

Vol. XXXV No. 9

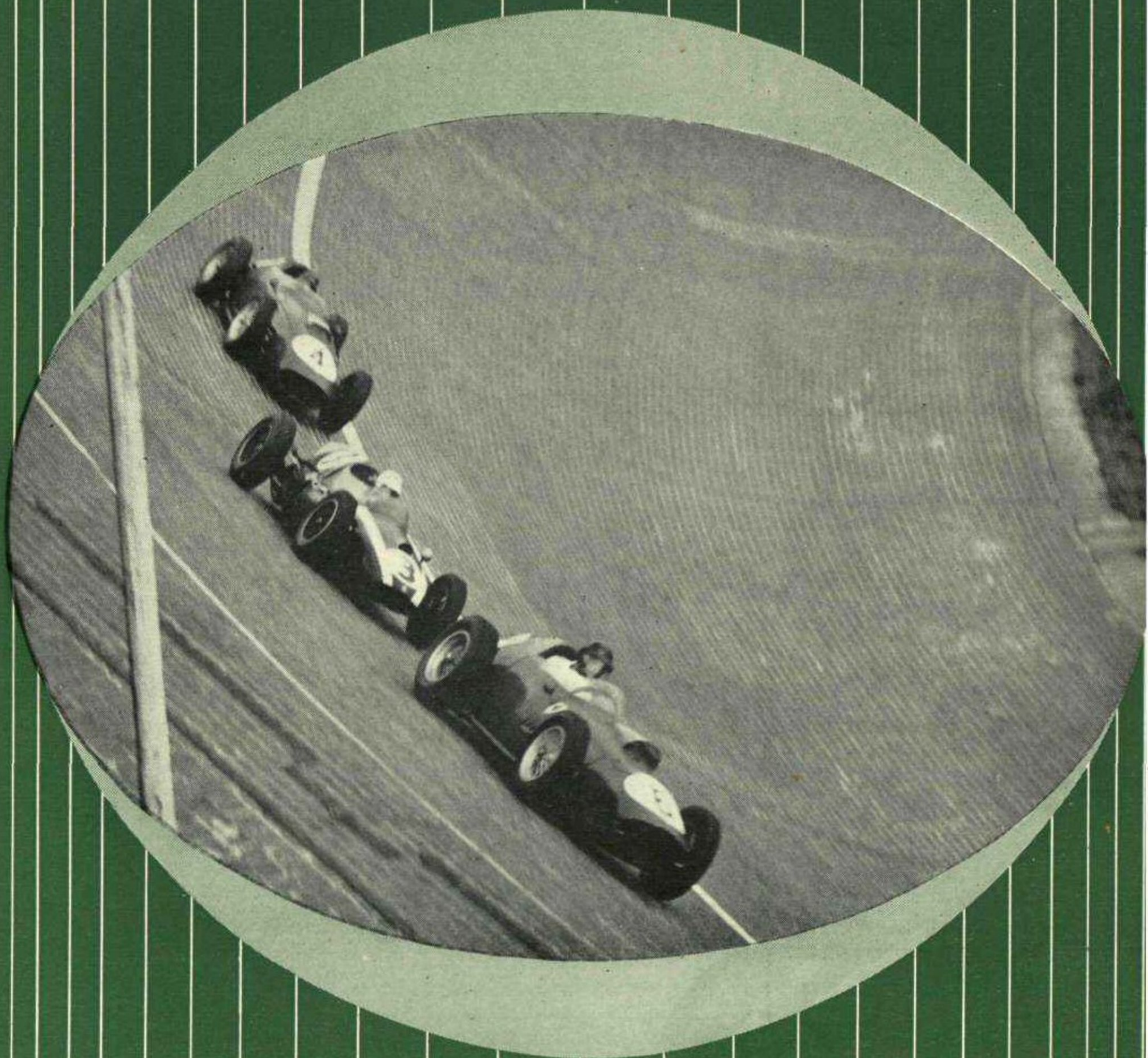
ONE SHILLING AND SIXPENCE

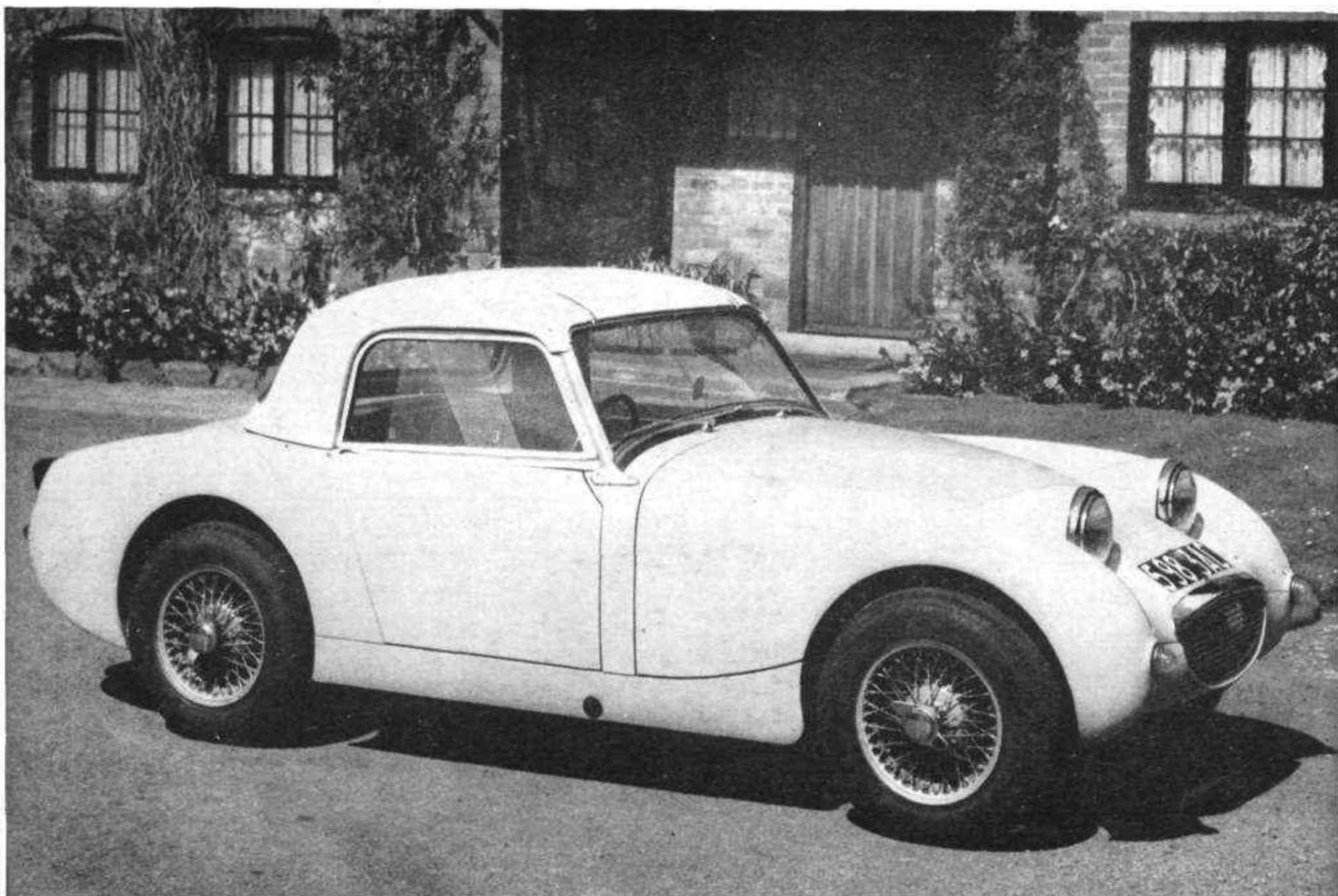
September, 1959

MOTOR SPORT

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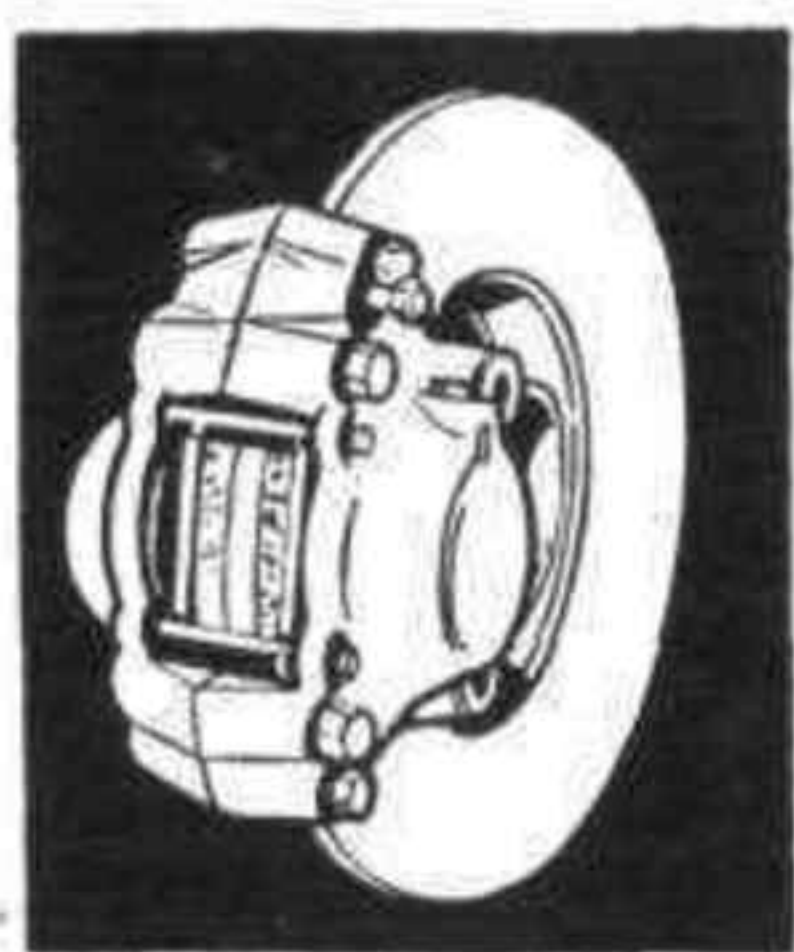
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Autosport, May 29th



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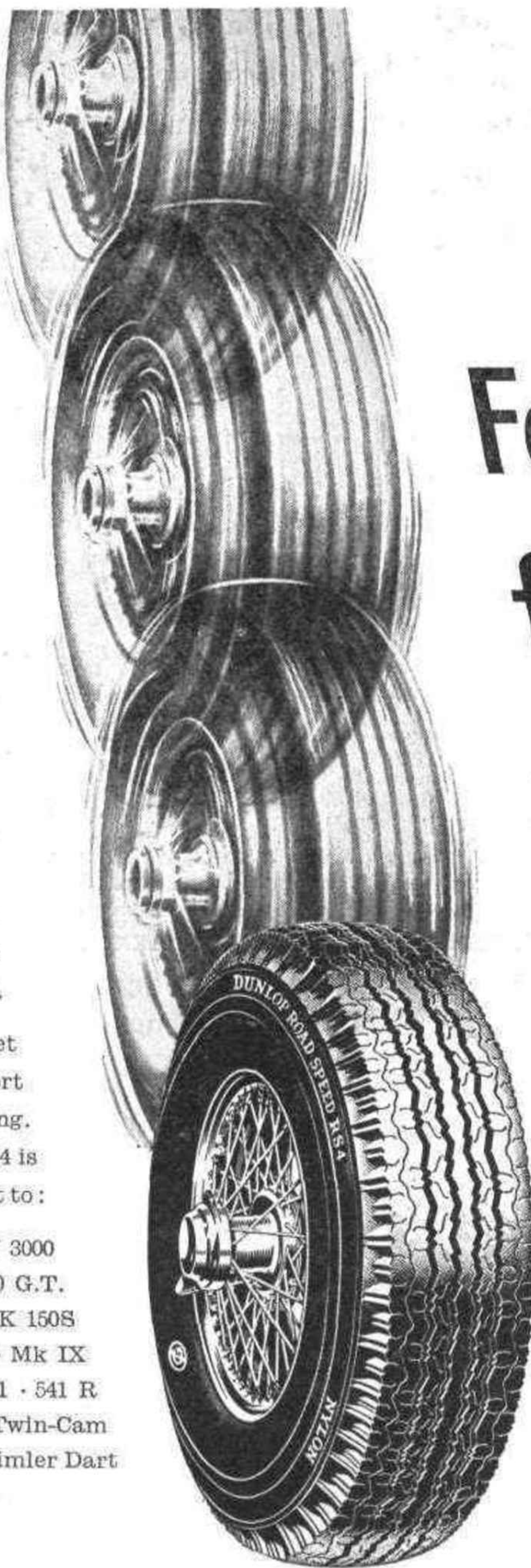
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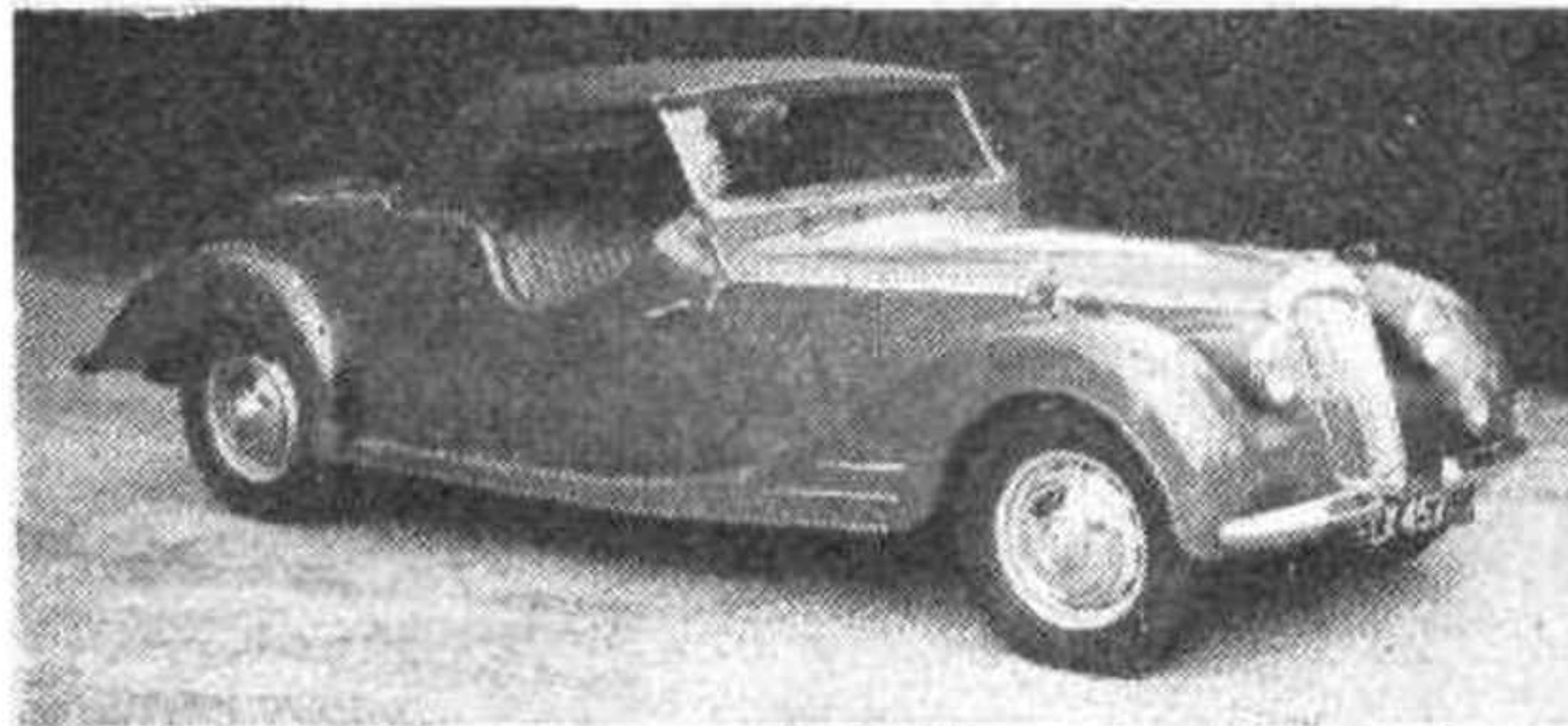
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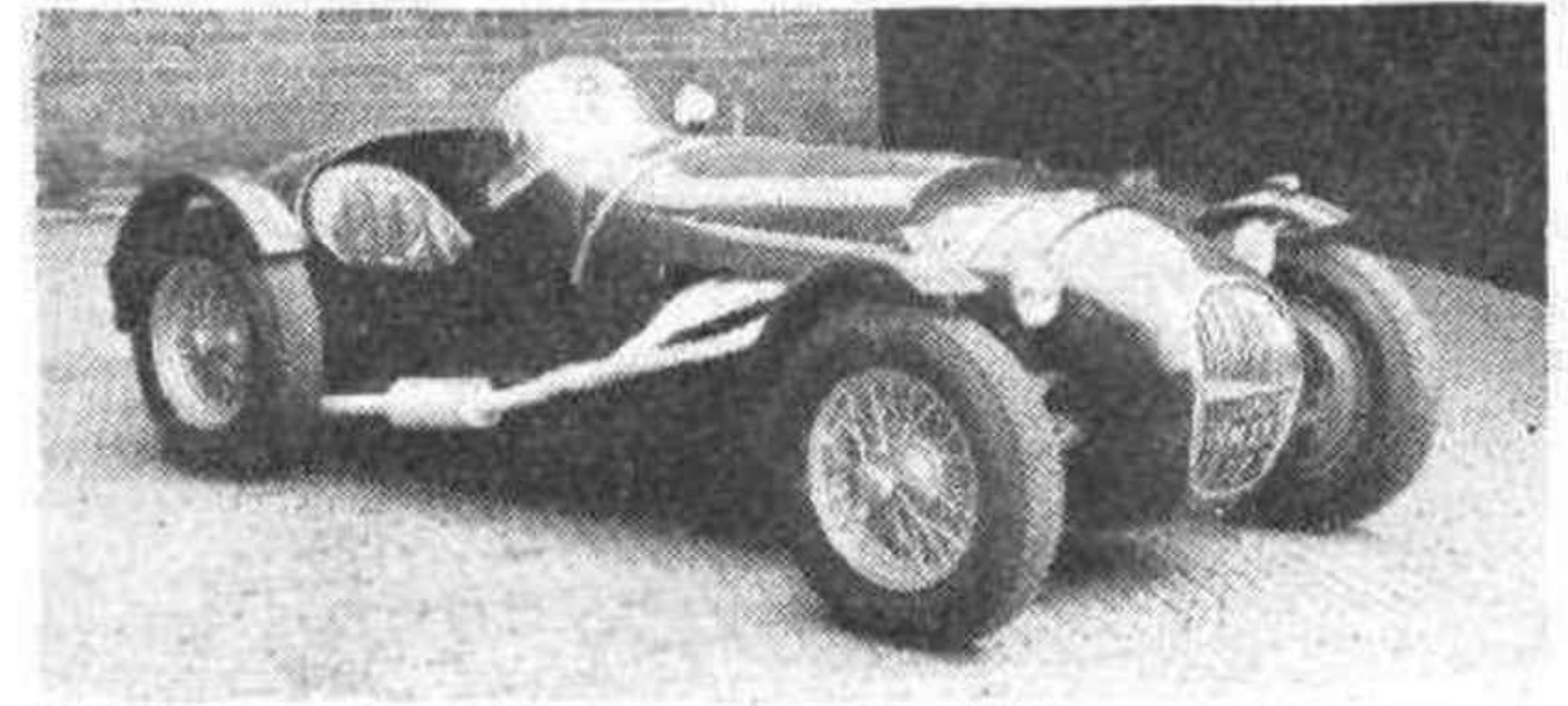
AUSTIN Special 2-seater, alloy bodywork, 1,172-c.c. Aquaplaned Ford engine, i.f.s., 2LS Lockheed brakes; exceptionally fast and in good condition throughout. **£125.**

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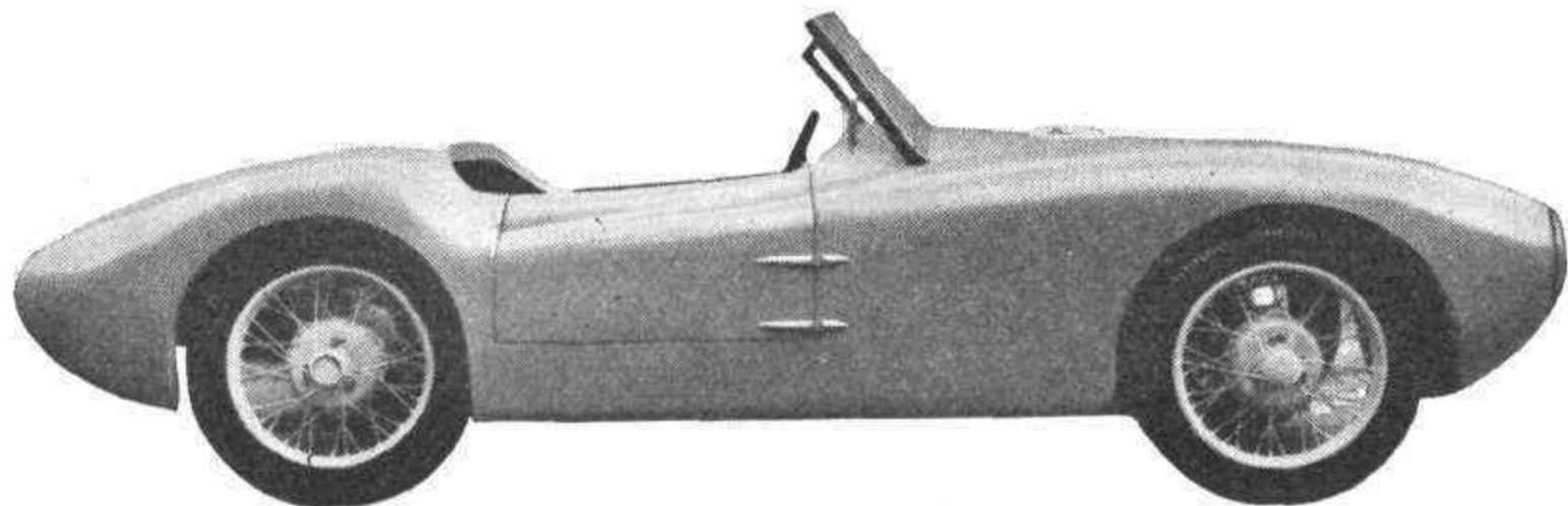
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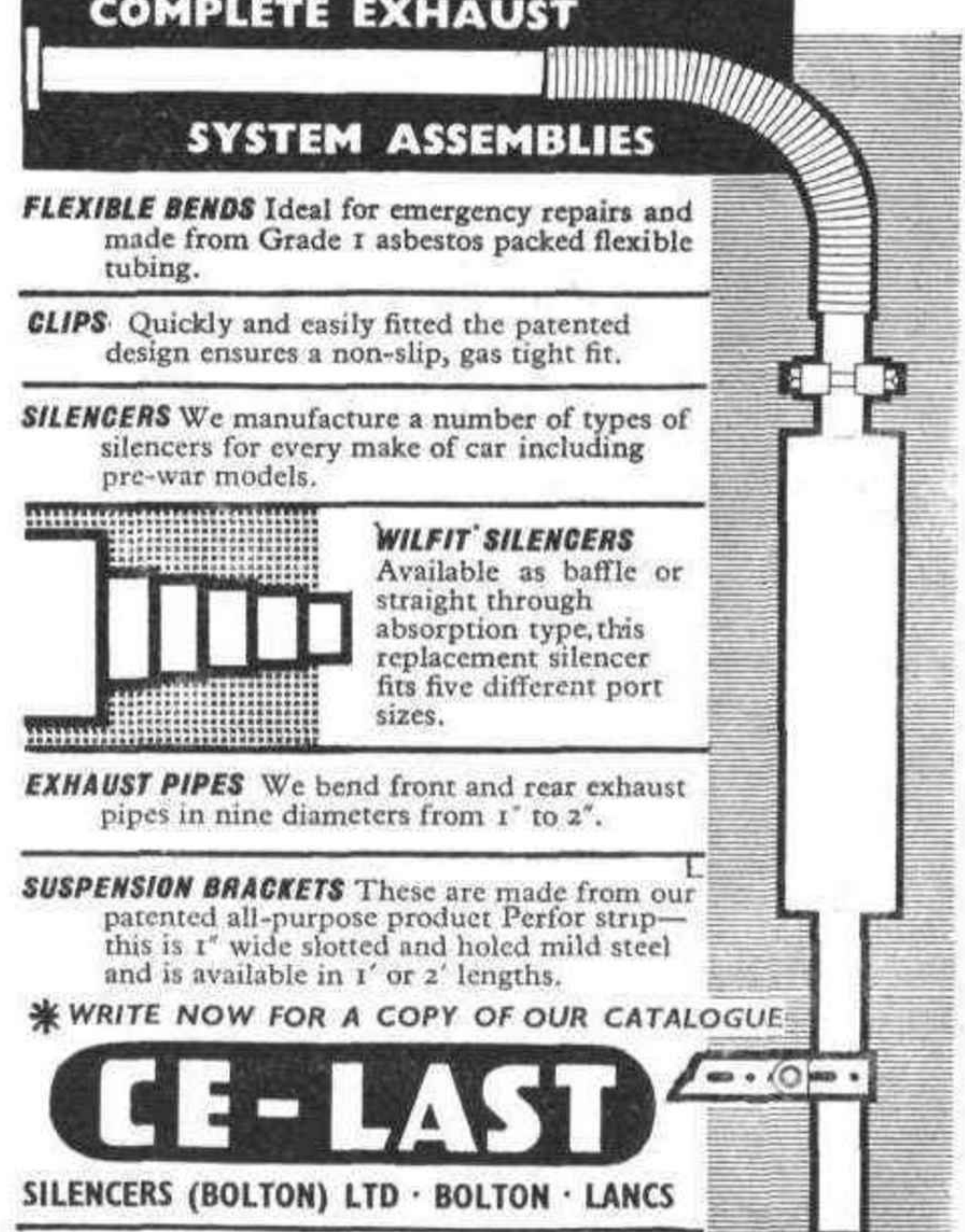


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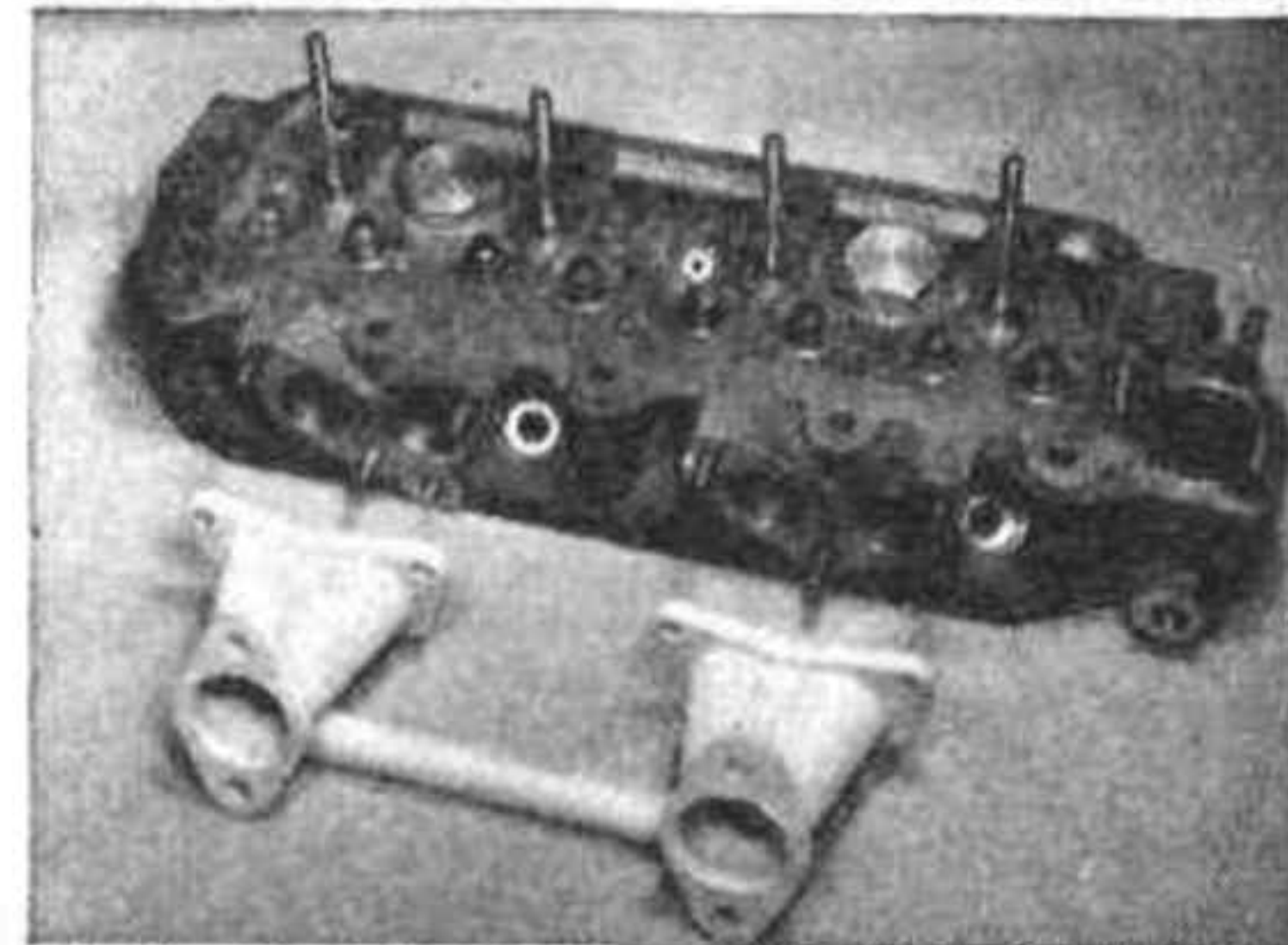
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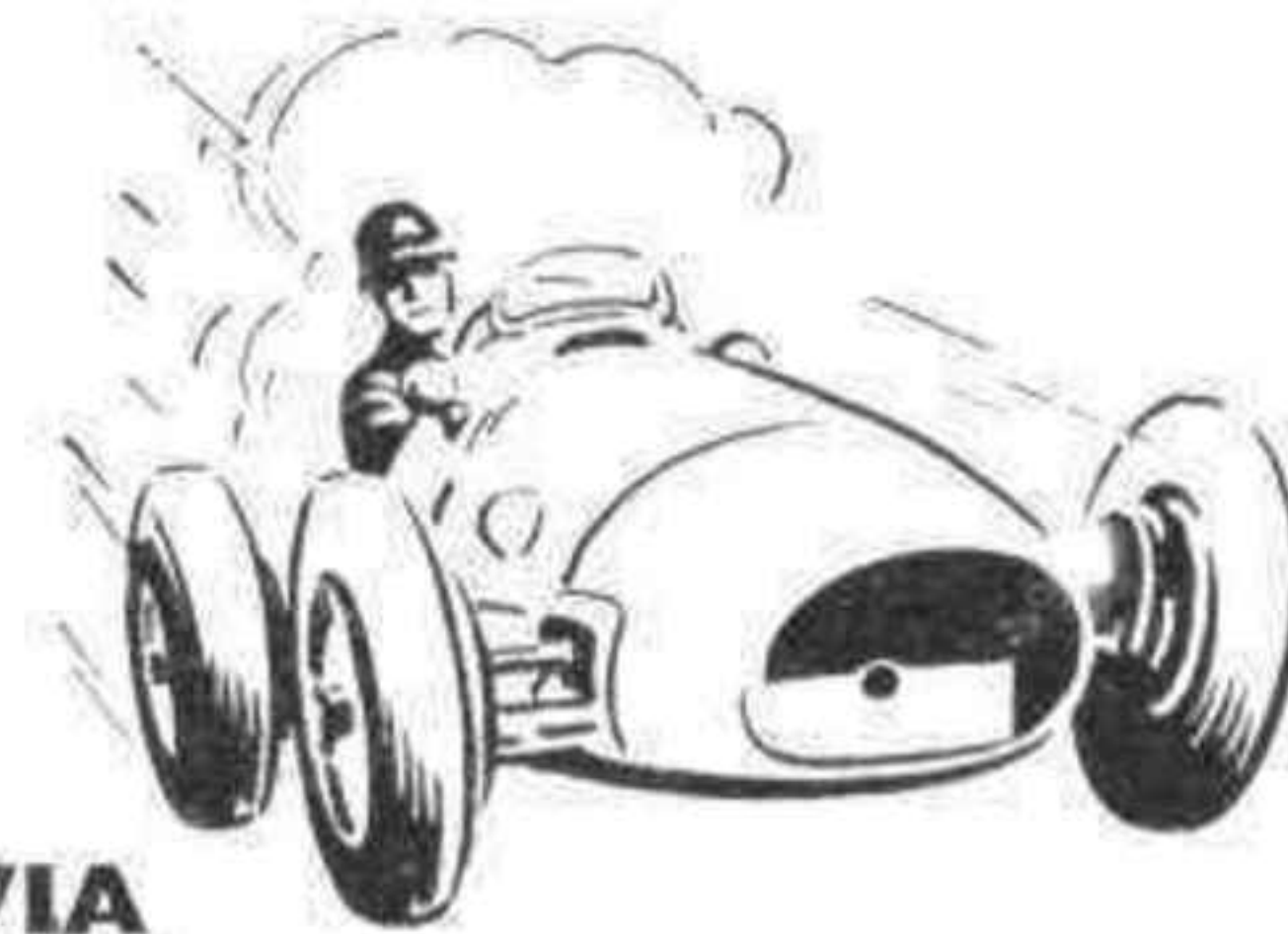
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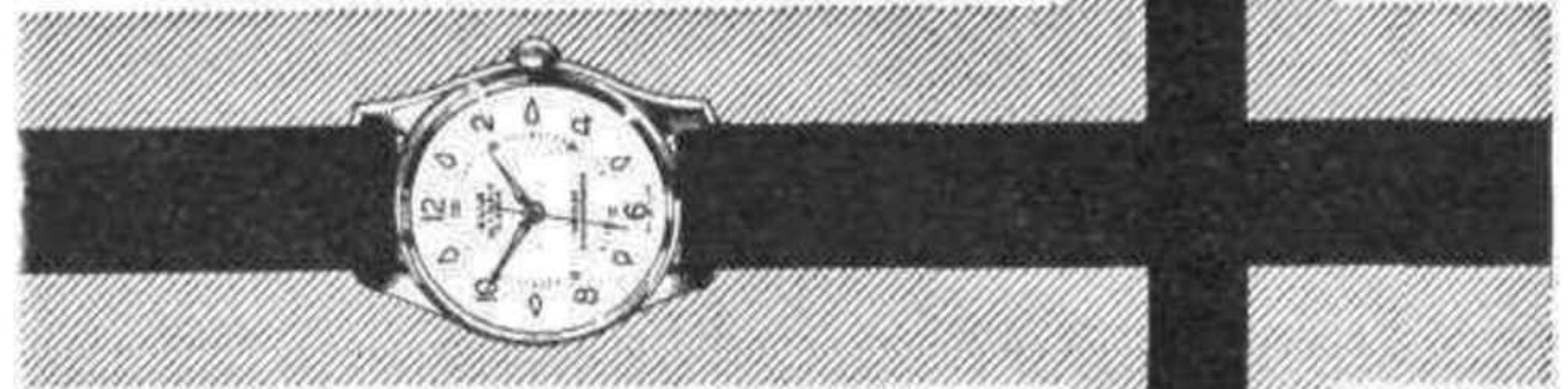
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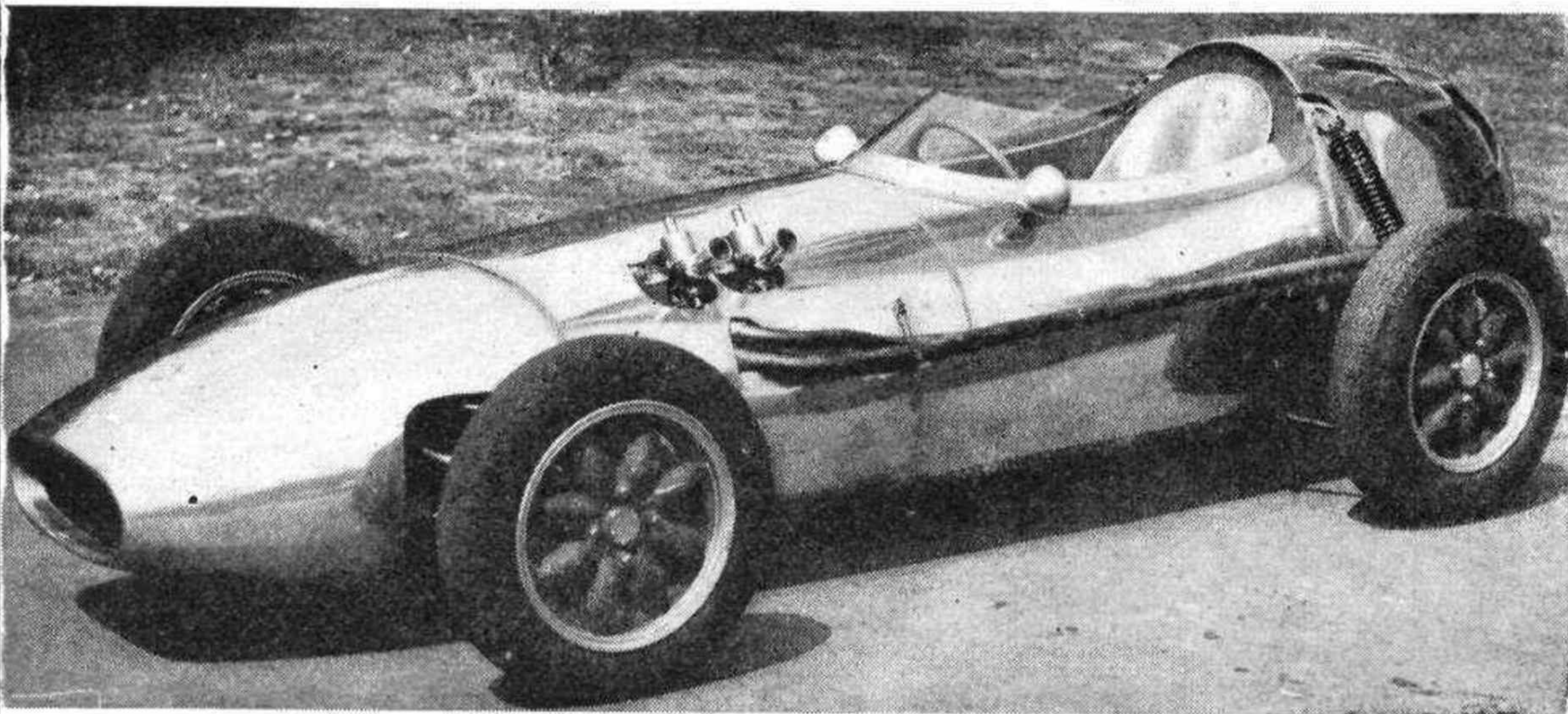
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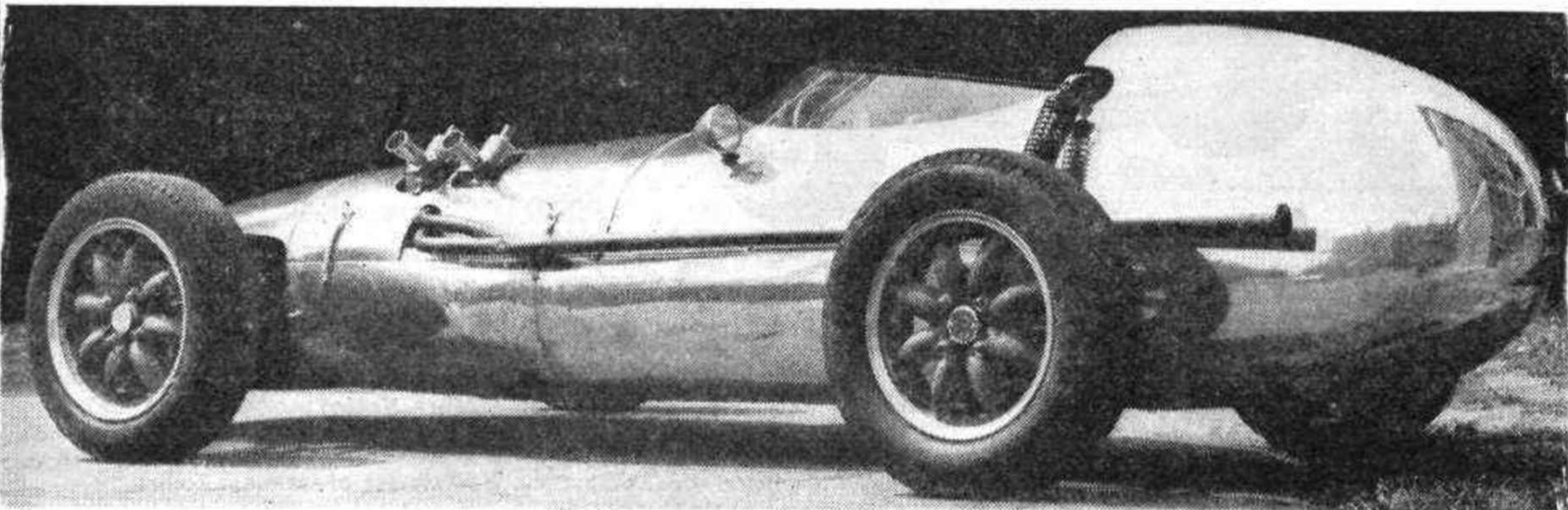
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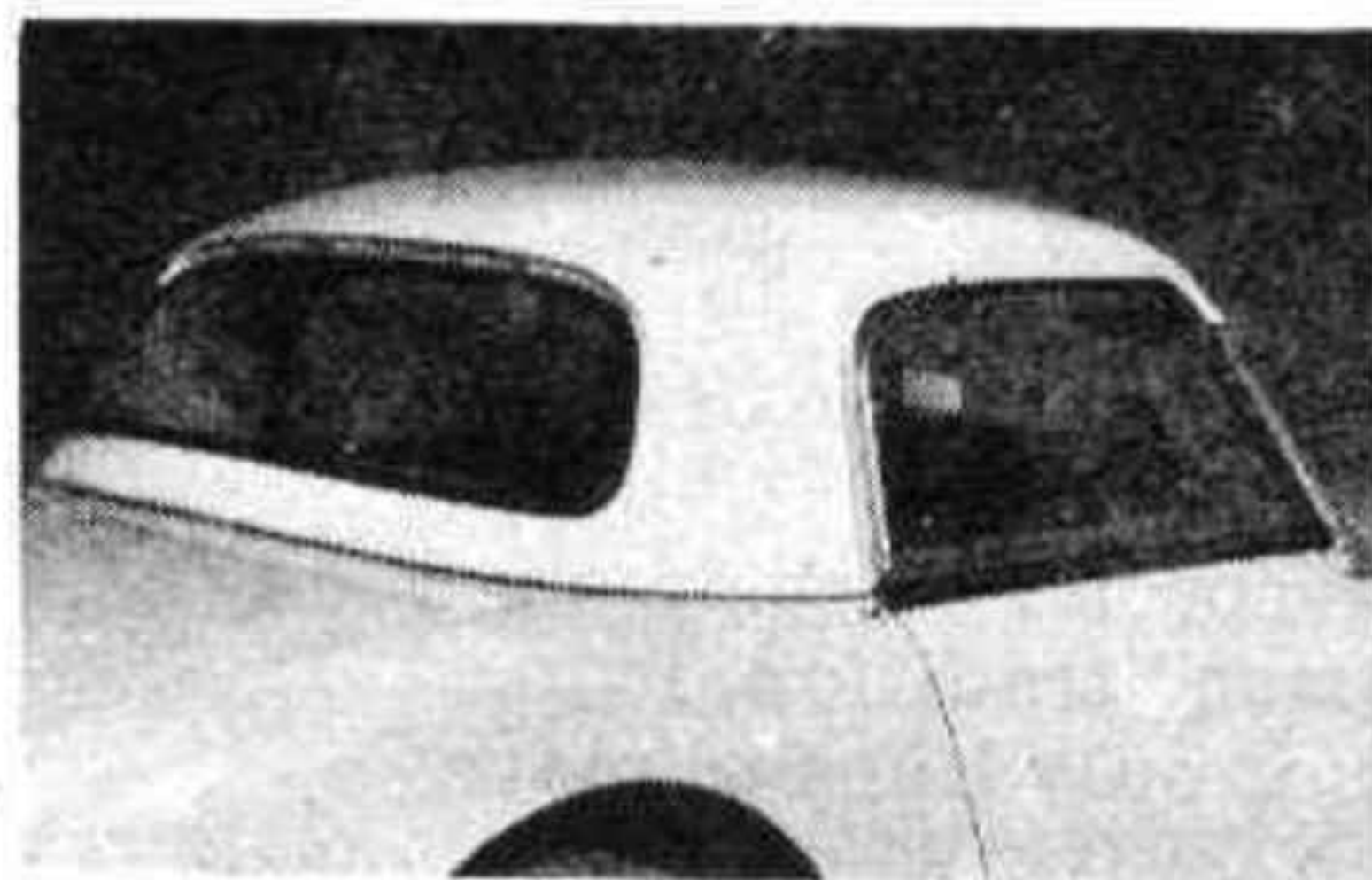
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THE WEEKLY MOTORING NEWSPAPER

Motoring News

WITH THE EASY-TO-SPOT MAGENTA TITLE

The Month Ahead

September is a big month for British motorists. One of the Big Five manufacturers will revise most of their range, and another will reveal two interesting new models. In addition the World Championship sports-car and drivers' championships will probably be decided. The dates:

Sept. 10 New versions of two famous family cars, and report and pictures on the Championship deciding T.T. at Goodwood. **Sept. 10**

Sept. 17 New model of a famous high-performance tourer, plus an eye-witness account of the Italian Grand Prix. **Sept. 17**

Sept. 24 Road-test of a modified version of the Farina A40 and description of yet another new family car. **Sept. 24**

Oct. 1 Report on the Oulton Park Gold Cup and illustrated descriptions of the revised models of two luxury cars, and of a just-announced small car. **Oct. 1**

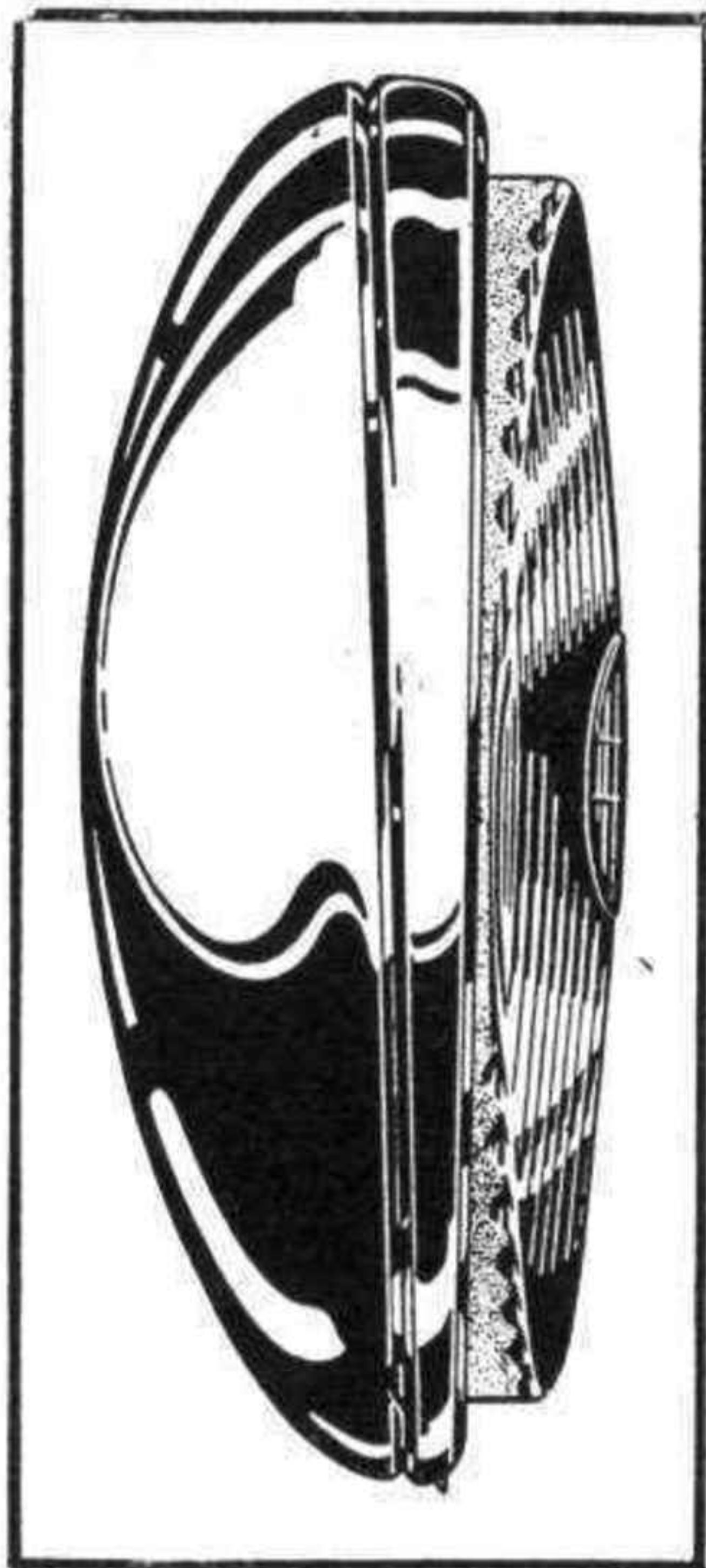
These contents are subject to adjustment according to the space made available by current news.

Each issue of *Motoring News* will also contain the usual regular features, including Bill Hartley's column, roadworks reports, latest sports news from home and overseas, reports of club functions, and latest news and comment on motoring matters.

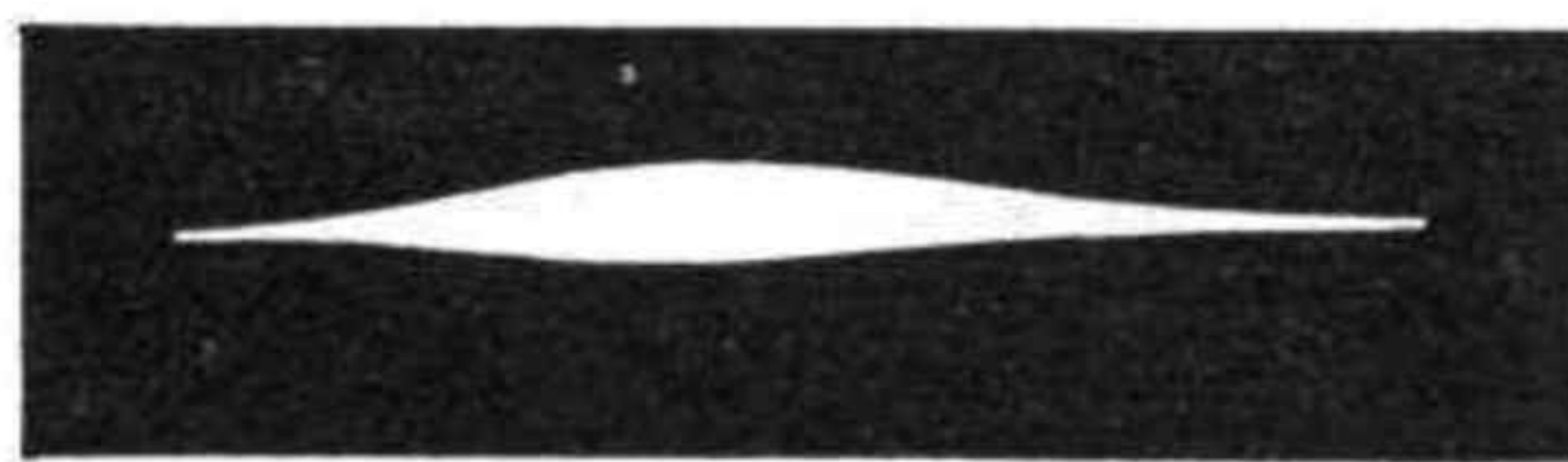
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165

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MOTOR SPORT

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

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MATTERS OF MOMENT

NEW B.M.C. SMALL CARS TO CHALLENGE THE WORLD

Last May MOTOR SPORT was delighted to be able to publish an Editorial praising the Standard/Triumph organisation of Coventry for having at long last produced a refreshingly different British car, in the form of the all-independently-sprung Triumph Herald. Now the British Motor Corporation has gone a considerable step further towards meeting Continental competition at home and in export markets.

With their new ADO.15 project, in the form of the new Austin Se7en 850 and Morris Mini-Minor 850 cars, designed by a team of engineers brilliantly led by Mr. Alec Issigonis, which are described elsewhere in this issue, the B.M.C. introduces economy cars which are as original, as up-to-date and as practical as the best models from the leading European factories. MOTOR SPORT has fought for years for a new approach to small-car design by British engineers, in order to combat the popularity of Continental best-sellers. Certain foreign small cars appeal to hundreds of thousands, even millions, of motorists, because they have discarded the rigid back-axle, "cart-spring" suspension, the propeller shaft and other design-items which, so far as economy cars are concerned, are an unwanted legacy from the long-distant past.

The Triumph Herald designers pointed the way and now the new B.M.C. small cars go a stage further. With all-independent-suspension using ingenious Moulton rubber-cone units which need no lubrication, are virtually indestructible and which offer variable rate suspension; with the engine set transversely at the front, driving the front wheels, to eliminate both the propeller shaft and long control runs; with tiny wheels that lower the centre-of-gravity and reduce unsprung weight to a minimum; and with spacious accommodation for four adult occupants in spite of very modest dimensions which are those, not of the normal small car, but of the baby or mini-car class of vehicle, these sensational new B.M.C. cars offer a promising challenge to the world's automobile factories.

The B.M.C. has produced curves which show that in performance their ADO.15 design outstrips the three best-sellers from Germany, France and Italy. Although they refrain from naming the cars they have in mind, these are obviously the Volkswagen, the Renault Dauphine and the Fiat 600. Up to 50 m.p.h. the latest Austin Se7en and new Morris Mini-Minor equal the VW on acceleration and leave the other two small cars behind; above 50 m.p.h. they

leave all three behind, if the B.M.C. has drawn its curves correctly. On price—under £500, p.t. included—the B.M.C. cars make these and many other foreign economy cars an expensive luxury, at all events on the home market.

We have waited a long time but at last a British design-team has exercised refreshing initiative and been allowed to develop its ideas commercially. We offer the warmest possible congratulation to Mr. Issigonis and his employers on this fine British achievement.

The advent of these ingenious, spacious British mini-cars which look like setting new standards of safety and performance—economy remind us of an amusing war-time incident. It so happened that a certain serious-minded lady of our acquaintance, who, very very keen on aviation, sought to serve with A.T.A. on the outbreak of hostilities. Alas, on her test flight she managed to taxi into a parked bomber, which displeased her superiors. So she found herself spending the war with the Ministry of Aircraft Production, vetting vital Air Diagrams for the R.A.F. Painstakingly did she check and re-check these elaborate canvases which depicted the correct way to operate complicated mechanisms, make night-landings, drop bombs, ditch and bale-out in emergency, and so on and so forth. She had to be quite certain she understood everything she encountered and one day she found an instruction to Air-Crews which read "PULL YOUR FINGER OUT." This puzzled her and she sought enlightenment, did this prim and correct lady-editor of Air Diagrams.

Curiously, no-one could be found to enlighten her but she persisted with her enquiries and the last we saw of her she was putting her query to a gold-braided Air Vice-Marshal . . .

Whether this officer was able to explain the apt expression to their mutual satisfaction isn't related, nor do we propose to attempt an analysis of it here . . .! But it is what the British Motor Corporation has done, and for which they deserve the strongest commendation.

MORE MASS CONVICTIONS AT SALISBURY

In July we drew attention to the mass convictions of motorists at Salisbury, where cases, mostly parking offences, were dealt with at the rate of one every 72 seconds, with fines totalling more than £134. We suggested that such a procedure was scarcely likely to promote a good relationship between police and public.

We are sorry to have to report further mass convictions of motorists in this well-known Wiltshire town. This time 102 cases involving

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Front Cover Picture: HIGHLIGHT OF HEAT 1 of the German Grand Prix on the Avus track was the battle put up by Gregory with the Cooper against Gurney and Brooks in Ferraris. The cover picture shows the two American drivers leading the eventual winner, the Cooper very much the "meat" in the sandwich, on the steeply-banked North Turn.

Motor Sport Events for September

★ 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
Sept. 2nd	Lothian Car Club	Waverley Market, Princes St.	Edinburgh	Driving Tests (C.)	7.00 p.m.
Sept. 5th	BRITISH AUTOMOBILE RACING CLUB	GOODWOOD	CHICHESTER	TOURIST TROPHY (INT.)	12 noon
"	Hawick & Border C. & M.C.C.	Common Haugh	Hawick	Rally (R.)	9.00 p.m.
"	S.U.N.B.A.C.	Silverstone	Towcester	Rally (R.)	1.30 p.m.
"	Blackfriars Motor Club	Sidcup	Kent	Rally (C.)	2.30 p.m.
Sept. 5/6th	R.R.E. Motor Club	Mortimer's Cross	Leominster	Rally (R.)	10.30 p.m.
"	Liverpool Motor Club	Lonbridge	Preston St. Liverpool	Rally (R.)	"
Sept. 6th	Fiat 500-600 Club	Heston Airport	Heston	Gymkhana & Driving Tests	11.30 a.m.
"	Swansea Motor Club	R. Swansea Garages	Fforestfach	Driving Tests (C.)	2.00 p.m.
"	Malden & D.M.C.	City Square, U.S.A.F. Base, Denham	Uxbridge	Driving Tests (R.)	10.30 a.m.
"	British Automobile Racing Club (S.W.)	Brunton Farm	Marlborough	Hill Climb (C.)	2.30 p.m.
"	M.G. Car Club (N.E.)	Harewood Bridge	Leeds	Gymkhana (C.)	2.30 p.m.
"	Snetterton M.R.C.	Thetford	"	Race Meeting (R.)	2.00 p.m.
"	Bentley Drivers' Club	Firle	Lewes	Hill Climb (R.)	2.00 p.m.
"	Oxford Motor Club	Pressed Steel Co. Car Park	Oxford	Safe Driving Rally	2.00 p.m.
"	King's Lynn & D.M.C.	Bawsey	King's Lynn	Rally (C.)	3.00 p.m.
Sept. 12th	Burnham-on-Sea Motor Club	Esplanade Car Park	Bridgewater	Rally (C.)	7.00 p.m.
"	North Midland Motor Club	Gulton Park	Tarporley	Spring Meeting (C.)	"
Sept. 12/13th	Veteran C.C.	Olde Swan Hotel, West Park Stray	Harrogate	Rally & Run	2.30 p.m.
"	R.A.F.A. (N.W. Div.)	Lion Filling Station	Chirk	Rally (R.)	11.00 p.m.
"	Ross & District M.C.	Railway Hotel	Ross-on-Wye	Night Rally (C.)	9.30 p.m.
"	De Lacy M.C. of Pontefract	Ferrybridge	Pontefract	Rally (C.)	9.00 p.m.
"	Bognor Regis Motor Club	East End Coach Park	Bognor Regis	Rally (R.)	8.00 p.m.
"	Craven Motor Club	Reading	"	Rally (C.)	10.00 p.m.
Sept. 13th	Shell Motor Club	Fair Oaks Aerodrome	Chertsey	Gymkhana (C.)	2.30 p.m.
"	Marconi Auto Club	Rivenhall Airfield	Witham	Driving Tests (R.)	2.15 p.m.
"	Nottingham S.C.C.	Mallory Park	Leicester	Race Meeting (R.)	1.30 p.m.
"	Harrow Car Club	Colne Park, Earls Colne	Colchester	Autocross (R.)	9.00 a.m.
"	Vintage S.C.C.	Madresfield Court	Malvern, Wores.	Driving Tests (C.)	1.30 p.m.
"	Lagonda Club	Kings Head, Holtspur	Beaconsfield	Social (C.)	2.00 p.m.
"	Bedford Motor Club	Blackwells Farm	Kimbolton	Driving Tests (C.)	2.30 p.m.
"	B.R.S.C.C. (N.W.)	Old Trafford Cricket Ground Car Park	"	Driving Tests (R.)	2.00 p.m.
"	Gwyn Clark A7 Motor Club	Heston Aerodrome	Hounslow	Driving Tests (C.)	10.30 a.m.
"	Herts County Aero & A.C.	Brands Hatch	Nr. Fawkham, Kent	Speed Trial (R.)	2.00 p.m.
"	B.A.R.C. (N.W.)	Hooton Park Aerodrome	Birkenhead	Driving Tests (R.)	12 noon
"	Shell Motor Club	Fairoaks Airfield	Chobham, Surrey	Gymkhana (C.)	2.30 p.m.
Sept. 15th	Allard O.C.	Pavours Arms	Page St., Westminster	Film Show	8.00 p.m.
Sept. 19th	Cemian Motor Club	Royal Scot Hotel	M.R.160/209928	Barbecue Rally (C.)	7.00 p.m.
"	Peterborough Motor Club	Silverstone	Towcester	Race Meeting (R.)	12.30 p.m.
Sept. 19/20th	Pathfinders & Derby M.C.	Smith's Garage, Alfreton Rd.	Derby	Midlands Rally (R.)	11.00 p.m.
Sept. 20th	Railton Owners' Club	Heston Aerodrome	Hounslow	Driving Tests & Concours	11.00 a.m.
"	Lagonda Club	Bellhouse Hotel	Beaconsfield	Concours & A.G.M.	2.00 p.m.
"	Newquay Motor Club	St. Ivel	Newquay	Driving Tests (C.)	2.30 p.m.
Sept. 23rd	Cambridge 50 Car Club	Witchford Airfield	Ely	Sprint (C.)	10.00 a.m.
Sept. 26th	Bentley Drivers' Club	Silverstone	Towcester	Race Meeting (R.)	1.00 p.m.
Sept. 26/27th	Bristol M.C. & L.C.C.	Mullets Motors, Redcliffe Hill	Bristol	Rally (C.)	10.00 p.m.
Sept. 27th	R.A.F.A. Motor Club (N.W.)	No. 1 Car Park	New Brighton	Driving Tests (C.)	1.00 p.m.
"	Greyhound Motor Club	M.R. 005767	Birmingham	Treasure Hunt (O.)	1.30 p.m.
"	R.R.E. Motor Club	R.R.E. (N.) Car Park	Malvern	Rally (C.)	2.00 p.m.
"	Burnham-on-Sea M.C.	Esplanade Car Park	Burnham-on-Sea	Driving Tests (C.)	2.00 p.m.

NEW MERCEDES AND VAUXHALL

Overshadowed by important developments in the baby car field both Mercedes and Vauxhall have made changes to their current range of models.

The 220 series has been restyled and the 180, 180D, 190 and 190D have been given detail improvements. The 220 will now appear in three forms, the 220 having an engine which gives 105 b.h.p. at 5,000 r.p.m., the 220S giving 124 b.h.p. at 5,200 r.p.m. and the 220 SE with fuel injection giving 134 b.h.p. at 5,000 r.p.m.

The rather rounded and bulbous lines of the Mercedes have been flattened out on the 220 models, no doubt to test public reaction. The roof line is flatter, the front and rear windscreens are more curved and swept round with a hint of tail fins at the rear. The car is larger than its predecessor becoming a full six-seater in its latest form with luggage capacity increased to 22.6 cubic feet. The radiator grille is also lower and wider but still retains the traditional Mercedes characteristics. The rear swing axle suspension now features a compensating spring as on the 300SL.

Mercedes claim maximum speeds and fuel consumption as follows: 220—96.2 m.p.h., 220S—102 m.p.h., 220 SE—105 m.p.h. Fuel consumption: 20—25 m.p.g.

The other models have been given detail changes such as lower and wider radiator grilles, smoothed and strengthened bumpers, new tail lamp clusters, whilst standard equipment is now fuller, including screen washers, turbo-finned brake drums, front doors now locked by key, and pass lights. Prices of the new models have not yet been released in this country.

The Vauxhall Cresta and Velox models have received one of their periodic styling changes although the Victor remains virtually unchanged except for new colours and upholstery changes. Since

the Series II Victor was introduced last February 59,700 models have been built.

On the Cresta and Velox the body has been strengthened, particularly in the rear section, whilst the engine mountings have been strengthened. In the styling department the wraparound windscreen has been extended, the radiator grille has been modified, the bumper redesigned and various other small details have been changed. Inside more attention has been given to comfort, with larger seats, wider and softer door arm rests and the half horn ring has been replaced by a full-size one. The prices of these models remain unchanged.

CLUB NEWS

The annual Sunbeam S.T.D. Register Sandhurst Rally will be held on October 4th and on October 17th a meeting will be held at the Sunbeam-Talbot Coventry factory to celebrate the 60th anniversary of the original Sunbeam Motor Company, when the Rootes Group will entertain members. Details from the Hon. Registrar, Winifred Boddy, Carmel, Fleet, Hampshire.

The Bull-Nose Morris Club holds its Paignton Rally on September 5th. Cars will assemble near the pier at 12 noon. Entries have closed.

The position to date in the Inter-Register Contest (S.T.D., 12/50 Alvis, Fiat and Humber Registers and Bull-Nose Morris Club) is that the 12/50 Alvis Register leads from S.T.D., followed by Fiat, Humber and Bull-Nose. The final round comes in the 12/50 Alvis Register Night Trial in September.

MATTERS OF MOMENT—continued from page 663.

exceeding a 30 m.p.h. speed-limit were heard in a day, fines being imposed that totalled £264.

We attended the Court that morning and heard this quick-fire disposal of many of the cases concerned. One case was defended, unsuccessfully, by a solicitor and one motorist appeared to defend himself, but was also unsuccessful. This took considerable time, so the amount of money taken from motorists that day is, to say the least, remarkable.

The cases all hinged on speed over fractionally more than 440 yards of road from Salisbury towards Fordingbridge, at Downton. The police hid behind a bank in a Civil Defence Land Rover and, when a particular car was selected for timing, a signal was given by radio to a constable, with a stop-watch and another radio signal was sent by another constable at the other end of the ¼-mile, so that the watch could be stopped, identification of the car timed being based on its registration number. If a speed of 30 m.p.h. was exceeded a further radio call resulted in the driver involved being halted further down the road and cautioned.

Some significant facts emerge. The defending solicitor and the motorist who defended his own case spoke of the large number of cars timed and of cars in a stream of traffic being timed. One policeman misquoted the number of a car about which he was giving evidence, others seemed uncertain of the colour and sometimes the make of the cars concerned. Cars were timed from opposite the posts (supplemented, let it be noted, by paint lines the police put on the road) marking the built-up area, no allowance being made for a driver to lose speed after passing the signs. However, no action was taken against drivers whose speed did not exceed 37 m.p.h.—which may be regarded as leniency, or as an admission that some safeguard was deemed desirable for the inevitable time-lag between receiving a verbal signal and starting and stopping a watch. Pre-prepared slips of paper were apparently held ready to give to motorists caught in the trap.

We do not for a moment dispute the right of the police to operate a speed-trap over a road with dangerous characteristics or on which a bad record of pedestrian and/or vehicle accidents exists. But in the case of this ¼-mile at Downton the road was described as wide and almost straight. Moreover, if the object of the speed-trap is to endeavour to prevent accidents and preserve life, why hide the policemen behind a bank out of sight of the motorists? And why use a C.D. vehicle? Placing a police car in full view would cause motorists to reduce speed but stopping them after they have driven through the stretch at speed is no way in which to pretend to safeguard lives; if, indeed, any had been endangered. It smacks of watching a man rob a bank and catching him on the way out, instead of properly guarding the premises to ensure that no burglary occurs.

However, the Chairman of the Magistrates, Ald. H. E. Cooke, has stated that "It is not part of our job to comment on the effect of the methods used or the effect of mass prosecutions of this type. We are quite satisfied the method provided accurate evidence of speeding."

Even if we accept that hand-timing in conjunction with radio signals may permit sufficiently accurate determination of speeds for the purposes of the police (who quoted to two places of decimals), is it good policy to occupy six able-bodied police officers for three days on operating such a trap from a road-side field? With crime increasing by leaps and bounds and a bid being made to restore public faith in the police force, this becomes a pertinent question . . .

During our sojourn in Salisbury Police Court we noted that case after case was heard without the drivers involved putting in an appearance. Apparently Salisbury motorists accept the fact that, however long their driving experience, however clean their past record, the magistrates will fine them £2 for speeds up to 40 m.p.h., £3 if they drive through a limit at over 40 m.p.h., always with licence endorsement. What did strike us is the fact that, with 25 cases averaging out at a speed of 40.26 m.p.h., the road in question is overdue for promotion to a 40 m.p.h. speed limit, instead of being used by concealed policemen and their radio truck to raise fines of the order of over £260 in one day's sitting of the Court—because this is the speed which average motorists, who are hardly potential suicides, accept as safe over this particular stretch of road.

We understand that more and more motorists who once drove down A.30 to the West Country, frequently pausing to use the amenities (and shops) of Salisbury, now prefer to use the A.303 route. It would seem that they will be wise to continue to do so.

THE AINTREE POLICE

Referring to last month's editorial concerning police persecution at Aintree (page 576) the Chief Constable of Lancashire has failed to reply and consequently it must be assumed that he agrees with our

remarks. In the meantime we have received a letter from the Observer at Anchor Crossing on the occasion of the British Grand Prix, who states that he has held this position since the first meeting at Aintree and has always had full co-operation from photographers. This gentleman tells us that he noticed a police officer on the inside of the course, standing with his back to the cars, about a foot from the edge of the circuit, flourishing his stick and bawling at the various photographers and others who were present. When the opportunity arose our correspondent went across the circuit and in a reasonable manner asked what the police officer was doing. The officer said that he had received orders from the Colonel and Mrs. Topham to remove everybody there. It was pointed out to the officer who was the Observer in charge of that particular section, and our correspondent confirmed that he had had no trouble whatsoever with any of the photographers, nor had he had trouble with the few people who were standing well behind the large gate, in which position they were perfectly safe. The officer then commenced to be most difficult and unpleasant, asked for the Observer's name, which he gave to the officer, and he, in turn, took the officer's name. He had no option but to order the officer out of his area.

Another correspondent complains that after paying 34s. to get into Aintree he was prevented by a police cadet from taking up a vantage point by the empty rails at Anchor Crossing and told to double-park at Picnic Loop.

It appears that our criticism of police methods at Aintree were timely and that if Mrs. Topham wishes to continue to receive the support of Press and public she should take steps to ensure that in future the police inside her fences act in a civil manner.

A NOTE FOR STIRLING MOSS' FANS

Stirling Moss was fined recently for crossing from one lane to another in the Mersey tunnel when driving away from Aintree after the British Grand Prix. The action was taken as the result of information lodged by a fellow motorist. It is interesting to note that the Mersey tunnel authorities are prepared to act on such information whereas when a case of genuine dangerous driving is reported to the police they invariably take a disinterested attitude and tell the informer that it is up to him or her to bring a civil action.

Reverting to Moss and the Mersey tunnel, it is amusing to find that the person who so readily informed against him stated that Britain's most popular racing driver was at the wheel of a powerful sports car. In fact, Moss was driving a Triumph Herald. . . .

The "fast" lane in the Mersey tunnel is often slower than the "slow" lane when the former is blocked by over-cautious drivers or crawling commercials and this encourages drivers to go from one lane to another. It seems incredible that a fellow motorist should report Moss, not very accurately either, for what is a comparatively harmless motorist misdemeanour. People have been "sent to Coventry" for less and Stirling Moss has tens of thousands of fans. The person who informed on Stirling is Mr. J. L. Bull, "Elms," Arch Road, Newton, West Kirby, Cheshire.

BANK-HOLIDAY BRANDS

The August Bank Holiday meeting at Brands Hatch was attended by an enormous crowd, estimated at around the 40,000 to 50,000 mark, and they had a large and varied programme of racing to watch.

The major race of the day was the John Davy Trophy for F. 2 cars, which was run in two heats, the aggregate times of which were added together to find the winner. In the first heat Chris Bristow sprang a surprise on Jack Brabham and Roy Salvadori, both in Coopers, by getting away first and maintaining his lead in the B.R.P. Cooper-Borgward for the remainder of the race, while Salvadori and Brabham scrapped between themselves for second place—honours eventually going to Salvadori. In the second part Brabham appeared, having changed his anti-roll bar, and immediately took the lead from Salvadori and Bristow, indulging in his usual crowd-pleasing slides. Bristow was never very far behind though and when the times were added together it was found that he had won by over a second from Salvadori.

Peter Ashdown gained another win for Lola in the Wrotham Trophy, which was held in two heats and a final. Although Graham Hill appeared in a Lotus Seventeen he was no match for the flying Lola. As he came past the stands Ashdown pointedly looked over his shoulder at Hill as he appeared round Clearways. In the Final Ashdown won from Gammou, also Lola-mounted, with Hill well down in third place after a bad start.

The highlight of the day's racing for most spectators was the 21-lap race for over-1,600-c.c. sports cars. C. J. Lawrence kept his Morgan Plus Four in front of Protheroe's XK120, Baillie's Corvette and Sears' Healey 3000 for 16 laps by superb driving. Gradually Protheroe closed the gap and rather unnecessarily switched on his headlights, but Lawrence was not to be unnerved and Protheroe eventually managed to get by on Top Straight but the crowd let it be known with whom their sympathies lay at the end of the race by giving Lawrence a tremendous ovation.

The under-1,300-c.c. saloon car race provided excitement as Shepherd and Williamson raced closely for the whole race in their much modified A30s with Climax-like exhaust notes. Shepherd held the lead for the whole race although pressed hard by Williamson, but at Kidney Bend on the last lap his engine blew up in a cloud of smoke.

After the lunch interval a five-lap handicap race for Veteran and Edwardian cars took place which was won by Sir Francis Samuelson in his 1914 3-litre Sunbeam from Cecil Clutton's Itala.—M. L. T.

DRIVING THE NEW B.M.C. MINI-CARS

THE B.M.C. laid on a party for Continental journalists on August 19th (at which Paul Frere was rumoured to have lapped in 2 min. 2 sec.) and for British journalists on August 20th at the F.V.R.D.E. at Chobham for the purpose of sampling their new babies in motion. The release date was August 26th, for those papers which had not "jumped the gun."

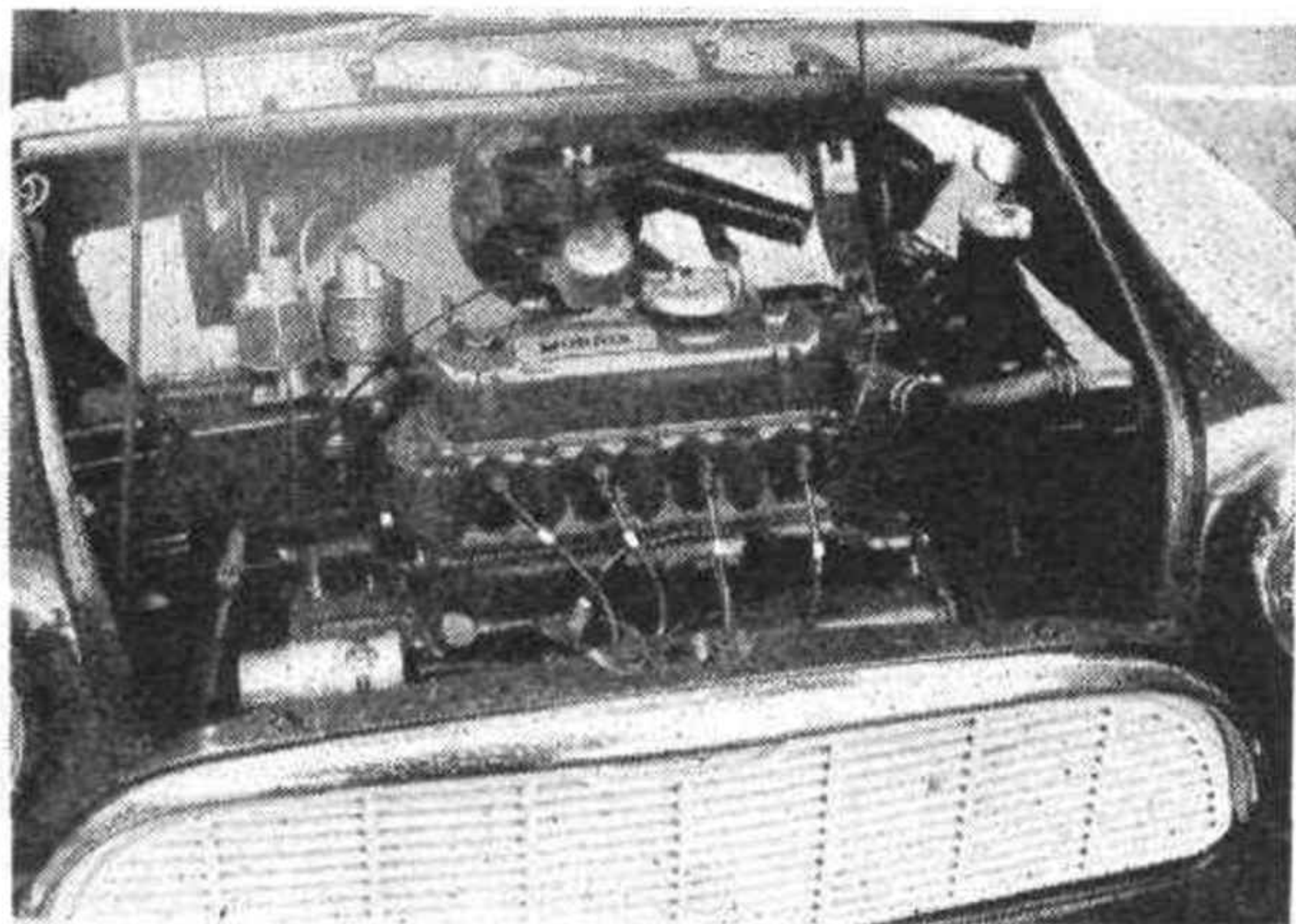
I was able to drive six miles round the speed track and snake in a Mini-Minor and while such a brief acquaintance tells you very little, it did confirm in no uncertain fashion the safe-handling qualities of these remarkable little four-seaters. There is a not too excessive understeer tendency which changes to oversteer on a corner if power is turned off. 60 m.p.h. shows on the speedometer in third gear and 70 in top, and at the latter speed there is some engine hum but noticeably little wind-roar.

Later it was possible to see how easily a one-in-four gradient could be taken in third gear from a rolling start, the cars also restarting unconcernedly in bottom gear on this hill. Driving round an untreated (dry) skid-pan confirmed the absence of any vicious oversteer. The steering is very precise and reasonably light and special treatment of the rack and pinion seems to have eliminated the kick-back usually associated with this layout. The long gear lever and floor starter button are reminiscent of far earlier Austin Sevens. Steering calls for 2½ turns, lock-to-lock.

Details of controls layout, etc., must wait until it is possible to publish a full road-test report but the flashers stalk on the right of the steering column is useful and the de-luxe Mini-Minor I drove had speedometer with transparent needle for easy reading of the figures, ash-trays and lamps in each rear parcel container, etc. There are double sliding front windows and the rear windows open slightly, an arrangement said to provide highly efficient ventilation.

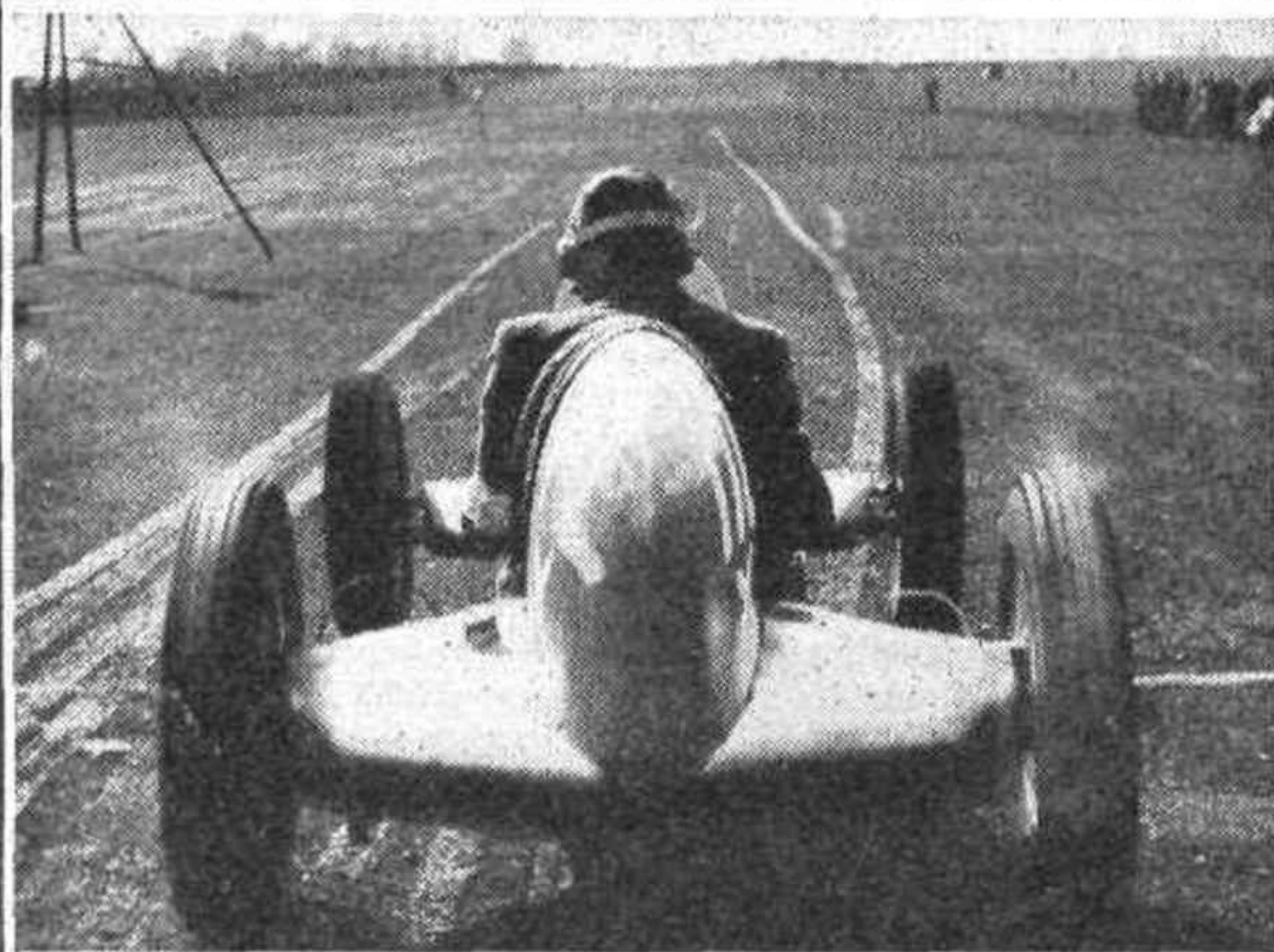
At lunch it was interesting to chat with Alec Issigonis about the new cars, which must surely completely undermine Continental mini-car sales in this country and probably throughout the World. He remarked that he found it easier to silence the mechanical side of the car with the transverse engine than with the power unit normally placed. He gives tyre life as 12,000 miles from the driving wheels, 13,000 from the back wheels, but Dunlop Duraband covers will eventually be available which are expected to triple these mileages. Issigonis says he discarded air-cooling for various reasons, of which a very important one is that he could go up on compression-ratio by 1½ ratios with water-cooling. He is a firm believer in high compression-ratios for maximum petrol economy.

It now remains to check on a few pertinent points, such as petrol economy, ability to negotiate mud, and accelerative abilities, which we shall do as soon as one of these refreshingly new and "different" cars is placed at our disposal for road-test. Further comments on the new B.M.C. project will be found on pages 678-680 and in our Editorial.—W. B.



SPACE-SAVER.—The 848-c.c. engine of the new Austin Seven and Morris Mini-Minor is set across the car, driving the front wheels through a four-speed gearbox in the engine sump, to conserve space within the very compact body for four fully-grown adult persons.

Alec Issigonis, designer of the sensational new rubber-suspended B.M.C. mini-cars, was born in Smyrna in 1906 and came to this country in 1922 at the age of 16. It was not until then that he first saw a motor car. He studied from 1922 at London University and his first job was with a firm who specialised in car suspension units. From then he went to another firm as a specialist in suspensions. He joined Morris Motors Limited as a suspension expert in 1936 and was shortly afterwards given the job of design in general. As a hobby he and Dowson built the successful rubber-suspended Lightweight



Early experiments with rubber suspension. Issigonis at Elstree in 1946 with the Lightweight Special.

Special. It is stated that the preliminary sketch of the Morris Minor as we know it today was made on the back of an envelope in an air-raid shelter during the war. In 1952 he went to Alvis Ltd., where he was responsible for a very advanced 3½-litre V8 high-performance car with hydraulic suspension which never went into production. In 1956 he returned to the British Motor Corporation, where he now holds the appointment of Chief Designer.

THE D.A.F. IN PRODUCTION

Last March the first two D.A.F. 600s, the little car with belt-drive automatic transmission which aroused considerable interest at last year's Earls Court Show, were delivered. One went to the first person to place an order some years ago for the new Dutch car, the other to the only lady burgomaster in the Netherlands, as a gift from her municipality. The D.A.F. is now in full production and 150 dealers have been appointed in Holland. It is planned to export 20,000 D.A.F.s to America next year, as a "warming-up" move to whet U.S. appetites.

* * *

The London Motor Club are again holding their popular London Rally, the ninth in the series. This year it will take place on September 18/19th. Starting points will be London, Leeds and Taunton with the Finish at the Royal Ascot Hotel, Ascot. Entry forms are available from Mrs. J. Actman, 18 Marlborough Road, Richmond, Surrey.

* * *

Romford Enthusiasts Car Club are holding a sprint meeting at Snetterton on Sunday, September 13th. The course will be ¼ mile long starting on the home straight and passing through the Esses and Coram Curve. Proceedings commence at 2.30 p.m.

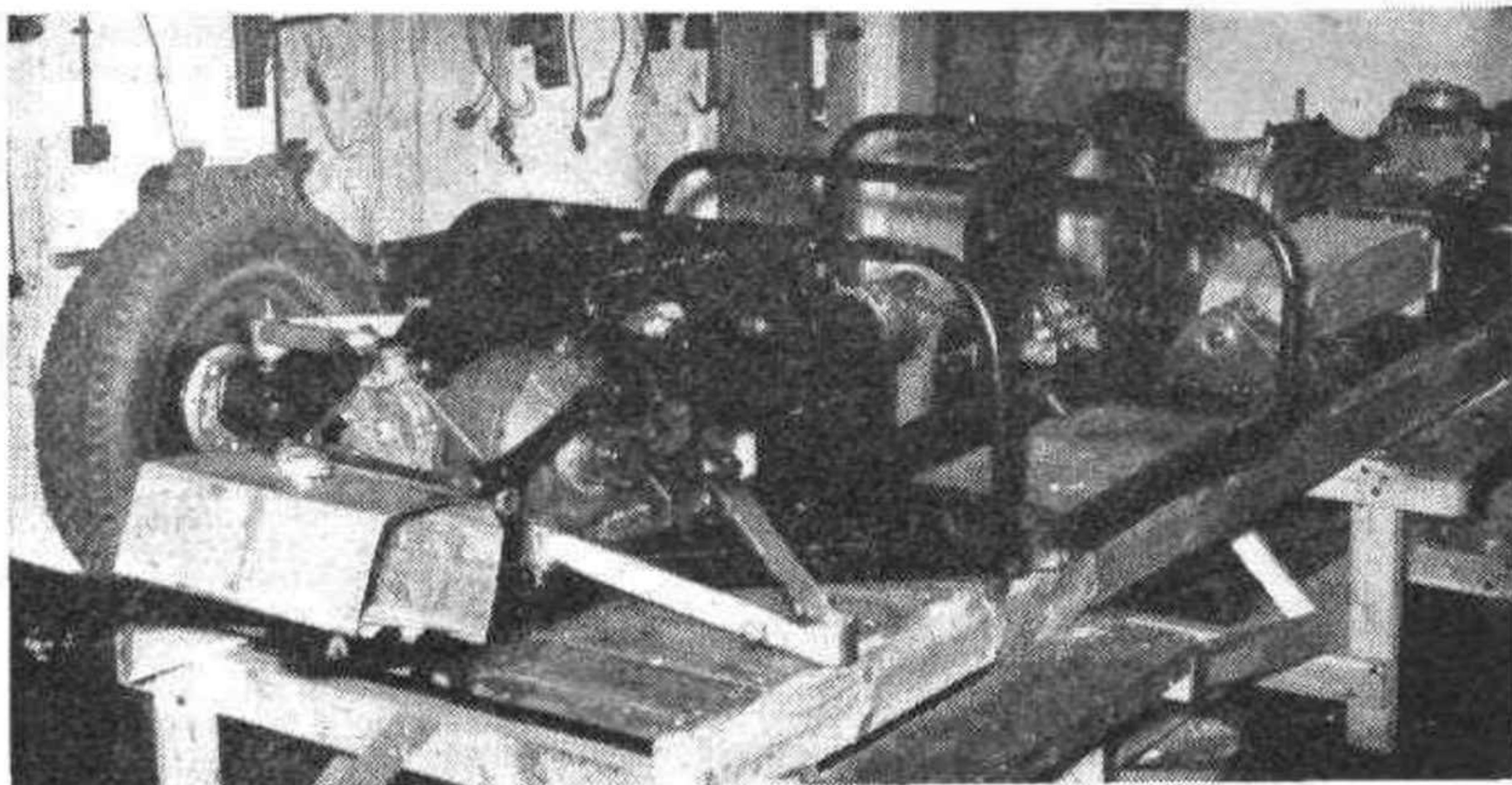
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The Malvern Urban District Council are holding a Concours d'Elegance in Victoria Park, Malvern Link, on Saturday, September 12th, commencing at 1 p.m. Classes range from Veteran and Vintage to "Specials" and motor-cycles. Entry forms can be obtained from Mr. R. A. Gammons, Winter Gardens, Malvern.

Two Specials

*The Allard Sprint Car and
the 1172 Terrier*

BARE BONES.—The chassis of the Allard in course of assembly.

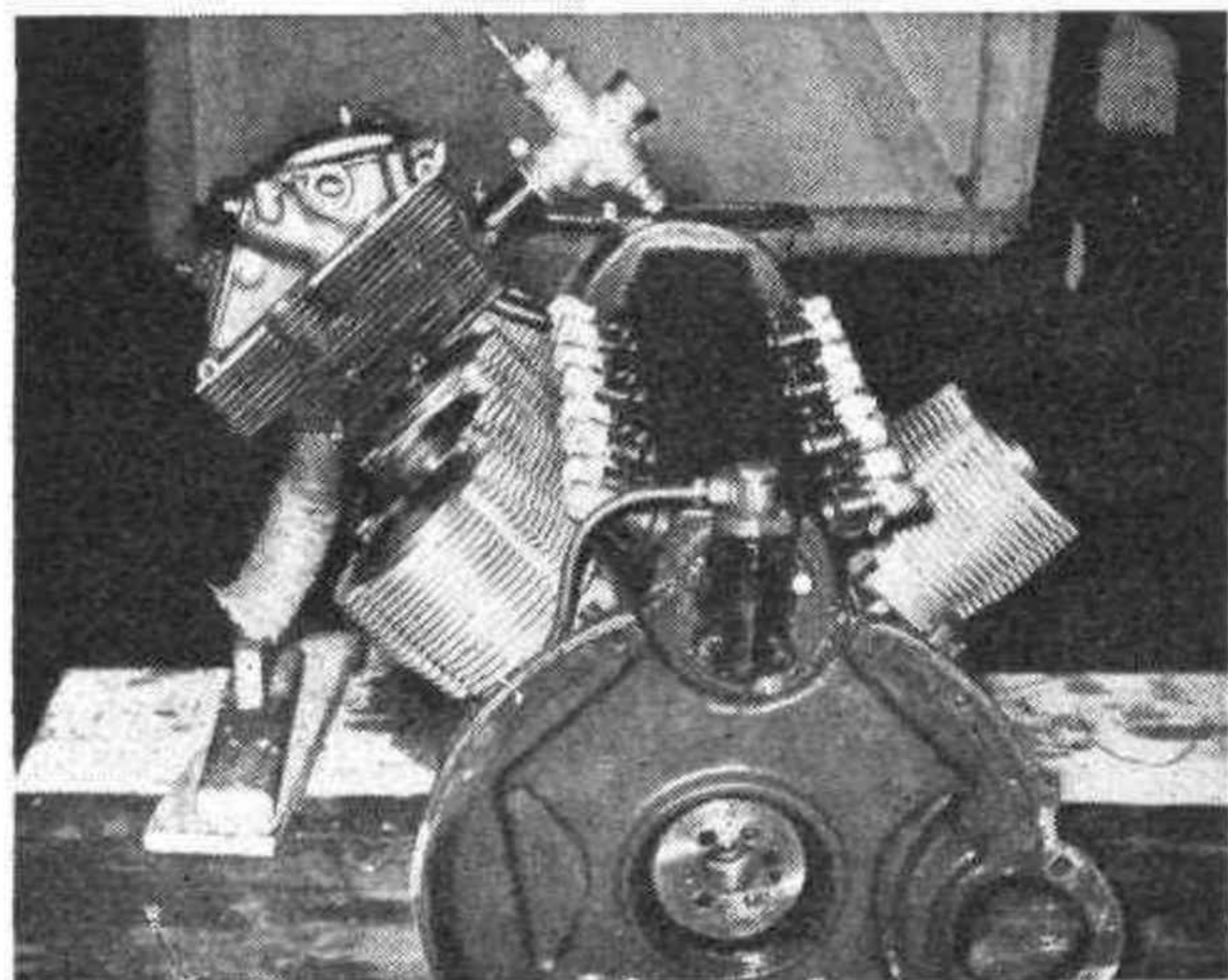


SYDNEY ALLARD'S Steyr-engined "specials" have been a feature of sprints and hill climbs since the war, but the latest in the series promises to be the most exciting of all. It is a twin-engined four-wheel-drive sprint car using two of the well-known Steyr engines.

Back in 1946 Sydney Allard was using a sprint car fitted with a Ford V8 engine, which was not really satisfactory, and his attention was drawn to a German engine originally intended to power lorries. It was a V8 of similar capacity to the Ford but being 100 lb. lighter and giving more power—about 90 b.h.p. at a modest 3,600 r.p.m. It was also air-cooled, thus saving the weight and complication of a cooling system.

Mr. Allard managed to obtain four of these engines together with a spare crankcase and a few spares which have gradually dwindled over the years until his spares' situation is now virtually nil, so that any major damage to an engine will put it completely out of action. One engine is fitted in his sports hill climb car, two in the new car and one as a standby. These interesting engines are 60 deg. V8s having a cast-iron crankcase, with each cylinder being a separate well-finned barrel upon which is fitted the light alloy cylinder head casting carrying two push-rod operated, inclined overhead valves. The crankshaft runs in five plain bearings using the quick-change thin shell type. Above the crankshaft runs the chain-driven camshaft which operates the valves through relatively short push-rods. Ignition is by Scintilla Vertex magnet driven from the nose of the camshaft, while each cylinder is fitted with an Amal carburetter.

The engines have been bored out once since 1947, giving bore and stroke dimensions of 80 by 92 mm. and a capacity of 3.7 litres. Modifications to compression-ratio and carburation have put the maximum power up from its original 91 b.h.p. at 3,600 r.p.m. to over 180 b.h.p. at 5,000 r.p.m. In order to obtain a very low build for the new sprint car two engines have been converted to dry sump lubrication which has meant the fabrication of new sumps only two inches deep. The oil pumps have been adapted to run from the



THE STEYR ENGINE, showing a cylinder head in position.

timing gear in front of the engine and the oil tank is situated right at the front of the car.

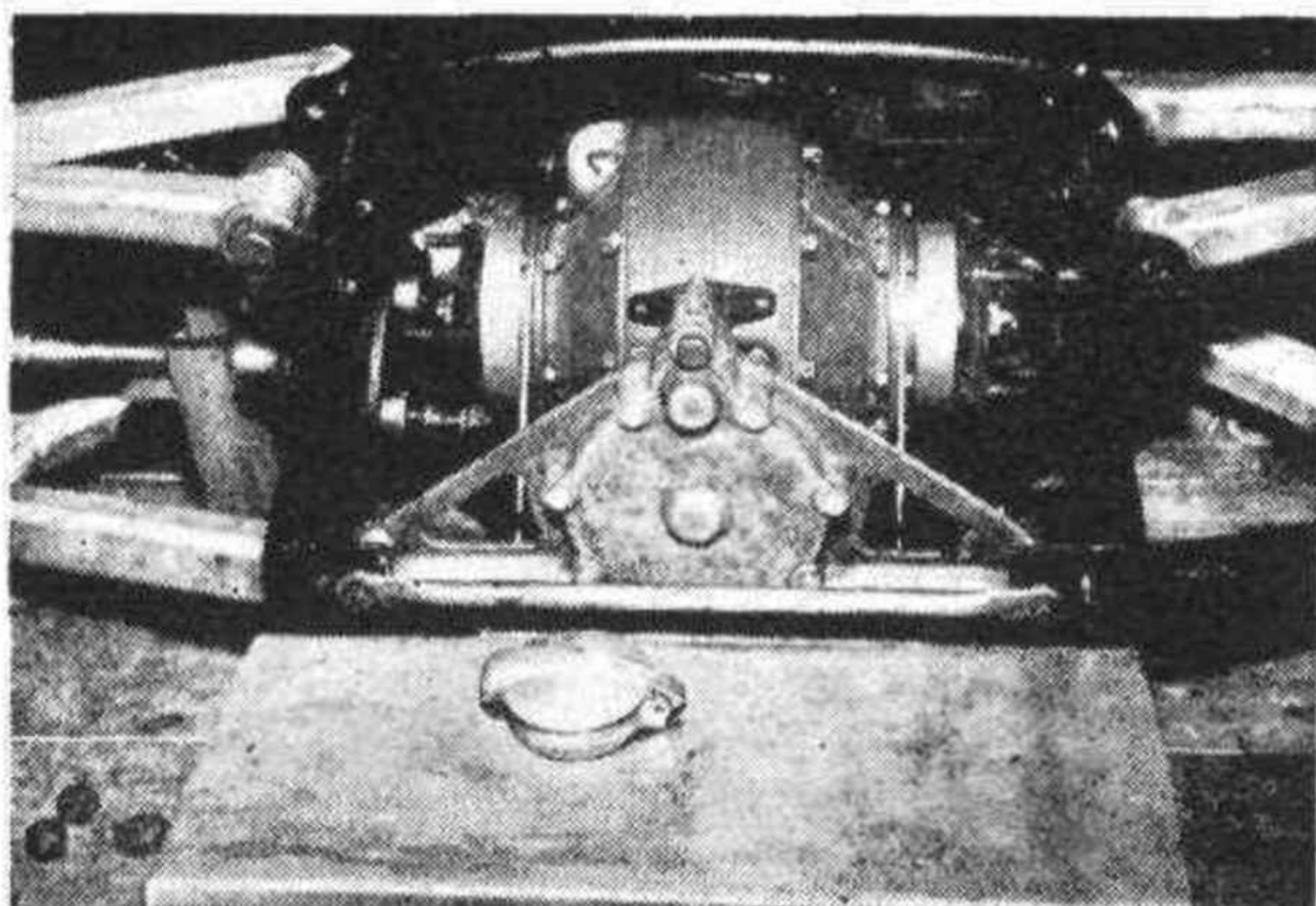
Turning to the chassis, this is a fairly simple structure being of the ladder type and made from 14-gauge butt-welded channel section mild steel. This chassis virtually forms a base plate because, as can be seen from our photograph, the chassis rails rest on the wooden bench and all mechanical components are above this level. There are three tubular "hoops" welded to the chassis, one in front of the engines, one behind and a half hoop in front of the driver which will serve as a bulkhead and to hold the steering wheel and instruments.

Front suspension is by very large fabricated wishbones, the lower arms pivoting on the chassis side members and the upper arms being pivoted on a tube which runs from the first "hoop" to the housing which locates the rack and pinion steering gear. A transverse leaf spring will be attached to the lower arms of the wishbones and will run through the chassis side members. Damping will be by large telescopic shock-absorber units, but in practice the suspension will be virtually solid. The front differential is a Ford commercial unit as modified for Allard de Dion axles which will drive universally-jointed half-shafts to special Allard-manufactured hubs. A Girling disc brake is mounted sideways behind the differential, *a la* B.R.M.

The rear suspension is simple to describe because there is none. The well-known Allard chassis mounting differential is bolted to the three central chassis tubes with inboard mounted 12 in. by 1½ in. Lockheed drum brakes. Behind the differential is the housing for the quick-change spur gears to effect rapid alteration of the final-drive ratio. On each outer chassis member a housing has been fabricated which will hold the fully-floating hubs. The driver will sit just in front of the differential to the right, while on the left a petrol tank holding about three gallons of fuel will be fitted. To keep up air pressure a hand pump will be fitted for the driver to operate.



THE REAR DIFFERENTIAL with a Lockheed brake fitted.



THE FRONT DIFFERENTIAL, showing oil tank, steering gear and wishbones.

The engines will be mounted side by side, each one driving through a Ford V8 three-speed gearbox. The right-hand engine will use a gearbox with higher ratios in which the first gear ratio is the same as second gear on the standard left-hand box. These two gearboxes will each drive through short shafts to a housing which holds a series of sprockets. The final drive will then be taken by chain to the propeller shaft. A freewheel will be fitted between the front and rear propeller shafts, allowing the front-wheel drive to be overridden by the rear.

The use of two engines and gearboxes means the use of two clutch pedals and two gear levers with all its attendant problems, but Mr. Allard has evolved a cockpit drill which he hopes will prove satisfactory. The two gear levers will be mounted side by side to the left of the driver (two Ford Consul column levers used vertically) and on the starting line he will engage both gearboxes in first speed and as soon as possible after he has started he will change the left-hand box into second gear, which has the same ratio as first gear in the right-hand box. The propeller shaft has eight sprockets, each engine driving four chains to these sprockets. Thus when the gearboxes are in the same ratio the power from both engines will be transmitted to the wheels, but when one gearbox is in a higher ratio that engine will be doing most of the work, therefore Mr. Allard hopes to do most of the acceleration in the gears with equal ratios. His next change will be from second to top in the left-hand box and from first to second in the right-hand box. At maximum revs. in these gears the road speed should be about 120 m.p.h. and with the present tyre sizes of 6.00 by 16 at the front and 7.00 by 16 at the rear he calculates that the maximum speed should be 165 m.p.h. at 5,500 r.p.m. using the present 2.8 to 1 top gear ratio.

The car will stand only 2 ft. 6 in. high when completed and no bodywork will be fitted for the time being except for a nosepiece. When bodywork is eventually added the wheels will be exposed. He also hopes to obtain a set of American "slicker" tyres which are used on all the best "dragsters" in the States.

Mr. Allard is going to be a busy man during his runs but his car is certainly something different in the true sprint "special" tradition, and the public are obviously going to appreciate his efforts. We look forward to his first appearance at Brighton on September 5th. —M. L. T.

TERRIER SPECIAL

WHEN a brand new car wins nine out of its first ten races, only losing the odd one because of a spin then it is time to take notice. Either we have a brilliant driver or a sensational car—or both!

The car in question is the Terrier 1,172 Formula Special driven by Brian Hart and designed by Len Terry, which has consistently beaten some very potent opposition. So one evening recently we went to see driver and designer at Brian's home in Winchmore Hill where the car was built and is garaged.

Len Terry, the designer is no novice when it comes to automobile design having worked in the drawing offices of such firms as E.R.A., Aston Martin, Vauxhall and more recently Lotus. Brian Hart is a student at the de Havilland aircraft works at Hatfield and took up motor racing last season when he drove a Lotus 7 in 1,172 Formula races without a vast amount of success.

Driver and designer met only last Christmas at a 750 Motor Club function when Brian confessed his desire to build a special which would be capable of beating the powerful opposition he had encountered the previous season. The idea appealed to Len and they began work together to such effect that by March of this year the car was completed and ready for testing.

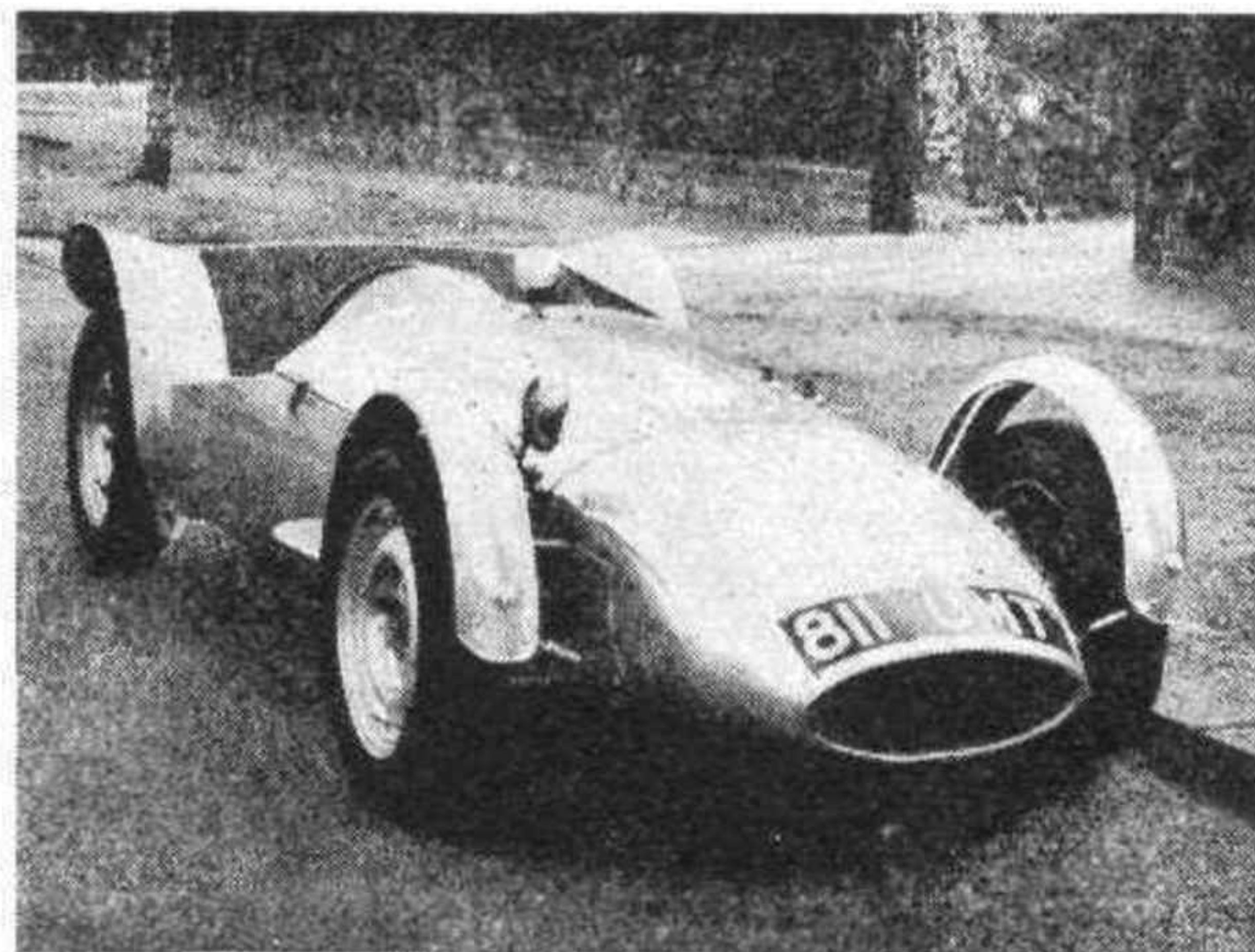
Since tuning is fairly restricted by the 1,172 Formula the obvious points to aim at were lightness and superior roadholding and to this end a space frame chassis was designed utilising 20 gauge mild steel tube and weighing only 54 lb. Stressed skin construction was dispensed with as the lower frame members were triangulated, thus allowing a lighter gauge undertray to be fitted. The only part that is stressed is the scuttle which is made of sheet steel. Front suspension is Lotus 7 with the lower wishbones reversed to ease braking stresses while at the rear a Nash Metropolitan axle is used. This is suspended on vertical coil spring/damper units and rigidly located by an unequal length "A" bracket which also serves as a Panhard rod and two channel section upper trailing arms—actually a piece of box section mild steel cut in half.

As far as the engine is concerned it has been tuned to the limit allowed by the Formula and in addition has been tilted 25 degrees to the offside and offset to the nearside so that the propeller shaft runs at seven degrees from the centre line of the car. Mr. Terry reckons this is about the maximum for offsetting the propeller shaft before power losses result. The cooling system of the Aquaplane cylinder head has been modified slightly to cope with the tilt of the engine but it has been perfectly reliable throughout the season. At the time of our visit the two S.U.s were about to be replaced by two even bigger S.U.s.

The bodywork was made by Len and Brian except for the nose cowl and is beautifully made although they readily admit that the flared rear wings are pinched from the original Lola while separate mudguards are used at the front to save expense. The cockpit is well upholstered in green with a pleasant wood rimmed steering wheel. The remote control gear lever falls nicely to hand and the high propeller shaft tunnel holds the driver firmly in position. With Dunlop R5 racing tyres the car has neutral steering characteristics which Brian finds most suitable for the relatively low power of the Ford engine.

The success of the car has aroused great interest amongst enthusiasts and many enquiries have been made regarding the availability of replicas of the Terrier. Although they originally had no intention of marketing the car a small company has been formed called "The Terrier Car and Engineering Co." with premises at High Road, Thornwood, Essex, where kits of parts will be assembled for the enthusiast who wants to get into 1,172 racing, although the car could be made into a desirable road car—as Brian Hart has proved over many miles of driving to and from race meetings.

A complete car can be made for around the £500 mark, according to the specification and judging from Brian Hart's record this should give a competent driver a chance of getting among the awards. With Len Terry's fertile brain on the design side there are bound to be improvements in the layout of the Terrier and if things go according to plan there may even be a Formula Junior car on the way. If it does as well as the 1,172 car the Italians may be in for a surprise.—M. L. T.

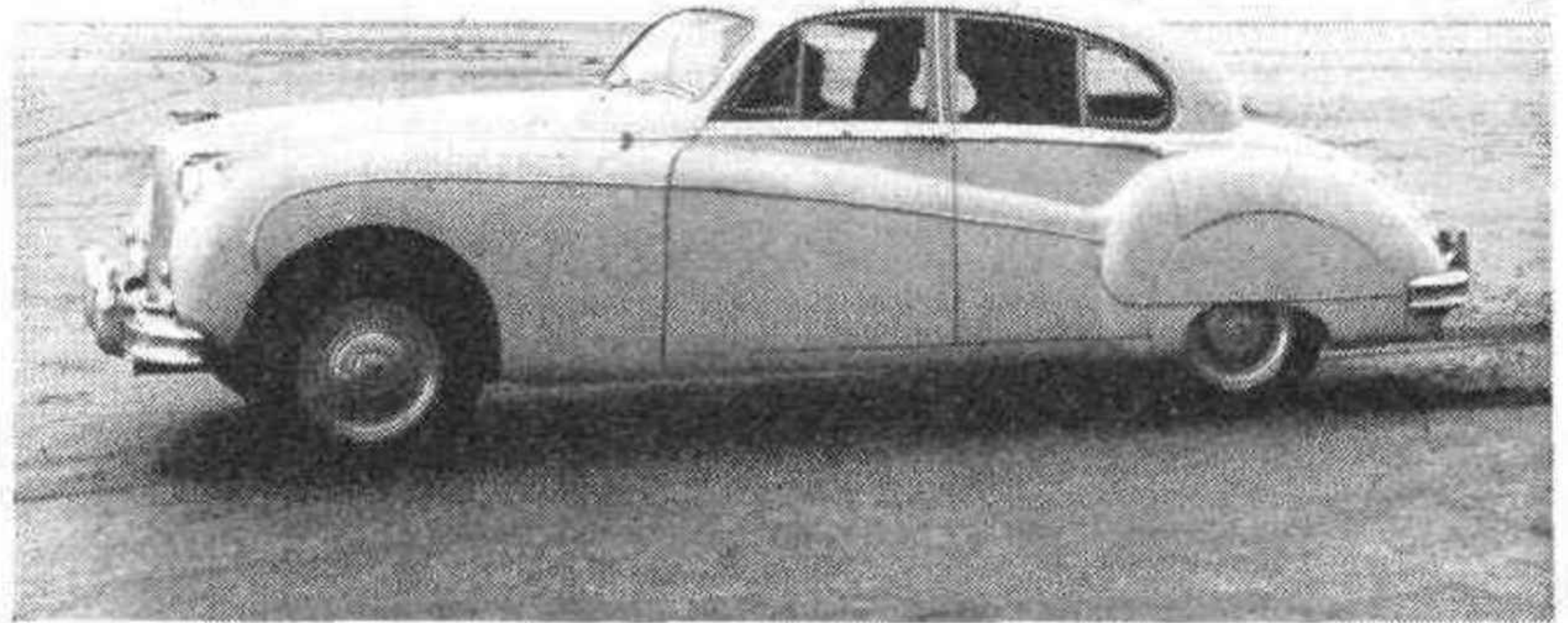


ROAD-TEST VARIETY

JAGUAR MARK IX

RENAULT DAUPHINE
GORDINI

DODGE KINGSWAY



AS A HIGH-PERFORMANCE LUXURY CAR the Jaguar Mk. IX Automatic offers outstanding value for money. It is seen here on the wide expanse of Southport Sands, Lancs., where before the war motor-racing took place and long-distance aviators took off.

VARIETY, they say, is the spice of life and there was variety in our road-test itinerary last month, as study of the cars listed above shows.

The Jaguar was borrowed for "British Grand Prix week," because the Continental Correspondent had intimated that he would be returning car-less to this country for the Aintree race and it behove the Editor to convey him quickly and comfortably to the scene of the contest. I had hoped for an XK150S, (the XK150 having been reported on in MOTOR SPORT for October 1958) or at least a 3.4 saloon but the best Bob Berry of Jaguars could do was to lay on a Mk. IX.

Now two years ago I tested the Jaguar Mk. VIII saloon and it was a car which much impressed me, on account of its luxury, performance, value-for-money and, for such a big vehicle, its good handling qualities. Those who are interested but did not read this report will find it in the issue dated November 1957—incidentally, it is pleasing to know that our road-test reports are of more than transitory interest, for more and more orders are being received for back numbers containing them.

Jaguar Luxury and Speed

Because the Mk. VIII Jaguar was dealt with fully when it was a current model I do not need to devote quite so much space to its successor, the Mk. IX, which is the Mk. VIII improved by the adoption of the 3.8-litre engine, Burman power-assisted steering and Dunlop disc brakes on all wheels. Thus has Sir William Lyons once again produced a "winner," at a price which is so highly competitive that it is difficult to see how Jaguar Cars Ltd. get away with it and still show handsome profits. For here is the business executive's ideal motor-car, handsome, impressive, able to hurry to the tune of 0-60 m.p.h. in under 19 sec. and a top speed of over 115 m.p.h. when called upon, yet luxuriously and sensibly appointed and equipped. At a price of just over £2,000 inclusive of p.t. in fully-automatic-transmission form, this is good value indeed and one person who travelled in the Jaguar soon remarked that it is difficult to see any excuse for purchasing a ——— or a ———, naming two of the world's most illustrious and expensive motor cars. Be that as it may, the disc-braked, fully-automatic Jaguar Mk. IX is to all intents and purposes the epitome of luxury, from its well-stocked walnut veneer fascia to its deep hide-upholstered seats and the well-equipped back compartment with its lockable documents cupboard, two cigar-lighters, clock, folding tables and deep nylon carpet. It also has a sliding roof over the front seats.

The Borg Warner automatic transmission has the usual control lever on the left of the steering column, its P, N, D, L and R locations neatly depicted by an indicator window which is illuminated at night. Normally upward changes occur at 10 and 35 m.p.h. respectively but by using full-throttle such changes are delayed to speeds of 35 and 55 m.p.h., while use of "kick-down" postpones the final upward change to 68 m.p.h. Nor is this all, because a flick switch on the fascia, very conveniently located for operation with the right forefinger, locks out the upshift between intermediate and direct drive, when maximum speed becomes the limit of engine revolutions, say 5,000 r.p.m., equal to 80 m.p.h.

Thus this Borg Warner transmission, coupled with liberal employment of the "Hold" switch, enables the full performance of the Jaguar's beautiful and powerful (220 b.h.p.) engine to be used very effectively, while at the opposite extreme a novice can forget that the car has a gearbox and concentrate solely on steering and braking, creep and roll-back being safeguarded against in this clever transmission. When driving hard it is not possible to prevent some jerk as upward changes are made, and towards the end of the

test there seemed to be a trace of uneasiness beneath the floor, suggestive of slight slip, not noticeable previously. All in all, however, this automatic transmission is regarded as a worthwhile asset by many drivers, Stirling Moss and the late Mike Hawthorn included. A lady who is far from ready to take her test found control of this big and powerful car simplicity itself, due to the automatic gearbox.

The power steering is equally an asset. Without it, parking the Jaguar would be a feat of muscular ability but with the Burman mechanism all effort is removed once the steering wheel starts to turn. Although some "feel" is lost the steering is still reasonably precise, while helpful but mild castor-return action remains. Incidentally, higher gearing is used than with the manual steering of the Mk. VIII.

The Dunlop disc brakes kill speed very effectively on this heavy car but at low speeds firm pressure is called for on the double-width brake pedal, in spite of vacuum-servo assistance which requires that the engine shall be running when the brakes are applied. Very slight brake squeak was noticed late in the test, and the action was erratic, inasmuch as pedal travel was variable by pumping action. These disc brakes, however, are a valuable accompaniment to performance which will dispose of a s.s. quarter-mile in under 18 sec. and enable this spacious luxury saloon to exceed 115 m.p.h. under favourable conditions.

It was in this sumptuous Jaguar that we set off Aintree-wards on the Thursday before the Grand Prix. As the day wore on heavy rain fell, so that what practice there was at the circuit was of no moment. In these conditions I found the big car skittish at times when the Dunlop "Road Speeds" lost grip on particularly slippery surfaces, while rain dripped into the interior with the front quarter lights open. At the expense of repeating myself, for earlier in this article and many times in past issues I have exclaimed on Jaguar value-for-money, it can be said that very few points of criticism exist in the latest Mk. IX, in spite of the highly competitive price at which it is marketed. This ingress of rain is one, and although I soon found I could put this wide car through narrow gaps without disaster, I am of average height but not tall, and the rear-view mirror on the fascia sill completely obstructed my view of the near-side front mudguard. Continuing in this vein, the front bench seat, although deep, was raked so that driver and passenger tended to slide forward, although otherwise the driving position was excellent, with adjustable steering column. The gear-control lever is a trifle close to the wheel rim, the solid-style anti-dazzle vizors are rather peculiar and the map light not close enough to the front-seat passenger, while I prefer concealed or rheostat panel-lighting to the Jaguar's ultra-violet illumination of instruments and gear-positions. The two-speed screen wipers are noisy and leave considerable areas of glass unwiped and the horn-note was too quiet, one horn seemingly out of action. The engine idled nicely at 500 r.p.m. but later "hunted" somewhat, a faint smell of petrol implying carburettor flooding.

These are very minor shortcomings in an otherwise splendid English motor car. The suspension (wishbone and torsion-bar at the front with anti-roll bar, $\frac{1}{2}$ -elliptic leaf springs at the back) transmits some road shock at low speeds but at higher speeds seemed rather more supple than that of the Mk. VIII. Roll isn't excessive and the car is essentially safe but seems to corner a thought more soggily than the earlier model, while some road-noise, and wind-

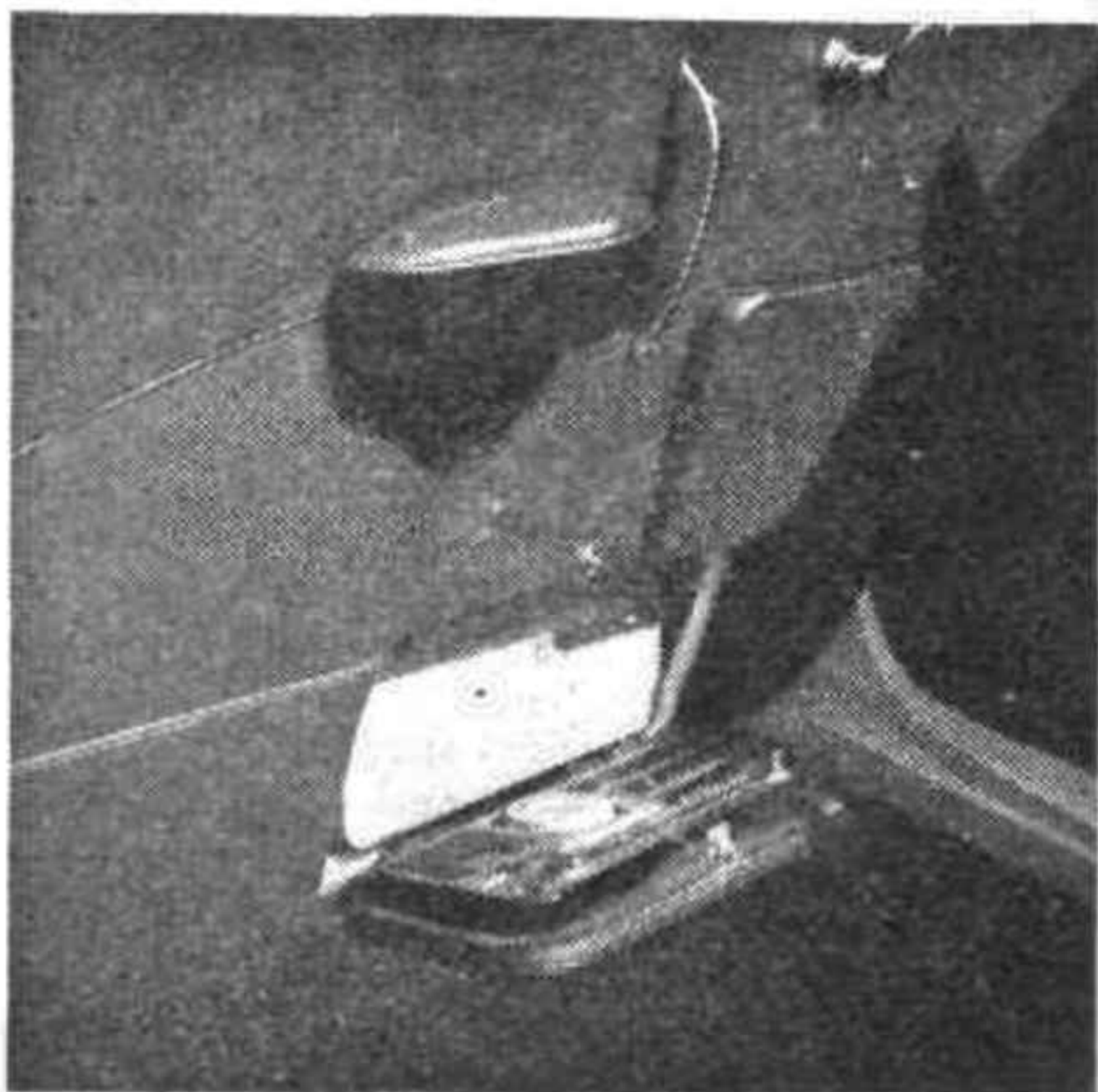
noise from open quarter-lights, intrude. The front-door windows wind down with only two turns of the hands, but maps, etc. in the door pockets foul these handles. The lockable cubby-hole is useful but this V.I.P.'s carriage was rather like a travelling strong room, because two locks secure the boot-lid, both petrol filler flaps have to be unlocked prior to refuelling, the document carrier in the back compartment locks, and so on. Two very good points are the separate fuel tanks, one holding eight, the other 9½ gallons, with change-over control on the fascia, enabling frequent checks to be made of petrol thirst, and the tool trays concealed in the front doors, which contain a set of tools, brake bleeder tube, spare plugs and lamp bulbs, valve-timing gauge, etc. The boot lid is held up automatically by a long strut and, although the spare wheel lies vertically inside the boot, it has a cover which a soiled punctured tyre can wear to protect the luggage, for which there is still an enormous capacity.

I took careful note of petrol consumption and was gratified to find this big Jaguar commendably economical. Driving moderately the figure was 16.9 m.p.g. and two further checks, driving much faster, showed 15.4 m.p.g. on both occasions. This represents a range of over 280 miles. Incidentally, the dual tanks should preclude running out but the *excessively* pessimistic petrol gauge is an additional insurance against stranded Jaguars. Under the bonnet is the pride and joy of every Jaguar owner—that beautifully-finished, smooth-running, quiet and unobtrusive twin-cam six-cylinder engine—I wouldn't call it the heart of the Jaguar, however, because there is so much of merit about the car as a whole.

On the Friday, before going to the circuit, we took the car on to Southport sands, where motor races used to be held and where an aerodrome is still casually marked out by flags for the use of joy-riding Austers and an ancient D.H. Fox Moth. This seems appropriate to this Victorian seaside resort which certainly cannot have changed in any appreciable degree since Richman and Merrill took off over twenty years ago from this same natural aerodrome in their single-engined Vultee monoplane "Lady Peace" on a daring trans-Atlantic flight.

After we had seen Brabham win the race we couldn't get clear of Aintree until after 7 p.m., but so satisfied were we with the speed and comfort of the Jaguar that we deemed it feasible to proceed towards Lincoln, where we had business on the Sunday morning. At first this appeared an ill-advised gesture, because hotel after hotel was found to provide only liquid sustenance and not the solid food we were badly in need of. Fortunately a lucky glimpse in Altrincham of a sign "Open to Non-Residents" resulted in an adequate meal being eaten at the Unicorn Hotel. Thus fortified, we were able to press on over the Peak, the roads on this Saturday evening comparatively empty. It was our intention to stay the night somewhere in the country and consequently we were perturbed to come upon a notice announcing that Chesterfield is "The Heart of Industrial England." However, it was now approaching 10.30 p.m. and the needle of the Jaguar's fuel gauge had been indicating "E" for an uncomfortably long time, so a halt was called on the outskirts of the town, where the Hotel Portland provided an unexpectedly clean and pleasantly-furnished bedroom and an excellent breakfast at an early hour on the Sunday morning.

Although on that day we did not clear Lincoln until 11.30 a.m. the cross-country roads we followed proved so traffic-free on this July Sunday that the Jaguar could be held at 70 to 80 m.p.h. most of the time and with the C.C. navigating (to complaints that the National Benzole maps I had provided left too much to his imagination, with several serious mistakes and railways added as an after-thought with no indication as to whether they go over or under the



JAGUAR LUXURY—The tool tray, arm-rest ash-tray, and pocket etc. in each front door.

THE JAGUAR MK. IX AUTOMATIC SALOON

Engine: Six cylinders, 87 by 106 mm. (3,781 c.c.). Overhead valves operated by twin overhead camshafts. 8.0-to-1 compression-ratio. 220 (nett) b.h.p. at 5,500 r.p.m.

Gear ratios: Borg Warner fully-automatic transmission. Low, 9.86-21.2 to 1; Intermediate, 6.14-13.2 to 1; Top, 4.27 to 1.

Tyres: 6.70 by 16 Dunlop Road Speed R54 on bolt-on steel disc wheels.

Weight: Not weighed. Maker's figure: 1 ton 14 cwt. 56 lb. dry.

Steering-ratio: Burman power-assisted steering. 3½-turns, lock to lock.

Fuel capacity: 17½ gallons (8 gallons l.h. tank; 9½ gallons r.h. tank). (Range approximately 281 miles).

Wheelbase: 10 ft. 0 in.

Track: Front, 4 ft. 8½ in., rear 4 ft. 10 in.

Dimensions: 16 ft. 4½ in. by 6 ft. 1 in. by 5 ft. 3 in. (high).

Price: £1,441 (£2,042 10s. 10d., inclusive of purchase tax).

Makers: Jaguar Cars Ltd., Coventry, England.

road) we came rapidly south, getting to Elstree in time for the afternoon Air Display in spite of pausing for bread and cheese in a spotlessly clean country pub before mingling with the traffic on A 5 just north of Dunstable. Yet it was only in the vicinity of London that we ran into traffic jams. So concluded over 760 miles of very acceptable Jaguar motoring, during which the engine had consumed no measurable quantities of oil or water.

Sparkling Dauphine Gordini Performance

The week-end after the Jaguar had been returned a Renault Dauphine Gordini came along for test and was driven, by way of further contrast, to Silverstone for the Vintage S.C.C. Race Meeting. Let me say at once that this 38 b.h.p. four-speed version of the popular rear-engined French car is an immense improvement. Whereas the normal Dauphine proceeds nicely at 60 m.p.h. this Gordini version goes naturally to an indicated 70 m.p.h. cruising speed, and whereas the three-speed version is flat out at 50 in middle gear the Gordini model will do a *genuine* 50 m.p.h. in second and, given enough road, will wind up to a true 70 m.p.h. (76 m.p.h. on the speedometer) in third gear. It also accelerates extremely well for an 845 c.c. car, as the figures in the accompanying panel confirm, particularly as the degree of tune is by no means extreme, being confined to a 32 PKBT Solex carburetter, a new cylinder head giving a 7¼ to 1 compression-ratio and modified combustion chambers, redesigned valves of unchanged diameter, stronger valve springs, off-set rocker shaft and double water outlet, devised inlet and exhaust manifolds, etc. This Dauphine Gordini thus remains extremely docile, being quite happy down to less than 20 m.p.h. in top gear, nor is it particularly noisy, yet it out-accelerates most small cars. The four-speed gearbox in particular is such an improvement that it should have been included in the Dauphine specification from the beginning.

The Gordini gearbox retains the short, slight gear lever of the standard Dauphine, with conventional gear locations (reverse behind second), changes being very rapid, if a trifle harsh. The test car, incidentally, had been recently involved in the *Daily Mail* Air Race, which may have been the reason why certain electrical shortcomings developed, such as failure of the l.h. direction-flashers and one stop-light, and loss of the full horn note during a heavy rainstorm. Incidentally, many competitors in this race, including Maurice Trintignant and Stirling Moss, used Renault Dauphines for their short but sharp drives between landing ground and check point.

The increased power from the engine brings no disadvantages save for a somewhat hesitant start when hot and petrol consumption came out at 40.5 m.p.g., compared to 44 m.p.g. which I obtained from a normal Dauphine of which test impressions appeared in *MOTOR SPORT* last April. This included taking performance figures and driving hard against a strong head wind, so I regard the figure as highly creditable, particularly from a small car capable of a top speed in the region of 75-80 m.p.h.

Alas, in this country the price of the Gordini exceeds that of the normal Dauphine by nearly £131, p.t. included.

Full road-test impressions of the Renault Dauphine were published in *MOTOR SPORT* for May 1956, when it was a new model. I have been taken to task recently in the correspondence columns for some observations I included in a more recent road-test report and consequently on this occasion, like many an eminent physician and surgeon, I have sought a "second opinion." The Dauphine Gordini was lent to an unbiased research engineer who, after he had driven it



OUTWARDLY the only means of distinguishing the "hot" Renault from the tens of thousands of ordinary Dauphines on the road is this motif on boot-lid and body sides:—



hard for nearly 200 miles in one evening, comments as follows:—
 "The driving position of the Dauphine was found to be considerably better than average. The seat, in its rearmost position was only just far enough back for a driver of medium height, but the steering wheel was comfortably far away and visibility over the short bonnet was very good. On the other hand, the pedals are displaced to the left by the intrusive wheel arches, the seat cushions are rather short, the backs offer little lateral support, the gear lever is too far forward to be reached comfortably in bottom and third, and at first the foot tends to be impeded by the steering column when it should be pressing the brake pedal.

"On the road, the front seat occupants found the engine conspicuously smooth and effortless at high revs, although in the back seats some vibration could be felt through the floor. The exhaust was clearly audible and had a hard, rather pleasant note, but there was very little road noise except for an occasional whine from the tyres on smooth surfaces. The suspension provided a firm but level ride in both front and rear seats.

"The footbrake, although not particularly light, seemed entirely adequate in all circumstances, and the handbrake was outstandingly powerful. The headlights proved to be better than their small diameter would suggest, but dipping by the rotary action of the combined lighting and horn switch projecting to the left of the steering column was not found particularly convenient.

"The four speed gearbox fitted to this Gordini variant was approached with interest, and it must be admitted that the first impressions were disappointing. The operating linkage between



THE ENGINE of the Dauphine Gordini, showing the revised manifold and polished valve cover, etc. It gives 8 b.h.p. more than the normal version.

THE RENAULT DAUPHINE GORDINI SALOON

Engine : Four cylinders, 58 by 80 mm. (845 c.c.). Push-rod-operated overhead valves. 7.75 to 1 compression-ratio. 38 b.h.p. at 5,000 r.p.m.
 Gear ratios : First, 16.19 to 1; second, 9.21 to 1; third, 6.38 to 1; top, 4.68 to 1.
 Tyres : 145 by 380 Michelin "Pilote" on bolt-on steel disc wheels.
 Weight : Not weighed.
 Steering-ratio : 4½-turns, lock-to-lock.
 Fuel capacity : 7 gallons (Range approximately 283 miles).
 Wheelbase : 7 ft. 5½ in.
 Track : Front, 4 ft. 1 in.; rear, 4 ft. 0 in.
 Dimensions : 12 ft. 11 in. by 5 ft. 0 in. by 4 ft. 9 in. (high).
 Price : £598 (£848 5s. 10d., inclusive of purchase tax).
 With extras as tested : £884 12s. 7d.
 Makers : Regie Nationale Renault, Billancourt, France.
 Concessionaires : Renault Ltd., Western Avenue, Acton, London, W.3.

Performance Data :

Speeds in indirect gears (after speedometer correction):

First	...	...	28 m.p.h.
Second	...	...	51 m.p.h.
Third	...	...	69 m.p.h.

Acceleration :

0-50 m.p.h.	...	...	18.0 sec. (18.65 sec.)
0-60 m.p.h.	...	...	24.0 sec. (25.5 sec.)
Standing start ¼-mile	...	...	23.0 sec. (23.3 sec.)

(Figures in parenthesis are mean of runs in both directions).

the lever and the box has considerable vagueness and falls well below the standard set by other rear-engined cars. Moreover, the selector mechanism seems to provide very positive location in gear, so that the change has a rather "notchy" feeling and can be quite difficult to dislodge from the gear in use. In time it became apparent that despite the small size of the car and the rather fragile elegance of the lever, this is in fact a box which needs a heavy hand. A technique of urging the lever beforehand in the required direction, to take up initial play, and supplementing this with extra force at the appropriate moment of easing the clutch, was rewarded by the quickest changes yet encountered on a production saloon. The splendid choice of close ratios, the unbeatable synchromesh and the small engine and light flywheel enabled these tactics to be employed silently and without unpleasant jolts and surges. The pedals are not arranged for heel and toe gear changing, and although simultaneous operation was possible with the sides of the right foot, the range of throttle movement thus available was less than the considerable initial free play in its linkage.

"With over 60 per cent. of the unladen weight on the back wheels, one would expect this car to oversteer, but the various suspension design features which have been included to counteract this tendency are largely successful in normal circumstances. Interesting features in the steering layout include an abnormally large castor angle, artificial steering centering by springs, and unusually low gearing for such a light car; approximately four turns are needed from lock to lock. These measures are successful in achieving stability on the straight and eliminating the over-sensitivity of handling from which oversteering cars usually suffer, though strong cross-winds produce considerable deflection. The steering is light, though not as light as would be expected in such a small car, and has pronounced self-centering.

"On dry roads the Dauphine can be cornered extremely fast with negligible roll and a considerable feeling of security. As the limit is approached there is some tyre squeal on most surfaces, and the normally almost imperceptible oversteer develops ultimately into fairly sharp back-end breakaway.

"On wet and slippery roads the controllability is less satisfactory. The steering conveys very little information to the driver about the state of the road surface and the impending behaviour of the car; this is hardly surprising since the centering springs cannot differentiate between road conditions in the way that the tyres can and do. The back-end breaks away with little warning at rather low cornering speeds and requires vigorous correction which is considerably hampered by the low-geared steering. For the fast driver, who may be expected to buy this Gordini version of the Dauphine, it is probable that considerably higher geared steering and reduction or elimination of the artificial "feel" would add considerably to his confidence in difficult road conditions."

I am well content to leave it at that.

A Good Dodge

I cannot refrain from remarking that in order to add to the variety of these road-tests it seemed a good dodge to try an American automobile after testing the dignified English Jaguar and the nippy little French Renault. Anyway, we arranged to borrow a Dodge Kingsway Custom saloon from the Chrysler-Dodge Service Depot at Kew, where, incidentally, they are falling over themselves to keep pace with orders for Simca Arondes, which they also distribute in this country.

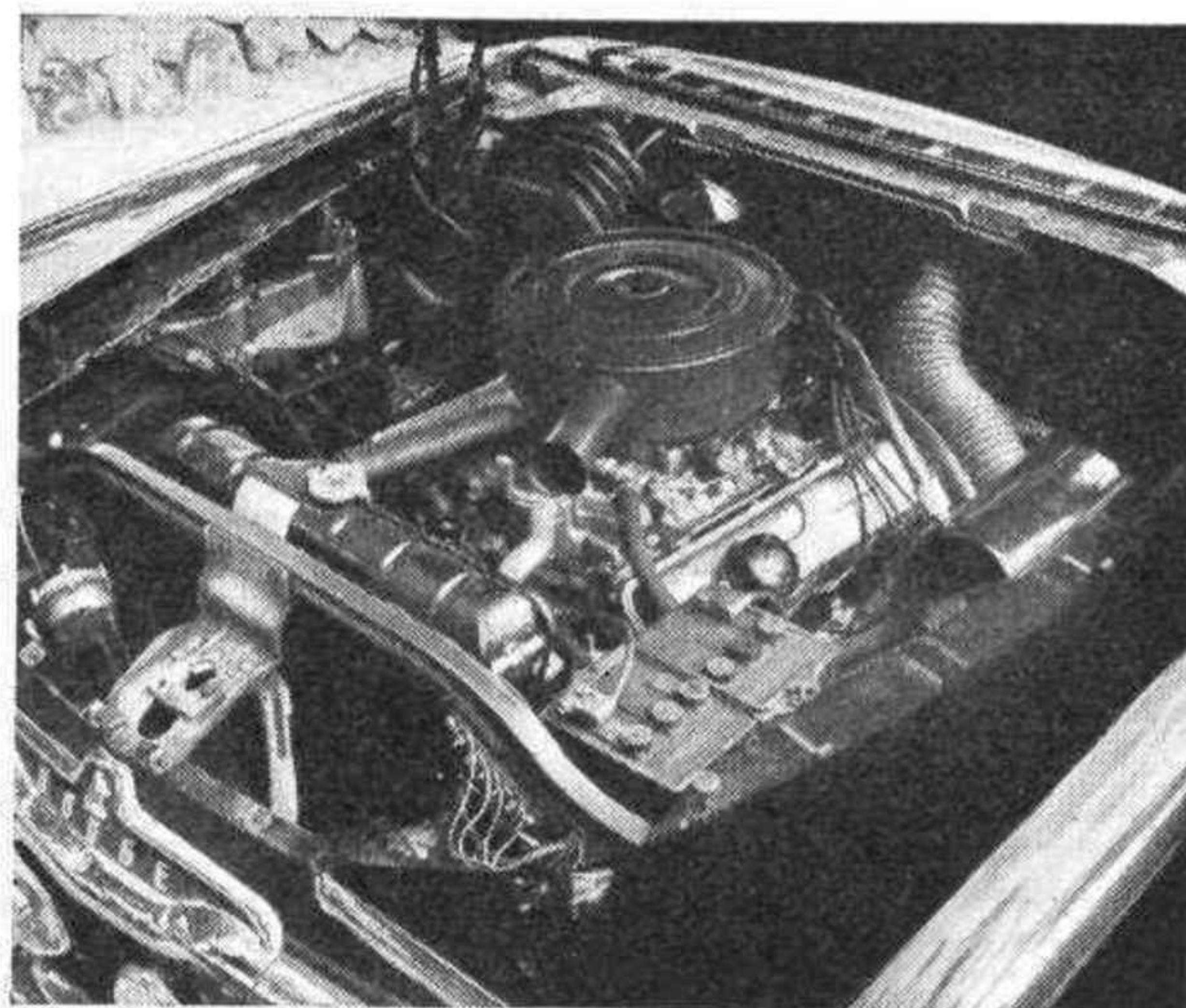
The Dodge Kingsway is a typical automobile from across the Atlantic, of enormous width, with recessed dual headlamps and immense tail-fins. It is possible to carry eight people on a long journey in decent comfort, and the performance is equally big—a maximum speed in excess of 100 m.p.h. and acceleration which devours a $\frac{1}{4}$ -mile in 18.4 sec. mean (best: 18.2 sec.); 0-60 m.p.h. occupies 10.7 sec. The speedometer is virtually accurate at 60 m.p.h. Yet this Dodge is less flamboyant than many of its kind and it has the merit of seeming quite a reasonable-sized car even in heavy traffic. A low-set wheel, an attribute to good visibility it shares with such diverse vehicles as the Volkswagen and the Armstrong Siddeley Star Sapphire, helps, and although supple suspension (torsion-bar i.f.s., $\frac{1}{2}$ -elliptic rear springs) irons out road irregularities, roll is decently suppressed, so that fast cornering and quick changes of direction in traffic hold fewer terrors for the driver than might be supposed. Up-and-down motion is also reasonably damped out.

Powered by a 318 cu. in. 90-deg. V8 Fury 225-b.h.p. engine, the Dodge is extremely easy to drive on account of its Torque-Flite three-speed automatic transmission. This works more smoothly than the best automatic transmissions on British cars. It has the usual throttle kick-down, when stupendous acceleration literally thrusts the car forward, supplemented by push-buttons, labelled 1 and 2, which hold in bottom and middle gear, the former to some 57 m.p.h., the latter until an automatic change-up functions high up in the speed range. These push-buttons are supplemented by larger ones selecting neutral, drive and reverse (N, D, R), the selector box located for maximum convenience of operation by the thumb of the right hand, and illuminated when the lamps are on. This is true two-pedal control, the accelerator of treadle-type, the brake pedal very wide, both having non-slip treads. It is possible to "play the buttons" for maximum acceleration, but normally "Drive" suffices, top being smoothly selected early in the speed range but ample acceleration existing for normally rapid motoring.

The dashboard contains a hooded 120-m.p.h. speedometer (the segments of which rise into view in multiples of 10 m.p.h. as speed is increased, and *vice versa*), not particularly easy to read, incorporating the flashers-indicator lights and a total, with trip, mileometer. The self-cancelling flashers are worked by a short stalk on the left of the



LOTS OF ROOM AND VIVID PERFORMANCE make the Dodge Kingsway Custom four-door saloon attractive to cosmopolitan motorists. The roof-line is remarkably low for such a large car.



WHERE THE DODGE GETS ITS POWER.—A view of the 5.2-litre Fury o.h.v. V8 engine of the Kingsway Custom saloon.

steering column. Below, matching hooded dials give a minimum of information about amps, oil pressure, water temperature, the time and fuel contents, the clock having a seconds-hand. Plated knobs look after auxiliary services, there is a shallow, lidded, lockable cubby-hole and a hand-brake (labelled BRAKE) well placed for the right hand. The big two-spoke steering wheel has plastic grips, pleasant to hold, and both spokes and the full horn-ring with thumb-plates depress to sound the horn. Four big pull-up knobs placed centrally below the facia, labelled D, A, T and H, look after heating, demisting, and ventilation, and push-button radio is an extra, supplementing the American megacycles control panel. The speakers are in the facia sill and rear window shelf. Panel lighting comes on with the side-lamps and there is an additional centre dash lamp controlled by a separate knob.

There is no crash-padding in this Dodge and its trailing doors have pull-up, instead of push-button, external handles. In a car of this width one misses push-button window control—ordinary handles are used, those in the front doors needing just over two turns, those behind $2\frac{1}{2}$ turns, to fully lower the windows. The back doors can be locked by turning tiny handles; the front doors have to be key-locked. Coat-hooks are provided. A central roof light comes on automatically when the front, but not the back, doors are opened. There is a scuttle ventilator. Cigar-lighter and swivel ash-tray are provided on the facia, another ash-tray on the back of the front-seat squab. Door pockets are dispensed with but the back shelf is extremely wide. The screen washers are foot operated, with the lamps dip-switch just below this control. There are fixed rear quarter-lights and openable quarter-lights in the front doors with thief-proof catches but no rain-gutters, so that rain blows in forcibly when they are open in wet weather. The gas cap has its own key.

On the road the Dodge Kingsway Custom motors quietly and with entire lack of effort. The manually-operated steering gives some "feel" of the front wheels, although nothing, save faint vibration, and the sharp pull of the brakes, is transmitted through the steering-wheel. There is vivid castor-return unwind, which only partially offsets a steering ratio which calls for five turns, lock-to-lock, and parking requires very considerable effort. There is some reflection in the big wrap-round screen, not particularly troublesome.

My first impression was of good braking provided by the 11-in. hydraulic Total-Contact brakes with powerful vacuum-servo. From high speeds when heavily loaded, however, braking was less satisfactory, and after a hard week-end's motoring there was a more pronounced tendency to pull to the left, which had already made itself evident, resulting in some doubt about which direction the car would point when braking on wet roads. A call at the Service Station saw a new shoe fitted and the dust blown out of the front drums in 20 minutes, but the trouble soon returned. As the drums virtually fill the wheels heat must be difficult to dissipate, and fade is evident when stopping from moderately high speeds. It is possible

to corner fast without protest from the whitewall Goodyear tyres.

The bonnet conceals a truly imposing V8 engine with o.h.v. heads. There is no mistaking the quiet potency with which this engine hurls the car forward when the accelerator is depressed, sports cars being frequently left well behind. Oil pressure is normally 60 lb./sq. in. and after 800 miles only a pint of oil was required. A very rough fuel check indicated approximately 14-16 m.p.g.

The bench seats are comfortable if a trifle shallow in the cushion, the front one sliding forward when required under spring action; all doors have fixed side arm-rests but no centre rests. The bonnet is openable from outside the car and it stays up automatically, as does the lockable boot-lid. The dip-stick and the small 12 v. battery are very accessible. The boot provides for luggage for the family on tour, in spite of the spare wheel lying horizontally therein.

This Dodge provided another interesting motoring experience and proved a good deal more pleasant to drive on English roads than its dimensions predicted. At an all-in price of just above £2,800 with a great many extras, including Lucas spotlamps, it is a worthwhile proposition to those who want lots of space, lots of performance and lots of head-turning when they go motoring. But it needs more durable brakes, in which respect British cars with discs are well ahead.—W. B.

THE DODGE KINGSWAY CUSTOM FOUR-DOOR SALOON

Engine : Eight cylinders in 90-deg. V, 99.31 mm. by 84.07 mm. (5,212 c.c.). Push-rod-operated overhead valves. 10-to-1 compression-ratio. 225 b.h.p. at 4,400 r.p.m.

Gear ratios : Three-speed fully-automatic transmission, with hold controls on first and second speeds. Low, 8.2 to 1 to 22.2 to 1; intermediate, 4.8 to 13.1 to 1; top, 3.36 to 1.

Tyres : 8.00 by 14 Goodyear whitewall tubeless on bolt-on steel disc wheels.

Weight : Not weighed. Maker's figure : 35 cwt. (kerb weight).

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

Fuel capacity : 23 gallons. (Range approximately 345 miles.)

Wheelbase : 9 ft. 10 in.

Track : Front, 5 ft. 0 7/8 in.; rear, 4 ft. 11 3/8 in.

Dimensions : 17 ft. 4 1/2 in. by 6 ft. 6 1/2 in. by 4 ft. 8 1/2 in. (high).

Price : £1,980 (£2,806 3s. 6d. inclusive of purchase tax and extras as tested).

Makers : Chrysler Corporation, Detroit, U.S. of America.

Concessionaires : Dodge Brothers (Britain) Ltd., Mortlake Road, Kew Gardens, Surrey.

MORGAN TEAM WINS RELAY RACE

THAT altogether excellent institution, the National Six-Hour Relay Race, for which the greatest praise is due to Holland Birkett and the 750 M.C., took place at Silverstone on August 15th, the only difference from the eight previous races being that it was run over the shorter club circuit. This found disfavour in some quarters but an entirely successful race resulted, of sustained interest to knowledgeable spectators. Twenty-two teams entered, from five smartly turned-out Ulster Austins to the scratch team of the Jaguar D.C. and including the short, squat T.V.R. coupés from Blackpool with blown Ford Ten engines, which overheated, and a B-series B.M.C. engine.

The first hour took considerable toll. A Lotus Eleven broke a drive-shaft, Lee's Ulster Austin deflated a back tyre, Wagstaff's Lotus Elite appeared to get the worst of a *contretemps* with Hill's Peerless, and after some real motor racing Charles' D-type Jaguar stopped at Becketts with the distributor drive sheared. Moreover, Wilks' Le Mans Frazer Nash coupé, intended to go the entire six hours except for a lap by the team's DB2 while it was refuelled, was out with rear hub failure, the Aston Martin continuing until repairs could be effected. A T.V.R. broke its gearbox, the Typhoons were in and out, North's TR spun at Woodcote . . .

So, early on this sunny afternoon the traditional Relay Race activity went on feverishly behind the pits.

During the second hour the Fairthorpe Electrons had established a lead, Green driving extremely well, looking just like S. Moss. The hopes of the Octagon Stable-A began to wane, as Gotts' Twin-Cam M.G. slid off at Woodcote when the near-side front shock-absorber came adrift and the wheel folded under. Later, Fletcher spun and

rolled his Twin-Cam at Copse, escaping with bruises, and Dixon's poked a rod through the side.

Gibson drove his XK140 coupé with verve, the Yimkin's cornering was highly commendable, but Sargent's C-type Jaguar stopped at Becketts. At half-time the Fairthorpes led from the Morgan Plus Four team, with the M.G. C.C. M.G.-A's team third, aided by Clark's potent TC.

Coakley's Lotus had periodical plug trouble, Braby's Halselex spun at Woodcote and was narrowly missed by Lowe's M.G.-Lotus, and the B.M.C. A-team lost Lewis' "hot" A40 when it broke two rockers of its special cast-alloy cross-flow head—it also had float chamberless Amal carburettors; Jack's A35 van took over . . .

By 6 p.m., with an hour to go, the Morgans were leading from the TRs, which had been backed up by the Hill/Rodger Peerless. Hurrell had dismantled his fibreglass TR to install a new clutch and in the closing stages of the race he set out to close the 20-second lead of Lawrence's Plus Four. He drove some extremely fast laps but was overtaken on one corner by Lee's old Ulster Austin. In this last hour the Morgan team sealed its victory, Lee's Dunlop brake-testing C-type Jaguar spun at Woodcote, and the TC M.G. all but lost its near-side front wheel. Currie's fast Mayfield Special duelled with one of the Sprite team.

So this splendidly organised race ran to a not-unexciting finish—it must definitely be held again next year!—W. B.

1st :	Morgan Plus Four Team (Belcher, Blair, Meredith, Goodall, Morgan, Lawrence)	287 laps
2nd :	TR Team (Hill/Rodger—Peerless, Hurrell, North)	286 "
3rd :	Southern 1,172 Formula Team (Wickson—Buckler 90, Dove/Dixon—Lotus 7, Johnson—Lotus 7, Milne—Ford Special, Forsdyke—Lotus 7)	285 "
The L.M.B. Shield—Best 750 Formula Team :	Ulster Austins (Owen/Roberts, Lee, Rowe, Hinchliffe)	280 "

CLUB ITEMS

The Citroën Car Club is organising a picnic at Woburn Abbey on Sunday, September 27th. Owners of Citroëns who are not members of the Club are invited to come along with their families, and if they decide to join the Club then everyone will be happy.

* * *

The Railton Owners' Club informs us that it has received notification from the Vintage Sports Car Club that all open models of the Railton will be recognised as Post-Vintage Thoroughbreds in future.

* * *

Second in the series counting for the Motor Cycling Club's Triple Award, the 5th Derbyshire Trial will take place on October 3rd this year. In response to requests from members the four starting controls have been dropped this year and competitors will make their own way to the first control near Coventry, which will be reached at about 2 a.m. on Saturday, 3rd. Entry forms can be obtained from Mr. W. T. F. Kelland, 29, Great Bushey Drive, London, N.20.

The Royal Air Forces Association M.C.'s Battle of Britain Rally will be held this year on September 12/13th and is a Restricted event for the first time. Entry forms from K. B. Picknett, 56, Croft Avenue, Bromborough, Wirral, Cheshire.

* * *

The Lydstep Hill-Climb which was scheduled to take place on October 3rd has been cancelled.

* * *

The Bentley Drivers' Club Firlie Hill-Climb takes place on September 6th, starting at 2 p.m. The hill-climb takes place on Bo-peep Hill on the Firlie Estate, one mile south of the main Eastbourne to Lewes Road (A 27). Map reference 499056.

* * *

The Snetterton M.R.C. are holding the Scott-Brown Memorial Trophy Race Meeting at Snetterton on Sunday, September 6th, commencing at 2 p.m. The Scott-Brown Trophy will be awarded to the winner of the 10-lap scratch race for Formule Libre. Other races include two 8-lap races for sports cars, two 10-lap scratch races for racing cars and an 8-lap race for saloon and G.T. cars.

CONTINENTAL NOTES

UNDoubtedly the beginning of August was a sad one for motor racing, for as a result of accidents we lost two well-known drivers, one a Grand Prix star of the highest order, and the other a first-class all-rounder. Motor racing at the limit must inevitably bring about its crop of accidents, and once an accident has started it is a matter of sheer luck whether it turns out to be fatal or whether the driver gets away unhurt. Until last month the 1959 season had been a particularly good one from the point of view of accidents, but even the most optimistic follower of the sport realised that there was little hope of going through a whole season without a major fatal accident. With the number of racing miles that are covered every weekend at its highest, almost since the beginning of motor racing, it is really quite remarkable how few accidents there are, and it speaks highly for the general standard of driving skill.

Ivor Bueb crashed at Clermont-Ferrand and after a week of struggle he finally succumbed to his injuries, while Jean Behra was killed outright at the moment of impact in his crash at Avus. In both cases the accidents were the result of going over the limit, and no disgrace to either driver, for the man that never goes over the limit or even gets near the limit, may live to a ripe old age, but he can never be considered a "racing driver." It is this flirting with a danger that can so easily prove fatal that makes a racing driver that much different from the everyday driver. In just the same way the man who climbs a mountain using his hands and feet to hang on to a sheer cliff face is that much different to the man who goes to the top of a mountain in a "rack-and-pinion" train, or a wire-rope railway. Ivor Bueb was very typical of a certain type of British driver that we shall always have with us; he was not a Grand Prix artist, such as Moss or Brooks, but he would drive anything, anywhere, any time, and always drove it well, whether it was a tiny 500 or a 3.8-litre Lister-Jaguar, and without question he had the most remarkable ability to drive at night in foul conditions, as he, showed more than once at Le Mans. Joining the motor-racing game via the motor trade and garage business, Bueb made such good progress that he was able to sell his business interests and exist solely as a professional racing driver.

Jean Behra, on the other hand, had always been a professional racing driver, first of all on motor-cycles and then on cars, and essentially in Grand Prix racing, for the single-seater pure racing car held a fascination for Behra since he was a small boy in Nice and pressed his nose on the window of Friedrich's garage where Rene Dreyfus' Bugatti used to be kept. It is rather sad and a little ironical that Behra should die at the wheel of a sports car when his real passion had always lay with Grand Prix cars. Shortly before his death he had caused quite a stir in the racing circles by walking-out of the Scuderia Ferrari, after arguments with the team-manager and Enzo Ferrari himself, mostly brought about due to general dissatisfaction. When Behra signed on with Ferrari last winter he seemed all set to be the number one driver, with Hill and Allison as his supporting cast, but then, almost overnight, Ferrari took Brooks into the team and, though no-one was officially named as number one driver, it was obvious that Brooks would be having pride of place. Not unnaturally this did not make for friendly relationships in the team, for the mechanics and engineers were torn between their desire to give all their attention to Behra, who was first to join and who lived in Modena and spent all his time at the factory and was an enthusiastic driver willing to work all night in the garage if need be to help them, and the need to see that Brooks had the best, for he was undoubtedly the best driver in the team and obviously had Mr. Ferrari's blessing, but he was a comparatively remote individual only becoming known when practice for a race began. Then Dan Gurney joined the Scuderia and through no fault of his own began to drive as fast as Behra, though naturally lacking actual race experience and track-craft. Both on sports cars and Grand Prix cars Behra was finding that Gurney was close on his heels, and this gave the people at Ferrari who were not pro-Behra an opportunity to make unnecessary remarks in loud voices. On top of this, Behra was the only member of the team who did not speak English, so more often than not he found himself left out of conversations, which made his position in the team at race meetings a rather lonely one. While these things did not worry Behra directly, for he was far too experienced and widely travelled to worry about such minor details, they did total up to an unsatisfactory position in the team, and it was a team that lacked any sort of spirit of co-operation at the best of times.

Behra had a love for racing cars that was a pure passion and rather than be left with nothing to do when Ferrari was not racing, he

had built himself a Formula 2 Porsche, seeing that Formula 2 was spreading fast on the Continent and also realising that now was the time to begin planning for the 1961 Formula 1. Much to Behra's continual regret, Enzo Ferrari would not give him permission to drive the Porsche in Formula 2 races (though he did relent once), and while he could not stop Behra running the car and lending it to people, the whole project was not received with enthusiasm at Maranello. After the Reims race, when the Behra Porsche, driven by Herrmann, proved to be superior to the works F.2 Ferrari, a poor view was taken at the factory. All these little things were continually mounting up and finally came to a head when Ferrari failed to go to Aintree for the British Grand Prix, on the excuse that labour problems prevented the cars being prepared. The outcome was that Behra terminated his contract with the Scuderia Ferrari. While the reason could not be blamed on any one thing in particular, it could be added up to a general dissatisfaction all round, made all the more unhappy by the way his team mates showed their obvious dislike for the tough little Frenchman. All drivers have faults in both their driving and their characters, and equally they all have outstanding points and, without realising it, Behra caused himself to be disliked by a great many of his rivals on the circuits, not by a fault in his driving but by one of his most outstanding personal characteristics. Jean Behra probably had more "guts" than the majority of today's drivers put together. He never knew the meaning of fear and in consequence he tended to drive over the limit more often than not, and throughout his 10 years of motor racing had an enormous number of accidents. The way in which he would recover from serious injury and return straight-away to racing again was quite remarkable. The number of times one heard people say after an accident, "That is the end of Behra, he will never race again," was quite remarkable, and every time he not only returned but raced as hard as ever and with as much enthusiasm and as much passion for racing and racing cars as ever before. He made no bones about his passion for racing, and seldom would he admit to anyone being a superior driver, and this upset many a Grand Prix star. Also he did not indulge in self-publicity outside of motor racing, restricting his interests to driving, testing, and just "messing about with cars." A lot of people, drivers included, openly disliked Jean Behra for no other reason than that they were secretly envious of such a tough little man, who would have the most almighty accident and climb out of the wreckage and come back for more. Those people would have liked to have admired such courage, but for some strange reason could not, so their feelings turned to obvious dislike in pure contradiction of what they really felt. Behra was a very self-possessed and confident man, and artificial praise, glamour and "bull" left him singularly unimpressed, even to the point of being openly rude to people, and that in itself was more than enough to antagonise a certain section of the motor racing "circus."

Any good driver's death is a loss to motor racing, but in losing Jean Behra we have lost a rare personality of the present age of racing, for he really had a passion for racing cars that was a joy to have known.

* * *

While on the subject of drivers I must make a reply to Mr. John Barnes, whose letter appeared in the August issue of *MOTOR SPORT*. It is quite impossible to compare drivers of a different age of racing and to total up their wins is rather unsatisfactory as nowadays there are far more races to be driven in than 25 years ago. In comparing great drivers it seems that the thing to do is not so much the question of results, but the number of outstanding incidents they survived or achieved. As can be seen at any Grand Prix race, the number of drivers who can lap a circuit at a given speed are numerous and sometimes just one second is sufficient to cover the times of a dozen or more drivers on widely differing machines. As the standards of timing at Grand Prix races are never 100 per cent. efficient, such small discrepancies can hardly be used to differentiate between one another, though often they are used as a yardstick as there is no other available. A driver seems to become outstanding when he becomes history, not by lap times, or race wins, but by epics, and our correspondent mentions some which have become almost legendary about Nuvolari. Equally one can quote similar epics for Ascari, Fangio, Caracciola, Rosemeyer, and one will do the same for Moss when he has retired and become history.

In some ways these epic incidents or activities are a good yardstick for a regular and steady driver seldom does anything else, but an outstanding driver is capable of doing something out of the ordinary. Nuvolari will always stand out in my mind for the way he got into the tiny (for those days) buzzing M.G. Magnette with its pre-selector gearbox, a thing he had never seen before, and out-drove all the opposition in the Ulster T.T. Then for the way he drove the

Continued on page 676

LOOKING ROUND THE SPEED SHOPS

DONALD HEALEY MOTOR CO. LTD.

The Donald Healey Motor Co. Ltd., situated at The Cape, Warwick, can hardly be classed as a speed shop since they are the designers of a very successful range of cars commencing with the Healey saloons using Riley, Nash and other engines, the Healey Silverstone sports car and culminating in the Austin-Healey 100 series and more recently the Sprite.

Since the agreement with B.M.C. came into being very little actual construction has been undertaken except for prototypes and the works has been turned over to the modification of various Healey models. This tuning was started on the "100" series and converted the car into the "100M." It consisted of raised compression-ratio, high-lift camshaft, large S.U. carburettors, anti-roll bar, stiff shock absorbers and a louvered bonnet held in place by a leather strap. This gave the car 20 more brake horse power and put the maximum speed up to 110 m.p.h. A similar sort of policy has been carried out with modifications to the Sprite although they go much further.

Recently we went to Warwick with the staff Sprite to have the first part of the conversion carried out. These changes relate to the engine and suspension. A booklet is now available from B.M.C. (Part No. AKD.1021) which gives details of the five tuning stages recommended. Parts 1 and 2 consist of polishing of ports, and raising the compression-ratio and will boost the power to 47 b.h.p. from the standard 42.5 b.h.p. at 5,500 r.p.m. This stage is recommended to those who want a modest increase in power without having to dismantle the engine and the work can be carried out for £10. Stages 3 and 4 are for the man who wants a good deal more power and the car will have to go to Warwick for the necessary attention. A high-lift camshaft will be fitted (price £6) together with a new set of pistons giving a 9.3 to 1 compression-ratio (price £9 10s.). A stronger set of valve springs will be fitted (price 15s. 4d.) together with a modified distributor (price £5 10s.). The fitting charge for this work which includes the balancing of rotating parts is £24 5s. For stage 5 attention is paid to the exhaust system, a dual system being fitted in which cylinders one and four and two and three are paired together leading into a free-flow silencer which has twin tail pipes. The price for this system including fitting charges is £13. The standard twin S.U.s are retained although they are, of course, tuned in accordance with the increased power. Those owners who have experienced misfiring bothers as we have, will be able to take advantage of a small modification to the carburettors. The misfiring is caused through a high-frequency engine vibration which shakes the float needle from its seat. A different needle usually eliminates the trouble or failing this, harder engine mounting rubbers can be fitted which do away with the vibration to a great extent.

After having paid attention to the engine the suspension and braking departments merit some modifications, although this engine conversion is not as radical as some on the market, but it is comforting to know that the roadholding and braking are in keeping with the power released. The suspension can be stiffened by the fitting of stronger front coil springs whilst the existing dampers can be fitted with smaller valves to increase the bump rebound. In addition the front anti-roll bar which links the lower wishbones of the front suspension can be fitted.

Having made the car go fast in a straight line and round corners the next problem is to make it stop. This has been achieved by the use of disc brakes on the front wheels. The ones chosen are made by Girtings, having a diameter of 8½ inches, while 8-inch drum brakes are retained at the rear giving the advantage of an effective handbrake. Complementary to the disc brake conversion is the wire wheel conversion which gives greater strength, better cooling, and has a more pleasing appearance in most people's opinion. The cost of the complete disc brake and wire wheel modifications including fitting charges is £104 10s. Alternatively, the wire wheel conversion can be fitted whilst still retaining the existing drum brakes. This can be done for £63 8s.

This just about completes the mechanical mods. to the Sprite, apart from a range of differential assemblies with ratios ranging from 3.72 to 1 to 5.375 to 1. For the enthusiast mainly concerned with ordinary road work the ratio fitted as standard equipment is about the best compromise.

To convert the car into a Grand Tourer a very handsome hardtop is available together with a set of sliding sidescreens at a price of £46 10s. A pleasant wooden steering wheel can be fitted for £10.

There is an enormous range of accessories available from B.M.C. including a child's seat, fire extinguisher, high-frequency horns (very desirable), radio, luggage grid, map light, seat covers and in fact every conceivable extra a Sprite owner would need.

Since the modifications to our Sprite would take a couple of days and we had some other calls to make in the Coventry area, Mr. Price the Service Director kindly lent us another Sprite which was in itself a very interesting car. It was the car driven by Tommy Wisdom and Bernard Cahier into 18th place in the year's Targa Florio, out of 48 starters taking over 13 hours for the 1,000 kilometres. Naturally it had the complete conversion as detailed above together with a few more speed-making extras. The engine was not considerably tuned, the compression-ratio being kept down in case poor quality petrol had to be consumed while two larger S.U.s were fitted, together with the twin exhaust system. The heater was removed for the sake of lightness and a spare coil fitted to the bulkhead. The mechanical fuel pump had been removed and a blanking plate fitted and replaced by an electric pump to cope with the increased rev. capacity of the engine. In the cockpit most of the trim has been removed and some foam rubber stuck to the cockpit sides and engine compartment so that the driver can rest his legs. The handbrake has been converted to the fly-off type which is, of course, more suitable for racing. The rev.-counter had the orange and red sections a little further round the dial with the orange section from 6,000 to 6,500 r.p.m., and the red section from 6,500 to 7,000 r.p.m.

For two days we had a lot of pleasure from this little "bomb." An apt term since the exhaust sounded like an explosion at certain periods in the rev. range. Nevertheless this Sprite displayed astonishingly fine acceleration and on the Coventry-Birmingham dual-carriageway achieved an indicated 95 m.p.h. with the rev.-counter needle only just entering the orange band. With a reasonable run an indicated 100 m.p.h. would almost certainly have been possible. The Advertisement Manager, who accompanied the writer unkindly referred to the Sprite as a "rat trap" but graciously admitted that it was a very fast rat trap—but then he is at the age when one does not appreciate sports cars, especially as he had some difficulty in folding his large frame into the passenger's seat.

For all that, we regretfully handed this interesting car back to Mr. Price and collected our own Sprite with instructions not to exceed 3,000 r.p.m. for 500 miles. In spite of this we managed to average 31 m.p.h. for two hours on almost deserted but soaking wet stretches of the A 41. Naturally, we cannot give any indication of the performance potential to be expected from our car but if the fruity exhaust is anything to go by we shall not be humbled by Consuls and the like any more.—M. L. T.

SUPER ACCESSORIES

A difficulty facing most "Special" builders is how to get round to all the suppliers so that they can judge the relative quality of various products. Realising this some three years ago Mr. L. R. Montgomery started up his business at Southlands Road in Bromley, Kent. Here displayed for all to see are the products of most of the major manufacturers in the Austin and Ford "Special" field. Perhaps the most difficult item to choose is a bodyshell and at Super Accessories at the time of our visit were examples of no less than six different shells. These were Rochdale, Falcon Mark II and III, Auto Bodies Mark I and II, Markham-Peasey "Sabre," Monkspath "Shirley" and the very attractive new A.K.S. The latest drop-head coupé version of the Rochdale body was on view and the saloon version of the A.K.S. shell is expected shortly. For the Austin "Special" builder the popular Hamblin Cadet shell is available or for those who prefer an aluminium body the "Super" is available in 20 gauge aluminium on an ash frame for only £25.

On racks all round the walls can be seen a comprehensive display of Austin and Ford speed and suspension equipment. Thus the enthusiast can compare the merits of, say, the L.M.B. Ford i.f.s. system with the new Bowden i.f.s. and after having decided, make his purchase on the spot. A full range of Aquaplane speed equipment is carried and is attractively displayed and priced on wall displays. A comprehensive display of Austin Seven speed equipment is also on show from the "Supaloy" cylinder head at £5 5s., to a tappet adjusting screw at 6d. Mr. Montgomery also carries a large stock of ordinary replacement Austin and Ford spares and operates an over-the-counter service for callers (he is open until

Continued at the foot of next page

CONTINENTAL NOTES—continued from page 674

under-powered 3.8-litre Alfa-Romeo of 1936 and continually worried the Mercedes-Benz and Auto-Union teams. If we go back to his early days we cannot but help recalling how he often rode a motorcycle in the morning and drove a car in the afternoon, many times winning both events. I shall always remember Ascari for the time when he lost a wheel from his 2-litre Ferrari on the Nurburgring, and drove the rest of the lap to the pits on the brake drum. The outstanding thing about that incident was when he overshot his pit, due to being unable to brake heavily for fear of damaging the drum, and then sat in the car with the engine running and waited for his mechanics to bring a quick-lift jack. No sooner had they jacked up the front than Ascari selected reverse and drove the car back to the Ferrari pit on the wheels of the jack with the mechanics hanging on to the handle. A lesser driver would have stopped his engine and let the mechanics push the car back.

Fangio will remain in my memory for his fantastic stamina, and I shall always recall seeing him arrive back in our hotel in Brescia during practice for the 1955 Mille Miglia, having driven a complete lap of 1,000 miles non-stop in the "hack" 300SLR. Orders were that we took two days for a lap, running as we were amongst the ordinary everyday Italian traffic, but Fangio had pressed-on and got as far as Bologna as darkness fell. When you have driven from Brescia to Ancona, Pescara, Rome and Florence there is a feeling that Bologna is virtually home, even though it takes some three hours to do Bologna, Piacenza, Brescia. Fangio said he thought, on arriving at Bologna, "Oh well, might as well get back to Brescia for the night." He completely overlooked the night traffic on the *via Emilia*, the trucks, scooters, Fiats and bicycles which are had enough in a fast car, but were a nightmare in a 300SLR. Added to this, he discovered after he had made his decision to go on that the Mercedes had only one headlight working. It was a very tired and weary-looking Fangio that arrived at the Hotel Brescia that night, and Neubauer's face was a study when he saw him, having only sent him off that morning. Fangio's average speed amongst the traffic? That does not bear thinking about. Other classics of Fangio that will live for all time are those numerous occasions when he finished a race with a very sick car that most drivers would have retired long since. Undoubtedly, Fangio will always live in the memory for his remarkable stamina and complete refusal to ever give in.

On the simple question of who was the greatest, Nuvolari or Ascari, I feel that we can never resolve that for Ascari's racing career was so short and he had obviously not reached his peak when his untimely death robbed motor racing of the one man of whom, in my opinion, Fangio would never concede an inch for fear of being unable to reclaim it.—D. S. J.

THAT WATER SPLASH

Most of the correspondents who wrote to us about the puzzle picture on Page 628 of last month's issue correctly recognised the watersplash as that at Charlton Road, Shepperton, Middlesex. We did not realise we had so many readers living in Shepperton, some of them in Charlton Road itself! One reader reminds us that it has been the scene of a number of film shots, chief among them being a scene in "Cockleshell Heroes." From incorrect solutions it is apparent that there are at least two somewhat similar splashes the other side of London.

THAT DIRTY THIRTY

To provide the sequel to the article headed "Dirty Thirty" which we published last month, the 30 m.p.h. sign referred to was again flat on its back when we drove past it (at 29.9 m.p.h., of course), on August 7th. However, when we passed that way some days later, lo and behold, the sign was once again standing erect, guarding as it should this particular speed-limit area. To our knowledge it had been down for the count for approaching three months and it seems probable had we not drawn attention to it, this would still be a "Dirty Thirty!" That it remained one for so long is a disgrace to the Sunbury authorities. However, all is now well again and as it was the fine extracted from the Editor of MOTOR SPORT that caused attention to be focussed on this disgraceful neglect of proper warning signs, perhaps the money wasn't forfeited in vain!

GOOD FOR IPSWICH

After a 30-m.p.h. speed limit had been removed from a test section of the Ipswich By-pass and it was found that the accident rate did not increase, a further lengthy section is to be freed from a speed limit.

SEPTEMBER FIXTURES

Tourist Trophy

Entries for the T.T. at Goodwood on September 5th are coming in well although the works teams are not yet finalised. Full works teams can be expected from Ferrari, Porsche, Aston Martin and Lotus, while Ecurie Ecosse have entered a D-type Jaguar and the Tojeiro-Jaguar and John Coombs has entered his Cooper Monaco for Jack Brabham and Bruce McLaren to drive. Chris Bristow has been engaged by Porsche and will probably partner Hans Herrmann. Other drivers will probably be Bonnier, von Trips, Barth and Heins. Aston Martin have not nominated their full team yet, but Ferrari has nominated his full works team of Brooks, Hill, Gurney, Allison, Gendebien and Cabianca.

Most of the prominent British private owners have entered but with an entry limit of 35 cars a lot of them will be disappointed, but at least a high quality entry is assured. The race starts at 12 noon and finishes at 6 p.m.

* * *

The Gold Cup

Enthusiasts will be pleased to learn that at least one more Formula 1 race will be held in Britain this year. This will take place at Oulton Park on Saturday, September 26th. The Formula 1 race which will be for the Gold Cup and substantial cash prizes is to be run over 150 miles. The organisers, The Mid-Cheshire Motor Club hope to encourage a representative entry for this race which falls a fortnight after the Italian Grand Prix.

Supporting races will include a 50-mile saloon car race and a qualifying heat of the Autosport Sports Car Championship. Racing commences at 1 p.m.

* * *

Brighton Speed Trials

A popular event which unhappily clashes with the Tourist Trophy on September 5th this year is the National Speed Trials on Madeira Drive, Brighton, and organised by the Brighton and Hove M.C.,. Despite this a very large entry has been received in all classes including the motor cycles which usually make f.t.d. Sydney Allard is due to make his first appearance with his new twin-engined racing car if it is completed in time. Sports cars start their run at 9.30 a.m.

A NEW THREE-WHEELER

Berkeley Cars announce a new three-wheeler. Powered with a 328-c.c. Excelsior twin-cylinder two-stroke engine, the Berkeley three-wheeler is said to do 55 to 60 m.p.h. with a petrol consumption of 50 m.p.g.

The body is of moulded glass-fibre construction, with a soft top of durable material. Accommodation is provided for two adults, with room at the back for children or luggage.

Drive is to the two front wheels through an Albion gearbox having four forward speeds and reverse. The gear ratios are: first 25.77 to 1, second 15.72 to 1, third 11.09 to 1, and top 7.98 to 1. The gear lever is mounted centrally on the floor. Final drive is by roller chain through Hardy-Spicer universal joints placed inboard and outboard of left and right-hand shafts.

All wheels are independently sprung; front by unequal wishbones; rear wheel by swinging arm. All three wheels have Armstrong spring and damper units. Girling 7-in. hydraulic brakes are fitted; an adjustable pistol-grip handbrake operates on rear shoes. The wheels are lightweight with 5-stud fixing, having 520 by 12 Michelin tyres. Steering is by Burman worm-and-nut steering box with three-piece divided track-rod. The price is £399 19s. 11d. inclusive of purchase tax, which reminds us of the shopkeeper's addiction to so-many-pence-three farthings.

LOOKING ROUND THE SPEED SHOPS—

continued from previous page

1 p.m. on Saturday and Sunday) or a by-return postal service for those who cannot get to Bromley. This he does to the tune of about 50 parcels a day which keeps both his staff and the G.P.O. pretty busy.

Backing up this service Super Accessories send out full fitting instructions with any of their equipment which needs to be fitted to the car and their stock is continually being enlarged and improved to cater for the changing tastes of the proverbial impecunious enthusiast.—M. L. T.



Wins again at

BRANDS HATCH AUG. 3rd

Kingsdown Trophy

1ST GRAHAM HILL LOTUS-CLIMAX

LEWIS-EVANS TROPHY

1ST T. BRIDGER COOPER-NORTON

SERIES PRODUCTION CAR RACE Up to 1,600 c.c.

1ST J WHITMORE LOTUS-ELITE

and winner of class B

Class A **1ST J. H. GASTON** AUSTIN-HEALEY SPRITE

Class C **1ST K. P. TOMEI** ELVA-COURIER

SERIES PRODUCTION SPORTS CARS

1ST G. R. PROTHEROE JAGUAR XK120

Class A **1ST C. J. LAWRENCE** MORGAN

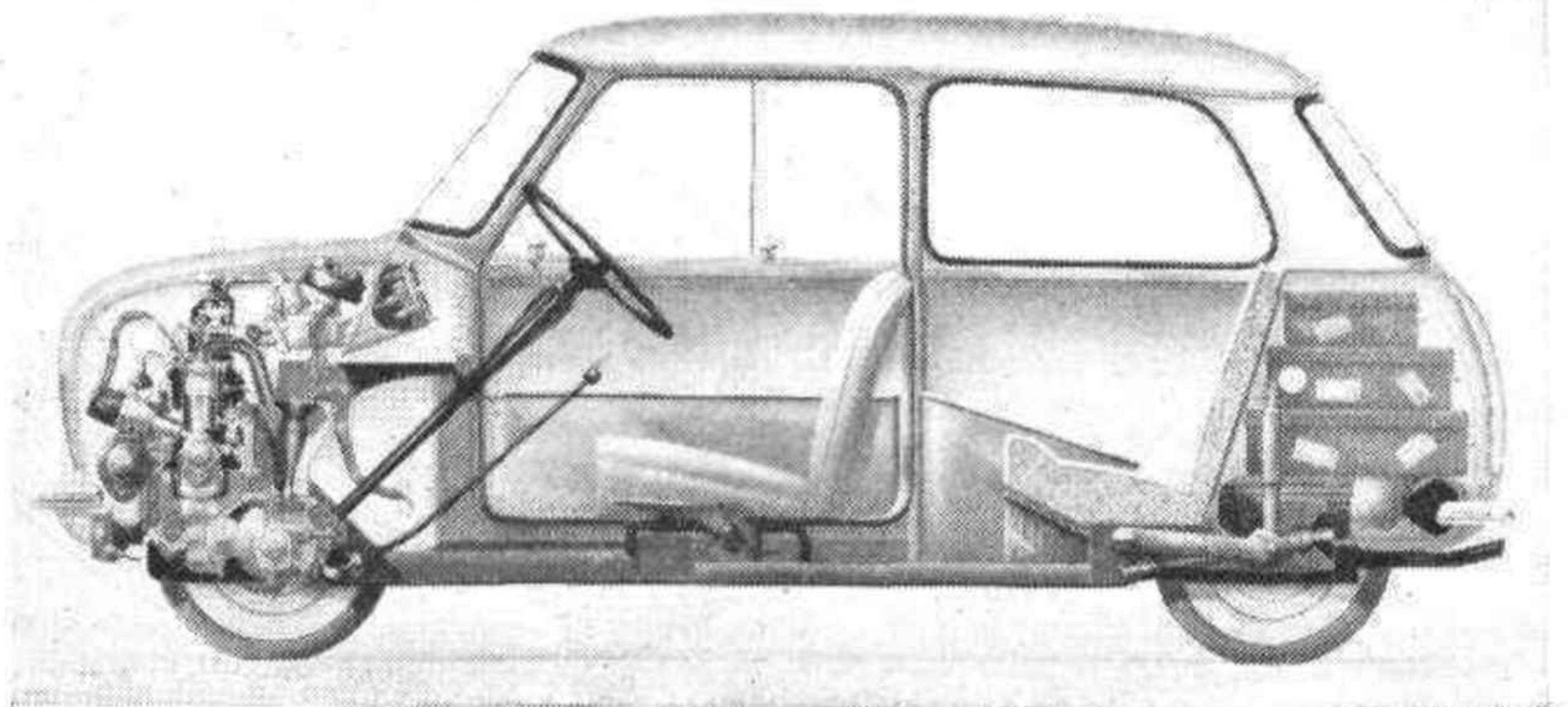
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REVOLUTIONARY NEW BRITISH SMALL CARS

The British Motor Corporation's Austin Se7en and Morris Mini-Minor Rival Continental Designs In Respect of Passenger Accommodation, Performance/Economy and Originality; 848 c.c. Four-cylinder Water-cooled Transverse Engine, Front-Wheel Drive, Sump-located Four-speed Gearbox, All-Independent Variable-Rate Rubber Suspension and Full Four-seater Two-door Saloon Body in a Car Priced at Under £500 inclusive of p.t.



General arrangement of the new B.M.C. ADO.15 Austin Se7en and Morris Mini-Minor baby cars.

THE greatest praise and commendation must be accorded to the powers behind the British Motor Corporation for allowing Alec Issigonis and his design-team to take a clean sheet of paper when planning a revolutionary small four-seater saloon car, which is now announced, and in production, after development work and an exhaustive testing programme extending over a period of some eight years. Ever since the end of World War II MOTOR SPORT has been pressing repeatedly for fresh thinking on the part of British automobile designers and engineers, so that British cars should not lag behind Continental makes in which abolition of the propeller shaft (and in some cases of the cooling water), all-round independent suspension, horizontally-opposed cylinders and low weight have long been desirable features. In pursuing this policy I left myself wide open to criticism that I was anti-British, possessed substantial investments in foreign automobile factories, was on the Wolfsburg payroll—none of which is true! All I could do in reply was to affirm that I am in control of a *motoring*, not a *political*, paper and that if and when worthwhile new cars emanated from British factories I would accord them equal publicity and praise.

This year the Triumph Herald arrived as a brilliant new model in the one-litre family-car class, with i.r.s., elimination of greasing points, many safety factors and a taxi-like turning circle, features acclaimed with enthusiasm by MOTOR SPORT, culminating in a detailed, unbiased and analytical road-test report in the July issue.

Now the British Motor Corporation has gone a step further, in a rather different class, with its completely revolutionary and eminently practical Issigonis-conceived new small car, made in two versions as the Austin Se7en and Morris Mini-Minor, but virtually to be regarded as one model technically, known as ADO.15, differences being confined to radiator grille style, colour shades and interior trim.

The General Conception

This vitally important new B.M.C. model is not only a completely fresh conception of small car design, but it is offered at a sensationally modest price. Under these circumstances it is difficult to see how sales of Continental small cars can be maintained in this country and America. Since the war there has developed a growing home and United States demand for cars which are "different," which embody items of specification rendering them interesting to own and comfortable and economical to drive, and if a high price, brought about by adding Import Duty to basic cost, has been involved this has not mattered to the bulk of these Continental car "fans." With the new Austin Se7en and Morris Mini-Minor costing not only far, far less than these Continental invaders but less than all other reasonably-sized British vehicles with the exception of the out-moded Ford Popular, and being essentially a practical approach to the unchangeable problems of transporting four adult persons in comfort and safety, they surely cannot fail to deal a knock-out punch to Continental-car sales, which will now presumably revert to the pre-war "drop in the bucket," kept going by a few fanatical enthusiasts for particular foreign makes and more definitely by the special merits of, for example, air-cooling, rear-engines and low-speed power units in particular circumstances.

Admittedly the "proof of the pudding is in the eating," but from what I have seen of this new B.M.C. small car it is likely to fulfil this prediction—when it was first shown, to a select party of experts, there were certainly some who became so enthusiastic they seemed almost prepared to eat what was set before them and brief driving experience certainly confirms the maker's claim that these new "puddings" set completely revised standards of safe handling.

These Austin Se7en 850s and Morris Mini-Minor 850s also seem to

belong to a new class of family vehicle—dimensionally they are very small—in fact mini—cars, but generous accommodation for four persons and the good performance to be expected from a high-compression 850 c.c. engine propelling some 11½ cwt. of motor-car makes them serious rivals of existing small cars of up to 1,200 c.c. Moreover, with tuning kits which are available from specialist sources and their revolutionary cornering power these new cars should make a great impression amongst sports-car drivers and rally competitors.

When I had revealed to me the intimate details of the new Issigonis design I listened with an unbiased mind to the reasons why the specification used was decided upon. I am conscious that only after an extensive road-test can an opinion be expressed as to how successful the B.M.C. has been in its effort to offer an extremely low-priced, entirely new small family car. I shall not overlook the need to take the car into slimy fields, up steep hills and through deep water splashes before bestowing praise or criticism on this sensational front-drive, transverse-engined, all-independently-sprung vehicle. I have every reason to believe that as soon as possible the B.M.C. will place a car at this paper's disposal for prolonged road-test and in the meantime I can only remark that I am exceedingly impressed with the new car after examining it carefully and driving it on a test track.

Although no manufacturer makes public the findings of the experimental department, the B.M.C. makes no secret of the fact that many experimental models were built and tested before the present specification was adopted. I believe these included a decidedly unconventional and compact engine and certainly vehicles with two-cylinder air-cooled power units and with pneumatic suspension, etc., were tested exhaustively before being discarded in favour of the present layout which, and this is significant, although refreshingly new, does incorporate an engine and other features, such as gearbox



ASSESSING THE STABILITY of the Morris Mini-Minor. The Editor of MOTOR SPORT hurls the little vehicle about and discovers that it hardly rolls and displays no vicious oversteer tendencies. This 180 deg. corner could be taken at 40 m.p.h. with complete equanimity.

internals, front suspension wishbones and rack-and-pinion steering, already well-proved in existing B.M.C. cars.

Issigonis Genius

Alec Issigonis put a transverse-engine f.w.d. power unit into a Morris Minor (another of his brain-children) for experimental purposes as long ago as 1951. I believe I am correct in saying that, as in the case of the Volkswagen, the new vehicle owes something to military requirements. Issigonis explains that although he has designed a very small car it has interior dimensions for four bulky adult humans. He uses water-cooling not only for quiet running but even more so because he wanted a compact power unit to make possible this generous passenger accommodation in a mini-size car and he regarded the ducting and fan necessary with air-cooling as being too bulky for his purpose. Another reason for the water-cooled engine he gives as the desire to gain economical petrol consumption by using high compression-ratios—the present compression-ratio is 8.3 to 1 and Issigonis says he would like to go to 9 to 1. A further contribution to good petrol economy is the fact that the reasonable sized engine is able to pull high gear ratios—top gear is 3.7 to 1.

The ultra small road wheels and highly ingenious suspension system he explains by saying that with four passengers in an 11½ cwt. car it was essential to adopt new suspension rates if proper standards of road-holding and comfort were to be achieved and that, on a commercial basis, rubber provides the only possible harnessed variable-rate medium. Pneumatic suspension he dismisses as involving complication, including an engine-driven compressor, and giving rise to condensation problems, etc. The clever suspension of the ADO.15 is a Moulton Developments product conceived by

Alec Moulton, and Dunlop made tubeless 10 in. "Gold Seal" tyres for the car.

Apart from his generally new approach to the problems of a truly economical, decently fast four-seater small-car, Issigonis displays further genius in his treatment of more minor factors. Thus to employ the rubber-cone suspension units it became necessary to evolve ball-joints capable at taking the enormous loads represented by multiplication of wheel movement from the tiny movements permitted at the rubber cones. So effectively does this suspension function that the dampers, although fitted, do very little work and are very lightly loaded. Then, although neither Renault nor Fiat adopted transverse engines in their economy cars, study of the f.w.d. Lloyd may have pointed the way to this layout. But in incorporating the gearbox in the electron engine sump and making the same lubricating oil serve both, Issigonis devised another space-saver. Again, to conserve space he wanted the smallest possible radiator and fan and it is surely pure genius that he used a front-wheel arch as the radiator outlet because this is also aerodynamically a point of low pressure, using the fan to push air through the radiator, aided by this extractor effect, instead of sucking air from it. The adoption of a front transverse engine and front-wheel-drive to eliminate the propeller shaft does not involve lubrication of the universal joints in the drive shafts, a frequent source of attention in other f.w.d. cars, because self-lubricating Rzeppa constant-velocity inner and B.M.C. patented resilient inner couplings are used. There are, however, some vital grease points about the car, so in this respect the Triumph Herald retains a significant lead. Front-drive does not, in the case of the ADO. 15, result in a poor turning circle, for prominence is given to the ability of the car to park in a kerb space of only 11 ft. 6 in.

Highlights Concerning the New B.M.C. Babies

Quite the brightest highlight is the low price. Inclusive of purchase tax you can buy one of these Austins or Morrisies for under £500. They are £41 cheaper than an A35, cost £93 less than a Morris Minor, undercut the Fiat 600 by £116, the Renault Dauphine and de luxe VW by £219. They are priced at £78 more than the side-valve three-speed "cart-sprung" Ford Popular . . .

If there was no purchase tax you'd get one for £350 . . .

The dimensions are diminutive, in spite of accommodation for four. The wheelbase is an inch shorter than that of the later, pre-war Austin Sevens.

The 10 in. diameter tyres are two inches smaller than those of the Fiat 500 and 600 and N.S.U. Prinz, three inches smaller than those on an A35 and the small Fords, four inches under Morris Minor size, five inches fewer in diameter than those of the Renault Dauphine. In fact, the new B.M.C. babies have the same size tyres as true mini-cars such as the Friskysprint and B.M.W. 600. This spells the lowest possible unsprung weight but less grip on slippery surfaces, where greater contact area and slower rotational rate score.

On overall dimensions the ADO. 15 compares with other baby and mini-cars as follows:—

	Wheel-base	Widest track	Length	Width	Height	Turning circle	Kerb weight
	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	lb.
ADO. 15	6 8	3 11½(F)	10 0	4 7	4 5	29 6	1,282
Austin A35	6 7½	3 9½(F)	11 4½	4 7	4 11	35 0	1,520
Citroën 2 c.v.	7 9½	4 1½	12 4½	4 10½	5 3	32 6	1,120
D.A.F. 600	6 9	3 11	11 10	4 9	4 6	28 0	1,664
Fiat 500	6 0 ¾	3 8½(R)	9 9	4 4	4 4½	28 3	1,036
Fiat 600	6 6½	3 9½(R)	10 9½	4 6½	4 7½	28 6	1,288
Goggo 600	6 7	3 11½(F)	11 2	4 10	4 6½	—	1,408
B.M.W. 600	6 4	4 1(F)	9 8	4 6	4 8	26 0	1,121
Morris Minor 1000	7 2	4 2½(F)	12 4	5 1	5 0	33 0	1,083
N.S.U. Prinz	6 6½	3 11½	10 3½	4 8	4 6	28 0	1,083
Renault 750	6 10½	3 11½	11 10	4 8½	4 10	27 6	1,320
Renault Dauphine	7 5	4 1½	12 11	5 0	4 9	29 6	1,389
Standard Eight	7 0	4 0½	11 10	4 10	4 11	32 0	1,624
Unicar-T	6 0	4 0(F)	9 8	4 9	4 4	39 0	812

Front-seat width is 20 in. each, rear seat width 49 in. This compares with 20/41 for the A35, 18½/47 for the Fiat 600, 19/48 for the Dauphine, 20/52 for the VW.

Engine and transmission are lubricated normally with S.A.E. 30 oil. The cooling system holds 5½ pints of water. There are ten points on the chassis requiring greasing every 1,000 miles (the grease-gun is an extra costing £2 9s. 6d.). Tyre pressures are 24 lb. front, 22 lb. rear.

The new B.M.C. project has cost over £10-million. The assembly lines and stores occupy one side of the ¼-mile-long "E" block at Cowley, but the Mini-Minor assembly line is only 465 ft. in length, yet can produce a car every three minutes. The car's style and small dimensions assist in easy assembly, which is aided by the two-tiered body storage system where the rust-proofed Fisher & Ludlow shells are received and from which double-duty overhead conveyors absorb any rate changes between the various stages of production.

Prolonged testing has, claim the B.M.C., failed to reveal any method by which the rubber suspension or universal joints of the new babies can be destroyed.

Visibility is excellent, with large bowed screen and a very large rear window.

Performance claimed embraces a maximum speed of 70 m.p.h. and over 50 m.p.g. at 50 m.p.h. (1d. a mile).

A special "hospital" at Cowley, costing £12,000 and only 46 ft. long, has been provided for touching-up any Mini-Minor scratched during construction. But, with the new cars moving past at the rate of 20 an hour, the hospital has so far remained idle, due to improved techniques of handling and fitting.

B.M.C. Services Ltd. aim to achieve 100 per cent. service backing for the Austin and Morris babies. 250,000 spare parts were available, centrally controlled, when the new cars were announced, to meet any demand made from any part of the world. Already ADO. 15s have been shipped from Longbridge and Cowley to showrooms in 100 different countries, and the latest Austin Seven and Mini-Minor are now in volume production and had been for several weeks before they were unveiled to the public.

What have these new small cars to do with enthusiasts? Ask the firms that are even now modifying and tuning them for high speed!

Issigonis literally designed the new car round four people; equally ingenious is the manner in which he has contrived exceptional stowage space for luggage (boot capacity, closed, 5½ cu. ft.) and oddments without encroaching on the comfort of the occupants.

Testing the ADO.15 Project

After evolving the minimum size of car for four persons to obtain economy of operation and low first-cost consistent with reasonable, indeed, sparkling, performance and endowing it with new standards of comfort and safety, particularly the latter, the B.M.C. set out to convince themselves that they had a sound proposition. To begin with, two ADO.15s were driven at very high average speeds over little-used British roads, each covering over 50,000 miles. The rubber suspension units were reported to have suffered negligible wear and the B.M.C. engineers have not yet found a means of destroying them!

Several cars were then taken on prolonged endurance tests in France, Spain, Portugal, Switzerland, Norway, Sweden, Denmark, Germany and Italy, in mid-winter and again in tropical summer. The new suspension with a "wheel at each corner," and low c. of g. showed up well on ice and the cars refused to overheat in summer. Indeed, Issigonis tells us that in Spain, where a very high ambient temperature was experienced, it was found satisfactory to replace the export six-bladed cooling fan for the normal four-bladed variety and this economy of fan size will enable quieter fans to be evolved for production cars, this being the noisiest part of the power plant. Early production models were subsequently taken on the Continent for further testing.

The Specification in Detail

The engine is virtually an A-series B.M.C. four-cylinder o.h.v. unit with shortened stroke to give dimensions of 63 by 68 mm. (848 c.c.). It has a compression-ratio of 8.3 to 1 and develops 38 b.h.p. (34 nett) at 5,500 r.p.m., when piston speed is 2,460 ft./min. 128 lb./sq. in. b.m.e.p. is developed at 2,900 r.p.m. An HS2 semi-down draught S.U. carburettor is fed from a 5½-gallon tank in the near side of the boot by a PD-type S.U. rear-mounted electric pump. Because of the engine's front transverse location the water-proofed distributor and plugs and the dip-stick are readily accessible. The radiator is set laterally on the near-side with the four- or six-bladed fan between it and the engine.

The drive goes *via* a hydraulically-operated 7½-in. single dry-plate clutch to a four-speed and reverse gearbox incorporated beside the crankshaft in the magnesium-electron eight-pint sump. The three upper ratios are synchronised, the gears are changed by a long central floor lever and the gear ratios are 13.658, 8.177, 5.316 and 3.765 to 1. The final drive is through helical spur gears, universal joints and open shafts to the front wheels, the final drive being in unit with the engine and gearbox.

Two sub frames are used, the front transverse one carrying the complete power pack and i.f.s., the rear one the i.r.s., these frames being united by the rubber-mounted mono-construction body. Front suspension is by upper and lower steel-forged wishbones attached to swivel-pin hubs by ball joints, with vertically-mounted

rubber-cone suspension units, the cones being in compression under load and tension as the wheels fall. The spring rate is automatically variable and damped by strut-type shock-absorbers. The front roll-centre is 2½ in. approximately above ground level. Independent rear suspension is achieved by a single trailing arm carrying the hub on twin dual-purpose bearings. The rubber suspension unit is mounted horizontally and again dampers are incorporated; the roll centre is at ground level, and each unit weighs 21½ lb.

Rack-and-pinion steering is used, the two-spoke 15¼-in. steering wheel asking 2½ turns from lock-to-lock. The turning circle is 29 ft. 6 in. The brakes are 7 in. Lockheed cast-iron drum type, giving a lining area of 67½ sq. in. and incorporating the Lockheed pressure-reducing valve for the rear brakes. The hand brake is placed centrally between the seats. The pressed-steel 10 in. by 3.5 in. disc wheel carry Dunlop "Gold Seal" tubeless 5.20 by 10 tyres, giving 1,073 revolutions per mile.

The electrical system uses a Lucas C40 dynamo, and Lucas GLTW7A 12-volt 34 amp. hr. battery under the boot floor. Lucas F.700 headlamps, incorporating parking lamps, are used; there are direction-flashers with stop and tail lights in unit with them, two 35 amp. fuses protecting the circuits.

The two-door body is of spot-welded construction with a torsional stiffness of 6,500 lb./deg. over the wheelbase, the bare hull weighing 310 lb. The doors trail and have sliding windows and rope-type interior releases. Bucket front seats are fitted, the driver's adjusting. A full width parcels' shelf forms the fascia, with central speedometer incorporating mileometer and fuel gauge, and warning lights. Enormous rigid pockets are found, not only in the doors but on each side of the back seat, while there is the usual shelf behind the back seat. The boot, with rather a heavy lid, holds 5½ cu. ft. of luggage and its lid folds down to carry further luggage, when the number plate hangs vertically from the lid to maintain legality—another ingenious detail! Normal models have cloth upholstery.

De-luxe versions of the Austin Se7en and Morris Mini-Minor have two-colour leathercloth upholstery and foam-rubber seat cushions, screen washer, pile carpet, adjustable front passenger's seat, hinged ¼-lights, wheel embellishers, sill finishers, better interior finish, passenger's sun visor, etc. As optional extras, heater, Smith's radio, underseat stowage baskets and fitted suitcases are available. No starting handle is supplied. The ADO.15s wheelbase measures 6 ft. 8 in., front track 3 ft. 11¼ in., rear track, 3 ft. 9¾ in. They are 10 ft. long, 4 ft. 7 in. wide and 4 ft. 5 in. high unladen.

The ADO.15 is geared at 14.85 m.p.h. per 1,000 r.p.m. in top gear and at 5,500 r.p.m. the speeds in the gears are, respectively, 22½, 38, 58 and 81.7 m.p.h.

The Price

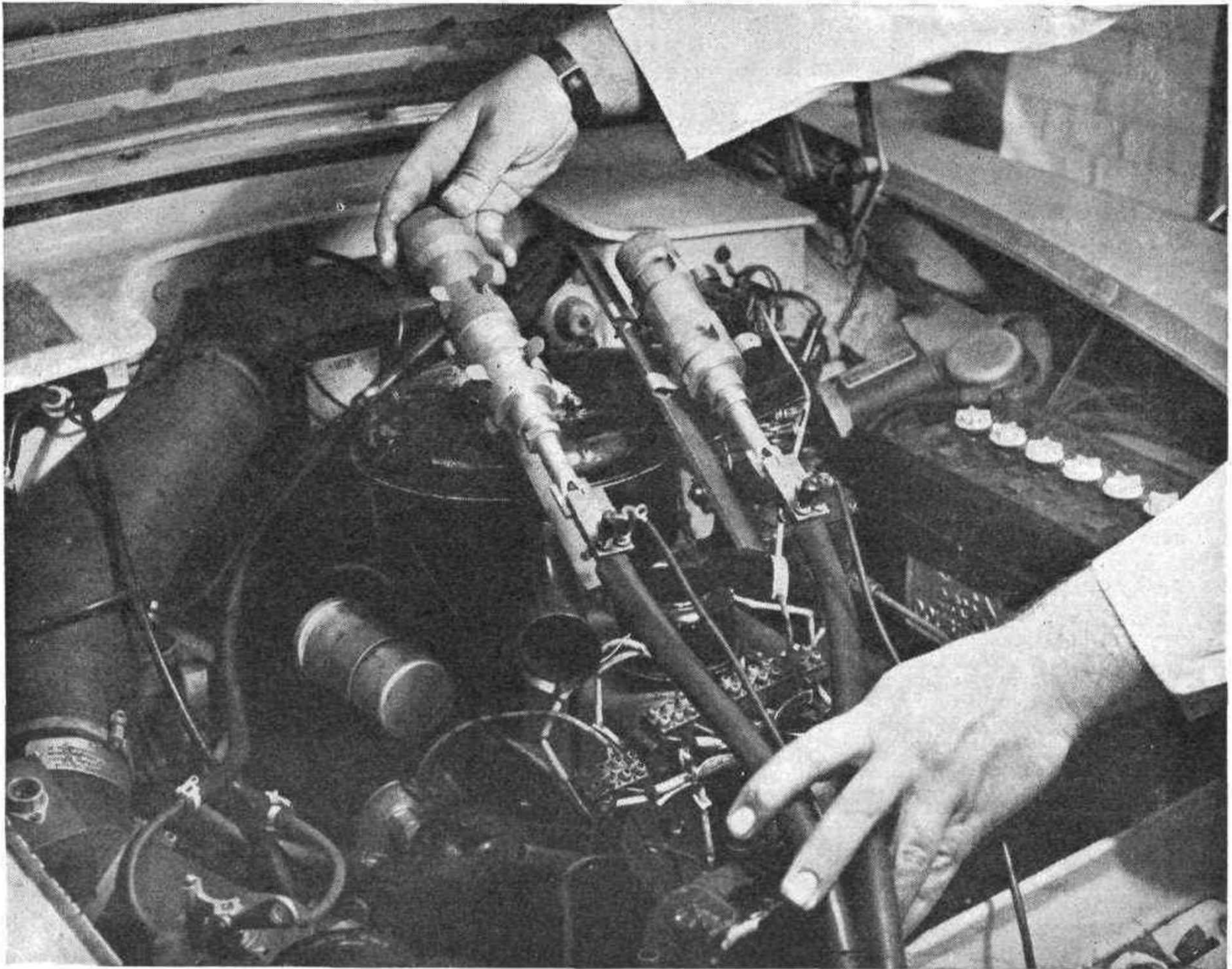
The price is so sensational it deserves its own heading! The basic price is £350, which purchase tax inflates to £496 19s. 2d. Even with many items of de luxe equipment the total price is but £537. If price were the only merit, which in the case of these cars it most emphatically is not, they could not help but be amongst the world's best sellers. As it is, they appear to lead the world in small car design.—W. B.

THE ADO.15 SUSPENSION SYSTEM

The unique variable-rate rubber all-independent suspension system of the new B.M.C. cars was developed at Bradford-on-Avon by Moulton Developments Ltd., under Mr. Alex Moulton. This company was founded three years ago at the instigation of Sir Leonard Lord to develop suspension and other components for B.M.C. vehicles under Moulton patents. It is an associate company of the B.M.C.

Each wheel is sprung by one rubber suspension unit acting at a high leverage to the suspension arm through special nylon-seated ball joints. The front units are mounted vertically in the sub-frame above the top wishbones while the rear units act on the trailing arms and are horizontally disposed in the rear sub-frame side-members to avoid encroaching on useful space. The Suspension Unit comprises inner and outer metal cones with a high-resilience natural rubber compound bonded between them. When the unit is deflected the rubber is subjected to combined compression and shear. Special shaping of the rubber cross-section, developed by extensive testing and photo-elastic study, has resulted in a compact and economical suspension unit. It is claimed that the special design of the rubber suspension unit with its uniform strain distribution throughout the rubber ensures a longer life than that of the normal steel springs hitherto used on conventional cars. No maintenance or lubrication is required.

The suspension ratings have been "tailored" to maintain good handling and ride characteristics throughout the exceptionally wide variation of load which results from having a full-sized body space in a very light vehicle. The inherent damping of the rubber not only allows exceptionally low damper settings but also cushions the high-frequency disturbances giving a high degree of shock isolation to all four occupants on rough roads.



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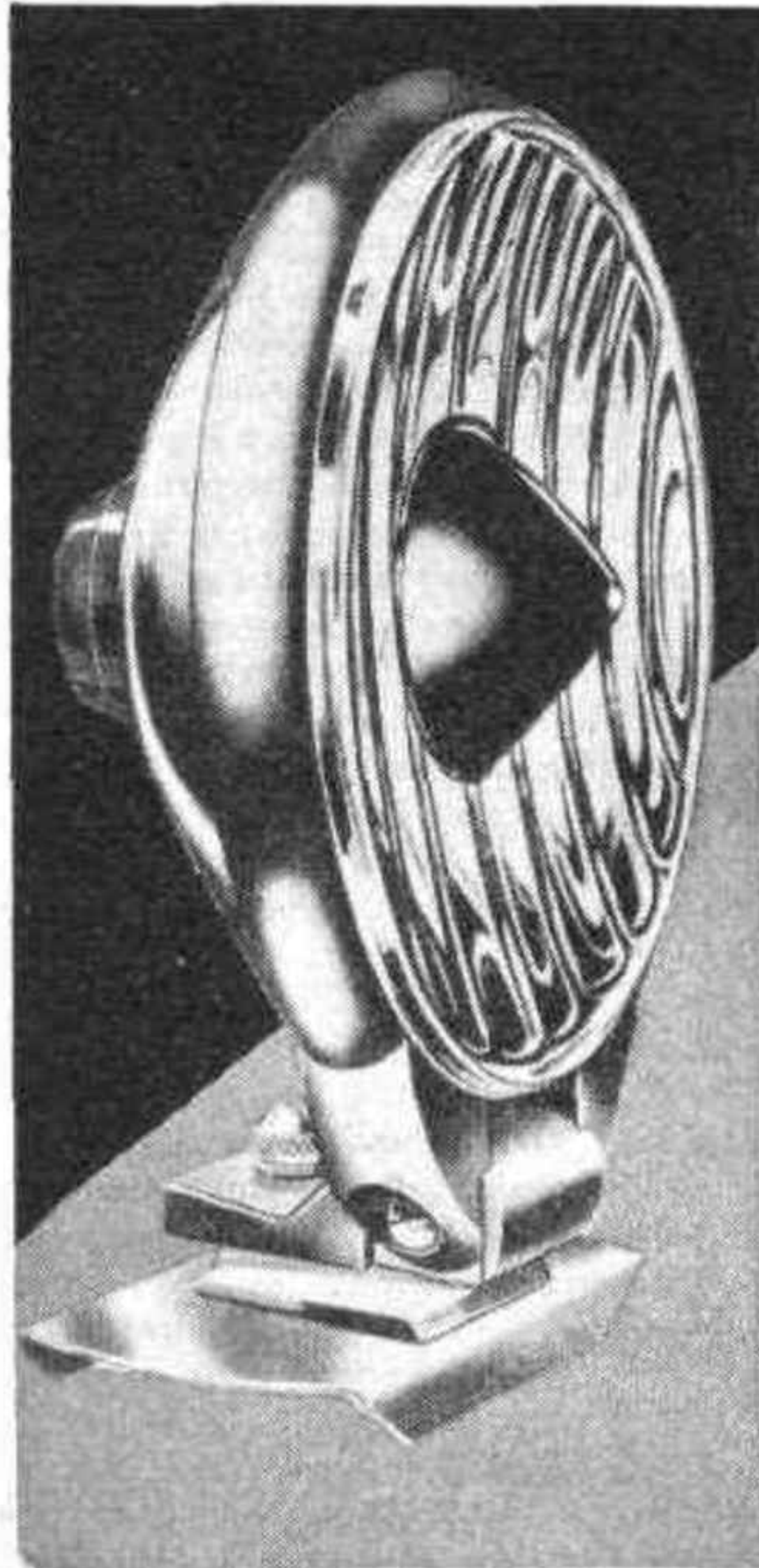


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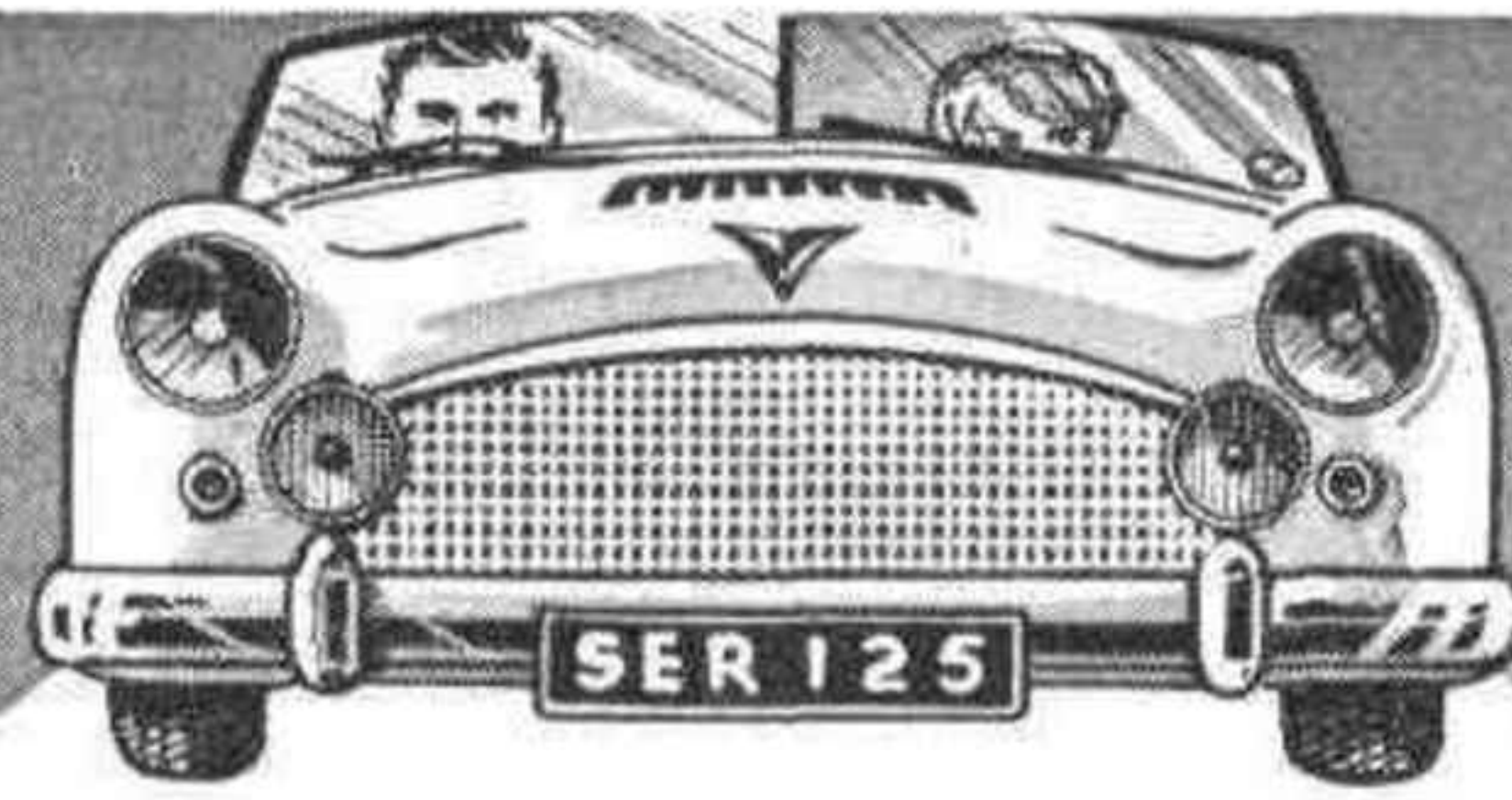
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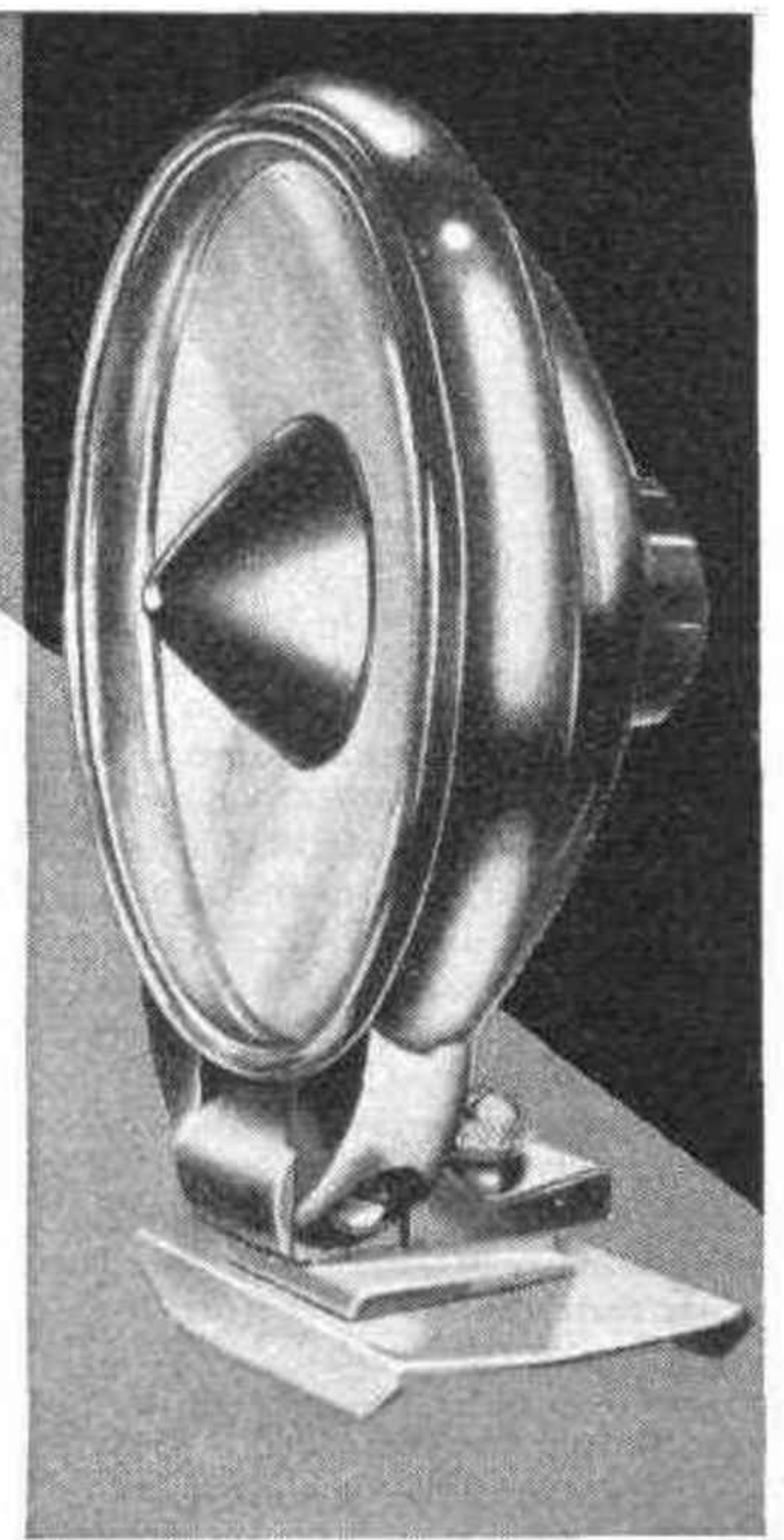
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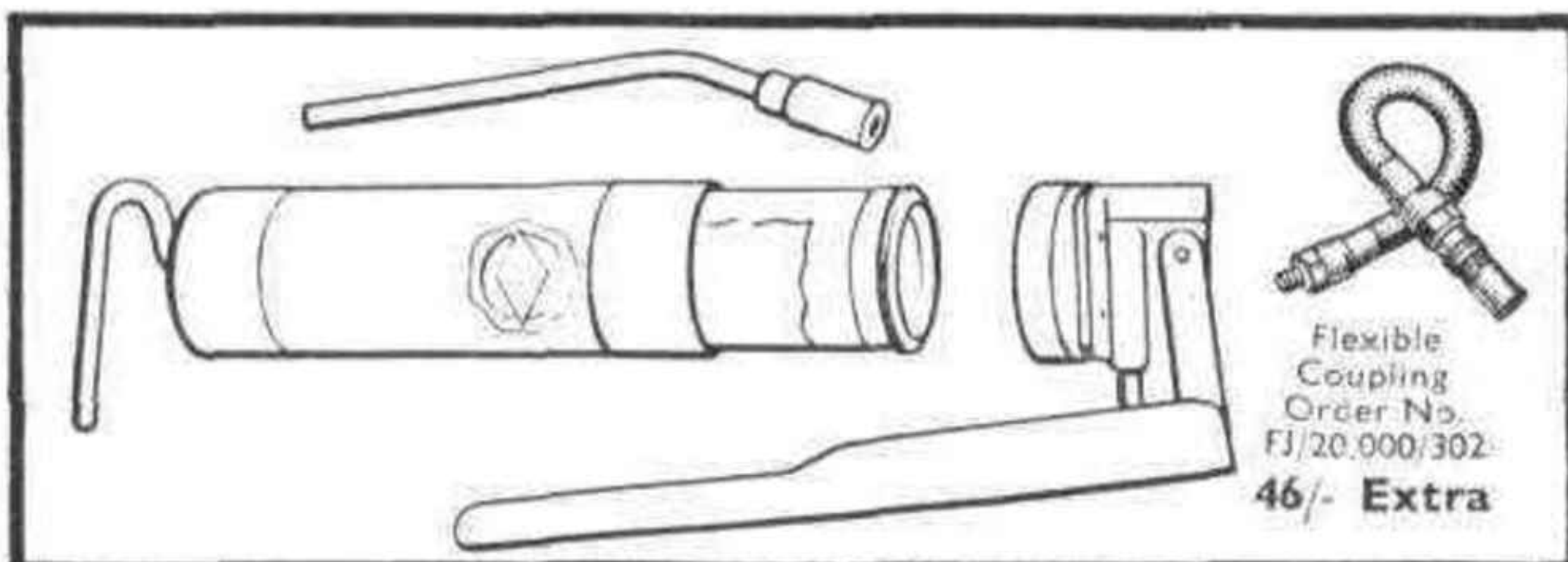
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BOSHIER-JONES BREAKS GT. AUCLUM COURSE RECORD

Boshier-Jones, driving his Cooper 1,100, climbed the $\frac{1}{4}$ -mile course at Gt. Auclum, with its banked bottom corner, in 20.56 sec. at the Hants. & Berks. M.C. Hill Climb on August 8th, breaking Marsh's former record by 0.04 sec. In hot sunshine a good crowd was able to study the different driving methods up the short twisting gradient, interest being maintained by the variety of the competing cars and varied modes of attack, for incidents were conspicuous by their absence.

After the course had been opened by a Facel Vega and a new Sunbeam Alpine coupé the Saloon Car Class was fought out between Rivers-Fletcher in the blown L.M.B. Ford Popular and Shutler in his well-known $4\frac{1}{2}$ -litre Invicta. Shutler won the first round with 25.27 sec. to the Ford's 25.34, but Rivers then improved to 24.63 sec. to win the class, while Jennings' Renault Dauphine Gordini was second in 25.05 sec., third place going to the big pre-selector vintage Invicta, which was slower on its second ascent. This low-chassis coupé beat, amongst others, Douglas Johns' Wolseley 1500, two Minx and a very slow Herald, all presumably in tuned form.

J. Richards exceedingly won the 1,100-c.c. Sports Car Class, his Lotus-Climax exceedingly fast and steady (21.8 sec.), Playford taking second place in the same car (21.86 sec.), while Moore's Long Bacon, with twin-carb., A-series B.M.C. engine, curious louvres in its front mudguards and anti-roll hoop, was third (23.54 sec.).

Derisley made some of his sensational ascents, sliding the bottom bend, to break his own class record for 1,101-1,400-c.c. un/s.c. and 1,100-c.c. s/c. sports cars in 22.27 sec., the Tortoise Stable also netting third place when Loveridge drove the same Lotus-Ford up in 23.67 sec., second place being taken by J. Ball's Lotus-Ford (22.92 sec.), Wilson, who had L-plates on his Lotus Elite crashed his gears on his first run, and was very slow. Fielding drove his rear-engined sports Cooper-Climax, with seat moved from the centre to the r.h. side, very fast to win the next class for sports cars up to two litres, his 21.72 sec. gaining him second prize and beating the former class record. Perkins, in a Lotus with enormous roof to a bonnet concealing a B.M.W. engine, was second (22.78 sec.), Cottrell's scruffy Lotus-Bristol third (22.92 sec. on both runs). Two bored-out TC M.G.s, one a coupé, were faster than four A.C.-Bristols.

Scragg set another new record, of 22.7 sec. in winning the big sports car class in his H.W.M.-Jaguar, beating Chapman's accelerative Chapman-Mercury (22.87 sec.) and Leaver's high compression-ratio XK120 (23.92 sec.). Patricia Richardson's tuned Daimler Conquest was slowest in this class, being handsomely beaten even by Howell's vintage supercharged twin-cam 3-litre Sunbeam.

As there were no gas-turbine entries the racing classes opened with "500s," Pashley's Cooper clocking 22.47 sec., Lovell's Grenfell 22.67 sec., Welton's Cooper 22.87 sec. Boshier-Jones made f.t.d. in the 1,100-c.c. class (20.56 sec.), Henderson's blown Cooper 1,100 being no match for it (21.92 sec.), while James' Cooper was third (21.59 sec.). This class was a Cooper monopoly, the Monoposto with VW gearbox and rear-mounted Austin engine failing to leave the paddock.

Patsy Burt drove deceptively, her Cooper looking steady but comparatively slow, yet it got away so well and took the top corners so fast that she won the up-to-2,000-c.c. racing-car class in 21.4 sec., a new class record. She beat Berry's E.R.A.-Special (21.69 sec.), the engine of which emitted more and more smoke on each successive run, and Douglas Hull, who courageously got the twin-rear-wheeled E.R.A. up in 22.18 sec. Owen came all the way from Jersey but his Cooper proved slow. Wickson's DD1 Buckler-Ford with transverse rear spring to a rigid axle was commendably fast through the banked corner. Rivers-Fletcher ran alone in the big racing car class in his smart H.W.M. He was the only driver to really make use of the banking, as he had done in the L.M.B.-Ford, but the L.M.B.-tuned "cooking" Jaguar engine, which tended to misfire, only permitted a time of 24.21 sec.

An enjoyable and well-run meeting concluded with runs for R.A.C. Hill Climb Championship points, in which Boshier-Jones remained supreme, if slower than before (20.6 sec.), followed by David Good (21.01 sec.) and James (21.3 sec.)—a Cooper trio.—W. B.

ANOTHER VW CLUB

A Northern Volkswagen Club has been formed; the Secretary's address is: "Garth" Southworth Road Narton-le-Willows Lanes.

W.E.C.C. National Benzole Meeting

In a West Essex Car Club Invitation meeting held at Snetterton on Sunday, August 9th, J. B. Naylor, at the wheel of the J.B.W.-Maserati with which he set up a new course record at the same circuit three weeks previously, scored an easy win in the main event of the day, the 15-lap National Benzole Trophy race for Formula Libre cars. Lapping at about 4 sec. slower than his record, he held off M. B. McKee in Jim Russell's Formula 2 Cooper Climax until the latter came to rest on Coram Curve on the penultimate lap with a dead engine. These two cars had streaked away from the remainder of the field from the start, and the eventual runner-up, K. A. Greene (Formula 2 Cooper Climax) finished over half a lap behind the winner.

Supporting events included two Series Production sports car races, which provided class wins for F. R. Gerard (Turner), J. H. O. Whitmore (Lotus Elite), A. T. Foster (M.G.-A. twin-cam), J. R. Stoop (Frazer Nash) and R. Protheroe (Jaguar XK120) and a contest for 1,100 c.c. sports cars in which K. A. Greene scored a walkaway win with the Gilby Engineering stable's Lotus Seventeen.

Both 750 and 1,172-engined cars were featured in Formula races, D. Rees' Austin Rees being the victor in the opening event of the programme, and B. Hart at the wheel of the Terrier Mk. III scoring yet another victory to add to the impressive score accumulated so far this season.

W. F. Moss (Lister-Jaguar) found the handicapper in a generous mood, and moved into the lead from the scratch mark shortly after half-distance in a poorly supported 10-lap race for Jaguar-engined cars, and the W. Lyons Trophy. Limit-man Romain in a 3.4-litre saloon was almost lapped by the winner.

The programme closed with a lively saloon car race, the overall winner of which was S. Hill in a 2,136-c.c. Peerless. Class wins went to J. R. Burville-Holmes (Peerless) and G. Boxall (A35), the latter being one of three Cambridge Racing Team entries, all in identical cars, which spent the entire race in close company, and which called for the closest observation by Chief Timekeeper Cyril Audrey as they crossed the finishing point in line abreast.—J. B.

BENTLEY AND JAGUAR COMBINE AT SILVERSTONE

On August 1st, the Bentley and Jaguar Drivers Clubs combined to organise a race meeting on the club circuit at Silverstone. It turned out to be a rather drawn out affair, consisting of twelve handicap races and one scratch event. Rain made the handicapping difficult, but even so there were some enormous discrepancies.

In the first race no-one could catch Gibbins in his Concours S.S.100. Chamberlain (Aston Martin 2-litre) produced some fireworks on Woodcote on lap three, but recovered and collected third place behind Trew's XK120. At the end of the field M. Gray got his Jaguar XK120 broadside just before the pits, principally because he had brand new Firestone Super Sports on the front wheels only.

Howard came through well from the 10 sec. mark to win Event Two at 68.49 m.p.h., and in the following five lapper M. J. Bradley's $3\frac{1}{4}$ -litre Bentley thundered home in front of Baxter's 3-litre car, though this pair actually did six laps due to inattention by the chequered flag waver. It was in this race that the bald-Bentley incident occurred. For some reason B. Mountfort's $3\frac{1}{4}$ -litre Bentley was allowed to start with little tread on its front tyres and on the third lap one of them burst as he went into Copse: the Bentley ploughed into the bank, but remained upright and the driver was unhurt.

R. A. Gibson (XK140) collected his first win of the day in the next race, at 64.01 m.p.h., then in Event Five it was D. C. Cumber's turn at 49.17 m.p.h. with his 2-litre Lagonda. Event Six found the C- and D-type Jaguars up against impossible handicaps, and two 120s (Berwick and Clairmonte) led home Rosemary Massey's XK150.

Pound's Aston Martin Le Mans was given a lap and 100 sec. in the following ten lapper, though Bradley came through well to finish second he could not catch the Aston. Next came the only scratch event, 10 laps for Marque sports cars. Heppenstall's smart blue M.G.-A. twin cam coupé lead for the first four laps, but he was obviously near his limit. When pressed by Leuch's TR2 on lap five he spun out of Copse, leaving Leuch to win.

The 15-lap all-comers handicap was a runaway for Clive Clairmonte's XK120: he won by 40 sec. from Gillett's D.B.2. It was obviously time Mr. Clairmonte was re-handicapped, but no, in the next race he was given a lap and 58 sec. and won by 40 sec. again from Hopkins' XK150 S and Were's XK150. Then it was Gibson's turn: he won the next two handicaps, 5 sec. and 9 sec. in front of Taylor's XK120 and Sturgess's XK120, respectively.

Finally, came the MOTOR SPORT trophy qualifying race: a five-lap scramble which gave the fast sports racers their best chance of the day. They took it: Gordon Lee and Mike Mackie scorched through the field to take first and second places on the last lap in their C- and D-type Jaguars, followed home by R. Taylor's 120.

RUMBLINGS

The advent of the refreshingly new B.M.C. 850s causes us to wonder whether the time isn't ripe—next year if not this year—for some enterprising organiser to stage a race for the babies. This would be a dull spectacle in terms of sheer speed, perhaps, but should make up for this in close-racing and the interest of spectators many of whom would be potential purchasers of the competing vehicles.

A MINI-CAR RACE?

The B.A.R.C. could include a short Mini-Car Race at one of its bigger Goodwood Meetings, but a more valuable approach would be a full-scale endurance contest, say for six or even twelve hours, which should serve to eliminate the weaklings.

Possibly a race isn't exactly what is wanted to publicise the possibilities of the babies, although if one were held it would help if the competing cars could be as standard as the scrutineers could make them, perhaps with a class for G.T. versions such as Abarth Fiats, Downton and Speedwell Mini-Minors and the like.

When small cars were in their infancy several tough trials were held for them, from the results of which prospective buyers could assess good and bad points. There was the J.C.C. General Efficiency Trial, the R.A.C. Six Days Welsh Trial and stern small-car trials in Scotland. In each of these items such as reliability, petrol thirst, oil and water consumption, time taken to climb hills, tyres and marks, time occupied in repairs, speed, etc., were segregated and awarded towards the results. This was possible in the Welsh events by having an impartial observer in each vehicle, a scheme which has died out of modern competitions. Also, what was very tough terrain for the small cars of 1921-24 would not tax modern mini-cars so much and the trial would have to be run at high speed on the Continent.

Whatever the solution, we feel sure great interest would be aroused by a contest—race or trial—for cars like the Austin Se7en 850, Morris Mini-Minor 850, Fiat 500 and 600, Berkeley, Citroën 2 c.v., D.A.F., Fairthorpe Atomotor, Friskysport, Friskysprint, Goggomobil, Isetta 600, Messerschmitt TG500, N.S.U. Prinz, Renault 750 and Dauphine, Standard Eight and Unicar. The capacity limit might well be set at 850 c.c. The winner's prize could well be a Ford Fairlane, Dodge Kingsway or similar American car—after many hours dicing in a mini-motor the victorious driver would deserve the change . . . !

* * *

Although we have not so far had a Dyna-Panhard for test we are pleased to learn that when it does come it will be a better car. For

PANHARD IMPROVEMENTS

with synchromesh on overdrive, a stronger clutch, new alloy-drum brakes, a larger, better arranged luggage boot, more silent engine and detail interior improvements. The price remains at £999 17s. 6d. inclusive of p.t. Do you know why the car is called PL.17? The initials refer to Panhard Levassor, the figures to 5(c.v.) + 6 (litres to 100 km.) + 6 (seats)!

* * *

The T.T. race at Goodwood will run for the full six hours, from 12 noon to 6 p.m., necessary to qualify it as a Sports Car Championship event. Somnolent types who recall last year's T.T., which was so dull that many of us went to sleep in the sun, will rejoice at the prospect of a longer nap this year. However, they shouldn't be too complaisant, because whereas in 1958 Aston Martin dominated an unexciting race, this time Ferrari leads in the Sports Car Championship by a mere two points from Aston Martin, three points from Porsche, and if a strong team of each is obtained a good scrap could result over the increased duration. The prizes are donated by the *News of the World* (£500 for the winner) and the race is divided into three capacity classes.

SIX-HOUR T.T.

It is a pity that the changed date of the T.T. (September 5th) causes the race to clash with the Brighton Speed Trials, where Sydney Allard is due to make a bid for the course record with his new twin-Steyr-engined, air-cooled, four-wheel-drive sprint car, although the latest news of this 8-litre monster is that it may not be completed in time to do its ambitious driver-designer justice on its initial appearance.

Enthusiasts will have to decide which event to support. It will depend on the weather—whether you prefer an old-style seaside promenade speed trial with ozone blowing off the sea to mingle with the sound and smell of racing cars, or sports car racing over the compact Goodwood circuit.



ANOTHER 850 c.c. f.w.d. small car, the Dyna-Panhard is seen here in its latest PL.17 form.

We are delighted to learn that the Ministry of Transport has decided to be lenient to cars built prior to 1915 when the compulsory old-car tests come into force. The relevant statement, which is to be highly commended, reads:—

M. OF T. RELENTS

"In connection with the proposed arrangements for the periodic testing, among other items, of the brakes of vehicles ten years or more old, a special problem has been brought to light affecting very old motor cars. . . . Many of the machines produced before the first World War . . . either had no second brake at all or were equipped with a second brake which it would be difficult to bring up to a standard of efficiency which would pass the normal test to which other vehicles will be subject.

"Many of these vehicles are valuable museum pieces and in many cases use on the road is confined to various rallies and similar events. They have, however, to be taken on the roads at other times if they are to be kept in good running order. A few are in more regular use but these are driven by owners who are aware of their limitations and use them accordingly.

"The Minister has given an undertaking in Parliament that there will be no attempt to drive the older cars off the roads or interfere with the well-kept veteran car by enforcement of the test, and having regard to the circumstances of their use and ownership, and the difficulties of defining more precisely the occasions on which their use could be allowed with a view to giving complete exception from the test, the Minister proposes to relax the requirements for brakes on these vehicles.

"For this purpose additional provisos will be inserted in the regulations with the effect that a motor car first registered before January 1st, 1915, will require, apart from a parking brake, to be equipped with one efficient braking system acting on at least two of the wheels (one in the case of a three-wheeled vehicle)."

* * *

Congratulations to Donald Campbell on receiving the Segrave Trophy for 1959 in respect of his Water Speed Records.

B.R.M.s TO AVUS BY EAGLE AVIATION'S DC6C

Bank Holiday "rubber-necks" at Blackbushe Airport had the thrill of seeing the B.R.M.s which had run at Avus flown back, as they had been flown out, in an Eagle Aviation DC6C from Berlin. Ron Flockhart, the mechanic and personnel of the Owen Racing Organisation flew with the cars, which were unloaded into three B.R.M. transporters and a Rubery Owen open lorry in full view of the Blackbushe public enclosure.

HUMBER REGISTER TRIAL (AUGUST 2nd)

On August 2nd the Humber Register held a trial in the Banbury area which replaced its former Gt. Witley Trial and which counted towards this year's Inter-Register Contest. Proceedings opened with driving-tests at an eminently suitable disused aerodrome, with gliders performing fascinating evolutions above the cars. The quick-starting test saw a fine display of athletics on the part of Julian Berrisford (12/50 Alvis) and in a wiggle-woggle composed of exceedingly tight turns the owners of a well-equipped Fiat 501 from Portugal flogged the car's transmission unmercifully. After this came a 60-mile navigational run embracing further tests, while before the start competitors had been subjected to a concours d'elegance judged by representatives of the five competing organisations. Capt. Arman was responsible for the excellent organisation.

Results:

- Best performance : W. J. Bowyer (Fiat 509A two-seater).
- Best Humber Register member : T. Nicholson (Humber 9/20 tourer).
- Best Alvis 12/50 Register member : J. Berrisford (Alvis 12/50 duck's back).
- Best S.T.D. Register member : V. Rawlings (Talbot saloon).
- Best Bull-Nose Morris Club member : R. I. Barraclough (Morris-Cowley tourer).
- Best Team Performance : Fiat Register.

RUSSELL'S RECORD GOES TO NAYLOR

FOR the second time this season, the lap record has fallen at Snetterton, this time to Brian Naylor's J.B.W. Maserati at the Snetterton M.R.C.'s Vanwall Trophy meeting on July 26. Previously, Jim Russell had taken the record with 1 min. 42.2 sec., but Naylor clipped off 0.2 sec. (making it 96.24 m.p.h.) in his meteoric victory in the Formule Libre race, having earlier had an easy win in the Vanwall Trophy.

What turned out to be a rather poorly-run meeting opened with a 10-lap scratch race in three classes counting for the *Autosport* Championship. John Whitmore got his Lotus Elite ahead of the field after two laps to win easily from Needham's twin-cam M.G.-A with Wayne's Elva Courier third. Bob Gerard and Paddy Gaston fought hard behind the leaders for fourth place and victory in the up-to-1,000-c.c. class, but the latter suffered gearbox bothers and finished with only top gear, being thus forced to let Gerard take the class win.

Eight laps for 1,100-c.c. sports cars went to Peter Arundell's Lotus Eleven at 86.71 m.p.h., but not until he passed the chequered flag was his victory by any means assured. Mike McKee in the works Elva chased him hard for three laps until he spun at the hairpin, when Ian Raby took up the chase and continued to press hard for the rest of the race.

Another 10-lap two-class scratch race for the *Autosport* Championship was won narrowly by Dick Protheroe in one of his two Jaguar XK120s. Earlier Sir Gawaine Baillie had led the field in his lively Chevrolet Corvette, with Protheroe and Stoop (Frazer Nash) in close company behind, but Baillie ran into the bank at the hairpin and had to content himself with third place.

Main race of the day, 20 laps for single-seater racing cars over 500 c.c. for the Vanwall Trophy, was an easy win at 92.16 m.p.h. for Brian Naylor in his J.B.W. Maserati. He raced in close company much of the time, however, with Piper's Lotus, which had put up second fastest practice time but had trouble on the grid and started a lap behind the field. An assortment of F.2 machinery raced hard for positions behind the leader finishing in the order Dennis Taylor (Lotus), Brian Whitehouse (Cooper), Chris Summers (Cooper), Richardson (B5 Connaught), Steve Wilder (Lotus), Stoop (Cooper) and Parkes (Fry). Mike McKee was to have raced Jim Russell's F.2 Cooper, but practice bothers had necessitated an engine change which could not be completed on time. George Wicken's Cooper had a grumbling gearbox which only lasted seven laps. Carter spun his Cooper hectically going into the Esses, the car travelling some ten feet through the air on leaving the track, to come to rest undamaged on its wheels.

A quiet race for sports cars over 1,100 c.c. provided Piper with a fairly easy win after Bill Moss had led for three laps in the Lister Jaguar. Peter Mould (3-litre Lister Jaguar) and Gerry Ashmore (D-type) circulated in close company to finish in third and fourth spots.

Whitmore had the Elite out again for the eight-lap scratch race for saloon and G.T. cars and was soon half a lap ahead of the rest of the field. Meek, Shepherd-Barron and Ferrari with their Alfa Romeos gave an impressive display of close-formation driving in characteristic style to fill the next three places in that order, though outclassed by the leader.

Naylor's record-breaking lap came in the 10-lap Formule Libre scratch race that followed. There was never any doubt as to who would be the winner. Had he been pushed one could well imagine that the lap record might have gone even higher. Mike McKee had the Russell Cooper out this time and gave an impressive display to finish second after dicing for most of the race with similarly-mounted Brian Whitehouse, who came into the pits after eight laps to give third place to Steve Wilder in the Lotus. Bill Moss brought the Lister Jaguar home in fourth place ahead of Naylor's J.B.W. Ferrari (driven by Bill Lacey) and Gerry Ashmore in the D-type.

Final event in a long drawn out programme was for saloon and G.T. cars again over eight laps. Dick Protheroe and Sir Gawaine Baillie (Jaguar XK120 and 3.4) came round after one lap side by side, and although Protheroe managed to open up a few lengths' lead thereafter the 3.4 caught him on the last lap and the two cars went over the line side by side again, the judges awarding a dead heat for first place! An uncommon thing in motor racing. Jack Sears' 100-6 Austin Healey could not keep up with these two, despite having the new C series 2.9-litre power unit under the bonnet. The TR3 of Mike McKee caught fire at the hairpin, fortunately without much damage either to car or driver.—D.J.R.

THE COST OF CAR ADVERTISING

SOME interesting statistics are offered by the *American Advertising Age* in respect of the cost-per-car of advertising. Last year Chevrolet led in new-car registrations, with Ford second, thus reversing the 1957 positions of these two highly competitive U.S. companies. Chevrolet spent 23.9 dollars per car on advertising, Ford only 22.9 dollars per car. Highest expenditure last year per car was by Edsel, with 195.2 dollars per car, the lowest 3.87 dollars per car for American Motors' Metropolitan. Amongst America's leading 18 makes, total advertising expenditure last year was 147,819,407 dollars, broken up as follows:—newspapers, 66,508,398 dollars; network T.V., 36,463,874 dollars; general and farm publications, 29,347,597 dollars; outdoor advertising, 12,985,658 dollars; spot T.V., 2,513,880 dollars. The proportion of 1958 sales to advertising expenditure of America's five best-selling groups is:

	Car Sales	Media Expenditures
General Motors	2,156,073	63,799,468 dollars
Ford	1,229,299	44,042,662 ..
Chrysler	647,447	32,926,609 ..
American Motors... ..	198,423	4,920,403 ..
Studebaker-Packard	50,312	2,130,265 ..

In the foreign imports field *Advertising Age* remarks on how Austin sales have diminished since their peak year in 1948, when sales totalled 8,000 cars. With sales of imported cars soaring, Austin sales fell to 3,642 in 1949, rose to 5,500 in 1950, fell to 3,800 in 1951, Mathes handling advertising in the U.S. until Austin handled its own advertising in 1952. It then moved its account to David Ogilvy but sales fell that year to some 4,800, a "horrendous flop." They nose-dived, according to *Advertising Age*, to 3,000 in 1953, 1,400 in 1954. Charles W. Hoyt were given the Austin advertising agency in 1955, but it was soon switched to Hambro, because, it was thought, "Austin was puzzled by the American preference for the non-advertised Volkswagen." Hambro consolidated the entire B.M.C. advertising account with Bob Holley but sales continued to fall, being as low as 983 in 1957 and 1,708 last year, representing only 0.5 per cent. of the entire foreign-car market. Austin-Healey sales, say *Advertising Age*, have been a little better, "but the car has never been a sensational seller." They continue: "The British Motor Corp. experience here has been especially disappointing in view of the ever-rising over-all sales of imported cars. It seemed that as import sales went up, B.M.C.'s share of the market went down. This year, for the first time, B.M.C. finds itself without an entry among the 10 top-selling foreign cars. The M.G., for many years the best-selling imported sports car, saw its share of the foreign car market drop last year from 6.5 per cent. to 4.3 per cent. M.G. sales of 16,255 in 1958 were still good enough to give the car sixth place ranking among all imports. R. L. Polk registration figures for the first four months of 1959 show that M.G. has now dropped out of the top 10 group."

To combat this unhappy position J. M. Mathes, Inc., which dropped the VW account after February, re-acquired the Austin account last month. Apparently Austin is now prepared to spend some 750,000 dollars, "the largest ever put into the U.S. or any other foreign market by Austin."

The reader who sent us the relevant clippings remarks: "I would rather buy a motor car on MOTOR SPORT's recommendation than rely on either my own judgment or distorted advertising claims—and the cost is only 1/6d. per issue compared with pounds per vehicle by the latter method!" Yet this year we have been singularly unsuccessful in obtaining for road-test cars of Austin manufacture. . . .

FOREIGN CAR SALES IN AMERICA

For the four months ending last April the sales of cars imported into America are, according to an American source, as follows:—

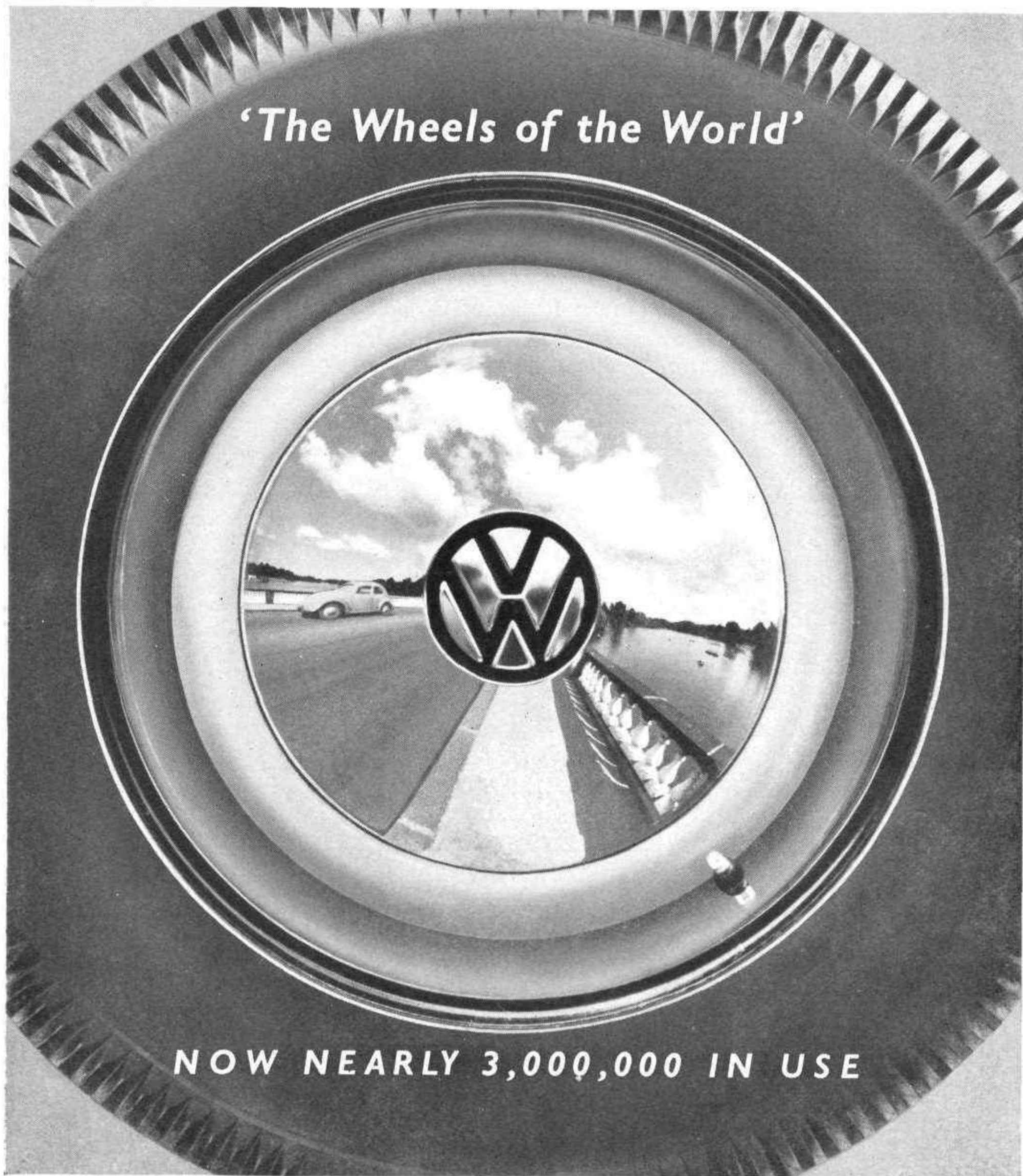
Volkswagen	32,700	Fiat	11,800
Renault	23,500	Hillman	9,000
English Ford	14,500	Vauxhall	7,000
Simca	12,500	Triumph	7,000
Opel... ..	12,000	Volvo	6,200

For the first time in history 50,000 new foreign cars were registered in one month and total sales were 180,546, compared with 96,241 for the same period in 1958. Close on 600,000 foreign cars are expected to sell in America this year and imports are currently close to 10 per cent. of the national market. Competition is keen. Opel, distributed by Buick dealers (ad. agents: McCann-Erickson) has beaten Fiat to fifth place and, in April, displaced Simca for fourth place. Vauxhall, distributed by Pontiac dealers (ad. agents: MacManus) rose this year from tenth to eighth place. Morris, B.M.C.'s best-seller after M.G., with 9,000 sold in the U.S. last year, has now fallen out of the top ten.

Incidentally, it is said that Dyna-Panhard is to make a bold bid to sell 10,000 cars in the U.S.A. this year—bold is right, considering that in 1958 they sold fewer than 500.—W. B.

VOLKSWAGEN

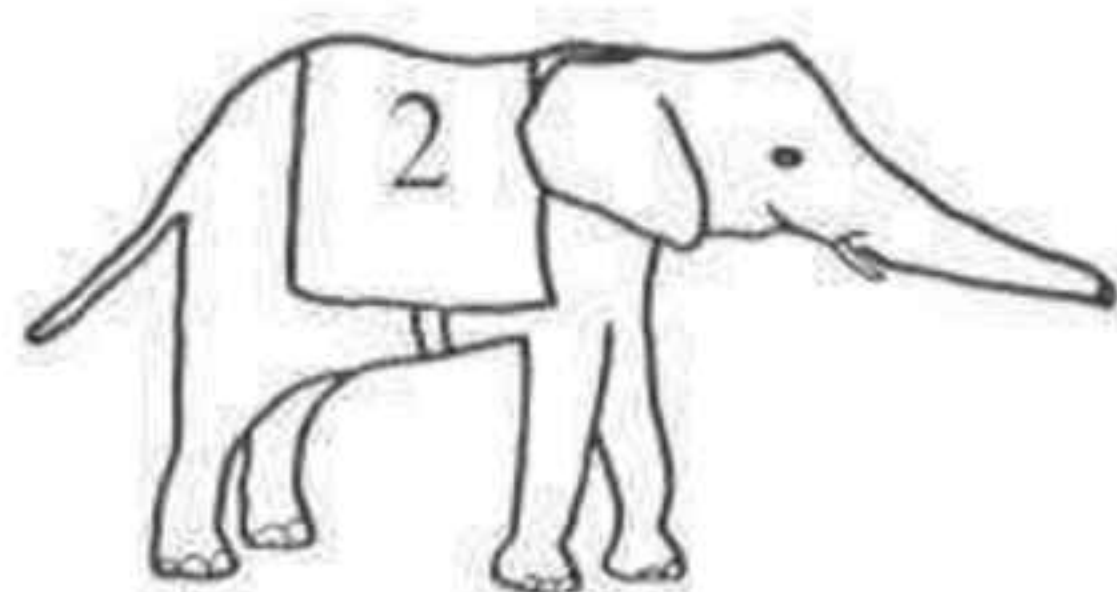
'The Wheels of the World'



NOW NEARLY 3,000,000 IN USE

VW MOTORS LTD., 32-34 ST. JOHN'S WOOD RD., LONDON, N.W.8. Tel: CUN 8000
West End Showrooms: 38-39 Stratton Street, London, W.1. Tel: GROsvenor 4666

WHITE ELEPHANTITIS—



**TWO
FINE
SPECIMENS**



WHITE-ELEPHANT-TRAINER GERALD ALBERTINI about to put his two charges through their paces. On his left the ex-Dubonnet tulipwood Hispano-Suiza, on his right an 8A Isotta-Fraschini gentleman's town carriage.

THE two fine specimens referred to were tamed by Mr. Gerald Albertini and consist of his famous tulipwood Hispano-Suiza and a just-post-vintage straight-eight Isotta-Fraschini.

The Hispano-Suiza is a truly historic car, having been bought as a chassis by little Andre Dubonnet and given its unusual body by Nieuport Astra to his own taste. The work was undertaken for Dubonnet by Henri Chasserio.

The car is a 1924 sports chassis, 6C, with a six-cylinder 110 by 140 mm. 8-litre engine, No. 3,200, similar to those used in the racing Boulogne Hispanos of 1923. The body is a tulipwood cigar, two occasional seats being situated under a panel in the long tail, ahead of the petrol tank which, holding 52 gallons, is one of the largest ever, rivalled only by that on the Morley blower-Bentley.

Dubonnet had this Hispano-Suiza prepared specially for the 1924 Targa Florio, in which, in spite of being hampered by six punctures, he finished sixth in this gruelling race over the tortuous mountain course in Sicily, and fifth in the Coppa Florio. To achieve this result Dubonnet had to race for over 8½ hours over the Madonie circuit and although he must have been feeling distinctly secondhand at the end of this gallant drive, he had the satisfaction of beating such famous drivers as Foresti, Wagner, Lautenschlager, Brilli Peri, etc., driving cars far more suited to the world's most strenuous motor race. Indeed, with its three-speed gearbox, long wheelbase and poor steering-lock the Hispano-Suiza could easily have defeated a lesser driver than Andre Dubonnet under such conditions.

Similar Hispanos had done well at Boulogne, Dubonnet had won at San Sebastian in 1923 and Barnato subsequently broke records with one of these great cars at Brooklands. The Targa Florio car seems to have passed into the hands of Alec Keiller, who owned it from about 1925 to 1935, after which it was laid up in Plymouth. A bomb-splinter damaged the tail but otherwise it remained in original trim. In 1950 it was acquired by Forrester-Walker and refurbished by the Hispano-Suiza expert, George Briand. Gerald Albertini happened upon it at the roadside, left a note on the wind-

screen, and some months later, in 1956, it passed into his ownership.

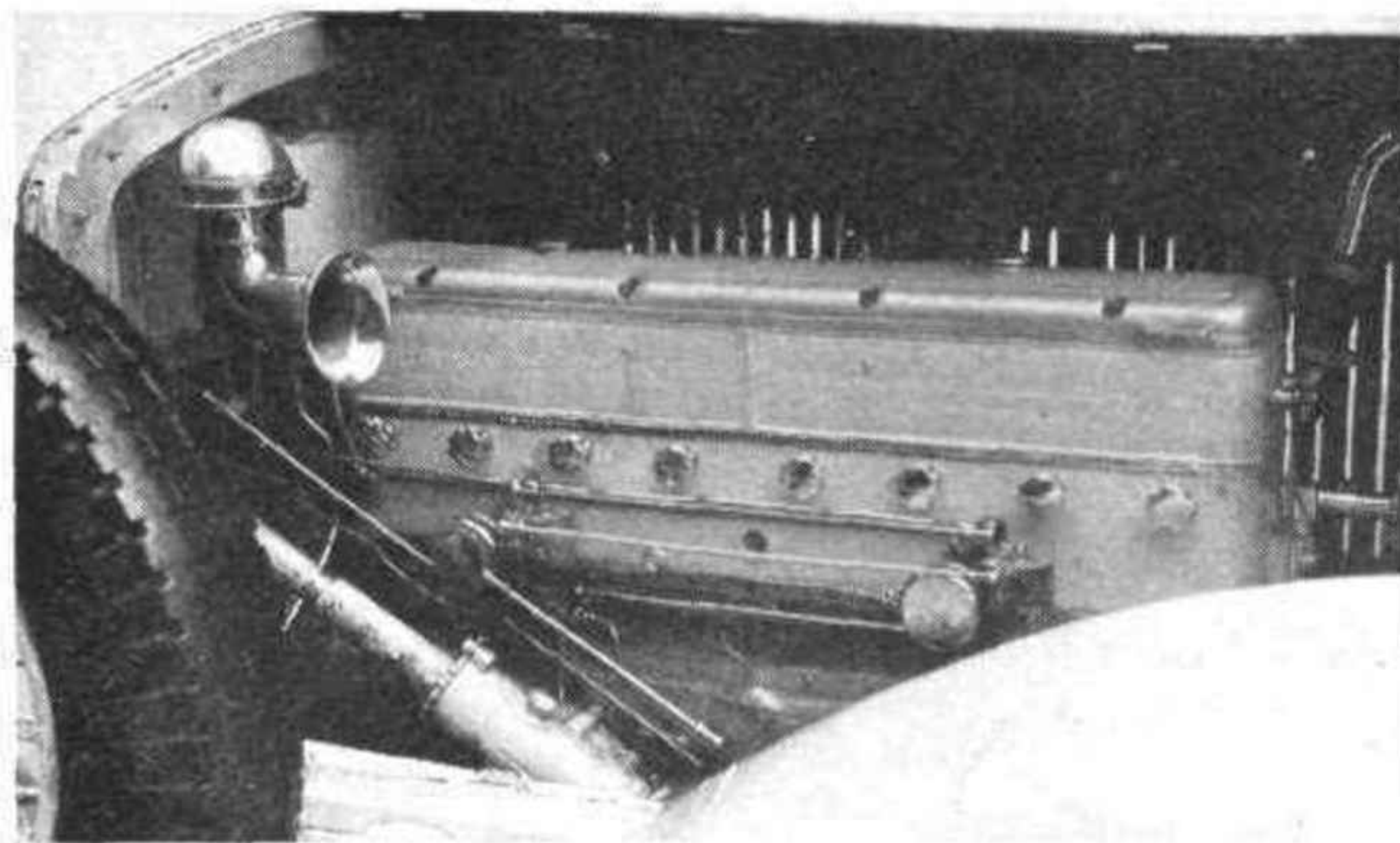
At the time the handsome, long-tailed tulipwood body was marred by ugly grey cycle wings—originally long, flat flowing wings had been fitted. Albertini detested the cycle type substitutes so he had four helmet wings made of matching tulipwood, these suiting the car so well that had he thought of the idea in 1924 he could easily have secured a position at the works as Hispano's coachwork consultant! These beautifully made wings are entirely in keeping with the remainder of this beautifully-balanced motor-car and the rear ones even contain a pair of folding steps to facilitate entry to the back seats! Incidentally, credit for the bodywork restoration must go to Panelcraft Ltd.

Taking stock of the car after the initial shock of encountering such an exotic beast has been overcome, one finds a narrow cockpit with near-side door, a steel fascia tight-packed with instruments that are either Jaeger or Hispano-Suiza (with petrol gauge by Nivex), a r.h. accelerator, the handbrake inside the body and the slender gear lever in its open gate located externally in typical Hispano fashion, a generous vee-screen and that most handsome of radiators, flanked by Lucidus headlamps, which can be dipped by means of a man-sized lever set behind the gear lever. The gear lever, and the seating, have been somewhat modified, simply because Dubonnet was a small man, Albertini is not.

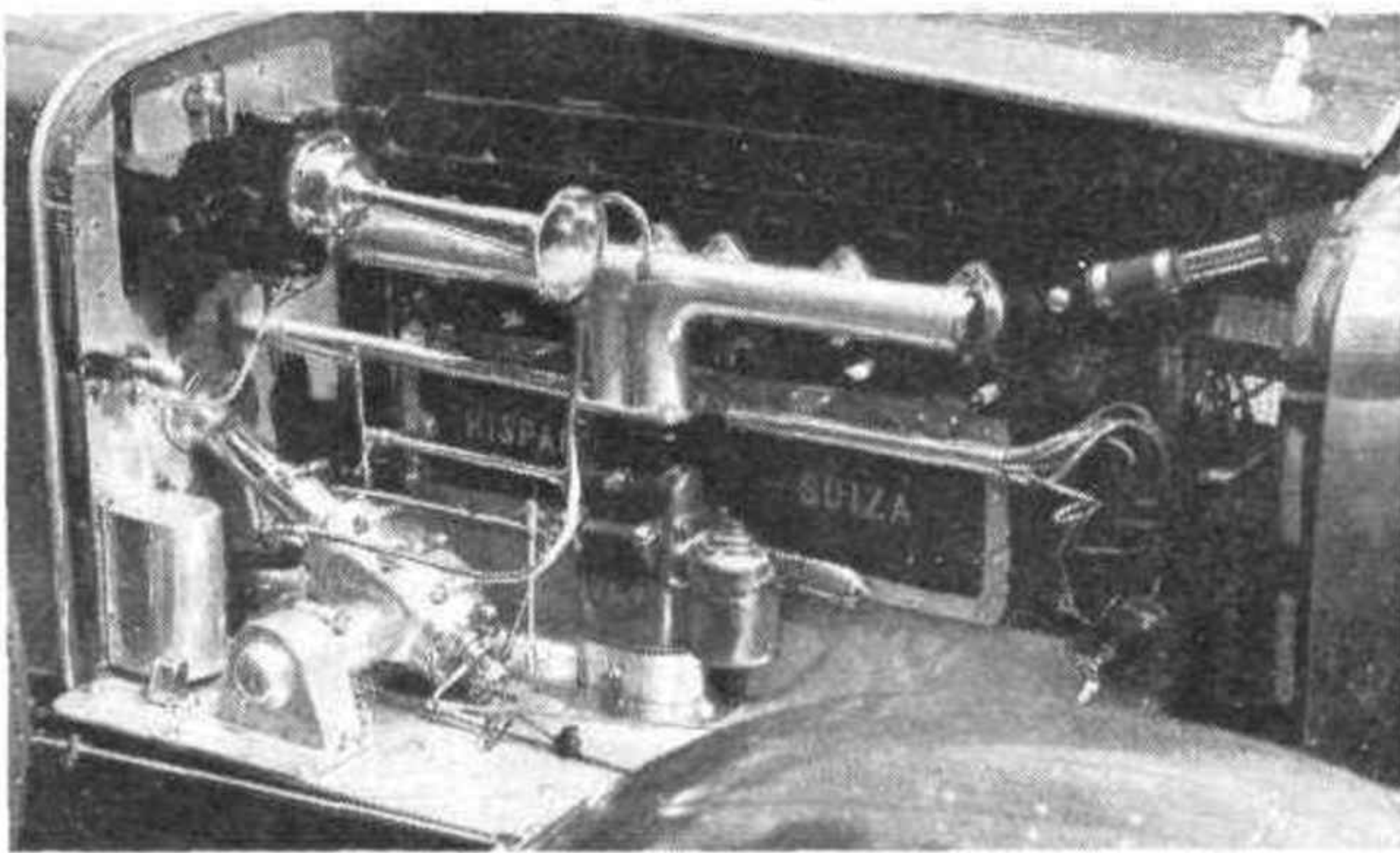
Under the long bonnet the overhead camshaft engine displays the traditional clean lines expected of an Hispano-Suiza and the famous flying stork mascot rides above the dumb-iron apron. The mechanical servo brakes are naturally retained. Wire wheels are shod with 6.50 by 20 tyres. The usual H.-S. 24-volt starting, 12-volt general electrical service is retained and the centre of the instrument panel is enhanced by one of those expensive switchboxes with rotary selector.

Continued on Page 709

The engine of the Isotta-Fraschini.



The engine of the Hispano-Suiza.



PICTORIAL REVIEW

German Grand Prix (Avus)

W.E.C.C. Snetterton

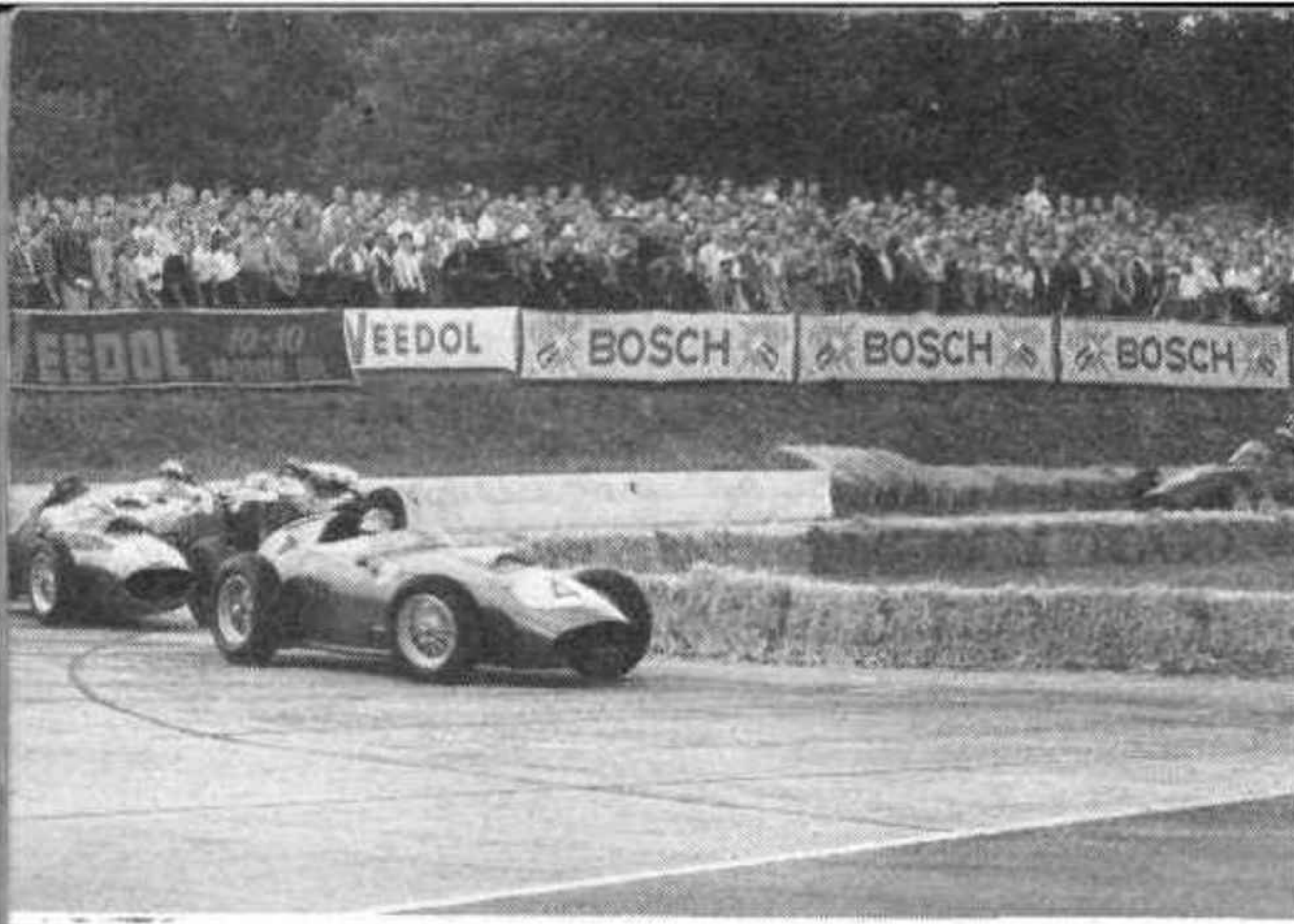
Bank Holiday Brands Hatch

750 M.C. Relay Race Silverstone

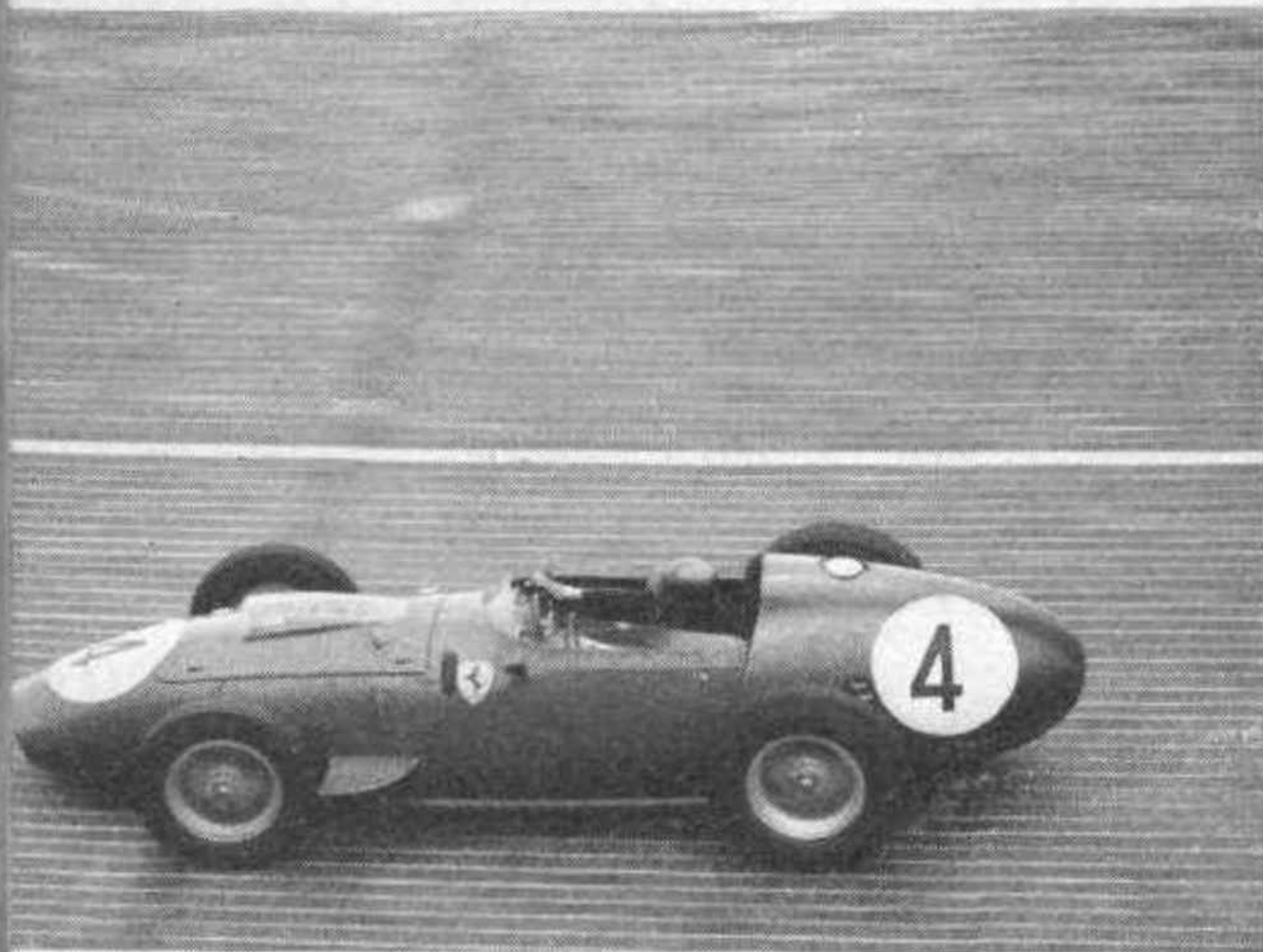
Vanwall Trophy Snetterton

THIS VIEW of the abbreviated field of nine cars that started in Heat 2 arriving at the South Turn on lap 1 gives a good idea of how the change of direction from the Southbound Autobahn to the Northbound one is achieved by the addition of a concrete apron and straw bales. Note also the densely packed crowd on the left watching Phil Hill leading from Bonnier, Brooks and McLaren.

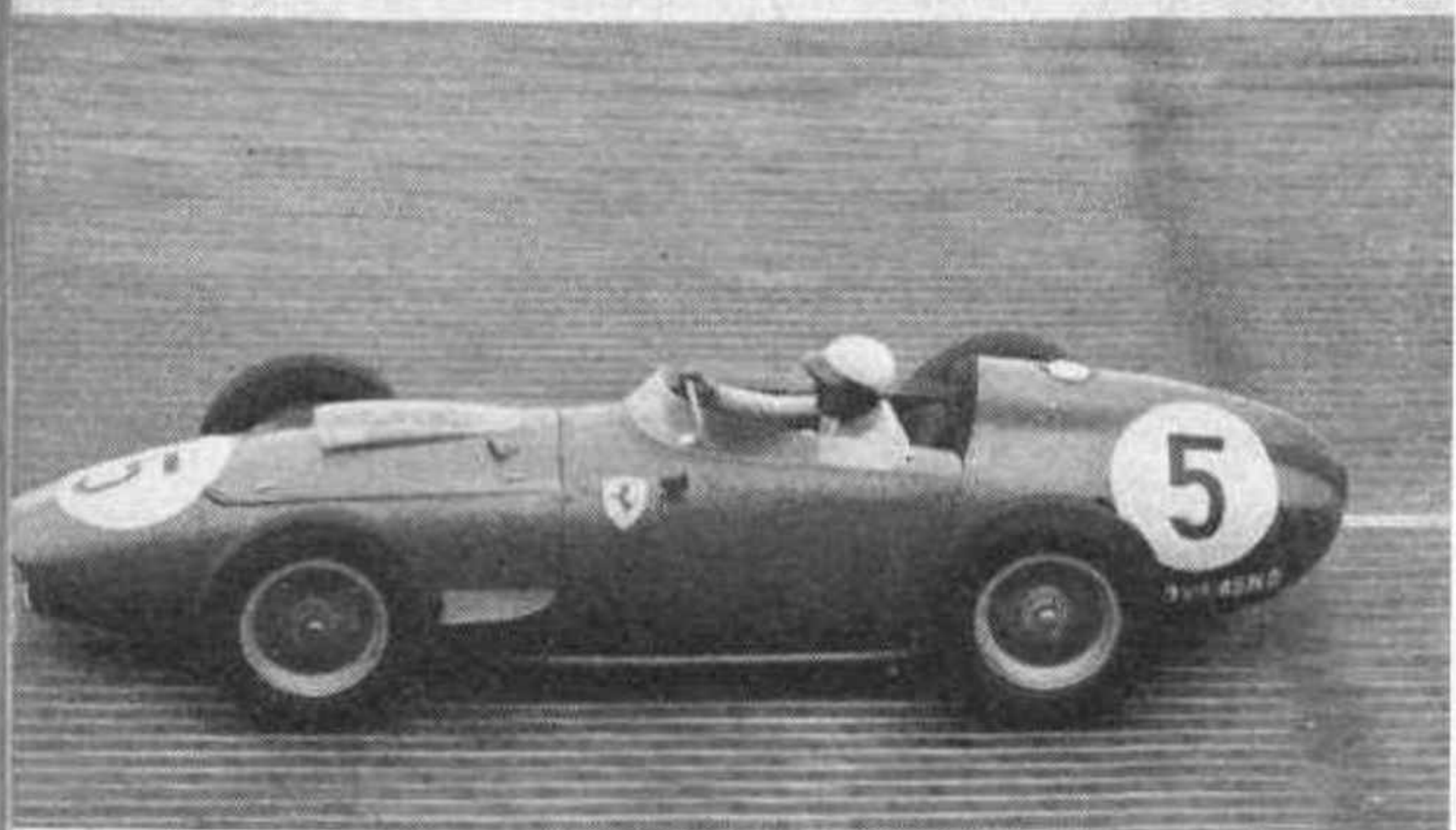




AT THE START of Heat 2 in the German Grand Prix McLaren kept his Cooper-Climax up with the three Ferraris and here the four cars are in a bunch on the South hairpin. Just coming into the picture is Bonnier in the B.R.M., already dropping back from the faster cars.



BROOKS IS SEEN on the North Turn banking holding his Ferrari (No. 4) down below the yellow line, while :- PHIL HILL in No. 5 holds a slightly higher line and quite often went above the yellow line.



THIS GENERAL view of the banked North Turn gives an idea of the tightness of the curve and shows the upper yellow line and the central white line.



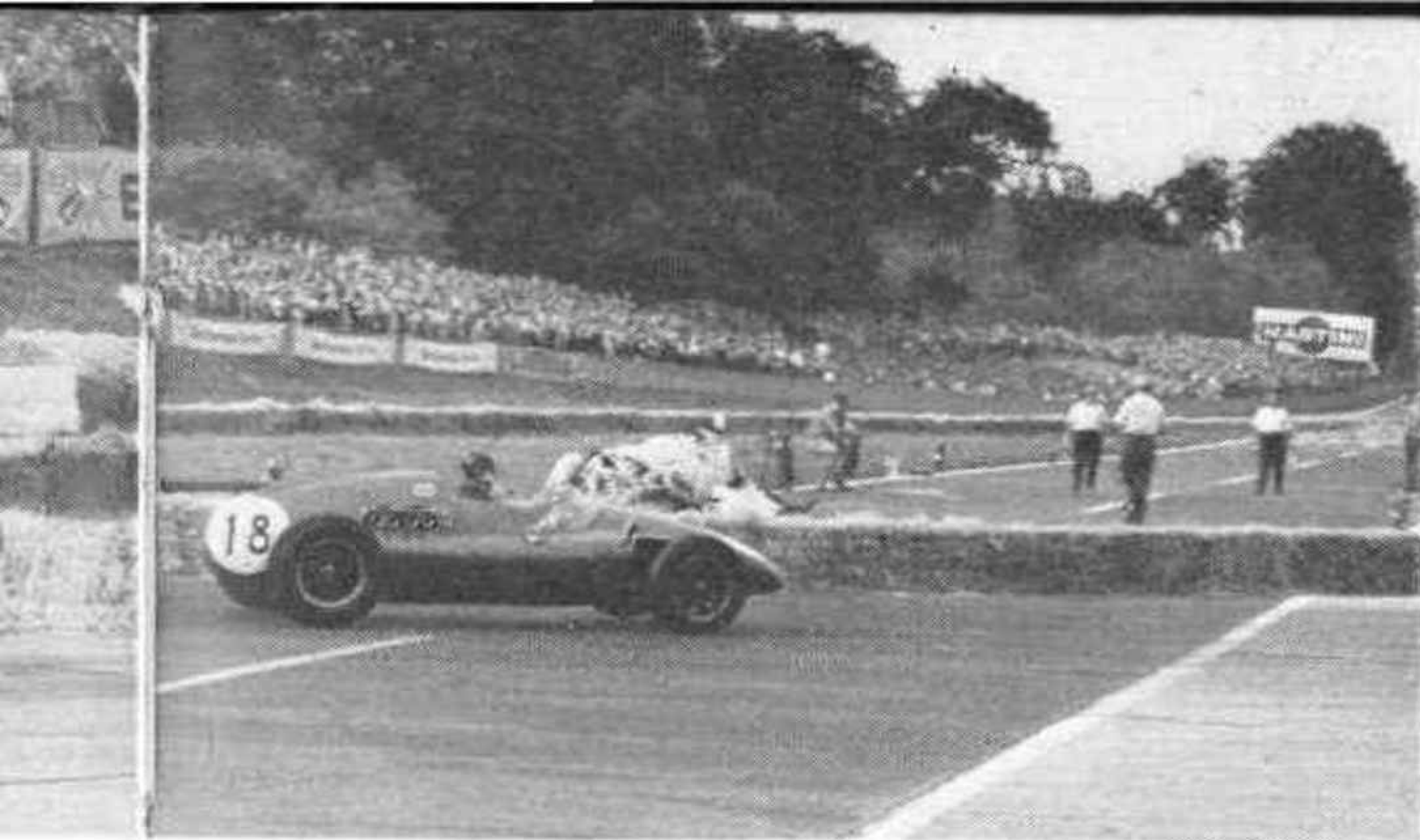
TRINTIGNANT AND BONNIER had a spirited scrap in Heat 2 of the German Grand Prix, behind the Ferrari trio, until the B.R.M. had carburettor linkage trouble and the Cooper-Climax went on to fourth place. Here they are seen on the South Turn hairpin.



THE VICTORIOUS FERRARI DRIVERS after and completed Heat 2 by giving a demonstration run. Gurney and Brooks gives some idea of the

NEW RECORD HOLDER on Snetterton's 2.71-mile circuit is Brian Naylor with his J.B.W. Maserati. At the Snetterton M.R.C. Vanwall Trophy meeting he knocked 0.2 sec. from Jim Russell's previous best ever, to lap in 1 min. 42.0 sec.—96.24 m.p.h.



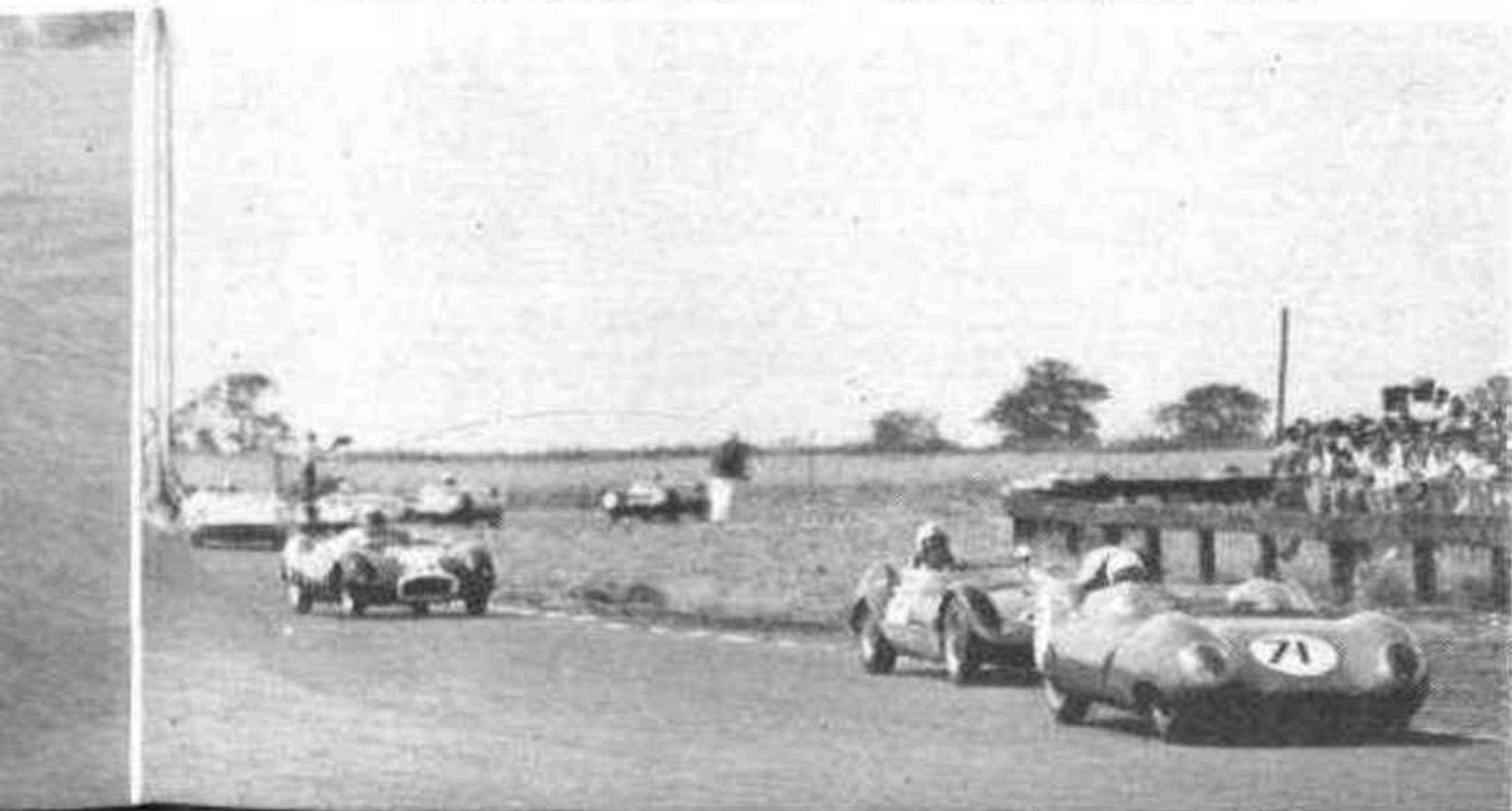


IAN BURGESS drove the lone Centro-Sud Cooper-Maserati at Avus and though it was outclassed for speed it proved reliable and finished in both Heats. It is here seen crossing the tarmac of the southbound Autobahn at the South Turn.



the German Grand Prix in which they dealt with all opposition. The comparative relaxed and clean appearance of, left to right, Phil Hill, pretty early time they had in winning this high speed race.

OPENING LAPS of the up-to-1,100-c.c. sports car race at the Snetterton M.R.C.'s meeting saw Peter Arundell's Lotus XI leading narrowly from Mike McKee in the works Elva Mk. V and Ian Raby's Cooper.

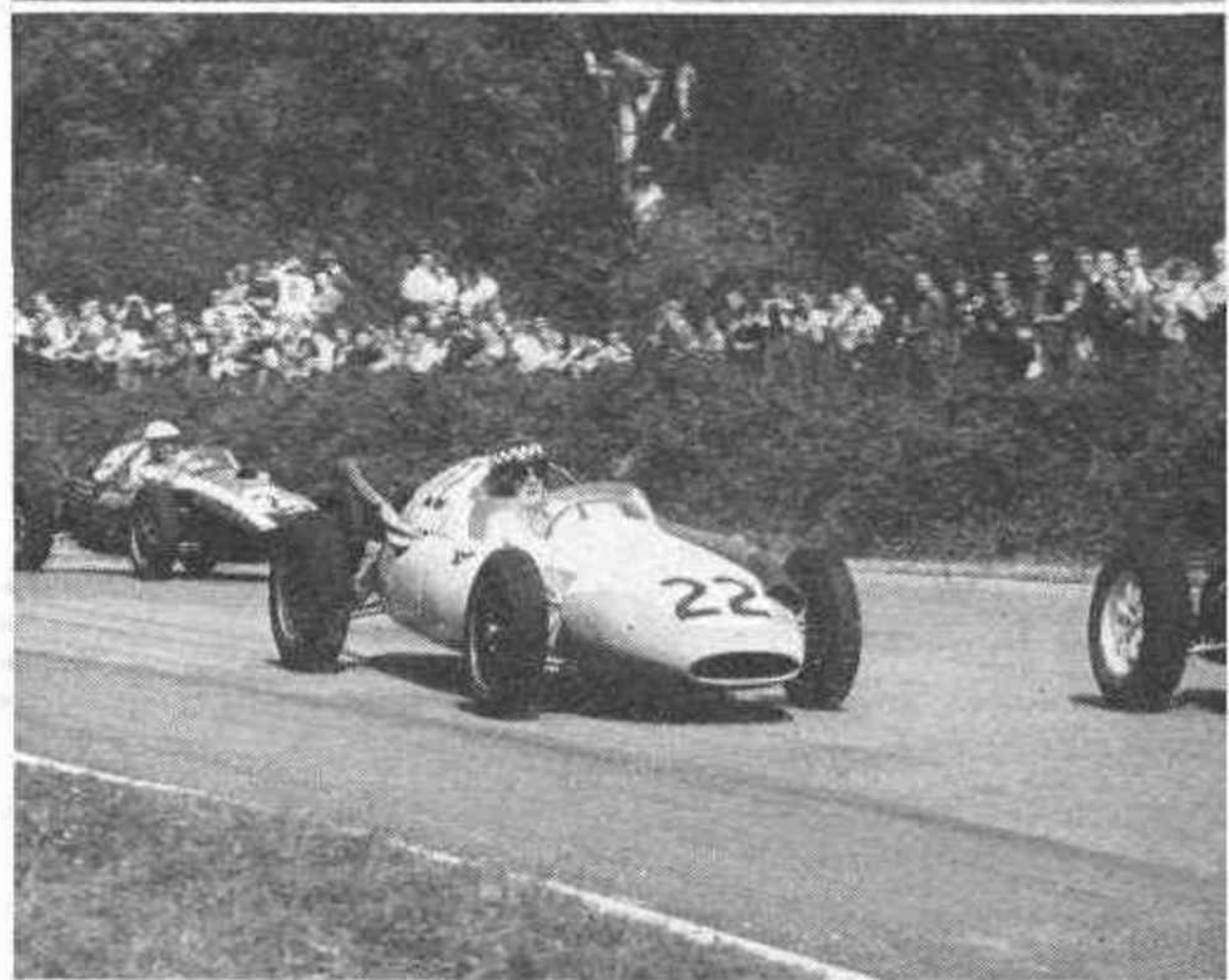


CHRIS BRISTOW, in a Cooper Monaco, managed to hold off Graham Hill's Lotus for four laps before he was passed on the Top straight. Bristow's driving at Brands Hatch on Bank Holiday Monday was outstanding.

THE COOPER BORG-WARD, driven by Chris Bristow, laps two of the tail enders—Peter Ashdown and George Wicken in the first-half of the John Davy Trophy and scores a comfortable win. Though placed third in the second part of the Trophy, Bristow was the winner on best aggregate time.

CLOSE BATTLE FOR SUPREMACY in part II of the John Davy Trophy was between Roy Salvadori No. 28 and Jack Brabham No. 23. At Druids Hill bend Salvadori managed to slip by on the inside, but at Bottom straight Brabham was again in front, a position he maintained for the rest of the race.

SURPRISE in the Production Sports Car race at Brands Hatch was C. J. Lawrence's extremely fast Morgan Plus Four, which led the field for sixteen laps, but finally succumbed to the greater power of E. R. Protheroe's XK120.





BUXTON TAKES THE OUTSIDE of the track at Snetterton as he laps the M.G.-A of D. G. Dixon during the recent West Essex C.C. invitation meeting; the Elite finished second to Whitmore's car.



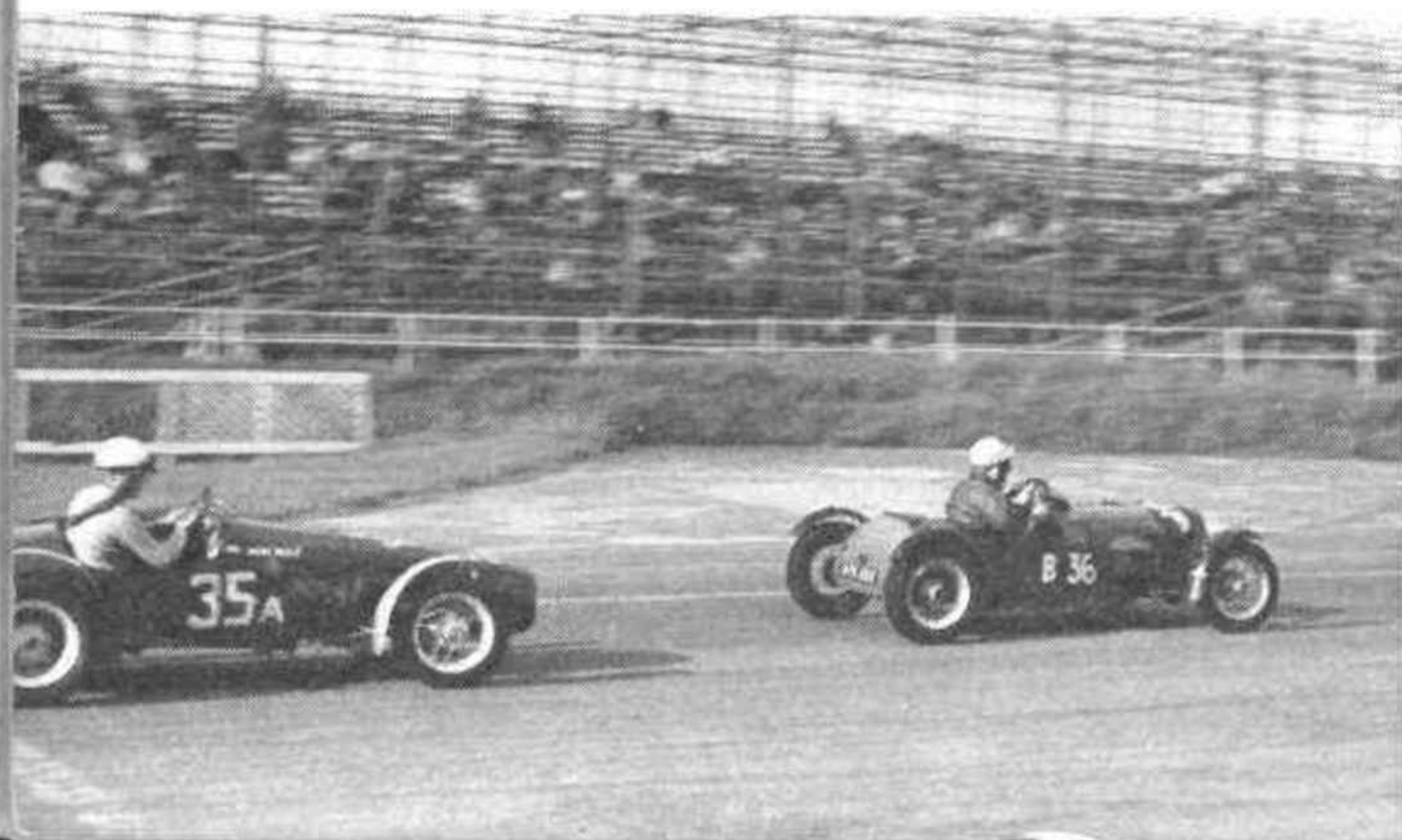
KEITH GREENE at the wheel of the Gilby Engineering Formula 2 Cooper—he finished second to Naylor's J.B.W.-Maserati in the 15-lap National Benzole Trophy race, although about half a lap in arrears.



WIN FOR WHITMORE.—The familiar lilac-coloured Lotus Elite scored another victory in the 10-lap Series Production Sports-Car race at Snetterton during the recent West Essex C.C. National Benzole Trophy meeting, being unchallenged after taking the lead on the third lap.

TIDDLERS TOGETHER.—In the 750 M.C. Six-Hour Relay Race G. B. Toft, in his 750 Special of the N.W. Centre team, chases D. J. Groves in a similar car of the Southern team. The two teams finished 14th and 19th, respectively.

TYPICAL SCENE in the pits at the Six-Hour Relay Race. Bernard Cox in his Ford Special HSK has just brought in the sash and the team manager of the N.W. Centre 1,172 team, R. Butterworth, has snatched it and is running to the next car, whose driver has his hands above his head ready to receive the sash.





THE CHEQUERED FLAG is received by C. J. Lawrence of the Morgan team, who drove extremely well in his two spells to pave the way for a Morgan victory. His driving of the red Morgan has been a feature of Club racing this season.



SECOND TEAM HOME was the TR team, comprising two TR3s and a Peerless. Seen taking the flag is Syd Hurrell, who had clutch trouble early in the race but repaired it in time for the final spell. He was unable to make any impression on Lawrence's Morgan.

THE SIX-CAR MORGAN TEAM lined up after their victory. Last year they came second to the Speedwell Austin A35 team, who were not competing this year. From left to right: Team Manager R. Brown (in hat), C. J. Lawrence (with bow tie), W. A. G. Goodall, A. G. W. Belcher, P. H. G. Morgan, R. E. Meredith and A. J. Blair with the older model.



THE ROAD IS BLOCKED by D. Dixon's Twin-Cam M.G. of the Octagon Stable team, so the Morgan Team Manager has to run to his car to collect the sash to hand over to Peter Morgan who is waiting in car number 6D.

SLICK CHANGE OVER.—N. Lowe drives through in his Lotus-M.G., handing the sash to the Odds and Bodds team manager, G. W. Mott, who is ready to hand it to A. J. D. Sim, who is ready to go out in his Yimkin Special with Austin A35 engine.



CASTROL WINS

AT BRANDS HATCH

TOURING CARS

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I ST L. LESTON
(RILEY 1.5)

(1601 - 2600 c.c. class)

I ST J. M. UREN
(FORD ZEPHYR)

PRODUCTION SPORTS CARS

(over 2000 c.c. class)

I ST E. R. PROTHEROE
(JAGUAR XK120)

(up to 1000 c.c. class)

I ST J. H. GASTON
(AUSTIN-HEALEY SPRITE)

KINGSDOWN TROPHY

(over 3000 c.c. class)

I ST M. ANTHONY
(LISTER-CHEVROLET)

*(Subject to
official
confirmation)*

Follow the experts

ALWAYS ASK FOR

CASTROL

by name



THE 21st GERMAN GRAND PRIX

A Ferrari Walkover on the Avus

BERLIN, August 2nd

AS a result of various political and financial manoeuvres the German Grand Prix left the traditional Nurburgring this year and took place on the Avus track in West Berlin. Apart from the added complications of getting to West Berlin the move was not popular with drivers and entrants as the Avus track bears no resemblance at all to a Grand Prix racing circuit, as exemplified by the Nurburgring. Being 90 per cent. a pure speed track it was felt that holding a leg of the Drivers' World Championship on the Avus was to make an absurdity of the whole thing. On the other hand those people who think that a World Champion Driver should be able to drive anything, anywhere, anytime, partly approved of the move to West Berlin as it meant that any potential World Champion would have to demonstrate that he can drive on a track as well as a road. Until the title is changed to World Road Racing Drivers' Championship, there is not much argument against this train of thought. However, be that as it may, the 21st German Grand Prix was moved to Avus and all the regular Grand Prix teams crossed the Eastern Zone of Germany, either by plane or Autobahn and were ready for the first practice session which was due for Thursday afternoon. With average speeds of nearly 150 m.p.h. envisaged the A.v.D. who organised the race took it unto themselves to make some additional rules, overriding the standing rules for F.I.A. Championship meetings. Instead of being for a minimum of two hours, or 300 kilometres, the German Grand Prix was arranged to run as two Heats of one hour each, the overall classification being by addition of the drivers' performances in the two Heats, those finishing Heat 1 being allowed to start in Heat 2. This was done in the interests of tyre safety, it being felt that one hour on the Avus would be enough for the Dunlops. Also the regulations forbade any attempts at streamlining, all the cars having to have all four wheels exposed. As a result the whole entry arrived in just the same condition as they would have done for Nurburgring, apart from high axle ratios, stiffer suspension and engines tuned for out-and-out speed.

This was not to be the first occasion on which Formula 1 cars had appeared on the Avus for there was a race held in 1954, at which three Mercedes-Benz gave an unchallenged demonstration run and during which Fangio set a lap record in 2 min. 13.4 sec., a speed of 224.0 k.p.h. (approximately 139 m.p.h.). In pre-war days the then current Grand Prix cars used regularly to compete at the Avusrennen, a meeting in addition to normal German Grand Prix. In those days the Avus track was longer at the southern end, allowing much higher speeds to be reached on each leg of the Autobahn which forms the major portion of the circuit. From the start the track runs dead straight down the right-hand leg of the Autobahn, round a full-throttle left-hand curve after about two kilometres and then straight for another two kilometres to the southern turn. In spite of almost nation-wide misapprehension amongst the daily papers in England, this South Turn has no banking whatsoever, being, in effect, a simple hairpin from one leg of the Autobahn onto the other leg. A large section of the grass centre strip of the Autobahn has been replaced by concrete, and further concrete aprons have been laid on each side of the Autobahn, so that by using straw bales to line the track a large radius hairpin bend can be formed in which the cars change direction 180 deg. from running southwards on the Autobahn to running northwards on the adjoining leg. This large radius hairpin necessitates negotiating a gentle right-hand curve on the approach, which is made all the more difficult as it is in the braking area. The area of the hairpin is very large, allowing many different lines to be taken round it, turning late and accelerating up to the Autobahn proper, or turning early and running out wide and using the concrete apron on the exit and having to accelerate through a gentle right-hand curve back onto the Autobahn. As the whole Autobahn is tarmac covered, and the additional bits of ground at the South Turn are of concrete the 180-deg. turn calls for crossing from tarmac to concrete, back across tarmac, concrete, tarmac, concrete and tarmac again as the reverse leg of the Autobahn is reached. All these changes of surface were calculated to upset the more sensitive drivers, which is exactly what they did. Back on the northward run of the Autobahn it was full-bore again for about 3½ kilometres to a flat-out right-hand curve leading off the Autobahn and on to the notorious North Curve. This is a tight-radius curve banked at something like 45 deg., with the lower half sunk down below ground level. This tight steep banking turns through 180 deg. and merges back on to the northward leg of the Autobahn, but pointing southwards. At this point there is no centre strip to the Autobahn for nearly half a kilometre,

so that the circuit runs diagonally across this open space from the exit of the North Turn to the right-hand, or southward leg of the Autobahn and the circuit is started again, the time-keeping line being across this wide open space of double Autobahn. The total length measures 8.3 kilometres (approximately five miles) and calls for high maximum speed, heavy braking from 170-180 m.p.h. down to 50 or 60 m.p.h. for the South hairpin, more maximum speed and heavy braking again down to about 110-120 m.p.h. for entering the banked curve. In the days long ago when the banking was built it is doubtful whether many cars could exceed 120 m.p.h., and as the old South Turn, some kilometres further down the double-track road, was a very large radius sweep, with a banking of some 10-15 deg., the whole thing could be considered as pure track racing, akin to Montlhéry, Brooklands, or Monza. Since the war and with the introduction of the shortened circuit with no banking whatsoever at the South Turn, the track has become a freak for which it is difficult to prepare a car correctly. The steep North Turn is built of bricks with very little science applied to the curvature so that a car does not find a natural line round the banking, as at Monza or Montlhéry, and cars have to be physically steered round it as if round a normal corner. At the top the bricks rise vertically for about two feet and then there is a wide flat ledge, also made of bricks. The whole affair is built up on an earth foundation, but by sinking the lower half of the banking into the ground, as at Monza, the height above the ground behind the banking is about about 15-20 feet. The area behind the banking is a concrete apron used as the paddock, while the pits are situated well down the southward-bound leg of the Autobahn; with the time-keeping and main grandstands along the open area at the exit of North Turn, the three major nerve centres of a race meeting are completely out of touch with one another, which does not make for smooth running of a meeting, while it makes it quite impossible for anyone to keep in touch with what is going on.

The first afternoon of practice saw all the entrants trying to adjust their suspensions, tyres and so on to the heavy G-loads of the banking, yet still make the cars controllable on the flat-out curves and the slow South Turn. In addition terminal velocities were being discovered on the dead flat lengths of Autobahn, while drivers were trying to acclimatise themselves to the brick banking. The Scuderia Ferrari fielded four cars, driven by Brooks, Phil Hill, Gurney and Allison, though the last-named was only a reserve runner. They were not far out in their estimation of the maximum speed of their cars, for they were pulling 8,500 r.p.m. in top gear, with 8,600 r.p.m. if they got a good run off the banking. The Cooper team of Brabham, Gregory and McLaren were not as fast, though they could sit in the Ferraris slipstream and were pulling very high axle ratios to try and conserve the Climax engines. The cars of Brabham and McLaren were fitted with new wider gears in the step-up ratio between the clutch and gearbox, while Gregory retained a set of the older narrow gears. The Equipe Walker had a brand new Cooper-Climax, with a special engine from Coventry for Moss, and their regular Formula 1 Cooper-Climax for Trintignant. The new car was quite standard Formula 1 specification, apart from the gearbox, which was, of course, one of special five-speed ones. Their first practice was not encouraging as they were over-gearred, expecting too much speed from the Climax engine. B.R.M. had two cars entered for Schell and Bonnier, and a third car as a spare. They had been over earlier with Dunlop engineers and one car to do tyre tests, and had then flown two more cars out at a later date. With Moss driving for Rob Walker, the B.R.P. syndicate were left high-and-dry with their pale green B.R.M. so they contracted for Hans Herrmann to drive for them; a popular move with both the organisers and the paying public. Almost under sufferance the A.v.D. accepted two works cars from Lotus, to be driven by Graham Hill and Ireland, but hoped for better performances than had been seen in previous races. They were quite simply lacking in maximum speed and could not cope with the works Coopers, while Ireland was in trouble with a broken chassis and engine on the first try-out. In order to give the race some semblance of a German flavour the A.v.D. accepted two Porsche single-seater F. 2 cars, the factory one driven by von Trips, and the special blue one of Jean Behra, who was still driving for his own account, not having signed up with anyone after leaving the Scuderia Ferrari. Both cars were quite outclassed on maximum speed and it was typical of the organisation of the whole meeting that they were included in the entry. There was one further reserve, which was a Cooper-Maserati from the Scuderia Centro-Sud, driven by Ian Burgess.

Some idea of the progress made in Formula 1 machinery since 1954 can be seen by the ease with which the old record lap of 2 min. 13.4 sec. was improved upon by many drivers at their first attempt. Gurney got down to 2 min. 09.6 sec., while Schell and Allison did 2 min. 11.9 sec. and Brooks 2 min. 12.1 sec. on the first afternoon. Brabham, Bonnier and Gregory also improved on the existing record with 2 min. 12.6 sec. When practice finished chaos reigned, for the paddock were about to send out a bunch of sports cars for practice before the Grand Prix cars had been cleared from the pits. The time schedule was such that the A.v.D. had made no allowance for gathering up tools and materials, fitting soft plugs and generally packing after practice for the Grand Prix cars was finished and with the pits and paddock being so far apart one official had no idea what the next was doing, so that Thursday practice for the Grand Prix ended in some pretty violent shouting matches between entrants and organisers. Not content to run the Grand Prix the organisers were also putting on a sports car race, a touring car race and a Gran Turismo race when they would have had quite enough to do with organising the Grand Prix properly.

On Friday practice continued all day for one class or another, the Grand Prix cars having a session in the morning and another late in the afternoon. Lap times were progressively reduced as cars were adjusted for the freak conditions and as drivers became braver at taking the banking, but not everyone turned out for both practice periods, though everyone was out at some time during the day. Allison surprised everyone by putting in a lap at 2 min. 05.8 sec., a speed of 237.5 k.p.h. (approximately 147 m.p.h.), but not himself as he made use of his team-mate's slipstream to pull out some extra speed down the straights. Gurney was taking to this high speed motoring with great relish and improved on his first day by getting down to 2 min. 07.2 sec. and in two brief laps Moss equalled this time, though the Cooper-Climax looked very wild as it went round the banking. In contrast the Ferraris looked safe enough but they were giving their drivers a very bumpy ride and springs and shock-absorbers were taking punishment. Brooks and Brabham were only 0.2 of a second slower than Moss, while Gregory recorded 2.07.5 and Phil Hill 2.07.6, everyone else being slower than 2 min. 10 sec., the B.R.M.s and the Lotus having insufficient maximum speed.

Lunchtime on Saturday there was a further hour for the Formula 1 cars, during which time Moss improved to 2 min. 06.8 sec., and Bonnier and Schell got down to 2 min. 10.3 sec. After this short session a saloon car race took place over 10 laps, during which time the fine weather broke up and continuous rain began to fall. At 4.15 p.m. a 1,500-c.c. sports car race was held over 25 laps and the entry consisted of Bonnier and von Trips with works RSK Porsches, and Behra, Walter, de Beaufort, Seidel, Goethals and von d'Orey with private RSK Porsches. To make up the field there were two OSCAs and two Lotuses, Buxton with a Fifteen and Campbell-Jones with a Seventeen. Rain was still falling when the start was given, after the competitors had done a lap of inspection at about 80 m.p.h. behind a Porsche coupé, and the way everyone slid about on the starting grid it was obvious that the Avus track in the wet was like an ice-rink, to say nothing of the condition of the polished bricks on the banking. The race soon resolved into a private dice between Bonnier and von Trips with Behra trying his utmost to break them up with his privately-owned car, and this he succeeded in doing on the opening lap. On the second lap as von d'Orey was coming off the banking his Porsche began to snake and then he spun helplessly off the banking and across the double-Autobahn to end up with a crunch against the concrete wall of the grandstands, luckily without hurting himself. Although the rain had ceased, everywhere was very wet and slippery and on the next lap as the Porsches went round the banking in line-ahead formation the fourth one, driven by de Beaufort, suddenly spun and careered up the banking, mounted the ledge at the top and had almost spun to a standstill before it rolled gently over the edge and disappeared out of sight down the steep grass bank and into the paddock. A few moments later it reappeared out of the paddock gate and rejoined the race by way of the Autobahn and de Beaufort went on apparently unconcerned, with the front all smashed in. It took the organisers two more laps to recover from their surprise and black-flag the Dutchman to a stop, for the car could not possibly have escaped some major damage to its suspension or chassis after such an almighty incident. Meanwhile Behra was hanging on to the tail of the two works Porsches, and as they rounded the banking for the fourth time his Porsche suddenly lost adhesion on the rear wheels, and like de Beaufort and von d'Orey before him, Behra was spinning helplessly on the ice-like surface. The car rode backwards up the banking, over the ledge and struck a concrete block-house which almost severed the Porsche in two. The unfortunate driver was hurled out and killed instantly when he struck a flag mast. At the other end of the circuit Campbell-Jones and Munaron had collided their Lotus and OSCA,

and both retired with torn bodywork, and the whole race had turned into a shambles, brought about by the incredibly slippery nature of the circuit while it had been raining. After all these accidents, the race as such lost interest, and the two works Porsche drivers drove round and round, playing games between themselves, with the German driver finally being allowed to cross the line first. Once the rain had stopped the banking dried out surprisingly quickly and it was obvious that the organisers were not fully aware of local conditions, or they would have held up the start of the race for 30 minutes or more, by which time the dangerous slippery conditions would have passed.

The death of Jean Behra cast a gloom over the whole meeting and though there was an hour of practice still left for Formula 1 cars very few people took advantage of it. However, the Ferrari team came out and Brooks put in some very fast laps, improving his time first of all to 2 min. 06.6 sec. and then 2 min. 05.9 sec., showing that Allison's time of the day before was no fluke. As a result of the accident Porsche withdrew their Formula 2 car from the Grand Prix, and this meant that both Allison and Burgess were allowed to start, but being a reserve, Allison's practice time did not count and he was placed on the back of the grid in spite of having made fastest lap.

On Sunday the weather still looked unsettled so the organisers decreed that should it rain a yellow light would be switched on and while it shone no one was to go above the central white line round the banking, and there should be no overtaking in the area of the banked North Turn. The start was due at 2 p.m., but it was nearly 2.30 p.m. before the cars were assembled on the grid, having had three free laps for inspection of the track, during which time Gurney found he had a faulty front wheel on his Ferrari and the car was hurried back to the paddock to have both front wheels changed. The line up was as follows:—

Brabham (Cooper)	Gurney (Ferrari)	Moss (Cooper)	Brooks (Ferrari)
2 min. 07.4 sec.	2 min. 07.2 sec.	2 min. 06.8 sec.	2 min. 05.9 sec.
	Bonnier (B.R.M.)	Phil Hill (Ferrari)	Gregory (Cooper)
	2 min. 10.3 sec.	2 min. 07.6 sec.	2 min. 07.5 sec.
Herrmann (B.R.M.)	G. Hill (Lotus)	McLaren (Cooper)	Schell (B.R.M.)
2 min. 11.4 sec.	2 min. 10.8 sec.	2 min. 10.4 sec.	2 min. 10.3 sec.
	Allison (Ferrari)	Ireland (Lotus)	Trintignant (Cooper)
	2 min. 05.8 sec. (reserve)	2 min. 14.6 sec.	2 min. 12.7 sec.
		Burgess (Cooper-Maserati)	
		2 min. 13.9 sec. (reserve)	

While the flag was hovering for the last five seconds Gurney and Brabham were over eager and both began creeping forward so that the rows behind began to follow them, and then when the flag fell they both faltered and it was Moss and Brooks who went away in the lead with Gregory right behind them from row two. The fifteen cars streamed down the Autobahn to the South Turn, where they all bunched together and then strung out again along the return leg of the Autobahn and in the order Brooks, Gregory, Moss, Brabham, Bonnier, Gurney, Phil Hill, Schell and the rest, they swooped round the banking and away down the straight again. Moss had not gone far down the straight on lap two when the transfer gears between the engine and gearbox stripped and that was the end of his race. Gurney got over his bad start and went by Gregory and Brabham into second place, while Brooks still led, but on lap three Gregory went by the lot and took the lead as he went round the banking with the Cooper literally sliding, closely followed by Brooks, Gurney, Brabham, Phil Hill and Bonnier. Then there was a short break and McLaren, Schell, Trintignant and Graham Hill went round equally close together, with Herrmann not far behind and Burgess and Ireland already way back out of the running. Allison had stopped on lap three with clutch trouble, so there were only 13 runners left. On lap four the lead changed again and Brooks was back, followed by Gregory, Brabham, Gurney, Phil Hill and Bonnier and on the next lap Gurney and Brabham changed places. There was nothing to choose between the Coopers and Ferraris, though Bonnier in the B.R.M. was now beginning to fall back, and it was obvious that the Coopers were using the Ferraris' slipstreams to keep up the pace. As the leading five cars arrived at the South Turn with the brakes hard on Gurney's Ferrari rode up one of Gregory's rear wheels and close up the Ferrari nose cowl before it dropped back on the road again. However, this did not cause the engine to overheat and Gurney stayed in the bunch giving as good as he got. After seven laps Brabham began to ease off a little and dropped back from the cut-and-thrust of the leaders, but Gregory had no intention of giving up and came round the banking almost touching Gurney's tail and then pulled down below the Ferrari as they came off the banking and they went down the straight almost

side by side, behind Brooks who was still leading, and next time round Gregory was sandwiched in second place between Brooks and Gurney and enjoying every minute of it. The four leading cars were all lapping at around 2 min. 06 sec. or not far short of 150 m.p.h., and neither Brooks, Gurney nor Gregory seemed to have any advantage.

Phil Hill was holding on in fourth position, but down the straights he was reaching 9,000 r.p.m. in top gear; unbeknown to him his teammates were only doing 8,500-8,600 r.p.m., pulling the same gear ratio, so that his rev.-counter must have been faulty, but thinking the other two were getting too enthusiastic and over-revving, he began to drop back rather than risk blowing up his engine. The result was that the lead now developed into a three-cornered battle between two Ferraris and a Cooper and one lap Gregory would lead, the next Brooks would lead, then Gurney would have a go, and sometimes they came off the banking almost line abreast. On lap 15 Brabham's luck was out for he came round the banking with a horrid grinding noise coming from the rear which subsequently turned out to be sheared transfer gears between the engine and gearbox, the new wide ones having failed. Both Lotus cars had long since fallen by the wayside and Schell, Trintignant, McLaren and Herrmann had caught Bonnier and the five of them were in a tight bunch dicing for fifth place, while Burgess had been lapped by the leaders and was bringing up the rear. Had the two leading Ferraris been driving as a team and not as individuals out to get points for the World Championship, they could have easily got rid of Gregory. As it was the Cooper did not get shaken off and the battle continued for lap after lap, Brooks being credited with the lap record in 2 min. 04.5 sec. (240 k.p.h. average). On lap 21 Brooks led, but had Gregory alongside him past the pits, on lap 22 Gregory led but had the two Ferraris almost touching his tail, and on lap 23 Brooks led once more and Gregory was the meat in the sandwich. On lap 24 it was all over, for as they went down the straight a big-end bolt broke in the Climax engine and bits and pieces flew in all directions and Gregory's terrific effort was finished. The three Ferraris now had things all their own way and slowed right down, taking it easy as they lapped the group who were still dicing for fourth place now, being led in turn by Bonnier, Schell and McLaren. As Gurney lapped them McLaren tucked in behind the Ferrari and got a "tow" thereby shaking off the others and being sure of fourth place, leaving Schell and Trintignant to cross the line almost in a dead heat, the B.R.M. just ahead. Brooks, Gurney and Phil Hill completed the first Heat of 30 laps in that order, the remaining six runners being a lap behind.

There was a break before Heat 2 took place, during which time Allison's clutch was repaired and Hill's Lotus was made a runner again, while Gurney's Ferrari had its nose cowling beaten out straight. The cars were lined up in rows of four-three-four in the order of finishing Heat 1 and Allison and Graham Hill lined up at the back, but just before the start was given the organisers changed their mind about letting them start and they were both sent back to the paddock. A very depleted looking field of nine cars was ready for the start of Heat 2 and it was McLaren who shot off into the lead, while Schell made a bad start and got left behind. McLaren did not lead for long, for all three Ferraris and Bonnier's B.R.M. went by him on the straights, and lap one saw the order Phil Hill, Bonnier, Brooks, Gurney, McLaren, Trintignant and Herrmann, with Schell and Burgess already a fair way back. Brooks took the lead on lap two, but Bonnier was still splitting the Ferraris, and on lap three the B.R.M. dropped to sixth place and it was McLaren who split the Maranello team, the first seven cars still being almost nose to tail. On lap four the Ferraris took command, but McLaren was still holding on, in fourth place, but the rest had dropped back and this situation lasted until lap seven when the Cooper's transfer gears stripped, just as Brabham's had done and McLaren coasted to a rest. It was now all over, and the three Ferraris gave a demonstration run, lapping at around 2 min. 14 sec. and taking turns at leading, being nearly half a minute ahead of Bonnier and Trintignant who were having a wheel-to-wheel battle for fourth place, changing positions almost every lap. Schell had fallen way back with a slipping clutch, due to his car having been fitted with an obsolete type of clutch plate, and he was limping round hoping to finish the 30 laps, but was now way behind Burgess. At the same time as McLaren had come to rest on the approach to the North Turn, Herrmann was in big trouble at the South Turn with the pale green B.R.M., for the front brakes had given out and the car had struck the straw bales and gone end-over-end, smashing itself to pieces. Herrmann was thrown out and escaped with minor abrasions, but the car was reduced to scrap-metal.

There was little interest in watching the Ferrari demonstration, all eyes turned to the dice for fourth place, but this only lasted until lap 21 for then Bonnier had the throttle linkage to one of the double-

choke Weber carburetters come adrift and he came limping round running on one carburetter. It was repaired at the pits and he rejoined the race going as well as ever, but he had lost nearly half a lap. Schell's clutch finally gave out and he stopped by the line and pushed the car home when the three Ferraris completed their 30 laps in team order, Brooks, Hill and Gurney, their racing numbers being 4, 5 and 6. They did their lap of honour in line abreast and made a fine sight as they went round the steep banking with Brooks in the middle of the banking, Phil Hill above him and Gurney below him, then peeling off and coming up to line in a close group. Of the 15 starters only seven were left at the end and only the three Ferraris completed the full 498 kilometres. To complete a rather poorly organised German Grand Prix the "wrong" Italian National Anthem was played for the Ferrari victory. By addition of the results of the two Heats the Ferrari team were classified in the order Brooks, Gurney and Phil Hill.

As if there had not been enough racing already, a Gran Turismo race was now held over 15 laps, comprising three classes, the 1,300-c.c. class being a fight between Alfa Romeo Giuliettas and a pair of Lotus Elites, the 1,600-c.c. class being an all-Porsche affair, and the over-1,600-c.c. class a race between three American servicemen with Triumph TR3s. Much to the annoyance of the Alfa Romeos, including the hottest one in Germany, David Buxton walked away with the race in his private Elite and won with ease, though Warner in the other one retired with engine trouble, and once again the Union Jack was raised and God Save the Queen was played in honour of the dark blue Lotus Elite that had gone so fast, in practice as well as the race. Many well-known Germans in the racing game were seen sniffing around it afterwards for following on the 1,300-c.c. Gran Turismo class win earlier this year at the 1,000-kilometre race, by Lumsden and Riley, the Elite in private hands has shaken the superiority of the Alfa Romeo in this category.

Results

21st GERMAN GRAND PRIX—Formula 1—60 laps—498 kilometres—Overcast. Heat 1—30 laps.

1st : C. A. S. Brooks (Ferrari V6) ...	1 hr. 03 min. 17.6 sec.—236.1 k.p.h.
2nd : D. Gurney (Ferrari V6) ...	1 hr. 03 min. 18.9 sec.
3rd : P. Hill (Ferrari V6) ...	1 hr. 04 min. 22.1 sec.
4th : B. McLaren (Cooper-Climax) ...	1 lap behind—1 hr. 03 min. 19.5 sec.
5th : H. Schell (B.R.M.) ...	1 lap behind—1 hr. 03 min. 29.2 sec.
6th : M. Trintignant (Cooper-Climax) ...	1 lap behind—1 hr. 03 min. 29.5 sec.
7th : J. Bonnier (B.R.M.) ...	1 lap behind—1 hr. 03 min. 32.4 sec.
8th : H. Herrmann (B.R.M.) ...	1 lap behind—1 hr. 03 min. 46.4 sec.
9th : I. Burgess (Cooper-Maserati) ...	2 laps behind

Fastest lap : C. A. S. Brooks (Ferrari) in 2 min. 04.5 sec.—240.0 k.p.h.

Retired : S. Moss (Cooper-Climax) transfer gears, lap 2; C. Allison (Ferrari) clutch, lap 3; I. Ireland (Lotus-Climax) crown wheel and pinion, lap 8; G. Hill (Lotus-Climax) broken gearbox selector spring, lap 11; J. Brabham (Cooper-Climax) transfer gears, lap 16; M. Gregory (Cooper-Climax) big-end bolt, lap 24.

15 starters—9 finishers.

Heat 2—30 Laps.

1st : C. A. S. Brooks (Ferrari V6) ...	1 hr. 06 min. 14.0 sec.—225.5 k.p.h.
2nd : P. Hill (Ferrari V6) ...	1 hr. 06 min. 14.3 sec.
3rd : D. Gurney (Ferrari V6) ...	1 hr. 06 min. 14.6 sec.
4th : M. Trintignant (Cooper-Climax) ...	1 hr. 06 min. 32.4 sec.
5th : J. Bonnier (B.R.M.) ...	1 lap behind—1 hr. 07 min. 32.3 sec.
6th : I. Burgess (Cooper-Maserati) ...	2 laps behind—1 hr. 06 min. 18.6 sec.
7th : H. Schell (B.R.M.) ...	10 laps behind—pushed over line

Retired : H. Herrmann (B.R.M.) crashed, lap 7; B. McLaren (Cooper) transfer gears, lap 7.

9 starters—7 finishers.

Overall Results by Addition of times.

1st : C. A. S. Brooks (Ferrari V6) ...	2 hr. 09 min. 31.6 sec.—230.7 k.p.h.
2nd : D. Gurney (Ferrari V6) ...	2 hr. 09 min. 33.2 sec.
3rd : P. Hill (Ferrari V6) ...	2 hr. 10 min. 36.7 sec.
4th : M. Trintignant (Cooper-Climax) ...	2 hr. 10 min. 01.9 sec.—1 lap behind
5th : J. Bonnier (B.R.M.) ...	2 hr. 11 min. 04.7 sec.—2 laps behind
6th : I. Burgess (Cooper) ...	2 hr. 10 min. 35.5 sec.—4 laps behind
7th : H. Schell (B.R.M.) ...	2 hr. 09 min. 46.7 sec.—12 laps behind

GRAND PRIX OF BERLIN—Sports Cars 1,500 c.c.—25 laps—207 kms.—Wet.

1st : W. von Trips (Porsche RSK) ...	1 hr. 03 min. 32.5 sec.—195.9 k.p.h.
2nd : J. Bonnier (Porsche RSK) ...	1 hr. 03 min. 33.6 sec.
3rd : H. Walter (Porsche RSK) ...	1 hr. 05 min. 15.1 sec.
4th : C. Goethals (Porsche RSK) ...	1 lap behind
5th : "Wal-Ever" (OSCA) ...	1 lap behind

Fastest lap : W. von Trips (Porsche) in 2 min. 25.8 sec.—204.8 sec.
Retired : A. von d'Orez (Porsche) crashed; G. de Beaufort (Porsche) crashed; J. Behra (Porsche) crashed; G. Munaron (OSCA) crashed; J. Campbell-Jones (Lotus) crashed; D. Buxton (Lotus) engine.

GRAN TURISMO RACE—15 laps—125 kilometres.

1,300 c.c. Class.

1st : D. Buxton (Lotus Elite) ...	44 min. 05.2 sec.—169.8 k.p.h.
2nd : K. Foitek (Alfa Romeo 5V) ...	45 min. 16.7 sec.
3rd : R. Vogt (Alfa Romeo 5V) ...	45 min. 22.7 sec.

Fastest lap : D. Buxton (Lotus) in 2 min 54.2 sec.—171.5 k.p.h.

1,600 c.c. Class.

1st : H. J. Walter (Porsche Carrera) ...	41 min. 46.5 sec.—179.4 k.p.h.
2nd : W. Seidel (Porsche Carrera) ...	42 min. 00.6 sec.
3rd : "Karl Braun" (Porsche Carrera) ...	42 min. 01.0 sec.

N.B. : In the official results of the Grand Prix there were numerous errors in the addition of times; these have been corrected in the above results, as have the average speeds which were given inaccurately.

BOOK REVIEWS

"Air Aces of the 1914-18 War," Edited by Bruce Robertson. 211 pp. 11½ in. by 8½ in. (Harleyford Publications, Ltd., Letchford, Herts. 45s.).

Here is another painstakingly compiled, exceedingly comprehensive book by Harleyford which will delight students of aeronautical history. Here all the outstanding air aces of the First World War are described, together with the aircraft and military background with, and against which, these great and immortal pilots flew. Most of the famous 1914-18 aeroplanes are splendidly illustrated.

This is really eight books in one, because under Bruce Robertson's leadership separate authorities deal with the aces of Britain, America, Italy, Belgium, France, Germany, Russia and Austro-Hungaria. Production is in the experienced hands of D. A. Russell, M.I.Mech.E., and the book, which weighs nearly 2½ lb., contains over 350 photographs, some of them remarkable action shots, and individual biographies of 135 aces, besides mention of over a thousand others. We are interested that the publishers claim meticulous attention to detail and state: "Hundreds of facts and figures will be found to differ from previously published sources; in particular the scores of the aces will be found to be at variance with earlier compilations. It is possible the book may cause great controversies but the editor and authors stand by the revealing evidence of their meticulous researches, in the full knowledge that they refute much that has been published previously, and found later to be incorrect." That is the right spirit in which to write history.—W. B.

We have received several new titles in the "Modern Sports Car Series" published by the Sports Car Press, Ltd., of New York, and handled here by Neville Spearman Ltd., 112, Whitfield Street London, W.1. These soft-cover books cost 12/6d. each in England. One of the titles is "Volkswagen Guide," by William Carroll. Although it summarises the history of the VW as contained in "Beyond Expectations" there is some new material, notably drawings of the military Series 82 Volkswagen of which over 80,000 were built and of the Zahnradfabrik positive locking differential used on this version. Reference is also made to an automatic transmission evolved by Dr. Beier for the VW during the war and there is an interesting table of production figures for all VW models, from 1936 to 1957, covering Series 30, 60, 38, 82, 21 and the present Series 11. Reference is made to little known items of VW development before the book goes on to describe the modern cars, including transporter, pick-up, van, kombi, microbus, microbus de luxe and ambulance, and to provide the usual servicing data. Evelyn Mull contributes "Women in Sports Car Competition" and Rodney Walkerley "Races That Shook the World," each chapter of which covers a classic race, from Paris-Madrid of 1903 ("The Race of Death") to Hawthorn's titanic victory over Fangio at Reims in 1953. Alas, several serious errors in the illustrations undermine faith in the text. For instance, Lang is mistaken for Seaman, a four-cylinder B.R.M. is illustrated with the chapter about the 1953 Albi race in which the supercharged V16 cars went so fast, Gonzalez, who drove one of these cars is pictured "at Albi 1953" when he is actually in a Vanwall at Silverstone, Ascari is quoted as being seen in a 4.5-litre V12 Ferrari, whereas he is in a 2-litre, and that faked picture of Nuvolari's P3 Alfa-Romeo No. 14 at Montlhéry in the 1935 French G.P., its number altered to 12 to suggest that it is seen winning the 1935 German G.P., a deception used some time ago in *The Motor*, crops up again.

MINIATURES NEWS

The fascinating range of motor car and associate miniatures continues, Dinky having recently brought out a two-tone Humber Hawk (No. 165), Corgi an R.A.C. Land Rover rescue vehicle (No. 416). If you find yourself in France with spare francs, look for the Rami miniatures, which include some veterans, a nice little yellow Citroën 5 c.v. and a very fine type 35c G.P. Bugatti—see accompanying photograph. Of farm models, a "winner" is the Corgi Major working replica of a Massey-Ferguson 780 self-propelled combine harvester (No. 1,111), which has revolving pick-up reel and self-feeding auger driven from a ground wheel, the reel being complete even to scale tines and independently adjustable from the driving seat. This model costs 19/11d. Lesney have added a tiny Fordson farm tractor to their Moco Lesney series.

If any of the toy makers are running out of ideas, how about some racing-car transporters, such as the B.R.M. and Vanwall vans? —W. B.

CARS IN BOOKS

Nothing much this time except for some references to a "huge hearse-like Daimler with soft grey upholstery and driven by a tremendously efficient chauffeur in shining black gaiters and a peaked cap" a car with "two great yellow headlamps, gliding almost soundlessly through the Blackwall Tunnel" which was engaged on domestic duties in London and Kent before the 1914-18 war, from "The Shabby Paradise" by Eileen Baillie (Hutchinson 1958)—a book worth reading should you propose to explore London's dockland, perhaps during the quiet of an autumnal Sunday. From this book too, one learns that the Vicar of St. Michael-and-All-Angels of Bromley-by-Bow, Poplar, the authoress' father, owned, circa 1911, an Aster car, "a rarity in East London, with its bucket seats, crimson body and glittering brass carbide lamps" which was kept in the garage by the vicarage in St. Leonard's Road. (What modern vehicle has replaced it?) in an age when Olympia was associated in a child's mind with motor shows, "dull fatiguing, and dominated by a frightening rubber giant advertising a certain make of tyre." —W. B.

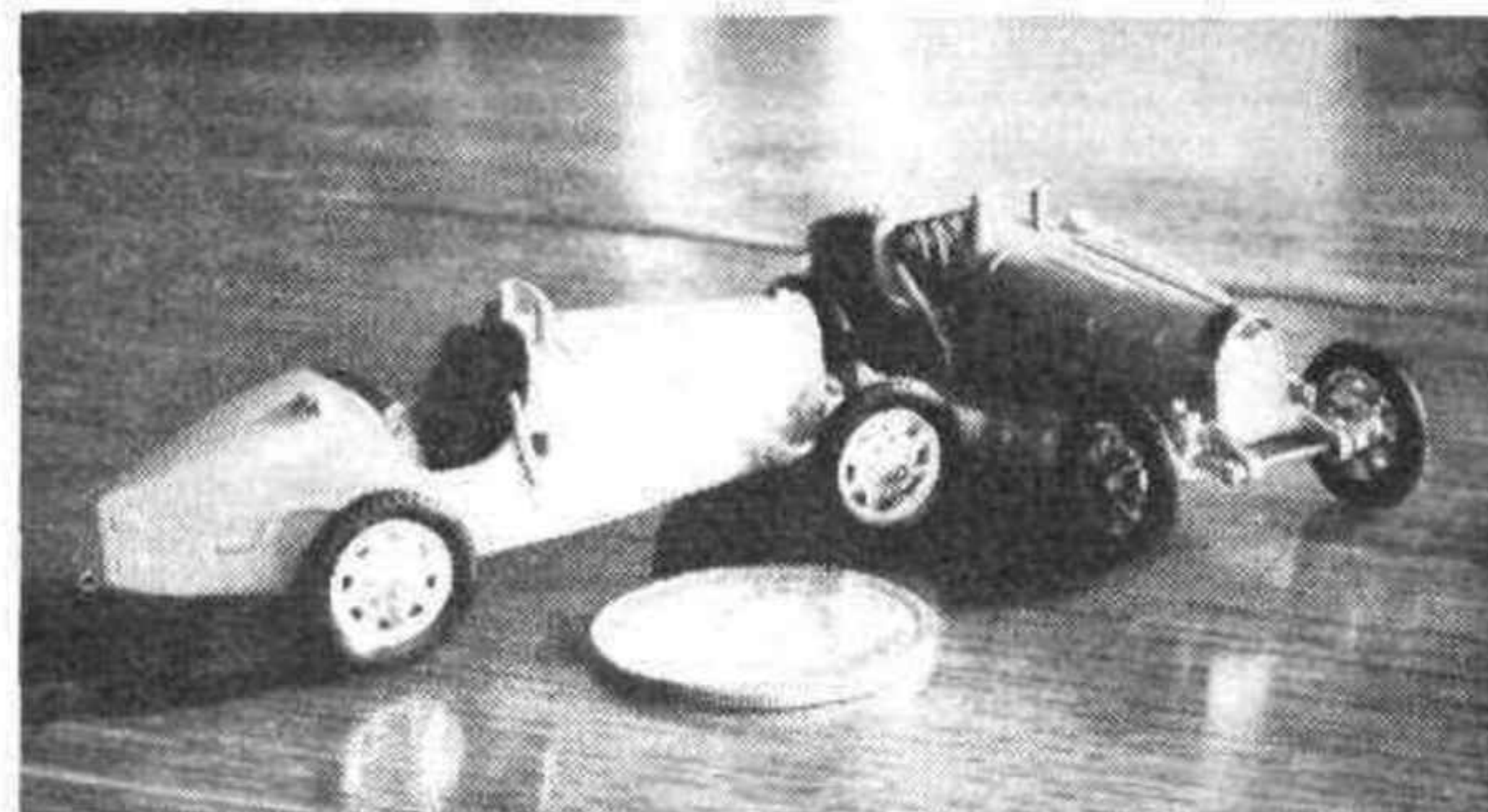
PRIZE MONEY

When a contemporary weekly suggested that the £3,700 prize money which will be awarded in the 150-mile Formula One International Gold Cup Race at Oulton Park on September 26th was "the largest sum ever offered in the entire history of British motor racing" it had to climb down on being reminded that Aintree paid out £6,588 during the 1957 season. It is also pointed out that Brabham's victory in the British G.P. this year at Aintree "produced £2,500, whereas first prize in the Oulton Park F.1 race is £2,000. However, starting money, which will not be paid at Oulton Park, has apparently been taken into account at Aintree, because according to the programme first prize in the G.P. was 1,000 guineas. Apart from this it had overlooked the fact that at the opening meeting at Brooklands Track in 1907 prize money of nearly £5,000 was offered—and that is equal to something like £25,000 by today's values!

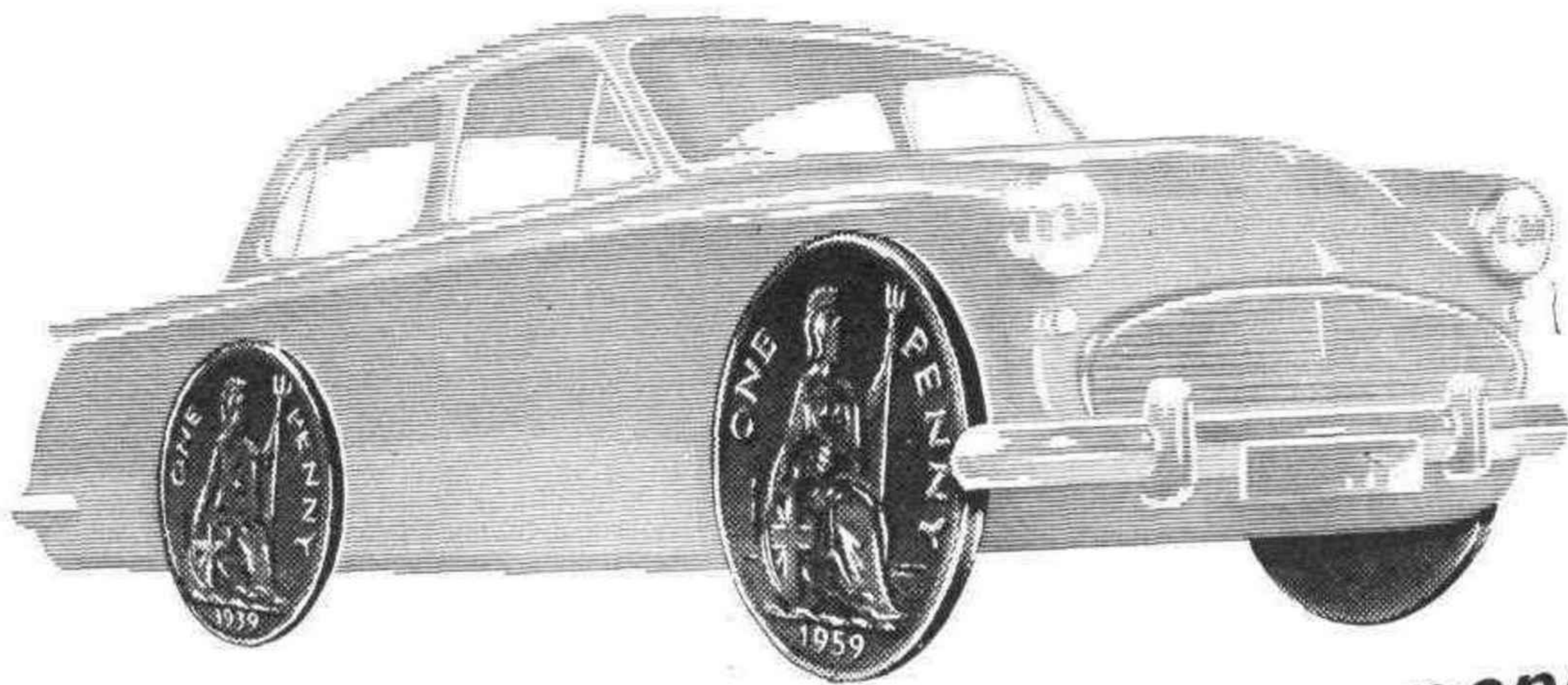
VW NOTES

Detail improvements are announced to the ubiquitous VW. An anti-roll bar is now fitted at the front, the engine/gearbox unit is inclined 2 deg. forward to lower the final drive and softer torsion-bar springing with more progressive action towards full bounce is incorporated. Inside the car a dished safety steering wheel, half-horn ring, push-button door handles and, on the de luxe version, a safety-padded sun-visor, are fitted, while the door locks and striker-plates are of an improved type. Self-cancelling direction-indicators figure on the saloon and convertible and heater efficiency has been improved. Further mods. cover better sound-proofing, improved front seat angles, foot support and arm-rest cum grip, while there is a range of new colours. The engine has a lower speed fan driven by the type of belt previously reserved for export models, the gear-lever coupling has been altered and dynamo output has been raised from 160 to 180 watts.

The Karmann Ghia VW incorporates similar improvements, as well as screen washers as standard, a lamps flasher incorporated with the trafficator switch and hinger rear ¼-lights on the coupé, while the headlamps have been raised by nearly 2 in.



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THE SECOND CIRCUIT OF THE AUVERGNE

Moss Unbeatable in F.2

CLERMONT-FERRAND, July 26th

THE City of Clermont-Ferrand lies more or less in the centre of France, surrounded by the hills of the Massif Central and is a large and thriving city with seemingly little connection with the outside world. Last year the Automobile Club D'Auvergne, which is centred in Clermont-Ferrand, built an entirely new circuit up in the hills overlooking the town, using some existing roads and cutting many new ones. The result is an 8.057 kilometre circuit which represents true mountain motoring, and is in effect a little Nurburgring, with some 50 corners, no straights of any real length, and at no point does the road run level, either climbing steeply or descending, even the pit area being on a downhill section. Of a constant 23 feet in width, with flush fitting white edging all round, the surface is literally a billiard-table and one of the best finished roads of all the European circuits. In addition great thought has been given to drainage problems, there being concrete draining channels on one side or the other all the way round, while elevation of the corners ensures that no water will collect. The actual circuit itself, its shape, its construction, its surface and so on is first class and causes many people to acclaim it as the best yet, but while this may be so from the sheer fun of driving round it, there still remains a lot to be done to finish it off, from the point of view of being a perfect circuit on which to hold an important race. For example, having edged the circuit with a foot-wide white band of concrete, the banks have then been levelled off for another three or four feet back from the road, to allow for improved visibility and for a margin of error on the part of the drivers. It was obviously assumed that drivers would respect the white border as being the edge of the road, but drivers in a hurry have little respect for anything, and it was not long before wheels were cutting across the smooth earth surface on the insides of corners, throwing earth and stones onto the roadway. Now the organisers have had to put straw bales at frequent intervals all round the inside of the fast curves just on the edge of the white border, not only making it dicey for anyone in a hurry but losing the whole point of bank removing in the first place. There is no doubt, as Nurburgring has proved for so long, that an earth bank, or a thick hedge is the best way to edge a circuit and makes drivers respect the width of the road. At the start of the Circuit of Charade, the nearby village which gives its name to this fine piece of construction, the Shell petrol company have erected a solid row of concrete pits, and the B.P. company have built a fine three storey timekeeping tower. Unfortunately the B.P. company have taken precedence and the pits are after the tower, so that during practice a driver has to cover a whole lap of five miles of mountain motoring before he arrives at the timekeepers to start recording a lap time, and anyone who wants to do detailed tuning for local conditions might find himself credited with no fast lap times. It is worth digressing here to recall the system employed on the long Pescara circuit, where the timekeepers are stationed half-way along the pits and competitors in those pits beyond the timing line are allowed to wheel their cars back over the line before starting a lap, in order to be timed, while those before the line are allowed to finish a flying lap, stop, and wheel their cars back over the line to their pit. Perhaps the saddest thing about the wonderful new Clermont-Ferrand circuit is the paddock area, which is a small and inadequate cinder-covered area, quite lacking in imagination, for not only does it underestimate the entourage that always accompanies an entry of racing cars, but it is in the middle of the circuit and completely inaccessible without doing a section of the circuit itself, so that once a race has started, or practice for that matter, the pits and paddock are cut off from the outside world, which always causes trouble. From a personal point of view the most lamentable thing was the Press Stand, built from what seemed like old sugar boxes, and about as rigid, so that the slightest movement by anyone caused the whole thing to rock about; but worse, was the fact that only the first two cars on the starting grid were visible from the stand, and the start is always interesting to watch.

The foregoing criticisms are not offered in a carping manner, but more as observations on conditions as they stand, for the Club and the town have obviously spent a small fortune on building the circuit itself, and have made a truly magnificent job of it, but for the sake of a little more money, and a little more thought, they could have made the racing conditions so much better, in fact the equal of the joy in driving round the circuit. Well aware of the shortcomings, they hope to be able to rectify them as time goes by, and then they will surely have a "mountain circuit" to surpass all others. An extremely friendly and sympathetic organisation, the Automobile Club of the Auvergne deserve the splendid support

they get for the races, and there is no doubt that in a few years' time this circuit is going to be one of the most popular in France.

What of the circuit itself, from the driving point of view? With its superb surface and consistency a driver can really apply the technique of controlled power-sliding round the long curves, while on the other hand he needs to be able to flick the tail round on the numerous hairpins, either on uphill or downhill ones. Brakes are used pretty heavily, though not from high speeds, for at no point on the circuit do Formula 2 cars attain much more than 125 m.p.h. but there is plenty of downhill braking to do, while some of the climbs really make the engines work hard and gearboxes are at a premium with so many changes of direction. It is a circuit that takes quite a lot of learning, and a complete knowledge of its configuration is essential before any attempt to go fast can be started, so that it must be taken seriously, and to arrive at the last moment of practice would be foolhardy. While there are some 100 m.p.h. downhill swerves, one after the other, there are also some wiggly 60 m.p.h. sequences of corners in which a wheel placed wrong on the first one lands you in big trouble by the time you arrive at the fourth subsequent corner. With most of the large radius curves elevated on the outside, there is ample opportunity for fast drivers to "run round the outside" of a slower car, so that it is a circuit that calls for study of both the right and wrong line on a corner. In short, it is a driver's circuit, and one that anyone who enjoys driving, as distinct from just high speed, cannot fail to enjoy. However, it is not a Grand Prix Driver's circuit, due to its low lap speed, which is under 80 m.p.h., for it is not until you get on a 150-160 m.p.h. corner that the cream of drivers begin to stand out from the good ones, but nevertheless, the Circuit of Charade offers some real opportunity for motor race driving, and a challenge to anyone who thinks he can drive, in a similar way that the Targa Florio or the Nurburgring is a challenge to a driver.

In 1958 the first meeting was held at Clermont-Ferrand, and this year the pattern was similar, having a Two-Hour Race for sports cars, with assorted capacity classes, and then a F.2 race with practice sessions during the afternoon and evening of Friday and Saturday before the race day. The sports car event contained three classes, the first being 501-1,100 c.c. which contained four works D.B. entries, three of them the open Le Mans cars and the fourth the ugly little sawn-off coupé, these being driven by Laureau, Armagnac, Jaeger and Bartholoni; the private Lotus-Climaxes of Hicks, Campbell-Jones and Lefebvre and the Lola-Climax of Ashdown. The second category was 1,101-2,000 c.c. and contained Jean Behra with his private Porsche RSK, now driving for his own account, having severed all connection with the Scuderia Ferrari, Goethals with a similar car, Ireland and Graham with Lotus XV cars with twin-cam Climax engines, Munaron with a new OSCA 1,500 and a motley collection of French amateur drivers with anything from a 2-litre Testa Rossa Ferrari to an A.C. Bristol. The third category of 2,000 c.c.-3,000 c.c. contained but two cars, driven by amateur drivers, both cars being old four-cylinder Monza Ferraris. Altogether 23 cars lined up for the Le Mans type start, in order of practice times, and Ireland headed the list and was hot favourite, followed by Behra, Goethals, Campbell-Jones, Ashdown, Munaron, Graham and Siebenthal with one of the Monza Ferraris, the rest of the runners being somewhat out of things and not serious competitors to any likely winners. The team of D.B.s could not hope to present a challenge in the 1,100-c.c. class and were intent only on a private race amongst themselves to sort out a French Championship.

The standard of starting after the drivers had run to their cars was pretty poor and it was Ashdown who shot off into the lead in the Lola, while Ireland had a bad time starting and then went off sounding very rough. Poor Douglas Graham's Lotus XV just refused to start at all, even though it had been driven to the circuit, and it had to be wheeled back into the paddock. Meanwhile Ashdown was tearing round the circuit holding a 15-sec. lead over Behra, while Ireland had stopped soon after leaving the start as his engine was running so badly. After a long and puzzling investigation he finally discovered that the plug leads were crossed, having been replaced wrongly on the starting line after changing the plugs! By the time he completed his first lap the leaders had been going for 27 minutes of the two hours and were six laps ahead, so all hopes for a Lotus win were gone, but nevertheless Ireland did not despair and drove splendidly from then until the finish coming home in 14th place. On the opening lap Goethals had gone off the road, and Campbell-Jones was running on three cylinders, so that the only

serious cars in the race were the little Lola that Ashdown was driving splendidly and Behra's Porsche which was steadily gaining ground after its bad start. With two hours' racing ahead of him Behra did not worry too much about the 15-second lead that Ashdown built up on the first lap, and by the end of the first half-hour the Porsche had practically caught the Lola, but this was no disgrace for Ashdown. By the time they had covered 10 laps the Porsche was leading but just for fun Ashdown clung on to Behra for a number of laps, knowing full well he could not beat the bigger car, and equally Behra knew that he was a sitter for an outright win. In third place, and now a lap behind the leading pair, came Siebenthal's Monza Ferrari, with Munaron slowly but surely gaining ground, while the rest were falling further and further back. Campbell-Jones stopped and changed a plug and the Lotus Seventeen then went very fast and he began to romp his way up through the field of assorted cars, getting into fifth place by the end of the first hour. By this time Ashdown had eased off, secure in second place and leading his class, and was getting a bit concerned about his oil level, for the Climax engine was a hastily borrowed one and was using oil. After 1 hr. 10 min. he stopped and took on two or three tins of oil and set off again still in second place but a minute and a half behind Behra. After 1½ hours Behra could hear a grinding noise coming from behind him so he stopped at the pits suspecting the gearbox or the differential. There was nothing visibly wrong so he made a really Grand Prix start away from the pit, on the principle that if the axle was going to break it might as well break at the pits rather than two or three miles further on. Nothing broke so he appeared again at the end of that lap going as well as ever, but the noise was still there. With 20 minutes to go the grinding was getting worse so he slowed right down, and Ashdown's mechanic waved the Lola on to greater things for there was every possibility of catching the stricken Porsche. Meanwhile Campbell-Jones' progress came to a halt when his throttle linkage came adrift and required a long pit stop to repair. Munaron had passed the old Monza Ferrari and was now third but an awful long way behind and after that the runners were not very inspiring. With 10 minutes to go the grinding behind Behra ended and his engine went on to three cylinders; a cam follower had broken. Painfully Behra dragged on sounding terrible, hoping to struggle home before the Lola caught him, but Ashdown was going extremely well and with only a few minutes of the two hours left he went by into the lead to win overall as well as to win the 1,100-c.c. class, while Behra managed to struggle the sick Porsche home into second place and to win the 1,101-2,000-c.c. class. While the Porsche had been running well Behra had made fastest lap in 3 min. 56.1 sec. which constituted a new sports car record.

After a short break the F. 2 cars were wheeled out on to the grid and there was a fine field of 21 cars, all but one being of British manufacture, the one exception being Behra's single-seater Porsche Special, which he was now free to drive. Hot favourite was Moss with Walker's Cooper-Borgward, though within striking distance on practice times were Graham Hill in a works Lotus, and Bristow in a B.R.P. Cooper-Borgward, these three being on the front row, with Behra and Henry Taylor just behind in row two, followed by Trintignant, McLaren and Pilette. The rest of the field represented the usual galaxy of F. 2 drivers, such as had raced at Reims and Rouen, including Bueb, Halford, Schell, Gregory, Marsh, Burgess, Gendebien, Lewis, etc. The start was chaotic, being in the hands of Raymond Roche, for first of all a Red Cross helicopter insisted on hovering just above the cars making it impossible for anyone to hear anything as regards final instructions; then Roche estimated the final "minute" before the off, which he varies from 20 seconds to 80 seconds and on top of that he stood right in front of Moss's car until he actually dropped the flag. Moss was too much of a gentleman to knock Roche down, as everyone hoped he would, with the result that he muffed his start and it was Bristow who shot off into the lead. By the end of the opening lap Moss was on the tail of the light-green Cooper-Borgward, and Bristow was brushing the edges of the road with his rear wheels in his endeavours to stay out in front. He was certainly driving very fast, but a bit on the ragged edge and Moss was content to sit and wait for the inevitable, with 26 laps to go. Behind these two came Taylor, Gregory, McLaren, Hill and Behra, all nose-to-tail and giving nothing away. Then came Bueb, Gendebien and Schell in a similar situation and the rest followed on at intervals. On the next lap the situation remained more or less the same, except that Behra got his Porsche into the middle of the second group, while Marsh stopped at the pits with fuel pump trouble, as did Trintignant. On lap three disaster struck, for Bueb ran wide on a fast right-hand bend, lost control as he went over the edge of the camber and crashed heavily into an earth bank. Unfortunately this popular driver died from his injuries a week later, after a struggle for life in Clermont-Ferrand hospital. A very short distance after this accident Halford had a tyre puncture on a

fast right-hand swerve and he also crashed badly, but was lucky to get away with superficial injuries, though Fisher's Lotus was badly wrecked.

After four laps Moss got by Bristow and was leading by a few feet, while Behra was now ahead of the second group, but still had Hill, Taylor, Gregory and McLaren hot on his heels and these had outstripped the rest of the field, which was being led by Gendebien in one of the Equipe National Belge's Coopers. On lap five the race as such was over, for the Borgward engine in Bristow's Cooper could stand the strain no longer and he came into the pits with a head gasket gone and retired, leaving Moss seven seconds ahead of Behra's Porsche, which was still closely followed by the works Lotus, but the others had fallen back a bit. On lap six Trintignant gave up, as did Burgess who was driving Nixon's Cooper, hastily rebuilt after a practice crash, and on the next lap Hill brought the Lotus into the pits with a leaking oil radiator. Using an additional length of pipe the radiator was by-passed and Hill rejoined the race, but now a lap behind. Driving with little or no strain Moss pulled out three or four seconds a lap on Behra, who in turn was comfortably ahead of Taylor and McLaren who were dicing hard for third place, followed by Gregory and Gendebien. After leaving the pits Hill was positioned between Moss and Behra, and after a while Behra caught the Lotus but was then hung-up for a number of laps before he could get by, for Hill was lapping at about the same speed even though he was a lap behind. This let Moss pull out an 18-second lead, and then Behra reduced this to 16 seconds once he got clear of the Lotus, but Moss soon put it back up to 18 seconds, then 19 seconds and then 24 seconds by 15 laps. On lap 16 Behra stopped out on the circuit when a petrol pipe to his left-hand carburettor split and he had to watch the whole field go by while he made a temporary repair with a piece of plastic tubing from a breather pipe. This left Moss 43 seconds ahead of Taylor who still had McLaren a few inches from his tail and the dice between these two for second place now became the feature of the race, for Moss could now win as he pleased. While Moss was away on his 19th lap Behra arrived at the pits to complete his 16th lap and to have his piece of plastic tubing wired on to the copper pipes, and then he set off as fast as ever with no hope of getting anywhere, but willing to "have a go." Until now Moss had held the lap record with 3 min. 53.9 sec. but on his 20th lap Behra went round in 3 min. 50.1 sec. and meanwhile Moss was completing his 23rd lap. By the time the news was given on Behra's lap record Moss was completing his 24th lap and his mechanic signalled the information as he went by to start his 25th lap or his penultimate one. Seeing the sign Moss waved and accelerated visibly into the next corner and away out of sight to return later having lapped in 3 min. 48.8 sec. from a leisurely start. It was too late for Behra to reply for Moss was now on his final lap which he completed at his ease, to win his third French F. 2 race and thus the French Championship. The dice between Taylor and McLaren continued throughout the last lap and they crossed the line as if tied together, with Taylor in the lead, having driven one of the best races of his career. Gregory and Gendebien followed home on the 26th lap and the rest of the field were a lap or more in arrears, Behra still being three laps behind and finishing 12th.

Results :
2nd CIRCUIT de MONTAGNE d'AUVERGNE—Formula 2—26 laps—208 kilometres
—Warm.

1st :	S. Moss (Cooper-Borgward)	1 hr. 41 min. 46.1 sec.—123.474 k.p.h.	
2nd :	H. Taylor (Cooper-Climax)	1 hr. 42 min. 43.1 sec.	
3rd :	B. McLaren (Cooper-Climax)	1 hr. 42 min. 43.3 sec.	
4th :	M. Gregory (Cooper-Climax)	1 hr. 43 min. 40.6 sec.	
5th :	O. Gendebien (Cooper-Climax)	1 hr. 45 min. 16.8 sec.	
6th :	G. Hill (Lotus-Climax)	...	1 lap behind
7th :	J. Campbell-Jones (Hume-Cooper)	...	1 lap behind
8th :	J. Lewis (Cooper-Climax)	...	1 lap behind
9th :	R. Hicks (Lotus-Climax)	...	1 lap behind
10th :	R. Parnell (Cooper-Climax)	...	1 lap behind
11th :	A. Pilette (Cooper-Climax)	...	1 lap behind
12th :	J. Behra (Porsche Special)	...	3 laps behind
13th :	G. de Beaufort (Porsche RSK)	...	4 laps behind

Fastest lap : S. Moss (Cooper-Borgward) on lap 25 in 3 min. 48.8 sec.—126.739 k.p.h. (new record)
Retired : I. Bueb (Cooper-Borgward) crashed, lap 3; B. Halford (Lotus) crashed, lap 3; A. E. Marsh (Cooper) fuel pump, lap 4; M. Trintignant (Cooper), fuel feed, lap 4; C. Bristow (Cooper-Borgward) engine, lap 6; F. Collomb (Cooper) engine, lap 7; I. Burgess (Cooper) suspension, lap 7; H. Schell (Cooper), carburation, lap 20.

21 starters—13 finishers.

The Two Hours of the Auvergne—Sports

1st :	P. Ashdown (Lola-Climax 1,100 c.c.)	28 laps in 1 hr. 55 min. 53.6 sec.—116.700 k.p.h.
2nd :	J. Behra (Porsche RSK)	28 laps in 1 hr. 58 min. 58.2 sec.
3rd :	G. Munaron (Osca 1,500)	27 laps in 1 hr. 57 min. 36.3 sec.
4th :	P. de Siebenthal (Ferrari Monza)	27 laps in 1 hr. 58 min. 39.2 sec.
5th :	A. Monnoyeur (Ferrari Monza)	26 laps in 1 hr. 59 min. 41.3 sec.
6th :	A. Wicky (Ferrari 2000 TR)	25 laps in 1 hr. 55 min. 21.7 sec.
7th :	G. Laureau (D.B. Panhard)	25 laps in 1 hr. 58 min. 19.1 sec.
8th :	J. Campbell-Jones (Lotus-Climax XVII)	25 laps in 1 hr. 59 min. 17.9 sec.

13 other finishers classified.
Fastest lap : J. Behra (Porsche) on lap 12 in 3 min. 56.1 sec.—122.820 k.p.h.

VETERAN— EDWARDIAN— VINTAGE

A Section Devoted to Old Car Matters

The V.S.C.C. Silverstone Race Meeting (July 25th)

GOOD racing, without serious incidents, characterised the second Vintage S.C.C. Silverstone Race Meeting of 1959. A remarkable accident happened in the eighth race, when Durdin braked for Woodcote Corner and shed the front axle of his 30/98 Vauxhall, the car sliding into the ditch, to roll gently on to its off-side. The driver jumped out unhurt and when the car was salvaged it was found to be virtually undamaged except for the severed spring shackles and a crumpled mudguard! Gibbs Pancheri spinning his 4½-litre Bentley caused the incident. Otherwise a day of very fierce and extremely exciting racing passed off without accident, further evidence that old cars do not break up and become mechanically dangerous due to *anno domini*. In practice McElligott overturned his Chummy Austin Seven when a brake locked, but he was unhurt and this crash proved a blessing in disguise for Lisle, whose Cozette-supercharged Austin Seven had burnt a piston in the first race; another was salvaged from the not-badly-damaged crashed Chummy in time for Lisle's next appearance.

Racing opened before a not very large crowd with the first of several five-lap handicaps, Routledge's 1924 Morris-Oxford racer being swamped after leading for three laps as the back-markers came through, Archdale's Frazer Nash Special snatching victory from Bader's Riley after the latter had experienced dicey moments on the grass after Woodcote. Kerr in Morin Scott's 4½-litre Invicta, disguised to resemble a modern "Special," found the car unstable and retired and Begley's Frazer Nash chose to motor backwards at Woodcote. Third place was filled by Heap's Riley.

The annual Vintage Light Car Handicap followed, over five trying laps, and gave heart to impecunious enthusiasts, inasmuch as Jones' 1929 Austin Seven saloon led all the way at no mean speed (in a race in which the fastest lap, by the scratch Gwynne Eight, was at a mere 54.2 m.p.h.), and, moreover, it was in standard trim, even the lightened flywheel it wore on the "Boxing Night Exeter" having been removed. The race was notable for the appearance of no fewer than half-a-dozen Chummy Austin Sevens, all save the Winder car keeping their vintage three-speed gearboxes, and all looking decently standard. However, Milner's 1926 A.C. passed them to finish second, but out of sight of the flying perpendicular Austin saloon, with Smith's Gwynne third. Of the "Austin Seven G.P.," after Michael's smart 1923 Lagonda which displaced a push-rod, losing second place, they finished in the order—Chatterton (1930), Jones (1929), de Salis (1935), Winder (1928), Furness (1928) and Rendall (1928), all having started together and 15 seconds after the winning 1929 saloon. Some of these caught Dighton's 9/20 Humber.

A class-divided five-lap scratch race for vintage sports cars saw Berrisford's modified duck's back 12/50 Alvis matched against Simpson in Head's 1930 12/50, claimed to be the fastest of the Alvis model in existence, while Page produced the ex-Cuthbert supercharged Riley Nine which ran at Brooklands, some of its curious fairings and the forward-placed radiator still in evidence. Bertie Brown caught and beat Quartermaine's 30/98 Vauxhall in his Frazer Nash, Pancheri's Bentley third, and Meyhew's Riley took the 1,100 c.c. class in spite of a singularly fine drive by Barker in the Austin "Simplicity," which left Clutton's Bugatti a long way behind, although Clutton was awarded the 3-litre class award.

In the next five-lap Handicap Ashley's Frazer Nash and Moore's Talbot 105 appeared, both repaired after their Oulton Park prang. However, the Talbot ate its fan belt which sheared the water-pump drive. Binn's Riley looked a winner until Spence came up fast in Harrison's Alvis-powered 3½-litre Frazer Nash, to win easily, with Overy's 1937 4½-litre Lagonda third. Winder's ex-Marcus Chambers' "White Rabbit" single-seater Marshall-blown Austin Seven proved difficult to start and joined in a lap late for a wild run. Ormrod's big Invicta retired, Ashley indulged in hair-raising slides and

Padgett's 6½-litre Bentley lacked speed, while Freeman went mowing at Woodcote in the scratch 2-litre Aston Martin.

The big race of the day was the 12-lap (50 kilo.) All Comers' Scratch Race, for the Boulogne Trophy presented by D. B. Tubbs. This proved to be a splendid spectacle, and nothing remotely like the effort put in by the drivers in their diverse cars is seen at other Silverstone meetings, while the sounds are also a V.S.C.C. monopoly! It really was a stirring race, with Douglas Hull leading all the way in the 2-litre E.R.A., pursued by Chapman's 1½-litre E.R.A. until the latter seemed to lose braking power and, on lap six Peter Waller, in space helmet, went by into second place, his power slides as he put his foot down with the white E.R.A. still sideways-on being magnificent to behold. Even more courageous was the manner in which Schellenberg put the Barnato-Hassan-Bentley round, its 8-litre engine used to be full, so that the big car, quite unsuitable to this circuit, leant on its tyres and took all the road at Woodcote. This brave drive gave Schellenberg fourth place until lap nine, when S. I. Day's E.R.A. got past. Moreover, Goodhew's E.R.A.-Delage was trying hard to catch the Track Bentley, so it says much for Schellenberg that he was still ahead of this powerful road-racing car. On lap 14 Goodhew did get by, the Delage smoking, Schellenberg going wide to wave the smaller car by, then pressing on, regardless of the fact that the Bentley's front wheels were bouncing off the road. Chapman's E.R.A., still third, began to run badly, and lap 16 saw McDonald's 4½-litre Bentley go very sick, whereas Rowley's V12 Delage recovered its form for a few laps and began to motor fast. A lap to go and the Hassan-Bentley, boiling, crawled past the pits, a fuel pipe having collapsed—rotten luck. Hull won easily, at 74.07 m.p.h., making fastest lap of the meeting at 77.81 m.p.h., from the smaller-engined E.R.A.s of Waller, Chapman and S. I. Day. McDonald managed to keep going to win the Vintage class at 70.1 m.p.h. from Rowley and Ainsworth's Invicta, his Bentley lapping at 73.09 m.p.h. The Alvis-Frazer Nash suffered from transmission bother and Neve's ill-fated G.P. Bugatti retired in a big cloud of smoke—fortunately it has a handsome Rolls-Royce to tow it home on a trailer. The Bugatti Special, Type 51 engine in H.W.M. chassis, was never in the picture.

After this stirring battle we had a five-lap Handicap in which Butcher's non-vintage i.f.s. four-speed, hydraulic-braked Austin Seven Special beat Halkyard's 1912 Mercedes Ninety; Winder's Austin racer just got home in third place, coasting over the line with a broken supercharger chain. Butlin drove a four-cylinder Amilcar with authentic Eldridge cowl. Crabtree's 1931 12/60 Alvis with home-made alloy body and modern strut shock-absorbers non-started.

A fine bunch roared over the line at the conclusion of the All-Comers' five-lap Scratch Race, Hull winning again and this time lapping at 77.18 m.p.h., from E.R.A. pilots Waller, D. H. Day, S. I. Day and Chapman, Goodhew and Schellenberg again indulging in a ferocious duel which necessitated passing either side of Steer's Talbot on the fourth lap—and only on the last lap did the Delage beat the great Bentley. Nowhere but at a V.S.C.C. meeting do you see racing of this calibre!

There were three more five-lap Handicaps to conclude the meeting. In the first of these Binns' Riley retired after leading the first lap, and in the closing stages Murray's scratch E.R.A. came through to win from Brown's Frazer Nash, with Michael's ex-Goodhew 4½-litre Lagonda third, Mrs. Morton, who had put up a fine show in her husband's B.M.W.-engined Frazer Nash being displaced by the back markers to fourth place. Mason's Bentley retired and some delay was occasioned by the astonishing accident to Durdin's Vauxhall, the axle of which was wheeled in by three marshals. Another spectacle which only the V.S.C.C. could produce was witnessed in the following race, when Whowell's coupe de ville Rolls-Royce Twenty led for two laps, the race going finally to Donne in Nicol's smoking 1930 blown 1,750-c.c. scratch Alfa-Romeo, from Jack French's Austin Special and Berrisford's shining 12/50 pre-selector Alvis. Hull was handicapped out of the last race, which Michael's blue, lowered Lagonda won in a bunched finish, ahead of Wall's blown 2.3 ex-Varzi G.P. Bugatti with pre-selector gearbox and D. H. Day's E.R.A. The winners were:—

5-lap Handicap : A. Archdale (1932 Frazer Nash Special) ...	65.93 m.p.h.
Light Car Handicap : G. H. Jones (1929 Austin Seven saloon) ...	45.58 ..
Vintage Sports Cars 5-lap Scratch Race : B. E. Brown (1930 Frazer Nash) ...	64.64 ..
5-lap Handicap : H. Spence (1936 Alvis/Frazer Nash) ...	69.11 ..
Boulogne Trophy 50-mile Scratch Race : D. H. C. Hull (1936 2-litre E.R.A.) ...	74.07 ..
5-lap Handicap : A. Butcher (1929 Austin Seven Special) ...	59.18 ..
5-lap Scratch Race : D. H. C. Hull (1936 2-litre E.R.A.) ...	75.45 ..
5-lap Handicap : A. G. Murray (1934 1½-litre E.R.A.) ...	70.77 ..
5-lap Handicap : C. H. Donne (1930 1,750-c.c. s/c Alfa Romeo) ...	64.84 ..
5-lap Handicap : L. S. Michael (1936 4½-litre Lagonda) ...	68.00 ..
Fastest lap of the day : Douglas Hull (E.R.A.) ...	77.81 ..



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possible mileage for
everyday motoring**



VINTAGE POSTAGE

Sir,

In your summary of "The Vintage Motor Car Pocketbook" in the June issue of the *MOTOR SPORT*, I note that you say that the Chrysler 62 is more in the vintage tradition than the model 70. Does this not just go to show how far advanced the American motor car was when a Chrysler 70, which was manufactured in 1929, does not even look like a vintage car? This model, incidentally, had a four-speed gearbox and was called the New Model 70 to differentiate it from the model 70 that was manufactured in 1926.

The fluted bonnet, similar to the Vauxhall bonnet you referred to, was not fitted to the Model 62. This was only fitted to the luxurious Imperial 80s between 1925-1929.

The complete lack of interest in this country in American vintage cars is a source of wonder to my brothers and myself, who own or have owned between us a 1926 Buick and three Chrysler models; a 72 of 1927, a 65 and 75 of 1928. The Chryslers, in particular, still amaze us with their advanced and excellent features for cars over 30 years old, a few of which I list below.

The front axles are of tubular construction of chrome-molybdenum steel. The road springs are of silico manganese steel, and which have not settled yet. The steering arms are of chrome vanadium forgings, the steering knuckles of nickel-chromium forgings; all resulting in still unworn steering. Clutches are of single-plate construction of 10 in.-diameter and are light to use. Coil ignition with semi-automatic advance, and waterproof distributor and coil. Ten-inch-diameter headlamps with double filament bulbs that enable the full performance of the cars to be used at night. A 6-volt electrical system that will start the cars immediately after standing outside on the coldest of winter nights. Hydraulic shock-absorbers that still work after unknown thousands of miles.

Ribbon-type speedometers. Road springs mounted in rubber shock insulators that need no lubricating and never wear out. There are ten grease points on the cars.

Then there are the magnificent 14-in. diameter hydraulic brakes, these being external contracting until 1928. Contrary to opinion in this country about American braking qualities, these really do stop. In fact the brakes are more than able to hold their own on the roads of 1959.

The 65 is of 3½-litres capacity and the 72 and 75 of 4-litres, with very similar engines: six-cylinder, seven-bearing crankshaft, side-valve design, with crankshaft dampers. Fitted are oil filters, air cleaners, and also air cleaners on the intake of the crankcase ventilators. Water thermostats. Manually controlled hot spots on the manifold. Incidentally, the engines have the original valves in them that have not and will not burn out, and they also run at the original oil pressures. Most of the above points have been featured since 1924.

Now for the very similar performance of these three cars. They will cruise effortlessly all day at 70 m.p.h., at which speed the engines are barely audible. This speed can be maintained up most main-road hills, and the gear lever can be forgotten except for starting from rest. The top-gear performance is from 3 m.p.h. to 80-85 m.p.h., and with 50 available in second gear these cars are no sluggards from standstill. General fuel consumption ranges from 18 m.p.g. for the 4-litre to 22 m.p.g. from the 3½-litre. The road-holding of these cars is certainly the equal of any similar vintage cars.

I should like to remind readers that the Chrysler was designed as a trouble-free car for general motoring purposes and that about 2,000 were made every week. It was not expensive and was not a temperamental enthusiast's car which only gave performance by super-tuned and highly-stressed engines, resulting in frequent engine

overhauls. In fact, my father knew one particular car that did over 250,000 miles before being decarbonised. Their life without any major overhauls was literally hundreds of thousands of miles.

Before readers rush to uphold the over-rated English models, let them remember that in 1928 Chryslers finished third and fourth at Le Mans, and in 1929 sixth and seventh. Surely these Chrysler roadsters which finished so consistently in this classic road race when pitted against more powerful, more expensive machinery designed for competition, are indeed very fine vehicles.

By the way, the only non-standard part on my model 65 is a cracked cylinder head, and if anybody could provide a head off a model 62, 65 or 66, I would be extremely delighted.

I am, Yours, etc.,

Heywood.

TREVOR WHITTAKER.

* * *

Sir,

Although I have been reading *MOTOR SPORT* for several years and have seen references to many makes of vehicle which evoke youthful memories, I do not recall seeing any information about the Renault car in England in the early 'twenties and wonder if any 45s or 26s still exist.

As a schoolboy in West London I have vivid memories of the original Renault Depot at West Acton in 1925 and 1926. The Western Avenue had not been built and Renault occupied a massive set of hangars on the eastern side of the already derelict West Acton aerodrome. These buildings still stand and can be seen just behind the Ultra radio factory on Western Avenue, and on the southern side of the aerodrome another set of hangars were occupied by the Cambrian bus company, who operated Straker-Squires as pirates on the No. 17 route from Ealing to London Bridge; of these more later. This building was destroyed by fire in about 1936 when occupied by the Palm Toffee Co.

The actual aerodrome was on the site now taken up by several factories, including the modern Renault works, and stretches from Ultra Radio to the present Park Royal station, and southwards to the Central London Railway Ealing branch.

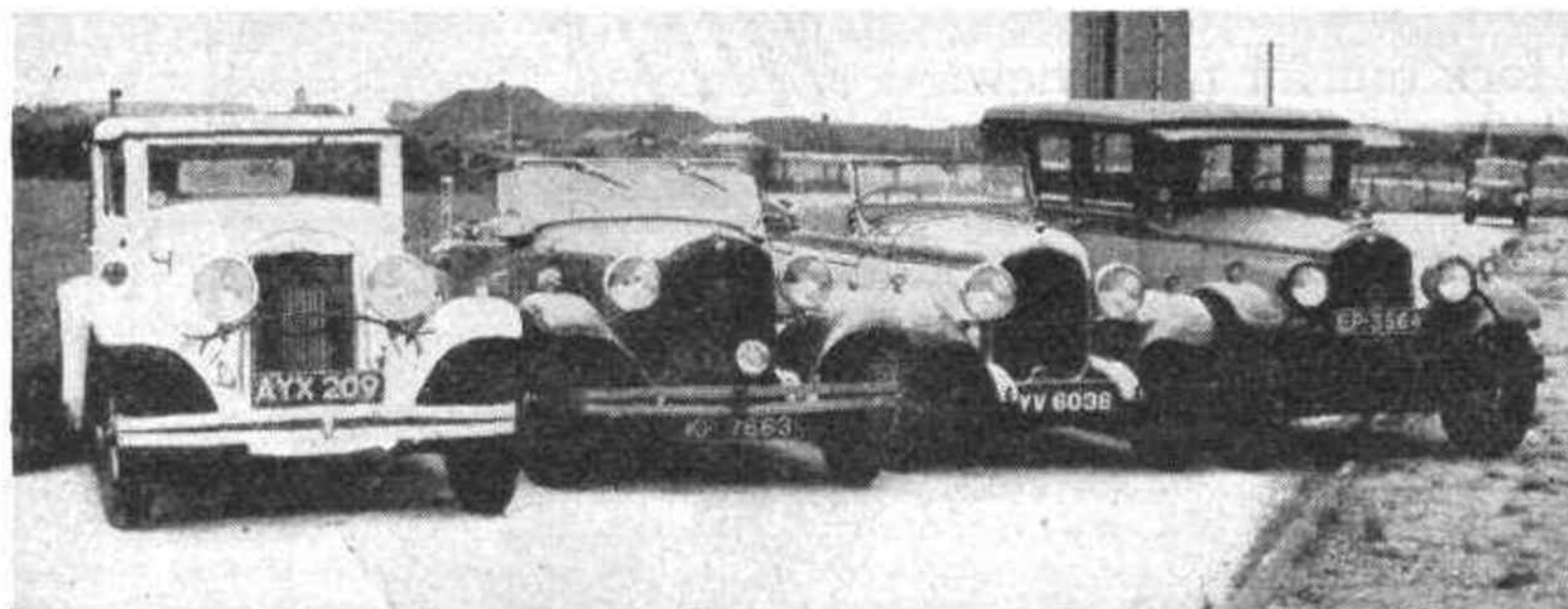
I used to "infest," is I think the word, the Renault works during school holidays.

Cars were imported as chassis from France and were fitted with tyres at Acton. The range, as I recall it, was:

45 h.p. (Torpedo) six-cylinder side-valve.
26 h.p. " " " "
17.9 h.p. six-cylinder side-valve. "
11.9 h.p. four-cylinder side-valve.
8.3 h.p. " " "
5-ton truck. " "

Bodies for the smaller cars were made by Vickers, and the chassis used to be driven to Vickers and return with the bodies fitted.

Commissioning a 45 or a 26 was always an event and I only ever saw these cars at Acton in chassis form, although I did see complete cars in use in London. After removal of transit grease and fuelling-up the 45 chassis used to be tow-started along the aerodrome road, and almost invariably the carburetter used to catch fire when the engine started. A first start was quite a performance, a cavalcade consisting of tow-car and 45, and a pre-1914 two-cylinder Renault with a flat truck deck used to start off, the latter loaded with mechanics and other odd bodies armed with fire-extinguishers; when the 45 literally fired it was extinguished and then restarted, and never caught fire again. The cause of the fire was said to be due to stuck inlet valves, which freed once the engine had been run. The 45 and 26 engines at least were fitted with a priming cup and tap to each cylinder, and I can recall the ear-splitting row of an engine running with two compression taps, as they were called, open.



Mr. Trevor Whittaker's four vintage American cars, three Chryslers on the left, the 1926 Buick on the extreme right of the picture—see letter on this page.

All of these cars had the radiator at the rear of the engine, with fan blades cast integral with the flywheel. The one-piece modern-style lifting bonnets, which were regarded with grave suspicion by the mechanics because they used to drop without warning, were of a handsome tapered wedge configuration.

The 8.3, 11.9 and 17.9 were fitted with tourer or saloon bodies, and some of the 8.3s had clover-leaf three-seaters, with capacious lockers each side of the rear seat, rather like those on the contemporary Citroëns, who lived at Brook Green, Hammersmith. By the way, Citroën were not at all friendly to schoolboys and I did not therefore know much about them!

A most impressive machine was the Renault 5-ton truck, of a very advanced design for the period. It had a steel body, hydraulic tipping, and the rear hubs contained the final epicyclic reduction gear, but to us their most endearing feature was their pneumatic tyres, or rather the deflation warning device. Each tyre valve had a "breach" into which was inserted an 0.45-in. revolver cartridge blank; the valve stem extended about half way into the tube, with a mushroom end, and the idea was that the revolver cartridge was fired to warn the driver of partial deflation of the tyre, and it worked quite well.

I can only remember the name of one of the personnel at Renault; one of the senior testers whose name was Wirts or Werts. He lived in Churchfield Road, Acton, just by the level crossing, and I wonder if he is still around because I would guess his age at about 60 years now.

Cars and chassis used to be tested out in Ealing and Alperton, and Hanger Lane, which was more like a lane then, and was always included in the route, because Hanger Hill was the "test hill." I used to go out on test whenever possible, and on the 45s and 26s the tester sat on a wooden box lashed to the chassis and the passenger on the chassis side-member, clutching the bulkhead with feet dangling. It was always very exciting and particularly so when we got into a spin on Hanger Hill one icy morning, and I can clearly remember Wirts clutching my mop of hair with his left hand and juggling with the steering wheel with his right until, after a number of "phenomenal avoidances," he regained control.

Apart from the two-cylinder "flattie," Renault also had a two-cylinder van which used to run between their old depot in Seagrave Road, Fulham, and Acton.

The Cambrian 'bus company was one of the larger pirates and my main memory is the slowness of their Straker Squires, which were no faster than the General S. & T. types, and were always avoided in favour of the then very fast Dennis and Leyland pirates. The Uxbridge Road pirates should be the subject of another letter but their effect on fares was such that at their best the pirate fare from "Askew Arms" to Marble Arch was 2d., against the General's 4d.

Whenever one went along the No. 17 route there always appeared to be at least one Cambrian Straker Squire in a side turning with its entrails spread around it, and the Cambrian hangar was slowly being filled with an increasing number of partly dismantled 'buses because in their declining months they appeared to keep them running by a process of self-consuming cannibalisation.

The Acton-Willesden area was quite active in the motoring field in the 'twenties and among others I recall S.T.D. in the Vale, Chrysler-Hudson at North Acton (that factory is now occupied by Dabillier) and, a particular pet of ours, the Wooler motor-cycle factory in Old Oak Road—you no doubt remember the flying bananas with their yellow tanks extended beyond the steering head.

I am afraid that what started as a request for information on Renault survivors has spread a little, but I cannot resist another reminiscence of West Acton aerodrome. In 1922, when I was 11 years old, and the aerodrome was derelict and deserted—these were pre-Renault and Cambrian days—we effected an entry into the east hangar and found two Bristol Scouts(?) complete and intact less engines and clocks. This was kept as a closely-guarded secret by a select coterie; the aircraft were lifted into flying attitude with tails perched on old boxes; one was painted with black crosses and Ball-Richthofen contests fought out on wet days.

Finally, there was a local legend that West Acton is the aerodrome from which Leefe-Robinson, V.C., the Cuffley Zeppelin destroyer, took off. I wonder if this is true because I recall clearly being carried by my father up to the top of a fire-station tower one night and watching the blazing Zeppelin slowly descending in the north.

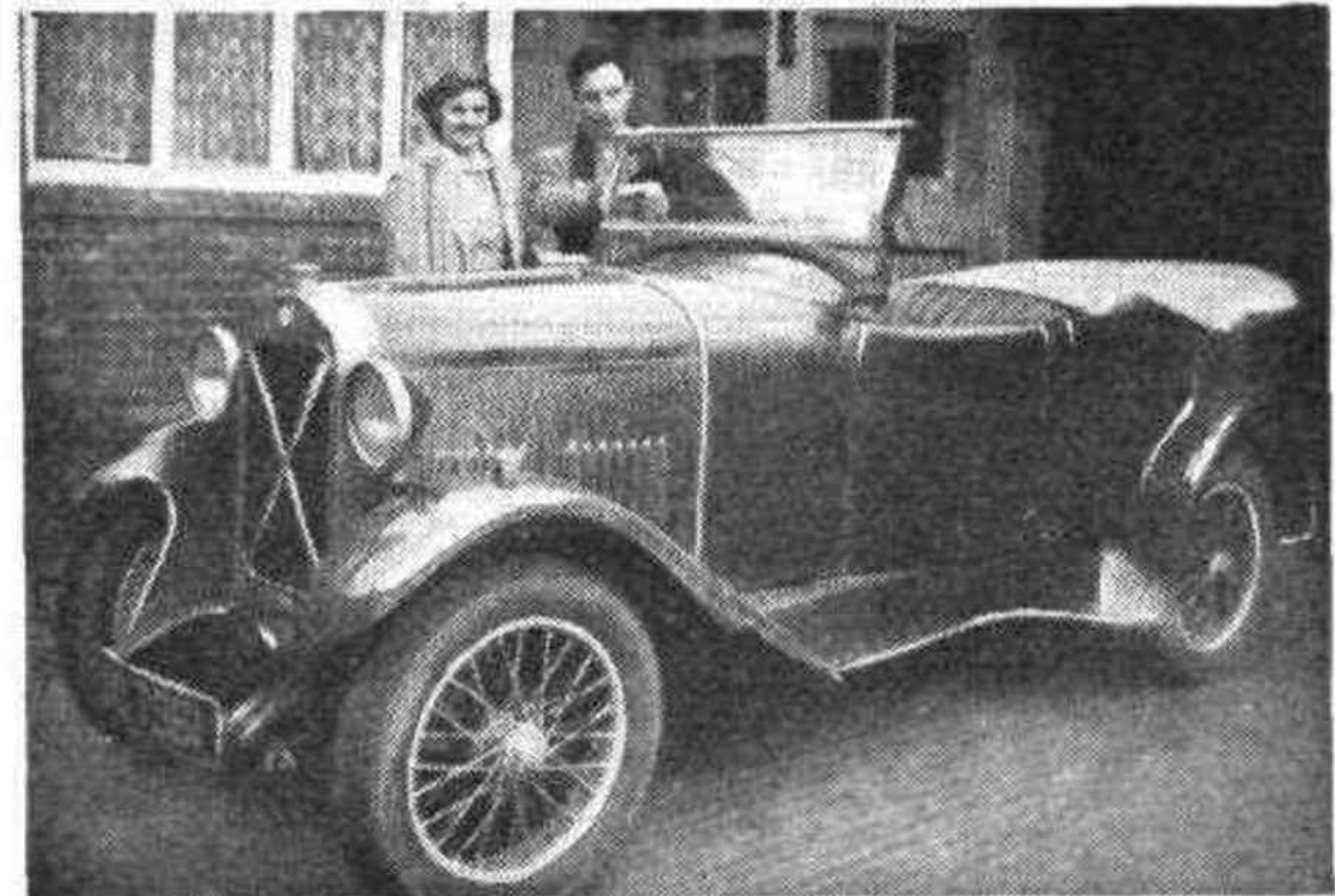
If you can find space for this long-winded dissertation I hope that at least it brings forth some information about 45s and 26s.

I am, Yours, etc.,

London, N.6.

E. J. DAWES.

[Reminiscences such as these are always of interest, and often you learn something new therefrom—for example, we did not know about the West Acton aerodrome until we read Mr. Dawes' interesting letter. A few vintage Renaults do still exist and there have been



The 1928 Show model eight-push-rod Salmson with which Mr. Squire had adventures innumerable—see letter below.

references to them in these pages from time to time, while back in 1925 MOTOR SPORT road-tested the Renault 45 Torpedo. We hope others will search their memories and contribute similar nostalgic memoirs.—ED.]

* * *

Sir,

I have been most interested in recent letters on the Salmson. In 1948 I found an eight-push-rod Salmson more or less up to the gear lever in chicken dung in a cart shed in Devon. For some reason I decided to make it go, although I knew nothing of motor engineering.

One fine summer day a friend from college and I removed a squawking hen from its nest under the steering wheel and started digging. We unearthed little more than a chassis as the rear end had been used for carting cow dung. However, after some three days' hard work we made it go.

I well remember the thrill as the engine throbbed into life and I drove it up a narrow lane. Unfortunately a duchess-type in a new limousine wanted to come down the lane, and she shouted out, "Can I get by? I don't want to scratch the paint." I respectfully inquired, "Whose paint—yours or mine?" I vividly recall her snort of disgust as she drove off.

A kind uncle in a nearby farm offered to let me keep the car in a disused roundhouse. The only diplomatic way to his farm lay across a swamp, then up a steep footpath laced by overhead brambles forming a sort of tunnel. I safely reached the bottom of the footpath, put the car into second gear and my foot on the accelerator, as the sides of the path consisted of high banks I considered I had nothing to lose. I kept my head well down, and we roared up at great speed, arriving at the top heavily camouflaged, much to the astonishment of my cousin waiting there. I think it was this impossible performance which decided me that the car was worth restoring.

Although I did not then realise it, all that was wrong was that the magneto needed rewinding. The car would go very well, then stop as the magneto heated up. I was convinced that the fault was water seeping into the cylinder head, so I kept adding Wonderweld until the cooling system more or less worked on neat Wonderweld.

One day I persuaded an elderly farmer from Exmoor to take a ride with me. As the magneto started missing so the Wonderweld came to the boil. There was a bang as the wooden cork blew out of the radiator and boiling Wonderweld fountained up, to land on him in a steady stream. All he did was to pull his velour hat lower and turn up his collar. I much admired his hardy stoicism, although he politely declined future invitations to come for a ride.

On another fine sunny morning in 1949 I decided to set off for London, heavily laden with country produce. The car went like the proverbial bomb until South Melton, when it started to miss.

It finally came to a stop at the foot of the long hill in the remote country before Bampton. Eventually a steam roller manned by two old men approached. I persuaded them to give me a tow-start, which they did somewhat reluctantly. The car would start, then pack up after about a mile owing to the magneto heating up. After this period the steamroller crew would bale out, attach chains, and away we would go again. They became very proficient in this drill, but after some five miles either turned off or hid somewhere out of sight as I never saw them again. I was rather demoralised by now and offered to swap the whole thing for the bicycle of a passing

cyclist. It was then that an A.A. patrolman came along, obviously wrestling with his better nature but he stopped. This marked the commencement of a hard day's work for him, pushing, cranking, etc. At about 5 o'clock we had nearly reached the crest when, somewhat exasperatedly he delivered the ultimatum that he would help push it the remaining mile which would enable me to coast down the other side to the Exe Valley and off his beat.

At the bottom of the Exe Valley he passed me once more, then retraced his steps. I vividly remember sitting behind the driving seat pulling the choke or something while he cranked. The bonnet was up, and suddenly the carburettor burst into flame. In between heavy blows from his mouth, he kept bellowing "Fire! Fire!" but I sat there in dull apathy while he eventually blew it out. He left me for good after that, and considering I was not a member he did me very well.

I managed to get a brewery lorry to tow me up to the next crest before Bampton. I coasted down and sold the car to a scrap merchant for five pounds. I then went to the local and drowned my sorrow.

I could not forget my exhilarating ride up the footpath, so next year I called at the scrap yard again and bought it back for £6 10s. Unfortunately he had hopelessly mixed up my magneto with others, and when I asked for it back he tipped out a bucket full of components in the mud, and the armature was missing. While there he offered to sell me a veteran Humber he said was in running order, but buried under the scrap, for five pounds! It cost me only five pounds to have a Windsor firm of furniture removers collect the car from Devon.

My next move was to buy an old R.B. magneto from Clare for fifty shillings. He was very friendly but when I told him I did not intend fiddling with the car other than fitting the magneto as I was not an enthusiast and did not want to be one, he and his secretary became helpless with laughter. I now know why.

The magneto was never any good. In fact, I now realise it was the real trouble for the next five years. I spent pounds on it but there was some elusive fault. The car itself was well worth the trouble I took, and reading some of the performance figures for other makes it seems to be one of the most economical. It would go up to 55 m.p.h. but cruised happily at just over 40 m.p.h. It had quite a roomy touring body and with the back seats removed was almost like a little lorry. Initially my main worry was the constant replacing of the 720 by 120 B.E. tyres, but I was finally able to convert to Rudge well-based wheels. The engine was beautifully made and easy to remove or work on. The push-rods never jumped out, although I found it necessary to adjust tappets after flogging it for any distance. The clutch was either in or out, with no in-between, and the brakes needed a strong leg. There was no fan, petrol pump or water pump. A curious phenomenon which interested passengers for about a year was an anaemic-looking spider which occasionally crawled across the inside glass of the ammeter. As this was a sealed unit I conclude it lived on electric shocks.

I never liked the tinny radiator, otherwise I found it an extremely good car which held its own with other traffic until about 1953, when cruising speeds of the newer cars seemed to improve considerably.

I eventually sold it for the usual family reasons to an enthusiast and now have a respectable Rolls-Royce saloon. I hope it will be restored to the condition it held when it was the actual Show model of the 1928 Motor Exhibition.

I am, Yours, etc.,
J. W. SQUIRE.

Maidenhead.

Sir,
I hope you will take this criticism in the right way—as you intended the criticism of "The Vintage Motor Car Pocket Book," but in correcting one error, I fear you have perpetrated another!

The twin o.h.c. LFS six 14/40 Lea-Francis cars were engineered by Vulcan—not Meadows. You probably knew this—a slip of the journalistic pen or memory I suspect!

These cars were largely responsible for the failure of Lea-Francis cars in the early thirties due to a rather peculiar lubrication system which oiled either the crankshaft bearings or the o.h. camshafts, but rarely both together, which resulted in all kinds of troubles. A later engine, the 2/LFS which had separate oil pumps for bearings and camshafts, cured the trouble, but was too late to save the car.

I am, Yours, etc.,
P. W. PRINGLE,
Registrar, Lea-Francis O.C.

Ludlow.
[Which, I suppose, shows that people in glass houses . . . ! Another reader takes us to task for referring to the vintage Bond as a French car when it was made in Yorkshire but is incorrect in saying the "Ace of Spades" Lea-Francis had twin-o.h.c.; it had a single-o.h.c. engine.—Ed.]

Vintage fixtures for September include the V.S.C.C. Madresfield Rally on the 13th and classes for old cars at the Malvern *Concours d'Elegance* on the 12th. Details of the latter from: R Gammons, Winter Gardens, Grange Road, Malvern.

* * *

The early days of the Skoda concern are dealt with in the English edition of the July issue of the Czechoslovakian *Motor Review*, the article being accompanied by pictures of Edwardian and vintage L. & K. motor-cycles and Skoda cars, the latter including the A. and B. water-cooled V-twin voiturettes and 1906 S-type o.h.c. four-cylinder model. The vintage RK sleeve-valve Skoda is also illustrated, likewise one of the earliest tubular-backbone Skoda chassis.

* * *

According to a publication issued last year by the Motors Trade Association of Japan the first Japanese petrol car was the Takuri of 1907, of which seventeen were built and of which No. 3, a landaulette with under-floor engine, is still in existence, owned by Mr. Nakamigawa. Apparently a Progress three-wheeler was imported into Japan from the U.S.A. in 1899 and other electric and petrol vehicles of American origin were used there in 1900 and 1902, while a Japanese steam car was built in 1904.

* * *

A reader has acquired a 2-litre o.h.c. Beardmore engine and seeks information about it.

* * *

Some derelict vehicles, including a Rolls-Royce shooting brake, are reported to lie in a field in Yorkshire. Letters can be forwarded to our informer, who is rebuilding a 1913 Morgan three-wheeler.

* * *

The Editor is anxious to obtain a few copies of *The Aeroplane* of the C.G. Grey era, for nostalgic reasons, and some *Commercial Motors* covering the period 1920-25, should anyone be able to oblige. And a reader seeks old motor-racing catalogues of any period, which we can forward.

TIGER CLUB AIR CIRCUS

On August Bank Holiday the Tiger Club, which exists to foster inexpensive private flying, staged an air circus at the pleasant grass aerodrome at Fair Oaks, Chobham, which was in the best vintage flying tradition.

Six VW-powered Turbulent monoplanes, one of them the Duke of Edinburgh's King's Cup entry, indulged in the Turbulent Trophy Race, run in three heats, with pilots banking steeply in close company round the aerodrome boundaries. The final of the Tiger Club's Baloon Bursting Championship should have been decided but had to be abandoned because they ran out of gas—for the balloons.

C. Nepean Bishop gave his usual display of aerobatics in his special Tiger Moth G-APOZ. Norman H. Jones sought to go one better by flying his Turbulent under a sort of goal post and then Bishop, Benjamin and Elton took off, flew and landed a trio of tied-together Tigers—very polished flying. The first part of the programme concluded with an exciting triple parachute drop, one parachutist nearly landing on a roof, the others coming down in alarmingly close proximity.

The main part of the show, for the benefit of I.T.V., opened with a Tiger Club formation flight of Tiger Moths, a couple of Hornet Moths and half-a-dozen Turbulents. John Ayres then gave an excellent aerobatics display in a Tiger Moth which included outside loops. Elton then demonstrated the only British-registered French Jodel side-by-side two-seater monoplane with 85 h.p. Continental engine. Rollason's Dormobile was then subjected to flour-bag bombing by two Tigers, Snook piloting the oldest of these Moths still flying here, a 1933 model, and Phillips one specially converted for Sue Burgess' parachute drops.

Hartas gave a demonstration in a Jackaroo; its full complement of four did not prevent him from taking off over the spectators and climbing in a steep turn, later demonstrating the 80 m.p.h. top speed of this £1,100 machine which the Wiltshire School of Flying at Thruxton converted from normal Tiger specification in 1957. He finished with a neat flat turn. There was another parachute jump from 3,000 feet against the darkening sky and altogether the big crowd got its money's worth.—W. B.

TIMING

A battery-operated timing device is now on the market. It is manufactured by Paton Bros. Engineering Services of 15, St. James' Row, Sheffield, 1, and can be bought or hired from them. The battery operates stop watches from photocells placed by the side of the starting and finishing lines.

WHITE-ELEPHANTITIS—continued from page 690

Although Albertini does not use this splendid motor car as bread-and-butter transport (for which purpose he has a modern Bentley and, for bulldozing London traffic jams, a Land Rover) he has driven it a great deal, including nostalgic journeys to the Cote d'Azur. He tells me it gallops along very effortlessly in the upper 60s and 70s, the absolute maximum being probably 105 m.p.h. On runs like this fuel is consumed at the rate of about 11 m.p.g. (range over 570 miles!) but London inflates this to a mere eight m.p.g. The 45 h.p. engine is happy on ordinary Esso and Mobiloil is used in the (wet) sump.

I asked Albertini what were the Hispano's nicest attributes and he said without hesitation "incredible silence and agility." "Come for a run round the Park," he added. This delightful experience confirmed that the big car is exceptionally quiet, its gearbox inaudible and only the merest hint of latently power from the exhaust. The extreme flexibility is matched by very good brakes and the machinery is extremely accessible. The restricted lock, further hampered by the long front wings, merely means taking corners well before you get to them, while steering and gear change require no embellishment beyond saying that they are to Hispano-Suiza standards! One drawback is that no means has been found of preventing oil from seeping up the rev-counter drive onto the driver's trousers. So this instrument is disconnected—it has coloured segments ending at "three-three" and Albertini counts 3,500 r.p.m. as the ending limit.

The appearance of the tulipwood Hispano causes plenty of comment, as well it might. A popular gibe is the shout of "How many rivets, mister?", while a nervous passenger is reassured on remembering how easy it is to "touch wood." It is splendid to know that this historic car is in such good and appreciative hands—indeed, so fond of his car is Gerald Albertini that in his London flat he has a large glass case containing an exactingly accurate scale-model of it, executed by Rex Hays.

If the "white elephants" of motordom are cars of large dimensions and many litres, Albertini has displayed a weakness for such animals; earlier this year he obtained a fitting stable companion for the Hispano-Suiza, in the form of a 1931 Isotta-Fraschini 8A with Lancefield false convertible two-door body, its stately lines embellished by dummy hood-irons for the rear quarters. It seems that this massive carriage, its bonnet longer and higher, its radiator wider, than even those of the Hispano, was bought originally as a present by a man for his girl-friend—a lucky amazon, no doubt, undismayed by six-foot bonnets and vast steering wheels! She



RACING PEDIGREE.—Andre Dubonnet driving the 6C 45-h.p. 8-litre Hispano-Suiza in the 1924 Targa Florio, in which race he was placed sixth, and fifth in the longer, 335½-mile Coppa Florio.

must have pressed too hard, for a year later a rod poked through the side of the 7.3-litre straight-eight power unit. Repaired, the car is believed to have run a mere 13,000 miles. Jack Barclay Ltd. restored what had been ravaged by years of idleness and now Albertini has a closed carriage which is complementary to his sports-tourer. It has two little Zenith carburettors, mechanical brakes, the same size Dunlop Fort tyres as the Hispano, again the sort of electrical switchbox you don't see on modern cars, and a simply enormous central gear lever controlling, very easily, the three-speed gearbox. I found its deep-throated engine ebullient but docile when I came to drive the car. The specification is quite standard, the body now in fine condition, with plenty of room in the boudoir behind the front seats, and a big trunk on the back to take the luggage.

A pair of excellent specimens, these two great motor cars!—W. B.

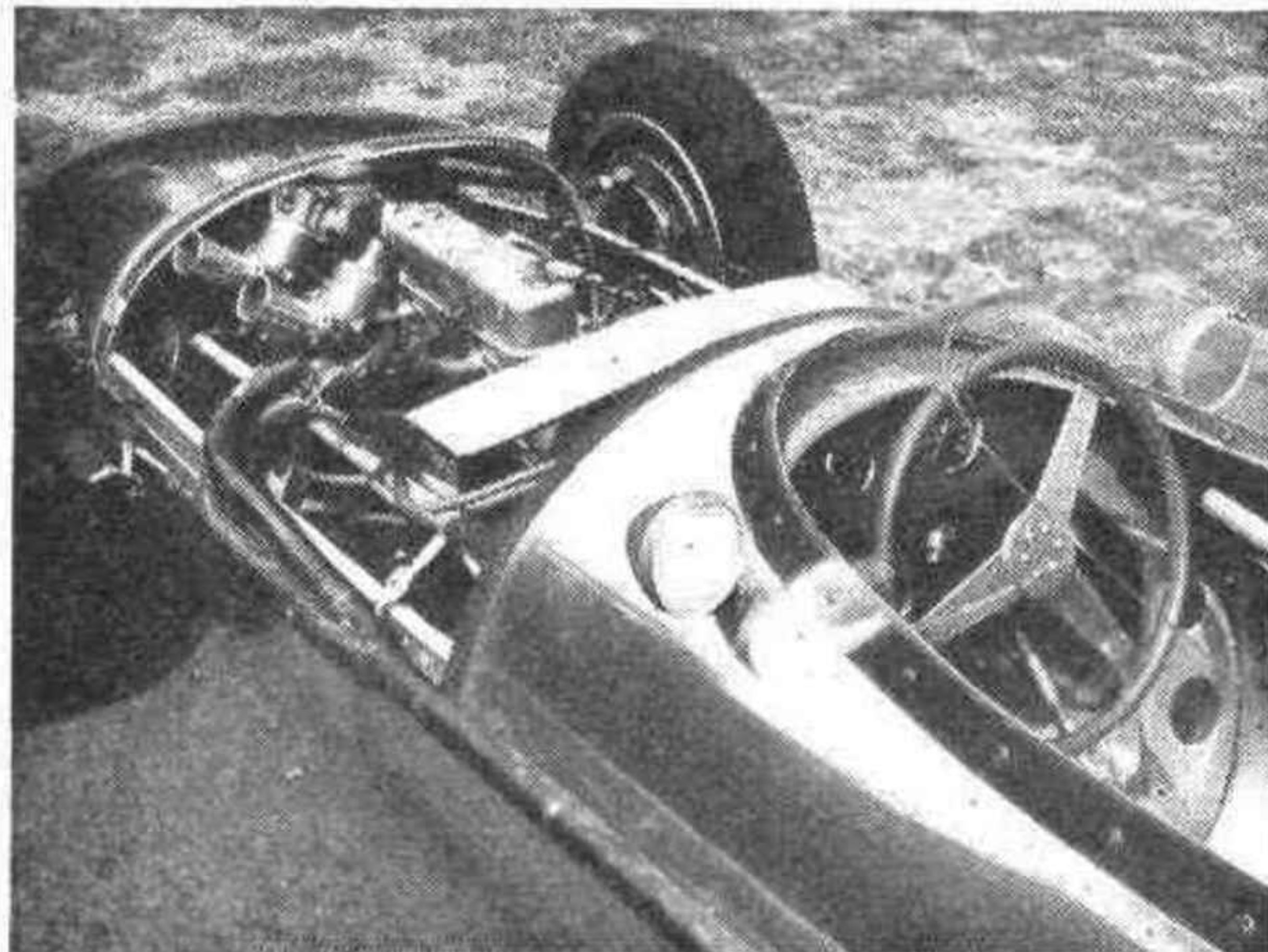
Footnote: Mr. Albertini is currently engaged in another task of restoration, on the ex-Barnato Brooklands 3-litre Bentley with the original Jarvis pointed-tail racing body.

THE GEMINI JUNIOR

A new company has been formed to manufacture a Formula Junior car by Graham Warner, proprietor of The Chequered Flag sports-car showroom at Chiswick. He has purchased the design and completed vehicles manufactured by Moorland Cars of Southall, and renamed the car the Gemini. He hopes to have a full works team for next season's racing, both in England and on the Continent.

The car has a multi-tubular space frame using ½-in. and ¾-in. diameter 18- and 20-gauge solid-drawn cold steel tubing, using a stressed cockpit and undershield. Suspension is independent all round, with unequal-length wishbones at the front and lower wishbones at the rear, together with strut-type suspension using Armstrong coil-spring/damper units. Brakes are Lockheed 10-in. turbo-finned drum brakes having two leading shoes and operated by twin master cylinders.

The engine is a B.M.C. A-type 948-c.c. model with the full Speedwell racing conversion, which gives about 67 b.h.p. at present.



THE T.V.R. COUPE

A little known car in competition circles is the T.V.R., which had appeared very few times until a full team was entered for the 750 M.C. Six-Hour Relay Race at Silverstone.

The cars are made in Blackpool and the majority of the production is exported to America, where the sports version is known as the Jomar. The firm started several years ago by designing a semi-space-frame to which Austin A30 components could be attached and various glass-fibre bodies fitted. The T.V.R. coupé illustrated below uses a ladder-type frame, independent front suspension with a rigid back axle. The bodywork of this stumpy little coupé is made of glass-fibre.

A variety of engines have been fitted to these cars, including the 1,098-c.c. Coventry-Climax single-o.h.c. engine, the B.M.C. 1½-litre "B" series and the Ford Ten 100E engines. The team cars at Silverstone were fitted with Ford Ten engines having Aquaplane speed equipment and Marshall superchargers, but overheating troubles caused the team to retire after 112 laps.



LETTERS from READERS

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

THE RELATIONSHIP BETWEEN POLICE AND PUBLIC

Sir,

I see you have joined the ranks of the persecuted martyrs—those of us who must pay and suffer endorsement until reason prevails.

I got mine too—nine o'clock on a Sunday evening on a deserted Chelsea Embankment, running in a new A.35, luxuriating in the smooth, silent running of a modern car after the rattle and roar of a more aged model (keep well in—a couple of motor-cyclists behind). The inevitable—"timed for three-tenths of a mile—43 m.p.h. (frantic look for lamp posts and houses; could only see Chelsea Gardens and the river)—most parts of London are subject to the 30 m.p.h. limit, sir—licence and insurance certificate, please—will have to report it"—followed by a summons.

Well, fair enough, I suppose—it will spoil an offence- and accident-free run of 36 years and well over half a million miles, but still. . . .

Sequel 1. One week later. Sweeping along same stretch of road along with 10,000 assorted cars and lorries at a brisk 40 m.p.h.—at bridge intersection beckoned on by an impatient pointsman (to make way for a race competitor?)—crossed the line at an astonished 48 m.p.h.

Sequel 2. Home to see T.V. news. Picture of same stretch of road—shots of racing motor-cycle (no sound) with pillion passenger, weaving through dense traffic at a brisk rate of knots (if there was no photographic trickery, not less than 55 m.p.h.) and very successfully followed by a camera crew, presumably car borne, all in aid of a newspaper-sponsored race (praised in your columns).

Public/police relations? I will still go to the aid of a policeman being kicked to death by teddy boys—but would I help a speed cop mend a puncture?

Hearing of case still pending—so . . .

I am, Yours, etc.,

"FRUSTRATED."

[We were all in favour of the *Daily Mail* Air Race, but it does make 30 m.p.h. trapping seem absurd under circumstances of clear, straight, roads. Incidentally, as racing on the roads of this country is illegal (except by cycling clubs?) and the *Daily Mail* specified that competitors in the London-Paris race must obey the laws of both England and France, wasn't the whole contest null and void before it started, anyway?—Ed.]

* * *

SOME REPLIES TO "HARD TO PLEASE"

Sir,

I read with interest the letter of Mr. D. R. Roach concerning his experience with the new Herald. It does seem a little unfair to condemn a complete make of car on the failings of one model. Several road tests have now been carried out on this Triumph, including your own, and I am sure that if these faults listed by Mr. Roach were general, at least one test would have discovered them. Perhaps Mr. Roach is unaware that the Triumph Herald carries a 12-month guarantee.

I wonder if Mr. Roach has informed the Triumph Motor Company of his findings, and if so, what was their reaction?

Please let us have more of your excellent road tests. I am sure many readers will agree with me when I say that they are undoubtedly the most detailed and informative to be found in any motoring magazine.

I am, Yours, etc.,

K. A. WHITE.

Northwood.

Sir,

Mr. Duncan Roach Atkinson's diatribe against the "Herald" does himself little credit—but quite a lot to you for giving it space. His very first point "it leaked like a sieve" is so palpably a grossly exaggerated synonym that it conclusively damns the whole letter, whose tone and observations follow a similar pattern.

No car has ever received such adulation from the press. Your own tribute, particularly, being one which is not lightly earned. This body of experienced professional opinion conclusively rebuts the mischievous charges of Mr. Atkinson whose mental age they suggest to be still low in the 'teens.

One driver can do more damage to a car in 100 miles than another in 100,000, especially in the running-in stage. As Mr. Atkinson sold his after 2,000 it makes one wonder how many he had done before

he pushed it to 30 in second and 70 in top. After I had completed 2,000 my Herald travelled at 80 m.p.h. for five miles without any fuss and my general experience with the car fully bears out that of the motoring correspondents. The few teething troubles I have had—from one of the earliest models off the line—have been most expeditiously dealt with by the company; and, of course, several modifications of minor points have been made to eliminate them.

I must compliment Messrs. Alford & Adler on the steering which is delightfully light and positive. Indeed, for long runs I now find myself sneaking out the Herald instead of a vastly more expensive car of 4½ times the h.p.

The merits of this small car are rightly earning a large and enthusiastic following. I only wish that the company would employ a firm of advertising agents who could do it justice. For the last five years their contributions have been quite worthy of letters such as Mr. Atkinson is a master!

I am, Yours, etc.,

W. H. GARDINER (LT.-COL.)

Rushlock.

Sir,

Your correspondent from Dublin, S. Clune, who does "95 per cent. of my driving through heavy town traffic with many intermittent stops," chooses a Twin-Cam M.G.-A with a compression-ratio of 9.9 to 1 for the job and then wonders why it's not satisfactory!

I may be wrong of course, but it seems unlikely that the Twin-Cam engine was produced specifically for the use of slow shoppers!

Why not sell your car, Mr. Clune, to someone who will use it as its makers intended it to be used? In its place an Austin-Healey Sprite would probably be more suitable, though possibly not as impressive at the yacht club!

I am, Yours, etc.,

A. ALLEN.

Ledbury.

* * *

IN DEFENCE OF THE DYNA

Sir,

In your tailpiece closing the Dauphine v. Volkswagen correspondence you make a statement calculated to start a controversy of almost equal heat, by referring to the "poor roadholding" of the Dyna Panhard.

This stems, I believe, from an article by your Continental Correspondent following somewhat random sampling of various French cars. The phrase he uses is that the Dyna "if provoked had a will of its own, almost representing a built-in accident."

May I assert, Sir, that these dangerous tendencies are a pure fable? I have owned a succession of Light Fifteens, which is not a car which leads one to become tolerant of poor roadholding; and after 3,000 miles my admiration of the Panhard's excellent cornering, steering, and general handling in wet or dry, equals my appreciation of its performance and economy. After all it would be extraordinary if a car characterised by a low centre of gravity and rigid frame, small unsprung weight, front-wheel drive, firm suspension and an eight-and-a-half feet wheelbase, was dangerous on the road. Suitable "provocation" will cause an accident with any car; but I am sure that no one conversant with the technique of front-wheel drive will endorse your Correspondent's remarks. On the contrary many other experts have commented on the Dyna's stability.

I have no wish to dilate on the general merits of the car prior to your own test (which I hope will be soon). But obviously a car capable of 80 m.p.h. and returning over 40 m.p.g. with hard driving is worth objective consideration by your readers; coupled with room for six (and their luggage), air-cooling, perfect accessibility and remarkable silence; while the reliability and robustness of the engine is attested by its record at Le Mans and elsewhere.

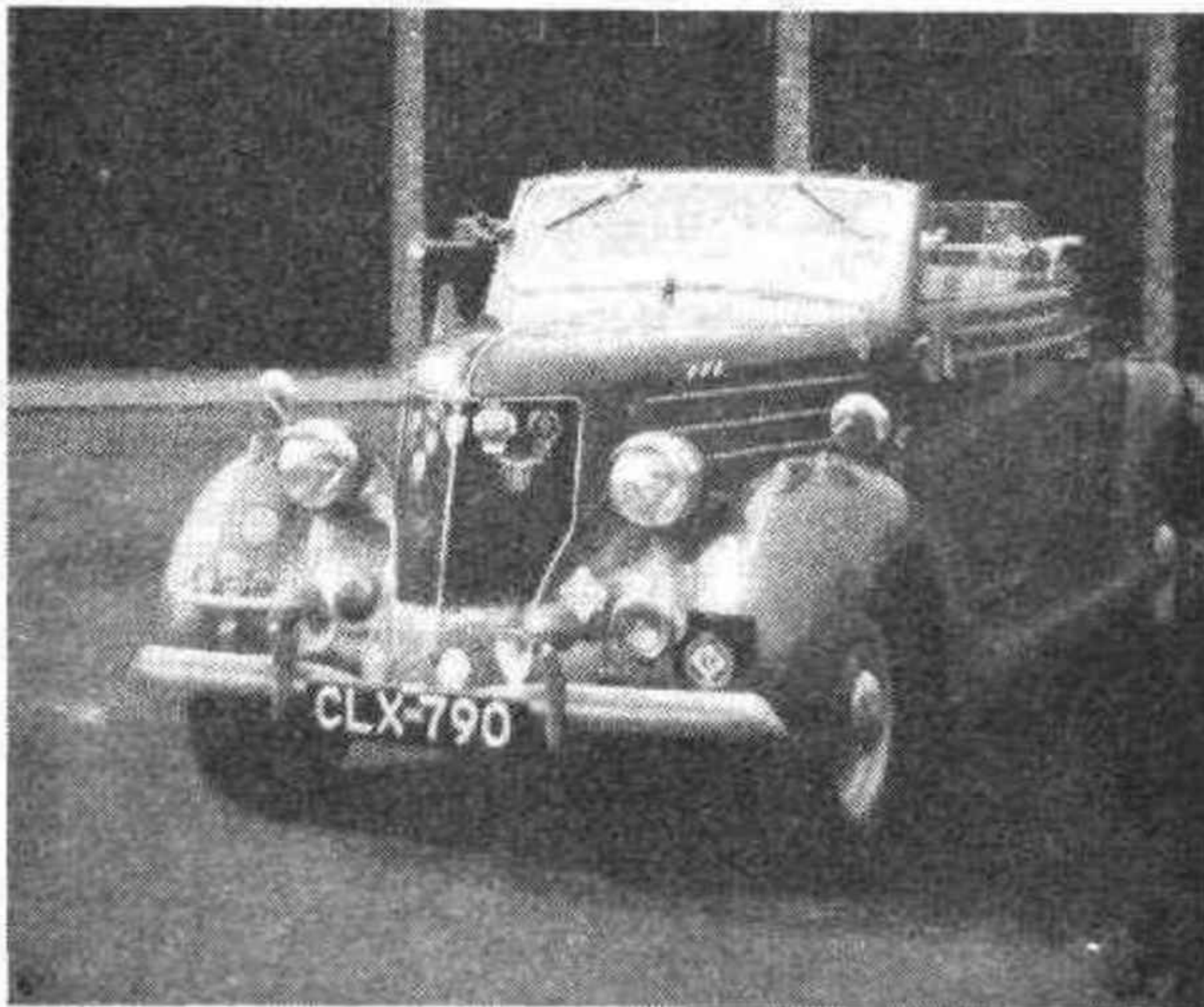
Should you exchange the Editorial VW for a Dyna you will obtain the durability and economy of the former with increased performance and better looks (which do not invite zoological comparison).

I should perhaps add that I am a private owner who pays for his cars (and their repairs) by the sweat of his brow. I must have a reliable and economical car, while a bit of performance is all to the good. These virtues I have proved with the Citroen products mentioned, and I fully expect the same from the Panhard. But the casual and ill-informed criticism which prompts this letter is merely misleading the public.

I am, Yours, etc.,

"F. R. C. S."

Portsmouth.



"That famous car—they come along for a look"—see letter from Mr. Outen.

THE DEAR OLD FORD V8

Sir,

Do I notice a feeling of affection for the old Ford V8 in the article by The Editor, "Two Days with the Latest Ford Zephyr?" "... The modern Zephyr does not equal that famous car in terms of absolute acceleration, even after a quarter of a century of engine development." And later in the article... "A purposeful exhaust note somewhat reminiscent of the dear old Ford V8." This is the first time I have seen praise for the Ford V8 in any motoring magazine—they rarely get a mention even, let alone any favourable write up.

I have owned a V8 for the last six years and I think they are very interesting automobiles. The model I drive is the 1936 Type 68 convertible and the original engine is still returning 17/18 m.p.g. and it has never been decarbonised or had the head off.

I enclose a photo of my favourite motor car—and I would also mention that it is a greater crowd gatherer than the latest Zephyr. As soon as I park it they come along for a look!

I am, Yours, etc.,

Lee Green.

V. OUTEN.

* * *

ALVIS SERVICE

Sir,

Three friends and myself have recently returned from a 2,000-mile tour of the Continent in a 1932 Alvis 12/60. Before setting out I requested from Messrs. Alvis Ltd., a continental spares kit, expecting at the most a set of sparking plugs, distributor points, etc. Alvis Ltd. however had a different idea as to what spares it would be prudent to take, for I received a parcel weighing 1/2 cwt. containing spares valued at £28, on loan for the period of our trip. This kit contained not only the usual spares such as coil, fuel pump and sparking plugs, but also a gasket set, timing gears, knock-on wheel hub caps, engine valves, springs and cotters, radiator hoses, etc., and even a selection of nuts, bolts and washers. The items were declared in three foreign languages for customs' purposes. My letter requesting the kit was posted on a Tuesday evening, and the kit was delivered on the following Thursday morning.

Incidentally, the kit was not required, the 27-year-old car performing perfectly all the time!

I am, Yours, etc.,

JOHN R. WILLIAMS.

[This is really splendid and makes me regret that I am no longer a 12/50 owner.—Ed.]

* * *

INSURANCE FACTS

Sir,

I am saddened to have to write in opposition to the views of a fellow citizen and countryman of mine, Mr. R. J. W. May of Johannesburg, as contained in a letter published in the June issue. He is, of course, entitled to praise the virtues of the Renault Dauphine, but he should not couple them with a hysterical tirade of abuse of that wonderful triumph of automotive design, the Volkswagen, more especially when his facts are not correct.

I refer to insurance of the VW in South Africa. I myself have no difficulty in insuring my VW against all risks at the lowest rate with a very solid British concern. All my friends who own VWs have the same experience. Moreover, the agents are quite willing to give you a list of insurance companies who do likewise. However, I believe there are some companies who refuse insurance or who load premiums, because they class it as a sports car—why, I do not know. Its performance is certainly not remarkable. I am, of course, aware that certain car dealers are frantic with rage and jealousy at the sales' success of the VW, it being not only the biggest seller in South Africa, but its figures very nearly doubling those of its nearest competitor.

I, sir, am the fortunate owner of two cars, both being acknowledged world-beaters in their respective classes—a Type 190 Mercedes-Benz and the Volkswagen. Outstanding though the 190 is, for sheer pleasure of driving I prefer the Volkswagen. It has such a willing feel to it, and it brings out the sense of "oneness" with the machine that I have experienced previously only in flying fighter aircraft in the last war. My only complaint is that the VW causes arguments with my wife—arguments about whose turn it is to drive it next!

It is obvious to me that whereas the Germans were unable to conquer us by force of arms, they are doing so with this automobile. And the sales' figures prove it—the world has surrendered willingly.

No sir, I agree with you. When that pretty little buzz-box, the Dauphine, is merely a rust mark on the ground, the Volkswagen will still be conquering the roads of the world.

I am, Yours, etc.,

Johannesburg.

B. E. CLARKE.

* * *

ETTORE BUGATTI'S INVENTIONS

Sir,

"Few of his published inventions give the key to his engineering design quality," is the general summing up of Mr. H. G. Conway after his searches into the patent files of E. Bugatti. Mr. Conway should not be discouraged, even after his patient work, if the key does not yet fall within his grasp.

Without being cynical, patents may be filed merely to establish the "Prior Art" in order to preserve the position in the event of one particular line of approach proving to be the right one. Some may be filed in order to confuse or mislead a competitor, and some for commercial prestige. Of the Bugatti patents I believe all were completely honest efforts. It is easy some forty years after to realise that a certain approach to a problem was the wrong one, but I feel that it is only the lapse of time, and the great improvements in materials and techniques, that have tended to make some ideas appear ridiculous. When considering Bugatti's effort to cool exhaust valves and silence camshaft gears, we must remember that steels and gear-cutting had not reached anything like their present degree of excellence, woven vee-belts were simply not available to Bugatti at this time. The lack of things like these naturally influenced the approach of these early designers along paths that seem strange to us today.

The idea of mounting the flywheel on the end of the crankshaft by means of rubber cylinders or "congealed oil" seems to us amusing. When we look at it in the light of the reversal of forces that takes place about the nodal point of the crankshaft in an "explosion" engine, it becomes very clear what Bugatti was after.

The fact remains that because of the enormous superiority of his racing cars at the time, and because (in spite of his inventions) he achieved more than his contemporaries, Bugatti must have had something that a study of his inventions does not reveal—what was it?

It is well known that Bugatti preferred to draw three dimensionally and this must have been in order to help him to think in three dimensions. He was possessed of this level of thought to a remarkable degree. He had the capacity of being able to balance in his mind the various factors or considerations of the problem, and then compromise or blend them into the final design, even to the point of equating two scientific wrongs to give the effect he wanted. By this means he arrived at a law more accurately in line with the situation than was possible using more laborious mathematical processes. Bugatti was by no means alone in having this capacity, and it is not only peculiar to engineers, some great living statesmen have it, and it is invariably accompanied by artistic inclination. Bugatti is a more interesting subject because his creative work happened to result in something tangible, and which can be preserved, but it is important to preserve the faults in his racing cars as well.

I believe we can learn a lot from Bugatti and there is a natural desire to preserve his work. A musician first learns the mechanics of conveying the single notes of the music on to the keyboard of the

instrument, and he is able to play a simple tune, his contemporaries were only at this stage when Bugatti was already blending chords into the light and shade of the melody. The instruments we use today are not the centre lathe and boring machine, so much as the automatic lathe and press. The product is considered more in the light of the way it can be most economically produced. This must be so—the world's appetite for consumer goods is enormous, and even though Bugatti never entered this field where some factors, such as taxation, are non-engineering, the same sort of talent is required.

To find the type of mind to do this work I feel it is necessary to teach engineering to individuals who possess some artistic ability. Unfortunately education authorities attempt to do the reverse, they fail, and then industry attempts to buy it, sometimes in the form of styled car bodies from Italy. Italy is a good market for this sort of thing, and if the taste of the purchaser is not all it might be and the results are disappointing, it is only because he shopped in the veneer or fashion department instead of seeking out the genuine article. Great art never tires, one design of car body should last for years.

His balance of parts and components more than off-sets certain scientific indiscretions that Bugatti practised, and it is the thought processes by which he achieved this balance that could profitably engage the minds of engineers today. I believe we are still waiting for some modern Newton to measure these things and offer them to education authorities in a form they would be likely to accept. We would then have some superior design talent that is at present disregarded because often it does not possess a sufficiently good memory to absorb the more conventional procedures of engineering training. I am sure engineers would co-operate in first observations; perhaps Mr. Conway may yet find the key.

I am, Yours, etc..

Scotland. A. K. HAWORTH, A.M.I.Mech.E.

* * *

WHERE ARE THE COOPER SCHOOL TEAM DRIVERS ?

Sir,

Our attention has been drawn to a letter appearing in your August issue enquiring about the progress of our Racing Drivers' Training Division.

We will answer the queries in the order that your correspondent placed them.

When the Division started training drivers early in 1957, it was hoped that by the middle of the 1958 racing season, sufficient progress would be made to justify works entries for outstanding trainees in a number of events.

However, it soon became apparent that the step from even the most careful and advanced training to actually competing in Formula 2 races was too great.

It is the Company's wish that every care should be taken over the successful trainees initiation into actual competition, the danger of beginning in a car too powerful for their experience being obvious to all.

It was therefore decided that the then newly announced Formula Junior would be the ideal stepping stone, and work was begun on a design which is now nearly ready to race. Thus, as soon as suitable races are organised for this class of car, our successful trainees will indeed be seen on the starting line in works-entered cars.

Finally, it should be stated that it is easy for those with little knowledge to assume that it is simple and profitable to run a Training Division such as ours, but in our experience these critics are ill-informed.

The responsibility of allowing everyday drivers to drive even detuned racing cars is great, an opinion that the number of damaged cars we have to repair every week bears out.

I am, Yours, etc..

Surbiton. IAN BURGESS:
The Cooper Car Co., Ltd.

Sir,

In January, 1957, a picture appeared in the *News Chronicle* showing John Cooper sitting at the wheel of a Cooper racing car. It was stated that he was searching for new driver talent for his cars. He intended to obtain this talent by forming the Cooper Racing Drivers' Training Division. After making reference to Stirling Moss and Peter Collins, who began racing on half-litre Coopers, he then went on to say, "There must be other young men with ability approaching theirs, but today you want at least £1,000 to start." The report then went on to describe how outstanding drivers would be given further training for places in the works team.

On the strength of this report, I wrote to Cooper's and received a

letter back from them in February 1957. This letter stated that the Committee were pleased to inform me that my application had been accepted. This welcome news, incidentally, cost me five guineas.

I received my next letter from Cooper's in March 1957, which informed me that I "had been selected to attend for initial instruction and testing at Brands Hatch (lap charge 15s.) on Thursday, March 28th." It also stated in the last paragraph of the letter that "we consider the ideal number of laps for a test is twelve. However, we have no objection to you doing less if you consider a smaller number sufficient, but must limit you to a minimum of five. Please note that lap charges are payable in advance, in cash, at the circuit."

I duly arrived at Brands Hatch on the appointed day. There I came into contact with other trainees and we awaited our turn to drive the Formula 2 Cooper-Climax. At this stage, I should like to point out that I was then 22 and had been driving for five years for a considerable number of miles in three different countries. I consider that I had a reasonable experience of various types of motor vehicles. My impressions on driving the Cooper at Brands were that it was more or less a pleasant little run round the track. We did reach a considerable speed along the straight, but after two or three laps I found I had to noticeably ease back on the bends to avoid getting too close to the car which I had to follow. In other words, I consider the drive to have been well within my capabilities. So the test was concluded.

On June 19th, 1957, I received a stereotyped letter from Cooper's from which the following is quoted: "While your driving proved to be slightly above the average of those tested, it was not of a high enough standard to justify your being upgraded to the second stage. As we have explained previously, all stages of instruction, apart from the preliminary test, are at our expense and we can only afford to subsidise outstanding drivers. However, if you feel that with more practice you will justify your upgrading to stage two, we have no objection to your applying for a further test at your expense."

In the same month, a report on the Racing Drivers' Training School was published in the *News of the World* by Keith Challen. He stated that 5,000 applications were received for the Cooper's School during the first four weeks. Of these, 1,000 were accepted as possible from details given of their driving experience. John Cooper is quoted as saying: "Of the 500 drivers that we have tried, only 15 showed any promise in handling a single-seater car and six of these had had some club racing experience. These 15 are being invited for further training and I hope to produce half-a-dozen up to racing standard for 1958 or 1959 season."

After making inquiries to Coopers on the standard of driving they hoped to obtain, I was informed that 20 or so drivers had so far qualified, but a great many more had been tested and they felt that these might be able to qualify after a further twelve laps. The letter concluded: "To judge from your first report, you stand as good a chance as anyone of upgrading after a second test, provided that you make a better job of your gear changes." Naturally, I re-applied for a further test.

This took place later in the year at an increased rate of £1 per lap, and I considered that I put up a reasonable performance. The result of this test I received in November. This was typewritten. It stated: "Your driving was above average and noticeably better than at your first test. It was not quite of a high enough standard for stage two, but if you were to maintain the same rate of improvement during a third test, it appears almost certain that you will be upgraded." It then went on to give a few constructive criticisms and concluded: "Please let us know if you would like a third test at your expense."

I applied once more for a further test, which took place on March 31st, 1958, exactly twelve months after the first test. Five months had passed since I had previously sat in this type of vehicle and I was far from satisfied with my driving on this occasion.

One month later, in April 1958, I received the report of this test, which stated the following facts: "Your driving was an average of those tested, but your particular pace was only achieved by rather careless and untidy driving. Unlike your second test (where you were untidy as your pace increased), you were just as untidy at a slower pace, and we do not feel that your driving was of a high enough standard." This was the usual stereotyped letter interspersed with longhand. It naturally concluded with: "We have no objection to your applying for a further test at your expense."

I had by this time reached the conclusion that there was no point in continuing with this particular scheme. This was after a total of 30 laps:—

Eight at 15s.	£6
Twelve at £1	£12
Ten at £1	£10
Plus membership fee	£5 5s.
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Like your previous correspondent concerning the Training Division, I also have heard nothing further of these ten drivers, and wondered if MOTOR SPORT could enlighten me further on this matter.

I am, Yours, etc..

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- 1938 TRIUMPH DOLOMITE** Sports. Excellent condition, enthusiast maintained. Bargain. £150. Wembley 3264. [1613]
- RILEY 9.** Unique 1928 Tourer. Aluminium boat-shaped body with half doors, and engine in first class condition. New tyres, hood, screens, battery, chrome. Offers. G.C., 64 Sloane Street, S.W.1. [1614]
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- 1929 BROOKLANDS RILEY.** Vintage Class winner. Excellent tyres. C/R gears. £225 o.n.o. H. Kleiman, 82, Clifton Hill, London, N.W.8. Tel.: MAI 0467. [1616]
- M.G. AUSTIN SPECIAL.** M.G. chassis, A.70 engine. Peel 1000, glass-fibre body. Hydraulics. Full weather equipment. S.A.E. for photographs. £300. Tearle, St. Leonards, Tickhill, Yorkshire. [1617]
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- M.G. J.2.** Very good condition. First reasonable offer. 17, Marnham Rise, Hemel Hempstead. [1624]
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- ROLLS ROYCE,** 1929 Vintage, 20 h.p. Six-light Saloon, without division. Original. 88,000. History. Offers. Tel.: Birmingham, Edgbaston 2750. [1657]
- M.G. T.C.,** 1947. Immaculate condition. £335. Midway, Manor Way, Leitchworth, Tel. 1917. [1658]
- VINTAGE M.G.** Car Number 2 /M913. Two-seater. Fair condition. Hood, upholstery tatty. Best offer over £60. Box No. C.659. [1659]
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- 1950 MERCEDES-BENZ 170 S** Saloon, L.H.D. Registered 1957. Twin heaters and foglights. Good condition. £350. Ponton, 18, Dawsons Rough, Shawbury, Shrewsbury. [1666]
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- FRINGED CURTAINS,** huge cut-glass windows; 1924 Daimler 30 hearse, converted to seat six. Engine and body sound. Fantastic, unique. Offers. Roberts, Brunels, Oldfield Road, Maidenhead, Berks. [1688]

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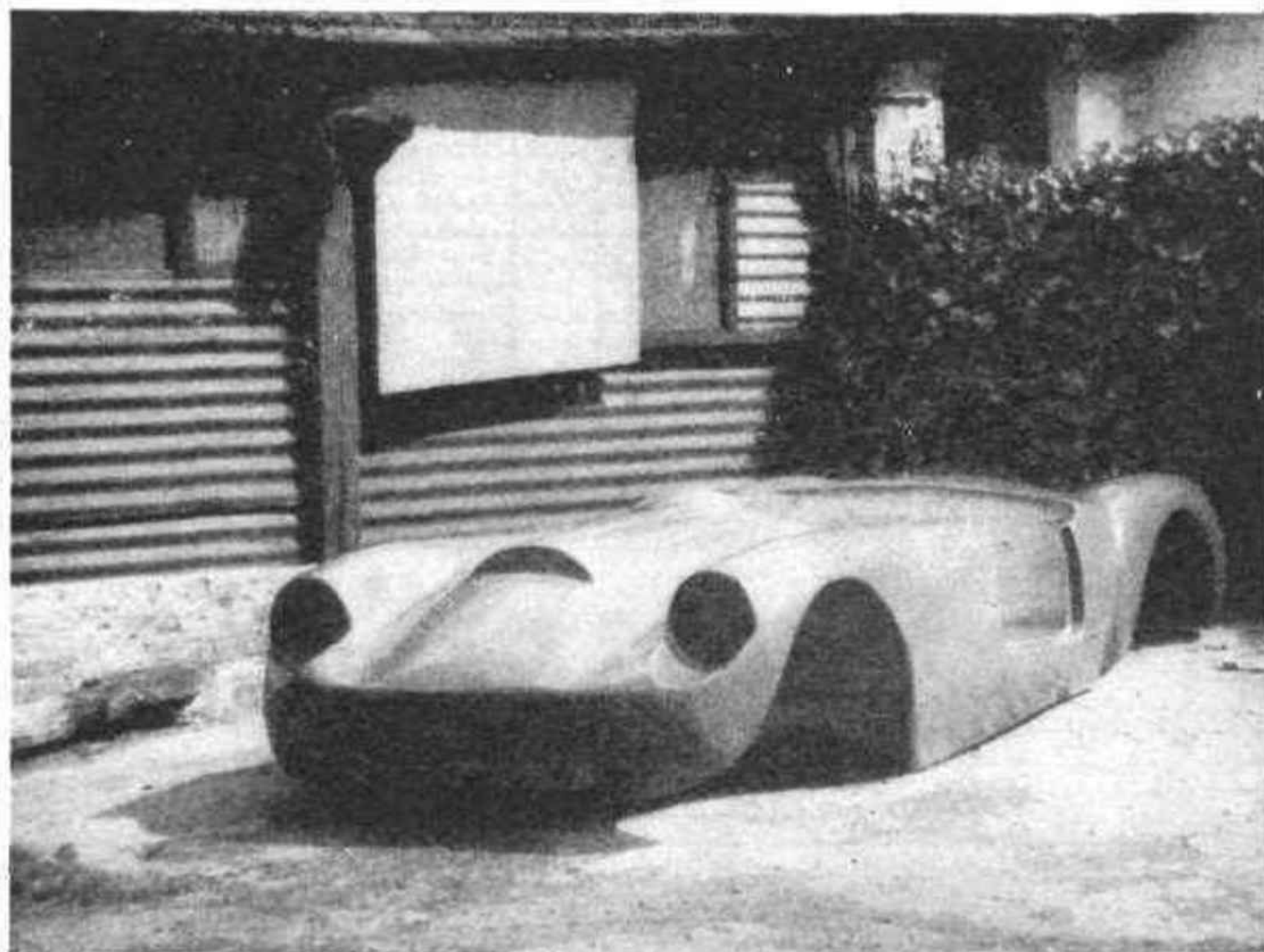
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M.G. T.A., 1939. Bills for £90. Reconditioned engine, recent overhaul. Good condition. £175. For details phone Breadsall 249 (nr. Derby). [1712]

FOR SALE—continued

VINTAGE AUSTIN 12/4 Burnham Saloon. Excellent throughout. £65 o.n.o. Tucker, 297, Green Lane, S.E.9. Langham 4617. [1709]

M.G. T.D. Immaculate, 40,000. Works Stage II head. One previous owner. Cream respray 1957. New tyres, carpets, big-ends, spare head. H.M.V. Radiomobile, heater, spot, twin mirrors, screen washers. Taxed December, insured July next. £430 o.v.n.o. Chapman, Training College, Matlock, Derbys. [1710]

ROLLS ROYCE P.I. 1928, by Thrupp and Maberly. Absolutely perfect both bodily and mechanically. £120. Breaking 1927 P.I. All parts available, including beautiful body. Away until 5th September. Tilley, 83, High Street, Newhall, Burton-on-Trent. [1711]

LAGONDA M.45 Pillarless Saloon. Fast, reliable. Offers to Burcers Engineers, Tenterden, Kent. Tel. 253. [1713]

ROLLS ROYCE 20/25, 1930. Drophead Coupé type 2-door by James Young. Excellent mechanically. Three new tyres, large outside boot. Black with red interior and wheels. Needs new hood. Taxed. £150 o.n.o. Preston, Rose Hill Grange, Isfield, Sussex. Tel.: Isfield 213. [1714]

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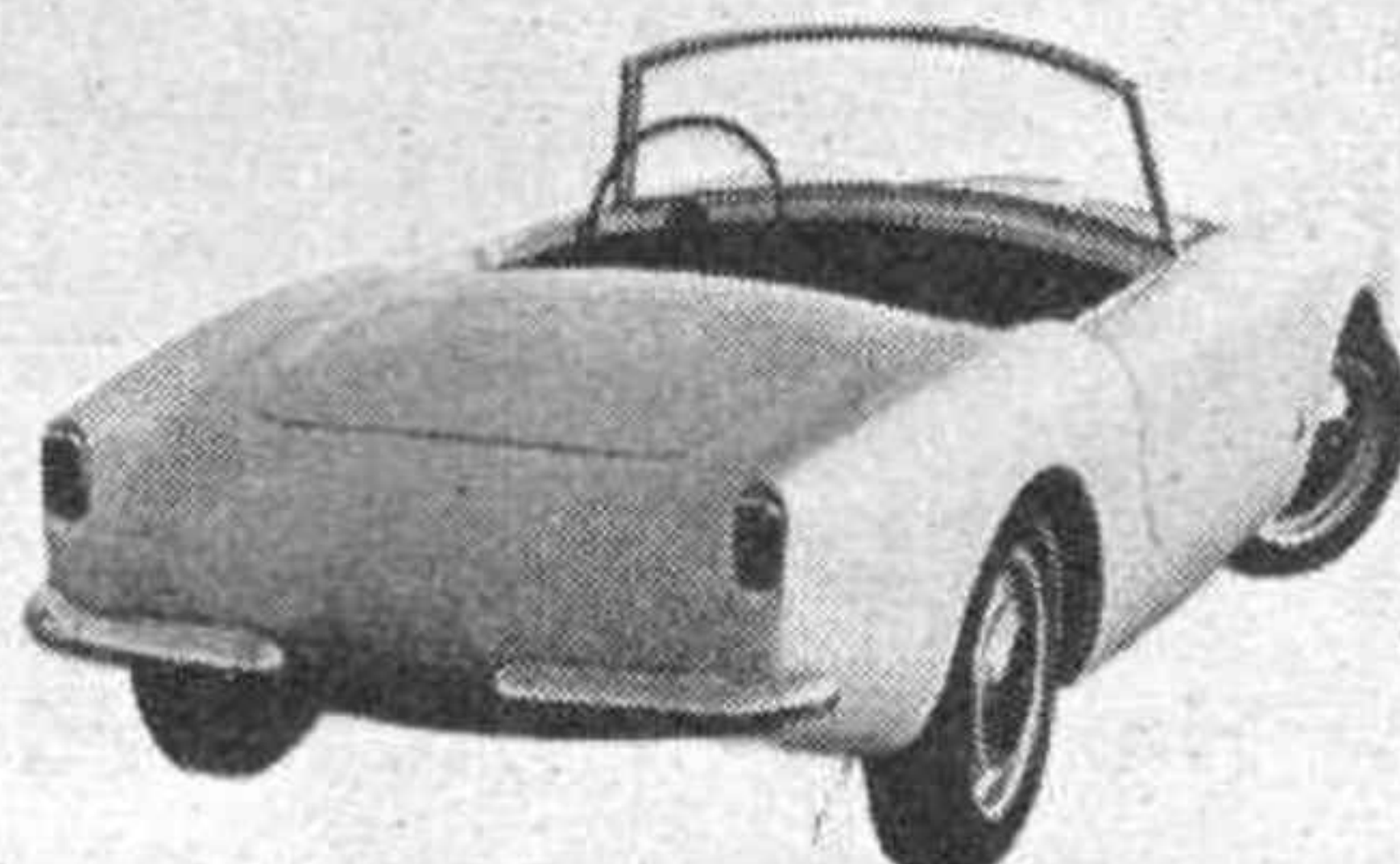
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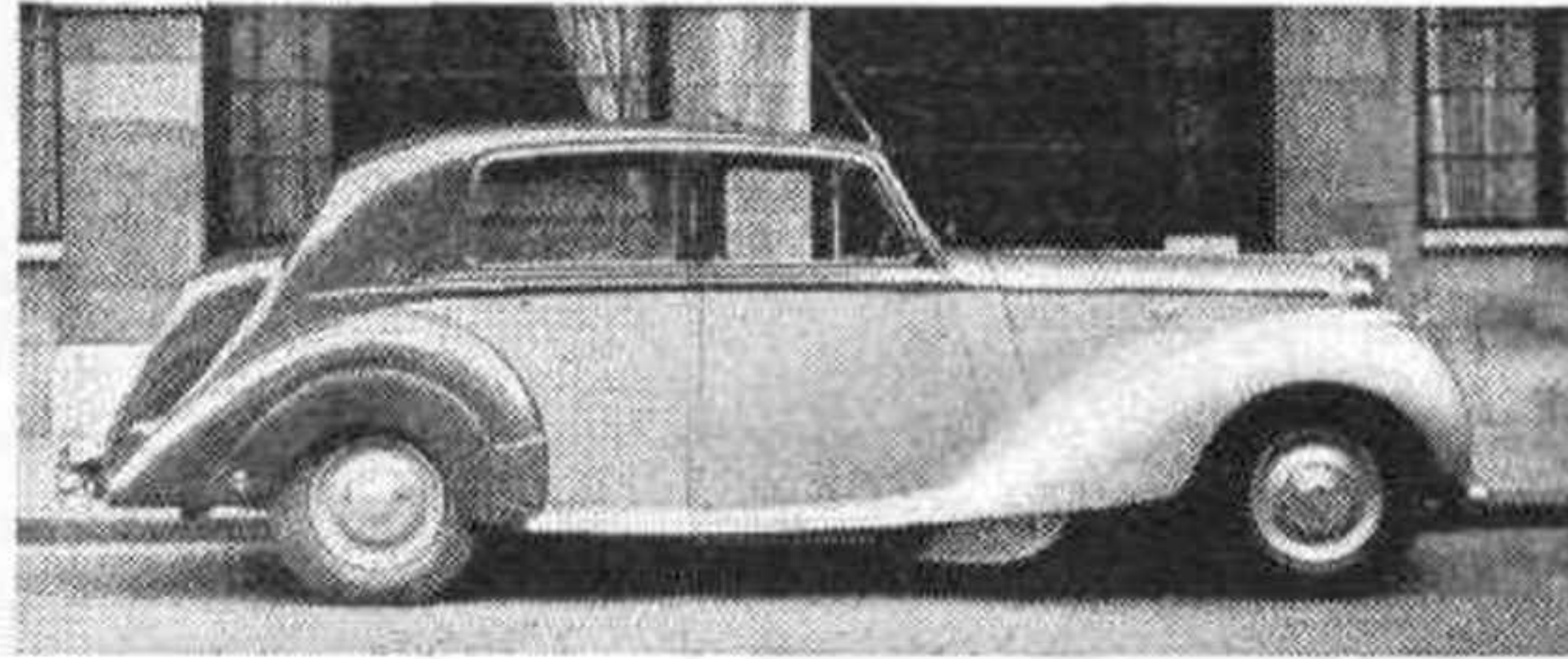
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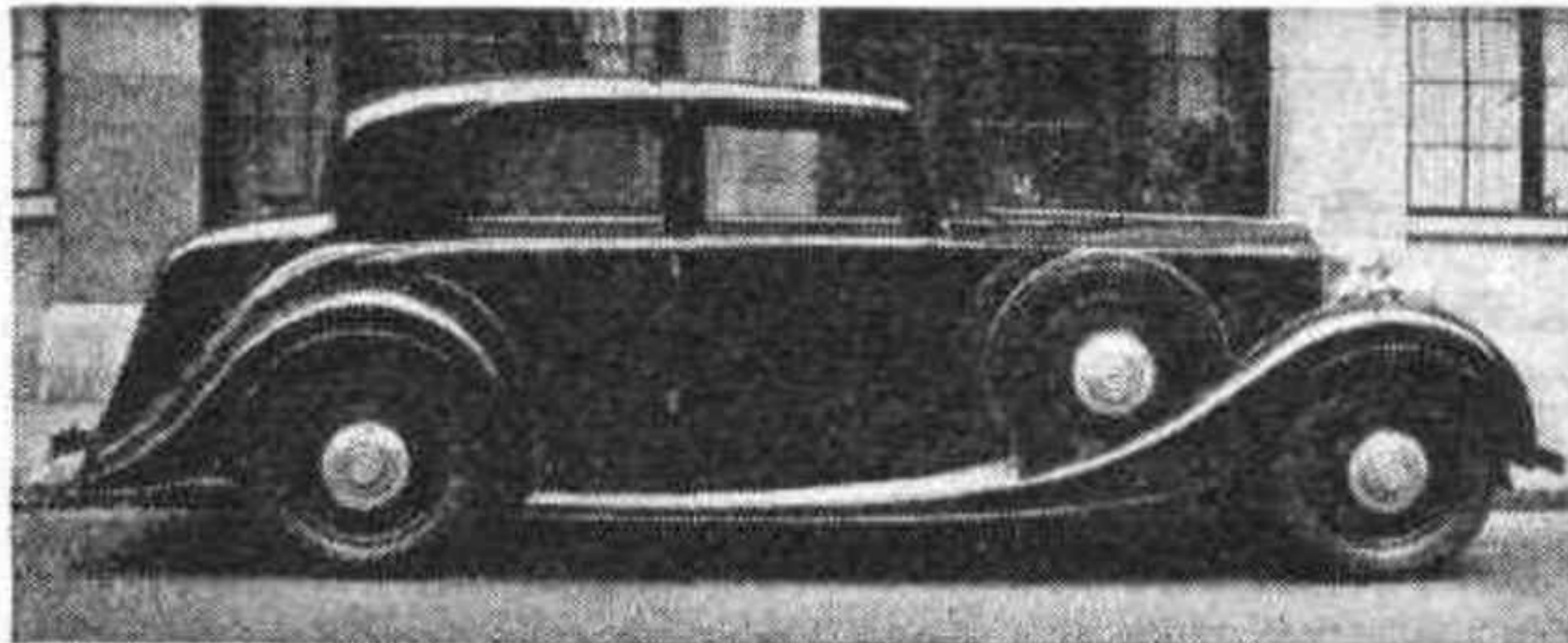
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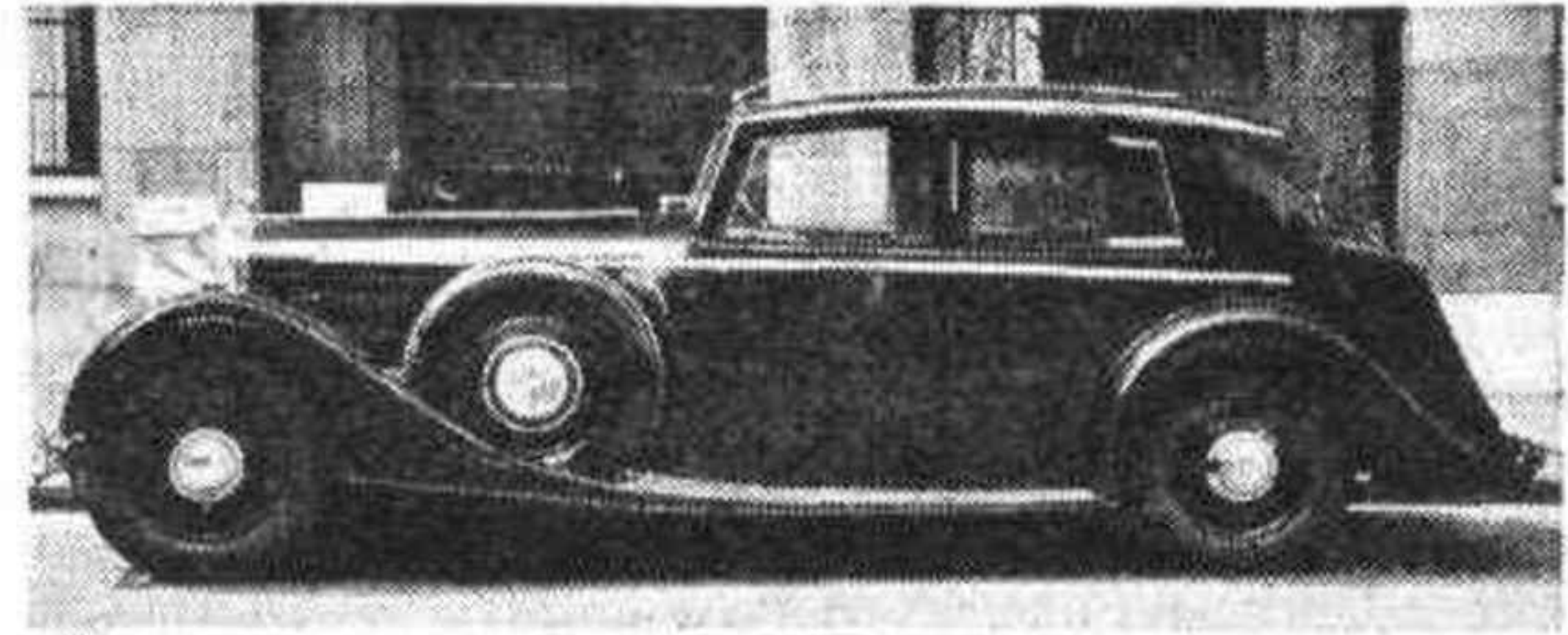


BENTLEY (1948) Mk. VI Standard Steel special equipment saloon, 4½-litre. Two-tone grey, grey trim. Sun-roof, radio, heater. All manufacturer's specified modifications, including full-flow oil system. Comprehensively overhauled 16,000 miles back. Few better. £875

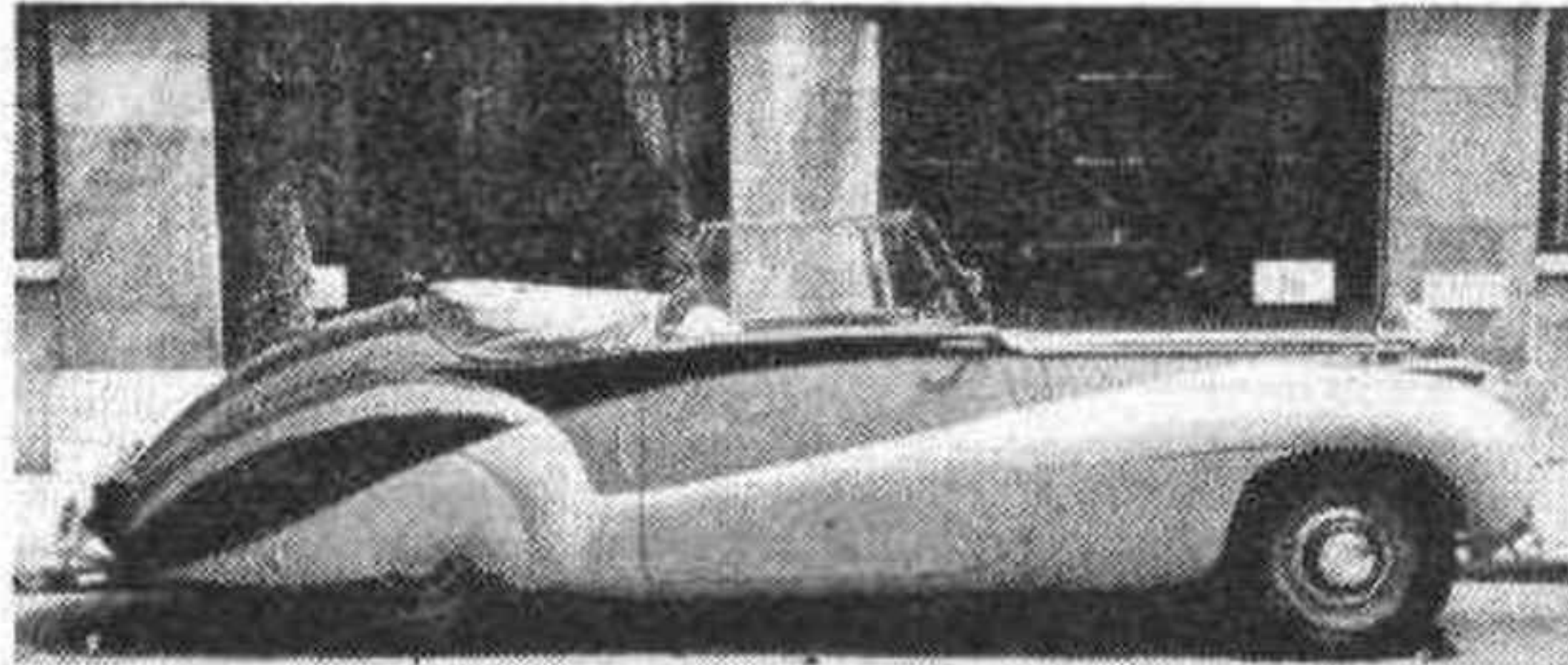
A further 1949 Mk. VI Standard Steel saloon of a similar description to the above will be available during the first week in September.



ROLLS-ROYCE (1936) 20/25-h.p. touring saloon by Freestone & Webb. Burgundy, morocco trim. Excellent maintenance history. Specialist maintained, and in first-class order, with a detail of overhaul in '59. Extensive overhaul 1958. Schedule serviced, and in very good order. £475



ROLLS-BENTLEY (1940) Overdrive M.X. series 4½-litre. Sportsman's "Full-view" saloon by H. J. Mulliner. Black, grey trim. One noble owner from delivery. 87,000 miles. Concessionaire maintained. Specimen. £700



DAIMLER (1952) Barker Special sports coupe 3/4-seater on the 2½-litre chassis. Cobalt blue and sand, with natural pigskin trim. Radio, heater, etc. Specialist maintained, and in first-class order, with a detail of overhaul in '59. One of the last produced of this expensive series. In brilliant condition. £675

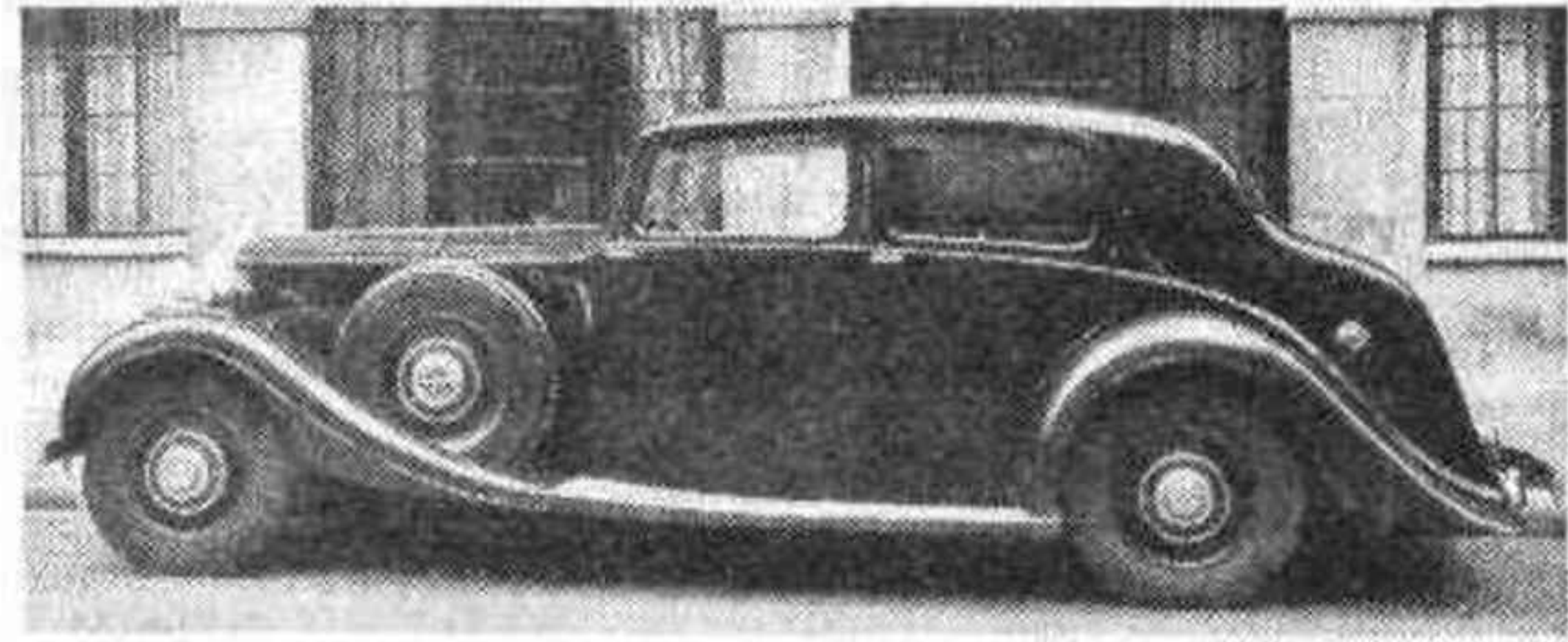
AUSTIN Princess (1952). Black, natural pigskin trim. One owner from delivery. Originally costing over £2,000, these hand-built Vanden Plas models represent, in our considered view, extremely good value for money. Equipped with radio, heater, Jackall equipment, rimblishers, twin passlights, etc., etc., and single carburettor manifold giving over 18 m.p.g. £500

ROLLS-BENTLEY, 1939, 4½-litre, MR Overdrive series, with full drophead coupe coachwork by Vanden Plas. Grey, black morocco trim. Detailed history and rebuild in 1958, details of which are awaited at time of going to press. A fast, beautifully-handling machine, but not completely immaculate with regard to interior trim. £585

ROVER 75 (1953). Light grey with blue trim. 31,000 miles. One owner. Heater, etc. £585

VINTAGE BENTLEY (1930) 4½-litre Vanden Plas tourer. B.R.G. Recellulosed, new hood and tonneau, in concours class. £450

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ROLLS-ROYCE (1938) Phantom III owner-driver touring saloon with large boot by Hooper. Black, fawn trim. Unmodified but in extremely good order and representing excellent value. £575

VINTAGE BENTLEY (1928) 3-litre Red Label short-chassis Speed Model with long-wing tourer coachwork by V.D.P. Black, green trim. Extensively rebuilt in Scotland about two years ago and run something less than 1,000 miles since that date. Not really in concours order, but a clean, well-ound, specimen well above the average shoddy standard which, in recent years, seems unfortunately to pass muster. £300

DELAGE D.8/120 drophead coupe with arresting one-off coachwork by Saoutrhik of Paris. Grey and rose. New hood. Details of extensive overhaul approximately 6,000 miles back. Outside exhausts. A magnificent specimen in the "Dreadnought" tradition. £300

LAGONDA (1939) L.G.6 "Rapide" Special Sports saloon. Black, tan trim. Exceptionally well maintained and an outstandingly good looker. £385

CITROEN Big-Six (1952). Suede green, grey trim. Sliding head. Small mileage well maintained, and one of the safest-handling road vehicles ever conceived. £425

At the time of going to press we are negotiating the purchase of a further Rolls-Royce Phantom III similar to that described above, a Swallow Doretto 1955 2-seater tourer, a Rolls-Royce 20/25 sports saloon by Freestone & Webb, and an exceptionally attractive Lagonda V12 short-chassis "Rapide" with 2/3-seater drophead coachwork in absolute mint condition. Particulars of these, and any other vehicles which come to hand will be forwarded upon request.

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- RILEY BLUE STREAK**, 2½ litre, 1938. Very fast, exciting and economical car. Gearbox, overdrive and back axle overhauled recently. Whole car in very good, sound condition. Enormous number of spares. Ideal for travelling from A to B safely, in the minimum time. £210 o.n.o. Box No. C.727. [1727]
- BENTLEY**, 1950, Mk. VI standard steel special equipment Saloon. Dark green over moss green. 87,000 miles. Part history. Radio, heater, etc. £1,050 or exchange good Austin Princess III and small quality car for wife. Stainthorpe, Ash Close, Newby, Middlesbrough, Yorks. [1728]
- LAGONDA**, 1933, 16/80 D.H.C. New radiator, crankshaft reground, brakes relined. Gearbox u/s. Sell cheap or break. 11, Church Road, Leyland, Lancs. [1729]
- S.O.S.** before husband changes mind. For sale: Bound copies "Autocar," 1931-1952. Unbound 1953-55. Offers to Guy, Farnborough, Kent. 55424. [1730]
- 1937 ALVIS 16.95** Saloon. Just completed major overhaul, but body now badly bent. All sound parts for sale, or complete £35. Pinnington, "Lane Ends," Bartow Fold Road, Romiley, Cheshire. [1731]
- RILEY**, Wolseley, M.G. Hornet 12-6 engine, gearbox, all 1929 Riley 9 parts, 1933 9 engine, M type O.H.C. engine. Offers: Clare, 73, Windsor Drive, Grappenhall, Warrington. [1732]
- FORDSON TRACTOR**, of Detroit manufacture, circa 1912/15. Sound but rusty. £30. S. P. Steer, Park Farm, Carlton, Saxmundham, Suffolk. [1734]
- SINGER 9 (4AB) 1951** Sports. Four seats. Engine reconditioned last March. Excellent body, hood and tyres. £250. 47, Townley Road, Bexleyheath, Kent. Bexleyheath 0396. [1737]
- M.G. T.C.**, Sept. 1947. A good one. Black, red upholstery. Spots, reversing, and sign lamps, luggage rack and heater. Three tyres unused, others O.K. Hood new March '59. £300. Manchester area. Ring New Wills 3256. [1740]

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- DISMANTLING 1938 FIAT 500**. Perfect tyres, new hood and battery. 2, Eynham Road, W.12. SHE 6126. [1738]
- DISMANTLING 1937 RILEY FALCON**. Good 500 x 18 tyres. 2, Eynham Road, W.12. SHE 6126. [1739]
- FORMULA JUNIOR**, 1958 H.F.G. Sports-Racer for sale. 803 c.c. Backbone space-frame, R/P steering, Woodhead coils, dampers. 6½ cwt. of delightful driving for £250. May be seen Cambridge area by appointment. Tel.: Melbourn 327, or write Ford, 64, Orchard Road, Melbourn, Herts. [1741]
- 1937 RILEY KESTREL 1½**. Running order. Many spares. £60 o.n.o. J. Sillar, 1, Lee Park, Blackheath, S.E.3. [1742]
- '55 D.K.W.** 2-door Saloon, grey, 48,000, one owner. Michelin X rear. Mechanically excellent. £515 o.n.o., all offers considered. Capt. Mills, 11, O.M.O., R.A.F. Debden; Saffron Waldon 3164. [1743]
- P.A. M.G.** '35. Excellent condition. Two-seater. B.R. green. £150, LAB 5031. [1744]
- LANCIA APRILIA**, 1939, de luxe Excellent mechanically and looks post-1950. Heater, radio, etc. Best offer over £275. Campbell, Burfield Cottage, Bosham (2238), Sussex. [1745]
- 1935 1½ LITRE RILEY KESTREL**, preselector. £47. 53, Beacon Way, Banstead, Surrey. Burgh Heath 746. [1746]

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- BENTLEY 3½**, 1935, Mulliner D.H. Sedan Coupe. Lemon/black, new dove grey hood. Excellent original condition. Professionally maintained and extensively overhauled. Original tools, instruction book. A car of classical elegance and brisk performance. Taxed. £475. Riverside 3184. [1747]
- 750 FORMULA** Touring Special. West London wheels, hydraulics, Ford axle, lowered, alloy body on triangulated tubular framework, alloy wheel, boot, detachable hard-top with gull-wing doors, tonneau, oversize valves, flattened cam followers, 4-branch exhaust, buffer inlet manifold, S.U. Ford distributor, Morris radiator. Reliable. Excellent road holding, performance. £145. Whitaker, "Kerfuffel," Bryants Bottom, High Wycombe, Bucks. [1748]
- 1935 ALVIS** Silver Eagle, sunshine roof, standard pistons, generally good. £95. Vigers, Wimbledon 7059. [1754]
- 1956 FORD 10** Special. Hardtop. Tuned motor, 4.7 C.W.P., built from new components. Receipts. Low mileage. Reasonable offer. 138, Clare Road, Stanwell, Staines, Middlesex. [1755]
- VETERAN CARS AND PARTS**. 1913 Silver Ghost chassis, engine, etc (requires assembling). £80. 1912 Daimler, finishing touches required. £250. Landulet body, £120. Spares, speedos, etc., wheels and rims, windscreens. Callers preferred. Box No. C.756. [1756]
- £20 O.N.O.** accepted for my Riley 9 Monaco, 1930. Sound order. Some useful spares. Martin, Welwyn Garden 6627. [1757]
- 1950 MINOR** Tourer, fitted Ford 10 unit, Aquaplane conversion. Hydraulic clutch. £275 o.n.o. REN 4856. [1758]
- WOLSELEY 6/80**, 1950. Excellent. 45,000 miles. £285, or exchange. Nihell, Whitehall 2085. [1759]
- CROSSLEY SHELSLEY 15.9** Saloon, 1929. £175. Known history during 40,000 miles since new. £150 overhaul prior to recent Continental tour. New battery, well shod, makers' spares. V.S.C.C. member. 63, Sunray Avenue, Bromley. [1760]
- WIFE, HOUSE AND CAR** to support. Must sell one, so my 1926 D.I.S.S. Delage is for sale. Open 4-seater with beetle back. Good tyres, battery and body. Potent note to engine. German silver radiator, hide upholstery. Taxed and insured. £150, will haggle. Box No. C.761. [1761]
- TRIUMPH 12** in. Hydraulic Brake set, complete. K.O. hubs. Also set valanced alloy cycle wings. Lot £4. Wanted: Pair aero screens, Meadows; Frazer-Nash spares. 113, Meadway, Whitton, Middx. [1762]

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- 1936 J.2 M.G.**, engine and chassis just overhauled, body reasonable, electrics up the wall, hence £75 wanted. Shapley, 5, Cleveland Road, North Shields. [1715]
- AUSTIN 7 "Grasshopper,"** 1937. £230. Probably best remaining ex-works team car. Full weather equipment. Full specification and photo on application. Rochdale type "C" fibreglass body, unused, fit 7 ft. 6 in. wheelbase. £65 o.n.o. Wanted; Any 6-cyl. engined Alvis chassis, towable. With/without body or mechanics. Hoskins 23, Runswick Road, Grimsby. (Phone 3837, daytime.) [1716]
- REV COUNTER.** Smiths 3 in., complete with 4 ft. 4 in. cable and reduction box. Unused. £10. Gibson, 9, Manor Avenue, Penwortham, Preston. [1717]
- 1952 ALVIS 3 litre Saloon.** Maroon and grey. With 1953 engine conversion. Fitted heater, radio and spot lamps. Good tyres, etc. Phone Streetly 1993, after 6 p.m. [1718]
- ALVIS SPEED 20.** Unusually well-preserved 1934 Van den Plas Saloon. Radio and heater. £185. Bradford, 9, Broomhouse Road, S.W.6. [1719]
- FORD 8 SPECIAL** Nichri Spyder fibreglass body. Reconditioned engine. Good runner, £160 o.n.o. Call 67, Waltham Avenue, Hayes, Middx. [1720]
- 750 SPECIAL.** All body, twin carbs., lowered suspension and numerous other mods. Start haggling £115. Paterson, 70, Talbot Avenue, Oxhey, Watford 29515. [1726]
- FRAZER-NASH/B.M.W.** Type 315 Cabriolet, 1937. Excellent condition. Good tyres. £140. Ring FLA 6104, evenings only. [1764]
- 1936 3½ ROLLS-BENTLEY** Sports Saloon by Abbott. Excellent condition. Any test welcomed. Bills for over £100. Will be sold to first applicant with £240. Box No. C.765. [1765]
- ALLARD P-type Saloon,** 1951. Just recellulosed and overhauled. £215 or exchange Sports/Racing Tourer, vintage or modern, cash either way. Splers, "Oak-Trees," Stevens Lane, Claygate, Surrey. [1766]
- M.G. BITS,** mostly J.2. Complete engine, dynamos, starters, carbs., distributor, heads, block, camshafts (one new), sound crankshafts, etc. Offers. Cash needed for special. M. Beer, 51, Ness Road, Burwell, Cambs. [1768]

FOR SALE—continued

- M.G. TRIALS SPECIAL.** Aluminium body on M-type chassis. New king pins, 12 V. batteries, dynamo, starter, shockers, scintilla mag. Reconditioned engine not yet run in. Completely rewired. 4-branch exhaust. E.N.V. Close ratio gearbox. Twin carbs. £160. Phone Cobham, Surrey, 2811. [1767]
- M.G. P.B.,** 55.000. Very sound. £150. No offers. Guest, Godwynchurst, Leyburne Road, Dover. After 6th September. [1769]
- VINTAGE "Q" CAR,** possessing comfort, character and performance. 1924 supercharged (Arnott) Bullnose Morris Cowley 2-seater with dickey. Over £600 spent in last four years. 20:45; 60+ m.p.h., 20 m.p.g. Beautiful maroon upholstery and cellulose. Superb roadholding. Offers over £250. Details, Box No. C.770. [1770]
- 10 H.P. FORD** fibreglass 2-seater, ivory with black hood. Side screens, tonneau cover. Twin carbs., H/C head, £350. Hawkins, Ewell 5831, 227a, London Road, Ewell. [1771]
- 1927 ALVIS 12/50** Tourer, 4-seater. Condition good throughout. Hood sound. Spare engine. £210 o.n.o. Preferably exchange 12/50 Beetle-back comparable condition. W. R. H. Peplow, 25, High Street, Worcester. Tel. 4026. [1772]
- M.G. T.G.,** 1948. Red. Works reconditioned engine. Body average. Must sell, going abroad end September. Start haggling at £340. Seen Rugby or S. London areas. S.A.E. to Rhodes, Sheiling, Church Hill, Mersham, Redhill. [1775]

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- 1925 FIAT 501** 2-seater and dickey. Well above average and completely original. £90. 1934 Riley Kestrel 9, engine reconditioned by Burville 12,000 miles. Good mechanically, smart appearance. £75. Mathew, 2, Arundel Road, Eastbourne, Sussex. [1773]
- MORGAN Super Sports,** 1934. Matchless O.H.V., water cooled. Clayton, 2, Sidney Street, Swinton, Mexborough, Yorks. [1774]
- COMPLETE CARS** for spares. Aston Martin "International," Alfa Romeo 21/70, Lancia 8th Series, Morris Cowley, Riley 9 and 12, also Rolls Silver Ghost C.W.P., two axle shafts, 1920(?) Talbot, 1923 A.C. rads. Two new Bentley 3L axle shafts. Large quantity vintage tyres, spares too numerous to list. Write: 19, Delamere Road, Southsea, Portsmouth 32495. [1776]
- ALVIS 19.8 h.p.** Crested Eagle, 1937. Charlesworth Saloon. Picnic tables, many extras, Enthusiast's car. Mileage 57,000. Fine condition. £200. Fox, Culverlea House, Pennington Common, Lymington, Hants. Tel.: Lymington 3163. [1777]
- S.S.100,** rebuilt 1951. New tyres, reconditioned engine. 201, Hady Hill, Chesterfield. Phone: Chesterfield 3621. [1778]
- 1924 ALVIS 12-40** 2-seater Tourer. Showroom condition. Good runner. £150. Holmes, 73, Willoughby Street, Lenton, Nottingham. [1779]
- ARMSTRONG 25** Saloon, 1937. Only 4,000 miles since engine rebuild and generally well-preserved, but undeniably thirsty. Hence price. £60. Richardson, Heath Cottage, Hadlow, Kent. (Phone 412). [1780]
- 1937/38 LANCIA APRILIA,** kept in good condition. Over £50 spent on spares recently. £155. Stonard, 19, Oakcroft Road, S.E.13. LEE 7867. [1781]
- TRIUMPH DOLOMITE,** 1938. Good condition throughout. Insured June 1960, taxed December. Various spares. Real bargain at £65 o.n.o. Kellaway, 28, Queen's Road, Leytonstone, London, E.11. [1782]

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LAGONDA, 1935. 3½ litre special bodied Tourer. Cycle type mudguards, P.100 lamps, folding wind-screen. In really excellent condition throughout. Light body, potent engine. 20 m.p.g. £200. Write for photos. Moxham, 161, Westend Road, Southampton. [1939]

JAGUAR, Mark V. Ivory. Regd. late 1949. Laidon 3190. [1940]

POIENT SINGER Fibreglass Special. Professionally fitted Mistral body. Twin carbs. Laystall balanced crankshaft. M.G.A. radiator. K.O. wheels, hydraulic brakes. Hood and tyres in excellent condition. Taxed for year. Very fast. £220. "Dunelm." Hall Road, Wallington, Surrey. Wallington 1687. [1941]

BENTLEY 4½, October 1937, Park Ward. In really beautiful condition. None of the usual extras. Just a real Bentley that only needs seeing. View by appointment, phone Huddersfield 3713 office, Huddersfield 3408 home. Genuine enquiries only please. £465. Mr. W. K. Beaumont, 33, Cleveland Road, Edgerton, Huddersfield. [1942]

AUSTIN SEVEN SPARES. Engine good condition, starter, dynamo, wheels, etc. Lt.-Cdr. Foden. Highmeads, Easebourne, Midhurst. Tel. 54. [1943]

1927 ALVIS 12-50 Utility in excellent order but surplus to requirements after long ownership. Spare chassis with engine, gearbox, axles, etc. £115. Sidney R. Edwards, F.R.I.B.A., Barclays Bank Chambers, Princess Square, Plymouth. [1944]

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20/25 Park Ward sloping-tail saloon, with division, all leather, no occasionals, 1935 series. Very fair general order, but not immaculate. £325

20/25 Hooper owner-driver sports saloon with boot, late 1934 G.K.C. Series, one owner to '57; rebored and overhauled by us, very nice appearance. £390

20/25 Mann Egerton small limousine, 1931, new rings and radiator core a year ago, interior poor and general order only fair but look at the price. £100

20/25 1931 chassis but fitted with 4-light owner-driver semi-razor-edge sports saloon with rear boot. Not a replica but believed to be French coachwork of immediate post-war period. Very sound chassis and good body but could do with repainting. £260

20/25 Barker o/d 4-light swept-tail saloon, 1935 chassis, completely rebuilt by Compton and re-registered 1953. In absolutely first-class condition at £425

25/30 Park Ward swept-tail light limousine, 1937, G.W.N. Series, apparently always privately owned. A very fair car in every way and most modestly priced. £390

25/30 Mulliner "sliding-top" sedanca, swept tail, 1938. A very striking-looking car in very fine order. £625

P. II, 1934, R.Y. series. Barker sedanca on the rare "Continental" 12-ft. short chassis; under-going top overhaul and new rings, and any body repairs needed. A really good-looking car—completed price approximately £375

P. II Hooper sedanca, 1930, engine noisy and body needs some tidying up but has the makings of a very fine vintage P. II as it stands. £130

P. III Park Ward limousine, 1936, A.Z. Series. No history as yet available and probably non-existent, but we have fitted a new radiator core and the car generally seems a very fair specimen at a sensible price of £295

SILVER GHOST, f.w.b. chassis with fairly modern hearse body. General condition good and should make an excellent estate car conversion. £100

BENTLEYS

1938 LS Series sports saloon. We have carried out considerable work, including a rebore, but coachwork could be improved, hence the price of £345

3½-LITRE Hooper sports saloon, 1934; one owner from new. In very fair order in every way. £255

3½-LITRE Park Ward saloon, 1934; new springs all round, brakes overhauled, very clean interior, fair externally and very fair mechanically. Very good value at £225

3½-LITRE Mayfair 2-door 4-seater sports saloon, 1936, in very good condition generally and with most attractive lines. At present undergoing an engine overhaul, including rebore, and completed price will be approximately £300

WE ARE possibly acquiring a rather nice 1936 4½ Vincent sports saloon which will be available at around £350.

CADILLAC V-16 Fleetwood limousine, 1934 series. Genuine mileage believed under 60,000, in superb order. £250

CADILLAC V-8 Fisher limousine, 1926. Extremely original in running order on a good set of tyres and only requires a repaint. £120

CORD, 1936, 2-seater roadster. Scruffy but complete with original equipment throughout. Electrical gear shift requires rewiring, and general tidying up. As it stands. £75

DELAGE D6-75 drophead coupé by Coachcraft, 1939. Very pretty and has obviously had much money spent on the engine, gearbox and chassis. Performs as a D.6 should. £275

FORD AF Tudor saloon, 1929, very original and in very tidy order. £55

LAGONDA 2-LITRE tourer, 1931. Low chassis. Extremely original. Excellent chassis and good coachwork. If time permits we will fit new hood and tyres, reline brakes and generally tidy up the car for £210. As it stands. £145

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1958 LISTER CHASSIS, in perfect condition, complete with all suspension units. De Dion rear end with rear axle assembly incorporating self-locking differential, latest Dunlop disc brakes with quick release pads, five light-weight Dunlop racing wheels and special Marston light-weight radiator, petrol and oil tanks, also all electrical equipment including headlamps, etc. This is a complete car less body and power unit. Price £975. Reply to Box No. C.946. [1946]

ASTON-MARTIN 1½ litre Mk. 2, short chassis 2/4-seater. In exceptional condition, 6,000 miles since complete rebuild by Aston fanatic. Light-weight wings, polished steering linkages, five new tyres, full weather equipment. Taxed. £435 o.n.o. Also choice of two 1½ litre L/C Aston Tourers in comparable condition at £325 o.n.o. Exchanges considered on any. Platt, Isfield, Sussex. Tel. 213. [1947]

A.C. 2 litre Sports Saloon (1949). X's. twin spots, wireless, luggage rack, etc. £325 o.n.o. H.P. possible. 56, Priory Road, Ulverston. [1948]

A.C. SPORTS SALOON, 1948. Engine overhauled recently at cost of £125. Just recellulosed grey. £300, no offers. Winton House, Littlehempston, Totnes, Devon. Tel.: Staverton 203. [1949]

LAMBDA 7th Series S/chassis 2-seater. All weather equipment. Sound, reliable. Above average performance. £165. Cole, 21, Avenue Road, London, N.15. [1950]

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- SPECIAL A.7, Cambridge body, 4-branch manifold, Bowdenex brakes. Very good condition throughout. £100. Arnold 1166, after 6.30 p.m. [1902]
- VINTAGE GASKETS, 1924 Talbot 10, Singer, Morris, Ford. Competition Strombergs off Lagonda Rapide, 4 1/2 Bentley hub drawer. Quantity cellulose paint, Twin silencer XK120, Silver Ghost tyres, Hobbs, Park Lane Lodge, Brook, Godalming. [1903]
- AQUAPLANE for new Anglia. Twin S.U.s and inlet manifold, £10. Exhaust £3. Air cleaners £1. Valve springs £1. Derrington high compression head £4. Anti-roll bar £2. M.G. M-type four new reconditioned silver wheels £2. M.G. T.C. slab tank £5. Hutton, 82, Delves Green Road, Walsall, Staffs. [1904]
- 1951 M.G. Y Saloon. Maroon. Body imperfections. Mechanically excellent. Taxed December. £225. Seen Carshalton, Surrey. Fox No. C.905. [1905]
- 1929 AUSTIN 7 "CHUMMY." Mechanically perfect. New P.V.C. hood and sidescrims, battery, tyres, brass radiator, lights. Any inspection. £125. Details: Box No. C.905. [1906]
- 1940 FIAT 1100 ENGINE completely stripped and rebuilt by professionals, all accessories, carburettor, dynamo, starter, manifold, fan, etc. Two gearboxes; spare cylinder head with valves and springs fitted. Reason for sale: Fitting B.M.C. engine. Price £30. Also works-reconditioned Scintilla magneto for Fiat. £6. Can be seen Regent Motors, Cheltenham, but owner at Witcombe 2220. [1907]
- 1934 FRAZER NASH 2-seater T.T. replica, 4ED Meadows, twin S.U.s, Bosch electrics, new hood and tonneau, four new tyres, recellulosed B.R.G., new chains fitted. Very potent. Will haggle around £245, or might consider a Lancia Saloon and some lolly in exchange. Lolly more important than car. 135, St. Walburgas Road, Blackpool. [1908]
- CROSSLEY 10 for sale to tow away for spares. What offers? Barton, Brora, Hawksdown, Walmer, Kent. [1909]
- LAGONDA RAPIER 1100 c.c. 4-seater Abbott open Tourer, in excellent condition throughout. Any inspection or trial. £160 o.n.o. Box No. C.910. [1910]

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- 1939 JENSEN Straight Eight. Tourer with new hood and tonneau, seating four. Excellent all round. In white with red hood. Radio and aero-screens. £400.
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- 1932 McEVOY supercharged two-seat sports/competition. Stark but striking. £160.
- 1951 ALLARD. Please take it away, someone, for £130. It is utterly sound and quite presentable. A spare engine is available.
- 1946 (reg.) LAGONDA 2-litre. Originally a 1928 car but now fitted with an ally. Le Mans replica body. Fair bodily and mechanically. Offers around £130.
- 1934 "Puddlejumper" AUSTIN TEN two-seat tourer with dickey. Fair all round. £45.
- 1937 RILEY 27C. Performance and comfort. £150.
- 1921 WOLSELEY two-seat tourer. Auster screen. Very good but some dull paintwork. £225.
- ROLLS-ROYCES**
- 1931 P.2 sports saloon by Thrupp and Maberley. Four light, separate wings and running-boards, trunk at rear. Now being completely overhauled.
- 1931 P.2 four-light saloon. Very striking lines, sound body, engine only fair. £225.
- 1933 20/25 owner-driver saloon. Not perfect, hence price of £140.
- 1929 Twenty. Vee windscreen, six-light body. Sound and presentable, needs a little work. Well shod. £100.
- 1929 Twenty. Blue and black owner-driver saloon. In much-above-average condition. Radio and heater. £200 o.n.o. Many spares available for all models.
- LATEST (Details on request)**
MERCEDES 36/220 tourer. Diesel engine fitted, giving 30 m.p.g.

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- LUGGAGE GRID FOR AUSTIN-HEALEY 1954-5, £5. Steering wheel for ditto, new, £3. Steering wheel for 1949 T.C., as new, £2. Air cleaners for A-H BNI, 30s. pair. Bradford district. Box No. C.911. [1911]
- M.G. £75. V.G.C. 4-seater Magna Sports, 1934. 132, Main Road, Hawkwell, Essex, near Southend. [1912]
- F.700 Lucas Headlamps complete and brand new, 12 volt. Double dip. Ideal for Specials. 55s. each. 13, Denbeigh Gardens, Bassett, Southampton. [1913]
- BUCKLER D.D.2. 1958. Convair body. Recond. Ford Ten. C/R gears, 4.7-1 C.W.P., I.F.S., hood, etc. Good looking, fast and economical. Bargain at £350. Details: Hare, R.N.A.S. Lossiemouth, Scotland. Car seen near Bristol. [1914]
- ASTON MARTIN Mk. II Saloon. Engine rebuilt to standard, all mods. Rewired, new carpets, headlining (bills). Excellent tyres, coachwork. T. & I. £295 or exchange Imp, Sprite, open Aston A.C. 16/80 comp. Dearden, 77, Church Road, Urmston, Manchester. URM 4647. [1915]
- TALBOT 10/23 L.10 4-seater Tourer. Laid up almost all its life; total mileage 35,000. One owner. Just repainted. Runs superbly. £135. Box No. C.916. [1916]
- BREAKING 39 Rover, 14 Sportsmans, Smiths A.40 heater kit £8; 12 V. Runbaken oil-coil 50s.; Consul steering-box £3; Vanguard I tow-bar £5; Singer Roadster zip tonneau £4; M.G. T.C. ditto 50s.; Minor steering wheel £3. Vauxhall spares; 56 Velox square engine less head/sump £15; HX or L 12 h.p. head/valves £6; "E" front axle beam £3; L-type Velox/Wyvern Ekco push-button radio/aerial £8 10s. Pair Ford 10 axle casings, axle shaft, new crown wheel, front axle. £3 lot. Box No. C.917. [1917]
- 1934 JOWETT KESTREL Saloon, two owners, 63,000. 47 m.p.g. Excellent throughout. Tools, instruction book. Photo. £45. 7, Homeleigh Road, Ramsgate. [1919]
- 1929 INVICTA SPECIAL. Excellent condition. 100 m.p.h. motoring for only £90. Suit speed maniac with private oil well! Phone: Weybridge 2600 after 6 p.m. [1920]
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- NASH Rambler Custom, 1954, drophead coupe, 3,016 c.c., power-operated hood, overdrive, radio, heater; one owner; excellent condition. £395.
- LANCIA Augusta, 1934, 4-door pillarless saloon, suspension overhauled; several extras; good tyres. £115.
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- 1940 ALVIS SPEED 25**, twin exhaust Charlesworth Saloon in concours condition. Radio, heater, many extras. New brakes, exhausts, shock absorbers; engine and electrics specialist overhauled. Nearest £250. Hadfield, Garden Cottage, Bentfield Green, Stansted, Essex, Stansted 2384. [1784]
- DECEMBER 1934 ALVIS** Van den Plas Speed 20, kept in excellent condition by Alvis specialist. New Vynide hood. Fast, economical. Exchange H.R.G. or similar, cash either way. Rich, 14, Queen's Gate Terrace, S.W.7, KNI 7915. [1785]
- 1915 1929 SINGER** light Six, used 9½ years from new. KNI 7915. [1785]
- ALVIS 12/50** Tourer, also Beetle or Ducks-back, sound, original condition. Phone Gladstone 2465 or Box No. C.786. [1786]
- JAVELIN**, P.A. Model, reg. 1950. Beige, red leather. Series III. Available after 7th September. £225. Bradley, Hildenborough 2001. [1792]
- ROLLS-BENTLEY**, 1937, 4½ L. Sportsman's Saloon by Park Ward. £210, or H.P. might be arranged. View week-ends. Pook, Thurleston, Nr. Leicester. [1793]
- "PANDORA"** 1939 T.B. Tickford Coupé M.G. Black, grey hood. X.P.A.G. engine. Fast, reliable. C.W. & P., valves, guides, mains, big ends, clutch, steering column, two S.U. pumps, timing chain. All new in last year. £200 o.n.o. Petch, 95, Burringham Road, Scunthorpe, Lincs. [1794]
- ALFA ROMEO 2.3 S ZAGATO**, believed to be the finest example in the United Kingdom. In perfect and original condition after two years' painstaking effort. Offers around £1,300, to D. G. Richardson, Manor Farm, Saxondale, Nottingham. Telephone: Bingham 316. [1795]
- JAVELIN DE LUXE**, 1952. Heater, matched Marchals, etc. Excellent condition. £325. HAR 6303. [1796]
- SILVERSTONE HEALEY "E" type**, 1951. Ivory. Mint condition throughout. Special head, Alfin drums. A much loved motor. House forces sale! £525 o.n.o. Exchange A.30 similar. H.P. can be arranged. Seen The Atlas Garage, 7-9, Bordesley Green, Birmingham 9. VIC 0374. [1797]
- FORD ZEPHYR**, 1954 model. Blue. Host of extras, including overdrive, radio, heater, screen-wash, spot and fog-lamps, continental kit, rim-embellishers, seat covers, X tyres. £495 o.n.o. Also M.G. T.A., 1938 model. Blue. In excellent order. £195. Either shown within reasonable distance. 17, Creek Road, March, Cambs. [1798]
- 1931 FORD "A" De Luxe**. Good condition. Melson, 18, Henson Road, March. [1799]
- M.G., 1940, T.B.** Engine and upholstery perfect, chrome exc. £195. Clary, 10, Meadow Road, Claygate, Surrey. [1800]
- FIAT 1400, L.H.D.** 1952 Saloon in perfect condition throughout. Nylon seat covers, heater, transistor radio, screen washers, etc. £365 o.n.o. Lander, "Moonfleet," Smugglers Lane, Highcliffe (Tel. 2733), Hants. [1801]
- ALVIS SPEED TWENTY**. £95. 1935 Tourer. Exchange considered. Telephone: Tunbridge Wells 528 (evenings). [1802]
- LANCIA AUGUSTA**, 1936, Sports Saloon. Excellent condition. Recent operation reason for reluctant sale. £150. Caterham 2995. [1803]
- 1932 2 LITRE RALLY SALOON SUNBEAM** (Wolverhampton). Very good condition throughout. £110 o.n.o. Ashman, 585, Old Lode Lane, Solihull. [1804]

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1950 VW specimen ...	£345
1953 VW, blue, v.g.c. ...	£425
1953 VW de luxe, black ...	£465
1955 VW de luxe, green ...	£495
1956 VW de luxe, 1 owner ...	£545
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- M.G., 1933, L. MAGNA**. New wiring, brakes, tyres, ignition system. Nearly new hood, tonneau, screens, spotlight. Fast, original, excellent condition. £140 o.n.o. Ralph, Sioane 6178, office hours. [1811]
- RILEY ULSTER IMP**, 1934. For the enthusiast, a genuine ex racing car in good condition. Close ratio manually controlled gearbox. Re-sleeved to standard, Martlet pistons. Everything reconditioned within the last 5,000 miles. Tel.: Bourne End 1102. [1814]
- M.G. T.D.2**, black, June 1953. Reconditioned engine January 1959 (8,000 miles), new hood March 1959, radio. Owner posted abroad. £440. Box No. C.815. [1815]
- TRIUMPH GLORIA**, 1935/6. Original black four-seater Saloon. Reliable and extremely presentable. Genuine 30 m.p.g. £60. Apply 135, Walton Road, Chesterfield. [1816]
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- RILEY 2½**, black. Late '48 ('49 model). Radio, heater. V.G.C. £280 o.n.o. H.P. if desired. HOW 3598. [1859]
- VETERAN BLUE LABEL BENTLEY**, 1924. 15.9 h.p. In very good condition. New natural oak Sports body, red hide upholstery and hood. What offers? 139, Annerley Road, London, S.E.20. SYD 8323. [1860]
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AUSTIN-HEALEY "Sprite," 1958, white with red interior; rev.-counter, heater, washers, etc.; two owners ...	£625
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AUSTIN-HEALEY, BNI, 1955, 2-seater, in ice-blue; twin spots, tonneau cover, wire wheels, heater, overdrive, etc. ...	£615
JAGUAR XK120, 1953, drophead coupe, in white with red leather; new hood, radio, heater, luggage rack, washers, etc. ...	£495
SWALLOW Doretta, 1955, 2-seater in pale blue; full-length tonneau cover, heater, "X" tyres, washers, etc. A particularly fast car ...	£595
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JAGUAR XK120, 1954, drophead coupe in metallic grey, wire wheels, spots, radio, heater, new hood, wing mirrors, luggage rack ...	£595
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AUSTIN-HEALEY, BNI, 1954, 2-seater; an immaculate car in beige with red leather interior; heater, overdrive, tonneau, wire wheels ...	£585
M.G. TF, 1954, 2-seater in green, with green leather; fitted "X" tyres, tonneau, spots, mirrors, washers, heater, etc. ...	£565
ELVA Mk. III, 1956, 2-seater in alloy finish; 1,100 Climax unit, de Dion, wire wheels, M.G. gearbox, etc. ...	£565
LOTUS Mk. VI, 1954, 2-seater in silver; 1,100 Climax unit, alloy wheels, M.G. gearbox, de Dion, tonneau cover, full weather equipment ...	£495
JAGUAR XK120, 1951 model roadster, just recellulosed in flame red; fitted twin spots, heater, washers, wing mirrors, etc. ...	£465
FORD Special, 1959, fixed-head 2-seater in red; Ashley body, wheel trims, mirrors, full Aquaplane mods. A beautifully-finished car ...	£465
LOTUS Mk. VI, 1956. Choice of two well-above-average examples, blue or red; both highly tuned and with full weather equipment ...	£435
LOTUS Mk. VI, 1954, 2-seater; highly-tuned M.G. 1,500 unit, hydraulic brakes, alloy wheels, M.G. gearbox, tonneau cover; ex-Peter Gammon ...	£435
LEA-FRANCIS 2½-litre, 1950, 2/4-seater roadster in metallic blue; fawn hood and upholstery; twin spots, tonneau cover, etc. ...	£395
TRIUMPH 1800 Roadster, 1948, 2/4, in white; fitted twin spots, mirrors, twin horns, etc. A very fine car ...	£325
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- FIAT 500**, 1938. P.V.C. hood, well shod, excellent road holding. 50 plus m.p.g. £100 o.n.o. 35, Fernleigh Avenue, Bridgwater [1952]
- BENILEY 1929 4** litre. Excellent mechanical condition. 4-seater Tourer body, not original. Raised compression, lightened flywheel and other modifications. Fast, attractive car. £325. Crabtree, 24, New Chapel Street, Blackburn, Lancs. Blackburn 7140. [1953]
- 1929 AUSTIN "CHUMMY"**. Original. Completely rebuilt mechanically, new cellulose upholstery, hood and sidescreens. First registered this country February this year. 800 miles only since restored. £100. Evenings, week-ends. 30, Dene Road, Russell Lane, London, N.11. Enterprise 5993. [1954]
- 1950 MORGAN 4/4**. B.R.G. New hood and screens (P.V.C.). 5 perfect tyres. Immaculate condition. £350, no offers. R. Tournier, 167, Archway Road, Highgate, N.6. [1955]
- CHUMMY**, 1929, Tourer. Ready to drive away. Offers. Crozier, Drymen, Ash Road, Hartley, Dartford. [1956]
- AUSTIN SPECIAL**. "Alta" H.C. head, S.U. carb., sports coil. R/C gear change, recon. engine, Lucas pre-focus headlamps, spot lamp, twin spares. Alloy body. £65 with spares. Tel.: ING 41424. 13, Byron Way, Romford, Essex. [1957]
- ASHLEY-BODIED**, Ford-engined Special with weather equipment, including Ashley glassfibre hardtop and perspex sidescreens, new wheels, tyres, 14 by 425 front, 16 by 500 rear. Cambridge lowered suspension, Ford water pump. Engine nearly new, very low mileage. Any reasonable trial. £285 o.n.o. Durant, Hundred Acres, Wickham, Fareham. Tel.: Wickham 2251. [1958]
- T.R.2**, 1954. White. Reconditioned engine, heater, spots. Excellent condition. N. Ayliffe, 171D, Cromwell Road, London, S.W.5. [1959]
- FARMER ENTHUSIASTS!** 1935 Talbot "75," fitted miniature cattle lorry body, coach built in mahogany, with ramp. 7 ft. x 5 ft. 6 in. x 6 ft. high. James, Ivy Farm, Kelsale, Saxmundham, Suffolk. [1960]
- UNIQUE 1937 BRITISH SALMON D.H.C.** Twin O.H.C. Black/silver. Twin spots. 35 plus m.p.g. Screenwasher. Excellent condition. New batteries. 1,000 miles since rebore. Gift. £197 o.n.o. Photo on request. Mackay, The Oaks, Tadworth, Surrey. [1961]
- M.G., 1933 J.1.** Resleeved block, new main bearings. £75 o.n.o. Walker, 24, Manor Avenue, Caterham, Surrey. CAT 3023. [1962]
- M.G. V.A.** Tickford, 1938. Much admired, generally good. Ninety pounds. Lambert, 2, Greenways, Luton. [1963]
- FIAT 1500**, 1949, Drophead Coupé by Farina. A most unusual car in excellent condition. £185. Burns, 18, Glenloch Road, N.W.3. SWI 7777. [1965]
- AUSTIN 7**, suitable for Special building. £15. or would break. Offers. 24, Cambridge Gardens, N.21. Tel.: LAB 2609. [1966]
- ROVER 16 Sports Saloon**, 1938. One engineer owner since 1944, and serviced by Rover specialists. New shock absorbers. Decoked, brakes relined, three new tyres and new battery since June. Extras. Best offer over Ninety pounds. 63, Whyteleafe Road, Caterham. [1967]
- DAIMLER**, 1936. Taxed, insured end September. Just completed 1,700 miles N. & S. Devon in good order. Mulliner body good condition. £60. Box No. C.969. [1969]
- VOLKSWAGEN**, 1952 Sunroof, L.H.D. sleeping seats. Excellent finish. £355 o.n.o. 30, Risedale Road, Hemel Hempstead. [1970]
- 1933 AERO MINX 2/4-seater Sports**, in good condition. About £67. Kent. 11, Warwick Court, Michaelmas Road, Coventry. [1971]
- M.G. T.A.**, 1937. Cream. Recon. engine just running-in. Whole engine has been torn apart and renewed where necessary. Body enthusiast maintained. Straight through sounds like champagne. £240. Tel.: Mepham, Ewell 3216. [1972]
- ALVIS 12/50**, 1931 Saloon. No snags. Steering, tyres, etc., perfect. Best over £80. Ford, "Haven Hall," Midwood Avenue, Bournemouth. [1973]
- M.G. 2 litre**, 1938 Sports Coupé. Two owners. Fast, reliable. Radio. Very smart. No hood, otherwise excellent condition. Bargain. £140. Prior, Corinthian Arch, Stowe, Buckingham. [1974]
- S.S.100**, 1938 Overhauled engine and all electrics last year, relined brakes, overhauled steering. Beautifully maintained. £325 o.n.o. Evenings only. Riverside 3531. [1975]
- LANCIA APRILIA**, 1938. Black. Four good tyres. Taxed December. £50. Bardner, 19, Douglas Road, Harpenden, Herts. Office hours, Harpenden 4671. [1977]
- 1937 RILEY ADELPHI**. £250 spent in last 18 months, proof available. Black, green leather. In excellent condition inside and out. Genuine reason for regretful sale. £195 o.n.o. Tilsley, 80, Fairfield Avenue, Fareham, Hants. [1978]

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- ALVIS 12/50**, 1931, 4-door Saloon. Good electrics and tyres. Exceptionally corrosion-free body. Well cared for specimen. £65 or offer. Concours condition 1929 Scott 2-speeder, £25 or offer. Murray, 120, Leicester Road, Loughborough, Leics. Tel.: 4060. [1976]
- FORD 1172 SPECIAL**, 1959. Ashley G.T. body. Cambridge blue. Full engine mods. Hydraulics, wire wheels. Needs trim, side windows. First offer over £220. 35, Park Crescent, Waterbeach, Cambridge. [1979]
- M.G. "T" Type**, Complete engine, gearbox, rear axle, springs. Pair wheels, tyres, tubes, various small parts. Two new 5.50-16 tyres. Benington, The Twitten, Crowborough, Sussex. [1980]
- HORNET SPECIAL**, 1933. Complete except body. Good tyres, motor, 6.7:1 head, spare 9/44 C.W.P. £25 o.b.o. Also many Hornet spares. No offer refused. 52, Birchfield Road, Kidderminster, Worcestershire. [1981]
- ROVER 14**, 1937. Good order and very clean. Exchange anything interesting. old Rolls, etc., or sell £45. Rhodes, 3, Young Street, Withernsea. [1982]
- SINGER**, November 1951, 4AB green Roadster. Tonneau, twin windtones, spot-light, taxed £255 o.n.o. Pentajer, Ley Road, Felpham, Bognor Regis, Sussex. [1983]
- SS/SSK MERCEDES BENZ Instruction Book**, 99 pages, English. Ditto 12/50 Alvis with spares list. "Bugantics" from 1946. "V.S.C.C. Bulletins" 1950-56. "Autocar" Show reports from 1931, post-war Motor Show catalogues, Motor Year Books 1949-52, "Motor Sport," many from 1932. Offers please. Box No. C.984. [1984]
- EXCLUSIVE 750 Fibreglass Special**. Almost complete. Professionally built body. T.R.3 style. £125 o.n.o. Several spares included. 47, Vale Road, Ramsgate, Kent. [1985]
- 1924 CITROEN Cloverleaf**. Rusty but complete. £20. 1924 Overland. Chassis, wheels, dynamo, starter, etc. Offers. Richmond-Jones, Tainish, Spital, Cheshire. [1986]
- DELLOW**, 1951, Aquaplane. New tyres, tonneau. No hood. Good condition. £275 o.n.o. Write: Everard, Little Thatch, Bascote, Southam, Leamington Spa, Warks. [1987]
- 1937 S.S. 2-seater Special**. Very good condition. Finished in B.R.G. with red chassis and wheels. £100 o.n.o. Box No. C.988. [1988]
- ROLLS-ROYCE 20 h.p.**, 1927 Shooting Brake. Excellent mechanical order. Body fair. Canvas extension for easy sleeping accommodation. Silver mascot. History. Taxed year. £100 o.n.o. Ellison, 4, Airylygg Drive, Eaglesham, Renfrewshire. [1989]
- ALVIS SPEED 25**, 1938, Charlesworth Saloon. Black. Mileage reading, 58,600. Coachwork and cellulose excellent, interior spotless and original. New batteries and three remoulds. Oil pressure 40. Brakes relined. Nearest £250. Royal Oak, Cartmel, Lancs. [1990]
- LAGONDA M.45** Pillarless. New radiator, brakes, rebuilt engine. Concealed drawbar. £100. Also Singer Coupé, £40. Spare engine and axle gear available for both. Wanted: Rapier Coupé. Wilson, 24, Dodney Drive, Lea, Preston. [1991]
- B.M.W.**, type 327/80, 1939/49, 2-door Sportsman's Saloon. Immaculate. Ice blue with red hide. Heater. Completely reconditioned engine with OZ 80 head, 4 new Michelin X. £325. Part exchange possible. Tel.: Gt. Yarmouth 3835 or 4002. [1993]
- LANCIA Second Series "Aprilia 1500"**, 4-door de luxe Sports Saloon. Immaculate. Many special features including 4-branch exhaust, twin D.D. S.U. carburettor, 4 new Michelins. Owner taking Aurelia. £385. Part exchange possible. Tel.: Gt. Yarmouth 3835 or 4002. [1994]
- M.G. P.A.** Recon. engine, etc. Needs slight body repairs. Some spares. £105. 63, Evans Lane, Kidlington 3387. [1995]
- FOR QUICK SALE**, £150 M.G. T.A. Good condition. Recently overhauled. Speedwell 5762. [1996]
- UNCOMMON RILEY '34 Falcon 9**. Brakes, tyres, etc., good. Little work would make concours condition. £70 o.n.o. 35, Beaufort Road, Southbourne, Hants. [1997]
- ALVIS FIREFLY Sports Saloon**, 1934. Body and engine good. Steering, lights and brakes recently overhauled. Instruments working. Wireless. Two new tyres. 27 m.p.g. Selling because another Alvis in v.t.w. £90 o.n.o. Parker, 24, The Close, Lichfield, Staffs. [1998]
- BENTLEY SPARES**: Types A, B & BS gearboxes; 6 1/2 litre rear axle; 3 litre speedo; types CG4 & ER4 magnetos; 20 in. rebuilt road wheels; other parts. S.A.E. for list. Howarth, 1, Hawk Street, Burnley, Lancs. [1999]
- MERCEDES BENZ 200**, 1935, Drophead. Independent suspension, overdrive, etc. Really excellent condition. £225. SLO 5569. [2000]
- ROLLS ROYCE 20 h.p.** Mulliner Saloon. Engine overhauled, new radiator, interior reconditioned, six wheels and tyres, many extras. Excellent all round. Seen London. £450, worth double. Box No. C.001. [2001]

FOR SALE—continued

- 12/70 ALVIS Saloon**. Mechanically good. Interior trim (materials provided), some external touching up needed. Taxed December. £100. (London.) Box No. C.002. [2002]
- RILEY 9 KESTREL**, 1935, fitted 4 Amals. Performs well. E.N.V. box. Spare crank and rods. £50 o.n.o. Phone Cutnall Green 277, Worcestershire. [2003]
- M.G. F.A.** Tickford, X.P.A.G. engine Immaculate black/red and chrome. Double dippers. Very good tyres Extras. Photos. £240. 21, Honiton Road, Southend-on-Sea, Essex. [2004]
- CADILLAC ENGINE** and Hydramatic gearbox with accessories. Good condition. Suitable replacement big car. Cash or exchange good 3 litre vintage engine. Wanted! Pair 18 inch pressed wheels for Humber S.S., exchange 17 inch. 3, Baring Road, Lee, S.E.12. [2005]
- H.R.G. 1937**. 1500 c.c. Meadows reconditioned engine, brakes, steering, etc., resprayed, re-trimmed. Spare lower half engine. £280. Tel.: Whatton (Notts) 216. [2006]
- M.G. P.A.** 2-seater. Recon. engine, new kingpins, bushes, C.W.P., hubs, h/shafts, P.V.C. hood, sidescreens, tonneau, radiator, etc. Bodywork good. £130. Flack, 75, Norbury Court Road, S.W.16. POL 2537. [2007]
- RAILTON**, 1938 Fairmile Drophead Coupé. New hood, radio and recently resprayed. This beautiful example of a classic marque has been well looked after and is well worth the £225 o.n.o. asked for it. Payne, 15, Chalton Street, N.W.1. EUSton 6570. [2008]
- ROCHDALE G.T.**, reg. '59. Only new or recon. parts used. Aquaplaned 1172 engine, 4.7 C/P. Ballamy I.F.S., 15 in. wheels, Dunlop racing tyres, new seats and upholstery. Fitted red carpets. 800 miles only. Immaculate car. £425. Phone: Dartford 4458. [2009]
- RILEY FALCON 12/4**. 4,000 miles since extensive recondition of engine, clutch, brakes, steering, battery. Taxed year. Genuine reason for sale. £115 o.n.o. Tatham, 3, Priest Avenue, Wokingham. [2010]
- MULTITUDE AUSTIN 7 PARTS** very cheap. Example: Unmarked chassis, back axle and rear springs, complete, four quid. Reborn motor with reground shaft and Bosch magneto, four quid. 20, Chlorine Gardens, Belfast, for full list. [2011]
- M.G. J.2** in outstandingly original condition. History known. Tyres excellent, mechanically perfect, bodywork and chrome in superb condition. An opportunity to possess perhaps the finest J.2 in captivity. Sale for business reasons at very sensible price of £105. Any trial. Martin, 15, West Montgomery Place, Edinburgh, W.A.V. 7110. [2012]
- AUSTIN 750**. I.F.S., stiffened chassis, hydraulic brakes, 4-speed box, downdraught carburettor, 4-branch exhaust, H.C. head available. Alloy body, Dunlopillo seats. Full range instruments. Tyres new. Quick sale. £110, offers. 36, Lygon Road, Edinburgh, W.A.V. 7120. [2013]
- PAIR solid brass Vintage Zeiss headlamps**, mirror reflector, £10. Pair 1 1/2 in. S.U. carbs., suit A.35, Dauphine, etc., £5. Box No. C.014. [2014]
- ASTON MARTIN Mk. II Saloon**, 1936. Chassis F5/584/L. Mileage 69,100. In mint original condition, following a £650 rebuild ten months ago. Bills, photos. Offers covering above figure to Brian Fidler, "Low-Wood," Stanton Avenue, West Didsbury, Manchester. DID 6390. [2015]
- WELL-KNOWN Concours d'Elegance winning Armstrong Siddeley 1937 Saloon**. Two owners only and formerly belonging to a member of the peerage. Always carefully used and maintained in impeccable condition. An unrepeatable opportunity. Box C.016. [2016]
- HEALEY ELLIOTT Saloon**, 1948. Two owners. Exceptional condition. New tyres. Complete history. £395 o.n.o. Seen Midlands. Box No. C.017. [2017]
- 1947 (JUNE) STANDARD EIGHT** Tourer, just had £40 engine overhaul, recent respray, new tyres. S.A.E. for details. Must be cheap at £110. Lancashire district. Box No. C.018. [2018]
- LANCIA DILAMBDA Farina Drophead Coupé**, 1930, in excellent order. Green. Also another complete car in pieces as spares. £120. Chalmers, 20, St. Ann's Square, Manchester 2, Altringham 2921. [2019]
- 1935 AUSTIN NIPPY**, '38 eng. Cream/red New hood and screens. Extras. £100. Bargain. 61, East Bawtry Road, Rotherham, Yorks. [2020]
- EXCEPTIONAL RILEY 1 1/2 litre**, late 1949 (some 1950 features including fixed screen). Green. Good tyres, factory reconditioned engine, wing mirrors, badge bar, screenwash, rimblishers, radio, seat covers, link mats, radiator blind. Maintained in mint condition by Riley enthusiast for eight years. £420 o.n.o. Box No. C.021. [2021]
- SIX 21 in. DISCS**, off Bentley. Excellent condition. £6. 45, Nilverton Avenue, Sunderland. [2022]
- '52 A.40 SPORTS**. Good cond. £330. Exchange plus cash for T.F. 1250 c.c. or 1500 c.c. GLA 3376. ext. 358, 9-5, Mon.-Fri. [2023]
- FORD REAR END** complete, including wheels. Very good condition, any inspection. Also Minor door hinges (new). Box No. C.024. [2024]

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- HEALEY** 2.4 Elliott Saloon, 1949/50. Modified engine. 118 b.h.p. Lead-iridium big-end shells. Recent rebore. Heater, radio, S. roof, screen-washers, fog lamps, X tyres, V.G.95 linings. £300 Lewis. ILF 3589 day, HAI 3045 night. [2025]
- 21. GLORIA 10.8.** Body, int. poor, recon., fast, reliable. New batt. Taxed. Spares. Renovation materials. 149, Hookfield, Harlow. [2026]
- H.R.G. 1100,** 1939. This car is in above-average condition. Recently resprayed B.R.G. Best offer over £210. Candy, 41, Emmanuel Road, Sutton Coldfield. [2027]
- HANDA OVERDRIVE** for 100E. Excellent condition. £20. Page, 495, Mawney Road, Romford, Essex. [2028]
- STUDIES FORCE SALE** of friend: Alvis Firefly, 1935 used daily. Just overhauled. Spares included. £60 o.n.o. Coates, 4, George Avenue, Birkby, Huddersfield. [2183]
- ALLARD,** Type L 2: October 1948. New kingpins, hood wiring, silencers, etc., etc. £150 Exchange considered. D. Clarkson, Reepham, Norfolk. [2185]
- DELAHAYE 135 Coupé,** Pennock body, Coral box. Beautiful condition. 209, Kingsway, Manchester 19. RU 3holme 2011. [1856]
- RILEY LYNX 12/4,** exceptionally clean. Sound and potent. Sprite mods. New Wilson box. £215. Pinner 5507. [1857]
- HEALEY "SILVERSTONE,"** 1950, Sports two-seater. Good condition. Retrimsed, heater, fog, spot. £360 o.n.o. Notley, Rush Common House, Abingdon, Berks. [1858]

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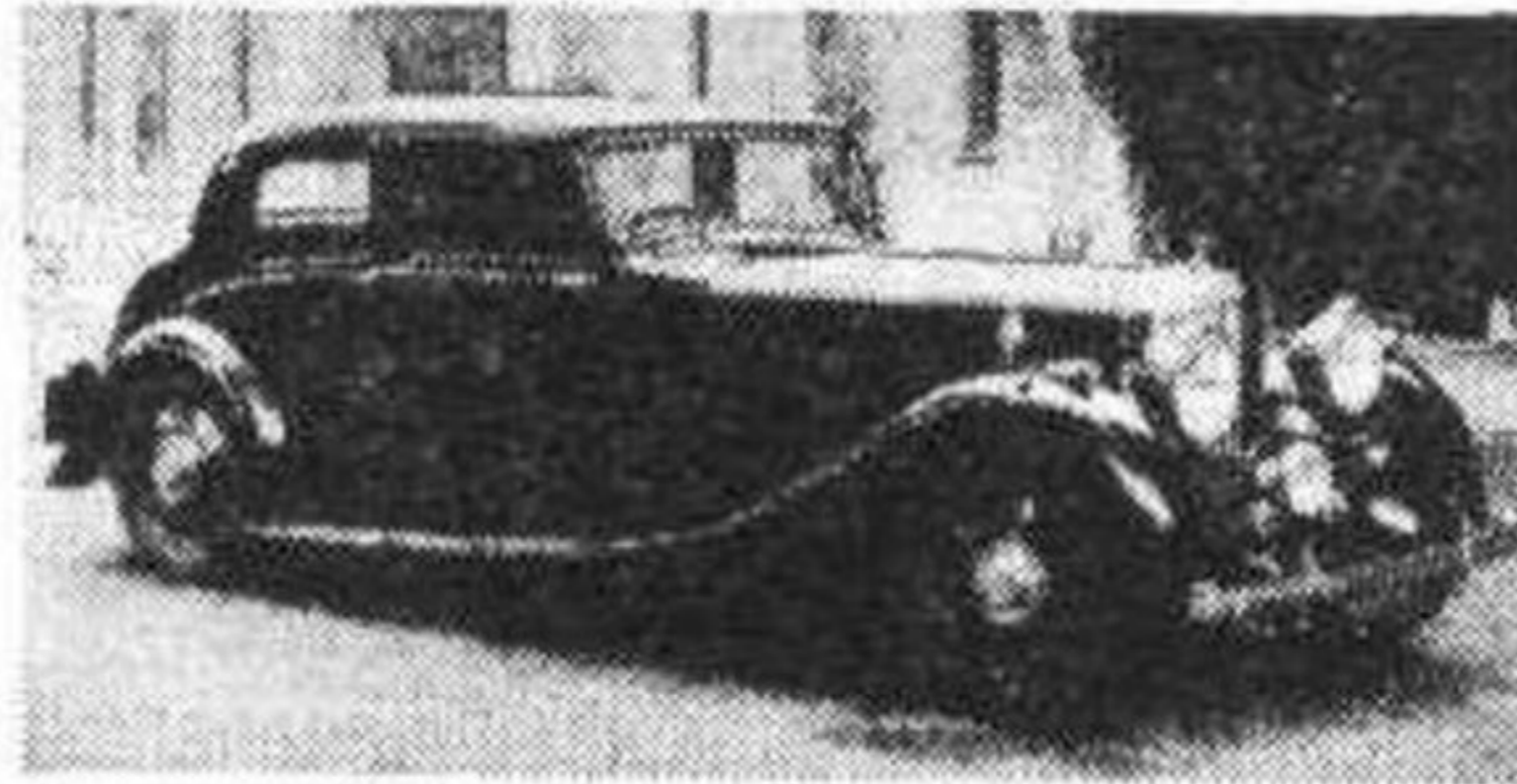
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- JAVELIN CRANKSHAFT.** Suit all models, std. size. £7 10s. Bryan, 12, Armley Grange Drive, Leeds 12, Tel. 638310. [2029]
- CITROEN,** 1935. Six-light R.W.D. Good brakes, lights, steering. Taxed December. £45 cash. Further details, S.A.E. Rogers, "Mayfield," Clock Lane, Bickenhill, Solihull. [2030]
- FORD POPULAR,** 1955. L.H.D. As new. Heater, washers, ignition heater warning, spot, cleaner, signals, etc. Buying house. Gift. £235. Office hours, apply Gee, Hither Green 7424. 4/14, Barmston Road, S.E.6. [2031]
- AUSTIN-HEALEY,** 55, red. Enthusiast maintained. £650. Dawson, Ring Goring-by-Sea 42439. [2032]
- CONVAIR** Fibreglass Body mounted on boxed Ford Popular chassis, lowered suspension, mod. 10 h.p. engine, twin S.U.s, etc. 4.7 C.W.P., 15 in. dish wheels, Dunlop racing tyres. Reg. 1958. All parts new. 60 m.p.h. in sec., 85 in top. No badge up. Perfectly finished. £365 o.n.o. 23, Blanchdowne, Denmark Hill, S.E.5. [2048]

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- M.G. J2 CRANKSHAFTS** for sale, one never ground. Reasonable prices. Box No. C 812 [1812]
- M.G. V.A.** Good condition. £165 o.n.o. Cuts, 14, Nether Crescent, Grenoside, Sheffield. [1818]
- 1937 RILEY H** Continental Tourer Saloon. Engine, gearbox, reconditioned; new carburettor, brakes relined, linkage overhauled. Body condition excellent. Maintained by enthusiast. £140. 65, Trinity Avenue, Bush Hill Park, Enfield, Middx. [1819]
- ROLLS 20**, 1929, 6-light Saloon. £120. Original. Mechanically good, body sound, needs paint. 42, Weston Lane, Shavington, Crewe. Tel. 7717. [1820]
- MORRIS 8** Tourer, 1936, 2-seater. Bodily and mechanically excellent. Easiclean wheels, new tyres, recon gearbox, clutch (600 miles). Good hood, sidescreens, tonneau. Recon engine 30,000 miles. £80. Stokes, 5, Glendale Gardens, Preston Road, Wembley. Evenings, week-ends. [1821]
- AUSTIN NIPPY**, Reconditioned engine, mechanically very good, body fair, £75. Mills, 15, West Croft Square, London, W.6. [1822]
- T.R.Z.** 1955, Eluc. X's. overdrive, T.R.3 appearance, many extras. £589. Exchange A 35/cash, Baines, 18, Apperley Gardens, Apperley Bridge, Bradford. [1823]
- ALVIS SPEED 20**, 1935, Saloon. Reconditioned engine, transmission, steering. New tyres. Body in good order. Enquiries and offers to "Lea Bank," Bingley, Yorks. Tel.: Bingley 2776. [1824]
- RILEY 9 KESTREL**, 1934. Helical gears, two S.U. Scintilla. New; C.W. & P., battery, clutch, brakes, king-pins. Tyres good. Goes well (even clock works). £78. 29, Tudor Crescent, Otford, Kent. Otford 0694. [1825]
- TALBOT "105"** Van den Plas Tourer, 1934. New hood, batteries. Genuine 45,000. Really good example. £125 o.n.o. Phone: St. Albans 56434. [1826]
- TWO ONLY:** Brand new Armstrong telescopic shockers. £3 the pair, post paid. 53, Brinkburn Avenue, Darlington. [1827]
- VOLKSWAGEN**, registered 1952, L.H.D. Excellent condition. £210 o.n.o. 5, The Parade, Cokerham Road, Lancing, Sussex. [1828]
- BUCKLER 90**, 1956. Streamlined alloy bodywork. Colour red. Fitted with detachable hardtop. Highly tuned 1,172 unit. Close ratio gears, 4.7 to 1 C.W.P. A superb road car in excellent condition. £375. Enquiries: Anderson, "Ridgemont Hotel," Farnborough Road, Farnborough, Hants. [1829]
- 1934 HORNET** Special spares. Crossflow head model. Not scrap, new or reconditioned including engine, 16 and 18 inch Rudge wheels fitted practically new tyres. Full details. Sankey, Birchley Heath, Nuneaton. Atherstone 2332, after 7 p.m. [1830]
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- 1954 FRAZER NASH** Targa Floria. Unused since 1956. Mileage 22,000. Immaculate condition throughout. 179, Burnley Road, Blackburn. Tel. 44980. [1839]
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- RILEY 9 SPARES**, 1933 Gamecock Special Series. All parts available. 7, Mapleton Grove, Hall Green, Birmingham. [1843]
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- M.G. T.A.** Red. Complete overhaul. Extras galore. Bargain. £225. Davis, 43, Oakington Road, Paddington, W.9. [1845]
- ASTON-MARTIN 1934**, Mk. II S/chassis. As new. Genuine 6,500 miles from new. Everything original, incl. tyres. One owner. Offers to: Huntington, Acacia, Wigton, Cumb. [1846]
- ALVIS SPEED 20**, 1936, D.H.C. Good mechanically, bodily. Brakes relined, steering overhauled. P.100s; dual ignition, I.F.S. 16 ft. of hairy thoroughbred. £135. Elmbridge 5589. (Surrey) [1847]
- REGRETTABLY FIAT 500** for sale. 1938. Excellent hood and bodywork. Engine rebored, big-ends remetalled, crank reground, new pistons and rings, clutch and brakes relined. Meticulously run in. New battery and king-pins. Servais straight through exhaust. 58 m.p.g. Write details and photo, or call. Forthcoming matrimony reason for sale. £125, no offers. 30, Hawkhurst Way, West Wickham, Kent. [1848]
- LOTUS 7**, 1958. Aquaplane conversion, Buckler gears. Hood, boot tonneau, full tonneau. Never raced. Excellent condition. £615 or offer. Moore, 21, Lyndon Drive, Oadby, Leicester. [1849]
- RILEY FALCON**, 1936 model. Exceptional condition. Carefully maintained. £125 o.n.o. Evans, "Bethany," Efrwd Road, Abersychan, Pontypool, Mon. [1850]
- LEA FRANCIS**, 1946 head, gearbox, also engine with three rods and holed crankcase. Collins, 13, Brampton Grove, Wembley Park, Middx. [1851]
- WONDERFUL OPPORTUNITY** for Special builder! Rochdale G.T. body on boxed rolling Ford chassis. 8 and 10 engine. Single/twin carburettor manifolds; most bits and pieces. About £230 spent. Reason for sale: Eosman bought me a Herald! Phone: Reading 82965 evenings. [1852]
- FORD ENTHUSIAST'S CAR**, 10 h.p. Saloon. L.M.B. independent suspension, special exhaust, water pump, new tyres, lightweight seats. Almost all new mechanical parts. Looks good too. £150. Goodman, 55, Arran Road, S.E.6. [1853]
- 1948 VOLKSWAGEN**, R.H.D. Mechanically excellent. Resprayed, good tyres. £275. 1, Sundridge Close, Dartford, Kent. [1854]
- VINTAGE ALVIS** Tourer 12/50, T.G., 1927. Battery, silencer, wiring, tubes renewed. Excellent overall condition. £85. 1, Balfour Road, Altrincham, Cheshire. [1855]

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FOR SALE—continued

ROLLS, 1926, 43.3, in excellent order; fitted two-berth caravan, Calor, Dunlopillo, etc. Suit racing motorist accommodation and towing. £150. Lagonda, 1928, 13.2 h.p. Saloon. Reasonable order. Taxed end Sept. £42 10s. Contractors "Elephant" tent, 15 ft. by 8 ft. 6 in., collapsible frame, almost new. Excellent camping or outdoor workshop. £35. Small toilet tent, similar condition, £12. To view and further details, phone Maidwell 256, or write Wood, Bosworth Farm, Draughton, Nr. Maidwell, Northants. [1862]

FRAZER NASH B.M.W. 319/2 Cabriolet. Mechanics good; everything works. Good leather interior. £90. Ashbee, 39, Lois Drive, Shepperton, Walton-on-Thames 27302. [1863]

JAVELIN, 1949. Needs some work. Around £200. Barnard, Whitebridge, Crondall, Farnham, Surrey. [1864]

EX WORKS MARTIN FORD 1172, 1957, 17,000 miles. White, green trim, hardtop. L.M.B. supersprung. New engine 4,000 miles. Fully aquaplaned, twin S.U.s, oil cooler, 12 volts, C/R gears, 4.7 axle. Full instruments. Derrington wheel. Fog, reversing lights; washers. £350. Box No. C.865. [1865]

RILEY 9 FALCON, 1933, Coachbuilt Saloon. Economical. Good order, including tyres. Engine reconditioned nineteen thousand miles. Uses no oil. £45. 7a, Rusper Road, Horsham, Sussex. [1866]

SINGER LE MANS 1½ litre Tourer. 1934. £60 o.n.o. Coleman, High Street, Lode, Cambs. Botisham 370. [1867]

ALFA ROMEO, 1948, 2,500 c.c. Berliner Sports Saloon. Two owners and 55,000 miles only. Very carefully maintained. £475. Box No. C.887. [1887]

ALVIS SPEED 20, 1935, V. d. P. Saloon. Reconditioned engine. Good order. £150. 9c, Milman Road, Reading. [1888]

AUSTIN 750 SPECIAL. Built to race. Very neat and fast. £90. PAR 9354. [1889]

1939 MORRIS TEN. Body and chassis rough. Excellent engine with brand new S.U. carburettor and starter. Drive away for £25 o.n.o. 70, Southglade Road, Bestwood Estate, Bulwell, Nottingham. [1890]

BENTLEY 3½ litre, 1934, Mulliner Saloon. Very good condition all round. Brakes very strong and engine above average. Fast and economical. Price: £200 o.n.o. Telephone: Belgravia 3785, or write: Cardew, 2, 3 & 5, Studio Place, Kinnerton Street, Knightsbridge, London, S.W.1. [1891]

A.C. 1938, 4-seater drophead. Fair condition. Offers around £100. 7, Suffolk Road, London, N.15. [1868]

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Jaguar, 1953, Mk. VII saloon. Radio, heater. In specimen condition **£535**

1955/6 Ford Zephyr convertible, power hood, leopard covers, T. & C. Blue. Beautiful runner ... **£549**

1953 M.G. 1½-litre saloon. As new; 21,000 miles. This car must be seen ... **£489**

1950/1 Humber Super Snipe. Recon. engine. Excellent condition ... **£249**

This month's bargain. **Jenson open 4-seater tourer**. Bentley appearance. Two speed Columbia rear axle. V.8 engine. Fantastic performance **£135**

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12, The Broadway, Cricklewood, N.W.2. Tel.: GLadstone 6598.

FOR SALE—continued

1934 NIPPY, good condition, original. £75 o.n.o. Wall, 18, Mayfield Drive, Morecambe. Phone 2120. [1869]

M.G. P.A., 1936. Respray (red), engine overhaul. Body good, four almost new tyres. £130 o.n.o. Emery, 4, Priorsfield Road, Coventry. [1870]

1929 4050 ROLLS ROYCE Landulette. Well known vintage rally and concours winner. Magnificent. £325. Write: 6, Clifton Terrace, Winchester. [1871]

1919 MODEL "A" CHEVROLET Tourer. Rare model in superb original condition. Substantial offers, please. 14, Colne Street, Newport, Mon. [1872]

3 LITRE LAGONDA Shooting Brake. Ex. mech. £60 o.n.o. Consider breaking. Halifax 62308. [1873]

100E ANGLIA PERFECT Willment conversion, little used, with Consol carburettor. £45. 43, Manor Road, Broadway, Grays, Essex. [1874]

MORRIS 8 h.p. Tourer, 1938, 4-seater. Resprayed; reconditioned engine, carburettor, clutch and battery; new hood, good side-screens; one brand new tyre, others fair. £125 o.n.o. 91, Kenton Park Crescent, Kenton, Middlesex. [1875]

SINGER LE MANS, 1933. Red. Excellent condition. £80 o.n.o. Green, 28, Belmont Road, Fleetwood, Lancashire. [1877]

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J. C. TAYLOR, HIGH STREET, RISELEY, BEDFORD. Tel.: Riseley 228

FOR SALE—continued

£60 O.N.O. ALVIS SPEED 20, 1935/6 Charlesworth Saloon. Mechanically first class, uses no oil. New batteries, brakes just relined. Radiator, one front wing, one P.100 damaged, but repairable. Opportunity to acquire a genuine 90 m.p.h. car. C. P. Thursby, Clive, Salop. Phone: Clive 232. [1876]

SPECIAL BUILDERS! Ford 10, 1936. Running order. Spares. Cheap, 18a, Towngate, Leyland, Lancs. [1878]

LANCIAS. Dismantling Augusta, Lambda, Artena and Astura. S.A.E. please. Kay, Marsh Lane, Hambleton, Nr. Blackpool. [1879]

ROLLS ROYCE Shooting Brake (1952) on 1928 chassis. Dual ignition, two spare tyres. Excellent order and capacity. £200 o.n.o. Woodland, Drakeston, Dursley, Glos. [1881]

RILEY FALCON, 1936. Black. Twin carbs, pre-selector. Good condition. £60. Bookham 3665. [1882]

ROLLS BENTLEY, 1936, 4½ litre Mulliner Saloon in excellent and original condition. Black with pale grey hide and carpets. R. & H. £545. Box No. C.883. [1883]

CROSSLEY Regis Saloon, 1936 (rebuilt 1950), Climax Six. Smart car for enthusiast. Plenty of spares, including pistons, block, gearbox, steering, reconditioned front axle, good tyres. No reasonable offer refused. Waddington, 74, Blackburn Road, Padiham, Lancs. Appointment evenings, week-end, Padiham 251. [1884]

LANCHESTER 31 H.P. STRAIGHT EIGHT spares. Please write for details, Box No. C.885. [1885]

M.G. T.D., 1952. Red. Tonneau, luggage rack, washers, re-covered dashboard, new tyres, reconditioned engine and gearbox, high compression head, ram pipes. Never raced or rallied. £450. Bubb, 4, Broughton Road, Basford, Newcastle, Staffs. [1886]

1940 ROLLS WRAITH Saloon. Park Ward. Only £650 for such elegance. Telephone: Canvey 774. [1892]

MORGAN THREE-WHEELER, 1949, Ford 10. Excellent condition. £200. 16, Roils Head Road, Halifax. Tel. 61223. [1893]

1929 RILEY 9 Saloon. Enthusiast maintained. Reliable, economical. £45. Write: Grant, 12, Redcliffe Road, S.W.10, after 6th September. [1895]

YOU WILL ALWAYS have admirers if you buy my M.G. T.C. Stage II, rebuilt completely 1957. Fitted with Minstrel plastic body. Many extras and modifications. £550. 59, Pancroft Estate, Abridge, Essex. [1896]

BREAKING RILEY 9 MONACO, 1932, or will sell complete. Also Merlin 9 spares, 1936. Riley 12 Saloon, Oct. 1935. £65 o.n.o. Phone: East Grinstead 791. [1897]

M.G. P.A., 1935. Exceptional condition. Two owners only since new. Not raced or tuned. Original condition. Absolutely reliable. Enthusiasts only. £180. and worth every penny of it. WOR 4253 (London). [1898]

VANGUARD SPORTSMAN with overdrive, Nov. 1956. Beautiful condition having done less than 17,000 miles. Just replaced original tyres. £725 (offers or part exchange considered). Nicholls, c/o Rudstone Walk Farm, South Cave, Brough. [1900]

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- CAR THAT STANDS OUT** from common M.G.s, T.R.s, etc. Blood red Jaguar S.S.100 2½ litre, 1938. Engine excellent, acceleration a dream. Haggle £200. Kingston 9270, or Box No. C.964. [1964]
- FAST 750 c.c.** motoring with weather protection. Austin Warland, reg. 59. Ulster engine, Nippy 4-box. New hood, 15 in. fronts, 17 in. rears. Looks like Lotus VI space frame, in road tune. £150. Eltham 0735. [2049]
- SINGER LE MANS**, 1935. V.G. condition. Recent respray. Well shod. Spares available. £110 o.n.o. BEC 1604. [2050]
- 1947 VOLKSWAGEN**, left hand drive. Sound, but needs minor attention. £65. Elliott, 90, Regent's Park Road, N.W.1. (PRImrose 9011). [2051]
- JAGUAR Mk. V 2½**, 1950. Goes like a Jag should. Very good tyres. Body and engine tip-top. Absolute gift. Must sell. First £165 drives away rejoicing. Gulliver 2738. [2052]
- ALVIS SPEED 20**, 1935 Saloon. Mechanically excellent, thoroughly roadworthy. Good tyres, batteries, brakes relined, taxed. Offers (space wanted). Evenings, LEATHERHEAD 2907. [2053]
- 1½ LITRE S.S. JAGUAR**, 1939 4-seat Drophead. Truly excellent condition throughout. Original equipment and extras, four private owners. Complete bills since 1952. Recent comprehensive overhaul, including respray, back axle, gearbox. Has to be seen at 16, Oakridge Avenue, Radlett, Herts, to be believed. (Radlett 6550). Nearest to £180. [2054]
- 1923 WOLSELEY 10.5** 4-seater Tourer. Coil ignition, electric starter. Original, unbattered, all accessories working. Handbook, spare rear axle, gearbox. £50 o.n.o. 24, Bargate Close, New Malden. [2055]
- M.G. T.A.**, 1939. Reconditioned engine, clutch, 7,000 since. Woodhead shockers, windtones, spot, fog lamps, full fitted vynide tonneau, good tyres. Ivory, red interior. Pleasing appearance. Bills. Tel.: KIN 0274. [2056]
- HEALEY 2-4** Elliott Saloon, Oct. 1947. Thoroughly overhauled. Fast, economical, very reliable. £290 o.n.o. Dawson, 1, Grasmere Crescent, Whitley Bay, Northumberland. W/Bay 24535. [2057]
- JAGUAR**, 1939, 2½ litre. Good order throughout. Extras. £120 o.n.o. Arthur, 126, Ridgewaywest, Sidcup, Kent. [2058]
- 1936 RILEY KESTREL 12/4**, single or twin carbs., spare gearbox, etc. £80 o.n.o. Graham, 44, Ladycroft Park, Blewbury, Nr. Didcot, Berks. [2059]
- FORD PREFECT**, first registered 1956. L.H. drive. Good condition. £195. Haywards Cottage, Blackwater, Camberley, Surrey. Tel.: Yateley 3151. [2060]
- 1932 ALVIS 19.82** Silver Eagle Drophead. Fair condition throughout. Best offer over £50. Would exchange interesting car. Rayleigh, Essex. 925. [2061]
- 1936 BENTLEY 4½** litre. Black and grey Saloon. Coachwork by Mulliner. In well above-average condition. Heater, radio. £350 o.n.o. Tel.: Ruislip 5985. [2062]
- ALFA ROMEO 1750 c.c.** D.O.H.C. supercharged short chassis 2-seater. Rebuilt and is immaculate. £300. Hodson, Builder, Knapwell, Cambs. [2063]
- 1954 VAUXHALL SPECIAL**. Recon. 10 h.p. O.H.V., I.F.S., Monroe dampers, "A" space tubular frame, overdrive, aluminium body. 80+ m.p.h. 45-50 m.p.g., heater, spotlight, good weather equipment, tyres, battery. £190. Weekends only. Kitchener, 71, The Greenway, Ickenham, Middlesex. Ruislip 4958. [2064]
- M.G. 2 litre Saloon (1936)**. Interior rough. Rebuild or spares. £20. "Farm End," Church Lane, Brambridge, Nr. Eastleigh, Hants. [2065]
- RILEY FALCON** Tourer Saloon, 1937. 1½ litre. Immaculate appearance, lovely performance. A really fine example of this very attractive model. £235 o.n.o. Photograph available. 9, Princes Avenue, Sanderstead, Surrey. Tel.: Sanderstead 1103. [2066]
- '38 JAG 3½** litre Spares. This Jag has perfect engine and transmission, new tyres, P.100 H. lamps, new front mudguards and rad. Body poor. Sell any part or whole. Also 2½ litre head complete, g/box, diff. assembly, clutch and front axle. Stephens, 9a, High Street, Abbots Langley, Herts. [2067]
- SINGER LE MANS** and 1940 Standard 8 Spares. Most parts left. S.A.E. please. Stephens, 9a, High Street, Abbots Langley, Herts. [2068]
- ENGINEER OWNED JAGUAR 2½** litre Saloon, Mk. IV, 1947. This car is in outstanding condition and probably the best example available. Rust-free body, grey paintwork and chrome virtually as new. Leather and interior woodwork superb. Whole car mechanically excellent. A reconditioned engine has been fitted, and old engine, gearbox and starter are available as spares. A handbook, tools, radiator blind, heater, sunshine roof and other extras included. £265. Whitford, Boundstone Road, Rowledge, Farnham, Surrey. Tel.: Frensham 536. [2069]
- YMPKEN 4-branch** Manifold for Standard 10. Practically unused. £5. Phone: COL 8197. [2070]

FOR SALE—continued

- VERY SPECIAL M.G. T.A.** Rebuilt, resprayed, recon. engine, rewired. Modified and immaculate. £250 o.n.o. Colindale 2681. [2071]
- MORGAN 4/4** Tourer, 1948. Blue. Recently overhauled throughout. First class condition. New hood, tonneau, etc. Extras. £275 o.n.o. Gurr, 13 Brandville Gardens, Ilford. [2072]
- TROJAN**, 1930, rear-engined Purley Saloon. Good condition. £25. Write: Sutherland, St. Thomas's House, London, S.E.1. [2073]
- HISPANO SUIZA**, 1924, 6½ litre six-light Sedanca de Ville. Good condition. £600. Write: Sutherland, St. Thomas's House, London, S.E.1. [2074]
- 1935 TALBOT 65** Saloon. Good order throughout. £65. Bergin, 61, Wood End Lane, Northolt, Middx. [2075]
- M.G. T.C.**, 1948. Red. Excellent condition. New hood, brake linings, 3,000 miles since engine, clutch reconditioned. £325 o.n.o. Marks, 94, Clifford Gardens, Kensal Rise, N.W.10. LAD 6957. [2076]
- RILEY KESTREL**, 1935, 1½ litre. Good condition. £120. Roberts, 18, Siddeley Avenue, Coventry, weekdays; or 22, The Terraces, Morda, Oswestry, week-ends. [2077]
- ROLLS, 1931, 20/25** fabric Coupé, Mulliner. Division. Medium size, nice lines. Completely original, plus heater, Bosch trafficators. Extremely fine condition throughout. H.P. possible. £195. "Seagrave," Swan Street, Sible Hedingham, Essex. Phone: Hedingham 2068. [2078]
- 1937 PACKARD** Drophead, fitted Vauxhall 14 engine, g/box. Cream. Taxed. New battery. 1937 Jaguar, P.100s, taxed. Good runners. £30 each. 1935 Daimler, LQ20, only used for weddings. Superb. £95. 29, Centaur Road, Coventry. [2079]
- RILEY 9 ENGINE**, 1932, complete or break. Pair Solex, pair S.U.s. 4.50-19 tyres, other spares. Write: Windsor, 20, Eastcote Avenue, South Harrow, Middlesex. [2080]
- ULSTER AUSTIN**, 1931. Completely rebuilt, resprayed, reupholstered. A very potent and pretty car. £165 o.n.o. Haward 104, Beverley Way, S.W.20. MALden 4988. [2081]
- ROVER SIXTEEN** Saloon, 1937. Engine completely reconditioned. New clutch and radiator within last 6,000 miles. Brakes relined and new springs less than 3,000 miles ago. Car in very good condition. £110 o.n.o. Write: 87, Half Moon Lane, Dunstable, Beds. [2082]
- SPECIAL BUILDERS!** 1938 Austin 10 without body, engine overhauled, new springs, king-pins, hydraulic shockers. Have bills. £20. Bailey, 43, Dryden Road, Harrow Weald, Middx. [2083]
- M.G. 1½** litre V.A. Saloon, Black. One owner last five years. Red leather. Superb condition. Extensively overhauled. Any trial. £130 o.n.o. Phone: Staines 3070. [2084]
- FORD SPECIAL**. Markham Peasey body, reg 1959. M.G.A. screen. Offers around £190. Also Austin Special, Cambridge body, hydraulics, hood, tonneau, hardtop, concours. Around £200. Plus 1930 Swift, bodywork good for year. New hood and battery. Good runner, but blown head gasket. £15 or offers. Pullen, Weybourne Street, Earlsfield, S.W.18. WIM 1443. [2085]
- I AM GOING** to University, albeit a little later than most. Therefore I am selling my 1936 Riley Kestrel 12/4, 26K3397. Mechanically sound, body in "concours" condition. About £150. Also 1937 M.G. V.A. Coupé which I intended to rebuild. In running order. About £20. Harrison, 55, Upwood Road, Lee, S.E.12. Lee Green 9986. [2086]
- M.G. J.2**, professionally rebuilt with replica aluminium body, lowered I.F.S., rewired, resprayed, reconditioned magneto (Scintilla) and dynamo. Good weather equipment and trim. Unfortunately broken crankshaft. £75. A. G. Fennsmith, 24, Castle Lane, Chandlers Ford, Hants. [2087]
- 1172 C.C. SPECIAL**. Built '54 with new engine and 4-speed g/box. Full weather equipment, heater, twin spots, wipers, hydraulics, windtones, washers, r. counter, rad blind, etc. Recond. axle. £165 o.n.o. "Torus," Warendene Road, Hughenden, Nr. High Wycombe, Bucks. Phone: Naphill 2177. [2088]
- MERCEDES 36/220** Tourer, original. Offers or part exchange L.H.D. smaller Mercedes, Volkswagen. Horch, wanted axle, universal, spares, or sell disabled 1938 Cabriolet. Wiltshire House, West Road, Bransgore, Tel. 450, Hampshire. [2089]
- 1924 STANDARD 13.8** h.p. Tourer. Body and mechanics good, new tyres, mains, rings, bi-ends, etc. £65 o.n.o. After 6th September. Hill, 49, Granville Road, St. Albans, Herts. [2090]
- M.G. P.A. 2/4-seater**. Rebores, crank ground. New: Oil seal, guides, rockers, bushes, C.W. & P. Good hood, tyres, body. Recent respray. Spot, windtone. £50 spent. £140. Milburn, Inglenook, Sauncey Avenue, Harpenden, Herts. [2091]
- JUPITER**, Series III engine, radio, heater. £350. Offers. Exchange car, motor-cycle, special. Anything considered. Cash adjustment. 12, New Street, Sheerness. [2092]
- LANCIA LAMBDA 8th** Tourer. Purposeful beast in excellent condition. £200. 86, Priory Road, N. 8. MOU 3911. [2093]

FOR SALE—continued

- 1937 ASTON MARTIN 2** litre Saloon L/C. Resprayed, 4 new tyres, sound throughout. £120. Jackson, 7, Eudo Road, Skegness. [2094]
- RILEY 9 Monaco**, 1935. Fair condition. Register member. £30 o.n.o. Jackson, 14, Brook Drive, Harrow, Middlesex. [2095]
- LAGONDA L.G.45**. Cream. New C.W.P., clutch, brake linings, springs re-set. Engine excellent, body sound. £225. 7, Daie Lane, Delph, Oldham, Lancs. [2096]
- D.K.W.**, 1939 Coupé. Reliable car, genuine 55 m.p.g. Mechanically sound, body needs little attention. First reasonable offer secures. Must sell, space urgently needed. Tel.: Evenings and weekends, SILverthorn 6963. [2097]
- SINGER ROADSTER**, 1951, 4AB. I.F.S., spot lamp, twin tones, tonneau. £250 o.n.o. Sandle, 62, Leadale Avenue, Chingford, E.4. SIL 5583. [2098]
- WOLSELEY HORNET SPECIAL**, 12 h.p. Engine reconditioned completely 500 miles ago. Reconditioned carburetors, back axle, rebuilt wheels, new rear springs. Bodywork tatty. New rev. counter, quantity of spares: £45 the lot. Also 1933 Morris Minor, runner, £15. Spare engine £5. Phone: LEE 7961, after 6.30. [2099]
- RILEY**, 1938, 2½ litre Big Four Saloon. Overdrive. Offers around £65. 299, Birmingham Road, Bromsgrove, Worcs. [2100]
- FRAZER NASH NURBURG**, 1932. Meadows 4ED. Supercharger and fittings with car. Spare head. Lockheed brakes. Body reasonable. Windscreen, hood, aero screen, almost new battery. £290. Photos, further details from Eox No. C.101. [2101]
- LAGONDA 2** litre, 1931, Continental aluminium-bodied Saloon. Excellent all round. Owner going abroad. Must sell quickly. Hallas, 68, Crick Road, Hillmorton, nr. Rugby. [2102]
- RILEY 9**, 1935, Sports Saloon. Twin carbs. Well shod, spare engine, spare mags. Offers. 186, Raeburn Avenue, Eastham, Wirral, Cheshire. [2103]
- ULSTER AUSTIN CHASSIS** less engine and gearbox, £5. Ring Kenilworth 842 evenings. Week commencing 5th September. [2104]
- BENTLEY 4½** Plate Clutch, Flywheel. Good condition. Offers. Phone: WEST Bromwich 0968. [2105]
- CITROEN Light 15**, 1958. Agent maintained. Above average £225. Aerominx Spares, Birmingham. STE 2708. [2106]
- 1928 RILEY 9** Biarritz. Very good. Second owner. Lack of garage for fabric bodywork forces sale. £95. Would exchange suitable Vintage or P.V.T. Saloon. Also 1930 O.H.C. Morris Minor Special. £50 bills. Needs further attention. £10. Thompson. "Barberry," Bordesley, Redditch, Worcs. Weekends only. [2107]
- STOP! SPECIMEN T.R.2**. Perfect. Red. 1955. Superb running order, expertly maintained. Handles beautifully. Works prepared. Low mileage. Special side-screens, hood, seat. Stiffened suspension, wire wheels, alfins, M.20, rad. blind, oil cooler, raised compression, air-flowed head, screen washers, heater, over-drive 23.4 and more. Must be seen. Genuine reason for sale. Bracegirdle, Park Road, Cheadle Hulme, Cheshire. Hulme Hall 266 after 5 p.m. £665 o.n.o. [2108]
- ALVIS**, 1938, Speed 25 D.H.C. Resprayed, rewired, new tyres, all extras. £195. Exchange Raiton 10, Crossley Tourer, Wilson, 28, Mannville Road, Keighley, Dewsbury 245 (office). [2109]
- 1932 RILEY NINE ASCOT**. Must sell, posted abroad. Offers. Lake, 18, Valley Road, Rickmansworth, Herts, Tel. 2848 (weekends). [2110]
- VOLKSWAGEN**, October 1947, right hand drive. £160. 1, Toll Bar Cottages, Ollerton, Knutsford, Cheshire. [2111]
- SINGER 4-seater** Sports, 1932. New battery, perfect runner. £35, offers? Kucharek, Parklands, Malmesbury, Wilts. [2112]
- LANCIA APRILIA** Cylinder Head £10 10s. Few other engine spares. £2. Scott, Polbawn, Westernway, Bampton, Devon. [2113]
- MERCEDES BENZ 170S**, late 1951. Black. L.H.D. A high class car in superlative condition. New engine and recent overhaul. Sunroof, heaters, fog lights, etc. Offers to 167, High Street, Skelton, Saltburn, Yorkshire. [2114]
- RARE JAGUAR** Tourer, attractive 4-seater, similar Alvis. 1937. 2½ litre. Extremely good condition. Just fitted new vynide hood. Delightful motoring for only £110. 10, The Lawn, Harlow, Essex. [2115]
- AUSTIN SEVEN** Saloon, 1933. New king-pins, battery. 80, Gladston Street, Basford, Stoke-on-Trent. Tel.: Newcastle 69584. [2116]
- ROLLS ROYCE 21.6** h.p., 1928. Hooper O/D Saloon. Good coachwork and mechanical condition. Decarbonised. Good battery and tyres, mascot, handbook. £150. Tel.: ADDiscombe 5123. [2117]
- TRIUMPH GLORIA 4-seater** Tourer, 10.8 h.p. Coventry-Climax. Very good mechanical condition, body sound, fast, reliable. Large collection spares. £80. Turner, 86, New North Road, Huddersfield. [2118]

FOR SALE—continued

- REBUILT 1934 SINGER** Le Mans Saloon. Engine, clutch, steering, brakes, batt. renewed. Tyres, body good. £70. Also selling spares. 49, Bucknalls Drive, Bricklet Wood, Watford, Herts. [2119]
- FRAZER-NASH B.M.W.**, 1937, 12½ h.p. Good runner but wants various attentions. Best over £50. Dallison, Mildenhall, Suffolk, 2139. [2120]
- RILEY LYNCOCK**. Good condition. Special Series engine. £70 or offers. Cooke, 128, Northville Road, Filton, Bristol 7. [2121]
- RILEY 9 Special**, spares inc. New Dunlop Racings on wheels. £125 or separate. Grey, 15, Firgrove Hill, Farnham, Surrey. [2122]
- AUSTIN 7 Special**. Very smart, red. H.C. head, 4-way exhaust, twin S.U.s. Bowdenex brakes. £155. 18, Napier Road, Croydon 7081. [2123]
- S.S.II**, 1935, open 4-seater, fitted with 1940 14 h.p. engine. Gearbox, rear axle, reliable. £35. Thomas, Llanvolda, Hendre, Monmouth. [2124]
- FOR SALE: M.G. J.2** Engine Spares. Crankshaft, camshaft, dynamo, etc. 3, Buckingham Road, Doncaster. [2125]
- CALIFORNE**, 1921, 11.9 h.p. 2-seater. Excellent specimen, Harvey, 210, Sprotborough Road, Doncaster. [2126]
- DISMANTLING** Rolls P.I and Fiat 1936 1500. All bits available. Also Triumph Coventry Climax 10 h.p. engine and gearbox. Keeling, Gt. Maplestead, Halstead, Essex. Tel.: Heddingham 281. [2127]
- SIDDELEY SPECIAL**, 1935 Coupé de Ville, by Van den Plas. An extremely elegant and fast car in first class condition. £150. Exchanges considered. Keeling, Gt. Maplestead, Halstead, Essex. Tel.: Heddingham 281 for demonstration. [2128]
- RARE, ATTRACTIVE CITROEN 12** Tourer. Reconditioned engine, driveshafis. Excellent body, hood, tyres. Radio, heater, etc. £180. Freeman, 22, Springfield Meadows, Weybridge, Surrey. Telephone 3765. [2129]
- M.G. original Midget**, 1930. Good runner. Enthusiast's dream. Offers. Woodlawn Cottage, The Twitten, Upper Beeding, Sussex. [2130]
- BORGWARD HANSA**, 1950. First reg. England 1956. Just fitted Borgward 1800 c.c. diesel engine. Two-door, L.H.D., floor gear change. Body extended. Back drops. Now suitable for goods or private. Taxed. 12 volt twin batteries. £230. Exchanges. Bacon, 136, Kettering Road, Northampton. [2131]
- M.G. V.A.**, 1938, 1½ litre D.H. Coupé. Exceptional condition. Chromard liners, Laystall crank, new clutch, new hood, rebuilt wheels, well shod. £165 o.n.o. H.P. arranged. Box No. C.132. [2132]
- M.G. MIDGET**, 1930. Engine completely rebuilt 1,600 miles ago rewired, new hood. £50. A. Young, Broadwas, Near Worcester. [2133]
- FIAT 1100 (508c)**, 1939, 4-door Pillarless Cabriolet. Engine first class; Yimkin straight-through. Scintilla magneto. Excellent all round performance with renowned 508c handling. Red and silver. All tyres excellent, new "X's" rear, Marchal headlamps and spots. Interior fair, body very sound. £185. Telephone CROYDON 6356, between 6 and 7 p.m. (after 15th September, any time). [2134]
- 1954 TOJEIRO—M.G.** 1500 c.c. Independent all round. Extremely rapid. Chassis and body similar to A.C. Ace. Mechanically sound. About £490. H.P. arranged. Wokingham 1254. [2135]
- DELLOW Mk. III** 2/4-seater, 1953. Tuned 93A engine. 4.7 axle. New hood and sidescreeens. £350. J. Barker, 7, Island Green, Stafford. [2136]
- POTENT PASSION WAGGON**. Performance plus plush padding. Beautiful boots. '39 1½ Jag. Just the job. Bank manager thinks my beautiful Allard expensive, hence Jag £70 o.n.o. (Philanthropic willing haggler). Zitterstein, Manchester Chorlton 6114, or write B.B.C., Piccadilly, Manchester. [2137]
- RILEY 1100 c.c.** supercharged Special. Professional Sports/Racing alloy body. Lockheeds, chromard liners. E.N.V. box. Fantastic performance. F.T.D. at Wharton Hill Climb, 1956. Regd. 1954 and cost over £400 to build (excluding labour). Many spares, incl. wheels, tyres, etc. Now has broken crank. Offers around £150. Also one good pair P.100 headlamps and one pair re-chromed ditto. Numerous 1½ and 9 Riley and 3½ Jaguar spares to clear, cheap. Phone 2399 (evenings). J. F. Gillham, 9, Firs Road, Milnthorpe, Westmorland. [2138]
- 1948 HEALEY Westland Sports Tourer**. 4-seater, 2-tone grey, with maroon vynide hood. Over 100 m.p.h. and yet economical, 30 m.p.g. Very good condition throughout. £320 o.n.o. Davies, 63, Eglinton Road, Ardrossan, Ayrshire, Scotland. Tel.: Ardrossan/Saltecoats 1982. [2139]
- FOR M.G. MIDGET ENTHUSIASTS** only. 1932 "M" type in immaculate condition and first class mechanical order. £95. S.A.E. for details to A. C. H. March, 25, Shire Lane, Chorley Wood, Herts. [2140]
- RILEY MONACO**, breaking for spares. Also P.100 headlamps, Notek fog lamp, Bosch and windtone horns, 30 m/m dual choke downdraught Solex, S.U. pumps, clocks, etc. Spring Cottage, Wormingford, Colchester. Fordham 4442, evenings. [2141]

FOR SALE—continued

- 1172 POPULAR** chassis, balanced/modified engine. copperised H/C head, 4.7-1, oil cooler, etc. Ready for body. Spare engine etc. Cost £170. Business forces sale. £100. Kings Langley 4355. [2142]
- 1936 ALVIS SPEED TWENTY** Drophead, Van den Plas. Bills for £900. Magnificent vehicle, accept £165. Great Missenden 2433. [2143]
- SINGER 9 Roadster (1951)**, Light Blue. Recent engine overhaul. Excellent all-round condition. £330. Salisbury, 57, Mantons Drive, Luton. [2144]
- LAGONDA**, 1934, M45 Pillarless Saloon. Fast, good condition. £85. McLester, Hook Norton, nr. Banbury, Oxon. [2145]
- 1932 M.G. J.2**, Fair condition. £55, or nearest offer. Warner, 6, Olive Avenue, Parkfields, Wolverhampton. [2146]
- S.U. PETROL PUMP**, 6 v. new, 50s. Scintilla Vertex NV4G, reconditioned, £6. V.W. (Bosch) headlamp reflectors, reconditioned, 14s. 6d. each exchange. British Jaeger 3½ in., 80 m.p.h. Speedometer, 17s. 6d. 12 v. coil, nearly new, 11s. 6d. 8 in. Rotax headlamps, good, 30s. pair. 1929, 9 h.p. Humber front axle complete, 25s., collect. 5-stud 19 in. artillery wheels, 5 for 30s., carriage extra, 30 m.m. F.H.D. Solex, 10s. Gunmetal-bodied S.U., 1 in., 10s. After September 15th. John Wrigley, 77, Waterloo Road, Wokingham, Berks. [2147]
- £18 RILEY 1½ litre (4-cyl)** Saloon, 1935. Bodywork rough. Mechanically £52 spent on engine, but big-end gone owing to oil pump drive failure, otherwise excellent. Ideal Special basis, towable. Also another Riley 1½ litre Falcon Saloon. Outstanding condition mechanically and in appearance. One owner past 15 years. £115. G. Walker, 252, Bournemouth Road, Chandlers Ford, nr. Southampton. Phone Chandlers Ford 2152, evenings. [2148]
- BREAKING 1940 H.R.G.** Most parts available including: 4ED Meadows engine/gearbox, £30. 5 wheels and tyres, £2 each. c/o Competition Motors, Quadrant Yard, Weybridge 2296. [2149]
- 1955, 1172 FORD Sports**, Fibreglass. Engine, brakes, tyres excellent. Hood, tonneau, electric wipers. 45 m.p.g. Two owners. Plenty of life in this attractive car. £210. Write: Whitehorse, 76, Worthing Road, Horsham. Tel: 4032. [2151]
- RILEY PATHFINDER**, November 1954. Low mileage, immaculate blue, many extras. Must be sold. £595, or exchange for small car. Any trial or examination, 108, Bromsgrove Road, Redditch 3495. [2152]
- HORNET SPECIAL**, 1934. Very fast. Excellent specimen in good mechanical condition. Recently resprayed. £85, or best offer. UPL 6177, evenings. [2153]
- RILEY 9 LYNX**, 1934. Excellent condition. Bills for £200. Many spares. What offers? Crowder, Elmbrook, Ashwell, Baldock, Herts. Ashwell 340. [2154]
- MORGAN**, 1931 Aerosports. Air-cooled 984 c.c. J.A.P. Good tyres, £60 o.n.o. Derby. Box No. C.155. [2155]
- HUMBER HAWK**, 1948. Body needs attention. Chassis, engine, tyres, etc., good. £150 o.n.o. Beecher, 50, Frant Road, Tunbridge Wells, Kent. [2156]
- 1925 AUSTIN CHUMMY** Special, very much modified. Rotaflos, Bowdenex, mag. engine. '37 head, racing mag, rewound dynamo and starter, weather equipment, West London wheels. Completely reconditioned 5,000 miles ago. Offered at £165 o.n.o. Toms, 21, Frogmore Avenue, Hayes, Middx. HAY 1126. [2157]
- 1937 FIAT 500**. Bargain at £65. If unsold 12th September, best offer secures, 116, Sunnybank Road, Potters Bar, Middx. [2158]
- BARGAIN SALE!** 1931 Austin 7 Saloon. £10. 1934 Rover 10. £30. 1932 Triumph 8 Saloon. £30. Guildford 4467 (evenings, after 6th September). [2159]
- TRIUMPH 1800 Roadster**, Black. £230 o.n.o. Ring Sanderstead 2905 after 7 p.m. [2160]
- AUSTIN 7 SPECIAL**. Hand-made aluminium body. Bowden brakes, high compression head, hood, boot, £70. PARK 8836. [2161]
- 1916 VETERAN VAUXHALL** Staff Car. Bodywork and engine in sound order. £230. White Ladies, West Chase, Maldon, Essex. [2162]
- LAGONDA L.G.6**. First registered September 1939, 4-seater D/H Coupé. Grey and black with fawn leather, radio. Good condition. £250. Jennings, Witley Manor, Witley, Surrey. Tel: Wormley 233. [2163]
- ROVER SPECIAL** Sports Saloon, 16 h.p. Light Blue, 1937. Probably the finest and fastest pre-war Rover. Ridge-Whitworth k.o. wheels, triple carburettors and countless other improvements, modifications and extras by original owner, a director of R.R. This is a car for the connoisseur in beautiful order inside and out for £235. Goodman, Reigate 3203. [2164]
- KESTREL-SPRITE**, 1937. Engine overhaul 1,000 miles. £180 o.n.o. 30 A.M.O. R.A.F., West Malling, Kent. [2165]
- ALLARD**, 1948 D/H Coupé, Blue. Mechanics good, body fair. £175 o.n.o. SLO 9269, daytime. [2166]

FOR SALE—continued

- RILEY FALCON**, 1½ litre, 1937. Engine just overhauled, bodywork, tyres, battery, etc., very good condition. £135. Perry, York House, Riccall, York. [2167]
- BENTLEY**, 1930, 4½ "C" Box 4-seater Le Mans replica type body in B.R.G. 8,600 miles since complete rebuild. Immaculate condition. Only reason for sale is increase in family. £425. Lt. D. Green, R.N., Officers' Mess, R.A.F. Linton-on-Ouse, York. [2168]
- M.G. T.A.** 2-seater Tickford. Sound condition. Must sell. £155, or reasonable offer. Phone Chelmsford 55744. [2169]
- M.G. J.2** engine spares. Most parts available, separately, and also complete engine. Cornish, 126, Longwood Gardens, Ilford, Essex. [2170]
- M.G. SPECIAL**, 90% completed. Tubular frame, aluminium body, twin aero screens, twin spots, hydraulic brakes. Engine completely overhauled. £165 o.n.o. Carey, Wenham, Kingston Road, Lewes, Sussex. [2171]
- RILEY NINE** Monaco, Special Series Saloon, 1931. Well shod, vigorous, comfortable. £40. Anthony, 71, Croham Road, Croydon 8438, evenings. [2172]
- RAILTON**, 1936 Drophead Coupé by Coachcraft. Recent rebuild costing over £250, including major engine overhaul with new bearings, recon. gearbox, new differential, almost new tyres and battery, new kinnpins, timing wheels, Mintex brake linings. Fitted Motorola radio, heater, turbo discs, wing mirrors, etc. 20 m.p.g. Fast, handsome car. £185. 24, Knighton Lane, Buckhurst Hill, Essex. Tel: BUC 8468. [2173]
- RILEY 12/4 ADELPHI**, 1937. Extremely well kept car. Coachwork exceptional for year. New rings, carb, 5 new tyres. £105. MAI 5651. [2174]
- WOLSELEY 14 D.H.C.**, 1937. Excellent condition throughout. Twin carb engine as post-war. Very good hood, tyres, recon. steering, brakes. New clutch. £85. MAI 5651. [2175]
- DELAGE D/675** Sports Saloon, 1938, with Cotal gearbox. One previous owner; in my possession since 1940. About 40,000 miles. Mechanically good. Haggle around £150. Kingston, Roundwood, Hutton, Essex. [2176]

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- H.R.G. 1500/1100** post-war required. Original and faultless condition. Wallis, 11, Ilmington Road, Harrow, Middx. Tel: Wordsworth 7071. [2150]
- TALBOT "SHORT"** '75 or 90 Sports body in good condition. Box No. C.621. [2162]
- 1937 RILEY KESTREL SPRITE**. Immaculate condition essential. Good price paid for right car. Details to Box No. C.733. [2173]
- WANTED: Pre-war 4/4 or Talbot 10 Coupé**. Seen Birmingham area. Details to: 3154504 S.A.C. Smith, Station Workshops, R.A.F. Cosford, Staffs. [2162]
- WANTED: Lancia Ardea** or cheap Citroën 2CV. Short, 19, Wretham Road, Birmingham 19. [2162]
- T.C.** wanted privately. Good condition. Distance no object. All letters answered. Box No. C.630. [2163]
- "D" BOX** wanted. Speed Six. Allen, 25, Whittington Court, Aylmer Road, N.2. [2163]
- TOURING BODY** for 1936 Talbot "75." Particulars to Tom Knowles, White House, Crank, St. Helens, Lancashire. [2166]
- AUSTIN HEALEY** Windscreen. Read, 48, Bollington Road, Heaton Chapel, Stockport, Ches. [2169]
- £5 REWARD** information leading purchase veteran car or pre-1914 Rolls or Ford. £300 available. Box No. C.644. [2164]
- ALTA HEAD** for S.V. Minor required. Nagel, 29, Central Road, Morden, Surrey. [2165]
- 1934 SINGER "Le Mans"** instruction book. Box No. C.673. [2167]
- WANTED: Secondhand inlet and exhaust conversions** for 1958 Mark II Consul convertible, preferably Aquaplane. Mr. Terry, Telephone Leatherhead 4131. [2170]
- SUPERCHARGER WANTED** for Ford 10. Riley, "Rosery," Byers Lane, South Godstone, Surrey. [2171]
- BERKELEY**, 322 c.c., Red preferred, 1957 up. £300 cash. October this year. Returning from the dreaded Orient. D. G. Jaques, Westwoodside, Nr. Doncaster, Yorkshire. [2172]
- AQUAPLANE** engine mods. for 100E Ford. Cheap. Price, mileage, etc. Box No. C.723. [2173]
- WANTED: Chrome luggage carrier** for T.F. M.G. Bennett, 234, Hill Lane, Southampton. [2174]
- URGENTLY REQUIRED** for Alfa-Romeo 8 c. supercharged 2.3 litre: Cylinder head, at least half of which must be serviceable and uncracked, and a radiator in clean, unclogged condition. Box No. C.725. [2175]
- INFORMATION**, photos, spares, cylinder block, for 1912, 12HP Benz, wanted. Anything greatly appreciated. S. P. Steer, Pool Farm, Carlton, Saxmundham, Suffolk. [2175]
- MERCEDES-BENZ**, Type 230, Cabriolet "A," 1938/39. E. Hamblen-Thomas, Cream Lodge, Dursley, Gloucestershire. [2176]
- WANTED: Early vintage Standard 9.5** two-seater. Must be in original and running order. Any similar non-U vintage light car considered. Please write: Maureen Grattan-Kane, Corfe Castle, Dorset. Telephone 438. [2179]

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- £505 Triumph TR2, 1955 model. White, heater.
- £465 Jaguar XK120 roadster, 1952. Cream. Radio.
- £385 Jowett Jupiter, 1953 model. Red. Extras.
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M.G. TF, 1954, 2-seater in white; wire wheels, heater, spot. A very beautiful example of the marque	£565
MORGAN 4/4, 1957, 2-seater, immaculate in dark red with black leather; Ford 10 unit; fitted tonneau cover, twin spots, etc.	£545
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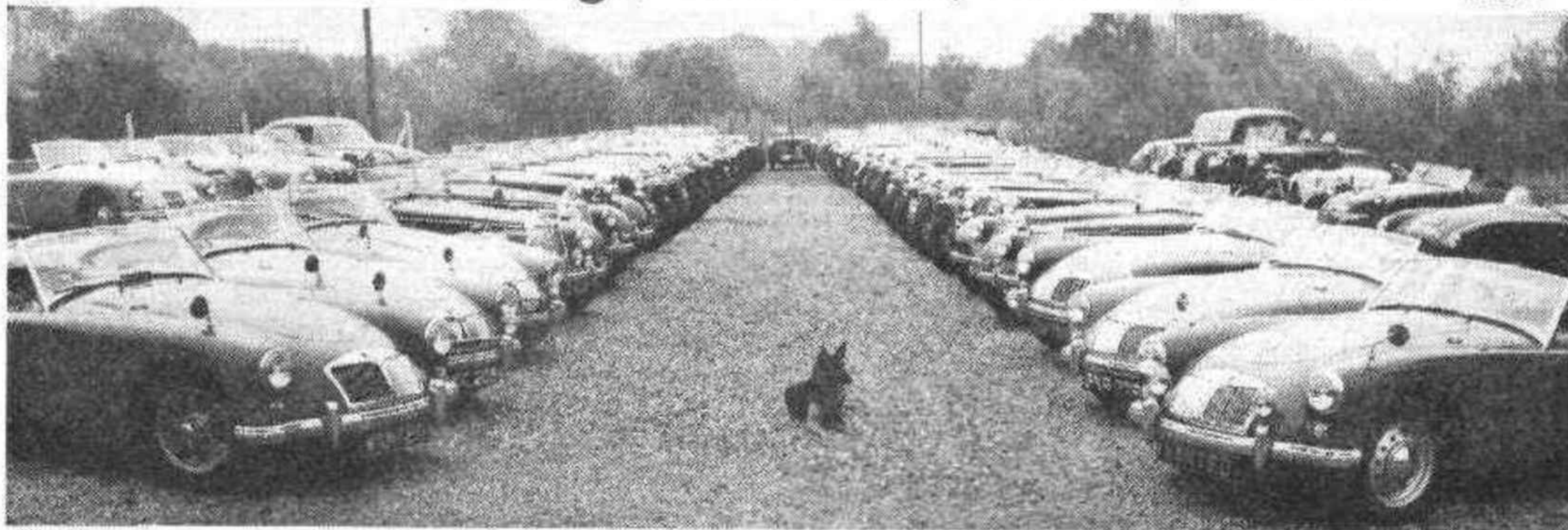
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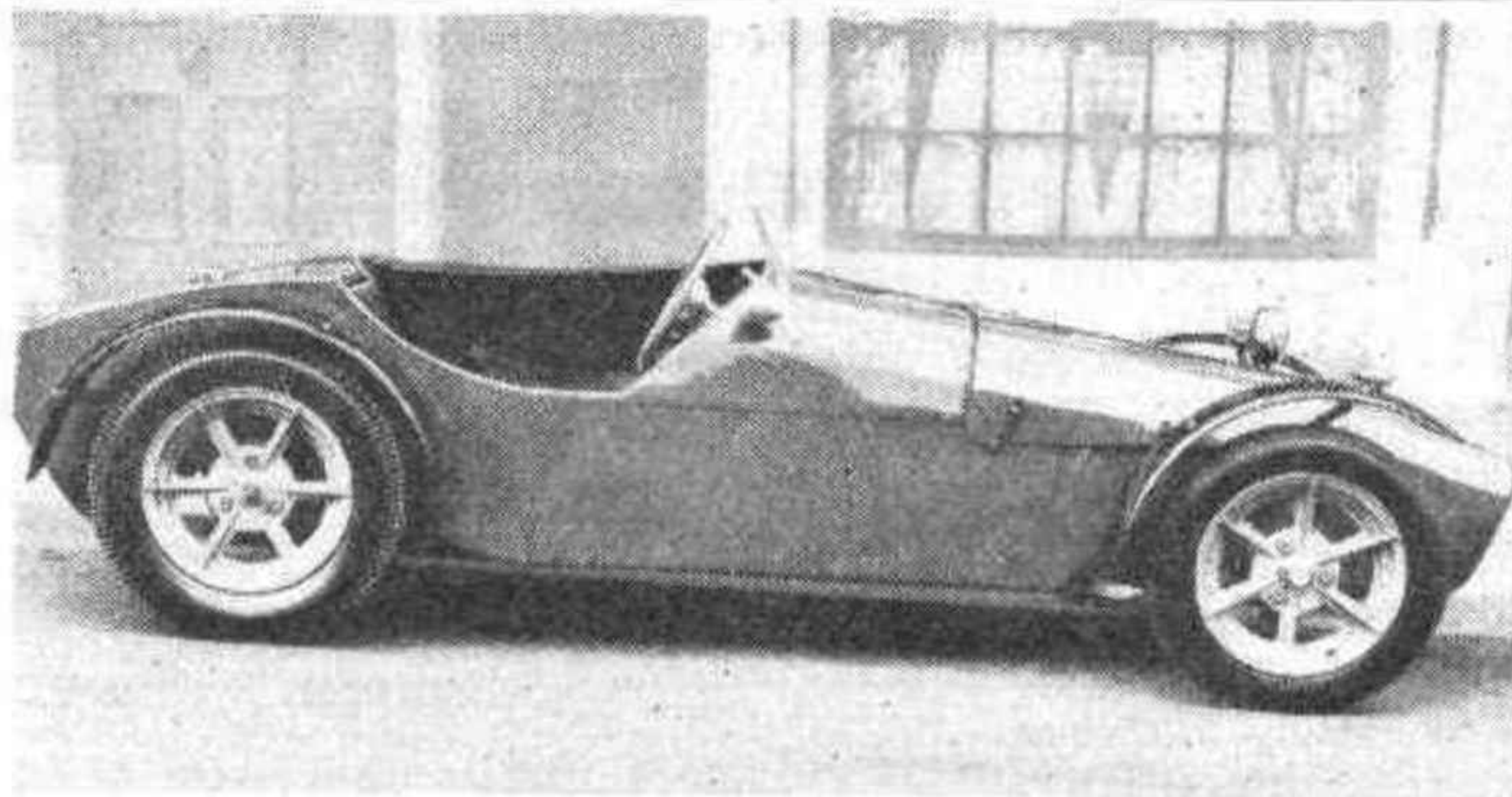
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WANTED—continued

- WANTED:** Lagonda, late vintage, 2 litre, low chassis, 4-seater Tourer. Good condition. Full details, photo. Bugler, 139a, Wilton Road, Southampton. [1750]
- WANTED:** Hardtop for TR2. R. Antrobus, 11, Bucknalls Drive, Bricket Wood, Watford, Herts. [1751]
- VOLKSWAGEN WANTED.** Up to £500 cash available for best de luxe example offered. Woods, 35, Croft Avenue, Bromborough, Cheshire. [1752]
- V.W. OR PORSCHE** engine with or without transmission. State serial number, approximate miles and price, first letter. William Murphy, 243, Hills Road, Cambridge. [1753]
- LAGONDA WANTED.** Could anyone wishing to sell a sound M.45 Tourer please write to Sumner, Camp End, Weybridge, Surrey. [1787]
- FOR M.G. P.B.:** Gearbox complete, standard ratios, also rev. counter head. For Wolseley Hornet Special: 8/39 ratio crownwheel and pinion, 8-hole mounting, or complete diff. unit. For 1946 2½/3½ litre Jaguar: oil cleaner assembly. Farquhar, 24, Kirkby Avenue, Sale, Ches. [1788]
- ENTHUSIAST,** knowledgeable, mechanical juvenile, requires late vintage open 4-seater Rolls or Bentley. Must have good mechanics, fair body, leather, etc. Well shod. Photo. W.H.Y. Cheap. Second clot wants first class Chummy 7—really good, no fancy prices. S. Yorks. Box No. C.789. [1789]
- AUSTIN NIPPY.** Fully floating con rods wanted. Coles, 28, Hilltop Crescent, Cosham, Hants. [1813]
- WANTED for Ford 10:** Twin carbs, exhaust, rev. counter, remote control, etc. Hedges, 21, Waverley Gardens, Barkingside, Essex. VAL 0420. [1832]
- FIAT 600 (1958).** Supercharger and modifications for above car. 794, Bury Road, Bolton, Lancs. [1833]
- ALTA O.H.V.** kit for 1952 Minor for around £20. Baker, 15, Spencer Avenue, Earlsdon, Coventry. [1834]
- URGENTLY REQUIRED:** Y. type M.G. diff. assembly or c.w. and pinion. Dorking 2892. [1838]
- LANCIA.** Any type or condition. Cheap. Kay, Marsh Lane, Hambleton, Blackpool. [1880]
- WANTED:** Rolls-Royce Phantom II or Phantom III open tourer or drophead coupé. H.A. Fox & Co. Ltd., 3/5, Burlington Gardens, Old Bond Street, W.1. [1894]
- 550 x 15 Road Speed** or "X" tyres, TR2/3 and O.H.V. Minor speed equipment. Davenport, 67, Pilsley Road, Clay Cross, Chesterfield. Phone: Claycross 3167. [1918]
- WANTED:** Sound Mk. I Ford Consul engine—preferably with accessories. Peart, 76, Beechwood Road, Sanderstead, Surrey. [1922]
- STANDARD Sportsman** wanted: £750 for good example. Northern district preferred. Box No. C.923. [1923]
- J.A.P.** or Matchless engined Morgan with 3-speed box required for less than £50. A. F. Baker, Kings Arms Hotel, Cookham, Berks. [1924]
- HARDTOP** and sliding sidescreens, any condition, for Jaguar XK120, also crashed body, sports or fixed head. 2G. Craddock, "Lone Pine," New Road, Ferndown, Dorset. [1925]
- WANTED:** 1938-1940 Fiat 1100, or 1946-50 Volkswagen L.H.D. or R.H.D. Nothing nasty please. All replies answered. 11, Cedar Street, Hollingwood, nr. Chesterfield. [1926]
- WANTED:** 2 C.V. Citroen, about 1955, in good condition. Barlow, 29, Warkton Lane, Kettering, Northants. Phone 3845. [1927]
- FIAT 500** wanted, 1947/48 or pre-war. Mrs. Coade, Cark-in-Cartmel, Lancs. [1928]
- WANTED:** Good open four-seater Bentley, 3 litre. Must be sound mechanically. Blue Label considered. Major Gill, Cambridge Military Hospital, Aldershot. [1929]
- SILVER GHOST** tourer, original 1915 or earlier. Please write Box No. C.932. [1932]
- WANTED, CAR RADIO,** 12v., American or German. Also special equipment Minor 1000. Box No. C.933. [1933]
- WANTED, ONE PAIR WEBER** type 40DC03 carbs., or parts. Box No. C.934. [1934]
- 1172 G.T.** Saloon, Rochdale or Ashley, as efficient and inexpensive supplement to prestige wagon. Must be nimble, presentable, ergonometically satisfying and reliable for 300 business miles per week. Jennett, 7, Dunsdon Road, Woolton, Liverpool. [1968]
- RILEY SPRITE** engine, crossflow head, carbs, sump. Also radiator, bonnet, running boards for '36 Lynx. Black, 12, Merrilocks Road, Liverpool, 23. [1992]
- HARDTOP** Fibreglass 1172 or Singer Roadster 1947 in exceptional condition. Full details Box No. C.033. [2033]
- HARDTOP** for open Jaguar XK140 (1955). 14, Old Slade Lane, Iver, Bucks. [2034]
- S.S.100, H.R.G.** or similar wanted. Good 1947 Ford utility offered, part exchange or sale. 65, Streetsbrook Road, Solihull, Shirley 1995. [2035]

WANTED—continued

- LAGONDA RAPIER** wanted, good condition. Details, price, Stevens, Grantley, Brokes Road, Reigate, Surrey. [2036]
- AUSTIN A.95** Countryman. Top price for mint condition. Genuine offers only. Boots, Hart Street, Southport. Tel: 4060. [2037]
- 30/98 VAUXHALL,** original, mechanically sound. State price, Grange Farm, Bredon, Tewkesbury, Glos. [2038]
- TWO ATTRACTIVE GIRLS** wanted to accompany two racing enthusiasts, car owners (22-24) to race meetings, etc. Newmarket area. Box No. C.039. [2039]
- SECONDHAND** Speedex body for A.7. Also any modified parts for A.7 Special. Box No. C.040. [2040]
- LAGONDA RAPIER** or 12 h.p. Alvis, drophead or saloon. Preferably in excellent condition. Box No. C.041. [2041]
- M.G. J.2** with Ford engine and hydraulics, Riley Saloon or similar, required in excellent condition. Box No. C.042. [2042]
- SECONDHAND** beaded edge tyres required, sizes 895 x 135 and 895 x 150. Clarke, 42, West Street, Wilton, nr. Salisbury, Wilts. [2043]
- C TYPE M.G.** Reply, giving fullest details, m.p.g., etc., and price. Box No. C.044. [2044]
- FOUR 5.90 x 15 TYRES,** rad. blind, Austin-Healey 100. Gibbs, 511, Footscray Road, S.E.9. FOO 4056. [2045]
- WANTED:** American car, '36 to '39. Must be perfect in every respect. Price, particulars, to: Malkinson, 11, London Road, Grantham, Phone 1613. [2202]
- WANTED:** Alfa and Bugatti, dilapidated, incomplete or parts of same, any type. Cash on collection anywhere. Keeling, Gt. Maplestead, Halstead, Essex. Tel.: Heddingham 281. [2203]
- 1172 FORD SPECIAL,** preferably bodyless or Saloon. 30, Bourne Close, Winterbourne, Bristol. [2204]
- AUSTIN 7 L/A** Cylinder Head, preferably finned. French, 11, Oldfield Crescent, Southwick, Sussex. [2205]
- CRANKSHAFT** for "P" model M.G. Cook, 66, Manor Street, Nelson, Lancs. [2206]
- WANTED:** Bentley "Red Label" or 4½ litre in good condition. J. B. Hepton, 7, Sandringham Road, Birkdale, Southport. [2207]
- HOOD** to fit M.G. T.C. Good condition. Price and details. All replies acknowledged. Box No. C.208. [2208]
- WANTED:** Front Wings to complete rebuilding pre-war Fiat 500. Must not be broken. Rust can be dealt with. Box No. C.209. [2209]

WANTED—continued

- WANTED:** Alvis 12/50 Saloon, preferably without engine, gearbox, back-axle. Complete car if cheap. Body must be tidy. Engine available in part exchange. Pyke, Pont Gilbert, Llanvethereine, Abergavenny, Mon. [2210]
- MASCOTS.** Makers' emblems such as Voisin Bird, Invicta Black Prince, Hispano Stork, Isotta Man, Rolls Lady, A.C. Greyhound, etc., etc. Also require literature of any description. Peter B. Moore, 1, Northwood Way, Northwood, Middlesex, NH2 3980 evenings. [2211]
- H.R.G. 1500,** Vintage type body. Good condition essential. Private sale preferable. Box No. C.212. [2212]
- ROLLS-ROYCE** and Bentley cars. Also all types of open sports. Booth, 55, Headingley Lane, Leeds. Phone 54795. [2213]

MISCELLANEOUS

- VETERAN,** Vintage and Speed Merchants. "Persons riding in this vehicle do so at their own risk. In event of any loss or injury they cannot claim against the Owner or his Insurance Company." Attractive Plastic Plaques for dashboard display. Send 3s. and S.A.E. Clarke & Co., Coombe Road, Salisbury, Wilts. [1935]
- HIRE PURCHASE** available for private transactions. Northern Counties Finance, 143, Boughton, Chester. [1936]
- RAILTON OWNERS' CLUB.** President: Reid Railton. Chairman: Antony Hyde-East. Established 1956, affiliated R.A.C. Technical advice, spares, monthly bulletin, sporting and social events. For membership, apply Secretary, C. G. Russell, Yew Cottage, French Street, Sunbury-on-Thames. [1937]
- PATENTING** services. Advice. Qualified agent, C. L. Browne, 114, Greenhayes Avenue, Banstead, Surrey. [1637]
- ARMSTRONG-SIDDELEY** Sphinx Mascot wanted for '34 Tourer. Crosskill, 197, Grimsby Road, Cleethorpes. [1835]
- YOUNG ENTHUSIASTS** in West London unable to build Specials, contact me. Object: To form a club and build Specials. B Stephens, 19, Sunningdale Avenue, East Acton, W.3. [1930]
- INTERESTED IN AEROPLANES** or Airplanes? Biplanes and Vintage types? E. G. Siskin, Pup, Fury, Hart, Brisfit, Nieuport, Gladiator, Bleriot, S.E.5, Fokker, S.P.A.D. and such types of yesterday? Then please send S.A.E. for my list of precision hand-made non-flying and flying scale models. Secondhand from 50s. to £45. New models to order. Contractor to aviation industry, museums, film studios, collectors, etc. Edmund Landon, 26, Seaton Gardens, Ruislip Manor, Middlesex. Callers by appointment only. [2046]

EXCHANGES

- PERFECT KESTREL 12/4,** 1938 (see For Sale) for Imp. Sprite or similar or 2-berth aux. cruiser. Tel.: Hockley (Essex) 2520. [1643]
- VOLKSWAGEN,** immaculate, Capri blue, sun-roof, many extras and mods., very fast; 15,000 miles. Part exchange for M.G.A. in similar condition. Box No. C.661. [1661]
- 1958 MORRIS 1000** 2-door de luxe for FIAT 600 Multipla or convertible, or 2 C.V. plus cash. Robinson, 6, St. Paul's Road, Newton Abbot [1790]
- 1939 APRILIA** Engine/Gearbox Unit complete for V.W. or Javelin ditto. Box No. C.931. [1931]
- ASTON MARTIN** International; hydraulics, chrome axle, stainless steering; many valuable spares; for Ford Rochdale G.T. or similar. 20, Parkgate Road, Chester 24842. [2047]

SITUATIONS WANTED

- COACHBUILDER** (West Sussex) seeks interesting work, preferably with firm engaged on Vintage-Veteran cars. Repairs or rebuild. Box No. C.626. [1626]
- YOUNG MAN,** 30, eager to obtain post on administrative or business side of racing stable. Box No. C.662. [1662]
- YOUNG MAN (25)** thinks he has the ability to drive a racing car. Can anyone offer him the opportunity? Box No. C.672. [1672]
- TWO ENTHUSIASTS,** 18 and 19, seek posts connected with motor racing. No experience. Willing to learn. Travel anywhere. Box No. C.705. [1705]
- AGED 19,** apprentice draftsman seeks employment small motor firm, manufacturing racing, sports cars. Experience driving, design, fibreglass, welding. Box No. C.836. [1836]
- YOUNG MAN,** 19, public school, two passes G.C.E. Advanced Level, seeks interesting post connected with high performance cars, preferably with racing concern. Anything anywhere considered. Box No. C.837. [1837]
- PART-TIME** evening or week-end work required by well educated young man whose full-time occupation is technical advisor in a sales office. Very experienced customer contact. Amateur motor mechanic and enthusiast. Box No. C.899. [1899]



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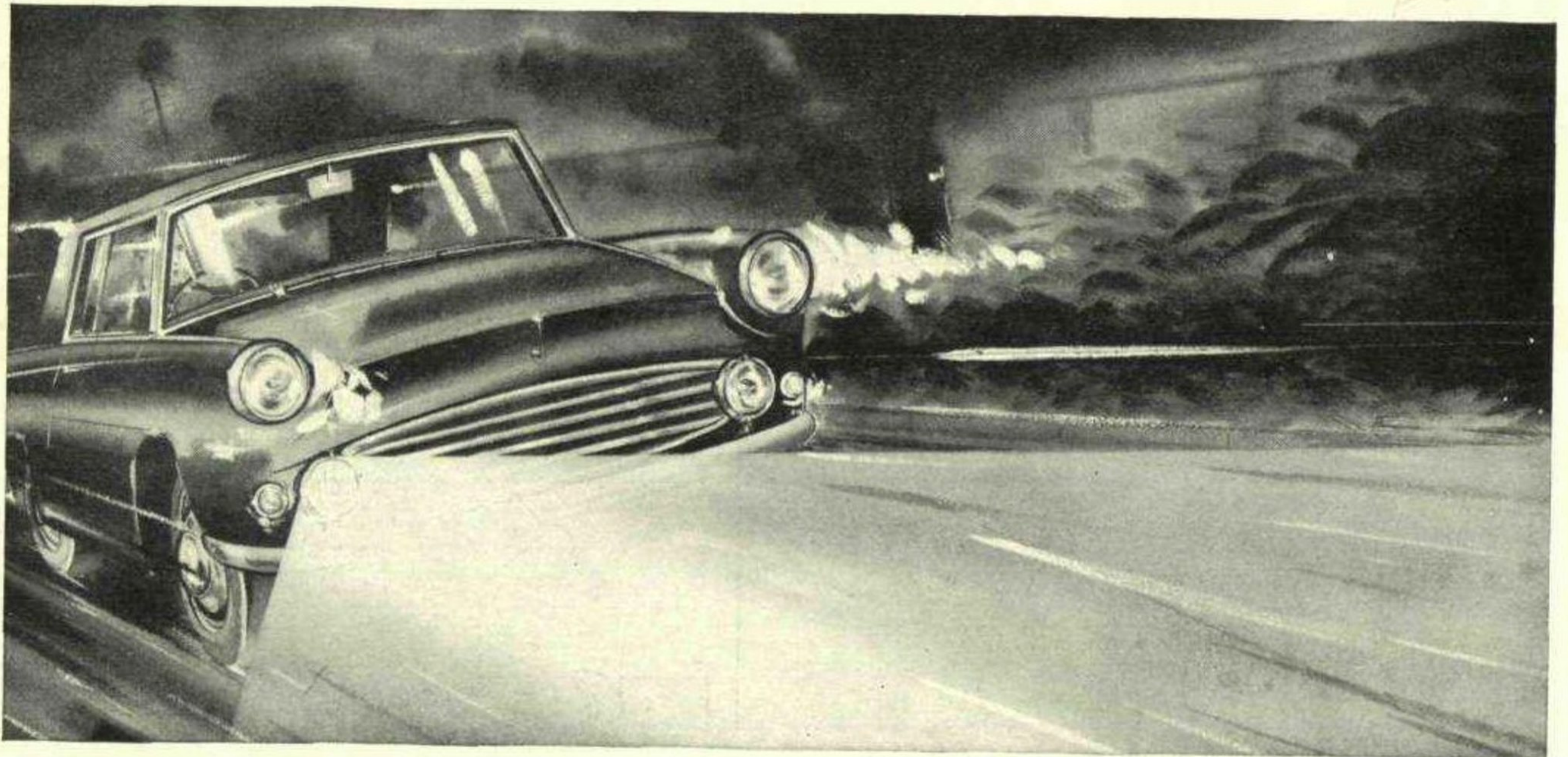
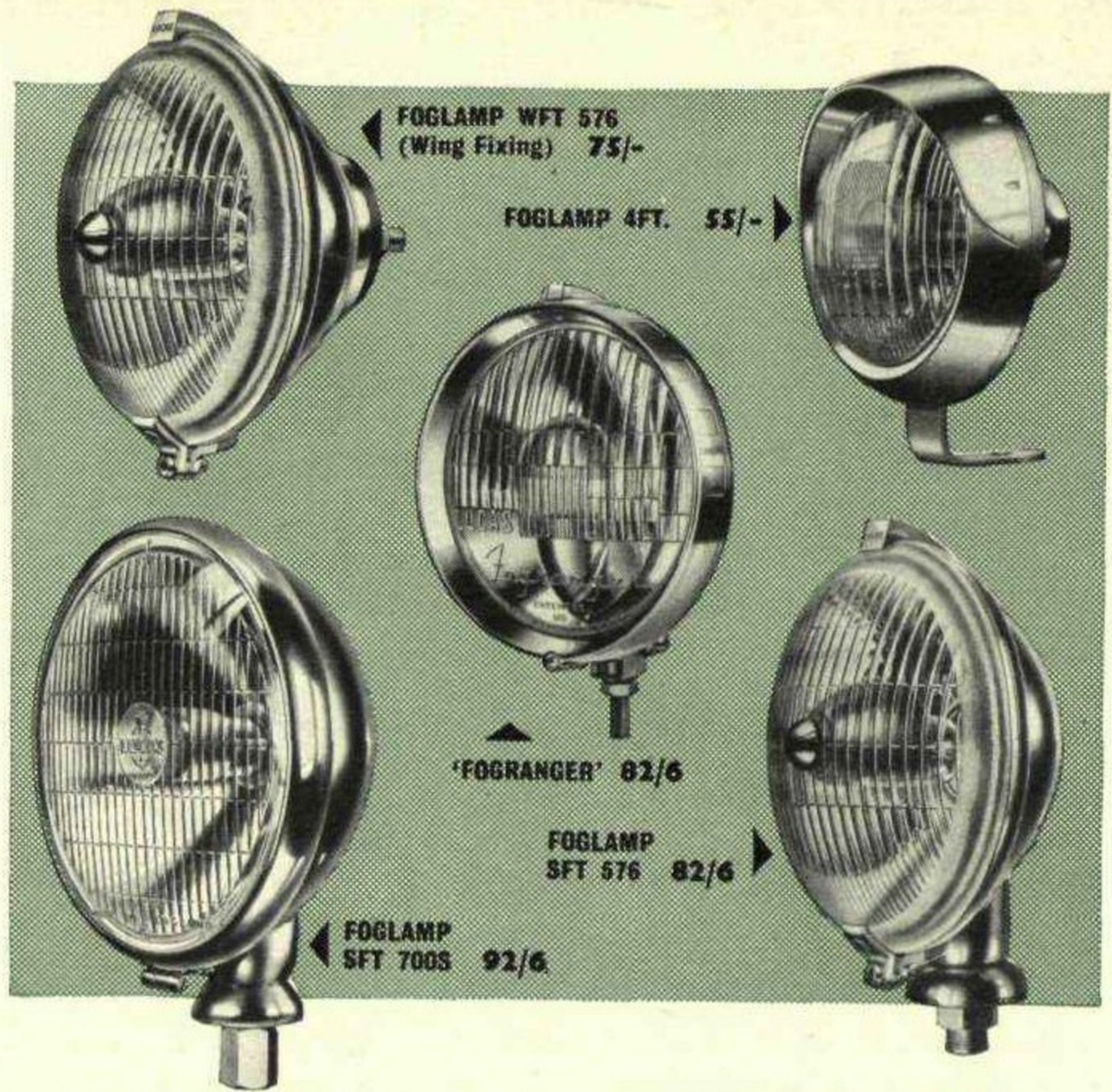
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