.
"	B.A.R.C., N.W. Centre	Lion Filling Stn.	Chirk, N. Wales	Rally (R.)	11.00 p.m.
"	M.G. Car Club	Barkers Filling Station	Lichfield	Week end Rally (C.)	10.00 a.m.
"	Westmorland M.C.	Prizet Filling Station	Kendal West	Rally (R.)	9.00 p.m.
"	Nottingham S.C.C.	Hooley	Nottingham Forest	Rally (C.)	6.00 p.m.
Mar. 13th	Falcon M.C.	Woolmer Green, Stevenage	Herts.	Trial (R.)	12 noon
"	Harlow & Dist. A.C.	Edinburgh Way	Harlow, Essex	Rally (C.)	2.30 p.m.
"	Igranie M.C.	Sports Club, Kempston	Bedford	Rally (C.)	2.30 p.m.
"	Leicestershire C.C.	Uppingham, Kingscliffe	Uppingham	Car Trial (C.)	2.00 p.m.
"	London M.C.	U.S.A.F. Base	Denham	Go-Kart Meeting (C.)	1.30 p.m.
"	M.G. C.C.	Scottish Centre	Newhouse	Spring Rally (C.)	2.00 p.m.
"	Yorkshire S.C.C.	Ilkley, Municipal Car Park		Trial (R.)	10.30 a.m.
Mar. 15th	Allard O.C.	Constitutional Club Northumberland Ave.	London, W.C.2.	Film Show	8.00 p.m.
Mar. 19th	Airedale & Pennine M.C.	Sharp & Griffiths Ltd.	Shipley	Rally (C.)	7.30 p.m.
"	Bexley L.C.C.	Clearways Garage, Kingsdown	Farnham	Rally (C.)	10.00 p.m.
"	B.A.R.C.	Goodwood	Chichester	Race Meeting (C.)	2.00 p.m.
"	Hagley & Dist. L.C.C.	Wellesbourne Aerodrome	Wellesbourne	Sprint (C.)	1.00 p.m.
"	750 C.C.	Sandford's Garage	Leatherhead	Rally (C.)	7.00 p.m.
"	Sheffield & Hallamshire M.C.	Fletcher's Baker, Clay Wheels Lane	Sheffield	Rally (C.)	7.00 p.m.
Mar. 19th/20th	Burnham-on-Sea M.C.	Huntworth Gate, Bridgwater		Rally (R.)	10.30 p.m.
"	East Surrey M.C.	T.A. Hqtrs., Marpit Lane	Croydon	Martini Rally (R.)	8.00 p.m.
"	M.G. C.C., N.W.	Cockshoots, Manchester & Appleyard-	Huddersfield	Rally (R.)	10.30 p.m.
Mar. 20th	London M.C.	Harleyford	Marlow	Hill Climb (C.)	1.30 p.m.
"	B.A.R.C. N.W. Centre	No. 1 Car Park, New Brighton	Liverpool	Kart Meeting (C.)	1.00 p.m.
"	Comet M.C.	Main Guardroom Car Park, R.A.F.	Chippenham	Rally (C.)	2.00 p.m.
"	Darlington & Dist. M.C.		Darlington	Car Rally (R.)	
"	Farnborough Dist. M.C.	Parade Square, Malta Barracks	Aldershot	Driving Tests (R.)	1.30 p.m.
"	432 M.C.	Lime Sand & Morton Ltd., Packington	Birmingham	Driving Tests (C.)	2.00 p.m.
"	Matlock & District M.C.	Temple Hotel, Matlock	Derbyshire	Rally (C.)	2.15 p.m.
"	M.G. C.C. (S.E. Centre)	Heston Aerodrome	Heston	Driving Tests (C.)	11.00 a.m.
"	North London E.C.C.	Engine Hole Pit	Ware, Herts	Trial (R.)	10.30 a.m.
"	Shell M.C. (London)	Sandown Park Racecourse Car Park	Esher	Rally (C.)	10.00 a.m.
"	Soar Valley M.C.	Owl Hotel, Oadby	Leicester	Rally (C.)	10.00 a.m.
"	Walsall & Dist. C.C.	Dilke Arms	Walsall	Spring Rally (C.)	2.45 p.m.
"	West Hants & Dorset C.C.	Doddings Farm	Bere Regis	Moonfleet Rally (C.)	10.30 a.m.
Mar. 21st	Westmorland M.C.	Kendal Rugby Union F.C. Car Park	Kendal	Rally (C.)	1.30 p.m.
Mar. 24th	Austin Apprentices' Assoc. C.C.	Longbridge	Birmingham	Rally (C.)	6.45 p.m.
"	Forces Motoring Club	Royal Thorn Hotel, Wythenshaw	Manchester 23	Films	7.00 p.m.
Mar. 25th	Kodak C.C.	Main Kodak Hall	Harrow	Film Show	7.30 p.m.
Mar. 26th	Camel Vale M.C.	Cornish Stadium, St. Austell	Cornwall	March Rally (C.)	6.00 p.m.
"	B.B.C. Motoring Club	T.V.C. Car Park	White City	Newman Cup Rally	10.30 a.m.
"	Cemian M.C.	Eelmoor Plain	Aldershot	Trial (C.)	2.30 p.m.
"	Muirhead M.C.	Sports Ground	Croydon	Rally (C.)	2.30 p.m.
"	S.U.N.B.A.C.		Llandudno	Rally (C.)	9.00 a.m.
"	V.S.C.C.	Silverstone	Towcester, Northants	Tests (C.)	12 noon
Mar. 26th/27th	Blackfriars M.C.	Unilever Sports Ground	Woodford	Crocus Rally (C.)	2.30 p.m.
"	750 C.C.	Blacklocks Arms	Banbury	Night Rally (R.)	10.00 p.m.
"	B.A.R.C. (Yorks)	Burnsall	Skipton	Rally (C.)	9.00 p.m.
Mar. 27th	B.B.C. Motoring Club	Wood Norton		Driving Tests	10.30 a.m.
"	Britic Exchange M.C.	Nr. Croydon Airport	Croydon	Rally (C.)	1.30 p.m.
"	Morgan 3-Wheeler Club	Brandon Hall Hotel	Brandon, Coventry	Film Show	4.30 p.m.
"	Pendennis M.C.	Falmouth	Cornwall	Floral Rally (R.)	9.00 a.m.
"	SNETTERTON M.R.C.	SNETTERTON	THETFORD	RACE MEETING (N.)	2.00 p.m.
"	Thames Estuary A.C.	Army & Navy Hotel	Chelmsford	Rally (C.)	10.30 a.m.
"	Volkswagen O.C. (G.B.)	Burnham Beeches, Farnham Royal	Slough	Rally (C.)	11.00 a.m.

1960 MOBIL ECONOMY RUN

The final selection of entries by the organisers, the Hants & Berks M.C., has aimed at providing as wide a variety of cars as possible in the four classes. This year 28 different models of British cars in current production will take part in the 1,200-mile event. The introduction to the public last year of smaller cars with an emphasis on increased fuel performance provides keen competition in Class 1, where the Austin Se7en, the Morris Mini-Minor, the Triumph Herald, the Ford Anglia and the Ford Prefect will be fighting for the highest miles-per-gallon figure. The results, obtained without freak driving and under

strictly enforced regulations, will be of interest to every motorist.

Once again, George Kendrick, three times Outright Winner of the Mobil Economy Run and Outright Winner of the French Mobil Economy Run in 1956, will be taking part. Last year he returned a figure of 38.78 m.p.g. in an Austin A105; this year he is driving a Ford Zephyr.

The route this year will be a severe test of car and driver. In addition to main roads, busy city streets and secondary roads, the Hants & Berks M.C. have included several rally sections in the three and a half day event.

THE ARGENTINE "TEMPORADA"

In 1959 the series of Argentinian races that normally open the racing season were missed, but 1960 saw them back on the Calendar and run according to previous form. The three week racing season contained a round of the Drivers' World Champion, namely the Argentine Grand Prix, a round of the Sports Car Championship in the 1,000 kilometre race, and a Formule Libre race.

THE 1,000 KILOMETRES OF BUENOS AIRES (January 31st)

Held on a 9.5 kms. circuit comprising part of the Autodromo and a stretch of dual-carriageway, this race was expected to be a straight fight between Ferrari and Porsche, these being the only works teams entered. Phil Hill/Allison and von Trips/Ginther had 12-cylinder 3-litre Ferraris, while Gonzalez/Scarfiotti had a Dino-engined car of 2.4-litres. Porsche entered three 1,600-c.c. RSK models with drivers Bonnier, Graham Hill, Trintignant/Herrmann and Barth/Gendebien, while von Hanstein/Bohnen had a works Carrera GT. The rest of the entry of 28 cars was made up from a mixed collection of private owners or small Scuderias, but surprise of the race came from the Camoradi Team entry of Gurney/Gregory with a new 2.8-litre "birdcage chassis" Tipo 61 Maserati. Gurney set the pace and led all the factory cars for a considerable time, including making fastest lap, and this new Maserati was undoubtedly faster than the Ferraris. It eventually succumbed to gearbox and shock-absorber troubles, and had to withdraw, leaving the two 3-litre Ferraris in full command of the race, with the ever-waiting Porsches in the next places.

Once the Maserati had dropped out the race became a procession and the 23 starters dwindled to 11 by the end of the 1,000 kilometres.

Results :		
1st : P. Hill/C. Allison (Ferrari 3-litre V12)	..	6 hr. 17 min. 12.1 sec.— 159.520 k.p.h.
2nd : W. von Trips/R. Ginther (Ferrari 3-litre V12)	..	1 lap behind
3rd : J. Bonnier/G. Hill (Porsche 1600 RSK)	..	5 laps behind
4th : C. Barberis/C. Heins (Maserati 300S)	..	5 laps behind
5th : A. von Dory/Oelke/Bordeu (Porsche 1500 RSK)	..	6 laps behind
6th : C. Geothals/K. Delfosse (Porsche 1500 RSK)	..	6 laps behind
7th : H. Herrmann/M. Trintignant (Porsche 1600 RSK)	..	11 laps behind
8th : H. Maestretti/A. Gomez (Porsche 1500 RSK)	..	12 laps behind
9th : G. Munaron/A. Fodaro (Ferrari 250 GT)	..	14 laps behind
10th : H. von Hanstein/H. Bohnen (Porsche Carrera GT)	..	18 laps behind
11th : U. Tosa/S. Turco (Ferrari 250 GT)	..	23 laps behind
Fastest lap : D. Gurney (Maserati 2.8-litre), 3 min. 22.4 sec.—168.551 k.p.h.		

THE MONOPOSTO REGISTER

This Club, which was formed to foster racing for single-seater cars, devoid of road-going equipment, held its A.G.M. recently and reviewed its first active season. A number of races had been included in various events, at Mallory Park, Snetterton and Brands Hatch. Not as many cars were raceworthy by mid-season as was hoped, but those that did compete indicated that the basic idea of the Club was right, namely to provide racing at Club-level, for those people who are a bit more ambitious than 750 Formula racing or 1,172 Formula racing, but not able or interested in going into professional racing.

In view of the intense activity in Formula Junior in this country the Monoposto Register feel that many private-owners of Juniors, or home-built Juniors will get "left out in the cold" in big-time Formula Junior racing. In consequence, membership to the register has been extended with a Class B, for non-works, or non-works supported, or non-Scuderia, Equipe, Team or what-have-you people who might find themselves with a Formula Junior car and nowhere to race it. In purely club events there will be a number of Monoposto races for cars built to the original formula, as laid down in MOTOR SPORT for January 1959, but private-owner Juniors cars can join in to form a sub-division. The original aims and intentions of the Monoposto Register remain unaltered for Class A, or full members.

Secretary: Frank Tiedeman, 185, Swakeleys Road, Ickenham, Uxbridge, Middlesex, will supply any further details required.

LADY WIGRAM TROPHY (January 23rd)

The New Zealand season continued with the Lady Wigram Trophy held on the Christchurch airfield and Brabham followed up his win in the New Zealand Grand Prix with another win in this event, leading from start to finish. Piper had his Lotus F.1 going well and did his best to hold on to the leader, while Burgess drove a 2.2-litre

THE ARGENTINE GRAND PRIX (February 7th)

As is usual the F.1 race was held in the Autodromo at Buenos Aires on the No. 2 circuit of 3.9 kilometres for a distance of 80 laps. Works entries came from Ferrari, Cooper, B.R.M. and Lotus, with two Equipe-Walker cars as well. Graham Hill was having his first drive for B.R.M. and started well by leading at the start and duelling with Bonnier (B.R.M.) and Moss (Cooper-Walker). Once again the Walker car fell apart, this time in the rear suspension, and Bonnier held a good lead, but later had to call at the pits with overheating, while Graham Hill succumbed to the high air temperatures, as did Stacey with one of the works Lotus cars. Brabham retired and as at Sebring his staunch team-mate, young McLaren, upheld Cooper fortunes, to pass Allison's Ferrari and Ireland's works Lotus, to take the lead when Bonnier stopped. Having broken his own car Moss took over the other Walker entry from Trintignant and for a time motor racing relived in the past, when racing was racing, for Moss did his utmost to regain the lead for the Walker team, getting to third place just 10 sec. behind Allison's Ferrari before the finish. Both B.R.M.s were 1959 front-engined cars.

Although this effort on behalf of the team netted them third place Moss gained no points in the Championship rating, but instead had the satisfaction of having driven a good race, which is surely much more important. One hopes that having set a precedent in doing this, other teams and drivers will follow his example and help us to get back to some proper motor-racing, where each event is a race in itself, and not overshadow the object of each race with the absurd "points chasing" that has bogged down Grand Prix racing these last two years.

Results :		
ARGENTINE G.P.—Formula 1—80 laps—312 kilometres—Very hot.		
1st : B. McLaren (Cooper-Climax)	..	2 hr. 17 min. 49.5 sec.—133.208 k.p.h.
2nd : C. Allison (Ferrari Dino 246)	..	2 hr. 18 min. 16.8 sec.
3rd : M. Trintignant/S. Moss (Cooper-Climax)	..	2 hr. 18 min. 26.4 sec.
4th : C. Menditeguy (Cooper-Maserati)	..	2 hr. 18 min. 42.2 sec.
Maserati	..	2 hr. 18 min. 42.2 sec.
5th : W. von Trips (Ferrari)	..	2 hr. 18 min. 44.9 sec.—79 laps.
6th : I. Ireland (Lotus)	..	2 hr. 18 min. 58.3 sec.—79 laps.

BUENOS AIRES GRAND PRIX (February 14th)

Results :		
Cordoba 75 laps—240 kilometres		
1st : M. Trintignant (Cooper)	..	1 hr. 53 min. 5.9 sec.—122.500 k.p.h.
2nd : D. D. Gurney (B.R.M.)	..	
3rd : G. Munaron (Maserati)	..	—70 laps.
4th : E. Chimen (Maserati)	..	—63 laps.
5th : J. Bonnier (B.R.M.)	..	—53 laps.

Cooper-Climax, but was slowed by losing fourth gear. In practice McLaren broke the engine of his works 2½-litre Cooper and looked like having to be a spectator, until a New Zealand driver offered him his car, a home-built Lycoming special, which McLaren gratefully accepted and drove with great spirit to finish fourth.

Results :		
LADY WIGRAM TROPHY—Formula Libre—240 kilometres.		
1st : J. Brabham (Cooper-Climax 2½-litre)	..	1 hr. 40 min. 42 sec.
2nd : D. Piper (Lotus-Climax 2½-litre)	..	1 hr. 40 min. 53.4 sec.
3rd : I. Burgess (Cooper-Climax 2.2-litre)	..	1 hr. 42 min. 43 sec.
4th : B. McLaren (Lycoming Special 4.7 litres)	..	1 hr. 44 min. 30.4 sec.
5th : P. Hoare (Ferrari 3-litre special)	..	2 laps behind
6th : J. Palmer (Lotus-Climax 2-litre sports)	..	4 laps behind
Fastest lap : J. Brabham (Cooper) 1 min. 20.8 sec. (new record).		

THE DUNEDIN TROPHY (January 30th)

With the works Cooper drivers on their way to the Argentine, this New Zealand race was more of a private-owners battle, European opposition coming from Burgess (2.2-litre Cooper) and Piper (2½-litre Lotus). Unlike the previous races of the New Zealand season, held on airfields, this was a true road race of the "round the houses" variety. Burgess led the race, as Piper had "muffed" his start, until his gearbox casing split, and this let Syd Jensen into the lead with his F.2 Cooper, while Piper retired with a broken drive-shaft before he could make up for his bad start. Jensen won easily from Hoare with the 3-litre Ferrari special, that rare bird built by Marenello using a four-cylinder engine in a single-seater chassis, with a Lancia tail tank. Following came Mansel in the ex-Moss Maserati 250F—old racing cars never die, they go "down under"!

Results :		
DUNEDIN TROPHY—Formule Libre—113 kilometres		
1st : S. Jensen (Cooper-Climax 1,500 c.c.)	..	1 hr. 2 min. 45.2 sec.
2nd : P. Hoare (Ferrari 3-litre)	..	
3rd : J. Mansel (Maserati 250F)	..	
4th : J. Palmer (Lotus-Climax 2-litre sports)	..	

CARS I HAVE OWNED

by Geoffrey Stephenson—



—seen in the coat he exchanged for a motorcycle!

IT is an unfortunate aspect of economics that with motor cars as with many other blissful practices the average man doesn't begin to get his hands on the more attractive goods until he is almost too old to appreciate them. Still, youthful eyes can look upon some pretty horrid bits of kit with enthusiasm and pride of ownership. The enthusiasm keeps us on the road and the pride impels us to nurse them tenderly and devote many diligent hours to polishing and adjustment when we are grounded by shortage of fuel or other such hazards.

Certainly in my case most of the earlier mounts were pretty tired hacks, and long journeys were not to be undertaken lightly. But I never seemed to mind the roadside wrestling with improvised spanners, the not infrequent walks home. And when I got married there was always someone to push.

On the profit side the lessons learned have saved a small fortune in garage bills since, and I have learned much about my fellow men such as the cheery plausible rogues who took my hard-earned gold with a language all their own: "Good Runner," for the one without brakes; "Enthusiast's Car," for the one that rarely ran at all.

Like most lads I first took to the roads on two wheels—in my case on a rather dreary 250-c.c. Calthorpe. At this age with the usual shortage of tools and cash for spare parts there's much to be said for an apprenticeship with a simple single-cylinder motorbike: tax and insurance are cheap, running costs are low and there's not much to go wrong at a stage when you don't know too much about putting it right. Another bonus to all but the most foolhardy bestowed by the noticeable feeling of vulnerability is the early respect for roadcraft one learns. But I wasn't content to motor on two wheels for long; winters were cold, and besides the skin on my hands, elbows and knees couldn't be permanently expendable! An opportunity for four-season mischief was soon sought.

The first car, which perhaps merits inclusion only because it was the first, was a 1934 Wolseley Nine. I remember it as something of a find, having been bought rather improvidently by a chronic invalid and upon whose demise 12,000 miles later languishing in a garage until I found it in 1945. A robust little car with a nicely made engine, it seemed the last word to me at the time, though it can't have been much of a performer. But it was warm and dry—and my first. The poor Wolseley never got its breathing right after a bit cracked off the induction manifold. Nobody would weld it for me and all this modern plastic metal was not to be had then. So it was bunged up more or less effectively with plasticine and sold to another optimist. Next followed a '37 Minx as far as I can remember, a car which doesn't now even seem to warrant a new paragraph.

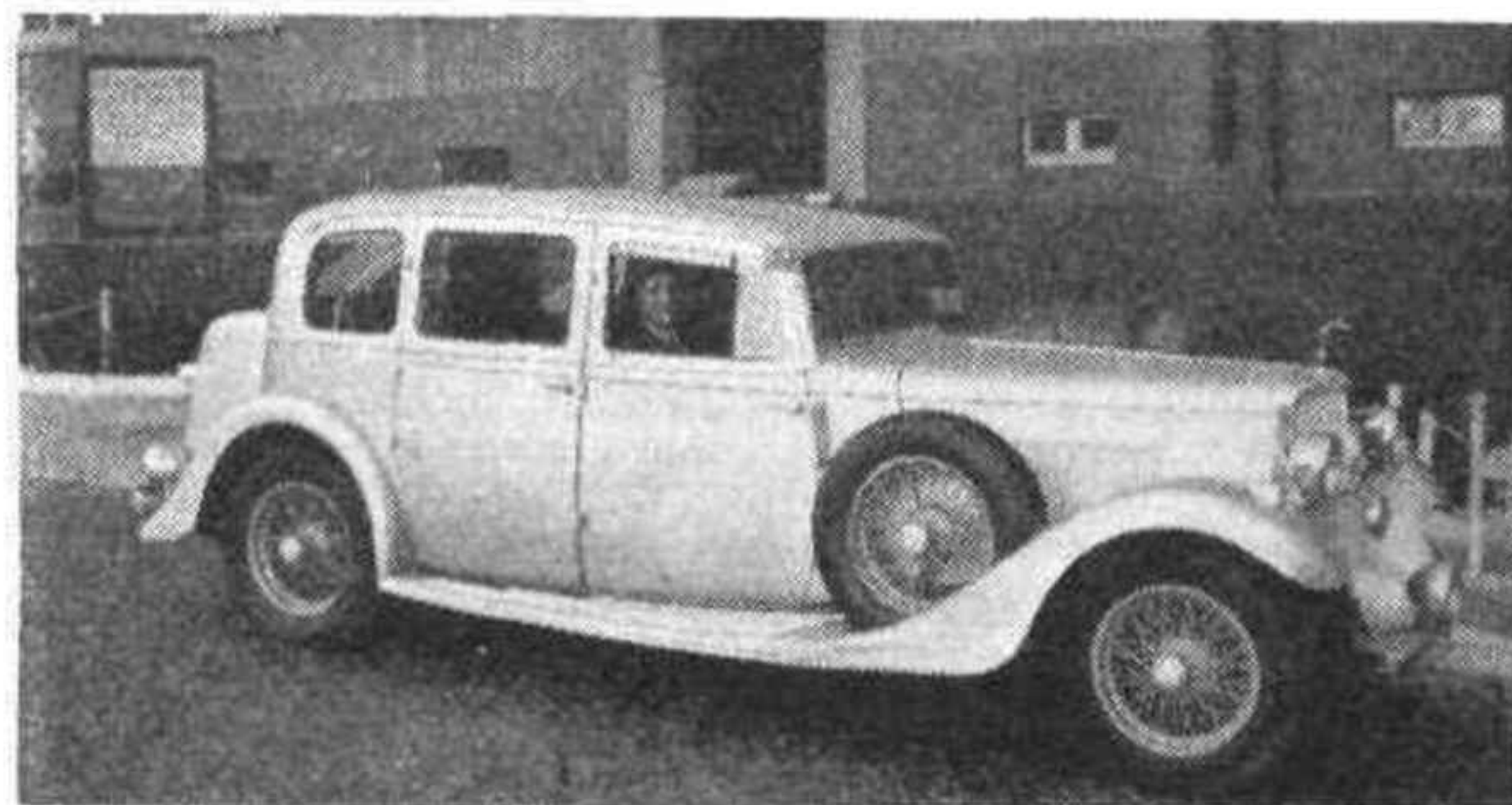
After this I benefited from three hand-me-downs in a row from my father, a patient man who should have kept his garage locked. The first one was a '34 Humber Vogue. This always looked as if it should have done great things, but the sluggish and thirsty four-cylinder s.v. donkey propelled it very moderately. Anyway, the cable brakes were so unpredictable that it would have been unwise to coax more than its indicated maximum of 65 m.p.h. out of it. Two hours painstaking and grimy adjustment would produce just one good

stop; one never knew whether to squander it in a test application to see if the job had been done properly, or to save it for the first emergency. I had my only shunt in this car, running into the back of a bus which stopped much quicker than I could in Fenchurch Street—the bonnet came off and flapped across into the opposite gutter, like a great black night-hawk. Everyone was very civil about it, though the Old Man spoke to me a little sharply. Memorable, too, was the upholstering of the rear seat cushion—you blew it up. The car would then be full of beery fumes for five minutes until it went down again. Eventually the passengers came to resign themselves to a bruise on the rear axle every time we went over a cigarette end, rather than re-inflate the damn thing. Towards the end so much pressure was required on the brake pedal that the front floorboards would come up and tilt back the driver and his unsuspecting passenger to a jaunty angle—a useful side effect being the simultaneous application of the handbrake. It wouldn't stop, so it had to go.

Then came a real motor car, in the shape of a 1934 Wolverhampton-built Sunbeam 25. This was about the last "real" Sunbeam to come out, though I believe that an even later series had a centre-change lever. On mine the change was on the right, and stirred the most beautiful twin-top silent-third gearbox. Changes between the upper two ratios really were as quick as the hand could move, with just a whiff of the clutch. First and second were straight-cut and unsynchronised and were not so easy to find. I had this car in Germany for three years and during my tour a complete overhaul of the engine was carried out by a small but competent local garage. The mechanics were most impressed at the high quality of the relatively small capacity engine—under three and a half litres to shift over two tons of metal and wood. The seven-mainbearing crankshaft with its circular webs reputed to have been machined from the solid billet was quite a sight when we'd managed to lift it onto the bench. I wonder it needed a flywheel. Even after the overhaul it ran on a terrifying low oil pressure, but a man I once met who had been concerned in the original building of these engines told me not to worry if I had any at all. It certainly pulled well and would project the massive body through space at over 80 m.p.h. I once towed a modern 1½-litre piece of tinware on a deserted autobahn (twelve years ago) for twenty miles at speeds in excess of the latter's maximum. I know this was stupid and please I won't do it again but it illustrates what a goer the old Sunbeam was. I brought her home from Germany in 1950 when I was to be stationed in London for a spell. Alas! the expense was too great and early in 1951 I sold her to a Sunbeam merchant somewhere in Hounslow. I got just enough on the deal to buy an engagement ring. "You won't drive far on that," the Old Man commented drily.

Next I found myself in Eire for eight months. There are few better places to go motoring, and the second-hand car market even in those days was sane enough. In a bit of a hurry I bought not too wisely (but not too dearly) a 1935 Standard 12. This got me about adequately and left room for guns and greyhounds in the back. The only thing I recall now about it is the lesson I learned about the non-effectiveness in reverse of its Bendix brakes. I and a friend had set out to see his girl friend (I was now engaged, remember) who lived at the top of a steep hill when, halfway up, the fuel pump retired hurt. My ardent companion would not be deterred and perched himself on the front wing with a Guinness bottle full of petrol and rusty water persuaded from the tank with the indispensable fiddle-pipe. This was a great success until, our goal in sight, the bottle fell from his over-excited grasp.

We went backwards quite slowly at first but as I began to get the hang of steering between the stone walls in reverse I became a little



REAL MOTOR CAR.—The 1934 Sunbeam Twenty-five which the author used for three years in Germany. He sold it and got just enough to buy an engagement ring.

more enterprising, which was a mistake. At this stage the disappointed swain had not realised that the pilot was not quite in control of the situation, and when he did get the message we were going too fast for him to bale out. We came into the junction at the bottom at a very fair clip and I tried to go left hand down a shade to follow the fortunately deserted main road. Self-centring in reverse being what it is, or, rather, what it is not, the wheel flew through my hands to full left lock. The car spun violently and, mercifully, absorbed all its energy pirouetting in the middle of the road, taking its bow gracefully on two wheels before crashing back on all four with an almighty thump. Enough mud fell from underneath it to fill all the pots at the Chelsea flower show. I wouldn't care to repeat this manoeuvre and my mate says he won't ever play on the wing again. But we both think it would be fun to watch.

Back in England having sold the Standard for £12, I acquired a 'Y' Ford. Brakeless, lightless and steeringless like all its brethren of that type and age I was glad enough to be rid of it though it was followed only by an Austin heavy Twelve landaulette. If you see this description in a small ad it means "old London taxi." So it was, and gave us much fun. I kept it several months and spent almost as much time trying to start it as I did driving it: the magneto was passed its prime. But once it was going the occupants saw much of the country from the high old oversprung body. The front end just occasionally developed a touch of ground resonance which, as any helicopter pilot will tell you, is not good. We had to sell the taxi before the starting handle wore out; the deep brown note of its bulb horn was sadly missed.

The last-described machine was a bit draughty, and when at the wheel I sometimes wore a rather raffish white coat with a king-size zipper. One day I met a motorcyclist at an inn who took a liking to this weird garment. I in turn fancied his bike, so we traded on the spot. It was a 1922 Raleigh, with enormous wheels and a total-loss lubrication system. The front brake consisted of a block of some black stuff on a lever which was brought to bear on a V-section channel attached to the spokes. As far as I could see the effect of this contraption depended on the weather: if it was dry the brake block smouldered and smelled, and if it was wet it scooped the water out of the "drum" and threw it over your feet. There was no discernible effect on your rate of progress. It was a good machine for all that, and I was sorry to part with it.

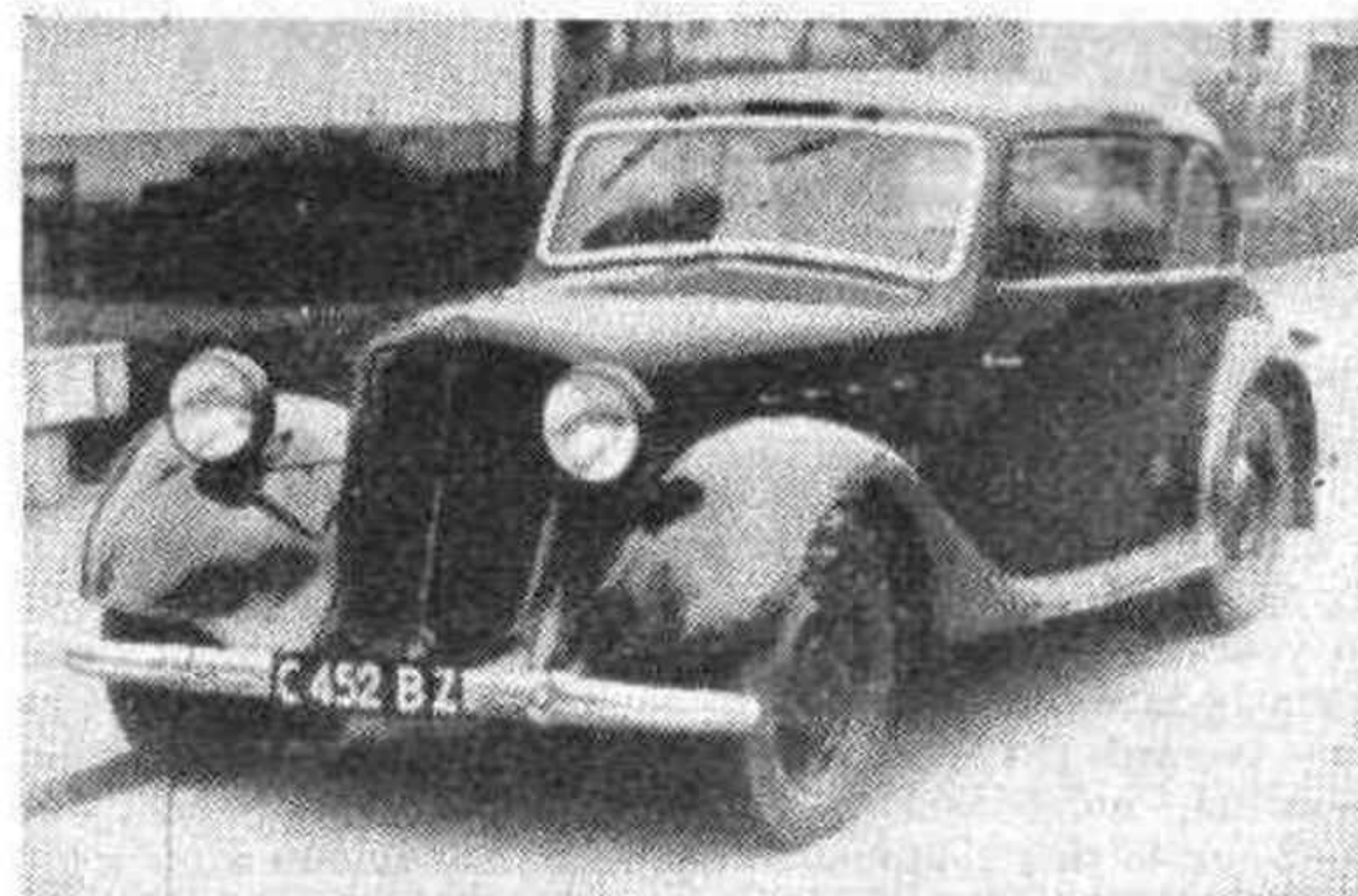
The next addition was an "exhausted Seven." This was the most witless purchase I ever made, the engine being in a shocking condition. Unfortunately the body was so attractive that I was beguiled by the previous owner into parting with £60 for it, heedless even of the fact that he wore P.T. shoes when we did business. Although of 1930 vintage, this Austin had a brand-new "rag" body and the notion of cleaning it with boot polish and brushes appealed to me. When other cars rusted if neglected, mine suffered from mildew. The front doors occasionally opened of their own volition and had therefore to be secured between the inside handles with an old pyjama cord. This provoked many vulgar and rather hurtful sallies from certain of my alighting passengers.

The last-mentioned three were sold together for £45 and I went back to the Fatherland.

My first purchase on my return to Germany was a Hansa 1100 built by what is now the Borgward company in Bremen. This was a 1939 model, and like several other small German cars of that era was an odd mixture of ancient and modern. It was independently sprung on transverse leaf springs all round, although a front-engined car. The motor was a compact, efficient, o.h.v. unit but the torque multiplication was obtained through a nasty little crash box. At least it had four speeds. It looked not unlike an 11 c.v. Citroën and was as sure-footed—until I began to suspect that the independent rear end was beginning to get in on the steering act. Off it had to go.

An ex-W.D. Austin Utility with two Valor oil stoves connected in parallel and screwed to the floor in the back next gave indifferent service until I could get my hands on a delightful B.M.W. cabriolet. Although something of a hybrid—it had been assembled by an enthusiast in 1952 and seemed to be a 321/326/327 combination—it went well and felt good, the narrow 2-litre engine giving lots of urge low down. It was not, however, a fast car, having a maximum of under 80 m.p.h.; I fancy it was under-g geared. The permanent free-wheel on second as well as first gear caused many a set of pale ears amongst the "please may I try it round the block?" fraternity.

The B.M.W. was a good example of running into avoidable expense by delaying repairs because of short funds until the last moment. I did not replace some very worn universals in the prop.-shaft until far too late, so that a few months later the car devoured its back axle with an ugly crunch. The consequent obtaining of spare parts by the circulation of photographs of the broken pieces cost a good fat sum. I found the bits I needed in Hamburg in a small garage which had specialised in B.M.W.s since before the war. Under dust



EX-BORGWARD.—The 1939 Hansa 1100, also used in Germany, which had a good engine but a "nasty little crash gearbox" and road-holding which deteriorated as the suspension wore out.

sheets in the workshop were an immaculate 328 model and a most exciting 1941 car very like a post-war Bristol 400 but with individual bucket seats in rear as well as in front. It might have been bought at the end of some legal wrangle at that time still awaiting a hearing for about £175. I still have the address . . .

By now I was serving in France, and the first opportunity presented itself to buy a new car. The Wolseley 1500 had just been announced and looked as if it couldn't be bad—with some decent tyres and an anti-roll bar, and perhaps a little bit off the head. In my opinion it is under-braked and not over well suspended, and the first dampers were feeble (mine were replaced fairly under guarantee). But what else is there at the price? The Riley 1.5 is scarcely faster flat out; I know it revs. more freely in the indirect ratios but the engine probably won't last so long. The finish is good and the whole car looks like lasting well—mine has nearly 40,000 on the clock and has only had a couple of decokes (and a new timing chain). Oil consumption on 10/30 multigrade is negligible still. But why don't they leave out the back doors and make it £30 cheaper? They're too small to be of any real value. Whilst waiting for the 1500 I ran a '54 Minor for a few months, after which the handling of the Wolseley was a disappointment.

The best comes last. In France I bought, for a song, a 1938 right-hand-drive Hispano-Suiza from the original owner. When delivered to me by his chauffeur there were but 50,000 miles on the counter and she was complete down to the detachable roof trunk, handbook and tools. This was the K6 5.2-litre model with the centre-change three-speed box—perhaps not to be compared with a V12, but certainly the best car I have ever driven. It had a fuse for each separate circuit (four for the two headlamps, for instance), hidden jewel boxes, separate heater for the back, wind-driven horns, and just about everything else. To drive it was not as smooth as, say, a Rolls-Royce produced at the same time, but there was a true vintage feel about it: steering and brakes were impeccable. I had to part with it before my return to England but for once I did so at a reasonable advantage. This was certainly the once in a lifetime.

That's about the lot to date. I am as sorry as my readers that there haven't been more truly sporting cars to describe, but funds have always limited the field a bit, and a tired sports car is perhaps the worst buy of all. I have left out many cars because there was nothing noteworthy about them or because I just didn't keep them long enough. What are the lessons I ought to have learned? The most important one for the marginal motorist, as so many of us are at the beginning, is to beware of the vicious circle of buying a car so clapped out or expensive to run that funds can never be accumulated to move on to something better. And whatever may be said about compulsory testing of roadworthiness it will get a lot of junk off the bomb-sites and back into salmon tins where it belongs.

ELSTREE FLYING CLUB

It is pleasing to note that private flying is not quite extinct in this country. Indeed, last summer Elstree Flying Club had so many students under instruction that they had to refuse any new ones. Now they have more Chipmunks, more instructors and look forward to operating from 8 a.m. until dusk seven days a week on the better days of 1960. You can book with them by telephoning Elstree 3070—and social membership at half-a-guinea per annum sounds a good bet too.

RE-ACQUAINTANCE WITH THE RILEY 1.5

WHEN my Mini-Minor was recalled for undersealing B.M.C. lent me a Riley 1.5 and exactly a week later, although this was a normal week going to and from the office, with more driving of a pen than motoring, I had covered over 500 miles in it. Consequently, it seems appropriate to set down a few observations about a car on which MOTOR SPORT published a full road-test report in February 1958.

Two years ago the Riley 1.5 was regarded as a sports version of the recently-introduced Wolseley 1500 and as I hustled it through the night towards the West Country I was in critical mood, finding the road-holding, noise-level and limited fuel range unsatisfactory. Coming back to this compact two-carburettor saloon after a lapse of over two years I was in a less exacting frame of mind but as I drove away from the strike-bound Oxford factory I was soon reflecting on what an enormous improvement Alec Issigonis has effected in road-holding and stability, as I compared the rolling and lurching of the Riley with the "sure-footed" level-keel ride of the Mini-Minor I had left behind. For at least the first day, driving the Riley was akin to walking on a tightrope. . . .

Of course, the little Riley is nicely appointed within—polished wood facia, deep carpets, a rev.-counter, some nine different shades of interior finish, and so on. I am not very partial to wood, either real or imitation, within modern, inexpensive small cars of functional integral steel construction—the worst offender, surely, is that otherwise quite splendid motor car, the ID19 Citroën—but I confess that the interior decoration of this Riley does convey a sense of quality, which is enhanced by smooth, quiet progression—until you want to hurry, when engine noise rises with the revs. But I would willingly have exchanged the pretty pieces of wood screwed to the insides of the doors for a clock, and some of the "luxury" effect is spoilt because to shut them properly, the doors require a big slam. However, from time to time I hear cries of "Give us a luxury small car," so I suppose those who loll in club armchairs and wear bowler hats and furred umbrellas out of doors will get along very nicely with this Riley 1.5.

More practical considerations are the value of having four doors, and the sensible layout of the control knobs. The driver's right hand goes easily to the lamps and screen-wiper controls, which have the screen-washers button immediately below them, on the extreme right of the facia; headlamp flashing after dark is, therefore, comparatively easy. The panel-lights switch is also convenient to the driver's right hand. And panel lighting and warning lamps are sensibly subdued.

There is no particular disadvantage in having a separate starter button but it is annoying that the ignition-key inserts the correct way up to switch on the sparks but upside-down to lock the driver's door. The other doors are locked with their rather insecurely-mounted interior handles. The direction indicators are operated



COMPACT 1½ LITRE.—The Riley 1.5 is still an excellent proposition for those who require a small saloon with luxury appointments, the high gearing of which provides effortless cruising and the twin-carburettor engine better-than-average performance, with a maximum speed in the region of 85 m.p.h. The inclusive price is under £816 with heater but without radio.

THE RILEY 1.5 SALOON

Engine: Four cylinders, 73 × 88.9 mm. (1,489 c.c.). Push-rod-operated overhead valves. 8.3 to 1 compression-ratio. 68 b.h.p. at 5,400 r.p.m.

Gear ratios: First, 13.56 to 1; second, 8.25 to 1; third, 5.12 to 1; top, 3.75 to 1.

Tyres: 5.60 × 14 Dunlop "Gold Seal" tubeless, on bolt-on steel disc wheels.

Weight: 18 cwt. 1 qr. 0 lb. (without occupants, but ready for the road, with just under one gallon of petrol).

Steering ratio: 2½ turns, lock-to-lock.

Fuel capacity: Seven gallons. (Range approximately 197 miles).

Wheelbase: 7 ft. 2 in.

Track: Front, 4 ft. 2½ in., rear, 4 ft. 2 5/16 in.

Dimensions: 12 ft. 9¾ × 5 ft. 1 in. × 4 ft. 11¾ in. (high).

Price: £575 (£815 14s. 2d. inclusive of p.t.). With extras as tested: £858 7s. 9d.

Makers: Riley Motor Company Ltd., Cowley, Oxfordshire, England.

conveniently by a r.h. stalk with a warning light in its tip; the dished spring-spoke wheel carries the horn button.

The Riley has neither under-facia shelf nor door pockets, but an unlockable cubby-hole with neat wood lid is provided. A praiseworthy feature is that the spare wheel is accommodated beneath the roomy boot, the lockable lid of which is self-supporting; the bonnet props up on its own but requires human aid to release itself. An interior lamp with neat sliding switch is set on the roof-sill convenient to the driver's right hand and there are dual anti-dazzle visors (lacking a vanity mirror, however), and a good rear-view mirror. The front doors actuate the interior courtesy lighting. There is soft crash-padding above the facia, and the heater, controlled by two simple facia quadrant levers, is particularly effective.

Starting from rest was at first an undignified process, because the clutch engaged only at the very end of the pedal travel; this difficulty was overcome on longer acquaintance. The Riley gear change, with that tiny central lever, is in every way a joy, until you attempt driving in traffic, when the gearbox resists attempts to engage bottom gear in a thoroughly stubborn way. The Riley rolls excessively when cornering fast but road-holding is not rendered dangerous thereby; on bad going back axle judder sometimes intrudes and the axle movements sway the car. The production model possibly bears but small comparison in this respect with those Rileys which last year won the 1½-litre Saloon-Car Championship! Nor is the ride good over really poor surfaces, although along main roads the car is comfortable, except that seats more generous dimensionally would be an improvement for long journeys.

When the Riley 1.5 was announced much was made of its high top and third gear ratios and these certainly make for effortless running. A 70-m.p.h. cruising speed, for instance, represents only just over 3,800 r.p.m. Unfortunately, the two lower gears are widely divorced from third and top, so that after taking the engine to 5,000 r.p.m. in second gear there is an unhappy lag in acceleration after engaging third. In fact, the absolute maxima are approximately 29, 46, 78 and 85 m.p.h., respectively, and the s.s. ¼-mile took 21.2 sec. (mean time 21.45 sec.). The speedometer was 3 per cent. fast at 60 m.p.h. The gears are quiet, the back axle apt to hum to itself. The brakes, otherwise foolproof are not particularly powerful unless you press hard and they emitted a rubbing sound.

The steering, by rack-and-pinion, is devoid of sponginess or free play, is reasonably light, and possesses gentle castor-return action, at the expense of transmitting very slight kick-back over bumps. It is moderately high geared, at 2½ turns, lock-to-lock.

Instrumentation consists of speedometer and tachometer (the former having a trip as well as total mileage recorder, although rally competitors might be exasperated at obstruction of these readings by the needle at certain speeds) and a dial which imparts the information that water temperature is N, oil pressure 50 lb./sq.in., and that X gallons of fuel remain between E and F. Fuel consumption of premium-grade petrol came out at 28.2 m.p.g. under general conditions, including several crossings of the Metropolis. As the tank holds seven gallons the range is under 200 miles; this is inadequate for Continental touring or rally driving and it is disappointing that the makers have done nothing to rectify this. In a total of 1,086 miles 1½ pints of oil was consumed. The engine started at the first touch of the starter button after nights in the open under conditions of extreme cold and the former "running-on" has been cured. The test car had an H.M.V. radio of excellent tone, with dashboard speaker: it functions with the ignition off, but lack of separate panel illumination made tuning uncertain at night.

Reporting on the latest Sunbeam Rapier elsewhere in this issue I remarked that it is a 1½-litre car, a category now relatively neglected in this country. The Riley is also of 1½ litres and B.M.C. turn out vast numbers of engines of this size, so that, in quantity if not in variety, this remains a popular capacity. There follow some opinions on the Riley 1.5 by the same engineer who analysed the same size, but rather more expensive, Sunbeam Rapier on pages 170-171.

Much of the character of this car derives from the very high top gear which provides effortless cruising at any speed within its range, with rather a high wind noise level, but without engine noise or vibration. The well chosen third gear has to be constantly used for cornering and overtaking, and the gearchange is good enough to make this a pleasure. All the gears, except first, are reasonably quiet and the synchromesh is not easily beaten except when hurrying the change from second to third. The wide gap between these two makes second a less useful gear than one would wish, and together with the rather heavy flywheel makes the upward change between them rather slow.

With the seat right back, the leg room is adequate only for drivers of less than average height, and the front seats, although extraordinarily heavy, are not comfortable for long journeys and provide little lateral support. The pedals are offset to the left but operate satisfactorily; the brake and accelerator are embarrassingly close together, but this has the merit of allowing simultaneous operation using the side of the shoe. The brakes require a rather heavy operating force by the latest standards, but produce a remarkably rapid stop without wheel-locking in an emergency. The steering wheel is placed in an unusually flat plane (actually about 45 deg. to the horizontal) but this proves quite convenient in practice and results in a straight-arm position when the hand is at the top of the rim.

In view of the close affinity between this car and the Morris Minor, and the many common steering and suspension components, it is not surprising that it has the same characteristics of remaining light (though not as light as the Minor) even when more lock is required when cornering hard, and something of the same precision which shows up in its directional stability and accuracy of positioning when travelling fast on bumpy straights. There was some reaction through the rack-and-pinion steering, but this was never objectionable, and the common steering tremor at high speeds, caused by wheel unbalance, was not present on this car.

However, the considerably heavier engine and greater all-up weight have affected the handling adversely compared with the Minor. There is considerable roll, and the very high percentage of weight on the front wheels together with the rather high build and consequent large lateral weight transfer have resulted in overloading of the outer front tyre on corners which confers excessive understeer and makes the car feel under-tyred even though the previous 5.00 x 14 size has now been replaced by 5.60 x 14. It is to the credit of these Dunlop Gold Seals that tyre squeal is very moderate; instead there is a pronounced low-pitched scrubbing noise from the front, particularly on sharp corners, and there is considerable loss of speed on bends unless the lower gears are used freely. At the expense of some increase in suspension harshness, the car handles better with the front tyres inflated some 3 lb./sq. in. higher than the recommended pressures.

The ride is level and pitch-free, but the road-holding of the conventional back axle leaves some room for improvement, and there is a tendency to drift out appreciably on very bumpy corners. Many fast drivers would prefer to sacrifice a little comfort for slightly heavier damping and greater roll stiffness.

Although the Riley 1.5 is not an outstandingly fast cornering car, it has the compensating merit that it can easily be driven nearer to its limits than many cars. This property derives from handling which is predictable and free from vice and from an unusual share of that mysterious "feel" which informs the driver of what is still in hand.

To sum up, although under critical analysis the Riley 1.5 has a few shortcomings, I enjoyed motoring in it and it is certainly a more palatial way of going about one's business than in a "minibric." As a brisk yet compact well-appointed four-door saloon it fulfils a definite need, even if, in the light of recent knowledge, it would benefit from a certain amount of revision.—W. B.

The vintage-car rally to Turin in connection with the opening of the new museum buildings has been put off to 1961 but the Second "Coppa Monza" race for vintage sports cars, together with a *Concours d'Elegance*, will take place on May 26th, after a F.J. race in the morning. Details from Angelo Tito Anselmi, via Pagliano 31, Milan, who understands English.

MATTERS OF MOMENT—continued from page 149

ADO15 twins. We congratulate Issigonis on weaning the most advanced and daring of the trio, and we foresee keen competition between B.M.C. and Ford for World family-car sales. We turn to *Road & Track* as guiding American opinion and are interested to note that they conclude their road-test of the B.M.C. mini-car with the words: "It will undoubtedly prove to be an extremely useful and practical second car for thousands of families," and that of the Ford New Anglia with: "The car should be a success everywhere." Which is where an Editor wishing to appear erudite would add, *Verb sap.*

MERCEDES-BENZ WINS MONTE CARLO RALLY

This year's Monte Carlo Rally was hardly a credit to Britain. She started by far the greatest number of cars and won few of the honours. All credit to Sunbeam for being the highest-placed British finisher with seventh place, and congratulations to Pat Moss and Ann Wisdom for again capturing the *Coupe des Dames* with their Austin A40, which beat Anne Hall's Ford New Anglia. Beyond that, British cars did not succeed.

The Rally confirmed the excellence of the Mercedes-Benz 220SE and justified the complication of fuel injection of these fine cars—they finished 1, 2, 3, also fifth, and took the Team Prize, with D.K.W. runners-up, a German grand slam. The Mercedes-Benz 220SE is a spacious luxury car but we have heard an experienced Porsche driver say he considers he is as fast in a 220SE under conditions of difficult mountain motoring, which says much for its splendid road-holding. Last year, near Stuttgart, *MOTOR SPORT* gained first-hand experience of the excellent performance of this car. All of which the Monte Carlo Rally underlined. This was the first win by Mercedes, but how convincing!

Class winners were D.K.W., Alfa-Romeo, Sunbeam, Mercedes-Benz, Volkswagen, Citroën, the French Alpine, Saab, Peugeot and Ford—excellent cars all, the sales of which should be enhanced by their excellent performance under severe winter conditions. Below we append an analysis of the results:—

Make	Started	Qualified	Finished Final Test
Ford ...	39	13	10
Sunbeam ...	28	8	7
Citroën ...	24	11	8
Volvo ...	23	11	11
Austin ...	17	3	3
D.K.W. ...	16	9	9
Triumph ...	13	3	2
Simca ...	13	3	3
Mercedes-Benz ...	12	7	7
Alfa-Romeo ...	10	1	1
Jaguar ...	10	0	0
Skoda ...	9	3	2
Porsche ...	8	1	1
Peugeot ...	7	2	2
Morris ...	7	2	2
Riley ...	7	1	1
Renault ...	5	1	0
Lloyd ...	5	1	1
Fiat ...	5	2	0
Borgward ...	4	1	1
Volkswagen ...	4	1	1
Vauxhall ...	4	1	1
Singer ...	4	1	1
Saab ...	3	2	2
Hillman ...	3	0	0
Panhard ...	3	1	1
M.C. ...	3	0	0
N.S.U. ...	2	0	0
F.S.O. ...	2	0	0
Alpine ...	2	1	1
Lotus ...	1	0	0
Opel ...	1	0	0
B.M.W. ...	1	0	0
Morgan ...	1	0	0
Wolseley ...	1	0	0
D.B. ...	1	0	0

The 750 M.C. intends to celebrate its coming-of-age with a rally at Chateau Impney, near Droitwich, on April 24th, to which all Austin Seven owners are invited. Gymkhana-type tests and a pride-of-ownership contest will be held.

The 12-hour race at Sebring takes place this year on Saturday, March 26th. As in past years, points of this race will count towards the World Sports Cars Championship. Phil Hill, winner for the past two years, will be teamed with Cliff Allison and as this pair have already started the Season by winning the Argentine 1,000-kilometre race, the chances are that Phil may do the hat trick.

EVERY MAN HIS OWN INDEX OF PERFORMANCE

We have felt for a long time that it would be interesting to establish which are the leading cars in a number of representative engine capacity or price classes by evolving a system of marking based on collective performance figures and factors—a car-buyer's index-of-performance in fact. The annual road-test report books published by *The Autocar* and *The Motor* offer the figures required but lack of time and an acceptable system of marking has so far prevented us from going into this complex but fascinating field of analysis.

Now we find that Richard Ansdale has done something of the sort for us, devising a point-by-point classification of a range of popular cars, his findings having reached us through the medium of Victor Winstone of D.M.A. Mr. Ansdale's classification is far from comprehensive, because he worked out his computations before performance figures were available for the such recent significant additions to the small-car market as the Triumph Herald, Ford New Anglia and the new B.M.C. twins, while he has omitted to include the Citroën 2 c.v. and the Volkswagen because the road-test reports on these cars were said to be too old to be of any practical use.

However, even with such omissions, the figures are of interest, covering as they do fourteen popular cars made in England, France, Italy, Germany and Sweden, under headings which take account of road area, passenger area, weight, petrol consumption, maximum speed, piston speed at 50 m.p.h., the steepest gradient climbable in top gear, 0-50 m.p.h. acceleration, M.E.P. speed at 50 m.p.h., width of front and back seats, the mean turning circle, braking pressure at 30 m.p.h. in neutral to give 0.5 g. retardation, and the basic price in Swiss francs, using the N.S.U.'s marks as representing 100%, the others at higher or lower percentage accordingly.

The result comes out as follows:—

N.S.U. Prinz (100%)	Ford Old Popular... .. (93.8%)
Fiat 500 (95.5%)	Renault Dauphine (92.25%)
Morris Minor 1000 (94.8%)	Austin A35 (91.6%)
Fiat 1100 (94.3%)	D.K.W. 1000 (91.15%)
Standard Eight (94.2%)	Ford Old Anglia (90.5%)
Fiat 600 (94.0%)	B.M.W. 600 (89.6%)
Austin A40 (93.9%)	Saab 93 (88.0%)

The first impression may be that these percentages are so close as not to prove very much, but, in fact, we see the N.S.U. Prinz as 5 per cent. superior to the Fiat 500 and that it leads thirteen of the World's better-known small cars in spite of an engine size of only 583 c.c. suggests that it has excellent performance blended with compact dimensions that give it many high marks. In fact, the Prinz has 14.00 marks to the Saab's 12.308. It is interesting that the Morris Minor 1000 comes out third, confirming the continued popularity of this somewhat out-moded B.M.C. production—but all credit to the diminutive N.S.U. and Fiat for bettering it. We know from personal experience how well the N.S.U. goes in spite of its tiny engine and it possesses excellent road-holding as well. The slender difference between buying a Fiat 1100, known to be a magnificent "all-rounder," or a rather dreary Standard Eight may make this marking system employed suspect, however, and, further, it does not take into consideration personal preferences or cover those unmeasurables which can make or mar a motor car.

Nevertheless, this is an attempt to grade cars mathematically which could be usefully employed, perhaps in modified form, to compile that "short list" to which most prospective buyers of new cars give a great deal of thought. If any readers are convalescing after an illness, have won a football-pool or otherwise have the leisure, we should be very interested, if they are prepared to put aside the *Times* crossword, to discover where the VW, 2 c.v. and the new British small cars rate by the Ansdale formula—he is optimistic about the B.M.C. babies, for example.

To this end it should be explained that piston speed at 50 m.p.h. is calculated from the formula

$$\omega R \left(\sin \theta + \frac{2 \sin \theta}{2n} \right) 60 \text{ ft./min.},$$

where R' = crank radius in feet, L = length of con.-rod in feet, and $n = \frac{L}{R}$, while M.E.P. speed at 50 m.p.h. was found, not entirely accurately, from the formula

$$\text{B.H.P. required at 50 m.p.h.} = a \times 1 = \frac{PD^2S}{168,067}$$

$$\text{therefore M.E.P. at 50 m.p.h.} = P = \frac{a \times 168,067}{D^2 S \times X}$$

where a = frontal area (sq. ft.), D = cylinder bore in inches, S = piston speed in ft./min., X = number of cylinders, using 2X for two-stroke cars. Below is given the N.S.U.'s "winning lines."—W. B.

Road area 48.4 sq. ft.	Top-gear gradient ... 1:13
Passenger area 21.35 sq. ft.	0-50 m.p.h. 25.8 sec.
Weight 9.64 cwt.	Front seat width ... 38 in.

A COLLECTION OF VWs



The three military VWs in Hertfordshire, with the amphibian in the centre of the group.

Collections of antique cars are quite common but of modern cars are comparatively rare. So we were interested to hear that the Muston brothers have a trio of unusual Volkswagens and we made a point of calling at the Arkley Garage near Barnet to inspect them.

J. M. Muston has a great respect for the engineering of the late Dr. Porsche, his personal means of transport being a 1955 Porsche Speedster.

When he and his brother were in Chamonix last summer they climbed an alp and found at the summit a café proprietor who had a number of military VWs left behind by the Germans. They took a fancy to two of these and, returning home, arranged to import them and then flew to Paris, returned to Chamonix and drove the two vehicles home.

One is an ex-German Army l.h.d. four-man transporter, which is being restored to original condition with canvas hood and side-screens and 5.00 x 16 tyres, although an 1,131-c.c. engine replaces the original power unit. It bears the registration 889 AC 74 and is probably of 1944 vintage, certainly of 1941-44 type. The specification follows present VW practice in most respects, but there is a self-locking differential.

The other VW brought home from the French Alps, where it had helped in the construction of the café by transporting enormous baulks of timber up improbable gradients, is an amphibian with bath-like body, registered 433 K 74. This is a very light vehicle, the driver sitting on the left, in a very narrow tubular seat. Normally the four-speed transmission is used but a small lever working in a quadrant behind the usual gear lever selects four-wheel-drive and, pressed further forward, brings in a very low fifth speed. With this and all four wheels driving we gather the VW amphibian eagerly climbs gradients which make a Jeep nervous! The engine is the 1,131-c.c. unit and for swimming a small propeller, mounted on a pivoted alloy housing, folds down to engage the dogs which are used normally for the starting handle, thus providing propulsion in the water, when the front wheels are used in lieu of a rudder.

Finally, the Mustons discovered a third military VW languishing in Melton Mowbray. This again, is the 1941-44 type, with the authentic 950-c.c. engine. It was used by an Army officer who is believed to have investigated it for M.I.5 and became so attached to it that he built a four-door hard-top on to it. Registered MTV 225, this VW now has oversize tyres from a Jaguar and a non-standard rear petrol tank inside the body and is intended as spares for the other pair.

A recent 750 M.C. trial was, we gather, considerably enlivened by these two military Volkswagens, each of which happily ascended the hills carrying driver, navigator and three girls.—W. B.

PORSCHE 356B

The new Porsche 356B with the Super 90 engine, intended for delivery last January, has been held up, but will be available about the middle of this month.

Swiss price 4,500 francs	Rear seat width ... 50.5 in.
Miles per gallon... .. 44.0	Turning circle 27 ft.
Miles per hour 62.7	Brakes at 30 m.p.h. to give 0.5 g. 33
Piston speed at 50 m.p.h. 1,696 ft./per min.	
M.E.P. at 50 m.p.h. ... 101.0	Total marks 14.00

MGA 1600

even safer! **even faster!**



1,588 c.c. ENGINE
DEVELOPING
79.5 B.H.P.

LOCKHEED
DISC BRAKES
ON FRONT
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BOOK REVIEWS

"Le Mans '59," by Stirling Moss. 115 pp. 10 in. × 7½ in. (Cassell & Co., Ltd., 35, Red Lion Square, London, W.C.1. 15s.)

This book, to celebrate and forever commemorate the Aston Martin victory at Le Mans last year, when the British cars vanquished the formidable Ferraris, is packed full of interesting information and lavishly illustrated with magnificent pictures which capture the atmosphere of the famous 24-hour sports-car race.

Moss pulls no punches—he repeatedly emphasises his dislike for the race he writes up so effectively, he admits that before Salvadori and Shelby brought the Aston Martin past the chequered flag he thought a Ferrari would win, and he deals with deliberate baulking of fast cars by far slower ones in this dangerous race.

Because this is Moss writing you hang on to every word—we notice he lets his clutch out to get away whereas we always thought we were letting ours in—and these words capture so effectively the spirit of Le Mans that many readers must surely book their grandstand seats soon after shutting the covers of this unique book. In time "Le Mans '59" will go on the shelf with other motor-racing history books but at present it is vitally alive, in text and picture, as it tells of the painstaking approach by Aston Martin to the problems involved and of how everything worked out during the long hours of the race.

Information is detailed even to the movements chart issued to all Aston Martin personnel engaged in "Operation Le Mans," to the drivers' briefing before the race by Reg. Parnell and a verbatim tape-recording of what Moss, Salvadori and Shelby thought about the Aston Martin victory after they had had time to think the race over.

The illustrations, printed on fine glossy art paper, capture almost every facet of Le Mans, even to the strip-tease girls in the fun-fairs that are found in the public enclosures. The book comes in a fine colour dust jacket showing No. 5 Aston Martin, the ultimate winner, cornering at speed. Cassell are to be warmly congratulated on publishing so much attractive material for a modest 15s.—W. B.

"The Ferrari," by Hans Tanner. 212 pp. 8½ in. × 5½ in. (G. T. Foulis & Co., Ltd., 1-5, Portpool Lane, London, E.C.1. 21s.)

Here for the first time is the history of one of the greatest names in motor racing. The career of Enzo Ferrari is traced from his early beginnings as a driver of Alfa-Romeos in races of the immediate post-war period—he was second in the 1919 Targa Florio at the wheel of a 40/60 Alfa-Romeo—through the formation and operation of the Scuderia Ferrari whereby the racing of P2 and P3 Alfa-Romeos was carried on after the parent factory had abandoned racing, to his advent as the builder of Ferrari sports and racing cars. Thereafter success followed success as the story unfolds in this fascinating book.

We read of the exploits of the 1½-litre supercharged Ferraris, of the big unblown Formula 1 machines, and of the four-cylinder and V12 F.2 Ferraris. The account goes on to deal with the 2½-litre F.1 racing cars we know so well, and covers the Lancia-Ferraris and the present Dino V6 cars. Chapters are devoted to experimental and special Ferraris and to the sports and touring models—"touring" being a relative term where this *marque* is concerned! There is plenty of technical matter and the book is well endowed with sectional drawings, cut-aways and photographs.

Not the least valuable part of the book are the elaborate appendices, covering the racing successes and failures of Ferrari from 1948 to 1958, race results by types of car, a summary of F.1 results year by year from 1948 to 1958, giving reasons for all retirements, and very detailed specifications of Ferrari engines from 125S to 410SA and of all the Grand Prix Ferraris, complete to details of compression-ratio, power output and engine speed.

This book fills another gap in motor-racing history and it is impossible to think of a more intriguing or significant one.—W. B.

"Scotland's Motoring Story," by Duncan Robertson. 56 pp. 9½ in. × 7½ in., soft covers. (McKenzie Vincent & Co., Ltd., 104, Renfrew Street, Glasgow, C.2. Proceeds donated to BEN—2s. 6d.)

When reading a passage from this book, "Stirling was a fighter, and well he deserves his many accolades," we thought this must be about Stirling Moss. In fact, the reference is to John Stirling, of Hamilton, who had much to do with the establishment of the Daimler car in Scotland. On its large glossy art pages this book traces much of Scotland's motoring history and the text is balanced by fascinating pictures of such cars as the Albion, Kelvin, Skeoch, Stirling, Drummond, Little Scotsman, Gilchrist, Arrol-Johnston, Atholl, Beardmore, Argyll, Rob Roy, Galloway and Arrol-Aster. Text superficial, illustrations worth while.

Motoring historians will want a copy of "Scotland's Motoring Story," all proceeds from the sale of which are donated to BEN, the Motor and Cycle Trades Benevolent Fund. Don't forget to include some stamps!—W. B.

"With Your Car in the South of France," by Dudley and Marianne Noble. 176 pp. 7½ in. × 5 in. (Frederick Muller Ltd., 110, Fleet Street, London, E.C.4. 12s. 6d.)

Few people know or love France better than much-travelled Dudley Noble and his wife. In this book—No. 8 in "Bon Vivreur's Continental Holiday Series"—they tell you many worthwhile facts about motoring to and on the French Riviera. They do not mince matters, such as the chance of encountering bad weather, but they do lay bare their great experience of the best routes, hotels, clothing and procedures to use. Vintage enthusiasts will be happy to know that Dudley Noble visited Nice in 1926 when he was testing a 9/20 Rover. He also makes reference to his first experience of motor travel in France, in the 1914 Paris-Nice Trial on a motorcycle, and to his battle with the Blue Train, in a Rover, in 1930. A pleasantly written little book that makes you want to drop everything and cross the Channel.—W. B.

"Automobiles Work Like This," by Phil Drackett. 64 pp. 10 in. × 6½ in. (Phoenix House Ltd., 38, William IV Street, London, W.C.2. 9s. 6d.)

Very superficial. The youngster who wants to know how the Otto cycle functions could be misled by statements such as: "Most of them (cars) have what is known as a four-stroke engine, which differs in various types and makes only by the number of cylinders and their disposition"; "To enable the exhaust valve, the inlet valve and the sparking plug to do their jobs at the right time, they must be linked to the crankshaft and this linking apparatus is known as the timing gear"; or—the only explanation of ignition—"A device known as a sparking plug is fitted to the top of each cylinder and current is supplied to each plug from a battery."

The blurb on the dust jacket says that the author explains in simple terms how the automobile works. They are far too simple. He would have done better to expand this theme instead of trying to compress into 64 pages details of turbines, diesel engines, cars of the future, careers in the industry and so on. Avoid this one.

"The Book of Sports Cars," by Charles Lam Markmann and Mark Sherwin. Foreword by Briggs Cunningham. 323 pp. 11½ in. × 8½ in. (G. P. Putnam's Sons, New York. 15 dollars.)

This book sets out to be a fantastically comprehensive volume of pictures and text covering in great detail the World's sports cars. The authors studied 58 reference books and countless magazines, *MOTOR SPORT* included, and wrote for help to most of the one-make Clubs and Registers before compiling it. In theory it should be the sports-car book to end all such books. However, authors and publishers who have similar works in mind can breathe again, for after the first impact of this weighty tome full of pictures (many of them admittedly extremely rare and unique) has been absorbed, the reader discovers that the authors lack a sufficient grasp of their subject for their book to stand as a reliable work of reference. After spending the equivalent of £5 this could come as a nasty shock!

Without going into great detail, such startling errors of fact come to light as reference to a side-valve Salmson with four push-rods (which, as by now everyone qualified to write of this make should be aware, had overhead valves), a picture of a perfectly normal vintage A.C. Anzani side-valve two-seater captioned as having four o.h. valves per cylinder, a picture of a very staid bull-nose Crossley two-seater said to be "identical to the 20/70 in appearance except for knock-off Rudge wheels," the statement that the 16/60 H.E. was available with a Cozette supercharger (they have obviously confused it with the 12-h.p. H.E.), and that "there is no record of any sporting participation by either coupé or the tourer," whereas an H.E. Six tourer ran in the 1928 Six-Hour Race at Brooklands (while this car did not have "¼-elliptic springs all round," as stated), and the remark that in the first Jowett engine "cooling was by expansion," and so on. Although the authors refer to my history of Brooklands (in which I, too, made mistakes), they didn't read it very carefully if they think that the Double Twelve Race was "invariably faster than Indianapolis" and that the Mountain circuit involved going up the Test Hill!

There is a picture allegedly of Lea-Francis saloons racing at Oulton Park whereas they are merely touring round in the annual V.S.C.C. parade, the statement that at Brooklands the Leyland Eight "hit 115 m.p.h. on its first try," whereas, in fact, Thomas was left on the line in his first race, the old *bon mote* of dating Old No. 1 M.G. as 1923 and giving it a Hotchkiss engine, an illustration of a

delightful "Double Twelve" M.G. captioned as the prototype M-type, no reference to the sports Riley Redwing but a picture of a Riley Grebe, which looks like a Sprite, a picture claimed to be of the Singer which won the 1912 Standard Car Race at Brooklands but depicting merely a normal Singer Ten two-seater, the inclusion of the Triumph Dolomite and later roadster as sports cars, ditto a quite unsporting Stellite, the British Salmson loosely described as "essentially the same as its French contemporary," a picture of a late-series Lancia Lambda passed off as "the first series of 1922," etc., etc. Fiat history is sketchy, with no reference to the 507 and the 500 docked of 70-c.c. We are told that the "tank"-bodied sports/racing Chenard-Walcker was "known even to its admirers as the Wart Hog," whereas this was a name given by a private owner to his saloon, in recent times! I love, too, the Singer Kaydon, "for the famous driver." And I am sure Renault will love the authors' reference to the Dauphine's "excellent road-holding which gives it advantage in race and rally use." The 24-hour run of an open Renault 45 at Montlhéry is described as "the *marque's* last sporting success until our own period," completely overlooking the later, faster record by the Renault 45 saloon.

It is a thousand pities that such an elaborate and expensive book should be marred by so many errors. The pictures (over 700 of them) to a very large extent make up for this, or would do so if so many inappropriate ones of chopped-about cars, or of cars half-hidden by grass verges or sometimes photographed in a fog, or else merely manufacturers' hand-out material, hadn't been used.

The end of the book tries to make amends with interesting biographies of designers and drivers, from Allard to Voisin, Barnato to Elsie Wisdom. Even here these errors have clung to the authors' pens: thus Moss and Jenkinson are said to have driven a Mercedes-Benz 300SRL to victory in the 1955 Mille Miglia. The book concludes with a chapter on race venues and 4½ pages of acknowledgments to those persons who tried to help the authors in their formidable task. "The Book of Sports Cars" is a good idea, which hasn't come off.—W. B.

The National Traction Engine Club issues a well-produced and illustrated journal, "Steaming," which is available to non-members for 3s. 9d. a copy, postage paid, or free to members (annual subscription 15s.). Many readers will no doubt wish to associate themselves with this worthy cause. Details from J. Crawley, Field House, Turvey, Beds.

S. Smith & Sons (England) Ltd. have published a really splendid book, "World of Meaning," describing the spheres of human endeavour in which their well-known instruments and equipment exert their influence. The book is delightfully produced, with lavish coloured drawings, and deals with flying, farming, motor and motorcycle racing, railway operation, seafaring and sea-fishing, industry, the home, exploration, sport, etc. It is a book that any boy and his father should be delighted to possess—ask for your copy, mentioning MOTOR SPORT, from S. Smith & Sons (England) Ltd., Cricklewood, London, N.W.2.

Victor Britain, the car-hire people with the Edwardian Renault, have issued the 5th edition of their "Dine and Drive thro' Britain," a useful good-food guide. If you like to know on your map where you may eat well, send 6d. in stamps and say you are a MOTOR SPORT reader, to Victor Britain, 12a, Berkeley Street, London, W.1.

CARS IN BOOKS

What a splendid (and amusing) picture R. H. Pearson paints of an English country home in Edwardian days and the nineteenth-twenties in "Baynton House" (Putnam, 1955). He does not, unfortunately, tell us the makes of the three cars kept in the garages by his father—unfortunate, because the amateur engineering which his father carried out in the house and grounds not only form a fascinating part of the book but suggest that this delightful gentleman would have had decided opinions about which cars to favour. [But I took the liberty of asking him; they included a *circa* 1910 Singer 12/14, a Mors, a model-T bought for the children to play with up and down the drive, Austin 12 and 20, Austin Seven and Ford V8, while the author ran an M.G. Midget, his brother a Lagonda Rapier. Ed.] We are told that he seldom discarded a car, which is why a 1920 Essex was able to assist with surf-riding adventures on the lake some years after its heyday, by providing a tow, a job later taken over by the engine of a 1914/18 lorry which before this had been converted in a caravan. [The good work is continued today

by an Automower engine!—Ed.). Other cars do not figure prominently, although what more appropriate car than an Austin (Twelve or Twenty?) to roll up the drive of Baynton House, bringing with it friends unwelcome to the Pearson children, one day in the 'twenties? And finally, with crushing taxation, the cars at Baynton House, which was saved only by turning it into a water-cress farm, are reduced to a Morris Eight and a Vanguard.

In "Why I'm Not A Millionaire," by Nancy Spain [which I hesitate to couple with Mr. Pearson's splendid book, which, by the way is still obtainable, together with his later "A Seal Flies By" (Rupert Hart-Davis, 1959) describing the seal pups he takes to the Baynton House lake on Aqualung diving expeditions—Ed.], we read of Miss Spain's £20 fabric Austin Seven, later replaced by an M.G. Midget (seemingly with a four-seater body), her sister's Ford Ten, an enormous Cadillac, Winifred Atwell's white Jaguar, etc. There is also mention of the red 1932 M.G. J2 owned by Joan Werner Laurie, production manager of Hatchards, although the thought of moving house in such a car, as Miss Spain says she did, bed included, stretches the imagination. According to "Why I'm Not A Millionaire", this Miss Laurie "has an absurd hankering for grand vintage cars like M.G.s and Aston Martins and Rolls-Royce drop-head coupés, whereas I would be perfectly happy driving a Ford Anglia." We also read that Noel Coward had a Rolls-Royce named "Fluff". The cars one meets in books!

SERVICING EQUIPMENT

The following two items were unavoidably left over from last month's feature.

REDEX

Manufacturers of the well-known additive, Redex also make various vacuum gauges for testing the efficiency of the engine. These are naturally intended for use with Redex and a Do-it-Yourself tuning kit is made, costing £4 15s., which comprises a vacuum gauge, a gallon can of Redex and various adaptors for connecting the gauge to the inlet manifold. An instruction manual shows how to fit and use the instrument. Although 100 per cent. accurate results cannot be expected, the gauge will certainly diagnose major faults in the engine, as we found when testing a car which we already knew had a burnt valve.

Other instruments made by Redex include the Lubrocharger and Robot vacuum gauge which are for dashboard fitting. The Lubrocharger delivers a controlled amount of Redex to the engine and the Robot vacuum gauge shows engine behaviour while the car is running. These are priced at £3 3s. and £2 3s., respectively.

An accurately graduated mileage test tank is another of the Redex products which is more useful to the garage trade, but enthusiasts who wish to discover the exact fuel consumption of their vehicles under certain conditions would find one very useful. It is priced at £6 6s.

Finally a new product called Centrex has been put on the market which is an excellent dirt and grease remover. It costs 2s. 2d. per tube.

EXCELLENT TOOLS—MATADOR

For sixty years Matador tools have been of outstanding quality. Like new tyres, good tools are remarkably pleasant objects and Matador issue an extremely attractive catalogue listing, in great detail, tools of every conceivable kind. It is obtainable from Fry's (London) Ltd.

One especially nice Matador tool set, eminently suitable as a gift for a keen car enthusiast, is No. 6160, which contains a set of double ended super-chrome Matador spanners, wheel nut wrench with tommy-bar, plug spanner, water-pump spanner, wooden-handled screwdriver, ¾-lb. hammer, 6-in. pliers, a flat chrome-vanadium chisel, punch, and wire plug brush, all snugly housed in a lockable, square leather case, easy to carry and in the most cheerful colours. The catalogue also contains intimate details of tool kits, socket wrench sets and tool rolls of many kinds. If you require wrenches, pliers, body tools, box-spanners, drills, punches, chisels, open-ended spanners, feeler gauges, files, rules, hacksaws, vices, hammers, magnetic tools, padlocks, piercers, plug brushes, ring-spanners, scrapers, socket-sets, nippers, tyre levers, extractors, wheel-pullers or almost any other tool known to mechanics, this fine catalogue should fascinate. Drop a line to Fry's (London) Ltd., Faraday Road, Manor Royal, Crawley, Sussex, mentioning MOTOR SPORT.

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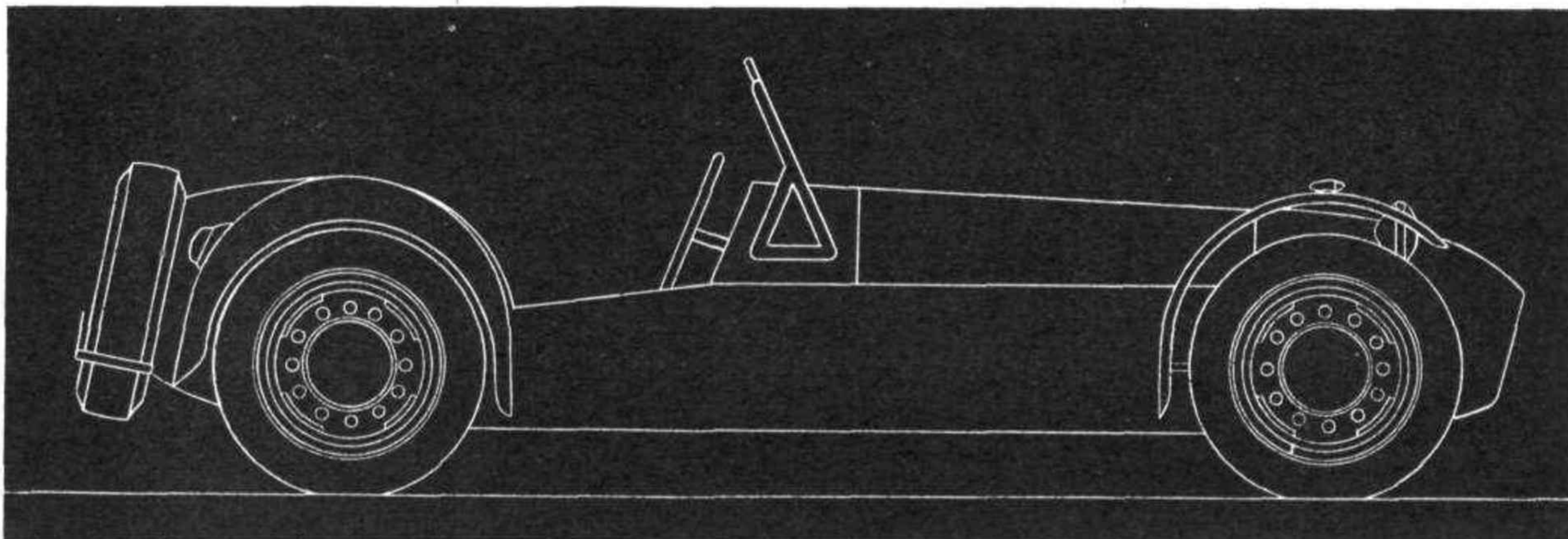
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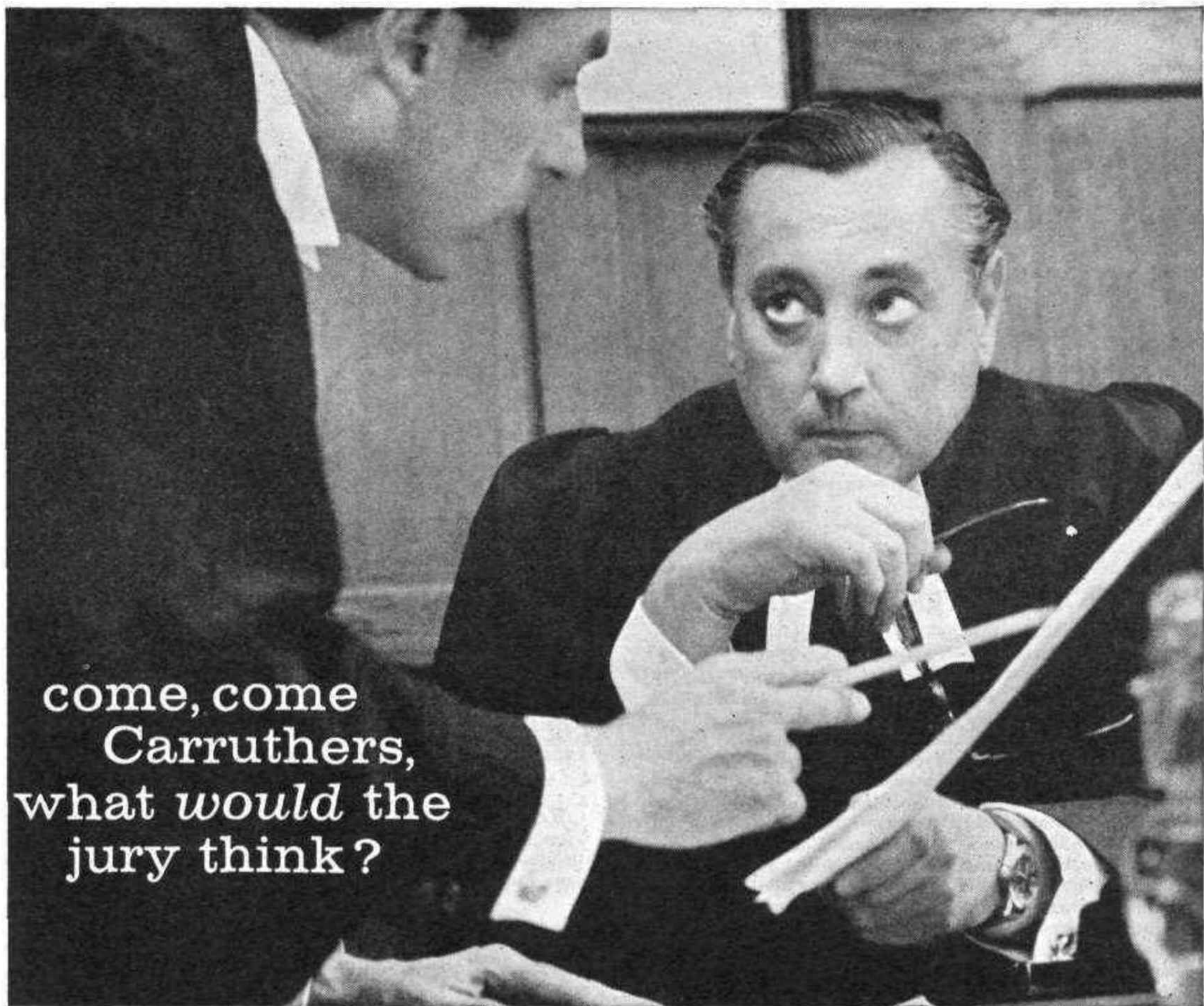
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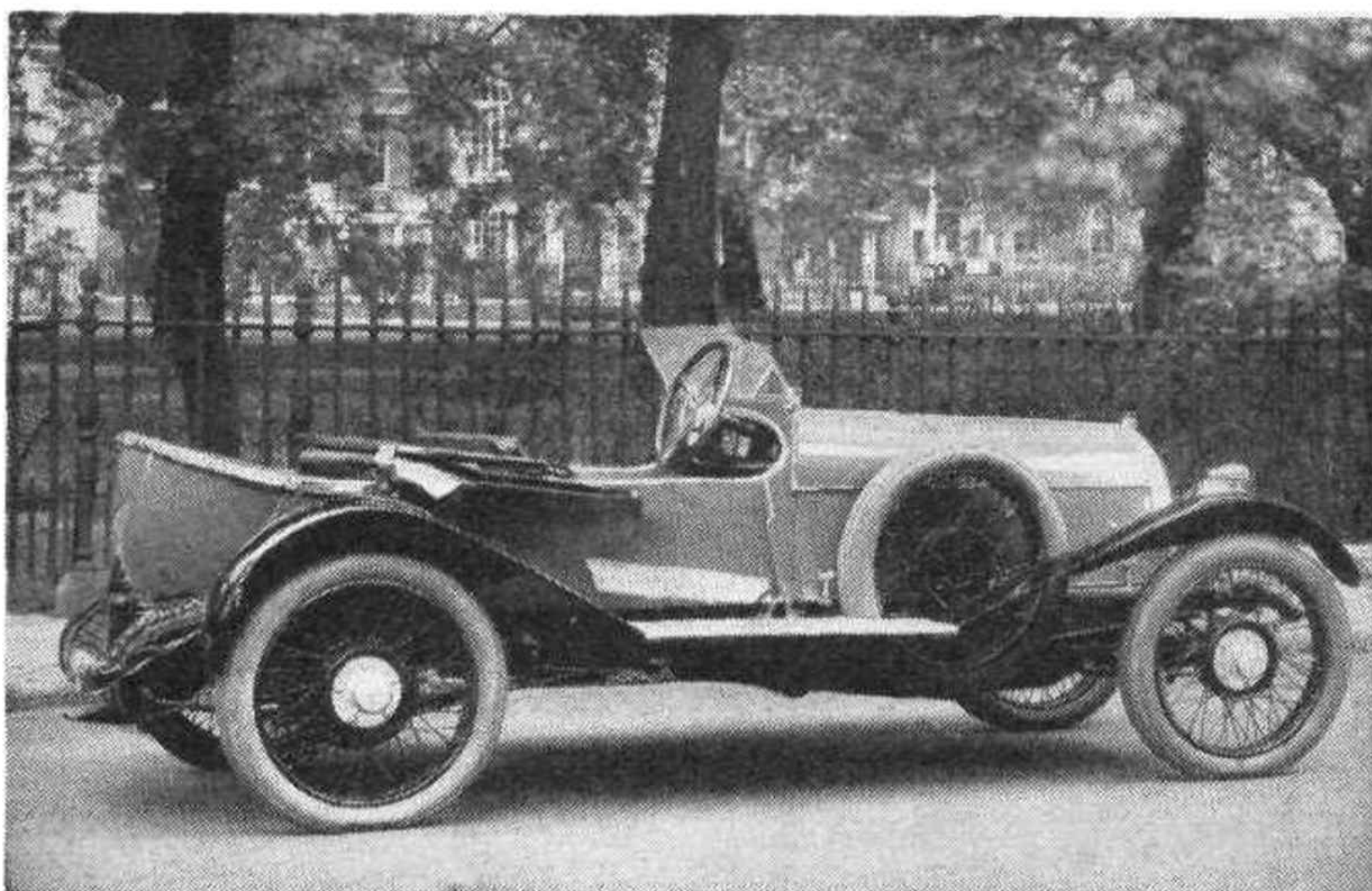
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A FASCINATING EXAMPLE OF VINTAGE SPORTS CAR.—The 14/40 H.E., made at Reading—see pages 166 and 167.



THE V.S.C.C. AT CHARTERHOUSE (Feb. 14th)

THE Vintage Sports Car Club held its February Driving Test meeting in the spacious grounds of Charterhouse School, where the public cannot penetrate and the surroundings are rural—a great improvement on Heston. The boys marshalled. The Club was rewarded by an entry of 60, to contest four tests, and this time there was a good attendance of vintage and p.v.t. sports cars. Only one Edwardian car was entered, Bendall's Austrian-Daimler, which was conspicuous by its absence.

On arrival cars were marshalled in the road and on entering the School grounds immediately tackled the Go-Stop test and the Le Mans test on the drive leading up to the School buildings. In the first test Hinchcliffe's Ulster Austin got away well but Cahagan's G.P. Bugatti was too high-g geared and Eckersley's 2-litre alloy-wheeled G.P. Bugatti, with odd aero-screen, was apparently carrying four of its eight cylinders as passengers. Very fine was Rippon's 1925 Grand Sport Amilcar with original wings-cum-running boards and tiny-section tyres. It was bought as a wedding present for his wife and on this occasion the first test caught it out, as it was boiling and wasn't in gear. Denis Jenkinson, his G.P. Sunbeam not ready, appeared in the Editorial Standard Nine, as a reminder that vintage cars mustn't be taken too seriously. In the wiggle-woggle test, however, he tied with a G.P. Bugatti . . .

In this test excellent times were made by Ely (1934 Riley), 10.1 sec.; Harris (1934 Frazer Nash), 10.4 sec.; Cahagan (1926 Bugatti), 10.5 sec.; Pilkington (1931 Alfa-Romeo), 10.8 sec.; Charnock (1932/39 Alvis), 10.9 sec.; and Hill (1929 O.M.) and Barnett (1934 Lagonda), both 11 sec. Collins, in a rather pansy Alvis, also did 11 sec. but went the wrong way.

In the last test, comprising reversing out of two "garages," a 6½-litre Bentley seemingly devoid of braking power and steering lock, drove Stanley Sedgwick, the O.M. snuffed out, Blake's Alvis all but shaved the markers, Wilson's 1933 Aston Martin tweaked its front axle under the brakes, Pilkington was hard on his Alfa's gears, and Bourne was very slow in his smart 4½-litre low-chassis Invicta. Crocker's 4½-litre Lagonda had to be rocked by many Carthusians to free a jammed starter and Clutton had to be careful in his vast 5.3-litre Bugatti, which committed one "fault." A very fine run indeed was made by Brown, in his 1926 12/50 Alvis.

There were not many "new" cars, but Barry Clarke entered the pleasing 1925 3.9-litre sleeve-valve Peugeot saloon discovered by Frank Lockhart, which made a pleasing contrast to Ronald Barker's 668-c.c. Peugeot. Alas, Barker, in yachting cap, overdid his two-wheeled cornering and hit a wall when turning into the school grounds, necessitating removal of his tiny Peugeot behind a breakdown crane. Sawers had a very nice 1927 30/98 Vauxhall with the enormous self-adjusting front brakes, which did not prevent it from hitting a marker drum in the wiggle-woggle.

Amongst spectators' cars Peter Hampton had his glittering and fabulous V12 Hispano-Suiza (0-100 m.p.h. in under 38 sec.), and there was a Bean, a Voisin, a Persil-white Anzani A.C. and Moffat's very short-wheelbase Brescia Bugatti with wicker seats. It was cold, but fun.—W. B.

Results :

Vintage Touring Cars : First Class Award : H. de Salis (1925 Austin Seven); Second Class Award : P. Parke (1926 Austin Seven); Third Class Award : R. Barker (1922 Peugeot). Vintage Standard Sports Cars : First Class Awards : D. Cahagan (1926 G.P. Bugatti), J. Hinchcliffe (1930 Ulster Austin); Second Class Award : C. Barker (1930 M.G. Tiger); Third Class Awards : K. Eckersley (1926 G.P. Bugatti), J. Rowley (1927 4½-litre Bentley). Vintage Sports Cars : First Class Award : C. Harding (1927 12/50 Alvis). Second Class Award : D. Brown (1926 12/50 Alvis). P.V.T. Cars : First Class Awards : D. Harris (1934 Frazer Nash), D. Coates (1934 4½-litre Lagonda). Second Class Awards : R. Pilkington (1931 Alfa-Romeo), A. Charnock (1932/39 Alvis); Third Class Awards : T. Ely (1934 Riley), P. Masters (1935 Riley).

We hear that a Daimler Double-Six limousine which has covered a low mileage exists in Surrey and may be for sale. Other "finds" include a 1934 Armstrong Siddeley 12/6 tourer and a large Mercedes-Benz formerly used for tyre-testing.

It is to the credit of the B.B.C. that before they recorded "The Thirty-Nine Steps" in the Buchan series they took sound effects of an actual 1914 Delaunay-Belleville for at least one of the cars. But no credit at all to Richard Osborne, who, telling of this in the *Radio Times*, fails sadly over the spelling of this famous name!

Courtenay Edwards of the *Daily Mail* was in hot water some time ago because he stated that he will be delighted to see the last of the old jalopies off our roads. This drew forth protests from satisfied users of the older cars. Edwards attempted to prove that he had meant no offence to the vintage movement by publishing an article praising Jack Bond's Speed Six Bentley—a pity he chose a somewhat carved about, badge-laden vintage car which is scarcely representative of the many pre-1931 cars which are in regular use.

A Clergyman was amongst the correspondents who took the *Daily Mail* to task. He did not name the old cars which have served him so well but we have since ascertained that these have been a 1914 Singer, 1920 Humber 10.4, 1926 Austin Heavy Twelve, and post-vintage but pre-war Ford V8, Austin Seven and Austin Light Twelve-Four.

In Australia on the occasion of last year's Melbourne-Sorrento-Melbourne Veteran Car Rally, a 1914 Hotchkiss converted into a fire engine and a fine 1910 chain-drive Thornycroft lorry chassis entered by the Thornycroft factory were amongst the competing cars. This reminds us that not much has been heard lately about our Historic Commercial Vehicle Club. No doubt it will soon resume activities and those who seek a vintage commercial vehicle should note that the Editor is willing to dispose of his 1924 Reo Speed Wagon 14-seater coach, which has some endearing mechanical features and is in running order, for a nominal sum, having no time in which to restore it.

Those engaged on restoration may be interested to know that James Walker & Co., Ltd., Lion Works, Woking, offer a three-day service in supplying head and manifold c.a. gaskets for old cars, on receipt of a template of the old gasket.

VINTAGE POSTBAG

Sir,

I was most interested to read Mr. G. A. Shaw's letter on G.W.K. cars.

I have heard it said by many people who have had intimate experience of this make that the real trouble started with the four-cylinder cars, where the presence of a long shaft—inevitable with a conventionally mounted engine—caused whip, with consequent heavy wear upon the friction discs. On the pre-1914 cars, which had their engines at the rear, the fibre facings were good for 7,000 miles, while with careful driving they would last double this distance.

G.W.K. finally solved the problem of reverberation and closed coachwork by offering a four-door convertible saloon in 1926. Unfortunately that was the last year in which the firm made even a pretence of series production. Cars were merely assembled from existing parts as the orders came in, and in any case, at £335 the little car was no competition for the hardtop saloons offered by Morris and Clyno at little more than half the price.

It may interest Mr. Shaw to know that both Capt. J. T. Wood and Mr. C. M. Keiller are very much alive, and I have been fortunate enough to meet and talk with the former. Both retired from the Company at the end of 1921, and there is no doubt that thereafter most of the spirit went out of G.W.K.—for all the odd experiments that emanated from the Maidenhead factory up to 1931, when the concern came to an end.

I am, Yours, etc.,
MICHAEL SEDGWICK.

Beaulieu.

* * *

Sir,

How pleasant to read the letters from two of your readers who have kind thoughts and happy remembrances of the G.W.K. cars!

Mr. Shaw is not quite correct in saying that no saloons were ever made. Several were, and one was exhibited at Olympia in 1926. I can remember one proud owner who used to bring his into the works for servicing occasionally. I think the firm just couldn't compete with the mass-produced and low-priced Morris Cowleys and Clynos. The Clyno, incidentally, had the same Coventry-Climax side-valve engine as the G.W.K.

Mr. Shaw's car evidently used an all-fibre driven disc and these were noisy. The standard fitting in later cars was a composite disc of fibre and cork and, in addition, a large part of the casing round the mechanism was made of some fabric material instead of sheet metal. With these modifications there was no unpleasant noise at all. Certainly there was no excessive transmission noise in the few saloons that were made or in the trade vans. It may surprise some readers to know that the G.P.O. ordered fifty vans at one time and that when two-seater taxicabs were being discussed for London, G.W.K. had a design ready to offer.

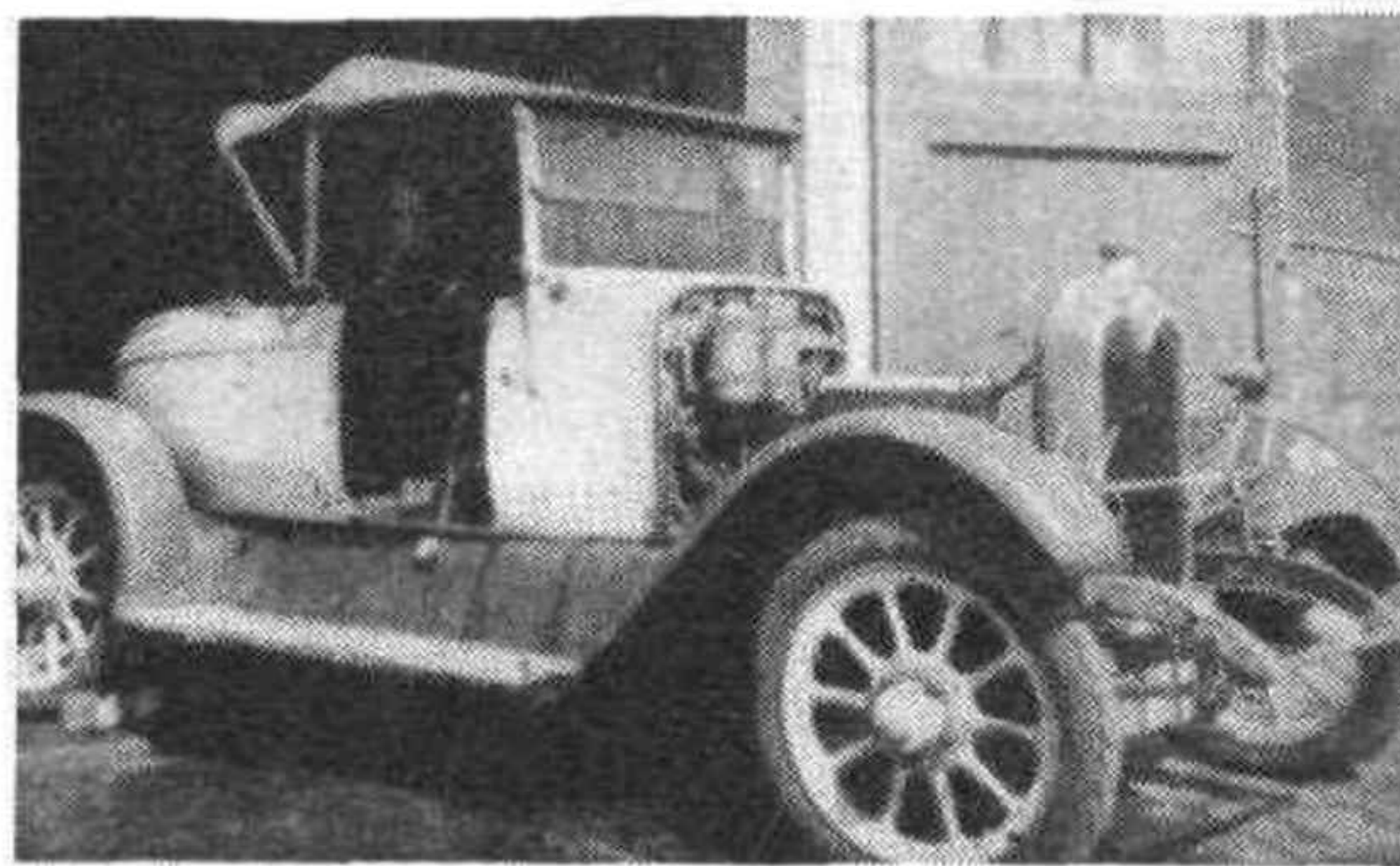
In the 1920s Mr. Grice used to call in occasionally but I do not know what happened to the other partners, Woods and Keiller, except that one left the firm early on and set up his own business in Woburn, Bucks, to produce a car which he called the Unit. This looked rather similar to a G.W.K. and also had friction drive. However, as the best features of the system were covered by G.W.K. patents, the Unit effort was not so satisfactory. The firm didn't last very long and was soon sold up, G.W.K.s taking on a stock of spares and continuing to give some service to Unit owners.

There was one car produced with a transmission which appeared to be an exact copy of the G.W.K. At the same Olympia Show at which the G.W.K. saloon was shown (the car's last appearance at a Motor Show and now sharing the stand with Imperia), there was much talk of "£100 cars." There were two I remember seeing. The Gillette, a fairly normal small two-seater with three-speed gearbox, and the £100 Waverley. The latter with such a good name behind it should have stood a good chance and it looked a pretty little car. However, the G.W.K. lads went around one by one and took a close look at its friction-drive design, and afterwards got their heads together. The Waverley was soon withdrawn.

Mr. Maitland rightly points out that all cars without exception rely on friction drive at the point of contact between tyre and road and that conditions at this point are often anything but ideal. The G.W.K. idea is not as impossible as some seem to think. It worked. Moreover, people entered for trials and climbed test hills with these cars.

I am, Yours, etc.,
L. C. STEAD.

Stoke-on-Trent.



Mr. Moses' Stafford—see letter below.

Sir,

I possess a Stafford car with a Dorman engine, 4KNO, No. 9444, Reg. No. AK 8920. Messrs. W. H. Dorman & Co. Ltd., of Stafford, tell me that this engine was supplied to a Mr. Raspin of Bradford, in October, 1919.

When I first acquired the car I got in touch with Raspins, wool merchants, of Bradford, to learn that the original and only previous owner was deceased; however, Mr. Raspin junior tells me the car was known and registered as "Cameo," and particularly remembered that it was capable of 80 m.p.h.

It seems that the chassis is certainly a Stafford and that Mr. Raspin built his own two-seater laminated plywood body himself. It is a very attractive and balanced pointed tail, two-door, with hood (and originally very efficient zipp-in side curtains).

The only major item which is missing is the carburetter—information re this would be particularly appreciated.

The speedometer shows 22,000 and the car has not run since 1929. General condition of chassis supports this mileage reading as doubtless being correct. It has an aluminium bonnet, rev.-counter, water-temp. gauge, fold-flat screen, etc., which all point towards it having been something of a racer in its day.

As yet I have not been able to commence restoration—which would not require an extensive amount of work—but certainly there is promise of a very noteworthy performance from this engine, which when designed and built must have been of a very advanced type for a light car.

I should have said that all lamps are missing with the exception of a torpedo sidelight shell and a C.A.V. headlamp shell. You will perhaps note that the lamps were double dipping manually-operated by Bowden cable.

I am, Yours, etc.,
H. S. MOSES.

Halifax.

* * *

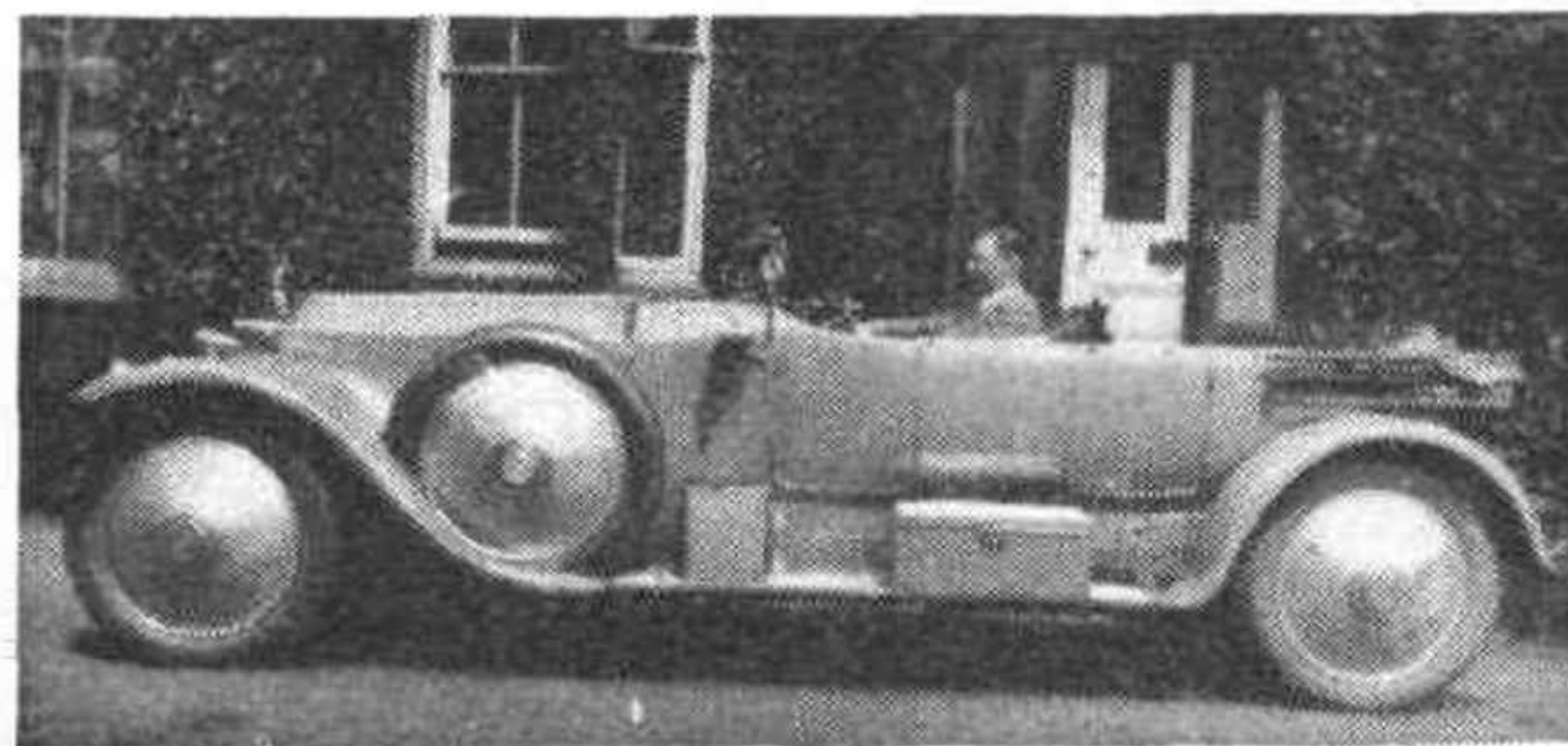
Sir,

As a taxi proprietor I come across many veteran motorists with delightful stories of those carefree days. A recent client backed his experiences by giving me a photograph taken in 1921—and what an automobile. Could it still be on the road?

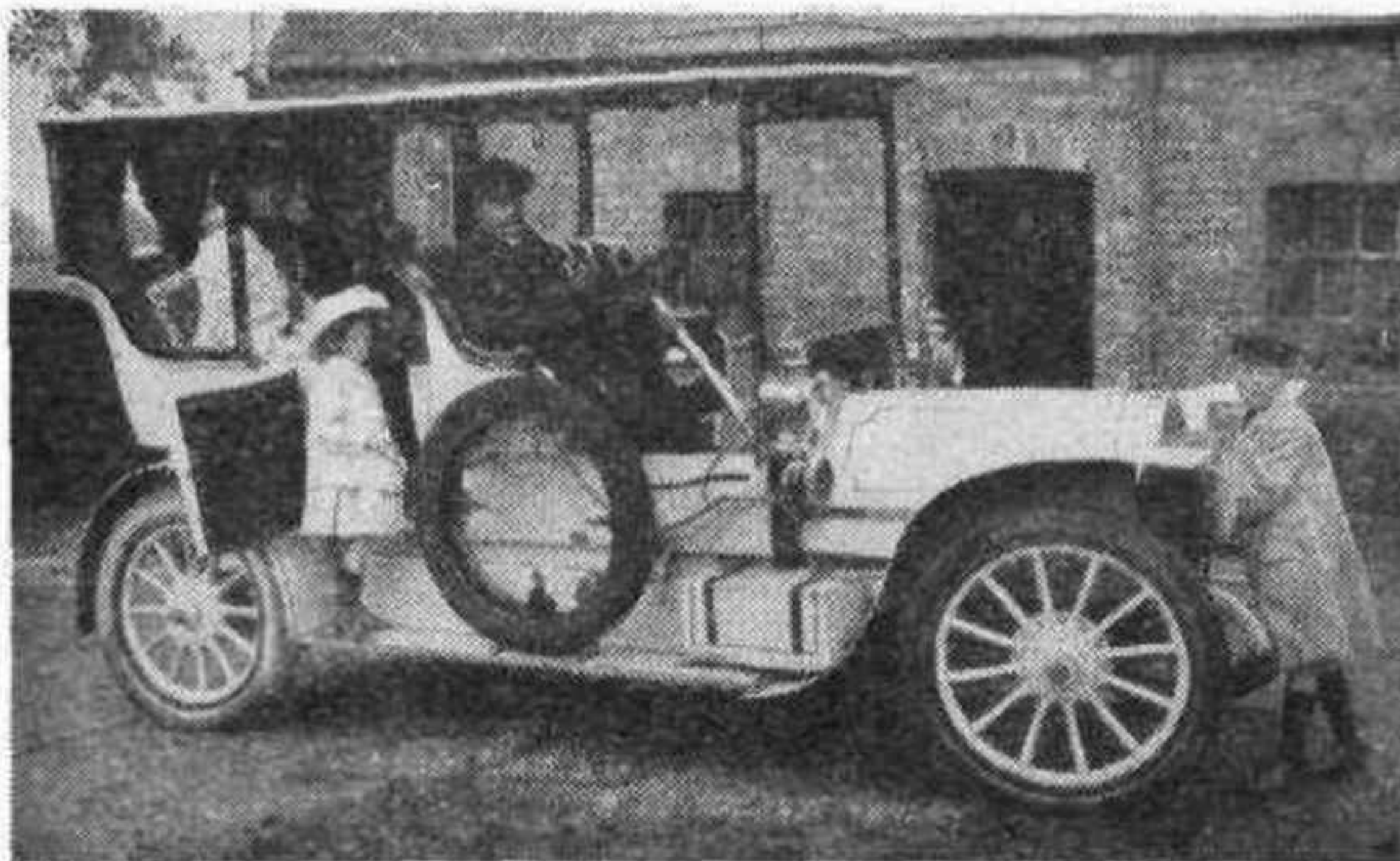
He states of his Rolls-Royce Silver Ghost, 1911 vintage, chassis 1700, that it was the only one released with *underslung rear springs*. Six were made, the other five not being released.

I am, Yours, etc.,
N. BEHMBER.

Hindhead.



The unusual Rolls-Royce Silver Ghost referred to by Mr. Behmber.



The Iris car owned by Mr. Shoosmith's father, as originally delivered—

Sir,
You may be interested in the attached photographs of my father's Iris.

The first, taken when the car was painted white, shows it as originally built (so family lore has it) for the Queen of Spain. For some reason the deal fell through and my father bought the car, and later had new front mudguards and other improvements made to it.

In the second photograph, taken about 1912 I think, our chauffeur, Fraise, is at the wheel. He was F.M. Earl Haig's driver for some time in France in the 1914-18 war.

I was born 1907, and can remember about 1913 the gear-lever snapping off at the gate when we were far from home (Abbey Wood, Kent). I was sat on the floor with both feet on the clutch so that my father could start the engine. He then climbed in over me and we returned home in whatever gear was engaged at the time.

Our Iris was amazingly reliable, and travelled many thousands of miles. I always enjoyed driving down to Barnehurst, where my father played golf, as we used to free-wheel down Shooters Hill at what seemed then an enormous speed and in comparative silence.

About 1914 my father bought a model-T Ford, and in 1915 sold the Iris to a firm of piano dealers in Lewisham, who built a van body on it, strengthened the rear springs, and used regularly to carry pianos up to baby grand size on her.

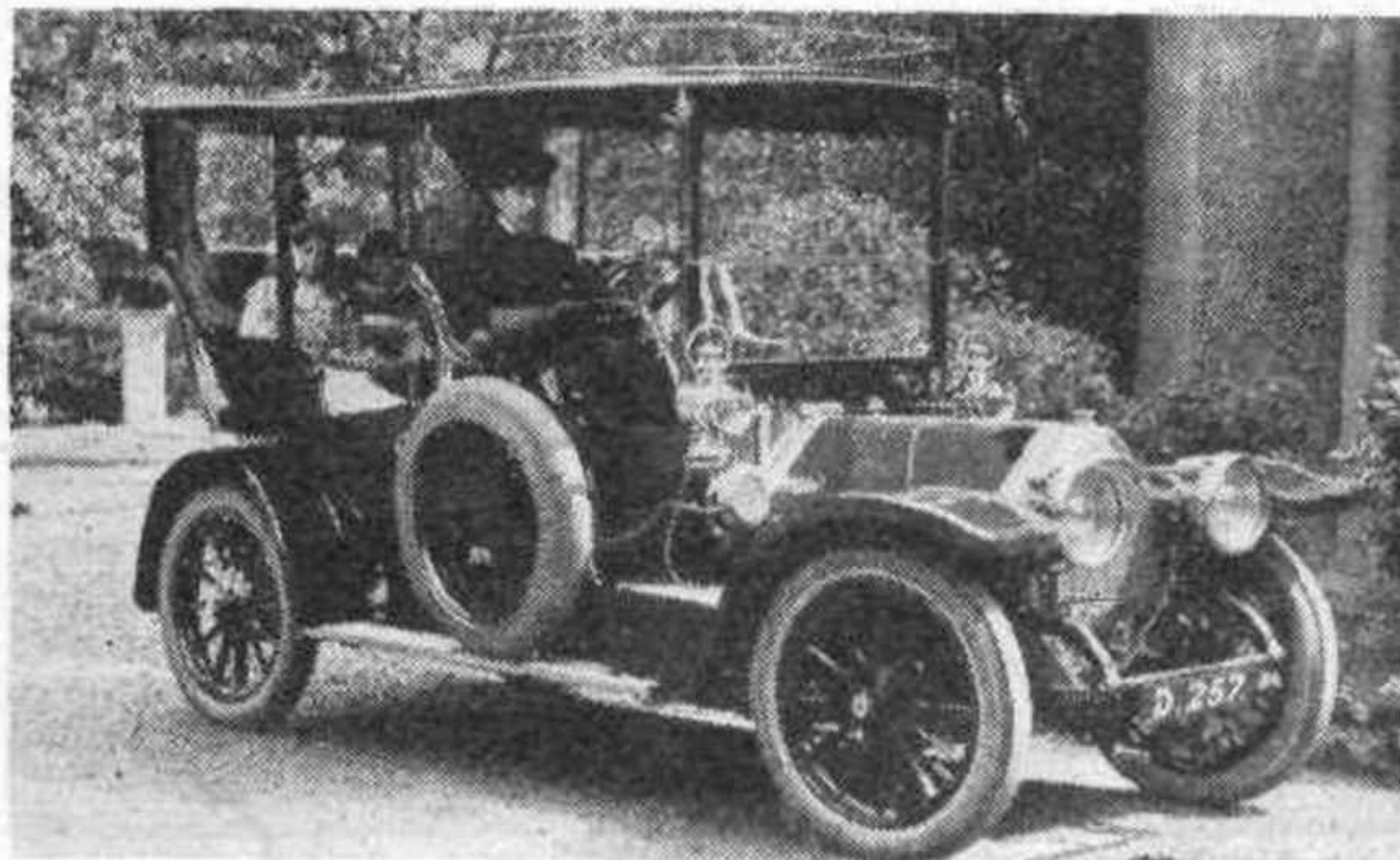
We always used Palmer Cord tyres—the Palmer family lived opposite to us in Abbey Wood—and at that time owned, I think, the Silvertown Rubber Works—where both Palmer Cords and Silver King golf balls were made, amongst other things.

I am, Yours, etc.,

Newbury.

G. T. SHOOSMITH.

Sir,
I should like to thank Mr. S. A. Gibbons for his most illuminating article on the Iris. The *Automotor Journal* of June 1st, 1907, throws light on two points mentioned in this article, for a full-page advertisement for the Iris shows the name of the car as "It Really Is Silent," with the initial letters of each word very heavily picked out to spell IRIS. Whether the slogan inspired the name of the car, or vice versa, is not clear. The same advertisement makes mention of the Madrid



—and in modified form, with their chauffeur at the wheel.

Show car as follows: "By way of giving the Show car—one of the new 1907 models—a good test, it was run by road overland to Madrid, and neither it nor the Palmer tyres with which it was shod, suffered any trouble from first to last, despite the very severe roads encountered on Spanish soil. The Iris car started at 9 p.m. on April 27th, and without any undue pushing for records, was driven by Mr. H. Clifford Earp throughout, reaching Madrid, 960 miles, at 3 p.m. on May 2nd." The same copy of the *Automotor Journal* tells us that a 45-h.p. four-cylinder Mercedes touring car covered the run from London to Monte Carlo in 29 hours 20 minutes, so one is inclined to agree that Mr. Earp was not pushing for records! The Iris advert. closes by mentioning that all Iris cars bear a two-year guarantee.

In view of the recent comments in *MOTOR SPORT* regarding Police activities I am tempted to quote from another journal for 1907. The following paragraph is headed "Police Motor Trapping by Sound."

"On their way back from Bexhill, a party of members of the Southern Motor Club heard rumours of a police trap and consequently kept on the *qui vive*. Eventually the trap was discovered on the road known as the Dicker, although considerable difficulty was experienced in locating it, owing to the retiring disposition of the presiding officers. They sat quietly reading novels in a thicket, and when a car came along they judged by the sound when it had entered the trap, and timed it accordingly." Nearly as accurate as radar!

I am, Yours, etc.,

Chichester.

DAVID GRAYSON.

Sir,

On page 20 of January's issue you wondered if Messrs. Methuen had published other travel books in series with "Through East Anglia in a Motor Car."

In 1932 Methuen published "Cape to Cowley via Cairo in a Light Car." This is a story, as the title suggests, of a trip from South Africa to Oxford by three ladies in a 1924 Morris-Oxford.

I am, Yours, etc.,

Hinckley.

T. S. DOGGETT.

Horses and veteran cars. One comes upon references to old cars in the most unlikely places these days. Who would have expected to discover mention of a 1902 Renault in Pat Smythe's latest book "Horses and Places." But it is there, for the simple reason that this was the car in which she was driven round the Brussels Exhibition.

An excellent picture of a vintage bull-nose Crossley two-seater appears in the current issue (No. 1—1960) of the *Fina Review*, obtainable from Petrofina (Great Britain) Ltd., 25, Victoria Street (South Block), London, S.W.1.

Vintage cars in need of homes include a 1924 Rolls-Royce Silver Ghost hearse in Leeds, a 1923 Hands coupé in Huddersfield, a 1924 Rolls-Royce Silver Ghost chassis in danger of being broken up in Wiltshire, and a 1929 semi-dismantled Singer Twelve sunshine saloon (with instruction book) in Westmorland. Letters can be forwarded.

PRESSED STEEL COMPANY LTD.

On February 12th, H.R.H. The Duke of Edinburgh visited the Cowley and Swindon Plants of the Pressed Steel Company Ltd. His visit coincided with the fifth birthday of the Swindon factory, where over 4,000 people are employed and for which a 3-million sq. ft. extension plan has been announced. Most car manufacturers own their own body plants but Pressed Steel still make bodies for the Jaguar 2.4 and Mk. IX, Rover 90 and 105, Sunbeam Rapier, Standard Vanguard, Hillman Minx and Husky, Austin Healey Sprite, M.G. Magnette, Morris Oxford, Riley 4/68, Wolseley 15/60 and Rolls-Royce.

This is in addition to other press-work, such as refrigerator manufacture, rolling stock, etc. They have recently introduced the "Roadrailer," a van with retractable wheels to enable it to run either on rails or roads, a probable solution to some of Britain's traffic problems.



*Sculptured grace . . . and a special kind of motoring
which no other car in the world can offer*



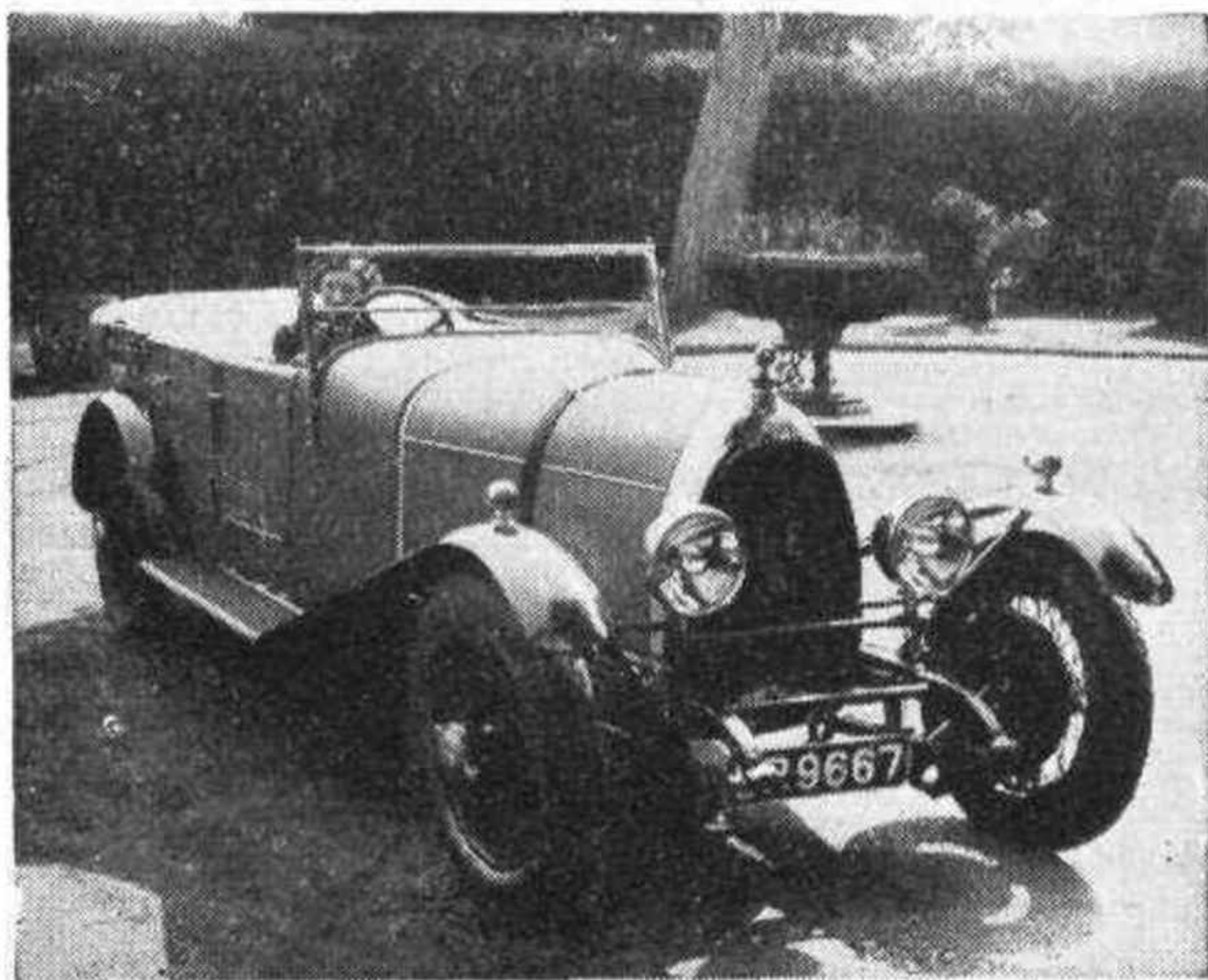
JAGUAR

*One of the Trophies won by Jaguar
in their Le Mans victories of
1951, 1953, 1955, 1956, 1957*

24 HEURES DU MANS 1951
XIV^{ème} COUPE ANNUELLE DES HOTELIERS & ASSURANCES DU MANS
AU VAINQUEUR
À LA DISTANCE

FRAGMENTS ON FORGOTTEN MAKES

No. 12: THE H.E.



The H.E. Six tourer.

DURING the first week-end in January I fulfilled a long-standing invitation by journeying down to the peaceful isolation of a charming village in Somerset to interview Mr. K. O. Sully, son of the late Roland J. Sully, who was responsible for the H.E. car. R. J. Sully entered the motor trade in the early years, having one of the first motor-cab businesses in Wales, circa 1906.

The Herbert Engineering Company, in Wolsey Road, Caversham, near Reading, had, during the 1914-18 war, been repairing crashed Clerget and Le Rhone rotary aero-engines. When hostilities ceased, Herbert Merton, who ran the company, financed by his mother, had to find other work. Mr. Sully had designed a car in 1919 and this Herbert Engineering agreed to build.

This was a side-valve 2-litre 14/20, which was announced early in 1920. The 75 × 120 mm., 2,120-c.c., detachable-head engine developed 35 b.h.p., had a three-bearing crankshaft, ignition by a magneto above the dynamo on the off side and driven by chain, splash lubrication from pump-filled troughs, and an ingenious oil-pressure indicator consisting of a button on the dash actuated by Bowden cable from the sump plunger, to obviate taking oil up to the dashboard. A steering column adjustable for rake and a gearbox in which the constant-mesh wheels were at the back, so that no gears turned when the car was stationary, and the task of the starter was thus made easier, were other unusual features of the H.E.

The clutch was a multiple disc of alternate steel and cast-iron plates, rather as on a Bugatti, and an overhead-worm final drive was used, while $\frac{1}{4}$ -elliptic back springs featured in the specification.

The first H.E. was an aluminium-bonnet, tumble-sided tourer, registered DP 3173. In 1921 a special two-seater (DP 3524), chassis number 1000, was used by Sully for competition work. It gradually evolved, first with wire instead of artillery wheels, then with a long tail for Brooklands, and then the tail was made deeper by fitting an undershield extending to its tip, while wind-cleaving tips were fitted to the front dumb-irons. The engine was No. 197 and the weight 2,108 lb. In September 1921 Sully used this car to establish Class C records at Brooklands, including the flying $\frac{1}{2}$ -mile at 87.63 m.p.h., for which his son still holds the B.A.R.C. certificate signed by Lindsay Lloyd.

Reverting to the production H.E.s, the 1921 catalogue shows a tubby two-seater and several views of a chassis. The chassis was listed at £720, the two-seater at £910, the tourer at £955.

The next step was the introduction of the 14/40 model, which adopted the slogan "THE Car of Character." Power output was quoted as 40 b.h.p. at 2,900 r.p.m. and the gear-ratios were 4.2, 6.36, 9.35 and 15.4 to 1. A sports chassis cost £550, an improved two-seater £700, and a very striking fixed-head coupé with semi-oval windows £850, one of these coupés being sold in Reading. These cars had the novel feature of a scuttle which hinged up like the



The H.E. (Reg. No. DP3524) used by Sully for competition work, here seen competing at Shelsley-Walsh—

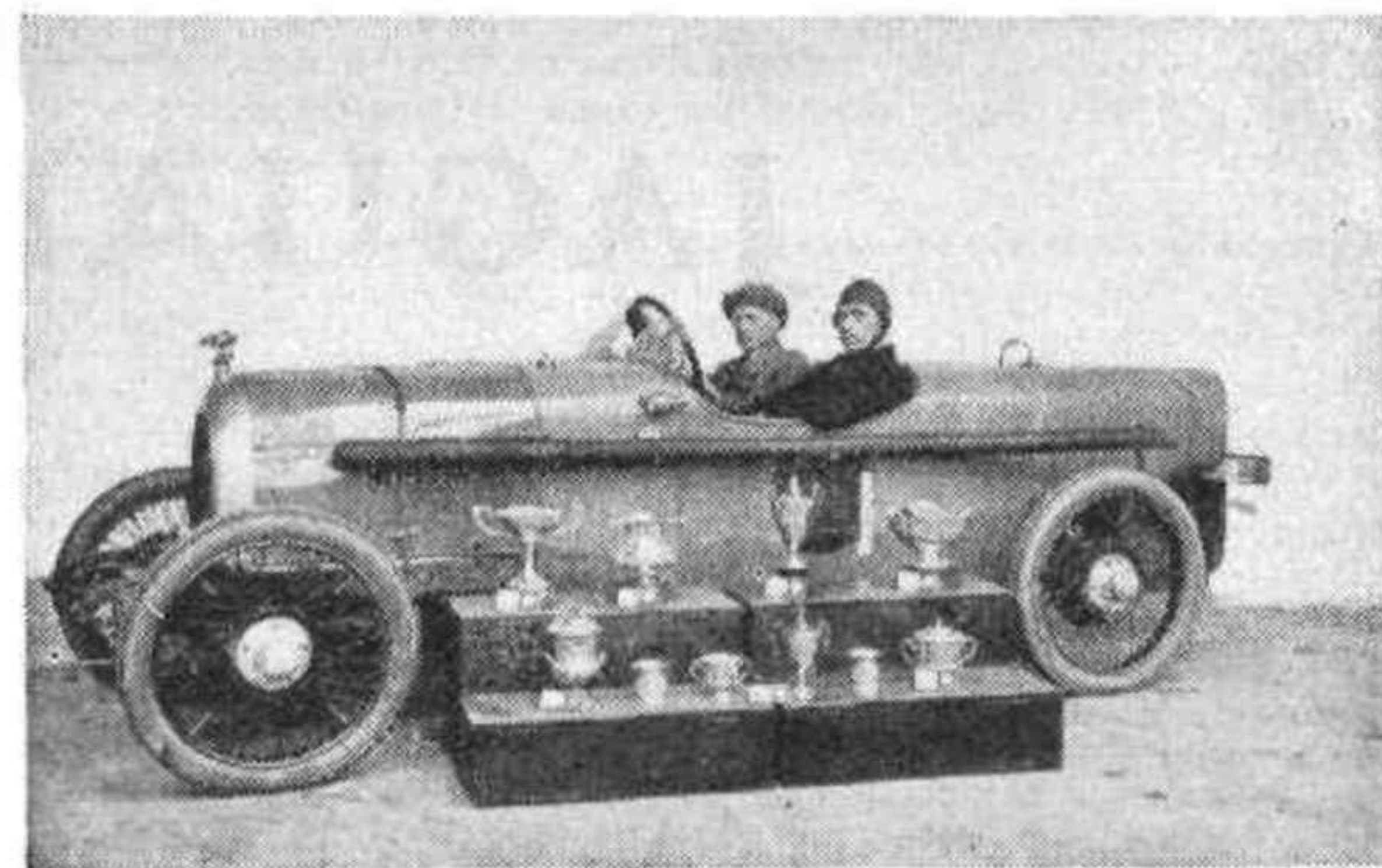
bonnet, to give access to a tool-well on the near side, the back of the instrument panel on the off side. The 14/20 model was continued, the chassis reduced in price to £450, a rather Edwardian-looking two-seater being offered for £600, a tourer for £650, and a two-door all-weather for £750. Wheelbase and track were 9 ft. 6 in. and 4 ft. 2 in., respectively, and tyre size was now 815 × 105 mm. The 14/40 was often fitted with striking three-seater "dutch-clog" sporting bodies which contrasted strangely with such Edwardian features of prominent $\frac{1}{4}$ -elliptic back springs and a slatted petrol tank, as on a Daimler.

With these cars the Company began to thrive and it was soon turning out fourteen 14/40s a week. Up to 1925 a 24-hour shift was operated with some 500 employees and, in all, several thousand H.E.s were sold. The aim was a high-quality car with sufficient performance to be able to hold its own in hill-climbs and trials. Engines, gearboxes and chassis frames were made at Caversham, where they made their own castings. Light alloys were used extensively, notably for the integral dashboard, and the chassis frames were of 5 per cent. carbon steel. K.E. 965 was used for valves. K.E. 805 steel for the axles. Bodies were sub-contracted to firms in London and Cardiff, and in later years Weymann flexible fabric bodies were popular.

Mr. K. O. Sully recalls Jack Brooks, the foreman, Vic Curtis, the running shop foreman, who later went to Phillips and Powis at Woodley, and Bill Brooks, who drove at Brooklands because Roland Sully's wife—who, happily, is still alive—disliked her husband going motor racing. Brooks gained a second and a third at the 1921 Autumn Meeting, lapping at 83 m.p.h.

Unfortunately, in spite of the high quality of the H.E., the Company did not prosper financially, probably because Mr. Merton had been too generous in the interpretation of the guarantee. Just before the 1924 Motor Show the Company was forced to close down, having produced very few cars that year. However, it proved possible to keep the key personnel engaged on repairs and servicing, and the Company was reformed in 1925, a five-year guarantee being offered as an incentive to purchase an H.E.

The car was continued much as before, but the engine size was reduced to 72.5 × 120 mm. (1,982 c.c.) to bring it within the 2-litre class, and it was now known as the 14/50. Showrooms were taken



—and as run at Brooklands, with some of its trophies. It clocked nearly 88 m.p.h. over the flying half-mile.

in Berkeley Street and the touring three-seater was offered at £595, a sports three-seater at £720, a four-seater for £620.

Late in 1923 H.E. had introduced an ingenious system of front-wheel brakes with 2-to-1 helical-gear reduction between cable and cam-spindle and full compensation. Indeed, the new 2-litre car had been evolved before the Company temporarily closed down, a new block, an aluminium head without the earlier valve caps, a single passage between head and block to obviate water passages through the gasket, a more compact clutch, and a spiral-bevel axle which replaced the earlier worm-drive axle, being introduced. Coil or magneto ignition was optional, the magneto being mounted vertically above the dynamo and driven by the skew gears intended to drive a distributor—this must have imposed a considerable strain on these gears and soon coil ignition was standardised. Incidentally, an earlier idea had been dual ignition, using twin distributors mounted as a vee behind the dynamo, twin coils, and two plugs per cylinder, which was worth an extra 8 b.h.p.

Confident that they had a good car, H.E. opened up again, producing three chassis a week by the summer of 1925. They claimed 47 b.h.p. at 3,000 r.p.m. for the new engine and introduced some handsome new bodywork for the 1926 season, including a four-seater with cycle-type wings, a two-seater, a two-door saloon and a four-door saloon, the four-seater being priced at £695.

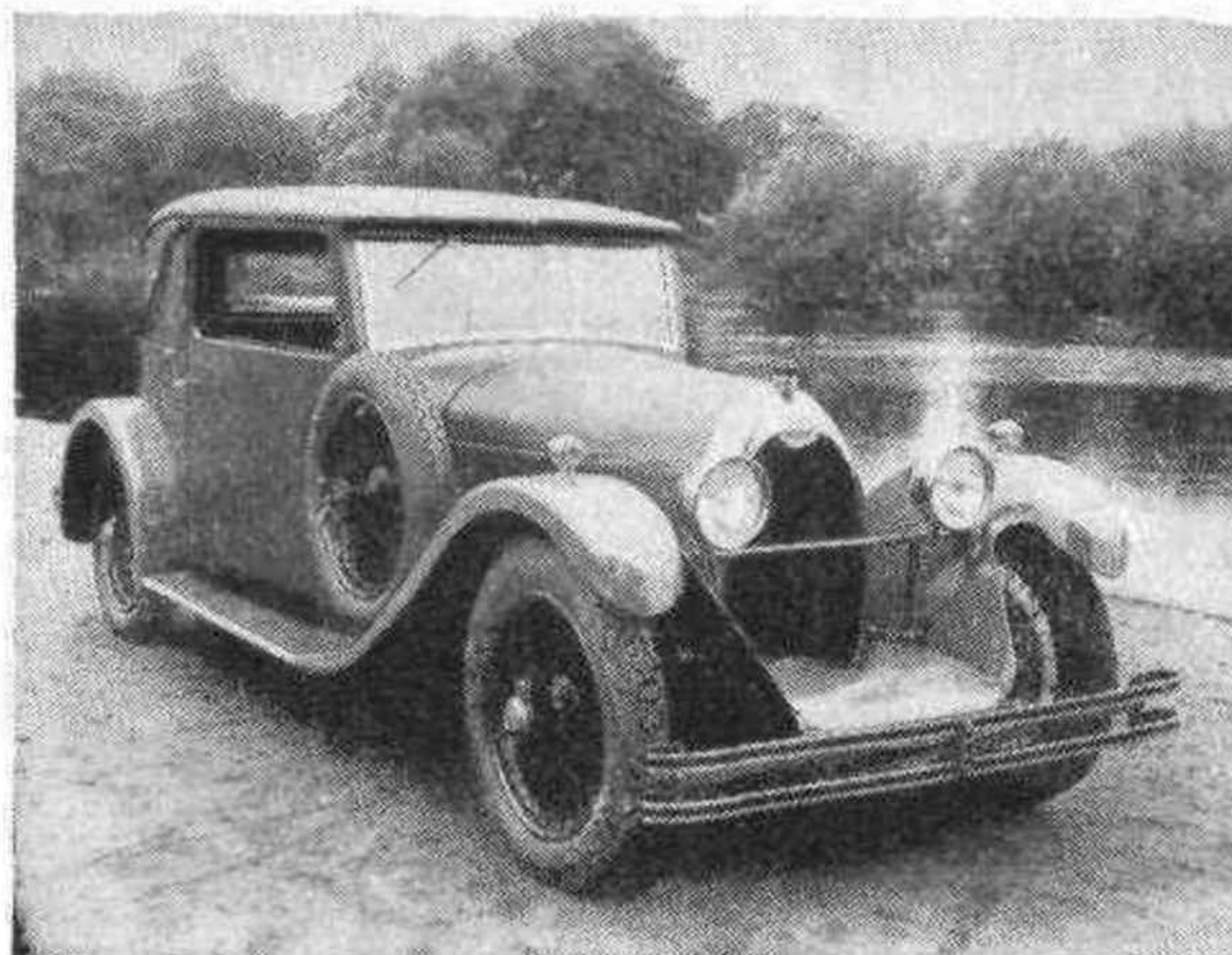
On the first 2-litre in 1925 (DP 6335) the $\frac{1}{2}$ -elliptic front springs were replaced by $\frac{1}{4}$ -elliptics shackled at the rear and clipped to the axle, which was located by channel-section members pivoted from the front dumb-irons, these forming a rigid substitute for the missing half of the $\frac{1}{2}$ -elliptic spring. The idea was to cope with brake torque but it was not proceeded with on the 2-litre cars.

In 1924 it was decided to build two racing H.E.s, a short-chassis sprint car and a narrow long-wheelbase single-seater for Brooklands. A very advanced engine was designed for these, which may well have hastened the downfall of the Company at the end of the year. This was a 16-valve engine with pent-roof heads as on a Rudge Ulster motorcycle, which was put into a very stark two-seater (XN 9429). Try as they might, Terrys could not get the very short valve springs to stand up and the idea had to be abandoned, the narrow long-wheelbase chassis being fitted with a normal 2-litre engine and a two-seater body and sold. But Merton did appear at the Track with the short-chassis 16-valve two-seater, as recounted on page 110 of "The History of Brooklands Motor Course," by W. Boddy.

In 1928 the four-cylinder model, which was in competition with the 14/40 Delage and a 14/40 Sunbeam, was discarded in favour of a striking new H.E. Six, but Sully remained faithful to side valves, inclining them at 12 deg. from the vertical. The prototype, chassis No. 6001, was a tourer (DP 8219), and another (DP 9667) competed in the 1928 Essex M.C. Six-Hour Sports-Car Race at Brooklands, driven by Cleese and Keeling, but retired with a broken timing chain. Known as the 16/55, this new car had a 65 x 115 mm. (2,290 c.c.) engine developing 55 b.h.p. at 3,800 r.p.m., at which r.p.m. Sully's own saloon would do 72 m.p.h. in third gear. The engine was very neat, with a dummy valve cover above the head which enclosed the plugs and h.t. leads, and the crankshaft ran in four bearings, while an impeller assisted cooling. Suspension was $\frac{1}{2}$ -elliptic all round, the gear ratios were 4.7, 6.96, 10.26 and 16.9 to 1, and the wheelbase was 10 ft. 6 in. Zephyr pistons were sometimes used and there was vacuum-servo assisted braking. The chassis, priced at £590, was still guaranteed for five years, and a four-door fabric saloon was listed at £850, a fine tourer, complete with air cushions and rev-counter, at £750.

The H.E. Six proved a good car, even if the tourer could scarcely exceed 65 m.p.h., and many special bodies were supplied on this chassis. Sully's brother had a tourer with cycle-type wings and steps in place of running-boards, and a keen sportsman living in Scotland had a tourer (KO 8511) with a close-coupled two-door open body with vast boxes for his guns and gear behind the fixed cycle-type front wings, which were braced across the car, no doubt with rough-going in mind.

For 1930 Whatmough redesigned the cylinder head and, with S.U. carburetters, the Six became known as the 16/60. Some good ideas were introduced at this period, such as a single steering damper consisting of brake lining clamped between sliding steel strips, connected by cables to the steering arms, so that shimmy was killed at birth, without the damping action having to go via the steering joints. Another of Sully's ideas was to mount the headlamp bar on Silentbloc bushes so that the lamps could be dipped, controlling the degree of inclination by a lever inside the car, connected by Bowden cable, this lever having a ratchet like a handbrake so that the lamps could be held in any position the driver fancied. Yet another ingenious feature of the six-cylinder H.E. was a pivoted brake pedal pad so that, by slightly tilting the pad as he applied the brakes, the driver operated the vacuum-servo control valve to an



One of the last H.E.s made, the smart small six-cylinder 12/35 with Cozette supercharger and unconventional front suspension.

increasing degree, thus obtaining progressive servo assistance; a lever behind the pad and forming part of it was coupled to the control valve by Bowden cable.

With the introduction of the Six the Company bought complete Moss back axles and frames from Rubery Owen. Some 64 Sixes were sold. H.E.s' last fling, before financial difficulties this time really engulfed this still-private concern, was a small 12-h.p. six-cylinder car, the 12/35, of 56 x 96 mm. (1,419 c.c.), with $\frac{1}{4}$ -elliptic rear springs and the $\frac{1}{2}$ -elliptic front springs with slave extensions as tried out on a 2-litre in 1925. Twelve of these were built and George Eyston persuaded Sully to supercharge one of them with a Cozette compressor; this was a stylish two-door fabric saloon with dummy hood-irons. In 1931 the bore was increased by 4 mm. to give a capacity of 1,622 c.c., but to no avail.

The 16/55 and 16/60 H.E. Six had "I" section con.-rods of forged dural and a destruction test made on these involved twisting them through 360 deg. with a crowbar—if they didn't shear the material was regarded as sound! Engines were, of course, hand assembled and tested extensively—con.-rods were assembled so that they just, but only just, fell from the horizontal under their own weight.

The Six had an early fault. The king-pins swivelled on taper roller-bearings, the top cap of which was held by three $\frac{1}{16}$ -in. B.S.F. studs, which used to fracture, with alarming possibilities. The cure was to replace them with $\frac{3}{16}$ -in. B.S.F. studs. Another problem was that the car used to get tired on a long run and mysterious ridges appeared on the tappets. This was traced to the valves "growing." When 4 thou. was taken off the valve stems both troubles disappeared.

As I sat before a blazing log fire listening to the reminiscences of Mr. Sully, who went to help his father in the Caversham factory on leaving school, I was transported back to an age when pride was taken in craftsmanship and cars were largely hand made—and when, alas, making a sound chassis did not necessarily spell financial survival. The H.E. went the way of many other good cars in the slump of the nineteen-thirties—the old works is now a bedding factory—but if anyone is rebuilding one Mr. Sully has instruction books, catalogues and much valuable data, and he will be delighted to assist. In recent years he has been responsible for development work on the Bristol car and lives with his family in the country, obtaining excellent economy motoring from a Renault 750.—W. B.

INFORMATION WANTED

A reader who hopes to restore a bodily-sound but mechanically sad 1929 Triumph Super Seven requires spares, a handbook or "just sound advice." Another reader who is restoring a 1920 E-type 30/98 Vauxhall Grosvenor two-seater would like to receive first-hand knowledge of this fine car and says he will return any literature sent, by registered post. Finally, does anyone know where a 1½-litre supercharged Squire can be seen by a reader keen to drive one? Letters can be forwarded.

THE LATEST SUNBEAM RAPIER

Alloy-Head Engine, Closer Gear Ratios and Disc Front Brakes distinguish the Series III Version of this Excellent Rally-developed Rootes Group 1½-litre Sports Saloon.

SIDE VIEW of the Series III Sunbeam Rapier, showing the two-door body with wrap-round back window and tail fins—whatever you think of the latter, they are useful when reversing.



IT is to the credit of the virile Rootes Group and its technicians that the Sunbeam Rapier, which when it first appeared in 1955 was a rather mediocre two-door fast version of the popular Hillman Minx, has so greatly improved. At this time the Minx had recently been redesigned and after extensively testing the original Rapier MOTOR SPORT felt obliged to point out that there was all too slender a gap between the performance of the two cars and, moreover, that the Sunbeam Rapier would scarcely stand comparison with the current Fiat 1100 TV.

Then the Rootes engineering group set to work and, undoubtedly assisted by lessons derived from the entry of the Rootes' resurrected Sunbeam in rallies, a far better car began to emerge.

The first development was adoption of the slightly modified, twin-carburettor R67 engine, which, in the autumn of 1956, gave the Rapier an extra five m.p.h. or so, power output now being 67 b.h.p. The next step, taken in 1958, was to increase the engine size from 1,390-c.c. to 1,494-c.c., which, with larger valves, improved inlet porting and increased compression-ratio, raised the power output to 73 b.h.p. With a floor instead of a steering-column gear lever, higher gear ratios, better brakes, stiffened-up front suspension, revised steering gear and other improvements the Series II Sunbeam Rapier became a much-improved motor car, although revised styling, which included tail fins, caused some critics to describe it as the Studebaker Golden Hawk's poor relation.

MOTOR SPORT published a full road-test report on the Series II Rapier in March 1958 and gained further experience of its ability to cover the miles rapidly and take much punishment when one of these cars was driven through France and Germany last year on the occasion of visits to the Peugeot, Borgward and Mercedes-Benz factories.

Now it is time to consider the Series III Sunbeam Rapier, which was announced last September and which is again a much-improved car, worthy of the successes gained in important rallies by the works-entered team cars. The engine now has an alloy head giving a compression-ratio of 9.2 to 1 and, with new manifolding, develops 78 b.h.p. at 5,400 r.p.m. The three upper gear ratios are closer together and Lockheed 10.8 dia. disc brakes are used on the front wheels. There is greater windscreen area and a new polished veneer fascia panel behind a lower scuttle line.

The Rapier continues to be available both in two-door saloon and Convertible forms and for those who find a two-seater car with space for an occasional extra passenger sufficient there is now the extremely handsome Sunbeam Alpine in open or hard-top form, which has the latest engine, but with twin carburettors and a four-branch exhaust manifold—a road-test of this pleasing Rootes' model appeared in the November 1959 issue of MOTOR SPORT. Exciting as the Sunbeam Alpine is, it does not overshadow the latest Rapier, which is only slightly inferior as to performance—it is no secret that experienced rally drivers have expressed a preference for the Rapier.

Taken all round this Series III Sunbeam Rapier is a sound proposition in its capacity and price category. Indeed, since the demise

of the pre-Farina M.G. Magnette it is virtually without parallel in this country. At one time Britain tended to specialise in 1½-litre cars but today this class is sparsely represented and, even if competition classes now tend to smother the 1,500-c.c. engine, it is pleasing that the Rootes' Sunbeam is of this capacity. It also has far less abstract desirables...

Details

The separate front seats are comfortable and generously upholstered and the driving position is very satisfactory. The steering wheel is well located and, if its substantial rim isn't sweat-proof, its undersurface possesses excellent finger grips, and there is a full horn-ring. The pedals are convenient, with room for the left foot away from the clutch, and there is the large dipper button found on Rootes Group cars. The new fascia is smart and not so obtrusive as some "wood" dashboards appear in the modern "tin" saloon. The neat speedometer and a tachometer are set before the driver and four small dials are neatly lined up in the centre of the panel, consisting of an oil gauge, petrol gauge, water thermometer and ammeter. These dials couldn't be better placed for quick consultation but for some reason difficult to define the rather more haphazard layout of the Alpine's fascia panel seems more likeable, although this could be a purely personal preference.

Rootes are always meticulous in calibrating their instruments in metric as well as English readings and this good practice is continued on the latest Rapier. The 100-m.p.h. speedometer has total and trip-with-decimal mileage readings, is calibrated every 10 m.p.h., and has clear white figures. The slender needles of speedometer and tachometer move in the same plane; the latter reads to 6,000 r.p.m. and gives commendably steady readings when the needle has settled down, but it is calibrated in rather wide divisions of 1,000 r.p.m. The radio panel below the fascia carries a matching veneer finish and a rather too hasty Smith's clock, while it is flanked by the vertical quadrant controls for heating and de-misting, the heater being notably efficient at the expense of an irritating noise if the fan is used (its switch being incorporated in the knob of the l.h. control lever). Below the high-set row of small dials are the neat black knobs for panel lighting, choke and lights, the last-named a single knob selecting both side and headlamps. The ignition key actuates the starter or can be turned to the left to work the radio only, but not, as one would wish, the wipers and horn in this position. Incidentally, the H.M.V. radio has an excellent tone.

Continuing with the controls, there are two-speed wipers (which did not always self-park properly) with the control knob on the right of the fascia and the plunger for the efficient screen washers adjacent. A flick-lever on the right of the steering column actuates the over-drive, the positions clearly labelled, and a rather longer stalk on the left works the self-cancelling direction flashers, the indicator light for these and headlamps' full-beam being commendably anti-dazzle. There is a cigarette lighter but this is placed outboard of the lights switch and the left hand tends to find it at night when the desire is

On the road in Swedish Lapland some of the test cars meet typical Arctic winter conditions. In weather like this, starting was easier and warm-up more rapid with BP 'Visco-static' motor oil.



LAPLAND TEST PROVES EASIER STARTING WITH BP ENERGOL 'VISCO-STATIC'*

the oil that's proved to give 80% less piston ring wear

ARTIC SWEDEN - home of reindeer and Laplanders - this was where BP scientists chose to carry out cold performance tests with fuels and motor oils.

Here in the intense winter cold of the Arctic, engineers made many tests on a number of different cars. In every case where BP 'Visco-static' motor oil was used, tests proved quicker warm-up compared with a winter grade ordinary oil SAE 20. They found too that starting in the intense cold, which went as low as minus 10 degrees Fahrenheit, was consistently easier with BP 'Visco-static'.

Flows freely even in intense cold

Even in freezing cold, BP 'Visco-static' remains free-flowing. So your engine is free to turn over more easily. This means easier, quicker starting and less strain on your battery.

From the moment your engine starts it runs more easily, takes less time to warm up and gives better performance. You save petrol too because less power is lost in oil drag with BP 'Visco-static'.

80% less wear in tests

Because it flows more freely in cold weather BP 'Visco-static' prevents the

heavy wear that usually occurs immediately after cold starting. Tests in the laboratory and on the road with the amazing radio-active wear detector showed 80% less wear on piston rings compared with ordinary oils.

Change now

With BP 'Visco-static' your car starts more easily, gives better performance and will last longer. So change now. But remember for best results you should make a complete change - have your old oil drained away and replaced with BP 'Visco-static'.



* 'VISCO-STATIC' IS A TRADE-MARK OF THE BRITISH PETROLEUM COMPANY LIMITED

not to "light up" but to put the lamps on! Transposition of these two items would be an improvement. A drawer-type ash tray is provided below the radio and the wide transmission tunnel which extends through the car contains a rather venerable-lidded ash tray for the rear-compartment passengers.

Forward visibility is good, but on first acquaintance the driver seems to sit lower than usual, and is conscious that the pedals are biased to the off-side. In common with most present-day cars the Rapier has no door pockets but there is an under-facia shelf before the driver, unfortunately largely filled by the radio speaker, and a very capacious but deeply lipped cubby-hole with a lockable lid before the front-seat passenger; a pity, however, that the lid still carries a dangerous metal projection serving as a handle. The cubby-lid drops to constitute a useful small table.

There is hard crash padding below the facia shelf before the driver and along the screen and window sills. A folding metal door-pull is provided on the off side (vulnerable to the elbow when winding the steering wheel!) and an arm-rest-cum-pull on the near side door. A scuttle ventilator is controlled by an under-facia lever, and not only do the doors possess quarter lights with rain gutters (lacking, however, thief-proof catches) but the rear side-windows wind down flush with the body sides. The main window handles need just under three turns to fully open the window, the back window handles 4½ turns. There is a good wide rear-view mirror and twin vizors (non-transparent), with vanity mirror in that on the near side. The body is free from rattles and the doors have efficient "keeps" and close nicely, each having a sill interior lock and a good normal lock incorporated in the handle. The remote gear lever is short, rigid and has a large knob marked with the gear locations. The hand brake is equally well placed from the operational viewpoint on the right of the driver's seat. The width of the back seat is somewhat reduced by fixed side arm-rests. Access to it is by folding forward the front-seat back rests. There is a generous parcels' shelf behind the seat. Commendable aspects of the handsome and compact Sunbeam are the self-supporting and opening action of both bonnet and boot-lid and the fact that bumper over-riders are provided as standard. Although the spare wheel stands vertically in the off side of the boot the luggage space is extremely generous. There is a well-placed roof lamp, with courtesy switches.

Road Behaviour

The Sunbeam Rapier is a car which becomes more acceptable the further it is driven. At first the ride seems rather "dead," with an impression of weight at the front, the engine's lack of fuss masks the excellent acceleration, and until retardation from high speed is called for the excellence of the latest braking system goes unremarked.

The engine is quiet at normal speeds and the facility with which the tachometer needle can be put into the red band (5,500-6,000 r.p.m.) and even beyond, in the indirect gears, is notable. Normally, 5,500 r.p.m. should be regarded as the limit. The clutch refuses to slip under rapid take-off but is somewhat insensitive in engagement, which is different from being fierce. The gear change is quick but unpleasantly harsh in action and the reverse spring can be overridden. The brakes offer foolproof, if slightly spongy, fade-free



A DISTINCTIVE radiator grille distinguishes the Sunbeam Rapier from close relatives in the Rootes range of 1½-litre cars. The Series III Sunbeam has disc brakes on the front wheels.

retardation of a high order and are an outstanding feature of the Series III Sunbeam. It is interesting to discover shields placed in-board of the discs to protect them from road grit. Pedal pressure is commendably light for progressive retardation, somewhat heavier for full power retardation, as is usual with disc brakes. Incidentally, disc brakes were introduced without increase in price.

The car is transformed by liberal use of the Laycock-de-Normanville overdrive. By going up to peak revs. in third, then using overdrive third, continuing in normal top gear, maximum acceleration is achieved, at the expense of more concentration than use of a close-ratio four-speed gearbox entails. This was the method adopted for the timed tests. For less rapid motoring the lower gears can be ignored once the car is moving, overdrive top, direct top and occasionally third being the only ratios required. No ill effects were apparent from snatching full throttle changes from third to overdrive third when timing acceleration.

Although acceleration is good, as the data in the table confirms, it has to be faced that the speedometer is considerably optimistic, being 3 m.p.h. fast at 30, 4 m.p.h. fast at 40, and 6½ m.p.h. fast at 70 m.p.h., so that not much more than 60 m.p.h. is obtainable in normal third gear with the overdrive axle ratio, although in overdrive third this is lifted to an acceptable 76 m.p.h. The absolute maximum speed is in the region of 92 to 94 m.p.h. A more advantageous use of overdrive than that of giving the car its highest maximum is the ability to cruise effortlessly in the 3.8 to 1 ratio at 80 m.p.h. with the engine running at 1,300 r.p.m. below the red band on the tachometer, while this Rapier is very restful at 70 m.p.h., which represents less than 3,700 r.p.m.

In a total of nearly 1,300 miles no trouble was experienced with the Sunbeam, no oil was added and at the end of the test a quart brought the level up to normal. Petrol consumption averaged 24.7 m.p.g. of premium fuel, inclusive of hard driving, including a spell on M1 and performance testing, the range thus being 247 miles. There is a quick-action fuel filler facing rearwards. The engine started promptly in frosty weather and exhibited no vices. The water temperature does not exceed 190 deg. F. (normal 180 deg. F.) and oil pressure is approximately 60 lb./sq. in.

Handling Characteristics

In normal fast driving the Rapier exhibits good qualities of road-holding and control. The suspension feels quite stiff at low speeds over rough surfaces and the ride can become somewhat lively, while tremors are transmitted through the body structure, some steering column shake resulting. It is not particularly evident that "cart springs" are used at the back, although some movement at the rear of the car betrays the rigid axle. The steering is spongy on lock and somewhat vague, but it is reasonably light, smooth, and devoid of unpleasant reactions, and there is useful and quick castor-return action. It is somewhat low geared, at three turns lock-to-lock. The Dunlop-protest only mildly if they are correctly inflated for fast cornering, and there is enjoyment to be had from taking the car fast through open bends. There is considerable roll oversteer when taking corners fast, which results in early breakaway of the back wheels on wet roads. On dry surfaces the wheels grip the road in spite of this tendency to roll.

Here, then, is an independent opinion, summing up the latest Rapier:—

"The Series III Rapier is a car with many attractive features not easily found in combination in any other car at the price.

"The latest engine with aluminium cylinder head has an astonishingly quiet and unobtrusive tickover together with the ability to run happily and smoothly up to nearly 6,000 r.p.m.; by keeping the revs. high a most satisfactory performance is obtained at the expense of a certain amount of noise. The gearbox now has much better ratios than previously but the operation of the floor change was a little heavy and considerable pressure was sometimes needed to override the synchromesh resistance going into second and third gears. The intermediate ratios are quiet, but the box emits a whirring noise and, at times, a trace of chatter.

"A very level ride is provided, with firm damping which causes some pronounced vertical motion at times, but eliminates all semblance of float. There is, perhaps, a little more than average harshness and noise on sharp bumps, and very rough-textured surfaces produce an audible vibration in the steering column.

"Sitting at the wheel for the first time is a pleasing experience. The seats, the long arm driving position, and the control placing and operation are excellent, although the windscreen is further away than desirable, and the accelerator and brake pedal are too far apart for heel and toe operation.

"Road-holding and steering have improved immensely since the Series I model, but it is disappointing to find that they have still not

THE SUNBEAM RAPIER SERIES III SALOON

Engine : Four cylinders, 79 × 76.2 mm. (1,494-c.c.). Push-rod-operated overhead valves. 9.2 to 1 compression-ratio. 73 b.h.p. at 5,400 r.p.m.
Gear ratios : First, 15.99 to 1; second, 10.23 to 1; third, 6.65 to 1; overdrive third, 5.34 to 1; top, 4.78 to 1; overdrive top, 3.83 to 1.
Tyres : 5.60 × 15 Dunlop "Gold Seal" Tubeless, on bolt-on steel disc wheels.
Weight : 1 ton 1 cwt. 1 qr. 0 lb. (without occupants but ready for the road, with approximately two gallons of petrol).
Steering ratio : Three turns, lock-to-lock.
Fuel capacity : 10 gallons (range approximately 247 miles).
Wheelbase : 8 ft. 0 in.
Track : Front, 4 ft. 1½ in.; rear, 4 ft. 0½ in.
Dimensions : 13 ft. 6½ in. × 5 ft. 0 in. × 4 ft. 10½ in. (high).
Price : £695 (£986 inclusive of purchase tax). With extras as tested : £1,104 18s. 1d.
Makers : Sunbeam-Talbot Ltd., Coventry, England.

PERFORMANCE DATA

Speeds in gears at 5,500 r.p.m. :

First	26 m.p.h.
Second... ..	40 "
Third	61 "
Overdrive third	76 "
Top	85 "

Acceleration :

0-50 m.p.h.	12.4 sec. (12.4 sec.)
0-60 "	15.9 " (16.3 ")
0-70 "	22.0 " (22.9 ")
Standing-start ¼-mile	20.5 " (20.7 ")

(Figures taken after speedometer correction. Those in parentheses are the mean of runs in opposite directions.)

attained the high standards one would expect from a sporting machine with such a distinguished rally record. The steering, which is now tolerably light, requires about three turns from lock-to-lock, but the slight sponginess of the complicated steering linkage together with pronounced understeer at normal cornering speeds makes it feel rather lower-geared than this. However, apart from a slight lack of precision it would be unreasonable to complain of the handling at normal speeds. Driven hard round corners there is considerable roll, and the understeer going into the corner changes to oversteer part way round, leading to a breakaway at the back. It would seem that this change in handling is associated with a sudden increase in rear roll stiffness, and in confirmation the inner back wheel can be spun very easily even in the higher gears. The suddenness of final breakaway is more sensitive to throttle use than with many cars of much greater power/weight ratio. On bumpy fast corners the back axle remains on the road very well, but the roll/steer effects lead to coupling between roll and yaw which makes a tidy line hard to achieve even with vigorous steering correction. These effects are particularly marked when the car is well laden. Tyre squeal is very moderate with standard pressures, and can be reduced still further by a small increase all round.

"The brakes are first class in all circumstances, and although the pressures required are fairly low, the progressiveness is such that the driver never over-brakes by mistake."

To conclude, the Sunbeam Rapier Series III is a well-appointed 1½-litre sports saloon, possessing excellent performance. It is in a class of its own and represents good value at the £986 it costs in standard form. It is a car which has been improved enormously since it has scored notable rally successes, of which the latest has been that of highest-placed British car in the Monte Carlo Rally, from which the conclusion might well be "If you can't afford a Mercedes, buy a Sunbeam!"—W. B.

A DATE FOR YOUR DIARY!

Here is a date for your diary which has nothing whatsoever to do with motor racing. The final of the Miss Great Britain National Bathing Beauty Contest will be held at Morecambe on August 31st. That is what the circular on our desk says; or could it be that we were supposed to refer to the L.A.C. Morecambe National Rally which takes place from May 13th-15th?

FOREIGN CARS IN THE U.S.A.

Although the American motor industry obviously hopes that her "compact" automobiles will stem sales of imported cars, the makers of the foreign invaders intend to put up a fight, judging by the advertising we studied in a current issue of a specialised American sports paper. Full page insertions had been taken by, or on behalf of, Lancia, Citroën, Sunbeam, Alfa-Romeo, Austin Healey, Triumph and Porsche, while Peugeot and Fiat both had double-page spreads, D.K.W. the inside back cover, M.G. the inside front cover and Jaguar an extremely effective colour advertisement on the back cover proclaiming the advent of the 3.8-litre "sports sedan." The sole American maker to fight back was Studebaker, to publicise the Lark.

Scanning these advertisements reminds one that the type of approach required in wooing American customers differs from that which is effective here. Thus the M.G. layout refers to "high spirited new horses champion' at the bit . . . rugged new disc brakes to keep 'em in hand" in pushing the M.G. 1600. Here's how others seek to attract the dollars:—

Lancia : "... born of a half-century of restless probing, of successive triumphs. It is shaped to dimensions of thinking far beyond the rigid reduplication of secondhand ideas, of stamp-press concepts. It is machined to win the admiration of engineers—and motorists—the world over. Its standard is excellence. Its viewpoint is the future. Its name is LANCIA."

Citroën : "The weightlessness of the sky, the restfulness of a tranquil sea, a feeling of floating along on a cushion of clouds . . . this is the Citroën ride."

Peugeot : "Some people say 'Peugeot' like this: 'Pooj-Oh.' Others avoid the question and just say '403.' Use whichever you like when you visit your Peugeot dealer. [After all, one English agent is apparently inclined to say "Peugot"?—ED.] While there you may also wish to drive the Peugeot Station Wagon—America's largest imported station wagon.

Sunbeam : "Out of famous European rallies roars a great new car that makes all other sports cars seem ten years old!!!!—the new Sunbeam Alpine."

Fiat : "Over sixty years ago, the Fiat heritage was born. Since that time, a long line of fine automobiles has added lustre and distinction to the Fiat name."

Alfa-Romeo : "Now added to the distinguished Alfa-Romeo family is the exciting and beautiful new 2-litre roadster styled by Carrozzeria Touring. You will be amazed at the lightning acceleration and silent power of this new great Alfa-Romeo model. See and drive it to confirm that 'Italians Build Such Exciting Cars'."

Austin Healey : "Odds-on Favourite. The sky's clear, the air's like wine. You're ready for fun, and ready to go. And so is this spirited performer. The Austin Healey '3000' is the fabulous successor to the famous Austin Healey 100-Six which has dominated competition in its class. . . . Take this beauty out on the road, and you're really living. For as low as \$3,051 (two or four-seater)."

Triumph : "The living is easy in a Triumph TR3 Grand Touring Model (witness this lucky Las Vegas driver) [Who seems to have left his hard-top in a very dubious place, from which the London police would have soon removed it!—ED.] . . . Everything about the Triumph TR3 Grand Touring Model is 'grand' but the price. . . . The soft life begins at your Triumph dealer."

Porsche : "A host of engineering advancements—distinctive styling refinements—and a timeless heritage . . . that is the new 1960 Porsche."

D.K.W. : "Designed to make 'impossible' driving possible! Pulls you over mud, sand, ice or snow. (And does it on three cylinders and seven basic, moving engine parts). . . . Do you know what D.K.W. means? It means *Das Kleine Wunder* and it's famous throughout Europe."

Jaguar : "Open it up! The growl of a new Jaguar is heard in the land. The 3.8 Sports Sedan is here. With classic surety the 3.8 incorporates the exhilaration of a race-bred sports car within the modern dimensions of a distinguished five-passenger sedan."

What's yours?

25TH ANNIVERSARY OF THE GROSS GLOCKNER PASS

To celebrate the 25th anniversary of the opening of the 7,515-ft. Gross Glockner Pass, engineer F. Wallak drove over it last year in the same 1.4-litre Steyr 100 with cross-country bodywork with which he and Dr. Rehol, District Chief of Salzburg, had looked at the scarcely-finished pass in 1934.



**Faster roads—faster cars—
call for *SPEED PROVED* tyres**

More and more of your driving is going to be on new faster roads and in new faster cars—on motorways and improved highways at home and abroad where high cruising speeds are attained.

At sustained high cruising speeds specially constructed tyres are needed to withstand the strains and the high surface temperatures. Firestone Sports Nylon tyres are recommended for use on cars capable of more than 100 m.p.h. which are habitually driven at sustained cruising speeds in excess of 85/90 m.p.h. Firestone Sports Nylon tyres are of racing construction with a specially-designed tread pattern. They have extra strength and give more mileage and greater safety in fast driving conditions. You can't take chances at speed. You must be sure—with Speed Proved tyres.



Firestone SPORTS Nylon

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



BE A BETTER DRIVER. You owe it to your family, you owe it to others, you owe it to yourself to **BE SAFE ON THE ROAD.**

Firestone TYRES — consistently good



'Take it from me, it's not all honey being an industrial photographer...

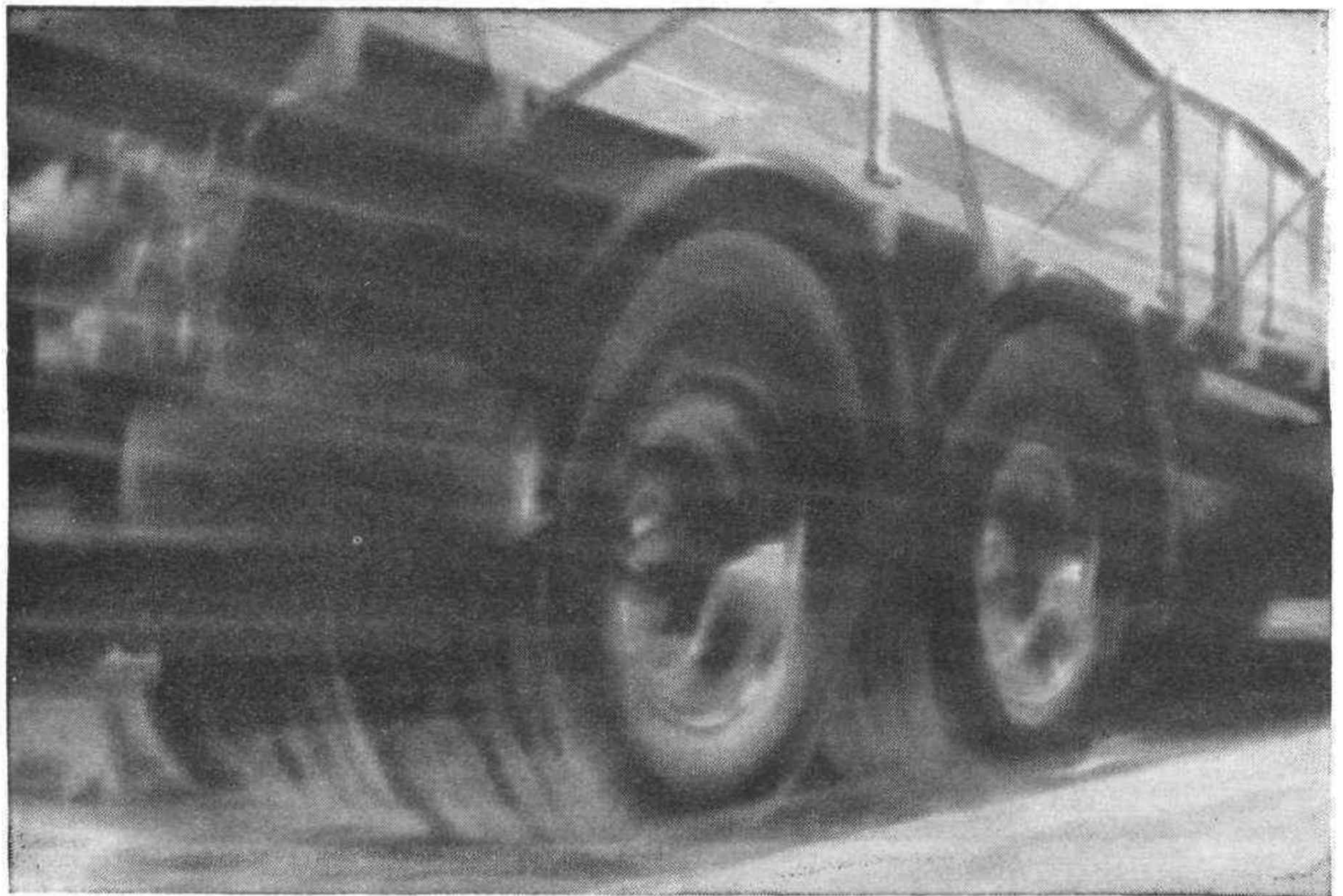
...interesting yes, but there's one big snag — time. With one appointment after another I can't afford to treat time lightly. That's why I bought a Ford. With a Ford you get so much more than a means of transport: you get the backing of unique world-wide Ford Service too. Keeps you on the road and gets you where you're going — on time!'

**KEEP FIRST
ON THE ROAD WITH**

FORD SERVICE

Revolutionary new tyre

BRINGS NEW ECONOMY



BIGGER PAYLOADS, LONGER WEAR, BETTER REMOULDS

BIGGER PAYLOADS!

'Tyrex' cord tyres will carry bigger loads *longer*. This longer wear means less 'down time.'

'Tyrex' cord tyres are best for all operating conditions.

LONGER WEAR!

'Tyrex' cord beats the heat problem in tyres. It prevents undue stretch or 'growth'—keeps tyres in perfect shape.

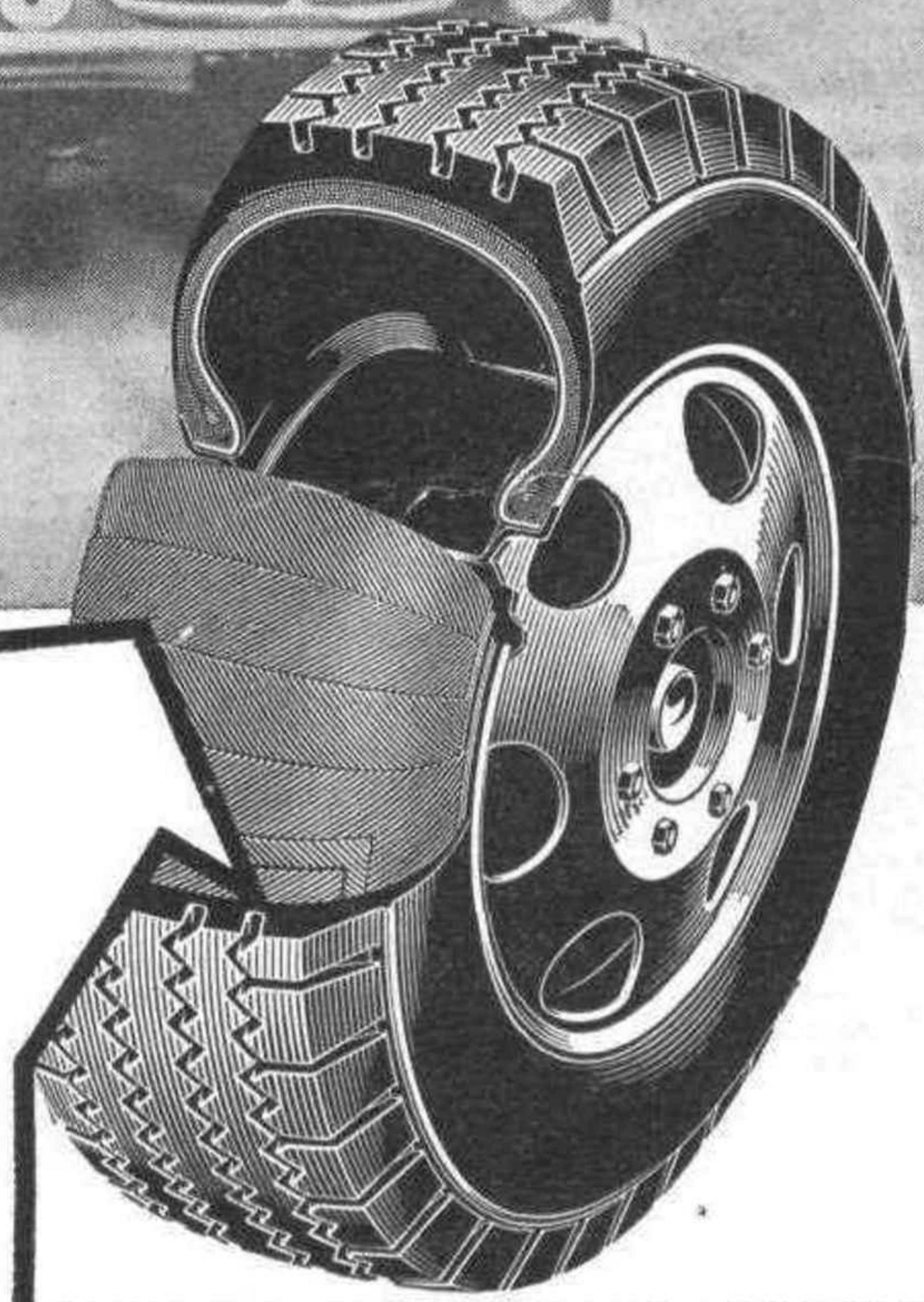
'Tyrex' cord tyres give longer original tread life.

BETTER REMOULDS!

'Tyrex' cord tyres will take remoulds more easily.

'Tyrex' was developed by Courtaulds *specifically for use in tyres*. It has been tested against certified specifications.

cord **TYREX** TO TRANSPORT OPERATION



TYREX
BACKBONE OF
TOMORROW'S TYRES

'Tyrex' cord—developed and manufactured in Britain by Courtaulds Ltd., 16 St. Martin's-le-Grand, London, E.C.1

RUMBLINGS

The present Volvo 122S is a truly remarkable car, offering a quite outstanding performance for a big saloon propelled by a 1.5-litre engine. MOTOR SPORT thought highly of it when we tested it last year; we found it an altogether splendid car marred only by rather odd brakes and a long pre-war American-style gear-lever.

WORTH WAITING FOR — THE VOLVO P1800

Consequently, news of the new Volvo P1800 coupé that made its debut at the Brussels Show is pretty breath-taking. This exceedingly handsome 2/4-seater coupé has a new 1.78-litre engine with separate inlet ports, for which 100 b.h.p. is claimed at 5,500 r.p.m., using twin 1 1/4-in. carburettors and a compression-ratio of 9.5 to 1, the four cylinders measuring 84.14 x 80 mm. (1,780 c.c.). The block is thermo-syphon cooled, the cylinder head pump cooled, as on the old Bertelli Aston Martins, the crankshaft runs in five lead-bronze bearings and has surface-hardened journals, and there is a full-flow filter in the lubrication system, an oil-cooler being an optional extra.

The four-speed gearbox has indirect ratios of 3.13, 1.99 and 1.36 to 1, an electrically-selected overdrive of 0.756 to 1 being available, and control is by a short rigid lever. The final-drive ratio is 4.1 to 1, or 4.56 to 1 in conjunction with the overdrive.

Braking is now by 10 1/2 in. x 1/2 in. Girling discs on the front wheels and servo-applied 9 in. x 2 in. drums on the back wheels. Suspension is coil-spring, independent at the front with anti-roll bar, the rigid back axle being located by torque arms and sprung on coil-springs. The wheelbase is 8 ft. 0 1/2 in. and, unladen, this fine P1800 Volvo coupé is only 4 ft. 3 in. high. Instruments include 125-m.p.h. speedometer, rev.-counter reading to 7,000 r.p.m., oil gauge, oil and water thermometers, clock and fuel gauge.

The Volvo P1800 will go into production next September, the plan being to make 100 a week by January next year.

As the Swedish factory will be working to full capacity the coupé body for the P1800 will be made in the United Kingdom by the Pressed Steel Co., Ltd. and the body painted and trimmed and the car turned out by Jensen Motors Ltd., of West Bromwich, who are now part of Noreros Ltd.

Verily, the Volvo P1800 should be a car worth waiting for.

Brands Hatch Circuit Ltd. have issued an outline map and further details of their new Grand Prix-type circuit scheduled for completion in June.

EXTENDED BRANDS CIRCUIT The new circuit, which is already being constructed, measures about 2.7 miles and takes the form of an extension of the current 1.24-mile track which has been in use since 1954. The smaller present track will remain almost intact and will continue to be used for club and minor meetings.

The extension leaves the present track through a new 170 degree turn at the end of Bottom Straight. It continues in the form of a long fast straight incorporating a descent and rise at its furthest end. Then follows a fast 100 degree right-hander, a short straight, and a further but slower right-hander. Finally another long straight, interrupted by a fast "S" bend brings the new track into the slowest part of "Clearways." The angle of approach however converts "Clearways" into what is expected to be a 100-m.p.h.-plus gentle right-hander. Resulting speeds past the main grandstand are expected to be around 140 m.p.h.

Permanent pits are to be constructed on the infield beyond the entrance to the Main Grandstand Straight; cars will pull off the track to enter the pit area.

The bump in the present circuit at the end of the main straight is currently being eliminated by raising the surface level all the way from the start line. Paddock Hill Bend is also being improved, and Druids Hill Bend resurfaced.

The first race at the longer track is expected to be an international motor cycling event on July 9th. Car racing will begin round the 2.7 miles on August Monday, followed at the end of the month by the International Kentish Hundred F.2 event. Possibly the 750 M.C. Six Hour Relay Race could be held there.

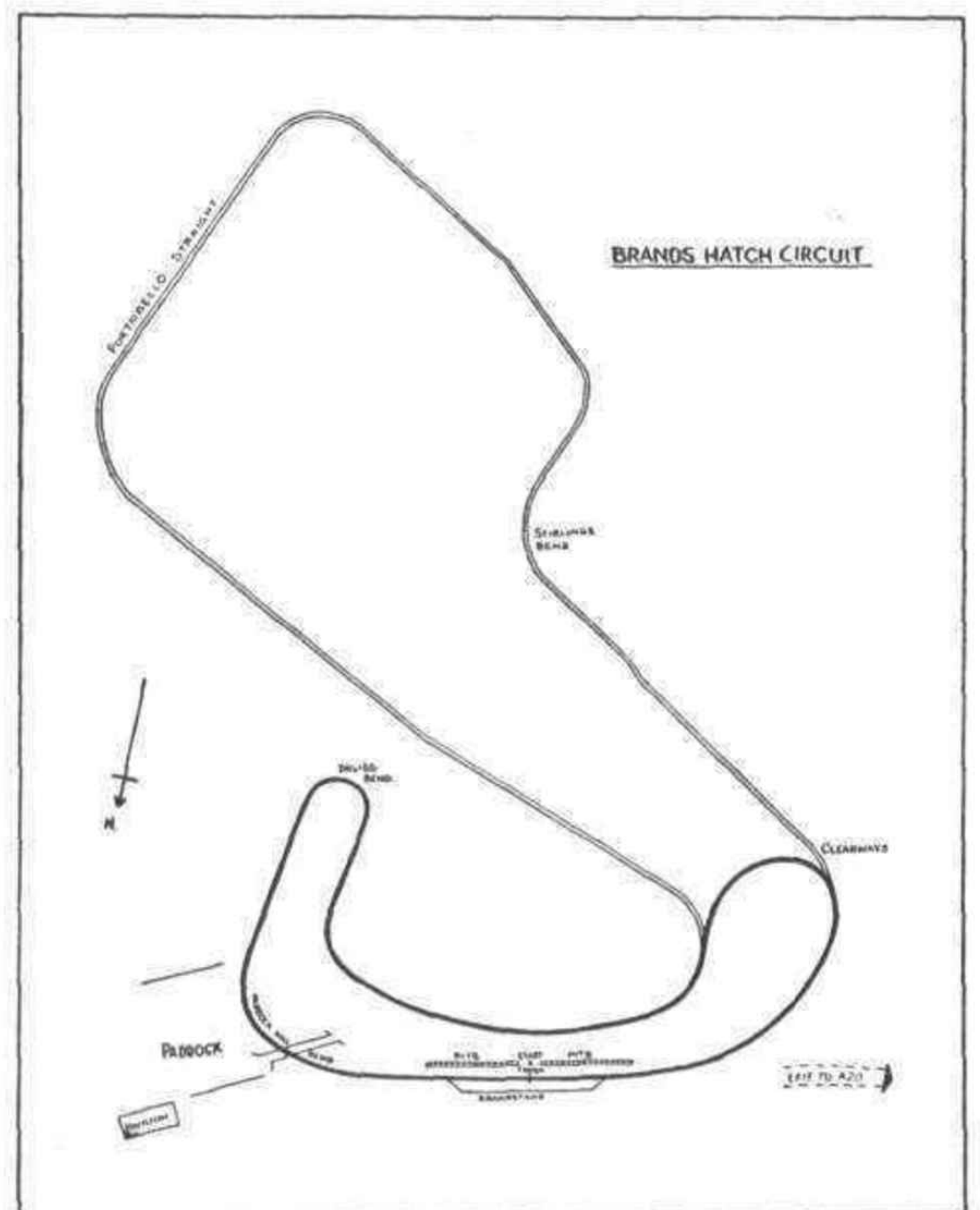
M 1 MORAL ?

According to the delightful Porsche magazine *Christophorus* the number of accidents on the 44-mile Mannheim/Frankfurt autobahn since a 100-k.p.h. (65 m.p.h.) speed limit was enforced thereon was 563, injuring 322 persons. For the equivalent period when speed was unrestricted the accident total was 364, injuring 228 persons. The death toll, since speed was restricted and cars thus encouraged to run in queues has risen from 15 to 17. *Verb sap!*



THE P1800 VOLVO.—Latest and exceedingly promising car from the well-known Swedish factory.

Brands Hatch as it should be next summer.



THE COMPACTS ARE COMING

A COMPACT is no longer merely the thing which your girl friend uses to make herself smell nice. In America it is also a motor car. There was a race for compacts at Sebring last autumn but the first, and more serious contest for them was a six-hour race held earlier, at the Continental Divide Raceway. The field was limited to 20 strictly-stock compacts and foreign economy saloons. Rambler refused officially to run because a top limit of 3,500-c.c. kept out their V8 and no Chrysler Valiants appeared because they had only a single car to field, although this had made the Ford Falcon and Chevrolet Corvair entrants think hard on practice times.

Corvairs were driven by well-known Porsche and Ferrari drivers. After one hour the order was Rambler, Falcon, Corvair, Corvair, Falcon, Volvo, Corvair, Falcon (in trouble), VW—the respective engine sizes should be borne in mind. The Corvairs then required tyres. A Riley shed a wheel—tell that to Les Leston! After two hours it was Rambler, Falcon, Falcon, VW, Corvair, Corvair. A Renault Dauphine had overturned at a 90 deg. corner, upholding its reputation for unsafe road-holding. A Falcon experienced gear shift trouble.

After three hours two Falcons led, because of a leisurely Rambler pit-stop, with the VW fourth, Volvo fifth, a Corvair sixth.

At four hours the Rambler had resumed its lead, with a 59 m.p.h. lap. In the end the Rambler won, averaging 55.5 m.p.h. for just over 333 miles, never having had its bonnet opened. The Volkswagen was second, 50 yards ahead of a Ford Falcon, another Falcon having gone sick.

The Chevrolet Corvairs were hampered by the need for frequent tyre changes, which their manager W. Martinez attributed to a combination of suspension characteristics and the tyres they used, of which apparently the Goodrich covers far outlasted the U.S. Rubber tyres. This had the humorous repercussion that in order that this excuse should not detract from the victory of Ford Falcon over Chevrolet Corvair, Falcon manager Pauling claimed that his Fords were consuming as much rubber as the rear-engined Chevrolets. He certainly used a remarkable variety of covers—Firestone, Good-year, Goodrich, Continental—but it is said his claim to have beaten Chevrolet purely on performance is not borne out by the official schedule of the cars' respective pit-stops; and it seems that both makes were equally matched through the corners.

An American contemporary's summing up of this droll situation was "If Ford wants to advertise that a Falcon can chew up as much rubber as a Corvair any day, we doubt very much that Chevrolet's Ed. Cole will argue the point." And we like this paper's comment that if the Chrysler Valiant enters a future race it might prove to be as hot as its Press releases!

In this opening clash between the compacts the Rambler had it all—speed, reliability and low tyre wear.

MINIATURES NEWS

Last month Playcraft Toys introduced a very fascinating little model, No. 226 in the Corgi series, of the Morris Mini-Minor. Although only 2½ in. long, the model has sprung wheels, interior panelling, seats, dashboard and steering wheel, items Corgi introduced last September, as well as transparent windows, red rear lamps and a detailed chassis which shows, amongst other things, the centrally-located exhaust system. It is finished in a rather too bright blue, with red seats, and retails for 3s. 4d. in the toy shops. We shall expect to see these Corgi Mini-Minors used as mascots on full-size "minibrics." Incidentally, Car Mart Ltd. have been sending a Corgi Austin A40 miniature to every customer ordering a full-size A40.

The newest Meccano Dinky miniature of which we have heard is a VW van (No. 071).

ROUND THE WORLD IN A CITROEN 2 c.v.

"La Terre en Rond" is the title of an amusingly illustrated book recently issued by Citroën. Although, as Tim Nicholson makes clear in his third volume devoted to long-distance travel by motor vehicle, almost all the adventure and romance has gone from such journeys, there is still a flavour of it, as this illustrated description of a 62,137-mile tour from Paris to Paris by way of Africa, America, Oceania, Asia and Europe, across eight deserts and through 50 countries, camping in the open for 350 nights, confirms. The car used was a Citroën 2 c.v.

1959 OUTPUTS

Figures are coming in covering the outputs from the great motor manufacturers in 1959.

Volkswagen turned out just under 750,000 vehicles, an increase over 1958 of 147,847. Of these 406,813 were exported, an increase of 87,430.

* * *

Renault last year produced 515,119 cars, commercial vehicles and tractors, an increase of 84,383 over 1958. Of these, 395,827 were Dauphines, an increase of 115,223. More than 55 per cent. of production was exported, totalling 285,494 vehicles, an increase of 114,840.

* * *

B.M.C. turned out a total of 486,048 vehicles last year, which was 18,664 fewer than their 1958 output, due to the introduction of many new models during 1959. The 1958/9 turn-over was £265,000,000 and 1959 exports accounted for over 40 per cent., or a total of 198,107 vehicles, a drop of 15,898 compared with 1958.

* * *

Ford of Dagenham turned out an all-time record number of cars, commercial vehicles and tractors last year—469,000, an increase of 12.5 per cent. over 1958. Of these 241,000 were exported, an improvement of 11.6 per cent.

* * *

Citroen produced 287,000 vehicles last year, 213,300 of which were private cars. This beat the 1958 output by 16.5 per cent., while export sales rose by 90 per cent., some 53,300 cars being exported.

* * *

Vauxhall 1959 output was up by 41 per cent., equal to 246,085 vehicles. Exports rose 30 per cent., representing 55 per cent. of total sales.

* * *

Mercedes-Benz report some 171,000 vehicles produced in 1959 in spite of model changes, an increase of over 13,000 compared with 1958. Over 41 per cent. were exported.

* * *

Chevrolet announce 79,164 Corvairs sold since the introduction of this rear-engined air-cooled "compact" last October.

* * *

Standard-Triumph claim record sales, those on the home market being 50 per cent. above the 1958 figure, exports up by 30 per cent. The TR3 is claimed to sell better in America than any other sports car and the Herald to have trebled Triumph sales in Belgium, raised them by over a quarter in Canada. The Herald will be introduced to the American market next month.

VW NOTES

From California comes news of an ambitious Volkswagen development on the part of Devin Enterprises, who specialise in very smooth and attractive fibreglass bodies and tuning items. They have introduced a very sleek body shell to take new or used VW or Porsche components, the resulting car looking like a very powerful and costly piece of open G.T. machinery. In fact, the kit costs the equivalent of approximately £524 and Devin offer a complete car with new VW engine and running gear for under 3,000 dollars. If bought in kit form the constructor provides his own engine and front and back suspension assemblies, allowing for interesting permutations of new and used components, perhaps from a crashed car, and VW/Porsche parts. According to our respected contemporary *Road & Track* a Devin-VW weighs just over 11 cwt., the wheelbase being a mere 6 ft. 10 in. With normal VW components a standing ¼-mile in 22.1 sec. is possible and the top speed is just better than 72 m.p.h., so it is the handsome appearance and handleability that is the main virtue of the Devin-VW, although the use of Porsche engine components and brakes would spell a different story. Someone might look into the matter of importing this Devin kit, which is sold complete with light tube frame, the body shell finished in hand-rubbed acrylic lacquer, laminated screen, hood, sidescreens, carpets, excellent bucket seats, bumpers, all wiring, lamps, brake and fuel lines, etc.

* * *

Also from America comes confirmation, as if any is needed, of VW longevity. A *Road & Track* correspondent refers to a 1953 VW which won silverware in races, had valve grinds at 55,000 and 88,000 miles and has now covered over 100,000 miles on the original pistons and cylinders and does not require oil between the routine sump drainings. Incidentally, the ignition was always timed with the engine stone cold, with the notch in the pulley ¼-¼ in. to the left of the crankcase joint and the valves set closer to .004 in. than .006 in., again with a cold engine.

The car that owes its success to . . .

THE MAN IN THE STREET



Photo by Pamela



THE BEST VALUE IN THE WORLD



VOLKSWAGEN

32-34 ST. JOHN'S WOOD ROAD, LONDON, N.W.8 Tel: CUN 8000

West End Showrooms: 38-39 Stratton Street, London, W.1. Tel: GROsvenor 4666

FACTS & FIGURES FOR THE MAN IN THE STREET

THE Volkswagen Factory has produced over 3½ million vehicles since 1945.

OVER 3,100 cars are produced daily at Wolfsburg, Germany; they are inspected by 3,000 Supervisors (almost as many inspectors as cars).

IT is the only car built to such close tolerances that it actually floats.

A VERY famous Italian designer was commissioned to recommend changes in the Volkswagen body design. He studied and studied and said "Enlarge the rear window". This was done.

THE Volkswagen is bought in more than 120 countries all over the world as an economical, reliable vehicle of first class quality, low initial cost and incomparable re-sale value.

THE unique advantage of an air-cooled light metal flat engine is that it cannot freeze and it cannot boil. There is no critical engine speed and it does not matter whether the outside temperature is 40 degrees centigrade above or 40 degrees centigrade below.

THE Volkswagen is the most honest car you can buy today. Everything needed for safe economical motoring is included as standard.

OVER 400,000 Volkswagens are registered in the United States of America. In 1959 150,000 VW were sold, more than any other imported car.

THE Volkswagen Factory now turn out more cars in 3 days than it did during the whole of 1947.

EVERY nineteen seconds a new Volkswagen rolls off the final assembly lines.

DR. NORDHOFF has said that "our greatest problem is to create the conditions in which we can build even more Volkswagens".

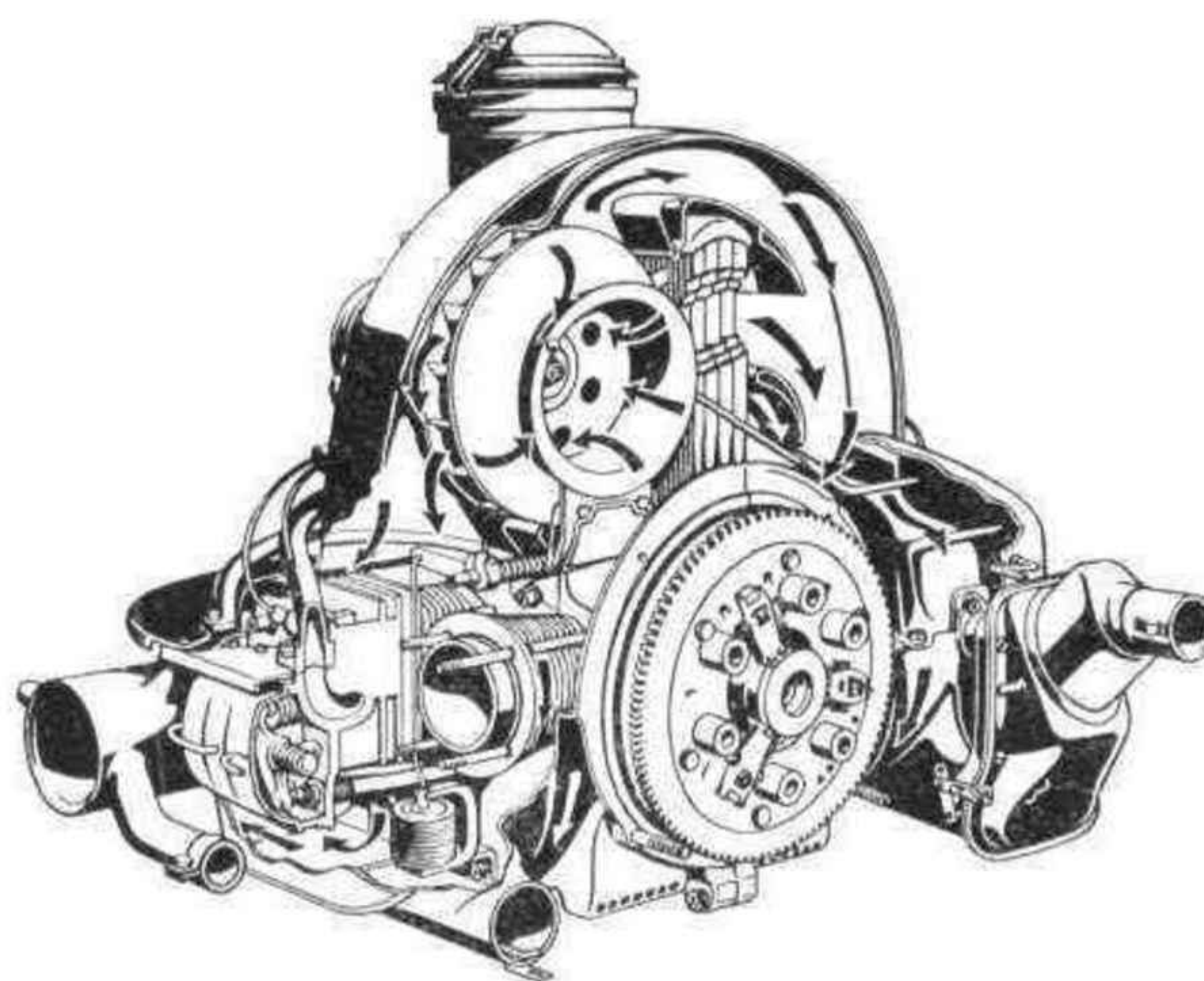
THE Volkswagen is one of the very few cars on the road today with a finish that will stand up to close inspection by ultra critical eyes.

THE VW is the one car that people are buying faster than it can be made.

YOU cannot slam the door of a VW without opening a window. The Volkswagen is so airtight that it floats.

BUILT for any road in the world.

MY ENGINE IS AIR COOLED
MY ENGINE IS AIR COOLED
MY ENGINE IS AIR COOLED



Four cylinder 4 stroke rear engine
with horizontally opposed cylinders
air cooled system—
it cannot freeze, and does not boil

IT'S WORTH REPEATING





LATE ARRIVALS at Monte Carlo at the end of the road section were Oslo starters Laurence Handley and Desmond Harvey in a modified Ford Zodiac. Note the acute angle of the nearside spotlamp, focussed to pick up the edge of the road.



FIRST AGAIN amongst the British cars in the final classification was this works Sunbeam Rapier of Peter Harper and Raymond Baxter. Baxter being ill in the car, Harper is doing things single-handed at this point.



SAAB FROM FINLAND.— Bremer and Vainola near the end of the Classification Test in their small Swedish saloon, little evidence of its hard drive from Paris being apparent.



NOT THIS TIME.— 1959 Monte Carlo Rally winner Paul Coltelloni, this time partnered by Claude Desrosiers, nears the end of his rally, the Citroën showing evidence of contact with rock. The nearside front wing was a hastily fitted replacement.

PICTORIAL

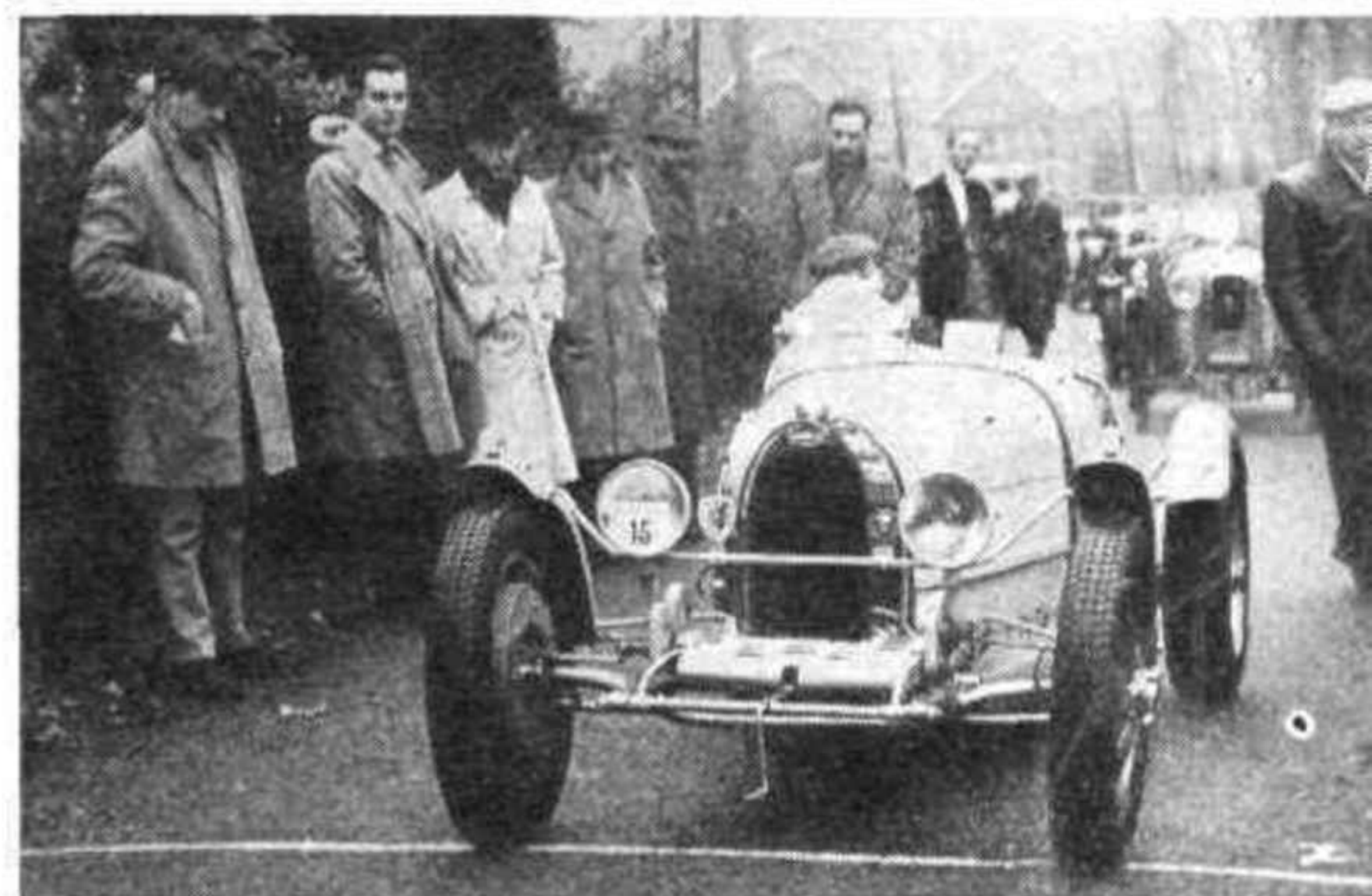
Monte Carlo Rally

V.S.C.C. Charterhouse



A VINTAGE SPORTS CAR in delightfully original driver is climbing at the start of the Le Mans test on the

BUGATTI AT CHARTERHOUSE.—K. B. Eckersley's 1926 2-litre G.P. Bugatti was amongst the more exciting vintage sports cars at this event. There seems to be an economy of glass in its solitary aero-screen.



AL REVIEW

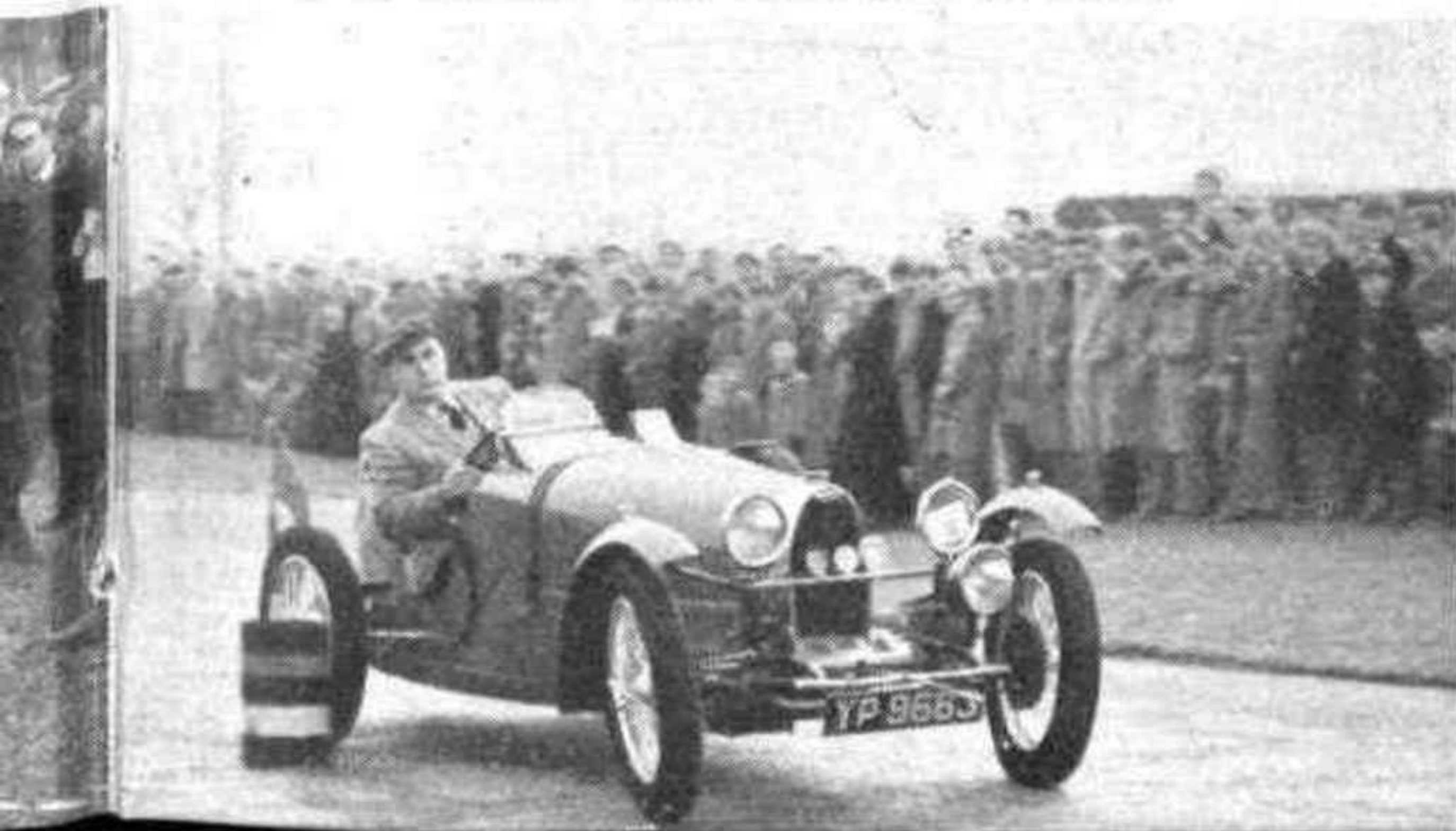
Cat's Eyes Rally

Charterhouse Meeting



condition.—A. W. Rippon's 1925 Amilcar Grand Sport, into which the occasion of a V.S.C.C. private members' meeting at Charterhouse School.

WELL-KNOWN FIGURE at V.S.C.C. meetings is Dudley Gahagan, seen tackling the Charterhouse "wiggles" test in his 1926 1½-litre G.P. Bugatti—he won a first-class award, whereas Eckersley, in his more powerful Molsheim model, got but a third-class award.



LEAVING THE START of the Cat's Eyes National Rally at Lambs' Garage, Woodford Green, are P. G. Giblett and S. Turner in their M.G.-A. Many sports cars were put out of the running when a deep ford had to be negotiated in the Cotswolds.



MINOR FOR MOSS.—Pat Moss was accompanied on the Cat's Eyes Rally by Stuart Turner. Their Morris Minor required brake adjustments before leaving the start.



ROLLING ZEPHYR.—D. H. Greenhalgh looks over navigator C. H. Spenser's shoulder as he rounds one of the pylons in the driving tests at North Weald Airfield.



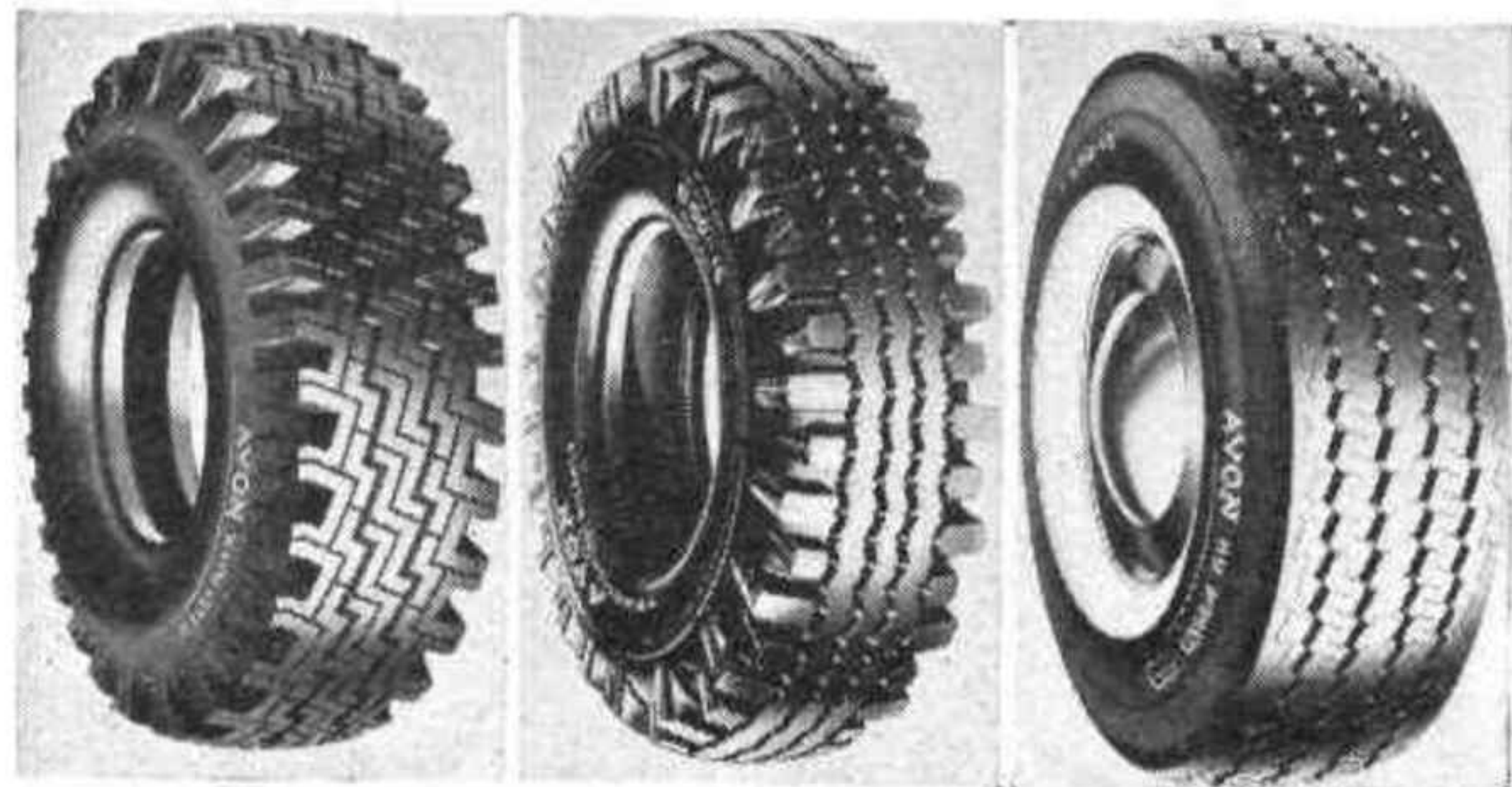
CLASS-WINNING HERALD.—The W. Scott/R. W. G. Long Triumph Herald which won its class in the Cat's Eyes Rally, beating several Sprites. The Herald's looked alarming in the driving tests because of the reluctance of the rear wheels to break away.



MODERN TYRES

INTRODUCTION

WHERE cowboys kept on the track of the Indians by following the marks left by the horses' hooves and Sherlock Holmes traced criminals by following the impressions left by their bicycle tyres, the modern detectives have a more difficult task, as the complexity of the tread patterns on these pages will indicate. Now that many people are thinking of changing their tyres in readiness for the summer months, we present below a directory of makes available in this country, together with representative prices.—M. L. T.



Waymaster

Traction Mileage

H.M. Ribbed

AVON



Turbospeed

Developed from the racing tyre, the **Turbospeed** is designed for sustained cruising speeds in excess of 90 m.p.h. and its nylon construction allows speeds of up to 125 m.p.h. The **Turbospeed "P"** is available for cars with maximum speeds in the 150-m.p.h. region. Prices: **Turbospeed**, 6.40-15, £9 7s. 6d.; 6.00-16, £9 19s. 0d. **Turbospeed**



Racing

"P", 6.00-16, £10 7s. 0d. The Avon **Racing** tyre is in limited supply, being entirely unsuited for normal road use. Full details and prices can be obtained from the Avon Competitions Department. The **H.M. Ribbed** is the normal road tyre, having a deep wide-ribbed tread providing good adhesion, braking and cornering. Prices: 5.20-13, £5 3s. 6d.; 5.60-15, £6 3s. 6d. The Avon winter tyre is the **Waymaster**, with deep-cut shoulder lugs for mud and snow but with an anti-skid tread to cope with normal wet-road motoring. Prices: 5.20-13, £5 11s. 6d.; 6.40-13, £7 2s. 0d.; 5.60-15, £6 13s. 0d. For use on Jeeps and similar vehicles, the **Traction Mileage** is designed for both on and off the road use. Prices: 6.00-16, £9 16s. 0d.; 7.50-16, £14 1s. 6d.

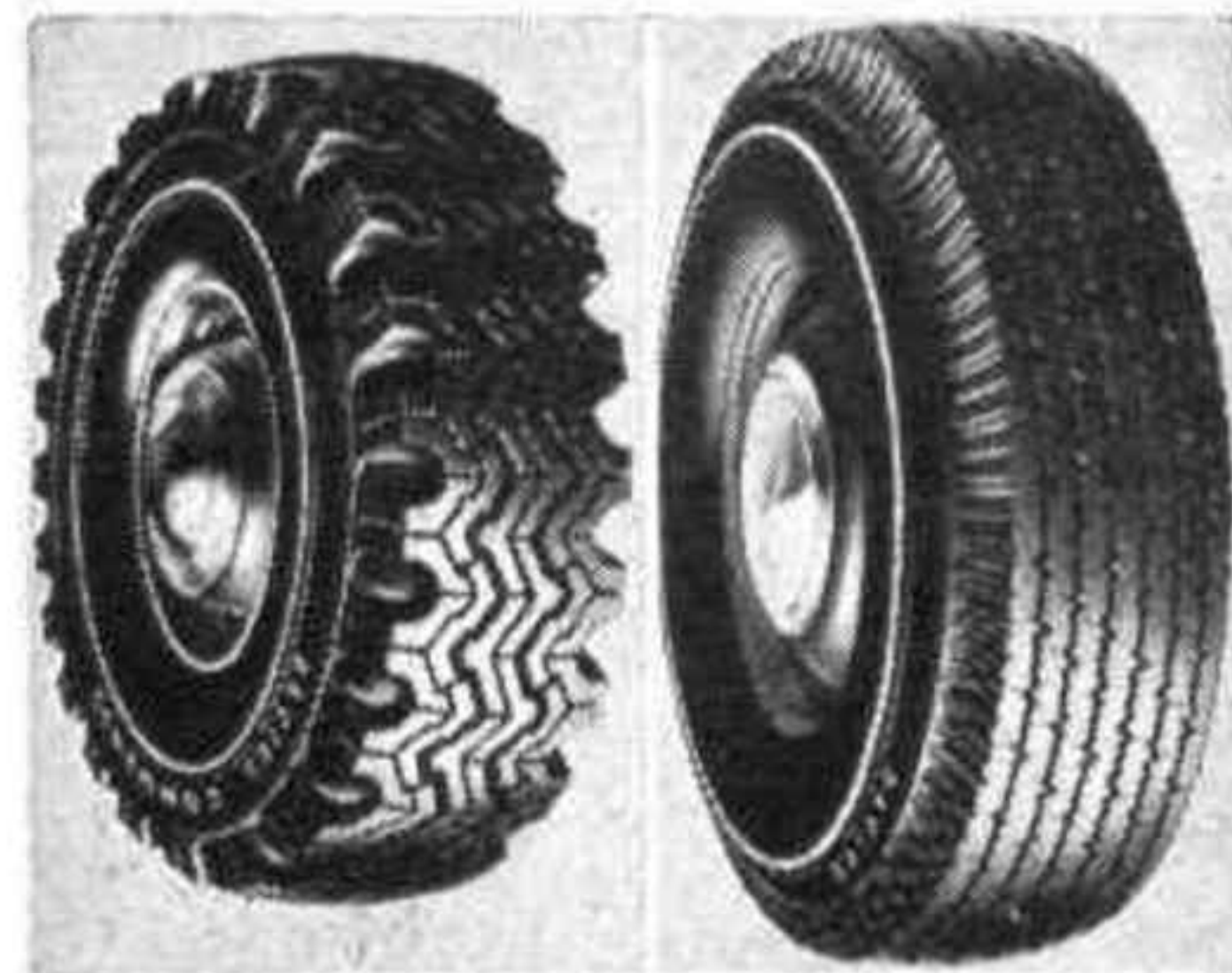


Silent Comfort

BRITISH BERGOUGNAN

Only one type of car tyre is made by this firm, the **Silent Comfort**, which is available in both 4- and 6-ply, tubed and tubeless, and with white sidewalls. Prices: 5.90-13, £5 18s. 9d.; 5.90-15, £6 11s. 0d.; 6.00-16, £8 2s. 6d.

DAVIES



Commando

Passenger

The two main products for cars are the **Passenger** and the **Commando**, the former being for normal road work and the latter for winter use. On the **Passenger**, which, as its name suggests, is for passenger cars, the tread is simple in the interests of silence and skid resistance. Prices: 5.20-13, £6 0s. 6d.; 5.90-15, £7 8s. 0d.; 6.00-16, £8 2s. 6d. The **Commando** has a pronounced zig-zag

tread with deep shoulders for good traction in snow and mud. Prices: 5.20-13, £6 8s. 6d.; 5.90-14, £6 13s. 6d.; 6.00-16, £8 14s. 6d.



Trakgrip

Weathermaster

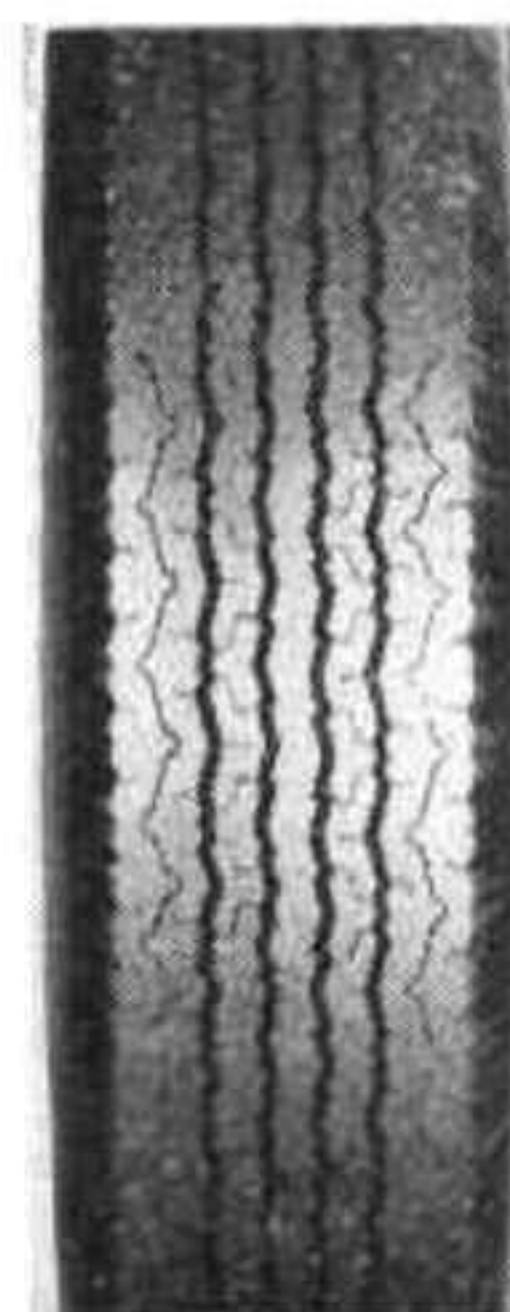
R.K.3.

DUNLOP



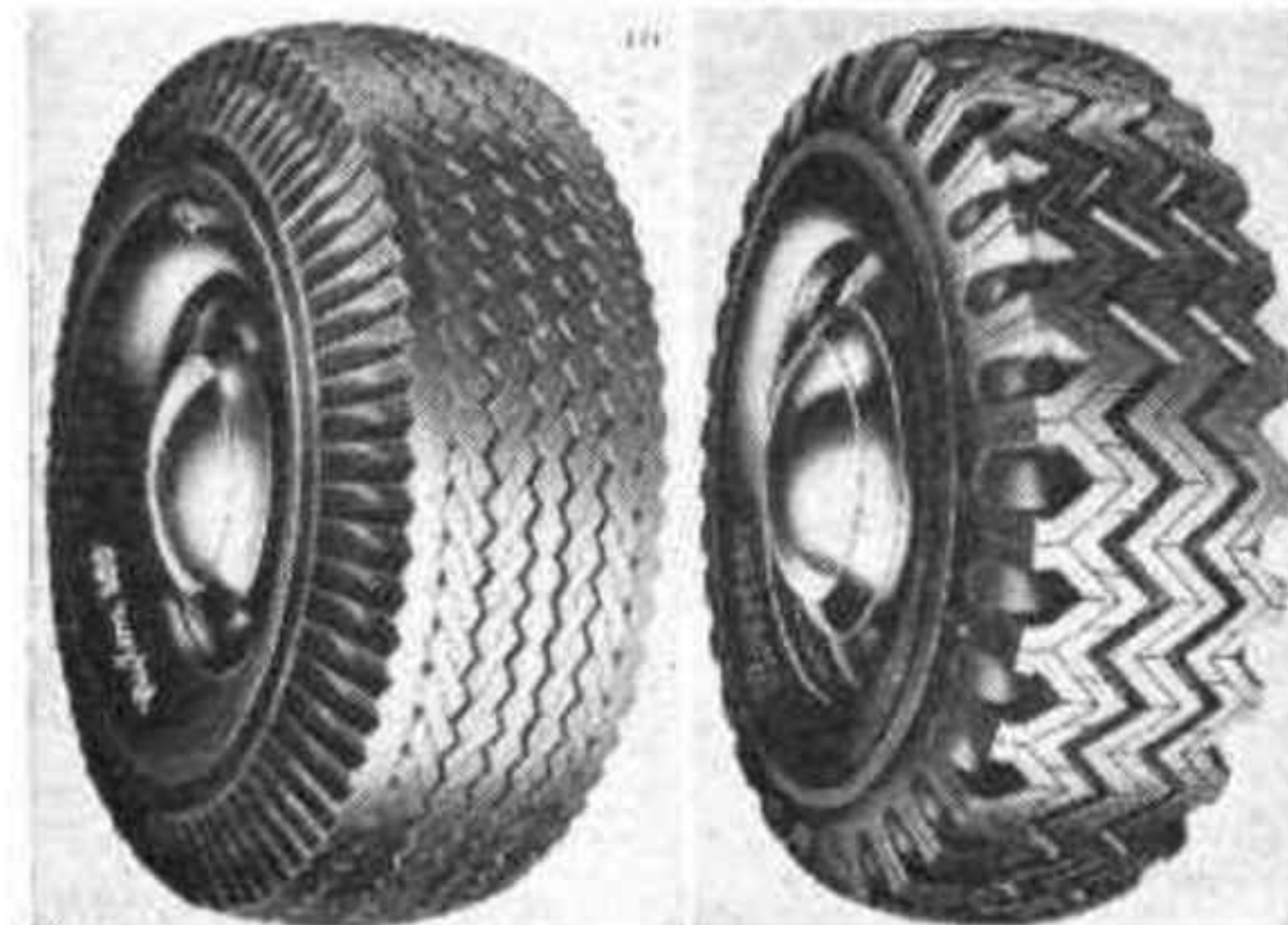
Duraband

The basic Dunlop road tyre is the **Gold Seal**, which is fitted to a very large percentage of British cars. The pattern consists of five ribs with "castellated" knife cuts to maintain skid resistance. Prices: 4.40-12, £4 7s. 6d.; 5.20-13, £6 0s. 6d.; 5.50-16, £7 19s. 0d. Nylon casings are slightly extra. The nylon cased **R.S.4** has a similar tread pattern to the **Gold Seal** but is designed for continuous speeds in excess of 90 m.p.h. Prices: 5.90-13, £6 19s. 0d.; 5.90-15, £7 17s. 0d.; 6.00-16, £9 15s. 0d. The **Duraband** is of similar construction to



R.S.4

the famed Michelin "X," with steel cords bracing the tread and flexible sidewalls. They are used by many rally drivers. Prices: 5.50-10 (Mini-Minor size), £5 5s. 0d.; 6.50-15, £7 2s. 6d.; 7.00-16, £10 9s. 6d. Three winter tyres are marketed, the **Weathermaster** for all round use on road-going vehicles, the **R.K.3** for Land Rovers and similar vehicles which do



Nylon 500

Town & Country

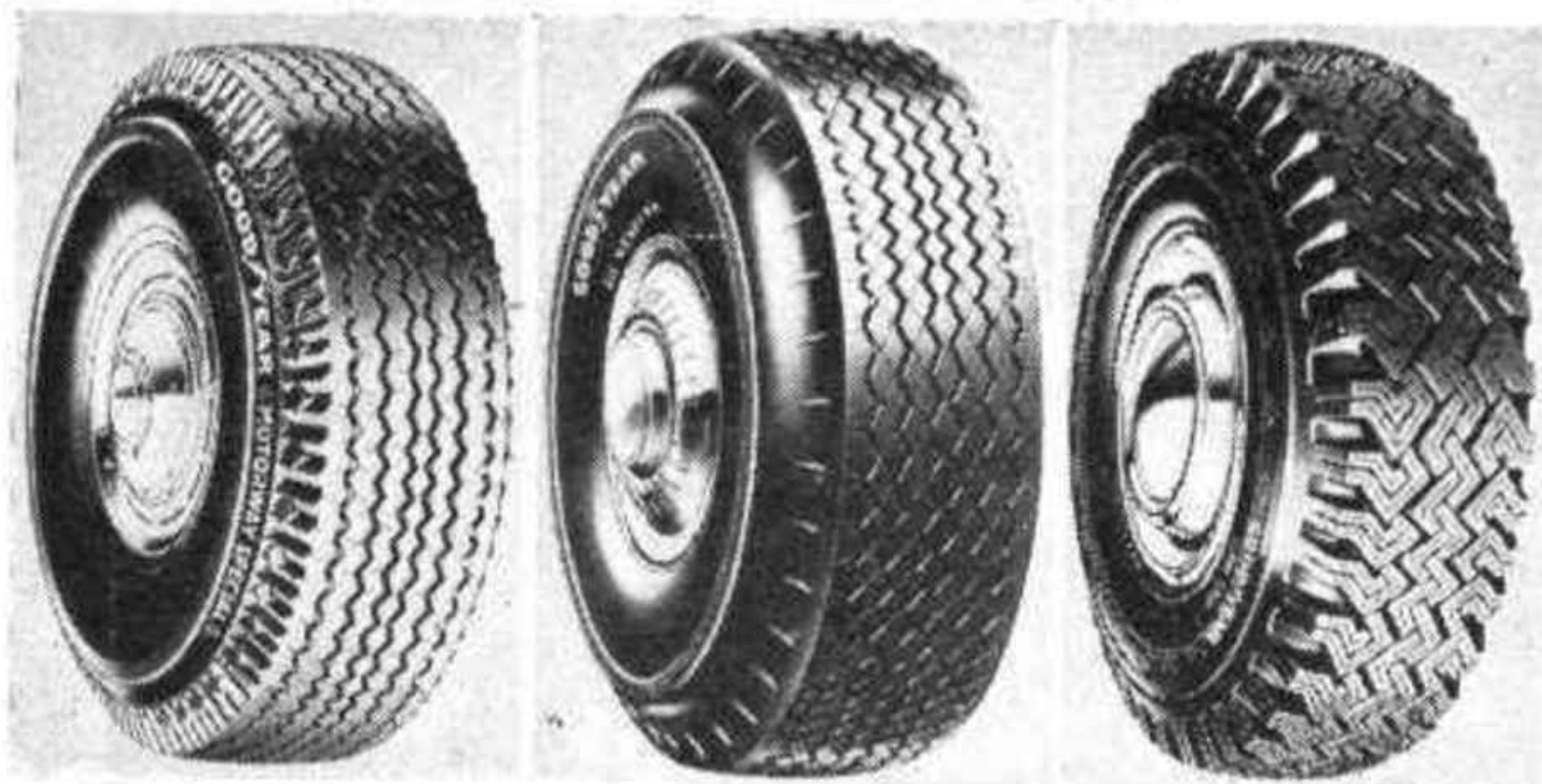
a good proportion of their mileage on made-up roads, and the **Trakgrip** for vehicles doing most of their work off the roads. Prices: **Weathermaster**, £5 6s. 6d. to £17 12s. 6d.; **R.K.3** and **Trakgrip** £10 3s. 0d. to £18 4s. 6d.

FIRESTONE



Sports Nylon

For normal road-driving the Firestone tyre is the **De Luxe**. The same tread pattern is also available on the **Nylon 500**, the nylon construction of which renders it less likely to damage. The name is taken from the Indianapolis 500-Mile Race, where much of the development of this tyre has taken place. Prices: **De Luxe**: 5.20-13, £6 0s. 6d.; 5.20-15, £6 7s. 0d.; 5.25-17, £7 7s. 0d. **Nylon 500**: 6.40-13, £7 5s. 0d.; 6.50-15, £9 18s. 6d. For fast road work the Firestone tyre is the **Sports Nylon**, which is suitable for sustained cruising speeds of 90 m.p.h. Prices: 6.40-13, £8 12s. 0d.; 6.40-15, £9 17s. 0d.; 6.50-16, £12 14s. 6d. For winter driving Firestone recommend the **Town and Country**, a very popular tyre which is especially recommended for rear wheels where snow and ice are likely to be encountered. Prices: 5.20-13, £6 8s. 6d.; 5.60-15, £7 10s. 0d.; 5.50-16, £8 9s. 6d.



Motorway Special.

All Weather.

Ultra-Grip.

GOODYEAR

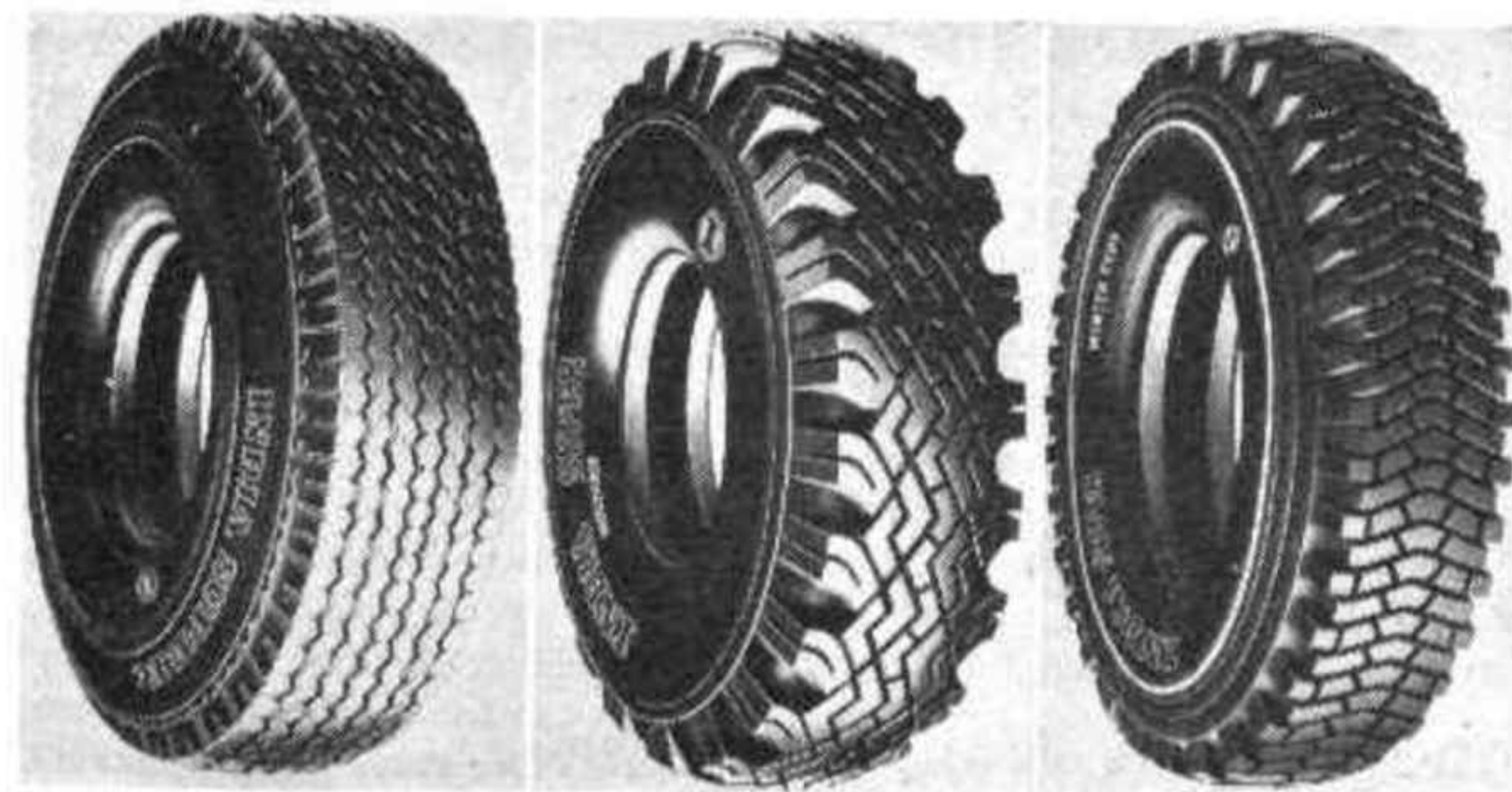
Called the **Motorway Special**, the newest Goodyear product is designed for high-speed Motorway cruising, this nylon-cased tyre having been tested up to speeds of 120 m.p.h. It is available only in certain 13-, 15- and 16-in. sizes at present. Prices: 6.70-13, £8 13s. 6d.; 5.90-15, £7 3s. 6d.; 6.00-16, £8 18s. 0d. The basic Goodyear product is the **All Weather**, of rayon construction with a self-adjusting tread which opens up under braking and acceleration and closes when cruising. Prices: 5.90-13, £7 5s. 0d.; 5.90-15, £8 3s. 0d.; 6.00-16, £10 2s. 6d. The Goodyear winter tyre is the **Ultra-Grip**. Prices: 5.20-13, £5 11s. 6d.; 5.90-15, £7 0s. 6d.; 4.50-17, £5 12s. 0d.



HENLY

Main tyre production is centred on heavy-duty truck tyres and only one car tyre is made. This is the **S.G. Super Cushion**, which is made for silence and long life with no pretensions as a high-performance tyre, and is available with different tread patterns for low, extra low and medium pressures. Prices: 5.90-13, £5 16s. 0d.; 5.90-15, £6 11s. 0d.; 6.00-16, £8 2s. 6d.

S.G. Super Cushion.

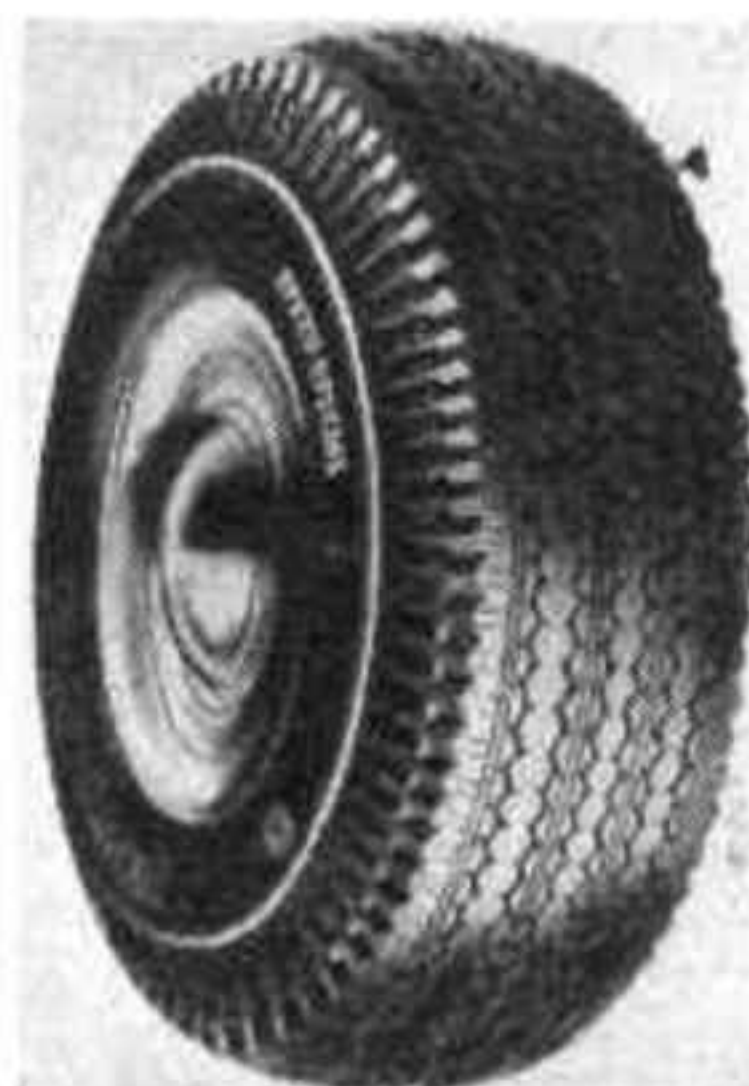


Super.

Multigrip.

Winter Type.

INDIA



Super Speed Special.

The basic India road tyre is the **Super**, made in 4- and 6-ply ratings, the 6-ply rating being suitable for larger and faster cars. For the fast driver the **Super Speed Special** is made, having a different tread pattern to the Super. A rear-wheel tyre for difficult conditions is the **Multigrip**, which has a chunky tread and deep shoulders, but it is claimed that the tyre can be left on during the summer with no ill effects. A popular tyre on the Continent is the **Winter Type**, which was specifically developed for countries where snow is experienced for several months of the year. No price list is available at present.



Envoy.

JOHN BULL

Only two car tyres are made by John Bull, the passenger tyre being the **Envoy**, having six main grooves with a multitude of S-shaped cuts for skid resistance. Prices: 5.20-13, £5 3s. 6d.; 5.90-15, £6 11s. 0d.; 6.70-16, £9 17s. 0d. A new winter tyre is to be released by John Bull called the **Deep-Grip**, details of which are not yet available. Prices: 5.20-13, £5 11s. 6d.; 5.20-14, £5 16s. 6d.; 5.90-15, £7 1s. 0d.



Deep-Grip.



Celebrity.

KELLY

The main Kelly road tyres are the **Celebrity** and **Celebrity Extra**, the former being a 4-ply and the latter a 6-ply tyre, being available as a tubed or tubeless tyre, with white sidewalls if desired. Prices: 5.20-13, £5 4s. 0d.; 5.90-15, £6 11s. 0d.; 6.00-16, £8 2s. 0d. The bulk of Kelly production is concentrated on van and truck tyres.



MICHELIN

The Michelin "X" is too well-known to need description, its flexible sidewalls and reinforced tread giving excellent road-holding and long life. The company have recently stated that the tyres are good for a sustained top speed of 125 m.p.h. They are also claimed to be perfectly suitable for wet roads, and even snow and mud, providing pressures are adjusted correctly. Prices: 5.20-13, £5 14s. 0d.; 5.20-14, £5 19s. 6d.; 155-15, £7 2s. 6d.; 5.50-16, £8 10s. 0d. For the man who desires a normal type of tyre the **SDS** is made, having a fairly conventional tread and capable of being used at sustained speeds of 105 m.p.h. A bolder tread pattern is offered by the **Allgrip**, but this winter tyre is also suitable for all-the-year-round driving.



SDS.

Top: Michelin "X".

A further selection of tyres will appear in the April issue.



CASTROL WINS

MONTE CARLO RALLY

OUTRIGHT WINNER

Walter Schock and Rolf Moll
(MERCEDES-BENZ 220 SE)

LADIES' CUP

1st Pat Moss & Ann Wisdom **(AUSTIN A40)** **2nd** Anne Hall & Valerie Domleo **(FORD ANGLIA)**

(subject to official confirmation)



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

SHOCK-ABSORBERS

THE design and manufacture of shock-absorbers (or dampers as they are more popularly known) have undergone a number of changes since World War II, not the least of which is the increasing use of the telescopic damper, and present developments indicate a strong trend towards the use of air as a suspension medium. In this review we have concentrated on those shock-absorbers which are available to the general public as replacement items. This will be especially valuable to owners of pre-war cars on which the existing shock-absorbers are now out of production.—M. L. T.

ANDRE

The manufacturing rights of Andre shock-absorbers has been taken over by Woodhead Monroe Ltd. Details of this equipment will be found in the feature dealing with Woodhead Monroe shock-absorbers.

ARMSTRONG

Armstrong shock-absorbers and suspension units are manufactured in six kinds, i.e., lever type, adjustable lever type, telescopic and adjustable telescopic, telescopic suspension units and adjustable telescopic suspension units.

As proof of their popularity they are fitted as original equipment on the following British cars, as well as being manufactured under licence on Continental vehicles: A.C., Armstrong Siddeley, Aston Martin, Austin range, Bristol, Cooper, Daimler, Elva, Frisky, Humber, Lotus, Lola, M.G., Morgan, Morris range, Peerless, Reliant, Riley, Standard, Sunbeam, Triumph and Wolseley. Their racing record has been proved on the majority of successful British racing cars: on Cooper cars, which won the 1959 World Manufacturers' Cup for Formula 1 cars, on Aston Martins, which won the 1959 World Sports Car Manufacturers' Championship, as well as on the Austin Healey Sprite and M.G. cars which broke the International records.

The basic lever-type shock-absorber is a hydraulic double-acting type, working on the principle of pumping oil backwards and forwards between two cylinders through suitable valves set to give the required amount of restriction in each direction. This design has the advantages in that all the working parts are submerged in oil.

These adjustable lever-type shock-absorbers provide a means whereby the degree of damping may be readily varied to suit particular requirements such as variations in weight, for competition or for racing purposes. They are manufactured to fit the rear end of most popular cars used for competition work, replacing existing initial equipment without modification to the chassis.

Armstrong have developed a design of telescopic and adjustable telescopic shock-absorbers which, besides having unique features, is extremely efficient, uses a minimum number of parts and is of robust construction to give long service life.

Adjustable models are manufactured for Cooper cars and are being manufactured as conversions for competition and rally work on popular sporting cars.

Both telescopic spring suspensions and adjustable spring suspensions are now used extensively for racing purposes and have proved themselves on Aston Martin, Cooper and Lotus cars, as well as on many others. They consist of a road spring and telescopic hydraulic damping unit, manufactured as a compact suspension unit. Different springs can be interchanged to give alternate spring rates, and in the case of the adjustable models the damping can be adjusted for various types of races and tracks.

Armstrong technical representatives attend all main International and approved National events and are available to advise and help on practice days. The Service Department at Beverley is always at the individual customer's service (Telephone: Beverley 82212) for advice on details of any model. Prices may be had on application.

Armstrong Patents Co., Ltd., Fulford, York.

DE CARBON

The French-made de Carbon damper appeared on the market in 1954 and has already gained a formidable reputation, being manufactured under licence in Germany, Spain, Italy and the U.S.A., and fitted to Mercedes-Benz, Dyna-Panhard cars and Pegaso and Daimler-Benz lorries as standard equipment. They were used on the three Monte Carlo Rally-winning 220SE Mercedes.

As can be seen from Fig. 1, the de Carbon damper combines both the hydraulic and pneumatic principles, the chamber at the top of the damper being filled with gas and separated from the oil by a free-moving piston. The hydraulic operation follows normal practice. On the road the gas chamber will take small road shocks but when major bumps are encountered the piston will move through the oil. It is claimed that the problem of fade is overcome, as when

the damper begins to heat up the gas in the top chamber will expand, allowing no aeration in the oil.

Conversion sets are available for the following vehicles: Alfa-Romeo, Borgward, Citroën, Fiat, Ford 100E, Hillman Minx, Opel, Panhard, Peugeot, Renault Dauphine and Fregate, Riley 1.5, Simca, Singer Gazelle, Sunbeam Alpine, and Rapier, Volvo, Volkswagen and Wolseley 1500. For these models each damper costs £4. For the following models dampers are available at £4 10s. each: D.K.W., Humber Hawk and Snipe, Porsche, Rover, and for the following at £5 5s. each: B.M.W., Facel Vega, Jaguar, Lancia and Mercedes-Benz.

The sole concessionaire for Britain and many of the Commonwealth countries is the Alexander Engineering Co., Ltd., who will be pleased to answer individual inquiries, and for people who fit these dampers to competition cars the Alexander racing van is present at many of the major meetings.

Alexander Engineering Co., Ltd., Haddenham, Nr. Aylesbury, Bucks.

GIRLING

The current Girling damper is the CSV, which was introduced in 1959. This is made in 1-in. and 1½-in. sizes, and it is claimed that this is the first maintenance-free damper in Europe, the problem of fade having been eliminated. As can be seen from the foregoing, most of the other manufacturers also make this claim! Nevertheless, as we have seen for ourselves, Girling Ltd. have gone to great lengths to ensure that their new CSV model will be as perfect as possible.

The damper engineer has many problems to face and when he has achieved perfection in one way he may well have emphasised an undesirable feature. This was illustrated to Girling by Jaguars when they tested the CSV dampers on a 3.4 model. The settings were perfect and gave an excellent ride, but over large bumps they gave

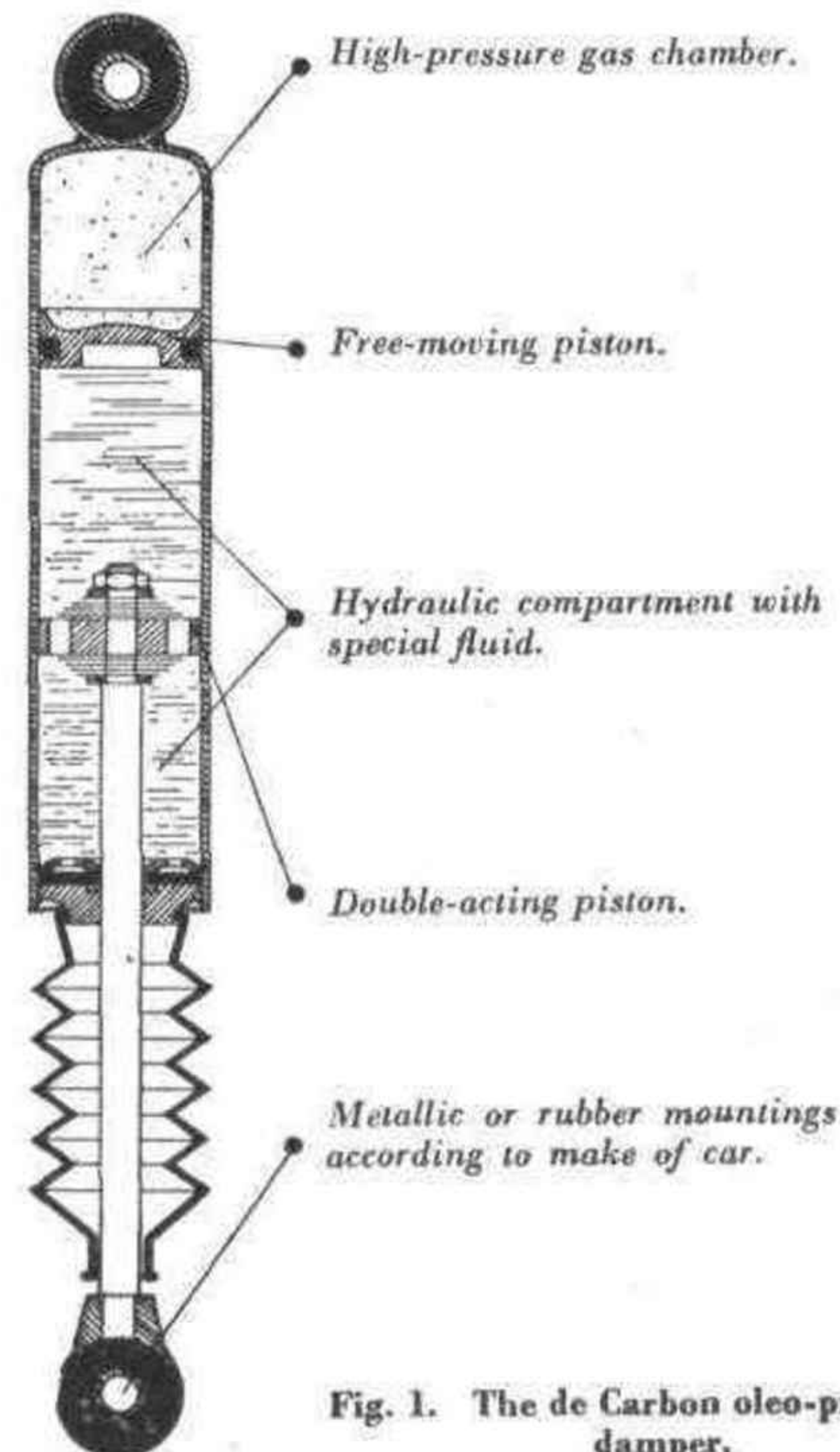


Fig. 1. The de Carbon oleo-pneumatic damper.

an audible hiss as the fluid transferred—something which would never do for Jaguar owners. So Girling designers had to set to and eliminate the noise. That they did so effectively is proved by the fact that CSV dampers are used on several Jaguar models. They are also used on various Humber and Hillman cars.

Although externally similar to previous models, the CSV incorporates a number of improvements, including the piston and the piston rod, which is now hard-chromium-plated to ensure long life. The CSV is of completely welded and riveted construction throughout, thus sealing it against the ingress of outside matter. It is mainly intended as original equipment for new vehicles but the company will be pleased to advise on special installations.

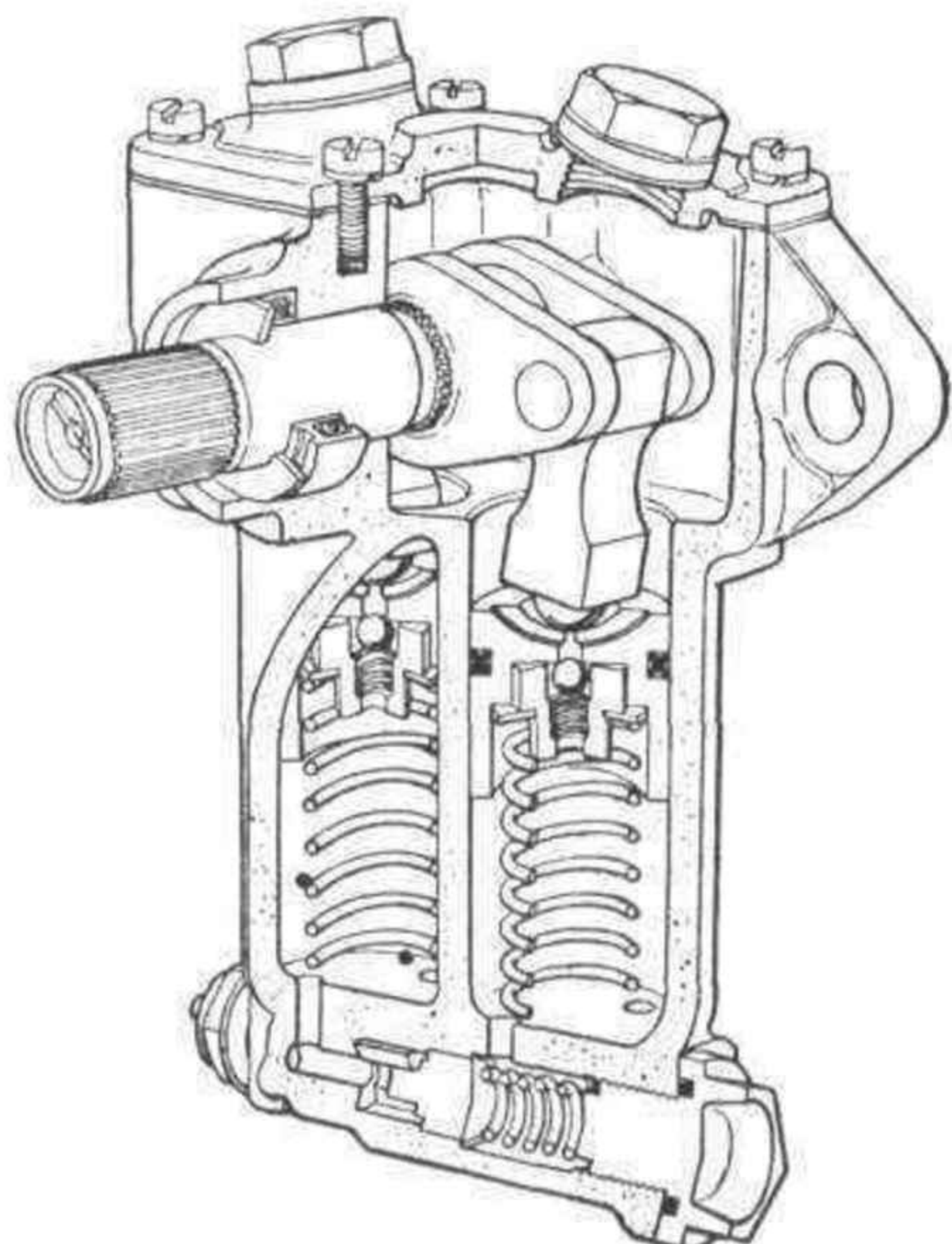
Girling Ltd., King's Road, Birmingham.

KONI

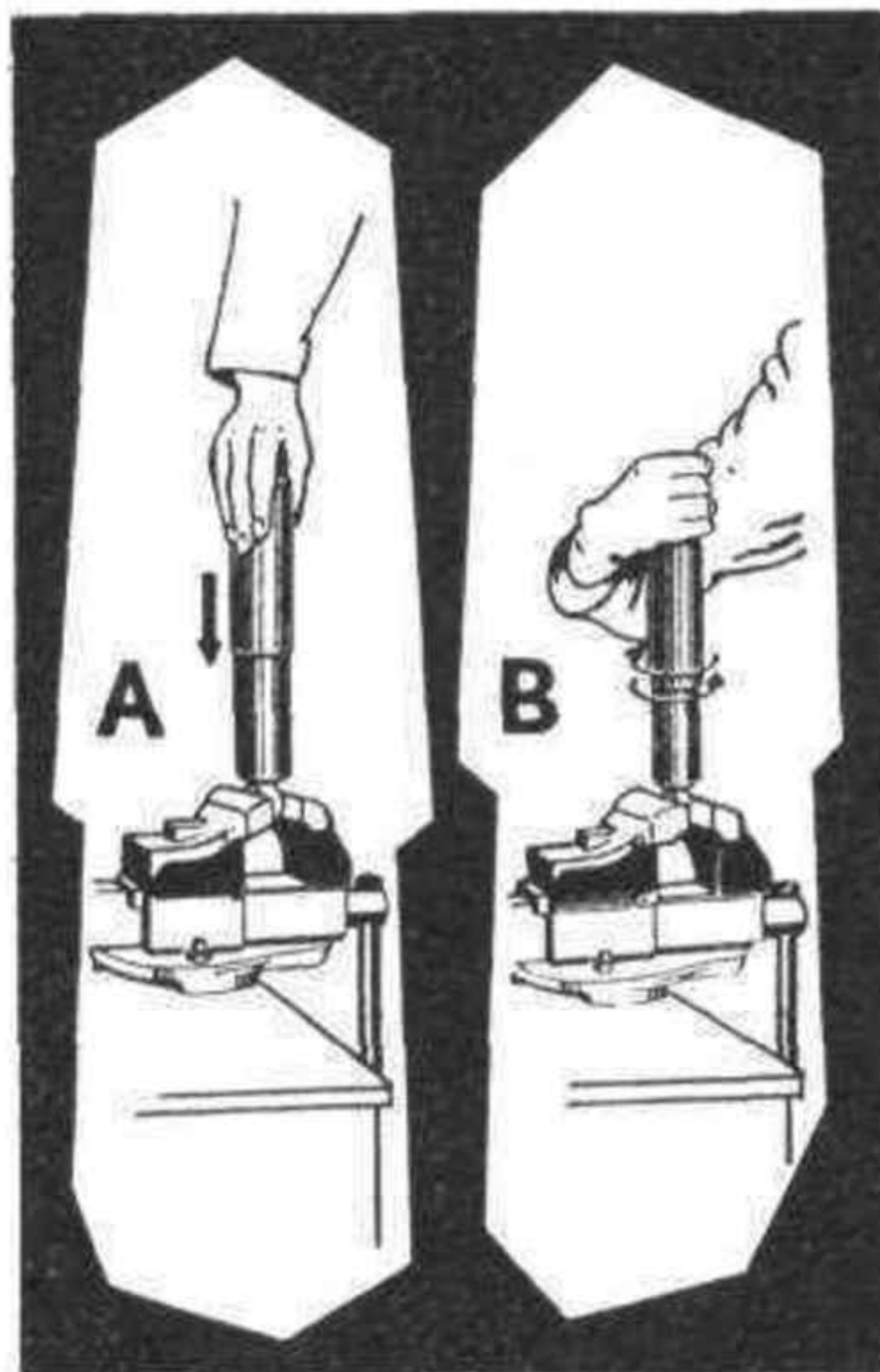
A relatively new name to British motorists is Koni, but one which is fast gaining a reputation almost equalling that of the legendary de Ram shock-absorber. In 1957 the Dutch firm of Koni, situated at Oud-Beijerland, celebrated its centenary, having been formed in 1857 by Mr. A. de Koning when he opened a saddlery. His son joined the firm at about the same time as the car appeared on the roads and they quickly realised the potentialities of this new vehicle which threatened their business of making saddles, horse collars and so on.

They transferred their attention to repairing of car hoods and bodywork, but as the years went by they turned to various motoring accessories, such as radiator blinds, special car trunks and a spring gaiter. It was not until 1932 that the first Koni shock-absorber was made, and in 1947 the first hydraulic telescopic model made its first appearance. Even now the shock-absorber accounts for only a part of Koni production, such items as electric car lifts, jacks, cranes and car heaters forcing the company to build eight different factories.

The existing Koni models are fitted as standard equipment on B.M.W., Porsche, Frazer Nash, Ferrari (including G.P. cars), and the Douglas 4/4 Pathfinder, a special-purpose cross-country vehicle. In addition to this, stocks are held of special dampers for Cooper-Climax F.2, all the Jaguar range, including the "D" type, Lotus, Lister-Jaguar and many other competition cars. Dampers can be prepared for almost any type of car or lorry that is capable of having them fitted. Obviously on certain cars which have been designed for the lever-arm type of damper there is invariably little room left to fit the longer telescopic damper. In some cases special brackets are available to mate the Koni to particular cars but in a very few cases it is impossible to fit them under any circumstances. The United Kingdom Agents, the Postland Engineering and Trading Co., Ltd., are happy to advise on special installations if full details are given about the car. For those who fit Koni dampers to competition cars the Service Van attends most of the major meetings throughout the country, from which advice and service is readily forthcoming.



The VariFlo double-piston damper.



KONI ADJUSTMENT.—When a Koni damper shows signs of wear it can be removed from the car and adjusted quickly in the manner shown in this illustration.

The "Special D" shock-absorber is basically similar to other telescopic dampers but the manufacturers claim that by virtue of all parts being machined from the solid to close tolerances, with rigorous tests at all stages of production, that it will have a trouble-free and long life. Each damper is guaranteed for 19,000 miles or one year, whichever is the shorter. The main advantage of the Koni is that it can be removed from the car when signs of wear are shown and quickly adjusted. Alternatively a choice of six different settings are available to alter the characteristics of the damper.

Postland Engineering & Trading Co., Ltd., Crowland, Nr. Peterborough, Northants.

NEWTON

Newton and Bennett have ceased manufacture of all car-type shock-absorbers in favour of a larger unit for commercial vehicles.

SPAX

Another post-World War II firm, Spax have recently introduced the VariFlo type 89 and 100 adjustable dampers. These are double-piston lever-arm type dampers which are designed to be interchangeable with a large number of other makes, particularly some of the obsolete pre-war types.

The body is of die-cast alloy, carrying the cylinders and the mounting points. The pistons are actuated by a rocker shaft and connecting rods, the valves being retained in the base of the body.

The type 89 is easily adjustable by means of a click-action screw-head which can be turned with a screwdriver. This gives quite a large range of adjustment for different vehicles or even for different operating conditions on the same vehicle. It is claimed that the type 89 will fit 79 per cent. of present-day cars, while the type 100 is suitable for the front suspension of certain Austin, Austin Healey and M.G. models. Prices vary from £2 12s. 6d. for the type 89 unit to £4 6s. for the type 100.

A special technical department is operated to cope with inquiries from "special" builders and people who wish to convert their cars to VariFlo dampers.

Spax Ltd., 61, Fortess Road, London, N.W.5.

UNIVERSAL DAMPERS

Universal Dampers manufacture both lever-arm and telescopic-type dampers, the former being named the Rotoflo and the latter, the Teleflo. The Rotoflo has only one moving part, which is the central spindle, and the damping medium is a non-liquid "gooey" material which retains many of the desirable aspects of the hydraulic damper without the large number of moving parts in a telescopic type.

For light cars models A1 and A1/338 are available, and for heavier cars and commercial vehicles model A2 is used. Conversion sets are available for most British and Continental cars, the prices ranging from £3 18s. to £7 10s. per pair. Universal Dampers operate a special department for answering queries on these dampers.

The Teleflo strut-type damper follows modern practice but it is claimed that the damper is completely free from aeration and fade because air never meets the damping fluid. Air is retained in a rubber sac at the base of the damper. Thus when the piston rod enters the cylinder a displacement valve at the bottom lifts to admit fluid to

the reservoir and the rubber sac distorts to accommodate it. On the rebound the reverse process occurs, so that air never comes into contact with the fluid.

The Teleflo is fitted to certain Standard and Jensen models as standard equipment, while special models were used on the Connaught F.I racing cars. The same department offers guidance and help in obtaining the best model for your purpose, either Teleflow or the Rotoflo. They are priced at from £2 5s. to £2 15s. each.

Universal Dampers, Radway Road, Shirley, Solihull, Warwickshire.

WOODHEAD MONROE

This company commenced the manufacture of telescopic shock-absorbers only at the end of World War II but has already built up a large market in Britain and the U.S.A. The company supplies all the original shock-absorber equipment to the Rover Company and also provide equipment for Triumph (front suspension on the Herald), Hillman Minx, Humber Super Snipe, Morris Cowley and Oxford, and the Riley Pathfinder.

The Woodhead Monroe damper is made in three main types, the 1-in. bore for most passenger cars, 1½-in. bore for heavy-duty work on large cars and commercial vehicles, and 2-in. bore for use on very heavy vehicles and railway rolling stock. Standard replacement dampers are priced at £2 2s. each for the 1-in. size and £3 12s. 6d. for 1½-in. bore. The company also manufactures "fluid cushion" suspension units which are basically similar telescopic shock-absorbers incorporating coil-springs within the body of the damper. These are especially useful for "special" builders who want a simple suspension medium with only two mounting points for each complete suspension unit. These retail at £4 10s. each, and Woodhead Monroe operate a department to give advice on correct settings and so on for individual cases. A special suspension kit for the "perpendicular" Ford Popular is marketed at £15 15s., which includes all brackets and a special rate rear transverse spring.

Of especial interest to owners of vintage cars and many other pre-war car owners is the fact that the Andre Hartford friction damper and Andrex TE lever-type damper is now manufactured by Woodhead Monroe. The friction disc Andre Hartford shock-absorber, which was first used in the 1920s, is still produced at the Ossett factory and full spares and service facilities are still available. This also applies to the Andrex adjustable lever-arm damper and the famous Telecontrol system with its fascinating regulator wheels and gauges which control the stiffness of the dampers. It is encouraging to see that a firm is willing to carry on with the manufacture of these dampers when the demand is very limited.

Woodhead Monroe Ltd., Moorcroft Works, Ossett, Yorkshire.

RILEY WINS CAT'S EYES

THE National Cat's Eyes Rally, organised by the Thames Estuary A.C. on February 6/7th, found a winner on the road section this year, in the shape of Robin Richards and G. C. Davies in their Riley 1.5, having lost only two minutes during this 400-mile event. Last year there were six clean sheets and Ken Piper's Messerschmitt won the rally because he made best time in the driving test. This year the organisers stated that there would be no clean sheets and that the tests would only decide ties on the road section. As it happened, they were right, but it was a very close thing.

Two starting points were used this year, at Lambs' Garage, Woodford Green, Essex, and the Ace Service Station, Weedon, Northants. Since the rally started late on Saturday afternoon the competitors were given an easy 24-m.p.h. route to the converging point at the Evenlode Hotel, Eynsham, near Oxford, where an hour's rest was planned as no supper stop would be provided later on.

Section II was a map-reading section with nine route checks to be visited in any order. The 30-m.p.h. average speed was not difficult to achieve on good roads and very few crews lost marks on this section. The route took competitors over the Cotswolds via Cheltenham to a petrol stop at the Cheltenham Road Garage, Perrott's Brook, just north of Cirencester.

The third section was planned to be a difficult one, and with seven controls in 9½ miles it looked to be quite "tight." The first problem came when competitors had to go from Time Control 5 to Time Control 6, and as Control 6 had to be approached from the south-east drivers were obliged to go through a ford. This had been swollen by recent rains and was a good 18 inches deep and about 15 yards wide. The MOTOR SPORT reporting crew nosed their Riley into the water but thought better of it and decided to see how the competitors coped with the problem. Numbers 1 and 2, a Volvo 122S and an Auto

Union, rushed across without difficulty and it looked as if the ford might not be as much of a problem as we had imagined. Then an Austin Healey 100S arrived, followed by a Sprite; the 100S just about getting through by fierce blipping, but the tiny Sprite went in up to its headlamps and expired in a cloud of steam. The luckless occupants, R. B. Sutcliffe and D. H. Ralphs, rolled up their trousers and pushed the car out. Unfortunately, to do this they had to open the doors, which immediately allowed the torrent to rush through the car; but after drying out the ignition they managed to get going once more.

The method of attack of various drivers was amusing to watch, some of them rushing in full bore, only to be literally drowned by enormous waves. Others studied the situation carefully and motored through, slipping the clutch and keeping the revs. up. The Austin Sevens, Triumph Heralds and VWs seemed to be particularly suited to these conditions, although the VWs tended to be more buoyant than the others. A Citroën DS19 had the advantage of being able to rise up on its suspension and it had little trouble in negotiating the ford.

A number of drivers took one look at the ford and turned back, which added to the confusion as the approach road was only wide enough for one car at a time. Among those who turned back were Paul Steiner and Pat Moss. Later on, Henderson's Volvo and a Citroën Light Fifteen got really stuck fast, the Citroën breaking its differential. This prompted several people to take to the footpath which ran over a small bridge. It was just wide enough for a small car, an M.G.-A and a Sunbeam Alpine managing it quite successfully, but later on an Austin fell off the parapet into the water, a drop of several feet! Only one driver had the answer to this problem, and he produced a rubber "snorkel" tube, fitted it to his Rapier's exhaust pipe and motored happily through the flood.

Afterwards the organisers swore that the ford was a mere trickle when they surveyed the course but few people were inclined to believe them! Those who got through quickly found that the remainder of the section was quite easy, bringing them out to the north-west of Wantage for the start of Section IV.

This was a route card section with six route checks to be visited in any order, which once again caused little trouble, so that most crews arrived at the Three Pigeons Service Station in plenty of time for a cup of tea.

Section V was a mixture of route cards and map reading. It began with a long 80-mile route card which took competitors in the direction of London via Tring, Hemel Hempstead, Potters Bar and Broxbourne. As well as giving instructions to drivers from this long route card, navigators had to follow the route on the map so that they would know their position when the route card finished. At most of the route checks on this route card various questions had to be answered and written down in the road book. Near Hemel Hempstead most crews lost marks when they were brought out to the M1 and had to find a way across. Another place where marks were lost was a railway bridge under which a signpost giving the map reference of the next control had been placed, but it disappeared during the night. Fortunately the organisers had taken the precaution of painting the map reference on the road in whitewash, but some crews lost time in finding it.

The rally then proceeded to North Weald Airfield for three driving tests. Some of the drivers were tired or rusty in their driving-test technique because a number of pylons were sent clattering down the concrete, and it was left to Pat Moss to give a brilliant display of how a car should be handled in driving tests, her cream Morris Minor showing many sports-car drivers how to take the tests.

After the tests the crews were free to find their own way to the final control at Southend Airport, where breakfast was available. Although, as we found later, no one had achieved a clean sheet, it was only because of three isolated incidents. Most drivers would rather have difficult road conditions and go down fighting that way than be perfectly clean on a simple road section, only to fall into a river or something similar. Perhaps the Thames Estuary A.C. will move their rally to more difficult terrain next year. Nevertheless most competitors seemed to enjoy themselves, as did the members of the Press, who were well catered for by Press Secretary Robert Vanderpump.—M. L. T.

Provisional Results :

Cat's Eyes Perpetual Trophy and Nolly Pratt Perpetual Trophy : R. N. Richards (Riley 1.5), 10 marks lost.

Class Awards :

Class AA : 1st : G. F. Pike (Morris Traveller). Class AB : 1st : S. P. A. Freeman (Austin Cambridge). Class AC : 1st : K. J. Firman (Citroën). Class AD : 1st : J. R. Archer (Ford Zephyr). Class BE : 1st : W. Scott (Triumph Herald). Class BF : 1st : G. Kirkaldie (Sunbeam Alpine). Class BG : 1st : B. Harper (Morgan Plus Four). Class BH : 1st : T. J. Mockridge (Austin Healey).

Individual Teams : 1st : Ecurie Mickey Mouse.

Club Teams : 1st : Sevenoaks & District M.C.

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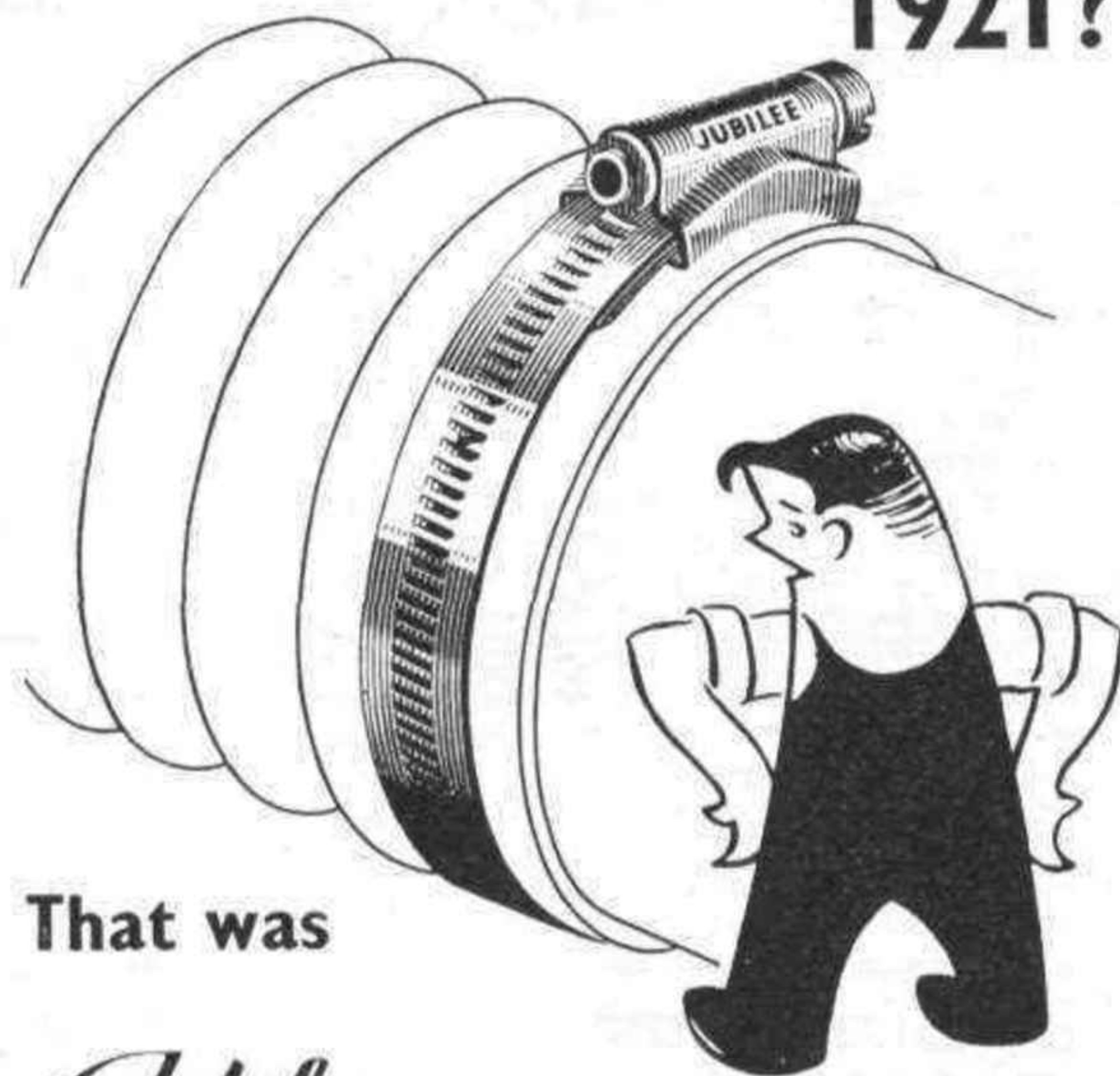
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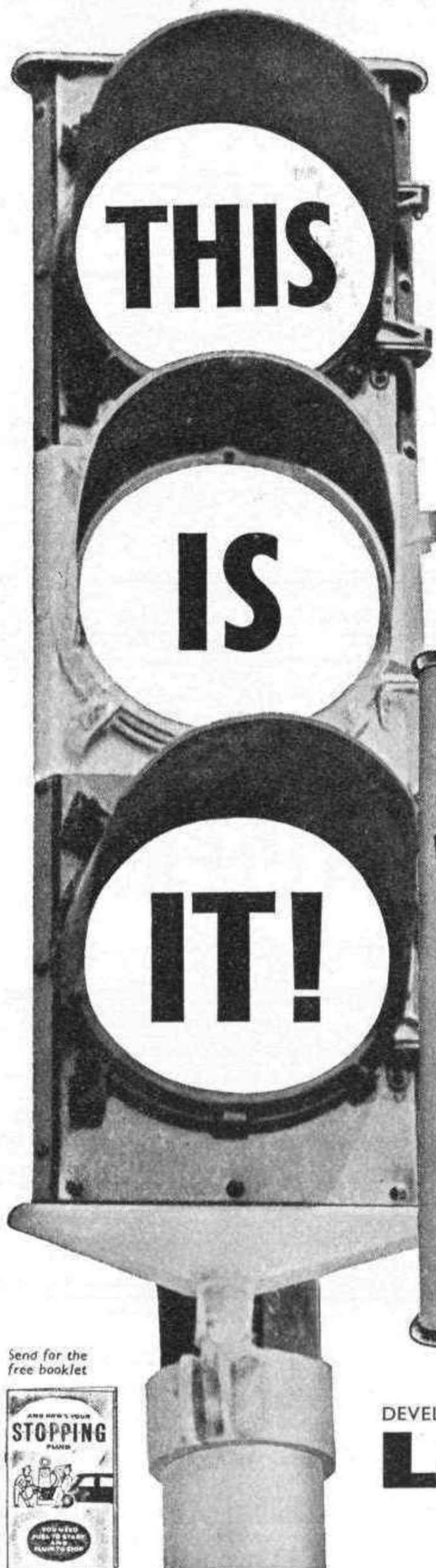
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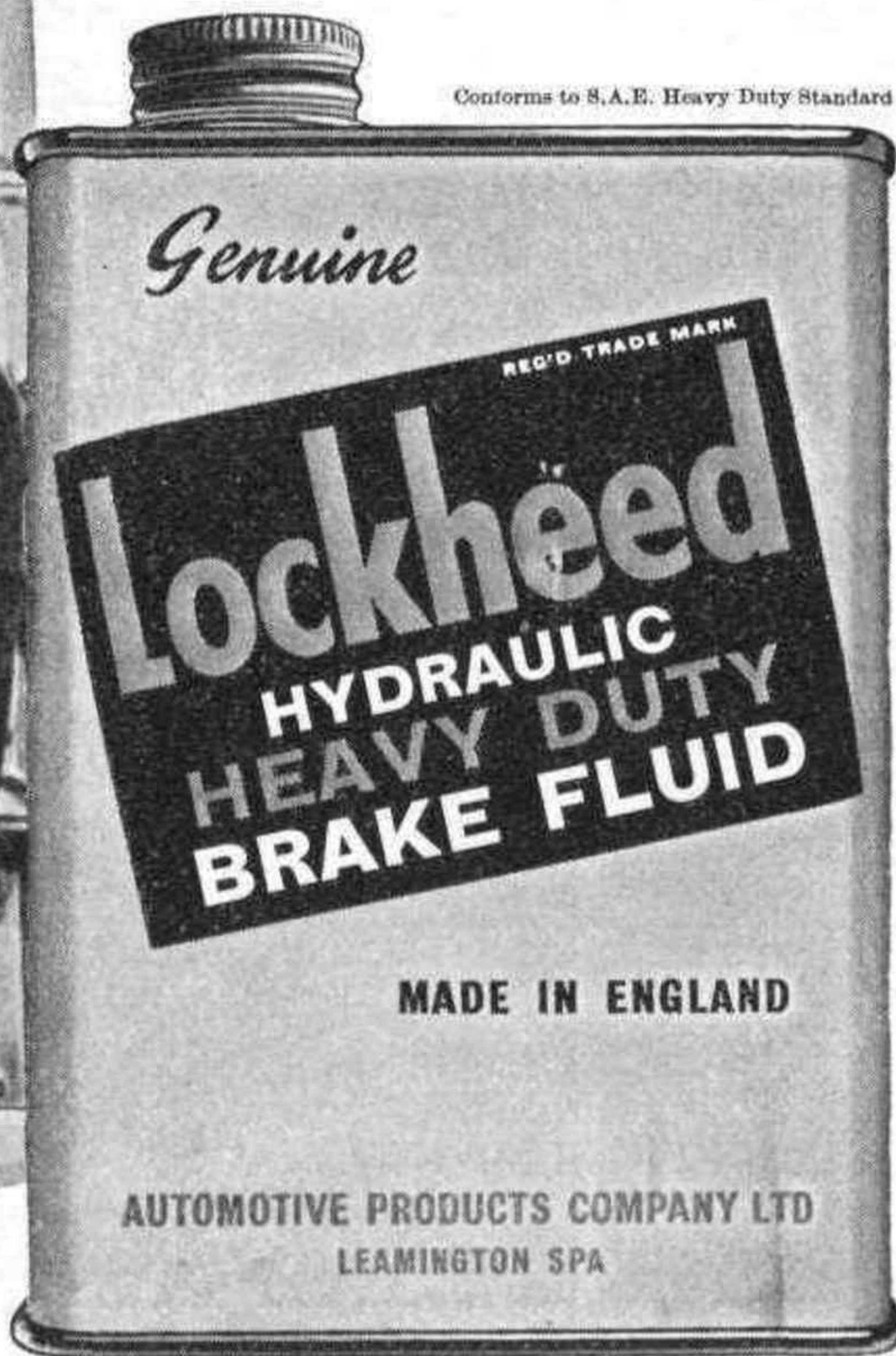
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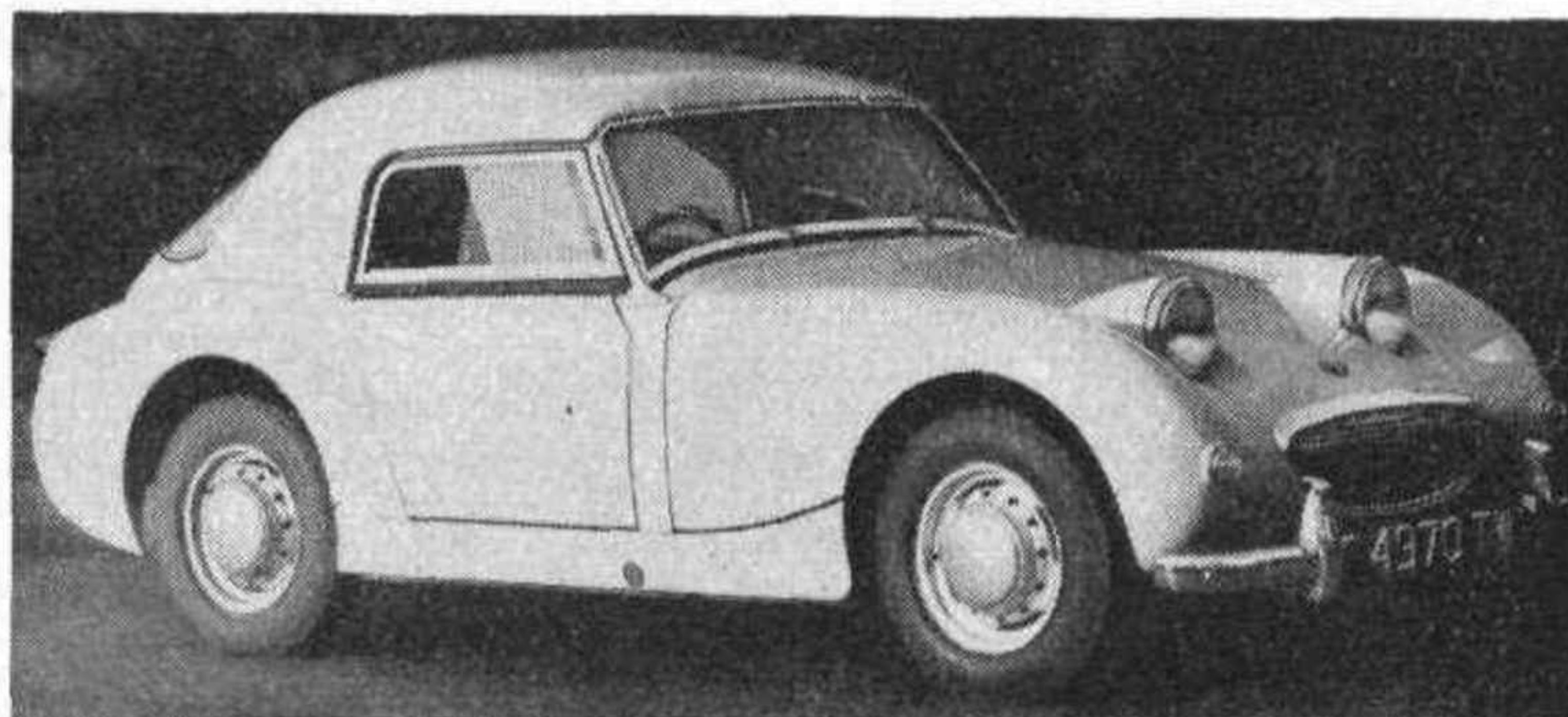
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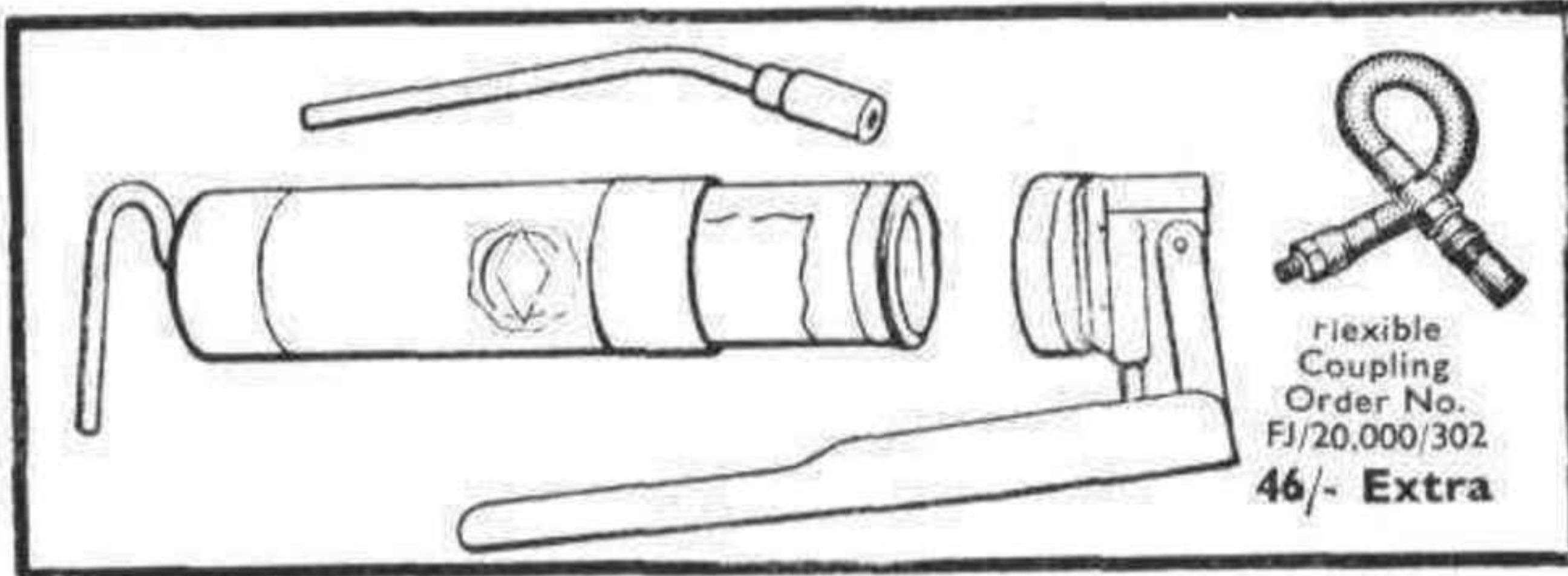
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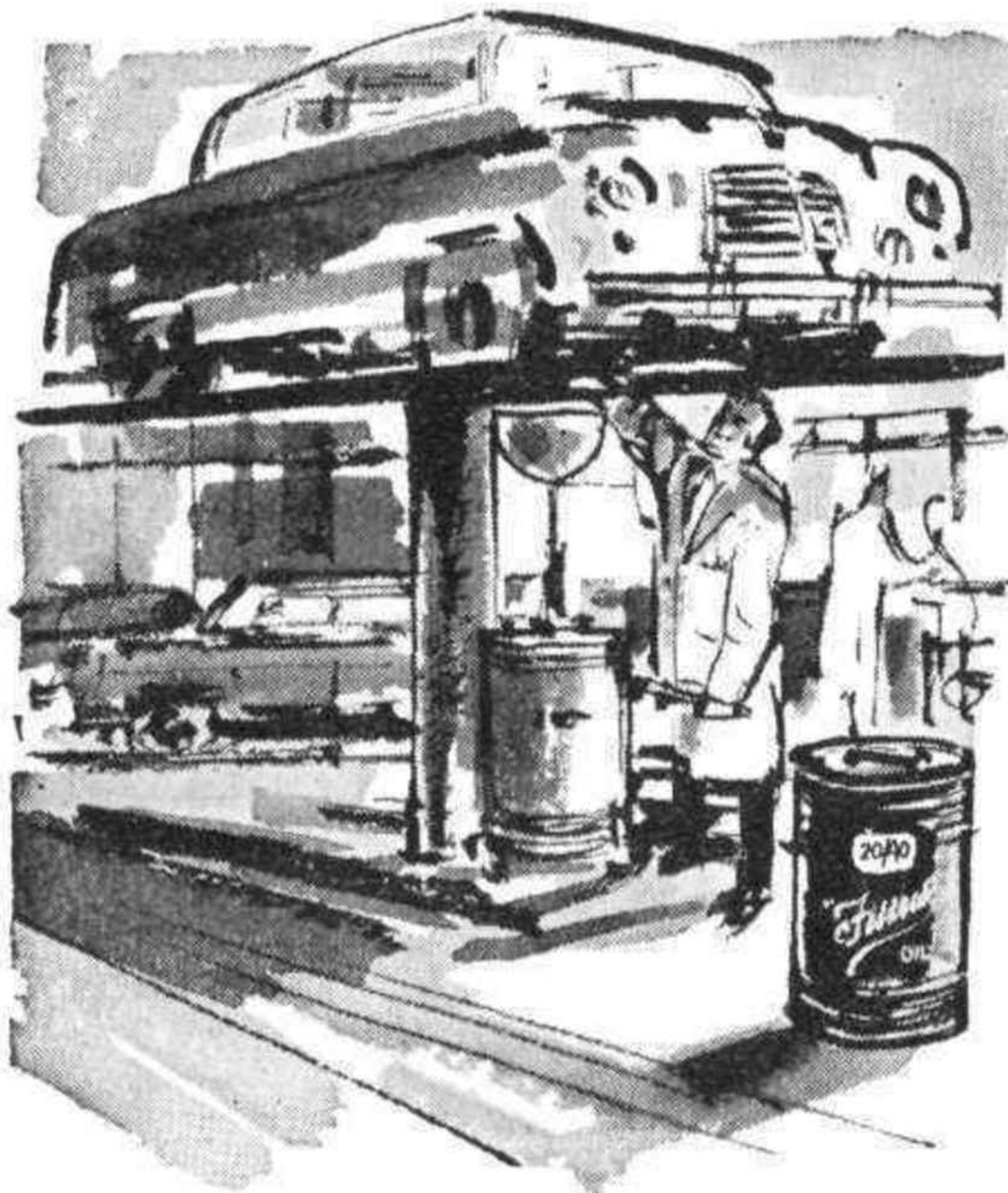


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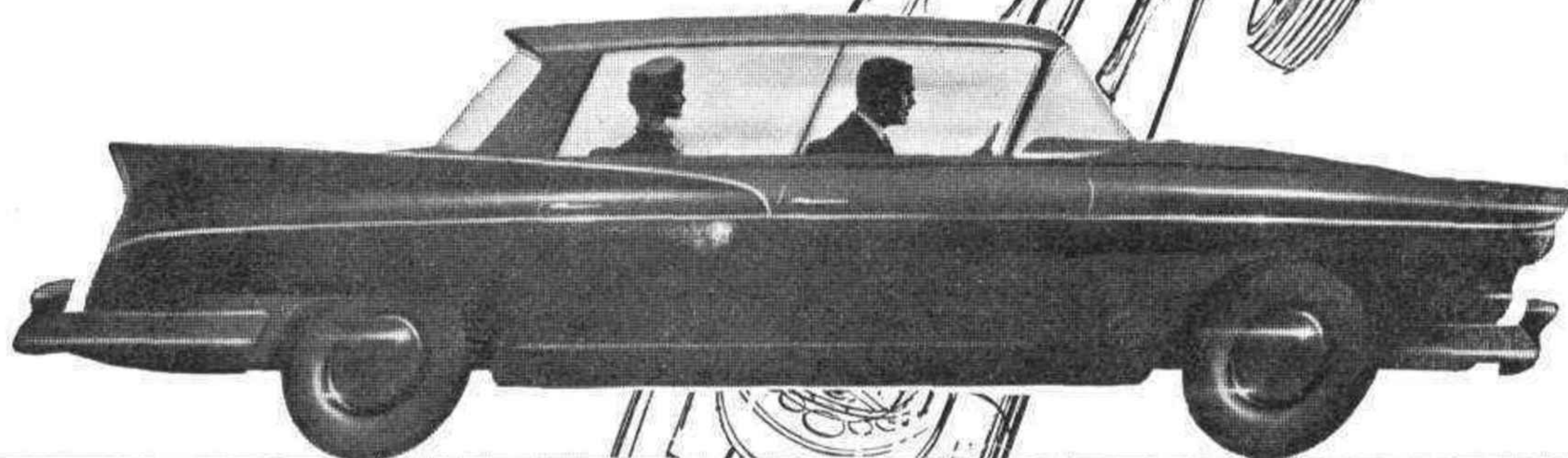
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ANOTHER SATISFIED FIAT OWNER

Sir,

Mr. J. W. Cook's letter (pages 48 and 49 January edition) gives cause for both thought and comment. As a Fiat 600 owner, and in the light of Mr. Cook's experiences, my own, extending over fourteen months, may be of interest, if only to present the other side of the Fiat picture.

Mr. Cook has undoubtedly bought himself a "wrong 'un." I hope, however, that eleven months of dissatisfaction whilst in the hands of his local agent hasn't coloured his opinions too brightly.

My own experiences with certain Fiat Agents in Belgium weren't very encouraging, but I didn't wait long before ranging further afield. (Perhaps I am even more impatient and unreasonable than Mr. Cook!). After but a few instances of bad service, etc., which caused both annoyance and inconvenience, I sent a letter of complaint to Fiat in Turin, with a copy to the local agent. To say that the service at that agency improved beyond all recognition would be an understatement, for other English customers who knew of my action were delighted with its result. I therefore suggest that Mr. Cook arms himself with sound weapons and good ammunition, and raises hell in Turin. If he doesn't get satisfaction I shall be surprised, for I believe that Fiat are as jealous of their overseas reputation as are VW and Mercedes-Benz.

Waterlogged door pockets are a common source of complaint, but are easily put right. A strip of waterproof adhesive tape applied along the whole length of the trimming fabric "turn-up" on the inside of the door panel bottom will effectively seal off this gap and prevent further ingress of water. (It is worth noting that I advised Fiat at Wembley of this fault early last year, and that they have passed on my advice to the factory.)

Having had no experience of the other faults explained by Mr. Cook, I am unable to comment on them, save to say that where tyres are concerned, I have every hope of doubling the 14,000 odd miles covered to date on the first set of Goodyears. As for tyre squeal, it's unheard of—I wonder if Mr. Cook is running his at recommended pressures, or whether his gauge is accurate, for Fiats are pressure-sensitive.

So far as economy goes, I offer the following figures compiled from a painstakingly kept log book:

November 29th, 1958—January 4th, 1960	
Mileage	23,431 km. = 14,560 miles
Petrol used	302 gallons
M.P.G.	47 plus.

Of the above, 5,415 miles were covered on Belgian roads of all classes, ranging from high speed autostrade to low speed pavé, and using 122 gallons of low octane Belgian petrol. The m.p.g. for this period was 44.39.

On returning to England, the m.p.g. figure over 9,145 miles, on B.P. Super, has gone up to 50.8. The overall average for the 14,560 miles now "on the clock" is 47.59, which I personally find most satisfactory!

Let it be suspected that I am a mimser, let me make it quite clear that I do *not* drive at a constant 35 m.p.h. in order to secure economical running. Apart from weekend "family trips" I use my car five days a week for travelling to and from work. The route—26 miles each way—takes in part of A 49, A 5 and A 518, and includes the following "slowing down hazards": three winding hills between high banks and hedges; three main road roundabouts; one town (outskirts); two sets of red traffic lights; and a stop for picking up and depositing one passenger. Flat-out running occupies only four of the twenty-six mile trip, which I cover each morning and evening in not more than forty minutes. Given a clear run, good weather and green lights, no traffic and no farm animals, it can be done in 32-35 minutes without being reckless. Occasional runs to the South Coast (Sussex) of 240 miles, made early on a Sunday morning, have occupied 6½ hours actual running time.

I hope that these figures will prove that in order to achieve a high m.p.g. figure from a Fiat 600 one does not have to potter around in flat country at 30 m.p.h. in top gear!

In conclusion, when I bought my car, the B.M.C. midgets weren't on the market. Had they been, I'd still have bought the well-tryed, well-proven, thoroughly de-bugged Fiat. Whilst I am the first to admit that in the U.K., the Fiat, its sale price inflated by import duties, etc., is grossly over-expensive when compared on a value-for-money basis with the Morris Micro-Minor and Austin Semi-Seven, I do *not* agree that this situation exists in overseas markets. Pound

for pound the Fiat Overseas has a very distinct edge on B.M.C., rubber suspension or not.

Finally, Mr. Cook, now that the B.M.C. tiddlers are available in Malaya, why not flog your leaky Fiat and buy British? If you do, however, take both gumboots and monsoon cape with you for wet weather motoring—or better still, persuade your local agent to include these items with your tiddler as standard equipment! You'll probably submerge in the first deep puddle anyway. ...!

I am, Yours, etc.,

Church Stretton.

P. S. FAGG.

TRIUMPH TR2 EXPERIENCES

Sir,

After having just read Mr. J. D. Hart's article in the January issue, I feel I ought to do whatever I can to dispel the somewhat unfavourable impression he has given of the TR2. I have had one of these cars since 1956, and having driven it 102,000 miles since then, still consider that there is nothing on the market yet to beat it as a one-man transport, in its combination of performance and low fuel consumption. There are many other cars now with comparable performance, but none suitable for everyday use with anywhere near its economy. Checking through road-tests since 1955, I find that at a steady 70 m.p.h. only one car betters its consumption of 37½ m.p.g., and that is the Lotus Eleven. Next in line is the Fiat-Abarth with 35 m.p.g., and this comparison takes into account *all* cars, baby two-strokes and all. My own car has averaged 34 m.p.g. with utter consistency, and although it has a much-used overdrive, the engine is tuned for performance rather than economy, using rich mixture needles and so on.

I agree with Mr. Hart's remarks on road-holding, but an S.A.H. Accessories anti-roll bar, Koni dampers and Michelin "X" would have worked wonders for him, considerably improving road-holding on dry as well as wet roads. This combination reduces the ground clearance to about 3 in., and the roll bar brackets need replacing at regular intervals as they get worn away by scraping on the road. But this is only a ten-minute job, and is a small price to pay for the vastly better handling experienced. One real disadvantage, discovered on a trans-Alpine journey last November when up to four feet of snow was found on the higher passes, is that in rutted snow the car tends to push the central hump of snow in front of it instead of riding over, necessitating frequent stops to shovel it away!

The oil pressure on my car was some 10 to 15 lb./sq. in. below the normal pressure, even when brand new, but this didn't unduly trouble me until it got towards the end of the guarantee period, when I thought that Triumphs had better look at the engine in case something was wrong. This they did, and replaced all the bearings and the crankshaft, as there was apparently some scoring; so that so far I seem only to be confirming all Mr. Hart's remarks! But this was at 5,000 miles or so, and I had not the slightest engine trouble after that, right up to a few months ago, when, the clutch having packed up, I thought it would be a good opportunity to take the engine to bits to see how it was, after 94,000 miles on most of it, and 89,000 on the crank. No wear at all was apparent on the crank or bearings, and was quite negligible in the rest of the engine. Whether this was due to the overdrive, the X-100 30 S.A.E. oil, the oil pressure of 90 lb./sq. in. I was getting, or just the fact that most of my journeys were long ones, I don't know, but there you are! The only attention to it in between was at 57,000 miles, when I had to replace a burnt exhaust valve (caused by a carburetter working loose and the two cylinders concerned getting a very weak mixture).

The original Dunlop tyres lasted me just 21,000 miles, and were replaced by Michelin "X," the front ones of which lasted 28,000 miles and the rears 34,000. This seems fairly typical, as I am now on my third complete set and about two-thirds through them. I usually blow them up to about 3 lb. over the standard pressure.

The king-pins *do* need frequent greasing—I do mine every 500 miles—and the rear-wheel bearings are about the weakest design point of the whole car. So far I have had about six complete sets of these bearings, and am now resigned to replacing them about every 10,000 miles. There is nothing wrong with the rear axle as a whole—it has been very carefully checked—it seems merely that these bearings are just too small to stand the strain. Park Royal have been unable to help me, and since these bearings are much cheaper than a new TR3 back axle (which is of different design and does not have this trouble), I shall just have to go on replacing them!

One final point—this car has the habit of wearing out brake drums faster than it does brake linings! I've had three sets of front drums, but only two sets of linings (the original and one replacement set).

I am, Yours, etc.,
Tangmere. W. BLANCHARD.

* * *

TALES OF WOE

Sir,

I would like to endorse the letter by Mr. Sneesby in the January issue *re* road tests. My experience during 6,000 miles of Herald motoring has brought the facts home only too vividly.

My coupé had all the usual faults, brake compensator fouling the prop.-shaft, door locks, windows disappearing, water leaks, smelly carpets, etc.; these faults were lapped up in the initial enthusiasm for what one hoped would eventually be as the advertisements tell us.

However, it was not to be, faults of a more serious nature crept in as the miles went by. The rear axle was changed three times in an attempt to achieve a reasonable standard of quietness, but the final one growled more than ever and it became obvious that this was one of the faults I had to accept which could not be cured. There was a continuous knocking from the rear suspension on city roads which necessitated the replacement of the rear shock-absorbers and rear hubs and one of the axle changes was intimated as being the cause. None of these replacements had the slightest effect, so the car still retained this noise even when sold.

There was chatter from the prop.-shaft when taking up drive or picking up the drive when manoeuvring. This fault necessitated two new clutches, a new gearbox and flywheel, presumably for balance. This set of replacements cured the trouble for approximately 500 miles but when I sold the car the same symptoms were returning. The complete rack and pinion assembly was changed after various adjustments in order to eliminate vicious kick back during cornering on a bumpy road. This cured the trouble for approximately 2,000 miles but was recurring when the car was sold. In addition I had a replacement water pump, two cut-out replacements due to charging failures and piston slap when starting from cold, etc., etc.!

These faults, like those of Mr. Sneesby, were all dealt with by the Triumph service dept., each major fault keeping the car from my use for approximately one week; in fact the car hardly belonged to me.

These faults listed were mechanical faults which were bravely borne. I would now like to enumerate a few details of road impressions, and other unbearable driving faults which led me to be thankful when I eventually disposed of the car.

The driving position as everybody will agree can be excellent, except that the seats are too narrow and too short. The position in fog is a little disconcerting, the headlights issuing very bad glare which made it virtually impossible to drive with dipped lights.

The next statement will probably stagger most people but the ride given by this car was quite the worst I have ever experienced. The jolting was quite nauseating over anything but the smoothest roads, in fact, during one 40-mile journey with a very experienced driver as passenger the car did cause him to be sick, something he had never experienced before. The noise generated by the suspension made it obvious that it was working double time over anything but carpet surfaces, and the high-pitched vibrations over drains, trenches, etc., has to be experienced to be believed. I have always felt that the chassis is the main trouble; no advantages are gained by a car with a chassis if the body (which obviously has to be attached to the chassis by insulating pads) is to be asked to take any stress or flexing, and the Herald certainly takes plenty. The whole car was extremely busy, the engine doing only 14 m.p.h. per 1,000 revs. She produced a most disconcerting buzzing on overrun particularly when changing into a lower gear and this generally busy combination, brought home the many intolerable faults which most motor manufacturers sell to the tolerant public. As far as I was concerned this was certainly no new experience in motoring, only a very old one dished up in a new coat.

To bring this letter to a conclusion I would like to mention the rather antiquated vehicle which has replaced the Herald: namely, a D.K.W. On first inspection this car can only be called a "tin can," having no sound insulation panels or padding anywhere, but how they achieve the amazing standard of silence, lack of transmission of road noise, shock and engine noise is absolutely incredible. The complete absence of fuss from 900 c.c., the excellent finish and attention to detail (*i.e.*, little rubber caps to the bolt heads holding the boot trim) and the strength of the parts has completely sold me on this car. Analysing it, you find old-fashioned transverse leaf springs, fixed rear axle, a wonderfully strong chassis with built-up

bulkhead, excellent rubber padded detachment of the body from chassis, a rather innocuous two-stroke motor (but what smoothness, and only seven moving parts), a steering column gear change giving clear floor and the added beauty of not needing to move the hands from the wheel, a free-wheel giving clutchless gear changing (why go to the trouble of 48 pages of fault-tracing with casidrive), and seats that fit. Except for the apparently inflated price in this country, I cannot understand why the roads are not covered with D.K.W.s.

I am, Yours, etc.,
Coventry. J. A. NORTON.

Sir,

Having followed with interest the recent correspondence regarding the merits of the Berkeley I thought that your readers would be interested to hear of my experiences with the three-wheeler version.

(1) The doors will not close from inside. If adjusted to rectify this fault they rattle whilst the vehicle is travelling.

(2) The hood leaks even though it has been reinforced after 1,000 miles.

(3) Padding on the seats is virtually non-existent; the metal straps inside the back support force themselves into your back when driving.

(4) After 1,200 miles the speedometer cable broke.

(5) Two large splits developed in the rear end of the body. When repaired they split again after a week, and had to be returned for repair. How long the present repairs will last is a matter for conjecture.

(6) A constant knocking noise from the rear which as yet has not been traced.

Since I first acquired the car various modifications have taken place and at present it will be returned to the distributor for further modifications. Who, I would add, is doing all that is possible.

Whilst one may expect teething troubles with a new model it would seem that Berkeleys are using the customers as a test bed, and I have lost what confidence I did have with the vehicle.

I am, Yours, etc.,
Basildon. L. OCHVIT.

Sir,

I tried to avoid the obvious pitfalls of a brand new model and purchased a 100E Ford Popular, but now after three months of exasperating purgatory have had to sell the car.

During this period I covered 2,300 miles and the first thing I discovered was that it leaked like a sieve, then a hole was found in the top of the battery casing and the instrument panel bulb failed, but, as yet, these were minor faults which were not helped by the absence of the instruction book which followed two months after delivery.

At 2,070 miles the cylinder head gasket and cylinder block started to leak (this was confirmed later as a porous cylinder block). The wipers also started to rattle like mad.

I returned the car to the Ford agents from whom I had purchased it. Three days later a new cylinder assembly was fitted and also found to be porous and a further change had to be made which took a further seven days to arrive and be fitted.

When I collected the car I found that the rattle had been completely ignored, despite my requests on various occasions that this should be rectified. I was also charged for a further pint of antifreeze which had seeped through the various leaks. On top of this the wrong radiator muff was enclosed and had to be returned. I would point out, however, that apart from the antifreeze I was only charged for the oil, but the cost of parting with the car for ten days at my busiest time was considerable.

Six days later I again returned to the agents and after waiting the customary half-hour I pointed out that the manifold was again hissing in an ominous way. I was told to bring the car back after a further 500 miles when, if a leak could be detected, I would be supplied with another new engine. The following day I was so thoroughly dissatisfied and after a further telephone conversation with the agents they agreed to collect the car the following morning, which they did in a most praiseworthy fashion at 7.30 a.m.

Later that day I was told that no leak could be traced and they were therefore returning the car complete with the rattle which they said was incurable.

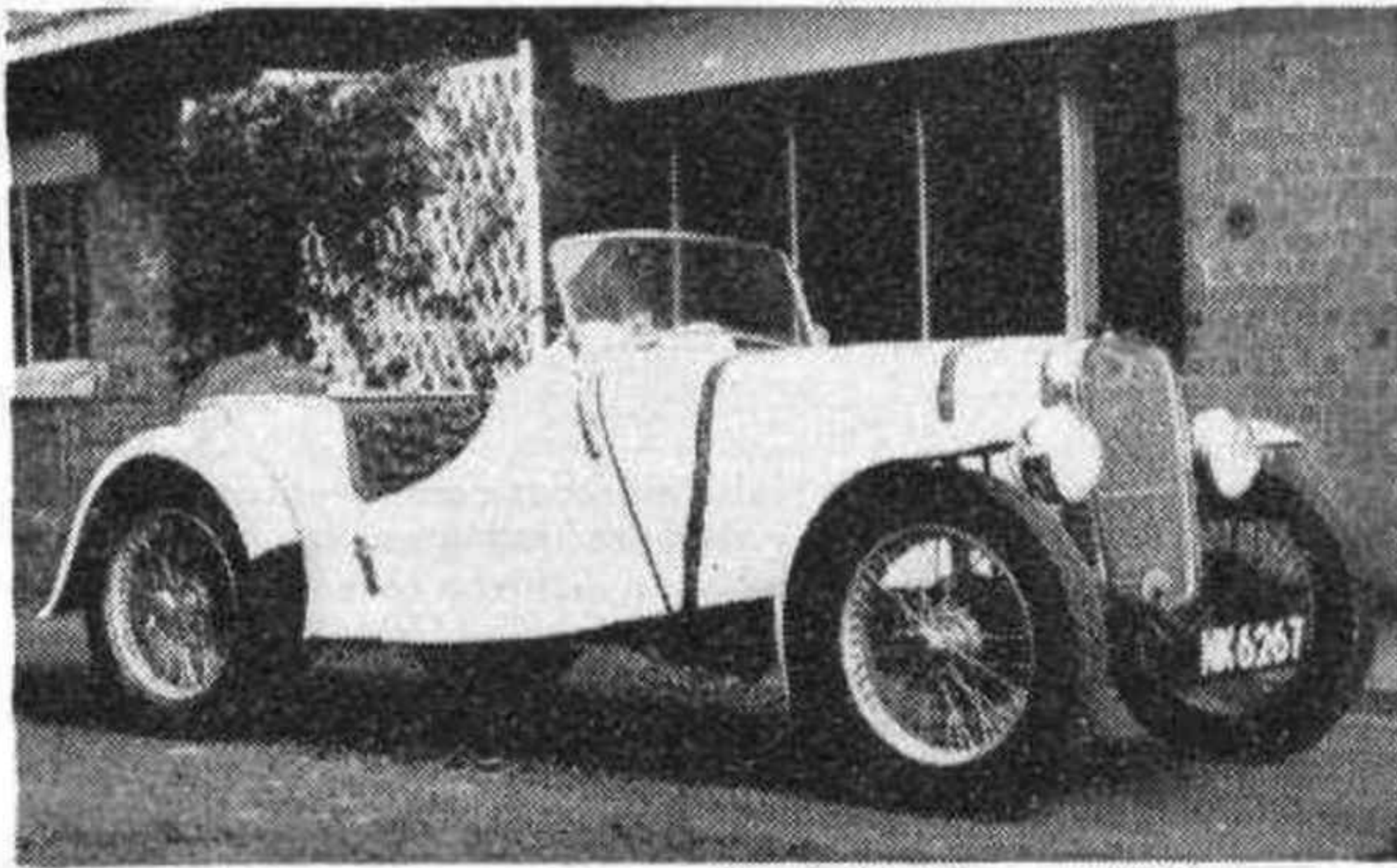
I have now purchased a Fiat 600, which I hope will give me the service that I require from a car, namely, reliability.

I am, Yours, etc.,
Harrow. BRIAN M. BROOKES.

A SINGER LE MANS IN N. RHODESIA

Sir,

I would like to thank through your magazine all those helpful



Singer owners who answered my request made in the November issue for Le Mans spares. I enclose a photograph of the machine, which their kind co-operation will help to keep running. As far as I know it is the only Singer Le Mans in Northern Rhodesia, and probably the only pre-war sports car too. It is in daily use and gives very little trouble.

I am, Yours, etc.,

M. J. DINHAM.

Kitwe.

MINIBRICISTS

Sir,

As an enthusiastic owner of a Morris Mini-Minor, I was disturbed to read of the sundry troubles experienced by your contributor, Mr. Ian A. Davis.

I read in the newspapers a month or so back that a batch of early Mini's was delivered to distributors with a body fault which admitted water to the interior of the car, and the makers, quite properly, announced that they would correct this fault under guarantee. Mr. Davis is indeed unfortunate if he has received one of these cars—but the trouble can be remedied without loss to himself.

Incidentally my own Mini is an early number—Chassis No. 1001—engine No. 1201—and without wishing to appear smug I can assure Mr. Davis that despite having been out all day in some of the foulest weather lately, I have arrived at my destination without any sign of interior wetness in the car.

With regard to the more serious complaints, the troubles could well be laid at Mr. Davis' own doorstep.

For instance, rough running of an engine in its early days is usually due to "having a go" before the engine is properly run in, or misuse of the gearbox; furthermore, excessive tyre wear indicates "driving on the brakes," and there is no quicker way of ruining a tyre than skidding to a halt!

Since holding my first driving licence in 1921 I have owned many cars (this is my sixth Morris). In the old days before synchromesh one learned to double declutch when changing gear—unless one wanted to hear expensive noises from the gearbox! Through the years and by force of habit this method of gearchanging still remains and I still do it with the Mini, and I can only state that I have experienced no trouble at all with the gearbox.

After all, a gearbox is there to be used, not only for hill climbing, but also for slowing down at corners and crossings and in emergencies, etc., but the trouble with some drivers is that they imagine the gearbox is merely a means of getting into top gear, and if they should engage reverse gear in the process, they blame the car—never themselves.

As to my own experience with the Mini, I did have one or two minor snags with accessory parts which were put right at the first 500 miles service, and apart from that I have nothing but praise.

There is no need for me to repeat here the many brilliant features which are known to have been built into this amazing little car.

Maybe I have been lucky—but I have treated it as any good piece of machinery should be treated—*gently at first*.

I am, Yours, etc.,

L. W. ROQUES.

Bishops Stortford.

Sir,

I was very pleased to read that B.M.C. have lent you a Mini-Minor for twelve months. I hope that you have as enjoyable a year's motoring as I have had a month, in an Austin Se7en.

Since you tried the Mini-Minor two months ago it would seem that the fan has been quietened a great deal. Now all that can be heard at 50 m.p.h., when the heater isn't on, is a muted whine from the collective gearbox and transmission.

The handling of this little car is amazing. I agree with you that one appears to be entering corners at a great velocity but one gets used to this surprisingly quickly and soon, as I have found, one is coming out of a corner at 45 m.p.h. where, in an A35, 35 m.p.h. was the fastest safe cornering speed.

The car remains perfectly level during all sorts of manoeuvres and the worse the surface, the better the ride seems to be in comparison with conventional cars.

One odd feeling I had for a time was that, while cornering, the back end had become unstuck and was waving around behind me. This gradually wore off as I realised that I was being pulled around corners rather than pushed.

I cannot understand how the technical expert in one of the weekly magazines writes, in his annual "Account Rendered" article, that one might be disappointed at 40 miles per gallon. I think he must have worn clogs while driving the car as, over 1,030 miles I have used 18 gallons of petrol, which works out at an average of 57.2 m.p.g.—not exactly disappointing! This consumption is not a result of nursing the car or of long trips, but of travelling very near the maximum running-in speed of 45 m.p.h. over short distances and holding 55 m.p.h., since 500 miles has passed for fairly long distances, 5-7 miles, when possible. No oil has been used either before or since the oil change at 500 miles so now I am in the enviable position of being able to go into my garage on a Friday, fill up with petrol only, and not go near another petrol pump for at least a week!

Naturally, I cannot give any firm opinions after only 1,030 miles, but apart from one complaint, the fact that there are three separate interior lights, none of which one can read by, I continue to be amazed with this little "mini-Rolls."

Happy mini-motoring in 1960, Mr. Boddy!

I am, Yours, etc.,

DAVID J. HOLMES.

Pontypool.

[My petrol consumption is dropping now, being around 43 m.p.g. but I doubt whether even after twelve months I shall be able to get 57 m.p.g., although this is the sort of economy all truly tiny cars should give.—ED.]

JAGUAR v. MERCEDES-BENZ

Sir,

"Motor Sport Fan" (January) does not tell us what experience he draws upon to confirm his belief that "the Mercedes would long outlast the Jaguar all round."

I am not at all clear what he means by "the Mercedes" and "the Jaguar." If a comparison between the 300SL and the XK150 is intended I do not care to comment because I know nothing about the cars, but personal observation of the more bread-and-butter products of both concerns does not incline me to support his views. Although I am probably as biased as he is, though in the Jaguar's favour, it does seem that the average 10-year-old Mercedes-Benz still being driven in Vienna appears little more than scrap metal. Chromium plate seems to be of particularly poor quality and the wings are inclined to droop. In contrast the Mk. V Jaguar seems generally to have survived Continental roads and manners surprisingly well. I say "surprisingly" because one would not expect its hard springing and interior wood to work well together under these conditions.

While this is in contradiction to "Motor Sport Fan's" firm belief, it does not in itself prove anything. It is quite possible that romanticists in each country would be careless in the expenditure of work and wind to uphold a particular motor car simply because it is "foreign." This is a good thing and helps keep the road interesting. The more modern Mercedes-Benz saloon one sees in Vienna, seems most often to be fitted with a diesel engine and used as a taxi-cab, to which role it seems quite well suited.

An American acquaintance once owned a Mk. VII in the States. Although satisfied with its quality and performance he complained that he could never have a repair undertaken for under fifty dollars. Perhaps this explains the German car's allegedly better re-sale value over there.

I am, Yours, etc.,

R. M. CROSS.

Austria.

ARE WE BECOMING A POLICE STATE?

Sir,

Your very timely editorial about the "estimating" activities of the Hampshire Police, prompts me to recount an experience in November, 1955.

Some two weeks after a journey from Cirencester to Christchurch via Salisbury in September, 1955, I received a formal letter from the Hampshire Police stating that a prosecution against me for Reckless or Dangerous or Careless driving at Fordingbridge at approximately 11 a.m. on the date of my journey was being considered.

I had not been stopped or warned in any way and, somewhat alarmed—naturally, I replied and asked for details and received a formal card acknowledging my communication: a further letter from me a week later elicited the same reply.

Shortly afterwards I received a visit from the London Police for check on my identity, driving licence, insurance, etc., on behalf of the Hampshire Police. The London policeman was courteous but told me that he was not permitted to let me know anything about the details as they were only carrying out a check on behalf of the Hampshire Police. I did, however, possibly illegally (although this took place in my own home), seeing my name and car number on the documents the policeman had with him, take them up and read the Hampshire Police report. It was by a Constable Fergusson who stated that while observing alone at the entrance to Fordingbridge he saw my car overtake two other vehicles at the approach to a sharp right-hand bend and pass through the bend, which was about 150 yards inside the 30 m.p.h. limit sign, at a speed of 45-50 m.p.h. and disappear up the High Street. He stopped one of the drivers I had overtaken and asked him to confirm the registration number of my Mk. I Ford Consul.

In due course I received a summons to appear at Ringwood on a charge of Careless Driving. I immediately wrote again to the Hampshire Police and asked for details and received yet another printed acknowledgment card. I then telephoned them and was told, by an officer who refused to identify himself, that I was not entitled to the information and that I would "learn the score" in the Court.

I appeared, unrepresented, which I was to regret later, but having seen the defeatist attitude of Association solicitors in other courts (not on my behalf) I felt that I would rather put up a fight myself than have my hands tied by an ineffective lawyer.

The plea was "not guilty": the Clerk of the Court then held up proceedings to explain my position, rights of cross examination, etc., and also prevented the prosecuting Police Inspector from obtaining possession of my driving licence at that stage (the licence was clean).

The first witness was a civilian (who later proved to be a Hampshire County Council employee) who gave evidence as the driver of the car I had overtaken and how he was stopped and asked to confirm my number which was — (and quoted a number which was not that of my car), the Police Inspector then interrupted him and said "will you correct your notes, the correct number is —" giving mine. I made a mild protest to the Bench but was over-ruled. Under cross examination by me this man said that he was doing 27-28 m.p.h. when I overtook him, that my overtaking speed was low and estimated 5 m.p.h. (i.e. my speed was 32-33 m.p.h.) and that I was inside the white line. Immediately after overtaking, I pulled sharply to the left and braked heavily and, in response to a question, said, no inconvenience to himself, braked again in the bend and pulled right over to the left and then "trickled round a stationary bus just beyond the corner," his words, and disappeared. The policeman then stopped him and asked him to confirm my number, which, as indicated above, he did not have correctly recorded.

The policeman's evidence was that he was watching traffic on the outside of the bend and generally the same as in the report I had already seen, except that he stated the colour of my car and had that wrong! The Inspector did not intervene this time. The policeman also said that the bend was blind!

Before I started to question the policeman, I explained to the Court, displaying the correspondence, that officially, until my appearance, I had no detail knowledge of the charge against me but they were just not interested. The policeman had a plan of the bend (so did I) and I asked to see his, whereupon the Inspector took it and said "No!": the Clerk however, took it from the Inspector and placed it in front of me and I offered my plan to the Police who, prompted by the Clerk, agreed its validity.

The policeman was asked to explain how he, a lone observer at a 30 deg. angle to oncoming vehicles, estimated their speed without the aid of instruments. He was silent but when pressed the Inspector intervened and said he had every confidence in his officer's ability. A member of the Bench asked me why I was so persistent and I pointed out that they had already heard two speeding cases that

morning and how in one instance the Police had given evidence of speedometer calibration in their car and stop-watch checks in the other. Under further pressure the policeman did not know the number of feet per second representing 30, 45 and 50 m.p.h. The policeman also insisted that the bend was "blind" and would not agree that there was a 176 yd. line of sight through it. Another member of the Bench asked me why I was wasting time about such a small distance as 176 yds. and I pointed out that at 30 m.p.h. the transit time was 12 sec. and 45 m.p.h. 8 sec., and even at the latter figure that was a long time to observe, react and act.

I then asked the policeman to again state the colour of my car and again he gave it wrongly.

My own evidence commenced and I started by explaining my puzzlement which was now partly cleared by the errors in registration number and car colour, but the Bench would not accept that. On that I asked for the case to be adjourned so that I could bring in more evidence on my behalf. The Bench asked for the nature of the evidence and the Clerk intervened and told me that I was not bound to explain it at that hearing but I stated that I had nothing to hide and that the extra evidence I proposed to bring was:—

(a) A series of certificated photographs from the driving seat of a car at various positions on the approach to and in the bend.

(b) A witness in the form of an acknowledged expert independent driver of the maximum speed at which the bend could be taken.

(I knew that the photographs would reveal a line of sight, and that it would be virtually impossible to negotiate the heavily cambered small radius right-hand bend in question at a speed as high as 30 m.p.h. in my Consul.) The Bench then refused an adjournment, fined me £5 and endorsed my licence.

I recount this story at some length, and in detail, as a warning to your readers not to attempt to defend themselves, however sure they are, but to get a skilled lawyer who understands something about the technique of motoring but also to be careful to avoid defeatist hacks employed by insurance companies and motoring organisations. A postscript to the story exposes yet another bit of bureaucratic nonsense and the growing power of the grey-flannel mind.

I am one of the early victims of the three-year licence racket, and my present licence expires in November 1960. In November 1958, the three-year endorsement having expired, I applied to have it removed and was informed that I must pay five shillings or wait until the normal renewal date arrives when it will cost nothing. Thus, we are not only quite arbitrarily forced to buy three-year licences, but also having been punished (justly or unjustly) must still further expiate the "crime" either by payment of another five shillings, or bear the stigma of a fouled licence for a period which could be as much as three years minus one day more than the original date of expiry of the endorsement.

Well, I may say that after over 30 years' legal motoring, I am seriously considering giving it up because of the state of the roads and the bureaucratic and police hectoring—I wonder if you saw the filmed incident of an on-the-spot-fine in Beirut in B.B.C. T.V.'s "Tonight" on January 5th, and, in particular, the attitude of the policeman—it could happen here!

I am no angel and have had speeding pinches and never complained because a fair cop is a fair cop—but the Ringwood/Fordingbridge incident has soured my relations with the police and reinforced my convictions that all Courts should be presided over by competent salaried professionals.

I am, Yours, etc.,

(Name and address supplied.)

Sir,

Further to your article "Britain must not become a Police State." Early in 1959 whilst the driver of a large vehicle, I was stationary at a road junction when a double-deck bus crashed into me. I fetched a policeman and asked him to take particulars and measurements. He refused in the presence of three witnesses to take any measurements and left the scene.

Later, I was charged with "Dangerously Obstructing the Highway." The policeman appeared in Court and gave a list of "measurements" which fitted his version of the accident and a sketch of the junction which bore no resemblance to fact.

When I protested in Court that he could be proved to be lying by a visit to the site there and then, I was told to shut up. I was fined over £10.

After writing to my M.P. I wrote to the Chief Constable and detailed my complaint pointing out that the constable's "measurements" contradicted themselves and that other distances of static objects were still in existence and could be checked and proved false.

Months later I received a very abrupt note saying my allegations were unfounded (this without any investigation). The note was wrongly addressed three times and arrived three weeks after the date heading.

I am prepared at any time to prove my words by facts still in existence and by a transcript of the Court hearing.

Help or co-operate with the Police? Not * * * * * likely. Since my own experience, I have seen policemen give false evidence in two motoring cases not involving me.

I am, Yours, etc.,
(Name and address supplied.)

THE PERSONAL ELEMENT IN MOTOR RACING

Sir,

I hope Charles Beaumont will not think me presumptuous if I hazard a guess that his feeling that motor racing is becoming a matter of soulless machine-addiction has something to do with his age? I think he was born more than 30, probably a little over 40 years ago? I say this because I am sure that the weekly/monthly volume of personal information about drivers has always been much the same; that it is during one's youthful period of intense enthusiasm that one acquires and absorbs the material of hero-worship; and that one seems to know more of the classic drivers because their legends have accumulated with the time which has flowed past us, and we look back to see, as unities, histories which began as piecemeal as those now beginning.

Again, I think that my guess may be correct because, if it is so, Charles Beaumont's early enthusiasm would have arisen at a time when motor racing, though not so popular as now, had more significance in the world of physical achievement. We have become blasé; private cars now cruise at what used to be race-winning averages; war has accustomed us to feats of courage, endurance and achievement in a machine-context which was then necessarily much more restricted; regular airlines run to strict schedules at speeds twice as high as one-time Schneider Trophy records.

Then, too, personalities must play a large part in determining differences in reaction. Knowing, as an engineer myself, that engineers are as liable as any other sorts of men to be irritated, soothed, frustrated, fulfilled, angry, pleased, I have little belief in the soulless engineer of Charles Beaumont's letter and of quite widespread acceptance. I never met one myself, and, to me, machines themselves have always appeared as human achievements. As a boy I learned to revere W. O. Bentley and all his works; I could, and still do, pick out the voice of a Bentley from a city's traffic roar, or from the far side of a hill; while the car was in sight nothing else existed for me; I knew what any boy could know of "W. O." and of the galaxy of drivers; for several years I loathed Barnato for what I felt to be "betrayal"; I cannot now, any more than then, think of the magnificence connoted by the world Bentley without remembering both men and machines.

I find that instinct is greatly to be trusted in most matters which are inextricable mixtures of cold fact and living emotion. Education and long experience can confirm sound instinct; a car which looks right usually is right; and if it looks wrong it is usually a brute; and given the knowledge one can usually determine and express the rightness and the wrongness. So with man-plus-machine achievements; one sees greatness when it exists; one acquires criteria by which to judge the greatness; one learns to analyse the greatness; and I think Sir, that one can never exclude the man from the greatness of the machine's performance. Charles Beaumont need not lecture you—even if you were tending to advance some cult of machine worship, the thing is not possible for your readers.

I am, Yours, etc.,
GRANT FEAR.

Khartoum.

Sir,

The Beaumont letter titled by you "The Personal Element in Motor Racing" expresses a sentiment that is strongly supported by this subscriber.

The forte of MOTOR SPORT during the eight years I have read it has been the highly opinionated and personalised writing of your good self and, in more recent years, the ditto of D.S.J. Technical details are fully covered by both of the English weeklies in your field—leaving the human side of the motoring scene up to you and your interesting publication. If it is a matter of choice, do chalk up one vote for "Give us the people, too."

I am, Yours, etc.,
CHARLES A. ENGELDER.

Wellsville, U.S.A

D.S.J. ON A.M.

Sir,

In the February issue of MOTOR SPORT I see that Dr. Gibson takes me to task for being anti-Aston Martin. He is quite wrong, for I am not against Astons, I am merely not very impressed with the whole Aston Martin racing set-up and refuse to go into paeans of praise when it is not due. Nobody in the team has ever upset me; on the contrary, they have always been very friendly.

I cannot take a racing team seriously that goes to Italy to make a film at the same time as most other people were racing in the Mille Miglia. Nor can I accept the driver pairings at the Nurburgring when on two occasions Moss was forced to put more into a 1,000 kilometre race than one would reasonably ask of a driver. When Jaguars were doing so well at Le Mans they were battling against Ferrari, Lancia, Alfa-Romeo and Mercedes-Benz works teams all of which I consider powerful opposition and they fought wheel-to-wheel. Remember Fangio v. Hawthorn in 1955, and later Hawthorn and Titterton at Dundrod; I do not recall seeing Aston Martin cars in the thick of any such battles, which to me is motor racing. In the 1959 Le Mans Moss set the pace, but he had Gendebien and da Silva Ramos in Ferraris keeping up with him, which does not say much for the performance of the Aston Martin, and the speed with which Behra caught him up was indecent, in spite of the superior driving of Moss. These are just a few instances.

Winning by the default of your rivals is one form of motor racing, but not one that impresses me I am afraid. On the other hand if Dr. Gibson cares to read MOTOR SPORT for July 1957-58-59 he will see that I gave credit where it is due, i.e., the wins at Nurburgring.

No, Dr. Gibson, I am not "agin" Aston Martins but I have to be impressed, not only by results, but by design, preparation, organisation, tactics and all the other things that go to make up motor racing.

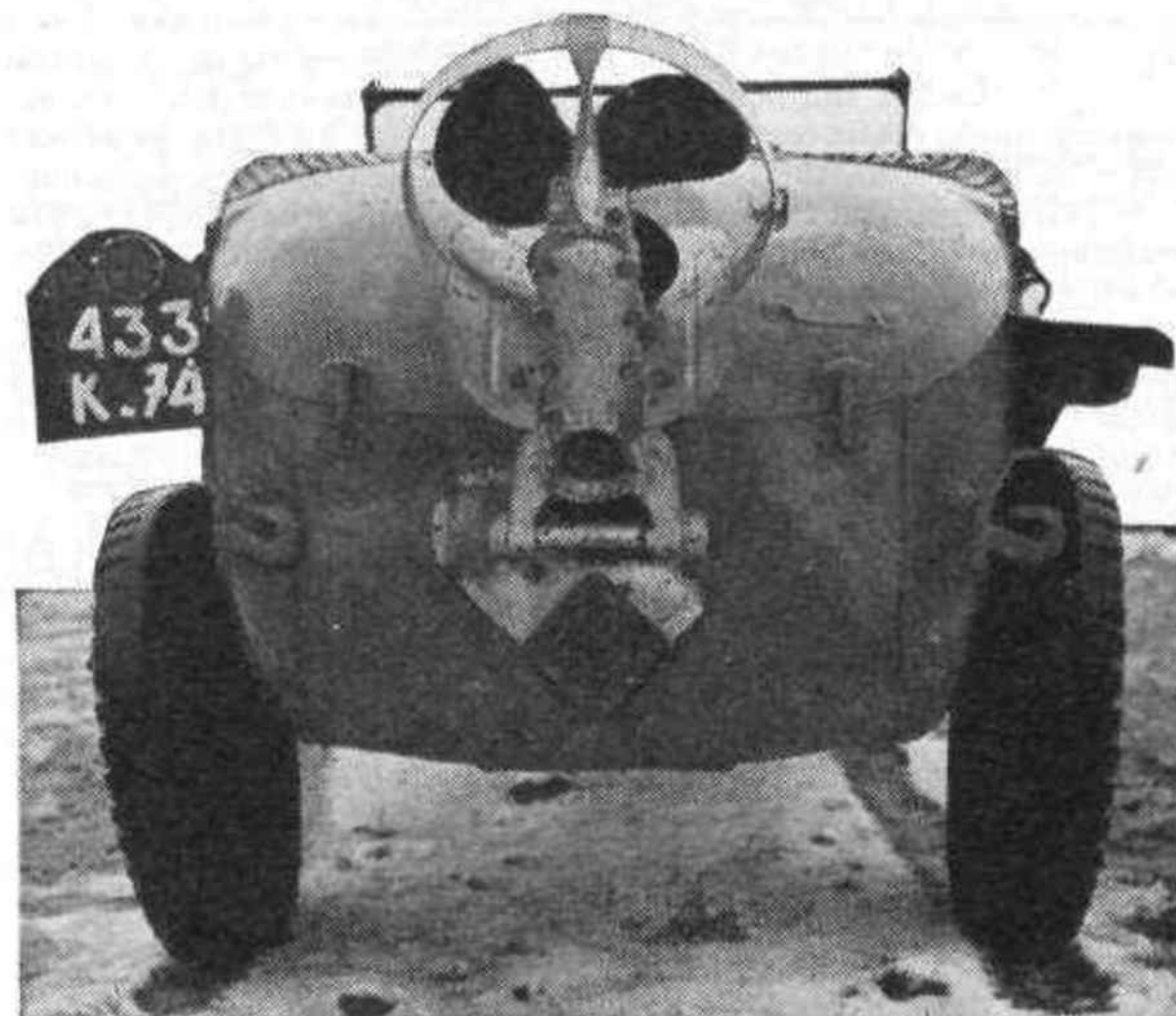
As regards the Aston Martin G.P. car, I like it very much, but it needs a lot more b.h.p., which is a commodity that has always eluded the David Brown designers. We must keep a sense of proportion, unlike the popular Press who hailed the F.1 car as another "world beater" after its Silverstone debut. I don't mind admitting I was surprised by Salvadori's performance but I reserved judgment until I had seen the car on a real G.P. circuit. Having seen it at Zandvoort, Lisbon, and Monza I am satisfied with my thoughts, but I still think it is a nice car and I like to see it on the starting grid, and would certainly like to see it win a Grande Epreuve.

One final word on why the David Brown/Aston Martin set-up does not over-impress me is the way they have floundered about and around the art of gear making and gearbox design, and now I hear they are having a new gearbox made for them by Italians. As an Italian friend remarked, "who makes the David Brown tractors for D.B.?"

I am, Yours, etc.,
DENIS JENKINSON.

Odiham.

TAILPIECE



What is this? You don't know! See page 156.

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ALLARD saloon, '50; good condition, cream, grey roof. £250, o.n.o. Chaston, Farnborough Grange Hotel, Farnborough, Hants. [5524]

TD M.G., Sept., 1953. Black, immaculate, red upholstery, twin spot and reversing lights, heater, hood in good condition. Body excellent, trafficators. Price £465. 4, Devonshire Gardens, Winchmore Hill, N.21. Tel.: LAB 6363. [5525]

M.G.-A, July 1956, but only 26,000. Red, with wire wheels. Fitted Derrington head, etc. Radio, heater, luggage grid, tonneau, etc., etc. Never raced. £695; H.P. available. Freeman, Hinton Hall, Sea Cross, Shrewsbury. Tel.: Yockleton 3, 7-9 p.m. only. [5527]

ROVER FOURTEEN sports saloon, 1935/36. Attractive, rare, alloy body. Excellent tyres, battery, cellulose (grey). Heater. £95. Taxed. Pyman, 45, Upperton Gardens, Eastbourne. [5528]

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1928 ALFA-ROMEO 1500. Sell complete or break for spares. Offers. Box No. K.532. [5532]

FORD 5-CWT van, 1949. Rattling, but brakes relined, new battery and spare Eight engine. £25. Swanborough, 13, Crompton Street, Chelmsford. Tel.: 51586. [5533]

ROLLS-ROYCE, 1931, 20/25 limousine. Silent engine recently overhauled, new battery and brake linings. Good condition. Taxed, insured quarter. £145. Tel.: Arnside 249. Box No. K.534. [5534]

RILEY KESTREL SPRITE, 1937. Excellent performance, body, tyres, brakes and mechanically. £220. Bergin, 6, Brookdale, New Southgate, London, N.11. Tel.: Enterprise 7222. [5535]

OPPORTUNITY KNOCKS. Sensible offers secure. Independent suspension, steering, rear axle, wheels with hub plates (Hillman). Gearbox with remote control, free-wheel (Triumph). 1950 Ford Eight less body, c.w.p. and pair headlamps complete with shells (new). Barton, Howrenwick, Friargate, Penrith. [5536]

1949 SUNBEAM-TALBOT 90 saloon. Good condition, overhauled back axle and clutch. £225 o.n.o. 37, Colombo Road, Ilford, Essex. Tel.: VAL 0828, after 7 p.m. [5537]

MORGAN 4/4, 1957, good condition, weatherproof. £545, includes overdrive, alloy head, etc. Box No. K.538. [5538]

LAGONDA RAPIER, 1935, 4-seater. Engine overhauled. Best offer over £100. B. Brown, 38, Orchard Avenue, Bedford, Middlesex. [5544]

ROLLS-ROYCE 20/25, 1925, shooting brake, excellent condition, side seats suitable carrying little boys or band jobs. £130. Also 1935 Railton saloon, running order, £30. R. Jones, Greenfields, Lucastes Road, Haywards Heath, Sussex. Tel.: 1823. [5545]

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- BROUGH SUPERIOR 6-cylinder saloon, in black with hide upholstery. Works maintained from new. £125. Box No. K.595. [5595]
- TRIUMPH GLORIA-AIRFLOW, 1935. Climax 16. P.W.T. forces sale. £60. Saunders, 6, Cairn Court, West Street, Ewell, Surrey. [5596]
- FORD EIGHT SPECIAL. Red. Nickri. Body grey. Hood, sports coil, tonneau cover, spots, mirrors. Offers around £180. Ford Ten engine. Two front M.G. PA springs. Mills, 59B, Loop Road North, Whitehaven. [5597]
- M.G. 18/80 MK. II, 1931, d.h. coupé. Reborned, crank reground, new pistons 3,000 miles ago. Brakes relined, new cables, Servais exhaust, Oldham batteries, windtones. New Vynide hood, complete new set instruments. Body almost perfect. Repainted grey, red wheels. Instruction book, quantity spares. £125. Ashby, 56, Kings Road, Berkhamsted. Tel.: 1613. [5599]
- PORSCHE 1500 (Oct. 1955). Graphite blue—Golde sliding head. Radio, reclining seats, extra lamps. Owner marrying. £1,050. Baker, Cambusdoon School, Ayr, Scotland. Tel.: Alloway 253. [5601]
- M.G. TA. Entirely overhauled and reconditioned 1958-59. Suit enthusiast looking for a new sports car which is up to pre-war standards. Showroom condition at £385. Apply: Mr. D. P. Roth, 130, Hornbeams, Harlow New Town, Essex. [5602]
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- TWIN S.U.s complete with manifold, filters, all linkages, for Mk. II Zephyr. £32. Box No. K.606. [5606]
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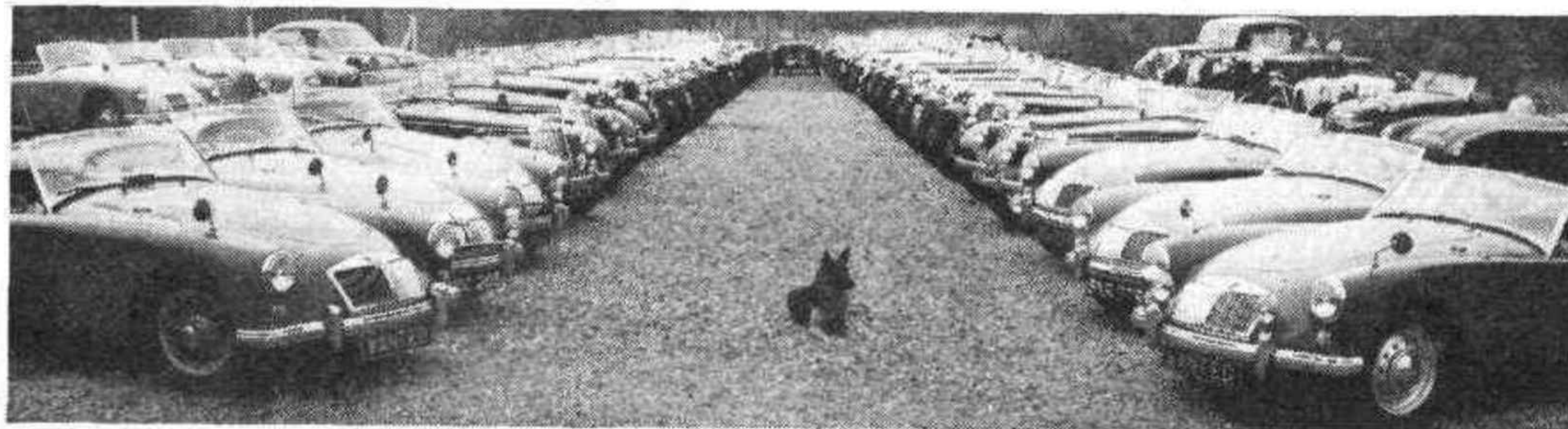
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- ASTON MARTIN INTERNATIONAL,** 1932. Blue. 14-litre, s/c. Good tyres, new brake linings, recent engine overhaul. £180. 2, The Croft, Oldland Common, Bristol. [5634]
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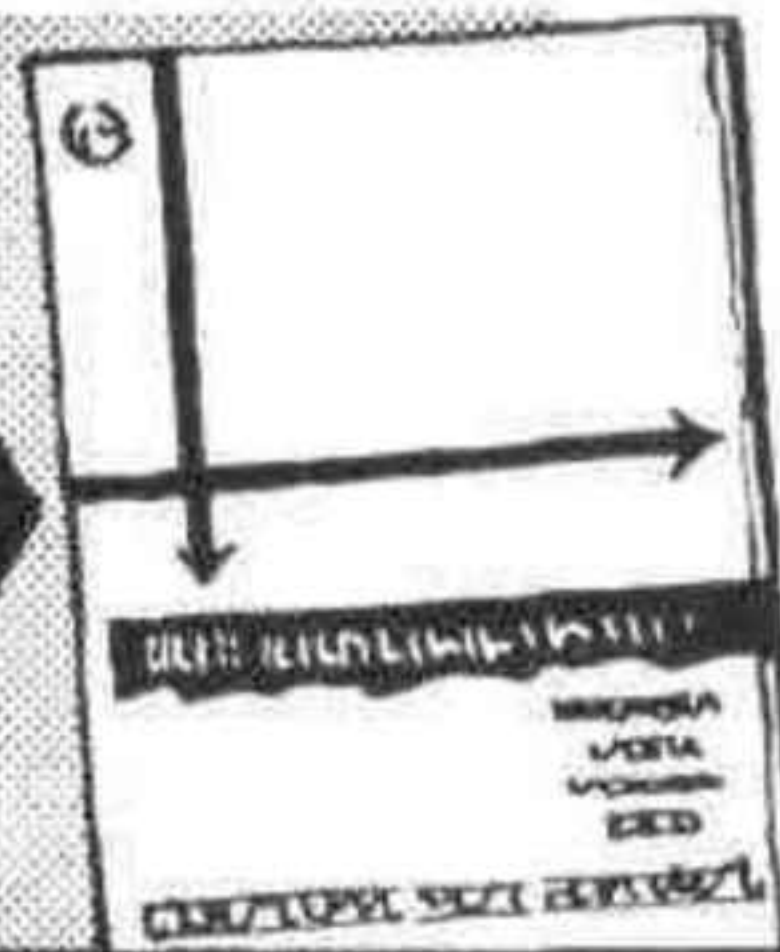
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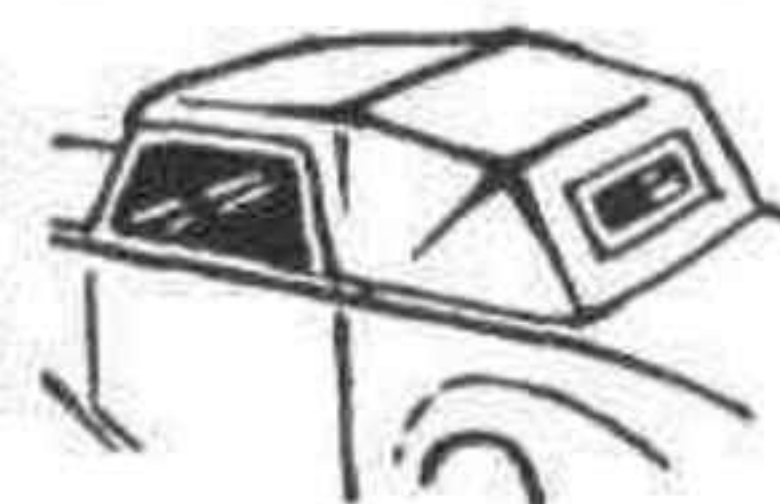
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- MODEL "T"**, dismantling for spares. Holmes, 73, Willoughby Street, Lenton, Nottingham. Tel.: 48333. [5671]
- RILEY MONACO**, 1937 model, Special Series. Mechanics good, body fair. £70. Webb, 40, Fulwich Road, Dartford. [5672]
- £250. 1926 BENTLEY** 6½-litre landaulette by Harrisons. Beautiful condition in every way. Photograph. Redman, Marsden House, Brierfield, Lancs. [5673]
- 1934 PACKARD EIGHT** limousine, fitted Bedford engine. £30. Owen, No. 12 Caravan, c/o Thatched Cottage, Lower Green, Ickleford, Herts. [5674]
- 1950 JAGUAR Mk. V** 2½-litre. Good mechanically, sound bodywork. Four new tyres, new battery. £225. Noble, Flat 1, 86, Talbot Road, Manchester 16. [5675]
- TRIUMPH GLORIA** sports tourer, Coventry-Climax 10.8 h.p., excellent mechanical condition body good, 4-seater. Fast, economical. £75 o.n.o. Turner, 22, Imperial Road, Huddersfield. Tel.: 7896 (evenings). [5676]
- RILEY MONACO**—excellent condition. £45. Lewis, Tel.: Whitehall 4668 (Frobisher 1799 after 6 p.m.). [5677]
- BENTLEY 3½**, 1934, close-coupled sportsman's saloon by Freestone and Webb. Excellent original coachwork, etc. A delightful example. £270. Crabb, "Royal Oak," Swanage, Dorset. Tel.: 2609. [5678]
- M.G. 1½-LITRE** saloon, 7.7.37. Radio. Spare engine/gearbox. Licensed. £72 10s. Tel.: GREENWICH 0772. [5679]
- ECONOMICAL, FAST**, beautiful 1949 Javelin. Heater, radio, handbook. Licensed. £225. Tel.: GREENWICH 0772. [5680]

FOR SALE—continued

- INDUBITABLY FINEST HILLMAN** "Four-teen," 41,108. Licensed 31.12.60. Heater, radio. £199. Tel.: GREENWICH 0772. [5681]
- 2.4 JAGUAR**, 1959, 8,000 miles, never raced or rallied. Radio and heater, ocelot seat covers. £1,350 for quick sale. Terms. Tel.: Leeds 57600. [5682]
- AUSTIN SHEERLINE**, 1950, immaculate, black. Radio, heater, fawn hide interior. £275. Terms. Tel.: Leeds 688227 or 57600. [5682A]
- M.G. PA ENGINE** for sale complete. Offers. Jackson, 295, Birchfield Road, Birmingham 20. Tel.: BIR 4450. [5683]
- RILEY 1,100-C.C.** 2/3-seater Special Sports. Good all round. Plus spares. £75 o.n.o. 7, Greencroft Road, Heston, Middlesex. [5684]
- LANCIA APRILIA**, 1938. Late type diff., wheels, rad. grille. Recently resprayed. Large carb. "X" tyres. Red leather. £265 o.n.o. Rusling, 144, Upper Richmond Road, S.W.15. Tel.: Putney 1568. [5685]
- M.G. TC**. Reconditioned engine 2,500 miles; clutch, brakes, transmission, steering just overhauled; mechanically perfect. £320 o.n.o. C. Butler, 137, Wendover Court, Chiltern Street, London, W.1. [5686]
- M.G. TD**, Dec. '53. Red. Recent beige vynide hood, and engine overhaul; heater, usual extras; excellent condition throughout. £440 o.n.o. "Elmwood," Church Road, Shaw, Oldham. Tel.: SHAW 7429. [5687]
- MORGAN PLUS FOUR**, 1952. Red. V.G.C. Vanguard unit. Hard up! £345. Brooks, 121, London Road, Peterborough. [5689]
- A.C. SPORTS** saloon, 1949 model, 85-90 m.p.h., 25 m.p.g. Excellent condition, new tyres. Taxed. Any trial. 48,000 since new. £250, or near offer. Tel.: Mr. H. Hazard, EAS 1312. [5690]
- 1929 AUSTIN** Heavy 12/4 saloon, registered with V.S.C.C. and 12/4 Register. £50. Tel.: ADD 5468. [5691]
- J3 M.G.** Good condition. Hydraulics. Full weather equipment. £115 o.n.o. Giles, 5, Sinhurst Road, Camberley, Surrey. [5693]
- SINGER MISTRAL**. Recon. engine, gearbox, axle, 15-in. wire wheels, almost complete. £165, will haggle. 18, Seddlescombe Way, London, N.12. Tel.: HIL 1571. [5694]

FOR SALE—continued

- M.G. TA**. Red. Very good condition throughout. Tonneau, luggage carrier, spot lamp, etc. Recent retrim. M.G. registration. Taxed year. Insured August. £185. Haigh, 16, Swanbourne Road, Sheffield 5. Tel.: 386472. [5695]
- "SPECIAL" BUILDER** please take away 2-seater Austin Ruby, 1938. Body damaged but remainder A.I. £10. Campbell, Tel.: ASH 1264; 217, Walmley Road, Sutton Coldfield. [5696]
- M.G. PA**. New hood, dynamo, battery, brakes. £155. H.P. Turner, 815, Walmersley Road, Bury. Will come south. [5697]
- MODEL "T"**, 1920, 4-seater tourer, showroom condition. £275. Holmes, 73, Willoughby Street, Lenton, Nottingham. Tel.: 48333. [5698]
- ROLLS-ROYCE 20/25**, 1935, Barker 7-seater limousine. Body good, blue leather trim excellent. Compression terrific. Mascot, handbook. Glasgow, delivery anywhere. £150. Box No. K.699. [5699]
- LANCIA APRILIA**, 1938. Mechanically very good, bodywork sound and smart. £200. Ingham, Huyton Fold, Adlington, Chorley, Lancs. [5700]
- RAILTON FOR SALE**. Grey, black, 1935 sports saloon. Excellent throughout. Taxed and insured. £80. Tel.: Guildford 62081. [5701]
- 1947 1½-LITRE JAGUAR** saloon. Four new tyres, pistons, bearings, clutch, etc. £250 o.n.o. Owner going abroad. Flat D, Calverton House, Stony Stratford, Bucks. [5702]
- BENTLEY, 1934, 3½-LITRE** drophead. Mech. perfect, new tyres, battery, hood, etc.; complete mech. overhaul. Bills £400. Sell £375, consider exchange—cash either way—good Allard, M.G., Riley, Wolseley, 65, Cophall Road West, Ickenham, Middlesex. Tel.: Ruislip 8281. [5703]
- A.C. ACE**, late 1955. Excellent condition. Silver grey; "X"s. £850. Smith, Flower Lilies Windley, Derbys. [5704]
- ASTON**, 1933, s/c., being broken, all spares available. Box No. K.705. [5705]
- RILEY NINE SPECIAL**. Very attractive maroon professionally-built body. Modified and tuned engine and 100% mechanically, providing delightful trouble-free motoring. Complete weatherproofing. Marriage forces reluctant parting. Along with spare engine, etc., £145. Holland, 26, Spencer Road, Isleworth, Middlesex. Tel.: ISL 4827. [5707]

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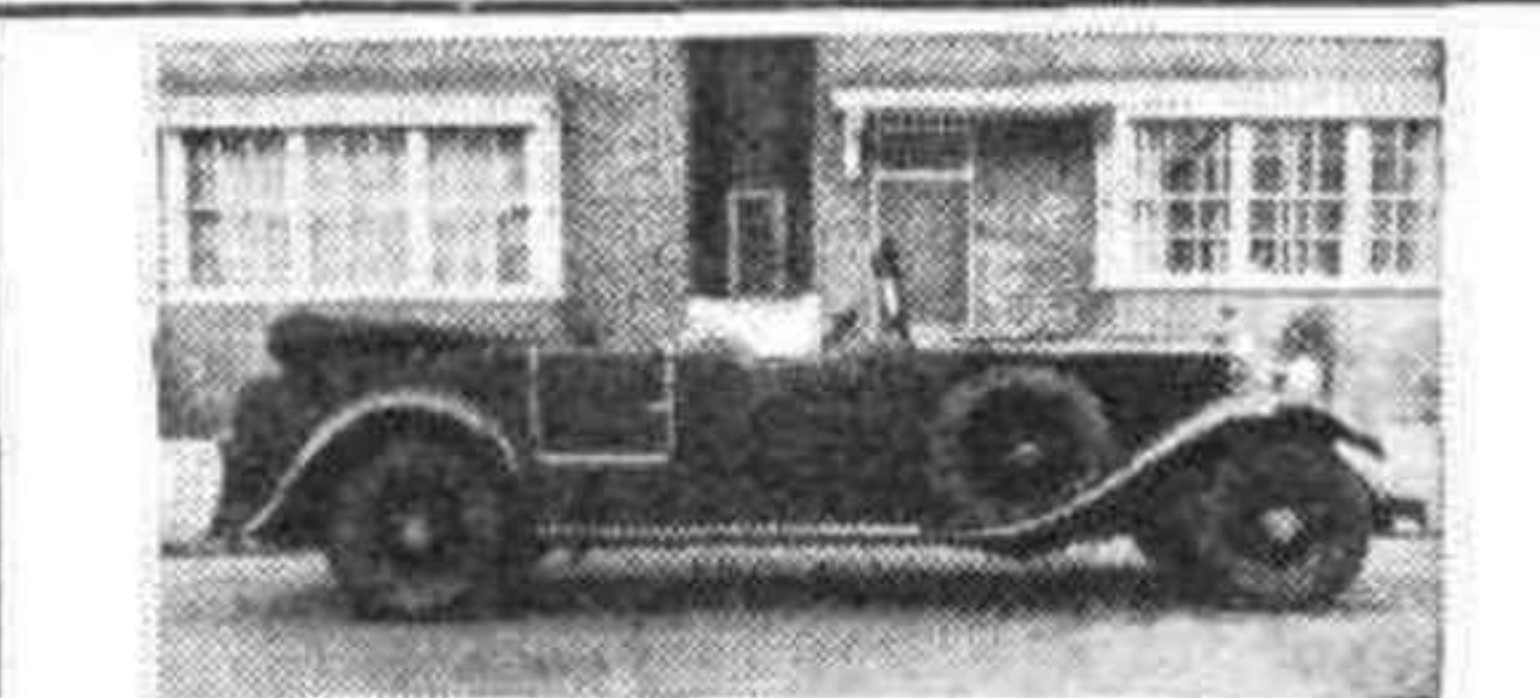
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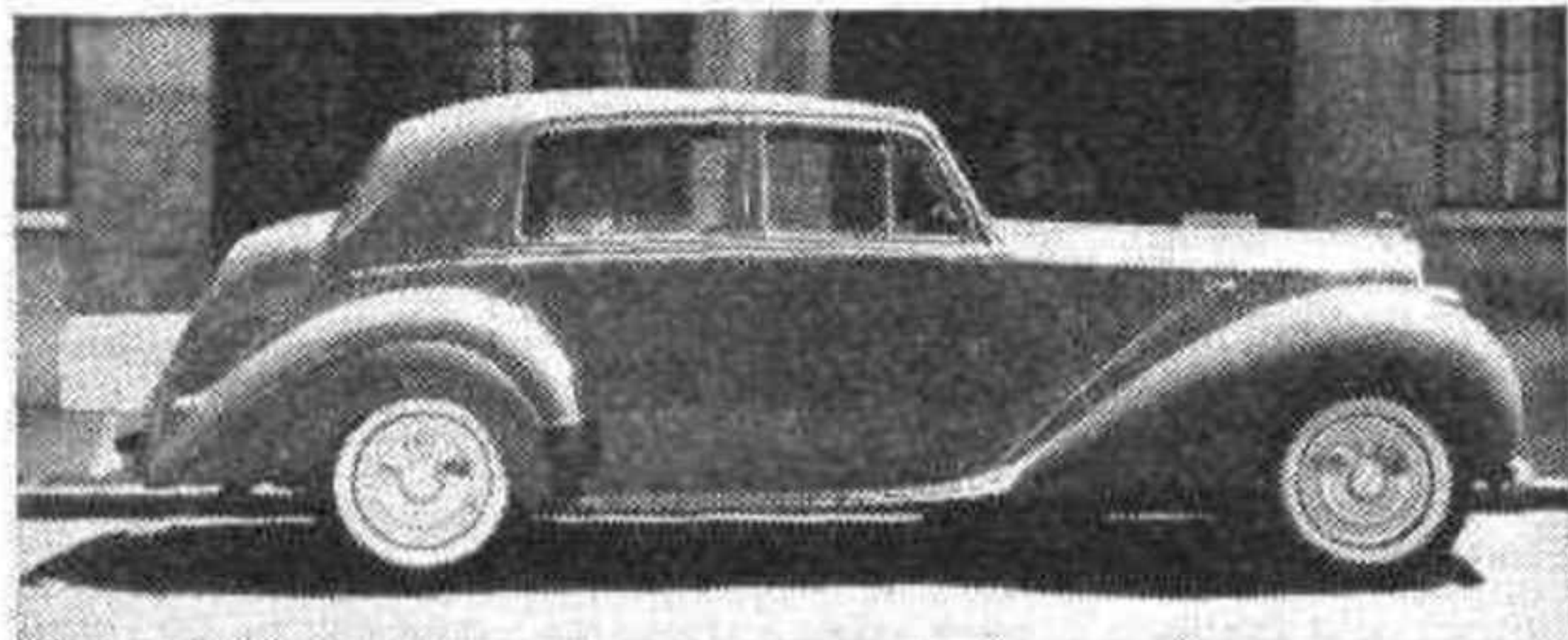
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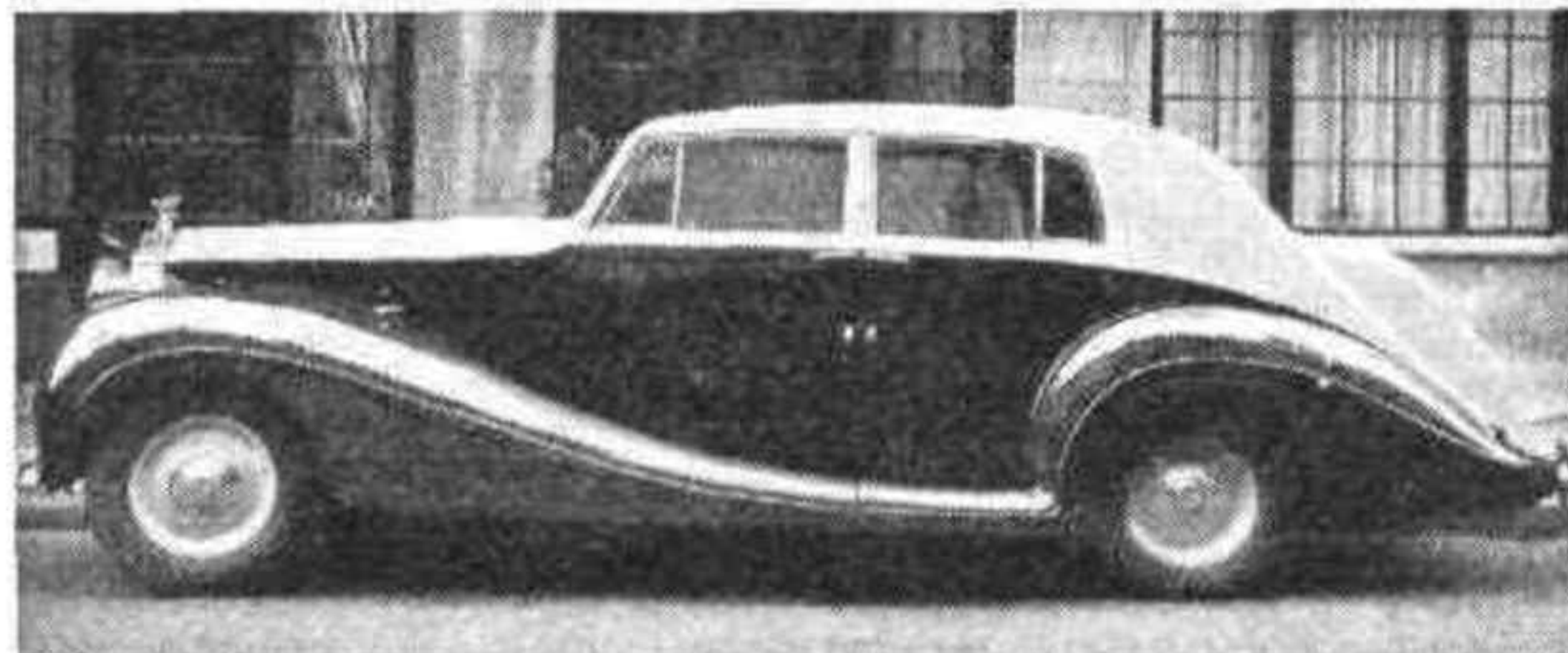
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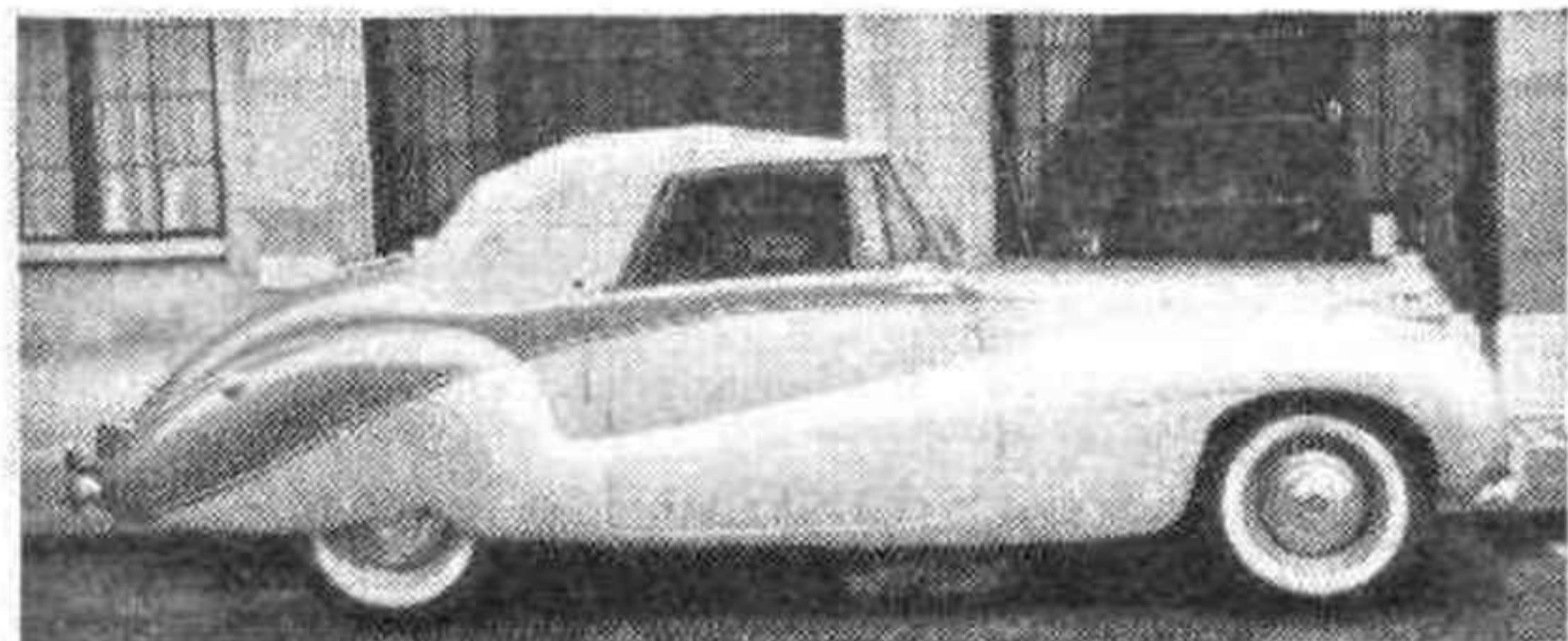
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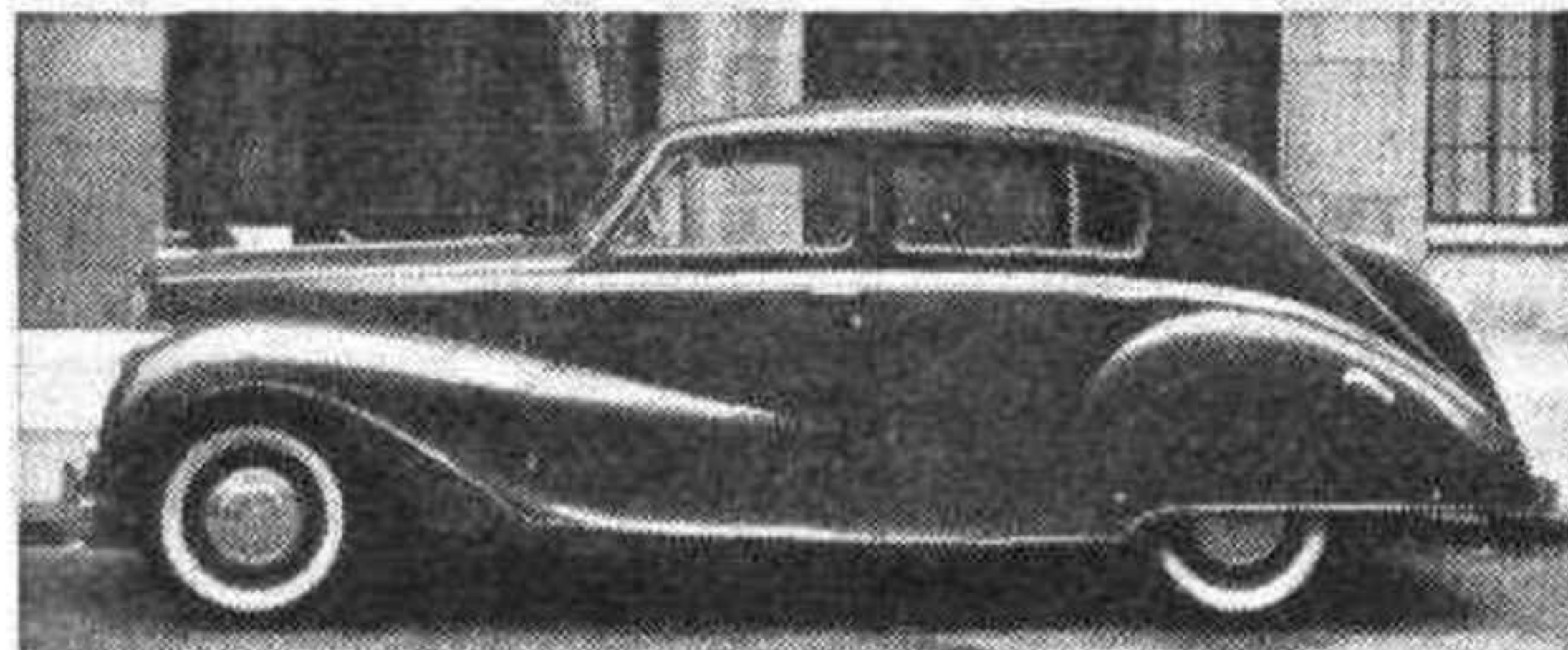
BENTLEY Mk. VI (1950) Standard Steel Special Equipment Saloon. Dove grey, tan trim. All manufacturer's specified modifications, including full-flow oil system. Radio, heater, etc. Recellulosed and decarbonised October '59. Among the best examples that may be found. **£950**



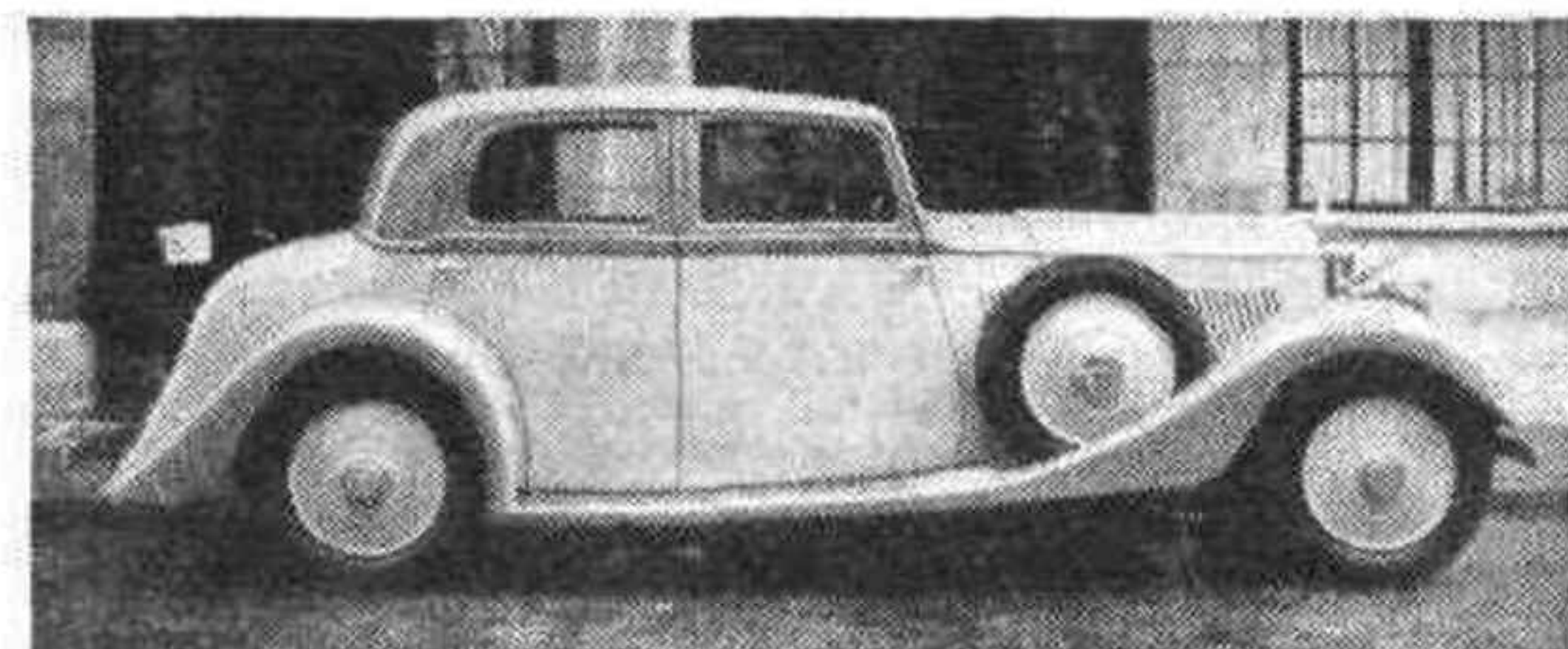
ROLLS-ROYCE (1951) 4½-litre Silver Wraith. Special touring saloon, razor-edged coachwork by James Young. Moss green and suede, matching trim. All modifications to date including full-flow oil system. Detailed R.-R. Ltd. history. Radio, heater, etc. Impeccably appointed to a standard of taste and elegance seldom approached. In superb condition. **£2,000**



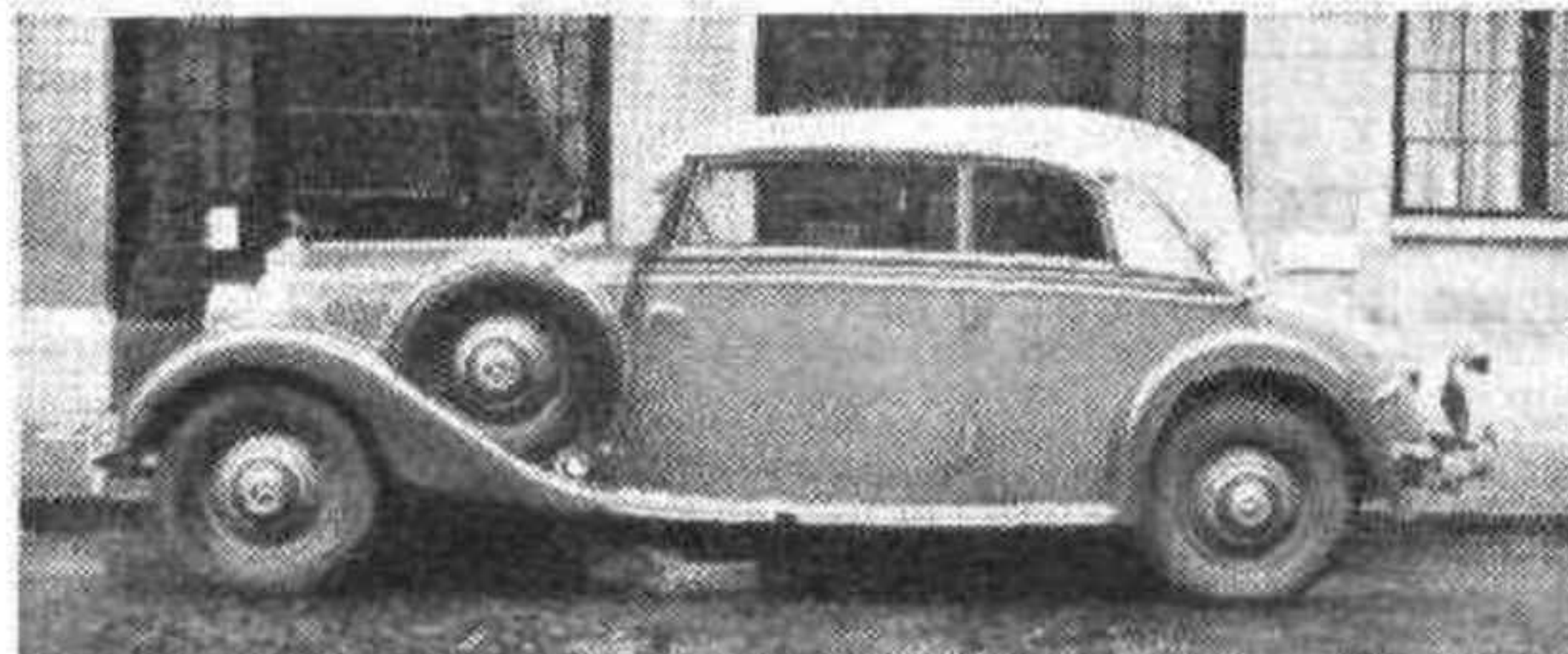
DAIMLER (1952) Barker Special Sports 3/4-seater coupé on the 2½-litre chassis with overdrive. Shell over french grey, grey hood, scarlet trim. Extensively overhauled January '60 and not since run. Radio, heater, etc. A pretty and well found example. **£685**



PRINCESS A135 (1952). Smoke grey, natural hide trim. Fitted with modified S.U. carburation giving vastly improved performance and a very genuine 20 m.p.g. Radio, heater, jackalls, twin pass lights, etc. Chauffeur maintained. Roomy, luxurious and serviceable and at an economical price. **£450**



ROLLS-ROYCE (1935) 20/25 h.p. Sportsman's sun-roof saloon by Hooper. Mid-fawn and sand, matching trim. History, including detail of overhaul September '59. Schedule serviced. Recently recellulosed. Excellent order. **£450**



MERCEDES-BENZ (1939) Type "230" 2.3-litre Sports Cabriolet. Steel grey, grey trim. Probably the best existing specimen having been stored for many years and specialist maintained since. Full history including detail of overhaul in '59 since when only about 1,500 miles has been run. Reasonable performance and economy combined with excellent handling qualities. Workshop service test and report. **£350**

VINTAGE BENTLEY 4½-litre with four-seater tourer coachwork. B.R.G., black morocco trim. Rebuilt and re-registered in '52 on the H.M. Bentley formula. Fitted "A" box and hydraulic brakes. Full weather equipment. Schedule serviced and extensively checked in our workshop. Sound and very fast. **£385**

ROLLS-ROYCE (1939) Wraith. Owner-driver sun-roof sports saloon by Park Ward. Details too late for inclusion but will be forwarded upon request.

DAIMLER CONQUEST (1953). Grey, matching trim. One owner. Works maintained with servicing record. Radio, heater, etc. **£575**

At the time of going to press we are negotiating the purchase of the following:
Laponda (1940) V12 short chassis Rapide sports saloon.
Railton (1949). Show model drophead Coupé.
Bentley Mk. VI (1948), similar to that illustrated above in cloud white and grey.

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FOR SALE—continued

- 1930 COWLEY** 4-seater tourer, clean, reliable, much admired. £60. Dodd, Jordans (Tel.: 2274), Bucks. [5706]
- 750 SPECIAL.** Fully modified, balanced engine, four speeds, boxed chassis, i.f.s., teles., Bowdenex. Ally enveloping. £120 o.n.o. Whitehurst, 59, Choddesden Park Road, Derby. Tel.: 49391. [5708]
- ARMSTRONG SIDDELEY SEVENTEEN,** 1938. Exceptionally fine condition throughout. Recent £100 overhaul. Radio. £125 o.n.o. Changed circumstances compels sale. 16, Weald Close, Sevenoaks Weald, Kent. [5709]
- SCINTILLA VERTEX MAGNETO,** 4-cylinder, requires service. £2. Baldock, High Street, Borough Green, Kent. [5710]
- MORGAN PLUS FOUR,** 1951. Red, just resprayed. Hard-top. Engine reconditioned. £280 o.n.o. H.P. terms. Tel.: SHE 1809, after 6 p.m. [5711]
- 1954 TR2.** Perfect condition. Many extras include hard-top. £495 o.n.o. Johnson, 3, Overhill Road, Downend, Bristol. [5712]
- 1927 HUMBER 14/40** tourer, completely original, good condition. £78 o.n.o. 77, Northcourt Road, Abingdon, Berks. [5713]
- 1948 MORGAN 4/4,** 1,267 c.c. Blue 2-seater. Recent hood, tonneau, batteries fitted, and generally in good condition throughout. £315. Rogers, 200, Shirland Road, London, W.9. Weekends only. [5714]
- B.R.G. FORD TEN** Convoir, 1936, 2,000 miles since rebuild. Recond. engine, steering, b/axle. New tyres, tonneau. £175 o.n.o. Farrington, 18, Fitzjohn's Avenue, N.W.3. Tel.: SW1 4573. [5715]
- BENTLEY 3-LITRE** Le Mans Replica open tourer, 1928. Complete overhaul 1959; bills, work notes, available; 22 m.p.g. Rechromed, new tonneau, good tyres, brakes relined. Every part in good working order. Forced to divorce at £350. Cooper, Carisbrooke, Ladythorn Road, Bramhall, Cheshire. Tel.: 1080. [5716]
- AUSTIN HEALEY BNI,** Italian racing red. O/drive, heater, washers, tonneau, special tumbler switches, Burgess silencer, special headlamps, etc. Really looks and runs like a new car. £535, for quick sale. 5, Groveland Way, New Malden, Surrey. Tel.: MAL 0560. [5718]
- WOLSELEY 6/80,** June 1953. Immaculate condition. Heater. Low mileage. £350 o.n.o. 9, Robertson Avenue, Bovington Camp, Dorset. [5719]
- DUE TO MISUNDERSTANDING,** fine J2 still available. For details see January issue, page 62. Apply: Risdon, 17, Leander Road, Brixton. [5720]
- FORD TEN SPECIAL.** Peel body, tubular chassis, i.f.s., M.G. gearbox, twin S.U.s, h.c. head, Aquaplane manifolds, hydraulic brakes, full weather equipment. £225 o.n.o. 157, Whitehorse Hill, Chislehurst, Kent. [5721]
- POOR MAN'S LOTUS.** Tuned E93A, i.f.s., hydraulics, modified 750 chassis. £160. Tel.: BAT 6810. [5722]
- ROLLS-BENTLEY 3½-LITRE,** 1935, sports saloon, Park Ward. Five practically new tyres, generally excellent condition, taxed, daily use. Owner having moved from the mainland has no further use for same. £165, would exchange modern motorcycle, cash either way. Pickering, 12, Cross Street, Ryde, L.o.W. Tel.: Ryde 4176. [5723]

FOR SALE—continued

- WITTERING WIFE** forces sale 1958 Sprite, immaculate. £585, or part exchange solid, interesting, post-war saloon under 2-litre. Nicholl, Tel.: Altrincham 2488, after 7 p.m. [5725]
- £128 O.N.O.,** nearly complete Ford Special. Nickri fibreglass. Engine reconditioned. 71, Stoneleigh Park Road, Ewell, Surrey. Tel.: Ewell 6829. [5726]
- M.G. SPORTS J2.** Good condition. Offers over £100. 159, Twyford Abbey Road, Park Royal, N.W.10. [5727]
- SUPERB UNIQUE ROVER 90.** Property of emigrated Rover executive. Inquiries: Glover, 24, Risborough Road, Stoke Mandeville, Aylesbury. [5729]
- INVICTA, 1931, 4½-LITRE,** 100 m.p.h., low chassis. Fitted post-war, immaculate, fixed-head coupé body, maroon, built by craftsmen of best possible materials. Pigskin upholstery and lining. New engine fitted 30,000 miles ago, recently decarbonised. Always maintained regardless of cost. Many spares. Tyres and batteries excellent. Present owner 15 years. This car has recently been advertised for £700, but as delivery of another car has just been taken, making garaging difficult, reasonable offers will be considered. Thorneywork, Hook Norton, Banbury. [5730]
- S.S. JAGUAR,** 1937, 12-h.p. sports saloon. Complete rebuild, engine and body 1958 at cost of over £200. Resprayed. Modern lighting. Seat covers. Good tyres. Blinks, fog lights. Many spares. Sacrifice at £125. In every-day use. Good m.p.g. Seen in London. Tel.: Park 8225. [5731]
- 1939 2½-LITRE M.G.** Good mechanical condition. £80 o.n.o. The Haven, Rolleston Road, Fawley, Southampton. [5732]
- RILEY NINE SPECIAL,** 1951. Extremely attractive vintage 2-seater body, twin carbs., magneto, etc. Engine, clutch, gearbox recently overhauled. £90. Webbon, South Officers' Mess, R.A.F., Syerston, Newark, Notts. [5733]
- RARE, FAMOUS,** ex-team A750 "Grasshopper." Excellent throughout; well shod; full weather equipment. Not as basis for "special." £225 o.n.o. Jeep wanted. Box No. K.734. [5734]
- M.G. TC,** 1949. Beautiful condition, excellent tyres. Many extras. Nearest £310. Leicester area. Box No. K.735. [5735]
- 1935 M.G. PA,** original, repainted red, undersealed. Two new tyres, wheels rewired, new king-pins, exhaust system renewed, dynamo rebuilt, "Toulmin" seal, battery rebuilt, engine decoked, valves reground, Peco exhaust booster, Blue Spot, "Bray" heater, windscreen washer. Good hood, sidescrims, new tonneau. Spares. Immaculate condition. Asking £200, worth £250. Tel.: Wilmslow 4124, evenings. [5736]
- £470, TRIUMPH TR2.** Red. 1955 with 1959 works reconditioned engine; coachwork immaculate; luggage grid and many extras. One owner. This car is offered at least £50 cheaper than its value because it is l.h.d. Box No. K.737. [5737]

FOR SALE—continued

- ALVIS FIREFLY** saloon, engineer maintained. Many new parts, batteries. £75. Cripps, Drove-way, Heather Lane, Worthing. Tel.: Swandean 809. [5738]
- H.W.V. SPORTS SPECIAL, B.R.G.,** 4-seater, June 1958. Famous Vauxhall "J" engine, 4-speed gearbox, Wolseley Daytona chassis, coach-built aluminium body. Bargain, £150. Tel.: CAT 2534 (Surrey). [5739]
- 1947 SINGER NINE** roadster, black, 4-seater; brown leather, glass sidescrims. £140 o.n.o. Tel.: HAR 3865. [5740]
- PA M.G. 2-seater** sports, with PB engine, excellent condition. Fully equipped; enthusiast maintained. Taxed to March end. Dual green. £170. J. H. Jones, 43, Harvey's Nurseries, Peppard Road, Reading, Berks. [5741]
- M.G. TA, 1939.** Probably best available. New parts, work done, extras, too numerous to list. Phone, write for details. Around £250. West, 1, Vane Street, Radford, Nottingham. Tel.: 73206. [5742]
- M.G. TD,** Dec. 1952. L.H.D. Finished red. New hood imported 1957. £375. Write, Mr. E., 26, Brockley Avenue, Stanmore. Tel.: Stonegrove 6720. [5743]
- 1923-1935 ROLLS-ROYCE.** A varied selection, at present hibernating in a Dorset Manor House, are offered at prices ranging from £120-£400. Details from: Clarke, Winterborne Clenston, Blandford. Tel.: Milton Abbas 230. [5745]
- B.M.C. "C" SERIES** high-compression cylinder head (6-cylinder), as new. Twin S.U. H4 carbs., as new. Marshall Nordec supercharger, fits Minor 1000, Ford 100E, Renault Dauphine, Riley 1½-litre, as new. Lot or sell separate. Offers? Davies, 5, Longlands Road, Welwyn Garden City, Herts. [5746]
- SALE OR EXCHANGE,** Hotchkiss 1936 Paris-Nice aluminium body. Good 8-h.p. saloon wanted. Austin preferred. Level exchange. Dixon, Woodside, Frimley Road, Ash Vale, Surrey. [5747]
- 1172 FORD SPECIAL.** Rochdale fibreglass body, tubular chassis, i.f.s., 15-in. wheels, hood, tonneau. £180. View Hale, Cheshire. Tel.: Ringway 5363. [5749]
- ROCHDALE G.T. 1,172.** Twin S.U.s, high compression head. Heater and extras. £265. Box No. K.750. [5750]
- ROLLS-ROYCE 20/25,** December 1935. Black Thrupp and Maberly 4-door sports saloon. Bucket seats, swept rear boot. Tools, instruction manual, mascot, bills, etc. Extremely elegant lines not surpassed by post-war Royces. £525. Consider exchange Minor, Metropolitan, W.H.Y. Box No. K.751. [5751]
- 1932 INVICTA 1½-litre** o.h.c. sports saloon. Sound condition. Many spares and tyres included. £60, o.n.o. Manchester area. Tel.: Pyramid 1189. [5752]
- BUCKLER 90.** Immaculate blue and white finish. 1,172 modifications, c.r. gears. Excellent performance. Dixon, Thrybergh Rectory, nr. Rotherham, Yorks. [5753]
- 100E ANGLIA,** 1954. Aquaplane head, etc. Twin S.U.s. Handa overdrive. Wireless. Heater. Spot light. Engine a little oil thirsty. £395, o.n.o. 91, Lakeside Drive, Cyncoed, Cardiff. [5754]
- 1931 25/30 ROLLS-ROYCE.** Black sportsman's saloon by Mulliner. Good condition; first-class running order. Only three owners. Sale for health reasons only. View Newbury. What offers? Box No. K.755. [5755]

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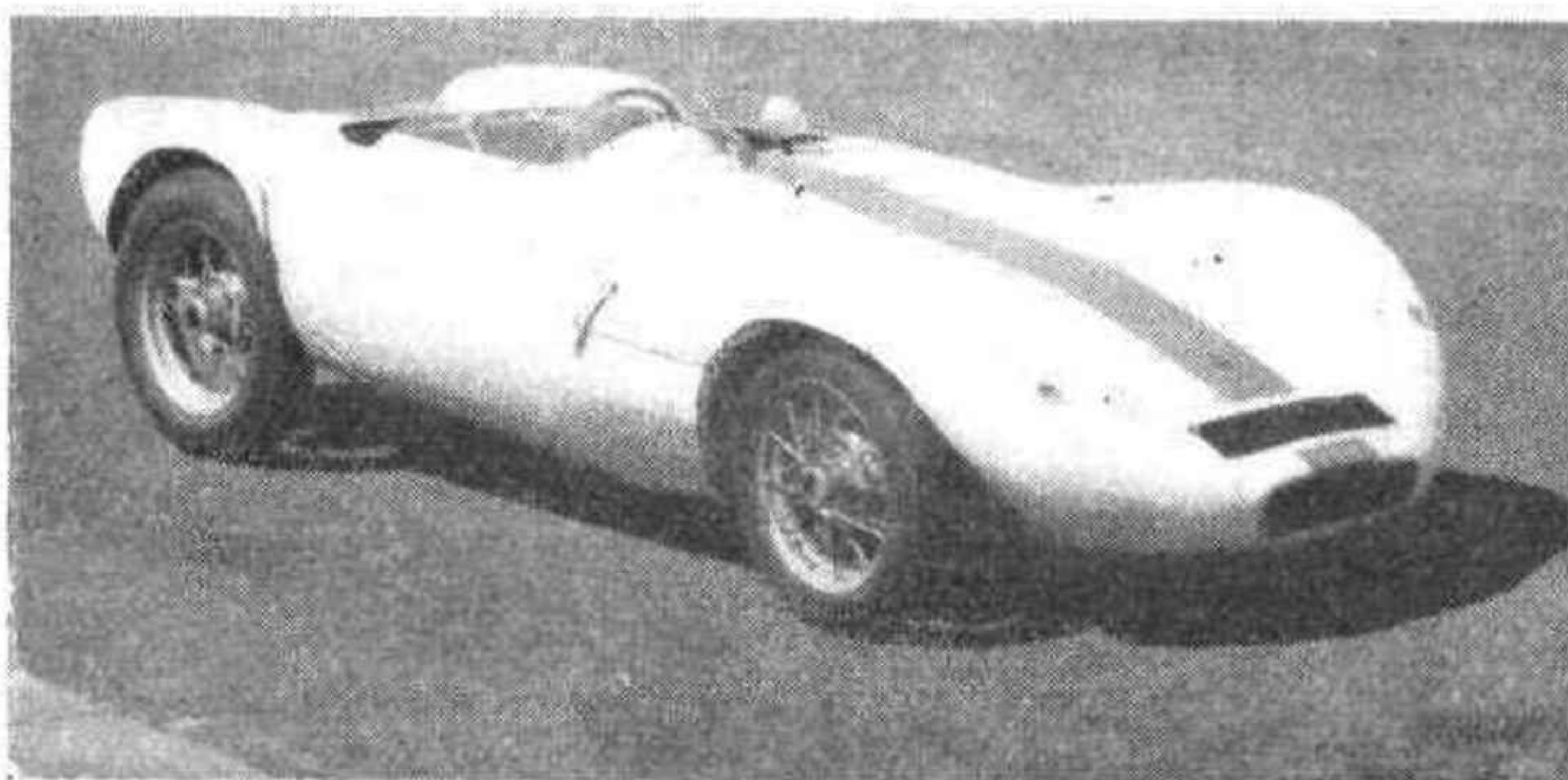
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M.G. TF 1500, 1955. Immaculate. Red. Engine overhaul 1,000. Extras: Four-branch high lift cam, twin spots, heater, washer, tonneau, rack. £595, o.n.o. S. Rose 99, Barley Lane, Goodmayes. [5774]

MARCHAL 660/662 lamps, 75s. each; 670/672 lamps, 57s. 6d. each. Brand new. Boxes unopened. Post free from: Snell, 13, Chestnut Close, Eastleigh, Hants. [5775]

ROCHDALE G.T., 1958; 7,000 miles. Sprayed cherry red. L.M.B. supersprung, 4.4 c.w.p., reconditioned 1,172 engine. Good tyres; all steering and braking components renewed or reconditioned. Insured to September. £275, or offer. Tel.: Pollards 3436. [5776]

SPEDEX "750" ALUMINIUM BODY. Complete with mudguards, bulkhead, prop-shaft tunnel, dashboard, seats, aero-screens, lights, tonneau cover. £55, or near offer. Robin Townsend, "Cedar Cottage," Aylestone Hill, Hereford. [5777]

M.G. TC Stage II. Recon. engine; 4,000 miles only. New hood and side-screens. Recently coachpainted cream; 16-in. wheels, good tyres. New oil and water pumps. Looks and runs as new. £350, or near offer. Tel.: Watford 32681. [5778]

BERKELEY, LATE 1958, 2-seater sports car. Showroom condition (9,000 miles). £330. Four-wheeler, 328 c.c. engine. Tel.: Watford 25640 (after 5.30 p.m.). [5779]

1934 RILEY NINE LINCOCK sports saloon. Mechanically sound, body and interior fair. £70, o.n.o. Box No. K.781. [5781]

FOR SALE—continued

1940 M.G. 1½-LITRE 12-h.p. VA saloon. Very good condition. Extensively overhauled. Engineer's inspection welcomed. Taxed. £125. Hole, 34, Grosvenor Road, Chichester, Sussex. [5780]

M.G. TA/TB FRONT—Rear axles complete. R. springs. 19-in. wheels. Dynamo. Headlamps. 6.00-16 Road Speed tyres. Excellent 1,074 c.c. o.h.c. Singer engine. Accessories—gearbox (suitable Le Mans). Benington, The Twitten, Crowborough, Sussex. [5782]

ROVER TWELVE tourer, 1948. Aluminium body. Recon. engine, upholstery and weather equipment in new condition. H.P. arranged. Haggle at £320. Tel.: Radlett 6397. [5784]

DELLOW, 1951, modified 1,172. Hood and tonneau; very good performer. £250, o.n.o. Tel.: Tadworth 3545. [5785]

1929 14.9 FORD A.F. 2-seater. Original condition. Good all round. £50. 20a, Hartington Road, W.4. Tel.: Chiswick 2803. [5786]

IMMACULATE, 1952. Sunbeam-Talbot Mk.II. Pale grey/black; red interior, heater, screen-washers. £435, o.n.o., or exchange for sports car special. Porter, 26, St. Andrews Road, Henley-on-Thames. Tel.: 798. [5787]

JAGUAR. 1½-litre d.h. coupé, 1939. Recent £100 overhaul and re-spray, new hood, battery, tyres and brakes. £175. Photo and terms available. Catton Grange, Norwich. Tel.: 46862. [5788]

SHE'S WORTH £65, but first reasonable offer accepted. Absolutely reliable 1931 Alvis 12/50. Blade wings, dickey seat. Mechanically excellent. Oil 30lb. hot. Good reason for sale. Seen Cardiff weekends. Pratt, Troisdorf, Hereford Road, Weobley, Hereford. [5789]

M.G. 1½ SALOON, 1947. Superb, Stage I engine. Modified suspension, heater, many extras. £350, o.n.o. Also for TC two 16-in. wheels. £4. Luggage rack, 30s. 59, Intake Lane, Pogmoor, Barnsley, Yorkshire. [5790]

CHUMMY, 1930. Original, even pistons. Engine and hood require attention, otherwise good. £25. Copley, Chyangwheel, Channel Road, Clevedon, Somerset. [5791]

WHOLE OR PIECEMEAL, 1948 M.G. TC, rebuilt 1959. Bent after clash with scooter. Owner disheartened. Many brand new parts, including 19-in. wheels, four tyres, tonneau, etc. Recon. engine. All offers considered. Boag, c/o 73, Springfield Avenue, Horfield, Bristol. [5792]

M.G. M ENGINE, dismantling, and 3-speed gearbox; also 1936 Ford Eight spares, radiator, springs, 16-in. wire wheels, prop-shaft and dashboard. Walford, 99, Birmingham Road, Coventry. [5793]

1930 AUSTIN TWELVE Burnham saloon, only 65,000 miles from new, in first-class condition bodily, and just had complete engine overhaul. One of the best examples of this famous model that there is in existence today. Successfully competed in Boxing Day London-Exeter Trial, giving 28 m.p.g. and using ¼ pint of oil for 475 miles practically non-stop. £140 o.n.o. W. J. Oldham, Field Green House, Hawkhurst, Kent. [5794]

PAIR of very fine P.100 headlamps from Alvis, £10. W. J. Oldham, Field Green House, Hawkhurst, Kent. [5795]

ASHLEY 1172 SPECIAL with hard-top, first reg. Feb. 1959. Very good engine, Eight head, Aquaplane Zenith conversion. Photos available. Nearest £200. Box No. K.796. [5796]

1949 TRIUMPH ROADSTER, cream, perfectly maintained. Will accept £260 (or quick sale). No dealers. Ford, 40, College Road, Clifton, Bristol. [5797]

VOLKSWAGEN, Nov. '54. 30,000 miles. Excellent condition throughout. Trip to Hong Kong forces sale. £350. Mulloy, 4, King's Yard, King's Ride, Ascot, Berks. [5798]

RILEY 12/4 saloon, 1935, good condition. £45. Hillman Fourteen saloon, 1939, radio, heater, exceptional condition. £125. Haywards Cottage, Blackwater, Camberley, Surrey. Tel.: Yateley 3151. [5799]

H.R.G. E-TYPE COLUMN and drop-arm, good condition, 50s. with polished support. Ford Eight head, minus 40 thou., 25s. White, 33, Somerset Road, Frome, Somerset. [5800]

1935 M.G. NA. N.S. owner posted abroad, must sell. Many accessories. Goes very well. £75. Finney, Tel.: Northbourne (Bournemouth) 918. [5801]

NUMBER OF SECONDHAND 15-in. rim racing tyres, from 15s. to £4. Two racing steering wheels, £3 and £5. Box No. K.802. [5802]

ALVIS SILVER CREST shooting brake, 16 h.p. Good condition. Very roomy—well-built body. £75. 24, Woodburn Road, Tel.: WYThenshawe 4822, Manchester. [5803]

MURRAY OVERDRIVE for Ford 100E. 2,000 miles only. £20 or best offer. Cooper, 10, Birch Barn Way, Whitehills, Northampton. Tel.: Chapel Brampton 3107. [5804]

1937 M.G. TA, green. Spot, washers, oversize rears. Reversing light. £165 o.n.o. Howell, 2, Vine Villas, Ruyton-XI-Towns, Shrewsbury. [5805]

CADILLAC saloon, 1939, V8 engine. Very impressive-looking car, in excellent condition throughout. £150. 216, Acre Road, Kingston, Surrey. Tel.: Kingston 9514. [5806]

FOR SALE—continued

1940 MORGAN 4/4 4-seater sports, completely rebuilt and re-upholstered. Genuine reason for sale. £160. Photos on request. 78, Adelaide Road, Elvington, Near Dover, Kent. [5807]

FORD SPECIAL, 1959. Tornado short chassis, low, white R.G.S. fibreglass body, twin S.U.s Aquaplane manifolds, h.c. head, etc. Buckler c/r. gears, 4.7 axle, 13-in. wheels front, 100E steering, 12v. electrics. Fantastic cornering. Soundly constructed, 95% new parts. £325! Jordan, 62, Stacey Road, Cardiff. [5808]

OFFERS UP TO £150 will be reluctantly entertained for my beloved 1930 Sunbeam Twenty saloon, in fine condition both bodily and mechanically; well shod. In daily use and a joy to drive. Spares go with it. The bailiffs remain with T. Williams at 412, Manchester Road, Bury, Lancs. [5809]

1937 PACKARD de luxe d/h. Magnificent example of this superb motor car. Low mileage. £150. Tel.: Maida Vale 1153, after 7 p.m. [5810]

LANCIA LAMBDA, 7th series, original and very pretty tourer. Well maintained. £200. Orr, Meadows, Coombe Bissett, Salisbury, Wilts. [5811]

F.N./B.M.W. 315 cabriolet. Reconditioned engine, new hood, new battery. Bodywork and interior in good condition. In daily use. £145 o.n.o. Tel.: HAM 8748, mornings before 9.30 a.m. [5812]

LAGONDA RAPIER f.h.c., 1935. Transmission and engine just overhauled. Bodywork, tyres, interior, good. £120 o.n.o. Stephenson, 53, Central Avenue, Welling. [5813]

SPECIAL JAGUAR sports 3½-litre, minus body. New. Zero mileage. Cost over £450. £200 o.n.o. Tel.: MIL 3709 (London). [5814]

APRILIA saloon, 1938. Poly/silver. 1939 wheels, Michelin X, Weber, wipers, leather upholstery. Taxed year. Engine recently overhauled. This car has been maintained consistently by Harry Manning. £250. Fletcher, Minden House Laundry, Farnborough Street, Farnborough, Hants. Tel.: 2572. [5815]

M.G. TA. Ivory. Quiet and fast. £150. A few pints might lower the price. Tel.: Elstree 1218. [5816]

PROSPECTIVE SPECIAL OWNERS. 1958 Ford A93E, just reconditioned, "very hot" engine, stout chassis, rugged body, two spare wheels. £75. Staples, 16, Mildred Avenue, Hayes, Middlesex. [5817]

AUSTIN SPECIAL, aluminium body. '37 engine completely rebuilt. New tyres, battery. Very reliable. £85. Tel.: Bexleyheath 0831. [5818]

TR3, '56. Ivory. "X" tyres, heater, luggage carrier, spots, tonneau. £600 o.n.o. Will exchange for saloon. Terms possible. 16, Mayfair, Wollescote, Stourbridge, Worcester. Tel.: HALEsowen 1770. [5819]

S.S.1 f/h coupé, 16 h.p. Recent re-cover to top, boot and lining. General condition, good. Evenings, weekends. 59, Lucas Avenue, Harrow, Middlesex. [5820]

ALVIS SILVER CREST sportsman's saloon, 1939. Distinctive appearance, two-tone; immaculate condition throughout; small mileage. £185. Terms arranged. Catton Grange, Norwich. Tel.: 46862. [5821]

M.G. 1½-LITRE saloon (1951). Bronze, red leather. 46,000 miles. Complete history. Radio, taxed. One owner for eight years. Outstanding condition. £345. "Stonehurst," Longclose, Downton, Wilts. [5822]

ESSEX SIX, 1930. Low mileage. Original paintwork; no rust anywhere. £45. Abbott, 2, Cophorne Gardens, Shrewsbury. Tel.: 3489. [5823]

FOR THE IMPECUNIOUS enthusiast, a truly outstanding example of the *marque*, 1938 Alvis Speed Twenty-five Charlesworth. Engine recently specialist overhauled. Tyres 90%. Owing to bereavement, must be sold. Nearest £250. 35, Chalgrove, Aylesbury. Tel.: Aylesbury 2023, before 6 p.m. [5840]

JUPITER, 1952. Resprayed. New Vynide hood, seat covers, mats, etc. Series III engine. £35 just spent on engine. Offers please. 33, Harrow Crescent, Romford, Essex. Tel.: Ingrebourne 42848. [5841]

ALFA-ROMEO, 1930, supercharged 1,750-c.c. short-chassis 2-seater (James Young). Thompson Taylor rebuild 1958 includes: 6.1:1 Martlets, rods, crank crack tested, crank regrind, new clutch plates; supercharger reconditioned, brakes relined, new hub bearings, seals, wheels rebuilt, etc. Bills £400. £350. 87, Broughton Lane, Wistaston, Crewe. Tel.: 2466. [5842]

BENTLEY 4-LITRE Gurney booted saloon, original. Offers. Crabbe, 11, Asket Gardens, Leeds 8. [5843]

RILEY KESTREL 12/4, 1935. Superb condition throughout. Virtually faultless. £165. Also Minor 4-door, late 1954. One owner. Heater, etc. £395. Harper, Tel.: Walton-on-Thames 23661, daytime, except 1-2 p.m. [5844]

1933 ALVIS FIREFLY, useful for spares. Must tow away car complete. £15. View Clevedon. Box No. K.845. [5845]

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

FOR SALE—continued

- KESTREL 11**, 1936. Sprite engine, crossflow head, Scintilla. Wings rough. £25. Tel.: Elland (Yorks) after 6 p.m. Eastwood, Linden House, Exley Lane, Elland. [5846]
- B.M.W.** 2-seater, built by Autenreither of Darmstadt 1951 on 328 chassis. Only one made, regardless of cost. All leather, fitted carpets, radio, spot, pass, fog and signpost lamps. Low mileage, 51,000. L.H.D. Engine complete o/h. Taxed and insured. Photo available. Must have family car. Offers: cash or exchange. Evans, Greenswells, Hill Brow, Liss, Hants. Tel.: Liss 3126. [5847]
- FIAT BALILLA 508S**. B.R.G. Recent engine overhaul, crank ground, main and big-ends renewed, new valves and guides, relined clutch. Photos available. £140. G. Ford, 45, Oaks Fold Road, Sheffield 5. [5848]
- NEW VINTAGE** bulb horns. Small size, 25s.; large with chrome extension piece, 45s.; c.w.o. Perry, 231, Queen's Park Avenue, Bournemouth. [5849]
- LAGONDA LG6** short-chassis saloon. Last model registered in July 1940. £220 spent in last 12 months; only 2,000 miles since. Exchange considered. H.P. can be arranged. £295. P. H. Bowker, Westerly, Stodday, Lancaster. Tel.: Lanc. 4419. [5850]
- TRIUMPH 1800 ROADSTER**—bronze, maroon hood. Reconditioned throughout during 1959; bills for £170. £295 o.n.o. Marshall, 5, Willows Avenue, Lytham, Lancs. Tel.: Lytham 6797. [5851]
- 1934 RILEY TWELVE** Lynx tourer. £50 o.n.o. New dynamo, brakes relined, spare tyres and batteries. 4, Church Walk, Worthing. Tel.: 3334; VICTORIA 6848. [5852]
- 1938 M.G. TA**. New hood, 16-in. rears. Good performance. £120. Jones, 50A, Canterbury Walk, Warden Hill, Cheltenham. [5853]
- BENTLEY SPEED SIX** short-chassis sports saloon. This attractive car is in immaculate condition. Over £400 has recently been spent on the engine along, which has been brought up to the latest specification. £350, including a quantity of spares. Tait, 58, Cleveland Road, Ealing, W.13. Tel.: Perivale 0926. [5854]
- 1949 REGISTERED RAILTON** 28-h.p. Fairmile d.h. Excellent condition. £165. Barclay, Lindenlea, Hamm Court, Weybridge. Tel.: 4396. [5855]
- ASTON MARTIN**, 1937, 2-litre s/c. Speed Model. Immaculate muscular appearance. Oversize S.U.s, 17-in. hydraulic brakes. Five new tyres. £350 o.n.o. Private H.P. arranged. Exchange considered. Box No. K.856. [5856]

FOR SALE—continued

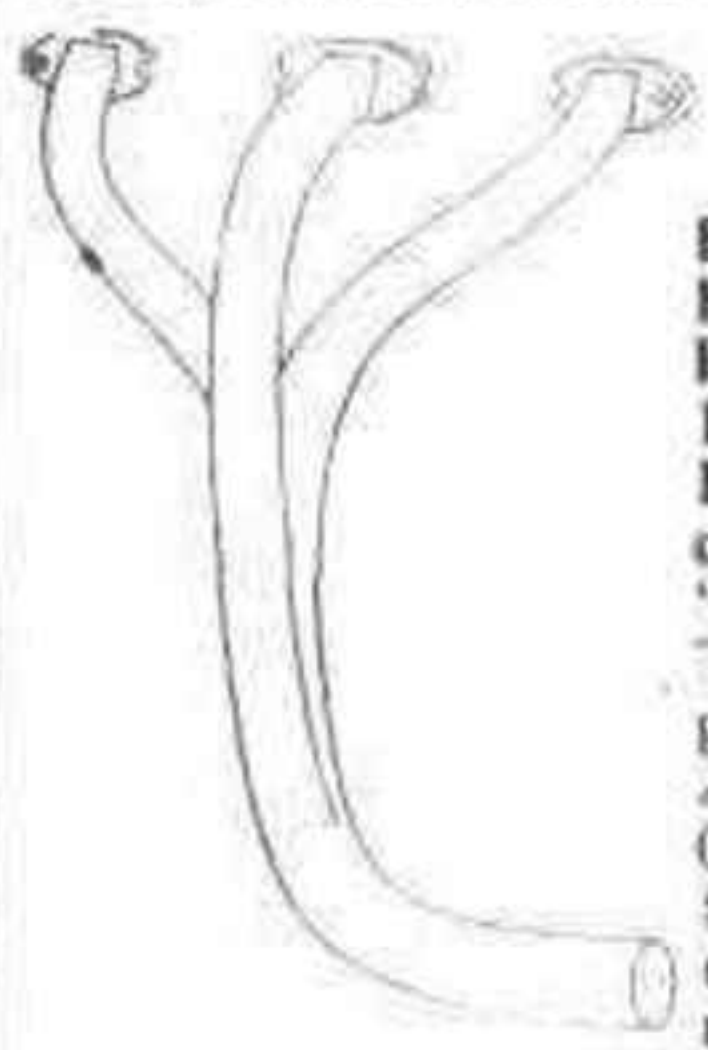
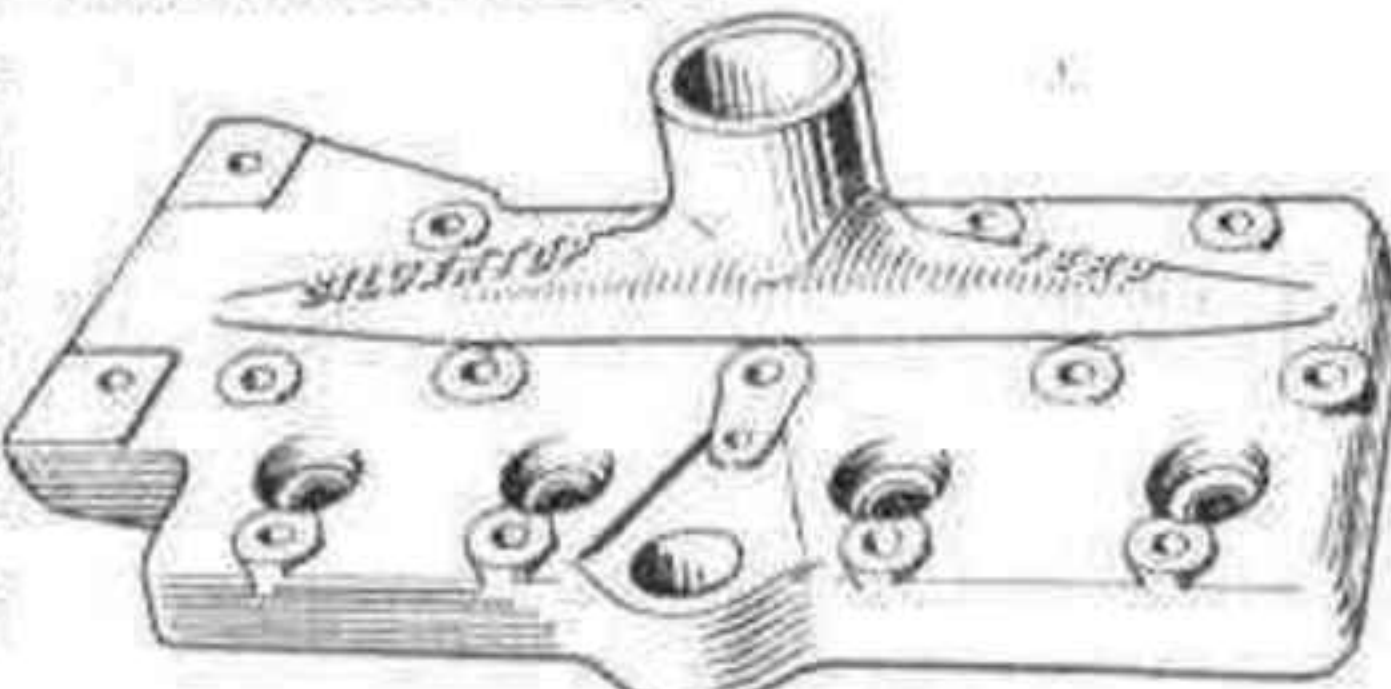
- M.G.**, 1931, sports, good appearance, insured. Excellent engine, tyres. Offers. Tel.: FELtham 4341. [5857]
- HUDSON TERRAPLANE**, 1934, 16.9; in really magnificent condition. Two owners from new; 75,000 miles, probably genuine. Fast, flexible, economical. £75. Wallace, Walnut Cottage, Weston Green Road, Thames Ditton. Tel.: Emberbrook 1106. [5858]
- DEVELOPMENTS VETO** progress restoration my 1929 Rolls-Royce 20/25 landaulette to new. Major expenses; rebore, clutch, completed. Safe preferable storage. Anyone carry on? Millward, Henllan, Llanfaircaereinion (Tel.: 269), Welshpool. [5859]
- ARMSTRONG TYPHOON**, 1947. Heater. £245. Completely reconditioned engine, cost £120. Disappointed wife must sell to pay garage bill. Waysmeet, Golf Links Road, Ferndown, Dorset. Tel.: Ferndown 34. [5860]
- 1936 ALVIS** Crested Eagle, 19.82 h.p. Only 73,000 since new. I.F.S., all-synchromesh gearbox; red leather and walnut interior, sunshine roof. Luxuriously equipped and outstanding thoroughbred vehicle. £125. Photo. Bolam, The Manor House, Somerton, Somerset. Tel.: 31. [5861]
- M.G. J2**, '33. Hydraulics, Scintilla magneto. Good condition. £80 o.n.o. Tinklin, 30, Tamar Street, S.E.7. [5862]
- 1946 SUNBEAM TALBOT** Ten. Ivory. Reliable. £135. 11, Blackbush Spring, Harlow, Essex. [5863]
- RILEY LYNX NINE**, 1933, B.R.G. Superb condition throughout. Engine not yet run-in. Manual box, alloy body, new timing gears, half-shaft, brakes, dynamo, tonneau, etc. Much care/cash spent. Offers. Kay, 4, Villa Road, S.W.9. Tel.: BRI 0311. [5865]
- 1950 MORRIS MINOR** saloon. 8,000 since engine overhaul. Derrington head. Very smart. £295. Swain, 27, Sidmouth Avenue, Isleworth, Middlesex. [5866]
- ALVIS SPEED TWENTY**, 1935, V.D.P. saloon. good order. £120 o.n.o. 3, Dudley Close, Armour Hill, Reading. [5867]
- MINOR** convertible, 1953. One owner. Superb condition. £345. 45, Shirehall Park, N.W.4. Tel.: Hendon 7755. [5868]
- JAGUAR 3½-LITRE** sports saloon, late 1947. Outstanding looks and performance. Wire wheels, P.100s. Marriage compels sale. £180 o.n.o. Phone for appointment: Orpington 25984. [5869]

FOR SALE—continued

- CITROEN LIGHT FIFTEEN**, 1951. Superb condition. Recon. engine, new Michelins. Unequaled road-holding and comfort at £290 (no offers). Tel.: Brighton 28289 (evenings). [5870]
- A.C. ACECA** coupé, 1956. Overdrive, radio and heater, screen washers, "X" tyres. Beautifully finished in metallic blue, with grey leather interior. 26,000 miles. £1,050. Tel.: LIV 3987. [5871]
- 1950 DELLOW**. Good condition. New engine. A potent tool. £250 o.n.o. Tel.: UPL 6373. [5872]
- 1929 BENTLEY 6½** coupé. All original. Engine, chassis, body, good condition. Not used 15 years. Guaranteed 11 m.p.g. £200. Thomas, 76, London Road, Redhill. Tel.: Reigate 4493, office hours. [5873]
- FIRST £250 SECURES** smart, economical Ford-Martin. 7,000 miles. Modified engine, axle. Hard-top, well trimmed, instrumented; cellulosed green; spot-light. Box No. K.874. [5874]
- 1927 LANCIA LAMBDA**. Top overhauled and gearbox bearings just renewed. Six sound tyres. £175. Berridge, Gunnery School, Lulworth. [5875]
- MORGAN 4/4 CLIMAX**. 80 m.p.h. Recent rewire, respray, clutch overhaul, etc. Bills produced. College fees necessitate sale, so £120 o.n.o. Callister, 66, Camberwell Grove, S.E.5. Tel.: RODney 2267. View weekends. [5876]
- ROLLS-ROYCE**, 1929, 20-h.p. saloon. Original condition down to silver-capped scent bottles. Mechanically perfect. A collector's item. £240 o.n.o. Inquiries: 23, Georgia Avenue, Worthing. [5877]
- £98. ALVIS** Silver Eagle, 1936, 4-seater tourer. Professional lightweight body by James Boothby 1956. New hood; heater, Radblind. Many spares. Tel.: Stoke Mandeville 2114. [5878]
- RILEY FALCON**, 1937, model S27F, in excellent condition. Black, blue leather. Engine overhauled. New front tyres, shockers and Burgess silencer. Heater, windtones, rad. muff, mirrors. Nearest £160. Jackson, 52, Upper Boundary Road, Derby. Tel.: 40781. [5879]
- NOVEMBER '57 ALEXANDER** A35. Heater, screen washers, Radblind, fog, spot, reverse. £565 o.n.o. Wood, 47, Addington Street, Ramsgate. Tel.: Thanet 51877. [5880]
- 1933 MARENDAZ SPECIAL**. Excellent condition. Vintage specimen model. Four-seater tourer. Rewire, engine overhaul. £200, offers. 53, Hawthorne Road, Kings Norton, Birmingham. [5881]

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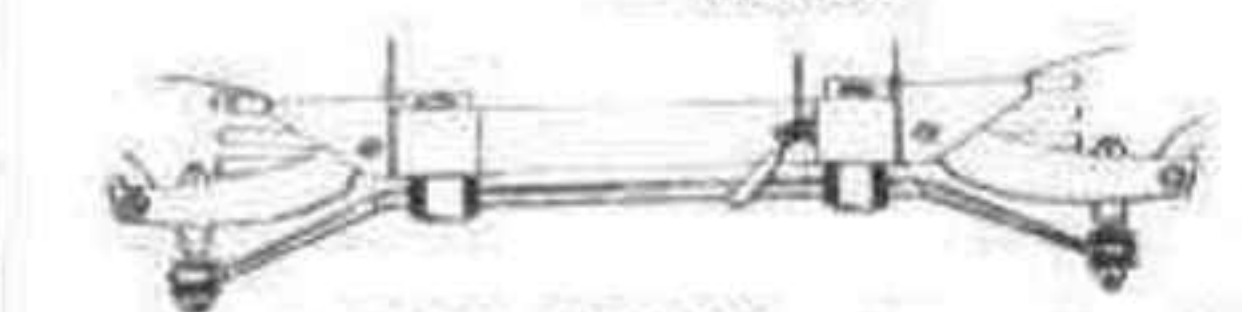
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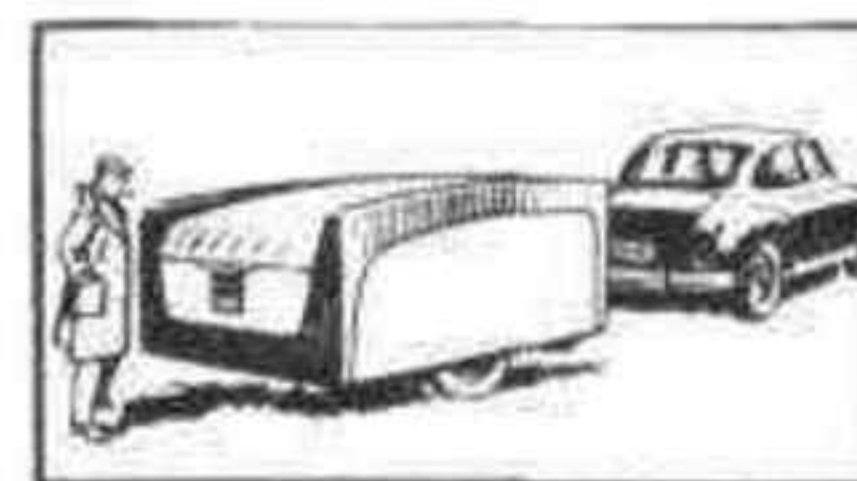
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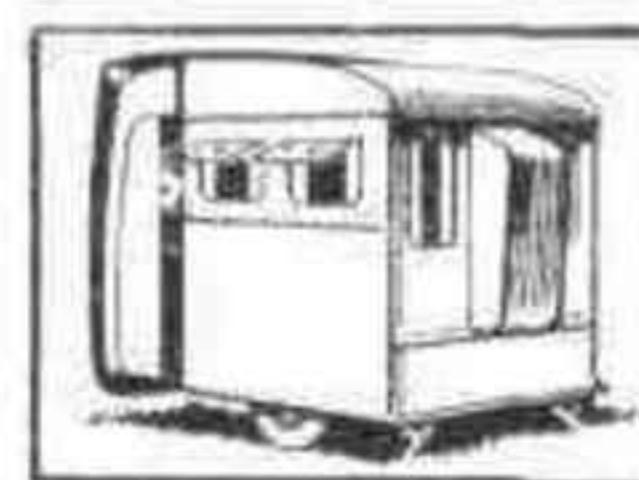
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FOR SALE—continued

- AERODYNAMIC LOTUS-M.G.** Laystall Head and Crankshaft. Racing tyres. De Dion rear. Alfins all round. Excellent condition. Red. £450. D. A. Harrison, Esq., Dove Cottage, Hawksworth Lane, Guiseley, Yorks. [6006]
- 1929, AUSTIN SEVEN** Swallow, 2-seat tourer. Complete mechanical overhaul 5,000 miles ago. Excellent body, hood, and screens. £60. Tel.: ADD 5468. [6007]
- 1932, ASTON MARTIN** engine, complete. £15. 1.750 Alfa Romeo starter motor. £4. Inlet and exhaust manifold. £1 each. Bentley 8-litre Servo motor. £8. Rolls Autovac. £3. Tank unit. £1. G. F. Wedgbury, 49 Plymouth Road, Redditch, Worcs. [6008]
- PB M.G.** Black, smart, good tyres and hood. £160 o.n.o. Tel.: Battersea 3907. [6019]
- 1935, A7 CABRIOLET**, good runner, well shod, reasonable hood, 40 m.p.g. £25. Box No. K020. [6020]
- M.G. TF, 1954.** Green. Radio, spot lamps, dual screens, new hood, seat covers, tonneau cover. Low mileage. Beautiful condition. £555. Horsfall, 235, Queensgate, Bridlington, Yorks. [6021]
- SUNBEAM DAWN, 1935.** Engine recently overhauled, body very good, tyres 60-90% left. Many spares. Bargain from £80. Bishop, 70 Halsbury Road, Bristol (Tel.: 43455). [6022]
- 1954 TR2.** Hard-top, radio, heater, overdrive all gears, seat covers, nearly new "X"s, fog, spot, washers, other extras. I will exchange for Austin Healey BN1, D.K.W., Volkswagen or 300SL, or sell, £525. Cedar Tree House, West Stoughton, Wedmore, Somerset. [6023]
- RILEY 12/4 ADELPHI** saloon, 1936. Exceptionally good condition and history. Twin S.U.s, Scintilla, large headlights, etc. Inspection welcomed. £145, or highest offer. West Barns House, Dunbar, East Lothian (Tel.: Dunbar 3293). [6028]
- TALBOT 110** James Young sports saloon, 1935. Daimler Twenty, 1936, saloon. Both in magnificent condition. £175 each or v.n.o. P/ex. both for Bentley in similar condition. Details and photo willingly. Bilbe, Woodside Hall, Hailsham. Tel.: 670. [6029]
- 1934 RILEY** Kestrel. Rough but works. Minear, Callow Farm, Hereford. Tel.: 4879. [6030]

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- 20/25.** Early chassis with very late drophead coachwork. Mechanically very sound and good body, but only fair paintwork. £352
- 20/25** Thrupp & Maberley sports saloon with rear boot, 1933, very nice lines, one titled owner up to 1958, but general condition only fair. £255
- 20/25** Mulliner 7-passenger limousine, 1935 series, F/F occasional and leather throughout. Nice interior and general condition quite good. £245
- 20/25** Hooper small touring limousine with rear trunk 1931, two owners from new and very nice order. £195
- P.2** Hooper sedanca 1930, original and quite reasonable order. £95
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T.C., 1949, 2-seater in bright red. An attractive example with tonneau, luggage rack, heater, spotlight, wing mirrors, etc.	£325

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TR2, Oct. 1955, 2-seater. Really exceptional in powder blue with black hard-top: 3-speed overdrive, twin spots, heater. One owner only	£615
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- E.N.V. GEARBOX 150**, close ratio, not used since complete overhaul at E.N.V. Cost £48 10s., bills to prove. Offers. "Whiteways," Stockport Road West, Bredbury, Ches. Also 3/4 short-chassis Bentley Special stark 2-seater racing body, 18-in. wheels. Suitable track, hill-climbs, etc. Engine in pieces but 100%. [5883]
- SUPERB TRIUMPH ROADSTER 2000**. Bronze. 52,000 miles and only two owners since new; recent new engine, heater, host of extras. £425, or exchange small saloon. Seen London. Box No. K.884. [5884]
- M.G. TA Tickford coupé**. Clean, good tyres. £170 o.n.o. 17, Southstoke Road, Combe Down, Bath. [5885]
- ROLLS TWENTY, 1926**; fitted hearse body. Front half original. Ideal conversion tourer or pick-up. £80. Pook, Thurmaston, Leicester. [5886]
- JUPITER, 1952**. Just had £120 mechanical overhaul. Extras. Excellent. £395. Down Cottage, Forest Row, Sussex. [5887]
- PAIR EARLY VINTAGE** electric headlamps, 12-in. C.A.V. Model "E," brass, with brackets. Offers. Wilson, 14, Biddick Lane, Fatfield, Washington, Co. Durham. [5888]
- SPORTSMAN'S ROLLS-ROYCE, 1933** 20/25 sports saloon in quite good condition but with rather tired body and upholstery. Offers around £185. Photos and details from: Gratton-Kane, Corfe Castle, Dorset. Tel.: 438. [5890]

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- MORRIS 1000**. Aquaplane twin carbs., exhaust manifold, special exhaust system, double racing valve springs. Tel.: York 66059. [5894]
- MINOR 1000**—Derrington twin carburettors on inlet manifold, extractor exhaust manifold, Deep Note silencer, £24. Smiths recirculatory heater, £5. New "X" tyre, c/w tube, £5. Douglas, Driffild, Yorks. Tel.: 2019. [5895]
- DAIMLER, 1937**, coupé, very good condition. £85. Brooker, 91, Berkeley Avenue, Bexleyheath, Kent. [5896]
- 1937 RILEY KESTREL-SPRITE SS27K**. Superb throughout. £225. Cox, 70, Cadewell Lane, Torquay. Tel.: 63411. [5897]
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- N.A. MAGNETTE, 1934.** 4-seater. Run only 5,000 miles since 1950 when completely overhauled mechanically. Body requires re-spray. £100 o.n.o. Tel.: Birmingham, Acocks Green 3425. [5958]
- ALVIS 3½-LITRE** Charlesworth saloon. June 1939. Series TB 25. Completely genuine throughout, excellent tyres, etc. Good coachwork, properly maintained. £200 o.n.o. Archway House, Court Road, Maidenhead, Berks. Tel.: Maidenhead 3023. [5959]
- LAGONDA 16/80,** excellent condition, B.R.G. New tyres, owner going abroad, must sell. £200. H.P. arranged. Tel.: RAV 5152, after 8 p.m. [5960]
- ACJ, RILEY KESTREL 15/6, 1937.** Average condition. £85 o.n.o. 1928, Clyno 8.3 tourer, scruffy but sound. £30. Hurrell, 10, Southcourt Drive, Leckhampton, Cheltenham. [5961]
- 1928, 12/50 ALVIS.** 4-seater tourer, good condition. £80 o.n.o. Brown, 17, Sunnycroft Close, Bishops Cleeve, Cheltenham. [5962]
- M.G. TA, 1937.** Zip tonneau, twin spots, flashers. Good condition. £180. Tel.: PEK 8959. [5963]
- M.G. VA, 1½-litre saloon, 1937.** Excellent coachwork, cellulose and chrome. Recent, new tyres and battery. Heater, spot. Very good upholstery and carpets. Brakes and steering good. Decoked. £175 o.n.o. or exchange, 4, Oakley Close, Addlestone, Surrey or Ring: Nihell, Whitehall 2085. [5964]
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- B.M.W. 327/80, l.h.d. F.H., coupé.** Radio, heater, R58. Beauty. £350. 2a Cross Road, Romford. [5966]
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- RILEY GAMECOCK.** Sprayed Red, vinyde hood. Good condition. £50. Bailey, 9 Mulready Blds., Herrick Street, Millbank, S.W.1. [5969]
- Jt M.G. Red.** Excellent condition, good hood, battery and tyres. £100 o.n.o. Tel.: Brentwood 1652. [5970]
- AUSTIN HEAVY 12/4, 1929** tourer. Oxford blue/black. Very reliable. £60. Write Box No. K.971, giving telephone number. [5971]
- 1928, AUSTIN 7** tourer. Very good throughout. Numerous spares. A much admired car. £50. Wase, 33, High Street, Stourport, Worcestershire. 1926, Austin 7, tourer, partially restored, in running order. Numerous spares. £35. Wase, 33, High Street, Stourport, Worcestershire. [5972]
- M.G. TC, 1946.** Black genuine, 58,000 miles since new, very fine condition many extras. £330. Tel.: BAY 0230 or write Tugwell, 35 Palace Court, London, W.2. [5973]
- LAGONDA, 1927, 14/60** saloon. Beautiful condition. Offers. Smith, 62c, Boreham Road, Warminster. [5974]
- BENTLEY 3½-LITRE, 1935.** Park Ward drophead coupé. Very sound throughout. Radio and other extras. £345 o.n.o. Martin Ranza, Mitton Gardens, Stourport, Worcs. Tel.: 2873. [5975]
- LEA-FRANCIS, 1945, 14-h.p. saloon.** £40 o.n.o. Will break for spares if sufficient inquiries. Also two Ford 10 engines, one gear box and rear axle £10. 796, Walsall Road, Great Barr, Birmingham. [5976]
- HILLMAN 12.8 SALOON, 1928.** V.G.C. £40 o.n.o. 40, Queens Road, Parkstone, Dorset. [5977]
- ALVIS 3-LITRE, 1951.** Small mileage, very carefully maintained throughout. Fitted heater, fog-lamp. Twin choke carburettor gives performance with economy. Vince, Wood Farm, Bawdeswell, Norfolk. Tel.: Bawdeswell 230. [5978]
- INVICTA 11, 1934.** £50. Write: M. R. Hancock, Officers Mess, Old Dalby, Melton Mowbray. [5979]
- 1172 ROCHDALE GT, March 1959.** Reconditioned engine, boxed chassis, 4.7 c.w.p., 15 in. wheels on back, Ballamy i.f.s. 90% new parts. Fitted carpets and professionally sprayed. £345. Moore, 3, Glebe Lane, Gt. Shelford, Cambs. Tel.: 3194. [5980]
- ALVIS CRESTED EAGLE, 1935.** Immaculate, sell, or exchange smaller Alvis—one requiring attention considered. Sayers, 133, McKinlay Crescent, Irvine. [5821]

FOR SALE—continued

- M.G. PA,** excellent mechanics and body. £110. Wanted: TB/C engine/gearbox. Johnson, Swine, Hull, Yorks. [5922]
- STANDARD 8 CONVERSION.** Twin S.U. carbs. with inlets and special exhaust branch with large pipe. £11. "Bryn Ieifion," Babel Road, Holywell, Flintshire. [5923]
- M.G. PB, 1936.** Ivory, excellent throughout. £165. Brown, Cotham Vale, Bristol, 6. [5924]
- RILEY SPARES.** Breaking: 1933 Alpine 12/6; 1935 Monaco; 1936 Merlin 9, also large quantity 9-h.p. spares and some competition parts. S.A.E. for lists: B. Kennion, 9, Greenways, Hertford, Herts. [5945]
- M.G. TC, 1948.** New engine, 12,000 miles, resprayed black, October, twin windtones, luggage rack, indicators, racing screens, full tonneau, genuine sale, owner abroad. £325 o.n.o. 103, Wakely Hill, Wolverhampton. [5946]
- DELOW, MK. 1.** King-pins shaky and hood rough. Everything else excellent, 8,000 on replacement engine. £305. 23, Enderley Road, Harrow Weald, Middx. Tel.: HAR 5589. [5947]
- SINGER LE MANS** chassis completely reconditioned. Unused reconditioned Ford 10 engine with adapted bell-housing fitting Singer Le Mans gearbox. Sporty aluminium-ash body. Call-up forces sale. Chassis, body and gearbox. £40; engine, £28. Enquiries: L. S. Chrimes, "The Knowle," Blundellsands Road West, Liverpool, 23, Lancs. [5948]
- ALVIS SPEED 20, 1932, 4** seats, d.h.c., new hood, clutch, core plugs, etc. Body, mechanics good. £80. 12, Bazile Road, Grange Park, N.21. Tel.: LAB 3086. [5909]
- ALVIS SP25, Charlesworth d.h.c., Dec. 39.** Red, very good cond. throughout, new tyres, etc., much time and money spent to make car A.1. £275 o.n.o. Wayne, "Iamarisk," Springbrook Lane, Earlwood, Solihull, Warks. [5910]
- A.H. SPRITE.** White, reg. May, '59, 8,000 miles. All B.M.C. servicing. Extras incl.: tach, f/bumper, heater, w/washer, tonneau, roll-bar. £575. Tel.: HOL 1331 (9.30-6) or write: Cartwright, 95, Fawnbrake Ave, S.E.24. [5911]
- 1932 CHARLESWORTH TOURER.** Alvis Speed 20. Re-ringed, clutch relined. £40. J. Bouden, 11, Archery Fields House, Whariton St., W.C.1. [5912]
- ALFA-ROMEO, vintage (1930), 2** o.h.c. 1,750, 4-str. d.h.c., very reliable. £125. David Porter, Braeside, How Lane, Chipstead, Surrey. Tel.: Downland 1546. [5913]
- HAFFORD, Trials/Driving Test Special.** completely rebuilt, reconditioned 8 engine (bills, £60). £125. David Porter, Braeside, How Lane, Chipstead, Surrey. Tel.: Downland 1546. [5914]
- 1939 2-SEATER CITROEN** Light 15, cream, red hood, lovely car. £99. Bower, 14, Garrick Avenue, N.W.11. Tel.: SPE 1047. [5915]
- M.G. VA, Tickford coupé, 1938,** winter renovation nearly complete. Recon. engine, good tyres, brakes, etc., being resprayed B.R.G. £150. H.P. possible. Tel.: Orpington 31685, Box No. K.916. [5916]
- 1956 (Regd.) NASH Ambassador,** sleeps two easily, overdrive, heater, radio, needs minor panel repair. £150. H.P. possible. Box No. K.916A. [5916A]
- ROLLS-ROYCE Silver Ghost** offered permanent home and lasting love by private buyer of modest means. Anything considered, but preferably open and complete, and at least restorable and towable. No dealers. Inspect anywhere. Bourne, 6, Glen Ave., Blackley, Manchester. [5917]
- AUSTIN HEALEY SPRITE, year manufacture:** 1957. Fitted with G.M. conversion, heater and other additions: immaculate condition; in perfect running order. Mileage only 2,900. Bargain. £660. Roffe, 11, South Road, Morecambe. Tel.: Morecambe 3003. [5918]
- 1935 SUNBEAM DAWN** Spares. No body parts. Brocklehurst, 4, Kings Ave., Manchester, 16. [5919]
- HANDSOME LAGONDA M45** Saloon, not pillar-less, new batteries, good tyres/appearance. £80 o.n.o. Rolls 20 Maythorn saloon, mascot, good tyres/appearance, noisy big-end, £45 o.n.o. Kennett, 200, Stretford Road, Urmston, Lancs. [5820]
- THREE AUSTIN CHUMMY** Saloons, £65, or sell separately. Warth, Ellington, Huntingdon. Tel.: Woolley 232. [5925]
- INVICTA 4½,** low chassis 2-seater, 1930/31, maroon. Very good throughout including engine, chassis, body, upholstery, brakes, tyres. £425. Shuttler, Burley Garage, Ringwood, Hants. Tel.: Burley 2106. [5926]
- FORD 100E:** gearbox, Handa overdrive, workshop manual, Aquaplane head, twin S.U.s with manifolds, air cleaners, unused valve springs. Lewin, 20, Whitehill Road, Halifax, Yorks. [5927]
- ROCHDALE GT FORD, 1959.** £300 spent, must be sold. "Westgate," 174, Wilmslow Road, Handforth, Cheshire. Tel.: Wilmslow 2023. [5928]
- ROLLS P1, 1929,** Mulliner Light Saloon, KR series, £85; Rolls P1 1926 Chassis HC Series, towable, £25; Three new wrapped 700 x 21 Dunlop tyres and tubes; tyres £16; tubes £1 each. Sgt.-Ldr. Slater, R.A.F., Bawtry, Doncaster. [5929]

FOR SALE—continued

- PEUGEOT 203,** first registered September 1954, complete engine overhaul 2,300 miles ago by distributors, good tyres, new batteries, radio, twin spotlights, new loose covers, Marchal "Fulgor" horns in very good all round condition, genuine reason for sale. £360 cash. Morton, Bramhall, Cheshire. Tel.: Bramhall 1034. [5930]
- ASHLEY FIBREGLASS 750 SPECIAL.** Almost completed. Cost so far. £230 Accept £120. Tel.: Orpington 27310. [5931]
- NOT JUST ANOTHER "SPECIAL."** Professionally-built Buckler sports. Aquaplaned Ford Ten. Attractive alloy body by Connaughts, i.f.s., Michelin X, immaculate. £425. Curtis, 257a, Croydon Road, Beckenham, Kent. Tel.: BEC 1000. [5932]
- ROLLS-ROYCE 20-25, 1930** Windover Saloon, Series GGP. Good tyres with new spare. Faultless mechanically, excellent body in black, magnificent condition throughout, view London. £200. Giffen, 131, Ramsgate Road, Broadstairs, Kent. [5933]
- FORD ANGLIA, 1958 (Dec.),** o.h.v., overdrive, many extras include radio, heater, twin carbs., Halda Speedpilot, screen-washers, etc., etc., 11,000. £545. Webb, Tel.: Twickenham Green 3239. [5934]
- 1928 TRIUMPH 15** Saloon, 4,500 miles only, stored 1935-1959, carefully stripped, valves ground, armature rewound, three new tyres, new battery, stop-lights; beautiful leather and mahogany interior virtually as new. Offers, £195. M. Cooke, Wellway, Finchfield, Essex. [5935]
- RILEY GAMECOCK.** Exceptional condition, just overhauled throughout, chrome and enamel excellent. £120. Fox, 9, Smithdown Place, Liverpool, 15. [5936]
- M.G. MAGNETTE, September 1955,** 35,000 miles. Heater, undersealed, most carefully maintained. £585. Tel.: Rickmansworth 5210 (evenings and weekends). [5937]
- M.G. TD, 1953.** B.R.G., with beige hood, luggage rack. £460 o.n.o. G. Co-nor. Tel.: Hornchurch 40882. [5938]
- JAGUAR MK. V, 1951,** sound and reliable. £185. Morgan, 9, Upper Park Road, London, N.W.3. Tel.: PRI 7853. [5939]
- M.G. TA, green,** good mechanical condition, completely reliable. £98. Doree, 98, Orchard Street, Chichester, Sussex. [5940]
- VAUXHALL 14 DX, 1937.** 2-door body, suitable for "special" or spares, towable. £18. Ford rear axle—possibly model-1, Wood artillery wheels. £4. Dawes, "The Croft," Seagrave, Leics. [5941]
- TRIUMPH 1933 SALOON,** Climax 10 engine. Hydraulics, overdrive, taxed, insured. Everything working and in everyday use. Owner (lung operation) heartbroken losing it. Will deliver anywhere reasonable to sender of best offer around £35. Merrick, 154, London Road, Rayleigh, Essex. [5942]
- AUSTIN CONVAIR.** Blue plastic bodywork, white detachable hard-top, gullwing doors, wrap-round wind., rear, side, aero-screens. Full instrumentation, rev.-counter. Tuned, modified exhaust, wire wheels, crossflow radiator. £220 o.n.o. Tel.: Copthorne 23. [5943]
- ALVIS TJ 12/60,** 4-seater, tourer, 1932. 31 m.p.g. 70 m.p.h. Recent engine overhaul includes normalised con-rods by Alvis and new valve guides. Spares include high-compression head, parts for coil conversion, heater. £150. 19, New End, N.W.3. Tel.: HAMpstead 7706. [5944]
- ALVIS SILVER EAGLE, 1933,** saloon. Rough body, cracked head, otherwise mechanically sound. Towable £15. Armstrong Siddeley, 1938, saloon. Good condition. £25 o.n.o. 13 Lawrence Way, Hurstpierpoint, Sussex. [5949]
- AUSTIN-HEALEY SPRITE, 1959,** 5,000 miles. Red, extras, immaculate, offers. Tel.: VIG 8957. [5950]
- 1959 CONVAIR.** Tubular cradle frame, F.10 engine. Professionally built. Must sell, marriage. £325 o.n.o. 71 Oakdale Road, Leytonstone, London. [5951]
- SAVE £55,** very potent 1954 TR2-Morgan. High compression gas-flowed head (0-50.7 sec.). Exceptional condition, one owner, green, heater, screenwashers. Dealers would ask £575. Private sale £520. Box No. K.992. [5952]
- MORRIS 11.9** and 13.9 spares. New and used, 1921-36. N. Darlington, Summerhill, Wrexham. [5953]
- "SPECIAL" REG. '59,** M.G.-type 4-seater. Immaculately finished, Oxford Blue. Fully instrumented, K.O. wheels, etc., fast, photos, etc. £120 o.n.o. R. W. Booth, Fernbank, Cochermonth, Cumberland. [5954]
- FIVE MICHELIN 16-in.** wire wheels for M.G., perfectly sound. £3 each, carriage paid. D. Ferguson, 53 Brinkburn Avenue, Darlington. [5955]
- MAGNIFICENT V.12 LAGONDA.** Owner posted overseas, forced to sell. October, 1938 4-seater D/H coupe in BRG. Beige leather upholstery, two new batteries, new spare, four good retreads. Resleeved to standard and engine overhaul by specialists, approx. 15,000 miles ago. All gadgets work. Wireless, heater, windscreen washers, spots, etc. Outstanding condition throughout. Maintained regardless of expense. £550 o.n.o. Box No. K.956. [5956]

FOR SALE—continued

- FIT 100E ANGLIA** and New Popular. Hub drawer, Ridemasters, three road wheels; 1st, 2nd, reverse and lay gears, main-shaft, as new, £9 10s., n.o., or split. Crates, 5, Glaisdale Road, Fishponds, Bristol. [6041]
- 1959 ASHLEY BODY HARD-TOP** A.7 2-seater fixed-head coupé. First-class construction by engineer. Fully boxed, braced platform chassis. I.P.S. Completely rebuilt, polished, 2-bearing engine, new 30 VIG, West London wheels, hydraulics, good tyres, Softlo springs. Fully instrumented and trimmed. Tested, taxed, insured. Primer finish to be professionally sprayed to buyer's choice. Reluctantly offered at £250 to genuine inquirers. Genuine reason for sale. Tyson, 10, Stratton Park Drive, Caravan Site, Biggleswade. [6042]
- TRIUMPH HERALD** replaces Ford 1172 Special. Built 1955. Twin S.U.s, 4-branch exhaust, Eight head, 4.7 axle, swing axle front suspension. Polished aluminium body. Hood, screen, twin wipers. £175. Spinks, 69, Slough Lane, London, N.W.9. Tel.: Colindale 7788. [6043]
- MORGAN 4/4**, Dec. 1957, 26,000 miles. Scarlet. Very carefully maintained and in very good order. Langton, 7, Summerbottom, Broadbottom, Mottram, Cheshire. Tel.: Pendleton 2914. [6044]
- A.C.**, late 1949 sports saloon. Immaculate. Recent complete overhaul. Well shod. Heater, demister, dual windtones, twin spots, electric choke, etc. Used as second car. Photograph sent. £265 o.n.o. Whiteley, 29, Carbery Avenue, Bournemouth. Tel.: 44198. [6045]
- SUNBEAM-TALBOT TEN**, 1947, d.h.c. Two careful owners only. Exceptional condition throughout. New hood, reconditioned engine. £295. Tel.: Wimborne 145. [6046]
- 1936 RILEY NINE** Merlin. Good condition. £60 o.n.o. Dawson, Old Rectory, Salmonby, Horn-castle, Lines. [6047]
- LAGONDA M45**, 1934, pillarless saloon, suitable for spares or the damaged front end is repairable. Original Meadows engine not available but suitable Humber Super Snipe engine and clutch offered. £25 the lot, or would split. Located in Shropshire. Box No. K.048. [6048]
- LUCAS DRIVING LAMPS**. Two Fog (SFT 576), one Long-Range (SLF 576), excellent condition. switch, cable; £2 7s. 6d. each. Two spare Long-Range lens units, 17s. 6d. each. Or £8 15s. the lot. Buxton, 116, Mount Way, Welwyn Garden City, Herts. [6051]
- JAGUAR** d/h coupé, 1939 series. Mechanically sound, body rough. Sell or exchange sailing dinghy. Vaughan, 21, Great Weir, Alresford, Hants. [6052]
- "FORDHACKWAGGEN"** (British), Model "7Y," 37-39, breaking; everything available. Ian Tubby, 244, Wilson Avenue, Rochester, Kent. [6053]
- 1939 A.C.** Sell or break for spares. G. M. G., Curd-worth, Warwickshire. Tel.: Curdworth 15. [6054]
- MONOPOSTO FORMULA "OPUS"** front-mounted B.M.C. 948-c.c. engine and gearbox, knock-on wheels, new tyres, etc. Ready to race £425 o.n.o. Details and photos from: Waive, "Tamarisk," Springbrook Lane, Earlswood, Solihull, Warwickshire. [6055]
- 1950 2-LITRE RILEY** saloon, leaf green and black. Lovely condition. Heater, good tyres, reconditioned engine fitted 4,000 miles ago, due to theft, not clapped-out-ness. £373 or offer. Tel.: BOW 1971. [6056]
- CITROEN SIX**, 1953, in virtually perfect condition. Fitted twin S.U.s and every extra. 23/24 m.p.g. £400. Write, 41, Seaton Road, Gillingham, Kent. [6057]
- LOTUS**, 1958, Sports XI, Series II. Wishbone, twin carbs., 4-branch pipes, h.c. head, close-ratio gears, special light flywheel, full-width screen and wipers, hood, tonneau cover, and spares. £595. Lawrence, 129, Bawtry Road, Wickersley, Yorks. Tel.: Wickersley 3208. [6058]
- M.G. M SPARES**, all cheap. Offers. Robinson, 85, Clays Lane, Branston, Burton-on-Trent. [6059]
- P.100 HEADLAMPS**. Just rechromed, excellent condition. £10. Want 21-in. tyres. Tel.: BECKenham 9316. [6060]
- VINTAGE 1930 AUSTIN** Heavy 12.4 fabric saloon. Mechanically perfect. Taxed. £50. 25, Thornton Road, Hardway, Gosport, Hants. [6061]
- CITROEN LIGHT FIFTEEN**, Dec. 1946. Michelin X. Derrington twin carburettor unit. Lucas screen washer. Lucas headlamp conversion. Radio, fog-light. Front end completely overhauled, bills to show. Excellent body. £250, offers. Box No. K.062. [6062]
- LEA-FRANCIS** saloon, 14 h.p., 1948, immaculate. New tyres. Evenings after 8 p.m. £195 o.n.o. 172, Carlton Avenue West, North Wembley. [6063]
- THOROUGHbred FOR 420 GNS.** Bristol 400, 1949. Single carb., new "X"s, Radiomobile, heater. Sound and clean. 15, Marine Parade, Leigh-on-Sea, Essex. [6064]
- MORGAN 4/4**, recently reconditioned Climax engine, radiator, i.f.s., brakes and steering unit. New hood, battery. £140. Tel.: Popesgrove 6864. [6065]
- SUPERCHARGED** with news and pictures. *Motoring News*, every Thursday, 6d. Order from your newsagent.

FOR SALE—continued

- 1938 RILEY MONACO**. Mechanically sound; good bodywork and tyres; new battery. £105 o.n.o. 29, Maurice Avenue, Caterham, Surrey. Tel.: Caterham 4964. [6066]
- FIAT 500**, 1939, coupé. Completely reliable. Good body, new battery, brakes. £55 o.n.o. Robinson, Tel.: Richmond 6886, evenings. [6067]
- LANCIA APRILIA**, well maintained. Manuals, extras. £115 o.n.o. Mead, Lotmans, Crowborough, Sussex. [6068]
- 1935/6 WOLSELEY HORNET** 14-h.p. cylinder block, reground crank, remetalled mains, rods, assembled. £20. 1940 Lancia Ardea 903-c.c. engine, complete, £25. 27, York Road, Charn. [6069]
- PRIVATELY OFFERED**: 1938 Delage D6/70 coupé, £175. 1950 "Sheerline," £275. 1932 Austin Ten, £20. All in excellent order. Full details, Tel.: Uxbridge 4322. [6070]
- ALVIS, 1935, 20-H.P.** Charlesworth saloon, two owners only; excellent; taxed; £40 o.n.o. Rolls 20/25 wheel spanner, £3 10s.; rad. cap, 25s.; Kneeling Lady mascot, as new, £6; one pair P.100s, £7 10s. Breaking 3½ Bentley, all parts available, some new. Original 4½ handbook, £5. A40 twin S.U. conversion, complete ex. and in. manifolds, controls, as new, £12 10s. Fiat 500 dynamo, £2 10s. Odd S.U. carbs., 1¼ in., 1½ in., £1 each. Williams, 74, Ash Road, Sutton, Surrey. Call or phone weekends or after 6.30 p.m. Tel.: Fairlands 5089. [6071]
- 1929 12/50 ALVIS** chassis. Modified frame but complete, good order. Ruby block and piston assembly. 30/98 spares. Offers. Tel.: Whipsnade 314, evenings. [6072]
- 1928 STUTZ 5½-LITRE** 2-seater sports. £20 cash, no offers. Pemberton, 14, Queens Gate Terrace, S.W.7. Tel.: KNI 7915. [6073]
- MORGAN 4/4**. Specimen condition. £185 o.n.o. H.P. 4, St. James' Square, Chichester. [6075]
- GENEVA SHOW**. Full report and pictures with details of new version of British car will appear in *Motoring News* on March 17th; order your copy from your newsagent, price 6d.
- 1934 SINGER LE MANS** 2/4-seater. New hood: two new Town and Country (Firestones); twin spares; 1172 engine, 8-h.p. Singer gearbox; 4-branch exhaust; twin S.U.s; spot, fog, Lucas 700s. Resprayed red; works steering; three different c.w.p.s. Numerous spares. £90 o.n.o. Russell, 118, West Coker Road, Yeovil, Somerset. [6076]
- VOLKSWAGEN DE LUXE**, "mint" year 1955. Strato-silver, good condition, very well shod, extras. £465. Marshall, 81, Thicket Road, Penge, S.E.20. [6077]
- LAGONDA, 1932, 2-LITRE** supercharged (Cozette). Just fitted new hood, sidescreens, tonneau, carpet, mats, leather spring gaiters. Mechanically a magnificent sight. In fact whole car in *concours* condition. £350. Ruffell, "Auchenheath," Cedar Road, Farnborough, Hants. Tel.: 1224, evenings. [6078]
- A.C. saloon**, Oct. 1949. Excellent condition, performance. £285 o.n.o. Tel.: Uxbridge 5595. [6079]
- ALFA-ROMEO, 1930**, 1750 Gran Turismo, twin o.h.c., short-chassis drophead coupé. £325. Rivers, 598A, Kingston Road, Raynes Park, S.W.20. Tel.: LIBerty 2959, office hours. [6080]
- LANCIA APRILIA** (1938). Good condition. £160 o.n.o. 22, May Lane, Hollywood, Birmingham (Tel.: Wythall 2022). [6081]
- WOLSELEY VAUXHALL SPECIAL**. Wolseley Hornet Special fitted with 1946 Vauxhall Twelve engine. New hood, battery. Many accessories. Taxed, insured. £75. 11, Southlands, Weston, Bath. [6082]
- ONE MISTRESS MUST** be sold—running two is crippling. Both excellent condition. Vital statistics: Riley Nine Lynx, 1933; *homo sapiens* 39-24-38. Both complete all weather equipment. First reasonable offer below £98. Tel.: Ashwell (Herts) 340. [6083]
- BENTLEY 4½**, with attractive 1932 drophead coachwork exactly as the 4½s illustrated by Simmons last month. £350 o.n.o. 67, High View Road, London, E.18. Tel.: Snaresbrook 3175. [6084]
- BRISTOL, 1951**, Type 401. £775. Full history known. One other owner. Recent respray. Genuine reason sale. Tel.: Tadworth 2001, evenings. [6085]
- 1927 LEA-FRANCIS 12/40** 4-seater sports tourer. Completely original. Excellent order throughout. Extensive overhaul of back axle just completed. Magneto reconditioned. Numerous spares, including complete back axle, front axle and springs, magneto, plate clutch assembly and flywheel to suit. £155 including spares, or £140 without. Lethbridge, 97, Lisbon Avenue, Twickenham, Middlesex. [6086]
- RILEY 2½** roadster, 1950. Excellent condition. Seen Edinburgh. £400 o.n.o. Lieutenant Shallow, H.M.S. Lochinvar, South Queensferry, West Lothian. [6087]
- M.G. TF**, June 1954, 1,250 c.c. Black, red leather. Wire wheels. P.V.C. hood, sidescreens. Full tonneau. Badge bar, w/mirror. Fully maintained. Excellent condition. Sale owing domestic reasons. £535. H.P. possible. W/Middlesex. Box No. K.088. [6088]

FOR SALE—continued

- M.G. TA**. Unmarked B.R.G. Reconditioned engine 5,000 miles, Cromard liners, new steering, five good tyres, re-upholstered, new tonneau. Demonstration arranged. Offers around £280. M. R. B. Clarke, 10, West Hill Avenue, Epsom. [6089]
- 1936 ALVIS** Speed Twenty-five sports saloon. Good condition throughout. Owner leaving country. £75 o.n.o. Brooks, 1A, Waverley Avenue, Appleton, Nr. Warrington. Tel.: Stockton Heath 893. [6090]
- FOR SALE**, 1939 Auto Union "Wanderer" saloon plus complete set of spares, £65, or W.H.Y.? Also various 1½-litre Jaguar engine parts, and 1930 Rolls-Royce Phantom II engine, complete with all accessories, in excellent condition. Offers. Box No. K.091. [6091]
- 2.4 JAGUAR S.E.** saloon, September 1956, latest mods, radio, Michelin X. 1,000 miles since complete engine overhaul, so can sell with confidence. Excellent condition. £875 o.n.o. Simcock, 21, Eagle Brow, Lymm, Cheshire. Tel.: Lymm 9. [6092]
- RARE ROLLS-ROYCE**: 1933 P. II Barker sports saloon on the "Continental" 12-ft. chassis, with the high-lift cams and higher gear ratios over 90 m.p.h. available. Complete engine overhaul 1957, new radiator, battery, magneto, carpets; resprayed grey October 1959. Excellent tyres. Heater fitted; synchromesh gears. Large post-war R.-R. headlamps. Good boot with fitted tool-kit. The whole car pretty and immaculate. Genuine offer by R.-R. enthusiast. £465 o.n.o. Ireland, 16, Morven Close, Potters Bar, Middlesex. Tel.: 4301. [6093]
- SUNBEAM MK. III**, 1955. Grey. Excellent motor. Offers. "Ardachy," Rouscarn Lane, Croxley Green, Herts. Tel.: Watford 32463. [6095]
- FRAZER NASH-B.M.W. 327/80** sportsman's coupé. Engine overhauled nine months ago. Upholstery, bodywork, hood and tyres v.g. condition; photograph. £270 o.n.o. Box No. K.096. [6096]
- ROLLS-ROYCE 20/25**. Relined brakes, new rings, reconditioned magneto, coil system, starter and carburettor. With sound and attractive Maythorn limousine coachwork with mascot and discs. £195. Tel.: St. Albans 58054. [6097]
- MORGAN, 1953**. Just fitted with new TR3 engine and new "X" tyres. Very potent performer, immaculate condition throughout. £495. Blair, Annables Farm, Harpenden, Herts. [6099]
- GIFT. A.7** for "special" conversion. First offer over £12 secures. Drive away. Tel.: Croydon 4164, daytime. [6100]
- AUSTIN HEALEY, '54**. Red. Extras include radio; 4-speed box, wing mirrors, reversing lights, tonneau, special seats, screen washer, plus usual heater, wire wheels and o'drive. Well maintained in excellent condition. £535 o.n.o. 51, Bridge Street, Pinner, Middlesex. Tel.: Pinner 9163. [6101]
- RILEY NINE**, 1938, Monaco saloon. All-aluminium body, manual gearbox, freewheel, overdrive. £125. Southworth, 79, Highfield Road, Chesterfield. [6102]
- RILEY NINE BIARRITZ**, 1930. Engine requires attention. Plus many spares, including engine. Offers. 12, Foxley Hall, Purley, Surrey. Tel.: UPLands 3807. [6103]
- 1934 TRIUMPH TEN** alloy saloon, perfect body, engine, chrome. Hand clutch. 36 m.p.g. Space needed. £65. Tel.: Hornchurch 45462. [6105]
- MORGAN PLUS FOUR**, June 1959, 2,500 miles. Not used during owner's illness, which forces sale. Accept £835. 4, Meadow Close, Hove. [6106]
- UNIC, 1924 12-H.P.** "Lity" Six-Light saloon by Carrosserie de Boulogne, with real French flavour. Engine, clutch, axle completely overhauled 100 miles ago. Extremely reliable. Four-wheel brakes! £100. 1, Northwood Way, Northwood, Middlesex. Tel.: NH2 3980. [6107]
- TYRES**. Four 650 x 18 Talbot splined wheels and tyres. Five 700 x 18 Daimler splined wheels and tyres. Two 500 x 21, two 31 x 5 x 21, all on 6-hole Sunbeam wooden wheels. Four 500 x 20. Four 550 x 20 6-hole wheels and tyres. Four 450 x 19. Four 450 x 18. Two 500 x 19. Two 400 x 19. Stephens, 9A, High Street, Abbots Langley, Herts. [6108]
- 1935 RILEY FALCON** 15-h.p. Good interior, two new tyres, new dynamo; brakes recently overhauled. £40 o.n.o. Tel.: ACOrn 4187. [6109]
- 1932 FRAZER NASH** Chain Gang. Meadows engine. Fine condition mechanically. Excellent bodywork, tyres. New hood, tonneau. £240. 1924 vintage Jowett short chassis. Dickey-seat. Excellent condition throughout. Original in every way down to pistons. Many spares. £150. Chevins, 6, Prebend Mansions, Chiswick, W.4. Tel.: CHI 5494. [6110]
- SINGER LE MANS** 9-h.p. parts, good condition. List. Green, 195, Park Street Lane, Park Street, St. Albans. Tel.: Park Street 2146. [6111]
- 1936 RILEY 9-H.P.** Kestrel saloon. Thoroughly overhauled. New tyres. Exceptional condition. £120. 146, Northampton Road, Broughton, Kettering. Tel.: Broughton 383. [6112]
- 1949 M.G. TC**. Red. Tyres, engine, body excellent. Tonneau. £325. Photographs, particulars. Tel.: Rickmansworth 2086. [6113]

FOR SALE—continued

PEUGEOT 203, Excellent condition. 1955. New "X" rears. Taxed year. £450. 6, Rudland Road, Bexleyheath. [6115]

VINTAGE ENTHUSIAST turning nautic, selling 1931 2-litre Lagonda tourer at dealer's trade-in offer of £175. Windsor area. Further details: Box No. K.116. [6116]

WOLSELEY DAYTONA, Completely reconditioned inside and out at much expense. £200, or with much cash for TC/TD. 36, Calonne Road, Wimbledon. Tel.: 8297. [6117]

M.G. PB, 2-seater. Red, nice condition. £135. Tel.: STR 4890, evenings. [6118]

MORRIS 10/6, 1933/4, 2-seater dickey. Condition 95% throughout, except engine slack mains. Complete spare engine. £70 o.n.o. Widgey, Rimpton, Yeovil, Somerset. [6119]

£20, FORD EIGHT, 1933 saloon. Good running order. Also, 2½-litre Jaguar engine, gearbox, starter. 1947. £5. Tel.: Frensham 536. [6120]

ALVIS 12/60, 1931, Recent crank grind, new carburettors, clutch, universals. Taxed year. £120. Astley, 113 Derby Road, Risley, Derbyshire. Weekends. [6122]

ALFA-ROMEO 1,500-c.c. Zagato "Gran Sport", 1928. £220. Box No. K.123. [6123]

ROLLS-ROYCE 20/25, 1935, Mulliner aluminium sportsman's saloon. Exceptional condition throughout. £475. Photo. Baker, 31 Farnborough Road, Farnborough, Hants. [6124]

WOLSELEY HORNET, SPORTS, V.G.C. £75 o.n.o. or exchange. 4, Oakley Close, Addlestone, Surrey or Ring-Nihell, Whitehall 2085. [6125]

VOLKSWAGEN DE LUXE, 1958, black. Anti-roll bar, fully reclining passenger seat, taxed year, 19,000 miles. Immaculate, £595. Tel.: Chesham 8847. [6126]

FIAT 500, 1939, 4-seater. Reconditioned engine. £90 o.n.o. or w.h.y. interesting? Box No. K.127. [6127]

BENTLEY, 1929, 4½-LITRE in mint condition. Chassis No. P.M. 3269, engine no. P.M. 3268. D-type box, fabric touring body by Gurney Nutting. Only three owners since new. This car is completely original, and has been maintained regardless of cost. Both mechanically and body-wise it is impossible to fault. Bills for £300 available. £475, no offers. Box No. K.128. [6128]

MORRIS EIGHT SPECIAL, Excellent engine, tyres, alloy body. No hood. Start at £65. 2, Belvedere Road, Brentwood. Tel.: 367. [6129]

1931, ALVIS 12/60 Beetleback. £150. Write for details—Kent, 72, Weston Park, Thames Ditton, Surrey. [6130]

ROVER TWELVE TOURER, 1948. Good hood and full tonneau. Original paintwork. £285. Box No. K.139. [6139]

1927 O.M. tourer, 2-litre, original. New hood. Good tyres. £145. Hamish Moffatt, 76, Carlton Hill, N.W.8. Tel.: MAI 4726. [6140]

FIAT 1100 cabriolet, 1939. Resprayed; mechanically good. Offers near £68. Tel.: BYRon 9885. [6141]

1935 BENTLEY 3½ drophead by James Young. Recent major engine overhaul by Bentley Main Agents, and regularly serviced by them. Excellent tyres and battery. Taxed year. Extras include interior heater and Bray engine heater. Walker, Home Farm, East Langton, Leics. Tel.: 277, after 7 p.m. [6142]

RILEY ADELPHI, 1937. £20. Trial runs. Fey, 39, Ninfield Road, Acocks Green, Birmingham. [6143]

1958 TR3A, Hard-top/soft-top, radio, heater, overdrive. £800. Also Bristol 401, radio, heater, £950. Both available mid-March. Walter, 61, Old Barrack Road, Woodbridge. Tel.: 126. [6144]

MORGAN 4/4, 1950, O.H.V. tuned reconditioned unit not run-in. Host of mods. Only needs respray to complete rebuild. New carpets, upholstery, dashboard. £245. Wanted: heftier vehicle to tow racing trailer. 112, Croham Valley Road, South Croydon. Tel.: SAN 1921. [6145]

BARGAIN LOT for the "special" builder. 1951 Ford Eight, dismantled. Four new coil suspension units. Partially completed tubular chassis with i.f.s. Plus £15 worth extra tubing. £27 10s. the lot. Street, 10A, Hobney Rise, Pevensey, Sussex. [6146]

TR2, 1955, B.R.G. Overdrive, heater, Michelin X, sliding s/screens, tonneau, spots, mirrors; engine recond. 6,000 miles, good condition. £475. T. Harrold, 27, Far Lane, Sheffield 6. Tel.: 343428. [6147]

BELIEVED UNIQUE: 9131 Rover 2-seat beetleback sports. Body remarkable; steering, brakes and electrics—faultless; new tyres; engine and suspension recently overhauled. £90, including insurance. Jones, 23, Shardeloes Road, New Cross, London, S.E.14. [6148]

ALVIS SPEED TWENTY, 1934. Attractive Cross & Ellis tourer. Hood renewed, four good tyres and twin spares. Reconditioned magneto; P 100s, twin spots, twin horns, telecontrols, flashing indicators, i.f.s., all-synchro. box, dual ignition, reversing lamp. A.O.C. member. £150 o.n.o. Have bought larger Alvis. Lloyd, 17, Croham Park Avenue, South Croydon. Tel.: CRO 5726. [6150]

FOR SALE—continued

PORSCHE, 1954 (Sept.), 1500 standard coupé. 45,000 miles. Dark green. Good tyres, Marchals. £845. Bloomer, 6, Holland Park, W.11. Tel.: BAY 6101, after 7.30 p.m. [6149]

LEA-FRANCIS, Dec. 1949, 1,700 c.c. Economical. Handsome aluminium body, mechanically sound, very good specimen. £275 o.n.o. Terms. Tel.: Bedford 66077. [6151]

£32, 1936 11.9 AUSTIN, Body v.g.c., good tyres, new batteries. Space needed. Tel.: SUN 2836. [6152]

NEW CARAVANS reviewed in *Motoring News* on March 3rd. Order your copy from your newsagent, price 6d. [6153]

ALVIS, 1938, Speed Twenty-five. Very good mechanically and bodily. Smooth, high performance. Tuned engine, and all worn parts renewed. £200. Lewis, Cheswood, New Horsted, Maidstone Road, Chatham. [6153]

M.G. TC, 1947. Black. Excellent condition. Many extras. £255. Tel.: Teddington Lock 6558. [6154]

M.G. 1½-LITRE VA d.h.c. V.G.C. Reconditioned engine. £85 o.n.o. Raymond, 20, Lovelace Gardens, Surbiton. [6155]

ROLLS-ROYCE 20/25 saloon, 1932. Very sound condition, roof and headlining renewed, recent top overhaul, new battery. £110. Tel.: ELM 1922. [6156]

ALTA O.H.V. MINOR tourer, 1951. Many extras. Superb condition. £365 o.n.o. 30, Huntercombe Lane, Slough. Tel.: Burnham 260. [6157]

1950 FIAT 500 Belvedere, in wonderful condition throughout; 1,000 miles since complete recondition and rebuild. £250. Tel.: ISL 2351. [6158]

TR2, late '54. Wire wheels, overdrive, heater, Michelin X, tonneau; other extras. £490. Tel.: Uxbridge 2624. [6159]

"VOLKSWAGEN" SUPERCHARGER, Judson. Few thousand miles. £50. Whittle, 41, Newton Road, Cambridge. Tel.: 59237. [6160]

"SPECIAL" Excellent all-round condition. Morris based. Red Stiletto fibreglass body. Twin carbs., 4-branch exhaust. £185. Frost, 15, Alpha Road, Cambridge. Tel.: 55185. [6161]

1935 RILEY FALCON, £110. 3,000 miles since engine, gearbox, steering, suspension rebuild; h.c. pistons, new battery, dynamo. Brakes, tyres, all mechanics, perfect. Good body. Sell after March 8th. Tel.: Mogador (Surrey) 2783. [6162]

M.G. TA, Good mechanical order. Excellent hood, tyres, etc. £190. Knight, 5, Parkside, Chippenham, Wilts. [6163]

1940 CLIMAX MORGAN 4/4 coupé. Engine completely reconditioned 5,000 miles. Bodywork needs attention. £110 o.n.o. Spence, Upminster Garage, Upminster, Essex. Tel.: 2344. [6170]

RILEY IMP, "RILY 9". Built 1955 to original specification at cost exceeding £1,000, only 9,000 miles since. Black and red with red hide. *Concours* winner and potential. Together with host of new and serviceable spares, including new crank, rods, pistons, etc. Preference V.S.C.C., Riley Register member. Will not separate. Offers in writing only to: V. S. White, 24, Kingshill Avenue, Worcester Park, Surrey. [6171]

1959 SPRITE, Instructor's personal transport; 9,000 miles. Tonneau, "X"s, bumpers, tachometer, washers. £610. 82, Pelhurst Road, Ryde. (Tel.: 2126), I.W. [6172]

RILEY ENTHUSIASTS and connoisseurs. Good home wanted for Riley 1936 Falcon, preselector gearbox. Good condition, comprehensive engine, steering, brake overhaul in 1959. Body sound, well shod. Maintained by Riley specialist. Morey, 40, Kensington Garden Square, London, W.2. Tel.: Bayswater 3356. [6173]

VETERANS and newcomers alike enjoy *Motoring News* every Thursday, price 6d. Order your copy from your newsagent. [6174]

LANCIA LAMBDA, 1925, 5th tourer with 8th mods. Two spare engines. 19-in. wheels. £175 o.n.o. Also Tachimedion average-speed meter with drives for Jaguar 2.4 and Consul Mk. II, £7. Bowen, Oaklea, Rockfield Road, Oxted. Tel.: 3318. [6174]

JAGUAR 1½-LITRE, 1947, well maintained, good condition. £190. Dow, 39, Turmore Dale, Welwyn Garden City, Herts. [6175]

M.G. PA BITS, Most parts for engine and clutch. Also 19-in. wheel. 39, Astley Road, Harwood, Bolton. [6176]

RENAULT 750, 1953, outstanding condition. Extras. £320. H.P. Exchange Citroen Light Fifteen, 17, Beatty Drive, Rugby. [6177]

1934 ROSCHE TALBOT "65" One owner; 28,000 miles, believed genuine. Engine a little noisy. Exceptionally clean coachwork by Darracq. £100. Mistral body (new), fitted Lucas lamps, two Perspex lamp domes, 7 ft. 10 in.; W.B. can be altered. £45. Elliott, 11, Wright Street, Howley, Warrington, Lancs. [6178]

1927 44-H.P. ROLLS-ROYCE hearse, in excellent body and mechanical condition. Tyres good. Was once Royal car before being converted to present purpose. Box No. K.179. [6179]

1934 LAGONDA open tourer 4½-litre. Recently decarbonised, valves reground, brakes overhauled. Good, fast condition. £150 o.n.o. Tel.: REN 5215. [6180]

FOR SALE—continued

M.G. PA, 2¼-seater, 1172 engine. Tatty, hence price, £50. Tel.: RIV 9038. [6181]

1940 ADLER 11-H.P.: f.w.d., i.f.s., i.r.s. Used daily. £25. 54, Holtlands Drive, Alvaston, Derby. [6182]

RILEY, 1952, 2½-LITRE saloon. First-class order. Engine, axle overhauled. Just resprayed green. Radio, heater. A real beauty. Seen near Exeter. £460. Box No. K.183. [6183]

VERY SPECIAL HORNET Special. Beautifully constructed alloy 2-seater body, extensively equipped, full weather protection. 3,500 since recond. motor. Marriage threatens. Offers around £120. Clarke, 11, Claremont Avenue, Rumney, Cardiff. Tel.: 77437. [6184]

NEW FORD POPULAR, Full road-test report in *Motoring News* on March 10th. Order your copy from your newsagent, 6d. [6185]

JAVELIN DE LUXE, July 1952. Excellent overall condition. Heater, radio. £350. Tel.: Frensham 536. [6186]

TALBOT 10-23, Dismantled. Good nick, except tyres. Thirty pounds sterling, worth double. Box No. K.185. [6185]

SUNBEAM SIXTEEN, 1930, 4-seater fixed-head coupé. Beautiful car, engine rebuilt, rewired. Changed circumstances force sale. £140, or exchange economical vintage or P.V. saloon. Thompson, "Barberry," Bordesley, Redditch (Tel.: 326). [6186]

KIEFT-BODIED S.S.1, 1933, 2-litre, chassis shortened to 7 ft. 6 in. w.b., 2-seater glass-fibre competition body, not much leg room. Wire wheels, four almost new Michelin tyres. Chassis in good condition, engine getting tired, new battery. Smart appearance. £85. T. Smith, 131, Craythorne Avenue, Handsworth Wood, Birmingham 20. Tel.: GRE 3962. [6187]

WOLSELEY HORNET SPECIAL, 1934. O.H.C., twin S.U.s, oil cooler. Tickford body. New hood, brakes, battery, tyres. Excellent condition throughout. £95. Wharton, 103, Hayes Lane, Beckenham, Kent. Tel.: RAVensbourne 5127. [6189]

WANTED

C.W. & P. WANTED, Sunbeam Fourteen, 1923. Fidgey, 11, Scarsdale Lillas, W.8. [5501]

AUSTIN NIPPY or Speedy engine. Any condition provided nothing broken. Jephcott, Queens', Cambridge. [5503]

JOWETT ENTHUSIAST requires 1953 Jupiter. Must be one of the last made. Immaculate condition, inside and out. Series III engine, 100% sound mechanically. This is a genuine enquiry. Apply Box No. K.504. [5504]

M.G. TC: Wanted, dashboard and instruments. Ayscough, 27, Stockport Road, Altrincham, Cheshire. [5505]

WANTED, CITROEN F.W.D. gearbox, engine spares, tyres, etc. 37, New Road, Great Baddow, Essex. [5506]

LAGONDA—Anything pre-war considered. Full details. Photograph? Allen, 24, Bath Road, Reading. [5508]

750 OR MORRIS tourer, mechanically good, sound bodywork essential, required for cash. 8, Carisbrooke Road, Bromley, Kent. [5509]

ALVIS SPEED 20/25, Lagonda 2/3/4-litre, Talbot 10s, or similar car, in reasonable condition. Photo appreciated. Box No. K.510. [5510]

WANTED, Doors, wheels or complete body for 1937 Fiat 500. W.H.Y? Turner, 9, Clermiston Crescent, Edinburgh. [5511]

MODEL-T FORD BODY required, preferably 4-seater tourer. State price and condition. Box No. K.514. [5514]

WANTED, ALTA o.h.v. conversion and any speed equipment for 1952 Minor. Box No. K.539. [5539]

M.G. TF, Must be specimen. Cash and enthusiast home. Bancroft, 22, Kirkby Avenue, Sale, Cheshire. [5540]

FERRARI INFORMATION—data, catalogues, year books, photos, etc. Enthusiast's research. Correspondents welcomed. G. C. Howard, Golf Street, Tamworth, N.S.W., Australia. [5559]

LADY ENTHUSIAST requires vintage drop-head coupé. Good mechanical and body condition essential. Bullnose Morris preferred. Box No. K.560. [5560]

FRONT WINGS or complete open sports body required for 12-ft. wheelbase vintage chassis. Bridge House, Broxbourne, Herts. [5565]

1948 ROVER TWELVE tourer, coupé or similar car. Page, Mistover Close, Dorchester. [5566]

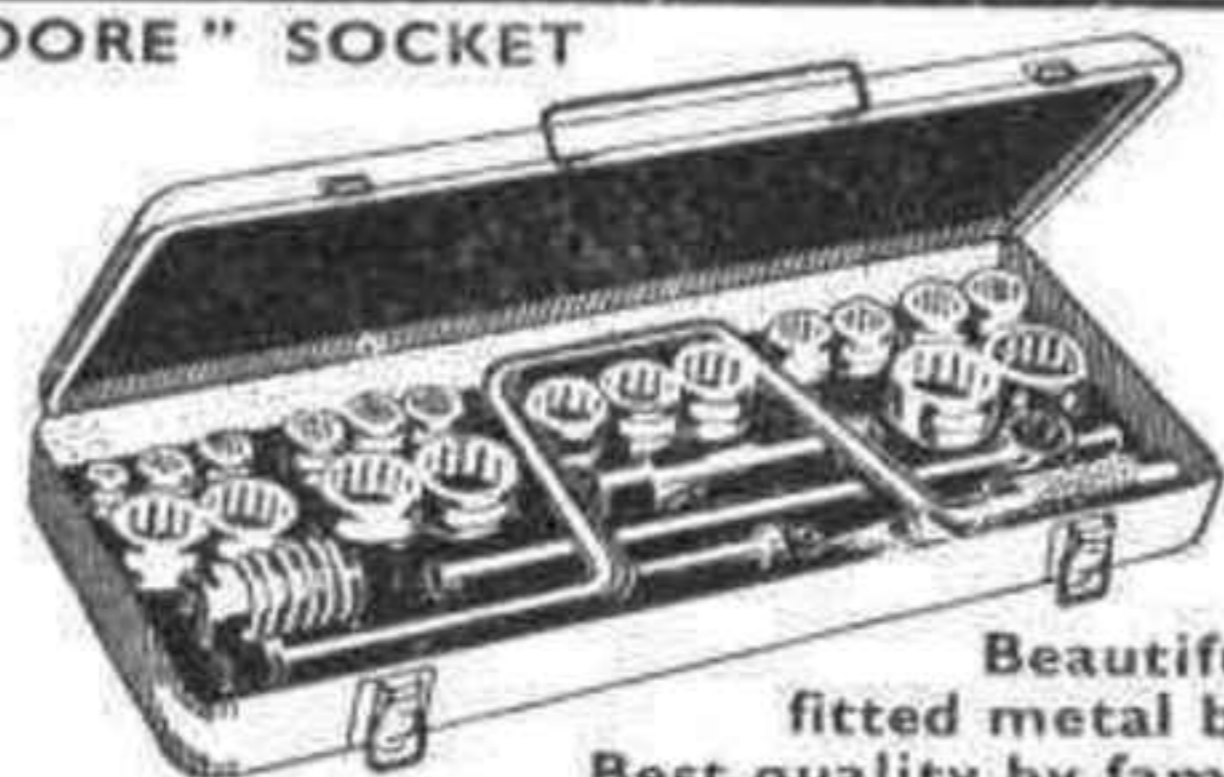
ROLLS P. II drophead with boot, or Rolls 25/30 small mileage saloon. Box No. K.578. [5578]

WANTED: 1909-1919 car, reasonably complete, for restoration. Also early Chummy. Box No. K.579. [5579]

ALVIS 12/50, 12/60, Beetleback. Not *concours* but sound and original for restoration. Capt. Ledger, 1 Training Battalion, R.E.M.E., Blandford, Dorset. [5598]

PALM BEACH ALLARD wanted, 1952/56. State price and condition. Jones, 16, Valley Road, Newbury, Berks. [5600]

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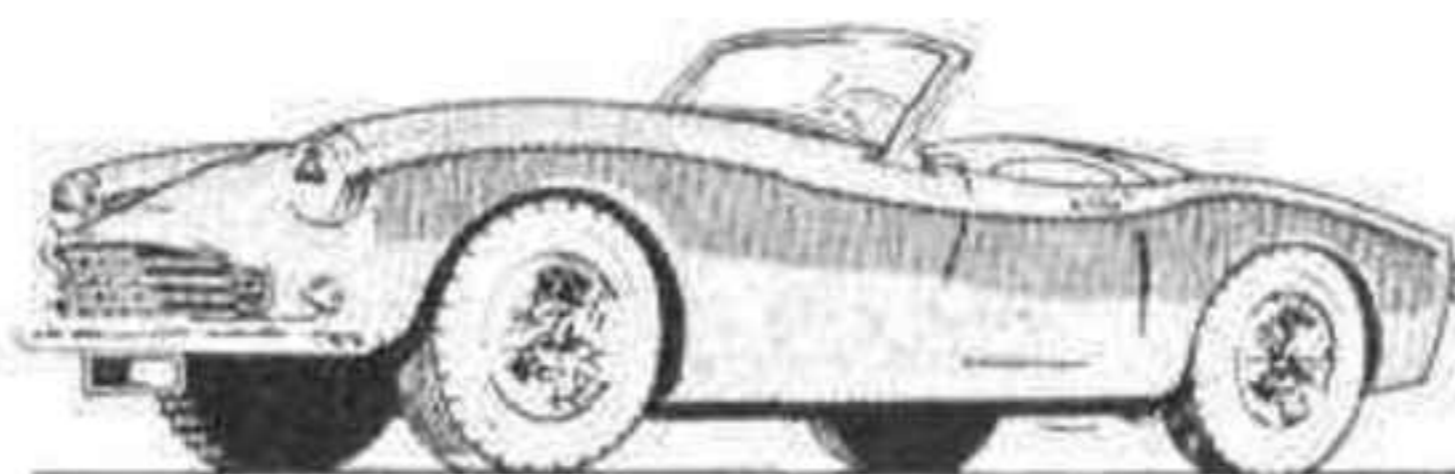
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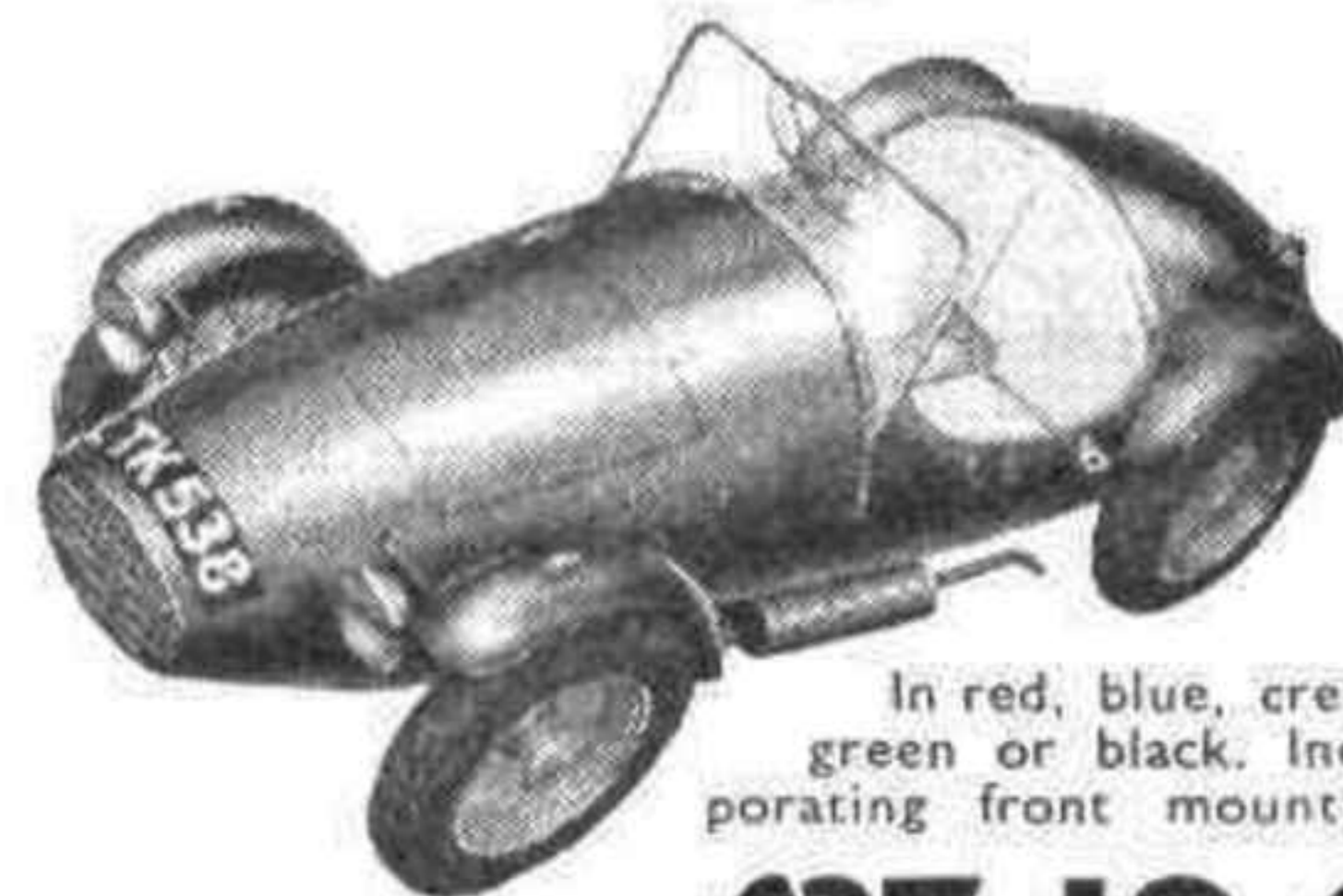
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MISCELLANEOUS BOOKS

AUSTIN 7 SPECIALS, by Bill Williams ... 22/3
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WANTED—continued

M.G. TA/TB WANTED. See under "Exchanges." [5613]

WANTED, MERCEDES-BENZ 540K drophead, 1936/7, or 500K. Reply Box No. K.615. [5615]

ATTRACTIVE OPEN or closed body for 1929 Rolls Twenty. S.E. area. Box No. K.616. [5616]

VINTAGE RILEY NINE. Must be original and good condition. Box No. K.628. [5628]

ASTON MARTIN INTERNATIONAL—must be very sound mechanically. Box No. K.633. [5633]

WANTED: CYLINDER HEAD for 1934 3½-litre Bentley. If unobtainable will sell remainder. 63, Church Street, Davenham, Northwich, Cheshire. [5636]

WANTED: SPARES suitable for 4½-litre Bentley. Price to Liptrot, 7, Richmond Terrace, Uplands, Swansea. [5637]

P-TYPE M.G., vicinity £150. Sound mechanically and no rust or rot. Subject to survey. Air postage returned any genuine offer. M. Millsap, Jr., RR No. 1, Manchester, Missouri, U.S.A. [5638]

M.G. J2 CAMSHAFT in good condition. Please state lobe sizes. Box No. K.661. [5661]

TR2/3, '55/56 overdrive, and in first-class condition (Lancs.). Box No. K.688. [5688]

F/N.-B.M.W. 328 or F/N. Le Mans Replica required. Please send photograph and details to Box No. K.717. [5717]

WANTED, RILEY 1½-LITRE, 1950-53, in good condition throughout, with heater. Box No. K.748. [5748]

ROLLS-ROYCE. A "Twenty" with "vee" wind-screen, vertical shutters, and an oval rear window. Saloon or landaulette. Less appealing shapes considered. Restoration willingly undertaken. Grattan-Kane, Corfe Castle, Dorset. Tel.: Corfe Castle 438. [5744]

WANTED—ALVIS good postwar 3-litre or TA14. Box No. K.763. [5763]

SINGER 1500 twin carburettor head. Buy or exchange single plus cash. Other parts considered. Benington, The Twitten, Crowborough. [5783]

MOTOR SPORT volumes 1 to 34 wanted. Good price paid by enthusiast. Box No. K.824. [5824]

WANTED—MINT LG6 or LG45 Lagonda. Open coachwork preferred but not essential to exchange for 1930, blown 2-litre Lagonda. Concours winner, etc., details from: Foxhill, Mottram Road, Stalybridge, Cheshire. [5825]

WANTED—1926, SINGER Radiator core. Tel.: MALden 5226. [5826]

2-STR. LAGONDA RAPIER, Riley, Sprite or Imp. Any condition. Shelley, 79, High Street, Billericay, Essex. [5827]

MORGAN 2-SEATER SPORTS. View Middx. March, 15-27th. £150 for good one. Details, Box No. K.828. [5828]

WANTED DAMAGED SPORTS car or Rolls-Royce, will pay cash or part exchange immaculate Phantom 2. 2 Eynham Road, W.12. Tel.: SHE 6126. [5829]

ENTHUSIAST REQUIRES small sound sports car, reasonable price. 18, Bedford Avenue, Hyde, Cheshire. [5830]

SS1, 1934 TOURER'S off-side front wing, running board, offside door, near side rear wing wanted. Barber, 59, Lucas Avenue, Harrow, Middx. [5831]

M.G. TC, air postage guaranteed genuine offers of top cars, subject to engineer's inspection. Concours decoration desired, "works" less important. Send description to: Cooke, 900 Gonzaga Lane, Florissant, Missouri, U.S.A. [5832]

XX140 OR XX150 in damaged condition suitable for re-building. Boneham, "Culloden," Edwinstowe, Notts. Tel.: Edwinstowe 217. [5833]

WANTED—HARD-TOP and Set Alfin drums for Austin Healey 100, six. 166, Heaton Moor Road, Stockport, Cheshire. Tel.: HEA 1458. [5834]

TALBOT 105 TEAM CARS, GO51, GO52, GO53 or GO54. Substantial price offered for one of these four cars. Not for export. Charles Mortimer, Little Arcall, West Road, St. Georges Hill, Weybridge, Surrey. Tel.: Weybridge 3545. [5838]

"MOTOR SPORT" 1930, '31 and '32, wanted. Complete or single copies. Charles Mortimer, Little Arcall, West Road, St. Georges Hill, Weybridge, Surrey. Tel.: Weybridge 3545. [5839]

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2.4 HEALEY SALOON, late model. Must be immaculate condition. Burke, 10 Rollason Road, Birmingham. [5902]

WANTED—Damaged or Dilapidated M.G. TA-TD, reasonable figure. State condition and price. Francis, Main Street, Yoxall, Burton-on-Trent, Staffs. [5903]

FOR MERCEDES 500K or 540K, both pinion shafts for distributor drive. Also, will purchase any spare items for these models. Box No. K.904. [5904]

ENGINE, GEARBOX, unit complete wanted. 1,200 to 1,991 c.c. Must be first class condition. State lowest price. 40 Conway Road, Shirley, Birmingham. [5905]

WANTED—continued

SHOOTING BRAKE. Vintage or Edwardian with contemporary body. Must be reliable, comfortable and reasonably fast. Good price for suitable vehicle. Crowther, Riddings, Long Preston, Yorkshire. [5957]

XX120 REAR AXLE, front suspension with wheels and brakes—wanted. 25, Tudor Hill, Sutton Coldfield. [5989]

WANTED—M.G. TC, wheels complete, hub nuts, screens or hard-top. Must be perfect. Haley, 737 Bolton Road, Bradford, Yorkshire. [6009]

ROLLS TWENTY SALOON, would exchange 1929, Humber Tourer, cash adjustment. Lewis, 2, Caebryn Avenue, Sketty, Swansea. [6010]

948-c.c. (OR 803-c.c.) ENGINE, gearbox, prop-shaft, etc., from Austin/Morris. Box No. K.011. [6011]

M.G. MIDGET PB/PA, less engine, gearbox. 120 Marlborough Flats, Walton Street, Chelsea, S.W.3. [6012]

M.G. TD, SUMP and Bumpers wanted, secondhand. 40 Warwick Road, Welling, Kent. [6013]

M.G., ANY PRE-WAR sports model, preferably 4-seater, mechanically sound. Glasgow District. Box No. K.014. [6014]

M.G. TD-TF racing spares. New or slightly used. Laystall-Lucas head, Laystall polished crank, etc. Crown Distributing Co., 355, East 187th Street, Bronx 58, New York, U.S.A. [6024]

WANTED, UNUSUAL MOTORCYCLE, vintage or modern. Also modern outstanding 12v. car radio. Box No. K.025. [6025]

BUGATTI—any 35 or 37, or other sports model. Please write, sending photo. Box No. K.025A. [6025A]

ROLLS P.III, 7-seater. Condition of engine immaterial but coachwork inside and outside must be good. Chassis, suspension, axle, brakes must pass expert inspection. Quote price. Box No. K.049. [6049]

ALVIS 3-LITRE or TA14, must be excellent bodily and mechanically. Hallam, 4 Blake Close, St. Albans. [6098]

M.G. 2-SEATER WANTED, under £100. Law, Ragstone Cottage, Godden Green, Sevenoaks, Kent. [6131]

URGENTLY ONE 275 18 Borrani wheel. Your price paid. Dunleath, Ballywater Park, Co. Down. [6132]

WANTED "MOTOR SPORT," 1924 to 1943, inclusive. Excellent prices paid. Stapleton-Cottage, Flat 11, 25 Cheyne Place, S.W.3. [6133]

WANTED—M.G. VA, saloon tourer, d.h.c. in good condition. Cash waiting. 13, Lansdowne Drive, Loughborough. [6134]

NEW SUNBEAM RAPIER. Full road-test report in *Motoring News* on March 24th. Order your copy from your newsagent. Price 6d. [6164]

URGENTLY REQUIRED, pair of 3-branch exhaust manifolds for 4½-litre Meadows (Invicta) engine. Box No. K.164. [6164]

ALTA O.H.V. CONVERSION for Morris Minor. Smith, 25, Bramhall Avenue, Harwood, Bolton. [6165]

WANTED. Four-wheeled Morgan, 1946-51 (cash). Sharp, 116, Headley Drive, Ilford, Essex. [6166]

DROPHEAD. Make, age, horsepower, immaterial if absolutely sound. Molyneux, 21, Wyvern Road, Taunton. [6167]

WANTED, FORD TEN-POWERED speed-boat in exchange for superior Ford Special. W. G. Lomas, King Street, Knutsford, Cheshire. [6168]

MISCELLANEOUS

DESIREE AND ALF. Come home all forgiven. Lord B. [5427]

OVERSEAS VISITOR, a very careful driver, wishes to hire car from private owner for about 8 weeks. June and July, 1960. Requires M.G. Magnette, 1958, Jaguar 2.4, Minor 1000, 1959, Rover 75, Herald saloon, Riley 1.5, or Wolseley 1500. Box No. K.541. [5541]

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PATENTS INFORMATION. Qualified agent. C. L. Browne, 114 Greenhayes Ave., Banstead, Surrey. [5692]

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MISCELLANEOUS—continued

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HEALEY DRIVERS' CLUB. Patron, Donald M. Healey. Membership open to owners of all Healey and Austin Healey cars. Details: Secretary, 1, Oakwood Avenue, Beckenham, Kent. [6027]

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RILEY MONACO, 1937, Special series saloon, good performance with economy, maintained in first-class condition (receipted bills for £170 in last 10,000 miles). For M.G. TA, or TB in similar order, seen Staffordshire. Exchange full details with: Box No. K.614. [5614]

EXCHANGE—Private owner wishes exchange Alexander Conversion on Mk. VIII Hillman Minx for standard kit. Wood, Station Terrace, Shenfield. [5728]

1956 FORD PREFECT. Excellent condition, heater, etc. Part exchange for Austin Healey, TF, TR2. W.H.Y? 57 Alder Grove, Cricklewood, N.W.2. [5835]

SPRINT/HILL CLIMB "special" wanted in exchange for Riley Nine Kestrel. Tel.: Brierley Hill 77838 (near Birmingham). [5906]

MODIFIED 1958, A35 de luxe. 16,000 miles for low mileage Volkswagen. 56, Scholes, Wigan. [5907]

OWNER OF A35 van, 4-seats, used privately immaculate condition. Mileage 14,500. Will exchange for Saloon any make similar condition. Box No. K.015. [6015]

EXCHANGE—ALVIS TJ 12/50 tourer. Concours condition, for Fraser Nash or G.N., in North. Box No. K.136. [6136]

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AMBITIOUS YOUNG MAN, 23, requires situation with progressive garage. Left university to get down to practical cars but now finds himself as Billy Muggins to Myopic skin-flint. Insufficient capital to open up on my own but eager to help like minded person. Completely free, so any district suitable. Box No. K.543. [5543]

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AIRFRAME FITTER required for Chipmunks and Austers. Must be able to work without constant supervision. Irregular hours, but interesting post as part of a small team. Apply Chief Engineer, Derby Aviation Ltd., Elstree Aerodrome, Herts. [6017]

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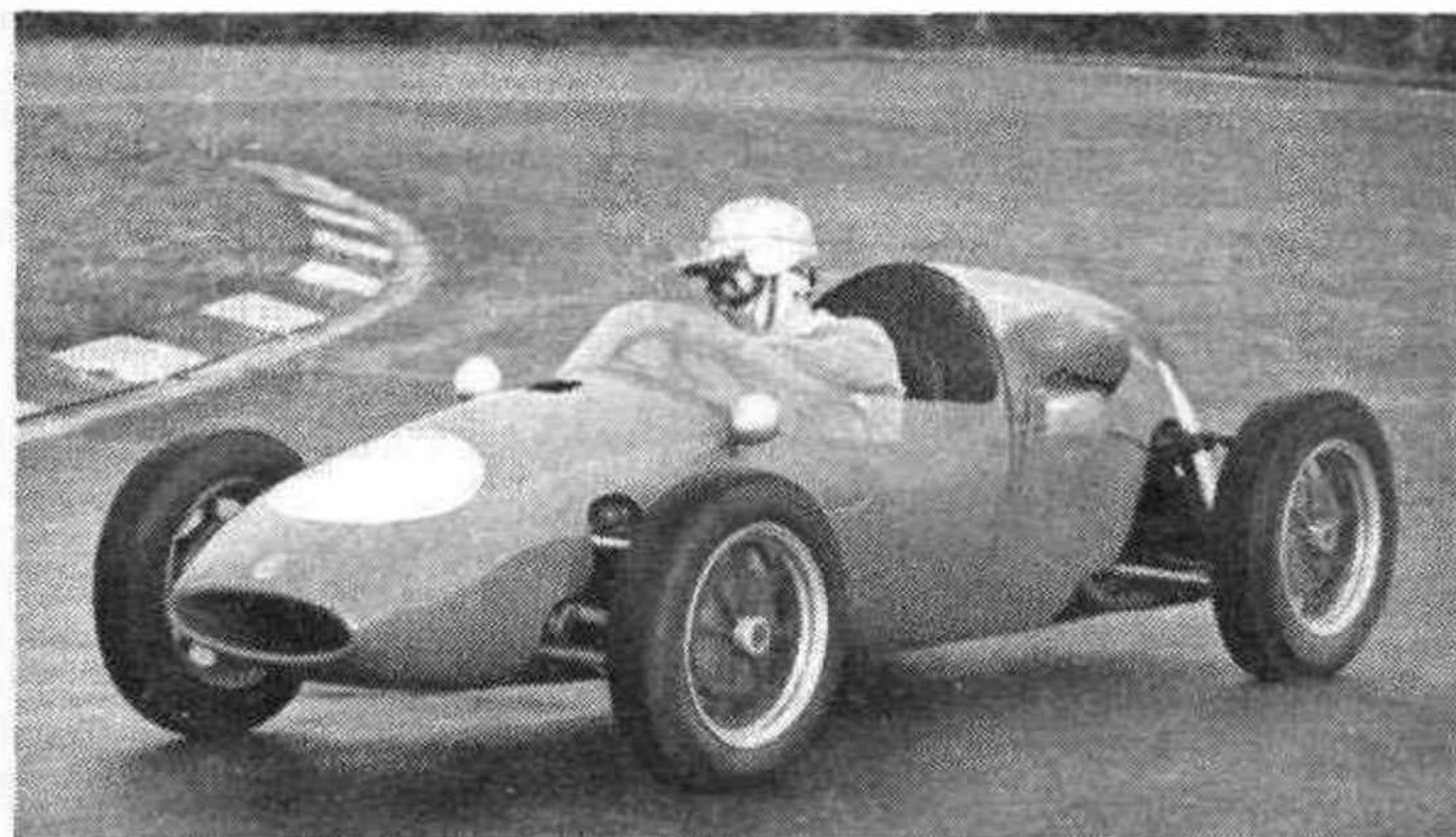
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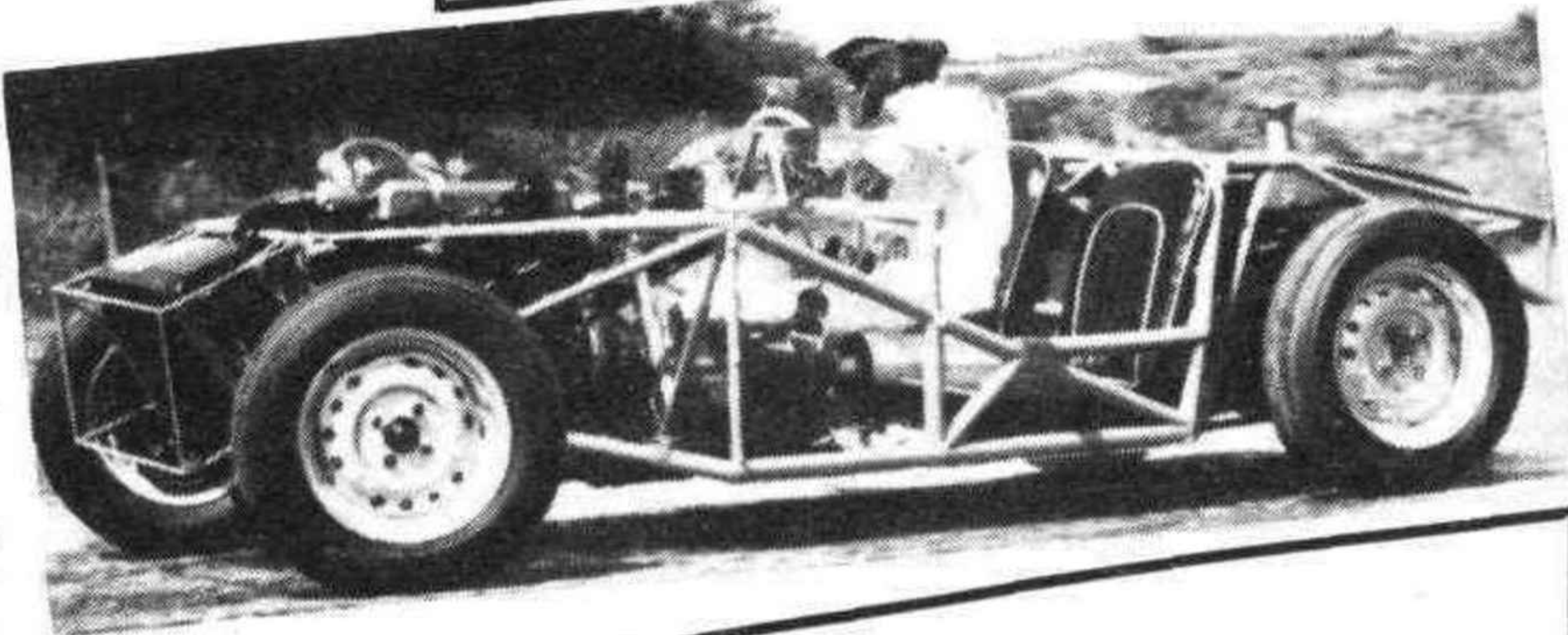
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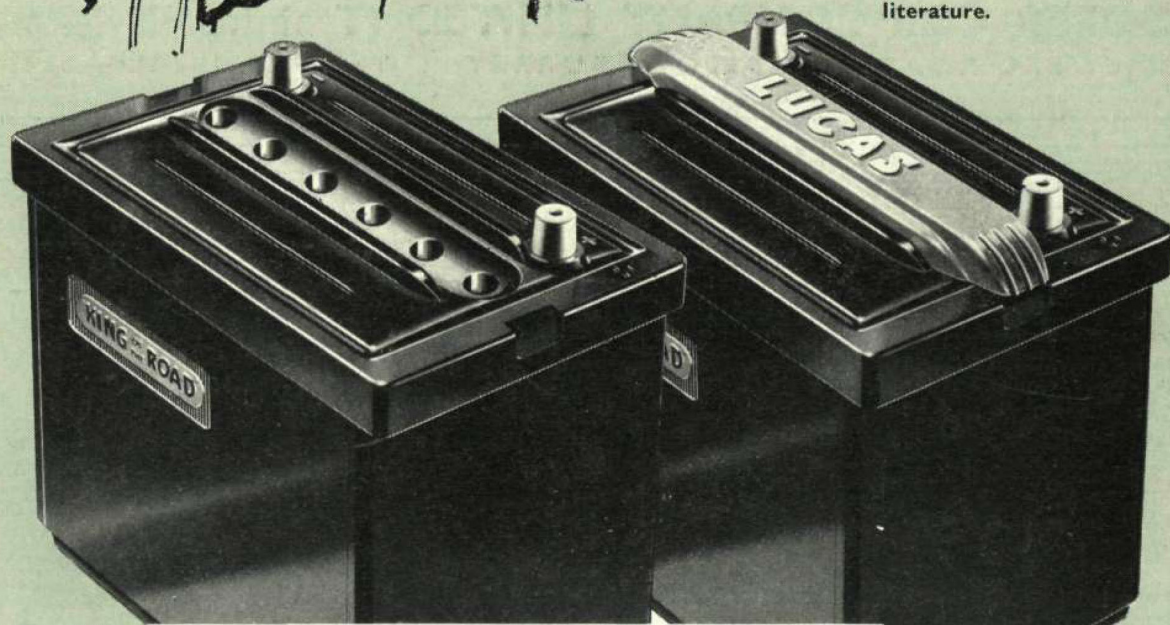
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