Vol. XXXVI No. 10 ONE SHILLING AND SIXPENCE October, 1960

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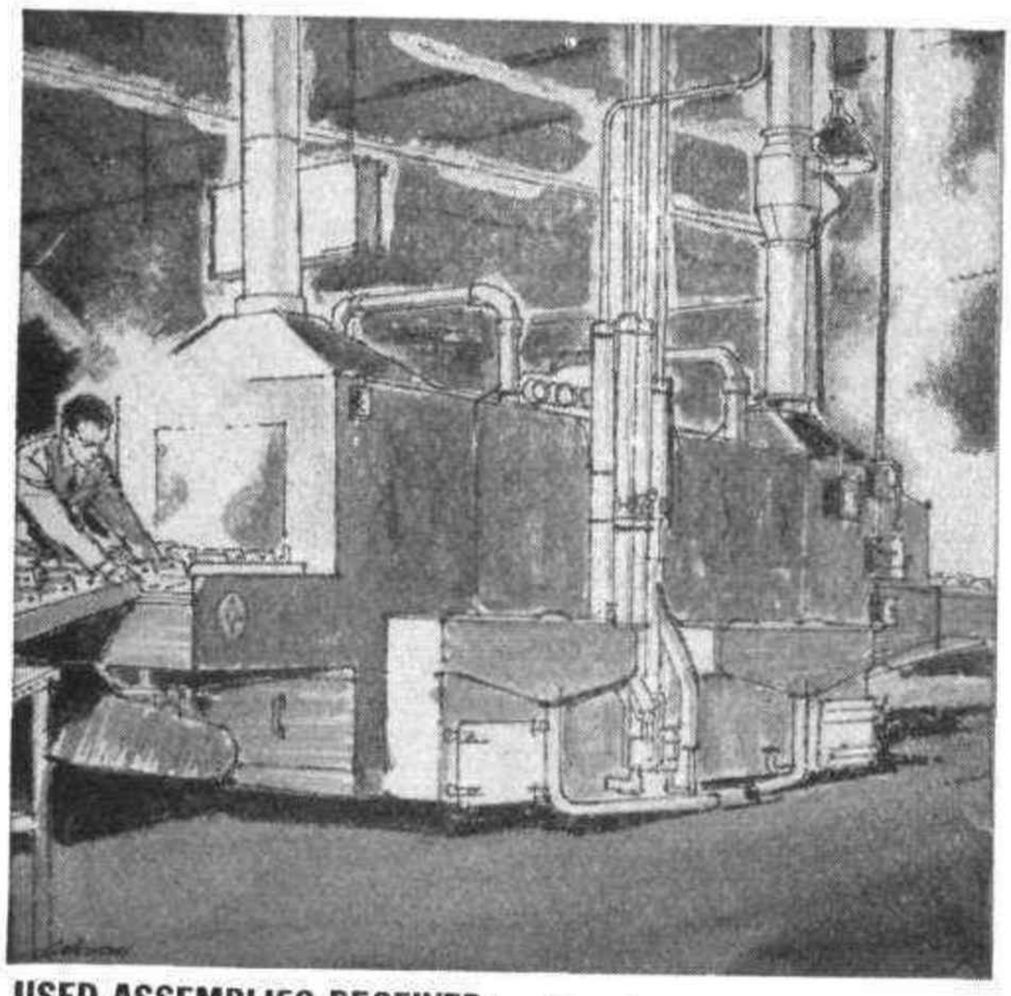
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...ONE?



USED ASSEMBLIES RECEIVED are cleaned and stripped. The Borg & Beck factory already handles up to 500 of them every day. The separated components go on the special assembly line.



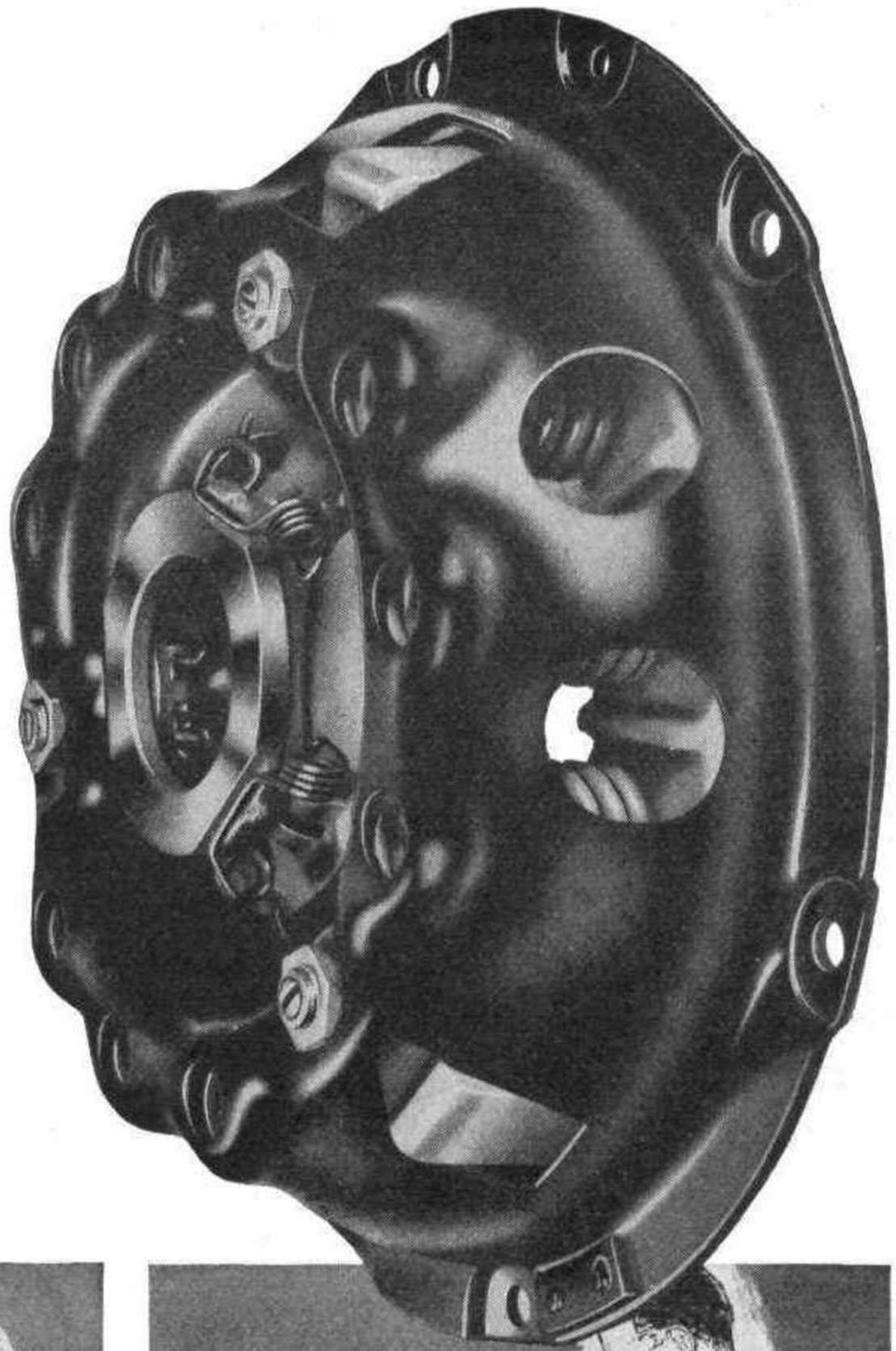
ACCURATE TESTING of each component follows. Any that are below specification are discarded. Others are passed on for processing. Here, the electronic, dynamic balancing machine records any out of balance tendencies of the clutch.

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. . . *it used to be!* Now Borg and Beck have made it a thing of the past, with a complete exchange assembly, right from the factory where the clutch was made.

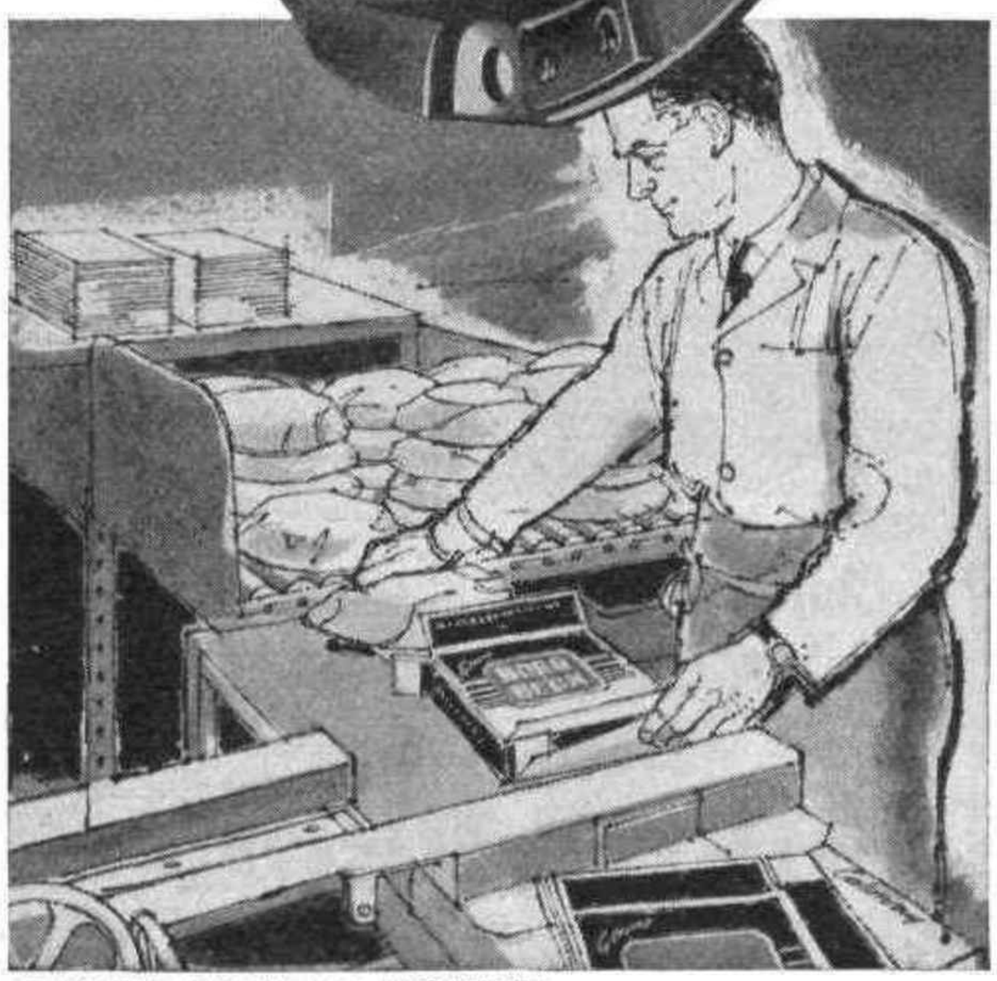
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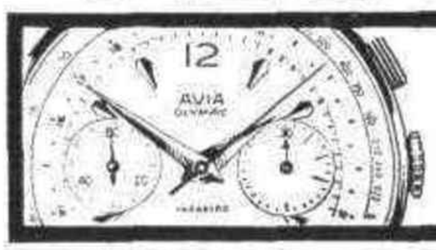
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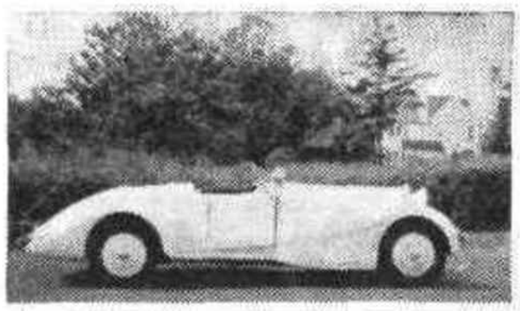
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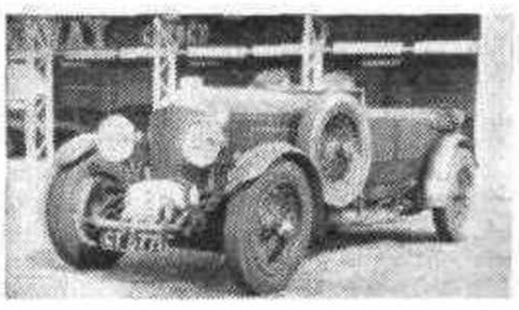
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1931 20/25 owner-driver saloon (KF 4509)	£165
1934 20/25 landaulette (WJ 8830)	£195
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1928 **Phantom I** limousine by Hooper (YV 33)	£275
1932 20/25 saloon (YY 629)	£295
1937 **Phantom III** limousine by Barker (EGJ 40)	£380
1925 **Phantom I** all-weather tourer (YL 4711)	£395
1936 **Phantom III** saloon by Windover (CXY 523)	£400
1933 20/25 Freestone & Webb coupe (ALY 609)	£525
1934 **Phantom II** saloon (BPG 898)	£500

DELAHAYE

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1945 **Drophead** foursome coupe (HGC 528)	£565

INVICTA

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1936 **2-litre Speed Model** 2-seater (DGJ 242)	£495
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ALFA-ROMEO

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A Book for Christmas

Denis Jenkinson, our Continental Correspondent, who really needs no introduction, has written a book on the 2½-litre Formula 1 era, 1954-1960. Included in this book are many of his personal experiences and stories hitherto unpublished. The book will be published early in December by **Grenville.**

FOR FULL PARTICULARS SEE NEXT MONTH'S ADVERTISEMENT

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We have produced a very attractive greetings card, with a coloured action shot of World Champion Jack Brabham winning the Portuguese Grand Prix at Oporto. This card individually addressed will be sent to your friends on receipt of their names and addresses together with 25/- for each annual subscription.

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52 Alvis 3-litre	£365	48 M.G. TC sports	£265
55 Wyvern saloon	£355	52 Minx coupe	£265
51 Jaguar Mk. V coupe	£295	36/7 Lagonda 4½-litre	£222
53 Velox saloon	£295	49 Ford Pilot	£165
51 Vauxhall Velox	£185	50 Ford Prefect	£165

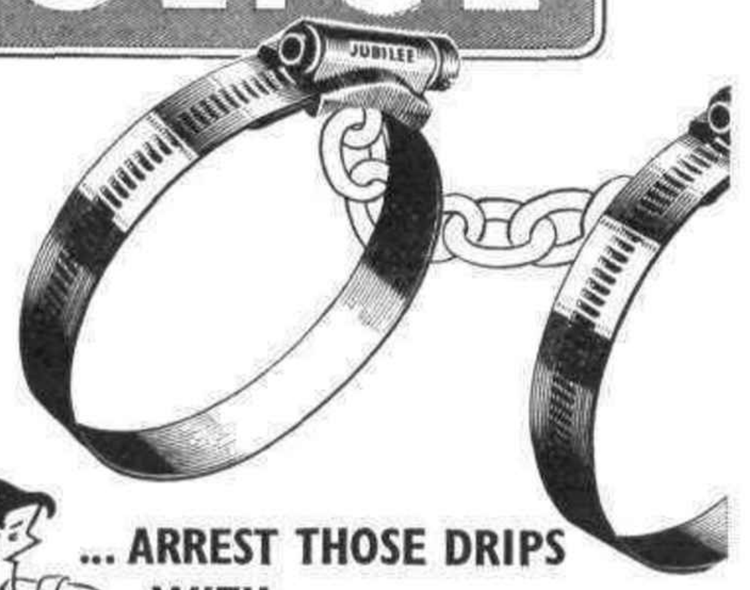
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Highlights of the month ahead

October 6 ● The British Empire Trophy comes to Silverstone; full report and pictures. Report of the German International Rally and a preview of the London M.C.'s National London Rally.

October 13 ● The latest lines from France : report and pictures from the Paris Salon. A competitor's report of the London Rally and an illustrated survey of the latest rally equipment.

October 23 and 30 ● TWO SPECIAL, ENLARGED ISSUES CONTAINING THE PREVIEW AND REPORT OF THE 1960 MOTOR SHOW AT EARLS COURT. THESE ISSUES WILL ALSO CONTAIN ALL OUR REGULAR FEATURES, INCLUDING ROAD-TEST REPORTS, AND WILL CARRY A SPECIALLY-PREPARED GUIDE FOR MOTORING-CLUB ENTHUSIASTS.

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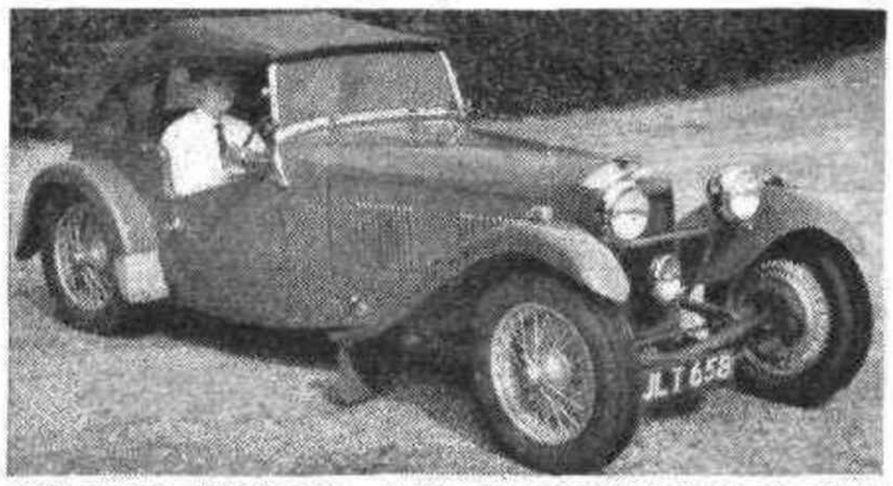
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1958 (reg.) AUSTIN 750 special 2-seater. Fitted with Ashley fibreglass bodywork, good specification. **£125.**

1948 BENTLEY Standard steel saloon. Black/fawn. Full-flow engine, radio, heater, etc. In excellent order and very competitively priced at **£625.**

1950 HEALEY Silverstone E-type 2-seater. Finished in green with beige upholstery. An excellent example offered at the realistic price of **£355.**

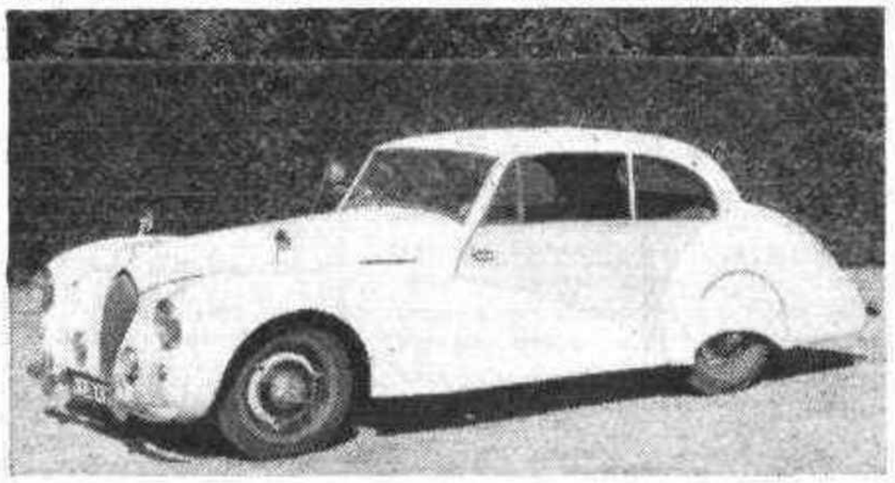
1946 M.G. TC 2-seater. Finished in black with green interior. Good all-weather equipment and tyres. **£250.**

1953 (November) SUNBEAM Alpine sports 2-seater. Duo-grey, new tyres, radio, heater, etc. A rare model offered at an attractive price. **£315.**

1954 TRIUMPH TR2. Overdrive, heater, Michelin "X"s. New vynide hood with sliding screens, seat covers, etc. Beautifully finished in ivory. **£425.**

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1951 HEALEY Tickford saloon. This rare model, although a 4-seater saloon, is built on a sports-car chassis and powered by the well-proven push-rod 2½-litre Riley engine giving over 100 b.h.p. Finished in ivory with red interior. Radio, heater, etc. **£225.**

ALFA ROMEO 1,750-c.c. James Young drophead coupe. A rare model in good condition. **£165.**

1935 ALVIS SPEED 20 sports saloon in good running order. Twin spots, wing mirrors, etc. **£55,** o.n.o.

1956 BUCKLER 90 1,172-c.c. 2-seater. Alloy bodywork finished in red. Fully-tuned engine, close-ratio Buckler gears. Excellent condition throughout. **£325.**

1954 BUCKLER. Fitted with attractive all-enveloping 2-seater fibreglass bodywork by Rochdale; red, with fawn upholstery; green vynide hood and screens; Buckler close-ratio gears, twin S.U.s, etc. **£195.**

1939 FRAZER NASH-B.M.W. 327/80 drophead coupe. Grey with red leather upholstery. Engine requires running-in after complete rebuild. **£250.**

1934 M.G. PA 2-seater. In sound condition and offered at a competitive price to clear. **£95.**

M.G. Magnette 2-seater. Engine recently reconditioned. E.N.V. manual gearbox. **£85.**

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VOL. XXXVI No. 10 M.G.-A 1600 ROAD-TEST REPORT OCTOBER, 1960

MOTOR SPORT

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PUBLICATION DATE FIRST OF THE MONTH THIRTY-SEVENTH YEAR OF PUBLICATION

MATTERS OF MOMENT

PAT MOSS AND ANN WISDOM

We have praised Pat Moss and Ann Wisdom before but their recent epic drive in the Liége-Rome-Liége Rally placed them not only in the forefront of sportswomen but the equal of the most skilled and experienced rally drivers of either sex.

This Liége-Rome-Liége Rally—see page 815—lived up to its reputation of being one of the toughest events in the rally calendar; if confirmation of this is needed, note that out of 83 starters a mere *thirteen* finished, thus converting, incidentally, an unlucky into a lucky number so far as the most capable crews in the most suitably prepared and intrinsically durable motor cars were concerned!

In winning outright Pat Moss and Ann Wisdom set the seal on their growing prowess as rally drivers and navigators; let no-one refer to them as the weaker sex, charmingly feminine as they appear when holding steering wheel or map in their hands. That they achieved this great success at the wheel of an Austin Healey 3000 which, if it has all the guts and performance necessary for an arduous task of this sort, is not the best-handling of cars over going of the kind encountered on the Liége-Rome-Liége. Add to this consideration the fact that the car was not entirely trouble-free, so that the two girls had considerable anxiety as to its well-being and their epic drive was "tigering" in the best traditions of the Sport.

Pat Moss and Ann Wisdom have linked their names with other great women drivers of the past, such as Camille du Gast, Dorothy Levitt, Kay Petre, Gwenda Hawkes, Elsie Wisdom (Ann's mother), Madame Juneck, Dorothy Stanley Turner and many others. We salute them.

Let us, also, not forget those 13 cars which finished this tough rally—three Citroëns, three Porsches, three Austin Healey 3000s, and one each of Volvo, Triumph TR3, Austin Healey Sprite and Auto Union. Congratulations, particularly to B.M.C., on thus demonstrating the stamina and performance of their products.

CONDOLENCES

After the congratulations, condolences—to Donald Campbell in respect of the accident to Bluebird. He will try again, brave man that he is, but meanwhile, as the days, weeks and months slide past with the "fastest-ever" motor-car speed record unbroken, spare a thought for another brave man, the late John Cobb, who has held the honour since 1939 and whose memorial stands beside black Loch Ness, where he was killed attempting the "fastest-ever" water speed record.

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Front cover picture: CAR OF THE FUTURE, Wolfgang von Trips finished fifth overall in the Italian Grand Prix and first in the Formula 2 Section of the race, driving the rear-engined Ferrari which won the Solitude G.P.

WHAT'S NEW?

Unless some exciting rumours materialise this year's Motor Show at Earls Court does not promise much allure. Not many new models seem to be about, unless they are wheeled on, dust-sheeted, at the eleventh hour. Citroën have no need to change anything on their very advanced productions. Volkswagen have already announced how they have "gilded refined gold," their remarkable vehicle being hailed on high authority both here and by unbiased reporters in America as the "best buy" in its price class. B.M.C. have cleverly introduced van and estate-car (for bijou estates?) versions of their extremely safe and fast-cornering economy 850s.

Vauxhall have decided that more power from their bigger models is the answer to falling sales of the Luton product, and Simca have put extra bearings in their engine. But it takes more than this to bring vast crowds to a Motor Show and it is to be hoped that rumours of new twin-cam engines, fast disc-braked G.T. coupés from the Essex marshes, British cars that ride and corner like Citroëns and other rumoured new-comers will grace the Earls Court acres. At least one "lost cause" will be revived there, namely, the Lea-Francis from Coventry; let us hope this resurrected make will fulfil the promise which past successes in motor racing, such as winning the first Ulster T.T., have bestowed on the name.

ANOTHER IMPOSITION

The introduction of traffic wardens into London's West End has brought yet another burden for the harassed motorist. The 39 wardens pasted no less than 344 of their parking tickets wrapped in little celophane bags on windscreens in the Mayfair parking meter area during their first day of duty, which will represent a minimum income of £688 to the Government. A police spokesman admitted that this was a higher revenue than the police would have obtained in a similar period, indicating, perhaps, that the wardens are being over-zealous on their first tour of duty.

The news that a doctor, rushing to a patient who had suffered a heart attack, had been issued with one of these £2 tickets filled us with disgust. Surely, even if the rank-and-file motorist has to put up with these irritating impositions the medical profession could be exempted? Even better, why not build some car parks on the bomb-damaged property which has not been touched since 1940, or is that a too simple solution and less profitable than the £2 ticket fine scheme?

THE NOVEMBER ISSUE WILL BE PUBLISHED ON OCTOBER 25th

Motor Sport Events for October

*** 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
Oct. 1st	Midland A.C.	Frimley	Lichfield	Driving Test (*R.*)	2.30 p.m.
,,	B.R.D.C.	SILVERSTONE	TOWCESTER	B.E. TROPHY (*N.O.*)	10.45 a.m.
,,	Burnham-on-Sea M.C.	Marine Parade	Weston-Super-Mare	Sprint (*R.*)	1.30 p.m.
Oct. 1/2nd	East Anglian M.C.	—	Clacton	Rally (*R.*)	8.00 p.m.
,,	E.M.I. Motor Club	Social Club	Hayes	Rally (*R.*)	9.00 p.m.
,,	Old Paludians M.C.	Clubhouse, Berry Hill	Taplow	Rally (*C.*)	11.00 p.m.
,,	Hants & Berks M.C.	Queens Hotel	Farnborough, Hants	Night Navigation Rally	10.00 p.m.
,,	Newport C.C.	Gwent Service Station	Newport	Rally (*R.*)	10.30 p.m.
,,	English Electric C.C.	Car Park	Kidsgrove Works	Mellow Trophy Rally (*C.*)	10.30 p.m.
,,	Mid-Thames C.C.	—	Ripley	Rally (*R.*)	9.00 p.m.
Oct. 2nd	C.S.M.A.	Deers Hut Inn	Griggs Green, Kent	Production Car Trial (*R.*)	10.30 a.m.
,,	North London E.C.C.	Harleyford	Marlow	Sprint (*C.*)	11.30 a.m.
,,	Romford E.C.C.	Warley Barracks	Brentwood	Driving Tests (*C.*)	1.30 p.m.
,,	Harlow & Dist. A.C.	Edinburgh Way	Harlow	Rally (*C.*)	9.15 a.m.
,,	Fenland M.C.	Murkett Bros. Garage	March	Rally (*C.*)	2.00 p.m.
,,	Cumberland S.C.C.	Nr. Caldbeck	Carlisle	Rally (*C.*)	1.00 p.m.
,,	Stockport M.C.	Darley Moor Airfield	Ashbourne	Driving Tests (*C.*)	2.00 p.m.
,,	De Lacy M.C. of Pontefract	—	—	Standard Car Trial	2.30 p.m.
Oct. 6th	Forces' M.C.	Crown Hotel, Caversham Bridge	Caversham	Club Meeting	7.45 p.m.
Oct. 7th	Rolls-Royce M.C. (Scottish)	Factory Car Park	E. Kilbride	Rally (*C.*)	7.15 p.m.
Oct. 7/8th	LONDON MOTOR CLUB	—	LLANDRINDOD WELLS	NATIONAL BRITISH RALLY	11.25 a.m.
Oct. 8th	B.A.R.C. (N.W.)	Aintree	Liverpool	Sprint (*R.*)	2.00 p.m.
,,	Motor Cycling Club	Palace Hotel	Buxton	Derbyshire Trial (*C.*)	8.00 a.m.
,,	500 M.R.C. of Ireland	Kirkistown Airfield	Newtownards	Race Meeting (*C.*)	2.00 p.m.
,,	Herts County A. & A.C.	Waters Garage	Hatfield	Rally (*C.*)	7.30 p.m.
,,	Chess Valley M.C.	Red Lion Car Park	Hatfield	Rally (*C.*)	11.00 p.m.
Oct. 8/9th	Sheffield & Hallamshire C.C.	Bentley Bros. Garage	Sheffield	Rally (*R.*)	11.00 p.m.
,,	Metropolitan Police M.C.	M.P. Driving School	Hendon	Rally (*C.*)	8.01 p.m.
,,	Worthing M.C.	Cuff Millers Garage	Littlehampton	Rally (*R.*)	10.00 p.m.
,,	M.C. Car Club (S.W.)	Yeovil	Somerset	Western Rally (*R.*)	10.00 p.m.
,,	Smiths Motor Club	Oxgate Lane	Cricklewood	Rally (*C.*)	8.00 p.m.
,,	N.A.L.G.O. M.C.	West Drayton Hall	West Drayton	Wembley Cup Rally (*C.*)	10.30 p.m.
Oct. 9th	Circle Car Club	Waterloo Place	London	Rally (*C.*)	10.30 a.m.
,,	Severn Valley M.C.	—	Shrewsbury	Ladies' Navigation Rally (*C.*)	2.30 p.m.
,,	Evesham A.C.	Crown Hotel	Evesham	Rally (*R.*)	10.30 a.m.
,,	Shell Motor Club	Municipal Car Park	Gants Hill, Ilford	Rally (*C.*)	1.00 p.m.
,,	S.U.N.B.A.C.	Broadway	Evesham	Trial (*C.*)	11.00 a.m.
,,	B.R.S.C.C.	Snetterton	Thetford	Race Meeting (*R.*)	2.00 p.m.
,,	Hartlepools & Dist. M.C.	Seaton Carew	West Hartlepool	Rally (*R.*)	10.00 a.m.
,,	Bexley L.C.C.	Princes Hotel	Dartford	Anniversary Rally (*C.*)	10.00 a.m.
Oct. 9/10th	Charnwood C.C.	Sawley Cross Roads	Derby	Genevieve Trophy Rally (*C.*)	10.30 p.m.
Oct. 12th	Glass Bulbs A.C.	Car Park	Doncaster	Night Trial (*C.*)	6.30 p.m.
Oct. 14th	Advertising M.C.	Royal Ascot Hotel	—	Rally (*R.*)	9.00 p.m.
Oct. 15th	Shenstone & Dist. C.C.	Barkers Cafe, Streethay	Lichfield	Buxton Rally (*R.*)	8.00 a.m.
,,	C.A.V. Motor Club	Bredhurst "Bell"	Maidstone	Rally (*C.*)	7.00 p.m.
,,	Hastings & St. Leonards C.C.	"Bodiam"	Battle	Speed Hill-Climb (*R.*)	1.00 p.m.
,,	B.A.R.C. (N.W.)	Aintree	Liverpool	Kart Meeting (*R.*)	1.30 p.m.
,,	Verulam A.C.	Porters Wood	St. Albans	Rally (*C.*)	10.00 p.m.
Oct. 15/16th	English Electric M.C.	Car Park	Stevenage	Rally (*R.*)	7.00 p.m.
,,	Sevenoaks & Dist. M.C.	Gren St. Green	London	Rally (*R.*)	9.31 a.m.
,,	Pembrokeshire M.C.	St. Thomas's Green	Haverfordwest	Rally (*R.*)	7.00 p.m.
,,	A.E.R.E. M.C.	Harwell	Didcot	Rally (*R.*)	9.30 p.m.
,,	Dowty M.C.	Regent Car Park	Cheltenham	Rally (*R.*)	9.00 p.m.
,,	Northallerton & Dist. M.C.	—	—	Rally (*C.*)	—
,,	Warrington & Dist. M.C.	Tall Trees Garage	Warrington	Rally (*R.*)	Midnight
Oct. 16th	B.A.R.C. (N.W.)	—	New Brighton	Driving Tests (*R.*)	12 noon
,,	B.R.S.C.C.	BRANDS HATCH	FARNINGHAM	RACE MEETING (*N.B.*)	1.00 p.m.
,,	Cemian M.C.	Biggin Hill	London	Driving Tests (*C.*)	11.00 a.m.
,,	Maidstone & Mid-Kent M.C.	Mote Cricket Pavilion	Mote Park	Trial (*R.*)	10.30 a.m.
Oct. 22/23rd	North London E.C.C.	Hatfield	—	Rally (*R.*)	10.01 p.m.
Oct. 23rd	Stockport M.C.	Darley Moor Airfield	Ashbourne	Sprint (*C.*)	2.00 p.m.
,,	M.G.C.C.	Nr. Edinburgh	—	Rally (*R.*)	11.00 a.m.
,,	Durham A.C.	"Cock o' The North"	Durham City	Rally (*C.*)	10.00 a.m.
,,	Galloway M.C.	Market Hill	Castle Douglas	Rally (*R.*)	2.30 p.m.
Oct. 29th	Welsh Counties C.C.	Pontypool Park	Mon.	Sprint (*C.*)	2.30 p.m.
Oct. 30th	Northallerton & Dist. M.C.	"Harewood Arms"	Northallerton	Day Rally (*C.*)	10.00 p.m.
Oct. 30th	De Lacy M.C. of Pontefract	H.Q. Ferrybridge	—	Rally (*C.*)	10.00 a.m.
Oct. 29/30th	Nottingham S.C.C.	—	Nottingham	Rally (*C.*)	9.00 p.m.
Oct. 30th	Jaguar D.C. (Northern)	Olivers Mount	Scarborough	Hill-Climb (*C.*)	10.30 a.m.

FAST CAR DRIVING

With four cars in their catalogue which can exceed 100 m.p.h., B.M.C. Executives have become concerned at the ability of their Sales and Service representatives to demonstrate the capabilities of these cars to the full. Accordingly, B.M.C. has instituted an Advanced Driving School, based at Abingdon, which will be headed by ex-Police Sergeant H. J. Shillabeer. A Wolseley 6/99 will be used for instruction, which will take the form of a high-speed driving course together with normal instruction based on the Police Driving Manual. The course will finish with a written examination.

* * *

RAPIER'S THRUST

Joakim Bonnier drove a Sunbeam Rapier into second place in the Twelve-Hour race run in Stockholm recently, despite a miscalculation which caused him to run out of fuel and lose the lead.

CONFIDENCE IN BLUEBIRD

Although Bluebird suffered sufficient damage during its accident to put it out of commission until next year, the designers state that the car stood up to the battering extremely well and the aluminium foil construction protected the driver during the car's five bounces. Not a single gauge or instrument glass was cracked and the engine was still running, and none of the special Dunlop tyres had burst despite having a tread thickness of only 1/50th of an inch.

It was estimated that Bluebird was travelling at 365 m.p.h. when a gust of wind blew it on to a soft patch of salt, causing the car to skid for 300 yards. The car had reached 365 m.p.h. in 1.7 miles, which is believed, by the designers, to be the greatest acceleration yet achieved by a four-wheeled vehicle.

INTERNATIONAL MOTOR SHOW, EARLS COURT, NOVEMBER 19th - 29th

See us on Stand 66, opposite the Brompton Road Entrance

SNETTERTON "INTERNATIONAL"

September 17th

ON September 17th the Snetterton Motor Racing Club organised the first International meeting. Regrettably, through no fault of the organisers, it was International in name only, but nevertheless a good sized crowd saw some very good racing between the majority of the major British competitors in Grand Prix racing, only the works Cooper team being absent.

The meeting opened with the John Law Trophy for Formula Junior Racing Cars, for which over forty entries were received, as a result a qualification practice was held on Friday to select the 28 who were to be allowed to start. As is becoming usual in these events, the race became a straight fight between the three team Lotus cars of Clark, Taylor and Arundell, the private Lotus's of Surtees and McKee, and the Lolas of Ashdown and Prior. At the start Taylor led, with Arundell, Prior and Clark close behind. Ashdown made a poor start, then retired on lap three while lying seventh. On the fourth lap Taylor, who was leading, went up the escape road at the end of the home straight dropped to fifth, then retired next lap. By lap six Surtees had worked up to second place, but he must have had a moment somewhere, as on the following lap he was fourth again, and the race ran out without further change in order among the leaders. Arundell won at an average speed of 92.07 m.p.h. with Clark second, Prior third and Surtees fourth. Surtees made fastest lap in 1 min. 44.2 sec., 93.63 m.p.h.

The main event of the day, the Lombank Trophy for Formula 1 cars had an unusually interesting entry. Rather surprisingly, so late in the season, it was to be the debut of the new cars, the Lotus-Vanwall, to be driven by C. A. S. Brooks, and the new 1961 B.R.M. Unfortunately, neither started, though both practised. The Vanwall developed engine trouble, rumoured, though not confirmed, to be stretched valves, and the new B.R.M. refused to start, owing to a defective magneto. When the new car wouldn't start, the Owen Organisation produced another of the old cars for Gurney and they were unable to start that one either, so poor Dan became a spectator. On the first lap Team Lotus came through in line astern in the order : J. Clark, Surtees and Ireland. Henry Taylor was fourth with the Yeoman Credit car, fifth G. Hill, sixth Dennis Hume the young New Zealander with the other Y.C. car, seventh Salvadori with Tommy Aitkins' Cooper, eighth Bonnier and ninth the first of the Formula 2 cars, Tony Moggs with the Essex Racing Team Formula 2 Cooper. On the second lap Ireland pased Surtees into second place, and Hill and Bonnier got past Henry Taylor. After five laps both Hill and Bonnier took Surtees, who didn't seem very happy and soon retired. Hill was even less happy two laps later when he missed his braking point, and went up the escape road before the Essex, dropping well back. This escape road was proving very popular and Henry Taylor used it on lap 11 and then, on lap 13, the leader, Clark, confusing, as he put it, his Formula 1 and Formula Junior braking points, went up it for a considerable distance and let Ireland into the lead. Meanwhile, Bonnier and Salvadori had become locked in a most interesting fight for third and fourth place, which lasted 18 laps, and was eventually resolved on lap 31. When Salvadori arrived at the Esses in neutral and on the wrong line he got through, fighting the gear lever all the way, but Bonnier now had a secure third place. On lap 32 Hill retired. And so the race ran out, with Ireland and Clark secure in first and second place, just touring home and Bonnier and Salvadori the only other Formula 1 finishers. The winner's average speed was 102.73 m.p.h. and the fastest lap was made by Clark at 105.36 m.p.h., a new lap record.

In the Formula 2 section, Lewis was first at an average of 95.76 m.p.h., and also made fastest lap in 1 min. 40.6 sec., an average of 96.98 m.p.h., which is a new Formula 2 record.

The final event of the day was the Three-Hour Race for Production Sports Cars for the *Autosport* Trophy. From the start it developed into a very fine duel between Chris Summer' Lotus Elite, and J. R. Stoop's Porsche Carrera. There seemed to be very little in the performance of these cars, who swopped places every other lap. After half an hour racing, the commentator at the hairpin reported a fan belt lying on the track, and a few minutes later Sultan's Austin Healey came into the pits wreathed in steam. It lost about one and a half laps on its only other competitor in its class, Bloxam's Frazer Nash, but was to make up the deficit before the three hours was up. The race seemed very hard on transmissions, as Byant ((Turner), Gaydon-Whitehead (Elva), Gerard (Turner) and Mackenzier (Alexander Turner) were all in at the pits in the first hour and a half with either clutch or gearbox trouble. After the first hour the position was Summers, Stoop, Foster (M.G.), Bridges (M.G.) Nurse (Elite) and Paddy Gaston's incredible Sprite. Then Summers made his compulsory stop for fuel, and the pattern for first place began to emerge. This stop put him 27 sec. behind Stoop, and it became obvious that first place was going to depend on Stoops' pit crew. He left his stop until very late, and got away still with a lead of about 5 sec. Summers made a last effort, and closed right up but it was no good, and he began to fall back, and in the last three-quarters of an hour he lost some 20 sec. to the Porsche, who won a well-deserved victory. Summers in gaining a second place clinched the *Autosport* Trophy for 1960.

Results :

Formula 1 :
1st : I. Ireland (Lotus F.1) ... ... 102.73 m.p.h.
2nd : J. Clark (Lotus F.1).
3rd : J. Bonnier (B.R.M.).
Fastest lap : J. Clark, 1 min. 32.6 sec.—105.36 m.p.h.

Formula 2 :
1st : J. Lewis (Cooper F.2) ... ... 95.76 m.p.h.
2nd : B. Halford (Cooper F.2).
3rd : J. Whitmore (Cooper F.2).

"Autosport" "Three Hours" :
Overall Result :
1st : J. R. Stoop (Porsche) ... ... 82.14 m.p.h.
2nd : C. Summers (Elite).
3rd : A. T. Foster (M.G.).
Fastest lap : J. Stoop, 1 min. 56.4 sec.—83.80 m.p.h.

Class A :
1st : J. H. Gaston (Austin Healey Sprite).

Class B :
1st : J. R. Stoop (Porsche).

Class C :
1st : J. Sutton (Austin Healey).

Formula Junior :
1st : P. Arundell (Lotus F.J.) ... ... 92.07 m.p.h.
2nd : J. Clark (Lotus F.J.).
3rd : R. Prior (Lola Junior).

JOTTINGS

It was rather regrettable that the commentator was so biased against the Porsche. His obvious hope that the Elite would win was rather out of place. Surely a commentator should inform, not broadcast his personal feelings.

* * *

Full marks to Dick Jacobs for his beautifully turned out cars. They are a credit to motor racing. Why had Paddy Gaston a rear facing camera mounted in the Sprite? Could it be to picture the anguish on the faces of drivers of bigger cars as he goes past?

—M. W. C.

LIEGE-ROME-LIEGE RALLY

Results :

		Time Lost Hr. M. S.
1st :	Pat Moss/Ann Wisdom (Austin Healey 2,912 c.c.)	1 . 03 . 04
2nd :	G. and W. Sander (Belgian) (Porsche 1,582 c.c.)	1 . 09 . 11
3rd :	John Sprinzel/John Patten (Austin Healey Sebring Sprite) ...	1 . 10 . 56
4th :	Poirot/Guillemin (French) (Porsche 1,582 c.c.)	1 . 14 . 49
5th :	David Seigle-Morris/Vic Elford (Austin Healey 2,912 c.c.) ...	1 . 21 . 00
6th :	Demortier/Lagae (Belgian) (Auto Union 980 c.c.)	1 . 30 . 39
7th :	Verrier/Badoche (French) (Citroën ID 1,911 c.c.)	1 . 40 . 10
8th :	Mmes. Vanson and Wagner (French) (Citroën ID 1,911 c.c.) ...	1 . 46 . 19
9th :	Bichat/Marbaque (French) (Volvo 1,580 c.c.)	2 . 11 . 22
10th :	John Gott/Rupert Jones (Austin Healey 2,912 c.c.)	2 . 17 . 12
11th :	Nokin/Di Cocco (Belgian) (Porsche 1,582 c.c.)	2 . 22 . 38
12th :	Gentilini/Vanson (French/English) (Citroën DS 1,911 c.c.) ...	2 . 39 . 41
13th :	Neyret/Terramorsi (French) (Triumph TR3 1,991 c.c.)	3 . 51 . 18

Marque Team Prize : Austin Healey.
Inter-Club Team Prize : M.G. Car Co., Abingdon (Ecurie Safety Fast).
Trophee des Nations : 1st : Great Britain; **2nd :** France; **3rd :** Belgium.
Coupe des Dames : 1st : Pat Moss/Ann Wisdom (Austin Healey); **2nd :** Mmes. Vanson and Wagner (Citroën ID 19).

Report on page 815.

MUSEUM PIECES

In spite of the number of museums which have opened recently and absorb interesting motoring items and books, the Editor of MOTOR SPORT is deeply appreciative of the fact that generous readers still send valuable material to him from time to time. Recent contributions to his private "museum" have included some early motorcycle catalogues and publications, early issues of the *Cyclecar*, car name-plates and parts from obscure vehicles, and many historic photographs, etc. Very many thanks!

LAST BRANDS

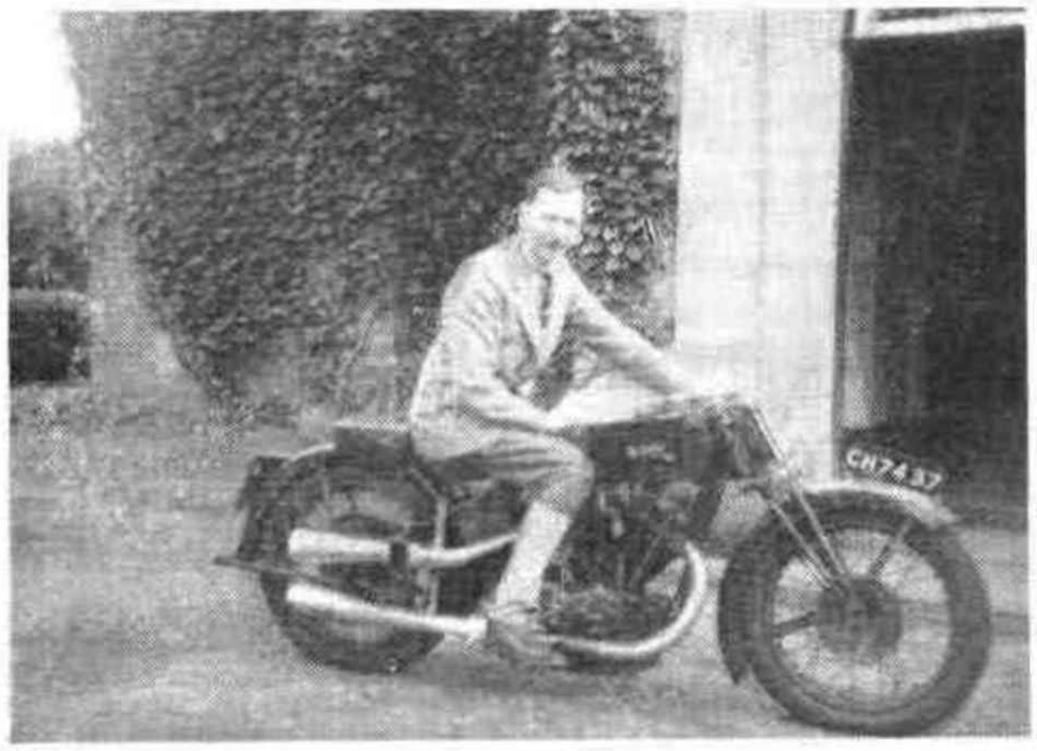
The last Brands Hatch meeting of the season will take place on Sunday, October 16th. This will take place over the short 1.24-mile course and will include the 42-lap Lewis-Evans Trophy for F.2 cars and the 15-lap John Davy Trophy for F.J. cars. Racing starts at 1 p.m.

INTERVIEW WITH COL. MICHAEL McEVOY

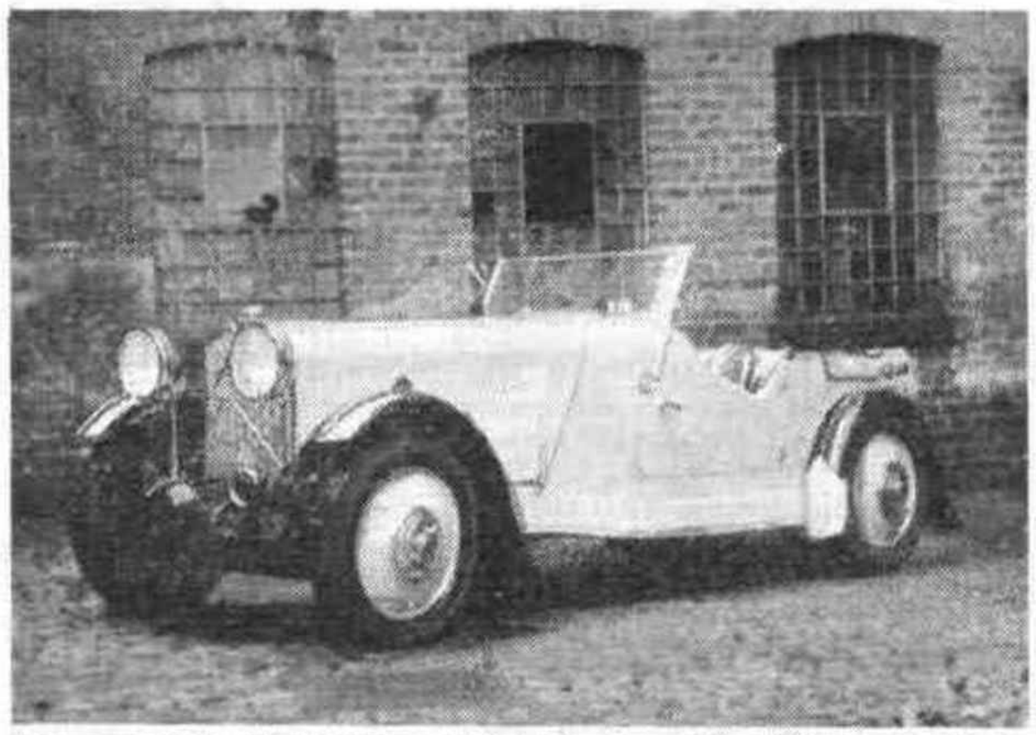
IT is nearly always interesting to winkle out famous personalities from motoring's past and interview them, and I try to do this from time to time. Recently, I made Col. Michael McEvoy the subject, calling on him at his extremely pleasant house at Iver.

You remember the McEvoy big-twin motorcycles? These were M. A. McEvoy's first essay in motor vehicle manufacture. In 1924 the duplex-frame British Anzani was very much in the news, having set the motorcycle speed record to 108.48 m.p.h. and reached 113.49 m.p.h. in one direction on Brooklands, ridden by Claude Temple, using the 1,000-c.c. eight-valve British Anzani engine and put into production similar motorcycles, some with V-twin J.A.P. engines, at a factory in Derby. These bicycles were made from 1924 until the slump of 1929 put paid to the project. At the peak the little factory employed some 50 workmen and, on a good week, 15 or 16 machines would be turned out. These McEvoys achieved considerable success in racing, ridden by their originator and others. For instance, the World's s.s. mile record was taken at 91.02 m.p.h. in 1926, George Patchett riding a McEvoy with 8/47-h.p. J.A.P. engine. Patchett also did 116½ m.p.h. on Southport sands and in Belgium a speed of 111.84 m.p.h. was clocked. The standard versions steered extremely well and were very fast, the 1927 McEvoy Vulpine being advertised as offering "100 m.p.h. for £99."

During the slump McEvoy turned to the manufacture of general engineering components and then he, Laurence Pomeroy and the late Henry Laird obtained the licence for Zoller superchargers in this country. They worked hard to educate the ordinary motorist to the advantages of a low-pressure boost applied by a properly built-in supercharger installation, and they also did a great deal of research for famous manufacturers. Blower installations were prepared for such improbable cars as the Lanchester Ten, the Austin 10/4, the then-current Fords, and other family vehicles during 1934 and 1935. An 11-h.p. Singer covered 60,000 miles in this form without trouble and a very compact installation was designed for the Lancia Augusta, the Zoller compressor being cast in one with the valve cover. Georges



AS IT WAS IN THE BEGINNING.—Michael McEvoy astride one of the big-twin motorcycles of the vintage era bearing his name.



AN EARLY McEVOY SPECIAL was this Zoller-supercharged Star with Jensen bodywork.

Roesch was presented with a blower for the Talbot 105, the British Salmson was so treated, and so on. Unfortunately in many cases contemporary steering and braking would not stand the increase in speed, although in this respect B.S.A. were sensible, allowing Michael McEvoy to redesign the chassis as well, until it lapped Brooklands at 83 m.p.h. Naturally, Morris and Wolseley engines were supercharged, and M. A. McEvoy Ltd., now of Notting Hill Gate, had already found a good market for such "specials," tending thereafter to confine their supercharging activities to PB M.G., Q-type racing M.G. and similar cars, culminating in the twin-cam head for the R-type M.G. Midgets, which enabled 141 b.h.p. to be obtained from 750 c.c.* A touring Star was, however, given a Zoller compressor driven from the nose of the crankshaft and a handsome Jensen body.

By 1932 the McEvoy Minor, based on the s.v. Morris Minor chassis, was in production and special overlap camshafts for the Wolseley Hornet were sold for £5 apiece! McEvoy did a great deal of experimental work on the small six-cylinder Wolseley Hornet, which culminated in the well-remembered McEvoy Special, of which some half-dozen were built and sold to discerning enthusiasts. A team of McEvoy Hornets won the 1932 L.C.C. Relay Race at Brooklands at 77.51 m.p.h. and a McEvoy Special averaged 99 m.p.h. for over 460 miles during the 1933 B.R.D.C. 500-Mile Race before the camshaft drive failed, no mean performance for a stripped sports car assembled from comparatively inexpensive components. This car exists today, in the Wolseley Special Club. It was held back purposely in this long race but actually had a maximum speed of some 115 m.p.h.

The plot was to re-constitute the chassis, using an X-member and boxed-in side-members, stiffer road springs, bigger shock-absorbers and Rudge hubs with genuine centre-lock Rudge Whitworth wire wheels. The Wolseley steering box was replaced by a Bishop cam-gear and a longer drop-arm to raise the steering ratio, with Thompson ball-joints and rods.

The engine was bored out and provided with forged pistons and forged dural con.-rods, on a steel Jessop crankshaft. The vertical dynamo driving the o.h. camshaft was dispensed with and extreme valve overlap indulged in. 105-ton studs held the head on, allowing it to withstand compression-ratios up to 9 to 1 unblown, or a boost by Zoller and 1¼-in. S.U., of up to 12 lb./sq. in. The head was provided with 32-mm. inlet valves having 90 lb. springs and it was lapped to the block to obviate a gasket. The oilways and lubrication system generally were modified, and an oil-cooler fitted. Twin R.A.G. carburetters were used in unblown form and there were auxiliary fuel and oil tanks.

The gearbox was a four-speed Moss, the prop.-shaft by Hardy Spicer and for Brooklands a straight-tooth 3.5-to-1 axle was used. The Track car had a detachable tail and even for road work small but rigid brake drums were preferred to larger M.G. drums.

The McEvoy Special Hornet met competition from the manufacturer's Daytona model and the Swallow-bodied Hornets and the Minor Specials were a better proposition, McEvoy quoting their total production at 50 to 60.

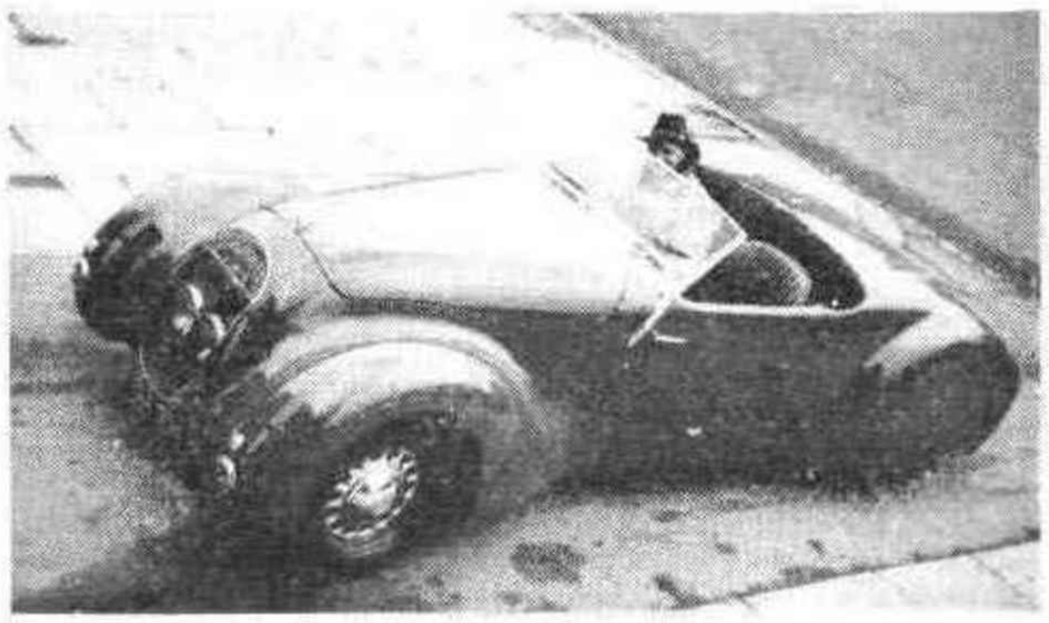
As re-armament got into its stride, McEvoy sold his factory and went to Germany, working for a time on production-car super-

* MOTOR SPORT, *January*, 1941.

charging for F. Fandi at Frankfurt on 170 Mercedes-Benz engines. In 1938 McEvoy returned to this country to design an advanced streamlined body, with headlamps within the radiator grille, for the 2-litre six-cylinder Steyr 220 chassis. He also had plans for a great car in the best vintage tradition, to be called the Hatton McEvoy and be powered by a 6-litre Renault power unit, but this was never built. In 1939 he designed a high-speed version of the Zoller supercharger for the proposed 1940 Mercedes-Benz G.P. cars but these were destroyed during the war.

During the war Michael McEvoy gained great honours, mainly on account of a good start when he modified tanks by motor-racing methods. He was able to secure the release of Rudolf Uhlenhant from an American prisoner of war camp in 1945, after which they designed jointly a space-frame, blown 16-valve five-speed 500-c.c. racing car, which, however, never got off the drawing board.

Today he acts as an engineering consultant, paying frequent visits to India. He has returned to motor-car matters virtually as a hobby—but in this respect he is doing worth-while work for Wilen Engineering as well as modifying Renault Dauphines for Butler of St. Albans. His "cooking conversion" for the 105E Ford Anglia consists of a special camshaft and inlet manifolding, with 32-mm. Solex carburetter, which lifts maximum speed to 84/85 m.p.h. and for which 0-60 m.p.h. in about 17 sec. is claimed. McEvoy also has in hand a most intriguing light-alloy hemispherical head for the 105E engine, with the inclined valves actuated by unequal-length push-rods and rockers, Peugeot fashion, from a normally-located camshaft, the slogan for which will quite likely be "100 b.h.p. for £200." He has also designed special Triumph Herald and Triumph TR camshafts for Wilen and altogether shapes his hobby very much for the benefit of those who crave motor cars that go faster than standard.—W. B.



The McEvoy Steyr 220 with low-drag bodywork.

PETERBOROUGH M.C. SILVERSTONE MEETING (Sept. 17th)

THE Peterborough M.C. held a race meeting with 199 entries spread over 13 races and are to be complimented on running these off expeditiously in spite of many incidents. Morley's cut-about 4½-litre Bentley two-seater won the five-lap Vintage Sports Car Handicap at 67.44 m.p.h. from de Villers' Austin and Smith in the ex-Footit A.C.-G.N. after Wheeler's non-vintage-bodied Austin Seven Special had led on the fourth lap. A Saloon Car Handicap saw Hobbs try very hard to catch Notts' winning A35 by sweeping down the inside of the straight into Woodcote for the last time. He just failed, the Austin winning at 64.26 m.p.h. from the "automatic" XK140 with Pilkinton's A35 third. Incidentally, when we said in the Goodwood report that Hobbs' win was possibly the first-ever by a two-pedal Jaguar, we overlooked his previous win at Snetterton.

In the 1,100-c.c. Sports Car Handicap Catt's Berkeley 105 was given a credit lap which enabled it to lead all the way, to win at 64.46 m.p.h. from Saunders' Victoria, which took Cash's Lotus 7 on the final lap.

In the 1,101-2,000-c.c. Sports Car Handicap Owen (Ford Special) made a gallant attempt to pass Banks' 328 F.N.-B.M.W. on the inside through Woodcote but the driver of the Anglo-German sports car was master of the situation, winning at 70.6 m.p.h., with Wilson's Toucan third.

The programme went on slickly and relentlessly, the over-2,000 c.c. Sports Car Handicap showing the promise of Bill Aston in his very fast Aston Martin DBR2; the test pilot was quite unmoved by a stupendous attempt by Morley, who on lap four thrust his vintage Bentley past the modern Aston Martin at Woodcote Corner. Next lap Aston was well ahead, to win at 81.99 m.p.h. The Bentley now sounded sick, so it was just as well it had a lorry to go home on! Third place was taken by Carden's quick Austin Healey.

The 15-lap F.J. Scratch Race was excellent value. With the F.J. cars at Snetterton Mallock was the star-turn in his Weber-carburetted, Ford 105E-engined U2. Cooper School driver Jacks in his Cooper-B.M.C. led the initial lap, Mallock, the corner artist, stormed past, then from laps five to eight, Woodley's Cooper-B.M.C. led Mallock. Mallock then went ahead to a comfortable victory, at an average speed of 78.2 m.p.h. Retirements thinned the field, so Woodley was second, Mew's Lotus-Ford third. Mallock, who was never given a drive after training with the Cooper School, was justifiably amused at having beaten one of their star drivers!

The 1,100-c.c. sports cars now indulged in a seven-lap scratch race, which demonstrated Lola superiority, Woolfe leading all the way, to win at the excellent speed of 80.24 m.p.h. from two Lotus entries. A mixed-bag of Formule Libre cars, including two outpaced 2-litre Connaughts, fought out a 15-lap scratch race, which Aston dominated. He won at 82.17 m.p.h. from Chamberlain's 3.8 Cooper-Jaguar and Woodley's F.J. Cooper. Simpson's F.2 Cooper retiring from second place after 12 laps. Larger sports cars had a seven-lap scratch race won without trouble by Hemmings' TR3A, over a seemingly slippery track. He averaged 75.94 m.p.h.

Naturally, Bill Aston put the over-2,000-c.c. Sports Car seven-lap scratch race in his pocket, at 80.59 m.p.h. from the Cooper-Jaguar and Hobbs' irrepressible two-pedal Jaguar and then a big field of 750 Specials proved the virility of the 750 Formula. The dicing was rather hectic and unfortunately K. Dixon, in trying to avoid a spinning car at Becketts, "lost" the orange Ulster Austin, the little car went end over end, flinging out Dixon, who was taken to hospital, no doubt more concerned about this historic car than himself. Warrall's Austin passed Boorer's DEB Mk. 2 on the third lap and won a close struggle at 67.69 m.p.h., Small's furiously understeering Austin third. Starr spun at Woodcote, collecting Jones, who was obliged to retire.

The 1172 Formula Race was epic, for eight cars were involved in a multiple crash at Woodcote after Youlten's Terrier II had spun and been hit by Tom Dixon's Lotus, which caught fire in mid-track. There were cries of "red flag" but the race went on, Eason Gibson guarding the wreckage with a yellow flag, Wershat's Lolita leading throughout to win at 72.98 m.p.h. from Cottrell's Lotus and Lomas' Lomas D-type, none of which had been affected by the spectacular crash.

A somewhat depleted field essayed the MOTOR SPORT Trophy Qualifying Handicap, ably arranged by Charles Bulmer. As he expected, the field bunched for a close finish, the Toucan winning at 74.05 m.p.h. as Aston spun and ran backwards into the Woodcote ditch, in an effort to catch Wilson. So Owen's Ford Special was second, Carden's Austin Healey 100M third, the rest breathing down his neck and the organisers breathing a sigh of relief that it was all over! Now for the big B.R.D.C. Club Silverstone over the full circuit, on October 1st.—W. B.

MORE STOLEN CARS

Since reporting on the theft of the staff Sprite we have heard from John Howell whose 3-litre Sunbeam was stolen some time ago in Kensington. In desperation he placed an advertisement in MOTOR SPORT seeking information on its whereabouts and almost immediately a reader located it in a garage at Brackley near the Silverstone circuit. The car had been badly damaged and all the indentification marks had been removed, but at least a valuable car had been found. The police later searched the premises and found other stolen property, enough to earn the thief three years in prison.

CONTINENTAL NOTES

WHILE some people were getting on with a motor race at Monza recently, the British manufacturers of racing cars were meeting to try and decide how they could keep motor racing the way *they* wanted it, and not the way the F.I.A. had decided. The main gripe is about the new Formula for Grand Prix racing which comes into effect on January 1st, 1961, in precisely three months time. This new Formula was announced at the close of the 1958 season, and the date of its inception was given then, and it was said that it would be the new Formula 1 for Grand Prix racing. Quite simply it restricts engine capacity to 1,500 c.c. (*i.e.*, 1½-litres) unsupercharged and imposes a minimum weight limit. Since that time various people from drivers to manufacturers have been against this new Formula and have given numerous reasons, these often changing with the passage of time, and alternatives have been given ranging from keeping the existing Formula 1 to starting a new Formula for cars with engines of 3,000 c.c. This group opposing the new Formula 1 consists of people such as John Cooper, Colin Chapman, Tony Vandervell, Raymond Mays, and so on, all people closely concerned with the building of Formula 1 cars and some drivers. By enlisting the support of the S.M.M.T. these people thought they could use strong arm tactics to alter the plans of the F.I.M. and they issued an ultimatum which said in effect that those members of the S.M.M.T. who supported racing would withdraw their support if the new Formula was not dropped, or at any rate altered. The F.I.A. showed no interest at all in this ultimatum, but did agree to discuss the new Formula and made the concession of reducing the weight limit from 500 kilogrammes to 450 kilogrammes.

The British are still not happy and instead of getting on with the racing, or going away and designing new cars and engines ready for January 1st, 1961, they were down in Italy making more proposals, which are very unlikely to interest the F.I.A., but nevertheless, they will be presented to the Paris Congress in early October. It seems that by and large the new Formula 1 has been accepted but that they want to go on racing their 2½-litre cars as well in a sort of Formula Libre category. It is proposed that the 2½-litre cars shall continue to race on those circuits with a lap speed of over 180 k.p.h. and that the new Formula 1 shall operate on circuits of lap speeds below that figure. Also that any country with two suitable circuits shall hold World Championship events on both circuits, as for example, in France where the 2½-litre Inter-Continental Formula would have a race at Reims, and the Formula 1 cars to the 1½-litre Formula would be raced at Rouen. Similarly Belgium could use the very fast Spa circuit and the new Bruxelles circuit, and so on.

Now all this makes me chuckle, for back in June 1958 I suggested just such an idea in an article in MOTOR SPORT that was aimed at doing away with the racing/sports car and replacing it by another type of Grand Prix car in addition to those in existence at the time. Naturally I can do nothing but support the manufacturers in their suggestion to the F.I.A. but I am afraid that it will not do much good, for the controlling body of motor racing have invariably been singularly disinterested in British suggestions in the past. As most of the happenings at F.I.A. meetings have been conducted in the French language, and as most British representatives are not exactly brilliant orators in that language, this lack of interest by the F.I.A. is perhaps understandable.

If the F.I.A. should take the suggestion of the manufacturers seriously then it would be a good thing for the sport and we would have a splendid series of racing categories through which budding drivers could progress. Beginning with Formula Junior, they could graduate to the new Formula 1 and then pass on to Formula Course, as the retained 2½-litres might be called. And as I suggested in 1958, if "cars for courses" were encouraged we could drop the thinly disguised sports car once and for all and concentrate on pure racing cars of varying sizes. All this is by no means new, for when I suggested revising the classes for racing cars I was only using knowledge gained from American professional track racing, where they have a number of different capacity classes and each type is restricted to a certain sort of track, culminating in their biggest and best class which compete at Indianapolis. Through European eyes, American professional racing on tracks may not have much to commend it, but at least it is fairly well organised on a logical basis, which is more than can be said of European racing. Shortly after these words appear in print the F.I.A. will be meeting and presumably some decision will be taken over the immediate future of Grand Prix racing. In the meantime, there is only one thing to do and that is what Ferrari and Porsche have done already, which is to design and develop new cars ready for the new Formula 1 which begins in three months time.

* * *

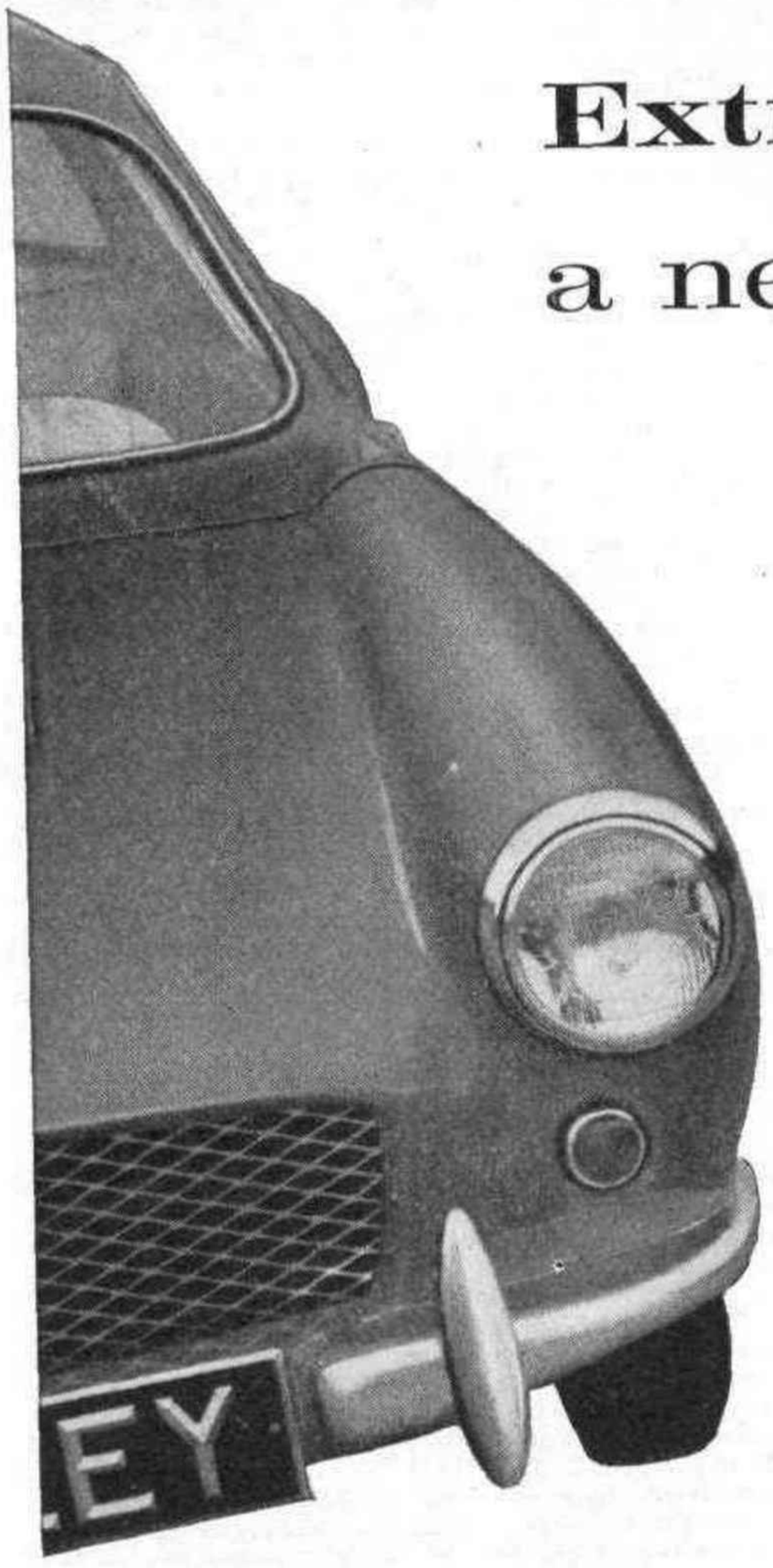
Having a slight bearing on the foregoing are some interesting figures that were gathered up at the Solitude Grand Prix last July, which will be remembered was for 1½-litre cars. There was also a Formula Junior event, so a weighbridge was built in the paddock, as Junior cars have a strict weight limit, and as a matter of interest some of the 1½-litre cars were weighed as well. The new rear-engined Dino 156 Ferrari was weighed and it came out at 544 kilogrammes. One of the works Porsches scaled 445 kilogrammes, and a privately-owned Cooper weighed 485 kilogrammes. The original weight limit for the new Formula was 500 kilogrammes and this has now been reduced to 450 kilogrammes, so that Porsche still have to find some extra weight. No Lotus was weighed as it was entirely optional and Colin Chapman said the weights of his cars were secret, as far as race organisers were concerned anyway. For those interested a kilogramme is equal to 2.2 lb.

* * *

We all know quite a bit about the Scuderia Ferrari, for it has been going for a long time, and equally the name of the Scuderia Centro-Sud is now pretty well known, while the comparatively new Scuderia Eugenio Castellotti is gradually making a name for themselves, one of their cars finishing fourth in the recent Italian Grand Prix. Now there is nothing magical about the name Scuderia, though many people seem to think so, and Italians must be just as intrigued by the name Team Lotus, or Cooper Works Team, or B.R.M. Racing Division. To each country its own designation of its activities, but this past season has seen some activity in Formula 2 racing of the Scuderia Colonia and one assumed at first that it had Italian origins but this was wrong, for it is German and a strictly amateur affair. It is the result of the enthusiasm of the more sporting types in a motor club in Cologne, or Koln as it is spelt in German, and the leading light and guiding hand is none other than Ferrari team driver Wolfgang von Trips. It seems that the local lads in the Club wanted to do competitions and individually they were not strong enough so they banded together, just like many little groups are formed in England for Club racing. As the Trips family castle is only a few miles from Cologne, Wolfgang naturally took an interest in these enthusiasts and led the formation of this racing group. Just as we find the word Racing Stable dull compared with Scuderia or Ecurie, so the Germans found their word, which is long and ugly, nothing like so fascinating as a "foreign" word, and in addition they wanted to attract the attention of the townspeople so that they would be more sympathetic towards their activities, so they thought that a foreign sounding name would have more effect.

Someone discovered that the old original name of Cologne was Colonia, so what better than the Scuderia Colonia. Their activities started with Rallies and G.T. racing, but recently they have widened their scope into Formula Junior and Formula 2 and von Trips has encouraged this by buying a Formula 2 Cooper and having a Junior D.K.W. built and these he lends to likely members. No doubt it is as good a way as any of spending his money, and more important he is helping newcomers to get into racing. Nobody is keener or more sincere about the sport of motor racing than Wolfgang von Trips, and in numerous small ways he does a great amount to foster the sport in Germany and in particular he is continually fighting the anti-motor racing element which is rather strong in that country. We in England have a pretty easy time of it nowadays for the general public, the newspapers and the Government are all motor racing minded and providing we don't do anything stupid they are on our side, but in Germany it is like it used to be in England 25 years ago, when motor racing enthusiasts were an isolated little group fighting for survival.

The victory for Phil Hill in the recent Italian Grand Prix was not only a popular one but a very justified one, for few people will argue that he has been the outstanding American road race driver for some time, and it is nice to think that his name will go down in the history books. America in European road racing is in a somewhat similar position to that of Great Britain a few years ago. We had a victory by Segrave with a Sunbeam in a Grand Prix in 1923 and from then on we took a back seat in first-line Grand Prix racing until Dick Seaman won the German Grand Prix in 1938. That it should be Seaman who recorded the first Grand Prix victory after Segrave was all very right and proper, for he was our outstanding driver of the ninteen thirties, though there were plenty of arguments at the time that others were better.



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Then in the post-war era our next victory came in the French Grand Prix when Mike Hawthorn won, once again a fitting win for he was very much a rising star in those days of 1953. American Grand Prix history is very similar for Jimmy Murphy won the Le Mans Grand Prix, before it was a sports car race, in July, 1921, with a Duesenberg; not as some people would have it in 1922 or even 1923 as has been quoted, but in 1921. Now in 1960 Phil Hill has recorded the second victory in a major Grand Prix by an American driver, and just as we were all very pleased Dick Seaman broke the spell for us, so I am sure that all Americans will be pleased that it is Phil Hill who has broken their spell; I know that a lot of Europeans feel that way.

A lot of people no doubt think that Masten Gregory or Dan Gurney are better drivers than Phil Hill, or that Carroll Shelby was better, or John Fitch, or any of the other Americans that have been over here, but for me Phil Hill was really the leader of them all, for he was the first American driver that made Europeans sit up and take notice, especially after his epic drive in the great Mexican Road Race of a few years ago.

* * *

During the past season of Grand Prix racing on circuits in Europe two little rubber tubes have been appearing stretched across the track about 100 yards apart, looking rather like those rubber tubes that the Ministry of Transport put down on the road to count the flow of vehicles when making an investigation in road improvements. These tubes appeared at Zandvoort and Nurbergring amongst other places, and were coupled to an electrical device that ticked off hundredths of a second, thus giving the time taken for a car to pass through the measured distance and a conversion table gave the speeds in k.p.h. or m.p.h. as you wished. At Zandvoort for example, the faster cars were reaching just on 150 m.p.h. before they shut off for the hairpin beyond the pits. All this was the work of Maurice Gatsonides, the Dutchman who used to compete in rallies and races, and he has been very busy perfecting this time apparatus which he calls the Gatsometer. Now all this was good fun and instructive and it settled arguments and generally speaking did no one any harm and provided a lot of interest during the practice periods. However, I now find that the Grand Prix racing circus was merely being used as a guinea pig to perfect the mechanism before it was offered for sale. When I say that Gatsonides proudly announced that he had sold the design of his Gatsometer to the police forces of a number of European countries you will understand why I got hot under the collar and wondered whose side he was on. He gave me the rather fatuous answer that it was a very accurate instrument and that now when you got pinched for speeding there would be no question of error. Thanks very much Mr. Gatsonides, next time I am pinched for speeding in France or Belgium I'll know who to blame ! The realisation that a speed trapping device has been designed by someone who I thought " was one of us " still leaves me rather incoherent. It is rather like coming face to face with the nonentity of a Civil Servant who actually drew up the master copy of some of those infuriating and idiotic forms we have to fill in now and then. You read through them and think " who on earth could have spent time drawing up this little lot " and then with a shock you meet Mr. Jones from the Ministry who was responsible. It was with just a shock that I listened to Gatsonides telling about his device to catch motorists speeding; and to think he used the Grand Prix boys to perfect it ! Words fail.—D. S. J.

THE LAST B.A.R.C. GOODWOOD MEETING OF 1960

IN glorious weather a considerable concourse of spectators watched the B.A.R.C. 43rd Members' Meeting at Goodwood on September 10th. At this race meeting the 1960 MOTOR SPORT Brooklands Memorial Trophy contest was resolved, R. W. de Selincourt winning the Trophy and £75 prize by a mere point for the second time. Mike Salmon won the second prize of £50 and third place and £25 went to B. Howard. The Freddie Dixon Memorial Trophy was also decided, in favour of C. D. Hextall's TR3, while the Cibié Cup and £100 prize was won by W. B. Blydenstein's Borgward.

The first race resulted in a fine duel between Fenning's F.J. Lotus-B.M.C. and Andrews' Lotus-Ford, the latter taking the lead going fast down to Woodcote on the fourth of the ten laps. On the final circuit Andrews developed trouble but limped in third, retaining second place in the F.J. division of the race, in which Gibbs' Lotus-Ford was third. De Selincourt drove his Lola-Climax splendidly to take the 1,100-c.c. sports-car class from Nicholson's Lotus and Lyon's Lotus. Andrews averaged 86.4 m.p.h., de Selincourt 83.94 m.p.h., but the F. J. Lotus was only 0.35 m.p.h. faster on its best lap (87.98 m.p.h.) than the sports Lola. Six cars were involved in a multiple crash at Madgwick on lap one, from which all the drivers escaped unscathed but only Dade's Lotus continued.

The five-lap Cibié Cup Race for four-seater closed cars was tremendously exciting. Lawrence's remarkable Austin A40 proved more than a match for Leston's Volvo, but two laps from the finish was itself taken by Hutcheson's exceedingly fast Riley 1.5, which made fastest lap at 77.28 m.p.h., to win at 74.85 m.p.h. Leston had snatched back second place, but foolishly got the Volvo sideways on at the *chicane* in a fruitless attempt to catch the Riley, which let the A40 go by. Ratcliffe's Morris 1000 had one of those " best butter " B.M.C. wheels, which fell off, and Hedge's A40 retired with piston failure.

Lawrence drove his usual impeccable race in the Morgan to win the 10-lap Marque Scratch Race at 80.54 m.p.h. from McCowen's A.C.-Bristol, the latter trying very hard, and making fastest lap, at 82.6 m.p.h. These two ran away with the race, leaving Olthoff's twin-cam M.G.-A a poor third. Hextall's TR3 was fourth after a poor Le Mans start. Only retirement was by Mackay's Austin Healey 100/4.

Mike Salmon next ran away with the big sports-cars scratch race, winning at 86.96 m.p.h. after a lap at a resounding 87.98 m.p.h. Against the ex-Ecurie Ecosse 3.8-litre Jaguar de Selincourt drove courageously to bring his 1,098-c.c. Lola over the line only 7.4 sec. later. Lyon's Lotus was third. Tiller brought his Allard J2 Ardun Mercury past four cars, but it caught fire while returning to the Paddock.

The next race was a tussle between Murrell's D.R.W.-Ford and van Niekerk's G.S.M. Delta, both with 105E engines—the former was described in MOTOR SPORT last August, the Delta originated in South Africa, is now built in Kent, with ladder-tube frame, wishbone i.f.s., trailing-arm rear suspension, glass-fibre body and four Amal carburetters. The D.R.W. won by 1.6 sec., at 79.56 m.p.h., but both cars lapped at 81.36 m.p.h. This was a " specials " benefit, for Parkinson's Yimkin was third, ahead of Swanton's Lotus. Naylor's Sprite was easily fastest of a field of half-a-dozen of these cars.

Another Closed Car Handicap was won, by a car with automatic transmission—Hobbs' Jaguar XK140, which averaged 75.97 m.p.h. to vanquish Leston's Volo and Cave's A35. Moreover, the two-pedal Jaguar with disc brakes and triple S.U., S-head, set fastest lap at 78.4 m.p.h. Merfield had a tremendous skid at Woodcote which took his Ford New Anglia out of sight behind a hedge and back on the track, still out of control, to the *chicane*, the driver quite unmoved. Menday's 1,172 Ford Anglia employed a Willment conversion and twin d.d. Zeniths, Minoprio's A40 Gaston mods., an overlap camshaft and 1¼ in. S.U.s.

Naylor's Sprite then led the field home in the next race, at 75.68 m.p.h., followed by Beckwith's Lotus and Marriott's Sprite and although Salmon lapped at 89.07 m.p.h. his fourth place lost him the MOTOR SPORT Trophy to de Selincourt, on points.

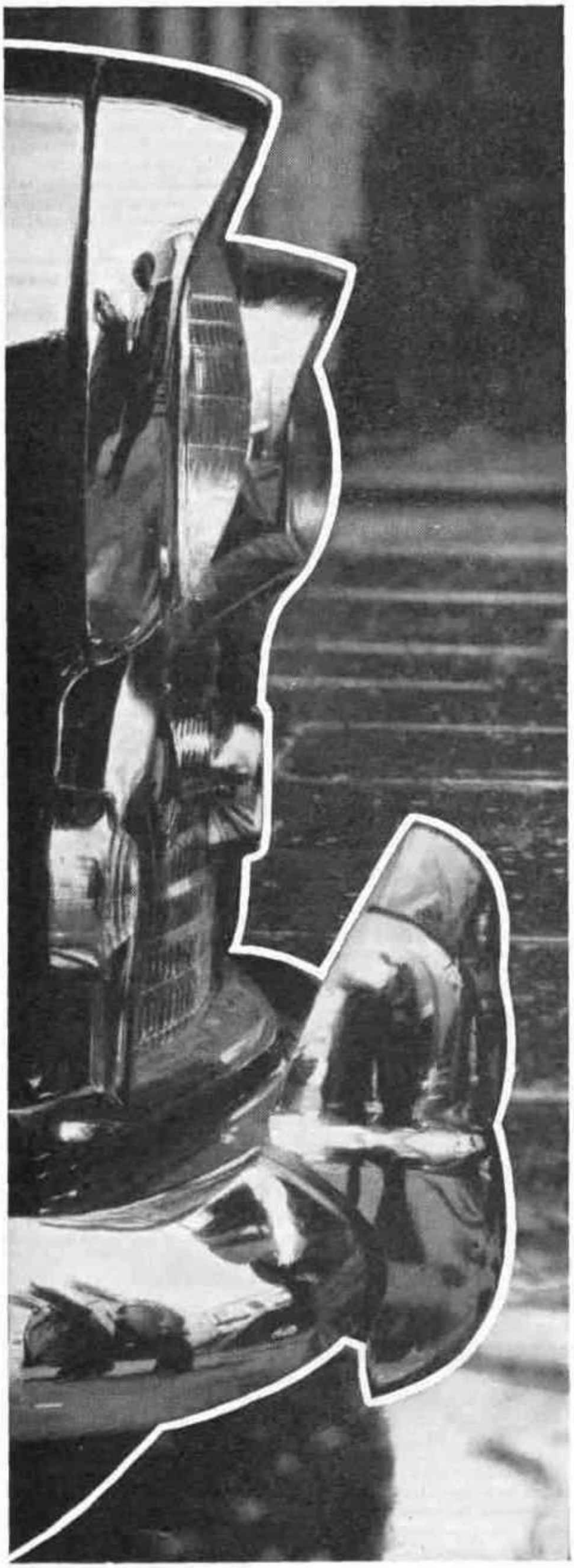
The remaining race was as amusing as it was ingenious. Sixteen motoring journalists, commentators and a photographer made a Le Mans start to eight Austin Se7ens and eight Mini-Minors and raced furiously for five laps. Ron Barker crossed the line virtually side by side with R. K. Bell, the former being awarded the race, at 60.03 m.p.h., by a margin the timekeepers couldn't split, from the latter, who was credited with fastest lap, at 62.79 m.p.h. Anstice-Brown beat John Bolster to third place by 1 sec.—close racing. It was enormous fun for drivers and onlookers, including the commentary by Tony Brooks and Les Leston.

* * *

The Journalists' Race would have been even closer fought had the cars been more equally matched—the Austin Se7ens were considerably slower than the Mini-Minors, and it was the latter that occupied the first five places.

* * *

At Brooklands before the war they put on a Veteran Drivers' Race between identical M.G.s. It was won by the late Sydney Cummings. Now we have a Journalists' Race between not-quite-identical B.M.C. minicars. Next year we must have a similar race for Motor Race Organisers and their staff! It may be your turn next —Johnnie Morgan, Eason Gibson, Mr. Sear, John Hall, Mrs. Topham, Nick Sharratt, and the rest! Let us hope by then they will have extracted the corks from the carburetters of the Austin Se7ens! At Goodwood some of them would not exceed 50 in third or much over 60 m.p.h. in top.—W. B.



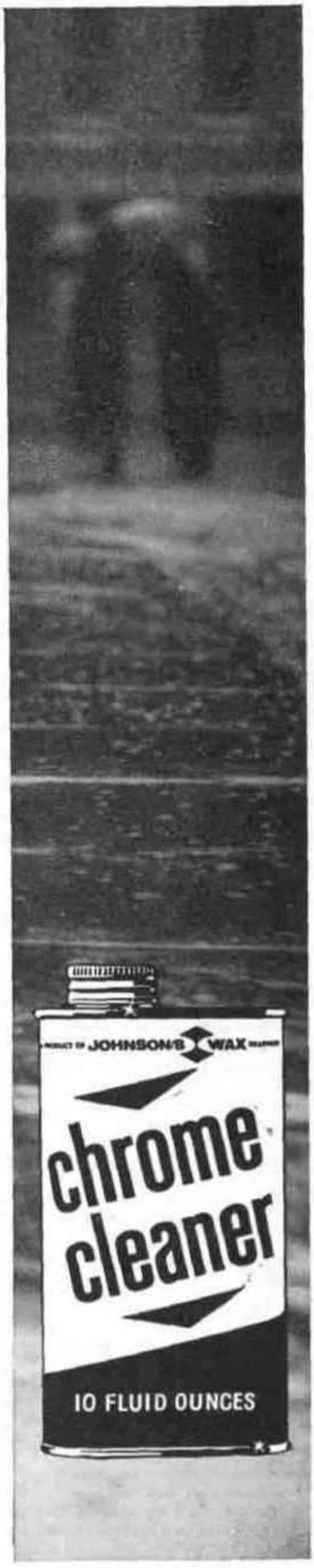
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RUMBLINGS

ROAD-TESTS

Those who road-test cars for the Press are frequently told that they have the finest occupation there is. Tell them this as they arrive bloodshot-eyed after a long day's (or night's) motoring to sit down before sheets of foolscap to write a fair appraisal, and they will look sideways at you! There are many problems confronting the professional road-tester, from fitting-in interesting cars all due to be delivered within a few days of one another, to wondering if there is the price of the petrol home some weeks before the next expenses-settlement is due. Although this journal naturally looks at *all* cars through the eyes of the enthusiast, which is permissible when even Mini Minors, A35s, Goggos and diminutive Fiats are seen in competition events, it is unfair to criticise a family saloon for not drifting corners like a G.P. racer, and much thought is necessary to produce an unbiased report.

There are disappointments, too, as when a big saloon from a big Corporation failed to materialise recently because its gearbox had fallen to pieces the day before the test was due to begin and apparently all the resources of the factory couldn't put it together again in less than three weeks. Then the 3-litre Rover was supposed to come to us this summer but has remained elusive, which makes it difficult to reply to letters and cables from Overseas readers who have it amongst the cars on their " short list " and seek our opinion.

Road-test cars are, traditionally, handed over to the scribes all clean and polished and with full tanks. But we would rather take a car away unclean but in good order than hours late with detail defects apparent as soon as the car is driven away. And it is even more irritating to be handed a car which runs out of petrol on a 30-mile drive home!

Some manufacturers and agents go to great lengths to maintain good relations with the Press. Rootes always produce test cars in spotless order and make you feel you are really welcome, Lincoln Cars have found us cars at short notice and actually read our comments afterwards without waiting for free copies, and VW recently hit upon the happy idea of having the name of the journalist's magazine engraved on the key-fob—although this gesture wasn't extended to MOTOR SPORT, which many people regard as the World's greatest advocate of the Wolfsburg beetle. Incidentally, all Press cars should be equipped with radio—it is irritating to leave behind one's own car so-fitted and go off in a test car in which the News and listening to the antics of the Archers are denied to one!

Today most makers and their concessionaires realise that while a paper is pleased to have their latest models for test, the idea behind the loan of such vehicles is mutual, because several hundred pounds of free advertising is represented by a complimentary test report. The road-tester should never be bribed but we must confess that tears rise behind our eyes at the quite-frequently-encountered most generous gesture of all—washing and polishing of a decrepit vehicle of rival make left behind as the glistening new car is driven away. And, damn it, we have even had a free battery-charge thrown in as well.

MOTOR SPORT has earned a hard-won reputation for unbiased, outspoken test reports. The cars of which we have published full road-tests so far this year have been :—

January	... ...	Jaguar XK150S.
March	... ...	Sunbeam Rapier Series III.
		Riley 1.5.
April	... ...	Panhard PL17.
		Vauxhall Friary Velox.
May	... ...	Ford Falcon.
		Auto Union 1000S.
June	... ...	Humber Super Snipe.
July	... ...	Ford Taunus 17M.
August	... ...	Fiat 2100.
September	... ...	Jaguar 3.8 Mk. II.
		M.G. Magnette Mk. III.

A great many subsidiary test reports have also been published.

* * *

THE NEW VW

We recently spent a long week-end with a new 40-b.h.p. VW saloon, in an attractive shade of light green—thus experiencing that curious sensation of having been here before! It was delightful to experience again the splendid gear-change, light steering, roomy interior and very high-quality interior and exterior finish of the ubiquitous " beetle," which add up to *restful* motoring. Almost all the improvements are worth having, but the stalk operating the self-cancelling direction-flashers, although more substantial, is less aesthetically pleasing than formerly.

The test car had run a mere 1,000 miles and although VWs do not require tedious running-in, the spotlessly clean engine was too stiff to justify taking performance figures. However, a genuine 60 m.p.h. came up in third gear quicker than on the earlier cars and initial pick-up is very useful; in top the needle stood at 70 m.p.h. along any reasonable length of straight road.

The Kumficar plastic seat covers on the front seats fitted very snugly but very soon would probably polish one's trousers, just as if one worked in an office . . . !

The steering, now hydraulically-damped, had lost the extreme lightness of our 1955 VW but with " running-in " this may return. The splendid fuel range was demonstrated when reserve was not needed for 270 miles, after which the tank did not run dry until another 34 miles had been covered. Fuel consumption from the still-stiff engine was 35½ m.p.g. of Esso Mixture in normal fast motoring.

As this was a VW we didn't bother to consult the dip-stick until the end of the test, when it showed the sump to be full of clean golden oil after 400 miles. The VW is still the best value in quality small cars for those who like its individualistic engineering characteristics.

FOUR CLUBS AT WISCOMBE PARK (Sept. 18th)

The United Hospitals and University of London Motor Club, the 750 Motor Club, the Hants & Berks Motor Club and Club Lotus got together to run the final meeting of the 1960 season of hill-climbing at Wiscombe Park, near Exeter, on the estate of Major Chichester. The fast 735 yards course with its corners and hairpin running up the wooded hillside of the Wiscombe House estate was bathed in glorious sunshine for the event and provided hill-climbing at its very best, the informal atmosphere and enthusiasm of all concerned keeping things going very efficiently without fuss or bother, so that everyone made two timed climbs of the interesting hill and the sunshine was still strong when the last run was made.

Due to two other hill-climbs in the South of England on the same day the Wiscombe entry was not as strong as it might have been, considering the organising clubs, but nevertheless there was some keen competition in the various classes. D. G. Addicott, with his highly-tuned Lotus Eleven, just beat Cuff's Cooper-J.A.P. twin for F.T.D. on his second run, and young T. M. Horton was a most worthy third overall.

A full programme of events is planned for Wiscombe Hill in 1961, beginning in April, and we recommend this hill for anyone who enjoys true hill-climbing.—D. S. J.

Results :

Saloon Cars :		
1st : F. W. Scott (Hillman Minx)		47.00 sec.
2nd: Dr. I. Pattison (Austin Se7en)		48.32 ,,
Production Sports Cars up to 1,000 c.c. :		
1st : V. Hatton (Austin Sprite)		44.86 sec.
2nd: N. Hatton (Austin Sprite)		44.93 ,,
Production Sports Cars up to 1,600 c.c. :		
1st : D. Jenkinson (Porsche 1600 Super)		43.88 sec.
2nd: D. Richmond (Downton Mini-Minor)		44.22 ,,
Sports/Racing Cars up to 1,000 c.c. :		
1st : D. Richmond (Downton Lotus-B.M.C.) ...		40.65 sec.
2nd: J. Fursdon (Lotus 7A)		41.66 ,,
Sports/Racing Cars up to 1,600 c.c. :		
1st : D. G. Addicott (Lotus-Climax Eleven) ...		38.94 sec.—*F.T.D.*
2nd: T. Horton (Lotus-Climax Seventeen)		39.61 ,,
Sports Cars over 1,600 c.c. :		
1st : J. Banbury (Morgan Plus Four)		42.25 sec.
2nd: M. Burn (Frazer Nash)		42.51 ,,
1172 Formula :		
1st : G. Bolan (Austin-Ford)		42.28 sec.
750 Formula :		
1st : R. Hartwell (Austin Special)		47.29 sec.
Vintage and P.V.T. :		
1st : A. Devillier (Austin Ulster)		47.36 sec.
2nd: H. Rose (Bentley 4½-litre)		47.61 ,,
Racing Cars :		
1st : W. Cuff (Cooper-J.A.P.)		39.45 sec.
2nd: D. Addicott (Downton Lotus 7A)		40.71 ,,



CITROEN CONVERTIBLE.—The Citroen is still so far ahead of other cars that it will be unchanged for the Motor Show. But this new convertible body will be available on the DS in a wide variety of colours, and on the ID19 to special order.

LE MARATHON DE LA ROUTE

POLICE regulations are increasingly curbing the plans of Continental rally organisers, but by running an event which was almost three thousand miles long and by keeping drivers at work for virtually four days and four nights (without any official breaks) the Royal Motor Union of Liége managed to make their 30th "Liége-Rome-Liége" Rally (run from August 31st to September 4th) a tough test of cars and crews. Of 83 starters only 13 were still running at the finish.

The regulations paid little attention to class results, the prize money ranging from £1,071 for first place to £70 for all those finishing between 11th and 20th. The regulations were equally devoid of complications regarding timing. At the time controls at the end of the easier sections one second's delay meant exclusion; at other controls there were delay allowances ranging up to one hour before being compulsorily retired. The marking system was equally simple, a competitor being debited with the amount of time he was late during the rally.

The organisers were not very bothered what state of tune cars were in and the scrutineering in Liége consisted of little more than counting the number of wheels. They obviously felt, quite rightly, that a car tuned too highly would stand very little chance of finishing. With the exception of the Mercedes team most of the leading Continental drivers were entered. The only British works cars were four red Austin Healey 3000s.

The authorities insist that rallies must have "liaison sections" at reasonable averages linking the meatier parts of a route and with the exception of an 18-kilometre test between Stavelot and Montenau (on which Oreiller was fastest in 11 min. 49 sec. in his Alfa-Romeo GSVZ) the first 1,000 kilometres were at quite low averages through Germany, across the south-west tip of Austria and into Italy and the start of the interesting part of the rally.

The second of the timed tests was from Trafoi over the Stelvio to Bagni Nuovi and consisted of 30 km. to be done in 36 minutes. Oreiller was again quickest and he was the only one to beat the time set with 34 min. 40 sec. This was a remarkable drive; de Lageneste, winner of this year's Alpine, was the second fastest but he was 9 sec. over the 36 minutes allowed.

Two well-used passes, the Gavia and Vivione, had to be withdrawn from the next section of the route due to road works and landslides; the revised route took cars to Brescia via Tresenda and Demaro. 68 were still running at Brescia, among the retirements being Maglio, whose Lancia Flaminia had electrical trouble at the start, and Walter whose Porsche developed engine trouble.

From Brescia the route went eastwards and into Yugoslavia which, as last year, proved to be the downfall of many competitors. By the second control in Yugoslavia, at Matulji, 32 cars were running late—and lateness on the "Liége" was cumulative. Most were able to pull back some of their lateness by the control at Novi but from there a section to Vrbovsko caught out the entire entry. The official mileage, on which the time allowance was based was 91 km. but the distance was nearer 99 km., to be done in 91 min. Nearest to clean was Trautmann in his ID19 who lost one minute, followed by de Lageneste and Strahle (Porsche) with 3 minutes.

The leader, Oreiller, was five minutes late and abandoned on the next leg having had so many punctures that he ran out of spares. Many cars picked up nails during the 10 hours in Yugoslavia and the Dunlop service boys were very much in demand.

Competitors were allowed to be up to an hour late at Vrbovsko without exclusion but only 45 minutes' tolerance was allowed at Cabar, a further 53 km. on. Once again this official mileage was wildly optimistic, the actual distance being nearer 61 km. A dozen competitors dropped out on this section. Trautmann and Coltelloni were going well in their IDs but possibly they were punishing their cars too hard as they both went out later in the rally with mechanical trouble.

Most of the Yugoslav sections were on loose, twisty roads and by the first control back in Italy, at Predil, only 30 cars were left. The first Italian section was easy and gave crews a chance to recover before a long, tricky section from Cibiana to Rovereto. This entailed covering 260 km. in 5 hr. 12 min. and crews were reaching the stage where it was difficult to maintain the pressure for so long. B.M.C. had sent crews over parts of the route before the rally and they had reported that this section was long and difficult which meant that the Austin Healey crews were forewarned.

Nine crews dropped out before Rovereto, including the leader Trautmann with front suspension bothers. This let Buchet into the lead with his Porsche but he got lost and ran out of time. As a result Peter Riley moved up to first place in his Austin Healey but then *he* went out, with a fan blade through the radiator. The throttle stuck open on the Austin Healey on the first test of the rally causing it to over-rev. which may have contributed to the failure of the fan.

All these retirements left Coltelloni in the lead, but leading the "Liége" seemed to be a short-lived pastime for his ID19 had to be retired on the next leg with front suspension maladies.

Pat Moss and Ann Wisdom now took over the lead, which they were to hold to the finish. John Patten lay second in his privately-owned Sebring Sprite which was being co-driven by John Sprinzel who had prepared the car. By this time there were only 15 survivors of whom two more were to retire before Spa.

The road section of the rally eased off as the route moved into France but there were still five special tests timed to the second on which positions could change.

Pat Moss had oil seal troubles in the gearbox of her Austin Healey but enthusiastic work by the B.M.C. service mechanics rectified this; they took the gearbox out and replaced it, all under half an hour. The girls were now clearly in the lead and were naturally taking no chances on any of the tests, although they had a nasty scare during the test on the Col d'Allos when an official opened the road to non-rally traffic while they were still climbing, with the result that they met on-coming traffic.

All the target times set for the tests were impossible and everyone added to their marks lost. David Seigle-Morris/Vic Elford were going well on their first works drive for B.M.C. and moved their Austin Healey up into fifth place on the second of the five tests, 36 km. to be covered in 32 min. from Les Augiers to St. Geniez. Unfortunately the Patten/Sprinzel Sprite which had gone so well in Yugoslavia could not match the speed of the Porsche of G. and W. Sander (a father and son team) from Belgium and they were pushed down into third place.

The only other change in position also affected a British crew, John Gott/Rupert Jones moving up into 10th place after a test from Le Noyer to St. Etienne-en-Devoluy. 12 min. were allowed for the 13.6 km.

The rally finished with a long trail up France via Gray and Verdun, back into Belgium and the finish at Spa.

B.M.C. are taking their rallying very seriously nowadays and all the Austin Healeys (which were practically unscratched) were washed on the run in so that they made an impressive entrance, the more so as the three 3000 versions arrived in convoy.

Deservedly the incredible Miss Moss and Miss Wisdom were given a tremendous reception. Their outright win on a tough event of this nature, following on their second place on the Alpine, must surely rank Pat Moss (who does the majority of the driving) as the most successful British woman driver of all time.

The rally was a most successful one for the competition department at Abingdon and the drivers would be the first to acknowledge their debt to the mechanics, who for this event were Messrs. Brown, Brocklehurst, Hamblin, Wiffen, Organ and Wellman.

Enthusiastically organised, the "Liége" must rate as the best of the European rallies; one driver thought that it was tougher than a Safari, and he had competed on both. As a final touch the organisers sent out a charming letter to competitors saying how sorry they were that they had not finished and hoping that they would have the pleasure of seeing them in Liége again next year. Such is the rally driver's capacity for punishment that they probably will.—S. T.

Make of Car	*Started*	*Finished*
Porsche...	14	3
Alfa-Romeo	10	0
Citroen	6	3
Volvo	6	1
Triumph TR3	5	1
Austin Healey 3000	4	3
Renault...	4	0
Lancia	3	0
Austin Healey Sprite	3	1
Auto-Union	3	1
Peugeot...	3	0
Mercedes Benz...	3	0
Borgward	3	0
Ford	3	0
Panhard	2	0
B.M.W....	2	0
M.G.-A	2	0
Jaguar	2	0
Lotus Elite	1	0
Austin Se7en	1	0
Simca	1	0
Mini Minor	1	0
Lloyd	1	0
	83	13

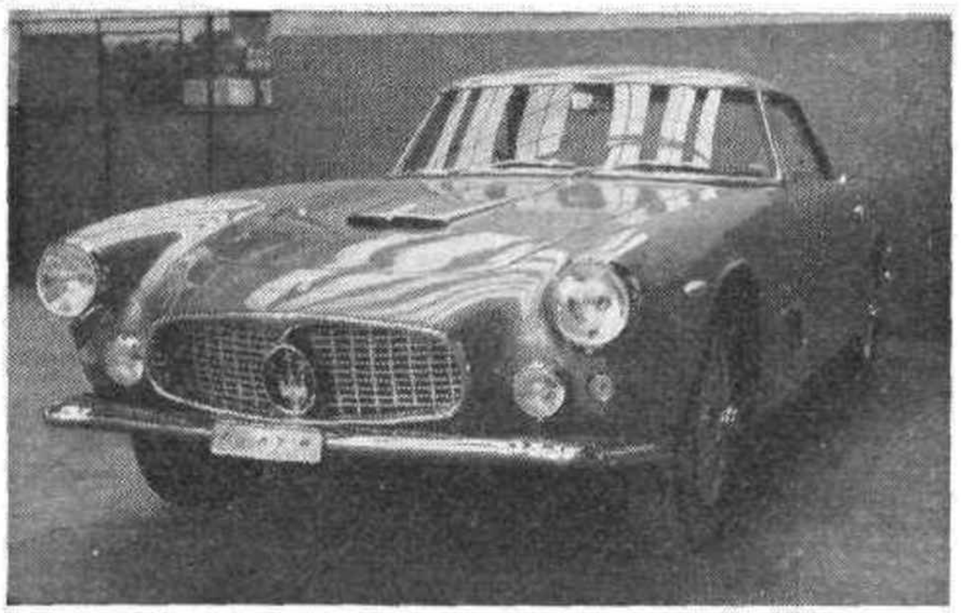
Results on page 807



BY COVENTRY TO MODENA

PAUSE FOR REFRESHMENT.—The TR3 is pictured at Andermatt while the occupants refresh themselves with a bottle of a well-known American beverage.

The Assistant Editor takes a TR3 to Italy to visit the Maserati, Abarth and Lancia factories



WAITING FOR TEST is a Maserati 3500GT in which Maserati head tester Bertocchi took the Assistant Editor for some brisk lappery on the Modena Autodromo.

IT is seldom possible to move very far in this mechanical age without making use of the internal combustion engine (in fact many people would change the " t " of internal for an " f ") and for the motoring journalist it is almost impossible, and so when the question of a holiday came up, the idea of lazing away in a boat was dismissed instantly, if indeed, the thought ever came to mind. At the time when deliberations were being made it was announced that the Italian Grand Prix would be held on the combined road and banked circuit and as the writer had been unable to visit either of the Monza 500 mile races he quickly took the opportunity of arranging to visit Milan for the duration of the race. The problem arose of how to get there and what to do for the other ten days or so. Since a high mileage would probably be covered a car with a brisk pace was called for and Standard-Triumph solved the problem by offering a TR3 for a prolonged test. As we had not tested this popular sports car for some time and the writer was particularly short of experience with it, we accepted the offer with alacrity.

Having noticed the increasing popularity of the Maserati 3500GT in this country we approached Colin Murray Ltd. of Fleetwood the Maserati Concessionaires and they quickly intimated that Officine Alfieri Maserati would be pleased to see us and might even have a demonstration car available. Later, there came increasing rumours of a new and intriguing Lancia model and a tentative approach to Lancia (England) Ltd. brought the reply that Lancia would be pleased to see us and perhaps loan us a test car but that much of the factory was closed to the public due to rebuilding. Finally as we would be in Turin to visit Lancia a trip to the Abarth factory was also included in the schedule.

On the appointed day the TR3, in British Racing Green arrived and two large suitcases, typewriter, cameras and many other small oddments were stowed in the boot (which already contained a large Continental touring spares kit) and on the shelf behind the seats. The short drive to Southend in pouring rain did nothing to dispel previous enthusiasm for the TR3 and we eagerly awaited some clear Continental roads to endorse these impressions. Having landed at Calais Airport the efficient and helpful French Customs quickly cleared us through and the TR was soon heading for Arras, Charleville, Luxembourg and our final destination of the first day, the Schloss Hotel at Trarben-Trabach in the Moselle Valley. During intermittent rain the Triumph cruised at between 60 and 80 m.p.h. depending on road conditions, the firm springing being the retarding influence on speed, as the engine is perfectly willing to go much quicker. Some of the steeply cambered and very bumpy French roads had to be negotiated with caution especially when meeting an oncoming vehicle but the Dunlop RS4s showed no sign of slip under these conditions.

All anti-freezes are not alike...



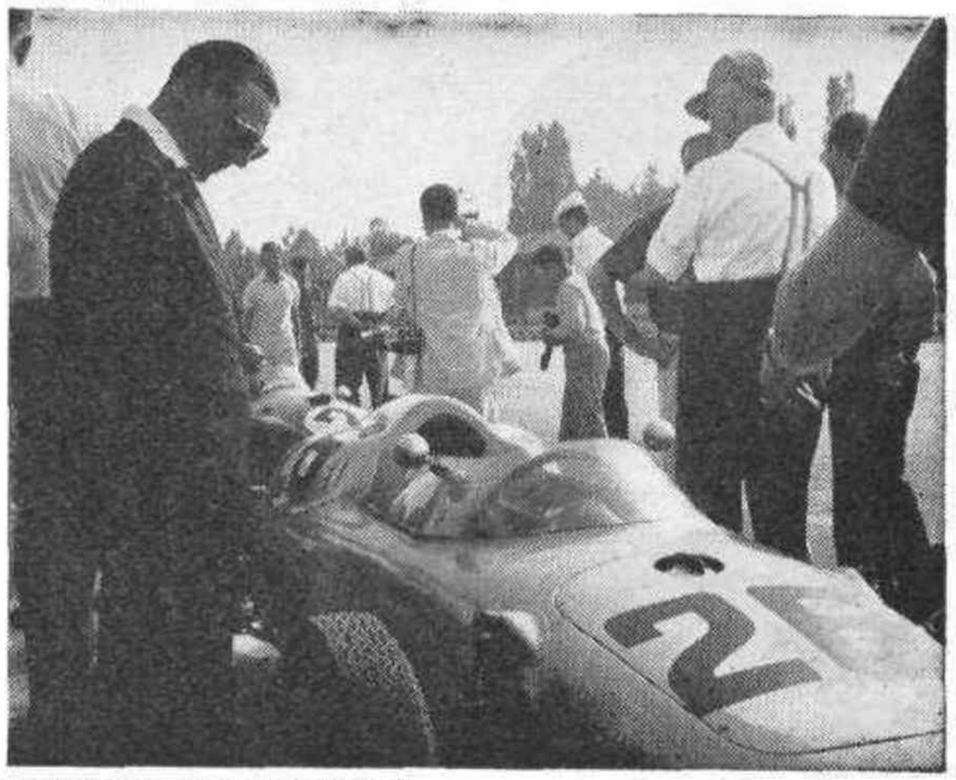
CASTROL anti-freeze

gives you complete frost protection

and reduces corrosion to the lowest point ever!

Don't just ask your garage for — "anti-freeze". Brands differ widely, some are better than others. So make sure you ask for Castrol Anti-freeze by name. Only then can you be certain of complete frost protection *plus the lowest level of corrosion ever reached!* Added to your cooling system in the proportion of 1 to 4 parts of water, Castrol Anti-freeze will give you peace of mind throughout the coldest weather because your engine will be safe even in 47 degrees of frost — a temperature never reached in this country.

Now that the cold weather is just round the corner, take your car to your garage man, today, for Castrol Anti-freeze.



LOOKING FOR IDEAS for next year's Formula? John Cooper in dark glasses and Enzo Ferrari (in braces) study one of the works Porsches which took part in the Italian G.P.

The exhaust note has always been criticised on the TR series but inside the cockpit of the latest model the noise level is very low and it may well be that the fruity note has been toned down a little. Indeed the comparative quietness was partly blamed for a speeding fine incurred in Luxembourg. A policeman suddenly leapt out from behind a house, whistled us to a stop and politely informed us that we had been travelling at 120 k.p.h. and the speed limit was 60 k.p.h. and would we give him 200 francs please? The old dodge of not understanding the language failed in this instance as he addressed us in faultless Oxford English. Our only consolation was that about seven out of ten cars were apparently being caught in his Radar trap.

The normally beautiful Moselle Valley was shrouded in mist but is well worth a visit from those not addicted to acquiring lurid sun tans, and the rather "moorish" wines produced along the banks of the river are particularly palatable. Our journey next day lay along the lower reaches of the Rhine which is a more industrialised area and not so pleasant as the upper reaches. On the more twisting roads the benefits of the overdrive, which operates on second, third and top were appreciated especially as the box was still rather stiff in spite of having some 7,000 odd miles on the clock. A detour was made to visit pretty Heidelberg, unfortunately crowded with several thousand other people with the same idea and we quickly returned to the Autobahn for Stuttgart and our night stop. Dinner was taken at the *Fernsehturm*, literally "far-seeing tower", which houses a T.V. transmitter and is a must for anyone with a head for heights. The food is quite delicious but one can spend £10 on a meal for two.

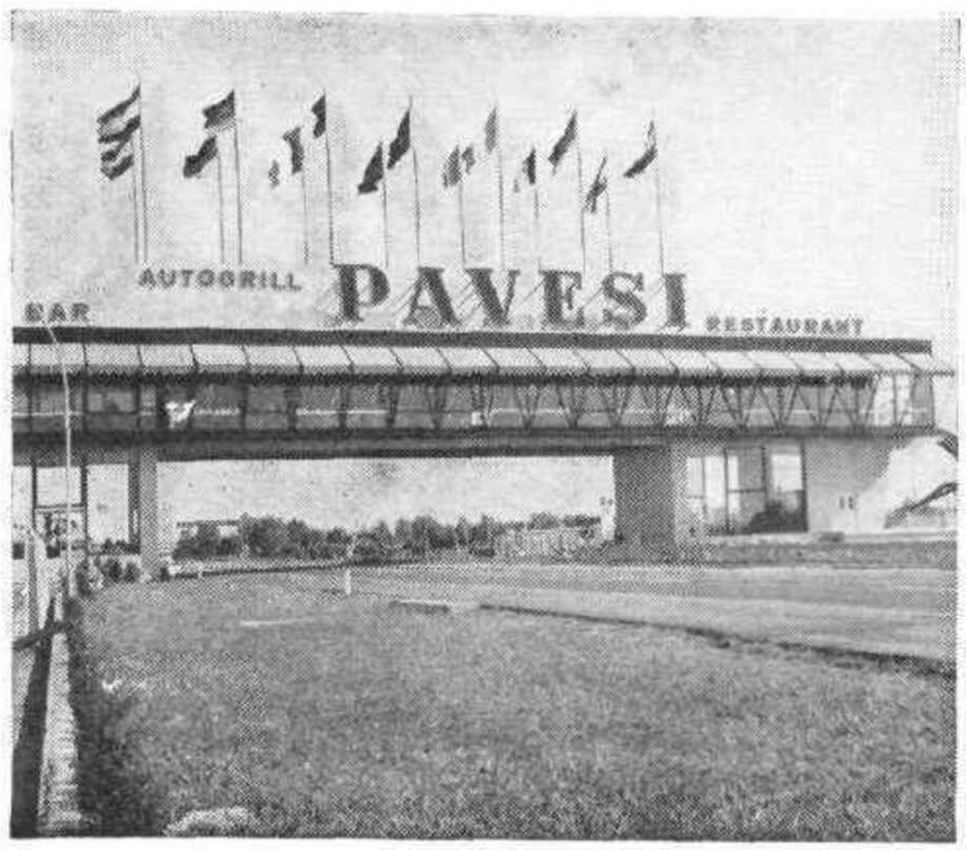
From Stuttgart we wended our way in leisurely fashion to Zurich, where the police are fortunate enough to use Alfa Romeos for patrol cars but where the wholesale use of parking meters caused us to circulate for several minutes looking for a parking spot. After spending an afternoon in this motorists' paradise we departed for Lucerne, which remains exactly as it was on our last visit some ten years before.



ELEGANCE BY VIGNALE.—For those intending Maserati purchasers who prefer open air motoring Vignale make this handsome two-seater which is slightly smaller than the coupe, but no cheaper!

The willing Triumph was then pointed towards Italy through William Tell's birthplace at Altdorf, on to Andermatt where we paused to photograph the car against a snowy backdrop and then over the longest of the Alpine passes, the St. Gotthard where the overdrive once again came into use, the descent being made in second and overdrive second with the Girling disc brakes being so sure that the idea of fade never came into our thoughts. The Swiss/Italian border was crossed at Chiasso where the petrol companies vied with each other in showering us with presents and we made sure to have the petrol coupons stamped, although a recent drop in the price of petrol in Italy makes it not a great deal more expensive than in Britain.

The little town of Cernobbio, on the shores of Lake Como was our base for the duration of the Italian G.P. which had by then deteriorated into a Ferrari demonstration run with consequent lack of interest. In fact the whole of Italy seems to have suffered a sudden revulsion against the motor car and the recent tightening of traffic regulations seems to have affected the exuberance of most drivers and especially the drivers of more powerful cars. Those we met and talked to all insisted that the police were just waiting their chance to "throw the book at them."



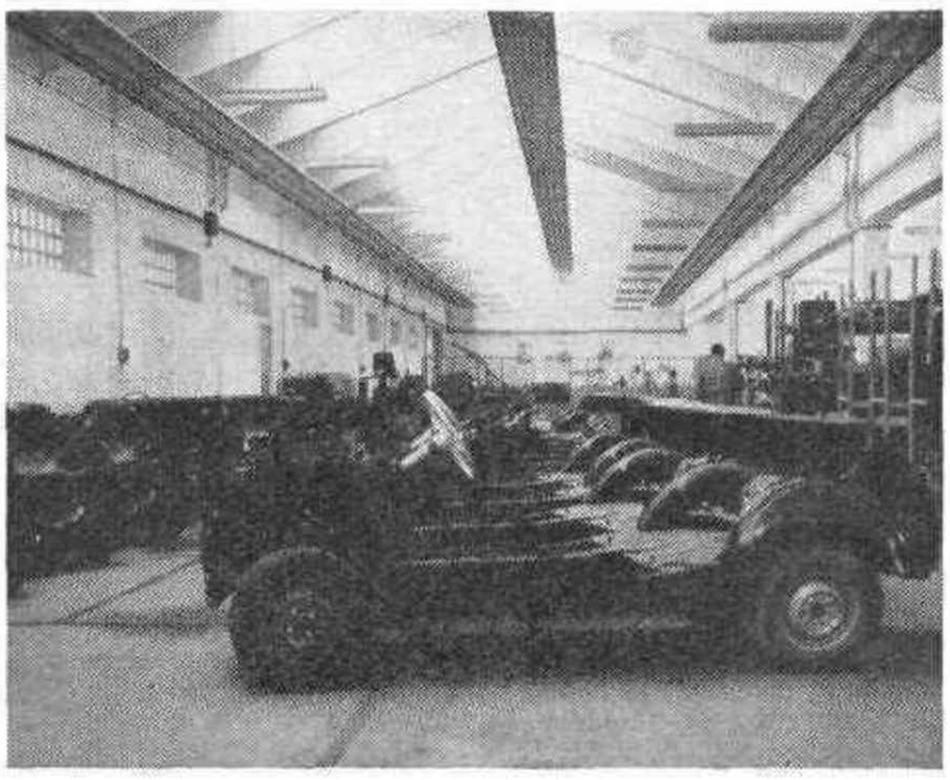
OVER THE OPEN ROAD.—The Pavesi Autogrill which straddles the Autostrada del Sole *near Milan enables visitors to watch the cars flashing by underneath. It would add to the interest if indicators could be placed in the restaurant giving the speeds of approaching cars, although a Maserati 5000GT coming through at its advertised* 190 *m.p.h. would probably create havoc in the kitchens.*

On the day after the Grand Prix the Triumph was nosed on to the *Autostrada del Sole* at Milan and headed for Modena. The TR cruised at an indicated 100 m.p.h. in overdrive top at 3,800 r.p.m. with complete lack of fuss with oil pressure at 60 lbs. per sq. in. and water temperature never going above 170 to 180 degrees in spite of the heat of the sun. At the Maserati factory, which hides itself away in a quiet street in Modena with no signboard to help one find it, we were greeted by Signor Mazzi who took us on a short tour of the factory where we saw numerous examples of the 3500GT model in various stages of production. He explained that Maserati were concentrating almost entirely on this model at present although both a 1,500 c.c. and a 5-litre car are scheduled for production soon. He explained rather apologetically that the Maserati was just a British car with an Italian body as Girlings provide the brakes (although Maserati make the actual disc), Salisbury the rear axle, Lucas some electrical components and Connolly leather is used for trimming, while the Germans provide the ZF gearbox. Maseratis do not even make the body as Touring of Milan build the four-seater coupé and Vignale makes the shorter two-seater tourer.

At this stage Guarino Bertocchi the former Maserati chief racing mechanic and now head tester was ready to take out a Vignale tourer for its first run. We were offered the passengers seat although Bertocchi intimated that he would not be able to go very quickly as

run we were able to assure him that he had gone quite quickly enough for us and we did not press him to take us out in a fully run-in car. He took the car through its normal first checks, looking for unusual noises and rattles, braking heavily from high speed with hands-off steering and then when we were away from the town he wound it up to over 120 m.p.h. on the Smith's speedometer (the car was destined for the United States) and entered a left hand bend at impossible speed using the crumbling edge of one side of the road and clipping the hedge on the other side. This was followed by a blind humped back bridge which he took at the same speed and although teeth were clenched and grab-handles grabbed the Maserati flew over as if the bridge did not exist. Back at the factory he had a coupé to test with two prospective buyers ensconced in the rear seats and once again we were offered the front seat. This time he headed for the Modena Autodromo which has recently been resurfaced with tarmacadam. Here he put the Maserati through its paces for several laps, flicking the heavy car through the two S-bends with his arms completely crossed but never moving his hands from the quarter-to-three position and using absolutely every inch of the road but never frightening any of the passengers

Back in the factory Signor Mazzi explained that they had only been pushing the 3500GT for about a year and were quite happy with results, having already sent fourteen cars to Britain in spite of

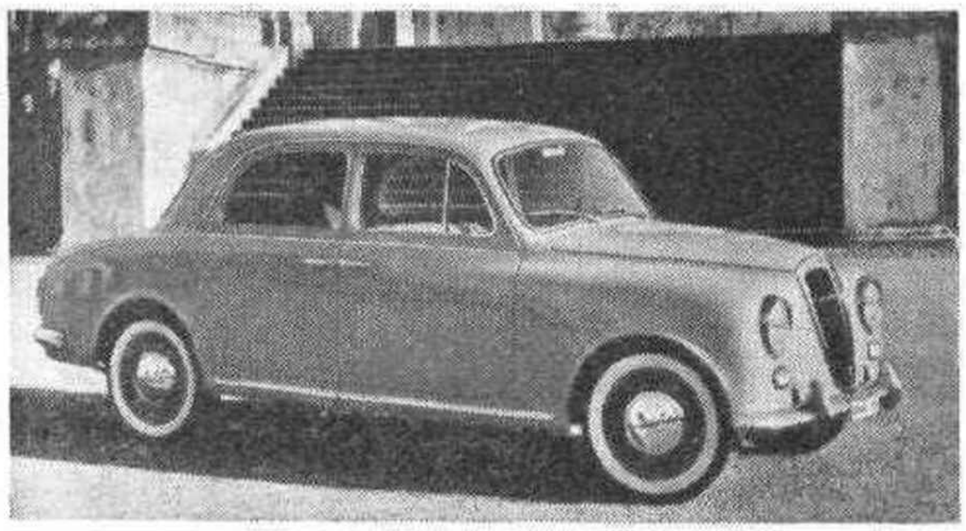


UGLY DUCKLINGS.—Waiting to be turned into swans by Abarth are a batch of Fiat 600 chassis which will be fitted with the beautiful bodies provided by Allemano and Zagato and powerful engines by Abarth.

its price tag of almost £6,000, although he was pleased that the Maserati undercut the Ferrari in Britain. Asked why the Maserati was not seen in competition Signor Mazzi explained that they were building the 3500GT to be a perfectly tractable road car (Bertocchi demonstrated this by doing 20 m.p.h. in top gear) and were not interested in racing it. Such cars as the Facel Vega were completely successful despite the lack of a competition record and they hoped the Maserati would be the same.

During our tour of the workshops we were shown the 5000GT model which has been seen at the Turin Show and which will undergo some styling changes before being released as a production model next year as it looks rather Americanised at present. The engine gives 375 b.h.p. and Bertocchi has seen a top speed of 315 k.p.h., during testing of the 5000GT. Since this represents over 190 m.p.h. one tends to be sceptical but he also claims to have driven from the Maserati factory along the *Autostrada del Sole* to the centre of Turin in 30 minutes, which represents the sort of average speed to make the mind boggle. The Maserati factory are also rather proud of their record in racing boats as the 5-litre engine is fitted to the current European and World Championship winning craft.

The competition department was fairly quiet with only a couple of the " birdcage " sports cars under construction and there was no sign of the rumoured rear-engined machine. Signor Mazzi stressed that the factory were not interested in racing any more as a works team but one had the feeling that this was more a matter of monetary consideration than anything else as the factory has, of course, gone through financial difficulties in recent times.



POPULAR QUALITY.—Italy's most popular quality car, the Lancia Appia has a waiting list of over six months which should be alleviated when the new factory is in production.

Leaving the Maserati factory we took to the *Autostrada del Sole* once more and paid our 1,500 lire for the journey back to Milan. Highly taxed British motorists would probably quibble at paying such an amount but the Italian gladly pays up for the pleasure of driving long distances without fatigue and as the toll varies according to engine size the Fiat 500 and 600 drivers who constitute the major part of Italian traffic get away quite lightly. Lunch was taken at the pleasant Pavesi restaurant which straddles the Autostrada near Piacenza so that the motorist can watch his fellow drivers flashing beneath him while he lunches. More of these restaurants are planned when the Autostrada is extended, an idea which could well be copied in Britain. Following the excellent signposting we were quickly through Milan and on the Autostrada for Turin the surface of which has deteriorated over the years. However, 90 m.p.h. cruising was possible in places on this three-lane road and for a time company was kept with a Fiat 2100, showing the speed potential of these popular cars. In Turin we made for the Abarth factory in the northern part of the city, where we were met by Signorina Isandora, Carlo Abarth's secretary who gave us a conducted tour of this pleasant and surprisingly large factory. A large part of the factory is devoted to the production of exhaust systems for various cars and enormous numbers are exported, especially to the United States. Very few British cars are catered for as they are sold in such small numbers in Italy although we did notice that the Ford Anglia and Sunbeam Alpine were quite popular. These exhaust systems are attractively finished in matt black with the Abarth emblem, although some are supplied as original equipment in which case they are painted grey. In the experimental shop we noticed a Chevrolet the car was brand new and not run in. However, at the end of the



BODY BY ALLEMANO.—The Abarth 850 is one of the most popular Abarth productions and is sold in quite large quantities to the United States, although its high price in Britain hampers its sales here.



PLENTY OF LIGHTS.—The Lancia Flaminia two-door, two-seater coupé will reach something like 120 m.p.h. in comfort. The open version of this coupé will be shown at Earls Court for the first time this year.

Corvair and a Fiat Giardiniera being "measured up" for exhaust systems.

The main Abarth production is centred around the Fiat 600 chassis which arrives from the factory in its bare state without an engine. The various bodies are grafted on by Allemano and Zagato while Abarths attend to the engine, which in extreme cases means the addition of a twin overhead camshaft cylinder head, boring out to 750 c.c. and a power output of 64 b.h.p. at 7,600 r.p.m., giving the coupé a top speed of 112 m.p.h. The engine can also be obtained in 850-c.c. form giving 73 b.h.p. at 7,000 r.p.m. All engines are carefully run-in on the test bed and the Weber carburetters are carefully tuned before installation in the chassis.

The most recent Abarth model is the 2200 which is based on the Fiat 2100 chassis. This is fitted with a very handsome coupé or cabriolet body and the chassis and engine are considerably modified. The engine is given three Weber double-bodied 40DCOE carburetters and a compression ratio of 9.5 to 1, which endows the sleek coupé with a top speed of over 120 m.p.h. The standard drum brakes cannot cope with this performance and recourse has been made to Dunlop disc brakes for all four wheels. This sleek looking coupé will be seen for the first time in Britain at the Earls Court Show where, as Signorina Isandora ruefully admits it will sell for nearly £4,000. However, connoiseurs will undoubtedly seek out this handsome car.

In the dispatch bays were numbers of cars ready for delivery, inhibited for their long sea journey to the U.S. These mainly consisted of the 750 and 850 models in various stages of tune together with one or two 2200 models. After looking round the works we were taken for a drive in an 850 demonstration car, which proved to have particularly comfortable seating and generous leg room for a tall person together with adequate luggage space behind the two seats. The suspension is particularly praiseworthy as it gives a steady pitch-free ride in spite of the short wheelbase. As the run



IT'S A FIAT.—Abarth have now turned their attention to the amelioration of the Fiat 2100. Fitted with three Weber carburetters, Dunlop disc brakes and a handsome four-seater body, the Fiat-Abarth 2200 is capable of speeds in excess of 120 m.p.h. and will be seen in England for the first time at the Earls Court Show.

was made in the outskirts of Turin there was little opportunity to assess acceleration or road-holding.

Passing out of the gates of this well organised and spotlessly clean factory which produces over 1,000 of these delightful little cars every year, we saw on a notice board by the factory workers' clocking-in machine a notice proudly telling the employees of the fine effort put up by a Fiat-Abarth at Nurburgring the previous week-end—surely a wonderful incentive to build better cars.

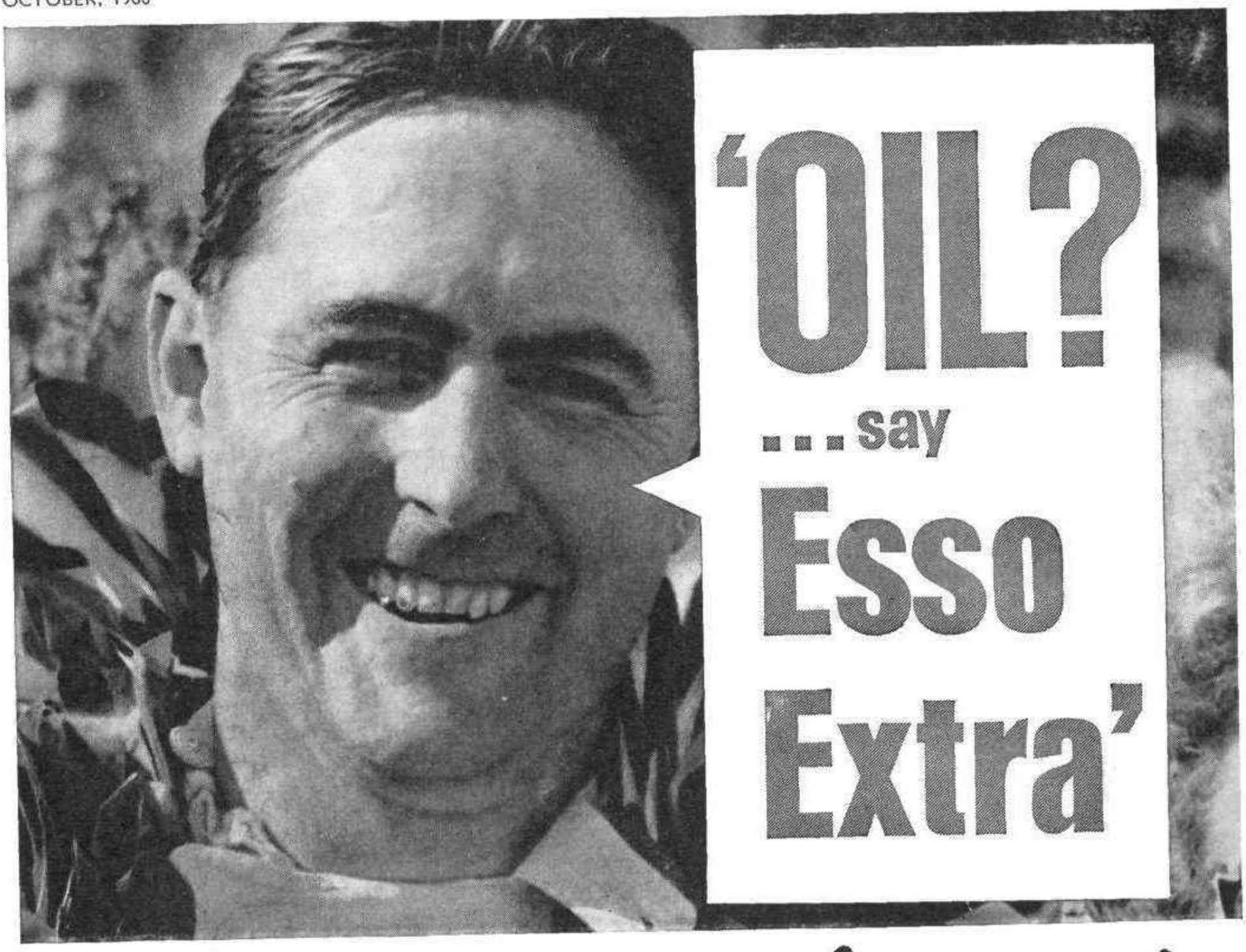
Our final call lay at the Lancia factory to the west of the City where a Lancia Flaminia four-seater coupé awaited our attention. Here we were greeted by Mr. Hemelik, an Englishman who has chosen to live in Italy, who reiterated the previous statement that the factory was indeed closed. This is because of the considerable expansion undergone by Lancia who have previously only made cars in very small quantities. All commercial vehicle production has been moved to another factory while additional factory space is being erected near Turin to cope with increased production. Naturally much of this increase is designed to cover the introduction of the new Lancia model which will not be released until the Turin Motor Show in November. Despite its expected high price in Britain the specification should, like that of the Abarth 2200, attract the connoisseur.



ABARTH INTERIOR.—The comfortable seats and handsome steering wheel of the Fiat-Abarth 2200 look inviting to the keen driver. Unfortunately it will cost £4,000 in Great Britain.

A test driver took the Flaminia to the outskirts of the city and then handed the car over to us for our impressions. The 2½-litre V6 engine is very quiet and the four-speed gearbox with floor-mounted lever (which is spring loaded towards third and top) is easy to use with practically unbeatable synchromesh. The steering is remarkably light for such a large car and provides one of the major charms of this car. Seating is exceptionally comfortable both front and rear, with ample leg room for four people. The car could be taken up to an indicated 160 k.p.h. (100 m.p.h.) with no sign of fuss from the engine which would rev. to 5,500 r.p.m. in the gears with apparent ease. On a hilly section this large car was flicked round bends with no appreciable effort from the driver while body lean was not apparent, the ride remaining as level and as pitch free as it had on main roads. One can readily understand why there is a six months' waiting list for this and other Lancia products and it must be a matter of regret to any British enthusiast who has tried a Lancia that they are so expensive in this country.

After a rapid sight-seeing tour of Turin including the buildings for next years' celebration of the Unification of Italy and a tour round the Lancia dispatch plant it was time to leave Italy and point the Triumph towards Calais once more. On this journey it averaged 48 m.p.h. at 26 m.p.g. using 80 m.p.h. as a cruising speed and despite a rough ride in the mountains it developed no rattles and consumed no oil at all. If not the best car for Continental cruising it is certainly one of the best available to British drivers for under £1,000 and deserves its fine reputation.—M. L. T.



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FARNBOROUGH—1960

HUGE crowds flock annually to the historic aerodrome at Farnborough for the S.B.A.C. Flying Display; this year we chose to go on about the first day of summer and found this the best show ever.

The superb displays put on by the R.A.F. were very much a feature of the 1960 Display and, like the top G.P. drivers, the pilots concerned make their exceedingly complicated and polished displays look easy to the layman. The Valiant B1 V-bombers of 148 Squadron, on the firing of a cannon like the start of an ancient motor race, were all airborne in 1m. 47s., the first aircraft getting off in 67 sec.

An impressive item was the arrival of an R.A.F. Shackleton Mk. 3 of 201 Coastal Command which had taken off from the Display the day before and in the meantime had flown over an area of 16,000 square miles on submarine patrol, having been over Lisbon at 3.30 a.m. and far out in the Atlantic at breakfast-time!

One of the highlights was the vertical take-off and landing by the one and only Short S.C.1, which uses air nozzles to give it stability while in vertical flight.

The Scottish Aviation Twin Pioneer 16-18-seater flew almost entirely on its starboard Alvis Series III long stroke engine, after a very short take-off run, and the four R.A.F. Jet Provosts did a mass take-off. The Hunter Jet Provost side-by-side seater, which does 410 m.p.h. on a Bristol-Siddeley Viper engine, indulged in slow rolls and a prolonged spin. The C.F.S. official aerobatic team in the aforesaid four Jet Provosts then re-appeared, to break away at 90 deg. from a box at the top of a loop, led by Flt.-Lt. Langstaff.

A "real" aeroplane came next, in the form of the Percival-designed Lancashire Prospector Series II, which did some crop-dusting, after which 30 troops enplaned in an H.P. Herald, which can carry 47 persons or six tons of freight and cruise at 275 m.p.h. on its Rolls-Royce Dart engines. It took off and landed within 600 yards, which could be why Jersey Air Lines ordered six Heralds during Display Week.

Very impressive was the H.P. Victor B2, biggest aircraft to have exceeded the speed of sound, using a Rolls-Royce Conway engine.

A very fine airliner was demonstrated next, the Vickers Vanguard, planned to give quiet travel at the lowest cost per passenger/kilo. It cruises at 425 m.p.h. on its four Rolls-Royce Tynes, which reverse to give an exceedingly short landing run. Trans-Canada have ordered 23.

Westland's stable of helicopters gave their usual confident display —I liked, particularly, the little chap with exposed Blackburn engine and transmission, reminiscent of a Shelsley Special! The D.H. Dove 8 is a splendid five-seater executive's 200 m.p.h.-plus express which now has instrumentation for all-Europe operation.

If racing cars sometimes offend because of noise, what of the Avro 748? It was, however, built in 17 months, project to prototype, and is a nice inexpensive aeroplane—£176,000 with R-R. Darts. It gave fine proof of its very brief landing run.

The Armstrong-Whitworth Argosy carries 83 passengers or bulky freight, with free-loading each end of the fuselage—no doubt one day it will transport racing cars to long-distant races.

The Bristol-Siddeley-powered delta-wing Avro Vulcan Mk. II landed easily without recourse to its 'chute, after an immense vertical climb, the pilot using the 30-ton thrust of this machine that will fly at close to mach one.

The Royal Navy's D.H. Sea Vixen did some quite advanced aerobatics and inverted aviating, to show the efficiency of its 45 deg. swept surfaces and duplicated power controls and the Folland Gnat, a nice little trainer with 4,230 lb. of thrust for beginners, climbed through the only cloud in the deep blue heavens and rolled off the top. A Gloster Javelin did roll after roll and flew inverted, and Bill Bedford gave an outstandingly polished exhibition in the two-seater Hawker Hunter 66A, zooming to some 17,000 feet and spinning down in 14 or 15 unbroken rotations.

Two Blackburn NA39s, the "below-radar" jobs, and the F1 and T4 swept-wing Lightnings gave us a taste of real speed, the latter flying past at some 630 knots and touching down exceedingly fast.

Of the static display, the working model showing how freight is loaded into the A-W Argosy 650 Series Turboprop Freightercoach was the most eye-catching exhibit in the main hall.— W. B.

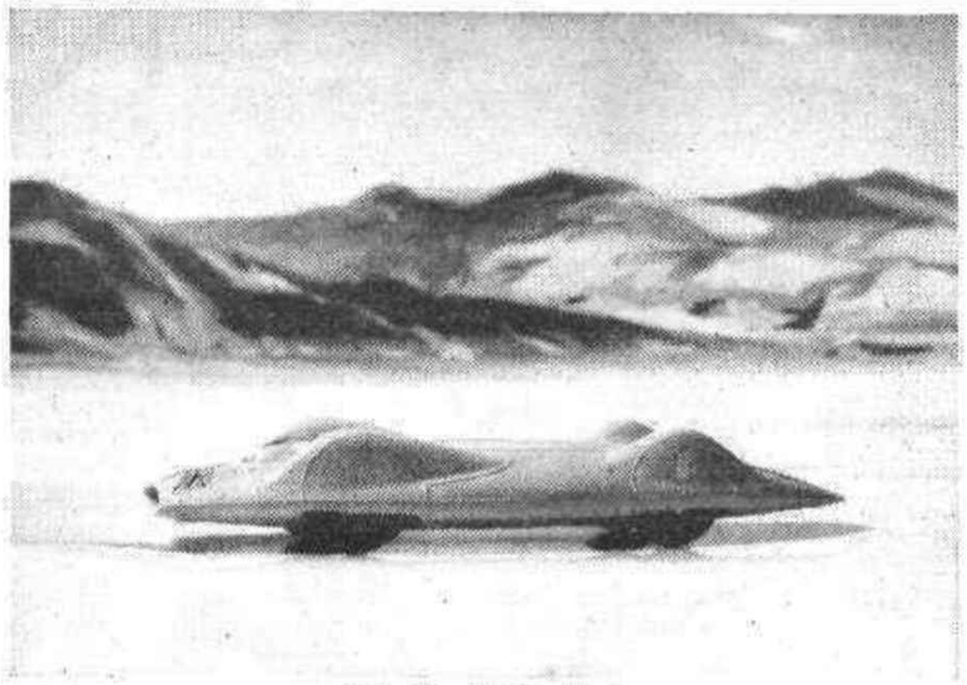
MINIATURES NEWS

Corgi are first in the field with a model of Bluebird, the car which by now should hold the Land Speed Record for brave Donald Campbell. Campbell took with him to Utah examples of this Corgi model.

No. 153 in the series, the Corgi Bluebird is, as usual with all Corgi toys, an accurate, highly detailed die-cast scale model incorporating, in true Corgi tradition, a clear plastic cockpit canopy, complete, in this case, with helmeted driver. Details of the four jet engine exhaust outlets, of the air brakes, of the engine and instrument compartment covers, are faithfully reproduced down to the rivets which hold them in place. The huge 52 in. diameter wheels of the full-size Bluebird are reproduced in plastic. At the front are the crossed British and American flags as on the real thing, and the finish is an exact replica of the distinctive Bluebird blue.

The Corgi model of the Bluebird is 5 in. long, $1\frac{3}{8}$ in. wide, weighs a matter of ounces and costs 3s. 11d., making it available to an infinitely wider range of purchasers all over the world and offering them an opportunity to examine in detail this fabulous feat of British engineering—real and miniature.

Miniatures of Land Speed Record cars have appeared for a number of years—it would be interesting to know the greatest number, going back into the past, that any collector can assemble.



The Corgi Bluebird.

This latest Corgi model forms an amusing contrast to another recent miniature brought out by Dinky Toys, namely an Albion Chieftain chassis with cement mixer, No. 960 in the Dinky Supertoys series by Meccano Ltd. The tipping cement mixer rotates as the lorry moves along, being driven by pinions and contrate wheels from the back axle, and the model is extremely detailed, with twin rear tyres, spare wheel, fuel tank, cement chute and cab windows, etc.

Other recent Dinky Toys include a Healey Sports Boat on a trailer (No. 796) which can be towed by car miniatures, a Land-Rover towing a Smith's CT86 single-horse trailer (No. 073) and a $7\frac{3}{4}$-in. long servicing platform vehicle with extensible platform (No. 977 in the Dinky Supertoys series). A catalogue listing over 150 Dinky models in colour is obtainable free from Meccano Ltd., Binns Road, Liverpool, on mentioning MOTOR SPORT. Wish I were a boy again!—W. B.

ECURIE ECOSSE IN U.S.

David Murray, patron of Ecurie Ecosse has entered into agreements with organisers of three American races to enter two of his cars. These events will be the Watkins Glen G.P. on October 9th, the Riverside G.P. on October 16th, and at Monterey on October 23rd. Watkins Glen is in New York State and both Riverside and Monterey are in California. The cars, which have already been shipped are the $2\frac{1}{2}$-litre Cooper-Monaco which has won six of its seven races this season and a 3.8-litre D-type Jaguar. Drivers have not yet been nominated as the rave organisers have requested as a condition of entry that only internationally-rated drivers will be acceptable.

Ecurie Ecosse is popular in the States because of the entry of three sports Jaguars in the 1957 Monza 500 miles race when they acquitted themselves so well. The Ecurie Ecosse Association has 300 members in the U.S. out of a total membership of 3,000.

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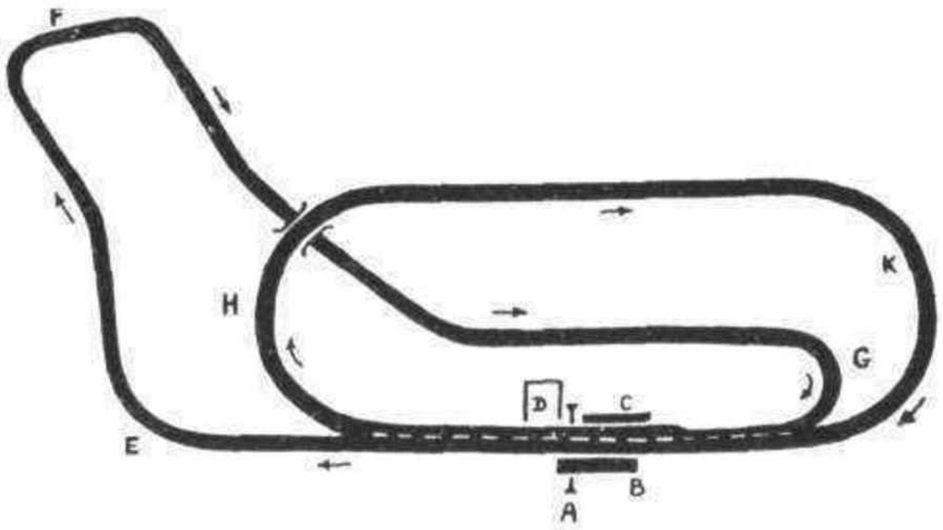
THE XX ITALIAN GRAND PRIX

A Very Active Race

THIS year the Italian Grand Prix took the title of the Grand Prix of Europe, for what it is worth, and the organisers reverted to the 10-kilometre combined road and banked track circuit at Monza, which was used in 1955 and 1956. In this arrangement the wide part of the track in front of the pits and grandstands is divided into two lanes by conical rubber markers, carrying B.P. advertising, and the start is on the outer lane, away from the pits. From here the course follows the normal road circuit *via* the Curva Grande to the two sharp right-hand bends at Lesmo, back around the Ascari curve and down the back straight to the Curva Sud. This brings the course onto the inside of the pits straight where it runs parallel with the starting straight until it runs onto the northern banking in a right-handed sweep. The banked track passes over the road circuit return leg and then down a straight parallel with the other two straights of the road circuit, and onto the south banking. From this banking the course runs onto the pits straight on the outside and back to the start. This layout results in cars travelling at maximum speed off the south banking and past the grandstands, while on the inside are cars still accelerating from the flat Curva Sud; it also means that any visits to the pits must be made at the half lap, while travelling up the pits side of the wide straight.

In 1955 on this circuit Fangio won with a Mercedes-Benz over a distance of 500 kilometres at an average of 206.791 k.p.h. after the German firm had done a lot of testing and applied a lot of science to the suspension geometry and travel in order to adapt the car to the high speed banking. In 1956 Moss won the race over the same distance at an average of 208.787 k.p.h. in a brand new 250F Maserati that merely had blocks under the springs to raise the car slightly to avoid the sump grounding over the bumps on the banking. One of the biggest problems to adjusting a car to suit the road-and-track circuit is the question of tyres, for tread patterns and pressures suitable for the road circuit are impossible for the banked track and *vice-versa*, and while everything about a racing car must of necessity be a compromise, this problem stretches the compromise a bit near the limit as far as tyres are concerned. Whereas the normal road-racing tyre will comfortably run a 300-mile Grand Prix on the average circuit, there was no hope of this on the Monza 10-kilometre circuit, so that pit stops for tyre changing were going to be essential.

Since 1956 the Grand Prix scene has changed considerably and whereas then there were teams of Ferrari, Maserati, Vanwall, Connaught and Gordini and they all entered the race and set about adjusting their cars accordingly, this year saw only Ferrari ready to enter, the others mentioned having withdrawn from racing long since. The replacements in the shape of Lotus, Cooper and B.R.M. were not interested in competing on the road-and-track circuit and instead of saying so politely and simply, they got together and tried to use " strong arm " tactics, saying " Unless the Italian G.P. is run on the road circuit only we will not enter," to which the A.C. of Italy replied " All right, don't enter," and they didn't. The result was an entry of 18 cars scraped up by various means and the Italian G.P. was held over the full 500 kilometres (300 miles) on the road-and-track circuit and everyone was happy, except the English. In order to swell the ranks the A.C.I. opened the race to F.1 and F.2 cars so that Ferrari and Porsche were both quick to take advantage of a chance to match their cars against known conditions and get some experience in readiness for the 1961 season of F.1 racing to the new 1½-litre Formula. The Scuderia Ferrari now enter their cars under the initials S.E.F.A.C. which stand for the official legal title of the Ferrari factory since it was made a public company, and there were three F.1 front-engined V6 Dino 246 cars to be driven by Phil Hill, Ginther and Mairesse, the one driven by Ginther having a slightly longer wheelbase. The F.2 rear-engined V6 Dino 156 car that trounced Porsches at Solitude was entered to be driven by von Trips and these four were naturally the mainstay of the entry. A week before the race Ferrari tried out a new F.1 rear-engined car, which was very satisfactory, but with no opposition in the Grand Prix there was no point in running it. Added to which was the question of who should have driven it. With the Porsche factory entering two works F.2 cars driven by Herrmann and Barth it seemed only reasonable to match von Trips against them and make it an all-German F.2 contest. The Porsches were the normal 1960 cars and there was a third Porsche, this being the ex-Behra Colotti Special which Camoradi were in the process of selling to Ray Colet, a young American, so the Camoradi driver Fred Gamble drove it. The Scuderia Eugenio Castellotti entered their two Cooper-Ferraris, which are 1959 type Cooper chassis with four-cylinder Ferrari engines derived from the old Super-Squalo Ferraris, and having Colotti five-speed gearboxes. These two cars were driven by Cabianca and Munaron as the whole object of the Scuderia is to provide cars for Italian drivers as Ferrari seems reluctant to do so. The other Italian Scuderia, the Centro-Sud, whose aim is to give new drivers a chance to get into F.1 when possible, entered their two Cooper-Maserati cars with Scarlatti and Alfonso Thiele as drivers, the latter being new to single-seater racing though having a great deal of experience of Monza with G.T. Ferraris and Abarth record breakers. The rest of the field was made up by private owners, there being Naylor with his J.B.W. Maserati, Arthur Owen with his 2.2-litre Cooper-Climax painted green for the occasion, and Gould reappeared with his old 200F Maserati. Then there were some private F.2 entries to complete the list, Seidel with his Cooper-Climax, though he entered a Porsche F.2 as well but it did not materialise, and Piero Drogo with the Cooper-Climax owned by von Trips and his Scuderia Colonia, and finally Wilson with Gibson's Cooper-Climax.



MONZA AUTODROME

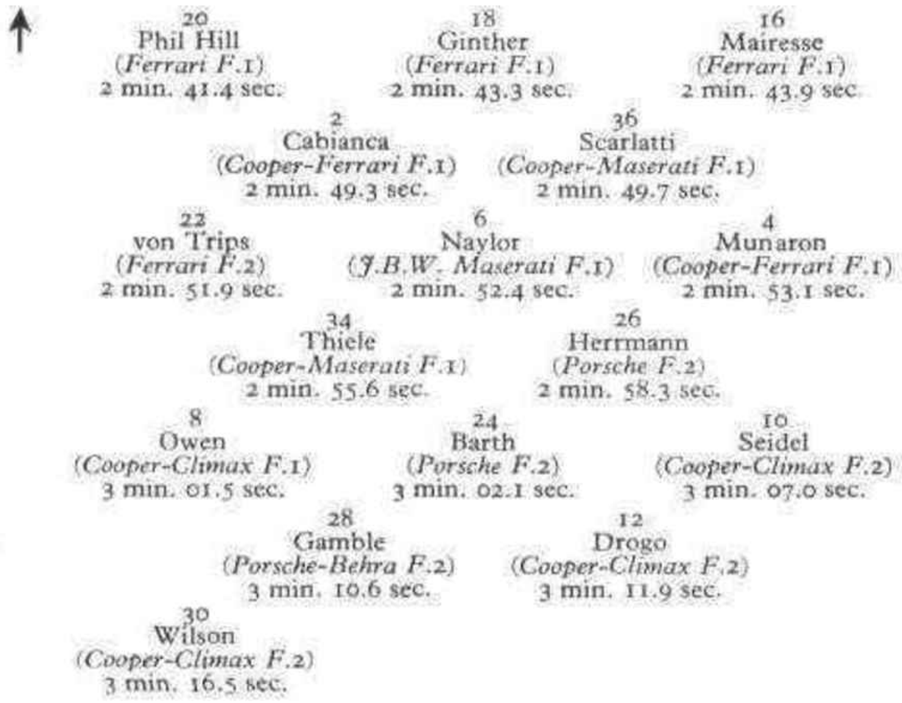
Length : 10 kilometres.

A. Start and finish.
B. Grandstands.
C. Pits.
D. Paddock.
E. " Curva Grande."
F. " Curva di Lesmo."
G. South turn—flat.
H. North turn—banked.
K. South turn—banked.

As can be imagined practise was not very eventful and the results of the two training periods, on Friday and Saturday, were easy to imagine, the only bright spot being the way the F.1 Ferraris helped their F.2 cars along by slip-streaming so that they were easily faster than the Porsches and the Stuttgart people were leaping up and down because nobody would give them a tow. The Centro-Sud cars did not practise until the second day and neither did Naylor, while Gould did not practise at all as he could not get his Maserati to start, so was posted a non-starter. Naturally the three F.1 Ferraris were the fastest in order of driving ability, while Centro-Sud and the Castellotti cars had a private battle for the second row of the grid, ending up one each. Undoubtedly the high spot of the Saturday practice was when Enzo Ferrari himself was forcibly ejected off the pit area because he did not have a pass, by an excited policeman. There was quite an uproar and the Ferrari cars returned to practise only after many apologies from high officials. The policeman in question was said to have been last seen sitting in his own gaol, only on the wrong side of the bars !

Sunday was not a bright day for the spectators, and there was as big a crowd as at any Monza race recently, but it was ideal for the drivers, being absolutely dry with a cool breeze and clouded skies.

Altogether 16 cars lined up on the grid as follows, in rows of three-two-three instead of the usual four-three-four, as only half the track width was being used.



When the flag fell 14 cars shot off to begin the 50 laps of the race and Cabianca and Munaron were both left behind, having stalled the Ferarri engines in their Coopers; mechanics push-started them and they set off after the rest of the field which were streaming into Lesmo. As the cars came by the pits at the end of the half lap Ginther was leading Phil Hill, as arranged, and third was Scarlatti in the Centro-Sud Cooper-Maserati, followed by Mairesse who was visibly slowing down and waiting for von Trips who was stuck behind the two works Porsches. Already Munaron had caught three of the private F.2 cars and Cabianca was gaining ground rapidly, but Owen was missing having crashed on the South corner seemingly through lack of brakes, he being thrown out unhurt but his car being bent in all directions. Round the banked track the 15 cars went with Ginther and Hill pulling away from the rest and Mairesse still waiting for von Trips, so that Naylor moved up into fourth place. For once the Ferrari team were working to a plan, decided the night before, that the two Americans should go on ahead while the Belgian driver hung back and towed the F.2 Ferrari along into slip-stream. Then at half distance Ginther and Mairesse should change places and Phil Hill should lead, Ginther towing the F.2 car while Mairesse made up ground and any places he might have lost whilst towing the F.2 car. If all went well this would result in Ferraris 1-2-3-4. The works Porsches must have known this but probably didn't believe that the Ferrari team would work together. However, on the second lap von Trips got in front of Herrmann and Barth, and there was Mairesse dutifully soft-pedalling and waiting for him and away they went. For half a lap the two Porsches hung on but then they got out of the slip-stream and Mairesse and von Trips disappeared into the middle distance, leaving the Porsche pit steaming with rage. On the fourth lap Scarlatti stopped at the pits with accelerator pedal trouble and Mairesse and von Trips sailed past Naylor, as did Munaron in the Cooper-Ferrari after he had overtaken the two Porsches which were travelling one behind the other. This put Ferraris 1-2-3-4, followed by Munaron, Naylor, Herrmann, Barth and Cabianca and on lap five Cabianca passed the two Porsches but they did not get into his slip-stream and were left behind on their own. Munaron now upset the Ferrari plan for he overtook Mairesse and von Trips and took third place but the three of them stayed very close together and by the next lap Cabianca was up with them. On lap seven he passed them all and took third place and drew away, while Mairesse did his best to deal with Munaron without dropping von Trips from his slip-stream, and meanwhile Ginther, who was to lead until half-distance, and Hill were lapping the tail-enders, and Scarlatti was back in the race, but a lap behind after another pit stop to cure his accelerator pedal trouble. By lap 10 Ginther and Hill were 1 sec. apart and 75 sec. ahead of Cabianca who was 9 sec. ahead of Mairesse and von Trips who still had Munaron with them. Poor Mairesse was suffering having to watch the Cooper-Ferrari draw away in front while he had to hang back and set the F.2 pace for von Trips, but it was definitely paying off for the two Porsches were way behind and had let another F.1 car go by, when Thiele moved up into eighth place. Already lapped were Drogo, Seidel, Gamble, Scarlatti and Wilson in that order, and Seidel and Gamble were having a splendid race with each other, changing places frequently.

On lap 13 Cabianca was lapping Scarlatti, who had been delayed at the pits and they went onto the north banking together, but at the end of the south banking Cabianca had gained a considerable lead, indicating that the four-cylinder Ferrari engine propelled a Cooper chassis faster than did a four-cylinder Maserati engine, but by the time they had completed the road circuit they were together again, which rather looked as if Scarlatti was the better driver of the two. At 16 laps Munaron caused an embarrassment by getting between Mairesse and von Trips and so the Belgian had to ease off and let the Cooper-Ferrari go on into fourth place. At 16½ laps Ginther came into the pits as arranged and in very quick time had both rear wheels changed and was back in the race in second place, but only for a lap as next time round Hill was into the pits and he had both rear wheels changed and also the front right-hand one, so that when things settled down again Ginther was leading Hill by 25 sec., the added time taken to change Hill's front tyre plus a bit that he lost in stalling his engine when restarting after his pit stop. By now the leader was not far off lapping von Trips, who was in fifth place, everyone else having been lapped, and it was Mairesse's turn for a pit stop so for a lap he drew ahead of von Trips and then pulled into the Ferrari pit to have both rear wheels and the offside front wheel changed. This was on lap 20½ and it left the F.2 Ferrari all on its own but it was well ahead of the two Porsches, which were still nose to tail and changing places occasionally. On lap 21 the order was Ginther, Hill, Cabianca, Munaron and von Trips, all on the same lap, then Naylor Thiele, Barth, Herrmann and Mairesse. On the next lap Cabianca stopped for fuel and rear wheels, the Cooper bolt-on wheels taking an awful long time to change and Mairesse whistled past the two Porsches, not waiting to give them a tow needless to say. On lap 23 Ginther lapped von Trips and eased off so that the rear-engined F.2 Ferrari could tuck in behind and this let Hill close up ready to take the lead at half distance, so that the Ferrari plan was working admirably. On this lap Munaron stopped for fuel and one rear tyre and at 25 laps, or half distance the order was Ginther, Hill, von Trips one whole lap behind Ginther, then Naylor who had been running a splendidly regular race and was now profiting from it and he was followed by Mairesse who was ahead of the two Porsches, but they had Cabianca now closing up rapidly on them. Scarlatti had worked his way up into ninth place, but now stopped for fuel and the three private F.2 cars were still mixing at the back of the field, though with Drogo always leading. So far there had only been one more retirement, that being Wilson with Gibson's F.2 Cooper, but within the next eight laps three cars suddenly went out, Munaron with a broken oil pipe, and the two Cooper-Maseratis of Thiele and Scarlatti. On lap 26 Phil Hill went into the lead and Ginther continued to tow the F.2 car, even though it was a lap behind him, as was Mairesse in fourth place, who was catching them up. However, Cabianca was also gaining ground steadily and at 28½ laps as they came up past the pits Ginther expected Mairesse to take over the F.2 car but instead he went straight on by, having had enough of soft-pedalling and being passed by Cooper-Ferraris. As all three went onto the north banking Ginther really opened out and went by Mairesse and poor von Trips was left all on his own again, for neither of them waited for him now. Ginther could only assume that Mairesse was a lap behind him, but he was all for not taking chances and pressed off after Hill who was comfortably out in front.

At 32½ laps Ginther was in again for more tyres, and at 33½ laps Barth came in to refuel his Porsche, no tyre changing being necessary for the F.2 cars. Their stop was pretty quick and did not lose him a place and two laps later Herrmann stopped for fuel and the pit staff were even quicker. On this lap, 35½, Hill also came in to have his left-hand tyres changed in a very slick bit of pit work on the part of the Ferrari mechanics so that he restarted still in the lead, and on the next lap Mairesse was also in for his second tyre change. Naylor stopped for fuel as did Gamble, the Behra-Porsche not having as big a tank as was reckoned, but not long after restarting they both ran into trouble. Naylor's J.B.W.-Maserati had gone perfectly up till now and he was a steady fifth, only losing this place to Cabianca when he stopped for fuel, only seven laps later his five-speed Maserati gearbox broke and he was out of the race with only nine laps to go. Gamble had taken on a churn of fuel, expecting it to be enough but on lap 40 he came to rest at the south turn with the fuel pumps ticking, for though there was fuel in the tank, there was not sufficient head for the pumps to pick-up properly. While the race drew to a close he ran back to the pits for a can of fuel, went back to the car and got going again just in time to be flagged in a finisher.

Continued on page 838

DRIVING THE M.G.-A AGAIN

A Satisfactorily Controllable and Fast 1.6-litre Sports Car from a Famous Factory



Traditional lines of the M.G.-A 1600 are seen in this picture of this all-weather sports car in l.h.d. form.

IF you like a responsive, open-air car it is always a pleasure to drive an M.G.-A. MOTOR SPORT tested this model in coupé or hard-top form in June 1957, and last year our June issue carried a full report on the Twin-Cam version. The coupé was difficult to get into or out of, the Twin-Cam with disc front brakes splendid fun, but noisy and an oil-drinker.

Recently I had the opportunity of trying Abingdon's latest solution, the 1600. The plot has been to obtain increased speed and acceleration by adopting the greater swept volume of the Twin-Cam engine, while retaining the simplicity of the original push-rod o.h.v. cylinder head. This is a sound solution, because, due no doubt to production/financial limitations, Abingdon made rather heavy weather of adapting Henry's 1912 type of o.h. valve actuation to the M.G.-A, although, as the Goodwood T.T. race proved, these Twin-Cam M.G.s have now achieved a satisfactory degree of reliability.

The M.G.-A 1600, then, is a simple, comparatively outdated but eminently enjoyable, very fast, sports two-seater. It attains its notably good road-clinging qualities by fairly hard springing, which, however, does not result in any real discomfort for the occupants or more than mild scuttle shake. It is a car which can be placed very accurately through excellent rack-and-pinion steering which is high-geared (just under 2¾ turns, lock-to-lock) and which possesses useful, not vicious, castor return-action, exhibits absolutely no sponginess and kicks-back but mildly and then only over poor road surfaces. Moreover, the sprung wheel is sensibly set low, well below the driver's line of sight.

The bucket seats, the backs of which fold forward to give access to the sidescreen stowage on a shelf mainly occupied by the horizontally-mounted spare wheel, could with advantage provide more support for the occupant's legs towards the knees, and perhaps the pedal positioning isn't ideal for pedantic people who insist on heel-and-toe work even in this age of synchromesh. But the M.G.-A 1600 has a delightfully placed rigid, remote control gear-lever controlling a most enjoyable gear change, while it is pleasing to find the traditional fly-off hand brake. The latter is set very close to the propeller-shaft tunnel, but this would only be inconvenient to those who wear skirts and we know that girls who drive sports M.G.s do so in skin-tight jeans.

Visibility is slightly impeded by a curved scuttle and far more so by the facia-mounted mirror but, even so, both front wings are visible to a driver of average height. Those who prefer a full-arms-stretch driving stance will grumble that the seat does not have sufficient range of adjustment. Leg-room is good, with ample means for resting the left foot clear of the clutch pedal.

The summer of 1960 being what it was, on only one day did I venture to put the hood down. Open, the M.G.-A 1600 is a delight and gains in mechanical quietness so rigged. In bad weather the close-fitting hood kept out heavy rain in all but one place, while the very easily fitted Perspex sidescreens with sliding panels are extremely praiseworthy, being rigid and easy to open. I feel, however, that in our damnable climate the true convertible coupé is what fresh-air lovers really need. I recall with deep admiration a Jowett Jupiter once on MOTOR SPORT's long list of staff cars, for this could be closed up in a moment and, thus closed, was a truly snug coupé, perhaps at the expense of thick screen pillars. I have yet to sample the Triumph Herald Convertible but it looks to have more in common with a normal tourer than this luxurious Jupiter.

To revert to the M.G., the hood, of course, stows away under a cover when not in use, but a full-length tonneau cover to conceal the seats when the car is parked is apparently an extra. The facia is of metal, with crude, sharp under-edges. It carries the usual array of M.G. instruments and controls, including neat 120-m.p.h. speedometer with trip (with orange " tenths ") and total odometers, and a tachometer reading to an exciting 7,000 r.p.m., an orange warning band being used from 5,500 to 6,000 r.p.m., red thereafter. The slender white needles of these instruments move in the same plane but that of the speedometer was inclined to float and at certain speeds blanked the trip reading, which might make a rally driver go mad. There is a sort of token crash-padding above the facia.

There is a combined oil-pressure/water-temperature gauge and a separate petrol gauge, the latter of little value for judging the tank contents, however. The horn button remains in the centre of the facia and an old-style control, also on the facia, works the direction-flashers, neither of which is altogether convenient. The various indicator lamps are decently subdued and there is rheostat control of the instrument lighting, which, however, is never very bright.

Today's small sports cars are fully equipped and thus the M.G. has heater and demisting controls, an H.M.V. radio, screen-washers and provision for fog-lamps, while a good item is the hooded map-light, with its own switch, directly before the passenger, for the hectic occasions when he or she is a navigator. The mixture-enrichening control for the twin S.U. carburetters is labelled " C "—for choke—a case of vintage thinking. The horn, but not the wipers, works with ignition off.

The doors rely on wire " pulls " to open them and as there are no external handles, if a " pull " breaks you are just about trapped, should the hood be up. The hood has a truly large rear window, enabling the driver to reverse as in a normal saloon.

Both bonnet panel and boot lid have to be propped open, and the latter cannot be lifted until a toggle, down behind the passenger's seat, has been found and pulled out. As this is not spring-loaded it has to be returned before the boot can be shut. With the bonnet lid open, plugs and dip-stick are very accessible, the distributor reasonably so.

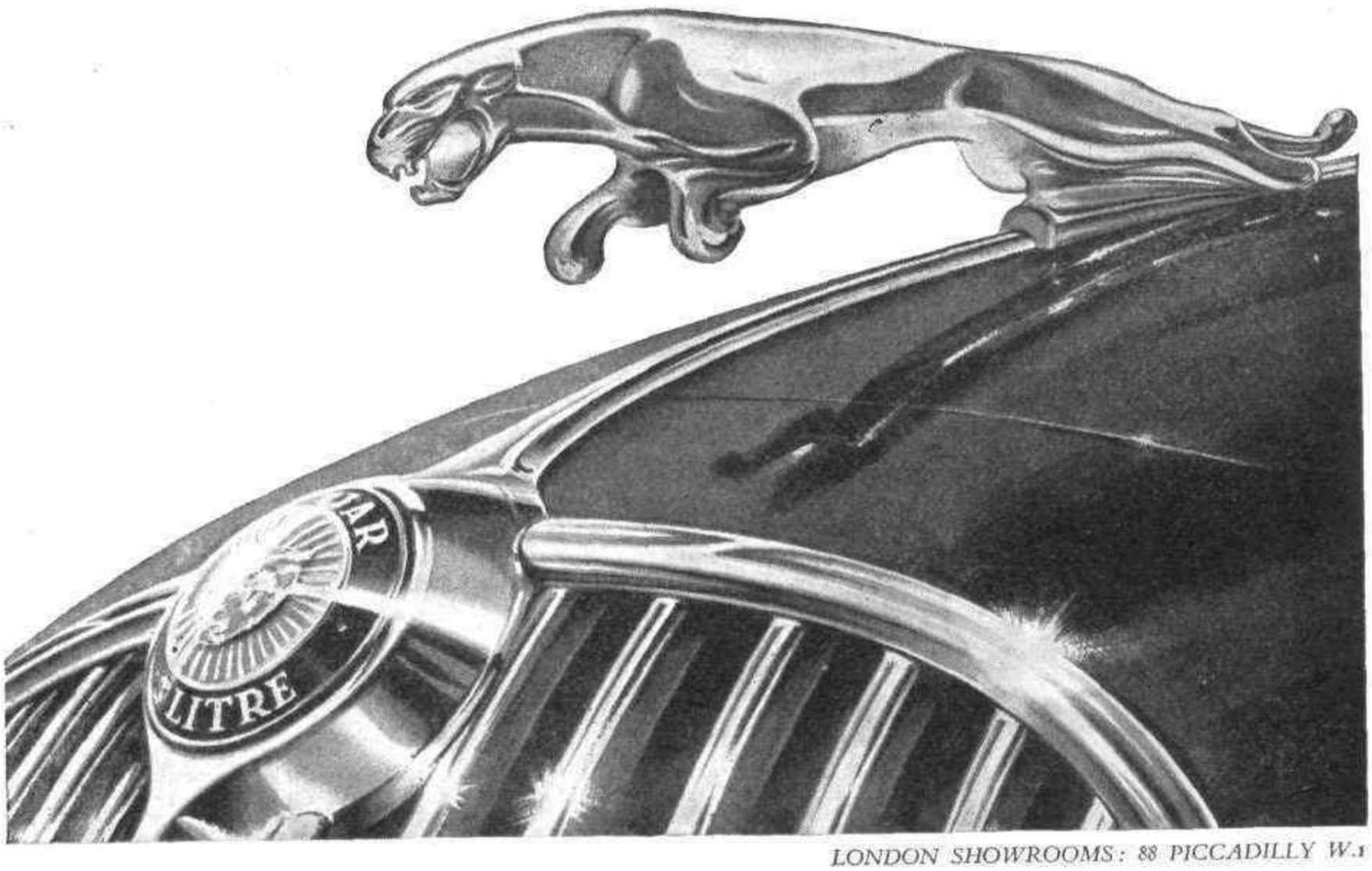
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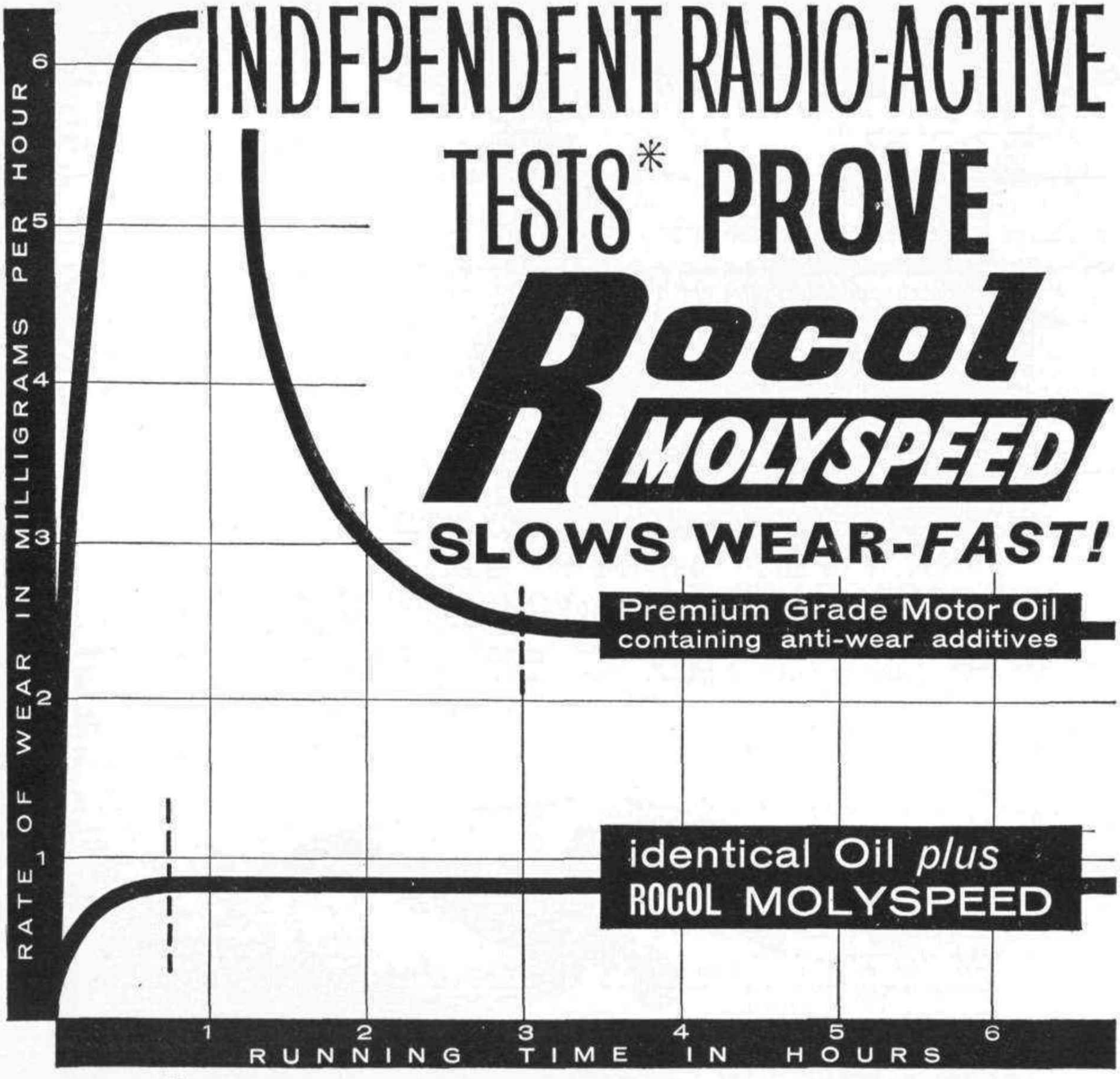
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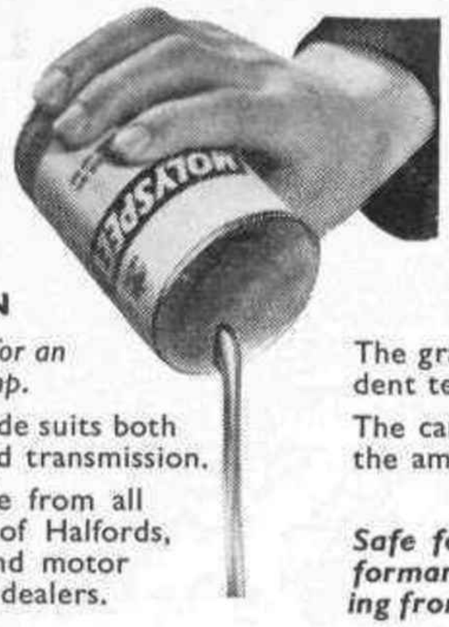
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BOOK REVIEWS

"The Motorists' Weekend Book." Edited by Michael Frostick and Anthony Harding. 304 pp. 8⅞ in. × 5¼ in. (*B. T. Batsford Ltd., 4, Fitzhardinge Street, London, W 1.* 25s.)

Batsford certainly contribute generously to the spate of books about motoring which continues to flood the market, but most of their titles are readable and all are beautifully and carefully produced. Their "Weekend Book" goes further than that; it is a delightful change from the more solid, often dreary motor history books; indeed, it is enormous fun, skilfully written and compiled, and we hope sincerely that it will appear, if not annually, then every two years or so.

It is just a collection of articles by more than 25 authorities, lightheartedly composed, splendidly illustrated and spliced with a fine photographic section and many pithy quotes, poems, cartoons, etc. In fact, this is the motoring equivalent of the "Saturday Book" only much more fun.

For instance, Ronald Barker looks outspokenly and humorously at the differences between cars of the various nations, cleverly portraying what character is still to be found in the World's automobiles. He refers to the Citroën DS as today's bravest mass-produced car but finds the "funny old engine in that advanced shell as out of place as a cloche hat in a space ship." He chides Britain's designers, reminding them that we should now be producing cars to make the Citroën look thoroughly dated, for it has been in production for over five years—but we are not. Barker calls for a British Combination Car, so that your Ausley-Mowog can wear its Og, Aus, Mo or Ley front as fashion or fancy dictates . . .

Anthony Bird explains the reasons for collecting and driving ancient cars, recalling how for a long time he found all he required from a 1912 Charron coupé, which recalled for him all the virtues of a doctor's coupé he had known in boyhood, even to the *brass* steering column. (His love didn't endure for ever, for did he not sell this same Charron at the Beaulieu Auction for some £500 ?) He is quite correct when he remarks that as life goes on the veterans you can buy for a fiver are found only by rich men who already own a stableful of desirable cars !

Alan Reeve-Jones contributes a pungent and sexy piece on "Love on the Run." D. B. Tubbs considers the speeds achieved at Le Mans and in the T.T. by the vintage giants and shows their performances to have been mediocre compared to those of today's sports cars. He thinks that had Coatalen or W. O. Bentley built a vintage sports car in the spirit of Duesenberg's 1921 G.P.-winning racing car the outcome would have been different.

There is a quote from "Full-Throttle," the book Sir Henry Birkin, Bt., didn't write, an explanation of how motor journalists prevent the wool of publicity from being drawn over their scientific eyes when conducting road-tests, by Joseph Lowrey, while William Boddy pours out some more nostalgia in contemplating the public-road sprint meetings of the carefree 'twenties, reminding us of the powers, speeds and potential incidents of which the racing cars of the 1919-1925 era were capable.



THE BLIND EYE.—In his chapter in the Batsford "Weekend Book" about the public road sprints of the 1920s *the Editor of* MOTOR SPORT *refers to the local policemen no doubt being a little deaf and unable to check the speeds of competitors at these carefree events. Two Welsh policemen raise no objection to this single-seater bull-nose Morris competing at Caerphilly Hill in* 1922.

Dorothy Levitt has been resurrected to give us a splendidly snobbish piece about tipping servants and chauffeurs (before the days of powerful Trade Unionism), and Cyril Posthumus drools of Nuvolari under the heading of "The Farmer's Son."

David Scott-Moncrieff confesses quite openly of his close associations with the used-car trade and other sometimes delightfully dubious deals and regales readers of the "Weekend Book" with stories of debutantes, gay parties, Monte Carlo and the Balkans.

Paul Frére looks at "Half a Century of Dicing," Robin Richards drives a microphone, S. C. H. Davis relives Le Mans, 1926, and W. G. S. Wike provides a grand article on Motor Shows in the tradition of the *V.S.C.C. Bulletin* as it once was. His discourse on the ability of cars from different countries and their drivers to avoid the old lady who steps off the kerb in their path is masterly; you will get the idea when we remark that of America Wike retorts : "Old ladies no longer step off the sidewalk in Fifth Avenue. They're all dead !"

Not unnaturally, Denis Jenkinson pines for the open-road races or "Giros" which died with the Mille Miglia, recalling such contests seen both as spectator and competitor. Sir Henry Segrave is returned to us to explain how to take corners in a fast car, and there is a fine laugh (indeed, a succession of them) in Frostick's day at the races, which Walkerley embellishes from the viewpoint of a reporter confined to the Press box at a big International event.

On a more serious note, John Wyer weighs in with a compact but enlightening chapter on how the Aston Martin DB4 was conceived and developed, and William Heynes, Technical Director of Jaguar Cars Ltd., writes about "Designing for Sports-Car Racing." Cecil Clutton has chosen to write about Ettore Bugatti, commencing, "If you want to grind-in the valves on a 5-litre Bugatti you start off by removing the back axle."

George Monkhouse devotes his chapter to that marvellous day at Oulton Park when Tony Brooks and Peter Collins unleashed the pre-war G.P. Mercedes-Benz there and Lord Montagu has given us a very revealing and lighthearted look at what people do and say when visiting his museum—"What a pity ! You haven't got one of the old twin-cam 20/85s here ! " or "I was second motor-man to Lady Z when she bought her third Vinot-Deguingand," etc. Lord Montagu stresses strongly that he cannot abide static museum exhibits and that cars at Beaulieu go into action as frequently as possible; he gives as one of several reason why he likes visiting other people's museums the fact that "nobody's trying to sell me anything." Wot, no auctions !

There are chapters on Indianapolis, Rallies, Motoring Clothes, the Art of Driving, Health, and Pomeroy's Picnic (£6 1s. 9d. for four, inclusive of a ½-bottle of Bual Madeira, bottle of non-vintage champagne and part-bottle of Cointreau). John Eason-Gibson concludes with some episodes from history which prove the greatness of such racing drivers as Nuvolari, Salvadori, Tony Rolt, and Fangio. With these great names he links those of Hawthorn and Scott-Brown.

We like Barker's verse about the American diplomat's small son who, through curiosity, was sucked into the bowels of his dad's Powerflow Eight, and we note that, translated, regulations for a Continental event read : "Competitors will defile themselves on the promenade at 11 a.m., and each car will have two drivers, who will relieve themselves at each other's conveniences."

In fact, we like Batsford's "Weekend Book" enormously. Buy it, browse through it, enjoy it. Here, thank St. Christopher, is a motoring book that is different.

"Isambard Kingdom Brunel." by L. T. C. Rolt. 345 pp. 9 in. × 6 in. (*Longmans, Green and Co. Ltd., 6 & 7, Clifford Street, London, W.1.* 30s.)

Sometimes even the most rabid of motoring enthusiasts must feel the need for a change and here is a book, albeit by a well-known vintage motoring personality, which provides just the required change of mental exercise as you relax after a long drive or a spell in the garage grappling with recalcitrant motoring machinery.

Tom Rolt tells a fascinating tale of one of the World's great pioneer engineers, giving as as much an insight into Isambard Kingdom Brunel's character and the difficulties under which he worked, as of his great feats of engineering, which include the Thames Tunnel, of which project he was engineer-in-charge when only 20 years of age,

the building of the Great Western Railway, the dramatic conquest of the Atlantic by steamship; and the fiasco of the steamship *Great Britain* which caused Brunel's premature death, in 1859, at the age of 52.

There are many facets to Rolt's excellent book, which is, significantly, the first full biography of Brunel to be published, but there will be few motorists who will fail to admire Isambard's tenacity in travelling so far and fast in an age of horse-drawn road transport, or who will not want to keep their eyes open for remains of Brunel's work and monuments that stand firm today in his memory.

This is, then, a fascinating biography of a great man. Rolt has been at great pains to ensure accuracy and to give in detail the story of Brunel's swift rise to fame. He has written two similar books dealing with the lives of George Robert Stevenson, covering the railway revolution, and with Thomas Telford, perhaps the greatest bridge builder and road maker the World has ever known. These books are by the same publisher, priced respectively at 30s. and 25s., and the three form a triology which should be in every engineer's bookcase.—W. B.

"The Calculus Affair," by Hergé. 62 pp. 10 in. × 9 in. (*Methuen & Co. Ltd.*, 36, *Essex Street, London, W.C.2.* 8*s.* 6*d.*)

This is an adventure set out in cartoon form by the Belgian artist Hergé. Hergé and his team are meticulous in their observation of detail and this lifts this book out of the mediocre and makes its study a unique pleasure. In this particular Tintin adventure many accurately depicted cars are seen, notably a 2 c.v. Citroën stopping in a hurry, so that its occupants' heads are compressed into the fabric roof, and many other makes, from VW to Mercedes-Benz. There is a subtle touch of humour, too, in some mythical Soviet-Fascist State cars which use the moustache of the Dictator Kurvi-Tasch as a styling gimmick.

The children may even forego T.V. to "read" Hergé, so, especially if you have a big family, this unique book can be a good investment.—W. B.

"Commercial Road Vehicles," by E. L. Cornish. 288 pp. 9 in. × 6 in. (*B. T. Batsford Ltd.*, 4, *Fitzhardinge Street, London, W.*1. 30*s.*)

Here is another of Batsford's "study" books, produced in their standard, high-class style. The author, who is the Technical Editor of *Modern Transport*, traces the history of the commercial road vehicle, petrol, steam and electric, from the dawn of road travel to the present day.

This is a worthy introduction to the sphere of the "heavies" for those motorists who wish to know about the vehicles they so often find themselves driving behind! Naturally, in the space at his disposal, Mr. Cornish has had to be somewhat brief, but he has picked out the highlights of many famous commercial and public service vehicles down the years, and illustrated a generous number of these, so that his book will delight students of vintage commercial vehicles.

The book also puts the reader *au fait* with modern commercial vehicle design; and any engineer will tell you that in the world of the "heavies" vintage standards of perfection still prevail, while no one can deny the fascination of turbocharging, forced-induction diesel engines, plastic bus bodies, multi-fuel engines and pneumatic suspension. There is a chapter devoted to the histories of existing and "lost cause" commercial and public service vehicle companies and fine pictures of such vehicles, ancient and modern. Mr. Cornish also deals with taxation, the origin of roads and their development and motor vehicle laws as these affected commercial vehicle development.

This book has whetted our appetite for a more detailed volume about vintage commercial vehicles and, bearing in mind the spate of motor books pouring from the presses and the competitive spirit that appears to exist between experts-turned-authors, such a book may not be far distant.—W. B.

"The Construction of Ford Specials," by John Mills. 128 pp. 128 pp. 8¾ in. × 5⅝ in. (*B. T. Batsford Ltd.*, 4, *Fitzhardinge Street, London, W.*1. 18*s.*)

This book is excellent value for those interested in building a sports car of Ford components, which the excellent range of fibreglass body shells now on the market encourages. The author, who is Editor of *Car Mechanics*, estimates such a "special" can be built for about £325-£400 and he sets out to tell you how to do it.

The 16 chapters cover all aspects of the task, including how to trim, tax and insure the completed vehicle, and appendices give lists of suppliers of body shells, components and tools, lighting regulations and data about Ford Eight and Ten engines.

"The Bugatti Story." 115 pp. 8 in. × 5½ in., soft covers. (*Sports Car Press Ltd.*, 419, *Fourth Avenue, New York, N.Y.* $1.9.)

Ettore Bugatti and his engineering activities have been the subject of many books and more articles, but this latest book about the great artist/designer of Molsheim adds something to the store of knowledge on the subject of Bugatti. It tells the general story of Bugatti's career and the cars he built, with a few personal anecdotes of the author added for good measure. In addition, "The Bugatti Story" contains, by courtesy of the Bugatti expert H. G. Conway and the Newcomen Society, the complete illustrated text of the paper about Bugatti's inventions (some truly remarkable, others bearing on his automotive products) which Conway read before the Society last year.

This is fascinating material, filling half the book, with some intriguing conclusions drawn from study of these patents filed from 1904 to 1944. There is also a complete list of Bugatti victories in great races from 1926 to 1939, a useful list of Bugatti Types, with specifications, and a table of Bugatti wins at Brooklands from 1925 to 1939, quoting drivers and fastest lap speeds. There are also some refreshingly new pictures. Avid followers of *Le Patron* will want to add this new material to their archives. In this country "The Bugatti Story" is handled by Autobooks of Brighton.

The British Motor Racing Marshals Club issues a printed quarterly magazine, *Marshallaneous News*, and a car badge, and does work of inestimable value at race meetings. Those who want to play a useful part in the Sport but cannot afford to race are well advised to join and learn to do useful work on behalf of race organisers. The Hon. Secretary is E. C. Cornwell, 11, Ashley Road, Penn, Wolverhampton, who will doubtless be delighted to send details to readers of MOTOR SPORT.

◆◆◆

CARS OF THE AIRCRAFT MANUFACTURERS



ROLLS-ROYCE make both cars and aeroplane engines. In this article the Editor attempts to compare their motor-car production and testing methods today and pre-war. *See also page* 851.

A NUMBER of manufacturers eminent in the aero-engine sphere have manufactured cars, but in most cases there has been little or no resemblance between the motor-car and the aeroplane engine, which is rather surprising, surely ?

The Armstrong Siddeleys of the vintage era did have valve covers and valve gear reminding one irresistibly of the B.H.P. in-line aeroplane engine built by that famous Coventry company, and the 40/50-h.p. car with which D. H. Napier & Sons sought to enter the luxury-car market after the Armistice of 1918 certainly had overhead camshaft valve gear, made good use of light alloys, and generally bore a close resemblance to Napier's famous broadarrow " Lion " 12-cylinder 450-h.p. aero-engines. The Hispano-Suiza of the same era was closely related to the war-time Hispano aero-engines in its valve gear and cylinder block arrangements, although the aeroplane motors were V8s, the car an in-line 37.2-h.p. six-cylinder. I am sure Parry Thomas, God rest his soul, learnt from his " X "-type aero-engine some of the ingenious points he subsequently incorporated in his splendid Leyland Eight luxury car. Salmsons of the " push-pull " persuasion (four push-rods for eight inclined o.h. valves !) certainly were copying war-time aero motor practice. Wolseley made V8 Hispano-Suiza aero-engines under licence during the 1914-18 War and you can see the connection if you study the Wolseley Ten and other Wolseley o.h.c. car engines of early vintage years.

Curiously, although W. O. Bentley designed extremely effective aero-engines which played their part in winning the 1914-18 War, they were air-cooled rotaries and his post-war car had its water-cooled cylinders in-line and was related, not to the air, but to the Grand Prix course at Lyon in 1914. Nor does the engine of the Bristol car owe anything at all to the splendid sleeve-valve air-cooled Bristol radial aeroplane motors for which Sir Roy Fedden was responsible. Indeed, it is a crib of the pre-war German 328 B.M.W. sports-car power unit.

The Wolseley has an aero-engine ancestry which was short-lived because Lord Nuffield refused to put up with the shallow dealing of the Air Ministry during pre-World War II rearmament and closed down his aero-engine factory. But these engines were air-cooled radials bearing no resemblance to current or subsequent Wolseley motor-car power units.

I would be prepared to say that Rolls-Royce, self-styled makers of " The Best Car in the World " and certainly builders of the finest water-cooled aero-engines of both World Wars, kept their cars and their aeroplane motors separate, from the design aspect, if Bunty Scott-Moncrieff had not told me a story to the effect that towards the end of the war Rolls-Royce had a small V8 aeroplane engine in course of development which had push-rod-operated valves and was known as the " Goshawk " and that when some years later the Rolls-Royce Twenty car was introduced (and, as I have told in these pages, caused adverse comment because it had several American features, such as three speeds and a central gear-lever) it was based on this aero-engine and was known in the factory as the " Goshawk." Perhaps someone who knows more of this will confirm or deny Bunty's story ?

But where the highly successful overhead camshaft Rolls-Royce " Hawk," " Falcon," " Eagle " and other World War I aero-engines were concerned, they bore no resemblance to the great 40/50 Rolls-Royce cars, any more than the post-war Rolls-Royce car engines have anything in common with the magnificent " Merlin " of World War II, apart from the use of light alloy with cast-iron sleeves for the cylinder blocks of the Phantom III and today's V8.

In reflecting thus I find myself becoming curious to know how Rolls-Royce factory methods of today compare with those of the vintage era. My request to visit the Rolls-Royce Motor Car Division at Crewe has met with continued rebuffs. But an American journalist, John R. Bond of *Road & Track*, has made the expedition and, under the circumstances, it is to his journal that I turn for enlightenment.

In his issue of September 1960 Bond devotes much space to Rolls-Royce matters, remarking by way of preface that " The Rolls isn't hand-made, it doesn't have a sealed engine, it isn't guaranteed forever. It's just the best car in the World . . ." Bond tells us the prototype " Silver Cloud II " V8 engine was ready in 1955 and went into production late in the summer of 1959, after tests totalling 12,000 hours on the dynamometer and 380,000 miles on the road.

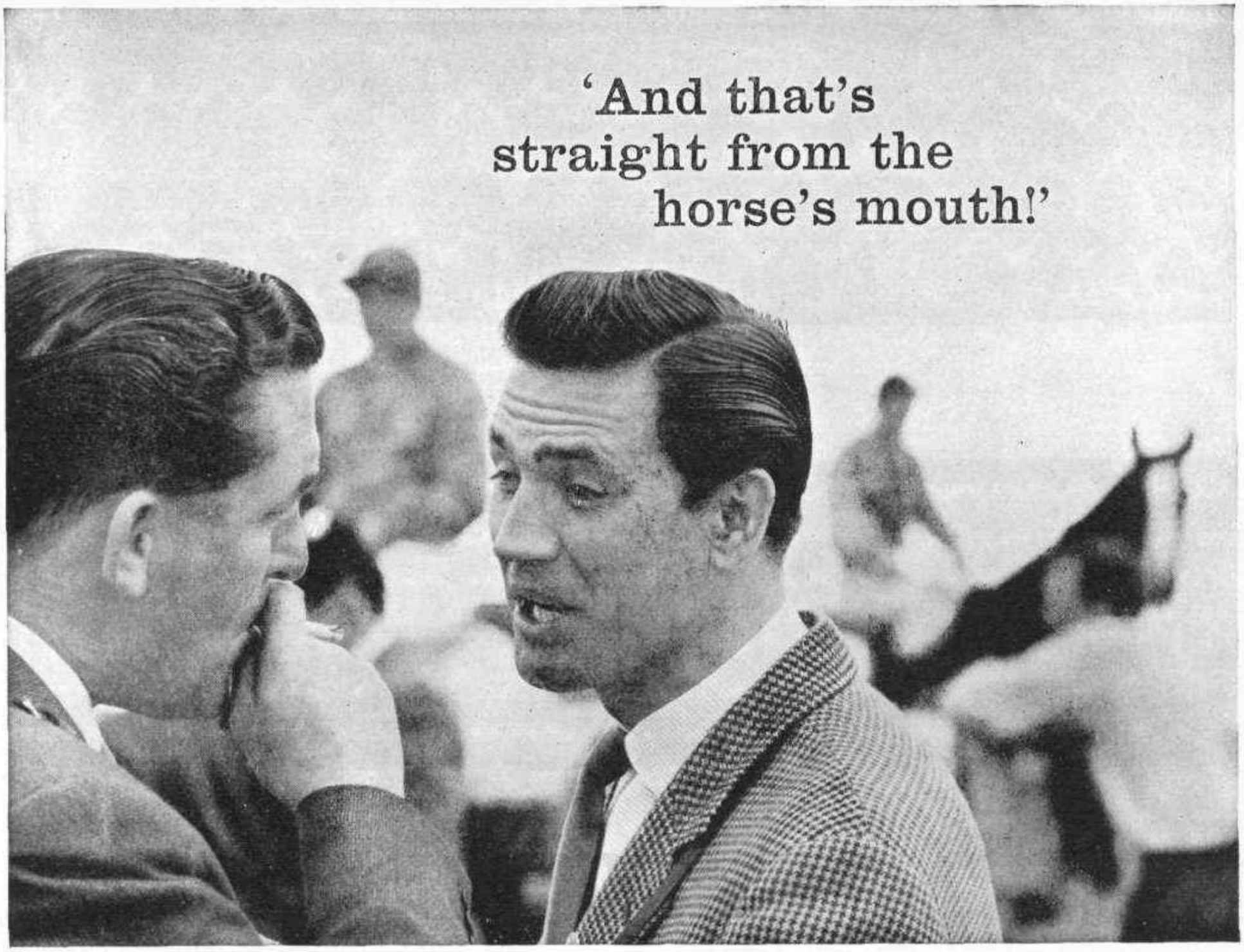
Having penetrated the Crewe Motor-Car Division of Rolls-Royce Ltd. after a train ride from London, Bond came away with the impression that there are no mysteries in manufacture of a Rolls-Royce, with one exception. He gives the impression that the plant is almost cramped and the cars " made rather normally." The exception relates to how the radiator shell is shaped from sheet steel by " half a dozen craftsmen." Manufacturing methods which caught Bond's eye were the multiple drilling of the block, 38 holes in one end, 29 in the other being drilled and tapped simultaneously, and the steps taken to ensure perfect alignment of main and camshaft bearings in the block. Forged alloy timing gears are a novelty, with " helical teeth finish ground to super-precision aircraft-quality standards." Bond was surprised to find that Rolls-Royce " buys out " as many or even more components than any other company, such as castings, forgings, pistons, valves, bearings, starters, generators, hydraulic pumps, radiators, frames, bodies, etc., while making their own steering gears, transmissions, and back axles; also many of their own " screw machine parts." " Aero " threads go in at points of high stress.

" As a very general statement," writes Bond, " R.-R. tolerances are no better, no closer, than good U.S. practice—cylinder bores 0.001 in., pistons graded in steps of 0.0003 in., and a few diameters held to $\pm$ 0.00025 in." But material selection, heat-treatment and inspection impressed him deeply. The final assembly line apparently moves very slowly, consistent with an output of 10 cars a day, 50 a week, 2,500 per annum.

As to testing, he tells us that every engine is run for 2½ hours on the bench, each car driven for 200 miles on the road.

This prompted me to refer to " The Magic of a Name," the book written by Harold Nockolds in 1938 to eulogise the sacred make. I find reference to the care taken in manufacturing the pre-war Rolls-Royce Phantom III : " . . . one frequently comes across ' clearances '

Continued on page 838



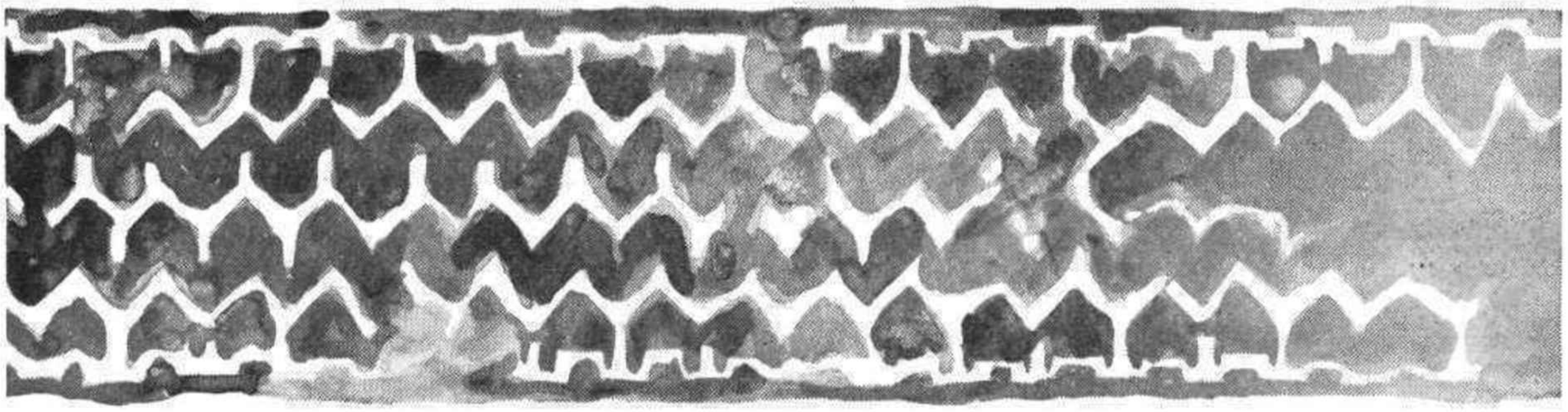
They're just exchanging tips about the Zodiac! Saying what a brilliant performer this car is. In fact, they're so eager to discuss the Zodiac's form, they've almost forgotten about the winner of the 2.30! And even if you're not a racing man, there's so much to admire about the Zodiac: colour for those with an eye for it . . . comfort for those with a feel for it . . . an engine that defies criticism from the most mechanically-minded you care to mention . . . and automatic transmission as an optional extra if you want the ultimate in driving luxury. Take their tip: put your shirt on the Zodiac and know what it feels like to come galloping down the straight to win — every time!

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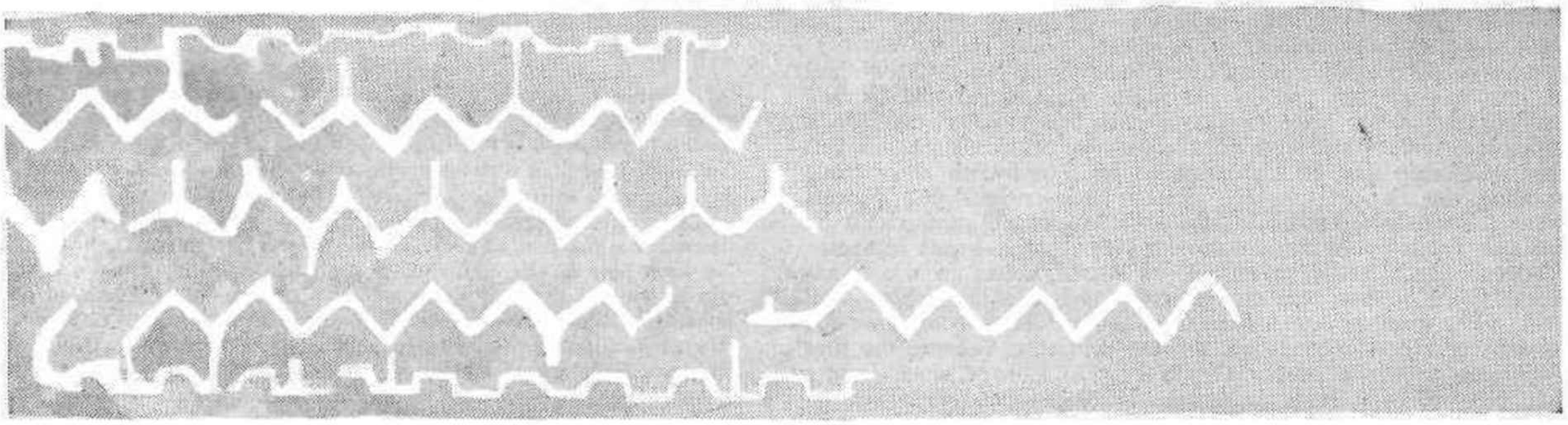
TYREX*

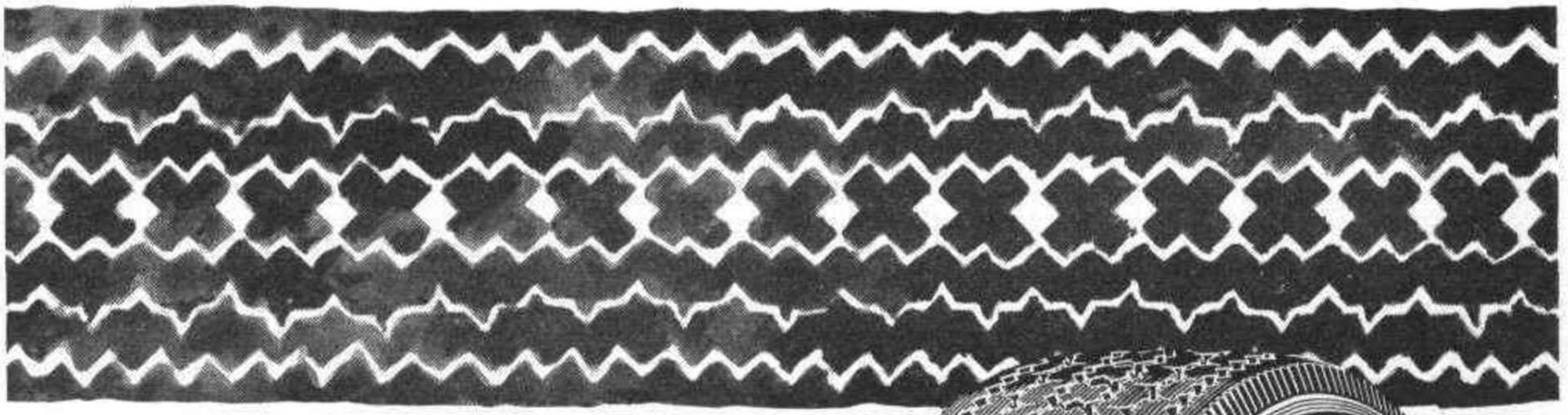
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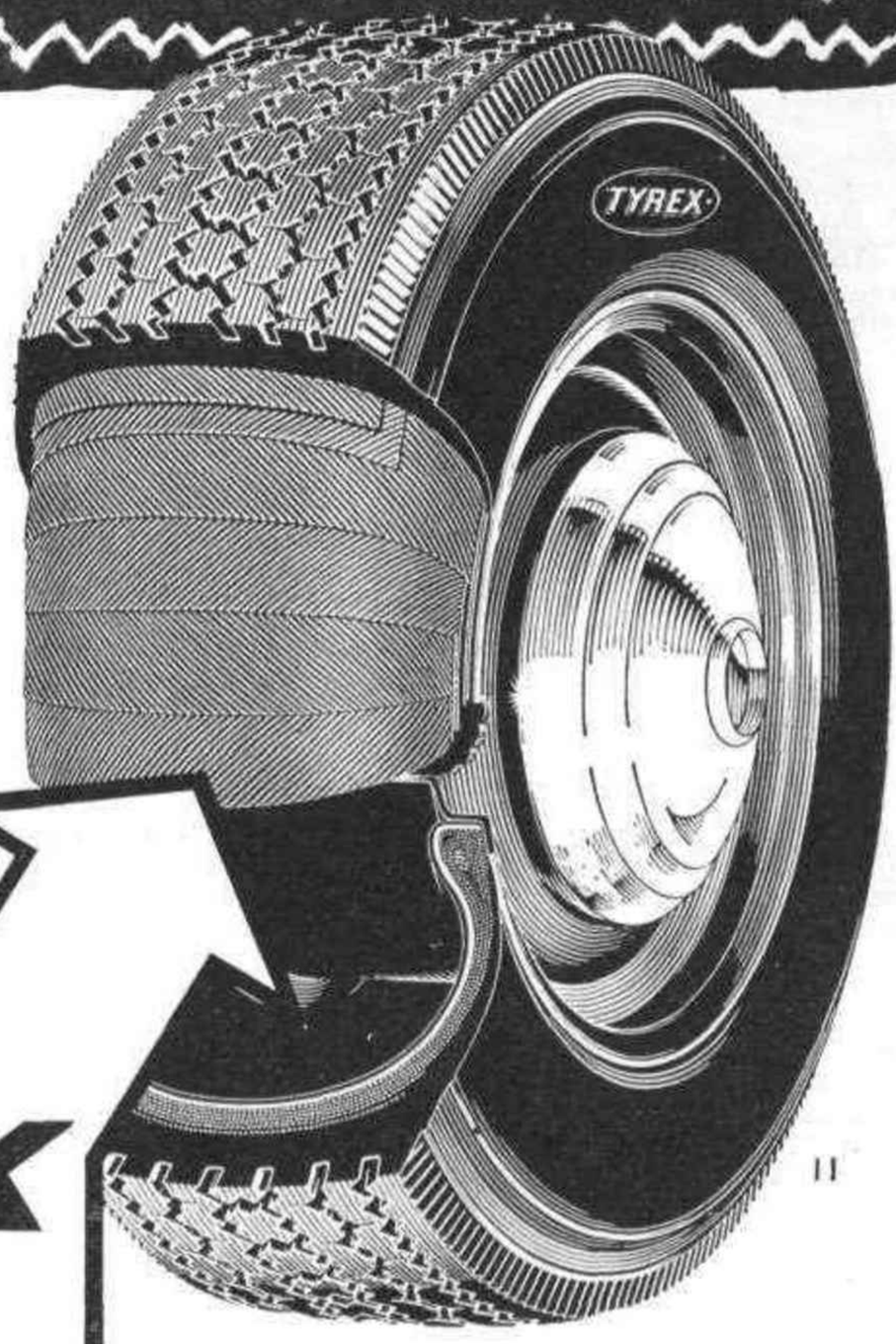
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ITALIAN G.P.—continued from page 827

Meanwhile the pits were still very busy for on lap 38 Drogo had at last stopped for fuel in the white Colonia Cooper-Climax and on lap 39 von Trips had stopped so that Dunlops could look at his rear tyres; they were not too worn so off he went again, but this brief stop had let Cabianca go by into fourth place, thus spoiling the Ferrari display. As the rear-engined F.2 Ferrari went the whole distance without refuelling it was a pity that its run was spoilt by an indecision over tyres. At 42½ laps Mairesse stopped unexpectedly to tell about horrid noises in the transmission but he was sent on again to finish one lap behind Phil Hill. The number one American road race driver completed the 50 laps at a new record race average and thus became the first American to win a proper Grand Prix in Europe since Jimmy Murphy way back in the dark ages. Ginther was a worthy second followed by Mairesse, Cabianca who had driven most determinedly and spoilt the Scuderia Ferrari clean sweep, and von Trips who was first of the F.2 category. A lap later came the two works Porsches and in true German fashion showing perfect team discipline they crossed the line in an apparent dead-heat though Herrmann was given the verdict. Finally came the three private F.2 cars led by Drogo who had driven a very good race for his first try at Grand Prix racing, and then Seidel and Gamble.

Results :

ITALIAN GRAND PRIX—Formula 1 and 2—50 Laps—500 Kilometres Dull and Dry

1st : P. Hill (Ferrari Dino 246) .. 2 hr. 21 min. 09.2 sec.—212.534 k.p.h. (*new record*)
2nd: P. R. Ginther (Ferrari Dino 246) 2 hr. 23 min. 36.8 sec.
3rd : W. Mairesse (Ferrari Dino 246) .. 1 lap behind
4th : G. Cabianca (Cooper-Ferrari F.1) .. 2 laps behind
5th : W. von Trips (Ferrari Dino 156 F.2/60) 2 laps behind—**1st**, F.2 category
6th : H. Herrmann (Porsche F.2) .. .. 3 laps behind
7th : E. Barth (Porsche F.2) .. .. 3 laps behind
8th : P. Drogo (Cooper-Climax F.2) .. 5 laps behind
9th : W. Seidel (Cooper-Climax F.2) .. 6 laps behind
10th : F. Gamble (Porsche-Behra F.2) .. 9 laps behind

Fastest lap : P. Hill (Ferrari), on lap 23, in 2 min. 43.6 sec.—220.048 k.p.h. (*new record*).

Retired : A. Owen (Cooper-Climax F.1), lap 1; V. Wilson (Cooper-Climax F.2), lap 24; G. Scarlatti (Cooper-Maserati F.1), lap 27; G. Munaron (Cooper-Ferrari F.1), lap 28; A. Thiele (Cooper-Maserati F.1), lap 33; J. B. Naylor (J.B.W. Maserati F.1), lap 42.

16 *starters* — 10 *finishers*

MONZA MURMURS

That Phil Hill should be the first American to win a proper motor race with a Grand Prix car seems absolutely right, for few will deny that he is the best American road-race driver of recent years.

* * *

One would think that a Grand Prix without Moss, Brabham, Brooks, McLaren, Bonnier and company would be a dull affair, but having now seen such a race I am not so sure.

* * *

The A.C.I. probably made a profit on this Grand Prix for the income was about the same and there was no expenditure on starting money for the " Grand Prima Donnas." I would not be surprised if other organisers don't follow the example of the Italian Club and say " So what!" when the British teams make engine demands in future.

* * *

Most interesting rumour at Monza was the one about the motorcycle and aircraft firm of M.V.-Agusta building a 1961 Formula 1 car. The next best was that Porsche have a new for next year—about time too.

* * *

The Italian G.P. has gone the full circle; in 1954 the grid was a mass of red cars and silver cars with one or two green cars at the back. After a period when the grid was a mass of green cars, 1960 saw the grid full of red cars and silver cars once more with a few green ones at the back.

* * *

This year's average speed of 212,534 k.p.h. was a big improvement over 1956 but not as much as it could have been had the works Coopers been racing against the Ferraris.

Porsche must be thinking hard for they had to refuel in 300 miles whereas the F.2 Ferrari did not, and these are next year's G.P. cars. Von Trips averaged 202.484 k.p.h. for the 50 laps, which compares well with the 206.791 k.p.h. of Fangio with the streamlined Mercedes-Benz in 1955 on the same circuit.—D. S. J.

CARS OF THE AIRCRAFT MANUFACTURERS—

continued from page 834

of one-tenth part of a thousandth of an inch," wrote Nockolds. " The hollow crankshaft, for example, a quarter of an inch thick, is ground to limits of a fourth part of a thousandth of an inch, hardened to a depth of fifteen thousandths of an inch, and finally lapped until it acquires a mirror-like surface. The connecting-rods are polished all over until they shine like glass, including the tiny oilways through them. An interesting technical feature is the thirty-thousandths of an inch hole in the con.-rod through which oil is squirted onto the thrust side of the cylinder wall . . ." Every rod was tested before assembly. Nockolds goes on to remind us that before the war Rolls-Royce had its own foundry for casting iron, light alloys and bronze, its own forge where con.-rods, steering arms, etc., were made, and its own plastics plant, where they made their own distributor covers, coil casings and insulators. They had their own chrome and nickel-plating plants and made their own valve springs, which were tested at 4,500 r.p.m. for two hours. In those days Rolls-Royce made their own shock-absorbers and radiator honeycombing. Crankshaft forgings came from Vickers but every one had a 9-in. extension piece which went to the R.-R. laboratory for testing.

Engine-testing pre-war involved a four-hour run on town gas, with fresh oil filtered through the oilways, then a seven-hour run on petrol, during which power readings and fuel consumption tests were made. The complete chassis was tested for eight hours with its rear wheels on a roller-dynamometer, and afterwards taken for a 300-mile test run with a " soap-box " body. Next a sound amplifying saloon-box was attached and a further 50 miles covered in this form. A separate staff then made further tests and examinations and finally, with coachwork in place, the car underwent a final road-test. As to the number of employees, Nockolds refers to a total of " roughly 9,500 in 1938 "; Bond mentions 3,600 persons at Crewe today, " not all employed on cars." Although I have not yet been allowed to visit the Rolls-Royce factory, this comparison of the methods employed at Derby in 1938 with those found today at Crewe answers some of my questions. *Verb. sap.*—W. B.

THE VETERAN CAR RUN

The Veteran Car Run from London to Brighton will be held this year on Sunday, November 6th. More than 200 veterans have been entered, including cars from France, Belgium, Holland, Germany and the United States. The official entry from the United States is a 1903 Oldsmobile Runabout which was chosen after a competition at Hershey, Pennsylvania. Over 200 members of the Antique Automobile Club of America will be in England on the day to watch the event. They will be on an 18-day tour of Europe in celebration of their Club's Silver Jubilee. The event will once again start from Hyde Park.



DIRECTOR'S CAR.—When Colin Chapman won the saloon car race at Silverstone on Grand Prix day in a 3.8-litre Jaguar one felt he ought to buy one as his personal transport. Now he has done just that—he is seen taking delivery from " Lofty " England.

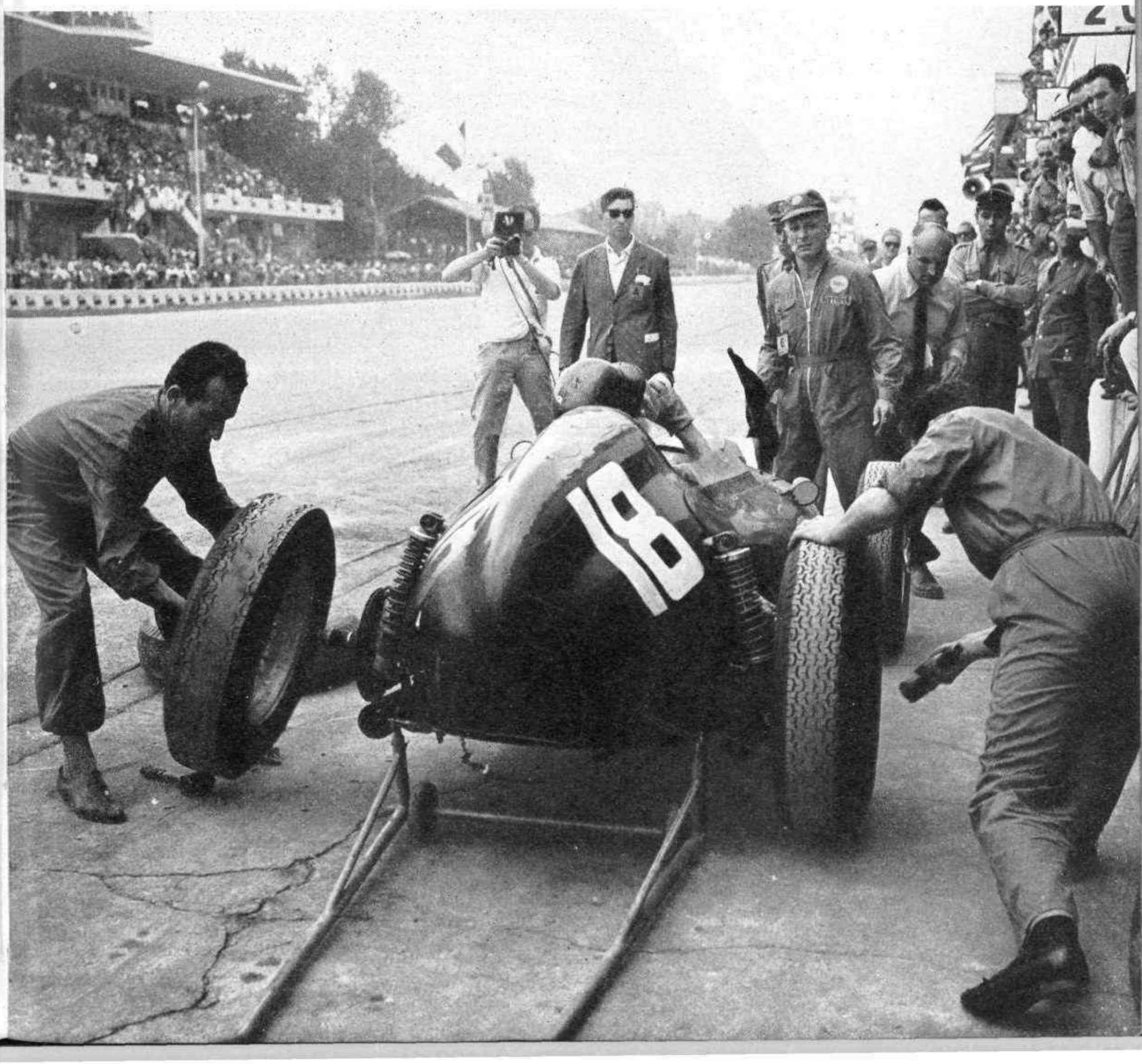
PICTORIAL REVIEW

Italian Grand Prix Kentish '100', Brands Hatch

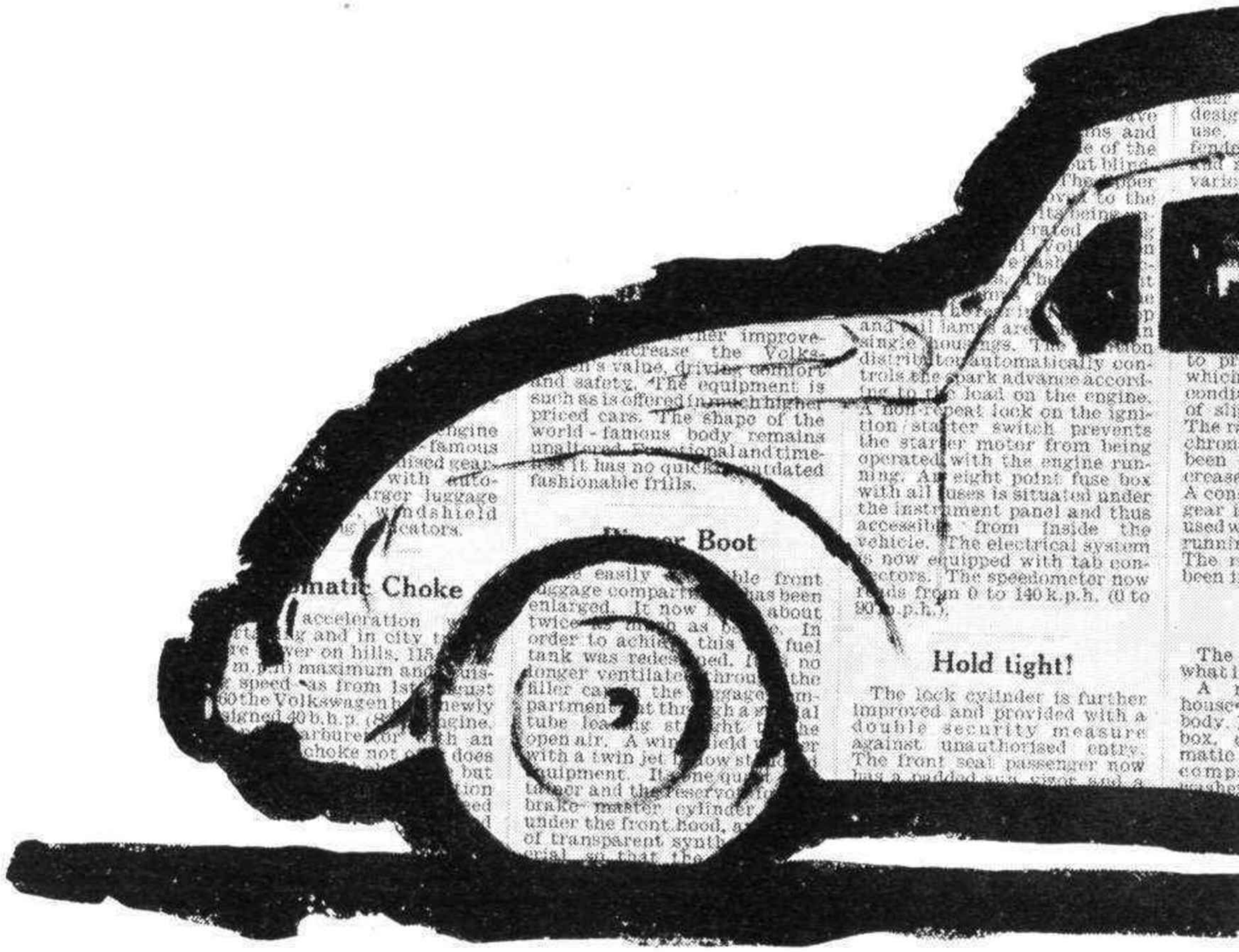
Brighton Speed Trial B.A.R.C. Goodwood

Snetterton International

RETREAD NEEDED : The Dunlop racing tyres on Richie Ginther's front-engined Ferrari lasted only 16 laps during the early stages of the Italian G.P., the offside rear tyre being almost bald. He stopped again after 32 laps of this 50 lap race for more tyres. Dunlop representative Vic Barlow looks anxiously at the front tyres which were not changed on this occasion.



THIS CAR IS NEWS



See me at the Motor Show

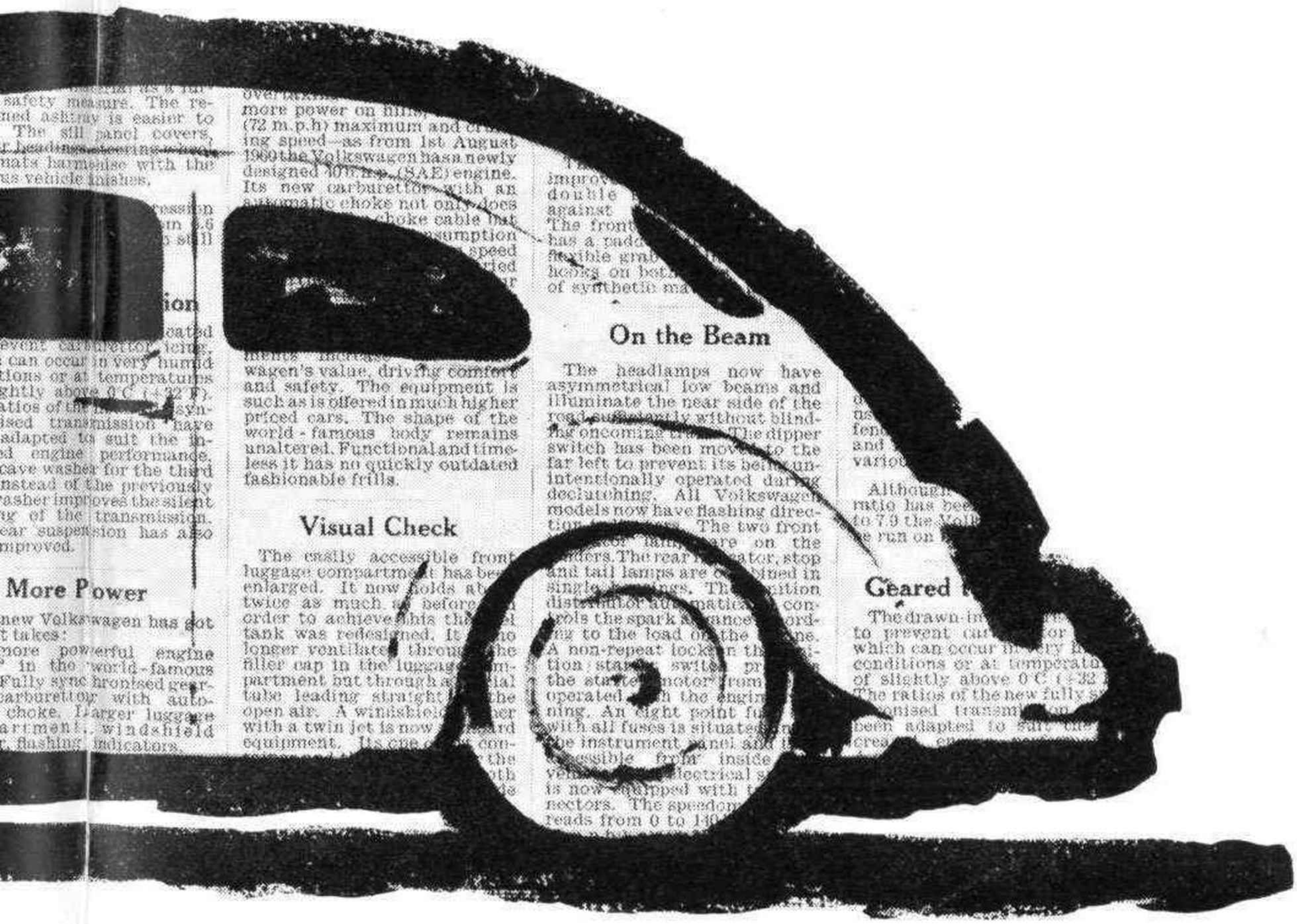
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safety measure. The re-
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The sill panel covers,
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More Power

new Volkswagen has got
t takes:
more powerful engine
in the world-famous
Fully sync hronised gear-
carburettor with auto-
choke. Larger luggage
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flashing indicators.

more power on hills,
(72 m.p.h) maximum and cr
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designed 40 b.h.p. (SAE) engine.
Its new carburettor with an
automatic choke not only does
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wagen's value, driving comfort
and safety. The equipment is
such as is offered in much higher
priced cars. The shape of the
world-famous body remains
unaltered. Functional and time-
less it has no quickly outdated
fashionable frills.

Visual Check

The easily accessible front
luggage compartment has be
enlarged. It now holds at
twice as much as before.
order to achieve this the
tank was redesigned. It
longer ventilates through the
filler cap in the luggage com-
partment but through a special
tube leading straight to the
open air. A windshield washer
with a twin jet is now standard
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On the Beam

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distributor automatically con-
trols the spark advance according
to the load on the engine.
A non-repeat lock on the igni-
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the starter motor from being
operated with the engine run-
ning. An eight point fuse box
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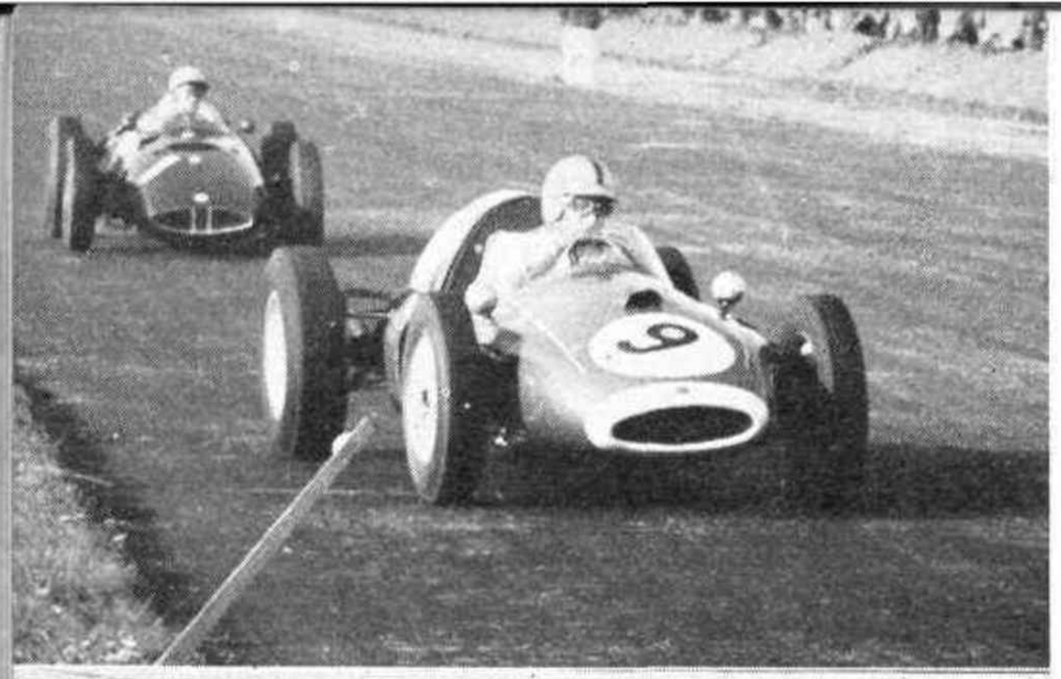
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- Ignition starter with non-repeat lock
- Self-cancelling flashing indicators
- Built-in heater and demisters
- Polythene containers show brake fluid and water levels
- Push-on connectors for electrical system
- Headlights with asymmetrical low beams
- Padded twin sun vizors for extra safety
- Grab handle for the front passenger
- Powerful windscreen washer with twin jet
- Nearly double the luggage space under the bonnet

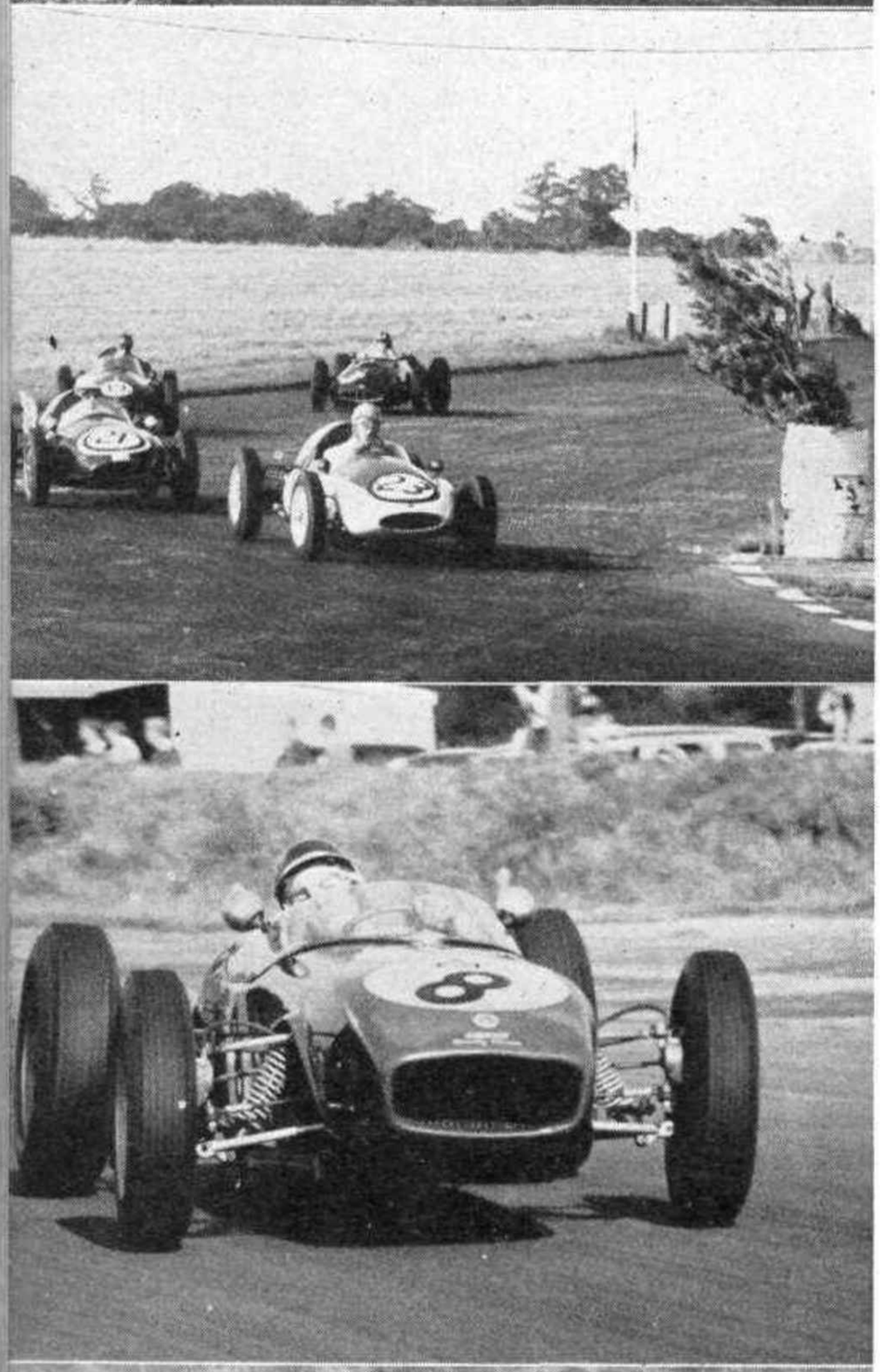
—with all round independent suspension—Air cooled engine, cannot freeze, and cannot boil.

V.8.

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INTERESTING DUEL in the Lombank Trophy Race was between Salvadori in Tommy Atkins' Cooper and Bonnier in the B.R.M. Eventually Salvadori had gear-selection trouble.



FAST FORMULA 2 CARS.—A. Maggs leads J. Lewis who set up a new Formula 2 lap record of 96 m.p.h.—obviously a driver to be reckoned with in the future.

J. CLARK (F.1 Lotus) is seen at the fast Coram Curve. After leading the race for 12 laps he left his braking too late at the end of the Home straight and lost valuable seconds rejoining the race.



STEADY DRIVE by Graham Hill in the B.R.M. He also lost time at the end of the Home straight, but was unable to make much impression on the Lotuses of Ireland and Clark.

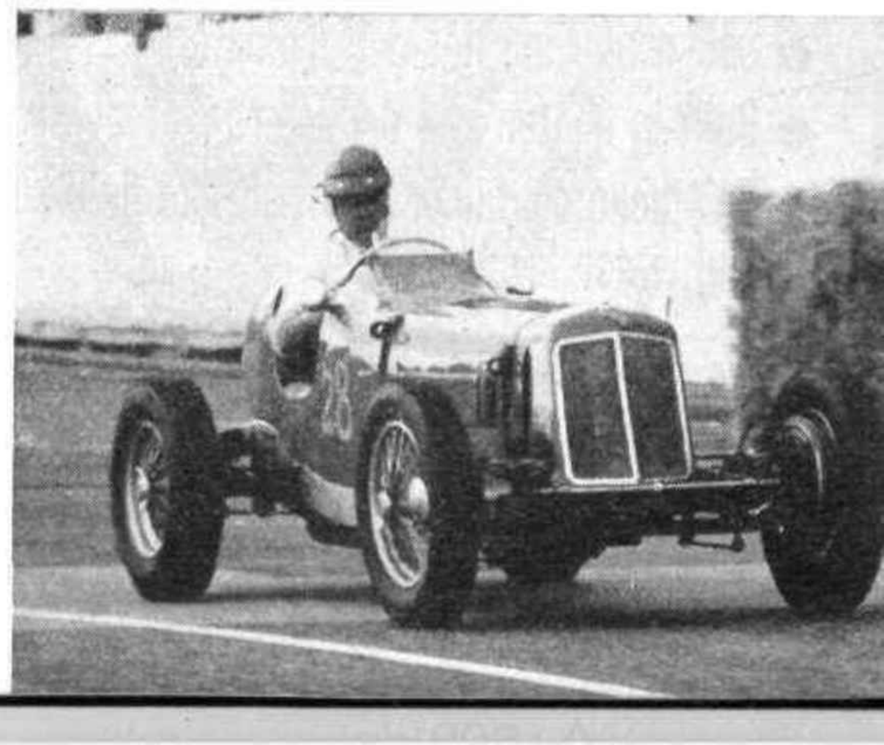


START OF THE 3-HOUR RACE, for the "Au sport" Championship 1960, and into the lead g D. Stoop (Porsche). After battling with Summers' E for the full three hours he was the first to receive chequered flag.



A COOL WIN for Innes Ireland. After leader J. Cla

IMMACULATE E.R.A. and D. Gahagan acceler down Madeira Drive to record a fast time and keep E.R.A. tradition going.





"AUTOSPORT" CHAMPION Chris Summers in his Lotus Elite lapping Alan Foster in Dick Jacobs' beautifully prepared M.G. Twin-Cam.

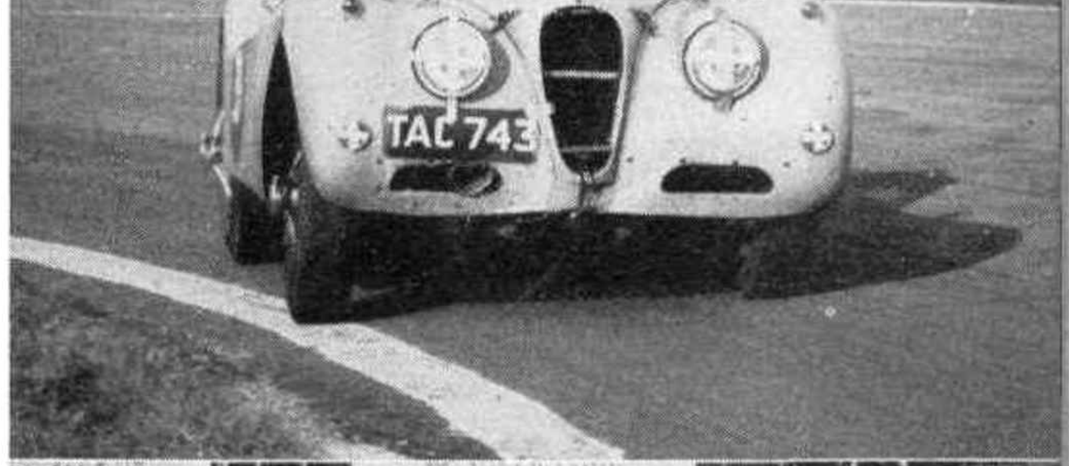


ON HIS WAY TO VICTORY.—It is always a pleasure to watch C. J. Lawrence driving his Morgan Plus Four at Goodwood. Here he is seen in the 10-lap Marque Scratch Race at that circuit last month. He won the race at 80.54 m.p.h.



rk left the circuit he went on to an untroubled victory, driving well within his limits.

TWO-PEDAL RACER.—D. Hobbs' disc-braked Jaguar XK140 with automatic transmission cornering at Goodwood in the Closed Car Handicap on Sept. 10th.



THE EDITOR OF "MOTOR SPORT" enjoying himself at the wheel of an Austin Seven in the B.A.R.C. Journalists' Race. If only Austin Sevens had more steam. . . .

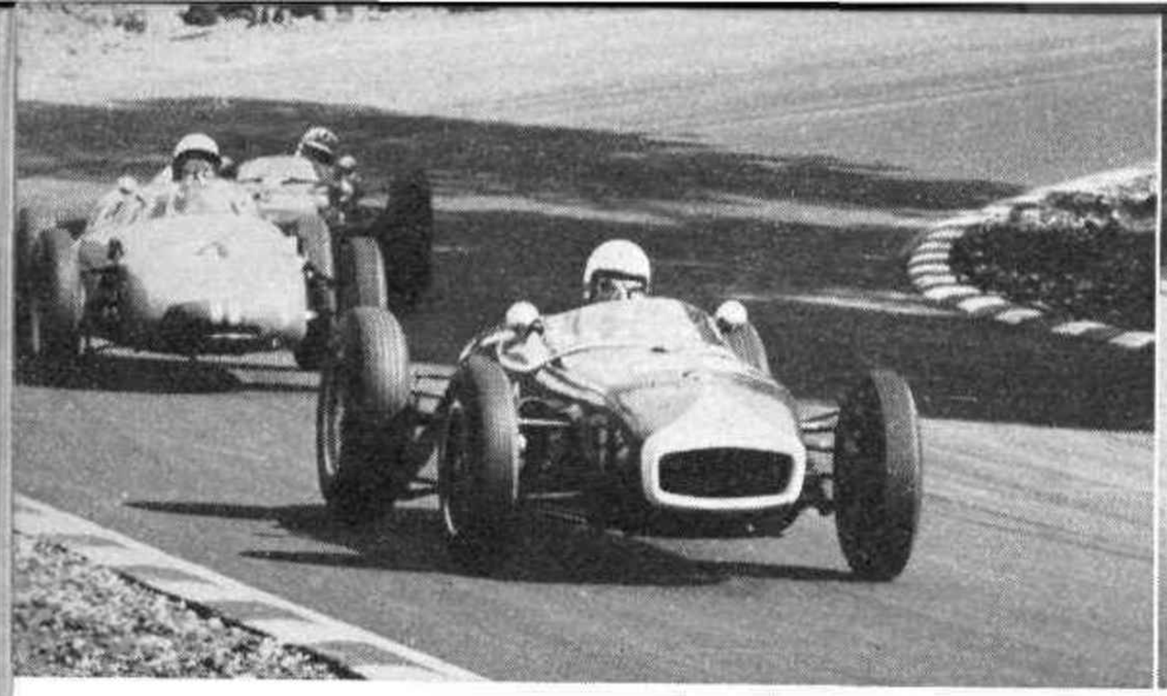


POTENT MACHINERY.—Jim Berry's supercharged E.R.A. clocked 23.21 sec. for the kilometre, beating the late Ken Wharton's record for cars.

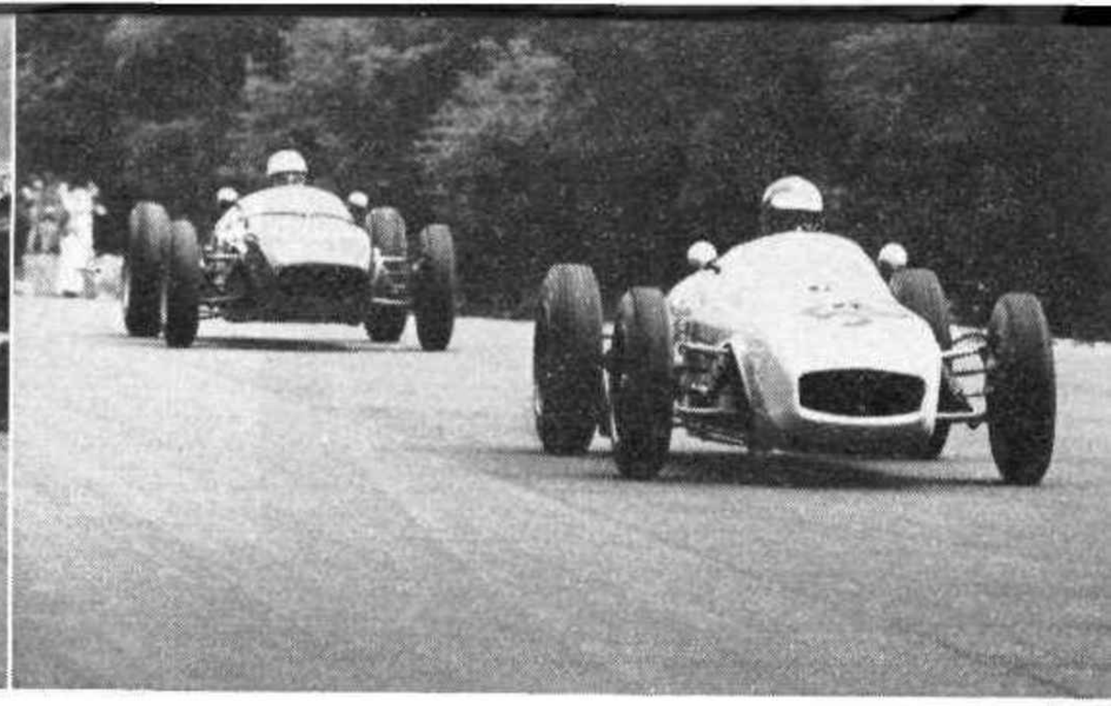
TWICE IN SUCCESSION.—R. W. de Selincourt receiving the MOTOR SPORT *Brooklands Memorial Trophy from Her Grace the Duchess of Richmond and Gordon. de Selincourt won this Trophy last year as well*







FAMILIAR FACE in an unfamiliar car is A. E. Marsh in an F.2 Lotus about to be lapped by Bonnier (Porsche) and Innes Ireland (Lotus) at Stirling's Bend.

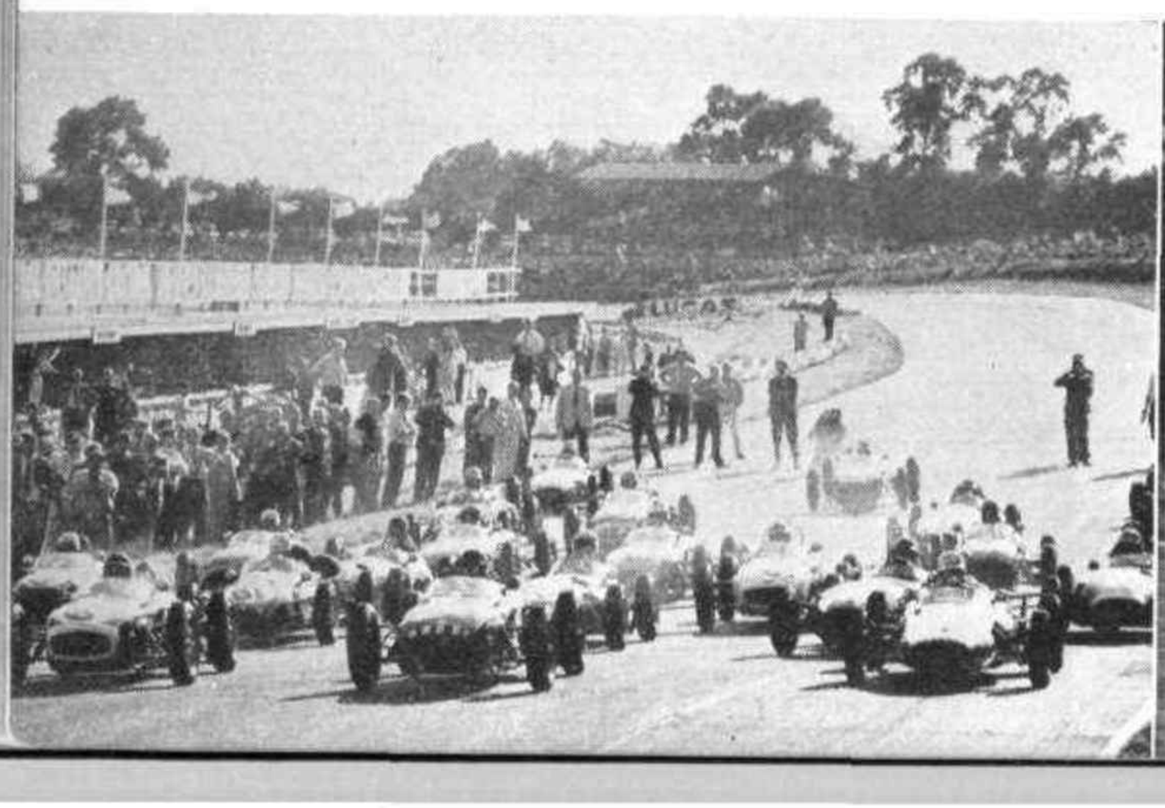


CLOSE COMPANY.—Dan Gurney in the blue and white Lotus is closely followed by Surtees (Team Lotus) as they enter the straight after Stirling's Bend. Surtees was forced to retire after colliding with Duke's Lotus which spun in front of him.



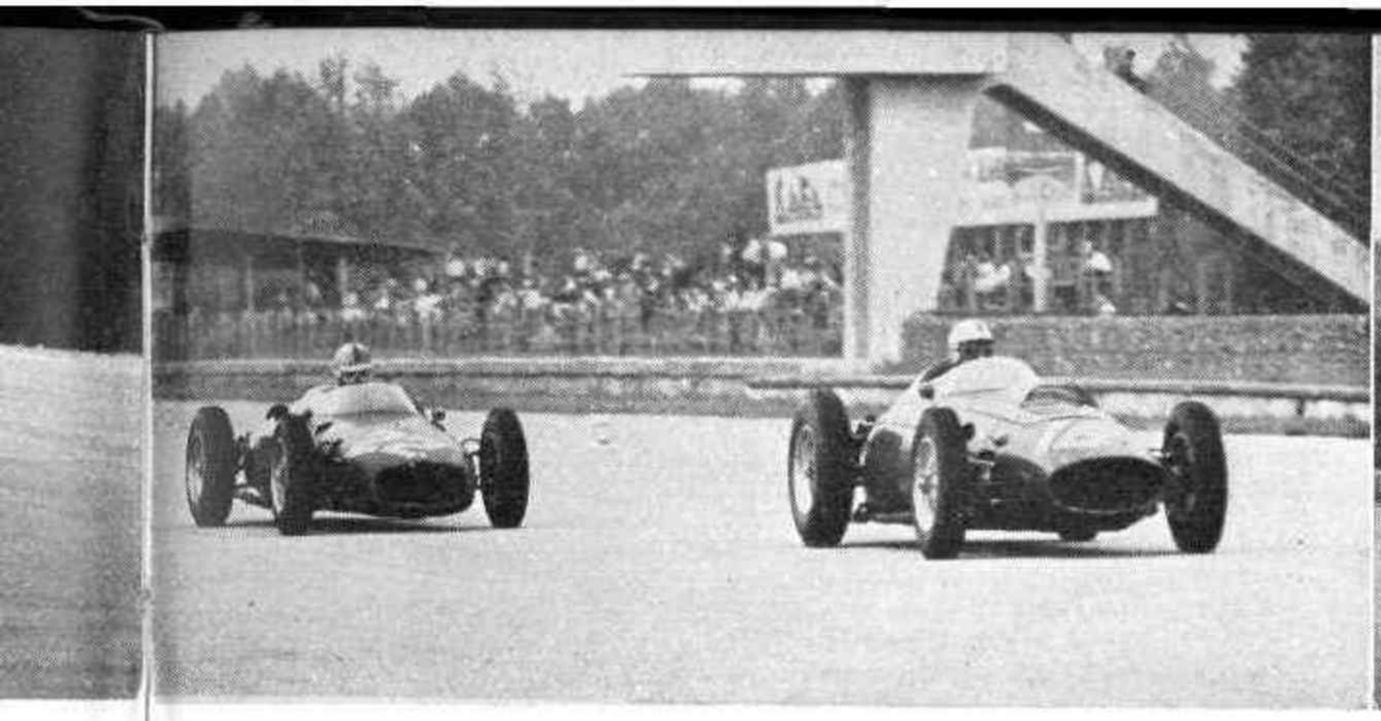
A BRILLIANT WIN was recorded by J. Clark in the works F.2 Lotus. After battling with Bonnier, Gurney and Ireland in the initial stages of the race he was never headed from the 16th lap onwards though Surtees was within 2 sec. of him after 14 laps. On the closing lap Gurney was only 30 yards behind Clark at Clearways but the works Lotus flashed over the line with a 0.4 sec. lead.

THE START OF THE JOHN DAVY TROPHY, and T. Taylor starting from the back of the grid went through the field and scored a decisive win. James Clark, after leading the race, spun at Dingle Dell corner and was unable to catch Taylor.



THE AMAZING A40 driven by G. Shepherd outbrakes A. Powell's Jaguar on the approach to Druids Bend. Shepherd, who was eventually second, recorded the fastest lap (75.71 m.p.h.) as did the winner Jack Sears in a Jaguar 3.8 l



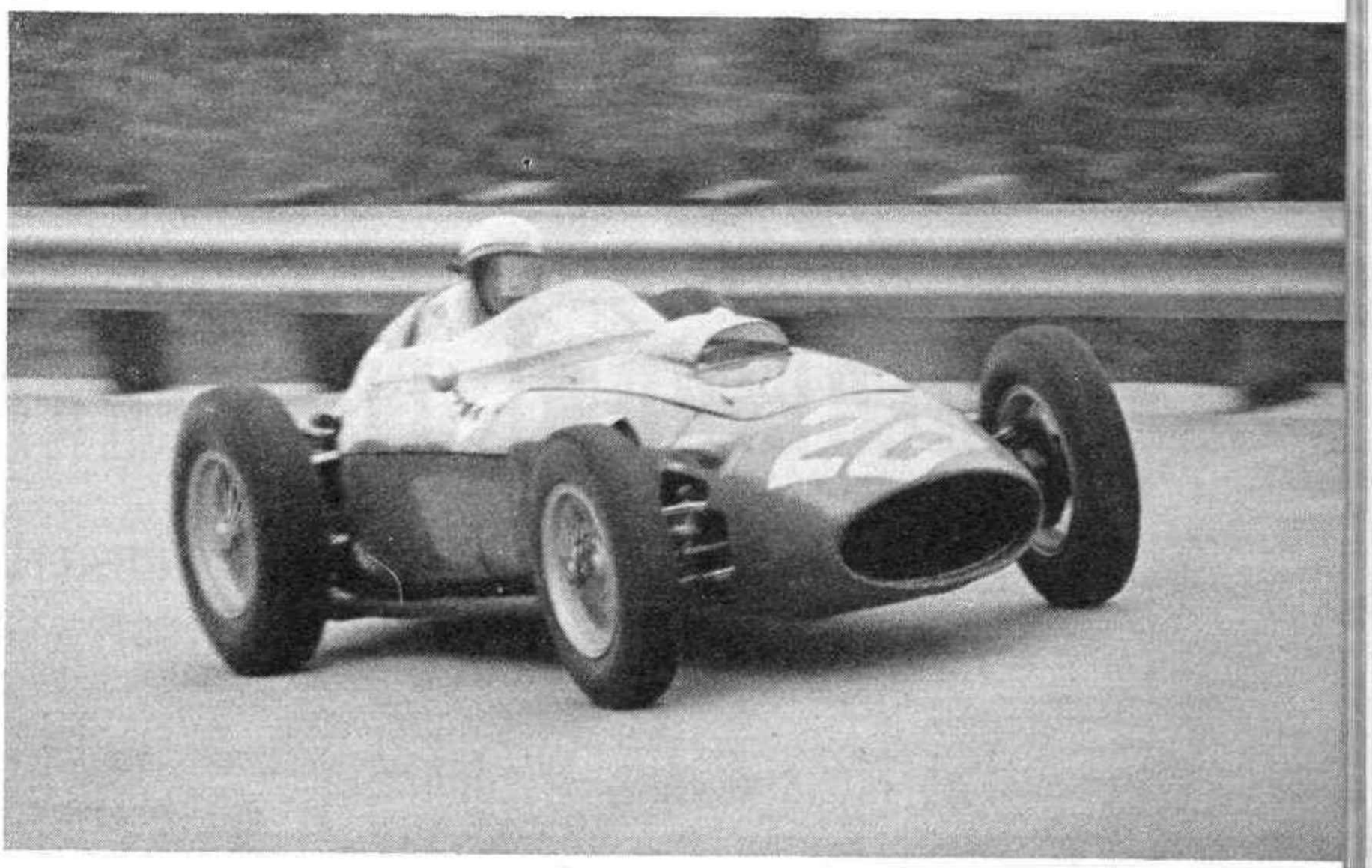


ON TOW.—Willy Mairesse in an F.1 Ferrari led von Trips in the rear-engined F.2 car for much of the Italian G.P. until pit stops separated them. Here they pass the giant scoreboard just before the start line.



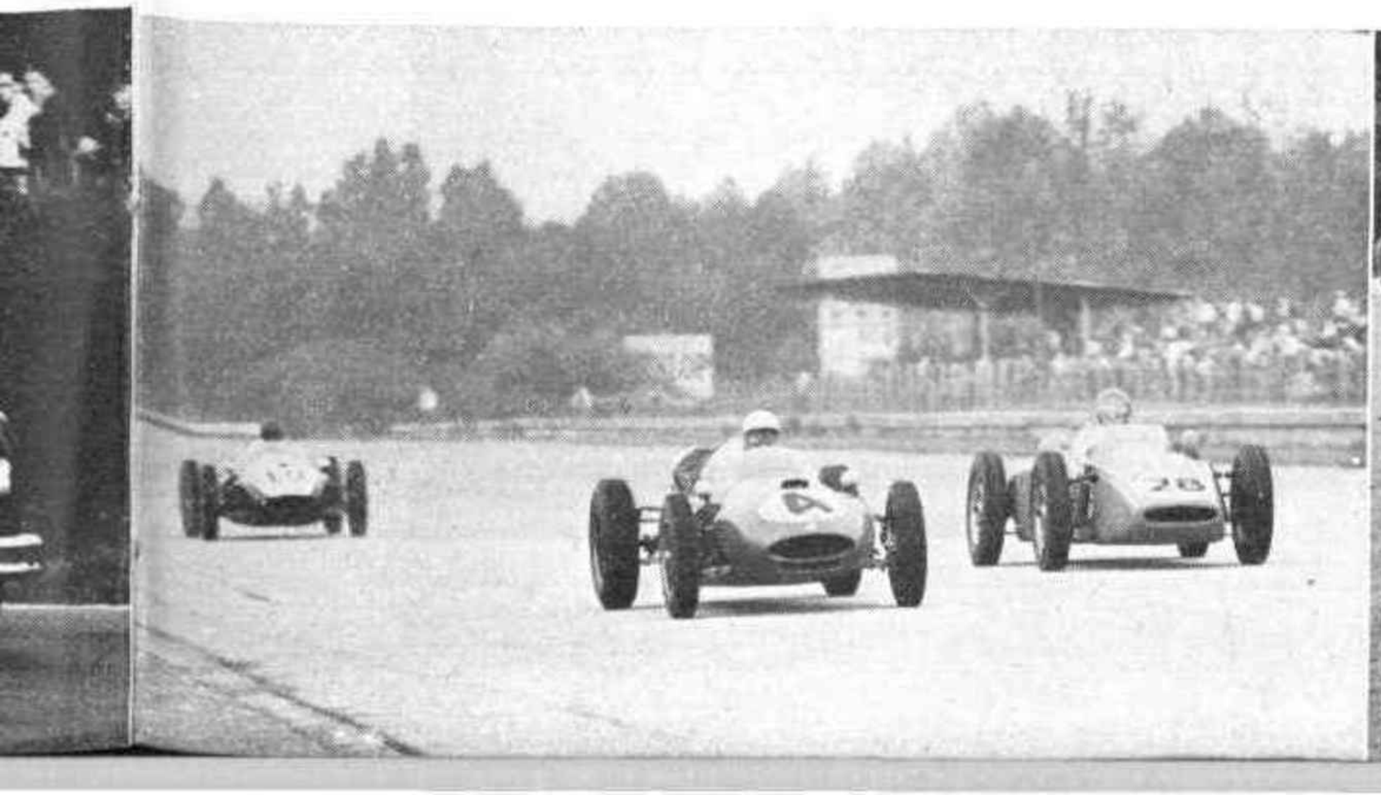
CLOSE COMPANY was kept by the two works Porsches of Herrmann and Barth throughout the race and they crossed the line almost together with Herrmann just taking sixth place, three laps behind the winner and a lap behind the F.2 Ferrari.

DESERVED WINNER.—In the absence of any British works teams Phil Hill, the Ferrari team leader won the Italian Grand Prix from team mate Richie Ginther. Not only has an American won a post-war Grand Prix but an American was also second



NUMBER FOUR in fourth place. Gino Munaron held fourth place for a number of laps in his Cooper-Ferrari until an oil pipe broke. Here he passes Fred Gamble's Behra-Porsche which finished last and Seidel's F.2 Cooper.

STRONG ARM STUFF.—On the last day of practice the Italian police swooped on everyone who did not have a pass. Since this happened to include Enzo Ferrari he took with him all the team cars and only brought them back after profuse apologies from the Chief of Police.





CASTROL WINS

LIEGE-ROME-LIEGE RALLY

OUTRIGHT WINNER AND COUPE DES DAMES

Pat Moss & Ann Wisdom
(Austin-Healey 3000)

also 1st. in the 2500 c.c.—3000 c.c. class

Congratulations to Pat Moss and Ann Wisdom—the first women ever to win the gruelling 2,880 miles Liege-Rome-Liege Rally.

(Subject to official confirmation)

MANUFACTURERS' TEAM AWARD

(AUSTIN-HEALEY 3000)

850 c.c.—1000 c.c. class

1ST J. SPRINZEL & J. PATTEN
(AUSTIN-HEALEY SPRITE)

also 3rd in general classification



Castrol

Follow the experts - always ask for CASTROL by name!

DRIVING THE M.G.-A AGAIN—continued from page 828

The test car had centre-lock wire wheels. The braking, aided by Lockheed discs on the front wheels, is impeccable and is one of the highlights of this very taut, controllable sports car.

The M.G.-A 1600 certainly motors. Its engine is astonishingly smooth and all too willing to take you well "into the red." The indicated maxima in the gears, without exceeding 6,000 r.p.m., are 27, 48 and 75 m.p.h., respectively, second gear being, perhaps, on the low side. Given a reasonably clear run the speed in top gear just staggers up to the ton and 80-m.p.h. cruising is chicken-feed to this docile M.G.-A. The s.s. ¼-mile is disposed of in under 20 seconds.

The exhaust note is spirited without being obtrusive, and for town driving the M.G. will poodle along at absurdly low speed in top cog. It has very good Lucas headlamps for fast night driving.

Altogether I was captivated, as I always am, by the sense of security and eager performance of the M.G.-A, which is excellent value-for-outlay at £940 7s. 6d. inclusive of p.t. Driving it moderately hard it returned 27 m.p.g. and 100-octane petrol was not required. Traffic negotiation increased this to 24 m.p.g. The absolute range was 265 miles. After 570 miles the oil level had fallen rather alarmingly, but a quart of Castrol restored it.

I could grow old gracefully driving such a car with the hood down in a climate of perennial sunshine.—W. B.

THE M.G.-A 1600 TWO-SEATER

Engine : Four cylinders, 75.4 × 88.9 mm. (1,588 c.c.). Push-rod-operated overhead valves. 8.3-to-1 compression-ratio. 79½ b.h.p. (net) at 5,600 r.p.m.

Gear ratios : First, 15.65 to 1; second, 9.52 to 1; third, 5.9 to 1; top, 4.3 to 1.

Tyres : 5.60 × 15 Dunlop Gold Seal tubeless, on centre-lock wire wheels.

Weight : Not weighed. (Maker's figure, unladen, 18¼ cwt.)

Steering ratio : 2¾ turns, lock-to-lock.

Fuel capacity : 10 gallons. (Range approximately 265 miles.)

Wheelbase : 7 ft. 10 in.

Track : Front, 3 ft 11½ in.; rear, 4 ft. 0½ in.

Dimensions : 13 ft. 0 in. × 4 ft 10 in. × 4 ft 2 in. (high—hood up).

Price : £663 (£940 7s. 6d. inclusive of purchase tax). With extras, as tested, £1,046 12s. 6d.

Makers : M.G. Car Company, Ltd., Abingdon-on-Thames, Berkshire, England.

SLOW PROGRESS

While doing some research into pre-war motor racing the Editor came upon certain news items which form a grave reminder of how ancient are many of the arterial roads which we proclaim as modern and how long-delayed road improvement schemes have been. For instance, the Great West Road running out of London at Chiswick was formerly a dangerous single-track road, which was turned into a dual carriageway in 1938 and remains today at it was then, over 20 years ago.

Also in 1938 the authorities had just woken up to the fact that the Kingston By-pass should be reconstructed as a twin-track road and only this year has this busy road been provided with its single underpass. In 1921 Viscount Peel, the then Minister of Transport, initiated the dual carriageway from London to Southend; by 1938 this was nearing completion! Last month a sunny Sunday proved this road to be inadequate for modern traffic, which formed a very long stationary queue on the roads "Clearway"! The dual section of the Mickleham By-pass in Surrey dates back to the spring of 1938. What really is a disgrace is the fact that only now is the Staines By-pass, the route of which was decided on at a public enquiry at the end of February 1938, being built. In 1938 this was declared an urgent trunk road, to be paid for in entirety out of the Road Fund, the estimated cost then being £400,000. It was to run for 4½ miles, from the junction of the Great West Road and Stanwell Road at East Bedfont, continuing through West Bedfont, skirting the north side of Staines reservoir, crossing the then G.W.R. line and Moor Lane, to turn south and continue to the Egham By-pass.

It is also a sheer disgrace that traffic on A30 is halted frequently at the Sunningdale level-crossing. In the late-vintage period the level-crossing some miles further on at Blackwater was bridged, yet that at Sunningdale remains, to cause delay and serious bunching of vehicles many times every day. Incidentally, in 1938 there were 4,560 railway level-crossings in this country, although in 1929 a Royal Commission had urged their complete abolition. How many have been bridged since?—W. B.

SUNBEAM S.T.D. REGISTER SANDHURST RALLY

The annual Sandhurst Rally with driving tests and *Concours d'Elegance* will take place at the Royal Military Academy, Camberley, Surrey, on October 16th. Entry forms are available from Mrs. Winifred Boddy, Carmel, Wood Lane, Fleet, Hampshire.

JAGUAR D.C. IN THE MIDLANDS

The Jaguar Drivers' Club have decided to revive the Midlands Section of the Club and a meeting has already been held to discuss details. Potential new members should contact Rodney Crouch at 75, Baker Street, London, W.1.

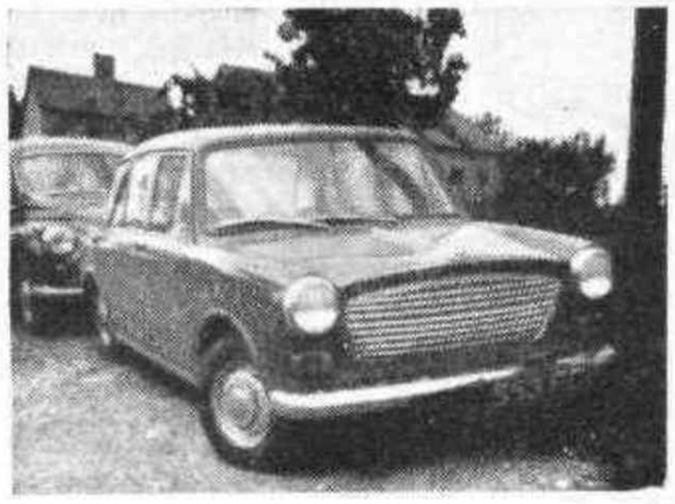
RACE WHEELS FOR MINIS

After recent wheel failures of Mini Minors and Austin Sevens in races the B.M.C. Competitions Department at Abingdon-on-Thames, Berks, have introduced a special wheel for racing. These can be identified by a date stamp and the M.G. Octagon and the front wheels will be stamped with the letters "SS." R.A.C. scrutineers have been asked to pay special attention to wheel attachment bolts to see that they have not been over-tightened. The B.M.C. Competitions Department advise that Mini-Minor and Austin Seven wheel nuts should be tightened to 37.5 to 39.5 lb. ft. with a torque wrench.

* * *

Angus H. Cundey will be pleased to hear from previous owners of his T.T.-Replica Frazer Nash, Reg. No. MV.3079 which competed in the Alpine Trial, T.T. and M.C.C. High Speed Trial in 1932. He would particularly like to discover early photographs and other data about this car. Another reader residing overseas is badly in need of a crown wheel and pinion for his completely refurbished 1929 Essex Challenger Six. Another reader has purchased a Frazer Nash, first registered in 1946, which has chassis No. C.L.1936/T.T.S. and engine No. 4ED.9752, the engine being the four-cylinder 1½-litre Meadows. This reader is anxious to trace the car's history. In both cases, letters can be forwarded.

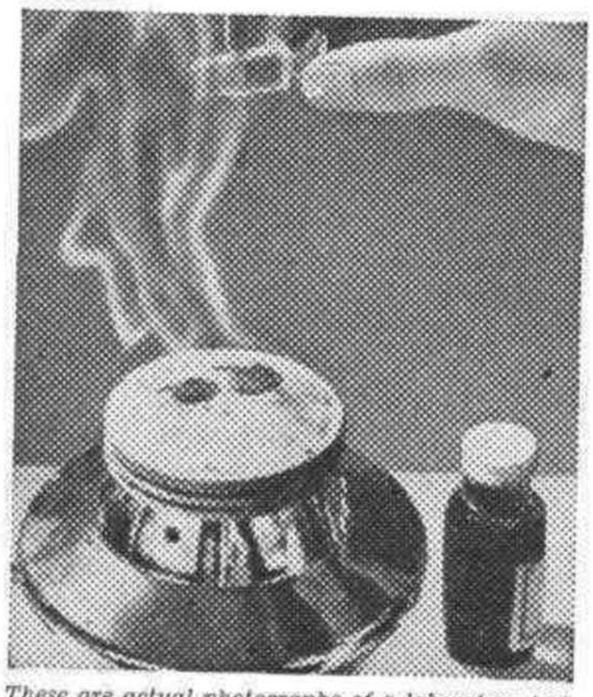




EARLS COURT is on the way and secret prototypes roam the roads on test. Could these photographs, sent in by a reader, show a new model of a great motor corporation that we shall see at the Motor Show?

Shell promise motorists cleaner engines with New Shell X-100 Multigrade

Now power loss can be cut in new cars! And in other cars power can be regained! New Shell X-100 Multigrade achieves this important breakthrough – and makes all petrol engines cleaner, more efficient! In new cars Shell X-100 can cut power loss from combustion chamber deposits by as much as 50%! In other cars it can bring about a gradual recovery of power – although ashy deposits have already built up. And power regained by new Shell X-100 means money saved by you, the motorist.



These are actual photographs of a laboratory test witnessed by Shell dealers. Here you can see the ash left by a typical high-performance oil on an electrically heated piston.



New Shell X-100 leaves no ashy deposits. In new cars this can cut power loss by up to 50%. And in old cars—those in which ashy deposits are already present—power is regained.

How power loss occurs

The oils you have been using contain additives—metallic compounds that oil must have to give full protective lubrication in all kinds of driving conditions. These additives burn away, leaving deposits of ash in the combustion chambers. And ashy deposits mean reduced power, loss of efficiency, and increased fuel bills.

Shell solve the problem. New Shell X-100, like other multigrade oils, does contain additives. But they are non-metallic. They burn away without ash. They leave no deposits. A major cause of power loss is therefore removed. Now *all* engines can be more efficient, more economical. Now *all* motorists can benefit from new Shell X-100 Multigrade.



Because New Shell X-100 Multigrade comes in two grades, 10W/30, in the yellow top tin, and 20W/40 in the red top tin it is ideal for all cars—fast or slow, old or new, summer or winter.

YOU CAN BE SURE OF SHELL

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



STANDARDS AT HOME.—Following a precedent set by the Sunbeam S.T.D. Register with their annual Wolverhampton week-end, it has become fashionable for old cars to return to their place of birth. Here J. Davy's 1906/7 30-h.p. Standard leads cars of this make through Coventry's Civic Centre last month, on the occasion of the Standard Register Rally—see report on page 850. Mr. Davy is followed by T. C. Large's very sporting 1908 30-h.p. Standard and J. V. Beattie's 1910 cabriolet. Vintage Standard Nines brought up the rear of the Cavalcade.

THE V.S.C.C. PRESCOTT SPEED HILL-CLIMB (August 28th)

THE annual occasion when the Vintage S.C.C. borrows Prescott for a speed hill-climb was a truly enjoyable affair this year, rather as if the old cars were having a fling before facing the coming compulsory tests—while every owner you speak to is confident his vehicle will pass these easily, and certainly the majority of pre-1931 cars are maintained impeccably, whether it will be easy to convince garage hands unaccustomed to high-geared steering, rear-wheel-brakes and unusual controls that cars so endowed are, in fact, safer than rusty automobiles of the 1931-1950 persuasion is another matter. Certain it is that in the next few months anyone who considers he can restore an " old heap " to the required standard will be able to take his pick for a couple of half-crowns, and even the market for sound vintage cars seems extremely moribund at the moment.

So let us revert to Prescott, where the entry was excellent in quality and variety, the torrential rain and storms of the previous day had dispersed and the Paddock was a gay medley of unusual motor cars, rabid enthusiasts and their charming girl-friends. . . .

There were some extremely interesting vehicles in the orchard, such as Riddle's splendid 1921 G.N. with V-twin " Vitesse " engine, in which a single long chain drives the o.h. camshafts (61.13 sec.). This potent engine idled surprisingly slowly; the car was pulling chains of 8, 5.7 and 3.3 to 1, and the car was illustrated in MOTOR SPORT last month. Mudge had another G.N., this being a modernised sprint car, which Neve owned for a time, with modern disc wheels, hydraulic brakes, a single-seater body with tachometer on the scuttle, Frazer Nash chassis, and the V-twin J.A.P. engine from the Brough-Superior motorcycle " Leaping Lena," carburetted by single-float-chamber twin racing Amals (54.46 sec.). A nicely-made device!

Kamcke had a 1932 1½-litre Invicta tourer with the double-camshaft Blackburne engine (61.98 sec.) and Skipp had converted his 1928 high-chassis 4½-litre Invicta into a red-and-alloy boy's racer (55.95 sec.).

R. C. Batho brought a perfectly permissible, if obviously made-at-home, Amilcar-Riley racer, the chassis being 1928/9 Amilcar even to the strip-steel-actuated front brakes, the engine a twin-S.U. Riley Nine, and the body probably Amilcar but embellished by bits of wood and much sponge rubber (60.34 sec.). The monocled Dougherty replied with a sports 1926 Salmson with the twin-cam engine, an early radiator, a home-brewed look about the body, its San Sebastian chassis alleged to be a " team car, old boy " and its remote gear-change of outsize Meccano put on in Brooklands days (60.24 sec.). Most of the other delectable machinery had been seen earlier this year at Silverstone and Oulton Park (see MOTOR SPORT reports) and confused only the commentator. Clifford, however, admits now that his 1938 blown 1½-litre Alta is the ex-Hugh Hunter car, not the Mary Grosvenor car.

One of the nicest Edwardians present was Barry Clarke's 1913 4½-litre side-valve Talbot Twenty-five, an SB chassis of which it is thought only half a dozen were made, endowed with a very beautiful replica body as used on the sprint Talbots of that day and age.

Villiers' Austin, the car which captivated the Italians at Monza, was rightly transferred to the p.v.t. 1,100-c.c. Sports-Car Class, which it won, leaving the Salmson master of the vintage sports 1,100s.

Ashley's well-known Meadows Frazer Nash showed how it should be done, winning both vintage and p.v.t. sections of the 1½-litre Sports-Car Class, as it was appreciably quicker than Bromley-Johnson's 1935 Frazer Nash. Moffatt all but inverted his very abbreviated Brescia Bugatti on his first run, getting it well up onto two wheels at Pardon, but went better on four wheels next time, to tie for second-best vintage with Geoghegan's Frazer Nash.

Pilkinton's very nice 1931 blown 1750 Alfa-Romeo took the 3,000-c.c. Sports-Car Class, second place and the vintage section going to Footit's pleasing A.C./G.N. The big Sports-Car Class saw Charnock ascend very rapidly in his well-known 4.3 Alvis, his 50.31 sec. winning the class, while Bradley's Bentley took the vintage section in 51.95 sec. Sir Ralph Millais was again running his Alfa-Romeo in the *vintage* section and the commentator told us it is the car with which Howe and Birkin won at Le Mans in 1931; it isn't; it is the type which ran at Le Mans in 1932 and clearly a p.v.t. car, sister version to the Hawthorn Alfa-Romeo at Beaulieu, first registered here by Earl Howe in the summer of 1933.

It was also surprising to find three S.S.100s running as p.v.t. cars, for surely these were just the kind of sports cars at which the V.S.C.C. laughed loudly before the war? It also seems rather odd that whereas 1930 Invictas are put into the p.v.t. category if they have post-vintage gearboxes, Cooper's 8-litre Bentley, with post-1930 supercharger, was in the programme as a vintage car.

Collings' 1912/13 Zust tourer won the Edwardian Handicap from Lord Montagu in the Coupe de *l'Auto* Sunbeam but fastest time (59.31 sec.) was made by Clutton in the 1912 Mercedes Ninty which Halkyard used to drive.

A highlight of the 1,100-c.c. Racing-Car Class was the appearance of the Lightweight Special, which Dowson took up in 49.62 sec.—the old course, ignoring the new loop being in use, perhaps slower than before by reason of a sharper turn at the first corner. Nothing could get near the o.h.c. Lightweight. The f.w.d. B.S.A.-Douglas known as the Allt'cok Special won the vintage section in 55.20 sec. Chapman clocked 47.73 sec. in the E.R.A. in the 1,500-c.c. Racing Class, beating Clifford's Alta (49.91 sec.) and making F.T.D. Sibbald's somewhat re-bodied Bugatti headed the vintage category, with 53.26 sec. It was left to Perkins in his funny Bugatti to win the Over-1,500-c.c. Racing Class in 48.06 sec., from the irrepressible Doc. Taylor's Caesar (48.24 sec.), which was thought to be suffering from retarded ignition timing.

The well-filled car parks contained many fine or unusual cars, including a Hands light car, a very original Lancia Lambda tourer, a nice Amilcar, an alloy-bodied OE 30/98 Vauxhall, a s.v. Anzani Frazer Nash, an 11.4 Citroën camion, an Autovia, and an alloy-bodied beetle back 12/50 Alvis, etc., etc. A pity the police rode about looking for owners who had forgotten to display their licences on their cars, for Prescott used to be such a *happy* place.—W. B.

Results :

1,100 c.c. Sports Cars :

Vintage :	T. G. C. Dougherty (1926 Salmson)	...	...	...	64.24 sec.
P.V.T. :	P. de Villiers (Austin Seven)	...	...	...	57.63 „

1,101-1,500 c.c. Sports Cars :			
Vintage :	R. W. Ashley (1930 Frazer Nash)	51.60	sec.
P.V.T. :	M. Bromley-Johnson (1935 Frazer Nash)	53.61	,,
1,501-3,000 c.c. Sports Cars :			
Vintage :	G. R. Footit (1925 A.C./G.N.)	54.14	,,
P.V.T. :	P. A. Pilkinton (1931 Alfa-Romeo s/c.)	54.02	,,
Sports Cars over 3,000 c.c. :			
Vintage :	M. J. Bradley (1925/30 Bentley)	51.95	,,
P.V.T. :	A. S. R. Charnock (1932/9 Alvis)	50.31	,,
Edwardian Handicap :	R. A. Collings (1912/13 Zust)	—	
Racing Cars up to 1,100 c.c. :			
Vintage :	F. Bruce White (1928/30 Allt' cok Special)	55.20	,,
P.V.T. :	J. M. P. Dowson (1939 Lightweight Special, s/c.) ...	49.62	,,
Racing Cars, 1,101-1,500 c.c. :			
Vintage :	E. J. Sibbald (1927 Bugatti, s/c.)	53.26	,,
P.V.T. :	G. Chapman (1934 E.R.A., s/c.)	47.73	,,
Racing Cars over 1,500 c.c. :			
Vintage :	W. A. Taylor (1930 Caesar Special)	48.24	,,
P.V.T. :	J. M. Perkins (1927 Bugatti, s/c.)	48.06	,,

F.T.D. : Chapman (E.R.A.), 47.73 sec.

V.S.C.C. EDWARDIAN AND LIGHT CAR TRIAL (August 27th)

This started from Birdlip and finished at Prescott, attracting an entry of 20 light cars, of which Fisher's 1922 1,745-c.c. Star two-seater was the largest engined, and four Edwardians. As a storm of tropical intensity beat about the area everyone got very wet except the Editor and Continental Correspondent of this journal, who were ensconced in a 1929 Standard Nine saloon which scarcely leaks.

The route was intended to include two ingenious special tests, observed without stopping competitors, who had to negotiate sharp and unexpected hairpins without reversing. The first caused no difficulty, even before the august presence of Cecil Clutton, who had come down in his new 3.4 Jaguar XK150. The second was blocked, so the event deteriorated into map reading, which everyone managed successfully.

Prescott was so wet only one test was held, of braking, and the 40-mile run would have been dull had the route not been so interesting in parts. Sawers' 12/22 Lea-Francis damaged its transmission and became brakeless after the brake test, Slater's Jowett went on to one cylinder, but all arrived, sodden, at the finish.

Results :

First Class Awards : Miss P. Stocken (1924 Trojan), I. E. Smith (1923 Gwynne), R. N. Moran (1913 Daimler).
Second Class Award : M. Applebee (1923 Morris-Cowley).
Third Class Awards : Mrs. Milner (1927 9/20 Humber), J. M. Hayward (1927 Fiat 503).

The Triumph Dolomite Association has been wound up but they generously put all their remaining funds into buying a trophy for the Vintage S.C.C. It will become an annual award, probably for non-racing events.

* * *

Wanted urgently—a Riley 10.8-h.p. side-valve engine up to 1923 and a radiator for a 1922 SLO Standard. Can anyone assist ?

* * *

Seen on the road recently—a late model-A Ford coupé on U.S. number-plates and a Wolseley Hornet with what looked suspiciously like a Vernon Derby rear-end.

* * *

The October edition of the *Foreign Car Guide* contains illustrated articles about a 1929 model-DA2 B.M.W. coupé, basically Austin Seven, which is in regular use in the States, and the oldest VW still running in America—but the latter is merely of 1945 vintage.

* * *

We hear that in Co. Durham a Ruston tractor reported to be of 1928 or 1929 vintage is still working on a farm there and is in original condition except for Fordson front wheels. There is also said to be an early Crossley converted to a hay bogey standing on a farm in the same district.

* * *

A reader is trying to identify an early car which was found in a chicken run at Edenbridge in 1955 and bought for a few pounds. The vehicle in question has a single-cylinder engine of $4\frac{3}{4}$ in. × $4\frac{3}{4}$ in. bore and stroke (1,357 c.c.) and the cylinder block is believed to have been cast in 1899. The drive passes through a Primer three-speed reverse gearbox. There are external contracting brakes foot-operated on the transmission, and operated on the rear wheels, and the tyres are 700 × 80. The carburetter is by T. Martin of London, ignition is by Bosch magneto and the chassis carries a two-seater body, while the radiator is not unlike those used on early Standards or Calcott cars. There is no maker's name or numbers on radiator or chassis to assist in identification.

STANDARD REGISTER RALLY (Sept. 3rd)

The Standard Register held a rally at the Standard factory in Coventry on September 3rd in conjunction with their branch of the British Legion. Early on the Saturday morning, in the now expected torrential downpour, Edwardian and vintage Standards began to converge on Coventry.

An entry of 20 had come in, of which only five failed to arrive. The oldest car present was the 1906/7 30 h.p. model with Roi des Belges coachwork brought from the Herbert Museum in Coventry. It was presented to Standard Triumph by their Associate Company in Australia. Then came Lambs' 1908 30-h.p. sports two-seater with bolster fuel tank, a very rare and exciting Standard found during the last war at a bomb-damaged house, to the garage of which it had been banished in 1922. These two large and impressive cars displayed lavish areas of yellow paint and well and truly caught the eye.

A. E. Hemmings brought his 1910 30-h.p. " Cheltenham Cabriolet " down from Liverpool, and after much midnight toil Atkinson & Griffin Ltd., of Kendal, had their 1913 20-h.p. Humbeldt cabriolet ready, this being the Standard which the Boy Scouts presented to Lord Baden Powell as a new car. Two other Edwardian Standards arrived, Messrs. Macharg, Rennie & Lindsay's 1913 9.5-h.p. " Rhyl " two-seater, purchased at a furniture sale, and Clarendon Car Services' 1919 9.5-h.p. two-seater which had been driven up from London after sundry adventures.

The vintage entry embraced Chick's 1923 13.9-h.p. " Warwick " tourer, Whittle's 1924 11.4-h.p. " Canley " two-seater, restored after spending years in a field; Loxhams Garage's " Canley " of the same year, Johnson's 1929 " Selby " Nine tourer, which came from Scarborough bringing the person who bought it new from the factory, Newbury's rare 1929 Nine " Tourist's Coupé," Boddy's 1929 Nine " Teignmouth " saloon, Hosbon's and Cornish's similar cars and a 1929 Nine " Fulham " fabric saloon brought to the rally by an 87-year-old retired baker who bought it in 1931 and has maintained it in original condition ever since. Moreover, it has just passed an inspection under the compulsory test scheme with a clean slate !

Period dress was encouraged and J. R. Davy, the Hon. Registrar, had the happy idea of getting volunteers from amongst the girls at Standards and dressing them in costumes hired from a theatrical company. These picturesque young ladies rode in the older cars, marshalled the tests, sold raffle tickets and generally lent glamour to the occasion.

After a police-escorted parade through Coventry, to the confusion and delight of the populace, the cars competed in four driving tests at the factory involving width-judging, garaging, " Le Mans " stuff and reversing to within an inch of disaster to a parked cardboard box, and then paraded again to lunch at Meriden. After lunch Mr. Davy told of the growth of the Register, which has over 50 Standards on its books—a " Teignmouth " Nine is owned by the Company and apprentices are rebuilding another—and of how a spares scheme will be put in operation. He announced the results of the driving tests and distance contest, the prizes being handed out by the extremely jaded Editor of MOTOR SPORT, who, knowing himself useless at driving tests and his Standard quite unsuitable for a *Concours d'Elegance*, yet wishing to support the Register's first rally, had driven through the night to Coventry *via* Exeter, thus gaining the Vintage Class Distance Prize. A special prize was given to the 87-year-old entrant for " youthful enthusiasm."

After lunch the colourful procession proceeded to the British Legion Show, to parade in the ring and be judged by Mr. Scott, Curator of the Herbert Museum and Art Gallery, and Harold Hastings of *The Motor* in the *Concours d'Elegance*, a charming young lady in appropriate bonnet and long dress braving the very sketchy dickey seat or outrigger perch of the 1908 sports Standard for the journey from factory to Show Ring. She must have been as pleased as any one that the sun had decided to shine after all.

Results :

Distance Prizes :				
Vintage Class :	W. Boddy (1929 Nine " Teignmouth " saloon) ...	294	miles	
Cars up to 1920 :	Atkinson & Griffin Ltd. (1913 20-h.p. cabriolet) ...	198	,,	
Driving Tests :				
Vintage Class :	**1st :** E. L. Cornish (1929 Nine " Teignmouth " saloon)	55	pts.	
	2nd : D. A. Newbury (1929 Nine " Tourist's Coupé ")	57	,,	
	3rd : W. G. Whittle (1924 11.4 " Canley " 2-str.)...	87	,,	
Cars up to 1920 :	**1st :** F. Callis (1919 9.5 2-str.)	90	,,	
	2nd : K. Linton (1913 20-h.p. cabriolet)	94	,,	
	3rd : T. C. Large (1908 30-h.p. sports 2-str.) ...	183	,,	
Concours d'Elegance :				
Vintage Class :	**1st :** D. A. Newbury (1929 " Tourist's Coupé " Nine).			
	2nd : J. R. Hosbons (1929 " Teignmouth " Nine).			
	3rd : D. H. Ball (1924 " Canley " 11.4).			
Cars up to 1920 :	**1st :** J. V. Beattie (1910 cabriolet).			
	2nd K. Linton (1913 20-h.p. cabriolet).			
	3rd : L. Macharg (1913 " Rhyl ").			

H.C.V.C. BASILDON RALLY (September 11th)

Rallies organised by the Historic Commercial Vehicle Club have a fascination of their own but when their Beaulieu Rally was cancelled one feared for the future of this exclusive body. Fortunately, any fears for its future health were dispelled by the excellent entry obtained for its Basildon, Essex, Rally on September 11th. A total of 52 commercial and public-service vehicles was entered, ranging from Goody's fabulous 1903 Thames 'bus to coaches and 'buses built just before the last war.

An ambitious programme was undertaken, vehicles assembling, on one of the warmest days of the year, in the yard of Essex Carriers Ltd. at South Benfleet (not far from Thundersley Church Hill where speed hill-climbs were once sanctioned, from where they drove to the factory of Harold Wood & Sons at Basildon, taking in a tour of the town *en route*. Here they took part in a Concours d'Elegance, undertook driving tests and ended up with a grand parade. The road section had a police escort and the Essex Constabulary seemed particularly cheerful and helpful throughout the day.

The vehicles present included many old friends and some interesting newcomers. They had heavy traffic to contend with when the road section finally commenced and at the turn off the main Southend road into Gordon Avenue some parked cars arrived at the last minute and when a police radio-motorcycle moved forward to keep the road open a difficult " chicane " was formed; that the heavy steam wagons and the big articulated vehicles took this in their stride says much for the skill of their steersmen and drivers and proves that even vintage commercial vehicles are safe in modern traffic conditions. Incidentally, we noticed a broken sign propped against a post at this turning saying " All Locomotives Prohibited, etc.," no doubt a relic from the days before this lane was made up, but amusing under the circumstances . . .

Not all the entries materialised—as we drove in heavy traffic to arrive at the start just in time we saw John Keeley's 1934 Sentinel 54 steam wagon turn off the route as far back as Wembley and doubt if he made it.

The procession was led by L. Tate's yellow 1913 Commer WP3 shooting brake, followed by the Montagu Motor Museum's 1914 Albion A14 lorry. Very interesting was T. Redburn's 1914 F.W.D. lorry, while D. Ephgrave's 1915 model-T Ford van had enormous Rotax " Roadlight 265 " gas headlamps with " Mangin Lens Mirrors."

The model-T Ford is the most popular historic commercial vehicle, 11 being entered, of which A. Watts' 1922 'bus was very smart and had a Coventry replacement radiator. It was good to see how many steam wagons are in the Club—the programme listed five Fodens (two 1916 5-tonners to a 1930 tractor, including T. T. Barton's immaculate 1928 wagon) and five Sentinels (1921-1934).

Space precludes reference to every entry, but we noted a 1919 Walker Electric very nicely presented and J. Edbrooke's exceedingly fine 1919 W.D. Leyland with removable van body, which Chivers used in London from 1919 to 1934, after which it served on a factory fire brigade to 1954, being restored in Histon last year.

Two fire engines, the Royal College of Science's 1916 Dennis laden with eye-able girl students and a 1930 Albion in service to 1948, added to the sight and sound, a 1912 Aveling Porter traction engine brought up the tail of the procession, and W. T. Monk brought on an Atkinson lorry, the 1922 de Dion Bouton road-sweeper he bought on the Riviera, where it was in service up to last year—nothing changes very much in France! An A.C. Sociable and a rather sad 1925 Austin Seven truck with the wrong carburetter joined in and there should have been a 1929 Dennis lorry still in everyday use but we didn't see it. T. A. Redburn brought an articulated 1930 Scammell and a rare exhibit was a 1936 Union tractor with trailer based on a 1914/18 gun carriage, on the bonnet of which was a wooden model of a Foden steam lorry with van body, such as you used to see in the windows of carriers premises. The Club Secretary drove a six-cylinder Lycoming-engined 1931 Gilford 1680T coach which, alas, ended the run on tow. The long cavalcade added much-needed flavour of individuality to drab sameness of Basildon New Town, where the streets all look exactly alike, being distinguishable only by the blue nameboards on lengths of ugly steel tubing—for there are few things quite so individual as vintage commercial vehicles. Results were not to hand as we closed for Press.—W. B.

It is with deep regret that we report a fatal accident to Lt.-Col. Clive Gallop while he was driving a small French car on the Mickleham By-Pass on September 7th.

* * *

An 80-year-old patient found gassed last month at Parkstone was James McGuire, one of the five men who built the first Rolls-Royce car.

FACTORY METHODS IN THE VINTAGE ERA

No. 3 : ROLLS-ROYCE

Although I have not yet been given facilities to visit the Rolls-Royce factory, American journalists are apparently able to do so, in vintage times motoring scribes were welcome and early in 1928 they found nothing in the nature of a track or conveyor belt for assembling these fine motor cars. The amount of highly-skilled handwork was remarkable.

All raw materials, steel, bronze, white metal and aluminium was ordered to a rigid specification and re-tested at Derby to A.I.D. standards.

Completed engines were run on producer gas for approximately five hours at 300 r.p.m., the gas supply being piped from the mains. At the end of this light running-in, the engine was speeded up to 1,000 r.p.m. for one hour and if everything was satisfactory it went on to full-throttle test, on the water brake. During this preliminary running-in pure oil was circulated through the engine, being kept clean by passage through De Laval separators.

On the Froude dynamometer Rolls-Royce next ran the engine for some eight hours, first for an hour light but faster than on the running-in bed, power readings being taken, then for some seven hours at wide throttle openings.

Gearboxes and back-axles were tested for silence, the latter being put, with its torque tube, on a special chassis rig and arduously tested.

The complete Rolls-Royce chassis was put on a roller-dynamometer, special twin solid-rubber tyres having first been mounted on the back wheels. In this trim the engine drove the back wheels for six hours, in the different gears at varying throttle openings, power readings being taken at the back wheels and the chassis covering the equivalent of a strenuous 500 miles.

Reverting to the power test, the 40/50 h.p. Phantom I was tested thus at 2,750 r.p.m., engine speed, the tolerance being 2 per cent. against predetermined figures at low speeds or 5 per cent. at high engine speeds.

Finally every Rolls-Royce went out on a road test in the hands of four special testers, all cars passing through the hands of these four men. The average period spent in final tests is said to have occupied no less than *five weeks*!

Brake levers, gear levers and steering columns were plated, spare fuses carried on little bakelite wheels to obviate weaking the fuse-wire by bending it round a card, and every Phantom I radiator contained 6,150 brass tubes, each 4¼ in. long. Steering worms were lapped on their nuts and the starter motors, dynamo and coil distributor, but not the magneto, were made in the Derby factory.

I look forward one day to penetrating beyond the gates of today's Motor Division at Crewe to see whether similar standards of manufacture and testing prevail!—W. B.

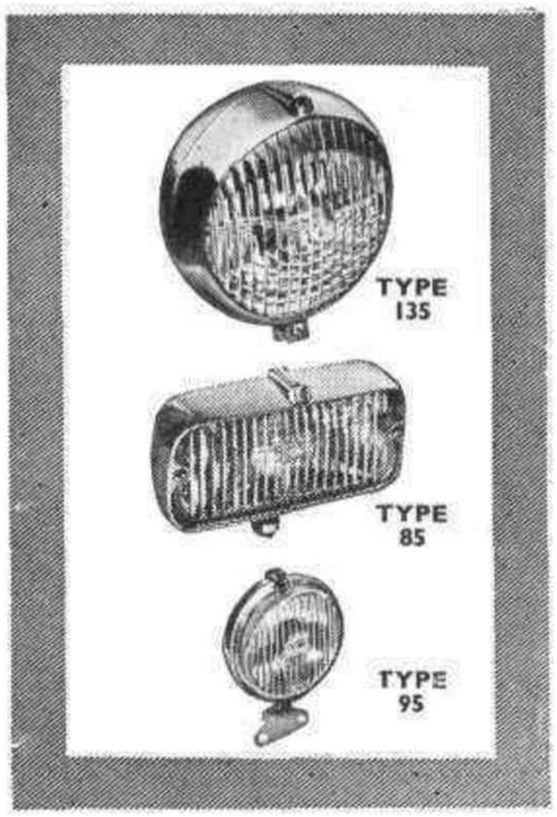
Ind-Coope Ltd. have been using a 1924 bull-nose Morris Cowley tourer restored to original condition for the purpose of advertising their Double Diamond beer. The car is nicely turned out except for an advertising inscription on the side of the body and replicas of beer bottles attached to the hood sticks. This Morris recently returned to its birthplace at Cowley on a visit.

◆◆◆



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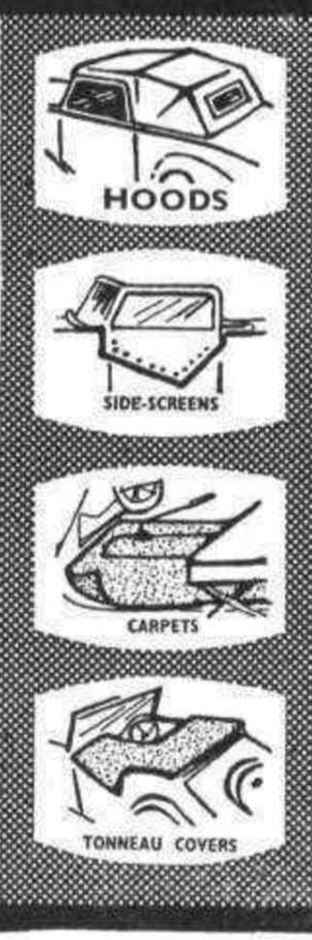


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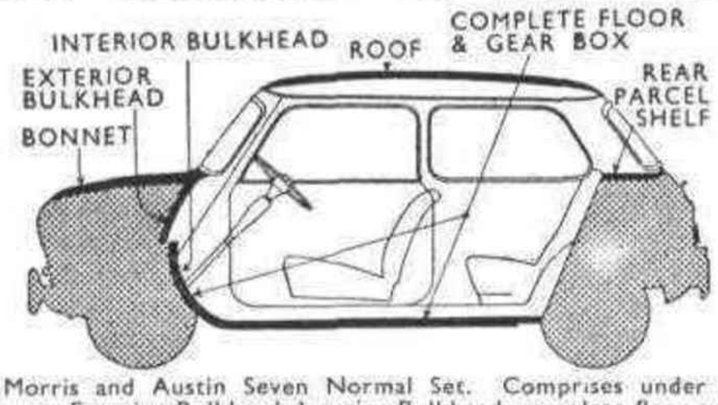
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VINTAGE POSTBAG

Sir,

When I read Mr. Bradshaw's highly entertaining letter about A.B.C. engines in your August issue, and in particular his claims for the Dragonfly, I wondered just whom he was kidding, apart from himself.

Your correspondent " M. P." in the September issue is quite right in doubting the accuracy of Mr. Bradshaw's claims and for concise summaries of the facts I would refer him and other readers to pages 319 and 320 of J. M. Bruce's " British Aeroplanes 1914-18," and to pages 129 to 131 inclusive of " Development of Aircraft Engines," by Prof. Robert Schlaifer of the Harvard University Graduate School of Business Administration.

To begin with, Mr. Bradshaw's claim to have built the *first* static radial is patently untrue—the Wasp was antedated substantially by the Anzani, Isaacson (built by Manning Wardle of Leeds), Smith Static and Salmson (Canton-Unné) single and double row engines, and by the R.A.F.8 engine designed by Frank Green and Sam Heron at Farnborough, which John Siddeley later developed into the Armstrong Siddeley Jaguar.

At the time Bradshaw claimed 340 h.p. (not 360) for a dry weight of 615 lb., but on test the engine gave only 295 h.p. at rated speed and weighed 656 lb. The cooling was so poor that only radical redesign of the cylinder head by the R.A.E., using the data derived from the research of Heron and Professor Gibson, could cure it.

Even then, vibration was so bad when installed in an aircraft that crankshaft failure occurred regularly after only a few hours' life. Had the Dragonfly actually gone into service in France in 1919 as programmed the Germans would probably have won.

Bradshaw was not the first man to design an engine whose normal r.p.m. coincided with the major torsional frequency of the crankshaft—Louis Coatalen fell into the same trap with the Sunbeam Arab and so did Marc Birkigt with the geared Hispano Suiza; successful designers, including Roy Felden and Frank Halford, narrowly escaped the same trouble on later occasions and were only finally saved by such devices as the Saloman damper. So it is unfair to blame Bradshaw for having designed a rough and unreliable engine, but he should not have over-sold it as he did.

Had he been a real genius (instead of too genial and persuasive) he would have appreciated that bench-testing is no guide to airborne reliability and performance.

Finally, to give the Devil his due, you are wrong, Mr. Editor, in ascribing Harry Hawker's death to engine fire in the air. The coroner's verdict (*Flight* of July 21st, 1921, page 494) made it quite clear that the Nieuport Goshawk crashed because Hawker became unconscious from a tubercular haemorrhage and " lost control owing to his physical disability."

I am, Yours, etc.,

" SENRAB."

* * *

Sir,

Granville Bradshaw's interesting letter in your August issue is nothing if not provocative. It is a pity that he did not adhere to the point at issue, which was the Belsize-Bradshaw " Oil-Boiler," for, in touching upon other subjects, he has made a number of statements which are flagrantly incorrect.

Firstly, he states that he had qualms about the cooling of the flat-twin which he designed for A. M. Low's wireless control aeroplane. Incidentally, the engine was of 40 h.p. and called the " Gnat," and to this day I have one of the propellers made from this abortive project. It is completely untrue to say that in those days no air-cooled engine was considered possible unless it was a rotary. He has evidently forgotten that in 1908 Robert Esnault-Pelterie designed and built small monoplanes fitted with air-cooled radials of his own design. The R.E.P. monoplane, in fact, was the basic design adopted by the Vickers Company when they first embarked upon heavier-than-air aircraft, machines evolved therefrom being used by the Vickers School of Flying which started at Brooklands in the second decade of the century.

Anzani built air-cooled radial engines of 3, 5, 7 and 10 cylinders before the first World War, and the V8 Renault air-cooled engines were fitted to the ubiquitous Maurice Farman biplanes from 1911 or thereabouts. Many officers of the R.F.C. took their brevets on these famous aircraft. The B.E.2c, B.E.12, and the R.E.8 are three aircraft which were in service when the Gnat was designed, all of which were fitted with V8 or V12 air-cooled engines designed by the Royal Aircraft Factory.

His reference to a conversation with a fighter pilot friend of his who was home on leave is incongruous. Statistically, the average life of an R.F.C. pilot on active service during the mid-war period was 14 days, whether or not his aircraft was fitted with a rotary engine. It is quite true that the gyroscopic influence of a rotary engine was marked, and that this called for an appropriate technique in pilotage. To state that this force rendered the aircraft vulnerable to enemy attack is grossly incorrect. Let facts speak for themselves.

The Sopwith " Camel " was a rotary engined single-seater fighter which first went into service with No. 70 Squadron, R.F.C., and No. 6 Squadron, R.N.A.S., in July 1917, and many other Squadrons were equipped with them as soon as they became available. As already stated, the torque reaction of the rotary engine was marked, which fact, together with its other characteristics, rendered the Camel intolerant of mishandling. Consequently, during initiation a minority of pilots failed correctly to react to its peculiarities, spun in from the turn, and were killed. However, there are many of my contemporaries who saw considerable service on Camels in France and elsewhere during 1917-18, and with one accord proclaimed it the most manoeuvrable and delightful fighter of its day. In 1930 the March issue of MOTOR SPORT published an article by Major Jack Stewart, M.C., A.F.C., which extolled the virtues of the Camel and an accompanying illustration depicted one being flick-rolled at a wing span height from the ground. On the evidence of cold statistics it can claim to be the most successful of all fighters, for with it a total of 1,294 enemy aircraft were shot down, this being the highest score of any single-seater fighter of the Kaiser war.

The rotary engine had fundamental limitations which rendered it impracticable for further development. Thus, the Sopwith " Snipe " was the last of this family, and was fitted with a Bentley B.R.1 or 2 engine. It became available late in the first World War and was retained by the R.A.F. until 1927. The last active service Squadrons to be equipped with them were stationed in the Middle East, where, incidentally, my friend Stewart Young was killed flying one on night exercise. So much for rotary engines.

Mr. Bradshaw continues by stating that his prejudice to the rotary engine, coupled with the loss of his friend, inspired him to build the first static radial. The first ? Very far from it. Already I have mentioned the R.E.P. and the Anzani. And remember !—it was with a small and somewhat primitive Anzani fitted to his monoplane that Bleriot flew the Channel in July 1909. In the following years, and long before the A.B.C. " Wasp " appeared, Anzani radials were fitted to many aeroplanes, but particularly to Deperdussins and Caudrons. Whereas there were other engines of this type, to quote them would be to labour the point unduly.

The above comments are made in the interest of historical accuracy, and not in derogation of Mr. Bradshaw, whose many and varied attainments are indisputable. Recently I have discussed with him his latest ideas of engine design, and the drawings which he showed me caused me to appreciate (once again !) that " there may be better fish in the sea than ever came out of it." More power to your elbow Mr. Bradshaw, but where the past is concerned let us have the facts straight.

I am, Yours, etc.,

Ryde, I.o.W. F. A. KAPPEY, F.R.Ae.S.

* * *

Sir,

Erwin Tragatch is known as the " Memory Man " of motorcycling, and I sometimes wonder whether he does not rely too much upon his memory, for of the prodigious contributions he makes to the correspondence columns of the Press, some at least seem wide of the mark. There are some whose experience and memories go back even longer than that of Mr. Tragatch but feel too old to bother about contradicting some of his statements.

Being neither too old to bother nor too young to remember, I should like to challenge his remarks about the A.B.C. motorcycle. Why quote the Harry Collier analogy ? A better thing than what ? The A.B.C. was unlike any other machine then existing; it had its faults—for example, lousy rocker gear, but people like R. S. Inglis supplied conversion sets to get over that. The cylinders were extravagantly turned from solid steel and tended to distort. (Still, they made delightful dinner gongs when worn out.) Jack Emerson successfully raced an A.B.C. at Brooklands and at least once headed home the great D. O'Donovan riding a Norton. Emerson (who at the time of his death was development engineer at Jaguars) would not have wasted his time on " undeveloped " designs—since he had his hands on sound machinery like Blackburnes.

Naturally, the A.B.C. was open to improvement, so was everything else at that time, and when the A.B.C. reappeared in improved form it bore the initials B.M.W. . . .

I know nothing of the economics of the Sopwith firm, but it would

be inseparable from the economics of the early 'twenties when so many firms—good and bad—went to the wall.

I am, Yours, etc.,

London, N.W.2. E. A. WRIGLEY.

* * *

Sir,

As one of the people who, in a small way, helped to make the Brocklebank Six, I was most interested to read of it in your fascinating series, "Fragments on Forgotten Makes." Several inaccuracies occur, however.

The car was built by Brocklebank & Richards Ltd., of Oozells Street, Birmingham, and it was generally believed in the works that much of the finance for the project was found by a relative—an uncle, I believe—of Mr. John Brocklebank. While it may well be true that the latter took a hand in the design, the engine was designed by Mr. Richards, an engineer of long experience, who had spent some time in America—chiefly at the Essex works. He also was responsible for plant layout, and designed the special machine tool which rapidly bored the block castings, its ear-piercing screeching being heard throughout the works.

The three-speed gearbox and modern hydraulic braking were accounted for by the fact that both axles and gearboxes were imported from the U.S.A., being of Warner manufacture. In fact, my first job at the engine works in Oozells Street was to chisel off and file out the name Warner, which was cast in the iron gearbox shell!

Chassis frames were brought in and erected at South Works, off Bordesley Green Road, in a very large black-painted corrugated iron building, known locally as one of the Wolseley Aero sheds. Several of these buildings were built by the Wolseley Co. of nearby Adderley Park, for the manufacture of the Hispano aero-engine during the First World War.

Chief Draughtsman Waterman, an Australian, probably influenced the expert of numbers of Brocklebanks to his home country, and his sketches were featured in adverts of the firm, in newspapers " down under."

The weight of 17 cwt. given for the complete car would appear to be an error, and is more likely to have been the chassis weight—in fact, the massive saloon bodies, with their large flat frontal area, were probably responsible for the fact that saloons only reached about 55 m.p.h., whereas the one tester employed—known as " the Yank," from his accent—at times got the chassis up to close on 70 m.p.h.

Sir Herbert Austin did, in fact, at one time show some interest in acquiring the Brocklebank concern, but nothing came of it, he later " imported " American drawing office personnel for the notorious " 12/6." After going for a ride in the first of these models, he is reported as saying to them on his return, " If this is how you make a car in the States, you had better so and so off back there." His command of " flowery " language was extensive, as many know. Austin customers " who mattered " in those days were gently " shunted " on to the very satisfactory 12/4 model, if they ordered a 12/6.

The term " Light Six " was never applied to the Brocklebank as far as I know, being generally used for cars of much smaller bulk, such as the Austin 12/6, the Hornet, A.C., etc., although Daimlers, for one, termed their small Six the " Light Fifteen "—it was far from light, however.

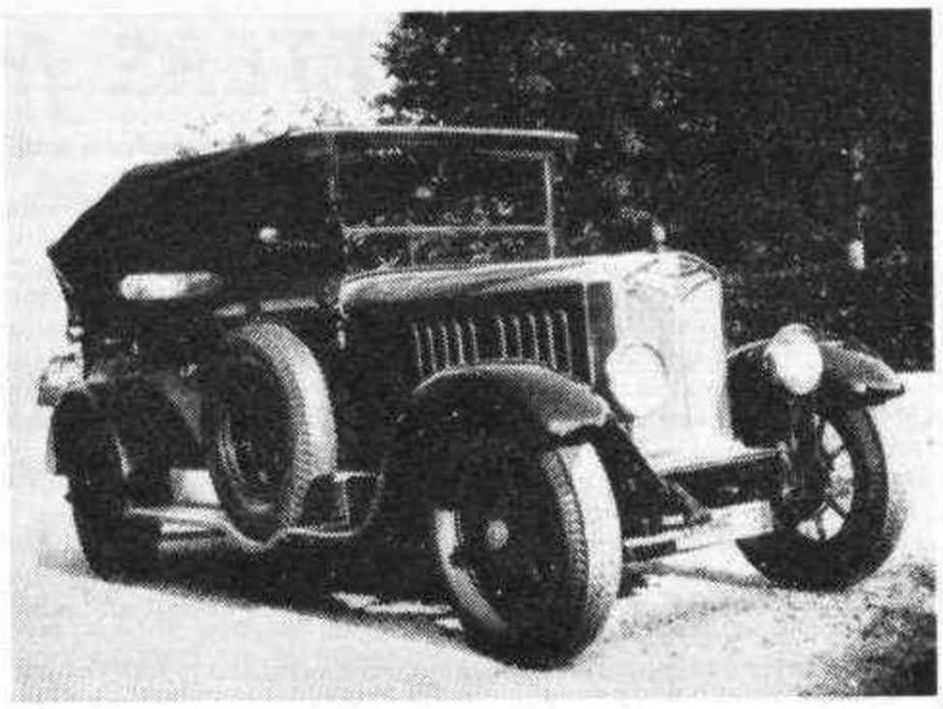
Reverting to Brocklebanks—other personnel included sub-assembly chargehand Charles Bull, who had worked, while at Wolseleys, on the " gyro car." He later transferred to the Rhodi, stating that the first Rhodi Hawk gearbox, although made as per drawings, had to be considerably modified before it could be built up!

Then there was the machine shop employee who had spent many years at the Calthorpe, having numerous tales to tell of the financial ups and downs of this firm. And the young office employee named Sharpe who entertained us during the dinner break with hair-raising stunts with his Rhodi " occasional four "—his favourite trick being to drive down the footpath of Oozells Street, taking one wheel over the protruding footsteps, including the one which we rapidly vacated!

In conclusion, I would state that in my opinion the Brocklebank chassis, of sound American inspired conception, was " killed " by the heavy bodies fitted—this accounting for the poor " Press " which it had, and consequent sales difficulties. Upon liquidation, existing spares were bought by Smiths Garage of Bournbrook, Birmingham. A Brocklebank Six existed in the Aberystwyth area around 1939.

I am, Yours, etc.,

Knowle. PHIL SMITH.



Sir,

The above photo was taken in Austria last month, and shows a very nice six-seater Protos. I know nothing more about this German car, so if anyone could give me further details of it, I should be very pleased.

I am, Yours, etc.,

Reading. PETER C. MORRIS.

* * *

Sir,

Mr. Padley-Smith's letter about steam wagons came at precisely the right moment. Only three days before reading it, I had the privilege of seeing my first steam wagon, and was able to gloat over it with a friend.

It was a 1926 Sentinel belonging to the United Africa Co., and its driver assured us that a total of six are in regular use on Liverpool docks. It is capable of 20 m.p.h. and had, with its trailer, just delivered 13 tons of cotton yarn to a mill in Blackley, having done the journey in three hours. The maintenance and running costs are negligible, and the cost of replacing them with oil-engined vehicles is fantastic.

The silence with which it moved was astonishing, as was the infinite smoothness of its start. No juddering clutch, crashing gears, screeching brakes or rattling fuel pump—just adorable, unaccompanied movement.

If the public could realise that silent heavy vehicles are a practicable proposition, it would be the oil engine's turn to be forced off the road. One hears a lot of tales about steam vehicles being forced off the roads by the oil companies. Surely it is time that they were forced *on* by the long suffering public! I would be pleased to hear some authoritative information on the fate of these wagons, and of the obstacles to their continued use.

Any move to encourage the production of steam wagons will have my full support (such as it is!). Let us have more wagons of heavenly silence! Oil is for external combustion only, as has been demonstrated to me by an excellent antique.

I am, Yours, etc.,

Blackley. E. C. BOURNE.

[The letter from Mr. Padley-Smith has resulted in an unexpectedly large number of replies and I propose to investigate, and if the steam wagons referred to still exist, I may return to this fascinating subject.—ED.]

A reader has sent us a photograph of a very well-preserved 7/17 Peugeot coupé which he came across in the Costa Vasca. This appears to be original except for the substitution of modern disc wheels. Amongst the cars and spares of which we have heard this month, there are a great number of parts left by the late Mr. Selborne for Delahaye cars. These include such items as clutch plates, brake linings, bumpers, springs, cylinder head, valve rocker cover, etc., and are presumably for the type 135 M. Delahaye. These will be sold for what they can realise; letters will be forwarded. Then in a shed in North Wales, with the bodywork considerably modified and damaged and later rear wheels substituted, there exists what appears to be a *circa* 1928 or 1929 Austin 12.4.

LETTERS from READERS

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

FORD FAN

Sir,

As regards "Ford Failings," the firm I work for (not in the motor trade) started to use 105E Anglias when they first came out, and they have been so satisfactory that they are gradually changing their whole fleet over to them. The first cars have now mostly passed the 20,000 mark, and the only grumbles from the drivers have been the rain pouring in and a flat spot in the carburation.

But the cars certainly haven't fallen to pieces—they just *aren't* as bad as some critics say!

Turning to Fords in our family, we recently sold a 100E Anglia which had done 91,000 in 3½ years. It had a reconditioned engine put in at 60,000 but was otherwise entirely original, except of course for tyres, brake linings, etc.

At 91,000 the gearbox and back axle were very noisy, but the car as a whole was still *far* above the "good runner" level. Before that, we had an E93A Popular which did 59,000 in two years and was still going strong on its original engine when sold.

Our present Consul has now done 18,000 and nothing has fallen off yet, and I see no reason why it shouldn't do as well as the others.

These three cars have all been sensibly run-in and very scrupulously maintained, but they are *not* kept in a glass case or nursed, as 59,000 in two years and 91,000 in 3½ years will show.

I also know where there is a Ford Zephyr which did 37,000 in the first 12 months of its life, so you can tell that car didn't spend much time in the garage having its "failings" put right!

Usual disclaimer and all that, but it's about time we had "Fair Play for Fords"!

I am, Yours, etc.,

Moffat. A. E. HARDMAN.

* * *

VW FAN

Sir,

I applaud the statement by Mr. M. G. Isaacs, of Golders Green (September 1960), that he didn't realise how good the Volkswagen was until he had really examined it.

Ridiculous though it may seem to nearly four million enthusiastic owners the world over, quite a few people, in their undoubted ignorance, write this famous vehicle off as being just another car. Nothing could be further from the truth.

With its magnificent air-cooled engine, fantastic independent suspension, "silken" gearbox and top-bracket finish, both interior and exterior, it is nice to own a car which doesn't spend half its working life undergoing repair in a garage.

My VW is a mere 15 months old, with 15,600 miles on the "clock," and despite the fact that it is always exposed to the elements, it is still in showroom condition. The doors close with solid efficiency, the windows do not rattle, and the interior is as snug and watertight as Noah's Ark. In fact, the Volkswagen is as faultless as an innings by the great Don Bradman on a perfect wicket, and is so superior to any of its British contemporaries as to make comparison somewhat ludicrous.

Of course, many people prefer to be patriotic. Frankly I prefer quality, which in the small car world, is quite simply—Volkswagen. This letter may appear to be rather a one-sided affair. It *is*—in favour of the greatest small car of all.

I am, Yours, etc.,

Newhaven. B. SEARLE.

* * *

OPINIONS ON THE VEHICLE TESTS

Sir,

It was with interest that I read your comments in the July issue relating to tests for 10-year-old cars as I was reminded of the futility of this type of testing which was carried out in South Africa some few years ago.

At that time all cars changing ownership were subjected to an examination for roadworthiness by approved garages, who were empowered to issue a Certificate of Roadworthiness for a fee of 7s. 6d., always assuming the car was in good mechanical order.

This certificate was necessary for the registration of the car with the local authorities and was often provided by the vendor of a secondhand car.

In 1955 I bought a 1947 Ford Prefect in only fair condition, from a person who was unable to provide the necessary C.O.R. Being temporarily impoverished as a result of my purchase, I was unable to provide the new king-pins, brake linings, etc., to make the 35,000-mile Prefect roadworthy. However, casual inquiries amongst fellow motorists provided the name of a prominent garage in the city which would supply the necessary document for a consideration.

Not wishing to risk driving an unsafe and, more important, an unlicensed vehicle, I visited the garage on foot and was introduced to "Fred," the manager, who informed me that the usual fee for a C.O.R. was 7s. 6d. but he could provide one for £1. I mentioned that I did not have the car with me and was then told that the fee would be £2. On querying the rapid rise in cost, Fred, removing his expensive cigar, exclaimed, "The extra quid helps to pay the fines when we get pinched."

A hurried mental calculation showed the cost of the repairs would amount to considerably more than £2, and, within five minutes, I was in possession of a Certificate of Roadworthiness issued by a helpful gentleman who had not laid eyes on the car concerned.

In 1956, having achieved some degree of financial stability, the Ford, having been restored, was sold and I invested my savings in a 1948 Dodge, when once again a C.O.R. was required for a motoring machine in doubtful condition. A telephone call to "Fred" produced the information that he had left town (probably that magistrate did not give him the option of a fine) and the address of another garage was mentioned. This establishment issued another C.O.R. for the cost of a few minor repairs which were badly executed and, if anything, made the car less roadworthy than it was before.

During 1957 all vehicle testing was carried out by the City Corporation Vehicle Inspection Department and not by privately owned garages. As a result a number of well-known garages made small fortunes by selling certificates in the period before the changeover took place.

Before leaving South Africa in 1959, I took my 1957 Morris 1000, with 9,000 miles on the clock, to the Durban Corporation testing station, where it was carefully checked using modern testing equipment before the issue of a C.O.R. costing 7s. 6d. I shuddered to think of the tester's opinions had he seen the Ford or the Dodge as they were when I first owned the cars.

My experience of garages in South Africa, England and other countries would not lead me to believe that the average English garage owner or mechanic is any more honest than his overseas counterpart and I would forecast a good trade in certificates when the testing regulations are enforced.

I am, Yours, etc.,

"BEREA."

(Name and address supplied.)

Sir,

On the eve of the 10 Plus tests I am beginning to suspect that the powers-that-be are combining to drive the older cars off the road whether they are roadworthy or not.

Twice recently I have had to call at a garage for a minor adjustment to my 1938 Hillman Minx, only to be greeted with a highly superior down-the-nose look as if I were something the cat has just brought in. Attention and service were grudgingly given in spite of the fact that in each case I paid on the nail.

Now my money is as good as that of the man who rolls in with a modern engine and upholstery wrapped round with tin. In any case courtesy is not expensive. I cannot afford a new car, being on a mere pension, but I do maintain my Hillman in sound roadworthy condition, and there must be hundreds in similar circumstances.

Of course, with purchase tax being what it is, the Government will rejoice to see old cars going out and new ones coming on the roads, and no doubt manufacturers prefer to turn out cars that will be scrap in a few years to keep the production lines moving.

I am afraid that these tests are just another racket.

I am, Yours, etc.,

Lancing. A. F. ROGERS.

Sir,

The August Editorial comments informatively on the Old Car Tests and on the rate of accidents attributed to vehicle defects.

I was disappointed to find that there was no consideration of the question which logically arises from these two subjects, namely; what proportion of the 7,481 accidents caused by vehicle defects arose from faults which would come to light in the official tests?

Or, put another way : if the tests had been in operation at the time, how many of the 7,481 accidents would not have happened ?

It may be that the statistical breakdown permits of no accurate reply to this query. This may be as well ; I doubt if the truth would justify the scheme.

I am, Yours, etc.,

East Grinstead. A. POWELL.

[Robert Glenton had a powerful article in the *Sunday Express* of September 11th attacking the futility of the tests.—ED.]

* * *

SIGNITIS

Sir,

I have just encountered my first case of signitis, the symptoms and results of which are scarcely credible. One point, however, remains obscure.

As one who was until recently accompanied by an instructor, I was religiously taught that there were three types of road sign :

(1) Signs which must be obeyed, and include in their composition a red circle or disc, e.g., Halt, 30 m.p.h., and No Entry signs.
(2) Warning signs, which are surmounted by a red triangle, such as Road Narrows, etc.
(3) Signs which are merely informative, and are printed in black and white, e.g., Route signs and signboards.

On not one " 50 " sign (and I certainly saw plenty) did I observe a red circle or disc. May I humbly suggest, therefore, that if the powers-that-be expect motorists to comply with their Highway Code they stand by their own principles. If a sign is compulsory, let there be red circles and discs.

I wonder if any of the motorists prosecuted for exceeding a 50-m.p.h. limit claimed that the limit was not compulsory owing to the absence of red paint.

I am, Yours, etc.,

Ramsden. P. J. MAVROGORDATO.

* * *

JACK BRABHAM

Sir,

Is the epidemic of bad sportsmanship so evident in football, boxing, etc., finally spreading to motor sport through the medium of your bearded scribe ?

As Jack Brabham is too much of a sportsman to reply to some of the things " D. S. J." has said of him, I feel that it is time someone else did.

In an earlier edition, a headline proclaimed " Moss the Moral Victor." In the article below, Stirling's struggle to catch up was given a far greater reception than the careful but very rapid driving of the World Champion.

In September's issue, " Jenks " is at it again : for example, " . . . but for once Hill was not impressed by the World Champion, and kept him at bay for two laps, playing it as rough as the Australian wanted," also—" Having got in front Brabham was sliding his corners so that the Cooper filled the whole road, but Phil Hill was still not impressed and scratched by into the lead again, giving Brabham something to think about."

Best of the lot, however, was this one—" We now had the very familiar picture of Brabham securely in the lead, followed by his team-mate McLaren safely in second place, and depending on whose side you are on you describe it as good-luck or bad-luck." This one, quite frankly, disgusted me.

It might be food for thought that Jack Brabham is driving a heavier car than Stirling's Lotus, and he manages to win with it nevertheless —perhaps if Jack retires before Stirling, the latter could make him the team manager, and make use of that race strategy which Jack undoubtedly has.

And, I nearly forgot, Jack can tune Webers, too !

So perhaps, " D. S. J.", you could show a little more of that Pommie sportsmanship everyone used to admire, to an Australian who is doing a power of good to the prestige of British motor cars all over the world.

I am, Yours, etc.,

Slough. M. B. WANSEY.

Sir.

Whilst we once again applaud Jack Brabham's win in the Portuguese G.P., practically sealing his second Championship, I for one would like to see him prove his skill in the seat of some car other than a Formula I Cooper.

Although Stirling Moss has never actually won the Championship yet, he has at least proved his undoubted skill in an array of cars—Vanwall, Mercedes, Maserati, to mention but a few—which does at least make a sport out of a paid job.

All previous champions were champions in so much as they proved their mettle in all types of cars even if they did not like that particular type of racing, e.g., Fangio's dislike for sports-car racing.

Please, Mr. Brabham, we know you can drive a Cooper, now let us see your skill in a B.R.M., Lotus, or even a Ferrari, to show a little more of a sporting effort and make it look a little less like a job.

I shall be very grateful if you would publish this letter as I am sure there are many other readers who feel the same.

I am, Yours, etc.,

London, N.7. JAMES A. HENDERSON.

[We, too, would like to see Jack in a B.R.M., Lotus or What-have you, but he is signed up with Cooper, and can hardly be expected to drive other cars, at all events not in Grand Prix races.—ED.]

* * *

WARNING

Sir,

I think perhaps your readers may be interested in the results of my friend's investment in a " *famous* Lotus Seven."

From the very first the car gave trouble in all respects. The main trouble, which nearly cost my friend and myself our lives, was a very shoddy joint on the steering coupling which completely failed on a bend in Devon, fortunately at a slow speed. The resulting crash completely wrote the car off. I would like to warn all Lotus owners to check the ridiculous securing pin which holds the steering department together.

I am, Yours, etc.,

Redditch. F. MORRIS.

* * *

N.S.U. FAN

Sir,

Many thanks for your interesting article " Riding on Rubber for 10,000 Miles " in the August issue of your excellent magazine. Maybe in the September issue we shall have your report on " Riding on wheelrims for a further 1,000 miles," or have you bought a new set yet ?

In an earlier issue of MOTOR SPORT I noticed that you reported on an N.S.U. Prinz 30 which refused to start. I have owned an N.S.U. Prinz 30 since April of this year and have ridden on rubber for over 3,000 miles and this car has consistently refused *not* to start, and among other delightful characteristics it has a beautiful gear-change.

I have owned three VWs and two D.K.W.s in the past, and when Messrs. Interior Silent Travel finally decide to supply me with a kit for my N.S.U. I shall not hanker after any of these previous vehicles.

I am, Yours, etc.,

Fleet. W. H. MILNER.

* * *

JAGUAR PROS AND CONS

Sir,

I read MOTOR SPORT's test report on the 3.8 Mark II Jaguar with great interest, since I have recently, and very reluctantly, exchanged my six-year-old Bristol for a Mark II 3.4 Jaguar (an almost identical car to the 3.8-litre).

Why is it that even notably impartial testers like MOTOR SPORT seem to pull their punches when it comes to writing about the Jaguar ?

May I state my impressions :

First of all there must be no car in the world which offers so much at the Jaguar's price (the firm must have to sell the completed car, less purchase tax, to the distributor for something like £850).

So far agreement with MOTOR SPORT. Now one begs to differ, viz :

(1) Your tester says " the synchromesh can be beaten all too easily." What an understatement ! It is worse than the cheapest British car; a big disadvantage to any car driver who requires a bit of help to mate the turning cogs.

(2) The seating looks opulent but nevertheless fails to hold the driver and front passenger cradled in its depths as my Bristol did. It is a seat that one feels one is sitting on and not in. Thus the conductor tends to cling to the steering wheel on corners and the passenger, having no grab handle, is prone to cling to the driver. Furthermore, until inch-sized blocks were inserted under the front of the seat, the squab was too erect for me and long journeys were a torture due to neck strain. There must be hundreds of Jaguar owners who could have much more comfort if they experimented with blocks of varying size in this way. The real answer, of course, is to provide adjustment of the squab by cam or otherwise. Indeed, the Jaguar design team would be well advised to study the seats of Porsche, Borgward coupé and Bristol.

(3) John Bolster, writing in " High Performance Cars 1958-59 " of the Mark I version, never even mentioned what then was the most objectionable characteristic of the new small Jaguar, namely the roll tendency and dangerous rear-end characteristics. How he could

have missed or glossed over this is beyond me. The rear-end fault is greatly improved in the Mark II but the roll is, in my view, still the greatest Jaguar defect.

In the late-lamented Bristol one could drive hundred upon hundred of miles and get out really fresh, because the car had only to be " willed " round corners—it was an oversteerer, and for the penalty of a little lateral instability on very fast straights she could be steered round corners without the accelerator. On the winding roads where we do most of our motoring, it is very restful to ease the accelerator at a corner, whereas in a Jaguar one must go round even blind corners at ever increasing speed to diminish the roll on this understeering car. Several hours of this sort of motoring adds greatly to fatigue.

Because of the softness of the Jaguar suspension a sudden stop with the car on a diagonal line can be a very unnerving experience.

To someone not trained in engineering here is a car the engine of which is so heavy that the makers have to specify a *higher* tyre pressure in front than at the rear. One is tempted to think that if there were a lot more light alloy in this admittedly superlative engine all the steering troubles would disappear.

In closing, I might add that my first weeks with the car were ruined by petty annoyances due to faulty electrical components, jamming of the oil-pressure relief valve, and an unbearable smell of petrol which was incurable until the dealer, on instructions from the works, modified the petrol filler compartment. However, these are things one expects nowadays.

Good luck to the great-hearted and willing Jaguar and long life to Sir William Lyons, who has given fast luxury motoring to many who could not otherwise have afforded it.

I am, Yours, etc.,

Dungannon. CONN. MCCLUSKEY.

* * *

THE PAXTON PHOENIX

Sir,

Your various strikes in Britain have put me behind in my MOTOR SPORTS, but I have been following the letters concerning Mr. Doble and his steam cars. Mr. Parsons is correct (July issue) in saying Mr. Doble lives in California, and was, in fact, very active a few years ago in designing a new steam car which, unfortunately, did not see the light of day.

This car, the Paxton Phoenix, was to have been manufactured by McCulloch Motors Corporation, an American company which produces portable chain saws and whose engines are now very popular in Canada and the U.S.A. for Go-Karts. The Paxton Division was formed in 1950 and the car was to be offered in two versions—a four-cylinder eight-piston gasoline engine and a six-cylinder compound-type steam engine designed by Abner Doble. The steam plant, which never progressed beyond the prototype stage, had a " flash " type boiler with stainless steel fire box. Since the adding of water was deemed unacceptable, the water tank and condenser were completely sealed from the outside air.

One model of the car frame and body was completed and for testing purposes was powered by a rear-mounted Porsche engine. Neither the steam unit nor the interesting gasoline engine were ever installed in the car.

From pictures I have seen of the Paxton, it would look very modern even today. It featured a fully retractable hard-top—rather like recent American Fords and the Chrysler Thunderbolt of the early 'forties. Unlike those cars, however, the top fitted, not in the boot, but over it—drawn back and forth by steel cables recessed in small channels on either side of the boot lid.

In 1954 the Paxton car project was abandoned in order to free then-scarce engineers for other (and less risky) projects. The car, of course, could not have been built and sold for less than at least $10,000, and would have required many, many millions to bring into being.

I am, Yours, etc.,

Ontario. FRANK-LYN COOPER.

* * *

THE TREND OF MOTOR RACING

Sir,

I find difficulty in understanding the contradictory attitude displayed by your magazine towards the present Grand Prix formula and the current state of development of the Grand Prix car—rear engined, extremely light, all independent suspension and a minimum of unsprung weight.

Your attitude to current Grand Prix cars appears to be one of disapproval. For example, in your recent " Zandvoort Zummary " you referred to Stirling Moss' Lotus as " a sort of Go-Kart "; a caption published beneath a picture of Bruce McLaren's Cooper taking the South Curve at Monza on three wheels during the 1959 Italian Grand Prix stating that this position was the characteristic of an " also ran " and not of a championship contender; finally, there are instances, too numerous to mention here, of perjurative nuances when describing current cars and of a continual looking back to the golden age of Alfa-Romeo/Ferrari and Ferrari/Maserati when racing cars were and looked real racing cars.

I am able to respect though unable to agree with your view for I feel one must hope for progress in racing-car design which will be manifested by increased speed and reliability, the use of more efficient components, and a general trend to simplification in design. I believe this process should be welcomed even if it means earlier conceptions of racing cars become outmoded—as the Bugattis and Alfa-Romeos did in the mid-1930s with the advent of Mercedes-Benz and Auto Union.

What I am unable to understand is your championing of the independent driver at the same time as you hold these other views. In your recent " Silverstone Sidelights " you praised Piper as a " real private owner " and Naylor as a " real private builder." You appear to overlook that it is only the present stage of Grand Prix development and the appearance of " special built Grand Prix cars " that gives these men a chance and prevents a situation occurring, as it did during the Alfa-Romeo/Ferrari era when Grand Prix racing successes were monopolized by works teams enjoying powerful backing.

Far from the present situation when independents like Rob Walker using relatively cheap cars can enter Grande Epreuves and hope to win, as they have done at Buenos Aires, Monte Carlo and Monza, being detrimental to the Sport and individual initiative, I would suggest that this will inject far more new blood and technical innovations into Grand Prix racing than ever happened when Bob Gerard and those other stalwart E.R.A. drivers continually brought up the rear.

I am, Yours, etc.,

Epsom. KENNETH J. JORDAN.

Sir,

I think the time for strongly enforcing the Formula Junior driver regulations has arrived.

The idea of Formula " Junior " is to provide a single-seater " testing ground " for the average, (and the graduates from this class) the " up and coming " driver—an exceptionally good example of this being Lotus' Trevor Taylor and Jim Russell's Chris Johnson.

I do not however class Jim Clark, John Surtees and Henry Taylor as " up and coming "; I consider them to have arrived! With these three in Formula Junior the average clubman does not stand a chance of a placing; sometimes not even of an entry!

So give the clubman a chance of getting into the first three, for it is well said that nothing breeds success like success.

I am, Yours, etc.,

Bexley Heath. PETER DOODES.

* * *

AN EXPERIENCE ON M 1

Sir,

For the benefit of any misguided motorist who still believes that our modern efficient highways still leave room for that grand feeling of comradeship and friendly help that were once one of the joys of motoring, let me hasten to put him wise, lest, in his innocence, he be caught unawares as I was.

While motoring north on the M 1 recently, I passed one of the many unfortunate drivers whose car had broken down. Seeing the man's obvious distress I drew in to the " hard shoulder," but was merely asked if I would mind telephoning the A.A. or R.A.C. This seemed reasonable enough and I drove on to the next 'phone box ¾ mile along the road. I lifted the receiver and after a short pause a girl's voice answered. Briefly I told her the facts and gave her the type and registration number of the car and the approximate location. To my astonishment the girl flooded me with a battery of apparently irrelevant questions: " What was the name and address of the driver? Was he a member of the A.A. or R.A.C.? If so, what was his membership number? What type of car was it? What was the registration number? What was the probable cause of trouble?

Naturally, I could not answer all these questions, but suggested that such details could be filled in when the breakdown van arrived. In any case, I pointed out, the motorist needed help and was most unlikely to run away before it came, since he was immobile. With blunt obstinacy the girl replied that no action at all would be taken until she had all the information to fill in the necessary forms! She suggested I should walk back to find out the information and then telephone again, or leave the driver to manage by himself. Realising that the driver was now relying upon me for help, but feeling disinclined to walk 1½ miles for somebody I had never met before, I decided to drive back to the stranded motorist—a rather complicated

process on the M 1, I found, involving turning off the road twice and driving an extra five or six miles.

Altogether the incident was rather bewildering. I had always understood that stopping on a motorway was to be discouraged—yet here, nobody wished to help a car which was incapable of moving. Plainly the police had no interest in such matters, for not one patrol car passed us either way between London and Northampton.

I am, Yours, etc.,
JOHN LEANING.

* * *

SMALL CARS IN MALTA

Sir,

I used to be a rabid hater of Volkswagens, mainly because (1) the basic design appears to be all wrong; (2) the shape; and (3) you were always singing its praises.

On arriving in Malta two and a half years ago I hired a new Minor 1000 for a month whilst making up my mind what to buy. I thought this car a brute as the back springs wound up on the bumpy roads; I cut a brand new pair of driving gloves to bits on the interior; the trim fell off, etc. Mainly because of the road surfaces I decided that I must have a car with all-independent suspension, and as my wife was then a fairly inexperienced driver I did not want anything too large. Also I wanted something economical which had a good second-hand resale value in Malta, as I only intended to keep the car for a short time. The only two cars, at that time, which fulfilled my basic requirements were the Volkswagen and the Renault Dauphine.

The Dauphine proved impossible because, being 6 ft. 7 in., I did not fit. The VW proved a better proposition, and so, as you cannot really enjoy motoring in Malta, I was prepared to put up with the thing. I have now brought that self-same car back to the U.K.

In two and a half years and 20,000 miles, equivalent to about double back at home, the following defects only have occurred :

(1) First gear broken by my wife, for which I take full blame as I told her to change down whenever the revs dropped, and that she could not make mistakes with the gearbox. Unfortunately I forgot to tell her that first is not synchromesh. All replacement parts, oil and labour were provided free under guarantee although my wife admitted liability.
(2) One set of points.
(3) Burnt-out wiper motor rotor. Rotor replaced, not the whole unit.
(4) Clutch replaced at 20,100 miles.

The only mods to the car are cutting the seat slide back half an inch, fitting a petrol gauge and fitting an anti-roll bar, which has since become standard. As almost the entire mileage is done " one up," I am thinking of lowering the rear suspension. I am also thinking of fitting " X "s to the back end, but cannot wear out the Continentals, tyre wear being less than 50%—my Minor-owning friends were getting about 12,000 from their Dunlops in Malta.

Only on one occasion, so far, have I missed my Silverstone Healey and Sunbeam-Talbot 90s, and that was on A 1.

After two and a half years I now know why a car which appears to be " wrong " sells so well. I like my little " pre-war " beetle.

I am, Yours, etc.,
Glasgow. J. P. DOUGLAS.

* * *

AUSTIN SE7EN FAN

Sir,

I feel that I must reply to Mr. E. D. Reid's letter in last month's issue of MOTOR SPORT concerning the Mini Minor *versus* the Fiat 600. I have recently taken delivery of a new Austin Se7en de luxe, in which I have completed approximately 4,000 miles.

Not being a small car fan I was very sceptical about being cooped up in a car that appeared to be less than half the size of any other vehicle that I had ever driven. Nevertheless, my fears were quickly dispelled after driving it for a few days. I am 6 ft. 2 ins. tall and I find that there is quite enough room for my legs even on a long run; in fact, I find it less tiring than a lot of much larger cars that I have known. For the price in this country I find that the finish inside and out is excellent. The ashtrays are, I admit, less than useless and the door pulls are not very clever, but you try and find a place to put conventional door handles on the inside ?

The Fiat 600 is £613 in this country as apposed to £537 for the Mini, but as you say the Fiat has been out for six years and therefore the car is years out-of-date in design. The idea of rear-engined small cars is an old one and as a general practice not a very good one, the engine being very noisy and precious little room for anything larger than a week-end suitcase. Mr. Issigonis seems to have overcome these problems remarkably well. The design of the Minis, whilst being far from the answer of putting a " quart in a pint pot " it is a very big step forward to the solution and to my mind (and many others) is unrivalled anywhere in the world.

I would point out at this stage that I have no prejudice against Italian cars or indeed any other foreign vehicle. I have to plead ignorance to the conditions in Malaya as I have never been there, also to how our cars stand up to them, but on reading the prices mentioned in Malaya I would be very tempted to keep the £13 in my pocket and take the risk, not forgetting the vast organisation which is backing the car right from the start.

I only wish that I could find an excuse to come to Johore and if I did, rest assured that I would come in my Mini !

I am, Yours, etc.,
Sheepy Magna. M. C. VERD.

* * *

BLACK MARK FOR MARPLES

Sir,

Further to your article in " Matters of Moment " of the September edition of MOTOR SPORT, where you refer to the mania for roadside signs and speed limits, I have the following to add.

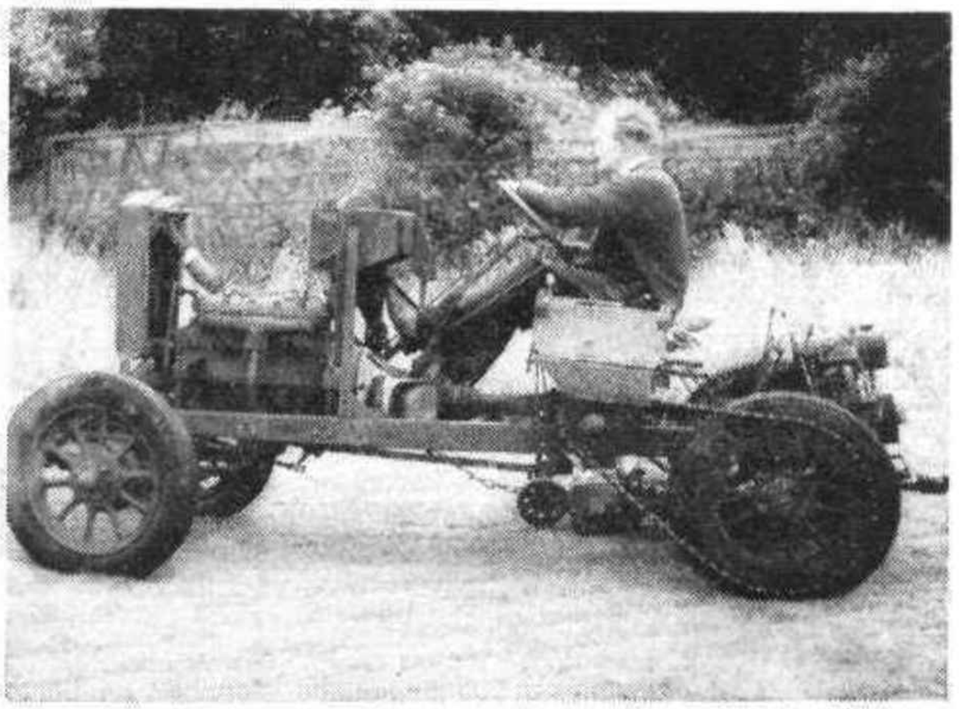
I have the occasion to travel between Cambridge and London at week-ends, leaving Cambridge on a Friday evening and returning on Monday morning. I am never certain if the 50 m.p.h. speed limit is enforced or not, as one comes across stretches of the road with signs, without signs, signs covered, signs on one side of the road and not on the other, etc., all very bewildering.

The final absurdity of this system, which was introduced to increase road safety, was experienced by me on Monday morning, September 5th. Travelling along the A11 near Audley End House, I encountered a lorry which was parked near the centre of the road. It was being loaded with 50 m.p.h. signs, which one presumes to have ceased to function. The road curved at this point and was marked with a double white line. In my opinion the position of this lorry caused far more danger on this twisty narrow road than any driver could by exceeding 50 m.p.h.

Perhaps the authorities if continuing this scheme will use a little more discretion and thought in the manner in which they apply it.

I am, Yours, etc.,
Cambridge. G. J. DOEL.

TAILPIECE



[Photo by John Grey

This remarkable Morris, with Petter Moores in the driving seat, was used for driving tests recently during a Sunbeam S.T.D. Register Rally. It is a genuine vintage conversion, turning car into lawn mower with a separate Petter engine to drive the blades and there is even an original assembly sheet with the vehicle to prove it.

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FOR SALE

1934 2-LITRE LAGONDA pillarless saloon. Exc. cond.; overhauled 1958, little used since. £100 o.v.n.o. Also 1947 1½-litre Riley saloon. Sound mech. cond.; good tyres (two new); new sealed-beam headlamps. £195 o.n.o. Carr House, Rawtenstall, Rossendale, Lancs. Tel.: Rossendale 2605. [2322

BENTLEY, 1925, 3-LITRE, long-chassis, tourer. Original Gurney Nutting aluminium body. New tonneau, hood frames. Rebuilt wheels; excellent tyres. Completely rebuilt back axle. Reconditioned slopers, magnetos, Autovac. Running well £135 o.n.o. Nigel Brown, Storeton Road, Birkenhead. Tel.: MOUntwood 1541. [2323

VENTOR SUPERCHARGER with carburetter, gauge and manifolds, for 2-litre engine, £45. Bristol camshaft, £5. Many other enthusiasts spares. Send stamped envelope for list. Osborn, Colt House, Clent, Stourbridge. Tel.: Belbroughton 422. [2324

M.G. PA, 1935. Resleeved, reground crank, hydraulics. £80. P. Halstead, 71, Laithes Lane, Barnsley. [2325

ALVIS, 1936, SPEED Twenty-five. Black pillarless saloon. A fine car in very good condition. £165 o.n.o. Full details and photos from Lily Hotel, Bridport, Dorset. [2326

ASTON MARTIN MK. II S.C. open. Sound car. Must sell. 10, Park Street, Haslingden, Lancs. Tel.: Rossendale 1761. [2327

TA M.G. Rebuilt, bored, hooded, wired and generally cond. Offers. Jones, 18, Fairhope Avenue, Vale, Lancaster. [2328

RILEY 2½, 1947. New tyres and lights. Sound well-maintained example. Heater. £150. Tel.: BEArsden 4114 (Glasgow). [2329

1938 BENTLEY 4¼ Park Ward LE Series. Car in good shape. Engine recently overhauled by R.-R. and Bentley specialists and is still being run-in. Oil consumption 1 pt. per 500 miles. May be seen Hampshire. £425. Box No. U.330. [2330

DAIMLER FIFTEEN, 2-seater d/h. aluminium body. Original maroon finish. In excellent condition. Will pass car test easily. Spare engine and gearbox. £130. Aupers, George Street, Hailsham, Sussex. Tel.: 108. [2331

VOLKSWAGEN, 1951, r.h.d. Not run since complete engine overhaul by specialists. Bored, ground, new starter, etc. Bills available. £225. Open to polite suggestions *re* price, exchange, H.P. West, 3, Draycott Avenue, Kenton, Harrow, Middlesex. Tel.: WORdsworth 6642. [2332

ALVIS SPEED TWENTY-FIVE Charlesworth saloon, 1937, nice condition throughout. £140 o.n.o. 863A, Wimborne Road, Bournemouth. [2333

VINTAGE HUMBER 16/50, 1929 Imperial model. Genuine 70,000 miles; one owner for 29 years. Original tools, instruction books, etc. Exceptional condition. £130. Allen, Tel.: Farnborough (Hants) 2458. [2335

RILEY ADELPHI. Engine completely rebuilt by Wesbell Motors 3,000 miles ago. Bills for £130 this year. Good tyres, brakes and steering. £120. Tel.: Iver 626. [2337

COOPER MARK V, fitted Norton d.o.h.c. engine. £195. 158, Dark Lane, Bedworth, Warwickshire. [2338

FORD, 1953, PREFECT chassis complete, running order. £55. Suit "special." Tel.: ORP 20958. [2339

A40/MISTRAL SPECIAL. Rebuilt 1956. Good condition. Curved screen, hood, etc. Sound, reliable car. £230 o.n.o. Hynds, 2, Riverside Avenue, East Molesey, Surrey. [2340

FOR SALE—*continued*

JOWETT JAVELIN de luxe, 1952. Black, brown interior. Heater. Recent engine overhaul; two new front tyres, new battery. Good example. £120 and take over 18 months at £13 11s., or £350 cash. Tel.: WIM 0096. [2341

750-c.c. SPECIAL. All usual mods.; all-weather equipment; recent engine overhaul. £65. Dyster-Clark, Long Sutton, Hampshire. [2342

POTENTIAL F.J. Indep. all round, inboard rear brakes, Lancia diff., Lotus rad., R. & P. steering. Gemini style body with high tail and wrap-around screen. Derrington wheel, rev.-counter, twin S.U.s, special manifolds, Buckler gears, block holed. Superb road-holding. Ready for 100E or 105E. £245. Also Austin 3-way transporter. Pair £315 o.n.o. Johnson, Tel.: PAD 7454 (office hours). [2343

FORD 100E SPECIAL. Tubed Austin Seven frame, Wolseley c.r. gearbox, twin S.U.s, banana ex., hydraulics, i.f.s., c.f. radiator, new battery and tyres; 15-in. fronts, 16-in. rears. Alloy open sports. £160 o.n.o. A. B. Pemberton, Shaftesbury, Dorset. Tel.: Donhead 344. [2344

MORGAN SPORTS 3-WHEELER. Rebuilt '59. J.A.P. 1100 o.h.v. Excellent condition. 128A, Tuckton Road, Bournemouth, Hants. [2345

TRIUMPH ROADSTER, 1949. Excellent condition throughout. Heater. £265, terms arranged. Tel.: PAL 2252. [2346

BORGWARD ISABELLA, 1955. Bronze. Heater. Fine condition. £475, terms arranged. Tel.: PAL 2252. [2347

TALBOT 105 SPEED Model—professionally-built 2-seater body. P.100s, good tyres, h.c. head; matched, full set of instruments. Running gear excellent, engine needs some attention. £90 o.n.o. Also quantity of spares. Millington, 60A, Leam Terrace, Leamington. [2348

RILEY 1½-LITRE, RME series. Really superb. New tyres, exhaust system. Engine just tuned, £495. Dare, 18, Fangrove Park, Lyne, Chertsey, Surrey. [2349

ROLLS-ROYCE, 1932, 25 h.p. Beautiful 2-door close-coupled saloon with black top and buff lower half. Synchromesh gears and in very good condition. £325 or offer. "Willow Stump," Hermitage Lane, Windsor, Berks. Tel.: 2458. [2350

"WELLINGTON SPECIAL." 99% new; mileage under 5,000, including trouble-free Continental tour. 1172. C.R. gears, 4.7 axle, twin S.U.s, tubular chassis. Professionally built, aluminium streamline coupé, Ferrari red. Taxed. What offers, to make room for Jaguar. Might consider part exchange. Wellington, "Allways", Kings Lane, Wrecclesham, Surrey. Tel.: Farnham 4961 (business); Farnham 6461. [2351

BROOKLANDS RILEY, 1928, immaculate original condition. Superb road-holding. Engine recently overhauled. Fast. Enthusiasts only need apply. £300. Keefe, "Diana," Tuckton Bridge, Bournemouth. [2353

LAGONDA TOURER LG45, S. III. G10 box, recon. engine. Also five spare wheels and tyres, new exhaust. Offers over £200. Buying 2-litre. John Dale, 27, Mill Park Avenue, Hornchurch, Essex. [2354

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FIBREGLASS FORD SPECIAL. Reconditioned engine 5,000. Good tyres. Chrome embellishers, hubcaps and spinners. Tonneau and hood. £220 o.n.o. Particulars : Brown, 12, Kenfig Road, Cardiff. Tel.: 64830. [2355

MERCEDES-BENZ 170V. Engineer owned. I.R. and f.s. Magnificent road-holding, hydraulic brakes. £95. Tel.: Teddington Lock 5456. [2356

ONE-OWNER 1951 Allard P-type saloon. Dark green. Good tyres, new batteries. Excellent appearance. Well maintained. Cost £1,700. £150. 37, Albany Villas, Hove, Sussex. Tel.: 34358. [2357

DIRT CHEAP, any offers. Invicta 1½-litre saloon, fitted Rover engine and gearbox; resprayed. Good for ten-year test except brakes need relining. A70 Special, running order, needs some attention. Rich, 9, Penywern Road, Earls Court, London. Tel.: FRO 1973 or KNI 7915, either after 6 p.m. [23·8

B.M.W. 327/80, l.h.d., 1947. Mechanically very good. 2-litre Bristol engine. Fantastic performance. Body needs paint. First £125 will secure, or exchange saloon. Tel.: Sonning 2136, or write : Taylor, 10, Green Road, Reading. [2359

FIBREGLASS BODY-MOULD, professionally built. Must go. Full particulars : 96, Wilkes Avenue, Bentley, Walsall. [2361

ROLLS-ROYCE 20/25, 1934, sportsman's saloon by Thrupp & Maberly. Grey, with green upholstery. Very good condition. £375 o.n.o. Hargreaves, 400, Gidlow Lane, Wigan, Lancs. [2362

M.G. TC, 1949. Red cream upholstery, new hood and screens. Full length tonneau. Heater, fog light, pillar light, sealed beam units. New remoulds. Have bought TD, so must part for £300, o.n.o. Alan Richards. Tel. : Erith 32206. [2363

LANCIA AUGUSTA, 1935. Red, fawn upholstery. Very good condition. Sacrifice at £65. Tel. for appointment to view : Erith 32206. [2364

SUNBEAM TALBOT 90, 1952. Well maintained. Immaculate throughout. £300. Holloway, Oak-Hill Avenue, Pinner. Tel. : Pinner 4846. [2366

ALVIS SPEED 25 Charlesworth saloon, 1938. Good, except for one big-end (almost) any offer accepted. Little Clarendon, Dinton, Salisbury, Wilts. [2367

M.G. TC, 1949, for sale. Good condition. £250. 110, Willmott Road, Sutton Coldfield. [2369

EXCELLENT PAIR Lucas P100R headlamps. Also new water pump to fit 2½-litre SS Jaguar (Standard Big Six). Box No. U.370. [2370

LAGONDA LG45, 1937, pillarless saloon. In sound order. £110, o.n.o. 8, Melbourne House, Berrowside Road, Birmingham, 34. [2371

OVERDRIVE. £20. To fit 3-speed Prefect and Anglia. Tel. : Wallasey 516. [2372

BRITISH SALMSON, 1938, 1½, 2 o.h.v. I.F.S. Respray Green. £75. Tel.: EDG 0846/3882 [2373

SUNBEAM TALBOT, 1946, 10-h.p. New wire harness, petrol tank, silencer, big-ends, rings, carbs. £115. Ford Eight, 1937. £12 10s. Tel. : EDG 3882/0846. [2374

LANCIA APRILIA, 1939. Just rebuilt engine and gearbox. New drive shafts, 33 m.p.g., "X"s tele's. £160. B. Curtis, 104, Priests Lane, Shenfield. Tel. : Brentwood 98. [2375

1959 FIAT 1200 Spyder GT cabriolet. Blue, superb condition. £800. Decker, 91, Oxford Road, Cambridge. [2376

1946 2½-LITRE RILEY. Complete chassis including electrics. Cyl. block cracked, other parts in good order. Will sell complete. Offers ! or parts sold separately. Sully, 38, Oxford Road, Newbury, Berks. [2377

FORD TEN CHASSIS, 4.7 axle. Reconditioned engine and gearbox. Also Lagonda M45 Rapide pillarless saloon. Jones, 31, Warrington Road, Brislington, Bristol. [2378

ROLLS TWENTY shooting brake. Good runner, bargain. £75. 37, Prospect Park, Exeter. [2379

FORD 100E—"Servais" and "Mangoletsi" manifolds. Strong valve springs. £10. 49, Alexandra Road, Sale, Cheshire. [2380

DELLOW Mk. I. Excellent condition throughout, i.e., mechanically, body, tyres and weather equipment. £260, o.n.o. 9, Evenden Road, Meopham, Kent. [2381

RILEY SPECIAL 2-seater. Hood/tonneau. Engine/gearbox overhauled. Body fair. £45. Tel. : Ripley 3259. [2382

2½-LITRE STANDARD AVON, 1936. Superb engine and body. Steering and brakes good. Taxed September. £75, o.n.o. Tel. : Brookwood (Surrey) 2356. [2383

HEALEY TICKFORD. British racing green. £47 respray last year; 2 new tyres. Bearing in gearbox noisy. Otherwise good condition. £225. Tel. : Steeple Aston (Oxon) 344. [2385

RILEY SPRITE, 1938. In excellent condition body and mechanics. Much money spent, all equipment complete. Photos available, Cheshire area. £385. Box No. U.386. [2386

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M.G. TD 1500, Stage II. Reconditioned engine, gearbox, 3000; "Xs." Excellent throughout. Every extra. £385. Dawson, 13, Devonshire Road, Ilford, Essex. Tel. (business) : GOOdmayes 2371. [2387

RAILTON STRAIGHT EIGHT D.H.C. Recently rebuilt and in immaculate condition. Tremendous performance. £160. Box No. U.388. [2388

LARGE EDWARDIAN CHASSIS. Well worth restoring, but requiring much work and ample facilities to complete. Must be removed before October 21st, or will be scrapped. Also for Mk. I 18-80 M.G., pair of half-shafts and new set of skew gears and camshaft. Box No. U.389. [2389

1938 2½-LITRE S.S.100. Red. Immaculate and completely original. £400. No offers. Ellis, Saxonbury, Lewes. [2390

1928 HUMBER 14/40 5-seater tourer. One of the best 14/40s on the road. 25,000 since Laystall overhaul. One owner past 11 years—three owners since new. Completely equipped and in daily use. Price complete with all spares, many original tools, handbook, etc. £150, o.n.o. J. J. Woodcock, Flat 1, 23, Well Walk, N.W.3. Tel. : HAMpstead 8752. [2391

SPEED TWENTY SUNBEAM. New tyres. Very good body. £100, o.n.o. Randall, 54, Oliver Lane, Great Sutton, Cheshire. [2392

TR3, NOVEMBER '57. Black/red, many extras. This immaculate vehicle is only for sale due to new car. £650, o.n.o. Harling, 8, Ashfield Road, Kenilworth, Warks. [2393

FORD ROCHDALE, 1958. Excellent condition. Finished in Nile green. Carpets throughout; 4.7 c.w.p. Buckler gears. Full instruments, including rev.-counter, etc. 11,500 miles from new. Everything works. £300. Bury St. Edmunds, Suffolk. Box No. U.394. [2394

FIAT-FORD, 1947 "500." Pretty open four by Flood (Melbourne). Professionally fitted 1172. £160. 9, Orchard Road, Stevenage. [2395

1928 LAGONDA 2-LITRE tourer, very fine high-chassis model. £180. Morgan 49, Princes Square, W.2. [2396

M.G. L1 two-seater. Very fair condition. Re-upholstered in red and grey. £55. 12, St. Margaret's Road, Stanstead Abbotts, Herts. [2397

TR3, 1956, L.H.D. Midnight blue/red. Overdrive, alloy sump, wire wheels, heater, tonneau. Small son forces sale. Best offer over £400. F/L. Boggis, 11, Terence Avenue, Sprowston, Norwich. [2398

ALVIS SPEED TWENTY, 1936. Very good condition. Well shod. £140 o.n.o. James, "Ringinglow," Holmewood Close, Kenilworth. Tel.: 351. [2399

ALVIS SPEED TWENTY, 1933. Reconditioned engine, clutch, brakes, wheels, good tyres, repainted. £175. Tel.: Addiscombe 3437. [2400

£250 O.N.O. Ashley Ford Ten Special, hard-top. Twin S.U.s, Aquaplane, 4.7 c.w.p. First regd. Sept. '59. 7,000 miles only. April yellow. Must sell. Ellis, Market Deeping, Peterborough. [2401

LANCIA APRILIA, 1938. Engine just overhauled. Twin carbs. Resprayed interior and exterior. New Michelin "X" tyres. £225. 12, Minley Road, Cove, Farnborough, Hants. [2402

BORGWARD ISABELLA estate car, May 1958. New tyres. 36 m.p.g., 90 m.p.h. Perfect condition. Sacrifice £850. "Arndale," Crosthwaite, Kendal. [2403

RILEY NINE GAMECOCK, 1932. Good all round condition. Engine rebored, crank ground, new mains, valves, etc. Good tyres. New battery only 500 miles ago. One fault, big-end bearing knocking. Accept £50, or exchange post-1940 Ford 10 h.p., repairs not objected to. 16, Welbeck Avenue, Bushbury, Wolverhampton, or Tel.: Wolverhampton 23562 (9 a.m.-5 p.m.). [2404

BRISTOL : Immaculate 1948 2-litre 400 sports saloon. £425. Tel.: Cuffley 3109. [2405

SWIFT, 1930. Vintage drophead coupé. Body perfect, engine needs attention. Spare engine, gearbox, practically the lot. Any reasonable offer. Tel.: FOO 2121. [2406

ASTON MARTIN 2-LITRE saloon. Resprayed, new tyres. £85. Jackson, 7, Eudo Road, Skegness. [2407

ROLLS-ROYCE, 1928, PH. I limousine. Taxed. £150. Also engine spares. Jones, "Greenside," Mill Lane, Upton, Chester. [2408

M.G. PB 2-seater Midget, v.g.c. New vynide hood, tyres, etc. Offers. 28, Victoria Road, Pelsall, Walsall. [2409

FIAT 1100—508c Special. Every part overhauled or replaced throughout. Professionally trimmed and sprayed, body red, interior grey. Superb appearance, looks like production job. £380—a fraction of the building cost. Palmer, Wheel House, Mill Lane, Saffron Walden, Essex. Tel. (evenings) : Saffron Walden 2451; daytime, HOL 4743. [2410

ALVIS 12/50 BEETLEBACK, 1928, big port head. Fast, reliable, economical and completely original. Mechanically and bodily good. £175. Seen Midlands. Box No. U.411. [2411

LUXURY G.T. EQUIPMENT for Farina A40 Everything ! Example : Sprite wheels, £7 exchange. Car when stripped naked £540 (no offers). Tel.: Berkhamsted 792 or Sloane 9346. [2412

FOR SALE—*continued*

AUSTIN 750 SPECIAL. Hydraulic brakes, lowered suspension, engine rebuilt 3,000 miles ago. Beachell, 254, Alcester Road, Moseley, Birmingham. [2413

1934 RILEY MONACO. Green with brown leather upholstery. Nearest offer to £75. Tel.: BAR 7690. [2414

BERKELEY, 1957, 328-c.c. Very smart and in good condition. £280. Dawson, Butterhouse, Dobcross, Oldham. [2415

1928 CHUMMY. Fitted 1⅝-in. coil engine; £40 spent. Taxed. Comprehensive spares. S.A.E., photo, details. Offers over £35. Overton, 87, Oakwood Road, Birmingham 11. [2416

D.K.W. SONDERKLASSE 900 crankshaft, all ball-bearing type, big ends good, two duff mains, £7 10s. Workshop manual 900 and 1000, £3. Barker, 49, Norwood Street, Hull, Yorks. [2418

ROLLS-ROYCE, 1931, 20/25 Mulliner ivory/black saloon, magnificent condition. £350. Photographs. 42, Glenmoor Road, Bournemouth. [2419

MICROPLAS "STILETTO" BODYSHELL, red, new, unused. £37 10s. o.v.n.o. 102, Boundary Road, Cheadle, Cheshire. [2420

CHEAP ALVIS TWENTY. Smart, reliable, 1934 saloon. £35. Bamber, 7, Lumley Avenue, Skegness. Tel.: 1463. [2421

SPRITE HOOD. Brand new, £4 10s. A.7 16-in. wheels, £1 pair. Dummy knock-ons, £1. Wright, 30, York Road, West Hendon, N.W.9. [2422

RILEY 16/4. Overdrive. New valves, clutch, good tyres, king-pins. £75. Westerleigh, Quintrell, Newquay. [2423

LAGONDA. Post-war 2½-litre d.h.c., i.f.r.s. Recent £500 overhaul. Radio, heater. £350. Tel.: Ashtead 3103. [2424

TALBOT 65, 1934, saloon. Everything in reasonable working order, good tyres and many spares. Taxed. £75. Robertson, Norwood, Rupert Road, Ilkley, Yorkshire. [2425

TRIUMPH 1800 ROADSTER. Exceptionally fine condition. Recent thorough mechanical overhaul and respray. No reasonable offer refused. Redpath, Pickering, Yorks. Tel.: 216. [2426

B.M.W. 327/80 cabriolet. White respray. 0280 head, crank balanced, reground; many extras. Tyres as new. £275 o.n.o. Miles, Tel.: Bicester 260, ext. 80 (weekdays), or Andover 3125 (weekends). [2427

RILEY NINE, dynamo, starter motor, 12-volt Lucas dynamo. Tel.: Sutton Coldfield 7312. [2428

1938 TALBOT TEN saloon. Exceptional condition. Resprayed. Barnes, 72, Orford Road, Walthamstow, E.17. [2429

LAMBDA 8TH, not entirely original. New battery, two new tyres, rewired, new tonneau, windscreen; part repaint. Requires some work to complete. Seen Birmingham. First ridiculously low offer accepted. Towable. Tel : CUN 9887, or 6B, Randolph Crescent, W.9. [2430

1949 H.R.G. 1500. Immaculate condition. Many extras. Must sell. £320 Write Box No. U.432. [2432

MORGAN PLUS FOUR. Magnificent 1957 TR3 blue 4-seater, ivory leather. Heater, spot, fog, reversing lights; washers, mirrors, tonneau. 26,000 miles. Distributor maintained. £590. 5, Thurston Road, Wimbledon, S.W.20. Tel.: WIM 8812. [2433

1930 M.G. MIDGET. Good engine, body rough. Offers around £40. Box No. U.434. [2434

RACING XK120, works prepared, £550. Riley Nine Merlin, £75. Tel.: Windsor 61431 (after 8 p.m.). [2435

AERO MORGAN (J.A.P.) three-wheeler, 1932. Completely rebuilt 1959/60. Immaculate. £140 o.n.o. Dent, 12, Wellington Street, Heslington Road, York. [2436

1934 SINGER LE MANS coupé. Cream bodywork. Engine sound. Chrome perfect. Well preserved old lady. Plenty of character. £95. Fordy. Tel. : Westcott 254. [2437

1935 SINGER LE MANS. Good running order; new hood/tonneau; engine, rear axle good. Body, tyres reasonable. Many spares. £55 the lot, or sell separately. Miles, 30, Christchurch Mount, Epsom, Surrey. [2438

1921 ROVER 14-h.p. 4-seater tourer. Recently exhibited Rover's London showrooms. One owner till 1959. Attractive red. Mint condition, mechanically perfect. Genuine bargain for full-blooded enthusiast. Offers invited around £500. Christie, 123, St. Georges Drive, S.W.1. [2439

M.G., 1938, 2-LITRE impressive Tickford coupé. Well maintained, two owners. £85. 86, Kensington Avenue, Norbury. [2440

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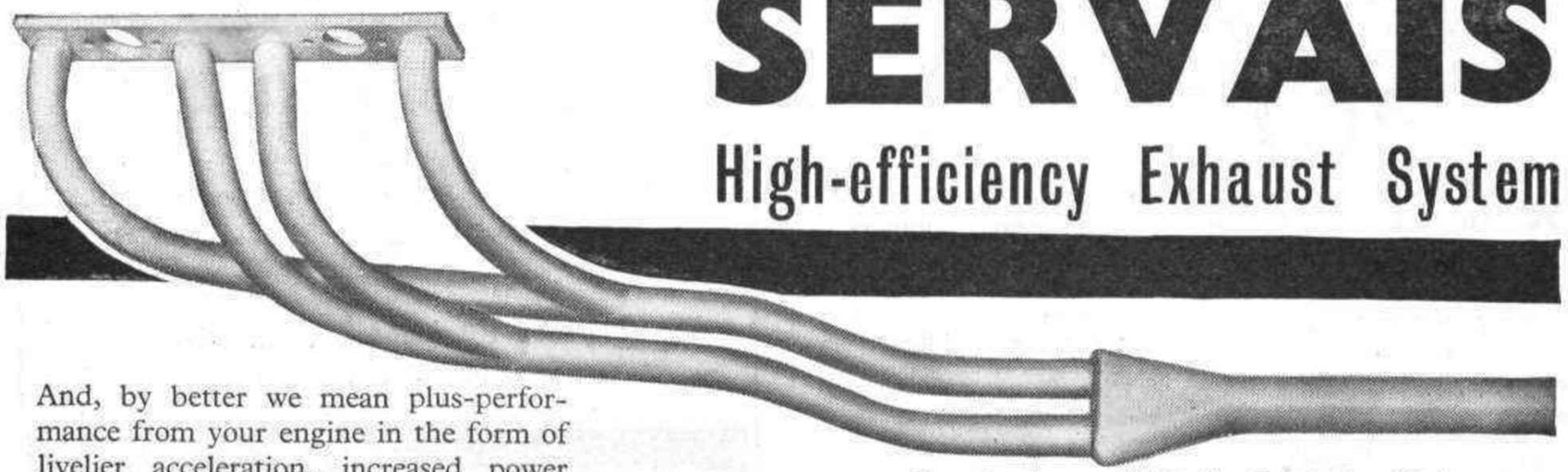


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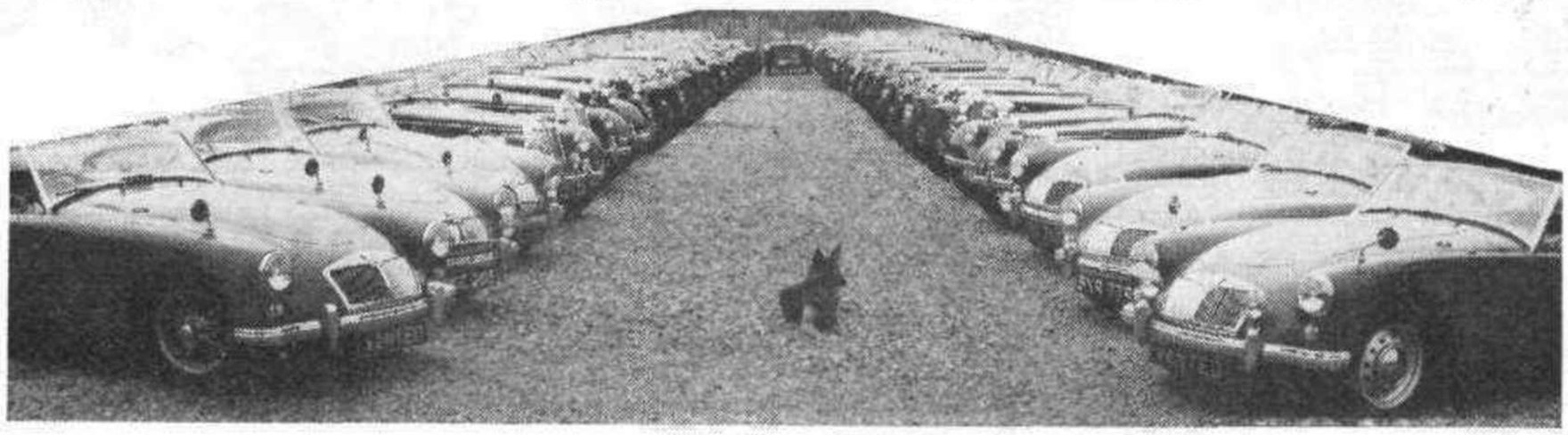
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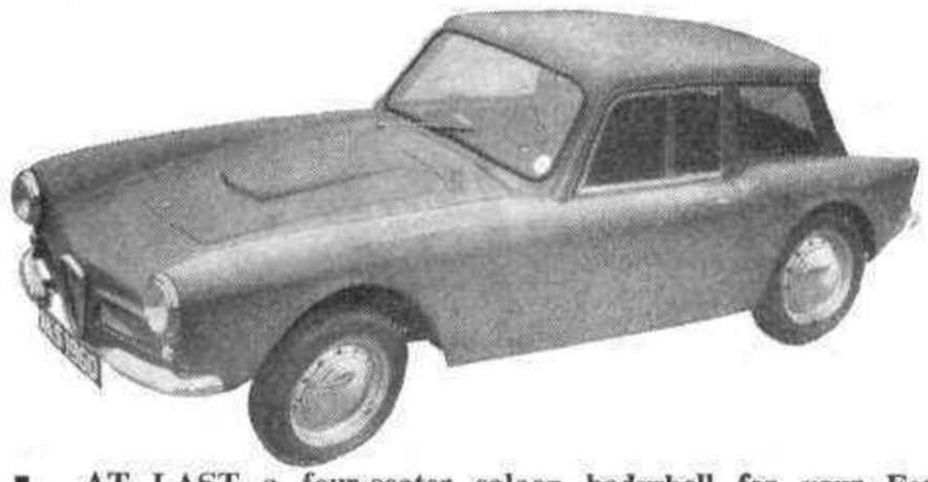
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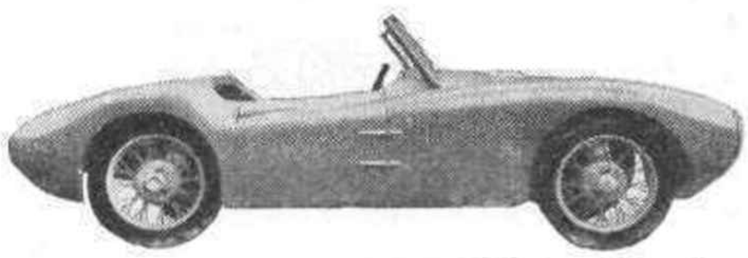
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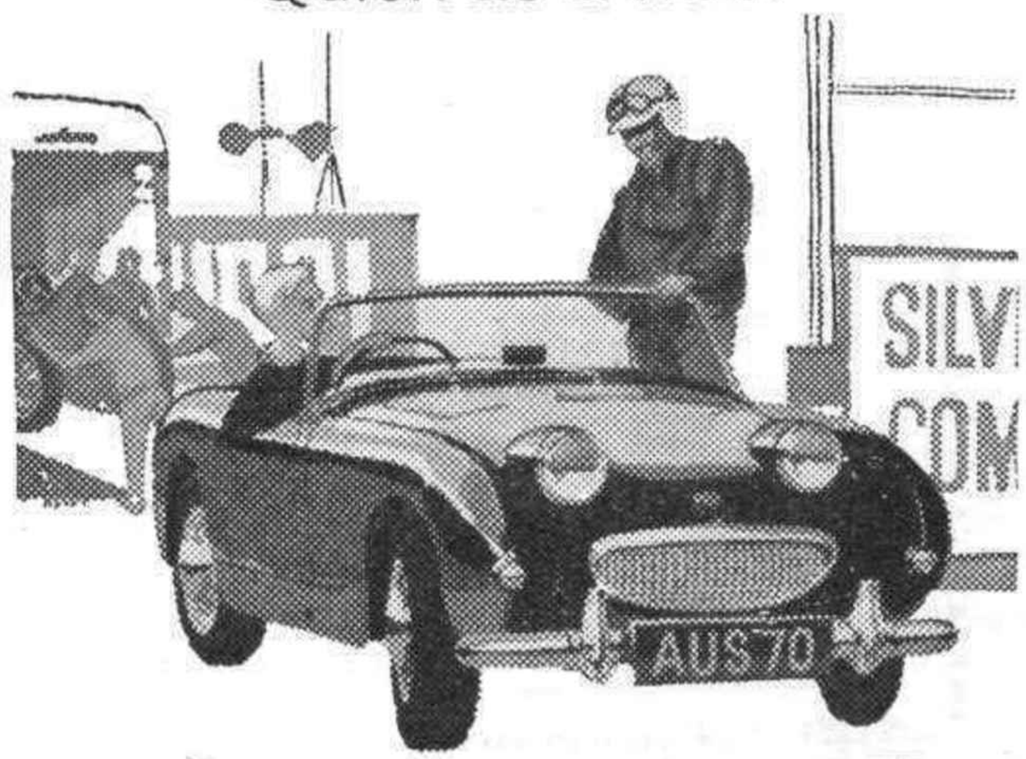
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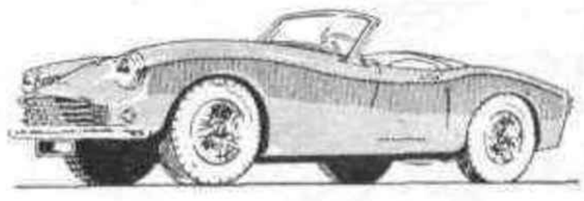
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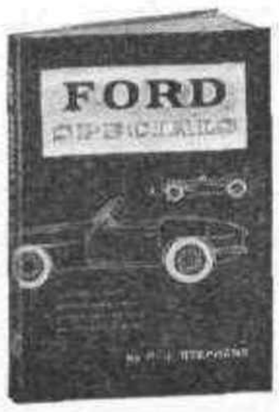
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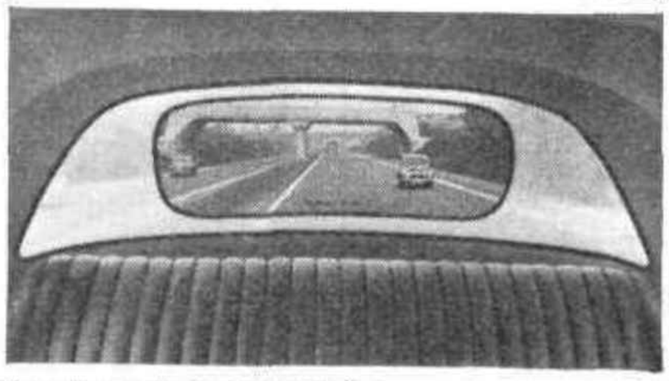
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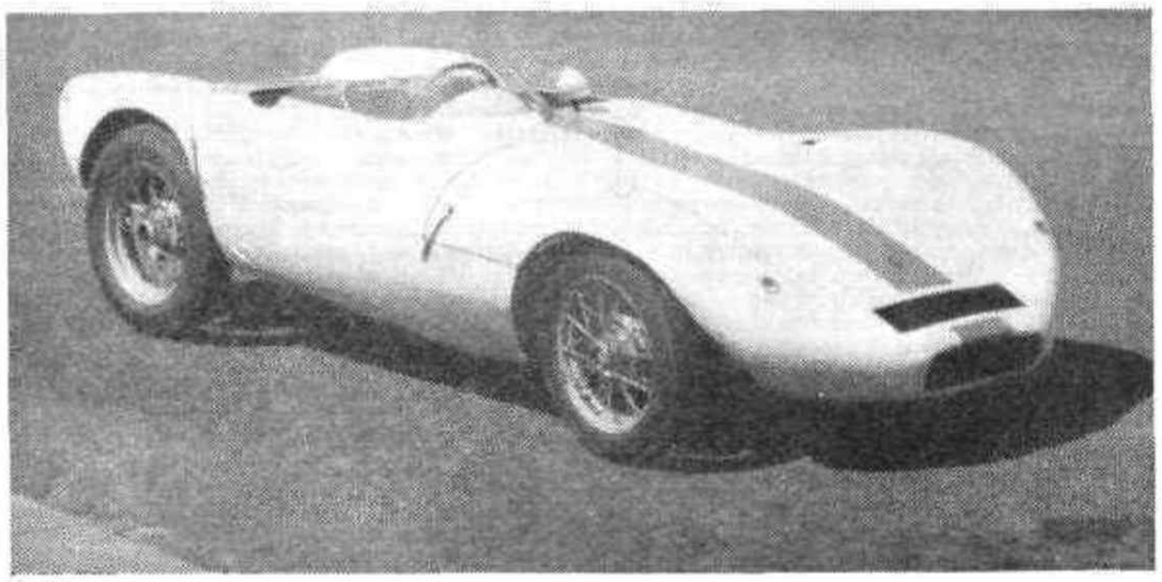
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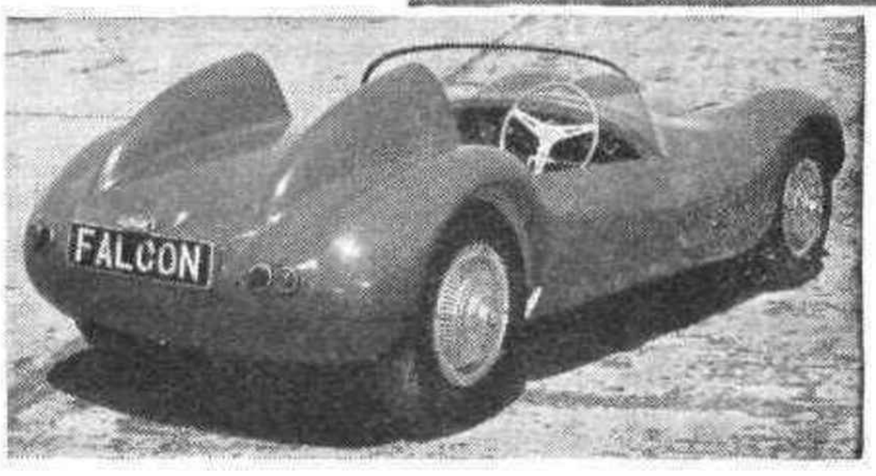
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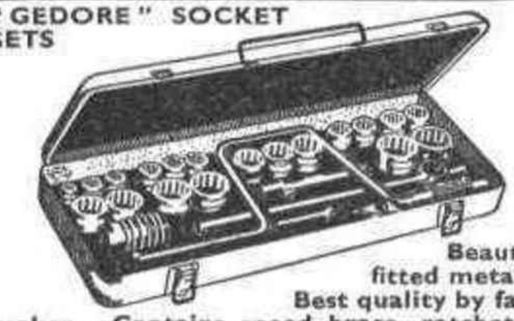
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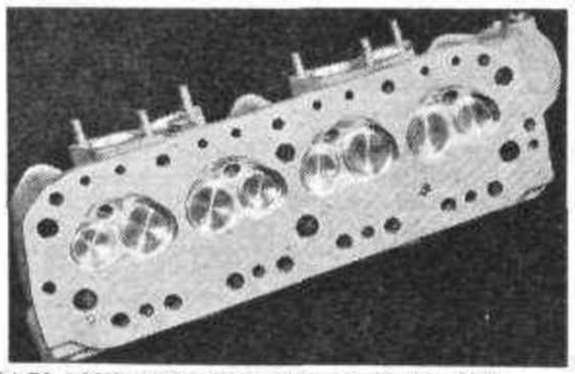
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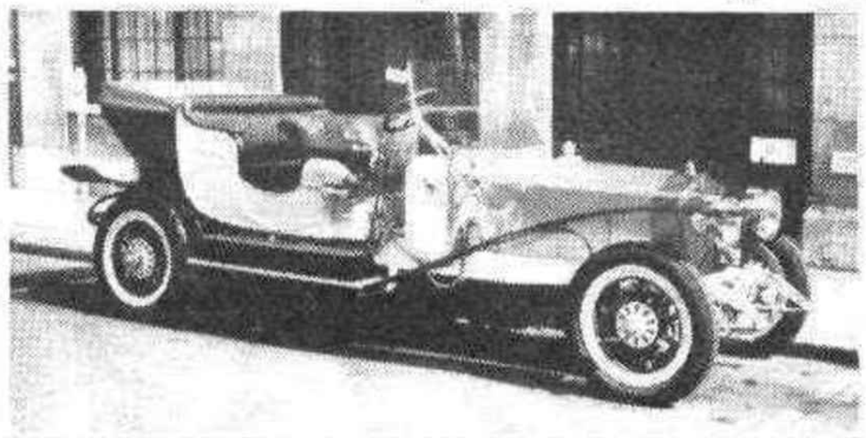
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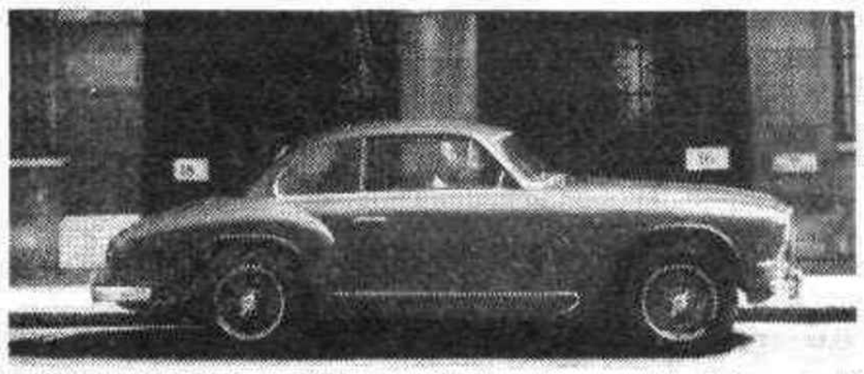
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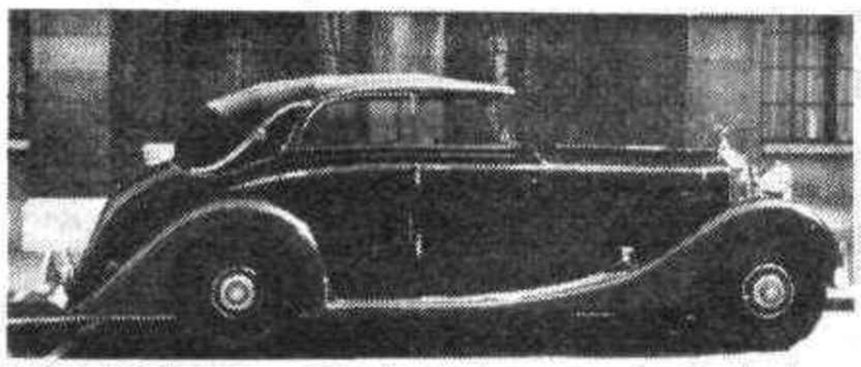
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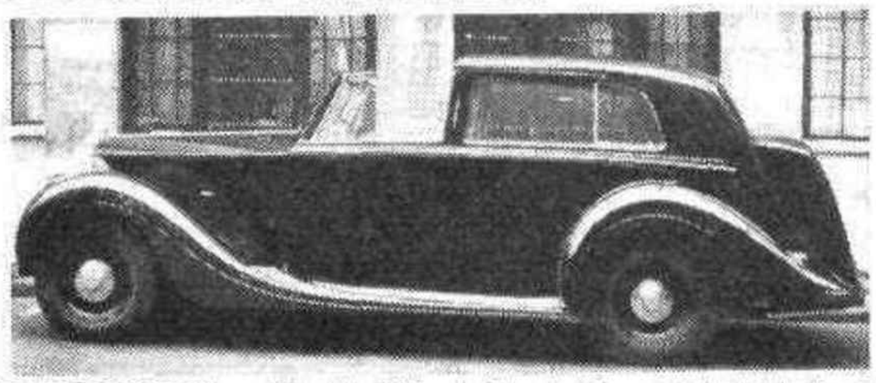
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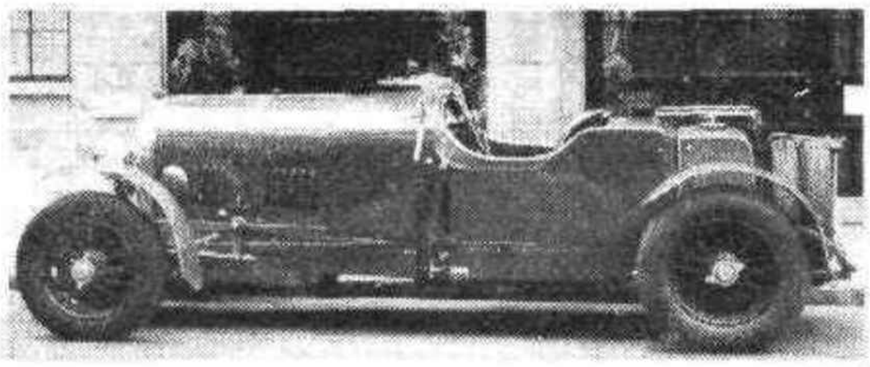
ROLLS-ROYCE 20/25-h.p. ('36) owner-driver sports-sedanca-de-ville by Windover. Black, grey trim. Solid sliding head. Extremely pretty. Too late for Press. Further details on request. **£350**

ROLLS-ROYCE Replica ('39) sports saloon by Southern. Taken p/e. September. Coachwork good but axle and gearbox moan in discord. TRADE ONLY. **No warranty given or implied.**

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CADILLAC ('49) **Fleetwood.** Advertised and illustrated last month but mistakenly described as a '50 model. In consequence withdrawn and now re-offered at **£325**

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S/TALBOT 90, 1954. Spots, washers, w/mirrors, heater, radio. Excellent throughout. Grey, red upholstery. £445 or offer. Write, call. Walker, 61, St. Leonards Road, Hove, 3, Sussex. [2607

1953 BRISTOL 401, 67,000. Radio. £700. 48, Bell Street, Reigate. Tel.: 5546. [2608

FIAT 600, 1955. Excellent order. £325 o.v.n.o. Macintyre, St. Julians, Sevenoaks, Kent. [2609

RARE AUSTIN SWALLOW. Repainted, restored. Mechanically good, bodily excellent. Collector's piece. Offers. Streetfield, Thursley, Surrey. Tel.: Elstead 2114. [2610

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1928 VINTAGE HEARSE coach. Austin Twenty, in original condition and good working order. Carry twelve seated. £60. 10, Marton Burn Road, Middlesbrough. [2612

ROLLS TWENTY, 1929, limousine, v.g.c. Reasonable offers. 33, Wise Lane, Mill Hill, N.W.7. [2613

M.G. PA. Excellent condition. Rebuilt and painted B.R.G. £110. 18, Merrylands Road, Bookham, Surrey. Tel.: Bookham 3223. [2614

TR2 (1954). Black; H.M.V. radio, heater, "X" tyres, rad. blind, electric washers, two spots., tonneau, etc. Exceptional condition; £380. Terms arranged. "Stonehurst," Longclose, Downton, Wilts. [2619

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RILEY SPRITE. Good condition, engine just overhauled, new hood. £255. 70, Cadewell Lane, Torquay. Tel.: 63411. [2622

SUNBEAM, 1930. 23.8 h.p., untouched original condition, two owners, total mileage 75,000, excellent tyres. Offers. Williams, 98, City Road, Tilehurst, Reading. [2623

RILEY NINE SPECIAL. S-series engine, helical gearbox, excellent aluminium body. Tel.: VIG 2764. [2624

1927 JOWETT, long chassis 2-seater, insured. £35. Have bought steamer. Hawthorne, 5, Wellfield Close, Tilehurst, Reading. [2625

£60. 1931 Standard Avon Special, 2-seater beetleback. Walker, Wellhouse, Nutfield, Surrey. [2626

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LAGONDA V12. Short chassis 1940 saloon, reconditioned engine. £350 o.n.o. Day Farm, The Ridgeway, Enfield. Tel.: Enfield 1108. [2628

BENTLEY 4½ Cockshutt saloon, 1937. Immaculate condition, new tyres, clutch and engine recently overhauled. £100 spent. £340, terms arranged. Pocklington, Windyridge, Saltfleetby, Louth, Lincolnshire. Tel.: Saltfleetby 275. [2629

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12/70 ALVIS saloon, 1940, black. Mulliner body. 23 m.p.g. New tyres, carburetter; leather upholstery good. King-pins, brake linkage, need attention. £85 o.n.o. Thomas, 9, Carroll House, Lancaster Gate, London, W.2. Tel.: AMB 2376. [2735

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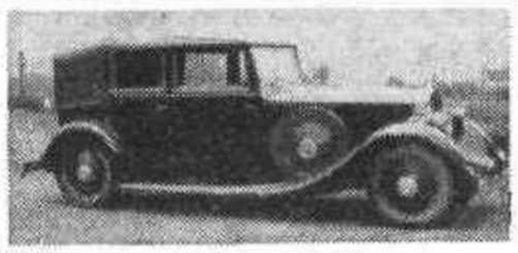
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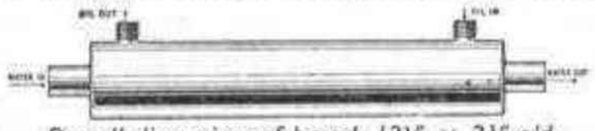
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100-6, 1958 Series 2-str., in ice blue with white side panels; hard and soft tops, overdrive six-port head, heater, luggage rack, screen-washers **£695**

100-4, 1955 2-str., spotless bright red; fitted with full-length tonneau, twin spotlamps, Alfins, wing mirrors, etc. **£535**

SPRITE, 1958 2-strs., choice of two particularly good examples in pale blue or Old English white; both equipped with every extra, including washers, heater, tonneau, etc. From **£465**

100-4, 1954-55 2-strs., choice of two examples in red and both fitted with overdrive, wire wheels, heater, etc., and competitively priced ... ... From **£495**

JAGUAR

XK140, 1955 2-str. Roadster, an unmarked low-mileage example in white with blue leather interior; fitted with wire wheels, tonneau, cover, screen-washers, badge bar, and spot-lamp **£635**

XK140, 1955 2-str. Roadster, a striking car, attractively finished in midnight blue with pale grey leather interior, tonneau cover, "X" tyres, heater, screen-washers **£565**

XK120, 1952 2-str. Roadster in dark metallic blue, and fitted with tuned engine, twin exhausts, wire wheels, heater, tonneau cover, washers, etc. **£465**

XK120, 1953 2-str. fixed-head coupe, an attractive car in pillar-box red, with matching interior, and equipped with wire wheels, "X" tyres heater, luggage rack, washers ... **£465**

Here is the only, and certainly the best place in England today, where you can find a hand-picked sports car of your choice, colour, year, and—most important—price. All cars are thoroughly inspected, tested and serviced, and offered with every confidence at attractively low prices. Please write for details, or call personally, to inspect at leisure the best array of sporting machinery available today.

M.G.

M.G.-A, 1959 2-strs., choice of two unblemished one-owner examples, in pale green or Pacific blue, both low mileage, and fitted with radio, heater, and many other desirable extras... ... ... From **£785**

M.G.-A, 1958 2-strs., choice of two exceptional cars in blue or bright red, both with radio, heater, tonneau cover, washers, spots, etc.; and the latter with wire wheels ... Each **£695**

M.G.-A, 1957 2-strs. in bright red, with matching interior, recently fitted with reconditioned unit, "X" tyres, washers, luggage rack, etc. **£665**

M.G.-A, 1956 2-strs., a selection of three far-above-average cars in white, blue or cream, all equipped with various extras, including heater, rack, mirrors, etc. ... ... From **£495**

TF "1,500", 1955 2-strs., choice of two particularly good examples in red or racing green, both equipped with tonneau, heater, wing mirrors, etc. ... ... From **£465**

TF "1,250", 1954 2-strs., choice of two spotless cars, both attractively finished in bright red, and both with many extras ... ... From **£465**

TD, 1951-52-53 2-strs., a selection of three examples of this popular *marque* in racing green, red, or a superb one-owner car in silver grey. All with many extras ... ... From **£345**

TRIUMPH

TR3A, March 1960 2-str., incomparable in white with black interior; one owner, 4,000 miles only, and fitted radio, disc brakes, "X" tyres, washers, mirrors **£935**

TR3A, 1959 2-str., unmarked in flame red with black interior; one owner, 14,000 miles only since new, and fitted with disc brakes, washers, tonneau, etc. **£835**

TR3, 1956 2-str., finished in B.R.G., with matching hard-top and equipped with heater, "X" tyres, washers, wing mirrors, etc. **£585**

TR2, 1956 2-str. in B.R.G., with pale grey interior and hood; 23,000 miles and fitted tonneau, "X" tyres, heater and screen-washers **£545**

TR2, 1955 Series 2-str., unblemished in pale blue with matching interior, full-length tonneau cover wire wheels, overdrive, heater etc. **£495**

VARIOUS

LOTUS Mk. XI, 1956 Series I "Le Mans". Finished in B.R.G. with Stage 2 1100 Climax unit, disc brakes all round, de Dion rear suspension, etc. **£585**

PARSON M.G., 1955 streamlined competition 2-str., M.G. engine and gearbox, tubular chassis, wire wheels, Alfins, etc. Suitable for road and track **£565**

LOTUS Mk. VIII, 1960 2-str., literally spotless in bright red, 160 miles by one owner only; fitted with very highly-tuned B.M.C. unit and gearbox **£565**

BERKELEY, B95 1959 2-str., an unmarked one-owner car in primrose yellow with black hard-top, 5,000 miles only, fitted all 1960 mods., also "X" tyres, screen-washers, etc. ... **£465**

MORGAN Plus Four, 1953 drophead, very attractive in powder blue, fitted Vanguard unit, luggage rack, etc. **£435**

BERKELEY, 1959 2-str., in primrose yellow, 500-c.c. unit, 6,000 miles and two owners only; with "X" tyres, wheel trims, etc. **£395**

LISTER-CLIMAX, 1955, Stage 2 1100 Climax unit, M.G. gearbox Alfins, de Dion rear end, particularly well finished 2-str., in red **£395**

JOWETT Jupiter, 1952 2/3-str., in red, recently reconditioned series 3 engine and equipped with wing mirrors, interior heater, etc. **£365**

DEFERRED TERMS (from 20% deposit, repayments up to 24 months) : Immediate COMPETITIVE INSURANCE : three months' specific GUARANTEE (where applicable) : fair PART-EXCHANGE allowance on sports cars, saloons or motorcycles (existing H.P. accounts settled) : genuine after-sale SERVICE and a GUARANTEED REPURCHASE scheme for overseas visitors, are all offered with pleasure by the ONLY TRUE 100 PER CENT. SPORTS-CAR SPECIALISTS AND ENTHUSIASTS.

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FOR SALE—*continued*

DATE BAIT! Lotus 7, fully modified B.M.C. "A", special clutch, axle, wheels, brakes, etc. Fast and smart, full touring equipment makes dual purpose car. Cost over £900, haggle near £595. Harvey, 110, Lodge Road, West Croydon. Tel.: Thornton Heath 3938 (evenings). [2787

1933 M.G. J2. Good condition, resprayed, reground crankshaft, new crown wheel, hood. £120 o.n.o. 56, Audley Road, Hendon, N.W.4. [2788

LAGONDA 16/80, 1933, 4-str. Tourer. Good condition, new radiator, tyres, batteries, starter motor. £175. Gallannaugh, St. Thomas's House, Lambeth Palace Rd., S.E.1. [2789

UNUSED RACK AND PINION steering, new, complete. £5. 18, Bridge Street, Kenfighill, Pyle, Glamorgan. [2790

ROLLS-ROYCE 20 1928, Barker Saloon. £110. Budds, 14, Rothmans Avenue, Gt. Baddow, Chelmsford, Essex. [2791

FORD (7 ft. 6 in. w.b.) chassis boxed or standard, 4.4 to 1 c.w.p., c.r. gears, 4-ft. track, i.f.s. Tel.: Bristol 41094. [2792

BENTLEY 3½-LITRE, 1935, Barker 4-door Sports saloon, superb condition throughout. History. £450. Dewsbury, 160, Derby Road, Chellaston, Derby. [2793

JOWETT JUPITER, 1952. Heater. Nearest £250. 288, Ansty Road, Wyken, Coventry. [2794

M.G. M. Everything working, sound car, spares include engine, gearbox, wheels. £45. Stafford, Organ Pool Farm, North Bradley, nr. Trowbridge, Wilts. [2795

ALVIS 14, 1948 Utility. Rebored, overhauled, new road springs, very reliable. £100, exchange or dismantle. 55, Edward Ave., Braunstone, Leicester. [2796

1928 RILEY NINE, 2-seater Special, aluminium body, beautifully designed. £150 o.n.o. Young, Marl Lodge, Garforth, Leeds. [2797

2-LITRE M.G. black saloon, 1936, good condition, well maintained. £75. 100, Elm Grove, Hayling Island, Hants. Or Phone: ARC 1255. [2798

SUNBEAM-TALBOT Mk II convertible. Metallic powder blue, dark grey hood. Showpiece continuously admired. First serious viewer will buy. £375. Tel.: Upminster 2978. [2799

LANCIA APRILIA, 1½-litre, all new bearings 7,000 ago. Hawthorn personal car. Weber twin choke, Nardi manifold, Scintilla mag., totally-enclosed telecontrols, rust free, red leather original excellent, dark grey, maroon wheels, Michelin " X " all good. Very fast. Personal reasons for reluctant disposal. £375. Taylor, 45, Tregaron Ave., Cosham, Hants. Seen evenings by appointment. [2800

RILEY NINE Merlin. Engine, electrics, tyres good. Body tatty. Must be sold. £40. 42, Stanley St., Southsea. [2801

ALFA-ROMEO, 1928, 1500 chassis, 1,750 s.o.h.c. Young 4-seater T.T. body. Everything renewed, first-class throughout. Offers: exchange Aprilia. W.H.Y? Hill, 7, Westfield Park, Bristol. [2802

TRIUMPH DOLOMITE. Complete set of spares for sale. Call or write to Carey, 37, Lightwoods Hill, Smethwick, Staffs. [2803

ALEXANDER CONVERTED 1955 4DR A30. Extra instruments. Rad. blind. Fitted heater, fitted radio, undersealed, immaculate condition, one owner. £310. Norris, 54, Lavender Vale, Wallington, Surrey. [2804

SWIFT 10 h.p., believed 1927. Two-seater dickey. Engine, differential overhauled. Reluctant to sell. £85. 9, New Road Junction, Wimborne Road, Bournemouth. Tel.: Northbourne 1178 (evenings). [2805

1937 RILEY MONACO, body sound, mechanics good. T. & J. repaint. £75. H. B., 50A, Beswick Ave., Ensbury Park, Bournemouth. [2806

GAMECOCK 2-seater, red, 1932, reasonable condition. £35 o.n.o. Foster, Thorpe Satchville, Melton Mowbray, Leicester. [2807

" C " TYPE 2-LITRE Speed Model Aston Martin. Competition specification. 100 per cent. overhaul recently completed. 100 m.p.h. plus. £425 o.n.o. S.A.E., Photo and details. Varney, 118, Landor Rd., Leamington Spa. [2808

FIBREGLASS SPECIAL. Cadet body, A7 engine, cost £200 to build, spare engine. £80. Sketchley, 39, Wanlip Avenue, Birstall, Leicester. [2809

18 in. × 6.00 in. TYRES, a set of four with 2,000 miles wear only, plus one worn but useful spare. £21 the lot. Mann, 8, The Green, Castor, Peterborough. [2810

H.R.G. 1500, 1951, in immaculate condition, with tonneau cover and spot. New big-ends, brakes relined, body perfect. £400 or offer. 41, Alfreton Road, Pinxton, Notts. [2811

VICTOR. Alexander conversion, perfect. £25. Now on my Victor, can demonstrate. Perring, 18, Woodcrest Road, Purley. Tel.: UPL 9082. [2812

TC M.G., 1949. Red. Recon. engine, radio, sealed beams, 16-in. rears, certificated new tyres. £285. Broomers End, Shipley, Horsham. [2813

1931 M.G. J2. Suit enthusiast. Best offer secures. Also spare engine, twin carbs., 1935. Ring West, Tel.: Malden 5502. [2814

ASTON-MARTIN, 1938, 2-litre 4-seater tourer, good condition, extensive renewals recently. £230 o.n.o. Shearman, 29, Bucks Ave., Oxhey, Watford. Tel.: Watford 27866. [2815

FOR SALE—*continued*

105E FORD SERVAIS Exhaust and Inlet manifolds, with twin S.U.s, complete with throttle linkage, etc. £20. Tel.: Sanderstead 6978. [2816

RILEY 1½-LITRE Kestrel. Mechanically good, well shod, body requires some attention. £65. Lawrence, 23, Belmont Ave., Guildford, Surrey. [2817

DELLOW, 1954, full weather equipment. tonneau, 2 new rears. £140. Write: R. Walker, 8, Cavell Road, Oxford. [2818

ROLLS-ROYCE, 1930 PII Hooper Limousine. Division and occasional seats, sound and reliable. £85. Also 1936 Ruby saloon. Sutton, Tel.: Battersea 3583 (evenings). [2819

SS100, 2½, 1937 Competition 2/3-seater, red, new clutch lining, k.p.b., exhaust system, excellent condition, full weather equipment, aero-screens, twin spares, enthusiast maintained. First £240. 2, Windsor St., Barrow-in-Furness. [2820

1955 FORD POPULAR, rebuilt this year. New fibreglass 2-seater sports body, strengthened chassis, high comp. head. Excellent condition. £190. May, Bishops Lands, Dunsden, Reading. [2821

1934 AUSTIN NIPPY. Reconditioned engine. Body fair. £35 o.n.o. Cobb., c/o., Main Guardroom, R.A.F., Honington, Suffolk. [2822

RILEY, 1933, Kestrel 12/6. Mainly good original, only block useless. Offers for breaking ? Barnard, Standford House, Bordon, Hampshire. [2823

LAGONDA RAPIER, 1,104-c.c. Fixed head; fine condition. Value £160 but must accept best offer (consider camera in part exchange). Clarke, 4, Redcar Road, Wallasey, Cheshire. [2824

1937 ALVIS SPEED 20 Sports. Good condition, also B.M.W. 329, first registered 1956, l.h.d. Offers. High Carr House, Talke Road, Chesterton, S.O.T. [2825

PORSCHE, 1956, model 1500, hardtop. Engine rebuilt to 1600 specification. 4 new "X" tyres. Car is bright red and immaculate. £695. 65, Vincent Ave., Surbiton. Tel.: ELMbridge 4492. [2826

FIAT 600, 1955, 23,000 miles. Dover white and maroon. Used as second car only. £330. Hulse, Chadwick End, Solihull, Warks. Tel.: Lapworth 297. [2827

JAGUAR MK. VII, 1954, good condition. Price £300. Booth, Blue Boar, Chieveley, Newbury. Tel.: Chieveley 236. [2828

ALVIS FIREBIRD, 1936, Excellent. 12/50 coupe 1932, fair. Offers. "Ballintoy," Church Road, Worcester Park. [2829

MORRIS OXFORD tourer, 4-seater, excellent runner, no oil, body needs repaint, original registration book: 22/6/27., daily use. £85 cash. Aircton, Okeford Fitzpaine, Dorset. [2830

PHILIPS TRANSISTOR car radio, £16; Smith's F260 Heater, new in carton, £13 10s.; Set of four brake linings for 1925-29 M.G., or Morris Oxford, £1; Quantity of new Champion Spark plugs, 3/6d. ea.; Four new petrol pumps, assorted types, 30s. ea. Tel.: Aintree 7947, or call: 2, Wellington Close, Aintree, Liverpool. [2831

M.G. TA, 1939. Condition better than most TC's. Oversize rears, Windtones, spot., passed 10-year test. £180. 36, Southdown Road, Shoreham-by-Sea. [2832

DAIMLER 2½-LITRE sports saloon, 1939. Sound condition. Taxed and insured. Certificate available. £95. 96, Heolmorfh, Giants Graye, Briton Ferry, S. Wales. [2833

DISMANTLING 1937 Triumph 14-h.p. Vitesse saloon; 1948 Humber; 1934 Fiat 16; 1949 Austin 16-h.p.; tyres from £1; 16-in., 17-in., 18-in., 19-in. tubes from 4s. Tel.: Howard 4306. [2834

ANY OFFERS, '39 Ford. 7 ft. 6 in. w.b., Ten engine. Used daily, spares. Beke, 302, Oldfarm Ave., Sidcup, Kent. [2835

1938 4¼ BENTLEY Park Ward saloon. £380. New h.d. Bosch battery, 2 new Dunlops, radio, etc. Write details, photo: Flt. Lt. Goodacre, R.A.F., Bawdsey, Woodbridge, Suffolk. [2836

ROLLS-BENTLEY 4¼ with superb looking Thrupp & Maberly Sports Saloon body. Remarkable performance. Overhauled by Burtonwoods for £385. and invoiced to J. Arthur Rank. £395, Worthington, "Miramar" Milford, Hants. Tel.: Beaulieu 259. [2837

MORGAN 4/4, 1956. Goes well but must go. £245 or try offer. Martyn, 9, Courtlands Ave., Slough [2838

ROLLS-ROYCE, Mulliner, 1936, one of best remaining examples of 20/25 owner-driver sunroof saloon with boot; moderate mileage and excellent condition. Moderate price to good home. Box No. U.839. [2839

1958 CONVAIR 1172. Professionally built. All new parts including boxed Popular chassis, Ballamy suspension, 15 in. wheels, "X" tyres, "D"-Type c.r. gears, 4.7 to 1 axle, 4-branch manifold, twin carbs., seats, tonneau, hood, sidescreens, trimming by Connell Bros. Only 14,000 miles; never raced. £295. No haggle. H.P. arranged. Bevan, 6a, Dunoon Gdns., Devonshire Road, London, S.E.23. Tel.: COV 1795 (9-5). [2840

MORGAN PLUS 4, 1952. B.R.G. Engine 13,000 Stage 2, Vynide hood, tonneau, spot lamp, new batteries, taxed. £350. No offers. Udall, 136, Avon Road, Chelmsford, Essex. Tel.: WEMbley 8991 (office hours). [2841

FOR SALE—*continued*

RILEY PRESELECTOR gearbox, reconditioned, with car, towable. £12 o.n.o. Tel.: Marlow 969. [2842

TR2, 1955. Blue, hard and soft tops, heater. Must sell. Marrying. £385. H.P. Devon. Box No. U.843. [2843

ROLLS-ROYCE, 1938, 25/30. H. J. Mulliner Sedanca de Ville, occasionals, leather, radio, heater, just rebored. £650. Tel.: Oxford 61432. [2844

M.G. PA. Resleeved, reground crank., hydraulics. £80. P. Halstead, 71, Laithes Lane, Barnsley. Tel.: 6275. [2845

ROVER 12 convertible, 1949. Aluminium body, radio, £325 o.n.o. Details: Llwynoffa Cottage, New Brighton, Mold, Flintshire. [2846

ELVA CLIMAX, 1958, in perfect mechanical order. Sports/racing body, 1,100 c.c. stage II/III engine. Alfin drums, de Dion rear, adjustable shockers, M.G.-A close-ratio box, appendix "C", and road-screens, etc. Very fast—ideal club racing and road use. Offers around £585. Bayliss, Claregate, Oakhill Drive, Welwyn. Tel.: 774. [2847

1949 TRIUMPH 2000 Roadster. Black in good condition. £270 o.n.o. 20, Avenue Road, Westcliff-on-Sea, Essex. [2849

1172 TYPHOON 2-seater. Blue. Recond. engine, 4.7 c.w.p., full weather equipment, completed June '59. Very smart. No rubbish. £350 o.n.o. 120, Monks Park, Wembley, Middx. [2850

PHANTOM II CHASSIS, Series WJ. £35. 18, High Street, Thurleigh, Bedfordshire. Tel.: Ravensden 325. [2851

1951 HEALEY 4-seater open sports, similar Mille Miglia class winner. 365 guineas. 1, Chesham Rd., Guildford. Tel.: 3671. [2852

FIAT 600. 1957, under 17,000. Fashionable, frugal, and fun. Really good! £350. Tel.: Langfield 3482. City 4400 (business). [2853

BENTLEY 4¼, June 1939. 4-door d.h. by Thrupp & Maberly. This car has been carefully maintained is unmarked and is in excellent condition throughout. Radio, heater; brakes just relined. Seen London or Dorset. £600. DuBoulay, 58, Lexham Gardens, W.8. Tel.: FRE. 0362. [2854

M.G. TC, black. Engine reconditioned June '60., new crankshaft, pistons, etc. New steering box, good tyres, hood, sidescreens, spot., flashers. Will have resprayed free! £240. Dutton, Bunbury House, Tarporley. Cheshire. Tel.: Bunbury 208. [2855

RILEY MONACO, 1933. Smart body, winkers, 5 good tyres, battery, good brakes, new cable, track rod ends, reliable. £55. Jones, "Redlands," Barnet By-Pass, South Mimms. Tel.: South Mimms 2129. [2856

NASH AMBASSADOR de luxe, reg. 1956. Auto. o/drive, seats form double bed, radio, heater, etc. Nearest £150. Tel.: Orpington (Kent) 31685. Box No. U.858. [2858

VOLKSWAGEN 1192 d.c. strato silver, 1954. 1,500 miles, service, really superb, any trial. £370. Possible H.P. Write/call. Maxwell, 203, Upper Tooting Road, London, S.W.17. [2859

LANCIA AURELIA B.10, exceptional condition, ideal, compromise, smart, comfortable, quick, yet 30 m.p.h. Offers around £450. Tel.: Bletchley 3652. [2860

ROVER 9.8-h.p. vintage saloon. Excellent body. Mechanically faultless. Any offers. Tel.: PAR 6683 (day). [2861

BRISTOL 400. "X" tyres, heater, radio. Very nice car. £395. Tel.: Erith 34266. [2862

LOTUS SUPER SEVEN, 1960. As new, not run-in. Coventry Climax 1,100 c.c. engine. All extras, including c.r. gearbox, wire wheels, spare, full weather equipment, etc. Highly polished aluminium finish. Genuine reason for sale. Cost £950, offered at £750. Tel.: WELbeck 0433 (evenings). [2863

HORNET SPECIAL. B.R.G. £22. Chapman, 36, Rowena Drive, Thurcroft, Rotherham. Tel.: Wickersley 3634. [2864

TR2/3 HARD-TOP, black vynide finish. Best offer. Wanted sliding screens, tonneau. Tel.: Popesgrove 1605. [2865

1936 AUSTIN NIPPY 1,172 c.c. Potent Performer. New: Hood, radiator, dynamo, battery, seats. V.G.C. £100, o.n.o. Box No. U.866. [2866

ARMSTRONG SIDDELEY SPECIAL, 1937. Coach-built limousine. Preselector gearbox, automatic clutch and lubrication. Mechanically sound. Passed road test. Beautiful coachwork. Good tyres; original accessories, occasional tables, winding glass partition; 25-h.p., 19 m.p.g.; 28,500 miles only. Excellent car in excellent running condition. Owner going abroad. Taxed. £120, o.n.o. Photo on request. Rosser, 3, "Dewerstone," Thirlestaine Road, Cheltenham. [2867

SUNBEAM 16.9-h.p. fabric saloon, 1929. Wonderful state of preservation, having one careful owner for many years, who is retiring. £125. W. J. Bone, Weeting Rectory, Brandon, Suffolk. Tel.: 265. [2868

BRISTOL 400, 1950, 56,000 genuine miles. Only two owners. Faultless. Quick sale, £400. Tel.: ABBey 6585. 34, Vandon Court, Pettyfrance, S.W.1. [1626

FOR SALE—*continued*

M.G. TA, 1938, drophead coupé, excellent condition. £185. Langford, 40, Parkstone Hts., Parkstone, Dorset. [2869

1930 BLOWN 2-LITRE Lagonda low-chassis tourer. A most handsome car in very good condition. £240. V.S.C.C. and Lag. Club member. Fullest details and photographs to genuine inquirers from: H. L. Schofield, Foxhill, Mottram Road, Stalybridge, Cheshire. Tel.: STA 2017. [2870

ALVIS TA14 Tickford coupé, 1948. Rebored, new hood, heater. Fast and reliable. £215. 38, Elm Grove, Orpington, Kent. Tel.: Orpington 27154. [2871

VOLKSWAGEN, 1947. L.H.D. In fair condition, well shod. £120 o.n.o. Heath, Poppleton, York. [2872

M.G. PA. Breaking for spares. Secar, 11, Hall Road, Handsworth, Birmingham, 20. [2873

1953 M.G. TD. Original red. New hood; engine overhauled. Excellent condition. £435. Tel.: Rustington 770. [2874

ALVIS 3-LITRE TA21. Magnificent car. Includes radio, heater, link mats, Lucas screen-washer, eight Michelin "X"s. 10,000 miles since £250 works overhaul. Just decoked. Terms if required. £400. Wright, Shafters Farm, Denmead, Hants. [2875

1922 ROVER 8.9-h.p. for restoration. Two cylinders, air-cooled. Body in good condition, engine dismantled but complete. £50. Tel.: Farnborough (Hants) 2582. [2876

LEA-FRANCIS MARK VII 18-h.p. 6-light saloon, 1950. Fast and elegant. Major engine overhaul 1959. New rad. and gearbox overhaul since. Radio, heater, screen-washers, etc. Photo on request. £200. Harvey, Bright Hill, Great Rollright, Oxfordshire. Tel.: Long Compton 252. [2877

RILEY NINES: Monaco, 1932, £25; s/brake, 1929, £10. Alvis 12/50 saloon, 1932, £45. Vintage Cowley and Oxford engines and spares, Riley Nine spares, Humber 9/28 spares. Taylor, 23, Vere Road, Peterborough. [2878

M.G. TD, '51, in immaculate condition. Unblemished ivory with new black Vynide hood. Four new Michelin tyres, many extras. £345, and there's no catch, see for yourself at 40, Warwick Road, Welling, Kent. [2879

M.G.-A 1500, 1959, 11,500 miles. White/black trimmed. Extras. £690. Tel.: WHI 5315. [2880

ALVIS 4.3, 1938, Vanden Plas pillarless saloon. Sun-roof, radio. Whole car in very good near-*concours* condition. £275. Watts, 459, Streetsbrook Road, Solihull (Tel.: 2855). [2881

M.G. TD II, late 1953, ivory/red. Good condition throughout. Laystall h/c. head. £385 o.n.o. 56, Logan Road, Wembley, Middlesex. Tel.: ARNold 5643. [2882

1935 TALBOT 105 Airline saloon, advertised with photograph on page 601 of MOTOR SPORT for July at £275, if unsold will now be for sale at £175 o.n.o. A beautiful specimen, thoroughly overhauled and completely reliable. Tel.: Carey, AMBassador 9609. [2883

TRIUMPH ROADSTER, 1949 (TR 2000), Vanguard engine. Taxed December. Recent gearbox. Twin spots, heater; other extras. Excellent condition, regularly serviced. Romp test. £295 or near offer. Sylvester, 29, Ridding Lane, Greenford, Middlesex. Tel.: BYRon 1912. [2888

HILLMAN HAWK tourer, 1936, blue. Beautiful condition. One owner 23 years. £100. Tel.: Woking 943. [2889

FORD ROCHDALE G.T., 1958, green. Just overhauled. Perfect. £200 o.n.o. 149, Dale Hall Lane, Ipswich, Suffolk. Tel.: 56875. [2890

AUSTIN SEVEN-MINI "Speedwell" "Sport" conversion kit. New and unused. Less silencer, £15. Batchelor, April Cottage, Stoke Mandeville, Bucks. [2891

SUNBEAM MARK III convertible (Dec. '54), with heater, radio and good "X" tyres. A smart, fast (over 70 in third) low-mileage (44,000) and very comfortable motor car for £475. Meadowside, Upwey, Weymouth. Tel.: Upwey 2502. [2892

1923 DODGE. Only 22,000 original miles. Last on the road 1928. Engine running two years ago. What offers ? P. Wing, Farnhurst Farm, Cranleigh. Tel.: Cranleigh 224 [2893

XK120 D.H.C. (Oct. 1953), grey. New hood, "X" tyres, radio, heater, luggage rack, spots, mirrors. Very good condition. H.P. terms, exchanges. Any offer ? Wanted, perfect Lancia Augusta saloon, realistic price essential. 112, Westgate, Bradford, 1, Yorkshire. [2894

GENUINELY IMMACULATE TA, 1937. B.R.G. Spare wheel cover, luggage rack, spot, interior, reversing lights; rad. thermometer. New tyres, exhaust, tonneau, black Vynide hood. Often mistaken for TC. Three owners only. Taxed, Ins., Dec. £235. Oade, 49, Bradford Road, Cleckheaton, Yorks. Tel.: 2072. [2895

£50 DEPOSIT and £2 weekly buys 1934 3½-litre Bentley Park Ward saloon, aluminium body. £200 o.n.o. cash. Write: 3, Cross Road, Manchester, 21. [2896

MORGAN 4/4, 1948, 2-seater sports. Completely rebuilt June 1960. Plus Four forces sale of this immaculate car. £300 o.n.o. Booth, 38, Park Court, Bradford, 9. Tel.: 43719. [2898

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

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MERCEDES-BENZ 300SL Roadster, 1958 series 2-str. This superbly fast car is in incomparable condition both bodily and mechanically. Finished in dove grey with red leather interior; fuel injection 3-litre engine, etc. This car must be the ultimate in high-speed transport for two... ... ... **£3,865**

LOTUS Elite G.T., 1960 series. Spotless in white with black interior. Nominal mileage only. Stage I tune, wire wheels, disc brakes, new Pirellis, etc. **£1,495**

LANCIA 2500GT Aurelia. Unblemished in Italian red with black interior. Highly polished unit, Nardi wheel, floor change, "X" tyres, heater. Recent extensive overhaul (£700) at Lancias in Italy. Must be the best available specimen **£1,285**

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1931 ALVIS TJ 12/50 wide 2-seater. General condition good. Mechanically sound. "Tyrella," Hanover Street, Mossley, Nr. Manchester (Tel.: 33). [2945

LAGONDA RAPIER 1,100-c.c., 1938, 4-seater tourer. Excellent mechanically. Good body, weather equipment. Offers over £100. 12, Twinwoods, Stevenage. [2946

FRAZER NASH-B.M.W. 319/45 d.h.c. £60. Write first to "Caerhays," Wendley Drive. New Haw, Weybridge. [2947

TR2, 1955. Red. Excellent condition throughout. Extras include hard-top, sliding screens, tonneau, radio, heater, washers, rear seat, Michelin "X" tyres. Growing family causes sale. Seen West Country £475. Box No. U.948. [2948

TR3A, 1960. Sale £950, part exchange small saloon, h/o/h. Brain, Lawns Cottage, Yate, Bristol. [2949

M.G. TB. Excellent condition, resprayed. £185 o.n.o. 103, Birmingham Road, Sutton Coldfield. [2950

1951 DELLOW. Full weather equipment. V.G.C. £225, H.P. arranged. Tel.: Reading 62910. [2951

ASTON MARTIN, 1954, 2-seater sports with hood and tonneau, in B.R.G. Immaculate condition throughout. Radio and heater. Body by Green and Mays. Must be seen. £625. Tel.: LIV 3987. [2952

M.G. TC dampers, £3. Morris fold-flat screen, £3. 12v. Windtones, £2. 12 in./8 in. hydraulics, £6. Tel.: Upper Warlingham 4337 (Surrey). [2953

1949 VOLKSWAGEN, R.H.D. Radio. Excellent condition. New tyres, battery, lights. Complete front suspension and steering overhaul. Brakes relined. Good engine. £185. Way, 6, Exeter House, Putney Heath, S.W.15. Tel.: Putney 0790. [2954

ROLLS-ROYCE, 1933, 20/25 saloon. Photographs. £150. Heaton, Chalet, Budworth Road, Birkenhead. [2955

STILETTO II SHELL, 1931 Morris Minor stripped, £50. Burton, 28, Wontner Road, S.W.17. [2956

PEERLESS, 1958. Phase I G.T. saloon. Carefully maintained. Overdrive, heater. Many extras. £895. Box No. U.957. [2957

TR2, 1955. Hard-/soft-top, tonneau, radio, heater, Michelin "X"s. Host of other extras. £475. H.P. if necessary. Tel.: Sutton-in-Ashfield 673. [2958

CONVERSION FOR B.M.C. A-series engine. Twin S.U.s, manifold, air-cleaners, £12. A35 anti-roll bar, £2. Notek Nearlite and Farlite complete, £4 pair. All above in excellent condition. 12v. windtones, new, £3. Ekco car radio, 6v., unused, £12. (Seen Birmingham.) Box No. U.959. [2959

RILEY NINE MONACO saloon, 1937 model (late 1936). Steering, brakes good. Resprayed. £50 recently spent on overhauls, etc. £75 o.n.o. Owner emigrating. 16, Verdure Avenue, Sale, Cheshire. Tel.: 0692. [2960

1947 BRISTOL 400, 85c engine. Good mechanically, body sound but scruffy. £245. Taylor, 64, High Street, Newton-le-Willows. [2961

CITROEN DS19, July 1957. Maroon. Very smart, fast car. Radio, heater, etc. Well below list price at £595. Cash or consider exchange, H.P. available. Senior, 3, Moorside Road, Eccleshill, Bradford, Yorks. Tel.: Bradford 38254. [2962

1931 AUSTIN SEVEN tourer, £10. 15, Sharpenhoe Road, Barton, Beds. Tel.: Hexton 350. [2963

"SPECIAL" BUILDERS: B.M.W. tubular chassis and i.f.s., R.P., £5. Also 1957 Standard Ten rear axle, complete with wheels and springs, £10. Tel.: Bristol 56844. [2964

ALVIS SPEED TWENTY-FIVE. Mechanically excellent. Breaking or delivered 50-mile radius Blandford. Tel.: Blandford 740. [2965

AUSTIN SEVEN, 1937, three new tyres, £15. 1938 Big Seven, excellent bodywork and tyres, £65 o.n.o. Tel.: Hillside 1995. [2966

12/50 ALVIS SPECIAL. Lowered chassis. Reconditioned throughout. Door-less 2-seater body. Special wheels. With unused reconditioned and tuned A70 engine. Car almost complete. For quick sale. £150 or near offer. Box No. U.967. [2967

VOLKSWAGEN "EXPRESS" twin-carb. set, used 5,000 miles. £20. Lambert, 31, Fairefield Crescent, Glenfield, Leicester. [2968

MORGAN 4/4, Climax, 1938, exceptional condition. Bills available. Offers. Tel.: Hainault 5279. [2969

BLACK HOOD, full-length tonneau, hood tonneau and frame, all for TR2. All Vynide and in new condition. £20 complete or will separate. K. Abraham, Tel.: Wedmore 229 (Som.). [2970

HAIRY BEAST! 1932 M.G. 2-seater, o.h.c. sprint-tuned F-type. Long wheelbase. B.R.G. Just rebuilt. Must sell, owing arrival stork. £150 o.n.o. Storer, Pear Tree Cottage, Walton Lane, Weybridge, Surrey. [2971

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

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FABULOUS COMPETITION SPECIAL. Cutler space frame, i.f.s., i.r.s., Riley 1½-litre engine, four Amals, polished ports, oversize valves, double springs, Runbaken coil, twin H.P. pumps. Pre-selector box. Over 100 m.p.h. Beautiful aerodynamic professionally made aluminium body. £350. Sisnett, 25, Rutland Gardens, Hove, Tel. 39493. [2972

M.G. TB, 1939. Taxed, insured. Recent engine overhaul; body excellent; well shod. New water pump, steering box, half-shafts, hubs. £185 o.n.o. 95, Buddle Lane, Exeter. [2973

TALBOT 65 d.h.c., v.g.c. P.V.C. hood. Using oil. £65 Richardson, 20, Lavender Vale, Wallington, Surrey. Tel.: Wallington 1640. [2974

AUSTIN HEALEY SPRITE, 1958; 25,000 miles, one careful owner. Primrose. Excellent condition. £475 o.n.o. Hill, 35, Bucklersbury, E.C.4. Tel.: City 5627. [2975

1950 REG. VOLKSWAGEN, l.h.d. Plus 40 m.p.g., uses no oil. £180 o.n.o. "Stony Chewton," 15, Holtspur Close, Beaconsfield, Bucks. [2976

RILEY 1½, 1950. Specimen condition throughout. £325. Brown, 35, Victoria Road, Selston, Notts. [2977

ROLLS TWENTY, 1929, Park Ward sporting saloon, flared wings, entirely original. Third owner, reputed 90,000 miles. £250 or reasonable offer. Wilkinson, 34, Dartmouth Park Road, London, N.W.5. Tel.: Gulliver 3763. [2978

JAGUAR 3½-LITRE saloon, 1939, 28,000 miles; better condition than post-war. £190, or exchange, powerful motorcycle. 12, Poplars Close, Stopsley, Luton. [2979

1957 A35 YIMKIN conversion. Heater, twin spots, screen washers. £350. Exchange considered. Tel.: Chelmsford 4859. [2980

ROESCH TALBOT 75, 1937, sports saloon. Mechanically good, interior good, body fair. A bargain at £50. Cox, 21, Park Avenue, Gravesend. Tel.: 4968. [2981

SINGER LE MANS 2-seater, B.R.G., excellent condition. Loads spares. £90. 21, Spencer Road, London, N.11. [2982

1930 A.7 SWALLOW Special. Bowdenex, twin S.U.s, 4-speed box. £40. Box No. U.983. [2983

GOODWIN SPECIAL. This year's most successful 1172 car: 7 wins and 7 places in 1172, sports, monoposto and Formule Libre events. Immaculately maintained in race-winning condition, but equally suitable road use. Offers. Write first to Tony Goodwin, 35, Dorset Road, London, S.W.8. [2984

COMPREHENSIVELY INSURED JAGUAR 3½ saloon, 1947. Twin—exhausts, carbs., mirrors, spots windtones. Discs, heater, washers, tools. £85. "Oakbrook," Senna, Comberbach, Cheshire. [2985

VINTAGE VAUXHALL coupé, 1929. Pass test easily or money back. £65. Evenings, Tel.: Riverside 3531. [2986

M.G. L-TYPE MAGNA, 1933. Rebuilt, resprayed (B.R.G.). New hood, screens, six tyres, battery. Headlamps rechromed. Brakes relined, new diff., king-pins. Immaculate. Must sell, starting family. £160. Photos on request. 169, Adamsrill Road, S.E.26. [2988

SUPERCHARGED GRAHAM. No mileage since complete mechanical overhaul of engine, gearbox and axle. Phaeton 4-door body in good condition. Colombia 2-speed axle. Two owners since new. £165 o.n.o. Box No. U.989. [2989

LANCIA APRILIA, 1937. Exceptional condition throughout. New interior trim. Excellent engine and bodywork. A bargain, £135. 1, Morley Close, Orpington. Tel.: Farnborough 56038. [2990

M.G. MAGNETTE. Full Alexander conversion to engine, exhaust and rear axle. Motorola radio, self-erecting aerial. Ace turbo-discs, Ridemaster springs, twin Bosch horns and twin windtones, wing mirrors, undersealed, seat covers. Exceptional condition. Taxed. £525. Allen, 13, Headland Crescent, Exeter. [2991

1937 DAIMLER Light Eight. Magnificent condition throughout. Relined brakes. Tyres new. Scent bottles, handbook, etc. £50. Rover Speed Pilot, good runner, smart, £12. 29, Centaur Road, Coventry. [2992

ASHLEY A.7. Hard-top, usual mods. Spare rebored block plus pistons. What offers? Tel.: 9-5, J. Coote, Mill Hill 3666; evenings, Finchley 5360. [2994

ALVIS SPEED TWENTY-FIVE Charlesworth saloon 1937. Excellent appearance and bodywork, good mechanically. Heater, extras. £150 o.n.o. 3, Stanford Avenue, Hassocks, Sussex. Tel.: 208. [2995

FORD FALCON II. Alloy head, 4.7 c.w.p., reconditioned engine, full weather equipment. Very good condition. Offers. J. Walker, 82, Maythorne Road, Blurton, Stoke-on-Trent. [2996

HEALEY D.H.C., good condition, £200. A Sowter, Studfold Farm, Kirkby in Ashfield, Notts. Tel.: 2347 K.A. [2997

1926 SHORT-CHASSIS Jowett 2-seater, dickey. Original, sound. Repaint, rewired, new tyres. No hood. £75. Bolam, The Manor House, Somerton, Somerset. Tel.: 31. [2998

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25/30, 1937 Thrupp & Mab. o/d. swept-tail saloon. Believed two owners and genuine mileage under 80,000. In extremely good order for **£395**

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P.I, 1928, all weather tourer by Caffyns, highly original and mechanically excellent, with good coachwork. New hood being fitted. Completed price approx. **£400**

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20/25, 1930, sound chassis with late pre-war Replica drophead coachwork in fair condition. **£175**

20/25, 1934, Mulliner 7-pass. limousine, leather throughout. Generally very fair. **£195**

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1935 3½ Rippon sloping-tail sports saloon. Mech. quite good. Coachwork pretty shape but scruffy, hence very low price to clear of **£110**

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CROSSLEY Ten sports tourer, 1932. Sound, attractive and in very fair order. **£50**

DELAGE D-6/75 sports saloon, 1939, in very good order in every way. **£185**

FORD Special s/seater, road equipped, 1172 engine, i.f.s. Impressive appearance and good performance. **£155**

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STUTZ Model AA 2-seater convertible, 1937. 34-h.p. straight-eight. Very rare and sound car, most original. **£125**

TALBOT 8/18 tourer, 1924, 4-seater. Complete and generally sound and original but needs painting and retrimming. **£50**

TALBOT DARRACQ 21-h.p. sports saloon, 1938. Good coachwork, very good mechanically; manual gearbox. At **£125**

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We have just acquired a very famous pre-war G.N. **SHELSLEY SPECIAL**—"The Wasp" (1,500 c.c. o.h.c. twin) s/seater. Complete but partially dismantled; reputedly in excellent order. Regret no overseas inquiries entertained but sensible offers wanted from vintage member capable of completing and using the car.

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1951 LEA-FRANCIS estate car. Roomy hardwood maker's body. Splendid condition. Taxed December. £210. Bolam, The Manor House, Somerton, Somerset. Tel.: 31. [2999

TR3, June 1937. W/wheels, heater, tonneau, new competition clutch and relined brakes, nearly new RS4 tyres; 34,000 miles, two owners. Must be sold, £465 o.n.o. J. Ellinghouse, 9, Elder Avenue, Crouch End, N.8. Tel.: Mountview 1463. [3000

AUTUMN "LEAFS." 1949 Westland coupé, genuine 40,000 miles (engine 8,000), £200. 150 6-light black saloon, good condition, £205. Tel.: Loxwood 207. [3001

CORD 810/812 parts. Almost everything available. Supercharged Westchester complete, with frontal damage, £75. Peter B. Moore, Tel.: NH2 3980. 1, Northwood Way, Northwood, Middlesex. [3009

LANCIA APRILIA, 1939—some welding needed at rear, but—two new "X"s, heater, radio, etc. Any offers near £79 19s. 11d.? Any offers? Box No. U.014. [3014

LLOYD, 1949, black roadster. Good hood and battery. Cheap at £80. Biggs, 151, Northchurch Road, N.1. [3015

IMMACULATE WOLSELEY HORNET. 9,000 miles since complete overhaul and rebuild from chassis upwards. Bills available. Arrival of infant forces reluctant sale. Photos available £150 o.n.o. Evans, 18, Peverell Drive, Hall Green, Birmingham, 28. [3016

M.G. TA. Excellent condition, rebore 3,000 miles. Recon. gearbox, new speedo. Modifications. £190 or nearest offer. 177, Oxford Road, Middlesbrough, Yorkshire. [3017

HOTCHKISS, 1935, Paris-Nice. Engine, battery, tyres, good. New windscreen. First reasonable offer. Aspden, Wells Copse Cottage, Willey Park, Farnham. Tel.: 3186. [3018

IMPRESSIVE M.G. K2 (chassis K2/001). Scruffy. £47 10s. Haggle. Wanted: 1920-30 A.7. Dunn, 59, Church Lane, Skegness. [3019

1958 AUSTIN HEALEY Sprite, 12,000 miles. Usual extras, also large brakes and anti-roll bar. In very good order. £500. Also Ford Eight engine, rebored, crank reground, alloy head and flywheel, damaged 100E gearbox to fit, £15. B.M.C. Series A 1,000-c.c. engine, considerably modified, £40. M. Hemens, 12, Carberry Avenue, W.3. Tel.: ACOrn 1498. [3020

FORD SPECIAL. Modified Austin chassis, hydraulics, i.f.s., hood, aluminium body. £185. Tel.: Upminster 3091. [3021

'35 ALVIS Speed Twenty saloon. £150 spent last twelve months. Best offer above £175 for quick sale. Reeve, 119, St. Peter's Street, South Croydon. Tel.: CRO 0797. [3022

WOLSELEY HORNET EW Special. Recent overhaul. Two-seater ali. body. Goes like bomb. £80. Haggle. Williamson, Pewsey Hospital, Pewsey, Wilts. [3023

FIBREGLASS FORD TEN Special. Hard-top, heater. £195 o.n.o. Orchard House, Tanworth-in-Arden, Solihull, Warwicks. Tel.: T-in-A. 218. [3024

LAID UP! 1934 Riley Lynx, blue body, black wings. Mechanically, bodily sound. No reasonable offer refused. Photo, details in s.a.e. 9, Eastbury Road, Watford. [3025

HEALEY ELLIOT saloon, 100 m.p.h., 28 m.p.g. £180 o.n.o. Tel.: Edinburgh 42571. [3026

LAGONDA 2-LITRE l/c. Speed Model (1929). Good condition. In daily use. New hood, tonneau, batteries, retreads, etc. Dr. A. Phillips, General Hospital, Southampton. [3027

DAREN'T SELL FIRM'S car, so my Austin A40 sports must go. Good condition, extras, 1959 engine. First reasonable offer. Tel.: WIM 0392. [3028

M.G. PA 2-seater. Colour cream. Recent engine overall, new dynamo. In reasonable running condition. £80. Iles, 121, Western Road, Billericay, Essex. [3029

1954 MORGAN Plus Four/TR2. TR3 pistons, crankshaft. H/C. head. Special inlet, exhaust system. 115 b.h.p. New hood, screens. Maroon. £475. Accept Alta Minor in part exchange. Tel.: Bradford 47132. [3030

TROJAN rear-engined Purley saloon. Good condition. £30. Bird, 34, Mannering Gardens, Westcliff, Essex. [3031

TWO BRAND NEW Dunlop tyres, 6.00 × 20, £13 each. This is £10 below list price, if you can get them. Tel.: Chichester 3119 (day), 2063 (evenings). [3032

SPRITE, 1959, immaculate, white. Engineer owned. £90 extras, exchanges. £540. Tel.: Camberley 2433. [3033

HORNET SPARES. Breaking '34 Daytona after abandoned rebuild. Many new parts, no bodywork. Prices very low but buyers collect. "Bryhir," Red Road, Borehamwood, Herts. Tel.: Elstree 2887. [3034

VOLKSWAGEN DE LUXE, 1954. New engine 1959. £350. Woodfine, 66, Dunstable Road, Flitwick, Bedford. [3035

TR3, 1956/7, immaculate. Extras. £495. Private H.P. Hard-top available. 93, Monarch Parade, Mitcham. Tel.: 8863. [3036

M.G. TA. First class condition. Mechanically excellent. £185 or offer. Tel.: Downland 5461. [3037

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

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1947 ALVIS TA14, two owners. Coachwork excellent, mileage 70,000. £165. Tel.: Orpington 26127. [2723

M.G. TC, *concours* condition throughout. Black, new white Vynide hood. 16-in. rears. £350. Taylor, Tel.: SWIss Cottage 2004 (evenings). [2724

ALVIS SPEED TWENTY-FIVE, 1937. Breaking. All spares or tow away. Tel.: Blandford (Dorset) 740. [2725A

M.G.s—1933 J2, blue, 1172 Ford motor, 4-speed box; £100. Also 1931 18/80 Mk. II saloon, original, B.R.G.; £75. Photographs available. Darke, "The Brittons," Lansdown View, Kingswood, Bristol. [2726

"BUDDLYDOO" seeks a new home. A 1928 Austin Chummy. She does not look or feel her 32 years. Her B.R.G. paintwork shines and her new hood is quite weatherproof; even her little boots are in good repair. She will transfer her affections for only £65. Brian Wales, 22, Kendall Road, Beckenham, Kent. Tel.: Beckenham 8208. [2727

TRUE 115-m.p.h. TR3, Oct. 1956. Wilen high-compression head, rampipes, overdrive in three gears, disc brakes, wire wheels, "X"s, luggage rack, heater, etc. This car is excellent, red hot. £625. Mander, 15, Spencer Avenue, Earlsdon, Coventry. [2728

FRAZER NASH SPARES. Complete car dismantled. All parts, including 4ED engine, 19-in. wheels, tyres. Tel.: Eversley 3117. 24, Barkham Ride, Wokingham. [2729

XK120. Nice order throughout. Radio, heater, tonneau, spots. £340. Tel.: Eversley 3117. 24, Barkham Ride, Wokingham. [2730

PACKARD SUPER EIGHT. Black. Truly magnificent car in original order. Heater, screen-washers, Marchal matched head and fog lamps. Mileage 15,700. Full particulars to genuine inquirers. £175. Clements, Polam Hill, Parkside, Darlington. [2731

1936 STRAIGHT EIGHT Railton. Engine fair. Body rough. Offers. Would break. Moss, 2, Cambridge Road, Sawbridgeworth. Tel.: 2342. [2732

ASTON MARTIN: 1933 s/c. Le Mans, chassis B3/231/S. Excellent condition. 11th '34 Le Mans. Will sail through test. £350. Dodd, 13, Kingsway Gardens, Westville, Hucknall, Notts. [2733

F./N.-B.M.W. 315/2, body needs little attention; enthusiast's car. £50 o.n.o. Maydon, Bruin Wood, Wraxall, Bristol. Tel.: Nailsea 159; weekdays, FRE 4411. [2734

FORD POPULAR, 1954 (Nov.). Two-tone. 4-Speed gearbox, 4.7 c.w.p. Body sound, engine poor. Other extras. £150. Faure, 7, Woodstock Road, Redland, Bristol. [2736

3½-LITRE BENTLEY, 1934, rebuilt with modern razor-edge saloon c/h. body. Engine overhaul and brakes completely relined recently. Good history. £425. Reason. Weardale Road, Lewisham, S.E.13. Tel. (daytime): LEE 3344, or (evenings) IMPerial 4380. [2737

1960 VOLKSWAGEN (May), de luxe. Sacrifice to enthusiast for any reasonable offer. "Tresco," Danbury, Essex. Tel.: Danbury 359. [2738

RILEY ADELPHI 1½, 1937. Complete engine overhaul last year. Body good condition. Mechanically sound, good tyres. £100. 210, Higham Lane, Nuneaton. [2740

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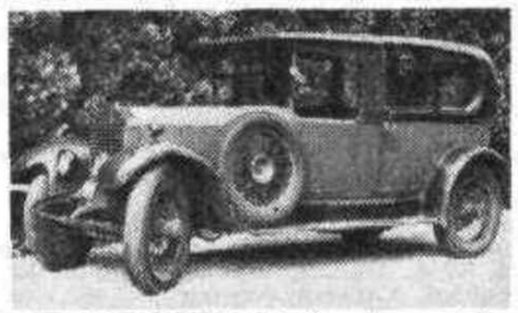
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1933 Gurney-Nutting/Owen sedanca coupe on the Continental P.II chassis. Late property of Royalty. Details and photos of this 104,000-mileage classic car on request.

1933 Sports saloon (ultra close-coupled !) to full **Continental** specification. Very good all round, large trunk. **£150.**

1928 INVICTA 4½ open tourer. Ex-team car. Excellent mechanics. Stark but impressive. **£140.**

'27 R.-R. 20, v. clean, **£165. '26 SWIFT** tourer, 13 h.p., **£110. '34 ROLLS-BENTLEY,** good, **£250. '30 Daimler,** clean, **£100. F.N.-B.M.W. Type 55,** 2-seater, **£40. F.N.-B.M.W. 315/34, £25. '33 HORNET Special, £50.** Also **HORCH, RILEY, DAIMLER, SALMSON, RAPIER, etc.**

FOR SALE—*continued*

1937 RILEY ADELPHI. Engine requires overhaul, otherwise sound. Excellent tyres, battery. Spares include part dismantled 1936 Merlin (towable). £50. Briggs, 38, Bell Mount View, Leeds, 13. [2739

1931 F.W.D. ALVIS. Partly restored, needs completion. Over £200 spent. Mr. G. Lee, 121, Becklow Road, Shepherds Bush, London, W.12. [2741

RILEY ADELPHI SPRITE. Good condition throughout. Gift at £85. 6, Melrose Road, Barnes, S.W.13. Tel.: PRO 4067. [2742

PHANTOM II. 1930 chassis with 1935 Hooper sloping-tail owner driver sports saloon. No division and bucket seats. Entire car in very good order. £350. Reynolds, Redbourne Park Kirton Lindsey, Gainsborough, Lincs. [2747

UNUSUAL OPPORTUNITY. Unfortunately my love and I must part, now I seek a good home for her. 1952 Opel Kapitan 2½ litre, resprayed red. Probably the finest example of this rare car in England. Recently overhauled, fast, can seat six when necessary. Heater, cigar lighter, clock, etc. £350 o.n.o. Heath, 11, Mill Cottages, Fobbing, Stanford-le-Hope, Essex. Tel.: Stanford 2208. [2748

MORGAN SUPER SPORTS, immaculate condition, recond. 1,100-c.c. J.A.P. engine, twin monoblocs, 8.5 comp., 50 b.h.p., recond. hydraulic brakes, suspension, lights, a.v.c., dynamo. Performance absolutely fantastic. £150 o.n.o. Tel.: Southend 68962. [2749

MORGAN '49. Standard 10 o.h.v., good condition. £175 o.n.o. 78, Sebright Avenue, Worcester. [2750

ALVIS SPEED 25 Charlesworth saloon, 1937. Nice condition throughout. £140 o.n.o. 863a, Wimborne Road, Bournemouth. [2751

BENTLEY, 1926, 3-litre Speed model short chassis Le Mans replica body, 2/4-seater B.R.G., "A" box. Two spares at back, slab tank. Magnificent specimen, mechanically 100 per cent. £400. Tel.: Parkstone (Dorset) 5314. [2752

ROLLS, 20/25, 1933, Limousine. Sell/break. 23, Lynmouth Road, Perivale, Middlesex. [2753

1950 RILEY 2½ litre drophead. Superb appearance and performance. £250 or exchange classic tourer in mint condition plus £150. Prefer Alvis. Tel.: Rutherford, Penn House, Eton, Windsor. [2754

TF54, sprayed red, engine, "X"s, Vynide hood fitted January. Wire wheels, heater, luggage rack. £510. Buckland. Tel.: Amesbury 3331 (Ext. 146). [2755

DELLOW SPORTS, 1951. Exceptional condition. Large no. extras, recent major engine overhaul. Not trialed. Owner going abroad. Offers: Box No. U.756. [2756

1935 RILEY KESTREL 12/4. Genuinely good condition throughout. Shortly to take M.O.T. test. £125 or offer. Might part exchange "Nine." Harper, 22, Ashurst Drive, Shepperton, Walton-on-Thames. Tel.: 23661 (daytime, except 1-2 p.m.). [2757

WHY BUILD a "special" when you can have my excellent 1172 Buckler for £150 or less ? 57, Oakhurst Road, Enfield. [2758

MORRIS TEN, 4-speed gearbox with Bowden conversion to fit Ford E93A engine and rear axle. Price £14. Williams, Pry Lane, West Hatch, Taunton, Somerset. [2759



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FOR SALE—*continued*

ALVIS 12/70, 1938, nearest £90; TA21, 1952, £415; Riley Monaco, 1933, £35 o.n.o. All saloons, running a treat, history and known faults available. Brewer, Laburnham House, Kington St. Michael, Chippenham, Wilts. [2760

ALVIS FIREFLY 12 saloon, rebuilt bodily, reconditioned mech., re-chromed. Must be sold so £75 or any reasonable offer. 49, Great Plumtree, Harlow, Essex. [2761

£50 EACH, with test certificates: Riley Nine Lyncock and 1929 Hillman 12.8 tourer. Ivy Cottage, Mears Ashby, Northants. [2762

ROCHDALE G.T. 80 per cent. completed, must sell quickly. New Ford boxed chassis, offers. Kirby, Wassell Cottages, Wolverley, Kidderminster, Worcs. [2763

RARE OPPORTUNITY: Must be one of the finest remaining 4-litre Bentleys. Immaculate. V.D.P. tourer in original condition. £300. Want good condition Healey Abbott coupé, up to £350. Tel.: Brealey, Upton 253 (Pontefract). [2764

FRAZER NASH-B.M.W. 319, 4-seater, d.h.c., good bodywork and hood, new battery and tyres, rewired. £115. 14, Hannon Road, Birmingham, 14. [2765

1931 MODEL-A FORD, 14.9 h.p. New brakes, clutch, used daily. £45. Peregrine, 18, Walsworth Road, Hitchin. [2766

AUSTIN 750 SPECIAL, Speedex 750 alloy body, hydraulic brakes, i.f.s., telescopic shock absorbers, modified engine, aero-screens fitted but full width screen complete with wiper and hood also available. £95. 41, Dawlish Road, E.10. [2767

M.G. TC. Good condition respray extras, much reconditioned. £220. Must sell. Gammons, Rectification, R.A.F., Little Rissington, Nr. Bourton, Glos. [2768

RILEY MERLIN 9, 1936. Rebored, rewired, fitted Lucas conversions, Rotoflos, oil coil, battery, chrome, tyres good, excellent coachwork. Register member. £110 or haggle. J. Fawcett, Woodcot, Hawthorn Road, Gt. Clacton, Essex. [2769

4-BRANCH EXHAUSTS constructed at down to earth prices: E93A Banana Type, £3 10s.; 100E equal pipe length extractor type, £5 10s.. Above with single or twin inlet manifolds, £2 extra. Straight through silencers from £1. Special manifolds and welding undertaken. Ring, write or call. Howe, 77, Chester Road, Sidcup, Kent. Tel.: Eltham 6027. [2770

£50. 1933 Alvis Firefly. Good runner. Also spare engine, front and rear axle. Tel.: ENF 0029 (evenings). [2771

LONDONDERRY. One red Falcon Mk. II bodied Morgan/Climax 4/4. Nearest £150 secures. Black hard-top, hood, tonneau, etc. Count as discount. Tel.: Londonderry 2769. [2785

FOR SALE—*continued*

M.G. XPAG engine, gearbox and accessories, factory recond. C.W.P. for TC. Offers. Short, 42, Caravan Park, Holders Road, Amesbury, Wilts. [2773

RILEY, 1939, 18-h.p. V8. Excellent condition. £150; Also Gamecock, mechanically sound £50 o.n.o.; Both £180. Lindley, 56a, Kaye Lane, Almondbury, Huddersfield. [2782

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LANCIA APRILIA, 1937. Nil miles since rebore, crankshaft regrind, mains, big-ends. Re-upholstered grey bedford cord. No rust. Sprayed Jag. Pacific blue. Mint condition. £235 o.v.n.o. 21, Laitwood Road, Balham, S.W.12. [2772

M.G. J2, 1933. Hydraulics, good engine, tyres, hood, tonneau. New battery, rewired. Some spares. £110; Ford E93A engine. Completely reconditioned but needs assembling. £12. Snow, 6, Westcote Rise, Ruislip, Middx. Tel.: 3111 [2774

UNROADWORTHY 1937 Morris 8 Tourer in Sheffield requires enthusiast owner to rebuild—or for breaking. Box No. U.775. [2775

UNIQUE OPPORTUNITY! 1938 2½-litre SS100 in original and unbelievable condition. Further details: Ellis, "Saxonbury," Lewes, Sussex. [2776

1931 MONACO. Sale or exchange Austin or Ford. Bills over £100. 120, Southern Drive, Loughton, Essex. [2777

1926 LEA-FRANCIS 9.8 h.p. Restoration begun, engine rebored. Towable. £15. Richens, Tel.: ADD 5468 (Croydon). [2778

SAFETY BELTS. Aircraft harnesses, quick release lap and shoulder straps. Ideal for sports cars being driven too fast, £3; McCulloch 4138AX engines, 72 b.h.p., 66 lbs wt.; Wanted double-barrelled flintlock gun, will exchange Singer Le Mans or British Salmson. Howell, 49, Roland Gardens, S.W.7. Tel.: FREmantle 3864 (after 10 p.m.). [2779

M.G. TA, 1937. Excellent condition throughout. Black. Green hood and s/screens, new 18 months. Full tonneau, o.s. rears, heater, demister, matching Lucas fog, spot., d/dipping headlights with stone guards, winkers, Windtones, J/rack, reversing light, screen washers, wing mirrors. Brakes and clutch overhauled and relined, new batteries, carpets. 10-year Test Certificate. £190 o.n.o. Photos, details, etc.: Cochrane, 5, The Fairway, Banbury, Oxon. [2780

ELDERLY GENTLEMAN giving up real motoring: 1938 "Big Four" Riley Adelphi. Powerful, roomy, reliable. £100 or best offer. Apply: T. R. Longbottom, Swan Farm, Rock Lane, Slaithwaite, Huddersfield. Tel.: Slaithwaite 150. [2781

1926 CLYNO saloon, mechanically and electrically sound, good body, well shod. Roof recently recovered. £45. Baker, 23, Ufton Crescent, Shirley, Solihull, Warwickshire. [2783

B.M.W. 321, saloon, Aug. '39, good condition, tyres fair. £120 o.n.o. Edwards, 3, Hebron Road, Stokesley, Middlesbrough, Yorks. [2784

DAIMLER SPECIAL Sports coupé. Immaculate throughout. Late property of titled owner. £550. H.P. arranged, exchange considered. 75, High Lane East, West Hallam, Derbyshire. Tel.: Ilkeston 3758. [2786



1960 **RENAULT Floride** in Narvic blue with black top. Running-in mileage only. Extras inc. polished wood and alloy wheel **£1,095**

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1960 **HERALD** sports saloon. A perfect car in Monaco blue. As new **£595**

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1959 **AUSTIN A40.** SPEEDWELL STAGE III conversion. This car has had over £200's worth of "quick equipment" fitted, and whilst appearing to be an orthodox A40 it goes and stops like a sports car. A very excellent opportunity for an understanding enthusiast at **£595**

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1953 **BENTLEY R-type** saloon. A specimen example of the *marque* in midnight blue. Really good value at **£1,575**

1960 **M.G.-A Special 1600,** in red. Extras inc. disc brakes, competition seats, wood rimmed alloy wheel, etc. Running-in mileage only **£980**

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1955 **L.H.D. MERCEDES-BENZ 180** saloon in light grey. A very clean and beautifully appointed car. Travel in real comfort and luxury with extras at **£595**

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ALVIS Speed Twenty, 1934, 4-seater tourer in extremely good condition. **£220.**

ASTON MARTIN, 1930, 1½-litre, International 2/4-seater. Completely rebuilt, recellulosed, new seats, ready mid-October. **£245.**

BENTLEY, 3-litre, 1925, long chassis 4-seater tourer, recent complete overhaul. **£350.** Also 1926 3-litre short chassis 2-seater at **£345.**

BUGATTI Type 57, 1934, sports saloon. Recent major engine overhaul, interior retrimmed, telecontrols, in first class order. **£395.**

O.M., 1933, 2.3-litre short chassis tourer. O.H.V. engine, completely rebuilt, full details on request.

LAGONDA, 4½-litre, 1934, M45. 2-seater. Rebuilt and re-registered in 1952. Very light bodywork, mechanically very good. **£225.**

ROLLS-ROYCE, 1926, Twenty, with 1937 d.h.c. coachwork, very good appearance. **£265.**

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1955 **AURELIA, B12, 2½-litre** 4-door saloon, absolutely unmarked, recent check-over at Lancia, Turin. **£645.**

1934 **LANCIA Augusta** saloon, probably best example available, engine undergoing overhaul. **£175.**

1936 **LANCIA Augusta** drophead coupe, completely rebuilt. **£160.**

1936 **LANCIA Augusta,** drophead coupe, good example. **£130.**

LANCIA Aprilias, choice of several from **£145.**

1960 **(April) LOTUS Seven A,** with Speedwell Clubman B.M.C. engine, close-ratio gearbox, oil cooler, 1,600 miles only. **£625.**

1958 **SIMCA Aronde** de luxe, Flash engine, 24,000 miles, immaculate. **£485.**

1948 **LANCHESTER Ten** saloon, one owner up to six months ago, 56,000 miles, very clean condition. **£140.**

1958 **RENAULT 750** saloon, l.h.d., four-branch manifold, large carburetter, excellent. **£355.**

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ALVIS SPEED TWENTY tourer, 1932, together with various spares. Requires slight attention. £37 o.n.o. Strowlger, 4, Brocks Hill Drive, Oadby, Leicester. [3038

SCOTTISH SPECIAL. J.P. tubular chassis with independent suspension all round, 100E engine with Elva o.h.i.v. and highlift camshaft, c.r. gears, 4.7 axle, with 15-in. alloy wheels. Fibreglass body. £300, offers. Tully, 42, Craigs Road, Edinburgh, 12. [3039

ROCHDALE G.T. 4.7 c.w.p., 12v., 15-in. wheels. Sprayed blue. 50, Queens Road, Accrington, Lancs. [3040

1957 JAGUAR 2.4-LITRE spares. Engine, less sump; rear axle complete; front suspension unit. Also 1938 TA-type M.G., good condition. 1937 Singer tourer 1½-litre. 1937 B.S.A. Scout. Carter, 31, Kingsway, Frodsham, Cheshire. Tel.: Frodsham 3296. [3041

TR2, 1955. Resprayed red. Overdrive, heater, "X"s, washers, etc. £450. 19, Birches Barn Avenue, Wolverhampton. Tel.: 36286. [3042

ROCHDALE G.T. Reg. 1959. B.R.G. Minor interior trim to complete. Untaxed. First £200. 2, Glamis Crescent, Bourne Avenue, Hayes, Middlesex. [3043

B.M.W. 329 CABRIOLET occasional 4-seater. Attractive. Sound throughout. £215. Crews, Tel.: WIM 4559. [3044

LANCIA APRILIA, 1938. Breaking, all parts available. Tel.: Uxbridge 36080 after 7 p.m. [3045

VOLKSWAGEN, 1956, de luxe. Sunroof. Immac. Almost new Michelin "X" tyres. Extras include Motorola push-button radio, parcel shelf, anti-roll bar, screen-washers, wing mirrors, etc. Wife wants furniture. I want £460 or best offer. 66, Vernon Drive, Stanmore, Middlesex. Tel.: HARrow 3973. [3046

AUSTIN NIPPY. New front axle, swivel pins, and new clutch. Suit "special" builder or enthusiast. £45. 120, Barnfield Avenue, Kingston, Surrey. Tel.: KIN 8437. [3047

1951 ALLARD P1 saloon. Seat covers. 22 m.p.g.; oil negligible. £150 or offer. 107, Ludlow Road, Woolston, Southampton. Tel.: 47916. [3048

LAGONDA 2-LITRE low-chassis, Speed Model, Jan. '32. Good condition. £175 o.v.n.o. "The Cottage," "Pilgrim's Rest," Wrotham, Kent. [3049

WOLSELEY FOURTEEN drophead coupé, 1939. Battery, tyres, headlamps and hood very good. Engine requires attention. £25. McAdam, Bramley Grange Hotel, Guildford. Tel.: Bramley 3434. [3050

ROCHDALE G.T. (see advert. July issue). Now offered at £240. 32, Willow Road, Enfield. [3051

M.G. TA, late 1939. Excellent. Resprayed, rewired; new screens, springs, steering; spots; extras. £200 o.n.o. "Crimond," Stock Road, Billericay, Essex. [3052

1957 JOWETT JUPITER 2-seater. Special alloy coachbuilt body. White/red trim. Five new tyres Phase III engine. Heater, all instruments. Must be seen. Bargain, £495 o.n.o. Box No. U.053. [3053

DELLOW, 1951. Good condition throughout. £160. Baronetti, 207, Highbury Quadrant, London, N.5. Tel.: VIC 6858 (day). [3054

8/80 J.A.P. ENGINE for sale. Dave Hughes, Bakery, Cogenhoe, Northampton. [3055

THE "SPECIAL" with a difference. Mercedes-Benz chassis, Ford V8 engine. Independent rear suspension, Microplas Mistral body. £175 o.n.o. Fuller, Beechcroft, Broomfield Road, Henfield, Sussex. Tel.: Henfield 326. [3056

M.G. PA. Colour ivory. Recent engine overhaul. Best offer over £100. 156, Abercairn Road, Streatham, S.W.16. [3057

ALVIS 12/70 saloon, 1938, £40. TA14 Alvis chassis with nearly completed new shooting brake body, £90. 1, Limes Road, Folkestone. Tel.: 75371. [3058

ASTON MK. II s/c. Usual modifications—rods, camshaft, flywheel, etc. Excellent condition. £325. 22, Grafton Road, Worcester Park, Surrey. [3059

IDEAL FOR "SPECIAL" builder. 1935 Singer coil spring, trailing arm, i.f.s. 1934 Singer Le Mans, tatty. Spares include two vertical magnetos, carbs., complete engine, cyl. head, gears, etc. Offers ? 294, Henley Road, Reading, Berks. [3060

1935 S.S.1 AIRLINE saloon. Red. Present owner eight years. Chrome good, most wearing parts renewed; no rust. Smedley, 105, Wood Lane, Newhall, Burton-on-Trent. [3061

RILEY IMP. V.G. condition. Recon. engine, clutch and rad. Good tyres. Full weather equipment. £250 o.n.o. Tel.: KIPling 8674. [3062

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BERKELEY, 1957, red, 328 Talisman engine. Ocelot seat covers. Engine and clutch just overhauled, new battery. Getting married, so £245 would buy this attractive car. Hynson, 30, Moffat Road, Palmers Green, N.13. [3064

FOR SALE—*continued*

LA LICORNE. 9-h.p. coupé, 1929, one owner 30 years. £65 to appreciative home. Tel.: Riverside 3531 (evenings). [2987

A.C. GREYHOUND, 1936. Engine, clutch, steering, brakes, completely overhauled Spring this year. Electrically rewired throughout, new hood, etc. Very good appearance. £125 o.n.o. Blew. Tel.: Watford 23445 (before 5.30). [3065

SPEEDEX SILVERSTONE Bodyshell, mounting bracket, crossflow, header tank, water pump: cost £100, sale £60 offers; also A7 spares, chassis "Nippy" suspension. 61, Rosemary Hill Road, Streetly, Sutton Coldfield, Warks. Tel.: Streetly 2019. [3066

M.G. TC. Immaculate bodily and mechanically, many extras, 1st class specimen. £270 o.n.o. Drew, Officers' Mess, Halton, Aylesbury, Bucks. Tel.: Wendover 2242 (Ext. 178 after 5 p.m.). [3067

1946 M.G. TC, red, excellent condition in every way, heater and extras, any trial or examination. £210. The Chestnuts, High Street, Godstone, Surrey. Tel.: Godstone 203 [3068

JAGUAR SS, 1937. Useful spares—engine, tyres, battery—good. Wheel spline seized. Otherwise fair condition. Phone : Northill, Beds. 312 (evenings). [3069

FALCON FOR Mk. II. Completely rebuilt, new boxed chassis, 4.7 axle, Ballamy i.f.s., h.c. alloy head, twin S.U.s, 4-branch exhaust, tele. shocks., 15-in. wheels fitted with road speed tyres, well finished. £295 o.n.o. H.P. arranged. 4, Meriden Rise, Sheldon, B'ham, 26. [3070

A7, 1936. Excellent throughout. Ideal "special". £15. 6, Mount Pleasant, Ackworth, Pontefract. [3071

TR2, 1954, 47,000; overdrive, wire wheels, 20 extras. £450. Dr. Plumpton, 64, Priory Avenue, Hastings. [3072

BREAKING accident damaged 1938 Lancia Aprilia. Most parts available. Write: Sharp, 71, Green Lane, Copnor, Portsmouth, Hants. [3073

BORGWARD COMBI, late 1956, many extras, very good condition. Standley. Tel.: COI. 6412 day or 24, Hersham Road, Walton-on-Thames 20993. [3074

RILEY MERLIN, 1936. Sale or swop scooter, moped. Fox. 78, Main Street, Keevil, Trowbridge, Wilts. [3075

ALVIS 12/60, Big Port Beetleback, 1931. Excellent condition. Tel.: Sheffield 366444. [3076

LAGONDA 16/80 saloon, 1932. Mechanically good, bodily fair. Best offer around £60 or break for spares. 4, The Greenway, North Road, Hull. Tel.: Hull Central 55757. [3077

RARE HSM TRIUMPH, only three made. 16-in. brakes. E.N.V. b/axle, Wilson box, Corsica 2-seat. bodywork, excellent cond. £230. St. John, Woodland Cottage, Leafield, Oxon. [3078

COOPER-M.G., 90 b.h.p., TD engine, i.r.s., i.f.s., full weather equipment. £375 o.n.o. Hirst, 64, Otley Road, Leeds, 6. [3079

HEALEY DUNCAN, f.h.c., 1950. Excellent. Offers or exchange Mk. 7 Jaguar. Little Heath, Hurn Road, Ringwood. [3080

RILEY 1936 MODEL, Falcon 12/4. Excellent condition. Seen Bolton or Hull. £100 o.n.o. Wood, 574, Inglemire Lane, Hull. [3081

CRUMPETVAGEN—Smoothly contoured, fast and willing worker, behaves like a dream, doesn't drink or smoke (Falcon Carribean). £335. Bromage, 7, Dairyfields, Crawley, Sussex. [3082

FRAZER NASH-B.M.W., 327 Cabriolet, fitted Bristol 403 engine/gearbox, unmarked grey cellulose, Lucas long range headlamps, winkers, Marchal fog/spot lamps, heater, believed best in existence. £450 o.n.o. Ball, Mill Cottage, Letcombe Bassett, Berks., Tel.: Wantage 369 (after 10th October). [3083

RILEY ADELPHI, good tyres, lights, steering, brakes, battery. Also complete Falcon suitable for spares. £60 the pair or will separate, must sell, so any offers considered. 27, Rickmansworth Road, Watford, Herts. Tel.: Watford 24640. [3084

MISTRAL BODY with windscreen, hood, side-screens, sidelights, Windtones, rear luggage rack, and tonneau. £40. Wanted: 12-v. radio. Scraces Farm. Tel.: Pangbourne 244. [3085

MG 3441, attractive PA 2-seater, 1934, carrier, twin tones, lights and tonneau, good tyres and brakes, engine and body reasonable. Short of space so will haggle at £65. Wits End, 7, Bower Road, Woolton, Liverpool. [3086

RILEY KESTREL saloon 12/4, 1938. Not a "has been." Details: 97, Shear Brow, Blackburn. [3087

LEA-FRANCIS Utility, 1948. 1½ litre. £70. K. Walton, 192a, Tamworth Road, Long Eaton, Nottingham. [3088

1956 D.K.W. 900, l.h.d., new engine, new "X" tyres, black and silver, £395; also 1951 Minor Tourer s.v., twin S.U.s, high comp., close-ratio box, high ratio axle, new hood, resprayed dark blue, new tyres, £335. 53, Kendall Avenue South, Sanderstead. Tel.: Uplands 8118 (evenings), Bywood 1117 (daytime). [3089

1936 ALVIS Speed 20, Vanden Plas drophead Good looking sound car with new hood. £220. Photos, 161, Westend Road, Bitterne, Southampton. [3090

FOR SALE—*continued*

LAGONDA SALOONS. Enthusiast offering 1938 4½-litre LG6 and 1935 3½-litre, both in very nice condition. £265 and £210 approx. respectively. Crocker, 15, Graham Terrace, S.W.1. Tel.: SLO 9420 (home), MAN 8733 (office). [3091

M.G. VA, 1½ litre, d.h.c., in excellent condition. £70 o.n.o. Photos available. 9, Green Crescent, Flackwell Heath, Bucks. [3092

SS100, 3½, 1939. Immaculate, resprayed, rechromed, new hood, excellent mechanically. £335. Mee, 23, Beaconsfield Road, Twickenham, Middx. [3093

TORNADO 1172, 1959, tubular chassis, 15-in. "X"s, i.f.s., 4.7 c.w.p., crossflow, remote, 12v., hood, tonneau, extras, garage built. £365. P.X. considered. 25, Fenwick Close, Aspley, Nottingham. [3094

LAGONDA, 1950, 2.6 litre drophead. Grey, red upholstery, red Vynide hood. Maintained regardless of cost. New tyres, batteries, relined brakes. A bargain at £315. Tel.: Henley 1509. [3095

1172 FORMULA SPECIAL, fully modified, race tuned, wishbone i.f.s. remote four-speed c.r. box. R.5's, spares and road equipment. £245. Paterson. Tel.: Denham 2709 (evenings). [3096

BUILD YOURSELF an Austin Seven Special for £200: 1930 chassis, engine, 4-speed box, fitted with i.f.s., h.c. alloy head, twin S.U. carbs. Brand new parts include Ashley body and hard-top c.f. rad., seats, trim, head and tail lamps, winkers, wiper and motor harness, etc. "Old England" Hollingbourne, Maidstone. Tel.: 237. [3097

A7 SPECIAL. Pointed tail 2½-seater. Bowden i.f.s., lowered, 4-speed. No hood. £45 with spare chassis, axles, engine, box, etc. 3, Birchtree Drive, Hollybank, Emsworth, Hants. [3098

B.S.A. SCOUT, 1938, fixed head coupé. Good condition. £50. Collins, 9, Longrood Road, Bilton, Rugby. Tel.: Rugby 5177. [3099

OUTSTANDING STANDARD. 1930 Avon Special, 10-h.p. 2-seater. Unmarked condition, maintained to original specification by two fastidious owners. Can only be described as excellent. Offers over £85 invited. 9, Bramber Road, W.14. [3100

M.G. 1950 TC, 16-in. rear wheels. Above average. £295. Tel.: Pollards 0313. [3101

M.G. 18/80 Mk. I Speed Model, excellent condition, spare engine, etc. £120. Marsh, 47, Gorings Mead, Horsham, Sussex. [3102

CITROEN L15, 1952, Maroon, £215 or offer. 172, Highfield Lane, Keighley, Yorks. Tel.: 5983. [3103

SUPERB M.G. TF 1500. Brand new engine, gearbox, tyres, exhaust system. Gleaming cellulose and chrome. Wing mirrors, heater, spots., rack, tonneau, rad. blind, washers, Genuine sale reason. Offers. Miller, 6, Courtland Drive Chigwell, Essex. Tel.: Hainault 3378. [4103

1926 LEA-FRANCIS 12/22 tourer, very smart, original, lively performance, sound mechanically. £75. Sawers, Freshfield, Station Avenue, Walton-on-Thames. [3105

1935 SINGER NINE Sports. Actual Le Mans team car. £60 o.n.o. Gebler, 143, Sunnymead, Crawley. Tel.: 1910. [3106

ENGINE: late 1958 Ensign 1,670-c.c., complete except carb. Stripped. Valves ground, etc. ready to install, as new inside and out. Ideal Tornado or similar. £55 (new price £170). 28, Chaucer Road, Walthamstow, E.17. [3107

FORD 1172 SPECIAL. Boxed chassis, fitted red fibreglass body. Hydraulics. 5-in. instruments; including rev.-counter, hide seats, excellent tyres. £175. Smith, 27, Alma Avenue, Highams Park, London, E.4. Tel.: LAR 7344. [3108

MERCURY V8 engine, 60 miles only. New, not reconditioned. Fit Pilot, Allard, etc. Full inspection welcomed. £40. 50, Stafford Street, Derby. Tel.: Derby 47059. [3110

1950 HEALEY Silverstone "E" first class condition throughout. Full weather equipment. New tyres. £340. Box No. U.111. [3111

'58 A.H. SPRITE. Excellent. Heater, washers, tonneau, etc., blue. £485 o.n.o. Tel.: LAD 2669 (9-6.30). [3112

LAID-UP SUNBEAM, 1934, 3-litre Speed 20 coupé. £65 o.n.o. Rawcliffe, 237, Livesey Branch Road, Blackburn, Lancs. Tel.: Blakewater 85306. [3113

INVICTA, 1949. 3-litre d.h. Needs some attention. Location: Manchester. £225 o.n.o. Particulars: Box No. U.114. [3114

VINTAGE STAR, 13.2-h.p. high brass-edged saloon. £80. 158, Scarisbrick New Road, Southport. [3115

M.G. K1 (P.V.T.). Body rebuilt original styling. New tonneau and hood. Engine sound. Preselector. £150 o.n.o. 33, Cleveland Road, Heaton Mersey, Stockport. Tel.: HEA 1766. [3116

ROVER TWELVE, 1948. 4-seater open sports. This rare car in exceptional condition. Photograph available. £225. Box No. U.117. [3117

MOST HANDSOME Weymann bodied h.c. 2-litre Lagonda saloon. Much work done on this car to bring it to present excellent condition. £220. King, 22, Malden Avenue, S.E.25. Tel.: ADD 8303. [3118

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

FOR SALE—*continued*

TR2 ENGINE. Very low mileage. Including all ancillaries. Any offers ? Greasley, Tel.: Birmingham NOR 5848. [2431

LANCIA AUGUSTA, 1936, d.h.c., recent engine overhaul. £60 o.n.o. for quick sale. Floyd, 15, Belvedere Road, Ainsdale, Southport, Lancs. [3120

SINGER SM1500 Roadster, 1952. Excellent condition. Below average mileage. Grey. £285 o.n.o. "Airlie," Speke Road, Woolton, Liverpool. [3121

TR3A, 1958. White, red hard-top, soft-top, tonneau cover, undersealed, wire wheels, Michelin "X"s, transistor radio, heater, occasional seat, roof signpost light, spots., superb condition. £820. Tel.: STR 5727. [3122

SUPERB 750 SPECIAL. Fibreglass shell, usual mods., luxuriously finished, but no engine. Offers to Gerrards Cross 3336. [3123

BRISTOL 400, late 1949. Opening rear window, low mileage since brakes relined, decoked and resprayed. £450. Tel.: FRO 3149. [3124

FIAT 600, 1955, engine 3,000 miles since completely rebuilt with 1960 series parts. Brabham balanced crankshaft rods and pistons. £300. Tel.: FRO 1596. [3125

VW DE LUXE, 1955 model. New engine, well shod, "X"s rear, French grey, first-class condition. £400. Tel.: Hampstead 2719. [3126

ROLLS 20/25, 1933, 6 Light Saloon. Thrupp & Maberly. Exceptional condition throughout. £175 o.n.o. 27, Great North Way, N.W.4. Tel.: Sun 1946. [3127

XK120, 1952. White, exceptional condition throughout. £325 o.n.o. Consider P.X. 27, Great North Way, N.W.4. Tel.: SUN 1946. [3128

JAVELIN DE LUXE, 1953. Extras. Series III, low mileage. Good example. £345 or offer. Box No. U.129. [3129

RAILTON D.H.C., 1935. £135 o.n.o. New hood, batteries. Rewired and converted to 12 volt electrics. Smith, Flat 7, 19, Archway Road, N.19. [3130

A QUITE SPECIAL and superb Aprilia. Sacrilegious, but £120 secures. Box No. U.131. [3131

ASHLEY A.7 SPECIAL, with hard-top, P700s, export Anglia W/P., brakes relined. £120 o.n.o. Slater, 46, Crowther Avenue, Calverley, Pudsey, Yorkshire. Tel.: Idle 435. [3132

1949 A.C. saloon, black. Very good condition; engine and gearbox reconditioned 10,000 miles ago, new silencer, etc. £225 or offer, or will exchange low h.p. pre-war car. Hammersly, 60, Park Drive, Barrow-in-Furness, Lancs. [3133

VOLKSWAGEN DE LUXE, 1958 model, black 30,000 miles. £510. 2, Brays Close, Hyde Heath, Amersham. Tel.: Chesham 8847. [3134

COUPE JUPITER, an outstanding individual car, beautifully built by Collinson. New engine with special aluminium sump, brake booster, adjustable dampers, heater. Immaculate in red. £395. Tel.: ADDiscombe 2141. [3135

FOR SALE—*continued*

RILEY LYNX "SPRITE." Ex. con. Recellulosed. New carpets, tonneau. Ex. body. £225 o.n.o., or would exchange. H.P. possible. Tel.: LEE 3883. [3136

TR3, Oct. '56. Disc brakes, overdrive, screen-washers, leather upholstery, hard-top, soft-top, heater. Absolutely perfect. £550. Tel.: Cadnam 3313 (Southampton). [3137

DINAH SEEKS HOME. Beautiful 1940 Morris Series E tourer. £115. Tel.: Byron (London) 7890. [3138

1935 AUSTIN NIPPY. Completely required, Bosch lights. Rebored, big-ends, mains; requires running-in. Four-speed close-ratio box. New hood, Plexiglass sides, seats re-upholstered, carpets, mats. Girlings all round relined, clutch competition linings, new withdrawal fingers, Bowdenex, new rear cables, king-pins, steering bushes. TC M.G. instrument panel. Taking 10-year test this week. Superb car, £120. Baker, Tongham Fruit Farm, Tongham, Farnham. Tel.: Aldershot 23523. [3139

TR3A, 1958. Nearly all extras. Well kept. Little wear on mechanical parts. Qualified inspection will verify car to be well above average. Tel.: Staines 55041. [3140

1959 M.G.-A coupé, 10,000 miles. Radio, heater, washers, badge bar, lamps, etc. Red. Immaculate condition. One driver. £725 o.n.o. Miss J. Day, Tel.: Broomfield (Essex) 233. [3141

BRITISH SALMSON AERO, 1934, 1½-litre sports saloon, d.o.h.c. £50. Chapman, 113, Preston Road, Brighton. [3142

VINTAGE AUSTIN TWELVE, one owner. Excellent condition throughout. What offers ? Tel.: Guildford 62081 (after 6 p.m.). [3143

"SUPER"-BODIED A.7 Special, completely finished, 2,000 miles only. All the usual mods. and some of the more unusual ones. Cost £170, will haggle around £125. Write honest details, photos. Smith, The Ryders, Kimberley Road, Laindon, Basildon, Essex. [3145

AUSTIN 750 SPECIAL. Lowered front axle, brake conversion, Speedex body. Good tyres. Sale or exchange small saloon. Kendall, 40, Hull Road, Howden, Yorks. [3146

SPRITE, 1959. B.R.G. 8,000 miles. Perfect condition. All extras—bar radio; underseal. One owner—Advanced Motorist. £570 o.n.o. Box No. U.148. [3148

VINTAGE STABLE FOR disposal. Type 37 Bugatti, 1928. Ex-Corps Diplomatique. Recently registered EB 1928. Customs paid. Never raced. Stored war years. Molsheim road converted to starter, wings, hood, boot, etc. Offers over £530. N.S.U. Sports Prinz, July 1960, 3,000 miles, red, as new. Offers over £1,100. 1929 Morris Minor o.h.c. fabric saloon. Stored 1930-1959. New tyres, battery. *Concours* winner July 1960. Picture page 681, August MOTOR SPORT. Offers over £130. Details : Capt. McLeod, 7, Heath Road, Potters Bar, Middlesex. [3153

FOR SALE—*continued*

TR3, late '57, 2/4-seater, one owner. Undersealed. Apple green, beige trim and hood. Overdrive, heater, discs, washers, tonneau, ocelot covers. Full history. Not raced/rallied. Sell or exchange for red! TR3 same condition, wire wheels, hard-top. 67, Pilsley Road, Clay Cross, Chesterfield. [3147

1950 RILEY 2½-LITRE roadster, green/beige. A rare model in excellent condition—motoring at its best. Guranteed under 31,000 miles. Broken-hearted owner parting with a friend. A snip at £375. S. Fisher, 10, Booth Place, Falkirk. Tel.: 492. [3149

MARCHAL 660/662 lamps, 75s. each. 670/672 lamps, 57s. 6d. each. Brand new boxes, unopened. Post free from Snell, 13, Chestnut Close, Eastleigh, Hants. [3150

CHASSIS FOR SPECIAL. 5 × 19-in. knock-on wheels, new tyres, pre-selector gearbox, radiator, head, and other spares from Riley Kestrel Nine. Offers to : 87, Hare Street Springs, Harlow, Essex. Tel. : 25761. [3154

WANTED

SUPERCHARGER or twin carb. conversion for 1958 Volkswagen. Barker, 49, Norwood Street, Hull, Yorks. [2417

CELEBRATED ECCENTRIC, returning England from Darkest Africa March 1961, will require motorised mechanical device for attracting and ensnaring two-legged small game. Anything considered, if mechanically sound and not over £150. Details to: Stacey, Box 1190, Ndola, N. Rhodesia. [2442

ONE HUNDRED POUNDS and original open Vintage light car in exchange for original Riley Imp value £250. Gardiner, Old Rectory Cottage, Tallington, Stamford. [2443

TURNER 950, Lotus 7A, Electron Minor, Sprite or w.h.y.? Partially completed considered. Walker, 58, Balmoral Road, Morecambe, Lancs. Tel.: 2270. [2445

"750" SPECIAL, hydraulics essential, fibreglass preferred. £80 cash. Unfinished considered. Collinson, 9, Rosetree Ave., Birstall, Leics. [2446

CANNON TRIALS CAR required, new or second-hand. J. McLaughlin, 27, Marsh Hill, Erdington, Birmingham, 23. [2455

EARLY VINTAGE or Edwardian car. Any condition as long as restorable. Write: Moseley, The Glen, 4, Southdown Road, Southwick. [2457

FRONT AXLE BEAM for VA Series M.G. urgently required. 1937 model, chassis number VA 0763. Crooks, 23, Inchbrook Road, Kenilworth. [2993

NEAR-SIDE FRONT SIDESCREEN for M.G. TC Midget. Any condition. Richardson, Woodbridge House, Shaftesbury, Dorset. [3144



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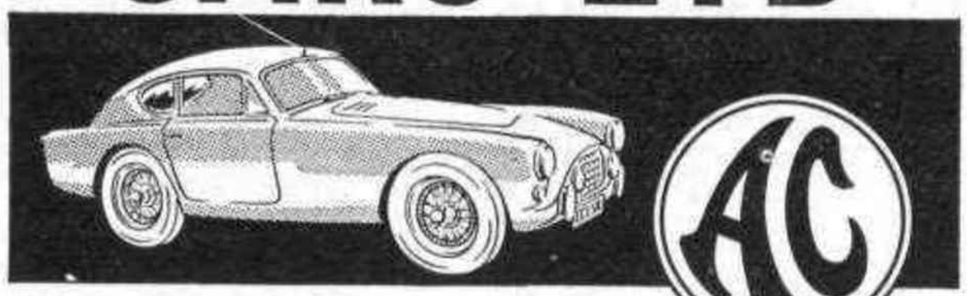
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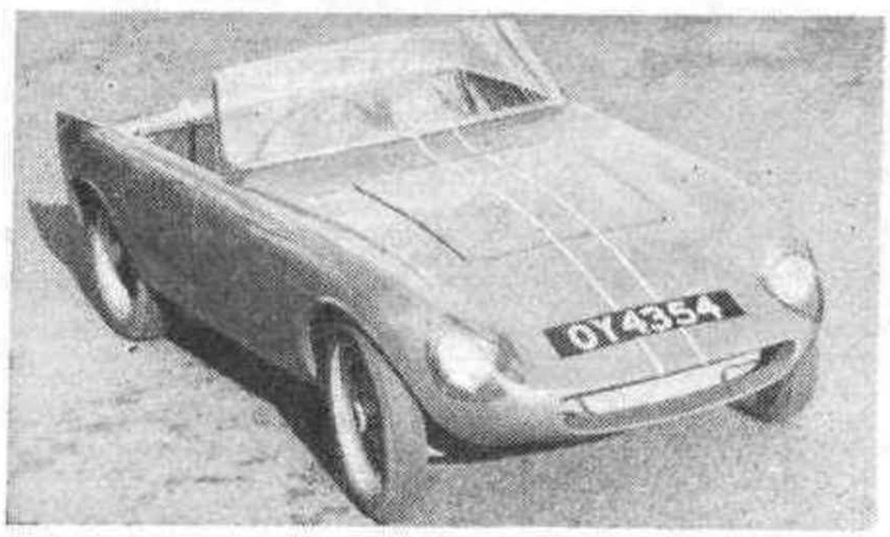
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WANTED—*continued*

MINERVA WORKSHOP MANUAL for 30-h.p. 5¼-litre or 23-h.p. 3¼-litre, 1923 onwards. Box No. U.459. [2459

WANTED. Jaguar D-type or Aston Martin DBR 1/300 s/c. body. Damaged considered. P. Sadler, Acton House, Acton, Newcastle, Staffs. [2473

HARD-TOP FOR XK120. Must be in good condition. Colour immaterial. Wrinch, T.A. Centre, Deepdale Rd., Preston, Lancs. [2477

E93A or 100E Ford engine wanted. 44, Bittacy Rise, N.W.7. Tel.: FIN 6659. [2482

12/50 ALVIS saloon, aluminium body preferred. Good to first class order. Heath, 1, Boxgrove Road, Sale, Cheshire. Tel.: SAL. 7757. [2485

WANTED complete reconditioned 100E engine, preferably tuned. Tel.: ARNold 7325 (evenings). [2515

SERVAIS EXHAUST manifold for 1954 Mk. 1 Ford Zephyr, also Handa overdrive. Hardy, 73, Fortune Green Road, N.W.6. [2516

RILEY 14, 15 or 16 h.p., up to 1938, wanted; *not* preselector gearbox. Particulars to White, 94, Rainham Road, Chatham. [2524

ANY INFORMATION, whereabouts and availability of M.G. K3 chassis, engine, body not required. 10, Marcham Road, Abingdon, Berks. [2549

WANTED. Vintage pre- or just post-war racing or formula car. E.R.A. preferred, but anything considered. Distance no object, including overseas offers. Prefer good example, but crashed or cannibalised cars considered. Grice, Burton Hall, Burton Solmon, Yorks. [2550

1924 AUSTIN SEVEN tourer body. Any condition, complete car considered. Box No. U.578. [2578

WANTED URGENTLY. Hood to fit Lotus Eleven wrap round screen, or windscreen and hood to fit same. Jamison, 358, Hollinsend Road, Sheffield, 12. [2579

WANTED. For E93A, twin carbs. and exhaust system, 4.7 c.w.p., i.f.s., c.r. gearbox. G. Winfield, 27, Como Road, Aylesbury, Bucks. Tel.: Ayl 5319. [2580

WANTED. 1932 Wolseley Hornet Swallow 2-seater. Condition unimportant if complete and cheap. Warrillow, Hill-Cote, Lancaster Road, Newcastle, Staffordshire. Tel.: 69644. [2581

ENTHUSIAST REQUIRES cheap second car. Riley, Alvis, M.G. preferred, anything considered. 22, Peters Place, Northchurch, Herts. [2582

WANTED. Austin Seven mods.: head, manifolds, i.f.s., etc. Anything. Write: Firn, Morton Mains Farm, Edinburgh, 10. [2615

CARBURETTER VOLKSWAGEN 28PC1, two 32 Solex, or Webers 32PB1. Cranfield, 47, Fraser Road, Poole, Dorset. [2616

JEEP or similar vehicle wanted, must be in good condition, weatherproof, and reasonably priced. Box No. U.617. [2617

HARD-TOP, for 1957 Austin Healey BN4 4-str. Peters, 76, Northampton Road, Addiscombe, Surrey. [2632

5.20 × 15 in. WHEELS for Morris 1000 hubs. Muir, 5, Heather Grove, Preston. [2642

SUPERCHARGER: Cozette or similar, suitable for Meadows 4ED. Mobbs, 354, Wokingham Road, Earley, Reading. [2645

ADVERTISING AGENCY seeks unusual cars for photographic purposes. Propeller driven, wickerwork bodies, cottages on wheels, cars that fly, the stranger the better. Photographs if possible. Write: Box No. U.658. [2658

ROLLS-ROYCE 1925-1939 convertible coupé or five passenger convertible drophead, must have sporty appearance. Body and mechanical shape not too important as long as car is complete and all parts intact—or—Mercedes-Benz 540K same condition as above. Please send photos if possible. R. T. Dixon, 407, Kingston Cres., Winnipeg, Manitoba, Canada. [2684

REBUILDING CRASHED M.G. TC. All parts urgently required. Crosland, 130, Wrose Road, Bradford 2. Tel.: 56688 (evening). [2685

WANTED : A PRE-1914 car, complete or otherwise. Seaton, 34, Queens Road, Bournemouth. [2686

ZEPHYR CONVERTIBLE, good 5-year-old. Have 1959 Popular " as new." Wells, Mildenhall, Suffolk. [2687

WANTED : Front axle for 1936 B.S.A. Scout. McDonald, 16, Southfield Loan, Portobello, *Midlothian.* [2688

GOOD HOME for medium h.p. Vintage coupé/tourer with sound body, if price moderate. 19, Lyndhurst Road, Rugby. [2689

ALVIS D.H.C., alternatively any good Alvis. 2a, Burchell Road, London, E.10. Tel.: Leytonstone 4582. [2691

PHANTOM I tools and tooltrays required. Also windscreen wiper. Box No. U.722. [2722

WANTED: Economical Jaguar SS100 good condition essential. Around £250. " South Corner," Ham Common, Surrey. Tel.: KIN 3000. [2743

AUSTIN SEVEN saloon, for inevitable(?) happiness at approximately £30. Franks, Tel.: Esher 2659 (after 7). [2744

L-SERIES M.G. engine wanted, but not another heartbreak! Complete and with clutch preferred. K might do? Box No. U.745. [2745

WANTED—*continued*

WANTED. Decent, finished or near-finished " special," Ford or Minor 1000 engine, fibreglass or professional alloy body, tubular chassis, etc. Cash waiting but—please—no rubbish. Tel.: BECkenham (Kent) 7971, or Box No. U.857. [2857

BENTLEY 3-LITRE short-chassis, condition immaterial, not over £100. Please write Box No. U.887. [2887

LOTUS 7. £350-£400. Cash offered. Davies, 67, Hook Road, Goole, Yorks. [2910

ALVIS SPEED 20 tourer/d.h.c., full details, photos to: Stickland, Bennebroek, Saxmundham. [2911

XK120: Salisbury rear axle wanted, state ratio. 25, Tudor Hill, Sutton Coldfield. [2912

WANTED: Vintage Lea-Francis with 4ED Meadows engine, complete with twin-port head or supercharger. Must be fairly cheap and suitable rebuilding. Martin, Brook Close, Borrowash, Nr. Derby. [2913

HYDRAULICS for clutch operation. 6v. electronic tachometer; A30/A35 manifolds, distributor, air cleaner, gearbox. A35 engine. R. Russell, 60, Haling Park Road, Croydon. [2914

LAGONDA WANTED for spares. Any model, condition, or location, if cheap. Box No. U.915. [2915

LAYSTALL-LUCAS HEAD for M.G. TF 1250. Jackson, 402, Liverpool Road, Southport. Tel.: 78114. [2916

FALCON COMPETITION windscreen, hardtop or any weather protection. Manor Weald Hostel, Milford, Surrey. [2917

MORRIS 1000, or Traveller. Condition immaterial, any distance, reasonable price. 29, East Street, Sudbury, Suffolk. [2918

WANTED: H.R.G. Derrington head for M.G. Magnette. 80, Crostons Road, Elton, Bury, Lancs. [2919

AUSTIN HEALEY SPRITE, 1960 or late 1959, low mileage essential, cash available for the right car. Please write: Box No. U.920. [2920

600/650 × 19. New or unused maker's remoulds. Millard, Paddock Way, Oxted, Surrey. [2921

DROPHEAD BODY, preferably James Young or Vanden Plas, off 4½-litre Bentley chassis, wanted in exchange attractive James Young swept saloon off similar chassis. Tel.: Oxshott 3151. [2922

MARENDAZ CROWNWHEEL and pinion or complete axle. Shaw, 16, St. Augustines Road, Edgbaston, Birmingham. [2923

M.G. L-TYPE reconditioned engine (1935). Also six-cylinder Vertex magneto. Taylor, 13, St. Helen's Road, Brigg, Lincolnshire. Tel.: 2372. [2924

RILEY NINE Lynx engine, buyer will collect. Felce, 13, Shelley Road, Kettering, Northants. [2925

M.G. PB CYLINDER BLOCK or complete engine. Urgent. Lieut. Strong, R.E.M.E., R.M.C.S., Shrivenham, Swindon, Wilts. [2926

HARD-TOP, TR3A. Price and particulars. 44, Broughton Road, Bessacarr, Doncaster. [3002

K2 ALLARD in exchange for Cooper Sports 1,100 c.c. Reg. 1957. 1, Toll Bar Cottages, Ollerton, Knutsford, Cheshire. [3003

LAGONDA M45 tourer with decent bodywork and trim. Condition of mechanics immaterial; in fact, shot mechanics preferred. Write : Taylor, Leighton House, Minshull New Road, Crewe, Cheshire. [3004

STEEL HARD-TOP for '58 TR3A. Good condition. 142, Kenilworth Avenue, Hull. [3005

CLYNO 12 h.p.—Half-shaft and hub in reasonable condition. Write Box No. U.006. [3006

ALFIN FRONT BRAKE drums, new or slightly used, 9 in. × 2½ in., for Ford Zephyr Mk. I. Urgent. Stewart, " Kallista," Linden Avenue, Maidenhead, Berks. Tel.: 1684. [3007

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MASCOTS. Lalique glass; Hispano Stork; Alvis Hare; Isotta Man; A.C. Greyhound; Minerva Head; Stutz Head; Mercedes Star; Rolls Ladies. Anything considered. Also literature. Peter B. Moore, Tel.: NH2 3980. 1, Northwood Way, Northwood, Middlesex. [3010

MORGAN 4/4, pre-1950, or good similar car, consider exchange Ariel Leader. Shenton Hall, Nuneaton, Warwicks. Tel.: Stoke Golding 253. [3011

MISCELLANEOUS

PERSONAL ACCIDENT insurance for sports car passengers, 15s. per seat. 34, Cator Road, S.E.26. Tel.: SYD 2695. [2448

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MISCELLANEOUS—*continued*

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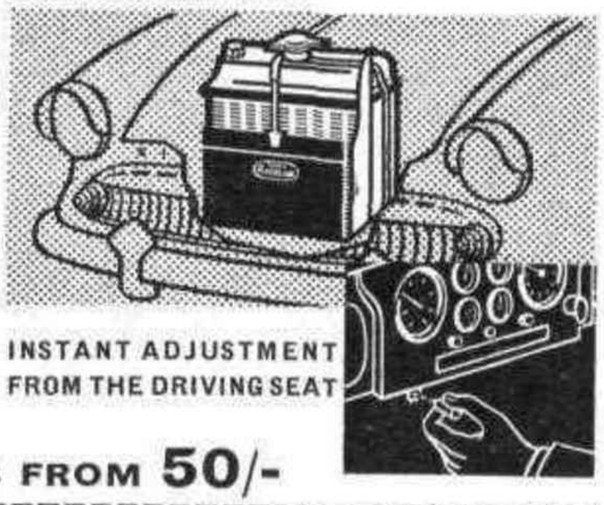
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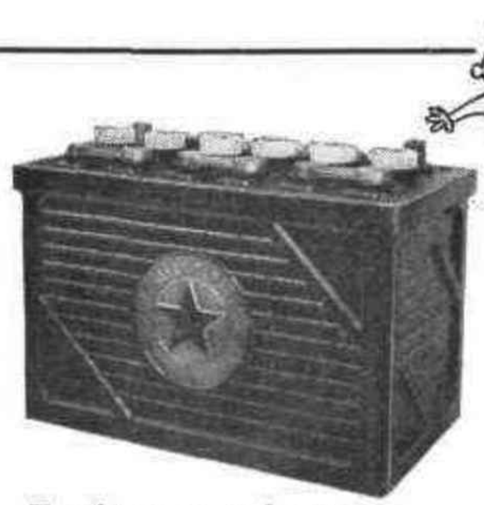
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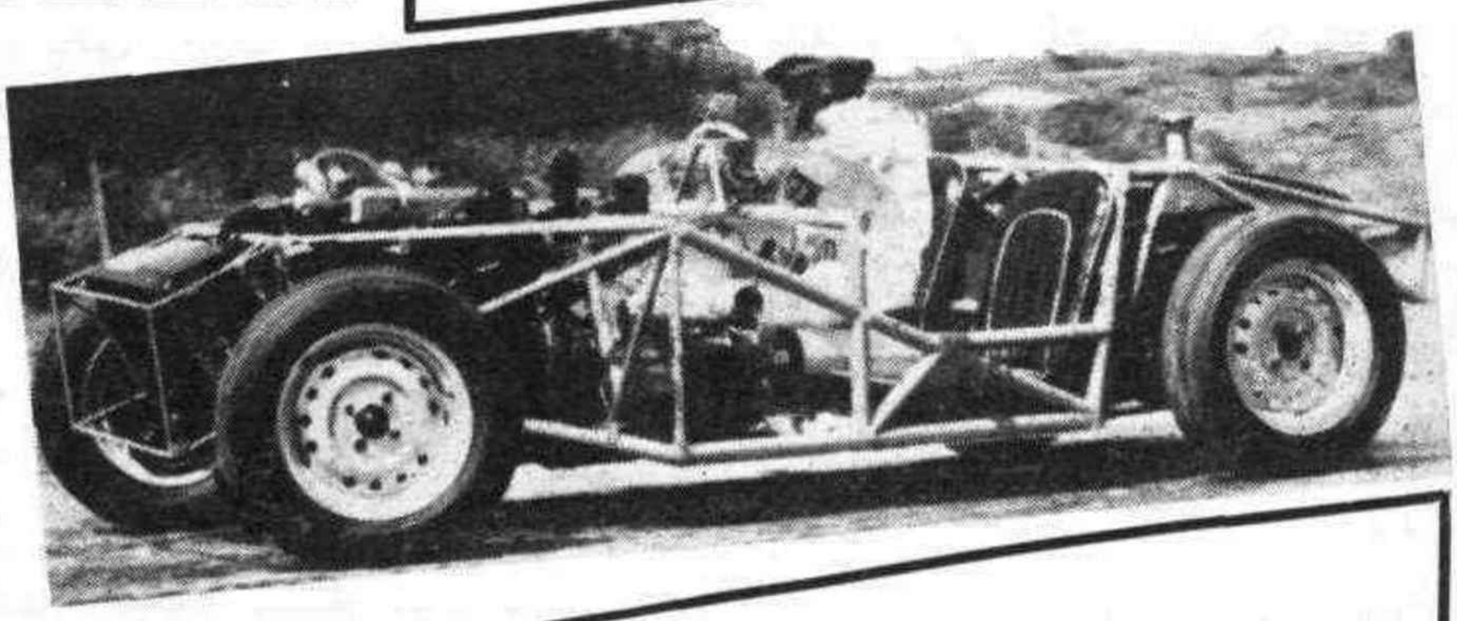
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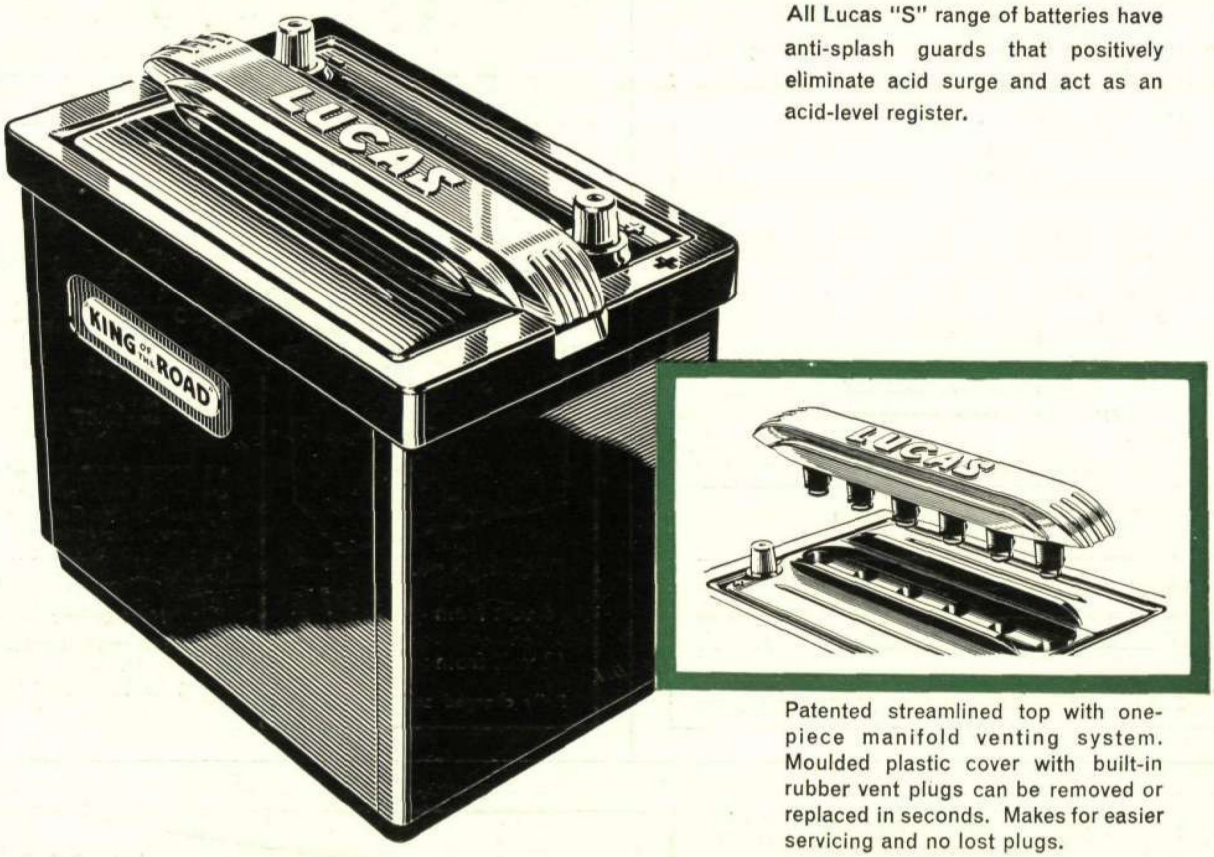
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